



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

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Federal Motor Carrier Safety Administration

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Office of Research and Information Technology

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U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Trends in Commercial Motor Vehicle Safety: 2013 FARS Data on Large Truck and Bus Fatal Crashes



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Our Mission

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION 2012-2016 STRATEGIC PLAN

Preventing
Crashes...
**SAVING
LIVES**

Raising the Bar to Entry
Requiring to Maintain High Safety Standards
Removing High Risk Carriers & Drivers



U.S. Department of Transportation
Federal Motor Carrier Safety
Administration

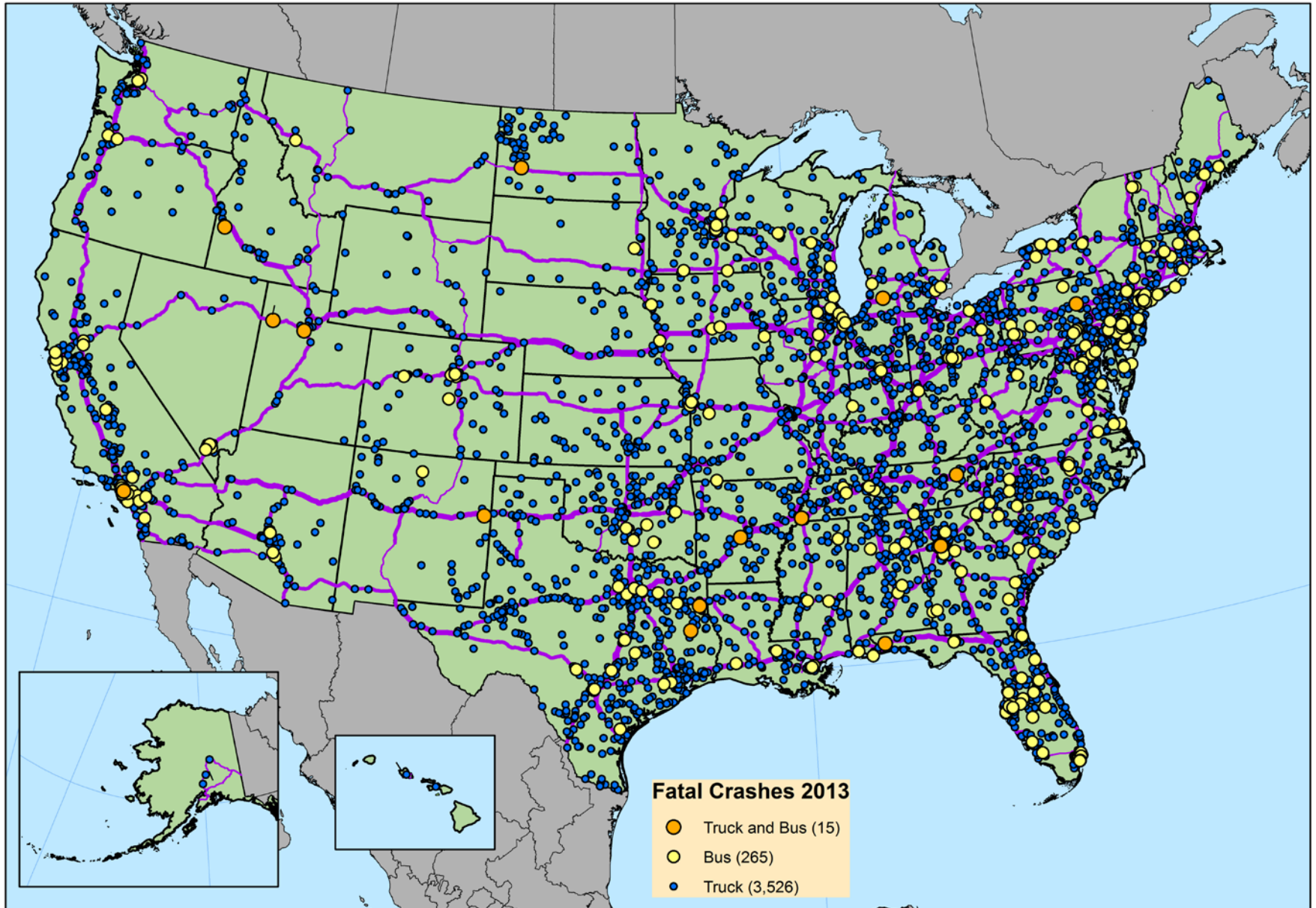
Placing safety as our
highest priority:
Reduce crashes, injuries,
and fatalities involving
CMV transportation
through *education*,
innovation, *regulation*,
enforcement, financial
assistance, partnerships,
and *full accountability*.

Overview: Large Truck and Bus Fatal Crash Data 2011-2013

	2011	2012	2013	2011-2012 Percent Change	2012-2013 Percent Change
Fatal <u>Crashes</u> Involving Large Trucks and/or Buses	3,593	3,726	3,806	3.7%	2.1%
Large <u>Trucks and</u> <u>Buses</u> Involved in Fatal Crashes	3,878	4,078	4,186	5.2%	2.6%
<u>Fatalities</u> in Large Trucks and/or Bus Crashes	4,043	4,208	4,251	4.1%	1.0%
Large Truck and Bus <u>Occupant</u> <u>Fatalities</u>	695	736	739	5.9%	0.4%

Sources: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Large Truck and Bus Fatal Crashes 2013



Large Truck and Bus Fatal Crash Data, 2011-2013

	2011	2012	2013	2011-2012 Percent Change	2012-2013 Percent Change
Fatal Crashes Involving Large Trucks	3,365	3,486	3,541	3.6%	1.6%
Fatal Crashes Involving Buses	243	252	280	3.7%	11.1%
Fatalities in Large Truck Crashes	3,781	3,944	3,964	4.3%	0.5%
Fatalities in Bus Crashes	284	282	310	-0.7%	9.9%

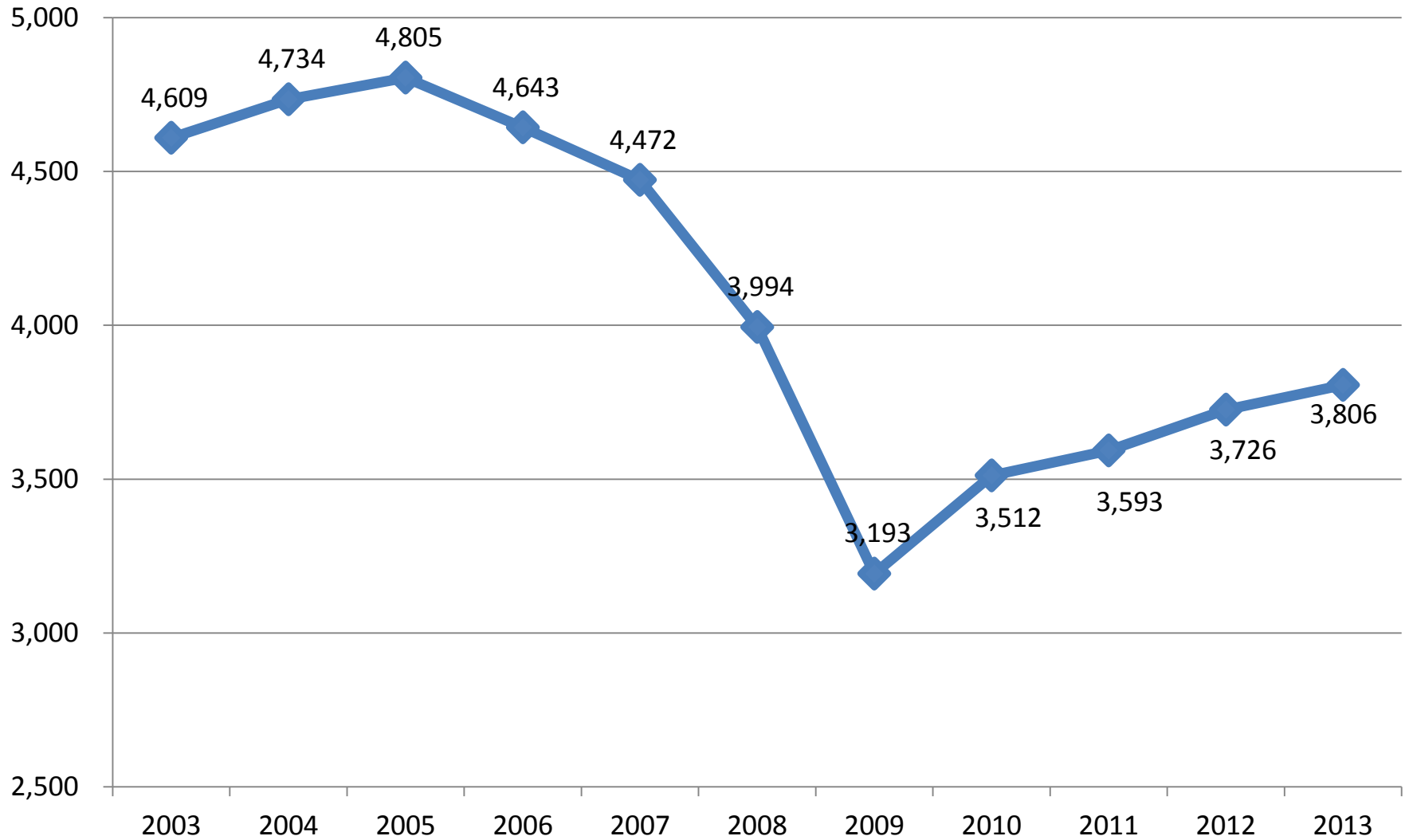
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Buses in Fatal Crashes by Type of Bus, 2011-2013

	2011	2012	2013	2011-2012 Percent Change	2012-2013 Percent Change
School Bus	98	102	114	4.1%	11.8%
Intercity Bus (Motorcoach)	41	34	43	-17.1%	26.5%
Transit Bus	68	78	81	14.7%	3.8%
Other/Unknown Bus Type	38	39	42	2.6%	7.7%
Total	245	253	280	3.3%	10.7%

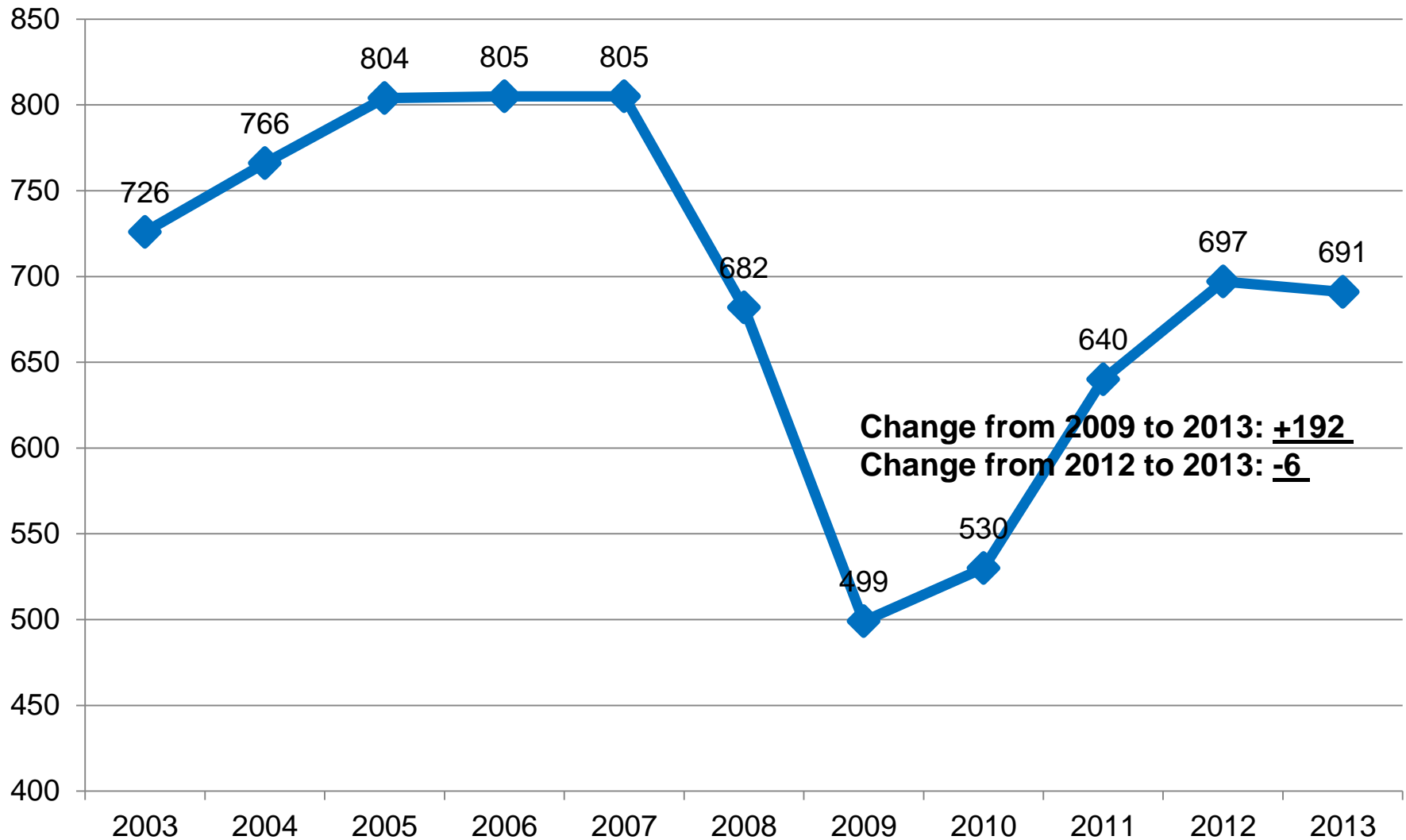
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Large Truck and Bus Fatal Crashes, 2003 - 2013



Sources: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Large Truck Occupant Fatalities, 2003 - 2013



Sources: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Large Truck Occupant Fatalities by Restraint Use and Ejection from the Vehicle, 2013

Restraint Use	Not Ejected from Vehicle (Number)	Not Ejected from Vehicle (Percent)	Ejected (Partially or Totally) (Number)	Ejected (Partially or Totally) (Percent)	Ejection Status Unknown (Number)	Ejection Status Unknown (Percent)	Total (Number)	Total (Percent)
No	148	28.0%	109	71.7%	7	70.0%	264	38.2%
Yes	291	55.0%	15	9.9%	0	0.0%	306	44.3%
Unknown	90	17.0%	28	18.4%	3	30.0%	121	17.5%
Total	529	100.0%	152	100.0%	10	100.0%	691	100.0%

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Top Ten Driver-Related Factors for Large Truck Drivers in Fatal Crashes, 2013

Driver-Related Factor	Number	Percent
Speeding	314	8.1%
Distraction/inattention (cell phone, lost in thought, eating etc.)	229	5.9%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	169	4.4%
Failure to Yield Right of Way	155	4.0%
Failure to Keep in Proper Lane	150	3.9%
Impairment (fatigue, alcohol, illness, etc.)a	148	3.8%
Careless Driving	94	2.4%
Failure to Obey Actual Traffic Sign, Control Devices, Officers, Safety Zone Traffic Laws	89	2.3%
Following Improperly	68	1.8%
Overcorrecting	64	1.7%

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)
Office of Research and Information Technology

Top Ten Driver-Related Factors for Drivers of Large Trucks with Occupant Fatalities, 2013

Driver Related Factors		
Speeding: Too Fast for Conditions	118	17.8%
Failure to Keep in Proper Lane	58	8.7%
Over Correcting	54	8.1%
Impairment: Asleep or Fatigued	46	6.9%
Careless Driving	42	6.3%
Impairment: Under the Influence of Alcohol, Drugs or Medication	31	4.7%
Speeding: Exceeded Speed Limit	27	4.1%
Following Improperly	25	3.8%
Impairment: Ill, Blackout	21	3.2%
Failure to Obey Traffic Sign, Traffic Control Devices	19	2.9%

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

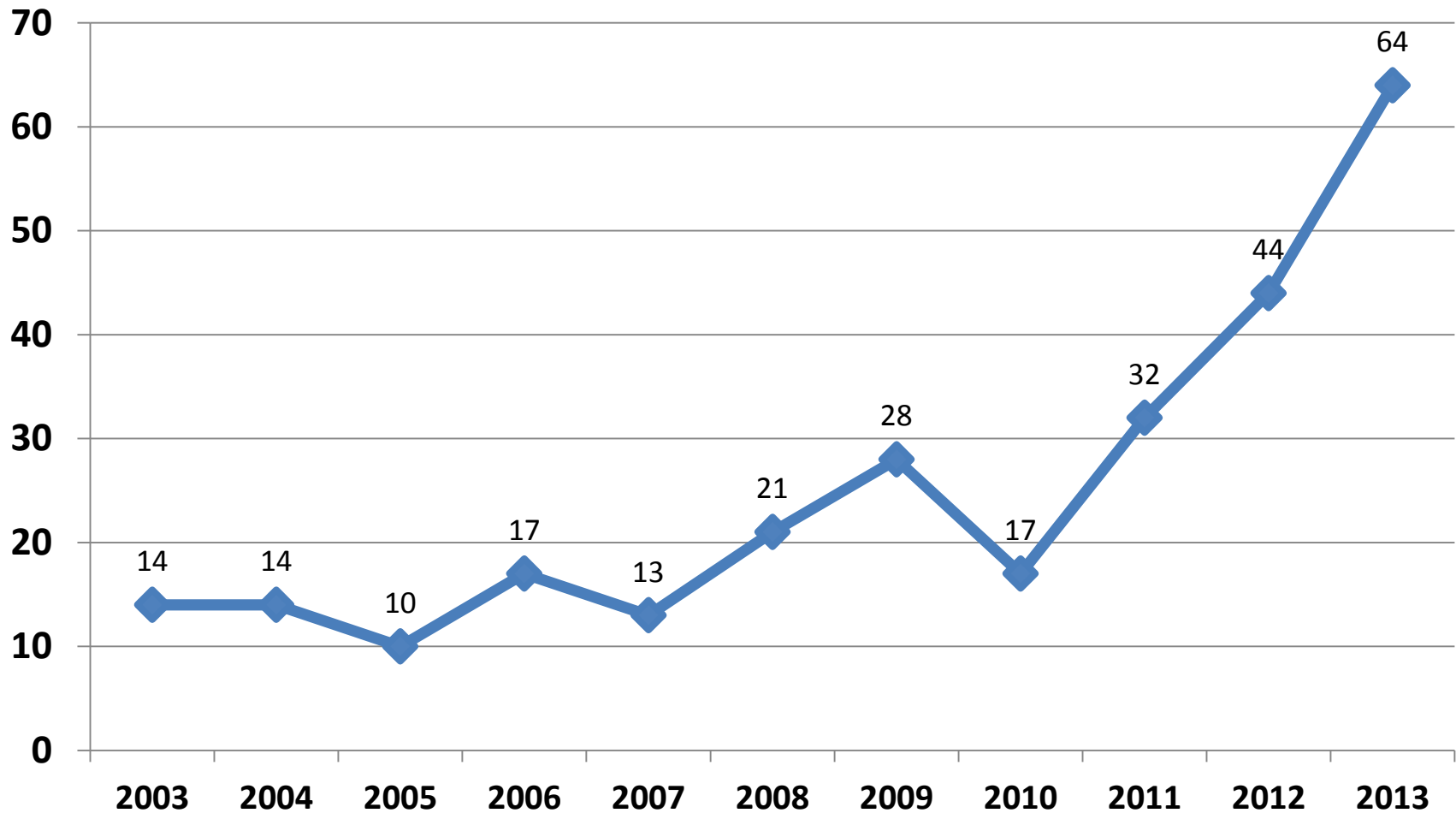
Top 10 States for Large Truck and Bus Fatalities by State, 2011 - 2013

State				2011-2013 Three-Year Average	Change, 2012-2013
	2011	2012	2013		
Texas	449	594	555	532.7	-6.6%
California	296	284	269	283.0	-5.3%
Florida	233	230	226	229.7	-1.7%
Pennsylvania	169	177	176	174.0	-0.6%
Georgia	176	158	173	169.0	9.5%
Illinois	132	134	151	139.0	12.7%
Ohio	123	158	136	139.0	-13.9%
New York	142	128	146	138.7	14.1%
North Carolina	128	129	145	134.0	12.4%
Indiana	144	116	122	127.3	5.2%

In 2013, these States accounted for 49% of all large truck and bus fatalities

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

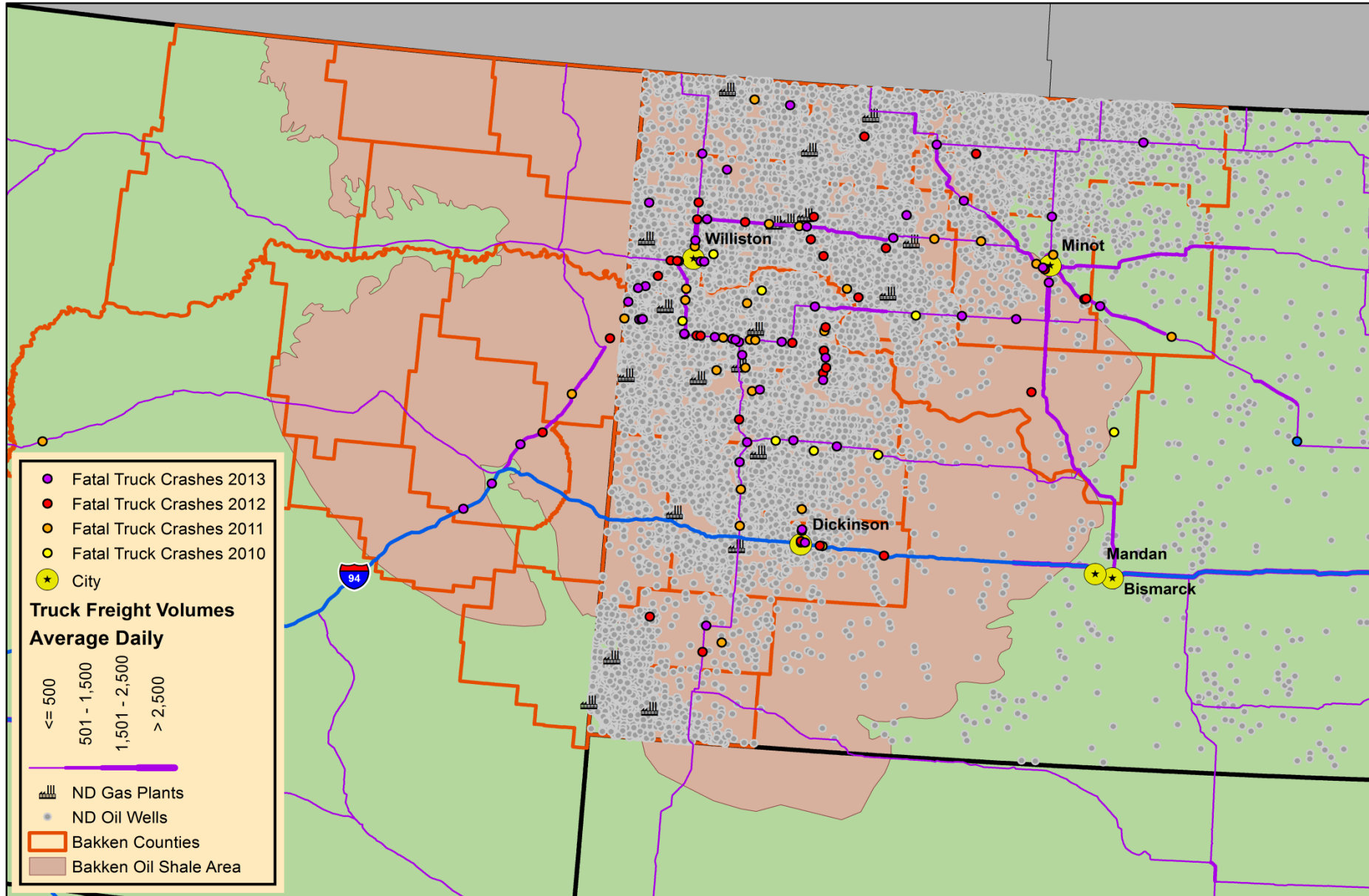
Large Trucks in Fatal Crashes in North Dakota 2003 - 2013



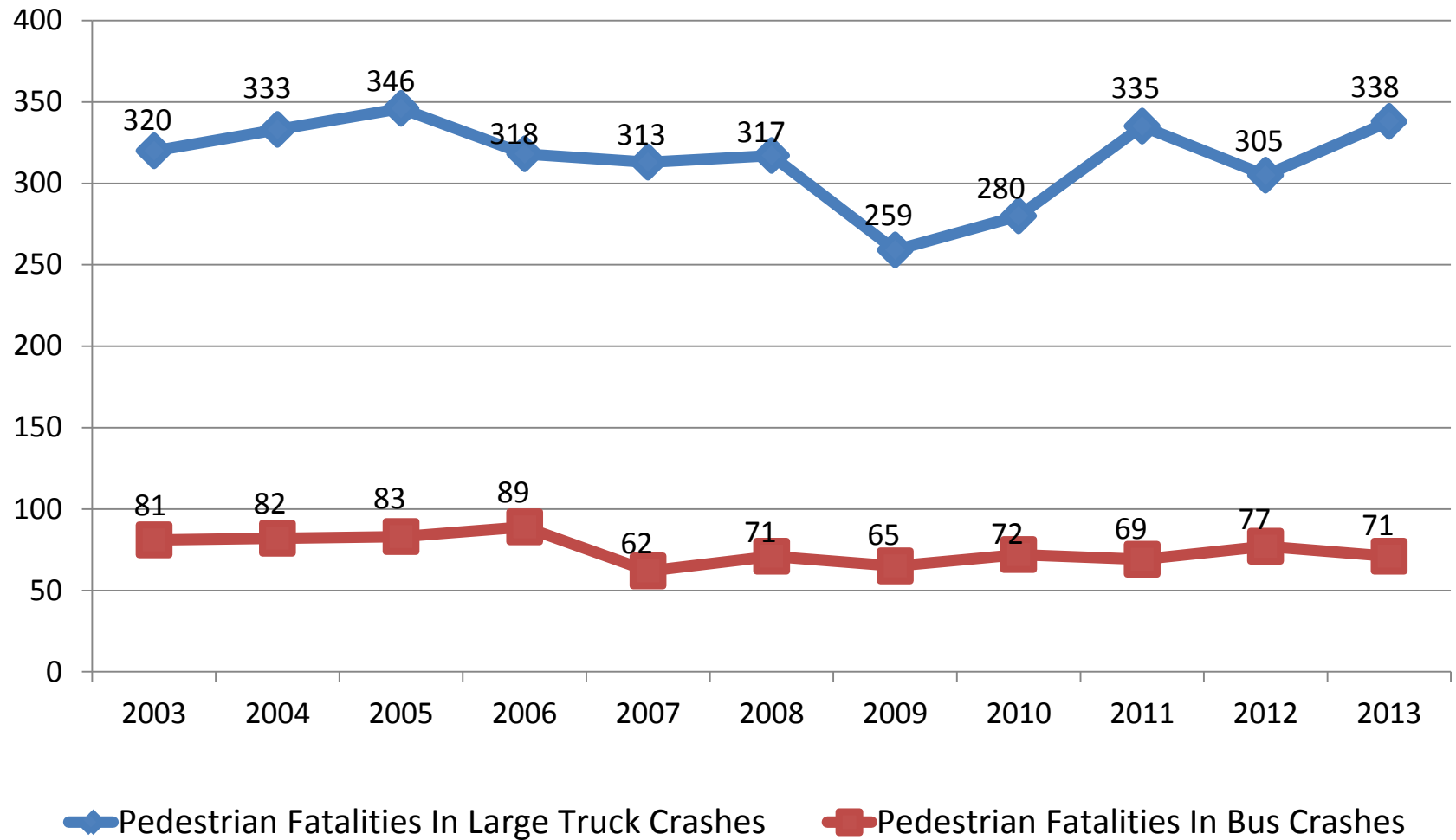
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

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Large Truck Fatal Crashes 2010-2013 Montana - North Dakota (Bakken Oil Shales)

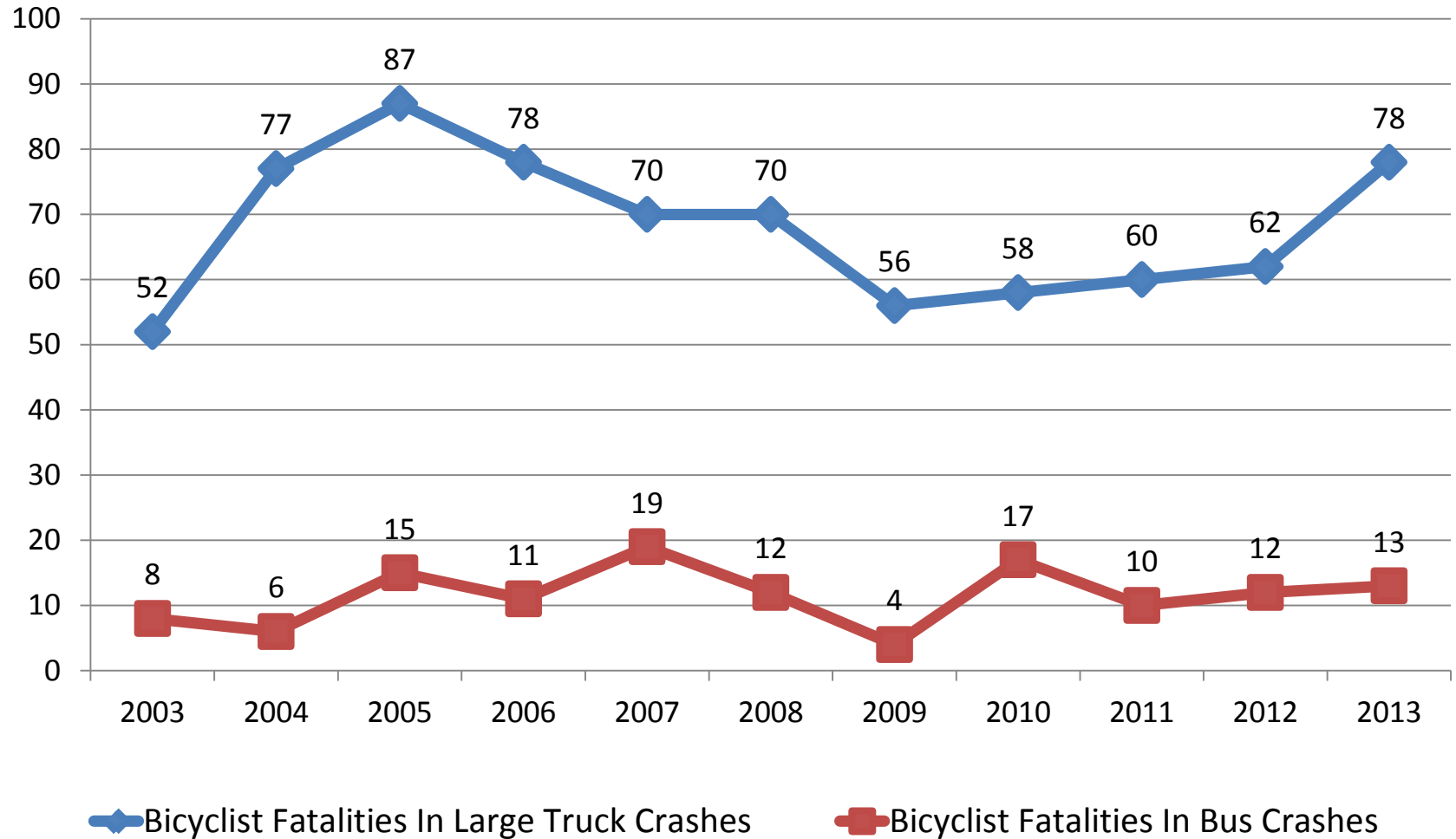


Pedestrian Fatalities in Large Truck and Bus Crashes 2003-2013



Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Bicyclist Fatalities in Large Truck and Bus Crashes 2003-2013



Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Top Circumstances for Pedestrian / Bicyclist Fatalities in Crashes Involving Large Trucks or Buses, 2013

Circumstance	Category	Number	Percent
The area of the crash was dark and not lighted	Environment	165	33.1%
The pedestrian / bicyclist tested positive for at least one drug	Pedestrian / Bicyclist	107	21.4%
The pedestrian / bicyclist failed to yield	Pedestrian / Bicyclist	91	18.2%
The pedestrian / bicyclist had a blood alcohol content of .08 or above	Pedestrian / Bicyclist	90	18.0%
The pedestrian / bicyclist was in the roadway improperly	Pedestrian / Bicyclist	72	14.4%
The pedestrian / bicyclist darted or dashed	Pedestrian / Bicyclist	68	13.6%
The large truck / bus driver was distracted or inattentive	Large Truck / Bus Driver	62	12.4%
The first harmful event in the crash was not a collision with the pedestrian / bicyclist	Other	58	11.6%
The pedestrian / bicyclist was under the influence of alcohol, drugs, or medication	Pedestrian / Bicyclist	53	10.6%
The large truck / bus driver's vision was obscured	Large Truck / Bus Driver	34	6.8%
The large truck / bus driver failed to yield	Large Truck / Bus Driver	34	6.8%

Note: Drivers, Pedestrians, and Bicyclists can be coded with more than one circumstance.

DOT-FMCSA Efforts to Cut Bike/Pedestrian Deaths & Injuries

Office of the Secretary

- Secretary Foxx has declared pedestrian and bicyclist safety “a top priority”
- Formed cross-modal working group focusing on:
 - Safer Streets
 - Safer Communities
 - Safer Policies
- Developing new research tools to improve safety, generate better data on crashes and infrastructure, and build partnerships

FMCSA

- Overhauling “Share the Road Safely” website
- Encouraging MCSAP partners to use FY15 grants to address CMV-related pedestrian and bicycle safety issues
- Division offices participating in walking-biking assessments with FHWA and NHTSA field offices in conjunction with cities and states

Fatal Crashes by Work Zone, 2009 - 2013

Percentage of Fatal Work-Zone Crashes vs. All Fatal Crashes that Involved at Least One Large Truck	2009	2010	2011	2012	2013
Percentage of Fatal Work-Zone Crashes that Involved at Least One Large Truck	22.2%	22.5%	27.2%	23.8%	27.7%
Percentage of ALL Fatal Crashes that Involved at Least One Large Truck	9.7%	10.8%	11.3%	11.2%	11.8%

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Large Truck and Bus Traffic Enforcement



**Large Truck & Bus
Traffic Enforcement Training**
Fast, Free, and Effective

FMCSA Upcoming Activities

- **February 17 – *Large Truck and Bus Traffic Enforcement Training Train-the-Trainer Course***, Fairfax, Virginia
- **April 13 – *National Symposium on Work Zones and Large Trucks***, Jacksonville, Florida
- **\$25 million** CVISN grants to States. A priority is programs to alert CMV drivers to approaching work zones
- **\$15 million** in high-priority MCSAP grants to the states for crash corridors and new enforcement strategies.

Our Vision

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION 2012-2016 STRATEGIC PLAN

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Save lives by striving
toward a *crash-free* and
fully accountable CMV
transportation life-cycle.