

HEAVY TRUCK/BUS INVOLVED CRASHES

These crashes involve a heavy truck/bus - defined as having a Gross Vehicle Weight Rating (GVWR) over 10,000 lbs.

Heavy truck/bus crashes differ from other vehicle crashes in a number of ways, many reflecting the size and use of these vehicles. **When compared to the overall crash picture, heavy truck/bus crashes involve:**

- More turning and backing as the Truck/Bus Driver Action Prior.
- More collisions with fixed object (bridge/pier/abutments), nonfixed object (parked motor vehicles), and noncollision event (cargo loss/shift and other non-collisions) as the Most Harmful Event.
- Fewer collisions with fixed objects (ditches, trees), and nonfixed object (animals).
- Fewer single-vehicle crashes but more sideswipes.
- Fewer drivers indicated to be speeding, failing to yield, reckless driving, disregarding traffic control, and unable to stop in assured clear distance, but more drivers indicated to be making backing, lane use, and turning errors.
- Fewer crashes outside of the shoulder/curb.
- More crashes between the hours of 12:00 AM and 2:59 PM, and fewer crashes between 3:00 PM and 11:59 PM.
- More weekday crashes and a drop in weekend crashes.

HEAVY TRUCK/BUS INVOLVED CRASHES (CONTINUED)

| DRIVER ACTION PRIOR TO CRASH | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|-------------------------------|------------------------|------------|------------------------|------------|------------------------|------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| Going straight ahead | 128 | 54.2 | 2 | 66.7 | 24 | 61.5 |
| Turning left | 20 | 8.5 | 0 | 0.0 | 2 | 5.1 |
| Turning right | 12 | 5.1 | 0 | 0.0 | 0 | 0.0 |
| Stopped on roadway | 10 | 4.2 | 1 | 33.3 | 3 | 7.7 |
| In prior crash | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Changing lanes | 2 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| Backing | 22 | 9.3 | 0 | 0.0 | 1 | 2.6 |
| Slowing/stopping on roadway | 17 | 7.2 | 0 | 0.0 | 6 | 15.4 |
| Slowing/stopping other | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Starting up on roadway | 3 | 1.3 | 0 | 0.0 | 1 | 2.6 |
| Starting up other | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Entering parking | 3 | 1.3 | 0 | 0.0 | 0 | 0.0 |
| Leaving parking | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Entering roadway | 2 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| Leaving roadway | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Making U-turn | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Overtaking or passing | 4 | 1.7 | 0 | 0.0 | 0 | 0.0 |
| Avoiding object | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Avoiding animal | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Avoiding pedestrian | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Avoiding vehicle (front/back) | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Avoiding vehicle (angle) | 2 | 0.8 | 0 | 0.0 | 1 | 2.6 |
| Driverless moving | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Parked | 4 | 1.7 | 0 | 0.0 | 0 | 0.0 |
| Crossing at intersection | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Crossing not at intersection | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Getting on/off vehicle | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| In roadway with traffic | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| In roadway against traffic | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Standing or lying in roadway | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Pushing/working on vehicle | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Other working in roadway | 2 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| Playing in roadway | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| In roadway other reason | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Not in roadway | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Negotiating a curve | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Other | 1 | 0.4 | 0 | 0.0 | 1 | 2.6 |
| Unkown | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Uncoded & errors | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| TOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 |

HEAVY TRUCK/BUS INVOLVED CRASHES (CONTINUED)

| MOST HARMFUL EVENT IN A NONCOLLISION | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|--------------------------------------|------------------------|------------|------------------------|------------|------------------------|-------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| Loss of control | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Cross center/median | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Ran off road left | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Ran off road right | 3 | 1.3 | 0 | 0.0 | 0 | 0.0 |
| Re-enter road | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Overturn | 6 | 2.5 | 0 | 0.0 | 5 | 12.8 |
| Separation of units | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Fire/explosion | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Immersion | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Jackknife | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Downhill runaway | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Cargo loss/shift | 4 | 1.7 | 0 | 0.0 | 1 | 2.6 |
| Individual fell off | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Other noncollision | 3 | 1.3 | 0 | 0.0 | 1 | 2.6 |
| SUBTOTAL | 18 | 7.6 | 0 | 0.0 | 7 | 17.9 |

| MOST HARMFUL EVENT IN A COLLISION WITH A NONFIXED OBJECT | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|--|------------------------|-------------|------------------------|--------------|------------------------|-------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| Pedestrian | 1 | 0.4 | 0 | 0.0 | 1 | 2.6 |
| Bicycle / Pedalcycle | 1 | 0.4 | 0 | 0.0 | 1 | 2.6 |
| Motor vehicle in transport | 131 | 55.5 | 3 | 100.0 | 27 | 69.2 |
| Parked motor vehicle | 16 | 6.8 | 0 | 0.0 | 0 | 0.0 |
| Railway train | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Animal | 22 | 9.3 | 0 | 0.0 | 0 | 0.0 |
| Other nonfixed objects | 5 | 2.1 | 0 | 0.0 | 0 | 0.0 |
| SUBTOTAL | 176 | 74.6 | 3 | 100.0 | 29 | 74.4 |

The majority of heavy trucks/buses are involved in crashes with a motor vehicle in transport for all crashes (55.5%), fatal crashes (100%), and injury crashes (69.2%) for most harmful event in the crash.

HEAVY TRUCK/BUS INVOLVED CRASHES (CONTINUED)

| MOST HARMFUL EVENT IN A COLLISION WITH A FIXED OBJECT | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|--|---------------------------|-------------|---------------------------|------------|---------------------------|------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| Bridge/pier/abutment | 2 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| Bridge parapet end | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Bridge rail | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Guardrail face | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Guardrail end | 2 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| Median barrier | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Highway traffic sign post | 2 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| Highway signal post | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Luminaire/light support | 5 | 2.1 | 0 | 0.0 | 0 | 0.0 |
| Utility pole | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Other pole | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Culvert | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Curb | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Ditch | 3 | 1.3 | 0 | 0.0 | 0 | 0.0 |
| Embankment | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Fence | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Mailbox | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Tree | 6 | 2.5 | 0 | 0.0 | 2 | 5.1 |
| Rail crossing signal | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Building | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Traffic island | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Fire hydrant | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Impact attenuator | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Other fixed object | 6 | 2.5 | 0 | 0.0 | 0 | 0.0 |
| SUBTOTAL | 33 | 14.0 | 0 | 0.0 | 2 | 5.1 |

| | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|---------------------------------|---------------------------|--------------|---------------------------|--------------|---------------------------|--------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| Unknown Event | 9 | 3.8 | 0 | 0.0 | 1 | 2.6 |
| MOST HARMFUL EVENT TOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 |

HEAVY TRUCK/BUS INVOLVED CRASHES (CONTINUED)

| CRASH TYPE | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|--------------------------------|------------------------|--------------|------------------------|--------------|------------------------|--------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| Single Vehicle | 66 | 28.0 | 0 | 0.0 | 8 | 20.5 |
| Head On | 4 | 1.7 | 1 | 33.3 | 3 | 7.7 |
| Head On - Left Turn | 1 | 0.4 | 0 | 0.0 | 1 | 2.6 |
| Angle | 47 | 19.9 | 1 | 33.3 | 11 | 28.2 |
| Rear End | 32 | 13.6 | 1 | 33.3 | 9 | 23.1 |
| Rear End - Left Turn | 2 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| Rear End - Right Turn | 5 | 2.1 | 0 | 0.0 | 1 | 2.6 |
| Sideswipe - Same Direction | 34 | 14.4 | 0 | 0.0 | 3 | 7.7 |
| Sideswipe - Opposite Direction | 10 | 4.2 | 0 | 0.0 | 1 | 2.6 |
| Backing | 9 | 3.8 | 0 | 0.0 | 1 | 2.6 |
| Other/Unknown | 26 | 11.0 | 0 | 0.0 | 1 | 2.6 |
| TOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 |

The highest percentage of heavy trucks/buses are involved in single vehicle crashes for all crashes (28.0%) and crashes at an angle for injury crashes (28.2%).

| HAZARDOUS ACTION | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | | HAZARDOUS CITATION ISSUED | |
|--|------------------------|--------------|------------------------|--------------|------------------------|--------------|---------------------------|--------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| None | 137 | 58.1 | 3 | 100.0 | 24 | 61.5 | 0 | 0.0 |
| Speed too fast | 7 | 3.0 | 0 | 0.0 | 0 | 0.0 | 2 | 10.0 |
| Speed too slow | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Failed to yield | 13 | 5.5 | 0 | 0.0 | 3 | 7.7 | 5 | 25.0 |
| Disregard traffic control | 2 | 0.8 | 0 | 0.0 | 1 | 2.6 | 1 | 5.0 |
| Drove wrong way | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Drove left of center | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Improper passing | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Improper lane use | 4 | 1.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Improper turn | 11 | 4.7 | 0 | 0.0 | 1 | 2.6 | 0 | 0.0 |
| Improper/no signal | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Improper backing | 13 | 5.5 | 0 | 0.0 | 1 | 2.6 | 0 | 0.0 |
| Unable to stop in assured clear distance | 10 | 4.2 | 0 | 0.0 | 3 | 7.7 | 1 | 5.0 |
| Reckless driving | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Careless/negligent driving | 11 | 4.7 | 0 | 0.0 | 4 | 10.3 | 6 | 30.0 |
| Other | 19 | 8.1 | 0 | 0.0 | 0 | 0.0 | 4 | 20.0 |
| Unknown | 8 | 3.4 | 0 | 0.0 | 2 | 5.1 | 1 | 5.0 |
| TOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 | 20 | 100.0 |

After no hazardous action, the most common hazardous action coded for drivers of heavy trucks/buses in all crashes is "other" (8.1%). For injury crashes, careless/negligent driving (10.3%) is the most common hazardous action coded after no hazardous action.

HEAVY TRUCK/BUS INVOLVED CRASHES (CONTINUED)

| RELATIONSHIP TO ROADWAY (LOCATION OF FIRST IMPACT) | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|--|------------------------|------------|------------------------|------------|------------------------|------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| On Road | 200 | 84.7 | 3 | 100.0 | 34 | 87.2 |
| Median | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Shoulder | 18 | 7.6 | 0 | 0.0 | 0 | 0.0 |
| Outside of Shoulder/Curb | 13 | 5.5 | 0 | 0.0 | 5 | 12.8 |
| Gore | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| On-Street Parking | 4 | 1.7 | 0 | 0.0 | 0 | 0.0 |
| Off the Roadway | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| On the Sidewalk | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| In the Bicycle Lane | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Other/Unknown | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| TOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 |

| TIME OF DAY | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|---------------------|------------------------|------------|------------------------|------------|------------------------|------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| 12:00 AM - 02:59 AM | 9 | 3.8 | 0 | 0.0 | 3 | 7.7 |
| 03:00 AM - 05:59 AM | 10 | 4.2 | 0 | 0.0 | 3 | 7.7 |
| 06:00 AM - 08:59 AM | 30 | 12.7 | 0 | 0.0 | 8 | 20.5 |
| 09:00 AM - 11:59 AM | 58 | 24.6 | 0 | 0.0 | 6 | 15.4 |
| 12:00 PM - 02:59 PM | 56 | 23.7 | 1 | 33.3 | 9 | 23.1 |
| 03:00 PM - 05:59 PM | 39 | 16.5 | 0 | 0.0 | 5 | 12.8 |
| 06:00 PM - 08:59 PM | 24 | 10.2 | 2 | 66.7 | 3 | 7.7 |
| 09:00 PM - 11:59 PM | 10 | 4.2 | 0 | 0.0 | 2 | 5.1 |
| Unknown | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| TOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 |

Heavy truck/bus frequencies in crashes peak in the late morning, then drop off steadily until 3:00 AM. The most common time for heavy trucks/buses to be involved in crashes is between 9:00 and 11:59 AM (24.6%) for all crashes, between 6:00 and 8:59 PM (66.7%) for fatal crashes, and between 12:00 and 2:59 PM (23.1%) for injury crashes.

| ROADWAY TYPE | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|-----------------------|------------------------|------------|------------------------|------------|------------------------|------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| Interstate Routes | 16 | 6.8 | 0 | 0.0 | 2 | 5.1 |
| U.S. & Michigan Roads | 149 | 63.1 | 2 | 66.7 | 28 | 71.8 |
| County & City Roads | 70 | 29.7 | 1 | 33.3 | 8 | 20.5 |
| Uncoded & Errors | 1 | 0.4 | 0 | 0.0 | 1 | 2.6 |
| TOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 |

The highest percentage of heavy trucks/buses are involved in crashes on U.S. & Michigan roads for all crashes (63.1%), fatal crashes (66.7%), and injury crashes (71.8%).

HEAVY TRUCK/BUS INVOLVED CRASHES (CONTINUED)

| DAY OF WEEK | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|-------------|------------------------|------------|------------------------|------------|------------------------|------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| Monday | 45 | 19.1 | 0 | 0.0 | 10 | 25.6 |
| Tuesday | 34 | 14.4 | 0 | 0.0 | 8 | 20.5 |
| Wednesday | 44 | 18.6 | 1 | 33.3 | 5 | 12.8 |
| Thursday | 49 | 20.8 | 2 | 66.7 | 8 | 20.5 |
| Friday | 39 | 16.5 | 0 | 0.0 | 5 | 12.8 |
| Saturday | 14 | 5.9 | 0 | 0.0 | 2 | 5.1 |
| Sunday | 11 | 4.7 | 0 | 0.0 | 1 | 2.6 |
| TOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 |

The highest percentage of heavy trucks/buses are involved in all crashes on Thursday (20.8%) and injury crashes on Monday (25.6%).

| DRIVER GENDER | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|---------------|------------------------|------------|------------------------|------------|------------------------|------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| Male | 215 | 91.1 | 3 | 100.0 | 35 | 89.7 |
| Female | 19 | 8.1 | 0 | 0.0 | 4 | 10.3 |
| Unknown | 2 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| TOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 |

The majority of heavy truck/bus drivers are male in all crashes (91.1%), fatal crashes (100.0%), and injury crashes (89.7%).

| NUMBER OF OCCUPANTS | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|---------------------|------------------------|------------|------------------------|------------|------------------------|------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| 1 occupant | 202 | 85.6 | 3 | 100.0 | 32 | 82.1 |
| 2 occupants | 19 | 8.1 | 0 | 0.0 | 3 | 7.7 |
| 3 occupants | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 4 occupants | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| 5 occupants | 2 | 0.8 | 0 | 0.0 | 1 | 2.6 |
| 6 + occupants | 10 | 4.2 | 0 | 0.0 | 3 | 7.7 |
| 0 occupants | 2 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| Unknown | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| TOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 |

HEAVY TRUCK/BUS INVOLVED CRASHES (CONTINUED)

| VEHICLE TYPES INVOLVED IN CRASH WITH HEAVY TRUCK/BUS | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|---|--------------------|--------------|--------------------|--------------|--------------------|--------------|
| | Number of Vehicles | % of Total | Number of Vehicles | % of Total | Number of Vehicles | % of Total |
| Passenger Car, SUV, Van | 111 | 67.7 | 2 | 66.7 | 22 | 61.1 |
| Motor Home | 6 | 3.7 | 0 | 0.0 | 1 | 2.8 |
| Pickup | 37 | 22.6 | 0 | 0.0 | 9 | 25.0 |
| Small Truck (under 10,000 lbs.) | 2 | 1.2 | 1 | 33.3 | 1 | 2.8 |
| Motorcycle | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Moped | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Go Cart | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Snowmobile | 1 | 0.6 | 0 | 0.0 | 1 | 2.8 |
| Off Road Vehicle | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Other | 3 | 1.8 | 0 | 0.0 | 0 | 0.0 |
| Unknown | 4 | 2.4 | 0 | 0.0 | 2 | 5.6 |
| SUBTOTAL | 164 | 100.0 | 3 | 100.0 | 36 | 100.0 |

| HEAVY TRUCK/BUS GROSS VEHICLE WRIGHT RATING | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|--|------------------------|--------------|------------------------|--------------|------------------------|--------------|
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total |
| 10,000 lbs. or Less | 6 | 2.5 | 0 | 0.0 | 1 | 2.6 |
| 10,001 - 26,000 lbs. | 45 | 19.1 | 0 | 0.0 | 6 | 15.4 |
| Greater than 26,000 lbs. | 181 | 76.7 | 3 | 100.0 | 31 | 79.5 |
| Uncoded & Errors | 4 | 1.7 | 0 | 0.0 | 1 | 2.6 |
| SUBTOTAL | 236 | 100.0 | 3 | 100.0 | 39 | 100.0 |

| | ALL CRASHES | | FATAL CRASHES | | INJURY CRASHES | |
|---|--------------------|------------|--------------------|------------|--------------------|------------|
| | Number of Vehicles | % of Total | Number of Vehicles | % of Total | Number of Vehicles | % of Total |
| Total Number of Vehicles in Heavy Truck/ Bus Crashes | 400 | --- | 6 | --- | 75 | --- |

HEAVY TRUCK/BUS INVOLVED CRASHES (CONTINUED)

| DRIVER ACTION PRIOR TO CRASH HAZARDOUS CITATION ISSUED | HEAVY TRUCK/BUS INVOLVED CRASH | | | | | | NON-HEAVY TRUCK/BUS INVOLVED CRASH | | | |
|--|--------------------------------|--------------|---------------------------|--------------|---|--------------|------------------------------------|--------------|-----------------------|--------------|
| | Single Vehicle Crash | | Multi-Vehicle Crash | | | | Single Vehicle Crash | | Multi-Vehicle Crash | |
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Non-Heavy Truck Ve- hicles | % of Total | Number of Vehicles | % of Total | Number of Vehicles | % of Total |
| None | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 9 | 2.0 | 10 | 1.2 |
| Speed too fast | 1 | 9.1 | 1 | 11.1 | 3 | 11.1 | 210 | 47.2 | 65 | 7.8 |
| Speed too slow | 0 | 0.0 | 0 | 0.0 | 1 | 3.7 | 1 | 0.2 | 0 | 0.0 |
| Failed to yield | 0 | 0.0 | 5 | 55.6 | 8 | 29.6 | 6 | 1.3 | 306 | 36.7 |
| Disregard traffic control | 0 | 0.0 | 1 | 11.1 | 1 | 3.7 | 6 | 1.3 | 68 | 8.2 |
| Drove wrong way | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 0.6 |
| Drove left of center | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.4 | 14 | 1.7 |
| Improper passing | 0 | 0.0 | 0 | 0.0 | 2 | 7.4 | 0 | 0.0 | 12 | 1.4 |
| Improper lane use | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.4 | 21 | 2.5 |
| Improper turn | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 15 | 1.8 |
| Improper/no signal | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 |
| Improper backing | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 9 | 1.1 |
| Unable to stop in assured clear distance | 0 | 0.0 | 1 | 11.1 | 4 | 14.8 | 5 | 1.1 | 204 | 24.5 |
| Reckless driving | 0 | 0.0 | 0 | 0.0 | 1 | 3.7 | 14 | 3.1 | 10 | 1.2 |
| Careless/Negligent driving | 5 | 45.5 | 1 | 11.1 | 1 | 3.7 | 146 | 32.8 | 62 | 7.4 |
| Other | 4 | 36.4 | 0 | 0.0 | 6 | 22.2 | 33 | 7.4 | 30 | 3.6 |
| Unknown | 1 | 9.1 | 0 | 0.0 | 0 | 0.0 | 8 | 1.8 | 2 | 0.2 |
| CITED VEHICLES SUBTOTAL | 11 | 100.0 | 9 | 100.0 | 27 | 100.0 | 445 | 100.0 | 833 | 100.0 |

| | HEAVY TRUCK/BUS INVOLVED CRASH | | | | | | NON-HEAVY TRUCK/BUS INVOLVED CRASH | | | |
|--------------------------------------|--------------------------------|--------------|---------------------------|--------------|---|--------------|------------------------------------|--------------|-----------------------|--------------|
| | Single Vehicle Crash | | Multi-Vehicle Crash | | | | Single Vehicle Crash | | Multi-Vehicle Crash | |
| | Number of Heavy Trucks | % of Total | Number of Heavy Trucks | % of Total | Number of Non-Heavy Truck Ve- hicles | % of Total | Number of Vehicles | % of Total | Number of Vehicles | % of Total |
| Cited Vehicles | 11 | 16.7 | 9 | 5.3 | 27 | 16.9 | 445 | 9.1 | 833 | 13.3 |
| Vehicles with No Citation Issued | 55 | 83.3 | 161 | 94.7 | 133 | 83.1 | 4,462 | 90.9 | 5,413 | 86.7 |
| Vehicles with Unknown Citation | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 |
| TOTAL VEHICLES IN- VOLVED | 66 | 100.0 | 170 | 100.0 | 160 | 100.0 | 4,908 | 100.0 | 6,246 | 100.0 |