

**Summary of
Oregon Truck Safety**



and

**Guide to the 2005
Commercial Vehicle
Safety Plan**



**Oregon Department of Transportation
Motor Carrier Transportation Division**



**Oregon Department of Transportation
Motor Carrier Transportation Division**

*The mission of the
Motor Carrier Transportation Division
is to promote a safe, efficient, and
responsible commercial transportation
industry by simplifying compliance,
reducing regulatory requirements, wherever
appropriate, preserving the infrastructure,
enhancing the private/public partnership,
fostering effective two-way communication,
and delivering superior customer service
while recognizing the vital economic interests
of the commercial transportation industry.*

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www.oregon.gov/ODOT/MCT/SAFETY.shtml**

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Summary of Oregon Truck Safety

Truck Accidents in Oregon

Compared with 2002, there were 37 more truck accidents and 10 more deaths in truck accidents in Oregon in 2003. But since 2000, truck accidents are down 1.29% and truck-at-fault accidents caused by the truck driver, which represent the vast majority of all truck-at-fault accidents, are down 1.26%.

Accident Summary

	2000	2001	2002	2003	Percent Change 2000-2003
Truck Accidents	1,089	1,053	1,038	1,075	-1.29%
Injuries	568	496	522	509	-10.39%
Deaths	55	68	57	67	+21.82%
All Accidents					
Driver At-Fault	555	533	521	548	-1.26%
Mechanical At-Fault	29	35	36	37	+27.59%
Other Driver At-Fault	440	411	422	440	
Fatal Accidents	54	55	46	50	-7.41%
Driver At-Fault	14	14	12	17	+21.43%
Mechanical At-Fault	0	0	1	1	
Other Driver At-Fault	34	31	28	31	-8.82%
Hazmat Accidents	42	32	42	26	-38.10%
Hazmat Spill/Release	10	9	9	6	-40.00%
Other Load Spills	113	89	83	97	-14.16%
Oregon-Based Carrier Accidents	595	577	608	592	-0.50%
Foreign-Based Carrier Accidents	494	476	430	483	-2.23%
Single-Vehicle Accidents	294	299	275	288	-2.04%

* Accident totals represent those involving a fatality, injury, or damage requiring a vehicle be towed away — the definition of an accident as set in federal safety regulations, Part 390.5. Totals are current as of October 6, 2004, and are subject to change as accident reports are often submitted late.

At-Fault in Truck Accidents

Truck drivers were blamed for causing 548 truck accidents in Oregon in 2003. That total includes 23 accidents in which both the truck and car drivers shared the blame. As in previous years, about half of all truck accidents were truck-driver-at-fault accidents. The actions of other drivers alone caused 442 accidents.

Only 37 accidents were attributed to a mechanical problem with a commercial vehicle. This again goes against the conventional wisdom that many trucks are mechanically unsafe and essentially “accidents waiting to happen.” It tends to support the state’s Commercial Vehicle Safety Plan, which focuses enforcement efforts on checking the behavior and fitness of truck drivers as the most effective way to reduce truck-at-fault accidents.

Speed continues to be the primary cause of truck-at-fault accidents in Oregon and fatigue is still identified as a secondary cause. To better measure the impact of fatigue and sleep deprivation on accidents, Oregon requires that a Crash Analysis Fatigue Profile form be completed post-crash on those drivers suspected of being fatigued. The information is then provided to an accident data analysis staff person who makes an independent determination whether or not fatigue was a likely contributor to the accident.

The breakdown of who or what was at-fault in truck accidents in 2003 is generally consistent with the breakdown in 2002.

2003 — At-Fault in Truck Accidents

At-Fault	Accidents	Percent
Commercial Vehicle Driver	525	49%
Other Driver	442	41%
Both Drivers	23	2%
Commercial Vehicle Mechanical	37	3%
Auto Mechanical	4	
Other (Weather/Animal)	19	2%
Unknown	17	2%
Pedestrian	6	1%
Bicycle	2	
Total Accidents	1,075	

2002 — At-Fault in Truck Accidents

At-Fault	Accidents	Percent
Commercial Vehicle Driver	501	48%
Other Driver	422	41%
Both Drivers	22	2%
Commercial Vehicle Mechanical	36	3%
Auto Mechanical	4	
Other (Weather/Animal)	27	3%
Unknown	15	1%
Pedestrian	6	
Bicycle	5	
Total Accidents	1,038	

* Accident totals represent those involving a fatality, injury, or damage requiring a vehicle be towed away — the definition of an accident as set in federal safety regulations, Part 390.5. Totals are current as of October 6, 2004, and are subject to change as accident reports are often submitted late.

2003 - Truck Accidents by Configuration

Configuration	Accidents	Injuries / Deaths
Tractor / Semi-Trailer	727	335 / 45
Truck	154	72 / 11
Tractor / Double Trailer	83	47 / 5
Truck and Trailer	56	27 / 0
Bus	6	4 / 0
Heavy Haul	21	12 / 4
Bobtail	15	7 / 1
Tractor / Triple Trailers	13	5 / 1
Total Accidents	1,075	509 / 67

2002 - Truck Accidents by Configuration

Configuration	Accidents	Injuries / Deaths
Tractor / Semi-Trailer	647	303 / 32
Truck	171	116 / 9
Tractor / Double Trailer	113	52 / 8
Truck and Trailer	59	24 / 3
Bus	15	14 / 1
Heavy Haul	12	7 / 3
Bobtail	12	3 / 0
Tractor / Triple Trailers	9	3 / 1
Total Accidents	1,038	522 / 57

* Accident totals represent those involving a fatality, injury, or damage requiring a vehicle be towed away — the definition of an accident as set in federal safety regulations, Part 390.5. Totals are current as of October 6, 2004, and are subject to change as accident reports are often submitted late.

Other Accident Summaries

Triple Trailer Accidents

Triple trailer truck combinations maintained a relatively consistent safety record as they were involved in 13 accidents in 2003. The incidents resulted in 1 person killed and 5 injured.

Triple trailer combinations were involved in accidents at the rate of 0.47 per million miles, based on the 27.9 million miles triple trailers traveled in Oregon last year. By administrative rule, companies are required to annually report the number of miles traveled while operating triple trailer combinations.

Triple Trailer Accidents

	2000	2001	2002	2003
Total Accidents	9	9	9	13
Annual Mileage	26.9 million	21.2 million	23.1 million	27.9 million
Accident Rate	0.335	0.425	0.39	0.47
Injuries	2	1	3	5
Deaths	0	0	1	1

F-Plated Truck Accidents

Heavy farm trucks with F plates continue to be involved in relatively few accidents in Oregon. The 10 accidents in 2003 represent 0.93% of the 1,075 total accidents. The 3 injuries in F-plated truck accidents represent .59% of all injuries and the 1 fatality represents 1.49% of all deaths in accidents last year.

F-plated commercial trucks should be involved in a low number of accidents considering their limited on-highway exposure. Most farm trucks are used on a seasonal basis and they often operate over secondary roads along routes familiar to drivers.

F-Plated Truck Accidents

	1996	1997	1998	1999	2000	2001	2002	2003
Total Accidents	15	13	13	7	12	9	14	10
Fatal Accidents	1	0	3	0	1	2	2	1
Injury Accidents	6	3	5	3	2	3	5	3
Property Damage Accidents	8	10	5	4	9	4	7	6
Injuries	11	6	13	6	3	7	8	3
Deaths	1	0	3	0	1	2	2	1

Motor Carrier Safety Assistance Program

Oregon has participated in the Motor Carrier Safety Assistance Program (MCSAP) since 1984. The Oregon DOT, Motor Carrier Transportation Division, manages the program, which provides more than \$2.4 million in federal funds each year for inspector training, equipment, and safety-related expenses, as well as compensation for truck safety inspections and traffic enforcement work. In 2003, Oregon legislators directed that annually \$1.6 million of MCSAP funds be allocated to the Oregon State Police.

In addition to the work of State Police, in Federal Fiscal Year 2004 the following Oregon agencies worked under non-compensated MCSAP agreements:

City Police Departments

Albany, Ashland, Aurora, Bend, Canby, Gresham, Hillsboro, Keizer, Lake Oswego, Lebanon, Medford, Milwaukie, Molalla, Newport, Oakridge, Oregon City, Portland, Redmond, Salem, Sandy, Talent, Tigard, Toledo, Tualatin, Umatilla Tribe, Winston

County Sheriffs

Clackamas, Deschutes, Douglas, Josephine, Lane, Malheur, Marion, Multnomah, Sherman, Union, Wasco, Washington, Yamhill

Weighmasters

Clackamas County DOT, Douglas County, Jackson County Roads and Parks, Lane County, Marion County Public Works

Laws and Rules Regarding Inspection Uniformity and Inspector Certification

Oregon Revised Statutes

810.560 — Certification and training of commercial vehicle inspectors. Before an enforcement official may conduct inspections of commercial vehicles, drivers or cargoes for purposes of enforcing rules adopted under ORS 825.252 and 825.258, the official shall be trained and certified as a commercial vehicle inspector by the Department of Transportation.

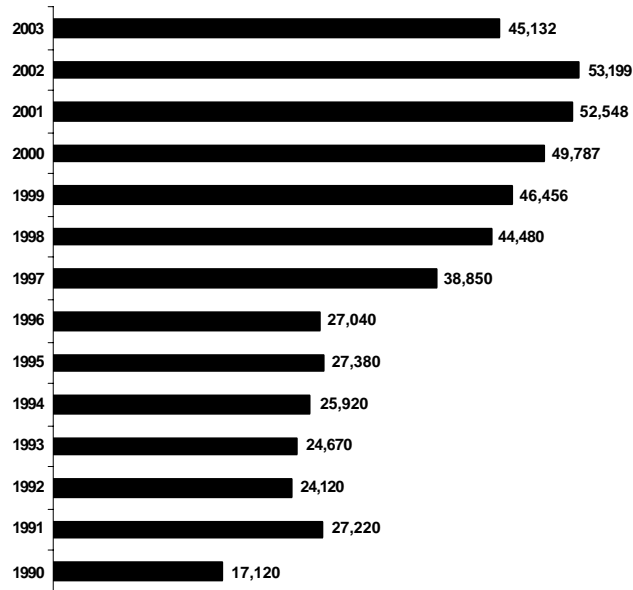
825.248 — Annual commercial motor vehicle safety plan. (1) The Department of Transportation shall develop an annual commercial motor vehicle safety plan. The goal of the plan is to reduce accidents involving commercial motor vehicles and to reduce injuries and fatalities resulting from accidents. . . . The priority for each year's plan shall be determined on the basis of accurate and timely data. The department shall use performance measures to determine the success of an annual plan and to develop the subsequent plan. (2) In conducting inspections described in ORS 810.560, a person who is trained and certified as a commercial vehicle inspector under ORS 810.560 shall adhere to the provisions of the commercial motor vehicle safety plan . . .

Oregon Administrative Rule

740-100-0015 Commercial Vehicle Inspector
(1) The Department may certify an individual as a commercial vehicle inspector pursuant to ORS 810.560 if the individual: (a) Is an employee of the Department and:

- (A) Successfully completes a commercial vehicle safety inspector training program administered by the Department; and
- (B) Performs the minimum number of North American Standard safety inspections as prescribed by the Commercial Vehicle Safety Alliance;
- (b) Is employed by an agency, or party, under contract with the Department to conduct commercial vehicle inspections and:
 - (A) Successfully completes a commercial vehicle safety inspector training program administered by the Department; (B) Performs the minimum number of North American Standard safety inspections as prescribed by the Commercial Vehicle Safety Alliance; and
 - (C) Has disclosed to the Department any pecuniary interest in, or current employment relationship with, a regulated motor carrier, and if requested by the Department, has divested of any such pecuniary interest.
- (2) A commercial vehicle inspector certification may be revoked by the Department if Department records or investigation indicates that the inspector:
 - (a) No longer meets the criteria established in section (1) of this rule;
 - (b) Has repeatedly failed, without adequate reason, to maintain annual equipment or driver out-of-service rates that are reasonably consistent with, or exceed, Oregon out-of-service averages;
 - (c) Has failed to adhere to the Commercial Vehicle Safety Plan published by the Department; or
 - (d) Has committed malfeasance in the performance of official duties.
- (3) A commercial vehicle inspector who has had their certification revoked, may be recertified only after Department approval.

Oregon Truck Safety Inspection Totals



Inspectors checked trucks and drivers at a rate of 1 every 12 minutes in 2003, but inspection totals were down compared with 2002. ODOT Motor Carrier Division staff conducted fewer inspections because less overtime pay was available for that work and enforcement officers' position descriptions changed so a core group became responsible for Level 1 inspections while the others do truck "walk around" and driver checks. When additional Motor Carrier Safety Assistance Program funds became available in October 2003, the Division directed more resources to truck enforcement and through the first half of 2004 it was on pace to increase inspections by 25%.

Oregon Safety Inspection Stats — 2003

Number of inspections conducted:..... 45,132

Change in totals compared to 2002:..... down 15%

Of all inspections, number conducted by
ODOT Motor Carrier Division staff:..... 23,333

Inspections by law enforcement officers under the
Motor Carrier Safety Assistance Program: 21,799

Rate at which truck inspections
occur in Oregon:..... 1 every 12 minutes

Average time needed to conduct
a complete Level 1 truck inspection:.... 27 minutes

Average safety violations per inspection of
Oregon-based trucks:..... 2.24

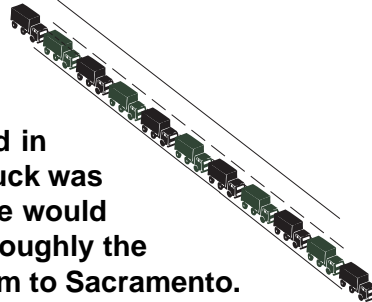
Vehicles inspected in Oregon that were placed
out-of-service for a critical safety violation: 18.7%

Current national rate of vehicles
placed out-of-service:..... 22.9%

Drivers inspected in Oregon that were placed
out-of-service for a critical safety violation: 8.4%

Current national rate of drivers
placed out-of-service:..... 7.2%

**Line up the
45,132 trucks
Oregon safety
inspectors checked in
2003 and if each truck was
60 feet long the line would
extend 513 miles, roughly the
distance from Salem to Sacramento.**



Types of Truck Safety Inspections Conducted Throughout North America

LEVEL 1 — A complete inspection that includes a check of the driver's license, medical examiner's certificate (and waiver, if any), alcohol and drugs, hours of service, seat belt, annual vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake and tail lamps, headlamps, lamps on loads, load securement, steering, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses and hazardous materials requirements, as applicable.

LEVEL 2 — A "walk-around" inspection that includes a check of each of the items in a Level 1 inspection, but not items that require the inspector to physically get under the truck.

LEVEL 3 — An inspection of just the driver-related items in a Level 1 inspection.

LEVEL 4 — A special inspection, typically a one-time examination of a particular item for a safety study or to verify or refute a suspected trend.

LEVEL 5 — An inspection of just the truck-related items in a Level 1 inspection.

LEVEL 6 — An inspection of a shipment of highway-route-controlled quantities of radiological material. A Level 6 inspection includes an enhanced check of each of the items in a Level 1 inspection.

Level 2 “Walk Around” Checklist

- 1** Identify company name and check for a U.S. DOT number.
- 2** Review driver documents and check for appropriate driver license.
- 3** If hauling hazardous materials, check shipping paper, package labels, and placarding.
- 4** Inspect front of truck. Check lights, windshield, wipers, horn, wheels, and tires.
- 5** Inspect left side of truck. Check fuel tanks, air and electrical lines, wheels and tires, exhaust system, coupling device, side lamps, and condition of vehicle and trailer body. Check tractors and trailers for required reflective tape.
- 6** Inspect rear of truck. Check lights, rear-end protection, wheels and tires, reflective tape.
- 7** Inspect right side of truck. Inspect as described in #5.
- 8** Check for proper cargo securement. Check for unsecured dunnage, tools, and spare tire.
- 9** Inspect inside truck. Check for low air brake warning device. Check same for vacuum and hydraulic brakes. Check fire extinguisher and reflective triangles.
- 10** Complete the inspection document and return documents to the driver.

Safety Inspection Decals

Oregon doesn't have enough safety inspectors to check every truck and inspectors can't promise they'll have time to check a truck if it stops at a weigh station and volunteers for an inspection. But once a truck gets a complete inspection, there is a good decal system that ensures the truck should not have to be checked again in the next few months.

Trucks that successfully pass a comprehensive Level 1 or Level 5 inspection receive a Commercial Vehicle Safety Alliance (CVSA) decal valid for three consecutive months. Vehicles displaying a decal generally will not be subject to another inspection in that three-month period.

The CVSA is an organization of federal, state, and provincial government agencies working with the private industry in the U.S, Canada and Mexico to establish uniform safety inspection standards and practices. Inspections performed according to CVSA standards are done by certified government employees who successfully completed an approved training program.



This white CVSA decal is the kind issued to trucks that passed a Level 1 or Level 5 inspection in the last quarter of 2001. If neither of the decal's upper corners is removed, it would indicate the inspection occurred in December.

Each vehicle used singularly or in combination may qualify for a CVSA decal if a Level 1 or Level 5 inspection finds no defects in the following critical vehicle items: brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, and emergency exits for buses.

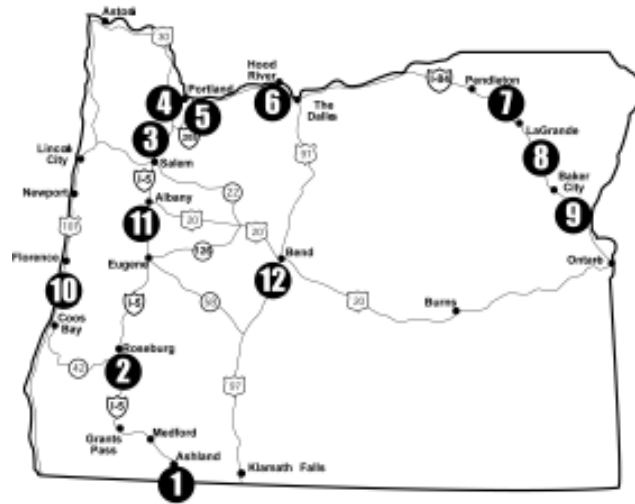
On a decal, the year in which a Level 1 or Level 5 inspection was done is indicated by a large number at the top of each CVSA decal. In 2001, for example, the number “1” was displayed.

The quarter of the year in which the inspection was done is indicated by the color of the decal.

<u>Inspection Period</u>	<u>Decal Color</u>
January • February • March	Green
April • May • June	Yellow
July • August • September	Orange
October • November • December	White

The month in which the inspection was done is indicated by the decal’s upper corners. Decals issued in the first month of a calendar quarter have both upper corners removed. Decals issued in the second month of the quarter have the upper right corner removed. Decals issued in the last month of a calendar quarter have no corners removed.

Oregon Truck Safety Corridors



Oregon has identified 12 sections of highways that experience a higher than average number of truck accidents. Most of these designated “Truck Safety Corridors” have roadside signs warning motorists of the potential for danger:

1. Siskiyou Summit, I-5, MP2 - MP9
2. Weaver to Roberts Mountain, I-5, MP108 - MP117
3. Salem, I-5, MP252 - MP260
4. Tualatin to Portland, Marquam Bridge, I-5, MP289 - MP300
5. West Linn to Clackamas, I-205, MP8 - MP14
6. Hood River to Mosier, I-84, MP63 - MP73
7. Emigrant Hill, a.k.a. Cabbage Hill, I-84, MP219 - MP228
8. Ladd Canyon, I-84, MP270- MP278
9. Nelson Point to Weatherby, I-84, MP331 - MP340
10. North Bend to Coos Bay, US101, MP233 - MP243
11. Eugene, I-5, MP191 - MP202
12. Terrebonne to LaPine and Sisters to Bend, US97 & US20

State safety officials pay particular attention to truck accidents occurring in the Safety Corridors in Spring / Summer (April—September) and Fall / Winter (October—March).

Truck Accidents in Safety Corridors During the Spring and Summer, April thru September

Truck accidents with a fatality, injury, or damage requiring vehicle tow away:

1.



I-5, Siskiyou Summit, Mileposts 2-9

April thru September 2003 - 1 accident, a truck-at-fault
 April thru September 2002 - 5 accidents, including 4 truck-at-fault
 April thru September 2001 - 5 accidents, including 3 truck-at-fault
 April thru September 2000 - 0 accidents
 April thru September 1999 - 3 accidents, including 2 truck-at-fault

2.



I-5, Weaver to Roberts Mountain, Mileposts 108-117

April thru September 2003 - 3 accidents, including 1 truck-at-fault
 April thru September 2002 - 4 accidents, including 3 truck-at-fault
 April thru September 2001 - 3 accidents, including 1 truck-at-fault
 April thru September 2000 - 3 accidents, including 2 truck-at-fault
 April thru September 1999 - 4 accidents, including 3 truck-at-fault

3.



I-5, Salem, Mileposts 252-260

April thru September 2003 - 5 accidents, including 3 truck-at-fault
 April thru September 2002 - 1 accident, a truck-at-fault
 April thru September 2001 - 2 accidents, including 1 truck-at-fault
 April thru September 2000 - 3 accidents, including 1 truck-at-fault
 April thru September 1999 - 4 accidents, including 4 truck-at-fault

4.



I-5, Tualatin to Portland, Marquam Bridge, Mileposts 289-300

April thru September 2003 - 18 accidents, including 12 truck-at-fault
 April thru September 2002 - 14 accidents, including 10 truck-at-fault
 April thru September 2001 - 7 accidents, including 4 truck-at-fault
 April thru September 2000 - 8 accidents, including 5 truck-at-fault
 April thru September 1999 - 9 accidents, including 6 truck-at-fault


5.





I-205, West Linn to Clackamas, Mileposts 8-14


April thru September 2003 - 3 accidents, including 2 truck-at-fault
 April thru September 2002 - 7 accidents, including 4 truck-at-fault
 April thru September 2001 - 4 accidents, including 3 truck-at-fault
 April thru September 2000 - 5 accidents, including 4 truck-at-fault
 April thru September 1999 - 3 accidents, including 3 truck-at-fault


Truck accidents with a fatality, injury, or damage requiring vehicle tow away (continued):

6. 
I-84, Hood River to Mosier, Mileposts 63-73
April thru September 2003 - 0 accidents
April thru September 2002 - 0 accidents
April thru September 2001 - 1 accident, no truck-at-fault
April thru September 2000 - 0 accidents
April thru September 1999 - 1 accident, a truck-at-fault

7. 
I-84, Emigrant Hill, a.k.a. Cabbage Hill, Mileposts 219-228
April thru September 2003 - 3 accidents, including 1 truck-at-fault
April thru September 2002 - 0 accidents
April thru September 2001 - 1 accident, a truck-at-fault
April thru September 2000 - 3 accidents, including 1 truck-at-fault
April thru September 1999 - 1 accident, no truck-at-fault

8. 
I-84, Ladd Canyon, Mileposts 270-278
April thru September 2003 - 2 accidents, both truck-at-fault
April thru September 2002 - 1 accident, no truck-at-fault
April thru September 2001 - 1 accident, a truck-at-fault
April thru September 2000 - 0 accidents
April thru September 1999 - 1 accident, no truck-at-fault

9. 
I-84, Nelson Point to Weatherby, Mileposts 331-340
April thru September 2003 - 1 accident, a truck-at-fault
April thru September 2002 - 2 accidents, both truck-at-fault
April thru September 2001 - 2 accidents, both truck-at-fault
April thru September 2000 - 4 accidents, all truck-at-fault
April thru September 1999 - 4 accidents, all truck-at-fault

10. 
US101, North Bend to Coos Bay, Mileposts 233-243
April thru September 2003 - 2 accidents, including 1 truck-at-fault
April thru September 2002 - 3 accidents, including 1 truck-at-fault
April thru September 2001 - 4 accidents, including 1 truck-at-fault
April thru September 2000 - 0 accidents
April thru September 1999 - 2 accidents, both truck-at-fault

11.

I-5, Eugene, Mileposts 191-202



April thru September 2003 - 13 accidents, including 6 truck-at-fault
 April thru September 2002 - 10 accidents, including 9 truck-at-fault
 April thru September 2001 - 8 accidents, including 5 truck-at-fault
 April thru September 2000 - 17 accidents, including 9 truck-at-fault
 April thru September 1999 - 20 accidents, including 12 truck-at-fault



12.

US97, Terrebonne to LaPine and US20, Sisters to Bend

April thru September 2003 - 4 accidents, including 1 truck-at-fault
 April thru September 2002 - 4 accidents, including 2 truck-at-fault
 April thru September 2001 - 3 accidents, including 1 truck-at-fault
 April thru September 2000 - 6 accidents, including 2 truck-at-fault
 April thru September 1999 - 3 accidents, including 1 truck-at-fault

Truck Accidents in Safety Corridors During the Fall and Winter, October thru March

Truck accidents with a fatality, injury, or damage requiring vehicle tow away:

1.

I-5, Siskiyou Summit, Mileposts 2-9



October 2002 - March 2003 - 3 accidents, all truck-at-fault
 October 2001 - March 2002 - 9 accidents, including 5 truck-at-fault
 October 2000 - March 2001 - 5 accidents, including 2 truck-at-fault
 October 1999 - March 2000 - 7 accidents, including 3 truck-at-fault
 October 1998 - March 1999 - 4 accidents, including 2 truck-at-fault
 October 1997 - March 1998 - 4 accidents, including 1 truck-at-fault

2.

I-5, Weaver to Roberts Mountain, Mileposts 108-117



October 2002 - March 2003 - 4 accidents, including 3 truck-at-fault
 October 2001 - March 2002 - 5 accidents, including 4 truck-at-fault
 October 2000 - March 2001 - 5 accidents, including 4 truck-at-fault
 October 1999 - March 2000 - 1 accident, a truck-at-fault
 October 1998 - March 1999 - 5 accidents, including 3 truck-at-fault
 October 1997 - March 1998 - 3 accidents, including 1 truck-at-fault

Truck accidents with a fatality, injury, or damage requiring vehicle tow away (continued):

3.



I-5, Salem, Mileposts 252-260

October 2002 - March 2003 - 1 accident, a truck-at-fault
October 2001 - March 2002 - 6 accidents, including 3 truck-at-fault
October 2000 - March 2001 - 3 accidents, no truck-at-fault
October 1999 - March 2000 - 7 accidents, including 5 truck-at-fault
October 1998 - March 1999 - 6 accidents, including 3 truck-at-fault
October 1997 - March 1998 - 6 accidents, including 2 truck-at-fault



4.

I-5, Tualatin to Portland, Marquam Bridge, Mileposts 289-300

October 2002 - March 2003 - 8 accidents, including 5 truck-at-fault
October 2001 - March 2002 - 9 accidents, including 6 truck-at-fault
October 2000 - March 2001 - 14 accidents, including 7 truck-at-fault
October 1999 - March 2000 - 10 accidents, including 6 truck-at-fault
October 1998 - March 1999 - 12 accidents, including 7 truck-at-fault
October 1997 - March 1998 - 13 accidents, including 6 truck-at-fault

5.



I-205, West Linn to Clackamas, Mileposts 8-14

October 2002 - March 2003 - 6 accidents, including 3 truck-at-fault
October 2001 - March 2002 - 8 accidents, including 3 truck-at-fault
October 2000 - March 2001 - 7 accidents, including 3 truck-at-fault
October 1999 - March 2000 - 5 accidents, including 3 truck-at-fault
October 1998 - March 1999 - 7 accidents, including 3 truck-at-fault
October 1997 - March 1998 - 6 accidents, including 3 truck-at-fault

6.



I-84, Hood River to Mosier, Mileposts 63-73

October 2002 - March 2003 - 0 accidents
October 2001 - March 2002 - 1 accident, no truck-at-fault
October 2000 - March 2001 - 1 accident, no truck-at-fault
October 1999 - March 2000 - 3 accidents, all truck-at-fault
October 1998 - March 1999 - 3 accidents, no truck-at-fault
October 1997 - March 1998 - 3 accidents, including 1 truck-at-fault



7.

I-84, Emigrant Hill, a.k.a. Cabbage Hill, Mileposts 219-228

October 2002 - March 2003 - 9 accidents, including 3 truck-at-fault
October 2001 - March 2002 - 2 accidents, including 1 truck-at-fault
October 2000 - March 2001 - 7 accidents, including 2 truck-at-fault
October 1999 - March 2000 - 7 accidents, including 4 truck-at-fault
October 1998 - March 1999 - 5 accidents, including 4 truck-at-fault
October 1997 - March 1998 - 3 accidents, including 2 truck-at-fault

8.

I-84, Ladd Canyon, Mileposts 270-278



October 2002 - March 2003 - 3 accidents, all truck-at-fault
 October 2001 - March 2002 - 9 accidents, including 7 truck-at-fault
 October 2000 - March 2001 - 6 accidents, including 4 truck-at-fault
 October 1999 - March 2000 - 8 accidents, including 7 truck-at-fault
 October 1998 - March 1999 - 11 accidents, including 10 truck-at-fault
 October 1997 - March 1998 - 1 accident, a truck-at-fault

9.

I-84, Nelson Point to Weatherby, Mileposts 331-340



October 2002 - March 2003 - 5 accidents, including 3 truck-at-fault
 October 2001 - March 2002 - 4 accidents, including 3 truck-at-fault
 October 2000 - March 2001 - 6 accidents, including 5 truck-at-fault
 October 1999 - March 2000 - 4 accidents, including 3 truck-at-fault
 October 1998 - March 1999 - 7 accidents, including 5 truck-at-fault
 October 1997 - March 1998 - 2 accidents, including 1 truck-at-fault

10.

US101, North Bend to Coos Bay, Mileposts 233-243



October 2002 - March 2003 - 0 accidents
 October 2001 - March 2002 - 1 accident, no truck-at-fault
 October 2000 - March 2001 - 0 accidents
 October 1999 - March 2000 - 1 accidents, a truck-at-fault
 October 1998 - March 1999 - 3 accidents, including 2 truck-at-fault
 October 1997 - March 1998 - 3 accidents, no truck-at-fault

11.

I-5, Eugene, Mileposts 191-202



October 2002 - March 2003 - 16 accidents, including 11 truck-at-fault
 October 2001 - March 2002 - 21 accidents, including 9 truck-at-fault
 October 2000 - March 2001 - 11 accidents, including 3 truck-at-fault
 October 1999 - March 2000 - 19 accidents, including 10 truck-at-fault
 October 1998 - March 1999 - 24 accidents, including 13 truck-at-fault
 October 1997 - March 1998 - 13 accidents, including 9 truck-at-fault

12.

US97, Terrebonne to LaPine and US20, Sisters to Bend



October 2002 - March 2003 - 7 accidents, including 3 truck-at-fault
 October 2001 - March 2002 - 6 accidents, no truck-at-fault
 October 2000 - March 2001 - 4 accidents, including 2 truck-at-fault
 October 1999 - March 2000 - 5 accidents, including 3 truck-at-fault
 October 1998 - March 1999 - 10 accidents, including 2 truck-at-fault
 October 1997 - March 1998 - 6 accidents, no truck-at-fault

**Guide to the 2005
Oregon
Commercial Vehicle
Safety Plan**

Commercial Vehicle Safety Plan Key Problems & Objectives

The following series of problem statements and objectives represent the heart of Oregon's Safety Plan for 2005. This section contains details about problems that need to be addressed and key objectives that need to be achieved in order to have the greatest positive impact on Oregon commercial vehicle safety. This section describes what should be the focus of safety efforts in the next year.

Oregon law enforcement officers and safety inspectors need to particularly focus on three problems and objectives:

Problem and Objective #1 – Prevent truck-at-fault accidents in the 12 Truck Safety Corridors and particularly in Corridors #1, #4, #5, #7, #8, #9, #11, and #12, including an extended Corridor #11 in Lane County that includes Mileposts 168-208 of Interstate 5, and Mileposts 1-62 of OR58, plus an extended Corridor #12 in Deschutes County that includes 10 miles of US20 east of Bend. Reduce truck-at-fault accidents by 5% for federal fiscal year 2005, compared with the three previous years. Make probable cause stops for speeding in order to affect the driver behavior that most commonly leads to truck accidents. Conduct Level 2 and 3 inspections of trucks and drivers stopped at the roadside.

Problem and Objective #2 – Prevent speed-related truck-at-fault accidents on Interstate 5, Interstate 84, and US97. Make probable cause stops for speeding and conduct Level 2 and 3 inspections of trucks and drivers at the roadside.

Problem and Objective #3 – Prevent truck-at-fault accidents in Safety Corridors #1, #7, and #8 — Siskiyou Summit, Emigrant Hill, Ladd Canyon — during the Fall and Winter months. Enforce traffic laws for both commercial and non-commercial vehicles and enforce the chain law for trucks during inclement weather.

In summary, law enforcement officers and safety inspectors need to concentrate efforts on traffic along Oregon's major freight routes and the Truck Safety Corridors where most truck-at-fault accidents happen. They need to remain focused on activities that have a close linkage to those accidents. In 2003, only 37 accidents were attributed to a mechanical problem with a commercial vehicle. Clearly, checking the behavior and fitness of truck drivers continues to be the most effective way to reduce accidents and positively impact commercial vehicle safety.

More Information and Complete List of All Problem Statements & Objectives

1 Problem Statement: Truck Safety Corridors #1, #4, #5, #7, #8, #9, #11, and #12 continue to have a relatively high number of truck-at-fault accidents:

- Corridor #1 — I-5, Siskiyou Summit
 - Corridor #4 — I-5, Tualatin to Marquam Bridge
 - Corridor #5 — I-205, West Linn to Clackamas
 - Corridor #7 — I-84, Emigrant Hill
 - Corridor #8 — I-84, Ladd Canyon
 - Corridor #9 — I-84, Nelson Point to Weatherby
 - Corridor #11 — I-5, Eugene
 - Corridor #12 — US97 and US20, Terrebonne to LaPine and Sisters to Bend
-

All Truck Safety Corridors continue to be target areas warranting increased motor carrier enforcement activity, although safety efforts have shown some success reducing accidents in Corridors #2, #3, #6, and #10:

- Corridor #2 — I-5, Weaver to Roberts Mountain
- Corridor #3 — I-5, Salem
- Corridor #6 — I-84, Hood River to Mosier
- Corridor #10 — US101, North Bend to Coos Bay

Objective: Reduce truck-at-fault accidents in Truck Safety Corridors #1, #4, #5, #7, #8, #9, #11, and #12 by 5% for federal fiscal year 2005, compared with the three previous fiscal years. The Corridors targeted here are the familiar highway sections listed earlier in this guide (pages 20-25), some of which are marked by signs, but also an extended Corridor #11 in Lane County that includes Interstate 5 Mileposts 168-208 and OR58 Mileposts 1-62, plus an extended Corridor #12 in Deschutes County that includes 10 miles of US20 east of Bend. These extended areas are part of what Oregon has historically called Accident Intensified MCSAP Corridors, or AIM Corridors. The Truck Safety Corridors cover about 150 miles of highways. AIM Corridors cover about 268 miles.

Activity and Performance Measures: Track the number of Level 2 and 3 inspections by certified law enforcement officers in conjunction with traffic stops and the number of other inspections conducted at Ports of Entry and weigh stations. Track the number of traffic citations and warnings issued for driver and vehicle violations, including the number related to speeding. Track the total violations and out-of-service violations for the drivers and vehicles inspected.

2 Problem Statement: Oregon continues to experience a high number of speed-related truck-at-fault accidents on the state's three major freight routes — Interstate 5, Interstate 84, and US97.

Objective: Reduce speed-related truck-at-fault accidents on I-5, I-84, and US97 by 5% for federal fiscal year 2005, compared with the three previous fiscal years.

Activity and Performance Measures: Track the number of Level 2 and 3 inspections by certified law enforcement officers in conjunction with traffic stops and the number of other inspections conducted at Ports of Entry and weigh stations. Track the number of traffic citations and warnings issued for driver and vehicle violations, including the number related to speeding. Track the total violations and out-of-service violations for the drivers and vehicles inspected. Conduct four intensive operations on I-5, I-84, and US97 utilizing speed enforcement technology and other methods for monitoring commercial traffic.

3 Problem Statement: During the Fall and Winter months of October through April, weather conditions cause more accidents in Truck Safety Corridors #1, #7, and #8:

- Corridor #1 — I-5, Siskiyou Summit
- Corridor #7 — I-84, Emigrant Hill
- Corridor #8 — I-84, Ladd Canyon

Objective: Reduce truck-at-fault accidents by 5% for federal fiscal year 2005, October through April, compared with the three previous fiscal winter

periods, in the three Safety Corridors where weather conditions are a factor.

Activity and Performance Measures: Maintain aggressive enforcement of traffic laws for both commercial and non-commercial vehicles and enforcement of the chain law for trucks during inclement weather. Conduct chain enforcement activities and other special operations. Track the number of traffic stops made and the number of citations and warnings issued, including the number related to speeding.

4 Problem Statement: Car drivers are unaware of the hazards of sharing the road with large commercial motor vehicles.

Objective: Reduce non-truck-at-fault accidents, where commercial motor vehicle driver behavior was not a factor, by 5% for federal fiscal year 2005, compared with the three previous fiscal years. Continue efforts to educate the public about safely sharing the road with trucks and intensify the public awareness campaigns.

Activity and Performance Measures: Continue to distribute informational handouts — “Respect the Hill” brochures to warn about Emigrant Hill on I-84 in Eastern Oregon, “Respect the Pass” brochures to warn about the Siskyou Pass in Southern Oregon, and “Truck Zone” brochures to warn about truck blind spots. Produce radio public service announcements to alert motorists to dangers. Explore advertising on billboards, in movie theaters, and at sporting events. Seek to incorporate commercial vehicle awareness into driver education classes.

5 Problem Statement: A large percentage of truck and driver safety inspections are not recorded on computer using special software called Aspen that allows the data to be speedily uploaded to the national databank.

Objective: Increase the percentage of truck and driver safety inspections recorded on computer in federal fiscal year 2005 so that at least 75% of inspection data is recorded using Aspen software.

Activity and Performance Measure: Monitor and track the recording of inspection data by all agencies and staff.

6 Problem Statement: A large percentage of truck-at-fault accidents are caused by driver fatigue and/or sleep deprivation that is generally linked to drivers going beyond the hours-of-service limits intentionally or unintentionally.

Objective: Reduce fatigue- and/or sleep-deprivation-related truck-at-fault accidents by 5% for federal fiscal year 2005, compared with the three previous fiscal years.

Activity and Performance Measures: Track the number of Level 2 and 3 inspections by certified law enforcement officers in conjunction with traffic stops. Focus on probable cause stops of drivers who demonstrate driving patterns that suggest sleep deprivation. Track the number of traffic citations and warnings issued for driver and vehicle violations, including the number related to

drivers placed out-of-service for violations of hours-of-service regulations. Track the number of other inspections conducted at Ports of Entry and weigh stations, particularly Level 3 inspections. Educate truck drivers and motor carriers on the new hours-of-service regulations. Develop training tools, including brochures and multimedia programs and explore options for distributing the tools at Ports of Entry and during training seminars or compliance reviews.

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