Commercial Motor Vehicles in Crashes

Table 41 shows Commercial Motor Vehicle (CMV) crashes for 2008 through 2012. For the purposes of crash reporting, CMV’s are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 10,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels and smaller vehicles that are carrying hazardous materials.

<table>
<thead>
<tr>
<th>Table 41</th>
<th>Commercial Motor Vehicle Crash Rates: 2008-2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal Crashes</td>
<td>30</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>443</td>
</tr>
<tr>
<td>Total Crashes</td>
<td>1,838</td>
</tr>
<tr>
<td>Commercial VMT (100 millions)</td>
<td>27.4</td>
</tr>
<tr>
<td>Fatal Crash Rate</td>
<td>1.1</td>
</tr>
<tr>
<td>Injury Crash Rate</td>
<td>16.2</td>
</tr>
<tr>
<td>Total Crash Rate</td>
<td>67.2</td>
</tr>
</tbody>
</table>

Table 42 presents the location of CMV crashes by severity and roadway type. While 57% of all CMV crashes occurred on rural roadways, 93% of fatal CMV crashes took place on rural roadways.

The largest percentage of all CMV crashes (48%) occurred on local roads, while the largest percentage of fatal CMV crashes (64%) took place on US and State highways.
Table 43 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2008 to 2012.

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
<th>Property Damage Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>0 3 0 1 0</td>
<td>32 31 43 32 23</td>
<td>122 117 91 75 66</td>
</tr>
<tr>
<td></td>
<td>-100.0% 33.3%</td>
<td>-28.1% 3.3%</td>
<td>-12.0% -14.6%</td>
</tr>
<tr>
<td>Single Unit Truck</td>
<td>10 8 3 8 3</td>
<td>151 126 119 116 120</td>
<td>432 320 319 291 237</td>
</tr>
<tr>
<td></td>
<td>-62.5% 28.1%</td>
<td>3.4% -8.2%</td>
<td>-18.6% -11.7%</td>
</tr>
<tr>
<td>Single Unit Truck with Trailer</td>
<td>2 1 0 0 0</td>
<td>43 27 20 14 12</td>
<td>120 81 69 44 36</td>
</tr>
<tr>
<td></td>
<td>0.0% -50.0%</td>
<td>-14.3% -31.0%</td>
<td>-18.2% -27.8%</td>
</tr>
<tr>
<td>Truck Tractor Only (Bobtail)</td>
<td>0 0 2 0 0</td>
<td>6 7 9 10 10</td>
<td>18 14 13 16 28</td>
</tr>
<tr>
<td></td>
<td>0.0% 0.0%</td>
<td>0.0% 18.8%</td>
<td>75.0% -2.1%</td>
</tr>
<tr>
<td>Semi with Single-Trailer Configurations</td>
<td>16 8 8 8 7</td>
<td>189 142 158 161 192</td>
<td>592 409 492 503 471</td>
</tr>
<tr>
<td></td>
<td>-12.5% -16.7%</td>
<td>19.3% -3.9%</td>
<td>-6.4% -2.8%</td>
</tr>
<tr>
<td>Semi with Double-Trailer Configurations</td>
<td>2 2 1 3 3</td>
<td>32 19 34 31 34</td>
<td>103 59 72 91 78</td>
</tr>
<tr>
<td></td>
<td>0.0% 50.0%</td>
<td>9.7% 9.8%</td>
<td>-14.3% 1.9%</td>
</tr>
<tr>
<td>Semi with Triple-Trailer Configurations</td>
<td>1 1 0 0 0</td>
<td>2 2 3 4 2</td>
<td>10 6 5 9 3</td>
</tr>
<tr>
<td></td>
<td>0.0% -33.3%</td>
<td>-50.0% 27.8%</td>
<td>-66.7% 7.8%</td>
</tr>
</tbody>
</table>

**Crashes between vehicle types are not mutually exclusive. In other words, a crash involving a bus and a single unit truck would be represented in both categories.**

Table 43

Crashes Involving Commercial Motor Vehicles by Vehicle Type: 2008-2012

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>-100.0%</td>
<td>33.3%</td>
</tr>
<tr>
<td>Single Unit Truck</td>
<td>10</td>
<td>8</td>
<td>3</td>
<td>8</td>
<td>3</td>
<td>-62.5%</td>
<td>28.1%</td>
</tr>
<tr>
<td>Single Unit Truck with Trailer</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>-50.0%</td>
</tr>
<tr>
<td>Truck Tractor Only (Bobtail)</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Semi with Single-Trailer Configurations</td>
<td>16</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>7</td>
<td>-12.5%</td>
<td>-16.7%</td>
</tr>
<tr>
<td>Semi with Double-Trailer Configurations</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>0.0%</td>
<td>50.0%</td>
</tr>
<tr>
<td>Semi with Triple-Trailer Configurations</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>-33.3%</td>
</tr>
</tbody>
</table>
Table 44 shows different vehicle types as a percent of all vehicles in crashes excluding pedestrians, bicyclists, and non-motor vehicles.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>19,974</td>
<td>18,462</td>
<td>17,918</td>
<td>17,102</td>
<td>17,600</td>
<td>2.9%</td>
<td>-5.0%</td>
</tr>
<tr>
<td>%</td>
<td>46.9%</td>
<td>47.2%</td>
<td>46.6%</td>
<td>46.9%</td>
<td>46.7%</td>
<td>-0.3%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pickups, Vans, and Sport Utility Vehicles (SUV's)</td>
<td>19,554</td>
<td>18,266</td>
<td>18,098</td>
<td>16,474</td>
<td>17,124</td>
<td>3.9%</td>
<td>-5.5%</td>
</tr>
<tr>
<td>%</td>
<td>45.9%</td>
<td>46.7%</td>
<td>47.1%</td>
<td>45.2%</td>
<td>45.5%</td>
<td>0.7%</td>
<td>-0.5%</td>
</tr>
<tr>
<td>Medium Trucks*</td>
<td>776</td>
<td>568</td>
<td>543</td>
<td>478</td>
<td>416</td>
<td>-13.0%</td>
<td>-14.4%</td>
</tr>
<tr>
<td>%</td>
<td>1.8%</td>
<td>1.5%</td>
<td>1.4%</td>
<td>1.3%</td>
<td>1.1%</td>
<td>-15.7%</td>
<td>-10.1%</td>
</tr>
<tr>
<td>Large Trucks**</td>
<td>998</td>
<td>693</td>
<td>813</td>
<td>859</td>
<td>863</td>
<td>0.5%</td>
<td>-2.5%</td>
</tr>
<tr>
<td>%</td>
<td>2.3%</td>
<td>1.8%</td>
<td>2.1%</td>
<td>2.4%</td>
<td>2.3%</td>
<td>-2.7%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Buses</td>
<td>156</td>
<td>151</td>
<td>134</td>
<td>110</td>
<td>89</td>
<td>-19.1%</td>
<td>-10.8%</td>
</tr>
<tr>
<td>%</td>
<td>0.4%</td>
<td>0.4%</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.2%</td>
<td>-21.6%</td>
<td>-5.9%</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>707</td>
<td>590</td>
<td>549</td>
<td>500</td>
<td>563</td>
<td>12.6%</td>
<td>-10.8%</td>
</tr>
<tr>
<td>%</td>
<td>1.7%</td>
<td>1.5%</td>
<td>1.4%</td>
<td>1.4%</td>
<td>1.5%</td>
<td>9.0%</td>
<td>-6.2%</td>
</tr>
<tr>
<td>All Other***</td>
<td>440</td>
<td>406</td>
<td>385</td>
<td>963</td>
<td>1,019</td>
<td>5.8%</td>
<td>45.7%</td>
</tr>
<tr>
<td>%</td>
<td>1.0%</td>
<td>1.0%</td>
<td>1.0%</td>
<td>2.6%</td>
<td>2.7%</td>
<td>2.5%</td>
<td>53.5%</td>
</tr>
<tr>
<td>TOTALS</td>
<td>42,605</td>
<td>39,136</td>
<td>38,440</td>
<td>36,486</td>
<td>37,674</td>
<td>3.3%</td>
<td>-5.0%</td>
</tr>
</tbody>
</table>

*Medium trucks are single unit trucks with more than 2 tires per axle or more than 2 axles.
**Large trucks include bobtail tractors and tractor-semitrailer combinations.
***Includes Farm Equipment, Recreation Vehicles, Construction, ATVs, Trains, Snowmobiles, Other, and Unknown or Missing data.
Table 45 presents injury severity comparisons by vehicle type for all persons in CMV crashes. In 2012, there were 4,315 people involved in CMV crashes. Occupants of passenger vehicles comprised 48% of the people involved in CMV crashes. Of the 15 fatalities that occurred in CMV crashes, 87% were occupants of passenger cars, pickups, vans, or other vehicles while 13% were occupants of CMV’s.

<table>
<thead>
<tr>
<th>Injury Severity</th>
<th>Commercial Motor Vehicle</th>
<th>Car</th>
<th>Pickup, Van and SUVs*</th>
<th>All Other**</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>2</td>
<td>3</td>
<td>8</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>% of Fatalities</td>
<td>13.3%</td>
<td>20.0%</td>
<td>53.3%</td>
<td>13.3%</td>
<td>0.3%</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>23</td>
<td>40</td>
<td>43</td>
<td>5</td>
<td>111</td>
</tr>
<tr>
<td>% of Serious Injuries</td>
<td>20.7%</td>
<td>36.0%</td>
<td>38.7%</td>
<td>4.5%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Visible Injuries</td>
<td>56</td>
<td>62</td>
<td>82</td>
<td>7</td>
<td>207</td>
</tr>
<tr>
<td>% of Visible Injuries</td>
<td>27.1%</td>
<td>30.0%</td>
<td>39.6%</td>
<td>3.4%</td>
<td>4.8%</td>
</tr>
<tr>
<td>Possible Injuries</td>
<td>100</td>
<td>105</td>
<td>142</td>
<td>8</td>
<td>355</td>
</tr>
<tr>
<td>% of Possible Injuries</td>
<td>28.2%</td>
<td>29.6%</td>
<td>40.0%</td>
<td>2.3%</td>
<td>8.2%</td>
</tr>
<tr>
<td>Non-Injury</td>
<td>2,042</td>
<td>568</td>
<td>999</td>
<td>18</td>
<td>3,627</td>
</tr>
<tr>
<td>% of Non-Injury</td>
<td>56.3%</td>
<td>15.7%</td>
<td>27.5%</td>
<td>0.5%</td>
<td>84.1%</td>
</tr>
</tbody>
</table>

| Column Totals    | 2,223                    | 778 | 1,274                 | 40          | 4,315  |
| (% OF TOTAL)     | 51.5%                    | 18.0%| 29.5%                 | 0.9%        |        |

*SUV is an acronym for Sport Utility Vehicles.

**Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.

In 2012, the economic cost of crashes involving commercial motor vehicles was $175.2 million dollars. This represents 8% of the total cost of Idaho crashes (as shown in Table 4).