

## Commercial Motor Vehicles in Crashes

Table 41 shows Commercial Motor Vehicle (CMV) crashes for 2006 through 2010. 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.

	2006	2007	2008	2009	2010	Change 2009-2010	Avg. Change 2006-2009
Fatal Crashes	25	28	30	23	14	-39.1%	-1.4%
Injury Crashes	502	518	443	348	378	8.6%	-10.9%
Total Crashes	1,710	1,878	1,838	1,355	1,433	5.8%	-6.2%
Commercial VMT (100 millions)	28.3	29.6	27.4	26.8	27.2	1.7%	-1.8%
Fatal Crash Rate	0.9	0.9	1.1	0.9	0.5	-40.2%	0.5%
Injury Crash Rate	17.7	17.5	16.2	13.0	13.9	6.8%	-9.5%
Total Crash Rate	60.4	63.5	67.2	50.6	52.6	3.9%	-4.6%

Table 42 presents the location of CMV crashes by severity and roadway type. While 54% of all CMV crashes occurred on rural roadways, 86% of fatal CMV crashes took place on rural roadways.

The largest percentage of all CMV crashes (47%) occurred on local roads, while the largest percentage of fatal CMV crashes (64%) took place on US and State highways.

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Rural	1	7.1%	52	13.8%	142	13.6%	195	13.6%
Urban	1	7.1%	35	9.3%	73	7.0%	109	7.6%
U.S. or State Highway								
Rural	8	57.1%	101	26.7%	235	22.6%	344	24.0%
Urban	1	7.1%	36	9.5%	79	7.6%	116	8.1%
Local								
Rural	3	21.4%	67	17.7%	170	16.3%	240	16.7%
Urban	0	0.0%	87	23.0%	342	32.9%	429	29.9%
<b>Total</b>	<b>14</b>	<b>1.0%</b>	<b>378</b>	<b>26.4%</b>	<b>1,041</b>	<b>72.6%</b>	<b>1,433</b>	

Table 43 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2006 to 2010.

<b>Table 43 Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2006-2010</b>							
	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
<b>Bus</b>							
Fatal Crashes	0	0	0	3	0	-100.0%	33.3%
Injury Crashes	31	39	32	31	43	38.7%	1.6%
Property Damage Crashes	87	103	122	117	91	-22.2%	10.9%
<b>Single Unit Truck</b>							
Fatal Crashes	10	10	10	8	3	-62.5%	-6.7%
Injury Crashes	173	171	151	126	119	-5.6%	-9.8%
Property Damage Crashes	390	450	432	320	319	-0.3%	-4.8%
<b>Single Unit Truck with Trailer</b>							
Fatal Crashes	0	1	2	1	0	-100.0%	50.0%
Injury Crashes	35	41	43	27	20	-25.9%	-5.1%
Property Damage Crashes	74	137	120	81	69	-14.8%	13.4%
<b>Truck Tractor Only (Bobtail)</b>							
Fatal Crashes	0	1	0	0	2	100.0%	0.0%
Injury Crashes	16	10	6	7	9	28.6%	-20.3%
Property Damage Crashes	25	21	18	14	13	-7.1%	-17.5%
<b>Semi with Single-Trailer Configurations</b>							
Fatal Crashes	11	16	16	8	8	0.0%	-1.5%
Injury Crashes	212	237	189	142	158	11.3%	-11.1%
Property Damage Crashes	550	527	592	409	492	20.3%	-7.6%
<b>Semi with Double-Trailer Configurations</b>							
Fatal Crashes	3	0	2	2	1	-50.0%	-66.7%
Injury Crashes	50	32	32	19	34	78.9%	-25.5%
Property Damage Crashes	88	110	103	59	72	22.0%	-8.0%
<b>Semi with Triple-Trailer Configurations</b>							
Fatal Crashes	1	1	1	1	0	-100.0%	0.0%
Injury Crashes	4	1	2	2	3	50.0%	8.3%
Property Damage Crashes	9	11	10	6	5	-16.7%	-9.0%

*\*\* 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 44 shows different vehicle types as a percent of all vehicles in crashes excluding pedestrians, bicyclists, and non-motor vehicles.

**Table 44**  
**Vehicles in All Crashes by Vehicle Type: 2006-2010**

<b>Vehicle Type</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Passenger Cars	20,062	21,897	19,974	18,462	17,918	-2.9%	-2.4%
%	48.1%	47.7%	46.9%	47.2%	46.6%	-1.2%	-0.7%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	18,968	21,010	19,554	18,266	18,098	-0.9%	-0.9%
%	45.5%	45.8%	45.9%	46.7%	47.1%	0.9%	0.8%
Medium Trucks*	699	828	776	568	543	-4.4%	-4.9%
%	1.7%	1.8%	1.8%	1.5%	1.4%	-2.7%	-3.9%
Large Trucks**	1,004	994	998	693	813	17.3%	-10.4%
%	2.4%	2.2%	2.3%	1.8%	2.1%	19.4%	-8.8%
Buses	119	144	156	151	134	-11.3%	8.7%
%	0.3%	0.3%	0.4%	0.4%	0.3%	-9.7%	10.6%
Motorcycles	528	640	707	590	549	-6.9%	5.0%
%	1.3%	1.4%	1.7%	1.5%	1.4%	-5.3%	6.6%
All Other***	288	352	440	406	385	-5.2%	13.2%
%	0.7%	0.8%	1.0%	1.0%	1.0%	-3.5%	15.4%
<b>TOTALS</b>	<b>41,668</b>	<b>45,865</b>	<b>42,605</b>	<b>39,136</b>	<b>38,440</b>	<b>-1.8%</b>	<b>-1.7%</b>

\*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, Recreational 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 2010, there were 3,963 people involved in CMV crashes. Occupants of passenger vehicles combined to comprise 37% of the people involved in CMV crashes. Of the 14 fatalities that occurred in CMV crashes, 64% were occupants of passenger cars, pickups, vans, or other vehicles while 29% were occupants of CMV's.

<b>Injury Severity</b>	<b>Commercial Motor Vehicle</b>	<b>Car</b>	<b>Pickup, Van and SUVs*</b>	<b>All Other**</b>	<b>Totals</b>
Fatalities	4	4	5	1	14
% of Fatalities	28.6%	28.6%	35.7%	7.1%	0.4%
Serious Injuries	16	39	17	5	77
% of Serious Injuries	20.8%	50.6%	22.1%	6.5%	1.9%
Visible Injuries	74	65	67	7	213
% of Visible Injuries	34.7%	30.5%	31.5%	3.3%	5.4%
Possible Injuries	120	107	74	4	305
% of Possible Injuries	39.3%	35.1%	24.3%	1.3%	7.7%
Non-Injury	2,216	561	532	17	3,326
% of Non- Injury	66.6%	16.9%	16.0%	0.5%	83.9%
Unknown	23	2	2	1	28
% of Unknown	82.1%	7.1%	7.1%	3.6%	0.7%
Column Totals	2,453	778	697	35	3,963
(% OF TOTAL)	61.9%	19.6%	17.6%	0.9%	

*\*SUV is an acronym for Sport Utility Vehicles.*  
*\*\*Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.*

In 2010, the economic cost of crashes involving commercial motor vehicles was \$149.8 million dollars. This represents 6% of the total cost of Idaho crashes (as shown in Table 4).