

Commercial Vehicle Safety - 2020

**COMMERCIAL VEHICLE SAFETY
IN LOUISIANA
An Analysis of Truck Crashes for 2020**

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Commercial Vehicle Safety - 2020

TABLE OF CONTENTS

Summary.....4

Overview.....5

Analysis of Crashes by Month.....9

Violations.....10

Manner of Collision..... 15

High Crash Locations in Interstate Corridors..... 15

Work-Zone Crashes..... 21

Seat Belt Usage..... 23

Hazardous Material.....25

Distractions..... 26

Changes in Number of Crashes by Parish.....27

Rural CMV Crashes.....27

Bus Crashes.....30

2021 YTD Crash Results..... 33

Commercial Vehicle Safety - 2020

List of Figures and Tables

Table 1: CMV Crashes: 2015-2020	5
Figure 1: CMV and Non-CMV Crashes 2015-2020	6
Figure 2: CMV Crashes by Severity: 2015-2020.....	7
Figure 3: CMV and Non-CMV Fatal Crashes 2015-2020	8
Figure 4: Fatal CMV Crashes by Year: 2015-2020	8
Table 2: CMV and All Crashes 2015-2020 per 100 Million Miles Traveled.	9
Table 3: CMV Crashes by Month in 2020	10
Table 4a: Violations as a Percentage of Drivers.	11
Table 4b: Violations as a Percent of All Violations.....	12
Figure 5: CMV and Non-CMV Driver Violations in Fatal Crashes: 2015-2020.....	13
Table 5: Type of Violation of CMV Driver.	14
Table 6: Manner of Collision.	15
Figure 6: CMV Crashes in Interstates 10/12 Corridor.	16
Figure 7: Cumulative Percentage of Interstate 10 Crashes 2020 and 2019	17
Figure 8a: CMV Interstate 10 in New Orleans between Mileposts 200 to 230.	17
Figure 8b: CMV Crashes on Interstate 10 between West Baton Rouge and the I-10/I-12 split.	18
Figure 8c: CMV Crashes on Interstate 10 Bridge in Baton Rouge.....	18
Figure 8d: CMV Crashes on Interstate 10 West of I10 Bridge.....	19
Figure 9: Cumulative Percent of Interstate 12 Crashes 2019 and 2020	19
Figure 10a: CMV Crashes on Interstate 12 Corridor.	20
Figure 10b: CMV Crashes on Interstate 12 and I55.	20
Figure 10c: CMV Crashes on Interstate 12 Near US 190.....	20
Figure 11: Interstate 20 Corridor.....	21
Figure 12: Cumulative Frequency of CMV and all Crashes on Interstate 20.....	21
Table 7a: Work-Zone CMV Crashes on Interstates (2019-2020).....	23
(Based on DOTD Schedule)	
Table 7b: Work-Zone CMV Crashes on Interstates (2019-2020).....	24
Table 8: Seat Belt Usage.	25
Table 9: Hazardous Material Crashes.	26
Table 10: Type of Hazardous Material in CMV Crashes.	26
Table 11: Distractions.	27
Figure 13: Cell Phone Use as a Distraction in CMV Crashes.....	27
Table 12: CMV Crashes by Parishes.	28
Table 13a: CMV Crashes by Highway Type 2020	29
Table 13b: Percentage of CMV Crashes Outside City Limits 2020	30
Table 14: CMV Bus Crashes in 2020	32
Figure 14: CMV Bus Crashes by Year.	32
Figure 15: Bus-Crash Injuries by Year.	33
Table 15: CMV Crashes YTD 2021.....	34

Summary

In 2020, the total number of reported CMV crashes decreased by -4.7% compared to 2019. The number of fatal CMV crashes decreased slightly from 90 in 2019 to 88 in 2020, a decrease of 2.2%. The number of injury CMV crashes decreased slightly from 1,505 to 1,261 during the same period, a decrease of 16.2%.

The percentage of CMV drivers in fatal crashes cited for violations decreased from 2019 to 2020. The percentage of CMV drivers receiving violations in fatal crashes decreased from 45.5% in 2019 to 32.6% in 2020. Careless Operation and Failure To Yield were the most frequent citations. CMV drivers in injury and property damage crashes were cited for violations 44.6% and 49.2% of the time, respectively. Within this same year, careless operation accounted for the majority of violations committed in association with commercial vehicle crashes. Careless operation made up 35.5% of all violations given to the driver of the CMV in fatal crashes and 35.7% in all crashes. Other violations with relatively high occurrence rates were failure to yield, with 16.1% in fatal and 12.1% in all crashes. Since careless operation is often a proxy for speed violations, we can look at the combined percentage of speed and careless operation violations. For fatal CMV crashes, the combined violations (speeding & careless operation) make up 41.9% of all violations the CMV driver receives. In all CMV crashes, this percentage is 37.4%. When failure to yield is included, these percentages increase to 58.1% for fatal crashes and 49.5% for all crashes.

The manner of collision most common in all CMV crashes are rear-end types at 28.4% and non-collision types (single vehicle crashes) at 22.6%. For fatal crashes, the types were head-on collisions at 21.6%, rear-end collisions at 34.1%, right angle collisions at 12.5%, and non-collision with motor vehicle crashes at 19.3%.

During 2020, 37.0% of all CMV crashes in Louisiana occurred on interstates, 29.2% occurred on state highways, and 17.0% occurred on U.S. highways. In 2019, the respective percentages were 33.3%, 32.6%, and 18.8%. From 2019 to 2020, the number of fatal interstate crashes decreased slightly from 24 to 21. U.S. highways experienced an increase in fatal crashes of 10.0% and state highways saw a decrease of 5.0%. Thus, the overall decrease in CMV related fatalities of 2.2% was largely due to the decrease of fatalities on interstates and state highways.

Commercial Vehicle Safety - 2020

The number of fatal CMV crashes in work zones decreased from 10 to 0 from 2019 to 2020. The number of fatal crashes within 5 miles of the construction zone (construction zone plus 5 miles on either end) decreased by 100.0%, namely from 11 to 0. However, the number of fatal crashes in the 5 miles approaching the construction zone from either end (excluding the construction zones) decreased from 1 in 2019 to 0 in 2020.

These counts are based on the construction schedule provided by the LA DOTD and may thus differ from the actual number of crashes occurring in construction zones because the schedule may not accurately reflect the actual times work was being done.

Overview

This section provides an overview of the most important issues relating to CMV crashes in 2020 and trend data for the past five years. Table 1 depicts CMV crashes from 2015 to 2020 and shows that the fatal CMV crashes have slightly decreased by 2.2% from 2019 to 2020 while the 5-year change in fatal CMV crashes increased by 3.5%. The CMV involved injury crashes decreased by 16.2% while the CMV involved PDO crashes increased by 3.2% from 2019 to 2020. The total number of CMV crashes decreased by 4.5% from 2019 to 2020, less than the decrease observed for all vehicle crashes, which was 13.2%.

Table 1: CMV Crashes 2015-2020

Year	CMV Crashes				CMV Crashes Percentages				All Crashes				%CMV			
	Fatal	Injury	PDO	Total CMV	Fatal	Injury	PDO	Total CMV	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total
2015	85	1,607	2,372	4,064	2.1%	39.5%	58.4%	2.4%	698	48,373	119,546	168,617	12.2%	3.3%	2.0%	2.4%
2016	89	1,634	2,366	4,089	2.2%	40.0%	57.9%	2.4%	704	49,830	123,090	173,624	12.6%	3.3%	1.9%	2.4%
2017	96	1,609	2,412	4,117	2.3%	39.1%	58.6%	2.5%	706	47,456	117,767	165,929	13.6%	3.4%	2.0%	2.5%
2018	95	1,552	2,438	4,085	2.3%	38.0%	59.7%	2.5%	719	45,981	117,077	163,777	13.2%	3.4%	2.1%	2.5%
2019	90	1,505	2,246	3,841	2.3%	39.2%	58.5%	2.4%	681	44,575	114,944	160,200	13.2%	3.4%	2.0%	2.4%
2020	88	1,261	2,318	3,667	2.4%	34.4%	63.2%	2.6%	741	40,122	98,088	138,951	11.9%	3.1%	2.4%	2.6%
1 Yr % Change	-2.2%	-16.2%	3.2%	-4.5%	0.1%	-4.8%	4.7%	0.2%	8.8%	-10.0%	-14.7%	-13.2%	-1.3%	-0.2%	0.4%	0.2%
5 Yr % Change	3.5%	-21.5%	-2.3%	-9.8%	0.3%	-5.2%	4.8%	0.2%	6.2%	-17.1%	-17.9%	-17.6%	-0.3%	-0.2%	0.4%	0.2%
Average	-3.3%	-20.3%	-2.1%	-9.2%	0.1%	-4.8%	4.6%	0.2%	5.6%	-15.1%	-17.2%	-16.5%	-1.1%	-0.2%	0.4%	0.2%

Commercial Vehicle Safety - 2020

While injury crashes involving all motor vehicles decreased by 10.0% from 2019 to 2020, CMV injury crashes decreased by 16.2% in the same period. CMV property damage crashes increased by 3.2% from 2019 to 2020, while all CMV crashes combined decreased by 4.5%.

The number of CMV crashes is expected to follow the trend of all crashes. Thus, the CMV crashes as a percent of all crashes may provide some insight in how programs specifically designed for the reduction of CMV crashes have worked. Fatal CMV crashes as a percent of all fatal crashes decreased in 2020 by 1.3 percentage points compared to 2019 while the CMV injury crashes as percent of all injury crashes decreased by 0.23 percentage points compared to 2019.

Figure 1: CMV and Non-CMV Crashes 2015-2020

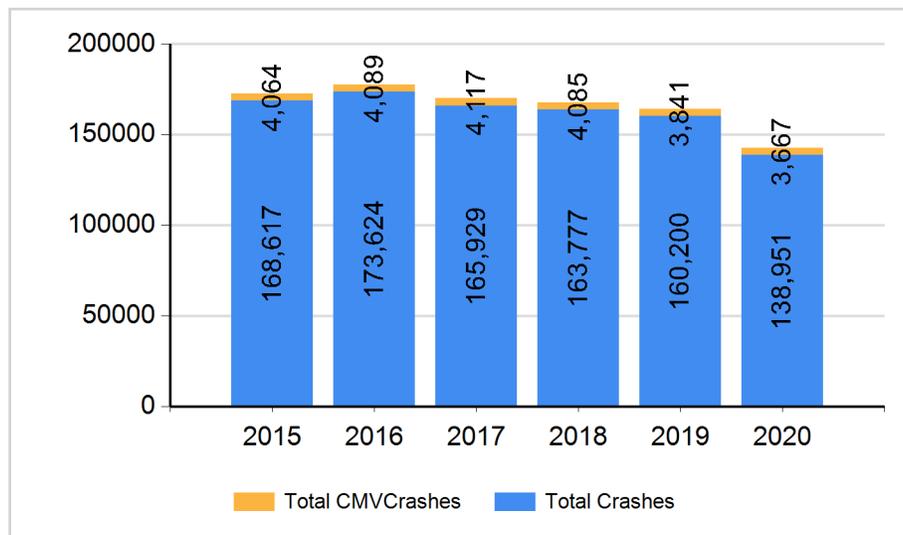
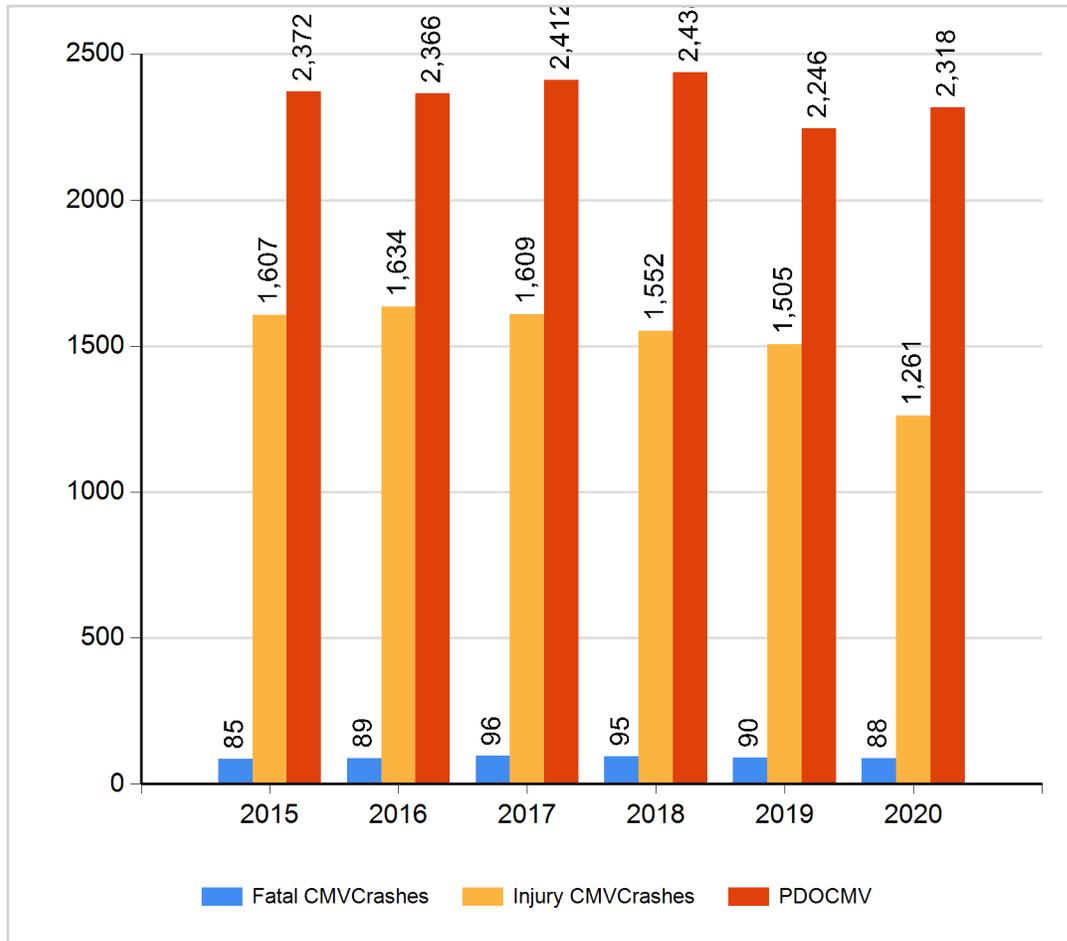


Figure 1 highlights the number of all crashes and CMV crashes from 2015 to 2020. There were 174 less CMV crashes and 21,249 less non-CMV crashes in 2020 compared to 2019. In addition, as Table 1 shows, CMV crashes accounted for 2.6% of all crashes in 2020, about the same as the 2.4% in 2019.

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Figure 2 shows that the number of fatal and injury CMV crashes decreased from 2019 to 2020, while the number of property damage only CMV crashes increased.

Figure 2: CMV Crashes by Severity: 2015-2020



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Figure 3: CMV and Non-CMV Fatal Crashes 2015-2020

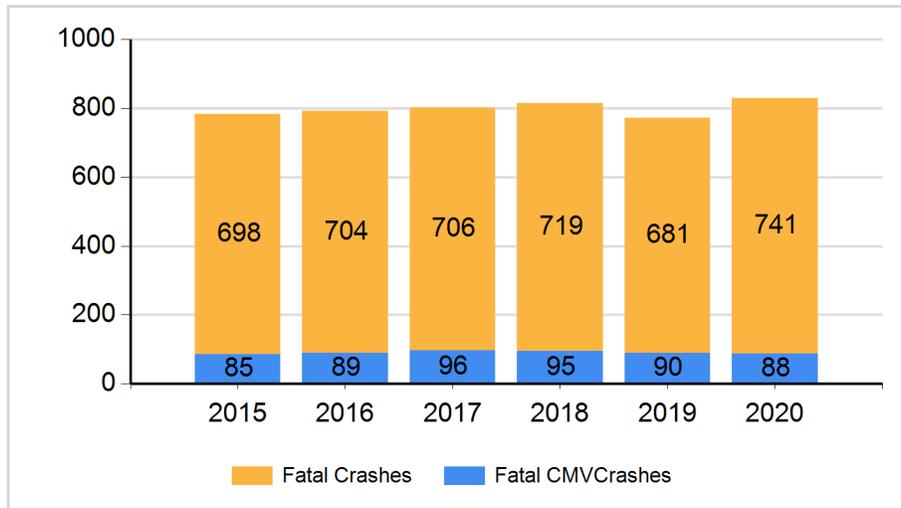
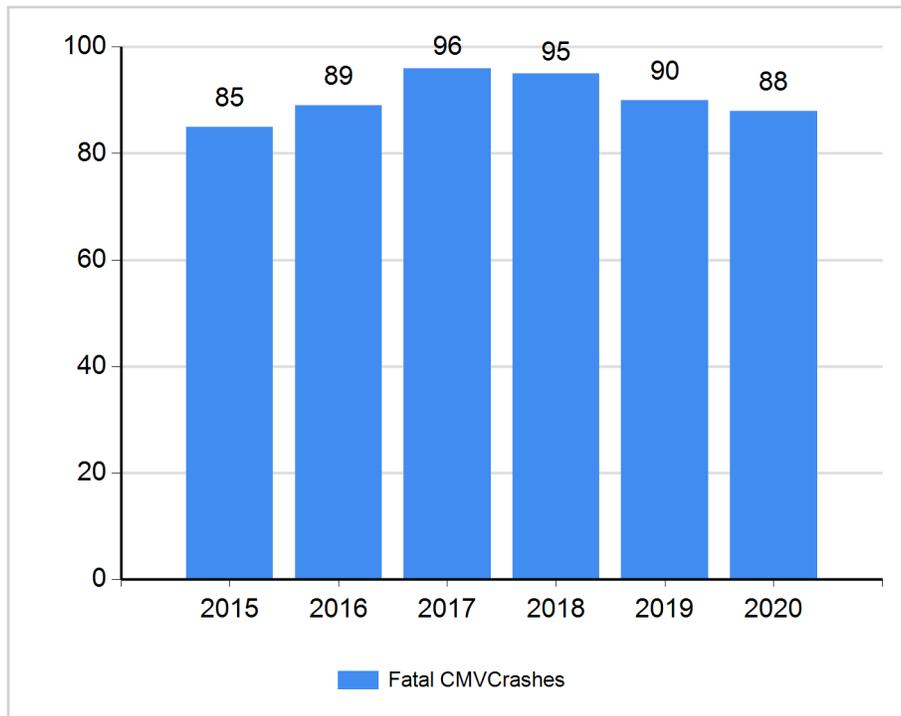


Figure 4: Fatal CMV Crashes by Year: 2015-2020



Figures 3 and 4 illustrate fatal non-CMV and CMV crashes from 2015 to 2020. While the increase in the number of non-CMV fatal crashes was 8.8% from 2019 to 2020, the CMV fatal crashes experienced a decrease of 2.2%, which amounts to 2 less fatal CMV crashes and 6.3% less fatalities. Figure 4 shows the trend of fatal CMV crashes which indicates that 2015 had the lowest number of fatal CMV crashes in the past five years. In fact, 2015 had the lowest number of CMV fatal crashes since at least 1999 when the yearly report was first compiled.

Commercial Vehicle Safety - 2020

Due to a steady increase in Louisiana traffic over the years, the number of crashes should be adjusted by the vehicle miles traveled (VMT) by commercial vehicles. In past reports, vehicle miles traveled for CMVs were obtained from the FMCSA website which was discontinued in 2007. The new FMCSA guidelines now proposes to use total VMT rather than commercial vehicle VMT. Table 2 depicts the fatal crashes, injury crashes, PDO crashes, and all crashes per 100 million miles traveled by all vehicles. The fatality rate for CMV crashes was 0.17 in 2020, the same as in 2019. While these crash rates can be used to look at trends, it is important to note that with the new measure used by FMCSA the CMV rates cannot be compared with the rates for all vehicles because of the use of total VMT to normalize CMV crashes.

Table 2: CMV and All Crashes 2015-2020 per 100 Million Miles Traveled

The 2020 VMT was not available at the time of this report.

The VMT for 2019 was used for 2020 and this number will change.

	CMV Crash Rates				Crash Rates for All Vehicles			
Year	Fatal Crash Rate	Injury Crash Rate	PDO Crash Rate	Total CMV Crash Rate	Fatal Crash Rate	Injury Crash Rate	PDO Crash Rate	Total Crash Rate
2015	0.18	3.33	4.92	8.43	1.45	100.38	248.07	349.91
2016	0.18	3.33	4.83	8.34	1.44	101.64	251.08	354.17
2017	0.20	3.27	4.90	8.36	1.43	96.40	239.23	337.07
2018	0.19	3.10	4.87	8.16	1.44	91.85	233.88	327.25
2019	0.18	2.93	4.37	7.48	1.33	86.79	223.81	311.93
2020	0.17	2.46	4.51	7.14	1.44	78.12	190.99	270.67

Analysis of Crashes by Month

Since monthly crash data fluctuates considerably from year to year, it is difficult to conclude that the month of the year has any effect on the number of crashes. Specifically, the fatal crash count exhibits large variations since small crash numbers vary more, percentage wise, than large crash numbers.

Commercial Vehicle Safety - 2020

Table 3: CMV Crashes by Month in 2020

MONTH	FATAL CRASHES	TOTAL KILLED	INJURY CRASHES	PDO	TOTAL CRASHES	TOTAL TRUCKS AND BUSES	% CRASHES
January	3	3	116	207	326	346	8.9%
February	4	4	116	164	284	301	7.7%
March	6	6	107	172	285	307	7.8%
April	3	3	65	131	199	212	5.4%
May	7	7	83	157	247	258	6.7%
June	9	10	96	171	276	289	7.5%
July	4	4	88	188	280	293	7.6%
August	9	11	106	203	318	336	8.7%
September	14	16	133	267	414	445	11.3%
October	13	14	131	256	400	425	10.9%
November	7	8	116	216	339	356	9.2%
December	9	9	104	186	299	318	8.2%
TOTAL	88	95	1261	2318	3667	3886	100.0%

Nevertheless, as the data in Table 3 indicates, September had the highest number of fatal crashes with 14 fatal crashes and 16 deaths. The analysis of the CMV crash data for 2020 indicates yearly fatal crash counts in any given month may vary from 3 to 14 with the three highest months being September, October, and June/August with 16, 14, and 10 people killed.

Violations

There are two ways one can evaluate the citations in CMV crashes, depending on whether we use the number of drivers or the number of citations as the denominator. In a crash, either the CMV driver or the non-CMV driver or both may receive a citation. Thus, when the number of CMV drivers and the number of car drivers are used as the denominator, respectively, the two percentages do not add up to 100%. They may be lower or higher than 100% if there are many crashes where no driver received a citation, and this percentage will be higher than 100% if there are many crashes where both drivers received a citation. For instance, in 2014 the two percentages added up to more than 100% for fatal crashes. The average of both percentages approximates the percentage of all drivers involved in CMV crashes that received citations.

Commercial Vehicle Safety - 2020

The percentage of CMV drivers in fatal crashes who received a citation has decreased by 12.9 percentage points from 2019 to 2020. In 2020, of all the CMV drivers in fatal crashes, 32.6% were cited for a violation compared to 45.5% in 2019. For injury and property damage crashes, 44.6% and 49.2% of the CMV drivers were cited for violations, respectively. Also 65.6% of non-CMV drivers received violations in fatal CMV crashes in 2020. These figures show that in fatal crashes non-CMV drivers continued to have a higher percentage of citations than CMV drivers. In PDO crashes 49.2% of CMV drivers and 54.6% of non-CMV drivers received citations. The percentages of CMV drivers receiving citations in injury crashes was 44.6% which is lower than the 50.3% received by non-CMV drivers.

Secondly, we can look at the percentage of citations going to CMV versus the non-CMV driver. These two percentages add up to 100% all of the time. Even if the percentage of all citations in crashes would decline to say 10%, still half, for example, could go to the CMV driver and half could go to the non-CMV driver. The percentage of citations in fatal crashes going to the CMV driver has decreased from 2019 to 2020, i.e. from 50.5% in 2019 to 33.0% in 2020 (see Table 4b). For injury and property damage only crashes (PDO) the CMV driver received 46.1% and 52.1% of violations, respectively.

Table 4a: Violations as a Percentage of Drivers

As Percentage of Drivers								
Year	FATAL CRASHES		INJURY CRASHES		PDO		TOTAL CRASHES	
	CMV Driver	Passenger Car Driver	CMV Driver	Passenger Car Driver	CMV Driver	Passenger Car Driver	CMV Driver	Passenger Car Driver
2015	28.4%	73.6%	49.8%	48.3%	49.0%	52.6%	48.9%	51.2%
2016	26.5%	57.5%	48.8%	48.1%	48.1%	53.7%	47.9%	51.3%
2017	39.3%	56.7%	49.0%	48.6%	47.9%	55.7%	48.1%	52.6%
2018	35.2%	45.9%	48.9%	47.7%	48.0%	54.3%	48.0%	51.3%
2019	45.5%	62.5%	47.8%	49.3%	49.6%	54.4%	48.8%	52.3%
2020	32.6%	65.6%	44.6%	50.3%	49.2%	54.6%	47.2%	53.2%

*These are the percentage of drivers receiving citations.

Commercial Vehicle Safety - 2020

Table 4b: Violations as a Percentage of all Violations

As Percentage of Violations								
YEAR	FATAL CRASHES		INJURY CRASHES		PDO		TOTAL CRASHES	
	CMV Driver	Passenger Car Driver	CMV Driver	Passenger Car Driver	CMV Driver	Passenger Car Driver	CMV Driver	Passenger Car Driver
2015	28.7%	71.3%	50.7%	49.3%	52.5%	47.5%	51.2%	48.8%
2016	29.9%	70.1%	48.9%	51.1%	51.0%	49.0%	49.7%	50.3%
2017	41.6%	58.4%	49.7%	50.3%	50.8%	49.2%	50.1%	49.9%
2018	42.7%	57.3%	51.3%	48.7%	51.0%	49.0%	50.9%	49.1%
2019	50.5%	49.5%	48.6%	51.4%	52.3%	47.7%	50.8%	49.2%
2020	33.0%	67.0%	46.1%	53.9%	52.1%	47.9%	49.5%	50.5%

These are all the citations in a crash and the percentages going to either CMV driver or other car driver.

The different views become apparent when the total number of citations given to the drivers change over time. The relative distribution of the citations changed in fatal crashes in the past year with 33.0% going to the CMV driver in fatal crashes and 67.0% going to the non-CMV driver. Thus in 2020, although the total percentage of citations in fatal CMV crashes declined, citations were given more frequently (50.5%) to the non-CMV drivers in 2020 compared to 2019 where 49.2% went to the non-CMV driver (Table 4b).

Figure 5 visualizes the findings expressed above, namely the relative percentage citations going to CMV drivers versus non-CMV drivers in fatal CMV crashes. Overall, the percentages have been relatively stable over the past years for fatal crashes with roughly one third of citations going to the CMV driver and the remaining going to the non-CMV driver.

Commercial Vehicle Safety - 2020

Figure 5: CMV and Non-CMV Driver Violations in Fatal Crashes: 2015-2020

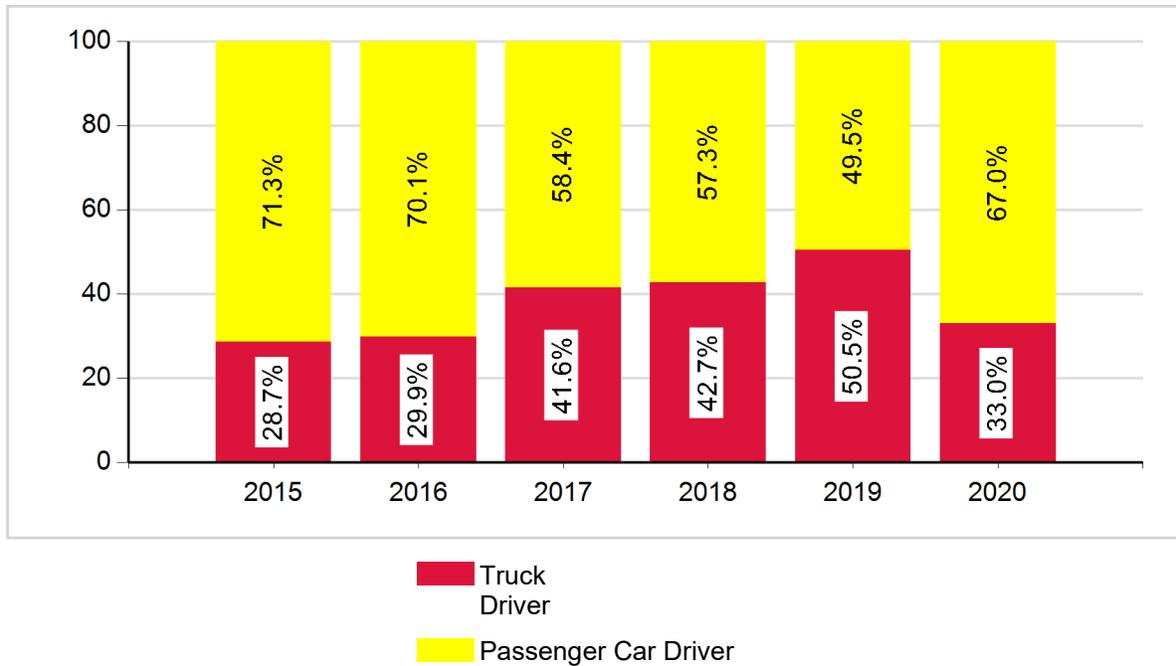


Table 5 shows the types of violations drivers receive. Including unknown violations, CARELESS OPERATION and FAILURE TO YIELD violations accounted for the majority of violations of the CMV driver in fatal crashes for 2020, namely 11 and 5, respectively, which combined accounted for 51.6% of violations. The percentage of CARELESS OPERATION and FAILURE TO YIELD violations for CMV drivers was 52.2% for injury CMV crashes and 45.5% for PDO crashes.

Commercial Vehicle Safety - 2020

Table 5: Type of Violation of CMV Driver

VIOLATIONS	FATAL CRASHES		INJURY CRASHES		PDO		TOTAL CRASHES	
CARELESS OPERATION	11	35.5%	210	35.6%	432	35.7%	653	35.7%
CUT CORNER ON LEFT TURN	0	0.0%	5	0.8%	8	0.7%	13	0.7%
CUTTING IN, IMPROPER PASSING	0	0.0%	24	4.1%	57	4.7%	81	4.4%
DISREGARDED TRAFFIC CONTROL	0	0.0%	16	2.7%	32	2.6%	48	2.6%
DRIVER CONDITION	0	0.0%	19	3.2%	19	1.6%	38	2.1%
DRIVING LEFT OF CENTER	1	3.2%	11	1.9%	25	2.1%	37	2.0%
EXCEEDING SAFE SPEED LIMIT	0	0.0%	3	0.5%	18	1.5%	21	1.1%
EXCEEDING STATED SPEED LIMIT	2	6.5%	3	0.5%	5	0.4%	10	0.5%
FAILED TO DIM HEADLIGHTS	0	0.0%	0	0.0%	0	0.0%	0	0.0%
FAILED TO SET OUT FLAGS, FLARES	0	0.0%	2	0.3%	0	0.0%	2	0.1%
FAILURE TO SIGNAL	0	0.0%	1	0.2%	1	0.1%	2	0.1%
FAILURE TO YIELD	5	16.1%	98	16.6%	118	9.8%	221	12.1%
FOLLOWING TOO CLOSELY	1	3.2%	64	10.8%	109	9.0%	174	9.5%
IMPROPER BACKING	0	0.0%	14	2.4%	30	2.5%	44	2.4%
IMPROPER PARKING	2	6.5%	4	0.7%	8	0.7%	14	0.8%
IMPROPER STARTING	0	0.0%	2	0.3%	1	0.1%	3	0.2%
MADE WIDE RIGHT TURN	0	0.0%	3	0.5%	9	0.7%	12	0.7%
OTHER	3	9.7%	39	6.6%	121	10.0%	163	8.9%
OTHER IMPROPER TURNING	1	3.2%	13	2.2%	38	3.1%	52	2.8%
TURNED FROM WRONG LANE	1	3.2%	3	0.5%	25	2.1%	29	1.6%
UNKNOWN	4	12.9%	39	6.6%	107	8.9%	150	8.2%
VEHICLE CONDITION	0	0.0%	17	2.9%	46	3.8%	63	3.4%
NO VIOLATIONS	64		732		1,250		2,046	
TOTAL VIOLATIONS	31	100.0%	590	100.0%	1,209	100.0%	1,830	100.0%
% Violations from Table 4a	32.6%		44.6%		49.2%		47.2%	
% from Table 4b	33.0%		46.1%		52.1%		49.5%	

**Includes multiple violations for the driver*

Manner of Collision

Table 6 shows the manner of collision. "REAR END," "HEAD-ON," and "RIGHT ANGLE" collisions make up more than 84.5%, $[(30 + 19 + 11) / (88 - 17)]$ of all fatal multi-vehicle CMV crashes. This is a 9.1 percentage point decrease from 75.4% in 2019 for these three types of collisions. Also, the non-collision fatal CMV crashes decreased from 21 in 2019 to 17 in 2020.

Table 6: Manner of Collision

MANNER OF COLLISION	FATAL CRASHES		INJURY CRASHES		PDO		TOTAL CRASHES	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
HEAD-ON	19	21.6%	49	3.9%	33	1.4%	101	2.8%
LEFT TURN - ANGLE	1	1.1%	33	2.6%	64	2.8%	98	2.7%
LEFT TURN - OPPOSITE DIRECTION	1	1.1%	59	4.7%	74	3.2%	134	3.7%
LEFT TURN - SAME DIRECTION	2	2.3%	20	1.6%	39	1.7%	61	1.7%
NON-COLLISION WITH MOTOR VEHICLE	17	19.3%	215	17.0%	596	25.7%	828	22.6%
OTHER	0	0.0%	68	5.4%	165	7.1%	233	6.4%
REAR END	30	34.1%	394	31.2%	619	26.7%	1043	28.4%
RIGHT ANGLE	11	12.5%	169	13.4%	223	9.6%	403	11.0%
RIGHT TURN - OPPOSITE DIRECTION	0	0.0%	7	0.6%	10	0.4%	17	0.5%
RIGHT TURN - SAME DIRECTION	1	1.1%	19	1.5%	22	0.9%	42	1.1%
SIDESWIPE - OPPOSITE DIRECTION	1	1.1%	42	3.3%	55	2.4%	98	2.7%
SIDESWIPE - SAME DIRECTION	5	5.7%	186	14.8%	418	18.0%	609	16.6%
Total	88	100.0%	1,261	100.0%	2,318	100.0%	3,667	100.0%

High Crash Locations in Interstate Corridors

There are two main corridors in Louisiana, (1) Interstate 10/12 corridor in south Louisiana from the Texas state line to the Mississippi state line, and (2) Interstate 20 corridor in north Louisiana from the Texas state line to the Mississippi state line. Both corridors have significant interstate traffic.

Interstate 10/12 Corridor

The Interstate 10/12 Corridor includes 16 parishes, and these parishes accounted for 45.5% of fatal CMV crashes and 59.9% of all crashes in 2020.

Figure 6: CMV Crashes in Interstates 10/12 Corridor

The corridor includes Louisiana Interstates 10, 110, 310, 610, 12, 55, and parts of 59 as shown in Figure 6. The major US Highways along the corridor are US 90, US 190 and US 61.

The cumulative percentage graphs provide an easy to understand method to identify high crash locations. For any interval of mileposts, the steeper the graph, the more crashes occur within the mileposts. For instance, Figure 7 shows the cumulative frequency of commercial vehicle crashes for 2020 and 2019 by milepost on interstate 10 along with all crashes. The comparison between 2019 and 2020 shows the percentage of crashes within the first 50 miles of Interstate 10 has increased slightly from 25.6% to 27.4%.

Figure 7: Cumulative Percentage of Interstate 10 Crashes in 2019 and 2020

Figure 8a: CMV Interstate 10 in New Orleans between Mileposts 200 to 230

The interstate section of I10 between West Baton Rouge and the I10/12 split has 13.2% of all crashes and 13.2% of all CMV crashes on I10. These crashes are shown in Figure 8b.

Figure 8b: CMV Crashes on Interstate 10 Between WBR and I10/12 Split

Figure 8c shows that several CMV crashes in 2020 occurred on the I10 bridge in Baton Rouge.

Figure 8c: CMV Crashes on Interstate 10 Bridge in Baton Rouge

Figure 8d: CMV Crashes on Interstate 10 West of I10 Bridge

Figure 9 shows an increase in the cumulative percent of CMV crashes within the first 20 miles of Interstate 12 from 17.7% in 2019 to 26.2% in 2020.

Figure 9: Cumulative Percent of Interstate 12 Crashes 2019 and 2020

Figure 10a shows the Interstate 12 corridor between Baton Rouge and Slidell, which had a decrease in CMV crashes from 196 in 2019 to 163 in 2020, and a decrease in fatalities over the same period (13 to 7).

Figure 10a: CMV Crashes on Interstate 12 Corridor

Figure 10b shows crashes at the intersection of I12 and I55.

Figure 10b: CMV Crashes on Interstate 12 and I55

Figure 10c shows crashes on Interstate 12 around US190.

Figure 10c: CMV Crashes on Interstate 12 Near US 190

Interstate 20 Corridor

The Interstate 20 corridor includes 10 parishes. The three parishes (Caddo, Ouachita, and Bossier) account for 10.4% of all commercial vehicle crashes in 2020. As illustrated in Figure 11, the corridor includes Interstate 20, 220 and parts of Interstate 49. The major US highways along the corridor are 61, 65, 71, 80, 165, 167.

Figure 11: Interstate 20 Corridor

Figure 12 shows the cumulative frequency of commercial motor vehicle crashes by milepost on Interstate 20 along with all crashes. The percentage of CMV crashes within the first 50 miles of Interstate 20 decreased slightly from about 41.5% in 2019 to about 40.2% in 2020.

Figure 12: Cumulative Frequency of CMV and all Crashes on Interstate 20

Work-Zone Crashes

Work zones are of specific interest for enforcement activities because they are potential hotspots for crashes. The work zones were derived from a DOTD file containing all scheduled work on interstates. Because this schedule may not accurately reflect the actual construction, the numbers in Table 7a are likely to be higher than the true number of work zone crashes. There are also work-zone indicators on the crash report form (Work Zone Indicator (Yes/No) and a Road Condition field with 14 options, two of which are Construction Repair and Construction No Warning). However, these crash report fields have drawbacks, as they may not be filled out consistently in cases where there is a work zone but no work is performed. Also, since many of the crashes occur before the work zone when traffic slows down or comes to a standstill, these crashes may be missed in the crash report. This analysis will include the 5 miles of the approach to the construction zone. Since we do not have the detailed information about the lane the construction is in or if both lanes are under construction, we include 5 miles on either side of the construction zone indicated in the work schedule by DOTD.

Table 7a shows that the number of fatal CMV crashes on all interstates decreased by 8.3% from 24 in 2019 to 22 in 2020 while the number of fatal crashes in construction zones increased by 20.0% from 10 to 12 when only the schedule is used. However, the number of crashes must be adjusted by the construction time and miles under construction. For instance, the year 2020 had 7.2% less construction zone day miles, i.e. miles times days under construction. We will therefore adjust the crash count by the miles multiplied by the days under construction to normalize the count. This adjustment does not take into consideration the VMT of CMV within the construction zones because it is not readily available. When miles and days under construction are taken into account, fatal crashes increased from 4.0 fatal crashes per day-mile in 2019 to 5.2 fatal crashes per day-mile in 2020.

The number of fatal crashes within the +/-5 miles of the construction zones increased from 11 in 2019 to 16 in 2020 and the number of fatal crashes per day mile increased from 1.5 in 2019 to 2.3 in 2020 although there was a 7.2% decrease in construction.

Commercial Vehicle Safety - 2020

Also seen in Table 7a is an increase in all CMV crashes within the +/- 5 miles of the approaches that do not include the construction zones, i.e., from 56 in 2019 to 380 in 2020, an increase of 578.6%, while the number of crashes within construction zones increased from 444 in 2019 to 515 in 2020, an increase of 16.0% .

**Table 7a: Work-Zone CMV Crashes on Interstates (2019-2020)
(Based on DOTD Schedule)**

Within 5 miles of construction zone refers to 2 times 5 miles plus the length of construction

In 5 miles approach to construction zone refers to only the 5 miles on either side of the construction zone excluding the construction zone

The 2020 VMT was not available at the time of this report.

	WHERE	2020				2019				Percent Change			
		FATAL	INJ.	PDO	ALL	FATAL	INJ.	PDO	ALL	FATAL	INJ.	PDO	ALL
ALL CMV CRASHES ON INTER-STATES	Count	22	598	743	1363	24	621	634	1279	-8.3%	-3.7%	17.2%	6.6%
	Per 100K Miles	∞	∞	∞	∞	7.0	181.7	185.5	374.2	∞	∞	∞	∞
CONSTRUCTION ZONES	Count	12	223	280	515	10	219	215	444	20.0%	1.8%	30.2%	16.0%
	Per 100K Day-Miles	5.2	95.9	120.5	221.6	4.0	87.4	85.8	177.2	29.4%	9.8%	40.4%	25.1%
WITHIN 5 MILES OF CONSTRUCTION ZONE	Count	16	384	495	895	11	249	240	500	45.5%	54.2%	106.3%	79.0%
	Per 100K Day-Miles	2.3	55.5	71.6	129.5	1.5	34.7	33.5	69.7	129.0%	156.8%	321.7%	235.3%
IN 5 MILE APPROACH TO CONSTRUCTION ZONES	Count	4	161	215	380	1	30	25	56	300.0%	436.7%	760.0%	578.6%
	Per 100K Day-Miles	0.9	35.1	46.9	82.8	0.2	6.4	5.4	12.0	306.9%	445.9%	774.9%	590.3%

Using crashes that are marked both on the crash report as both (Work Zone Indicator "Yes" and a Road Condition field "Construction Repair" or "Construction No Warning"), the number of fatal crashes in the approach to the construction zones was zero (0) in 2019 and 2020, since the crashes in the approaches are not to be counted as work zone crashes according to the crash manual unless the crash falls within the first warning signs. Table 7b therefore does not report crashes before or after construction zones. The number of fatal CMV crashes based on the crash report was 4 in 2019 and 2 in 2020.

Commercial Vehicle Safety - 2020

**Table 7b: Work-Zone CMV Crashes on Interstates (2019-2020)
(Based on Crash Report)**

Within 5 miles of construction zone refers to 2 times 5 miles plus the length of construction
In 5 miles approach to construction zone refers to only the 5 miles on either side of the construction zone excluding the construction zone

The 2020 VMT was not available at the time of this report.

	WHERE	2020				2019				Percent Change			
		FATAL	INJ.	PDO	ALL	FATAL	INJ.	PDO	ALL	FATAL	INJ.	PDO	ALL
ALL CMV CRASHES	Count	22	598	743	1363	24	621	634	1279	-8.3%	-3.7%	17.2%	6.6%
ON INTER-STATES	Per 100K Day-Miles	∞	∞	∞	∞	7.0	181.7	185.5	374.2	∞	∞	∞	∞
CONSTRUCTION ZONES	Count	2	48	66	116	4	43	52	99	-50.0%	11.6%	26.9%	17.2%
	Per 100K Day-Miles	0.9	20.7	28.4	49.9	1.6	17.2	20.7	39.5	-46.1%	20.4%	36.8%	26.3%

**Same As within construction zones; **Not available based on the crash report.*

Seat Belt Usage

Seat belt usage is one of the most important factors preventing death in a crash. Table 8 shows that in 2020, 83.3% of CMV drivers killed in a crash did not wear a seat belt while 62.9% of all drivers killed in all motor vehicle crashes were not wearing a seat belt. However, since the number of CMV drivers killed is relatively small, these percentages vary more than the percentages for all drivers. The five-year average shows that CMV drivers killed had a higher rate of seat belt usage than drivers of passenger vehicles. The 5-year average of CMV drivers killed not wearing a seat belt was 55.2% compared to 58.6% for passenger vehicles.

Commercial Vehicle Safety - 2020

Table 8: Seat Belt Usage

This includes only drivers with known seat belt use.

Year	CMV Drivers						All Drivers					
	Drivers Killed w/o Seatbelt	Total Number of Drivers Killed	% of Drivers Killed w/o seatbelt	Drivers Seriously Injured w/o Seatbelt	Total Number of Drivers Seriously Injured	% of Drivers Seriously Injured w/o seatbelt	Drivers Killed w/o Seatbelt	Total No. of Drivers Killed	% of Drivers Killed w/o seatbelt	Drivers Seriously Injured w/o Seatbelt	Total No. of Drivers Seriously Injured	% of Drivers Seriously Injured w/o seatbelt
2016	5	7	71.4%	3	9	33.3%	211	366	57.7%	209	621	33.7%
2017	7	17	41.2%	0	9	0.0%	229	395	58.0%	198	605	32.7%
2018	4	10	40.0%	5	10	50.0%	209	373	56.0%	177	538	32.9%
2019	6	15	40.0%	0	10	0.0%	206	354	58.2%	235	626	37.5%
2020	5	6	83.3%	3	11	27.3%	270	429	62.9%	280	702	39.9%
Year Total	27	55	55.2%	11	49	22.1%	1,125	1,917	58.6%	1,099	3,092	35.3%

Hazardous Material

CMV crashes involving CMVs carrying hazardous material are of particular interest due to their potential danger to the environment and community when hazardous materials are released. Over the past 6 years, from 2015 to 2020, on average, about 15.0% of crashes involving hazardous material resulted in a release of the hazardous material. This percentage was 15.5% in 2020. The actual percentage of release may be higher since many of the CMVs identified as transporting hazardous material may actually be returning with an empty load, thus the percentage of releases based on crashes with full loads of hazardous material may be much higher than the percentages shown in Table 9.

The interstates accounted for 38.1% of all crashes involving hazardous materials in 2020. Specifically, Interstate 10 accounts for 68.8% of all hazardous material crashes on interstates in 2020. US highways account for 17.9% of all hazardous material crashes in 2020, with US 90 and US 190 accounting for 26.7% of hazardous material crashes on US highways. State highways accounted for 33.3% of all hazardous crashes in 2020.

Commercial Vehicle Safety - 2020

Table 9: Hazardous Material Crashes
(Includes only known Chemicals Transported)

Year	Transport Crashes	Released Crashes	% Released	Transport Fatal Crashes	Released Fatal Crashes
2015	138	25	18.1%	4	0
2016	86	12	14.0%	4	1
2017	123	15	12.2%	5	2
2018	96	14	14.6%	4	1
2019	117	18	15.4%	4	2
2020	85	13	15.3%	3	1

The types of hazardous material reported in CMV crashes are displayed in Table 10. On average, 17.6% involve corrosive material, 12.9% involve flammable gasses, and 38.8% involve flammable liquids. The remaining percentages are various chemicals. Note that Table 10 does not include unknown chemicals.

Table 10: Type of Hazardous Material in CMV Crashes

Year	2015		2016		2017		2018		2019		2020	
	Transp.	Rel.										
Material												
CORROSIVE GASES (CANADA)	0	0	0	0	0	0	0	0	0	0	0	0
CORROSIVE MATERIALS	24	5	14	2	26	3	16	1	21	3	15	2
DANGEROUS WASTES (CANADA)	0	0	0	0	0	0	0	0	0	0	0	0
DANGEROUS WHEN WET MATERIALS	0	0	0	0	0	0	0	0	0	0	1	0
ENVIRONMENTALLY HAZARDOUS SUBSTANCES (CANADA)	0	0	0	0	0	0	0	0	0	0	0	0
EXPLOSIVES	0	0	0	0	1	0	0	0	1	0	1	0
EXPLOSIVES WITH A MASS EXPLOSION HAZARD	0	0	1	0	0	0	0	0	0	0	0	0
EXPLOSIVES WITH A NO SIGNIFICANT BLAST HAZARD	0	0	1	0	2	0	0	0	0	0	0	0
EXPLOSIVES WITH A PREDOMINANTLY A FIRE HAZARD	1	0	0	0	1	0	0	0	1	0	0	0
EXPLOSIVES WITH A PROJECTION HAZARD	0	0	0	0	0	0	0	0	0	0	0	0
EXTREMELY INSENSITIVE DETONATING ARTICLES	0	0	0	0	0	0	0	0	0	0	0	0
FLAMMABLE GASES	17	2	2	0	10	2	16	2	18	3	11	1
FLAMMABLE LIQUIDS	62	15	44	8	55	6	48	9	54	10	33	7
FLAMMABLE SOLIDS	2	0	1	0	2	1	1	0	1	0	3	0
FLAMMABLE SOLIDS OR SPONTANEOUSLY COMBUSTIBLE MATERIALS OR DANGEROUS WHEN WET MATERIALS	0	0	0	0	0	0	0	0	0	0	1	0
GASES	1	0	0	0	4	0	3	0	1	0	1	0
GASES TOXIC BY INHALATION	4	0	3	0	0	0	0	0	0	0	0	0
INFECTIOUS SUBSTANCES	0	0	0	0	0	0	0	0	1	0	0	0
MISC DANGEROUS GOODS	10	1	8	2	12	2	8	0	6	2	7	0
MISC DANGEROUS GOODS (CANADA)	0	0	0	0	0	0	0	0	0	0	0	0
NON-FLAMMABLE, NON-TOXIC COMPRESSED GASES	8	2	2	0	7	1	0	0	6	0	8	1
ORGANIC PEROXIDES	2	0	1	0	0	0	0	0	0	0	0	0
OXIDIZERS	1	0	5	0	1	0	0	0	3	0	0	0
OXIDIZERS AND ORGANIC PEROXIDES	0	0	0	0	0	0	1	1	0	0	0	0
RADIOACTIVE MATERIALS	0	0	0	0	0	0	0	0	0	0	0	0
SPONTANEOUSLY COMBUSTIBLE MATERIALS	1	0	0	0	0	0	0	0	1	0	0	0
TOXIC MATERIALS	5	0	4	0	2	0	2	0	3	0	4	2
TOXIC MATERIALS AND INFECTIOUS SUBSTANCES	0	0	0	0	0	0	1	1	0	0	0	0
VERY INSENSITIVE EXPLOSIVES; BLASTING AGENTS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	138	25	86	12	123	15	96	14	117	18	85	13

(Includes only known Chemicals Transported)

Distractions

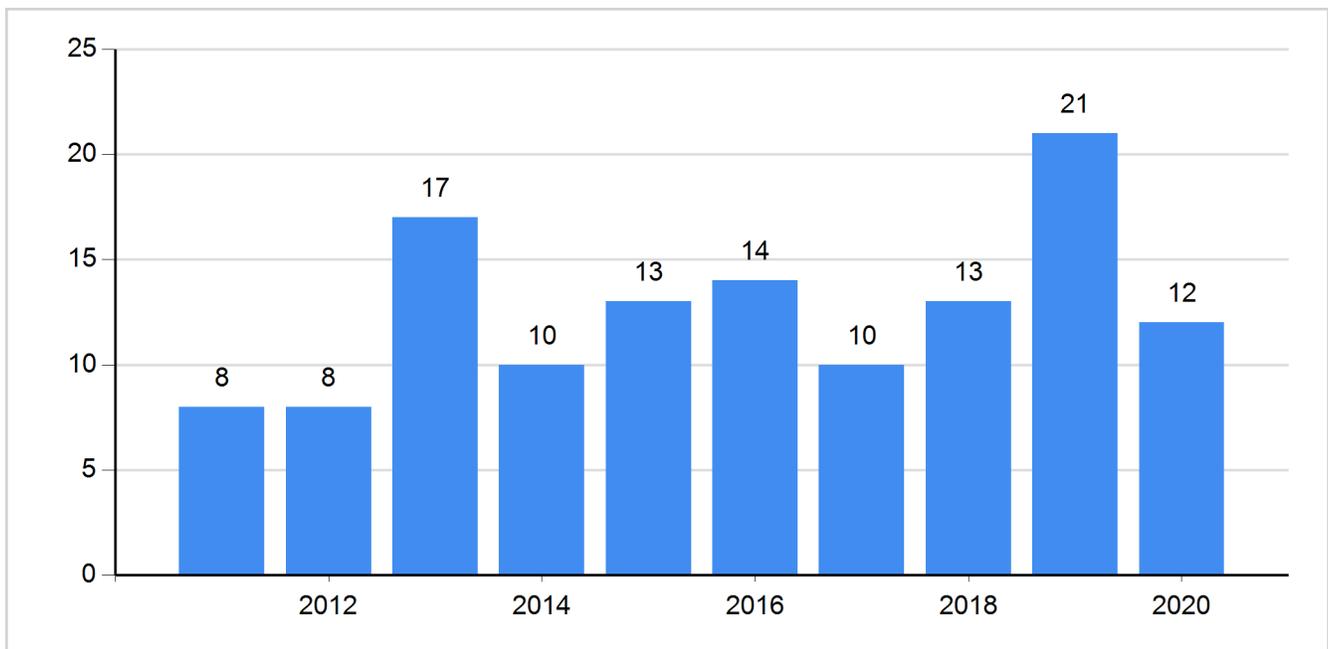
Although distractions play an important role in all crashes, including CMV crashes, no fatal CMV crashes were reported in 2020 in which cell phone usage was the cause of distraction. Table 11 shows the breakdown of crashes by type of distraction for CMV crashes.

Table 11: Distractions

Driver Distraction Description	Fatal	Injury	PDO	Total
CELL PHONE	0	09	03	12
NOT DISTRACTED	76	1,559	1,419	3,054
OTHER ELECTRONIC DEVICE	0	02	03	05
OTHER INSIDE THE VEHICLE	0	25	18	43
OTHER OUTSIDE THE VEHICLE	1	31	37	69
UNKNOWN	16	305	339	660

The number of CMV crashes with cell phone usage has varied between 8 in 2012 to a low of 8 in 2010 to 2012 and was 12 in 2020.

Figure 13: Cell Phone Use as a Distraction in CMV Crashes



Changes in Number of Crashes by Parish

The 15 parishes with the highest number of fatal and non-fatal CMV crashes are listed in Table 12. From 2019 to 2020, Louisiana experienced a significant increase in all CMV crashes along the I10/I12 corridor and I20: Calcasieu (16.9%), Tangipahoa (8.7%), and Livingston (3.7%). East Baton Rouge (-3.5%) and Lafayette (-3.5%) also had considerable increases in CMV crashes. Thus, the I10/I12 corridor and I20 are candidates for increased enforcement to counteract the increasing trend in crashes.

Table 12: CMV Crashes by Parishes

PARISH	FATAL CRASHES		TOTAL CRASHES		TOTAL CRASHES	
	2020	2019	2020	2019	Diff	% Change
East Baton Rouge	7	10	334	346	-12	-3.5%
Calcasieu	3	3	318	272	46	16.9%
Lafayette	3	3	192	199	-7	-3.5%
Orleans	2	5	180	236	-56	-23.7%
Caddo	4	3	173	212	-39	-18.4%
St. Tammany	7	4	167	181	-14	-7.7%
Jefferson	1	2	164	188	-24	-12.8%
Tangipahoa	4	2	137	126	11	8.7%
Ouachita	3	1	116	128	-12	-9.4%
Livingston	2	4	113	109	4	3.7%
Rapides	0	3	98	121	-23	-19.0%
Ascension	1	2	96	101	-5	-5.0%
West Baton Rouge	2	2	96	98	-2	-2.0%
Bossier	2	0	92	97	-5	-5.2%
St. Martin	2	3	88	88	0	0.0%
Lafourche	1	4	72	83	-11	-13.3%
TOTAL	44	51	2,436	2,585	-149	-5.8%

Rural CMV Crashes

Table 13a displays the count of crashes on rural roads by highway type. Although the data shows that rural roads account for most of the fatal and injury crashes, rural roads make up the majority of the roadway sections. While the fatal CMV crashes on US highways increased by 2 or 10.0% from 2019 to 2020, the fatal CMV crashes on state highways decreased by 2 (-5.0%), and the fatal CMV crashes on interstates decreased by 3 or -12.5%.

Commercial Vehicle Safety - 2020

The injury crashes during the same period exhibit a decrease of 9.9% on interstates, a decrease of 21.7% on state highways and a decrease of 26.4% on US highways.

Table 13a: CMV Crashes by Highway Type 2020

HIGHWAY TYPE	FATAL CRASHES			INJURY CRASHES			PDO			TOTAL		
	2020 CRASH	2019 CRASH	DIFFERENCE	2020 CRASH	2019 CRASH	DIFFERENCE	2020 CRASH	2019 CRASH	DIFFERENCE	2020 CRASH	2019 CRASH	DIFFERENCE
INTERSTATE	21	24	-12.5%	399	443	-9.9%	927	812	14.2%	1,347	1,279	5.3%
US HIGHWAY	22	20	10.0%	229	311	-26.4%	370	390	-5.1%	621	721	-13.9%
STATE ROAD	38	40	-5.0%	389	497	-21.7%	636	713	-10.8%	1,063	1,250	-15.0%
PARISH ROAD	02	04	-50.0%	83	250	-66.8%	142	323	-56.0%	227	577	-60.7%
CITY/LOCAL ROADS	05	02	150.0%	152	04	3700.0%	229	07	3171.4%	386	13	2869.2%
OTHERS	00	00	0.0%	09	00	0.0%	14	01	1300.0%	23	01	2200.0%
ALL ROADWAYS	88	90	-2.2%	1,261	1,505	-16.2%	2,318	2,246	3.2%	3,667	3,841	-4.5%
% Interstates	23.9%	26.7%	-2.8%	31.9%	29.4%	2.4%	40.2%	36.2%	4.1%	37.0%	33.3%	3.7%
% US	25.0%	22.2%	2.8%	18.3%	20.7%	-2.4%	16.1%	17.4%	-1.3%	17.0%	18.8%	-1.7%
% State	43.2%	44.4%	-1.3%	31.1%	33.0%	-2.0%	27.6%	31.8%	-4.2%	29.2%	32.6%	-3.4%
% State, US, & Interstate	92.0%	93.3%	-1.3%	81.2%	83.1%	-1.9%	83.9%	85.3%	-1.4%	83.2%	84.6%	-1.5%

The crash report does not indicate if a crash was urban or rural besides the city code which is not a reliable indicator. Because of urban sprawl over the years there are many urbanized areas outside the city limits.

Table 13b shows the percentage of crashes by severity and highway type coded with city code 00. This code is most often used by the state police to identify crashes that occurred outside of city limits. However, some crashes worked by state police could have been inside city limits. About 81.0% of the fatal interstate CMV crashes occurred in rural areas and about 57.9% of the injury interstate CMV crashes occurred in rural areas. Overall, 73.9% of fatal CMV crashes and 58.7% of all CMV crashes occur in rural areas. Thus, rural interstates, US highways, and state highways should continue to be the focus of enforcement.

Commercial Vehicle Safety - 2020

Table 13b: Percentage of CMV Crashes Outside City Limits 2020

HWY Type	Fatal	Injury	PDO	Total
INTERSTATE	81.0%	57.9%	60.0%	59.7%
US HIGHWAY	72.7%	62.4%	53.5%	57.5%
STATE ROAD	78.9%	74.3%	71.1%	72.5%
PARISH ROAD	100.0%	85.5%	88.7%	87.7%
CITY/LOCAL ROADS AND STREETS	0.0%	0.7%	3.5%	2.3%
ALL ROADWAYS	73.9%	58.5%	58.0%	58.5%

Bus Crashes

Small and large busses are of particular interest to law enforcement because of the potential risk of high number of fatalities in a single crash. The number of CMV bus crashes, injuries, and fatalities is depicted in Table 14. In 2020, there were 71 large bus crashes where 112 passengers were injured inside the bus. There were 30 small bus crashes with no people killed but 11 passengers were injured. There were 84 school bus crashes with 98 passengers injured. Overall, in 2020, there were 5 people killed in 185 bus crashes and 221 injured. The number of bus crashes has decreased from 299 in 2019 to 185 in 2020, and the number of injuries has decreased from 635 in 2019 to 221 in 2020. The number of school bus crashes has decreased by 47.8%, while small bus crashes have decreased by 30.2%, and large bus crashes have decreased by 25.3%.

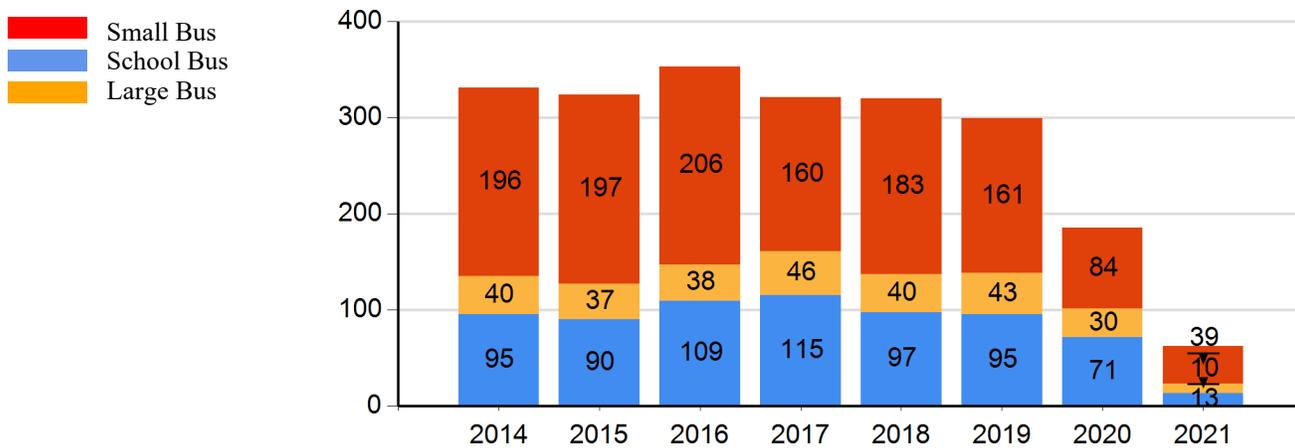
Commercial Vehicle Safety - 2020

Table 14: CMV Bus Crashes in 2019-4/27/2021

Year		Count	SCHOOL BUS	SMALL BUS	LARGE BUS	TOTAL
2019	Bus Crash	Number of Crashes	161	43	95	299
		Number of Fatal Crashes	3	0	2	5
		Number Total Killed	3	0	2	5
		Number Killed Inside Bus	0	0	1	1
		Number Injured Inside Bus	442	22	171	635
2020	Bus Crash	Number of Crashes	84	30	71	185
		Number of Fatal Crashes	3	0	2	5
		Number Total Killed	3	0	2	5
		Number Killed Inside Bus	0	0	1	1
		Number Injured Inside Bus	98	11	112	221
2021	Bus Crash	Number of Crashes	39	10	13	62
		Number of Fatal Crashes	0	0	0	0
		Number Total Killed	0	0	0	0
		Number Killed Inside Bus	0	0	0	0
		Number Injured Inside Bus	44	2	36	82

Figure 14 shows the trend in bus crashes. The graph shows that the total number of bus crashes have decreased from 299 in 2019 to 185 in 2020.

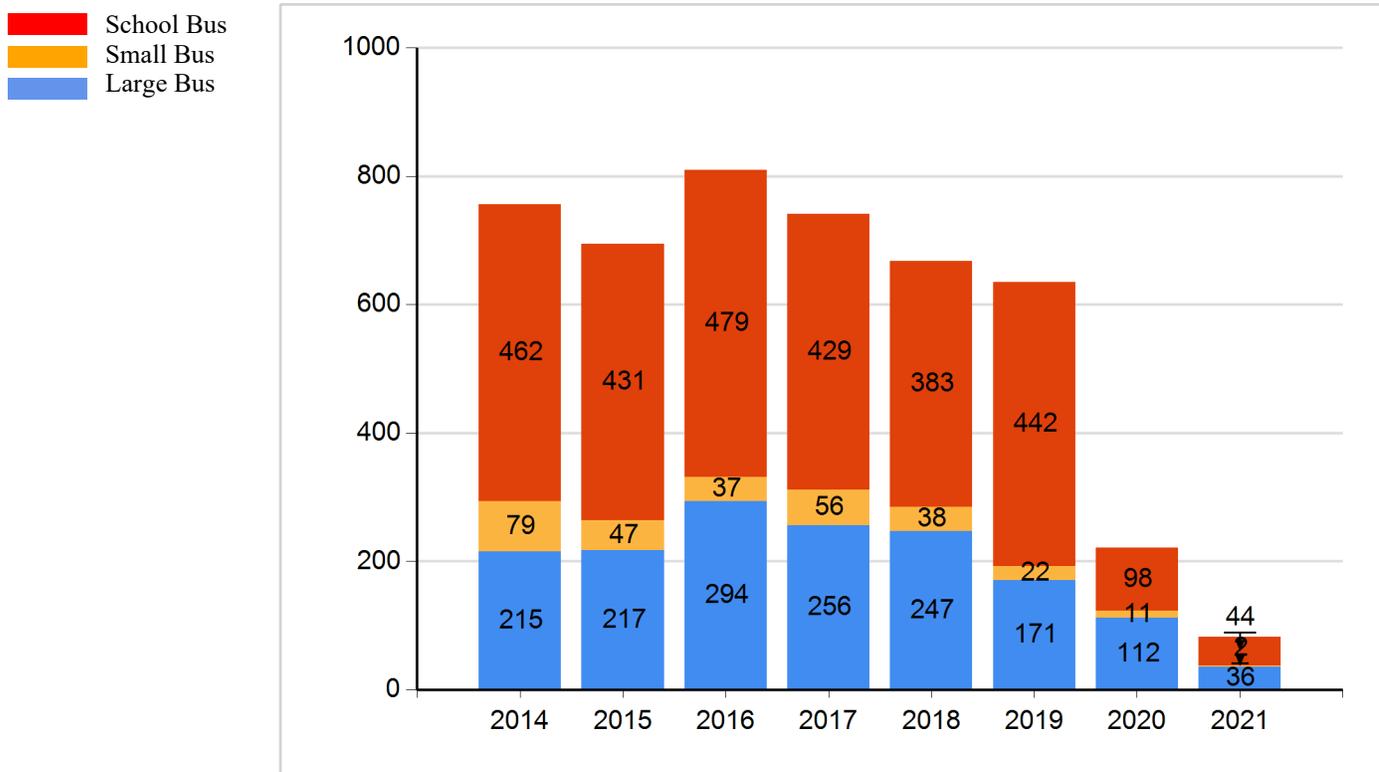
Figure 14: CMV Bus Crashes 2014 to 4/27/2021



Commercial Vehicle Safety - 2020

Figure 15 shows that injuries in bus crashes peaked in 2016 with 810 injuries reported.

Figure 15 : Bus-Crash Injuries 2014 to 4/27/2021



Commercial Vehicle Safety - 2020

While the number of bus crashes has decreased by 61.6% from 2019 to 2020, namely from 299 to 185, the number of injuries have decreased by 65.20%, namely from 635 to 221.

2021 YTD Crash Results

The 2021 data is still being collected at this time, but the following Table 15 provides a snapshot of CMV crashes YTD.

Table 15: CMV Crashes YTD 2021

CMV Crashes and Type	2021 YTD*
Total CMV Fatal Crashes	13
Total Fatalities	13
Total Passenger Carrier Crashes	62
Total Passenger Carrier Fatal Crashes	0
Total Passenger Carrier Fatalities (In Crash)	0
Total HazMat Crashes	21
Total HazMat Fatal Crashes	0
Total HazMat Fatalities	0
Total Construction Zone Fatal Crashes (Table 7a)	0
Total in 5 Mile Approach to Construction Zone (Table 7a)	0

***As of Tuesday, April 27, 2021, NA: Not available at this time.**

Note: Definition of Reportable CMV Crashes: To qualify for reporting to the SafetyNET, the crash has to involve a private or public motor carrier, a GCWR weight of at least 10,001 pounds or above, a motor vehicle that can transport 9 or more people including the driver seat or a vehicle displaying a hazmat placard and one of the three conditions apply: (1) a tow of one of the vehicles, (2) the transportation of an injured person to medical treatment away from the crash scene, or (3) a fatality.