
Truck Driver Safety Project

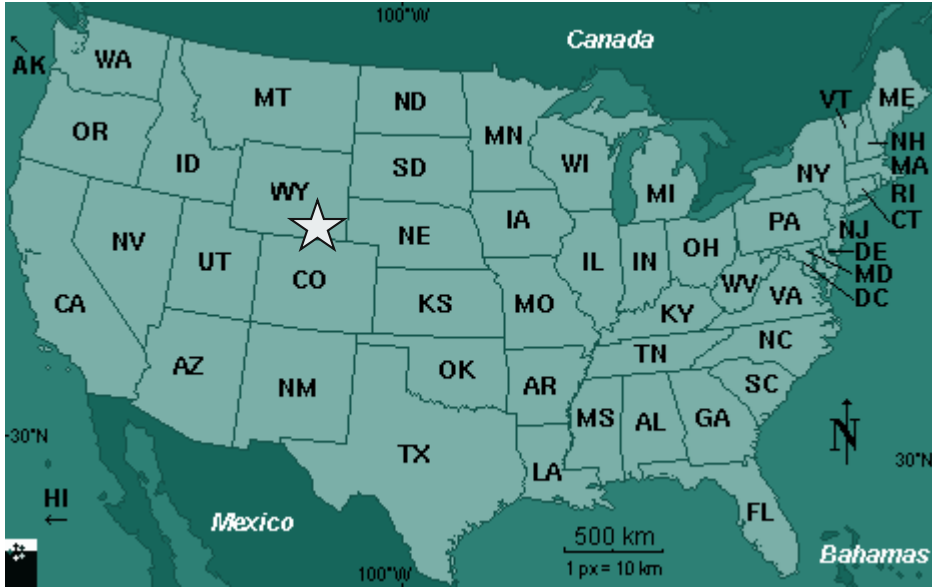
OHIP Cheyenne

June-August 2017

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About OHIP Cheyenne





Background Information

- Truck drivers account for approximately 3.2 million of the workforce in the United States.
- In Wyoming, 6,210 individuals worked in the heavy and tractor-trailer driving industry (BLS, 2016)
- Location Quotient: 1.85. The workforce is much more concentrated with heavy truck drivers than the national average.
- Transportation & warehouse sector is one of top 5 industries in Wyo, makes up 7% of Wyo GDP, compared with nationally 3% of GDP



Background Information

- Truck transportation deaths in the US:
 - 546 deaths in 2015
 - 25.2 deaths per 100,000 full-time equivalent workers
- Wyoming: 116 fatal truck crashes (2012-2016)
 - 29 drivers deaths
 - total of 143 deaths



Rules & Regulations

- 14 Hour Rule: can only drive 11 hours in a 14 hour period.
- Electronic Logging Device (ELD) - coming soon!

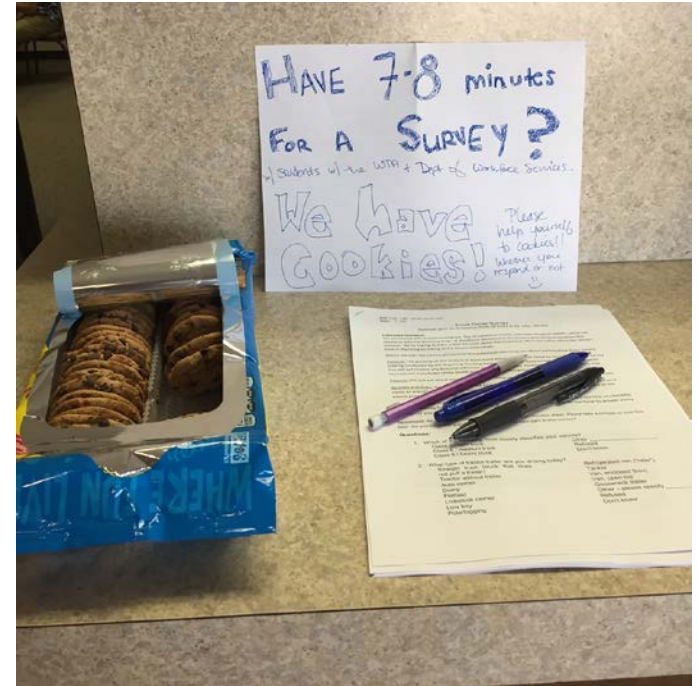


Objectives

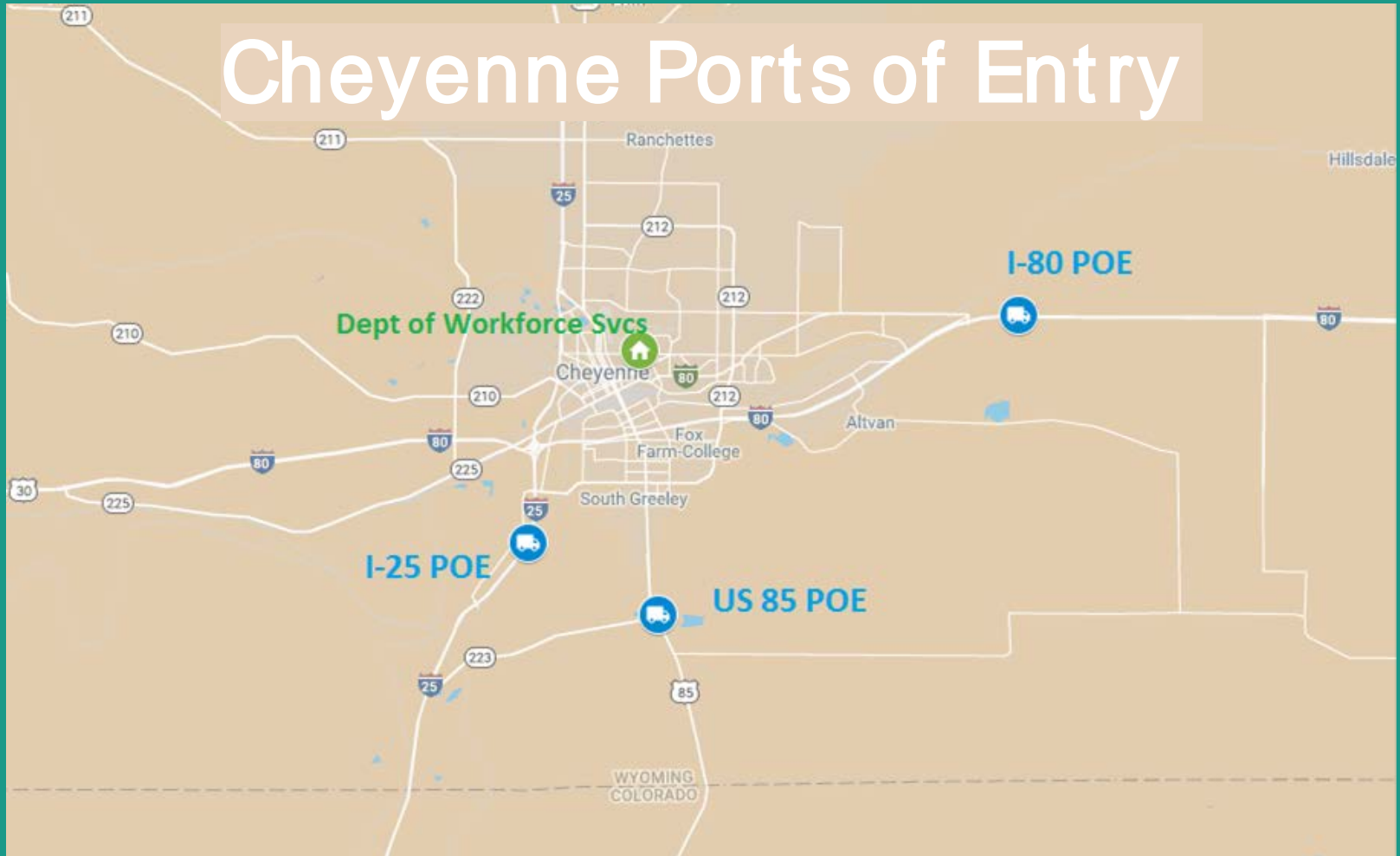
1. Assess knowledge of safe driving practices and Wyo-specific hazards;
2. Investigate barriers to health and safety;
3. Identify ways to Communicate with and Educate drivers.

Methods

- Convenience sampling method.
- Surveyed 270 drivers across three Wyoming Ports of Entry in Cheyenne:
 - Interstate 80
 - Interstate 25
 - U.S. 85
- Anonymity stressed to encourage drivers to answer honestly.



Cheyenne Ports of Entry





Nader at I-25



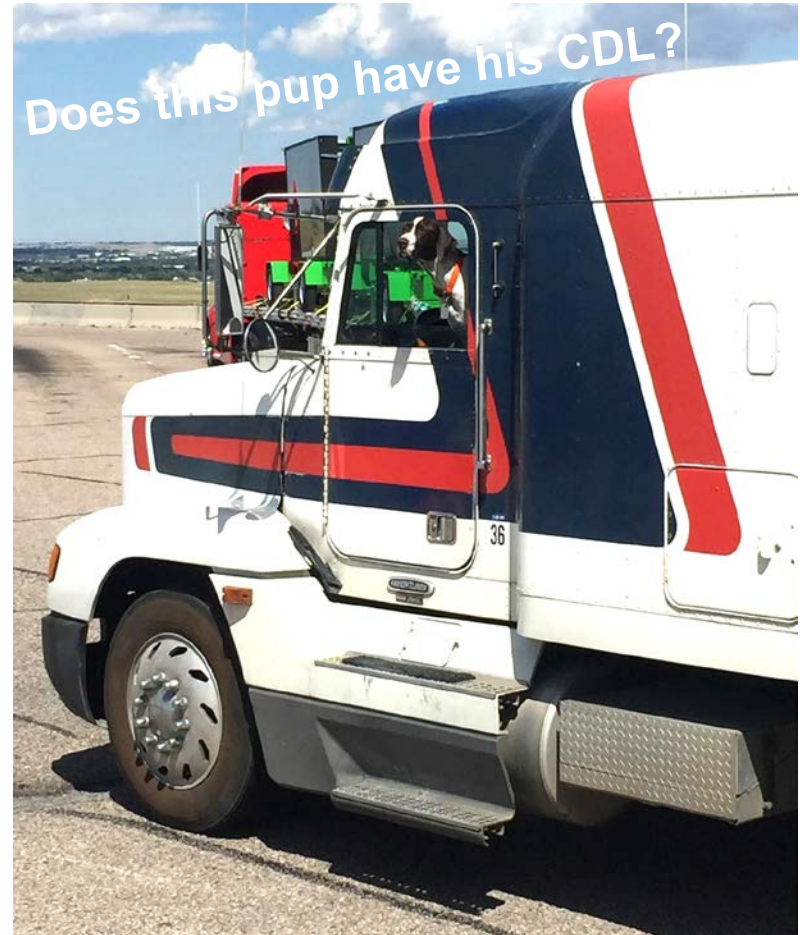
Amanda at U.S. 85

Results



Pop. Demographics

| OHIP Cheyenne Survey | Nationally |
|---|--|
| Median age: between 41 and 50 | Median age: 47.2 |
| 6% women | 11.5 % women |
| Almost 40% with 21+ years of experience | High turnover, not enough younger drivers to replace older drivers |



Employment Characteristics

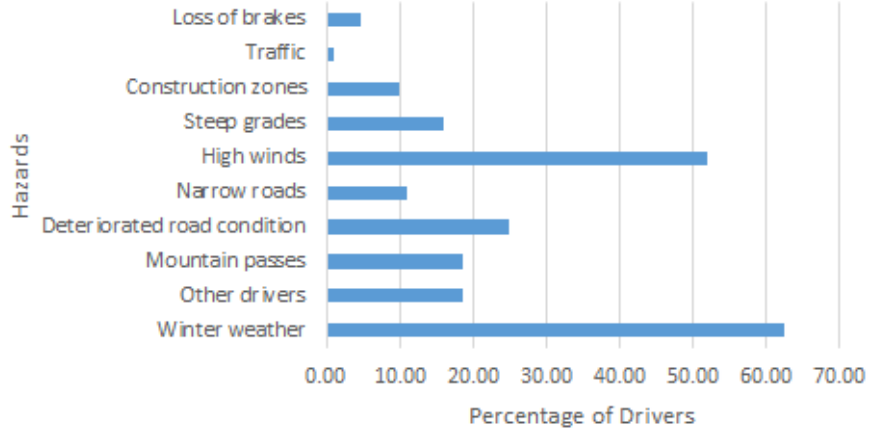
- Employment type:
 - 66% employed by private motor carrier
 - 33% owner operators
- How drivers are paid:
 - 80% by the mile, percentage of revenues, by the load
 - 17% by the hour; 5% salary



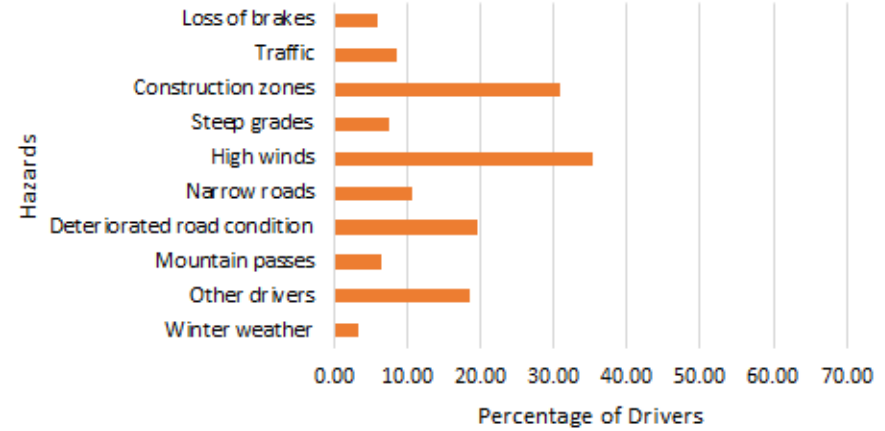


What are the top 3 hazards that concern you for...

Winter Driving



Summer Driving

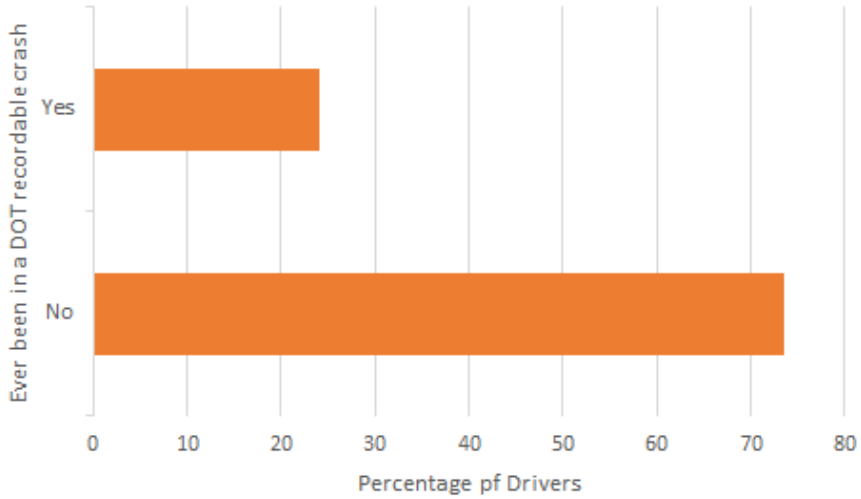




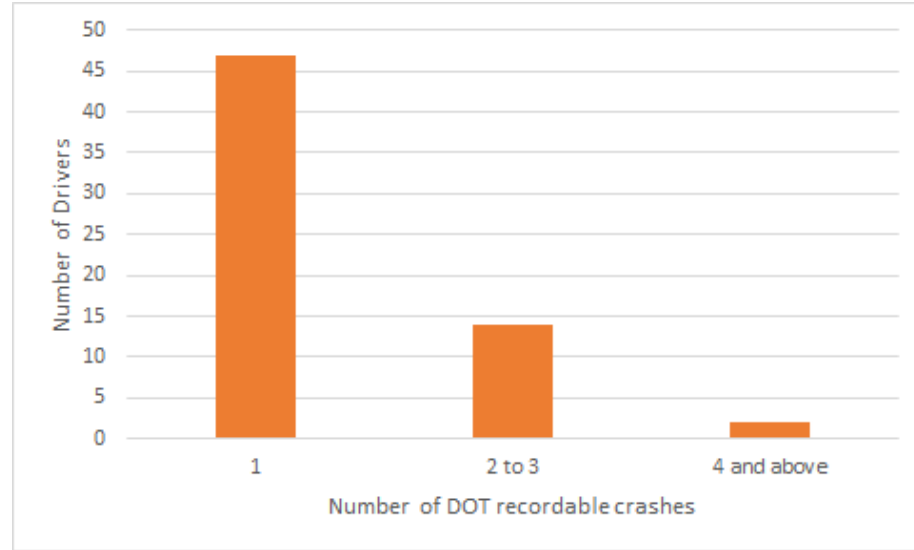
Driving Despite Fatigue and Bad Weather

- Management attitudes toward health and safety: 70%+ positive safety attitudes.
- Followed up with 6 scenarios for driving despite fatigue and bad weather:
 - Drop off / pick up schedule
 - 14 hour rule/hours remaining
 - Need to make more money
 - Delays with dispatching
 - Delays with loading/unloading
 - Want to get home

DOT Crashes



If Yes...



Communications

*“I just look
out the
window”*

| COMMUNICATIONS IN WY | | |
|--|-------|----|
| 511 app | 29.6% | 80 |
| Other mobile apps | 28.9% | 78 |
| CB radio | 23.3% | 63 |
| Overhead signs | 20.0% | 54 |
| Local radio | 19.3% | 52 |
| State DOT website | 17.4% | 47 |
| Info obtained at POE | 5.9% | 16 |
| On-board computer (OBC)/company messages | 4.1% | 11 |
| None/Observations/Best Judgment | 4.4% | 12 |
| Dispatch calls | 1.1% | 3 |



Challenges

- Many drivers heard “6-7 minutes” and told us they didn’t have enough time.
 - Introduces bias: Missing the drivers with the most pressure and biggest barriers to safety.
 - No time for follow up questions.



Driver Quotes

Because of the ELD, *"now I'm handcuffed to my truck."*

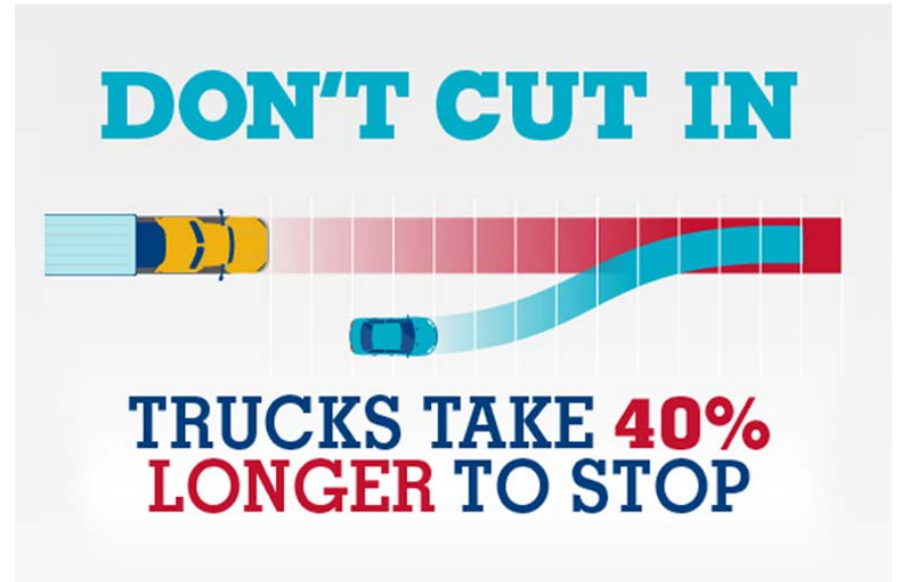
"It took me a long time to learn no load is that important," with regards to bad weather and fatigue.

With regards to DOT truck crashes: *"I was over on hours of service, in all three cases. Fatigue was definitely a factor."*

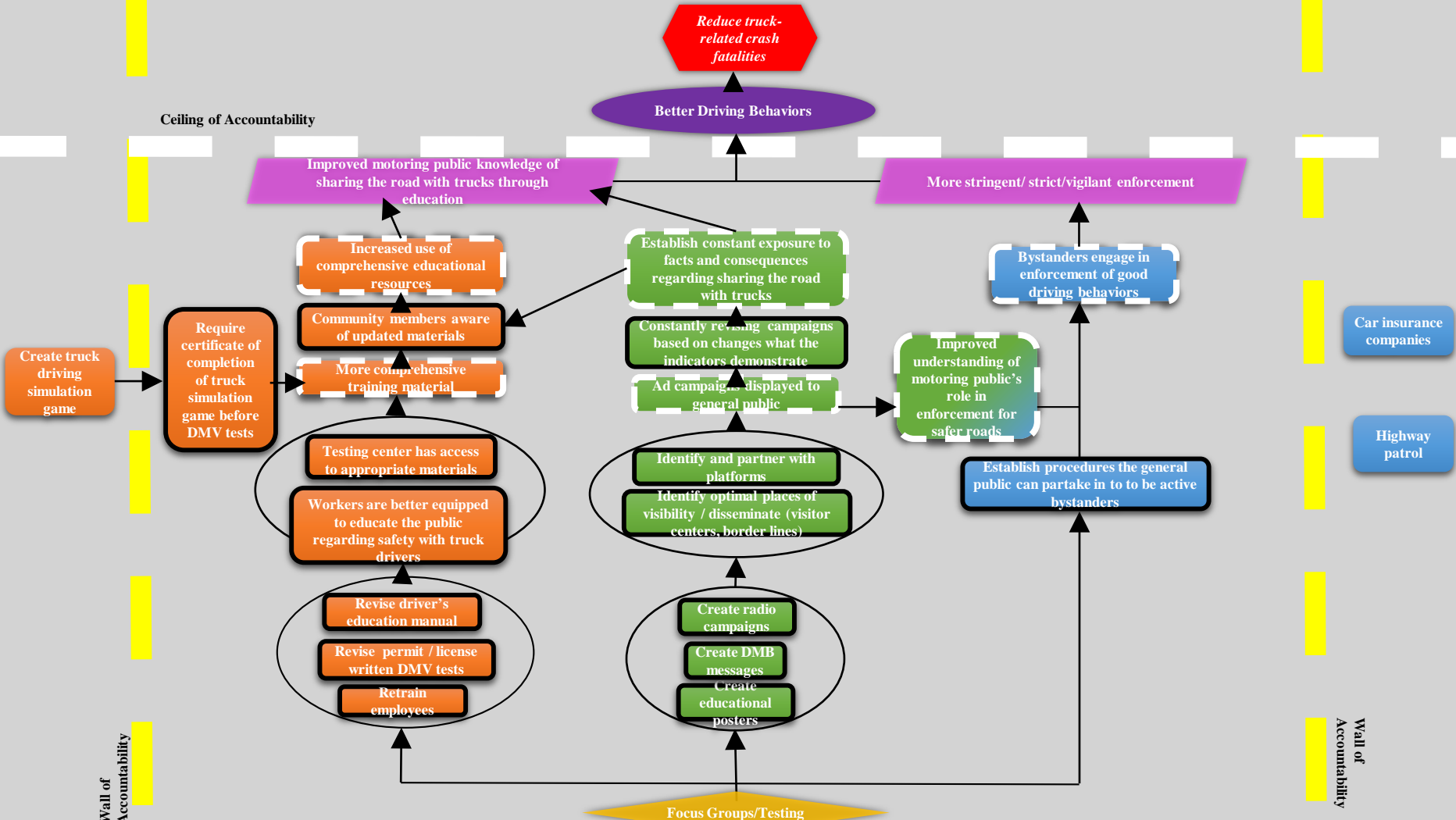
With regards to driving in Wyoming: *"It's a different world out here!"*

Recommendations

- Public Education about trucks.
 - Overhead signs messages
 - Incorporating it in training curriculum
 - Directing flyers towards the public
- Hours of service:
 - Hold companies and dispatchers responsible.



Source: FMCSA



Ceiling of Accountability

Better Driving Behaviors

Improved motoring public knowledge of sharing the road with trucks through education

More stringent / strict / vigilant enforcement

Increased use of comprehensive educational resources

Establish constant exposure to facts and consequences regarding sharing the road with trucks

Bystanders engage in enforcement of good driving behaviors

Community members aware of updated materials

Constantly revising campaigns based on changes what the indicators demonstrate

Improved understanding of motoring public's role in enforcement for safer roads

More comprehensive training material

Ad campaign displayed to general public

Require certificate of completion of truck simulation game before DMV tests

Testing center has access to appropriate materials

Identify and partner with platforms

Identify optimal places of visibility / disseminate visitor centers, border lines

Workers are better equipped to educate the public regarding safety with truck drivers

Revise driver's education manual

Revise permit / license written DMV tests

Retrain employees

Create radio campaigns

Create DMB messages

Create educational posters

Establish procedures the general public can partake in to be active bystanders

Car insurance companies

Highway patrol

Focus Groups/Testing

Wall of Accountability

Wall of Accountability

Thank you!
Questions?