



Strategic Plan 2008-2010

TABLE OF CONTENTS

Introduction	3
Strategic Plan Development	5
Mission	8
Vision	8
Emphasis Areas	8
Objectives	8
Improve CMV driver performance through education and enforcement	9
Reduce fatigue-related crashes	11
Strengthen CDL programs	12
Increase knowledge on how CMVs and cars can “share the road”	14
Improve maintenance of heavy trucks	15
Identify and correct unsafe roadway infrastructure and operational characteristics	16
Improve and enhance truck safety data.....	17
Deploy truck safety initiatives, technologies, and best safety practices	18
Acronyms	19
Acknowledgements	20

Introduction

Michigan Truck Safety Commission (MTSC)

In the mid-1980s, an anti-truck climate existed in Michigan. Problems such as passenger car/truck crashes, hours of service violations, load spillage and excessive speeding by commercial drivers led to this negative image of the industry. In response the Michigan Trucking Association, Michigan Brotherhood of Teamsters, Michigan State Police, Michigan Department of Transportation and the Michigan Legislature developed the legislation establishing the Michigan Truck Safety Commission.

Early discussions focused on increased enforcement. In the final legislation, however, education and training emerged as focal points, with research and enforcement as sidebars. The Michigan Trucking Association and the state's trucking industry were committed to enhancing the education and safety training of truck drivers and agreed to support an increase in truck registration fees to accomplish that goal.

In 1988, the Michigan Legislature created the Michigan Truck Safety Commission (MTSC) with the enactment of Public Act 348 whose primary provisions were:

- Establishment of an 11-member Commission representing a cross section of transportation safety groups and individuals. Seven are appointed by the governor and four by state statute, all of which are public service positions.
- Development of a Truck Safety Fund.
- Expend truck safety funds to conduct truck driver safety education programs, encouraging, coordinating and administering grants for research and demonstration projects in truck driver safety education and conduct special enforcement programs within the Department of State Police, Motor Carrier Division.

Michigan State Police – Traffic Safety Division

For many years, two separate state agencies were the primary truck enforcement agencies: the Michigan Highway Department (now the Department of Transportation) and the Michigan Public Service Commission (now within the Department of Consumer and Industry Services.) The very first agency involved in regulating transportation in Michigan was the Railroad Commissioner, established in 1873. In 1917, the same year the Michigan State Police was created, the State Legislature replaced the Railroad Commission with the Michigan Public Utilities Commission, the predecessor of the Michigan Public Service Commission. The Utilities Commission began regulating the trucking industry in 1923 with less than 10 inspectors.

The Michigan Highway Department first hired Weighmasters and built permanent scale facilities in 1929. Weighmasters enforced only size and weight law. In 1968, the Weighmaster function of the Highway Department was transferred to the Michigan Public Service Commission by a Governor's Executive Order. In 1982, Gov. Milliken transferred the enforcement function, including the

personnel, of the Michigan Public Service Commission to the Michigan State Police, which created the Motor Carrier Division (now known as the Traffic Safety Division) to administer the program. Motor Carrier Officers were given full police powers for the purpose of commercial vehicle enforcement including:

- Detection and apprehension of individuals who use commercial vehicles in their criminal activities.
- Investigators work with the trucking industry to detect commercial frauds and crime including drugs, insurance schemes and regulatory violations.
- Motor Carrier Officers serve as expert witnesses and are routinely called upon by other police agencies, courts and the industry to provide valuable insight and knowledge in crashes involving trucks.
- Each year Motor Carrier personnel inspect more than 165 safety features on approximately 18,000 Michigan school buses.
- Motor Carrier Officers monitor commercial vehicle traffic to promote compliance and safe transit for the motoring public by enforcing speed and other hazardous violations.
- Experts at detecting unsafe or defective vehicles, officers perform thousands of comprehensive equipment inspections annually.
- Special border enforcement operations to preserve homeland security.

In 2007, the Motor Carrier Division was merged into what is now called the Michigan State Police Traffic Safety Division.

Michigan Center for Truck Safety

The Michigan Center for Truck Safety (MCTS) is responsible for the day-to-day operation of educational programs sponsored by the Michigan Truck Safety Commission. The Center is operated through a grant to the Michigan Trucking Association Educational Center, Inc. (MTA) and is housed at the MTA headquarters in Lansing.

The MCTS is a non-profit organization dedicated to increasing highway safety through safer truck travel. The Center does this by providing Michigan's trucking industry with a variety of **free** educational safety programs and services. The MCTS also provides the general motoring public information on how to share the road safely with trucks.

Strategic Plan Development

A Strategic Plan should define a system, organization, and process for managing the attributes of the road, the driver, and the vehicle to achieve the highest level of highway safety by integrating the work of disciplines and agencies involved. Heavy-truck crashes, especially those involving other vehicles, are likely to result in serious injury. Because heavy-truck crashes have a variety of causes, a comprehensive effort to reduce them must focus on a range of targets, including behavioral, environmental, and operational targets.

Effective solutions will require broad-based cooperation and the participation of both public and private entities. The private sector, the trucking industry and the many motor carriers composing it play the most fundamental role of managing carrier compliance with regulations and implementing safety processes beyond compliance that further enhance carrier safety. Federal, state, and local governments also play essential roles, focusing largely on regulation and enforcement, but also involving engineering and educational initiatives.

National Strategic Planning

In 1998, the American Association of State Highway and Transportation Officials (AASHTO) approved its Strategic Highway Safety Plan, which was developed by the AASHTO Standing Committee for Highway Traffic Safety with the assistance of the Federal Highway Administration, the National Highway Traffic Safety Administration, and the Transportation Research Board Committee on Transportation Safety Management. The plan includes strategies in 22 key emphasis areas that affect highway safety. The plan's goal is to reduce traffic related fatalities to 1.0 (or less) for every 100 Million miles traveled. Each of the 22 emphasis areas includes strategies and an outline of what is needed to implement each strategy. One of those emphasis areas is Commercial Motor Vehicle Safety.

NCHRP Project 17-18(3) developed a series of guides to assist state and local agencies in reducing injuries and fatalities in targeted areas. The guides correspond to the emphasis areas outlined in the AASHTO Strategic Highway Safety Plan. Each guide includes a brief introduction, a general description of the problem, the strategies/countermeasures to address the problem, and a model implementation process. (<http://safety.transportation.org/guides.aspx>).

Volume 13 of this series is a "Guide for Reducing Collisions Involving Heavy Trucks."

State Strategic Planning

In Michigan, the development of a statewide and comprehensive strategic highway safety plan was commissioned by the Governor's Traffic Safety Advisory Commission (GTSAC) in October 2004. The GTSAC consists of the Governor (or a designee), the Directors (or their designees) of the Departments of Community Health, Education, State, State Police, and Transportation, the Office of Highway Safety Planning, the Office of Services to the Aging, and three local representatives from the county, city, and township level.

The GTSAC formed a comprehensive working group consisting of a cross section of the traffic safety community in Michigan, and arrived at twelve emphasis areas, one of which is commercial vehicle safety. Appropriately, the MTSC was identified as the entity to address commercial vehicle safety issues for Michigan and also serve as the “Action Team” to address those issues within the GTSAC. Consequently, this plan serves as both the MTSC Strategic Plan and as the Action Plan for the Commercial Vehicle Safety Action Team of the GTSAC.

For development of this plan, issues and strategies from the national and state agenda were carried forward into the Michigan plan, along with issues and strategies mentioned in the 2007 University of Michigan Transportation Research Institute (UMTRI) published document, “Strategies to Reduce CMV-involved Crashes, Fatalities, and Injuries in Michigan”. The summary of this report follows:

1. The most costly CMV crashes, and therefore most harmful to society are fatal crashes, with angle crashes, head-on crashes, and rear-end crashes contributing most to overall CMV crash costs.
2. When crashes of all severity levels are considered, angle crashes, rear-end crashes, head-on crashes, same-direction sideswipe, and single-vehicle crashes contribute most to overall CMV crash costs, in the order presented.
3. Brake system defects have been associated with rear-end crashes, opposite direction crashes (head-on, opposite direction sideswipes), and intersecting path crashes (including angle collisions).
4. Lighting defects have been associated with rear-end collisions, where the CMV was the vehicle struck.
5. Steering defects have been associated with opposite-direction collisions in which CMV was the encroaching vehicle.
6. Brake and lighting system violations are the most frequent violations in CMV inspections.
7. Violation rates in inspections are highest for CMVs from small fleets.
8. CMVs from intrastate carrier’s fleets have higher rates and more serious violations in inspections than CMVs from interstate carrier fleets.
9. The CMV driver hazardous actions that contribute most to overall CMV crash costs are, “unable to stop in assured distance” (i.e., following too closely), “failed to yield,” “speed too fast,” “careless/negligent,” and “disregard for traffic control.”
10. The most costly individual CMV driver hazardous actions (compared to the average hazardous action) are: “reckless driving,” “drove left of center,” “disregard of traffic control,” “careless/negligent,” “speed too fast,” “unable to stop in assured distance,” (i.e., following too closely).
11. Younger crash-involved CMV drivers are more likely to be coded with hazardous actions, particularly “unable to stop in assured distance,” (i.e., following too closely), and “speed too fast,” (i.e., speeding).
12. Younger CMV drivers are more likely to be involved in backing-up crashes than older drivers.
13. In approximately one-half of CMV crashes, a hazardous action is coded for the driver of the other vehicle.
14. Fatigue-related CMV crashes tended to be severe single-vehicle crashes in which the CMV ran off the road, or rear-end crashes. Most CMV fatigued driver crashes occurred at night, between midnight and 6 a.m. on Interstate roads, and involved tractor-semi trailers or doubles operated by interstate carriers. Fatigue-related crashes account for two to three percent of total CMV crash costs in Michigan.
15. Eight counties (Wayne, Oakland, Kent, Macomb, Berrien, Washtenaw, Genesee, and Ottawa) accounted for almost one-half of Michigan’s annual CMV crash costs. Wayne County alone accounted for 19 percent of the costs.

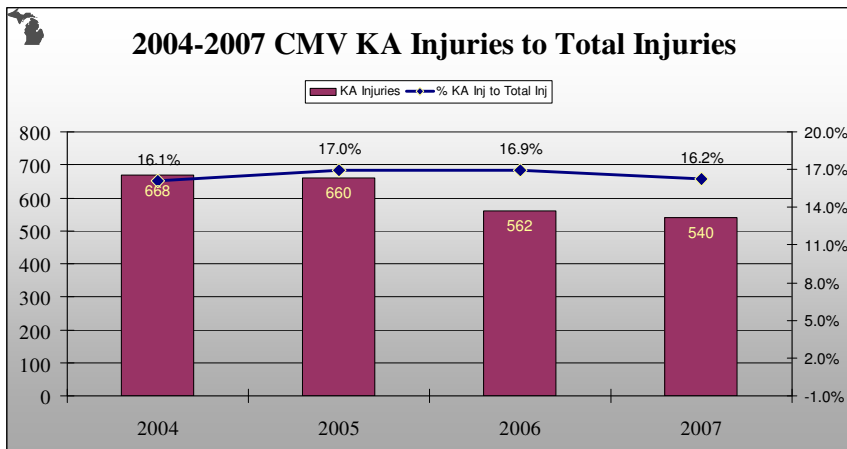
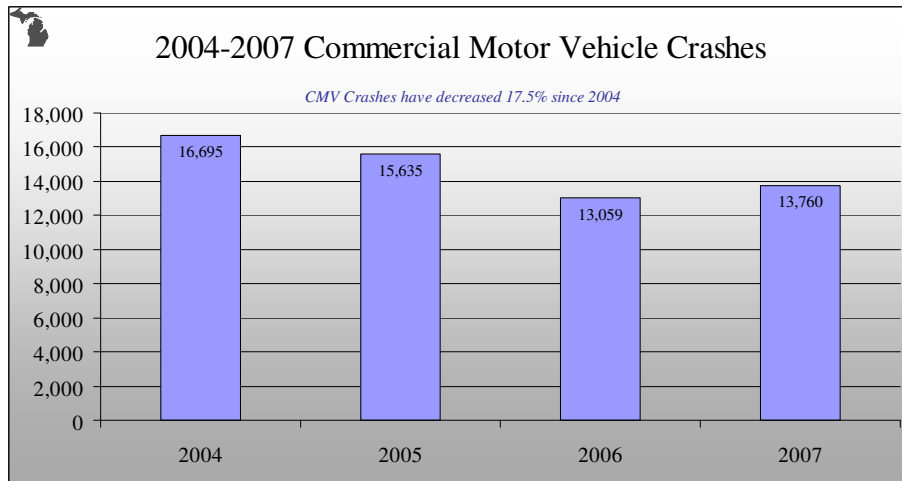
16. Four of the above eight counties were not among the top eight counties when CMV inspections were considered.

National Truck Crash Data

In 2006 almost 1 of every 9 people who died on the nation's roadways were killed in a crash involving a heavy truck. Most were occupants of other vehicles or non-occupants, such as pedestrians and bicyclists. Another 106,000 people were injured in crashes with heavy trucks. Over the last two decades truck involvement in fatal crashes has declined by more than 50% as a function of vehicle miles traveled, from 5.0 per 100 million VMT in 1980 to 2.4 in 2005, but this is still considerably higher than the passenger vehicle VMT rate of 1.5. While heavy trucks are over-represented in fatal crashes, analysis of driver-related factors in crashes between large trucks and passenger vehicles indicates that passenger vehicle driver errors or other driver factors are cited in more than two-thirds of the crashes.

State Truck Crash Data

In Michigan in 2007, there were 13,760 Commercial Motor Vehicle-involved (CMV) reported traffic crashes, injuries and fatalities. CMV-involved crashes and injuries make up a fairly small percentage of the overall crashes and injuries, 4.2% and 4.1% respectively. CMV involved fatalities though, represent 12.5% of fatalities. Since 1998, even though the total number of CMV crashes, injuries, and fatalities has declined, the percentage they represent of all crashes has remained constant.



Mission

To improve truck safety by providing Michigan's trucking industry and citizens of Michigan with effective educational programs, collaboration, and by addressing significant truck safety issues.

Vision

All roadway users arrive SAFELY at their destinations.

Emphasis Areas

To support the mission and vision of the MTSC, data driven emphasis areas and strategies were identified. These emphasis areas include strategies derived from the NCHRP Report 500 Series Implementation Guide-*Volume 13 "Guide for Reducing Collisions Involving Heavy Trucks"* (1) and the UMTRI 2007 report "*Strategies to Reduce CMV-involved Crashes, Fatalities, and Injuries in Michigan*" (2).

- Improve CMV driver performance through education and enforcement
- Reduce fatigue-related crashes ⁽¹⁾
- Strengthen CDL programs ^(1&2)
- Increase knowledge on how CMVs and cars can "share the road" ^(1&2)
- Improve maintenance of heavy trucks ^(1&2)
- Identify and correct unsafe roadway infrastructure and operational characteristics ⁽¹⁾
- Improve and enhance truck safety data ^(1&2)
- Deploy truck safety initiatives, technologies, and best safety practices ^(1&2)

Objectives

Based on the above referenced emphasis areas the following objectives were identified:

- Decrease the number of CMV-involved fatal crashes by 5% per year, from 120 in 2007 to 114 in 2008, 108 in 2009, and 103 in 2010.
- Decrease the percentage of CMV-involved fatalities per 100 million commercial vehicle miles traveled (CVMT) by 5% per year, from 1.99 in 2007 to 1.89 in 2008, 1.79 in 2009, and 1.71 in 2010.
- Increase the CMV safety belt usage by 10% to 84% by 2010 (Currently 74%)
- Track the CMV simulator use and determine baseline measures to be able to calculate the effectiveness of this training by the end of 2008.

Improve CMV Driver Performance Through Education and Enforcement

Background

Three factors are involved in any crash: the driver(s), the vehicle(s), and the driving environment. The FMCSA *Large Truck Crash Causation Study* found that driver action or inaction was the critical reason for 88% of crashes. Even if there are vehicle or roadway problems, the driver can usually react to prevent or mitigate a crash, and an excellent driver can counter some problems created by other drivers. While non-truck drivers are more likely to be at fault in multi-vehicle truck crashes (see page 14, "Share the Road"), errors by CMV drivers have a greater opportunity to lead to larger losses of life and property, and they are the only drivers to address in single-vehicle truck crashes.

By statute and expertise, the MTSC has a unique capacity to address Michigan truck drivers and improve their performance. Education helps drivers learn what their problems are and how they can improve their driving. Concerns about crashes and safety motivate some to put that knowledge into action, and the threat of enforcement compels the rest.

Model Strategies:

- ❖ Support education programs addressing CMV driver education, CDL requirements, CMV driver performance and driver fatigue, heavy truck maintenance, and technology.
- ❖ Assess driver training needs through the professional driver coaching
- ❖ Improve defensive driving knowledge through the National Safety Council's *Defensive Driving Course for the Professional Truck Driver*
- ❖ Improve decision driving skills through skid-pad training
- ❖ Conduct mobile enforcement and STET operations
- ❖ Conduct inspections, compliance reviews, and weigh station operations
- ❖ Report timely and accurate inspection and crash data
- ❖ Investigate complaints of criminal activity and unsafe practices

Activities and Accomplishments:

- ❖ The Michigan Center for Truck Safety (MCTS) continued to partner with Eaton Corporation to operate the Michigan Center for Decision Driving (MCDD) in Marshall. MCDD provides hands-on, advanced truck driver training using the facility's skid pad and classroom. The Center contracts with Eaton on a per-student basis for training and the facility's use. In 2007, 2,617 drivers completed the program at the Marshall facility. About 70% of the drivers are from Michigan, and 30% were from out of state. The Center also runs the Upper Peninsula Decision Driving Course (skid pad/classroom) at the Upper Peninsula State Fairgrounds in Escanaba. 121 drivers completed this program in 2007.
- ❖ MCTS provided training for 3,293 other drivers, safety directors, fleet managers, and other industry professionals in 2007, as well as fielding 11,792

Truck Safety Hot Line calls about safety, education, programs, and regulations.

- ❖ See page 15, “Improve Maintenance of Heavy Trucks,” for enforcement and inspection statistics.
- ❖ MSP-TSD issued over 17,000 intrastate USDOT numbers.
- ❖ MSP-TSD conducted twelve USDOT registration training seminars during 2007, which included instruction on basic commercial vehicle rules and regulations reaching over 1,200 industry participants.
- ❖ MSP-TSD was recognized for overall data quality during the 2008 MCSAP Leadership Conference, as a result of continued efforts to report timely and accurate crash and inspection reports.

Reduce Fatigue-related Crashes

Background

In a major national forum on truck safety, the primary safety issue identified was driver fatigue. The reasons for driver fatigue are many, and only some of them may be addressed through state programs. States can, however, take steps to increase the efficiency of use of existing parking space for drivers needing rest and/or required to stop driving because of hours-of-service regulations; states can also modify existing space and create new space to provide additional parking facilities. Rumble strips can alert tired drivers that they are leaving the traffic lane.

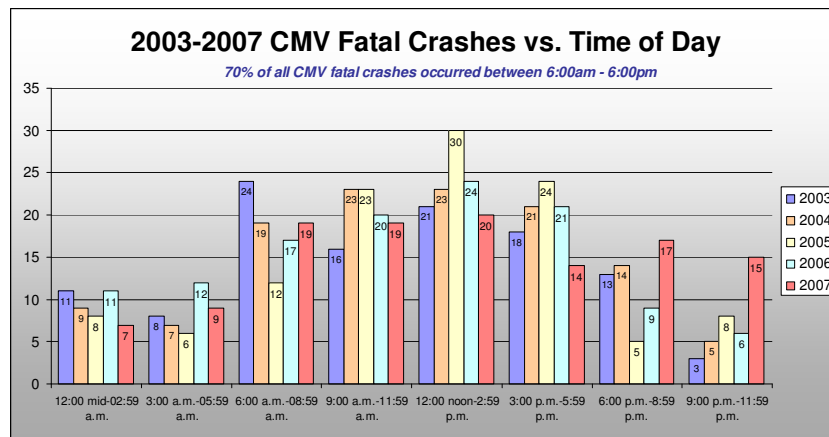
Fatigue-related CMV crashes tend to be severe rear-end crashes or single-vehicle crashes in which the CMV ran off the road. Most CMV-fatigued driver crashes occurred at night, between midnight and 6 a.m., on Interstate roads, and involved tractor-semi trailers or doubles operated by interstate carriers. Fatigue-related crashes account for 2-3% of total CMV crash costs in Michigan.

Model Strategies:

- ❖ Increase efficiency of use of existing parking spaces
- ❖ Create additional parking spaces
- ❖ Incorporate rumble strips into new and existing roadways
- ❖ Increase fatigue awareness among CMV drivers
- ❖ Increase fatigue awareness among all other drivers

Activities and Accomplishments:

- ❖ Sleep symposium held September 2007
- ❖ The MCTS fatigue awareness program continues to be a required component in the Home Run for Safety program for both companies and individuals.
- ❖ Fatigue awareness session held at the MTESS 2007
- ❖ On-line fatigue awareness program available on the MCTS website



Strengthen CDL Programs

Background

The commercial driver's license (CDL) established national standards for acquiring a license to operate heavy trucks. It has been fully implemented since April 1992. Although the CDL has achieved major improvements, e.g., reducing the problem of multiple licensing and consolidating driver history information, problems remain. The administration of the test can be improved, and measures can be taken to reduce fraud and improve the quality of both state and third-party testers.

Model Strategies:

- ❖ Improve test administration for the CDL
- ❖ Increase fraud detection by state and third-party testers
- ❖ Increase compliance by truck drivers and firms with applicable statutes and regulations
- ❖ Candidate examiners should be thoroughly evaluated, including a criminal check and driver history check, and should be recertified annually.
- ❖ Develop and present - Driver Performance Measurement Basics program for State certified CDL instructors as part of the professional development requirement

"Vicki Sowers had an accident a couple of days ago and told our safety department that it could have been more serious if it had not been for the skid pad training she received. This is the third driver who has told us skid pad training has either helped them avoid an accident or made it less severe."

Gary T., Dakota Lines

"Detroit experienced a bad case of black ice last night...there was a fatal accident on SB I-75 in the downtown area. There were no flashing lights, no warning signals: just a pile up of 7-10 cars in the middle of the freeway.

As Larry Smith came upon the carnage without warning, his split-second choices were to slam on the brakes and steer sharply to avoid the wreck or take his foot off the accelerator and apply his skid-pad lessons. Guess how many people are alive this morning because of the training your school provided to Larry?

Larry came into my office first thing this morning shaking like a leaf, but thankful that Penske took the time and spent the money to send him and all our other drivers to this training.

Thank you, your staff, and your school for this invaluable training, especially on Larry's behalf."

*Bob Borth
Warren, Michigan*

Activities and Accomplishments:

- ❖ Michigan, with Federal grant support, initiated a program to improve CDL test administration via the use of kiosks. At select locations, CDL applicants take their test on a touch-screen kiosk rather than on paper. Moving to a paperless CDL test provides applicants with a more effective learning tool and gives immediate feedback. Test questions are scrambled to deter fraud, and applicants can review the results in relative privacy. More than 100 test kiosks are in use at 29 locations, with more planned in the near future.
- ❖ The Michigan Department of State continues to use proactive measures to deter fraud, including the following features. The state monitoring plan entails annual on-site and covert reviews. Third party examiners are required to be bonded. Skills test pass/fail results are monitored and in 2007 the failure rate was 24.5%. Periodic driver history and criminal checks are performed on all examiners. Counterfeit-resistant certificates are used by third-party testers and the certificates are number-controlled, tracked and audited.
- ❖ The federal Motor Carrier Safety Improvement Act made significant changes to the CDL program. This Act is being implemented in phases and the latest implementation rules were finalized in September 2005. In response, supportive MI legislation was enacted and in September 2007, the changes were implemented. Some of the more recent improvements required states to post convictions on the driving record within 10-days and to improve the process for sharing this data with other states. By March of 2008, Michigan was indeed posting convictions on the record in a timely fashion 97% of the time. These improvements ease the data sharing process and also get convicted drivers off the road faster so as to improve commercial vehicle safety.

Increase Knowledge and Education on How CMVs and Cars Can “Share the Road”

Background

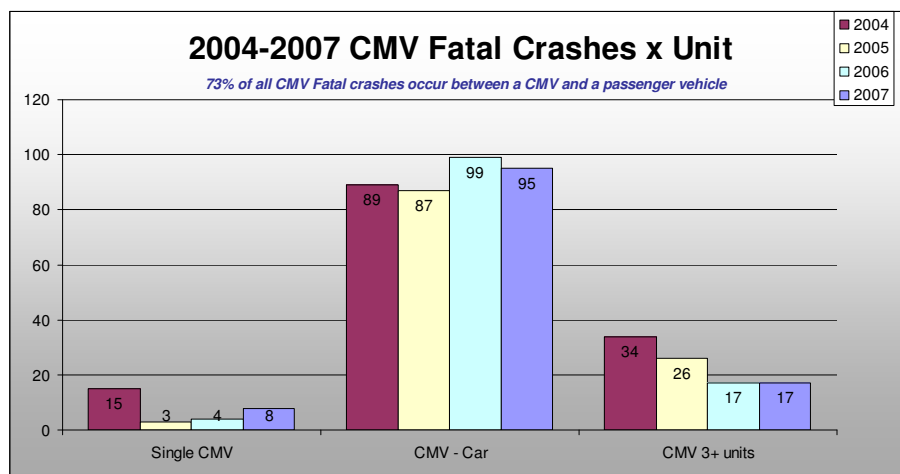
Most truck fatalities occur in multi-vehicle crashes, and recent trends indicate that ~90% of all CMV related fatalities were occupants of the other vehicle(s). In crashes involving a heavy truck and a passenger vehicle (80% of all fatal truck crashes), it appears that the principle culpability most often lies with the driver of the other vehicle. Consequently, efforts need to focus on non-truck drivers to reduce truck fatalities. Drivers need better information on how to share the road with large trucks.

Model Strategies:

- ❖ Incorporate “Share the Road” messages and information into driver materials through print and electronic media
- ❖ Continue to actively participate in the GTSAC
- ❖ Develop cooperative programs and partnerships with state departments, e.g., MDOT, MPSC, OHSP, MDOS, and other traffic safety partners to improve information sharing and understanding of the collective mission of truck safety
- ❖ Increase the level of attention to truck safety issues in public and private driver education programs used across the state as well as in the driver education test used by the Department of State
- ❖ Increase awareness of “share-the-road” program in strategic locations: Department of State branch offices, Michigan Welcome Centers

Activities and Accomplishments:

- ❖ An “Are you Truck SMART?” brochure and video spots were created and distributed to various media outlets.
- ❖ On September 27, 2007, a Truck SMART press conference was held at the Michigan Teamsters’ headquarters in Detroit with Secretary of State Terri Lynn Land.
- ❖ MCTS continues to work with the Greater Lansing “Slow Down to Get Around” Coalition to promote its PSAs and message to slow down and drive safely around work vehicles on the road.



Improve Maintenance of Heavy Trucks

Background

Heavy trucks generally accumulate high mileage. In 2000, combination trucks averaged almost 65,000 miles, compared with almost 12,000 for passenger vehicles. State vehicle inspection programs (and not all states have them) are designed for passenger cars and usually require inspection only once a year. Large trucks need to be inspected much more frequently. Roadside inspections invariably identify sizeable proportions of trucks that need to be taken out of service immediately because they are considered too hazardous to continue operating. In-depth inspection of trucks in fatal crashes indicates that about 1/3 would have been removed from service if inspected prior to the crash.

Model Strategies:

- ❖ Increase and strengthen truck maintenance programs and inspection performance
- ❖ Conduct “Periodic Inspection Training” seminars for maintenance personnel
- ❖ Conduct post crash inspections to identify maintenance related problems
- ❖ Conduct targeted enforcement for regulatory compliance by both motor carriers and drivers
- ❖ Expand education and training programs

Activities and Accomplishments:

- ❖ “2007 Strategies to Reduce CMV–Involved Crashes, Fatalities and Injuries” report completed by UMTRI in 2007

2005-2007 CMV Inspection Statistics

Inspection Level	2005	2006	2007
1 – Full	10,195	13,467	15,221
2 - Walk Around	17,958	20,893	27,303
3 - Driver Only	17,687	21,489	37,761
4 - Special Study	302	649	208
5 - Terminal	1,356	280	154
Total	47,498	56,778	80,647

Source A&I (Federal website.)

Note: Overall Inspections have increased 69% since 2005

Michigan State Police-Traffic Safety Division 2007 Special Transportation Enforcement Team Activity

	STETs
Safety Inspections	6,232
Verbal Warnings	3,132
Total Vehicle Stops	7,836
Total Citations	3,981
Speeding	2,161
Moving Traffic	208
Seat Belt	850
CDL	151
Illegal Parking	94
Log Book	517

Identify and Correct Unsafe Roadway Infrastructure and Operational Characteristics

Background

Highway configuration can create hazards for some large trucks. Programs to identify and correct highway segments that pose significant hazards to trucks can reduce crashes. While making changes to the highway is costly, providing information to drivers concerning upcoming hazards and providing real-time feedback on excessive speed for safe maneuvering can be implemented at relatively low cost.

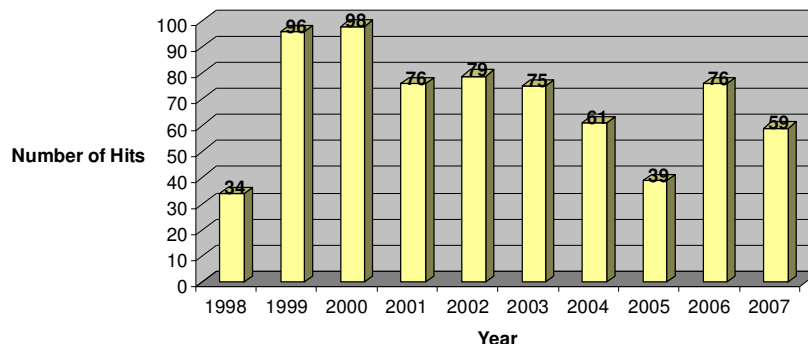
Model Strategies:

- ❖ Identify and treat truck crash roadway segments—signing
- ❖ Install interactive truck rollover signing
- ❖ Modify speed limits and increase enforcement to reduce truck and other vehicle speeds
- ❖ Implement S.T.E.T. operations in high-risk areas to improve compliance

Activities and Accomplishments:

- ❖ Highway CMV speed limit changed from 55 mph to 60 mph to help reduce speed variance/conflicts from motor vehicles traveling at/above the speed limit of 70 mph.
- ❖ Bridge hits result in structural damage and create serious public safety concerns. MDOT and MSP hosted a committee to look more deeply into this issue and to investigate methods of reducing the number of bridges damaged by over-height vehicles. MDOS and other MTSC representatives participated on the committee and developed an action plan. MDOS assisted in the educational component of the action plan. Supportive changes were made to two publications, *What Every Driver Must Know* and the *Commercial Driver's License Manual*. Initially, the data collected indeed showed a reduction in bridge hits, but the success was short-lived and incidents have risen again, yet not to historic levels. Even so, the improvements in educational materials will have lasting benefits for this and other share the road initiatives.
- ❖ Michigan courts and MDOS collaborated to improve the traffic citation conviction process to get bad drivers off the road faster.

High Load Hits per Year (1998 - 2007)



Improve and Enhance Truck Safety Data

Background

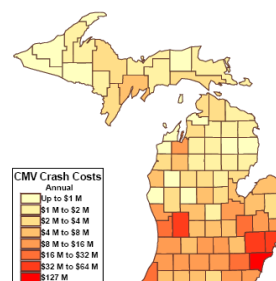
Timely, accurate and accessible data is the foundation to any successful highway safety program. This data is required to identify problems (with both vehicles and drivers), establish priorities, design interventions, evaluate countermeasures, and detect emerging problems. Important data on heavy trucks and their operators come from law enforcement, the judicial system, driver records, vehicle registration, and motor carrier records. Rapid entry and compilation of such data can greatly improve the detection of problems and enable immediate intervention.

Model Strategies:

- ❖ Increase the timeliness, accuracy, and completeness of truck safety data
- ❖ Utilize heavy-truck crash data more effectively in decision-making on supported programs
- ❖ Conduct periodic analyses of crash data to provide longitudinal information on crashes
- ❖ Benchmark Michigan against other states with respect to crash data and truck safety
- ❖ Update/modify the UD-10 to allow for more accurate capture of CMV's information

Activities and Accomplishments:

- ❖ The Michigan State Police has greatly improved the quality and accuracy of its data. Michigan is under all the data quality thresholds specified by USDOT/FMCSA.
- ❖ The Michigan State Police utilizes available crash data to determine location of special enforcement operations, focusing on non-divided roads and Michigan domiciled motor carriers, which are over-represented in Michigan crashes compared to the national average.
- ❖ The Michigan State Police reviews the most current crash data available to identify trends in order to better focus limited resources.
- ❖ Data analysis tools continue to be enhanced (ie, Michigan Traffic Crash Facts, TCRS, Roadsoft...etc)
- ❖ In 2007, OHSP/CJIC started an Electronic Crash Capture and Submission pilot project with multiple state and local police agencies.
- ❖ Development and implementation of the Intrastate Motor Carrier Identification Program. To date Michigan now has over 15,000 INTRA-state carriers registered with a USDOT number.



Deploy Truck Safety Initiatives, Technologies, and Best Safety Practices

Background

Unlike the general population of drivers and vehicles, commercial drivers and trucks operate under management supervision. Effective supervision of drivers and the vehicle fleet requires active and systematic management to ensure compliance with all federal and state regulations. Moreover, regulatory compliance is not the only goal. Many safety management activities of the most safety-conscious fleets go well beyond minimum compliance requirements. One practice to enhance fleet safety above minimum required levels is the purchase and use of truck safety technologies (electronic braking systems, high performance tires, convex and side mounted mirrors...etc) and advanced technologies (collision avoidance warning systems, adaptive cruise control, back-up cameras...etc).

Model Strategies:

- ❖ Promote the development and deployment of truck safety technologies
- ❖ Incorporate new technologies into driver training programs as appropriate and cost-effective
- ❖ Identify “best management practices” as part of any safety management program
- ❖ Enhance the visibility/activities of the MTSC through effective promotions and communications
- ❖ Provide nationally recognized safety management programs that will enhance knowledge of truck safety initiatives through industry “best safety practices”

Activities and Accomplishments:

- ❖ A state of the art CMV Simulator was delivered in February, 2007 and demonstrated at the annual CMV expo and symposium and the Traffic Safety Summit. In August, it was parked at Davis Cartage Company in Owosso for instructor training and a pilot student program. It was also displayed in September at the Annual Logging Congress in Escanaba. The simulator replaces the mobile classroom, which was retired this year.
- ❖ Conducted Certified Director of Safety (CDS) and Certified Safety Specialist (CSS) certification courses from the North American Transportation Management Institute (NATMI).

ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
CDL	Commercial Driver's License
CDS	Certified Director of Safety
CJIC	Criminal Justice Information Center (Michigan State Police)
CMV	Commercial Motor Vehicle
CSS	Certified Safety Specialist
CVMT	Commercial Vehicle Miles Traveled
EMS	Emergency Management System
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GIS	Geographic Information System
GPS	Global Positioning System
GTSAC	Governor's Traffic Safety Advisory Commission
ITE	Institute of Transportation Engineers
MCDD	Michigan Center for Decision Driving
MCTS	Michigan Center for Truck Safety
MDE	Michigan Department of Education
MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MSP	Michigan Department of State Police
MTA	Michigan Trucking Association
MTSC	Michigan Truck Safety Commission
MTESS	Michigan Truck Exposition and Safety Symposium
NATMI	North American Transportation Management Institute
NCHRP	National Cooperative Highway Research Program
NHI	National Highway Institute
OHSP	Office of Highway Safety Planning
STET	Special Transportation Enforcement Team
TCRS	Traffic Crash Reporting System
UMTRI	University of Michigan Transportation Research Institute
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled

Acknowledgements

The update of this strategic safety plan was completed by the Michigan Truck Safety Commission (MTSC) in April 2008. The MTSC consists of a diverse group of commissioners and at large traffic safety professional members including representatives from:

**Michigan Department of State
Michigan Department of State Police, Traffic Safety Division
Michigan Department of Transportation
Michigan Office of Highway Safety Planning
Michigan Transportation Commission
Kettering University
Foster, Swift, Collins and Smith
Michigan Teamsters
Alvan Motor Freight, Inc.**

All parts as described within this plan are necessary, but there is flexibility to customize the structure and process according to external and internal factors. It is anticipated that the plan periodically will be updated and otherwise revised.