

ODOT Motor Carrier Transportation Division Fact Sheet

Ticket Aggressive Cars & Trucks (TACT)

What is TACT?

TACT stands for Ticket Aggressive Cars and Trucks. It is a safety program aimed at reducing truck crashes through education and enforcement. Specifically, TACT focuses on aggressive driving near the vicinity of large trucks. It is a cooperative effort between the Oregon Department of Transportation Motor Carrier Division, law enforcement and the trucking industry.

Why TACT?

Research shows that many truck vs. car crashes could be avoided if drivers knew how to steer clear of unsafe situations. While most people realize that it's more difficult to drive a truck than a car, many don't know what a truck's limitations are in terms of maneuverability, stopping distances and blind spots. When cars cut in too soon after passing or abruptly change lanes, truck drivers are forced to compensate with little time or room to spare; sometimes they can't compensate and a crash or roll-over occurs.



The TACT campaign compliments ongoing safety initiatives aimed at encouraging safe driving behavior by both passenger car and commercial truck drivers.

How does TACT work?

There are two components to the TACT campaign. The first is education. ODOT and its partners will be educating passenger car and commercial truck drivers about the importance of sharing the road safely using newspaper advertising, posters, highway signs, brochures and other means.

The second component is enforcement. Law enforcement officers will ride in commercial vehicles spotting drivers (both passenger car and commercial drivers) who are following too close, improperly changing lanes, speeding or otherwise driving aggressively. When the officer sees a violation, he/she will radio another law enforcement officer in a patrol car. The patrol car will pursue the violator and issue a warning or citation and give the driver a TACT brochure with tips. In this initial pilot, enforcement will be conducted south of Portland on Interstate 5 between the I-5/I-205 interchange and Woodburn. This section of highway was selected based on the volume of car vs. truck crashes. If the pilot is successful, it will be expanded statewide to other high volume crash areas.

How is TACT funded?

The TACT campaign is funded through grant money that the Oregon Department of Transportation receives from the Federal Motor Carrier Safety Administration.

What law enforcement agencies are participating?

Clackamas County Sheriff's Office, Marion County Sheriff's Office, Washington County Sheriff's Office and the Oregon State Police are participating.

What trucking companies are participating?

Blue Line Transportation Company Inc., Oak Harbor Freight Lines Inc., Redmond Heavy Hauling Inc., Independent Dispatch Inc., May Trucking Company, Haney Truck Line Inc, and Bennett Truck Transport LLC. are participating and generously providing commercial vehicles and drivers.

Key messages

- Don't cut off trucks. For safety sake, it's recommended that car drivers maintain one car length for every 10 miles per hour of speed.
- Don't tailgate. Unlike cars, trucks have large blind spots behind them. Also, car drivers who tailgate trucks can't see traffic ahead. If the truck brakes suddenly, the car driver has no time to react and no place to go.
- Allow trucks plenty of room. Both car and truck drivers must be especially careful when entering a highway or merging with traffic.
- Don't speed. Speed is the leading cause of all crashes in Oregon.
- Oversize trucks such as those using pilot cars or those with long-load or wide-load banners need even more space. Avoid driving directly behind an oversize truck or between the truck and its pilot car.
- Car-at-fault truck crashes are primarily due to cars driving in truck blind spots or traffic violations by car drivers, such as: speeding, tailgating; failure to yield and negligent or reckless driving.
- The message for both passenger car and truck drivers is - Be courteous and give other drivers plenty of room to maneuver.
- The partnership between the commercial trucking industry, law enforcement agencies and ODOT is crucial to the success of this pilot project.
- Commercial vehicles and drivers are subject to strict safety regulations. ODOT has an ongoing campaign to reduce truck at fault crashes. The campaign has been aggressively targeted unsafe commercial vehicles and drivers with enhanced enforcement and education initiatives. Preliminary data shows a reduction in truck at fault crashes since the campaign begun. ODOT hopes to have similar results reducing car-at-fault truck crashes with this campaign.

Statistics

- From 2004 - 2006, there were 2,552 crashes involving commercial trucks and passenger cars. Of these, 64 percent were passenger car's fault. One of the top five causes of these crashes is improper passing or cars cutting off trucks.
- In the last 10 years, 3 out of 4 people who died in car-at-fault truck crashes were riding in the cars. In fact, in crashes involving a car and truck, the car occupants are 15 times more likely to be killed than truck occupants.