# TRAFFIC SAFETY FACTS

For more information contact:
info@ugpti.org • 701.231.7767

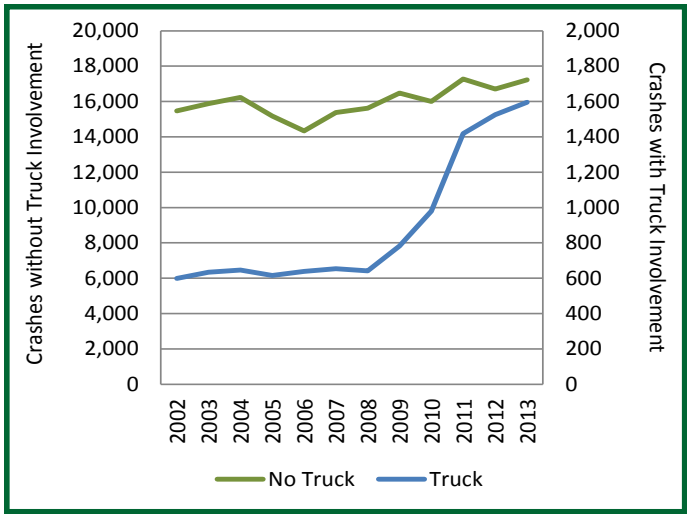
2014

## Truck Crash Facts
### ND Crash Summary

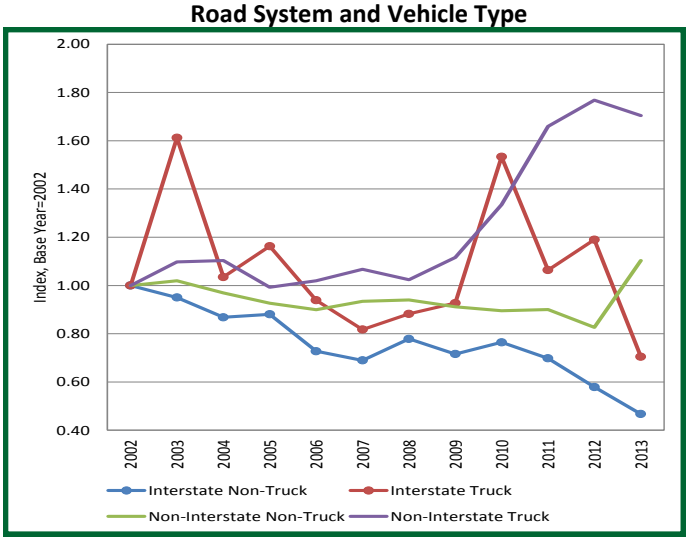
Trucks are an important mode of economic connectivity in rural states like North Dakota. The size/mass difference between 80,000-pound trucks and 4,000-pound passenger vehicles, along with operational differences such as acceleration/deceleration times and turning radiuses, heighten risk for crash events. Truck-involved crashes were 30% more likely to result in injury. Therefore, as changes in traffic volumes and patterns are recognized, it is important to monitor levels and effects of increased safety-related interactions between trucks and cars.

Non-truck injury crashes for the ten-year period from 2004-2013 increased 15% while crashes involving trucks increased approximately 200%.

**Truck Crash Involvement**




**Index, Injury Crashes per 10,000 VMT by Road System and Vehicle Type**



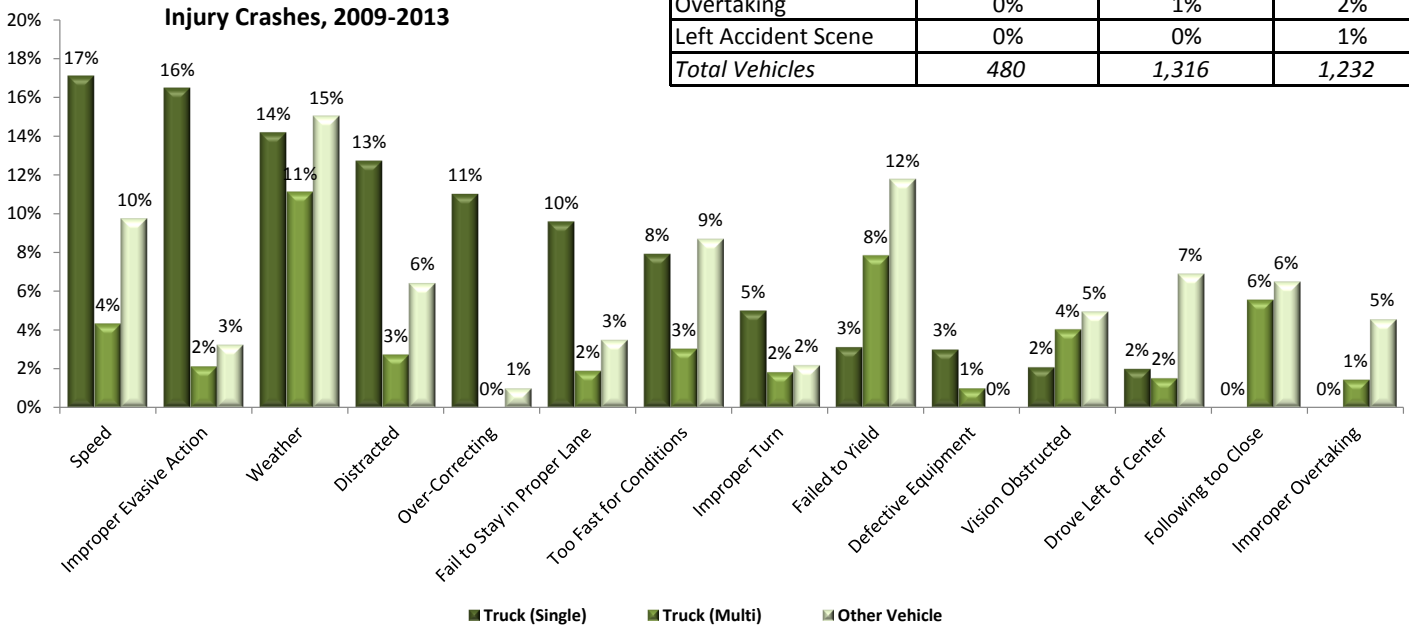

Care required was the most commonly issued citation in all crash categories, but considerably higher in single versus multi-vehicle truck crashes, 33% and 7% respectively. DUI was cited more often in other vehicle crashes (no truck involvement) than truck crashes. Failure to yield held a 5% share in both multi-vehicle truck crashes and other vehicle crashes.

Speed and improper evasive action combined for one-third of contributing factors in single truck crashes but only 6% of the multi-vehicle truck crashes. Weather is the largest contributing factor in both the multi-vehicle truck and other vehicle crashes.

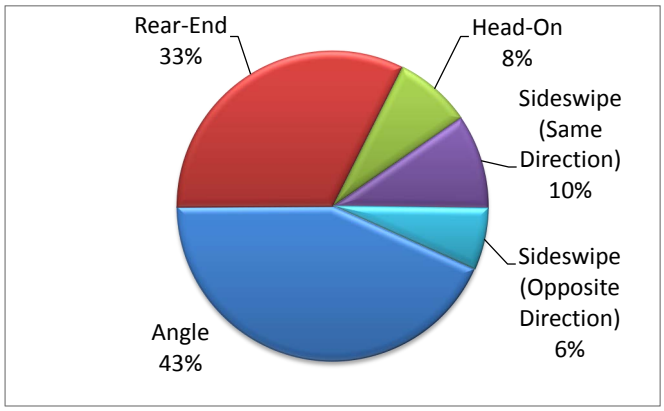
**Citations in Truck Injury Crashes**

| Citation | Single Vehicle | Multi-Vehicle | |
|---|---|---|---|
| | Trucks | Trucks | Other |
| **None** | **55%** | ***76%*** | ***59%*** |
| Care Required | 33% | 7% | 13% |
| Other Offense | 3% | 5% | 4% |
| DUI (Alcohol) | 3% | 0% | 7% |
| Careless Driving | 1% | 1% | 1% |
| Failed to Yield | 1% | 5% | 5% |
| Failed to Stop | 1% | 1% | 1% |
| Illegal Parking | 1% | 1% | 1% |
| Drivers License | 1% | 0% | 0% |
| Following Too Close | 0% | 3% | 2% |
| Improper Turning | 0% | 1% | 1% |
| Overtaking | 0% | 1% | 2% |
| Left Accident Scene | 0% | 0% | 1% |
| *Total Vehicles* | *480* | *1,316* | *1,232* |

**Common Contributing Factors Injury Crashes, 2009-2013**



**Manner of Collision, Multi-Vehicle, 2009-2013**



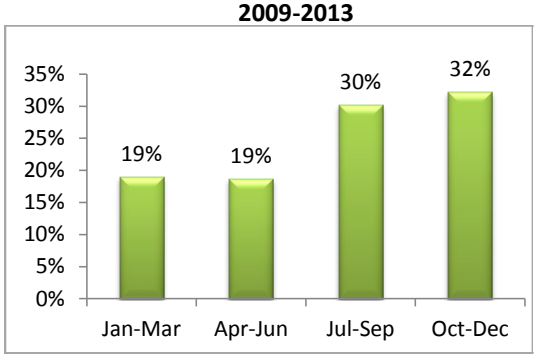

71% of injury crashes involving trucks were multi-vehicle. Angle and rear-end crashes made up 76% of this group of injury crashes; 41% occurred at intersections or were intersection-related; 43% occurred on hills and/or curves; and 50% were non-junction crashes.

Rollovers were the most harmful event in 51% of single vehicle truck crashes. Serious injury crashes rose throughout the workweek then declined on the weekend. Approximately two-thirds of crashes occurred during the second half of the calendar year - 62.5%.

The crash map below shows a prevalence of truck-involved injury crashes in the oil region. Between 2009 and 2013, there was an 81% increase in serious injury crashes in this area of the state.

McKenzie, Williams, and Mountrail accounted for 61% of truck-involved fatal and injury crashes in the state.

**Serious Injury Truck Crashes by Month 2009-2013**




**Serious Injury Truck Crashes by Weekday 2009-2013**