

***A STUDY OF THE FEASIBILITY OF A NORTH DAKOTA REGIONAL
TRAFFIC SAFETY CENTER***

**Brenda Lantz
Gene Griffin
Julie Rodriguez
Matt Titus**

**The Upper Great Plains Transportation Institute
North Dakota State University
430 IACC Building, P.O. Box 5074
Fargo, North Dakota 58105**

June 1994

TABLE OF CONTENTS

| | |
|---|----|
| Introduction | 1 |
| Methodology | 1 |
| Results | 2 |
| Regional Traffic Safety Center Survey Tabular Results by Question | 4 |
| Regional Traffic Safety Center Survey | 14 |

INTRODUCTION

A Regional Traffic Safety Center survey was conducted to ascertain the demand for highway safety training in North Dakota. For many organizations, this training has been mandated through government regulations. To comply with these regulations, organizations could provide training to their members either through in-house programs or by sending members to off-site facilities. Many organizations in North Dakota, however, may be too small to justify an in-house training program. As a result, these organizations rely on outside “contractors” or off-site programs to meet their training needs. This may require sending members of an organization out of state for training. Assuming the training function is not internalized by the organization, and off-site training is therefore necessary, it is in the state of North Dakota's interests to actively seek ways to keep this off-site training in-state.

METHODOLOGY

The survey instrument used for this project was developed at the Upper Great Plains Transportation Institute. A steering committee was used to assemble a list of potential users of highway safety training services. There were 1,012 surveys mailed to a random sample of individuals and organizations from the assembled list of potential users. A small number of additional surveys were distributed at the 1993 North Dakota Motor Carrier Association convention. The questionnaire used consisted of fifteen questions and was completed and returned by 274 individuals. The actual survey and the results, in tabular format, are in the following sections. For some of the tables, where responses to a series of items are reported, the results have been sorted so those items that either received the most responses or the highest importance score

are listed first, and the items receiving the fewest responses or the lowest importance score are listed last.

RESULTS

Many of the respondents (35.6 percent) when asked the type of organization that they were a part of indicated that they were emergency response (fire, ambulance). An additional 21.6 percent indicated a school district and 15.5 percent motor carrier. Smaller numbers indicated construction, law enforcement, government, utility, or mine/oil field. Over 60 percent of the surveyed organizations in North Dakota were required by government mandates or regulations to provide highway safety training to their members. Currently, these organizations accomplish most of their training needs with someone in-house (approximately 54 percent of the organizations surveyed). Other methods that surveyed organizations use included purchasing training materials (44 percent), sending members to in-state training (38 percent), and bringing in outside instructors (32 percent). Of the organizations surveyed, only about 7 percent indicated that they send members of their organization to out-of-state training. Furthermore, survey respondents indicated that approximately 66 percent of the training is provided by their organization (i.e., their company, department, or agency). Additionally, government agencies such as the highway patrol provided training to approximately 37 percent of the survey respondents.

According to the survey respondents, the entire organization spends, on average, 12 employee-days per year on highway safety training. The mean cost of training for North Dakota organizations is approximately \$1,950. Most (over 77 percent) of the highway safety training is accomplished in North Dakota by in-state instructors. However, survey respondents

(approximately 70 percent) indicated that they would use additional training if more extensive safety training were available in North Dakota. The four topics most desired by survey respondents for training at a proposed training center pertained to defensive driving, adverse weather, safety equipment, and equipment use. Conversely, the four topics least desired were motorcycle training, brake certification, skid pad, and anti-lock brake systems. These topics also corresponded with the areas in which respondents indicated that training was needed.

Regional Traffic Safety Center Survey Tabular Results by Question

Q-1. DO REGULATIONS REQUIRE YOUR EMPLOYEES TO HAVE SOME SORT OF HIGHWAY SAFETY TRAINING?

| <i>Item</i> | <i>Number Responding</i> | <i>Percent</i> |
|-------------|--------------------------|----------------|
| <i>No</i> | <i>97</i> | <i>35.5</i> |
| <i>Yes</i> | <i>176</i> | <i>64.5</i> |

Q-2. HOW OFTEN IS HIGHWAY TRAINING OR RETRAINING PROVIDED TO YOUR EMPLOYEES?

| <i>Item</i> | <i>Number Responding</i> | <i>Percent</i> | <i>Cumulative Percent</i> |
|---------------------------------|--------------------------|----------------|---------------------------|
| <i>Less than once each year</i> | <i>96</i> | <i>38.2</i> | <i>38.2</i> |
| <i>Once each year</i> | <i>107</i> | <i>42.6</i> | <i>80.9</i> |
| <i>Twice each year</i> | <i>15</i> | <i>6.0</i> | <i>86.9</i> |
| <i>Once each quarter</i> | <i>9</i> | <i>3.6</i> | <i>90.4</i> |
| <i>Once a month</i> | <i>10</i> | <i>4.0</i> | <i>94.4</i> |
| <i>After an accident</i> | <i>1</i> | <i>0.4</i> | <i>94.8</i> |
| <i>Pre-employment</i> | <i>13</i> | <i>5.2</i> | <i>100.0</i> |

Q-3. IN WHAT AREAS IS TRAINING NEEDED?

| Item | Mean | Percentages | | | | | | | | |
|---------------------------------------|------|-------------|------------------|------|------|----------------|------|------|-------|------|
| | | 1+2+3 | Very Unimportant | | | Very Important | | | 5+6+7 | |
| | | | 1 | 2 | 3 | 4 | 5 | 6 | | 7 |
| 1. Defensive driving | 5.83 | 8.3 | 4.3 | 2.4 | 1.6 | 7.1 | 11.5 | 28.5 | 44.7 | 84.7 |
| 2. Adverse weather | 5.52 | 8.8 | 4.0 | 1.2 | 3.6 | 15.3 | 16.1 | 24.6 | 35.1 | 75.8 |
| 3. Safety equipment | 5.51 | 8.9 | 2.0 | 2.4 | 4.5 | 15.9 | 18.4 | 22.4 | 34.3 | 75.1 |
| 4. Equipment use | 5.39 | 11.2 | 2.8 | 3.2 | 5.2 | 15.7 | 20.1 | 19.7 | 33.3 | 73.1 |
| 5. Post-accident/safety reinforcement | 5.04 | 14.7 | 4.1 | 5.7 | 4.9 | 24.4 | 17.5 | 15.4 | 28.0 | 60.9 |
| 6. Equipment maintenance | 4.97 | 18.4 | 4.4 | 6.0 | 8.0 | 18.7 | 21.1 | 16.7 | 25.1 | 62.9 |
| 7. Backing | 4.87 | 21.1 | 7.7 | 5.7 | 7.7 | 18.3 | 15.4 | 22.0 | 23.2 | 60.6 |
| 8. Hazardous materials | 4.52 | 31.2 | 14.2 | 7.7 | 9.3 | 18.2 | 11.7 | 8.9 | 30.0 | 50.6 |
| 9. Commercial drivers license | 4.25 | 35.6 | 19.4 | 10.5 | 5.7 | 15.4 | 11.3 | 14.6 | 23.1 | 49.0 |
| 10. Drug training (EAP) | 4.24 | 32.8 | 10.7 | 13.5 | 8.6 | 20.9 | 14.8 | 17.6 | 13.9 | 46.3 |
| 11. Right turns | 4.14 | 31.0 | 9.9 | 11.2 | 9.9 | 28.1 | 18.6 | 9.9 | 12.4 | 40.9 |
| 12. High speed driving skills | 4.02 | 40.0 | 20.4 | 14.0 | 5.6 | 16.4 | 12.0 | 10.4 | 21.2 | 43.6 |
| 13. Inclines/declines | 4.00 | 36.2 | 7.8 | 13.2 | 15.2 | 28.0 | 17.3 | 8.2 | 10.3 | 35.8 |
| 14. Train the trainer | 3.82 | 41.1 | 23.7 | 9.5 | 7.9 | 19.9 | 13.7 | 9.5 | 15.8 | 39.0 |
| 15. CDL endorsements | 3.75 | 45.0 | 29.4 | 8.0 | 7.6 | 13.9 | 13.0 | 10.5 | 17.6 | 41.1 |
| 16. Load securement | 3.74 | 45.8 | 21.1 | 15.8 | 8.9 | 15.4 | 13.8 | 11.7 | 13.4 | 38.9 |
| 17. Anti-lock brake systems (ABS) | 3.67 | 40.1 | 19.4 | 12.4 | 8.3 | 26.9 | 15.3 | 10.3 | 7.4 | 33.0 |
| 18. Off-road driving | 3.49 | 51.1 | 18.8 | 19.2 | 13.1 | 16.3 | 17.6 | 6.5 | 8.6 | 32.7 |
| 19. Skid pad | 3.41 | 48.6 | 20.3 | 15.2 | 13.1 | 25.7 | 14.8 | 3.0 | 8.0 | 25.8 |
| 20. Brake certification | 3.31 | 53.8 | 31.7 | 10.4 | 11.7 | 18.3 | 10.0 | 5.4 | 12.5 | 27.9 |
| 21. Motorcycle training | 1.95 | 83.0 | 66.7 | 8.8 | 7.5 | 8.3 | 2.9 | 0.8 | 5.0 | 8.7 |

Q-4. HOW DO YOU HANDLE YOUR SAFETY TRAINING NOW?

| <i>Item (n=274)</i> | <i>Frequency</i> | <i>Percent</i> |
|---|------------------|----------------|
| 1. <i>Have someone do it in-house</i> | 147 | 53.6 |
| 2. <i>Purchase training materials (books, videos, etc.)</i> | 121 | 44.2 |
| 3. <i>Send employees to in-state training</i> | 105 | 38.3 |
| 4. <i>Bring in outside instructors</i> | 88 | 32.1 |
| 5. <i>Develop training materials in-house</i> | 72 | 26.3 |
| 6. <i>Send employees to out-of-state training</i> | 19 | 6.9 |

Q-5. WHO DOES YOUR SAFETY TRAINING?

| <i>Item (n=274)</i> | <i>Frequency</i> | <i>Percent</i> |
|---|------------------|----------------|
| 1. <i>Your organization (company/department/agency)</i> | 180 | 65.7 |
| 2. <i>Government agencies (highway patrol, etc.)</i> | 102 | 37.2 |
| 3. <i>Associations or affiliations</i> | 66 | 24.1 |
| 4. <i>Insurance company</i> | 40 | 14.6 |
| 5. <i>Educational institutions (state schools)</i> | 35 | 12.8 |
| 6. <i>Consultants</i> | 33 | 12.0 |

Q-6. HOW ARE IN-HOUSE TRAINERS TRAINED?

| <i>Item (n=274)</i> | <i>Frequency</i> | <i>Percent</i> |
|--|------------------|----------------|
| 1. <i>In-state training</i> | 123 | 44.9 |
| 2. <i>Teach themselves</i> | 120 | 43.8 |
| 3. <i>Bring in outside instructors</i> | 66 | 24.1 |
| 4. <i>Insurance company</i> | 32 | 11.7 |
| 5. <i>Sent out of state to learn</i> | 30 | 10.9 |

Q-7. HOW MUCH MONEY IS SPENT (ORGANIZATION-WIDE) ON HIGHWAY SAFETY TRAINING OF EMPLOYEES?

| <i>Item</i> | <i>Mean</i> | <i>Range</i> |
|--------------------------|--------------------|------------------------------|
| <i>Dollars each year</i> | <i>\$ 1,951.87</i> | <i>\$0.00 - \$ 75,000.00</i> |

Q-8. HOW MANY EMPLOYEE-DAYS (ORGANIZATION-WIDE) ARE SPENT IN HIGHWAY SAFETY TRAINING?

| <i>Item</i> | <i>Mean</i> | <i>Range</i> |
|--------------------------------|--------------|----------------|
| <i>Employee-days each year</i> | <i>12.06</i> | <i>0 - 500</i> |

Q-9. HOW MUCH OF YOUR TRAINING IS DONE IN NORTH DAKOTA AND HOW MUCH IS DONE OUT-OF-STATE?

Please base these on hours spent in each (these three numbers should add up to 100%)

| <i>Item</i> | <i>Mean</i> | <i>Range</i> |
|--|---------------|------------------------|
| <i>Percent out-of-state</i> | <i>10.0 %</i> | <i>0.0 % - 100.0 %</i> |
| <i>Percent in North Dakota with out-of-state instructors</i> | <i>6.8 %</i> | <i>0.0 % - 100.0 %</i> |
| <i>Percent in North Dakota with in-state instructors</i> | <i>77.7 %</i> | <i>0.0 % - 100.0 %</i> |

Q-10. IS ANY OF YOUR SAFETY TRAINING MANDATED BY REGULATIONS?

| <i>Item</i> | <i>Number Responding</i> | <i>Percent</i> |
|-------------|--------------------------|----------------|
| <i>No</i> | <i>101</i> | <i>38.8</i> |
| <i>Yes</i> | <i>159</i> | <i>61.2</i> |

**Q-11. WOULD SAFETY TRAINING RESULT IN REDUCTIONS IN YOUR INSURANCE
PREMIUMS?**

| <i>Item</i> | <i>Number Responding</i> | <i>Percent</i> |
|-------------|------------------------------|----------------|
| <i>No</i> | <i>139</i> | <i>58.6</i> |
| <i>Yes</i> | <i>98</i> | <i>41.4</i> |

**Q-12. IF MORE EXTENSIVE SAFETY TRAINING WERE AVAILABLE IN-STATE, WOULD YOUR
COMPANY OR DEPARTMENT
USE THE ADDITIONAL TRAINING?**

| <i>Item</i> | <i>Number Responding</i> | <i>Percent</i> |
|-------------|------------------------------|----------------|
| <i>No</i> | <i>75</i> | <i>29.8</i> |
| <i>Yes</i> | <i>177</i> | <i>70.2</i> |

Q-13. WHAT KIND OF TOPICS WOULD YOU LIKE TO SEE OFFERED AT A TRAINING CENTER?

| Item | Mean | Percentages | | | | | | | | |
|---------------------------------------|------|-------------|-------------------|------|------|------|-----------------|------|------|-------|
| | | 1+2+3 | Very Uninterested | | | | Very Interested | | | 5+6+7 |
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| 1. Defensive driving | 5.77 | 10.6 | 5.9 | 1.7 | 3.0 | 7.6 | 7.2 | 29.7 | 44.9 | 81.8 |
| 2. Adverse weather | 5.53 | 11.7 | 5.6 | 2.6 | 3.5 | 8.2 | 19.0 | 23.8 | 37.2 | 80.0 |
| 3. Safety equipment | 5.27 | 16.0 | 4.9 | 4.4 | 6.7 | 13.3 | 16.0 | 23.1 | 31.6 | 70.7 |
| 4. Equipment use | 5.05 | 19.3 | 8.3 | 4.4 | 6.6 | 13.6 | 16.7 | 22.8 | 27.6 | 67.1 |
| 5. Post-accident/safety reinforcement | 4.93 | 19.0 | 4.4 | 6.2 | 8.4 | 20.4 | 18.7 | 16.4 | 25.3 | 60.4 |
| 6. Backing | 4.84 | 22.7 | 9.3 | 5.8 | 7.6 | 18.2 | 13.8 | 19.1 | 26.2 | 59.1 |
| 7. Equipment maintenance | 4.74 | 23.3 | 8.8 | 3.5 | 11.0 | 18.1 | 19.8 | 17.2 | 21.6 | 58.6 |
| 8. Hazardous materials | 4.56 | 28.7 | 15.0 | 9.3 | 4.4 | 15.0 | 17.2 | 11.0 | 28.2 | 56.4 |
| 9. Train the trainer | 4.26 | 33.8 | 18.9 | 6.8 | 8.1 | 18.5 | 13.1 | 13.1 | 21.6 | 47.8 |
| 10. High-speed driving skills | 4.23 | 37.9 | 17.9 | 12.9 | 7.1 | 14.3 | 11.2 | 11.2 | 25.4 | 47.8 |
| 11. Commercial drivers license | 4.16 | 36.9 | 20.9 | 7.1 | 8.9 | 16.0 | 13.3 | 13.3 | 20.4 | 47.0 |
| 12. Drug training (EAP) | 4.12 | 36.8 | 16.1 | 10.8 | 9.9 | 18.8 | 13.5 | 14.8 | 16.1 | 44.4 |
| 13. Right turns | 4.03 | 34.1 | 16.6 | 8.3 | 9.2 | 27.2 | 13.8 | 9.7 | 15.2 | 38.7 |
| 14. Inclines/declines | 3.96 | 36.5 | 16.4 | 10.5 | 9.6 | 26.5 | 11.4 | 11.9 | 13.7 | 37.0 |
| 15. CDL endorsements | 3.81 | 39.9 | 26.6 | 6.9 | 6.4 | 22.5 | 11.0 | 10.1 | 16.5 | 37.6 |
| 16. Load securement | 3.62 | 47.2 | 22.0 | 11.9 | 13.3 | 19.7 | 11.9 | 10.1 | 11.0 | 33.0 |
| 17. Off-road driving | 3.59 | 46.9 | 22.3 | 13.2 | 11.4 | 20.9 | 11.8 | 10.0 | 10.5 | 32.3 |
| 18. Anti-lock brake systems (ABS) | 3.57 | 42.7 | 21.6 | 11.0 | 10.1 | 27.1 | 15.6 | 6.0 | 8.7 | 30.3 |
| 19. Skid pad | 3.46 | 49.8 | 25.4 | 10.8 | 13.6 | 23.0 | 9.9 | 4.7 | 12.7 | 27.3 |
| 20. Brake certification | 3.30 | 53.7 | 28.2 | 14.4 | 11.1 | 16.7 | 14.8 | 5.1 | 9.7 | 29.6 |
| 21. Motorcycle training | 2.17 | 78.7 | 58.3 | 11.6 | 8.8 | 11.6 | 2.3 | 0.5 | 6.9 | 9.7 |

Q-14. WHAT TYPE OF ORGANIZATION ARE YOU PART OF?

| <i>Item</i> | <i>Number Responding</i> | <i>Percent</i> |
|---|------------------------------|----------------|
| <i>Emergency response (fire, ambulance)</i> | 94 | 35.6 |
| <i>School district</i> | 57 | 21.6 |
| <i>Motor carrier</i> | 41 | 15.5 |
| <i>Construction</i> | 17 | 6.4 |
| <i>Law enforcement</i> | 17 | 6.4 |
| <i>Other</i> | 16 | 6.1 |
| <i>City, county, or state government</i> | 13 | 4.9 |
| <i>Utility (electric, gas, phone)</i> | 6 | 2.3 |
| <i>Mine or oil field</i> | 3 | 1.1 |

Q-15. TOTAL NUMBER OF EMPLOYEES IN YOUR ORGANIZATION?

| <i>Item</i> | <i>Mean</i> | <i>Range</i> |
|----------------------------|-------------|-------------------------|
| <i>Number of employees</i> | 224.73 | 0 ¹ - 22,000 |

¹ Some respondents indicated that they used volunteers not employees

DO YOU HAVE ANY OTHER COMMENTS YOU WOULD LIKE TO MAKE REGARDING THESE QUESTIONS OR THE REGIONAL TRAFFIC SAFETY CENTER?

| <i>Survey</i> | <i>Response</i> |
|---------------|--|
| 007 | <i>Our department is always ready to learn and train to make ourselves more competent. However instructors must be well versed in the topic and be able to get it across. Training must be to the point; volunteers don't want to waste time.</i> |
| 009 | <i>As a school system providing transportation to our students we are required by legislation to see that our drivers are properly educated certified and trained.</i> |
| 010 | <i>We are totally a volunteer squad. We had an emergency vehicle operators training about 2 years ago.</i> |
| 013 | <i>Why spend tax dollars when you can't provide statistics on accidents in N.D. and does this create a new job for more government regions.</i> |
| 021 | <i>Feel there is a definite need for this type of training for school bus drivers in ND.</i> |
| 023 | <i>We do not need another state run center. We should be looking at consolidating what we have to make better use of tax dollars.</i> |
| 032 | <i>I believe we have sufficient training facilities.</i> |
| 034 | <i>Our city is only 66 people. We do not have any positions requiring any training.</i> |
| 035 | <i>Volunteer firefighters need a course for emergency vehicles - of which there is nothing in the state at this time / Also ambulances - but FD need is greater. I also work for a larger city department which gives a defensive driving course to everyone - which is good. Something on this order should continue. Everyone should be wearing seatbelts. Motorcycle operators should be wearing helmets.</i> |
| 036 | <i>Don't need more government.</i> |
| 040 | <i>Training at your facility would depend largely on cost per attendance and location of the training. i.e. Fargo & Dickinson at approximately \$75 per head for 4 hours of training.</i> |
| 047 | <i>We have 40 drivers & we hold the same safety meeting on 3 days (normally Fri-Sat. Mon) & then can get about 90% attendance.</i> |
| 048 | <i>Need to get farm labor involve in CDL license. Far too many of these people are hazards.</i> |
| 057 | <i>Safe driving skills are a part of our monthly safety meetings carried on by the ND AT&S program of the North Dakota Association of Rural Electric Cooperative.</i> |
| 073 | <i>We are a totally volunteer fire department with firefighter I skills. Our only payment is self gratification.</i> |
| 081 | <i>We are a volunteer fire department.</i> |

DO YOU HAVE ANY OTHER COMMENTS YOU WOULD LIKE TO MAKE REGARDING THESE QUESTIONS OR THE REGIONAL TRAFFIC SAFETY CENTER?

| Survey | Response |
|---------------|---|
| 084 | <i>As a very small contractor firm we are at present being overwhelmed by government regulations and requirements. While it would be very nice to train our people for all these things as well as OSHA regulations, DOT regulations, it's to the point that we wouldn't have any time to get actual work done.</i> |
| 087 | <i>This training center would work well with our truck drivers training program - sharing of training, trainers and equipment could certainly enhance both groups.</i> |
| 092 | <i>Defensive driving is offered each year for our volunteers ambulance service.</i> |
| 094 | <i>Most of survey doesn't apply to volunteer fire departments.</i> |
| 095 | <i>We do not have or require traffic safety.</i> |
| 107 | <i>Volunteer fire district</i> |
| 114 | <i>This sounds great, depending on cost, and how well it is planned & implemented.</i> |
| 129 | <i>Horse Creek Fire Protection District is a district that contracts their fire fighting to other districts. So no equipment or training are held in this district.</i> |
| 132 | <i>We are an ambulance squad and most of the questions are not applicable. We are only required by law to have a valid North Dakota driver's license to operate an ambulance.</i> |
| 134 | <i>Being we are a fire dept we buy equipment , clothes, gas, city has volunteers man the trucks & equipment.</i> |
| 135 | <i>I am a motorcycle riding instructor. Car guidelines & curriculum are signed by the Motorcycle Safety Foundation located in California. Our goal is to educate riders and potential riders to mentally and physically meet the challenges of motorcycle riding.</i> |
| 142 | <i>I believe that if cost for this type of training was kept very reasonable then the demand for courses would remain very high.</i> |
| 152 | <i>After a certain age I would like to see people have to take a written driving test over again, like every five years. How about a mandatory motorcycle safety course before anyone could obtain a motorcycle permit. There should be proper training before operating a motor vehicle. Especially on 2-wheels.</i> |
| 177 | <i>Our school is closing.</i> |
| 179 | <i>There are no laws for independent drivers other than drug films. As a broker of 25 lease on's we do monthly newsletter to keep them up to date as much as we can.</i> |
| 180 | <i>As a member of a volunteer fire department, safety & driving training is one area that is not touched on in regular training. I think a state wide training center would be use a lot.</i> |
| 181 | <i>Would like to attend a class on defensive driving, on commercial driving.</i> |

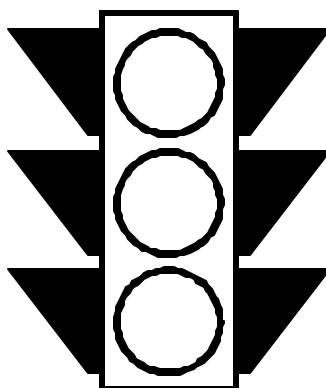
DO YOU HAVE ANY OTHER COMMENTS YOU WOULD LIKE TO MAKE REGARDING THESE QUESTIONS OR THE REGIONAL TRAFFIC SAFETY CENTER?

| Survey | Response |
|---------------|--|
| 184 | <i>I would suggest you contact Steve Chase, ND DOT Bismarck (224-4467) and have him complete one of these surveys as he is the ND DOT department wide safety officer and he would have a very good handle on costs etc. (question 7,8,9) for the department. He would also have more insight into the department safety needs/training.</i> |
| 186 | <i>Offer a certification process for company trainers that requires a specific curriculum to complete.</i> |
| 188 | <i>Starkweather fire protection district is a volunteer department. We train with Devils Lake for firefighting and do the rest on our own, some training is individually done.</i> |
| 192 | <i>The cost to those of us who are small, central, longhaul carriers need to be extremely attractive in order for us to utilize the service. The insurance industry also must look at rate reduction to those who may use this service.</i> |
| 196 | <i>I believe that we would continue to do a lot of our training in house, since we are primarily concerned with emergency driving.</i> |
| 198 | <i>Could train more employees, if a regional center came to each city or area.</i> |
| 202 | <i>I think all car drivers should have to pass a CDL test. We never have an accident with another truck. Every accident we have had in the past few years has been the result of careless car driving except for one that the driver fell asleep and ran off the road.</i> |
| 211 | <i>If people don't know how to drive make the tests harder; we don't need more government!</i> |
| 213 | <i>We are a school district concerned about bus driving requirements. Our drivers take a defensive driving class and a county sponsored class each fall.</i> |
| 223 | <i>North Dakota cannot support a regional traffic safety center. If such a center is instituted it will have a serious effect on the current ongoing activities of the safety efforts already underway in the state. NDSU should stay in the field of engineering and those areas associated with preparing engineers. You cannot be everything to everyone.</i> |
| 226 | <i>Some of the questions were difficult to answer. Since our agency is a law enforcement organization, a big part of our time is spent in highway safety training for our employees.</i> |
| 228 | <i>We need more information that is specific for a rural school district and tapes we can utilize for students on bus safety.</i> |

DO YOU HAVE ANY OTHER COMMENTS YOU WOULD LIKE TO MAKE REGARDING THESE QUESTIONS OR THE REGIONAL TRAFFIC SAFETY CENTER?

| Survey | Response |
|---------------|--|
| 230 | <i>My department has been evaluating some training programs/facilities in our region, specifically: Fox Valley Vo-Tech in Appleton, WI, Chippewa Falls Vo-Tech, and Intersafe (private company). I feel one or two day safety training programs for experienced drivers are extremely useful, and I'm looking at ways to promote these types of programs. I'm not sure if a traffic safety center could function as a stand alone facility. The Vo-Tech schools I referred to also have long term, truck driver training curriculums and they use their instructors for both that and the short courses.</i> |
| 232 | <i>We do have the N.D. Safety Council working with the AGC on a weekly basis.</i> |
| 234 | <i>Recently we've hired more and more truck driving students from vo-tech's. These students need more training before they're ready to go. Keep up the good work. Hope to stop by your office the next time I'm in Fargo.</i> |
| 236 | <i>A center of this type would be beneficial to both public and law enforcement people. Ambulance, fire department and other public safety personnel should have this type of training.</i> |
| 237 | <i>Get with the North Dakota Safety Council the safety sem handles this each year.</i> |
| 249 | <i>We have been satisfied with the training our personnel have received in Jamestown. Highway patrol, railroad employees, CPR trainers, first aid, drivers license bureau employees, and some on hazardous materials have been some of the people & subjects we have been trained in. Defensive driving has been taken by our bus drivers. We would like all of the above to be available as new drivers are hired on occasion & to renew present drivers.</i> |
| 250 | <i>Good idea I would hope DSU would graduate a knowledgeable student. A little better than their driving program.</i> |
| 263 | <i>The questions are geared for employees, we are all volunteers for our ambulance service.</i> |
| 264 | <i>While my organization would not participate, such training would be beneficial, especially for drivers of high profile vehicles.</i> |
| 266 | <i>As more regulations are added smaller trucking concerns will need help to meet requirements. Small concerns cannot afford to maintain qualified trainers on staff.</i> |
| 272 | <i>I am not sure since much of our training is mandated by national corporation.</i> |

Regional Traffic Safety Center



*The Upper Great Plains Transportation Institute
North Dakota State University
P.O. Box 5074! 430 IACC Building
Fargo, North Dakota 58105*

Instructions

1. *Please read the questions carefully and answer all questions.*
2. *Select the response that best represents your situation.*
3. *When you have finished, place this questionnaire in the business reply envelope. You do not need a stamp to mail this envelope.*
4. *Please return this questionnaire as soon as possible.*

ALL RESPONSES AND COMMENTS ARE ANONYMOUS.

Thank You for Your Help

If you have any questions regarding this survey, please call Julie Rodriguez with the Upper Great Plains Transportation Institute at (701) 237-7999.

The public's demand for safety on highways has increased requirements for users. Whether seat belts, helmets, commercial drivers licenses, or training, everyone has been affected by the effort to improve safety on the roads. In this section we would like to determine your organization's needs for highway safety training.

1. ***Do regulations require your employees to have some sort of highway safety training? (circle answer)***
 - a. ***No***
 - b. ***Yes***

2. ***How often is highway training or retraining provided to your employees? (circle answer)***
 - a. ***Less than once each year***
 - b. ***Once each year***
 - c. ***Twice each year***
 - d. ***Once each quarter***
 - e. ***Once a month***
 - f. ***After an accident***
 - g. ***Pre-employment***

3. *In what areas is training needed? (circle number)*

| | <i>very unimportant</i> | | | | <i>very important</i> | | |
|--|-------------------------|---|---|---|-----------------------|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| a. <i>Hazardous materials</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| b. <i>Equipment use</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| c. <i>Equipment maintenance</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| d. <i>High-speed driving skills</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| e. <i>Post-accident/safety reinforcement</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| f. <i>Skid pad</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| g. <i>Right turns</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| h. <i>Inclines/declines</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| i. <i>Off-road driving</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| j. <i>Adverse weather</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| k. <i>Load securement</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| l. <i>Drug training (EAP)</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| m. <i>Backing</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| . | | | | | | | |
| n. <i>Defensive driving</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| o. <i>Safety equipment</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| p. <i>Commercial drivers license</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| q. <i>Anti-lock brake systems (ABS)</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| r. <i>Motorcycle training</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| s. <i>Brake certification</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| t. <i>Train the trainer</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| u. <i>CDL endorsements</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

It is important to know how you are currently conducting employee highway safety training to understand what your needs are. Please indicate your current practices in the following questions.

4. **How do you handle your safety training now? (circle all that apply)**
- a. **Send employees to in-state training**
 - b. **Send employees to out-of-state training**
 - c. **Bring in outside instructors**
 - d. **Have someone do it in-house**
 - e. **Purchase training materials (books, videos, etc.)**
 - f. **Develop training materials in-house**
5. **Who does your safety training? (circle all that apply)**
- a. **Consultants**
 - b. **Government agencies (highway patrol, etc.)**
 - c. **Your organization (company/department/agency)**
 - d. **Associations or affiliations**
 - e. **Educational institutions (state schools), please list**
 - f. _____
Insurance company
6. **How are in-house trainers trained? (circle all that apply)**
- a. **Teach themselves**
 - b. **Sent out of state to learn**
 - c. **In-state training**
 - d. **Bring in outside instructors**
 - e. **Insurance company**
7. **How much money is spent (organization-wide) on highway safety training of employees?**
- a. **Dollars each year: _____ dollars**
8. **How many employee-days (organization-wide) are spent in highway safety training?**
- a. **Employee-days each year: _____ days**

9. **How much of your training is done in North Dakota and how much is done out of state? Please BASE THESE ON HOURS spent in each (these three numbers should add to 100%).**
- a. **Percent out-of-state** _____ **percent**
 b. **Percent in North Dakota with out of state instructors** _____ **percent**
 c. **Percent in North Dakota with in-state instructors** _____ **percent**
 (= 100%)
10. **Is any of your safety training mandated by regulations? (circle answer)**
- a. **No**
 b. **Yes**
11. **Would safety training result in reductions in your insurance premiums? (circle answer)**
- a. **No**
 b. **Yes**

It is important to also know if there was a Regional Traffic Safety Center in North Dakota how much interest there would be in actually using it. Please indicate your best estimate of your organization's use of such a facility.

12. **If more extensive safety training were available in-state, would your company or department use the additional training? (circle answer)**
- a. **No**
 b. **Yes**

13. *What kind of topics would you like to see offered at a training center?
(circle number)*

| | <i>very uninterested</i> | | | | <i>very interested</i> | | |
|--|--------------------------|---|---|---|------------------------|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>a. Hazardous materials</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>b. Equipment use</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>c. Equipment maintenance</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>d. High-speed driving skills</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>e. Post-accident/safety reinforcement</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>f. Skid pad</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>g. Right turns</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>h. Inclines/declines</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>i. Off-road driving</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>j. Adverse weather</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>k. Load securement</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>l. Drug training (EAP)</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>m. Backing</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| . | | | | | | | |
| <i>n. Defensive driving</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>o. Safety equipment</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>p. Commercial drivers license</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>q. Anti-lock brake systems (ABS)</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>r. Motorcycle training</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>s. Brake certification</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>t. Train the trainer</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <i>u. CDL endorsements</i> | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Lastly, we would like to know who the potential users are to better suit their needs.

14. **What type of organization are you part of? (circle answer)**
- a. **Law enforcement**
 - b. **Emergency response (fire, ambulance)**
 - c. **City, county, or state government**
 - d. **Motor carrier**
 - e. **School district**
 - f. **Mine or oil field**
 - g. **Utility (electric, gas, phone)**
 - h. **Construction**
 - i. **Other, please specify: _____**
15. **Total number of employees in your organization? _____ employees**

Do you have any other comments you would like to make regarding these questions or the Regional Traffic Safety Center?
