**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 radii, heighten risk for crash events. 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.

### Road Location for Truck Injury Crashes

- **Interstate Non- Truck**
- **Interstate Truck**
- **Non-Interstate Non- Truck**
- **Non-Interstate Truck**

Truck injury crash incidence (includes fatal injuries), per VMT, increased 66% between 2002 and 2011. In 2012, there were 1.04 truck injury crashes per 10,000 DVMT compared to 0.62 in 2002.

Trucks were involved in 4% of injury crashes in 2002 and 9% in 2011. Non-truck injury crashes have declined over recent years while truck injury crashes increased.

71% of injury crashes involving trucks between 2007 and 2011 occurred on rural roads—30% of these were on rural local roads.

### Truck Injury Crashes 2007-2011, by Month

- June-Sept: 28.5%
- Jan-Mar: 20.5%
- Oct-Dec: 33.1%
- Apr-Jun: 17.8%

62% of truck injury crashes were between July and December. 83% of truck injury crashes occur during the week.

72% of truck injury crashes were multivehicle compared to 65% of non-truck. Of the multivehicle crashes, 20% occurred on hills and 12% at intersections. 79% of intersection crashes involved left-hand turns.

Truck drivers were issued citations in 42% of multivehicle truck injury crashes, compared to 56% of non-truck drivers. *More care required* was the most common citation for all drivers (27%) followed by *failure to yield* for truck drivers (20%) and *impaired driving* for other drivers (15%).

### Weather was the most common contributing factor.

**Regional Truck Injury Crash Trends**

- **Non-Oil**
- **Oil**

Truck injury crashes increased 728% in the oil region between 2007 and 2011.

Within the oil region, McKenzie, Williams, Mountrail, and Ward accounted for 74% of the crashes.

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