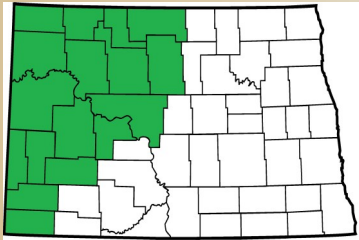


ND Traffic Safety: Oil Counties



Western North Dakota continues to experience an economic boom due to energy industry expansion. Roads once used only for local access and agricultural purposes are now being used at high volumes to serve expanding oil production. With this increased use, traffic safety issues are evident. Approximately half of the counties, within a 17-county area identified with oil production, are above the state average for crash risk considering all crash types on rural roads (Figure 1). In addition, the estimated cost of all traffic crashes in the region more than doubled from 2008 to 2012. The facts offered here provide a profile for the region to be used in identifying priorities and

increasing public safety.

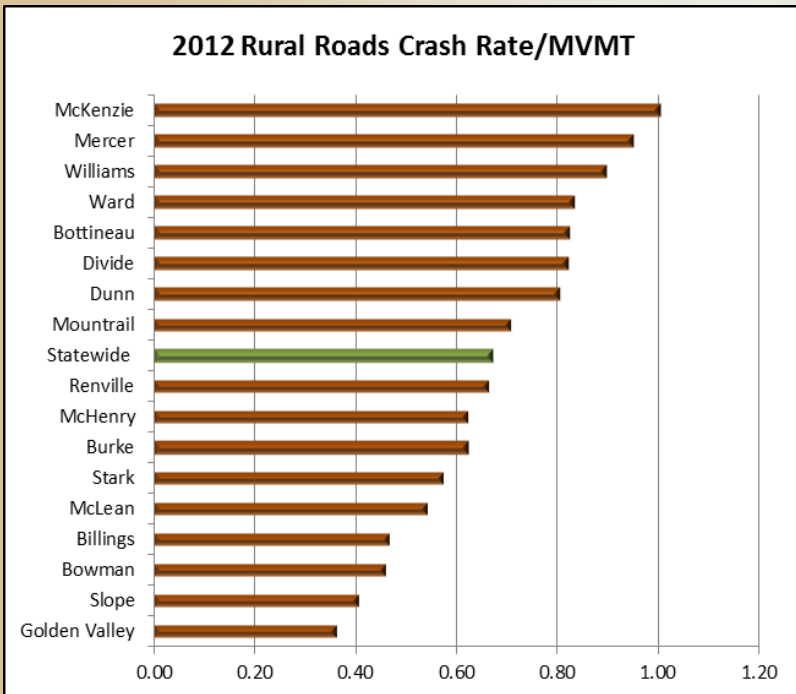


Figure 1. Oil County Rural Road Crash Rate

Severe injury truck crashes in the oil region increased by more than 1200% from 2008 to 2012 while the remainder of the state experienced a 147% increase over the same period. Figure 2 shows the share of rural road crashes involving large trucks in the oil counties has risen from 2008 to 2012, with this crash type representing roughly one-third of all crashes in the region in 2012. Additional analyses of crashes occurring in the oil counties continues on page 2.

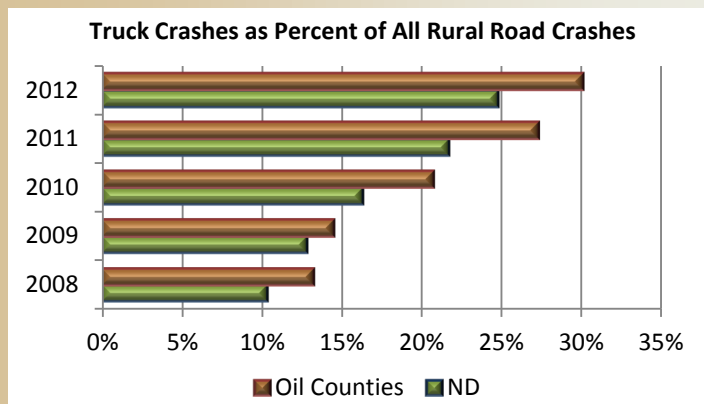


Figure 2. Share of Truck Crashes

Economic Costs of Crashes in the Oil Region

Year	Total Crashes	Injuries	Fatalities	Total Est \$ Loss*
2008	2959	651	38	\$125.9 Million
2009	3198	725	46	\$144.5 Million
2010	3903	845	33	\$140.9 Million
2011	5505	1118	63	\$216.8 Million
2012	5535	1287	83	\$257.0 Million

*Total Est \$ Loss includes PDO crashes. Calculated values for Est \$ Loss as reported by National Safety Council

Increased traffic and crashes resulting in serious injuries and fatalities prompted a group of safety stakeholders including the North Dakota Department of Transportation (NDDOT), the North Dakota Petroleum Council, and the North Dakota Highway Patrol (NDHP), and other groups to take action to encourage safety on the roadways through the development of a public awareness campaign. "ProgressZone", unveiled in 2011, urges motorists driving in oil country to be patient and exercise caution with the following core messages:

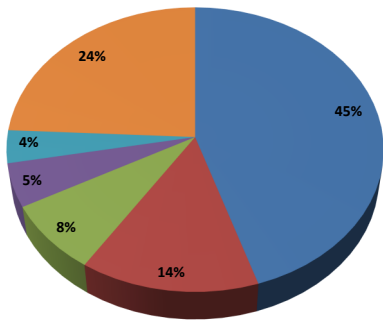
- Pass with caution
- Be patient. Slow down!
- Buckle up. Every time.
- Roads shared. Lives spared.



Source: <http://ndoil.org/?id=232&page=ProgressZone>

All Oil Region Crashes, Rural Roads

Citations: Rural Crashes 2008 to 2012

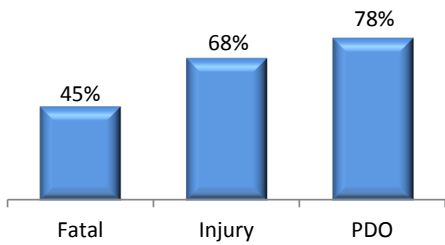


- Care Required
- DUI (Alcohol)
- Failure to Yield
- Following
- Left Accident Scene
- Other

Among crashes where citations were issued, nearly half were *care required*, which often involves unsafe behavior for existing conditions.

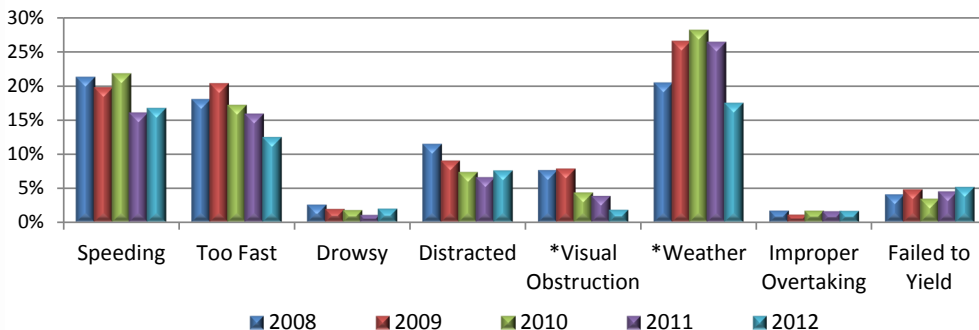
Driver seat belt use is much lower in injury and fatal crashes.

Seat Belt Use Rate in Oil County Crashes, by Crash Severity 2008-2012



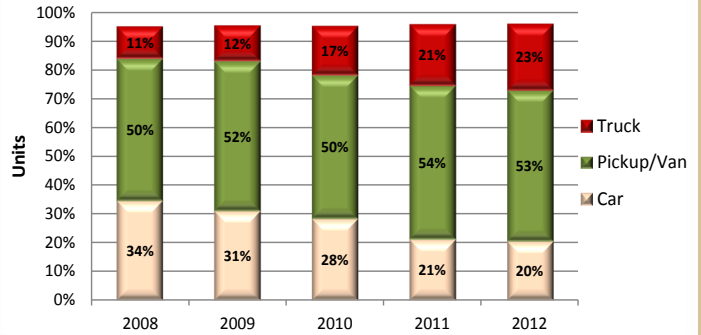
Speed is a factor in roughly one-third of crashes considering both *speeding* and *too fast for conditions*. *Weather*, despite registering a five-year low in 2012, is a significant contributor when compared to other factors.

Crash Factors in Oil Counties



*based on reported environment

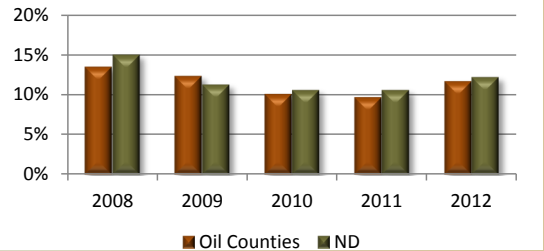
Oil Counties Crashes by Vehicle Type



In 2012, crashes involving trucks continue a trend towards an increased share over the five years examined.

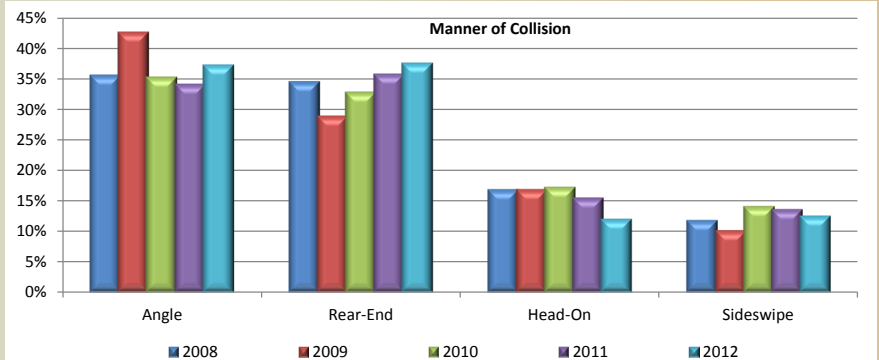
Alcohol-related crashes, after declining in four of the previous five years, continue to be a safety concern with an increase registered in 2012.

Alcohol Use Involved: All Crashes



Angle and rear-end crashes are the leading collision types in multivehicle crashes - 37% each in 2012. Head-on and sideswipe hold a smaller share at 12% each. Rear-end crash frequency has risen steadily over the past four years while head-on crashes have decreased.

Manner of Collision



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