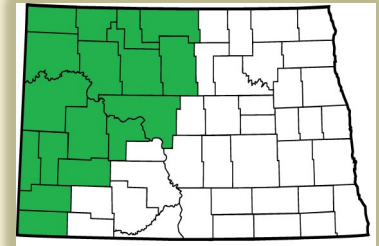
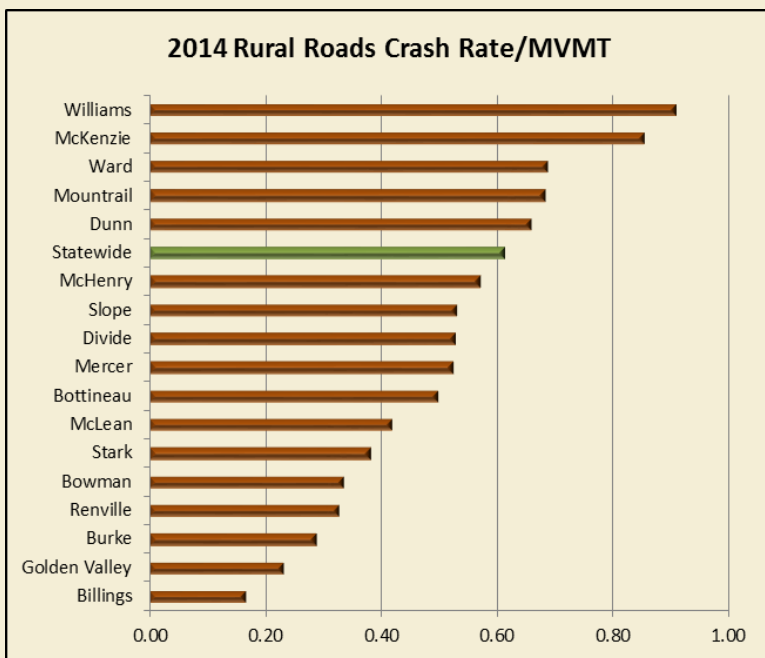


ND Traffic Safety: Oil Counties

Sharp increases in travel volumes, shifts in traffic mix, and large increases in crashes have transformed the travel environment in the 17-county oil region of Western North Dakota in recent years. The area experienced an economic boom due to energy industry expansion, and although rates of oil production and expansion have weakened, roads once used only for local access and agricultural purposes continue to be used at higher volumes to serve the oil industry. With this increased use, traffic safety issues are ongoing. The facts offered here provide a profile for the region to be used in identifying priorities and increasing public safety.



Approximately a third of the counties, within the area identified with oil production, are above the state average for crash risk considering all crash types on rural roads (Figure 1). Within the 2010 - 2014 time frame, the estimated cost of all traffic crashes in the region peaked in 2012. Attenuated economic costs in the last two years are a result of reductions of fatal and PDO crashes - 30% and 34%, respectively.



Year	Total Crashes	Injuries	Fatalities	Total Est \$ Loss*
2010	2362	436	31	\$99.3 Million
2011	3143	726	59	\$169.0 Million
2012	3270	773	71	\$191.4 Million
2013	2860	736	72	\$186.5 Million
2014	2438	780	50	\$152.9 Million

*Total Est \$ Loss includes PDO crashes. Calculated values for Est \$ Loss as reported by National Safety Council, 2013

The share of severe injury truck crashes in both the oil and non-oil regions doubled from 2010 to 2014 (Figure 2). Annual crashes involving large trucks on rural roads represent

Figure 1. Oil County Rural Road Crash Rate

roughly one-third of all crashes in the oil region in 2014. Statewide, truck drivers were issued citations in 24% of multi-vehicle injury crashes compared to 41% for other drivers. In addition, other drivers were cited twice as often for *care required*, the most commonly issued citation. Further analyses of crashes occurring in the oil counties continues on page 2.

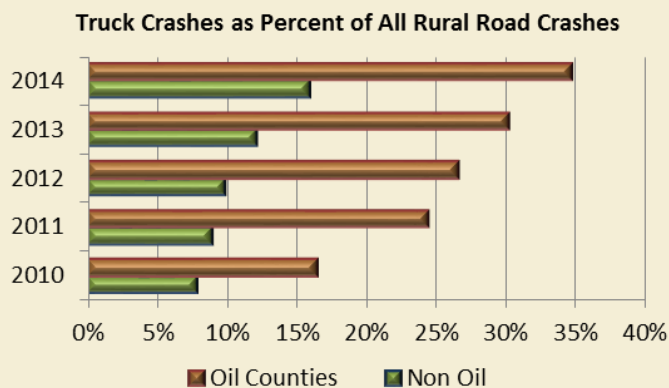


Figure 2. Share of Truck Crashes

PASS ON THE PASS

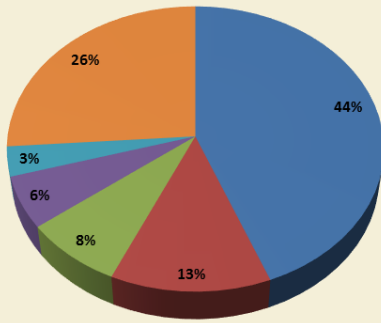
The ND Department of Transportation Traffic Safety Office, in coordination with the ND Highway Patrol and the ND Petroleum Council, developed a media message in 2014 - *Pass on the Pass* - to promote public awareness of aggressive driving and passing when unsafe. The campaign, part of the statewide *Code for the Road* traffic safety media efforts, aims to educate drivers of passenger vehicles to share the road safely with large trucks. Additional information can be found at

<http://www.ndcodefortheroad.org/>

Source: NDDOT TSO Annual Report Fiscal Year 2014

Oil Region Rural Roads Crashes

Citations: Rural Crashes 2010 to 2014

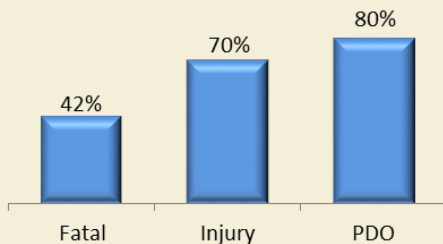


- Care Required
- DUI (Alcohol)
- Failure to Yield
- Following
- Left Accident Scene
- Other

Among crashes where citations were issued, the largest share were apportioned to *care required*, which often involves unsafe behavior for existing conditions.

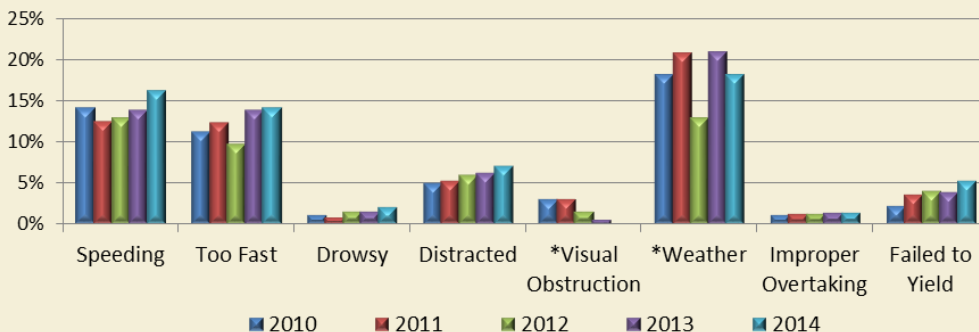
Driver seat belt use is lower in fatal and injury crashes than in property damage only events.

Seat Belt Use Rate in Oil County Crashes, by Crash Severity 2010-2014



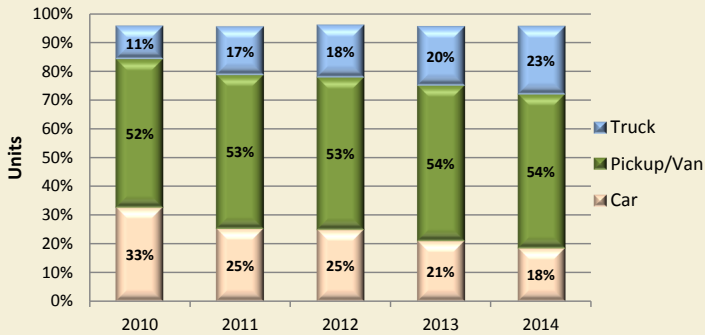
Speeding and *too fast for conditions* were identified in roughly one-third of crash factors. *Weather*, despite registering a five-year low in 2012, continued to be a significant contributor when considered with other contributing factors.

Crash Factors in Oil Counties



*based on reported environment

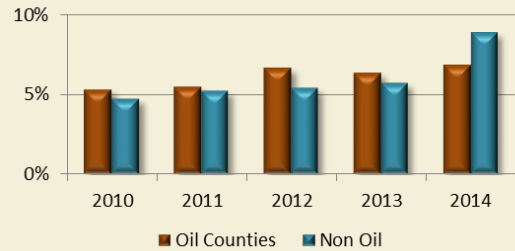
Oil Counties Crashes by Vehicle Type



Crashes involving trucks continue a trend towards an increased share over the five years examined.

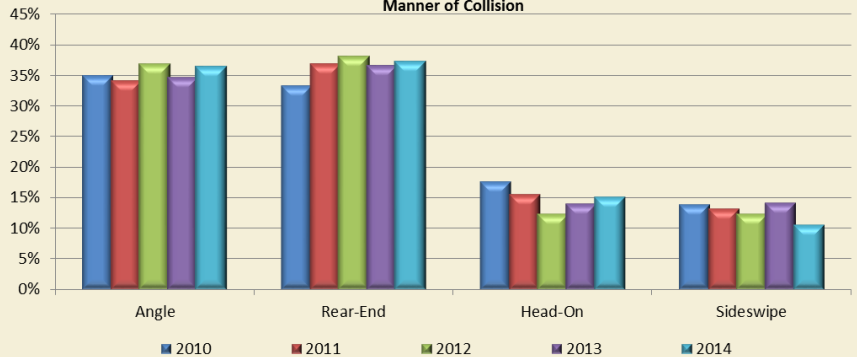
An ongoing safety concern is alcohol-related crashes. The rates in oil counties have held steady the last three years and showed only a slight increase since 2010, 5.2% to 6.8%.

Alcohol Use Involved: All Crashes



Angle and rear-end crashes are the leading collision types in multivehicle crashes - approximately 37% each in 2014. Head-on and sideswipe hold smaller shares at 15% and 11%, respectively. Fluctuations occur from year-to-year, but overall rates by manner of collision remain fairly steady throughout the five years studied.

Manner of Collision



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