

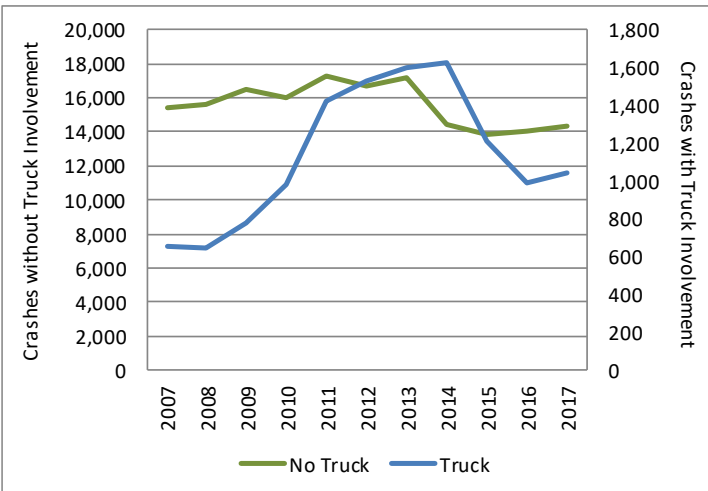
Truck Crash Facts ND Crash Summary

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.

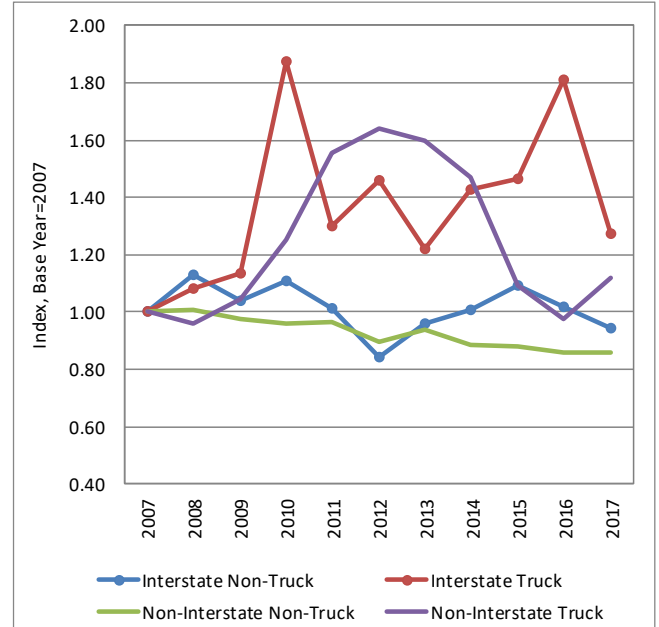
Truck-involved serious injury outcome incidence is 1.6 times higher compared to injury crashes where no trucks were involved. Therefore, as changes in traffic volumes and patterns are recognized, it is important to monitor levels and effects of increased safety-related interactions between trucks and cars.

Non-truck injury crashes between 2007 and 2017 decreased 7%, while crashes with truck involvement increased 60%. The number of truck crashes began to decrease after 2014.

Truck Crash Involvement



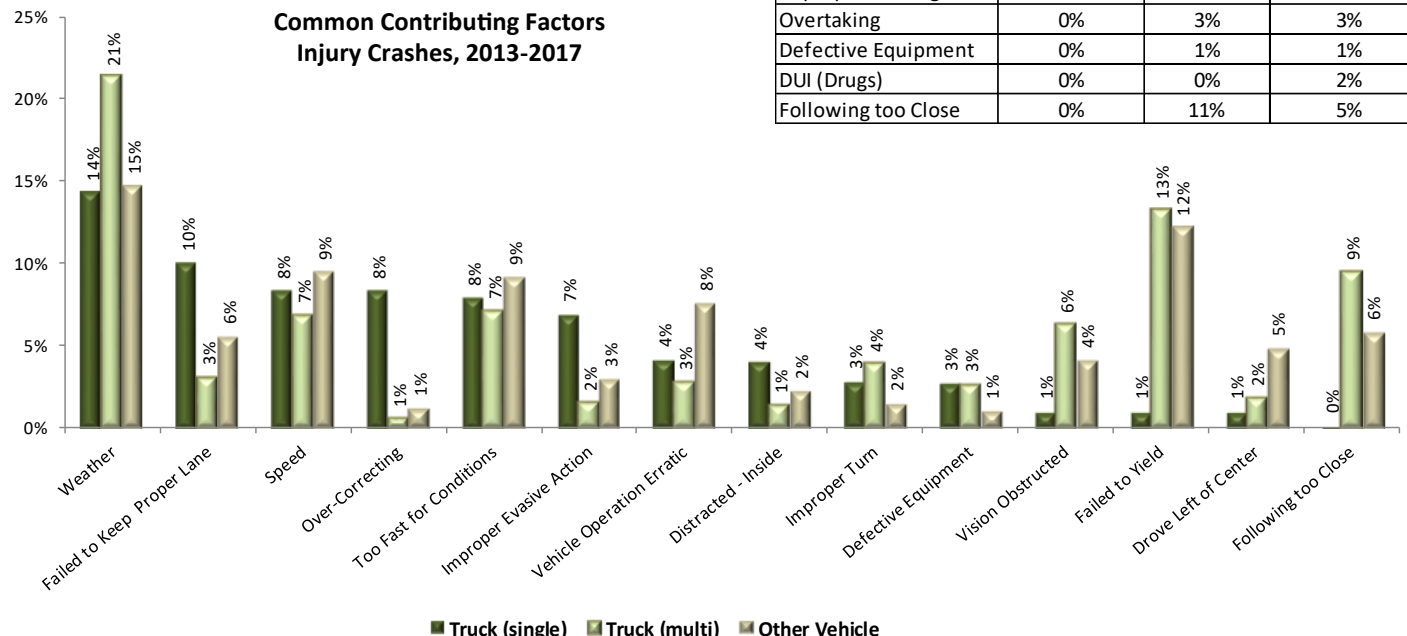
Index, Injury Crashes per 10,000 VMT by Road System and Vehicle Type



Care required was the most commonly issued citation in all crash categories, but considerably higher in single versus multi-vehicle truck crashes, 76% and 28%, respectively. DUI was cited more often in other vehicle crashes (no truck involvement) than truck crashes. Failure to yield held a 19% share in multi-vehicle truck crashes compared with 13% in other vehicle crashes.

Speed, along with traveling too fast for conditions, and improper evasive action combined for 23% of contributing factors in single truck crashes and 16% of the multi-vehicle truck crashes. Weather was the largest contributing factor in all crash categories whether single, multi-vehicle, or other vehicles.

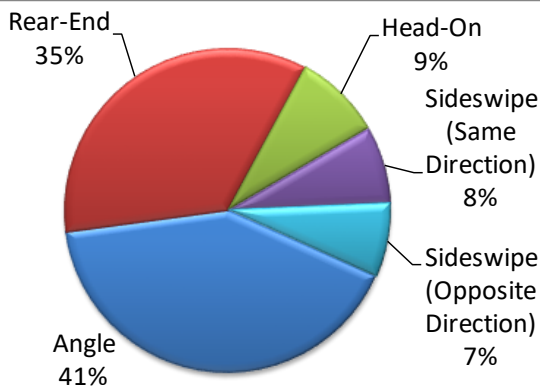
**Common Contributing Factors
Injury Crashes, 2013-2017**



Citations in Truck Injury Crashes

Citation	Single Vehicle	Multi - Vehicle	
	Trucks	Trucks	Other
None	57%	77%	57%
Care Required	76%	28%	33%
DUI (Alcohol)	4%	0%	16%
Careless Driving	3%	3%	4%
Drivers License	3%	1%	3%
Left Accident Scene	2%	0%	1%
Failed to Yield	1%	19%	13%
Failed to Stop	1%	6%	4%
Improper Turning	1%	7%	2%
Overtaking	0%	3%	3%
Defective Equipment	0%	1%	1%
DUI (Drugs)	0%	0%	2%
Following too Close	0%	11%	5%

Manner of Collision, Multi-Vehicle, 2013-2017



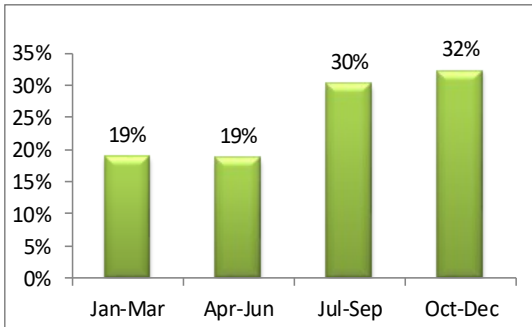
68% of injury crashes involving trucks were multi-vehicle. Angle and rear-end crashes made up 76% of this group of injury crashes; 40% occurred at intersections or were intersection-related; 26% occurred on hills and/or curves; and 53% were non-junction crashes.

Rollovers were the most harmful event in 37% of single vehicle truck crashes. Serious injury crashes peaked mid-week then declined on the weekend. Approximately two-thirds of crashes occurred during the second half of the calendar year - 62%.

The crash map below shows a continued prevalence of truck-involved injury crashes in the oil region. Although, the number

of serious injury truck crashes in the region has declined, McKenzie, Williams, and Mountrail accounted for 42% of truck-involved fatal and injury crashes in the state.

Serious Injury Truck Crashes by Month 2013-2017



Serious Injury Truck Crashes by Weekday 2013-2017

