

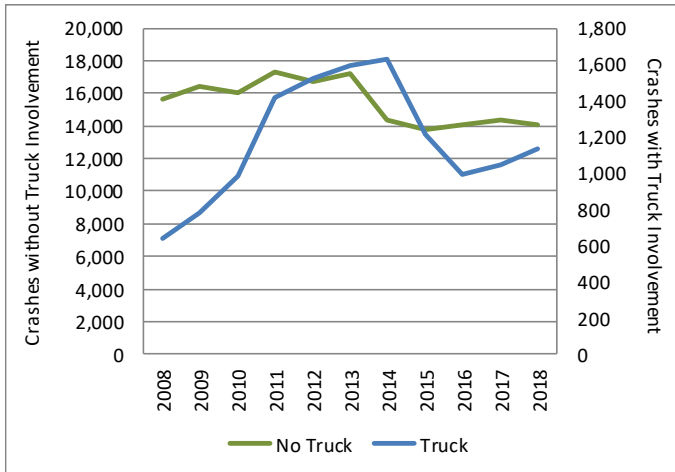
## Truck Crash Facts ND Crash Summary

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.

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 passenger vehicles.

The number of truck involved crashes in 2018 is 77% greater than in 2008. While truck involved crashes declined from 2014 to 2016, the frequency has risen in the last two years. In contrast, there was a 10% decrease in non-truck injury crashes between 2008 and 2018. Injury crashes by vehicle miles traveled were most frequent on non-interstate road systems in 2018.

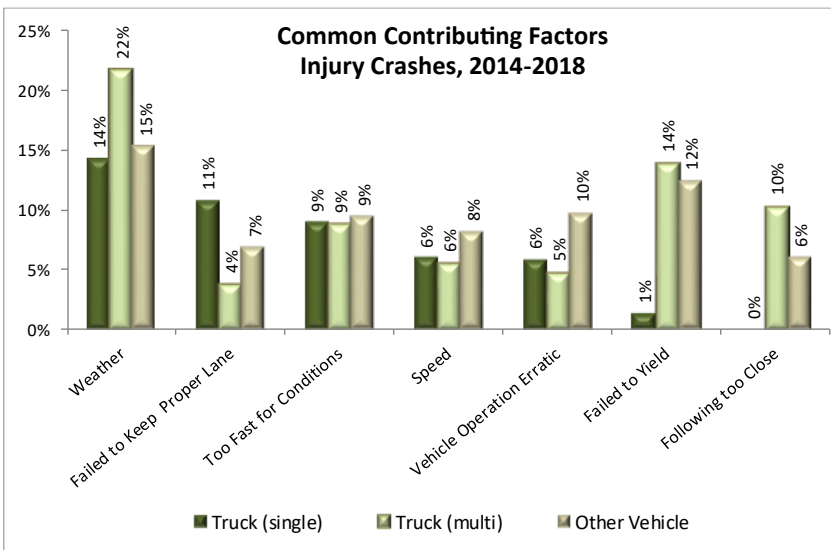
**Truck Crash Involvement**



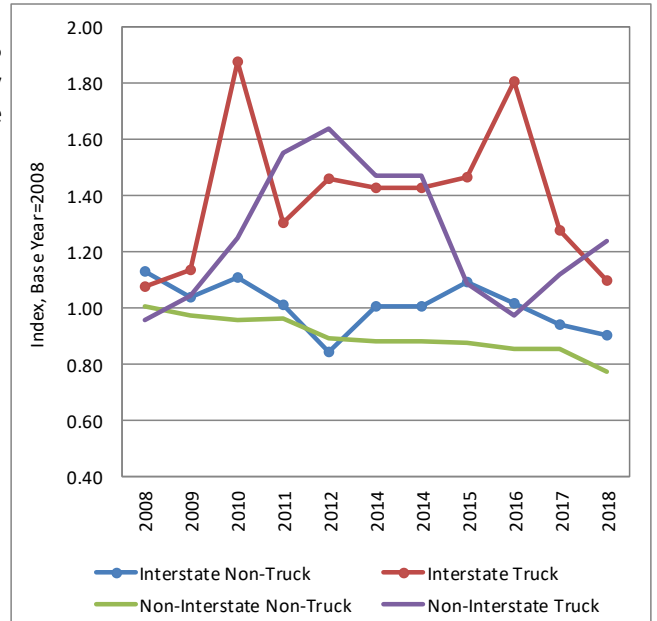
Care required was the most commonly issued citation in all crash categories, but was considerably higher in single versus multi-vehicle truck crashes, 75% and 27%, respectively. DUI was cited more often in other vehicle crashes (no truck involvement) than truck crashes. Failure to yield held a 20% share in multi-vehicle truck crashes compared with 14% of crashes involving other vehicles.

Weather was the largest contributing factor in all crash categories whether single, multi-vehicle, or other vehicles. Speed, along with too fast for conditions combined for 15% of contributing factors in both single and multi-vehicle truck crashes.

**Common Contributing Factors  
 Injury Crashes, 2014-2018**



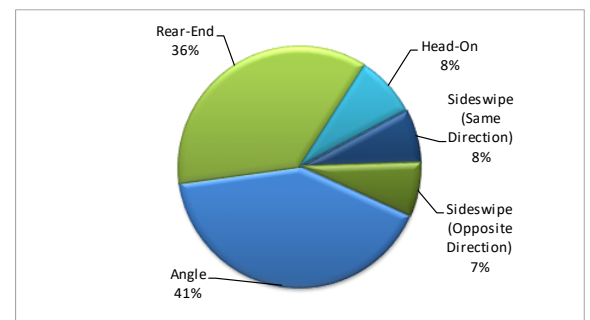
**Index, Injury Crashes per 10,000 VMT by Road System**



**Citations Issued in Injury Crashes, 2014-2018**

| Citation            | Single Vehicle | Multi - Vehicle |                |
|---------------------|----------------|-----------------|----------------|
|                     | Trucks         | Trucks          | Other Vehicles |
| <b>None</b>         | <b>56%</b>     | <b>76%</b>      | <b>58%</b>     |
| Care Required       | 75%            | 27%             | 32%            |
| DUI (Alcohol)       | 4%             | 0%              | 14%            |
| Careless Driving    | 2%             | 3%              | 4%             |
| Failed to Yield     | 2%             | 20%             | 14%            |
| Failed to Stop      | 1%             | 8%              | 5%             |
| Improper Turning    | 0%             | 6%              | 1%             |
| Following too Close | 0%             | 12%             | 6%             |
| Overtaking          | 0%             | 2%              | 3%             |

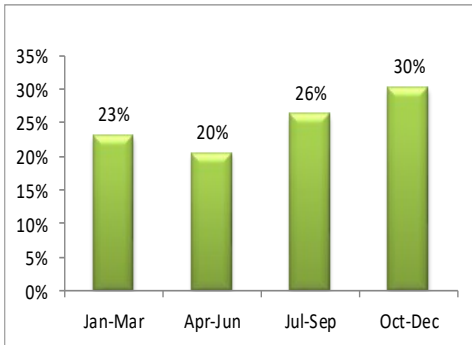
**Manner of Collision, Multi-Vehicle, 2014-2018**



Truck injury crashes were multi-vehicle crashes in 68% of occurrences. Angle and rear-end crashes made up 77% of this group of injury crashes.

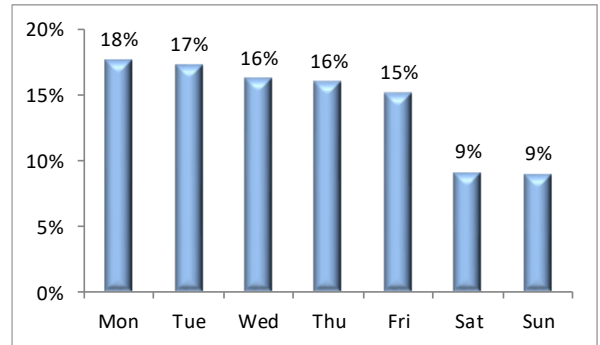
Other truck crash characteristics indicated 40% occurred at intersections or were intersection-related, 25% occurred on hills and/or curves, and 54% were non-junction crashes.

### Serious Injury Truck Crashes by Month 2014-2018



Rollovers were the most harmful event of single vehicle truck crashes at 19%. More serious injury crashes (56%) occurred during the second half of the calendar year. Crashes were more frequent at the start of the week, and declined on the weekend.

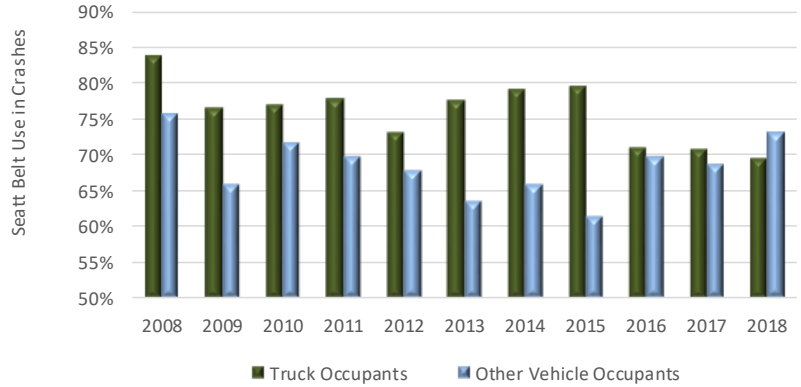
### Serious Injury Truck Crashes by Weekday 2014-2018



Restraint use by truck occupants in crashes exceeded use by other vehicle occupants in all years until 2018. Use by truck occupants has fallen from a high of 84% in 2008 to 69% in 2018.

The crash map below shows a continued prevalence of truck-involved injury crashes in the oil region. McKenzie, Williams, and Mountrail accounted for 42% of truck-involved fatal and injury crashes in the state.

### Restraint Use in Serious Injury Truck Crashes



### Truck Involved Crashes on Rural Roads, 2014-2018

