TRAFFIC SAFETY FACTS

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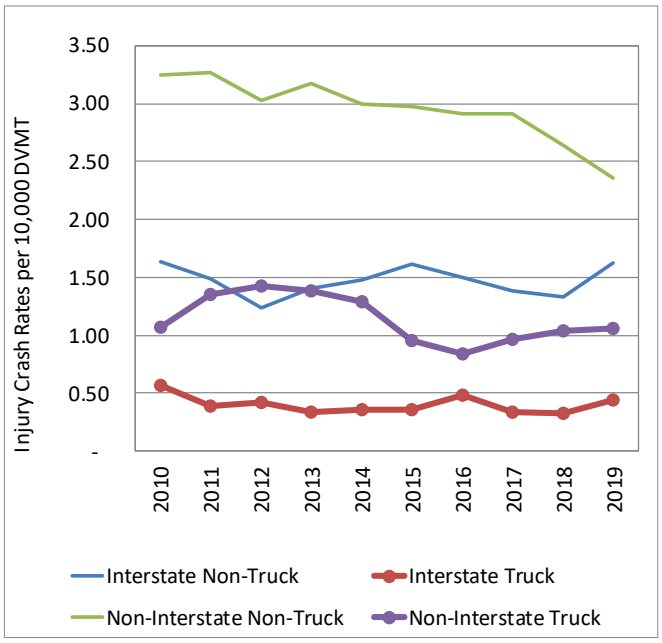
2020

Truck Crash Facts
ND Crash Summary

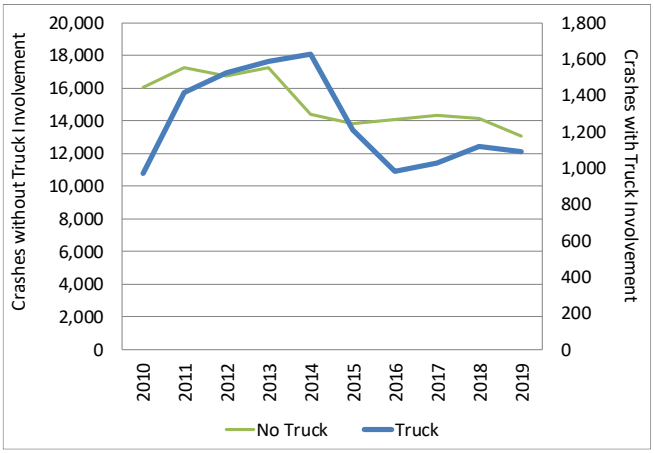
Trucks are an important mode of economic connectivity in rural states like North Dakota. The size/mass difference between 80,000-pound trucks and 4,000-pound passenger vehicles, along with operational differences such as acceleration/deceleration times and turning radiuses, heighten risk for crash events. 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 injury crashes has increased since 2016. However, the 2019 data reflects a 33% overall reduction from the high shown in 2014. A second measure of injury crashes by daily vehicle miles traveled (DVMT) showed a higher frequency of truck crashes on non-interstate road systems compared to interstate highways.

Injury Crashes per 10,000 DVMT by Road System



Truck Crash Involvement



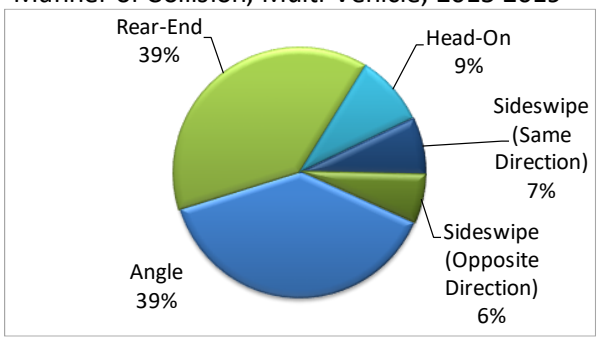
Care required was the most commonly issued citation in all crash categories, but was considerably higher in single versus multi-vehicle truck crashes, 71% and 29%, respectively. DUI was cited more often in other vehicle crashes (10%) than in crashes with truck involvement. Failure to yield held a 20% share in multi-vehicle truck crashes compared to 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 16% and 14% of contributing factors in both single and multi-vehicle truck crashes, respectively.

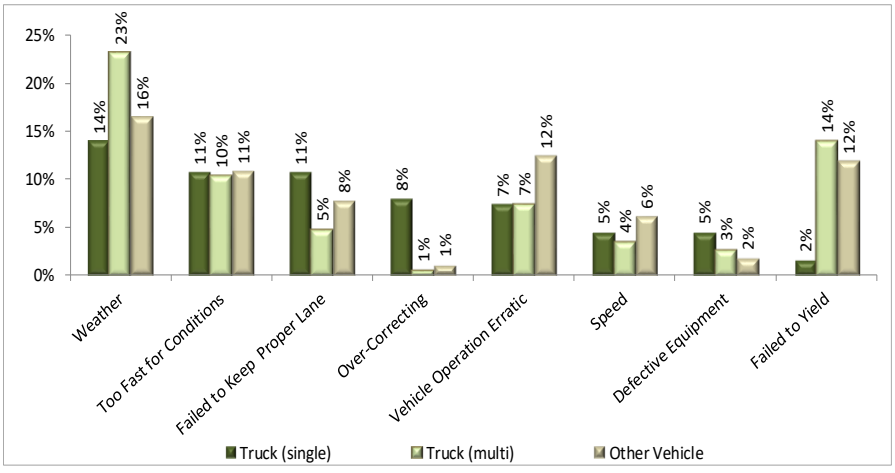
Citations Issued in Injury Crashes, 2015-2019

Citation	Single Vehicle	Multi - Vehicle	
	Trucks	Trucks	Other Vehicles
None	**59%**	**75%**	**61%**
Care Required	71%	29%	31%
Failed to Yield	4%	20%	14%
DUI (Alcohol)	3%	1%	10%
Careless Driving	2%	3%	3%
Failed to Stop	1%	7%	7%
Improper Turning	1%	5%	3%
Following too Close	0%	13%	8%
Overtaking	0%	2%	2%

Manner of Collision, Multi-Vehicle, 2015-2019



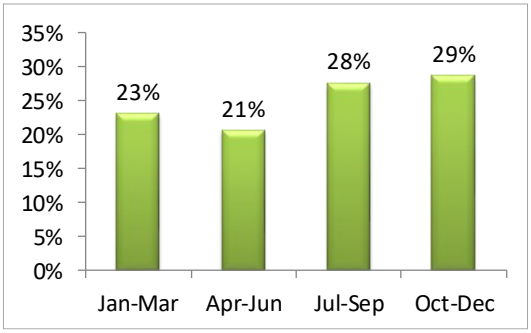
Common Contributing Factors In Injury Crashes, 2015-2019



Truck injury crashes were multi-vehicle crashes in 67% of occurrences. Angle and rear-end crashes made up 78% of this group of injury crashes.

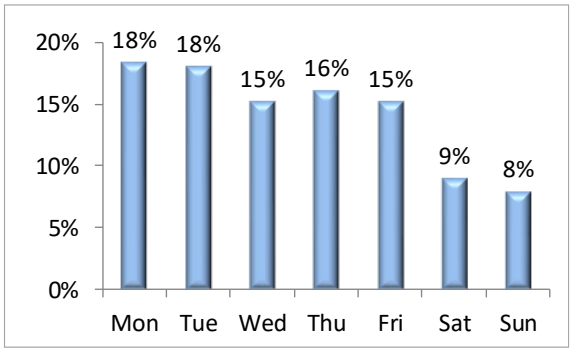
Other truck crash characteristics indicated 41% occurred at intersections or were intersection-related, 24% occurred on hills and/or curves, and 53% were non-junction crashes.

Serious Injury Truck Crashes by Month 2015-2019



Rollovers were the most harmful event of single vehicle truck crashes at 18%. More serious injury crashes (57%) occurred during the second half of the calendar year. Crashes were more frequent at the start of the week, and declined on the weekend.

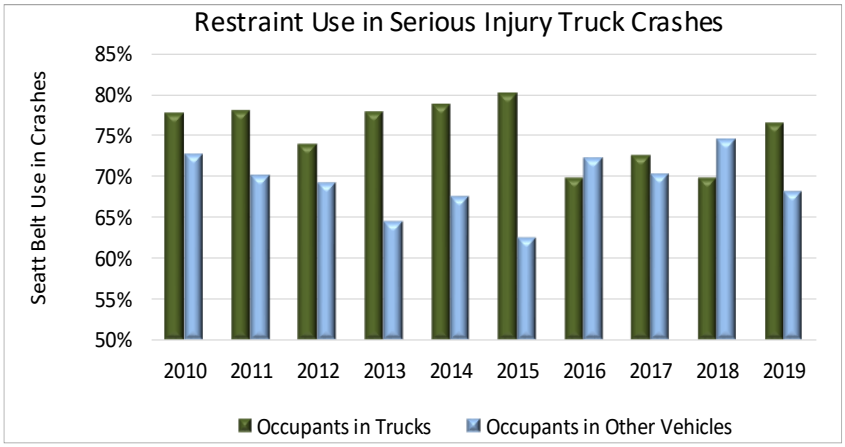
Serious Injury Truck Crashes by Weekday 2015-2019



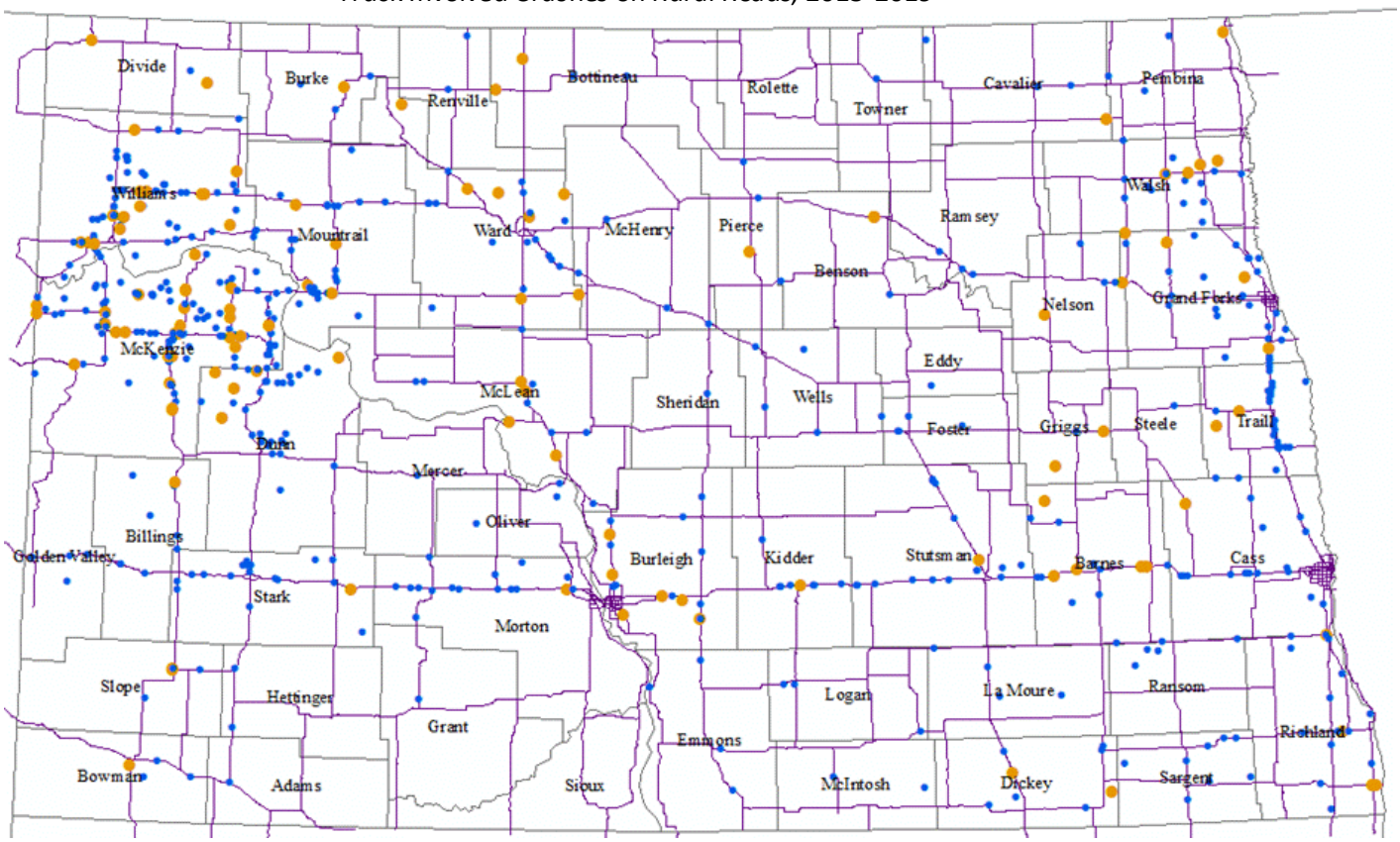
Restraint use by truck occupants in crashes exceeded use by other vehicle occupants in all years shown except 2016 and 2018. Use by truck occupants has fallen from a high of 80% in 2015.

The crash map below shows a continued prevalence of truck-involved injury crashes in the oil-producing 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, 2015-2019



Serious Injury Other Injury

Source: NDDOT State Crash Records