# 2015

# NORTH DAKOTA
# CRASH SUMMARY

NDDOT
North Dakota
Department of Transportation

Prepared by

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# INTRODUCTION

**Purpose:** The North Dakota Crash Summary is produced annually by the North Dakota Department of Transportation (NDDOT), Safety Division. The summary identifies and describes the trends and effects of traffic crashes in North Dakota. The statistics within the North Dakota Crash Summary describe factors that contribute to the occurrence of crashes, crash-related injuries and fatalities. This summary is designed to heighten awareness about traffic safety by allowing safety program specialists, public health personnel, and other interested individuals to identify areas where programs may be focused in an effort to reduce traffic-related injuries and fatalities.

**Crash Data:** The data for this summary is derived from North Dakota crash reports. These reports are completed by law enforcement officers throughout the state who collect data from crash scenes on public roadways. Information is collected when a crash involves fatalities, injuries, or at least $1,000 property damage. Crash reports are forwarded to NDDOT for central collection. The crash report data is entered into the Crash Reporting System (CRS) and is then available for data review by NDDOT analysts.

**Other Data:** Data from the Office of the Attorney General, State Toxicologist, and the North Dakota Highway Patrol is also included.

**Private Property Crashes:** Private property crashes and non-traffic crashes are not included in this summary.

**Fatal Crashes:** Additional information is collected on fatal crashes and compiled into a separate database, the Fatality Analysis Reporting System (FARS). This data base is maintained by the National Highway Traffic Safety Administration (NHTSA).

**Fact Sheets:** In order to provide information at a glance, the North Dakota 2015 Fast Facts is included in the introduction section. Fast Facts provides an overview of the Crash Summary and is useful when presenting information to others.

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**Available At:** The summary is available on the internet at dot.nd.gov.

## NORTH DAKOTA TRAFFIC DEATHS DECREASE IN 2015

131 people died on North Dakota roads in 2015, 4 fewer than in 2014.

NDDOT focuses its safety efforts on:

- Statewide and local traffic safety programs that increase awareness of traffic safety issues.
- High visibility enforcement campaigns (high volume multi-media in conjunction with increased, targeted law enforcement) specific to driver behavior (impaired driving and seat belt use).
- Improved engineering of roadway infrastructure.

Seat belt use in North Dakota ranks below the national average. The national average in 2015, as reported by the National Occupant Protection Use Survey, was 89 percent, while North Dakota's rate was 80.4 percent. This rate decreased from 81.0 in 2014.

As improvements are made the challenges continue and traffic safety must continue to be a top priority in North Dakota. In 2015:

- 43.2 percent of motor vehicle fatal crashes involved alcohol, compared to 43.8 percent in 2014.
- 60.9 percent of individuals killed in motor vehicle crashes were not wearing seat belts, compared to 68.2 percent in 2014.
- 32.4 percent of fatal motor vehicle crashes were speed related/driving too fast for conditions, a decrease from 2014.

This *2015 North Dakota Crash Summary* contains further details regarding motor vehicle crashes and Safety Division program emphasis areas in North Dakota. This document exists to help various traffic safety partners advance motor vehicle safety on a statewide basis. Traffic safety partners include: law enforcement agencies, judicial personnel, legislators, news media, research analysts, health care providers, insurance companies, businesses, students, and others involved in traffic safety activities.

Crash statistics are a critical element of traffic safety programming. It is only through careful analysis of crashes that we learn about the causes, and develop corresponding solutions through legislation, law enforcement, safety programs, and highway improvements.

As a partner in highway safety community, your efforts help NDDOT to accomplish its mission to safely move people, and goods, making North Dakota a safe place to live, work, and play.

## ACKNOWLEDGEMENTS

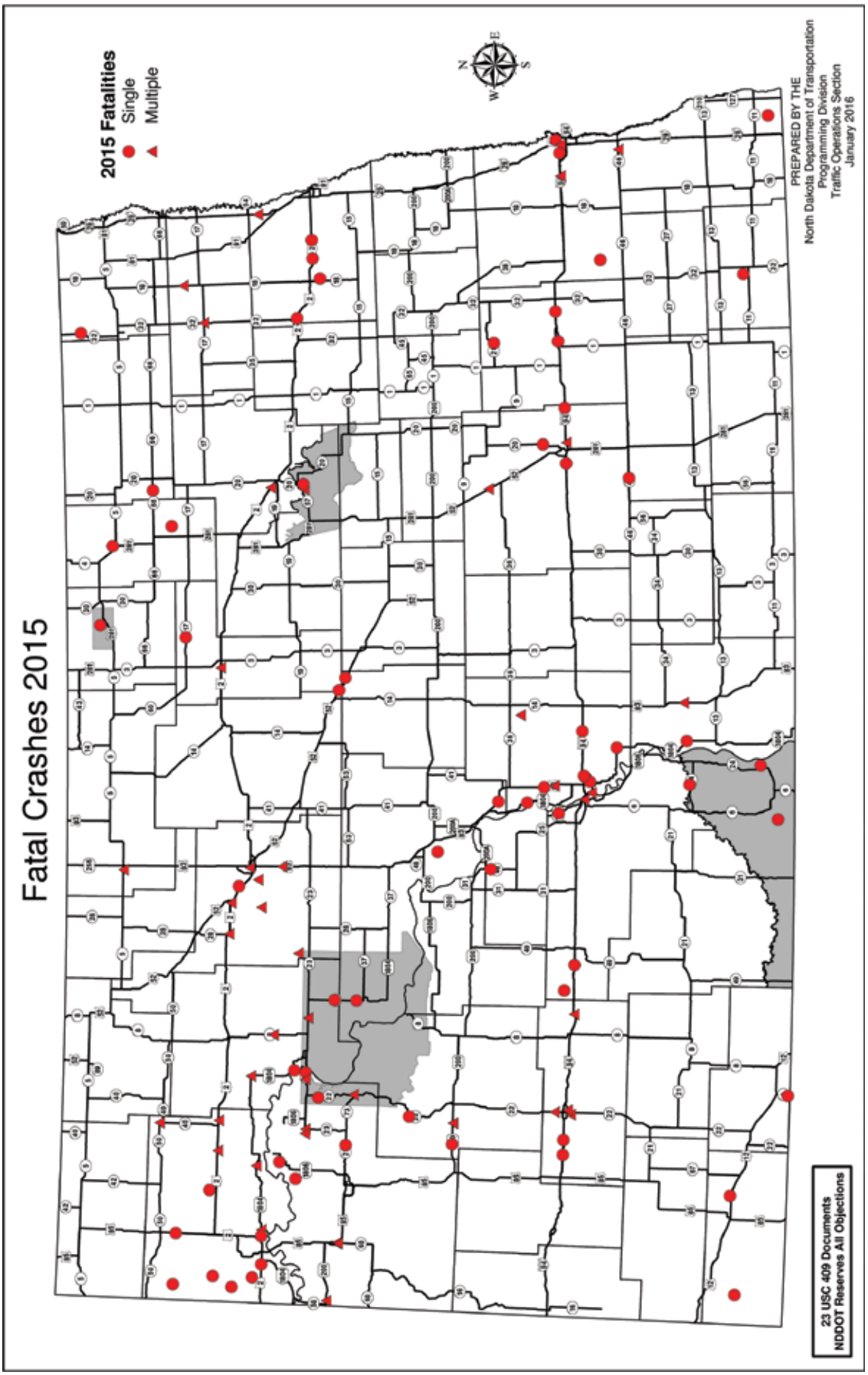
Gratitude is extended to all law enforcement personnel at the city, county, and state levels who provide the accurate crash reports from which these statistics are obtained. Their efforts make this report a reliable source of information.

## 2015 North Dakota Crash Clock

- One traffic crash occurred every 35 minutes.
- One person was injured every 1.8 hours.
- One person died in a crash every 2.8 days.
- One unbelted occupant died every 5.4 days.
- One teen driver crash occurred every 3.1 hours.
- One motorcyclist was in a crash every 1.7 days.
- One speed-related or too fast for conditions crash occurred every 3.2 hours.
- One alcohol-related crash occurred every 10.4 hours.
- One pedestrian was involved in a crash every 3.4 days.
- One pedalcyclist was involved in a crash every 3.8 days.
- One crash occurred in a roadway work zone every 2.3 days.


## In 2015 North Dakota had...

- 111 fatal crashes
- 131 persons killed in traffic crashes
- 4,932 persons injured in traffic crashes
- 15,077 traffic crashes
- 548,665 licensed drivers
- 959,209 registered passenger vehicles, motorcycles and trucks
- 10,079,063,000 total vehicle miles traveled (VMT) within the state
- The highest percentage of crashes occurred on Fridays
- 155 crashes occurred in work zones
- A seat belt use rate of 80.4 percent
- 48 of the 111 fatal crashes were alcohol related
- 32.4 percent of fatal crashes were speed or too fast for conditions related
- Seven pedestrians were killed in motor vehicle crashes
- 96 pedalcycle-related crashes
- 68,053 licensed motorcycle drivers
- 40,662 registered motorcycles
- 282 motorcycle related crashes
- Teen drivers account for 5.2 percent of drivers and were involved in 18.5 percent of the crashes
- Older drivers account for 17.2 percent of drivers and were involved in 14.3 percent of the crashes


Fatal Crashes 2015
2015 Fatalities
Single
Multiple
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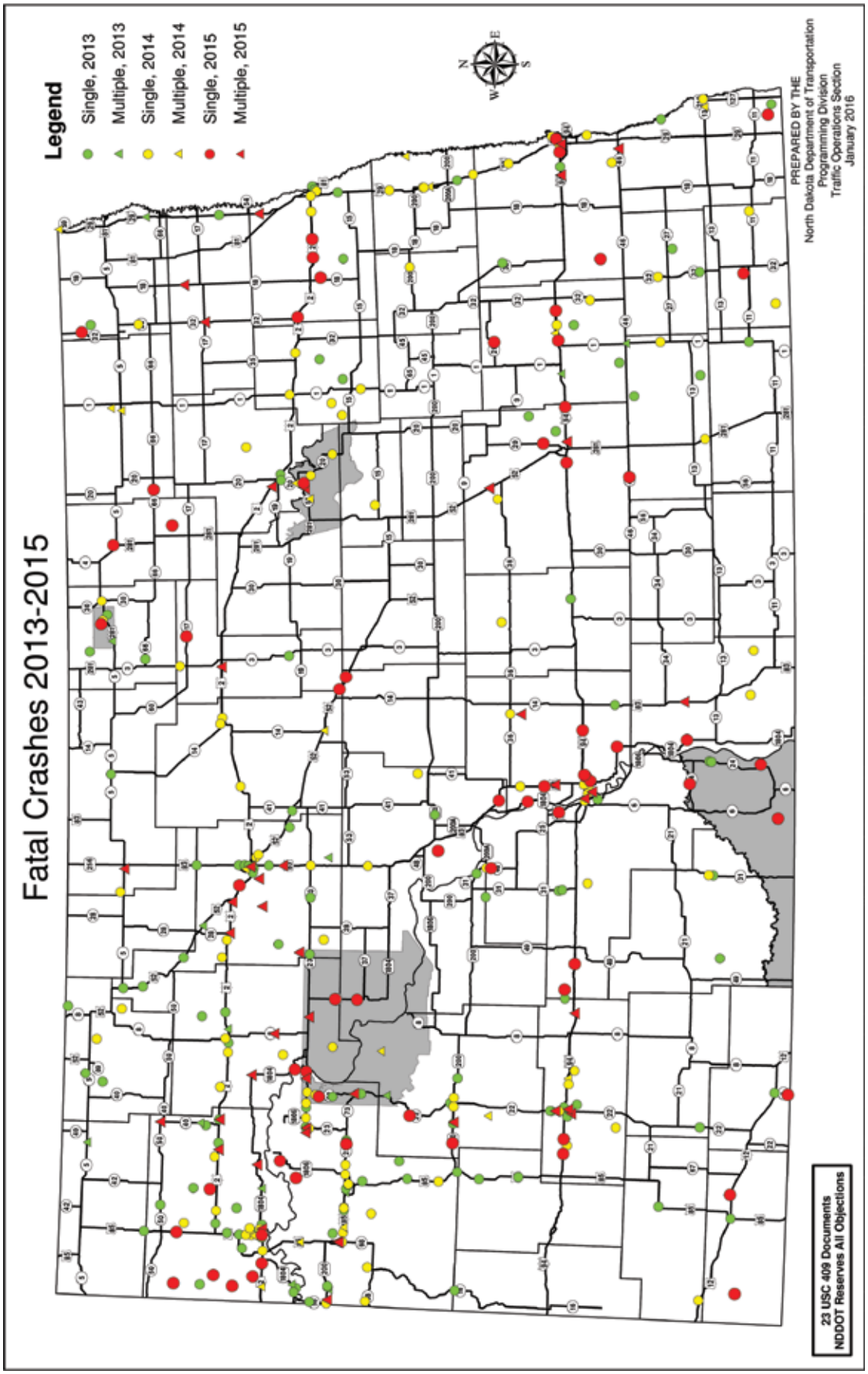
PREPARED BY THE
North Dakota Department of Transportation
Programming Division
Traffic Operations Section
January 2016
23 USC 409 Documents
NDDOT Reserves All Objections


Fatal Crashes 2013-2015
Legend
Single, 2013
Multiple, 2013
Single, 2014
Multiple, 2014
Single, 2015
Multiple, 2015
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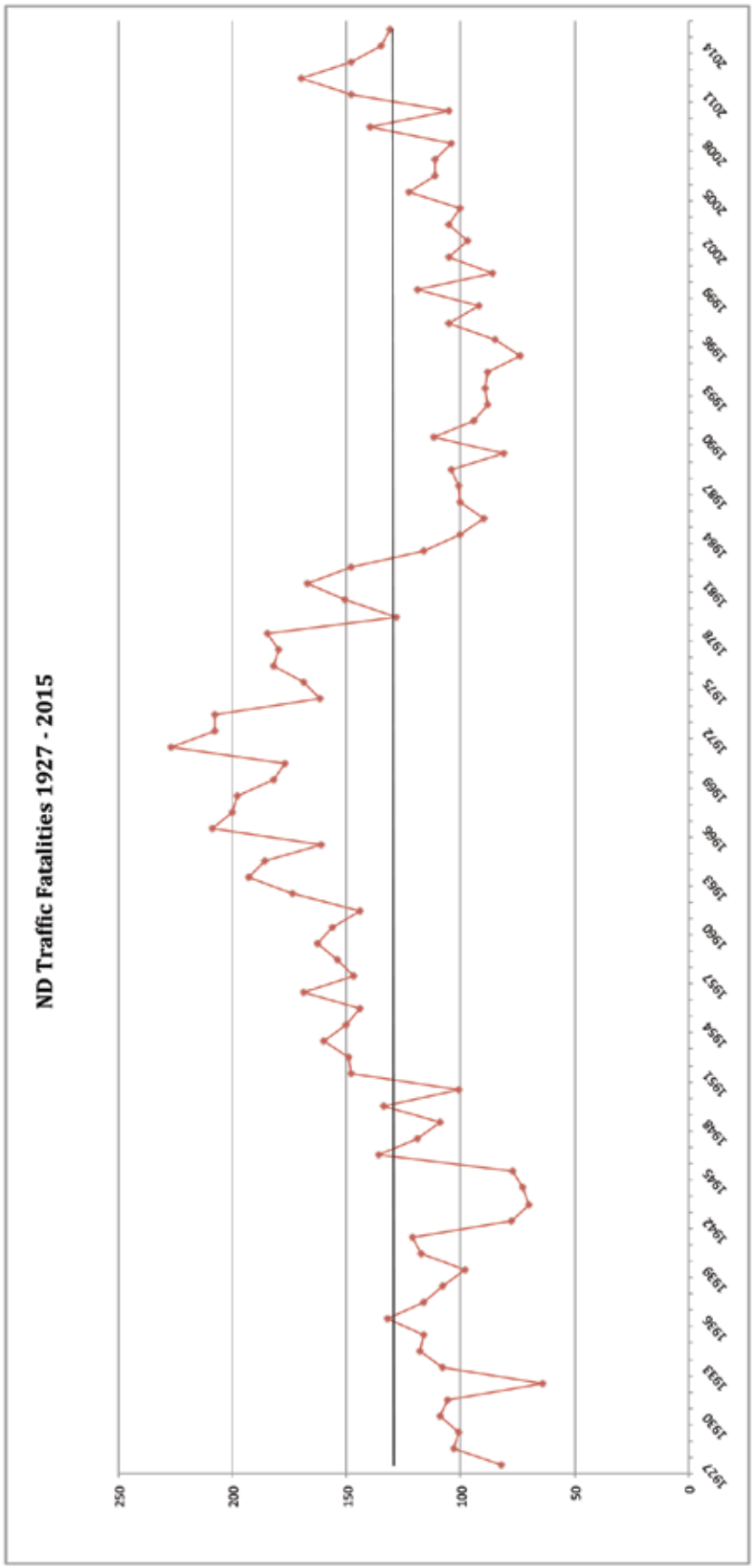
Programming Division
Traffic Operations Section
January 2016
23 USC 409 Documents
NDDOT Reserves All Objections

Section 1

# SYNOPSIS


ND Traffic Fatalities 1927 - 2015
250
200
150
100
50
0
1927
1930
1933
1936
1939
1942
1945
1948
1951
1954
1957
1960
1963
1966
1969
1972
1975
1978
1981
1984
1987
1990
1993
1996
1999
2002
2005
2008
2011
2014

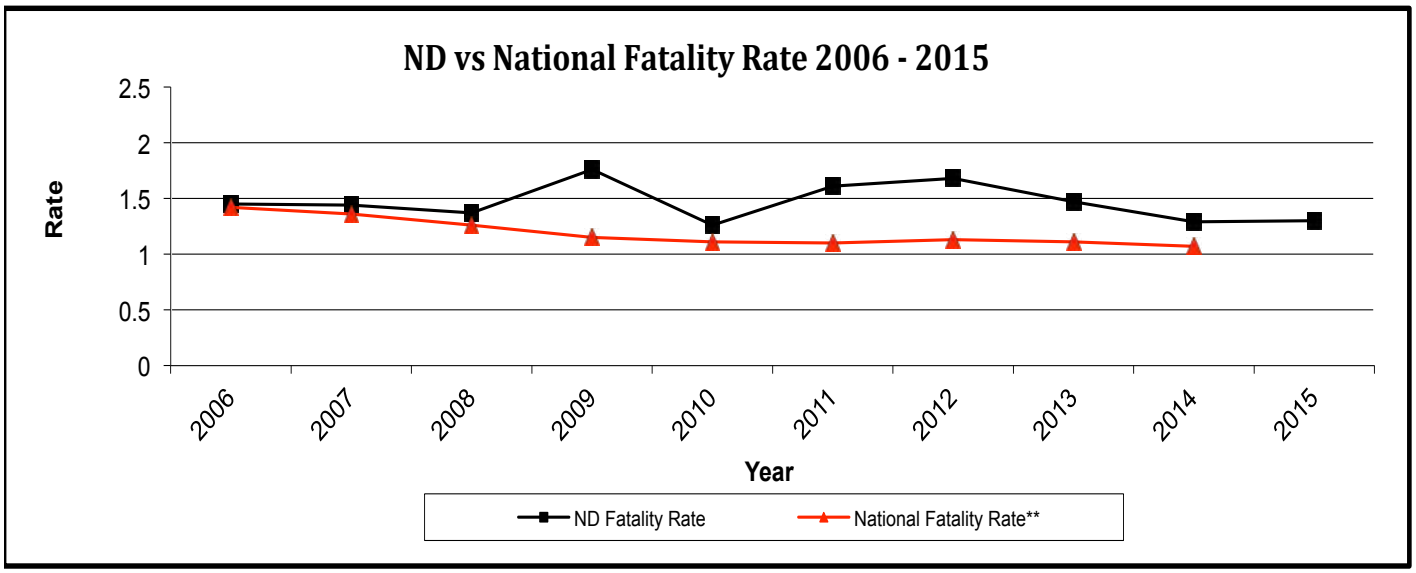
# SYNOPSIS

| ND Fatality Rate vs. National Fatality Rate 2006 - 2015 | | | | |
|---|---|---|---|---|
| Year | ND Fatalities | ND Fatality Rate | National Fatalities* | National Fatality Rate** |
| 2006 | 111 | 1.45 | 42,708 | 1.42 |
| 2007 | 111 | 1.44 | 41,259 | 1.36 |
| 2008 | 104 | 1.37 | 37,423 | 1.26 |
| 2009 | 140 | 1.76 | 33,883 | 1.15 |
| 2010 | 105 | 1.26 | 32,999 | 1.11 |
| 2011 | 148 | 1.61 | 32,367 | 1.10 |
| 2012 | 170 | 1.68 | 33,561 | 1.13 |
| 2013 | 148 | 1.47 | 32,850 | 1.11 |
| 2014 | 135 | 1.29 | 32,675 | 1.07 |
| 2015 | 131 | 1.30 | *** | *** |

* Source: Fatality Analysis Reporting System

** Rate is based on fatalities per 100 million vehicle miles traveled

***2015 national fatality numbers were not available through the National Highway Traffic Safety Administration at the time of this report.




There were 131 people who died on North Dakota roadways in 2015. This is a decrease of 2.9 percent from 2014. The fatality rate per 100 million vehicle miles traveled (VMT) was 1.30 in North Dakota, compared to 1.29 fatalities per 100 million VMT in North Dakota in 2014. The national rate was estimated at 1.07 fatalities per 100 million VMT in 2014.

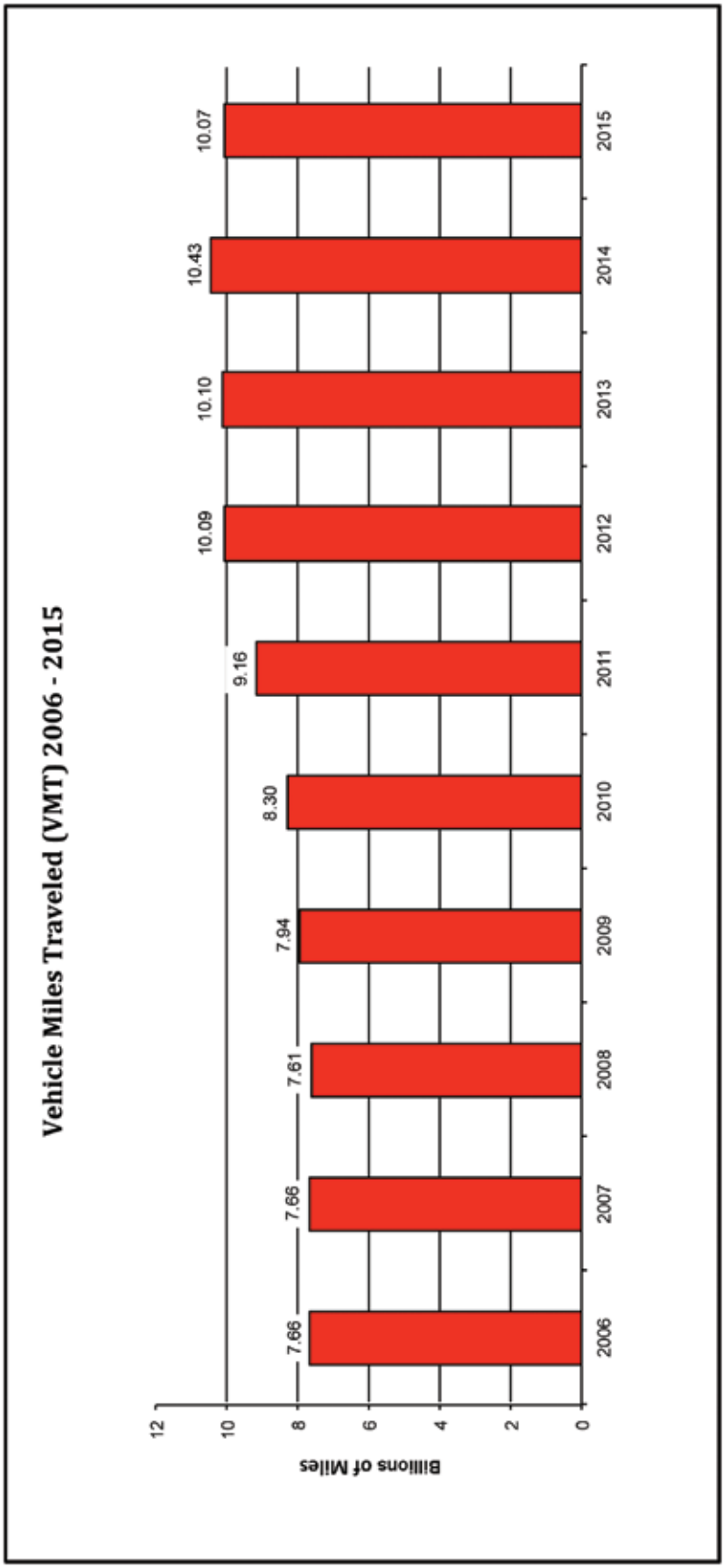
The North Dakota Department of Transportation (NDDOT) has strong partnerships throughout the state to promote traffic safety. The NDDOT provides grants to traffic safety partners, including law enforcement, to assure traffic safety enforcement, public information and education, and other strategies to reduce motor vehicle crashes resulting in fatal and serious injuries in North Dakota.

| People, Drivers, and Vehicles 2006 - 2015 | | | |
|---|---|---|---|
| Year | Population | Licensed Drivers | Registered Vehicles* |
| 2006 | 636,771 | 470,107 | 784,727 |
| 2007 | 638,202 | 472,145 | 789,062 |
| 2008 | 641,421 | 475,129 | 774,346 |
| 2009 | 646,844 | 479,921 | 728,376 |
| 2010 | 672,591 | 487,489 | 726,937 |
| 2011 | 683,932 | 496,543 | 889,213 |
| 2012 | 699,628 | 509,195 | 844,617 |
| 2013 | 723,393 | 520,083 | 804,332 |
| 2014 | 739,482 | 534,548 | 948,204 |
| 2015 | 756,927 | 548,665 | 959,209 |

* Only includes passenger, motorcycles, and trucks.

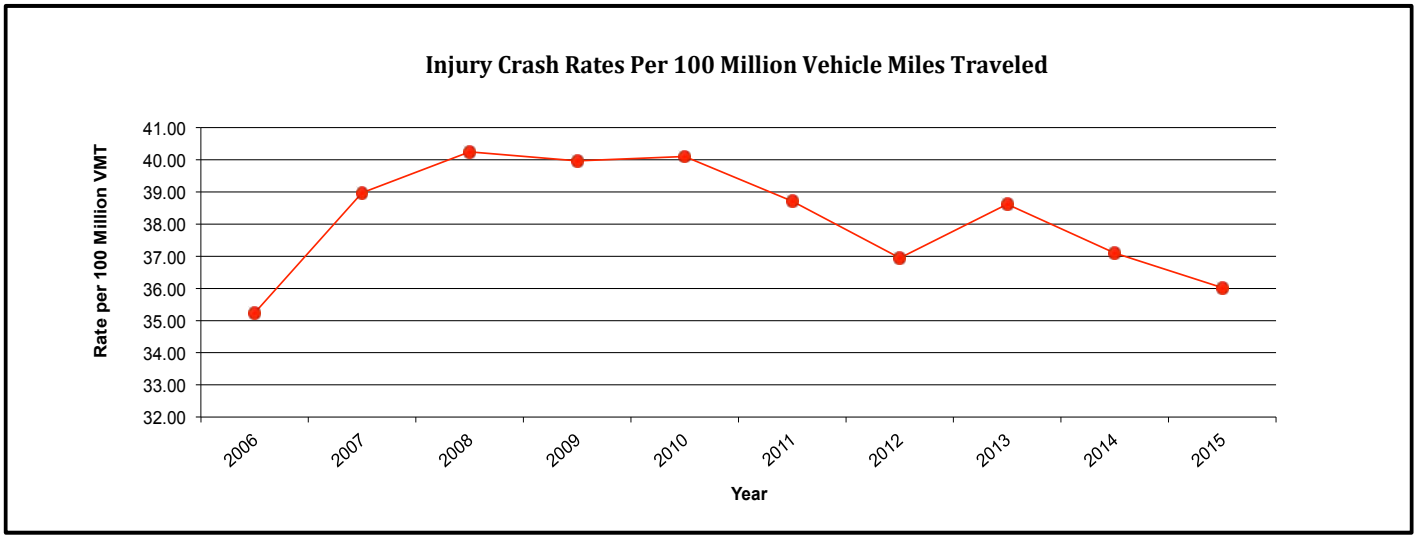
- ❖ According to the U.S. Census Bureau estimate for 2015, North Dakota's population increased 17,445 people from 2014 to 2015.
- ❖ The number of licensed drivers increased by 14,117 between 2014 and 2015.
- ❖ The number of registered vehicles (passenger, motorcycles and trucks) increased 11,005 from 2014 to 2015.

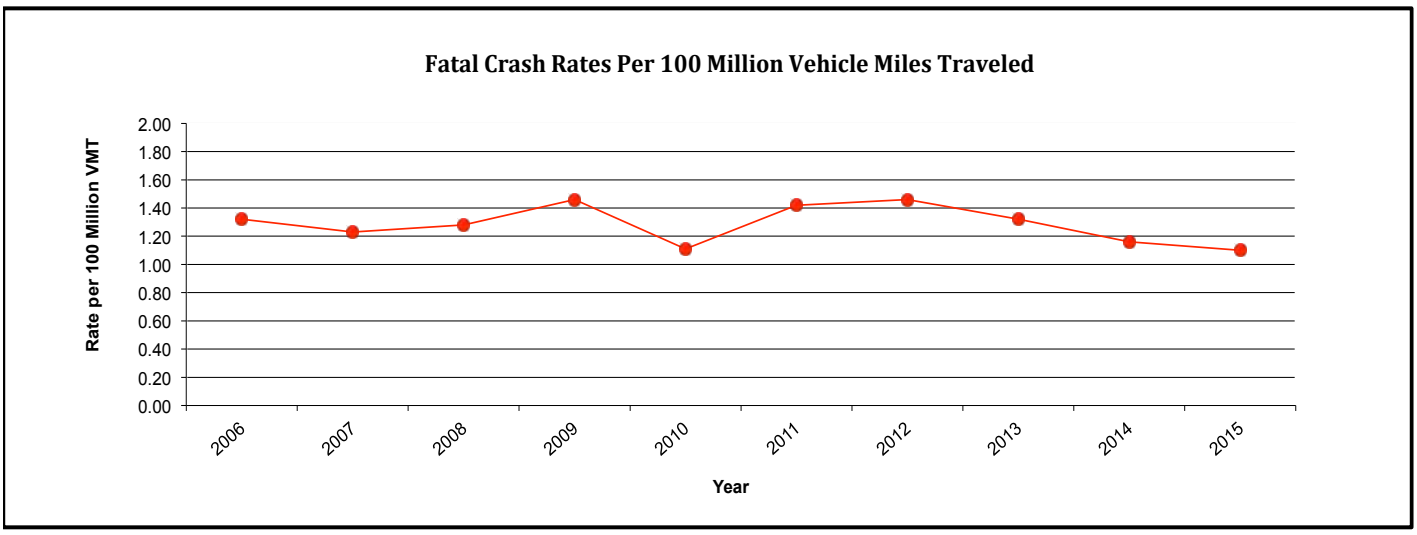
In 2015 there were approximately two registered vehicles for each licensed driver.




- This represents the vehicle miles traveled on North Dakota roadways.
- In 2015, there were 10.07 billion vehicle miles traveled in North Dakota.

| Crashes 2006 - 2015 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Year | Vehicle Miles Traveled (VMT) | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT |
| 2006 | 7,664,105,000 | 101 | 1.32 | 2,701 | 35.24 | 12,292 | 160.38 | 15,094 | 196.94 |
| 2007 | 7,662,744,000 | 95 | 1.23 | 3,001 | 38.97 | 13,133 | 170.54 | 16,229 | 210.75 |
| 2008 | 7,607,797,000 | 97 | 1.28 | 3,062 | 40.25 | 13,228 | 173.87 | 16,387 | 215.40 |
| 2009 | 7,942,961,000 | 116 | 1.46 | 3,175 | 39.97 | 14,382 | 181.07 | 17,673 | 222.50 |
| 2010 | 8,302,566,000 | 92 | 1.11 | 3,329 | 40.10 | 13,654 | 164.46 | 17,076 | 205.67 |
| 2011 | 9,166,286,000 | 130 | 1.42 | 3,548 | 38.71 | 15,145 | 165.23 | 18,823 | 205.35 |
| 2012 | 10,092,942,000 | 147 | 1.46 | 3,729 | 36.95 | 14,480 | 143.47 | 18,356 | 181.87 |
| 2013 | 10,099,747,000 | 133 | 1.32 | 3,901 | 38.62 | 14,943 | 147.95 | 18,977 | 187.90 |
| 2014 | 10,436,581,000 | 121 | 1.16 | 3,872 | 37.10 | 12,141 | 116.33 | 16,134 | 154.59 |
| 2015 | 10,079,063,000 | 111 | 1.10 | 3,630 | 36.02 | 11,336 | 112.47 | 15,077 | 149.59 |
| Total | 89,054,792,000 | 1,143 | 1.28 | 33,948 | 38.12 | 134,734 | 151.29 | 169,825 | 190.70 |

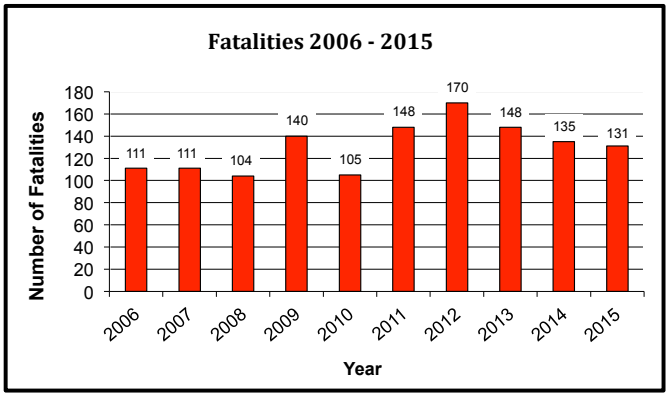


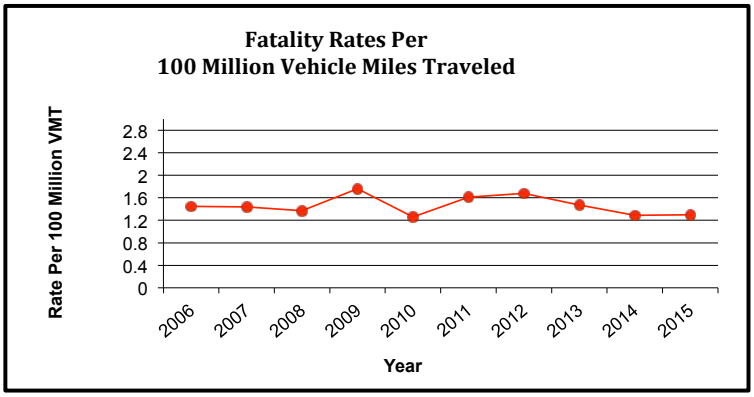



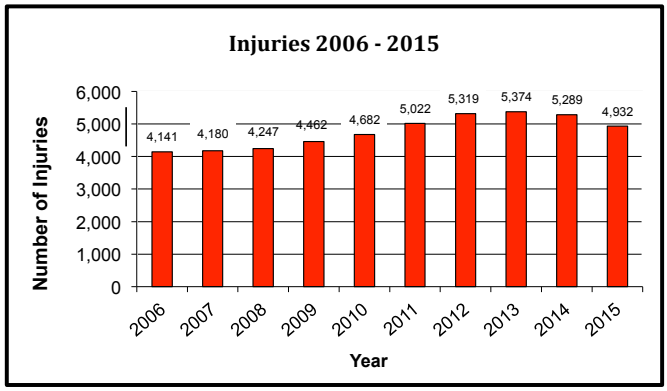

- There were 15,077 traffic crashes reported in 2015, a rate of 149.59 per 100 million VMT.
- There were 111 fatal traffic crashes in 2015, a rate of 1.10 per 100 million VMT.

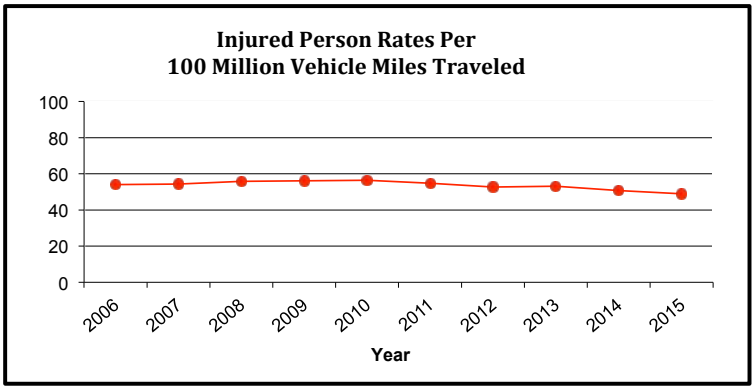
# SYNOPSIS

| Injured Persons and Fatalities 2006 - 2015 | | | | | |
|---|---|---|---|---|---|
| | | Fatalities | | Injured | |
| Year | Vehicle Miles Traveled (VMT) | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT |
| 2006 | 7,664,105,000 | 111 | 1.45 | 4,141 | 54.03 |
| 2007 | 7,662,744,000 | 111 | 1.44 | 4,180 | 54.28 |
| 2008 | 7,607,797,000 | 104 | 1.37 | 4,247 | 55.82 |
| 2009 | 7,942,961,000 | 140 | 1.76 | 4,462 | 56.18 |
| 2010 | 8,302,566,000 | 105 | 1.26 | 4,682 | 56.39 |
| 2011 | 9,166,286,000 | 148 | 1.61 | 5,022 | 54.79 |
| 2012 | 10,092,942,000 | 170 | 1.68 | 5,319 | 52.70 |
| 2013 | 10,099,747,000 | 148 | 1.47 | 5,374 | 53.21 |
| 2014 | 10,436,581,000 | 135 | 1.29 | 5,289 | 50.68 |
| 2015 | 10,079,063,000 | 131 | 1.30 | 4,932 | 48.93 |
| Total | 78,975,729,000 | 1,303 | 1.65 | 47,648 | 60.33 |




❖ In 2015, there was a slight increase in the fatality rate per 100 million VMT to 1.30 and a decrease in injuries to 48.93 per 100 million VMT.

| 2015 Crashes by First Harmful Event | | | | | | |
|---|---|---|---|---|---|---|
| Event | Fatal Crashes | | Injury Crashes | | All Crashes | |
| | Urban | Rural | Urban | Rural | Urban | Rural |
| MV in Transport | 12 | 34 | 1,972 | 573 | 8,898 | 2,198 |
| Overturn/Rollover | 0 | 35 | 30 | 305 | 56 | 602 |
| Parked Motor Vehicle | 0 | 2 | 36 | 15 | 644 | 196 |
| Ran Off Roadway | 0 | 7 | 18 | 117 | 75 | 276 |
| MV Tran in Other Rdwy | 1 | 5 | 42 | 38 | 139 | 129 |
| Ditch | 0 | 2 | 5 | 70 | 19 | 202 |
| Other Object (Not Fixed) | 0 | 0 | 7 | 13 | 48 | 87 |
| Other Post/Pole/Support | 0 | 2 | 9 | 8 | 43 | 53 |
| Curb | 0 | 0 | 19 | 2 | 77 | 13 |
| Other Fixed Object | 0 | 0 | 10 | 5 | 60 | 31 |
| Pedestrian | 0 | 3 | 44 | 5 | 43 | 8 |
| Highway Traffic Sign Post | 0 | 1 | 4 | 5 | 44 | 43 |
| Tree | 0 | 0 | 14 | 11 | 31 | 39 |
| Pedalcycle | 0 | 0 | 41 | 6 | 42 | 6 |
| Luminaire/Light Support | 0 | 0 | 14 | 1 | 69 | 8 |
| Deer | 0 | 1 | 1 | 26 | 2 | 61 |
| Embankment | 0 | 2 | 1 | 29 | 1 | 52 |
| Utility Post | 0 | 0 | 9 | 2 | 48 | 25 |
| Jackknife | 0 | 0 | 0 | 3 | 7 | 73 |
| Other Non-Collision | 0 | 0 | 6 | 8 | 22 | 41 |
| Guardrail Face | 0 | 0 | 2 | 10 | 23 | 36 |
| Fence | 0 | 0 | 2 | 6 | 16 | 30 |
| Farm Animal | 0 | 0 | 0 | 4 | 1 | 46 |
| Fire/Explosion | 0 | 0 | 0 | 3 | 4 | 44 |
| Concrete Traffic Barrier | 0 | 0 | 6 | 1 | 28 | 8 |
| Cargo Loss or Shift | 0 | 0 | 0 | 2 | 9 | 28 |
| Mail Box | 0 | 0 | 3 | 1 | 16 | 18 |
| Fell/Jumped from Vehicle | 0 | 0 | 6 | 12 | 6 | 13 |
| Bridge Rail | 0 | 0 | 5 | 4 | 13 | 12 |
| Culvert | 0 | 1 | 0 | 4 | 1 | 22 |
| Impact Attenuator | 0 | 0 | 0 | 4 | 2 | 20 |
| Other Traffic Barrier | 0 | 0 | 1 | 3 | 9 | 11 |
| Thrown/Falling Object | 0 | 0 | 0 | 5 | 2 | 17 |
| Bridge/Pier/Abutment | 1 | 0 | 1 | 3 | 5 | 12 |
| Work Zone/Maintenance | 0 | 0 | 0 | 4 | 3 | 14 |
| Guardrail End | 0 | 0 | 2 | 1 | 6 | 10 |
| Separation of Units | 0 | 0 | 0 | 0 | 6 | 13 |
| Traffic Signal Support | 0 | 0 | 3 | 0 | 12 | 4 |
| Train | 0 | 2 | 0 | 2 | 1 | 7 |
| Small Animal | 0 | 0 | 0 | 3 | 2 | 6 |
| Immersion | 0 | 0 | 0 | 1 | 1 | 8 |
| Other Large Game | 0 | 0 | 0 | 2 | 0 | 6 |
| Bridge Overhead Structure | 0 | 0 | 0 | 0 | 3 | 5 |
| Overhead Sign Support | 0 | 0 | 0 | 0 | 2 | 2 |
| Downhill Runaway | 0 | 0 | 0 | 0 | 1 | 2 |
| Total | 14 | 97 | 2,313 | 1,317 | 10,540 | 4,537 |

- First Harmful Event is calculated per crash.
- The first harmful event in a majority (73.6%) of crashes is attributed to striking another motor vehicle in transport.

| 2015 Crashes by Most Harmful Event | | | | | | |
|---|---|---|---|---|---|---|
| Event | Fatal Crashes | | Injury Crashes | | All Crashes | |
| | Urban | Rural | Urban | Rural | Urban | Rural |
| MV in Transport | 21 | 74 | 3,942 | 802 | 16,033 | 3,155 |
| Overturn / Rollover | 0 | 46 | 56 | 497 | 88 | 938 |
| Parked Motor Vehicle | 0 | 5 | 100 | 33 | 885 | 269 |
| MV Tran in Other Rdwy | 2 | 10 | 118 | 103 | 350 | 279 |
| Ran Off Roadway | 0 | 1 | 16 | 44 | 36 | 128 |
| Other Object (Not Fixed) | 0 | 0 | 9 | 20 | 54 | 118 |
| Pedestrian | 3 | 7 | 96 | 10 | 61 | 9 |
| Tree | 0 | 1 | 23 | 20 | 68 | 66 |
| Ditch | 0 | 0 | 1 | 33 | 10 | 114 |
| Pedalcycle | 0 | 1 | 83 | 9 | 56 | 8 |
| Other Fixed Object | 0 | 0 | 11 | 8 | 87 | 50 |
| Other Post/Pole/Support | 0 | 0 | 11 | 11 | 56 | 70 |
| Utility Post | 0 | 0 | 13 | 9 | 61 | 42 |
| Other Non-Collision | 0 | 0 | 10 | 11 | 49 | 54 |
| Luminaire / Light Support | 0 | 0 | 15 | 1 | 97 | 9 |
| Highway Traffic Sign Post | 0 | 0 | 3 | 4 | 54 | 58 |
| Embankment | 0 | 0 | 3 | 33 | 4 | 62 |
| Jackknife | 0 | 0 | 0 | 5 | 7 | 88 |
| Guardrail Face | 0 | 0 | 1 | 6 | 23 | 34 |
| Fence | 0 | 0 | 4 | 2 | 20 | 37 |
| Fire / Explosion | 0 | 0 | 0 | 7 | 5 | 48 |
| Impact Attenuator | 0 | 0 | 0 | 10 | 5 | 45 |
| Concrete Traffic Barrier | 0 | 0 | 11 | 1 | 39 | 8 |
| Cargo Loss or Shift | 0 | 0 | 0 | 5 | 10 | 42 |
| Fell/Jumped from Vehicle | 0 | 1 | 6 | 19 | 7 | 24 |
| Deer | 0 | 1 | 1 | 16 | 1 | 35 |
| Curb | 0 | 0 | 10 | 1 | 39 | 2 |
| Mail Box | 0 | 0 | 5 | 1 | 18 | 20 |
| Culvert | 0 | 1 | 1 | 7 | 4 | 29 |
| Immersion | 0 | 0 | 0 | 9 | 2 | 26 |
| Work Zone/Maintenance | 0 | 0 | 1 | 6 | 5 | 25 |
| Bridge Rail | 0 | 0 | 6 | 5 | 16 | 9 |
| Thrown/Falling Object | 0 | 0 | 1 | 3 | 4 | 23 |
| Bridge / Pier / Abutment | 1 | 0 | 1 | 4 | 7 | 15 |
| Traffic Signal Support | 0 | 0 | 5 | 0 | 14 | 4 |
| Farm Animal | 0 | 0 | 0 | 3 | 0 | 18 |
| Guardrail End | 0 | 0 | 1 | 2 | 6 | 11 |
| Other Traffic Barrier | 0 | 0 | 0 | 2 | 7 | 9 |
| Train | 0 | 2 | 0 | 3 | 1 | 11 |
| Separation of Units | 0 | 0 | 0 | 0 | 5 | 8 |
| Bridge Overhead Structure | 0 | 0 | 0 | 0 | 3 | 5 |
| Overhead Sign Support | 0 | 0 | 0 | 0 | 3 | 2 |
| Downhill Runaway | 0 | 0 | 0 | 0 | 1 | 3 |
| Other Large Game | 0 | 0 | 0 | 1 | 0 | 1 |
| Small Animal | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 27 | 150 | 4,564 | 1,766 | 18,301 | 6,012 |

- Most Harmful Event is calculated per unit involved in each crash.
- In a vast majority (78.9%) of crashes, the most harmful event is striking another motor vehicle in transport. However, 15.6 percent of rural fatal crashes also include overturning or vehicle rollover.

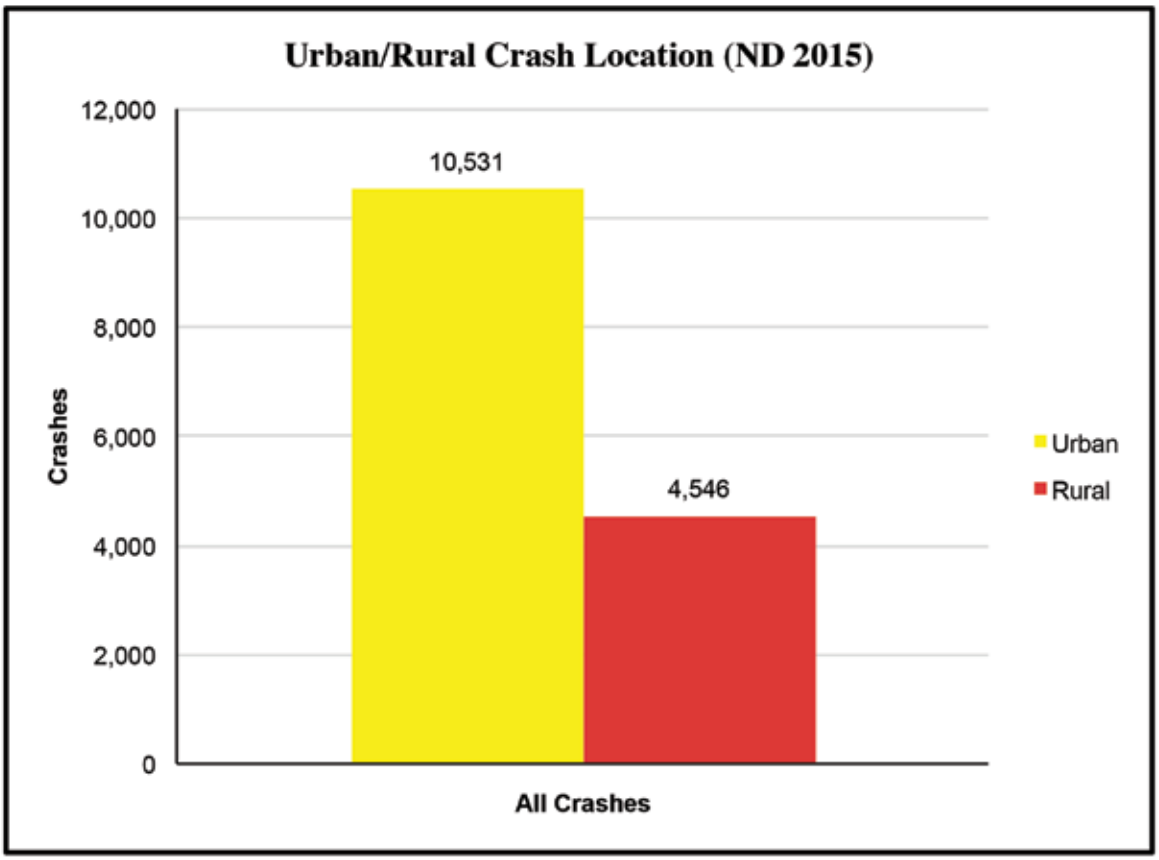
| 2015 Reported Citations Issued to Drivers Involved in Traffic Crashes | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Citation/Circumstance | Fatal Crashes | | | Injury Crashes | | | All Crashes | | |
| | Rural | Urban | Total | Urban | Rural | Total | Urban | Rural | Total |
| D.U.I. (Alcohol) | 1 | 8 | 9 | 162 | 107 | 269 | 336 | 262 | 598 |
| D.U.I. (Drugs) | 0 | 0 | 0 | 11 | 25 | 36 | 45 | 17 | 62 |
| Care Required | 0 | 1 | 1 | 319 | 375 | 694 | 1,711 | 952 | 2,663 |
| Careless Driving | 0 | 0 | 0 | 30 | 18 | 48 | 49 | 54 | 103 |
| Failed to Yield | 0 | 1 | 1 | 92 | 393 | 485 | 1,332 | 213 | 1,545 |
| Failed to Stop | 0 | 0 | 0 | 14 | 171 | 185 | 478 | 40 | 518 |
| Following Too Close | 0 | 0 | 0 | 34 | 226 | 260 | 1,108 | 129 | 1,237 |
| Improper Turning | 0 | 0 | 0 | 14 | 65 | 79 | 359 | 39 | 398 |
| Improper Backing | 0 | 0 | 0 | 0 | 8 | 8 | 271 | 44 | 315 |
| Overtaking | 0 | 0 | 0 | 9 | 2 | 11 | 27 | 37 | 64 |
| Wrong Way | 0 | 0 | 0 | 2 | 2 | 4 | 10 | 3 | 13 |
| Speeding | 0 | 0 | 0 | 0 | 3 | 3 | 27 | 1 | 28 |
| Defective Equipment | 0 | 0 | 0 | 2 | 2 | 4 | 7 | 5 | 12 |
| Open Container | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 3 |
| Driver License Offenses | 2 | 0 | 2 | 23 | 28 | 51 | 87 | 55 | 142 |
| Left Crash Scene | 0 | 0 | 0 | 18 | 9 | 27 | 53 | 62 | 115 |
| No Insurance | 0 | 1 | 1 | 28 | 88 | 116 | 278 | 72 | 350 |
| Other | 2 | 3 | 5 | 81 | 262 | 343 | 1,082 | 272 | 1,354 |
| None | 20 | 128 | 148 | 970 | 2,515 | 3,485 | 10,975 | 3,986 | 14,961 |
| Total | 25 | 142 | 167 | 1,810 | 4,299 | 6,109 | 18,235 | 6,246 | 24,481 |

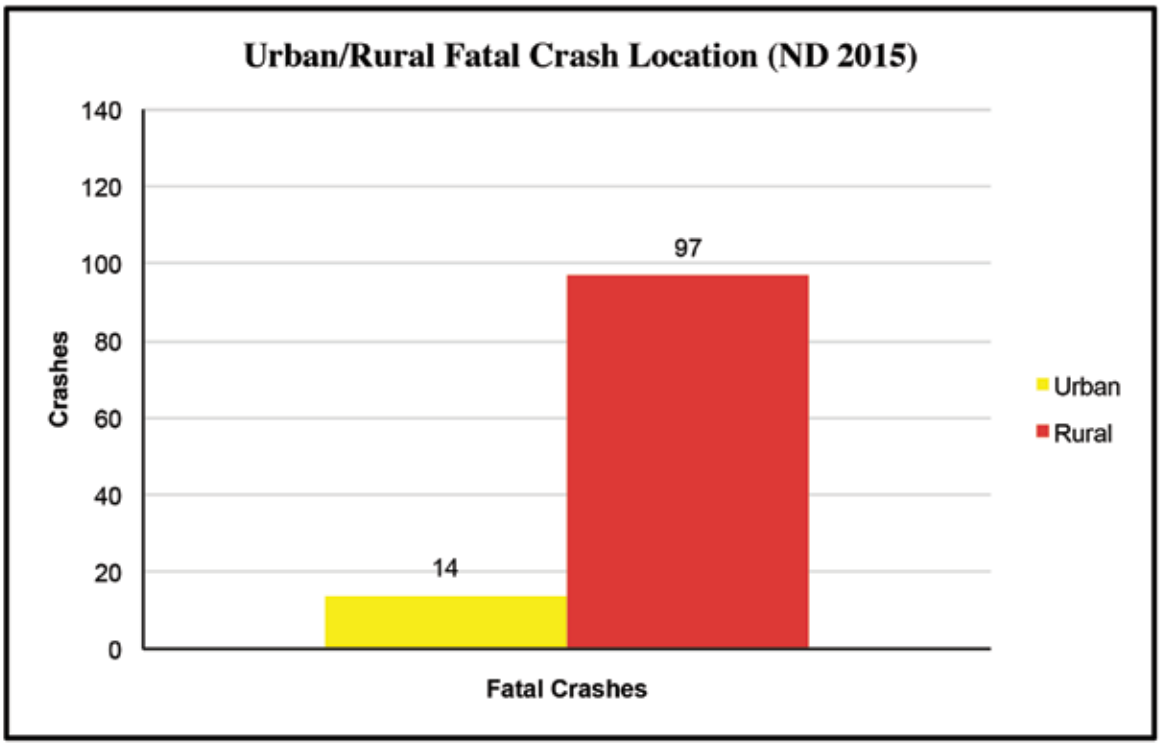
- Numbers include all drivers involved in crashes and a driver may be issued more than one citation.
- 38.8 percent of drivers involved in crashes were cited for a traffic violation.
- The leading cited violation was “Care Required,” accounting for 27.9 percent of citations issued to drivers involved in crashes during 2015.

| 2015 Crashes by Reporting Agency and Severity | | | | | | |
|---|---|---|---|---|---|---|
| Reporting Agency | Fatal | | Injury | | PDO | |
| | Crashes | % of Total | Crashes | % of Total | Crashes | % of Total |
| Highway Patrol | 88 | 79.3% | 600 | 16.5% | 1,372 | 12.1% |
| City Police | 7 | 6.3% | 2,267 | 62.5% | 8,038 | 70.9% |
| County Sheriff | 8 | 7.2% | 751 | 20.7% | 1,834 | 16.2% |
| BIA | 8 | 7.2% | 1 | 0.0% | 0 | 0.0% |
| Campus Police | 0 | 0.0% | 11 | 0.3% | 90 | 0.8% |
| Park Ranger | 0 | 0.0% | 0 | 0.0% | 2 | 0.0% |
| Military | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 111 | 100.0% | 3,630 | 100.0% | 11,336 | 100.0% |

- The North Dakota Highway Patrol reported the highest number of fatal crashes with 79.3 percent.
- City police departments reported the highest number of Property Damage Only crashes with 70.9 percent and injury crashes with 62.5 percent.

# Urban vs Rural



## 2015 Road Surface & Weather Conditions (All Crashes)

| Weather Condition | Dry | Frost | Ice / Compacted Snow | Mud Dirt Gravel | Oil | Sand | Slush | Snow | Water, Standing or Moving | Wet | Unknown | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Blowing Sand/Soil/Dirt | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Blowing Snow | 7 | 0 | 168 | 1 | 0 | 0 | 7 | 105 | 0 | 0 | 11 | 299 |
| Clear/Cloudy | 9,388 | 77 | 1,386 | 136 | 21 | 2 | 123 | 630 | 41 | 0 | 703 | 12,507 |
| Fog / Smoke / Dust | 44 | 9 | 30 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 29 | 118 |
| Rain | 0 | 0 | 61 | 17 | 0 | 0 | 4 | 0 | 0 | 0 | 540 | 622 |
| Severe Wind | 59 | 0 | 13 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 20 | 96 |
| Sleet/Hail/Freezing Rain | 0 | 1 | 118 | 0 | 0 | 0 | 18 | 12 | 0 | 0 | 21 | 170 |
| Snow | 0 | 1 | 232 | 2 | 0 | 0 | 45 | 511 | 0 | 0 | 36 | 827 |
| Unkown | 293 | 3 | 76 | 9 | 0 | 0 | 5 | 36 | 0 | 0 | 15 | 437 |
| Total | 9,792 | 91 | 2,084 | 169 | 21 | 2 | 202 | 1,300 | 41 | 0 | 1,375 | 15,077 |

## 2015 Road Surface & Weather Conditions (Injury Crashes)

| Weather Condition | Dry | Frost | Ice / Compacted Snow | Mud Dirt Gravel | Oil | Sand | Slush | Snow | Water, Standing or Moving | Wet | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Blowing Sand/Soil/Dirt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blowing Snow | 1 | 0 | 32 | 1 | 0 | 0 | 2 | 24 | 0 | 2 | 62 |
| Clear/Cloudy | 2,534 | 13 | 212 | 54 | 8 | 2 | 22 | 89 | 0 | 172 | 3,106 |
| Fog / Smoke / Dust | 19 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 40 |
| Rain | 0 | 0 | 14 | 4 | 0 | 0 | 1 | 0 | 0 | 143 | 162 |
| Severe Wind | 20 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 28 |
| Sleet/Hail/Freezing Rain | 0 | 0 | 23 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 30 |
| Snow | 0 | 0 | 38 | 2 | 0 | 0 | 6 | 85 | 0 | 10 | 141 |
| Unkown | 40 | 1 | 12 | 2 | 0 | 0 | 1 | 2 | 0 | 3 | 61 |
| Total | 2,614 | 18 | 339 | 64 | 8 | 2 | 33 | 202 | 0 | 350 | 3,630 |

## 2015 Road Surface & Weather Conditions (Fatal Crashes)

| Weather Condition | Dry | Frost | Ice / Compacted Snow | Mud Dirt Gravel | Oil | Sand | Slush | Snow | Water, Standing or Moving | Wet | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Blowing Sand/Soil/Dirt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blowing Snow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clear/Cloudy | 77 | 3 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 4 | 90 |
| Fog / Smoke / Dust | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Rain | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| Severe Wind | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sleet/Hail/Freezing Rain | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Snow | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Unkown | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 88 | 3 | 10 | 2 | 1 | 0 | 0 | 1 | 0 | 6 | 111 |

## 2015 Crashes by Light Conditions

| Light Condition | Total Crashes | | Injury Crashes | | Fatal Crashes | |
|---|---|---|---|---|---|---|
| | Crashes | % of Total | Crashes | % of Total | Crashes | % of Total |
| Unknown | 289 | 1.9% | 20 | 0.6% | 2 | 1.8% |
| Daylight | 10,508 | 69.7% | 2,474 | 68.2% | 53 | 47.7% |
| Dawn | 394 | 2.6% | 104 | 2.9% | 4 | 3.6% |
| Dusk | 421 | 2.8% | 114 | 3.1% | 3 | 2.7% |
| Dark(Road Lighted) | 2,066 | 13.7% | 467 | 12.9% | 8 | 7.2% |
| Dark(Road Unlighted) | 1,399 | 9.3% | 451 | 12.4% | 41 | 36.9% |
| Total | 15,077 | 100.0% | 3,630 | 100.0% | 111 | 100.0% |

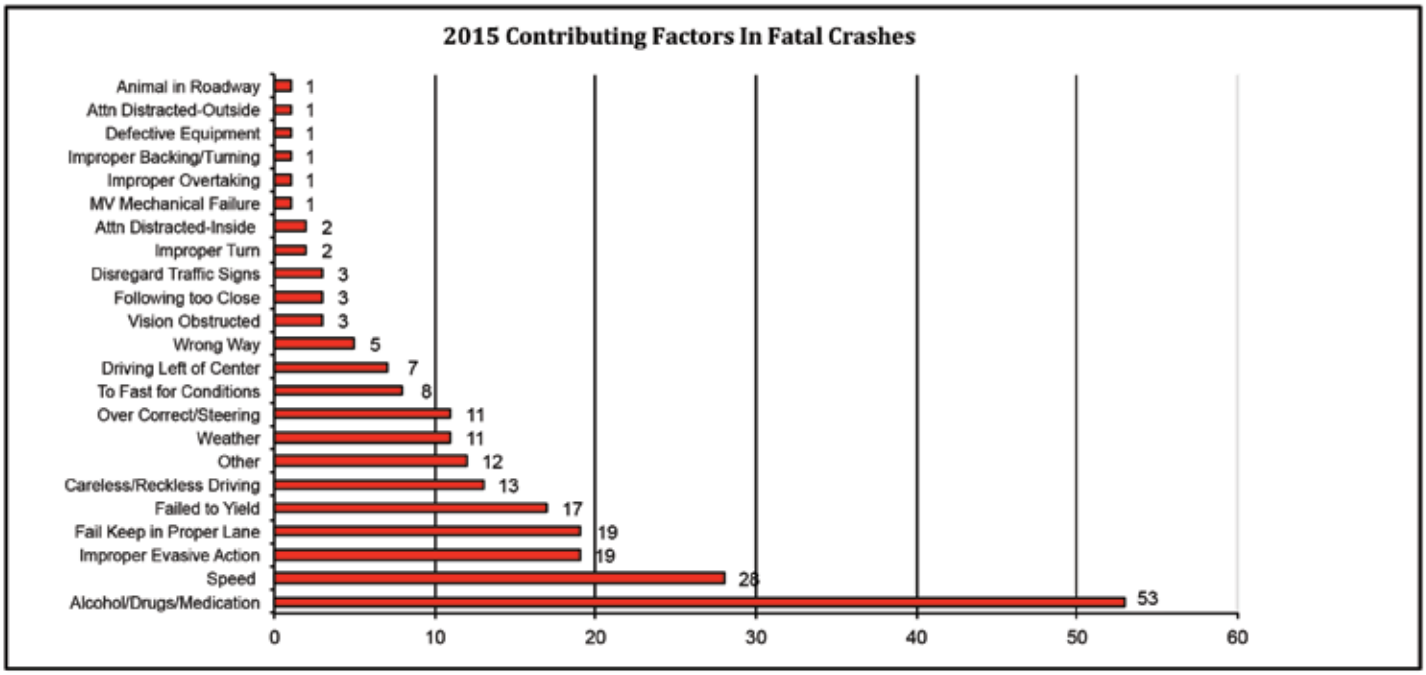
| 2015 Crashes by Manner of Collision: Number of Persons Involved | | | | | | |
|---|---|---|---|---|---|---|
| Manner of Collision | Fatalities | Incapacitating Injury | Non-Incapacitating Injury | Possible Injury | No Injury | Total |
| Angle (Not Specific) | 5 | 30 | 181 | 483 | 5,476 | 6,175 |
| Rear End | 7 | 56 | 210 | 977 | 9,522 | 10,772 |
| Head On | 20 | 46 | 79 | 104 | 731 | 980 |
| Sideswipe (same dir.) | 1 | 13 | 25 | 82 | 3,241 | 3,362 |
| Sideswipe (opp. dir.) | 1 | 9 | 19 | 46 | 667 | 742 |
| Rear to Rear | 0 | 0 | 0 | 4 | 250 | 254 |
| Animal w/ Motor Vehicle | 1 | 11 | 16 | 19 | 105 | 152 |
| Non-Coll. w/Motor Veh. | 73 | 283 | 611 | 603 | 5,992 | 7,562 |
| Angle Same Direction | 1 | 6 | 36 | 39 | 547 | 629 |
| Angle Oppsite Direction | 7 | 16 | 37 | 92 | 638 | 790 |
| Right Angle | 15 | 67 | 191 | 536 | 2,850 | 3,659 |
| Rear to Side | 0 | 1 | 1 | 3 | 733 | 738 |
| Total | 131 | 538 | 1,406 | 2,988 | 30,752 | 35,815 |

- The majority of fatalities (55.7%) occur in non-collision type crashes.
- Non-collision type crashes also account for the greatest number of injuries (1,497).

| 2015 Crashes by Manner of Collision: Number of Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Manner of Collision | Total | | | | Single Vehicle Crashes | | | | Multiple Vehicle Crashes | | | |
| | Total | Fatal | Injury | PDO | Total | Fatal | Injury | PDO | Total | Fatal | Injury | PDO |
| Angle (Not Specific) | 2,486 | 5 | 517 | 1,964 | 8 | 0 | 8 | 0 | 2,478 | 5 | 509 | 1,964 |
| Rear End | 4,015 | 7 | 907 | 3,101 | 0 | 0 | 0 | 0 | 4,015 | 7 | 907 | 3,101 |
| Head On | 380 | 15 | 146 | 219 | 11 | 0 | 11 | 0 | 369 | 15 | 135 | 219 |
| Sideswipe (same dir.) | 1,211 | 1 | 98 | 1,112 | 1 | 0 | 1 | 0 | 1,210 | 1 | 97 | 1,112 |
| Sideswipe (opp. dir.) | 294 | 1 | 54 | 239 | 1 | 0 | 1 | 0 | 293 | 1 | 53 | 239 |
| Rear to Rear | 88 | 0 | 4 | 84 | 0 | 0 | 0 | 0 | 88 | 0 | 4 | 84 |
| Non-Coll. w/Motor Veh. | 4,331 | 66 | 1,221 | 3,044 | 3,324 | 61 | 1,084 | 2,179 | 1,007 | 5 | 137 | 865 |
| Angle Same Direction | 240 | 1 | 54 | 185 | 33 | 0 | 11 | 22 | 207 | 1 | 43 | 163 |
| Angle Oppsite Direction | 308 | 4 | 93 | 211 | 6 | 0 | 1 | 5 | 302 | 4 | 92 | 206 |
| Right Angle | 1,329 | 10 | 495 | 824 | 19 | 0 | 7 | 12 | 1,310 | 10 | 488 | 812 |
| Rear to Side | 271 | 0 | 5 | 266 | 6 | 0 | 1 | 5 | 265 | 0 | 4 | 261 |
| Animal w/ MV | 124 | 1 | 36 | 87 | 122 | 1 | 36 | 85 | 2 | 0 | 0 | 2 |
| Total | 15,077 | 111 | 3,630 | 11,336 | 3,531 | 62 | 1,161 | 2,308 | 11,546 | 49 | 2,469 | 9,028 |

- The greatest number of crashes was non-collision with motor vehicle crashes (4,331) and rear end crashes (4,015).
- The majority (54.9%) of fatal crashes were single vehicle crashes.

| 2015 Contributing Factors In Fatal Crashes | |
|---|---|
| **Contributing Factor** | **Crashes** |
| Alcohol/Drugs/Medication | 53 |
| Speed | 28 |
| Improper Evasive Action | 19 |
| Fail Keep in Proper Lane | 19 |
| Failed to Yield | 17 |
| Careless/Reckless Driving | 13 |
| Other | 12 |
| Weather | 11 |
| Over Correct/Steering | 11 |
| To Fast for Conditions | 8 |
| Driving Left of Center | 7 |
| Wrong Way | 5 |
| Vision Obstructed | 3 |
| Following too Close | 3 |
| Disregard Traffic Signs | 3 |
| Improper Turn | 2 |
| Attn Distracted-Inside | 2 |
| MV Mechanical Failure | 1 |
| Improper Overtaking | 1 |
| Improper Backing/Turning | 1 |
| Defective Equipment | 1 |
| Attn Distracted-Outside | 1 |
| Animal in Roadway | 1 |
| Total | 222 |




- Law enforcement can record up to three contributing factors per vehicle per crash.
- Twenty four percent of the contributing factors in fatal crashes were listed as alcohol/drugs/medication.
- Thirteen percent of the contributing factors in fatal crashes were listed as speed.

| Crash Severity by Unit Configuration 2009 - 2015 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Fatal Crashes** | **2009** | | **2010** | | **2011** | | **2012** | | **2013** | | **2014** | | **2015** | |
| | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** |
| Passenger Car | 53 | 31.5% | 49 | 33.3% | 48 | 25.3% | 48 | 21.5% | 51 | 23.4% | 46 | 25.1% | 34 | 19.9% |
| Pickup, Van, Utility | 75 | 44.6% | 61 | 41.5% | 90 | 47.4% | 114 | 51.1% | 96 | 44.0% | 76 | 41.5% | 78 | 45.6% |
| Trucks | 7 | 4.2% | 7 | 4.8% | 7 | 3.7% | 5 | 2.2% | 14 | 6.4% | 14 | 7.7% | 6 | 3.5% |
| Truck Tractor | 18 | 10.7% | 10 | 6.8% | 22 | 11.6% | 35 | 15.7% | 40 | 18.3% | 29 | 15.8% | 37 | 21.6% |
| Motorcycle | 6 | 3.6% | 14 | 9.5% | 14 | 7.4% | 16 | 7.2% | 10 | 4.6% | 9 | 4.9% | 8 | 4.7% |
| Other | 9 | 5.4% | 6 | 4.1% | 9 | 4.7% | 5 | 2.2% | 7 | 3.2% | 9 | 4.9% | 8 | 4.7% |
| Total | 168 | 100.0% | 147 | 100.0% | 190 | 100.0% | 223 | 100.0% | 218 | 100.0% | 183 | 100.0% | 171 | 100.0% |
| **Injury Crashes** | **2009** | | **2010** | | **2011** | | **2012** | | **2013** | | **2014** | | **2015** | |
| | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** |
| Passenger Car | 2,655 | 48.9% | 2,871 | 48.6% | 2,804 | 44.9% | 2,787 | 42.3% | 2,843 | 41.2% | 2,745 | 40.0% | 2,709 | 42.2% |
| Pickup, Van, Utility | 2,159 | 39.7% | 2,288 | 38.8% | 2,581 | 41.3% | 2,819 | 42.7% | 3,119 | 45.2% | 3,225 | 46.9% | 2,895 | 45.1% |
| Trucks | 72 | 1.3% | 85 | 1.4% | 119 | 1.9% | 165 | 2.5% | 158 | 2.3% | 168 | 2.4% | 110 | 1.7% |
| Truck Tractor | 109 | 2.0% | 179 | 3.0% | 266 | 4.3% | 323 | 4.9% | 270 | 3.9% | 278 | 4.0% | 193 | 3.0% |
| Motorcycle | 177 | 3.3% | 193 | 3.3% | 183 | 2.9% | 210 | 3.2% | 187 | 2.7% | 174 | 2.5% | 231 | 3.6% |
| Other | 260 | 4.8% | 286 | 4.8% | 296 | 4.7% | 292 | 4.4% | 324 | 4.7% | 280 | 4.1% | 287 | 4.5% |
| Total | 5,432 | 100.0% | 5,902 | 100.0% | 6,249 | 100.0% | 6,596 | 100.0% | 6,901 | 100.0% | 6,870 | 100.0% | 6,425 | 100.0% |
| **PDO Crashes** | **2009** | | **2010** | | **2011** | | **2012** | | **2013** | | **2014** | | **2015** | |
| | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** |
| Passenger Car | 11,161 | 50.1% | 10,720 | 48.3% | 11,113 | 44.8% | 10,286 | 43.2% | 10,773 | 41.5% | 8,923 | 40.3% | 8,601 | 41.2% |
| Pickup, Van, Utility | 9,335 | 41.9% | 9,576 | 43.2% | 11,244 | 45.3% | 11,081 | 46.6% | 12,396 | 47.8% | 10,531 | 47.6% | 9,869 | 47.3% |
| Trucks | 265 | 1.2% | 275 | 1.2% | 455 | 1.8% | 442 | 1.9% | 490 | 1.9% | 535 | 2.4% | 419 | 2.0% |
| Truck Tractor | 454 | 2.0% | 614 | 2.8% | 789 | 3.2% | 808 | 3.4% | 899 | 3.5% | 886 | 4.0% | 670 | 3.2% |
| Motorcycle | 34 | 0.2% | 49 | 0.2% | 41 | 0.2% | 47 | 0.2% | 47 | 0.2% | 41 | 0.2% | 48 | 0.2% |
| Other | 1,036 | 4.6% | 953 | 4.3% | 1,182 | 4.8% | 1,127 | 4.7% | 1,350 | 5.2% | 1,225 | 5.5% | 1,247 | 6.0% |
| Total | 22,285 | 100.0% | 22,187 | 100.0% | 24,824 | 100.0% | 23,791 | 100.0% | 25,955 | 100.0% | 22,141 | 100.0% | 20,854 | 100.0% |
| **All Crahses** | **2009** | | **2010** | | **2011** | | **2012** | | **2013** | | **2014** | | **2015** | |
| | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** | **Count** | **%** |
| Passenger Car | 13,869 | 49.7% | 13,640 | 48.3% | 13,965 | 44.7% | 13,121 | 42.9% | 13,667 | 41.3% | 11,714 | 40.1% | 11,344 | 41.3% |
| Pickup, Van, Utility | 11,569 | 41.5% | 11,925 | 42.2% | 13,915 | 44.5% | 14,014 | 45.8% | 15,611 | 47.2% | 13,832 | 47.4% | 12,842 | 46.8% |
| Trucks | 344 | 1.2% | 367 | 1.3% | 581 | 1.9% | 612 | 2.0% | 662 | 2.0% | 717 | 2.5% | 535 | 1.9% |
| Truck Tractor | 581 | 2.1% | 803 | 2.8% | 1,077 | 3.4% | 1,166 | 3.8% | 1,209 | 3.7% | 1,193 | 4.1% | 900 | 3.3% |
| Motorcycle | 217 | 0.8% | 256 | 0.9% | 238 | 0.8% | 273 | 0.9% | 244 | 0.7% | 224 | 0.8% | 287 | 1.0% |
| Other | 1,305 | 4.7% | 1,245 | 4.4% | 1,487 | 4.8% | 1,424 | 4.7% | 1,681 | 5.1% | 1,514 | 5.2% | 1,542 | 5.6% |
| Total | 27,885 | 100.0% | 28,236 | 100.0% | 31,263 | 100.0% | 30,610 | 100.0% | 33,074 | 100.0% | 29,194 | 100.0% | 27,450 | 100.0% |

- In 2015, pickups, vans and utility vehicles accounted for 45.6 percent of the fatal crashes.
- Pickups, vans and utility vehicles accounted for 45.1 percent of the injury crashes and 47.3 percent of the property damage only crashes.

| 2015 Vehicle Involvement by Type | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Fatal Crashes | | | Injury Crashes | | | All Crashes | | |
| | Urban | Rural | Total | Urban | Rural | Total | Urban | Rural | Total |
| Pickup - Van - Utility | 11 | 67 | 78 | 2,008 | 887 | 2,895 | 9,466 | 3,376 | 12,842 |
| Passenger Car | 8 | 26 | 34 | 2,180 | 529 | 2,709 | 9,412 | 1,932 | 11,344 |
| Hit and Run | 0 | 0 | 0 | 60 | 12 | 72 | 843 | 215 | 1,058 |
| Truck Tractor | 1 | 36 | 37 | 29 | 164 | 193 | 171 | 729 | 900 |
| Motorcycle | 3 | 5 | 8 | 138 | 93 | 231 | 185 | 102 | 287 |
| 3+ Axle | 2 | 1 | 3 | 15 | 41 | 56 | 102 | 167 | 269 |
| 2-Axle | 0 | 2 | 2 | 9 | 11 | 20 | 64 | 41 | 105 |
| Single Unit Truck | 0 | 1 | 1 | 6 | 14 | 20 | 47 | 49 | 96 |
| Pedalcycle | 0 | 1 | 1 | 83 | 8 | 91 | 87 | 9 | 96 |
| Unknown Heavy Truck | 0 | 0 | 0 | 3 | 11 | 14 | 24 | 41 | 65 |
| Bus | 0 | 0 | 0 | 10 | 1 | 11 | 51 | 10 | 61 |
| Off Highway Vehicle | 0 | 1 | 1 | 9 | 32 | 41 | 15 | 40 | 55 |
| Farm Equipment | 0 | 2 | 2 | 1 | 16 | 17 | 7 | 45 | 52 |
| Construction Equipment | 0 | 1 | 1 | 2 | 7 | 9 | 23 | 27 | 50 |
| School Bus | 0 | 2 | 2 | 8 | 7 | 15 | 31 | 18 | 49 |
| Emergency Vehicle | 0 | 0 | 0 | 5 | 2 | 7 | 22 | 15 | 37 |
| Motor Home / RV | 0 | 0 | 0 | 3 | 0 | 3 | 14 | 14 | 28 |
| Roadway Maintenance Veh. | 0 | 0 | 0 | 1 | 7 | 8 | 10 | 16 | 26 |
| Other Public Vehicle | 0 | 0 | 0 | 4 | 0 | 4 | 12 | 5 | 17 |
| Moped | 0 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 |
| Train | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 3 |
| Snowmobile | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 2 |
| Low Speed Vehicle | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 |
| Modified Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Totals | 25 | 146 | 171 | 4,581 | 1,844 | 6,425 | 20,594 | 6,856 | 27,450 |

- Pickups, vans and utility vehicles represent 46.8 percent of vehicles involved in all crashes, while passenger cars represent 41.3 percent of vehicles involved in all crashes.
- In 2015, there were 287 motorcycles involved in crashes.
- There were 49 school buses involved in crashes in 2015.

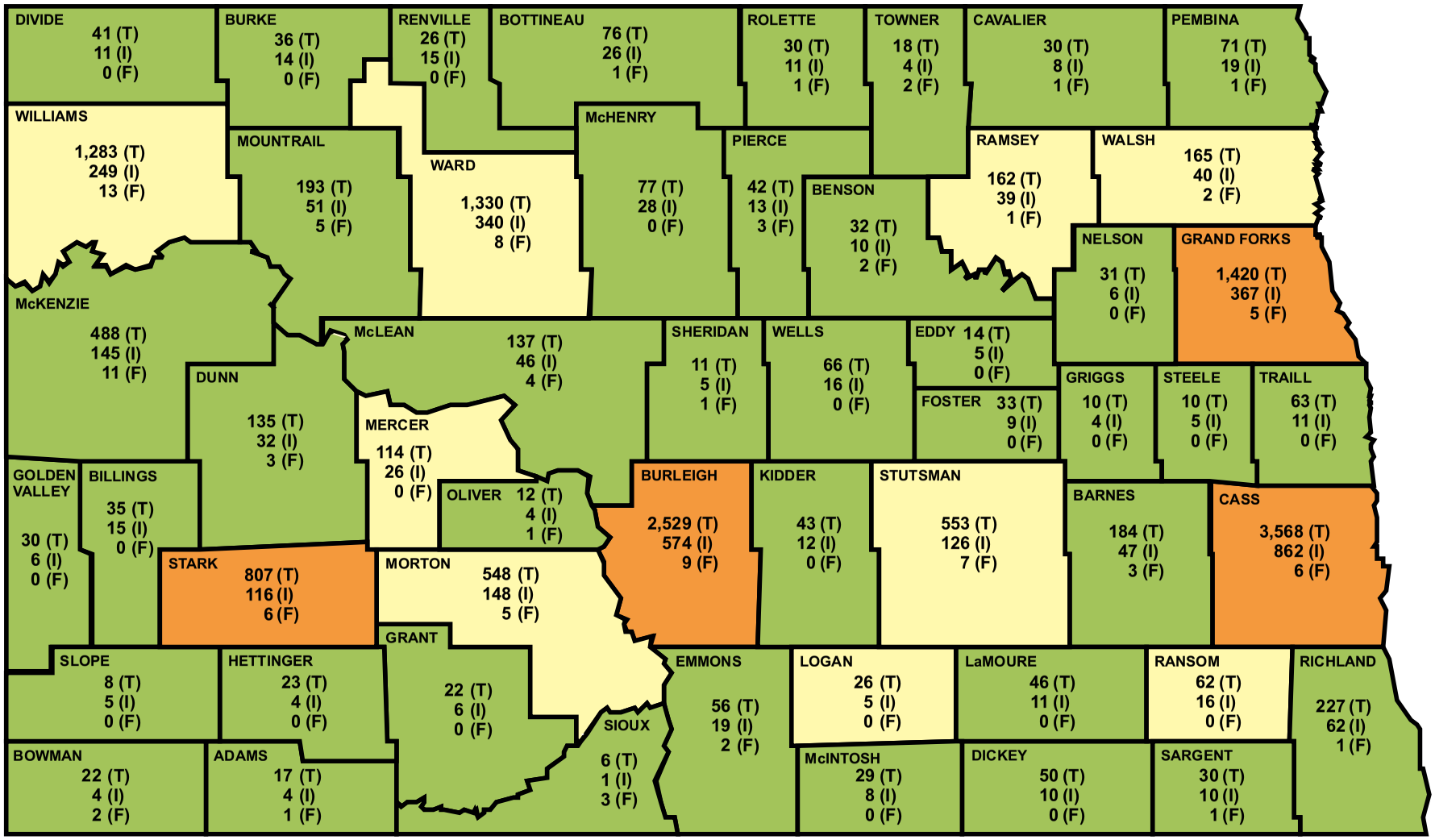
# SYNOPSIS

| 2015 Crashes by County | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| County | PDO Crashes | Injury Crashes | Total Injuries | Fatal Crashes | Total Fatalities | Total Crashes | Total Rate per MVMT | VMT by County |
| Adams | 12 | 4 | 4 | 1 | 1 | 17 | 0.47 | 36,307,876 |
| Barnes | 134 | 47 | 72 | 3 | 3 | 184 | 0.80 | 231,206,715 |
| Benson | 20 | 10 | 15 | 2 | 2 | 32 | 0.30 | 105,429,983 |
| Billings | 20 | 15 | 20 | 0 | 0 | 35 | 0.33 | 104,814,108 |
| Bottineau | 49 | 26 | 35 | 1 | 1 | 76 | 0.70 | 108,256,387 |
| Bowman | 16 | 4 | 5 | 2 | 2 | 22 | 0.39 | 56,144,438 |
| Burke | 22 | 14 | 19 | 0 | 0 | 36 | 0.57 | 63,692,004 |
| Burleigh | 1,946 | 574 | 774 | 9 | 10 | 2,529 | 3.50 | 721,958,627 |
| Cass | 2,700 | 862 | 1,149 | 6 | 6 | 3,568 | 2.29 | 1,558,107,574 |
| Cavalier | 21 | 8 | 10 | 1 | 1 | 30 | 0.49 | 60,777,708 |
| Dickey | 40 | 10 | 12 | 0 | 0 | 50 | 0.92 | 54,231,153 |
| Divide | 30 | 11 | 13 | 0 | 0 | 41 | 0.47 | 87,747,628 |
| Dunn | 100 | 32 | 40 | 3 | 3 | 135 | 0.64 | 210,719,616 |
| Eddy | 9 | 5 | 5 | 0 | 0 | 14 | 0.45 | 30,824,974 |
| Emmons | 35 | 19 | 19 | 2 | 2 | 56 | 0.98 | 57,434,643 |
| Foster | 24 | 9 | 11 | 0 | 0 | 33 | 0.69 | 48,125,181 |
| Golden Valley | 24 | 6 | 7 | 0 | 0 | 30 | 0.59 | 51,175,535 |
| Grand Forks | 1,048 | 367 | 494 | 5 | 6 | 1,420 | 2.32 | 613,248,357 |
| Grant | 16 | 6 | 7 | 0 | 0 | 22 | 0.66 | 33,500,977 |
| Griggs | 6 | 4 | 4 | 0 | 0 | 10 | 0.33 | 29,962,938 |
| Hettinger | 19 | 4 | 5 | 0 | 0 | 23 | 0.54 | 42,427,972 |
| Kidder | 31 | 12 | 15 | 0 | 0 | 43 | 0.38 | 114,235,528 |
| Lamoure | 35 | 11 | 15 | 0 | 0 | 46 | 0.82 | 56,071,938 |
| Logan | 21 | 5 | 5 | 0 | 0 | 26 | 1.07 | 24,363,458 |
| McHenry | 49 | 28 | 45 | 0 | 0 | 77 | 0.60 | 129,335,827 |
| McIntosh | 21 | 8 | 10 | 0 | 0 | 29 | 0.93 | 31,215,788 |
| McKenzie | 332 | 145 | 204 | 11 | 18 | 488 | 0.89 | 546,995,357 |
| McLean | 87 | 46 | 58 | 4 | 6 | 137 | 0.61 | 224,230,372 |
| Mercer | 88 | 26 | 33 | 0 | 0 | 114 | 1.16 | 98,588,717 |
| Morton | 395 | 148 | 207 | 5 | 6 | 548 | 1.25 | 439,515,020 |
| Mountrail | 137 | 51 | 83 | 5 | 5 | 193 | 0.52 | 370,497,929 |
| Nelson | 25 | 6 | 14 | 0 | 0 | 31 | 0.44 | 70,078,886 |
| Oliver | 7 | 4 | 6 | 1 | 1 | 12 | 0.35 | 34,070,534 |
| Pembina | 51 | 19 | 26 | 1 | 1 | 71 | 0.58 | 123,013,953 |
| Pierce | 26 | 13 | 22 | 3 | 3 | 42 | 0.71 | 59,329,735 |
| Ramsey | 122 | 39 | 54 | 1 | 1 | 162 | 1.07 | 151,294,951 |
| Ransom | 46 | 16 | 21 | 0 | 0 | 62 | 1.19 | 52,084,563 |
| Renville | 11 | 15 | 19 | 0 | 0 | 26 | 0.57 | 45,750,964 |
| Richland | 164 | 62 | 80 | 1 | 2 | 227 | 0.84 | 268,870,951 |
| Rolette | 18 | 11 | 17 | 1 | 1 | 30 | 0.32 | 94,799,294 |
| Sargent | 19 | 10 | 11 | 1 | 1 | 30 | 0.50 | 59,827,853 |
| Sheridan | 5 | 5 | 9 | 1 | 1 | 11 | 0.39 | 28,194,120 |
| Sioux | 2 | 1 | 3 | 3 | 3 | 6 | 0.14 | 42,614,526 |
| Slope | 3 | 5 | 6 | 0 | 0 | 8 | 0.27 | 30,113,542 |
| Stark | 685 | 116 | 139 | 6 | 6 | 807 | 1.90 | 424,318,005 |
| Steele | 5 | 5 | 5 | 0 | 0 | 10 | 0.28 | 35,868,458 |
| Stutsman | 420 | 126 | 175 | 7 | 7 | 553 | 1.74 | 318,410,145 |
| Towner | 12 | 4 | 8 | 2 | 2 | 18 | 0.49 | 36,954,303 |
| Traill | 52 | 11 | 14 | 0 | 0 | 63 | 0.33 | 191,273,058 |
| Walsh | 123 | 40 | 59 | 2 | 4 | 165 | 1.05 | 157,261,352 |
| Ward | 982 | 340 | 515 | 8 | 8 | 1,330 | 1.83 | 726,642,217 |
| Wells | 50 | 16 | 25 | 0 | 0 | 66 | 0.80 | 82,224,389 |
| Williams | 1,021 | 249 | 309 | 13 | 18 | 1,283 | 1.82 | 704,923,527 |
| Summary | 11,336 | 3,630 | 4,932 | 111 | 131 | 15,077 | 1.50 | 10,079,063,654 |

Burleigh County continues to have the highest crash rate per million vehicle miles traveled with 3.50.

Williams County had the greatest number of fatal crashes with 13.

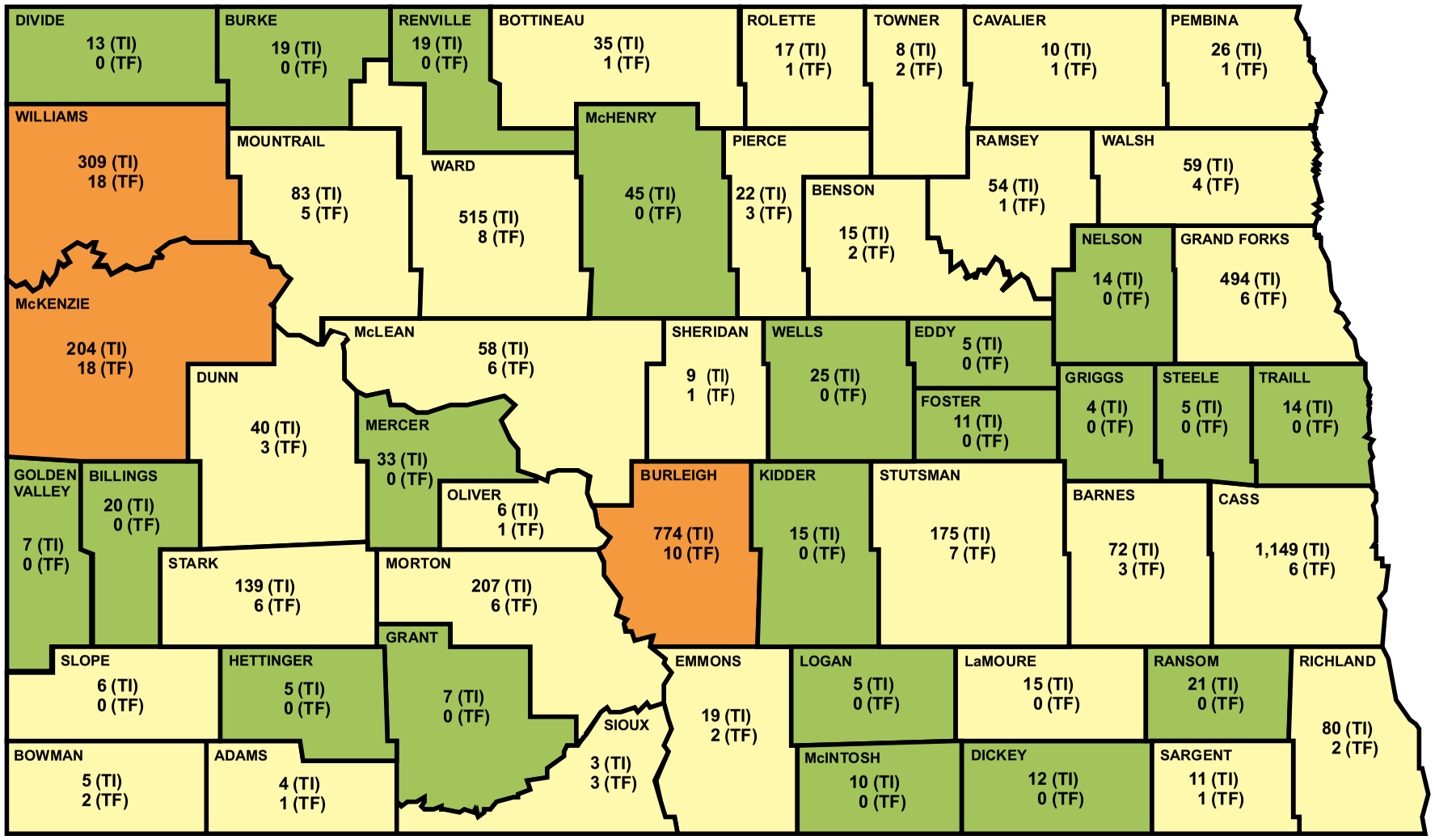
# 2015 North Dakota Crashes by County




Total Number of Crashes (T)
Injury Crashes (I)
Fatal Crashes (F)

Green - Rate per million vehicle miles traveled = .00 - .99
Yellow - Rate per million vehicle miles traveled = 1.0 - 1.88
Orange - Rate per million vehicle miles traveled = 1.89 or greater

# 2015 North Dakota Injuries/Fatalities by County




Total Injured (TI)
Total Fatalities (TF)

Green - 0 Fatal Crashes
Yellow - 1-9 Fatal Crashes
Orange - 10+ Fatal Crashes

| Reportable Crashes for the 12 Major Cities 2014-2015 | | | | | | |
|---|---|---|---|---|---|---|
| City | Population | 2015 per 1,000 Population | 2015 Crashes | 2014 Crashes | Change | Percent Change |
| Fargo | 115,863 | 25.6 | 2,964 | 2,836 | 128 | 4.51% |
| Bismarck | 68,896 | 33.2 | 2,290 | 2,207 | 83 | 3.76% |
| Grand Forks | 56,057 | 21.7 | 1,215 | 1,139 | 76 | 6.67% |
| Minot | 47,997 | 19.8 | 950 | 938 | 12 | 1.28% |
| West Fargo | 31,771 | 12.1 | 383 | 387 | -4 | -1.03% |
| Williston | 24,562 | 32.7 | 802 | 1,026 | -224 | -21.83% |
| Dickinson | 22,322 | 25.9 | 579 | 663 | -84 | -12.67% |
| Mandan | 20,820 | 16.2 | 338 | 314 | 24 | 7.64% |
| Jamestown | 15,446 | 25.9 | 400 | 350 | 50 | 14.29% |
| Wahpeton | 7,903 | 12.7 | 100 | 93 | 7 | 7.53% |
| Devils Lake | 7,288 | 15.6 | 114 | 139 | -25 | -17.99% |
| Valley City | 6,676 | 15.0 | 100 | 92 | 8 | 8.70% |
| Total/Avg | 425,601 | 24.0 | 10,235 | 10,184 | 51 | 0.50% |

- Reportable crashes for West Fargo, Williston, Dickinson, and Devils Lake decreased from 2014 to 2015.
- Williston had the highest percentage of change with a decrease of 21.8 percent in 2015.
- Bismarck has the highest crash rate per 1,000 population at 33.2 in 2015.
- West Fargo continued to have the lowest rate of crashes per 1,000 population with 12.1.

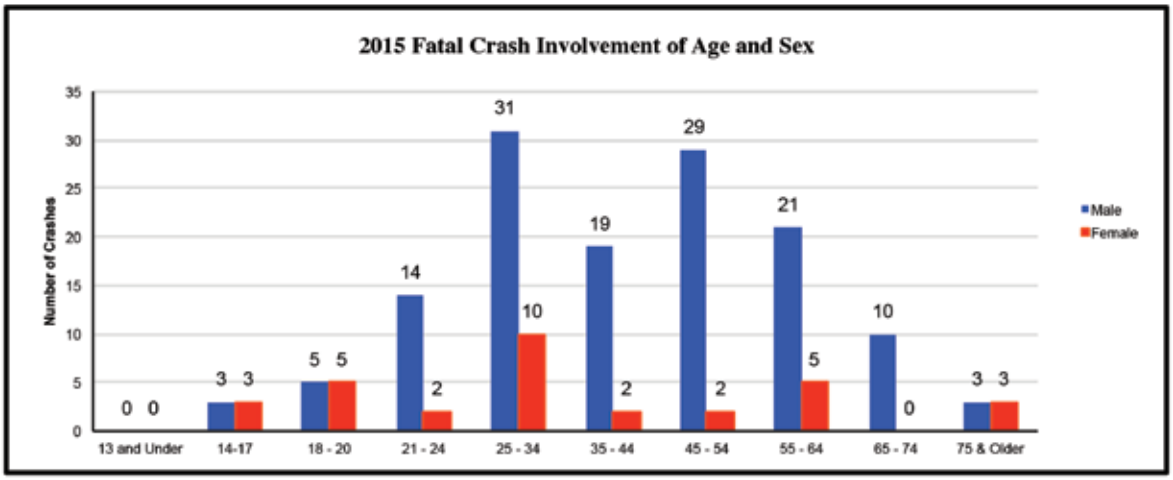
| 2015 Crashes by Urban Population | | | | | | |
|---|---|---|---|---|---|---|
| | Number of Crashes | | | | Number of Persons | |
| Urban Population* | Fatal | Injury | PDO | Total | Fatalities | Injured |
| 5,000 - 9,999 | 0 | 63 | 251 | 314 | 0 | 77 |
| 10,000 - 24,999 | 7 | 363 | 1,749 | 2,119 | 8 | 451 |
| 25,000 - 49,999 | 2 | 281 | 1,050 | 1,333 | 2 | 426 |
| 50,000 - 99,999 | 3 | 825 | 2,679 | 3,507 | 3 | 1,094 |
| Total | 12 | 1,532 | 5,729 | 7,273 | 13 | 2,048 |

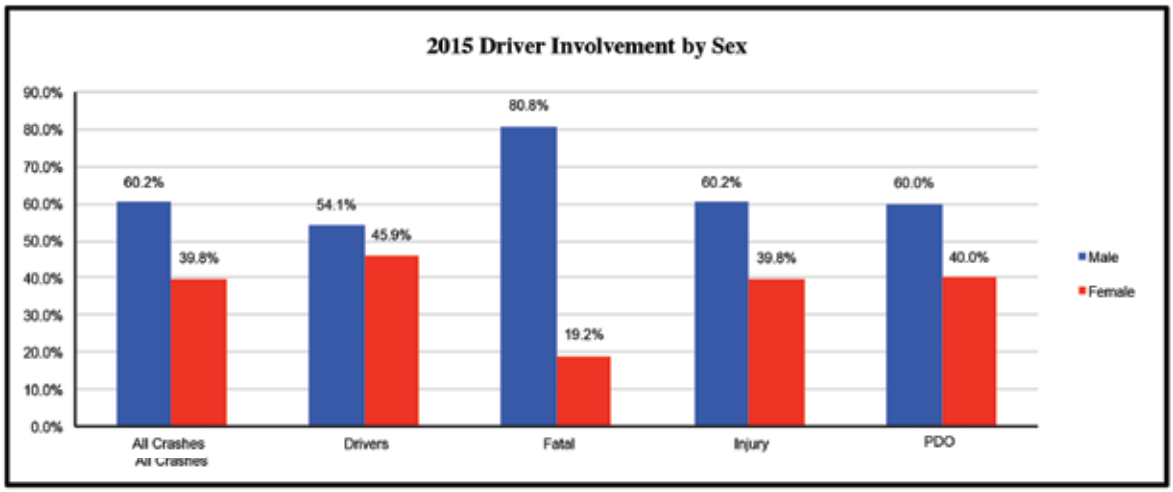
| 2015 Licensed Drivers and Crash Involvement by Age | | | | | | |
|---|---|---|---|---|---|---|
| Age | Licensed | | Involved in All Crashes | | Involved in Injury Crashes | |
| | Count | Percent | Count | Percent | Count | Percent |
| 13 & Under | 0 | 0.0% | 21 | 0.1% | 17 | 0.3% |
| 14-17 | 13,741 | 2.5% | 1,550 | 6.4% | 371 | 6.0% |
| 18 - 20 | 23,476 | 4.3% | 2,260 | 9.3% | 583 | 9.4% |
| 21 - 24 | 42,193 | 7.7% | 3,085 | 12.7% | 800 | 12.9% |
| 25 - 34 | 112,025 | 20.4% | 5,386 | 22.3% | 1,335 | 21.6% |
| 35 - 44 | 83,582 | 15.2% | 3,569 | 14.7% | 951 | 15.4% |
| 45 - 54 | 85,705 | 15.6% | 3,227 | 13.3% | 861 | 13.9% |
| 55 - 64 | 93,293 | 17.0% | 2,796 | 11.6% | 709 | 11.5% |
| 65 - 74 | 55,520 | 10.1% | 1,363 | 5.6% | 315 | 5.1% |
| 75 & Older | 39,130 | 7.1% | 942 | 3.9% | 239 | 3.9% |
| Total | 548,665 | 100% | 24,199 | 100% | 6,181 | 100.0% |

*Does not include drivers where age was unknown

- The highest percentage of crashes (21.6%) occurred in the 25-34 year old age demographic.
- The lowest percentage of crashes (3.9%) occurred in the 75+ age demographic.

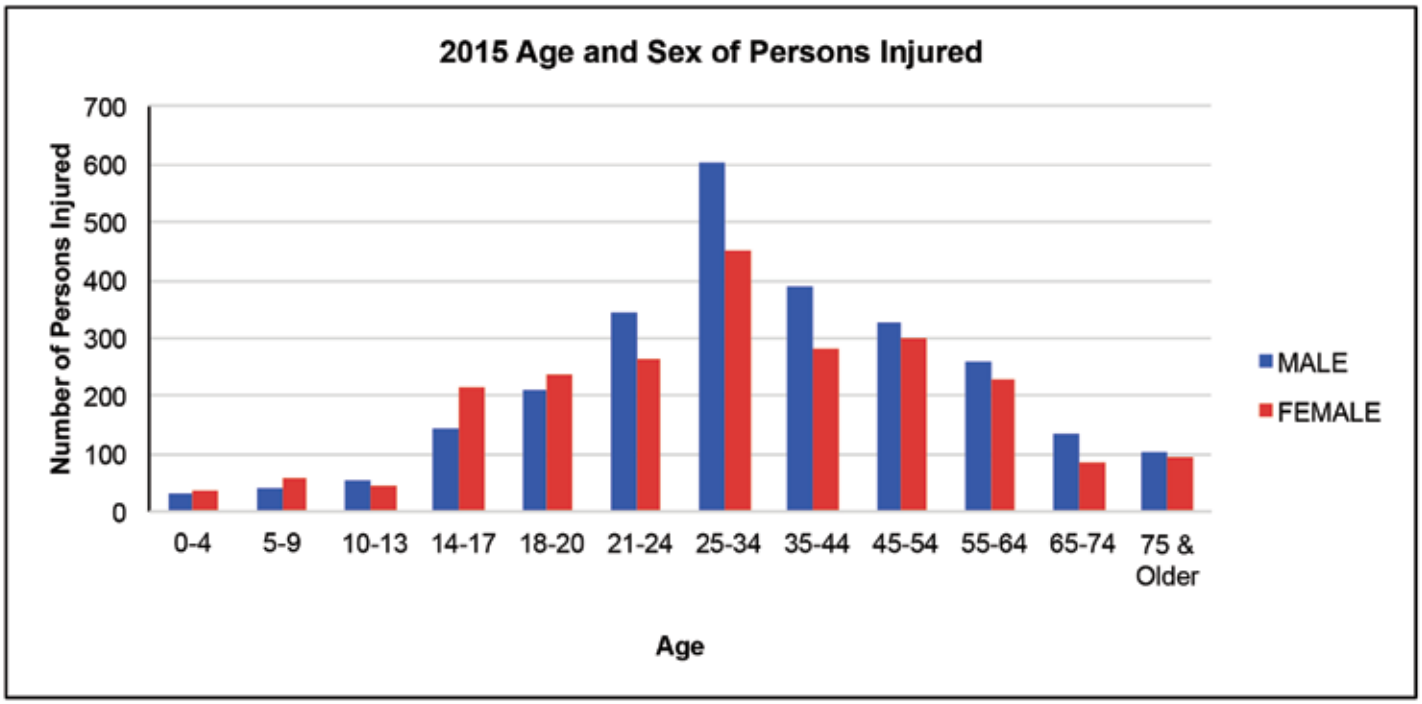
| 2015 Licensed Drivers and Fatal Crash Involvement by Age and Sex | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Age | Licensed | | | | Involved in Fatal Crashes | | | |
| | Male Drivers | | Female Drivers | | Male Drivers | | Female Drivers | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 13 and Under | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 14-17 | 6,985 | 2.4% | 6,756 | 2.6% | 3 | 2.2% | 3 | 9.4% |
| 18 - 20 | 12,152 | 4.3% | 11,324 | 4.3% | 5 | 3.7% | 5 | 15.6% |
| 21 - 24 | 22,407 | 7.9% | 19,786 | 7.5% | 14 | 10.4% | 2 | 6.3% |
| 25 - 34 | 59,933 | 21.0% | 52,092 | 19.8% | 31 | 23.0% | 10 | 31.3% |
| 35 - 44 | 44,715 | 15.7% | 38,867 | 14.8% | 19 | 14.1% | 2 | 6.3% |
| 45 - 54 | 44,794 | 15.7% | 40,911 | 15.5% | 29 | 21.5% | 2 | 6.3% |
| 55 - 64 | 48,098 | 16.9% | 45,195 | 17.2% | 21 | 15.6% | 5 | 15.6% |
| 65 - 74 | 28,182 | 9.9% | 27,338 | 10.4% | 10 | 7.4% | 0 | 0.0% |
| 75 & Older | 17,944 | 6.3% | 21,186 | 8.0% | 3 | 2.2% | 3 | 9.4% |
| Total | 285,210 | 100.0% | 263,455 | 100.0% | 135 | 100.0% | 32 | 100.0% |



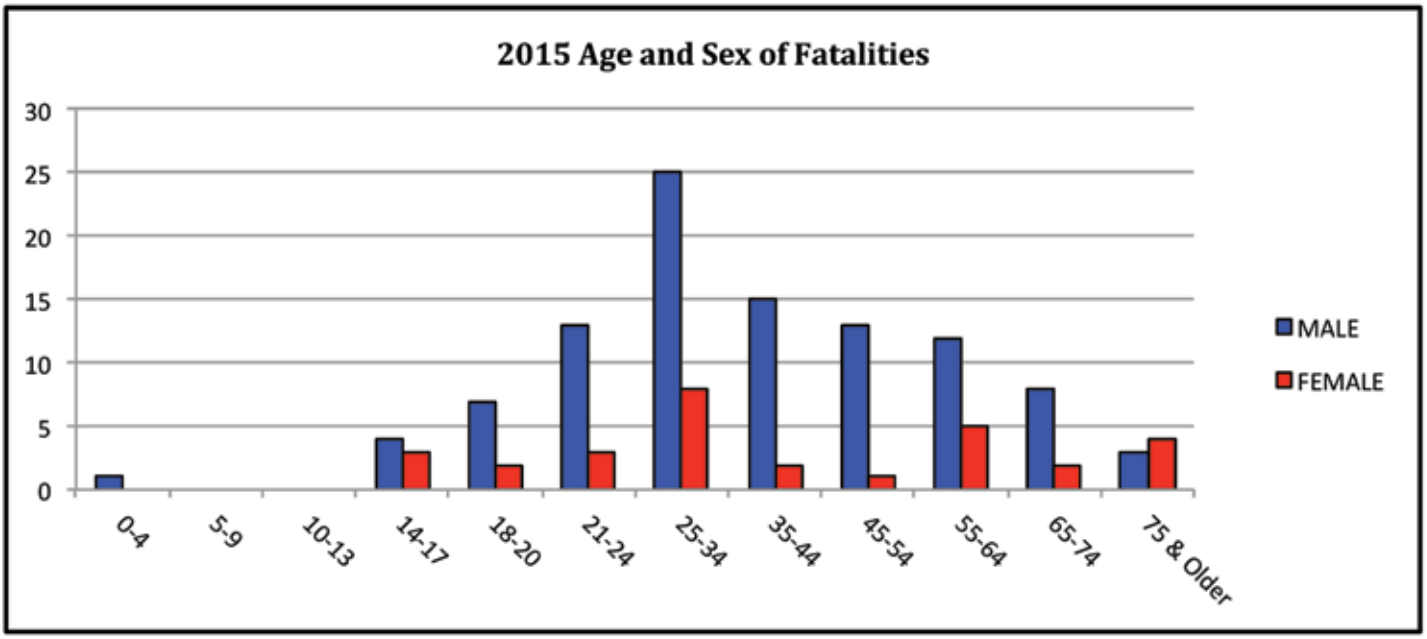

❖ Of the 167 drivers involved in fatal crashes, males were involved in 80.8 percent of the crashes. However, males only account for 51.9 percent of licensed drivers.

| 2015 Age and Sex of Persons Injured | | | | | | |
|---|---|---|---|---|---|---|
| Age | Total Crash Injuries | | Pedestrian Injuries | | Pedalcyclist Injuries | |
| | MALE | FEMALE | MALE | FEMALE | MALE | FEMALE |
| 0-4 | 30 | 37 | 1 | 0 | 0 | 0 |
| 5-9 | 41 | 59 | 3 | 2 | 3 | 1 |
| 10-13 | 52 | 46 | 5 | 4 | 8 | 2 |
| 14-17 | 141 | 216 | 2 | 3 | 6 | 2 |
| 18-20 | 212 | 238 | 9 | 2 | 4 | 2 |
| 21-24 | 348 | 266 | 3 | 5 | 13 | 6 |
| 25-34 | 602 | 451 | 7 | 10 | 11 | 1 |
| 35-44 | 387 | 281 | 9 | 1 | 9 | 0 |
| 45-54 | 326 | 298 | 7 | 3 | 6 | 1 |
| 55-64 | 260 | 228 | 4 | 6 | 12 | 1 |
| 65-74 | 133 | 86 | 3 | 0 | 2 | 0 |
| 75 & Older | 99 | 91 | 1 | 3 | 0 | 0 |
| Unknown | 3 | 1 | 0 | 0 | 0 | 0 |
| Total | 2,634 | 2,298 | 66 | 35 | 69 | 16 |




- The highest number of crash injuries occurred in males (602) and females (451), ages 25-34 in 2015.
- The greatest number of pedestrian injuries (9) occurred in males ages 18-20 and 35-44.
- The greatest number of pedalcycle injuries (13) occurred in males ages 21-24.

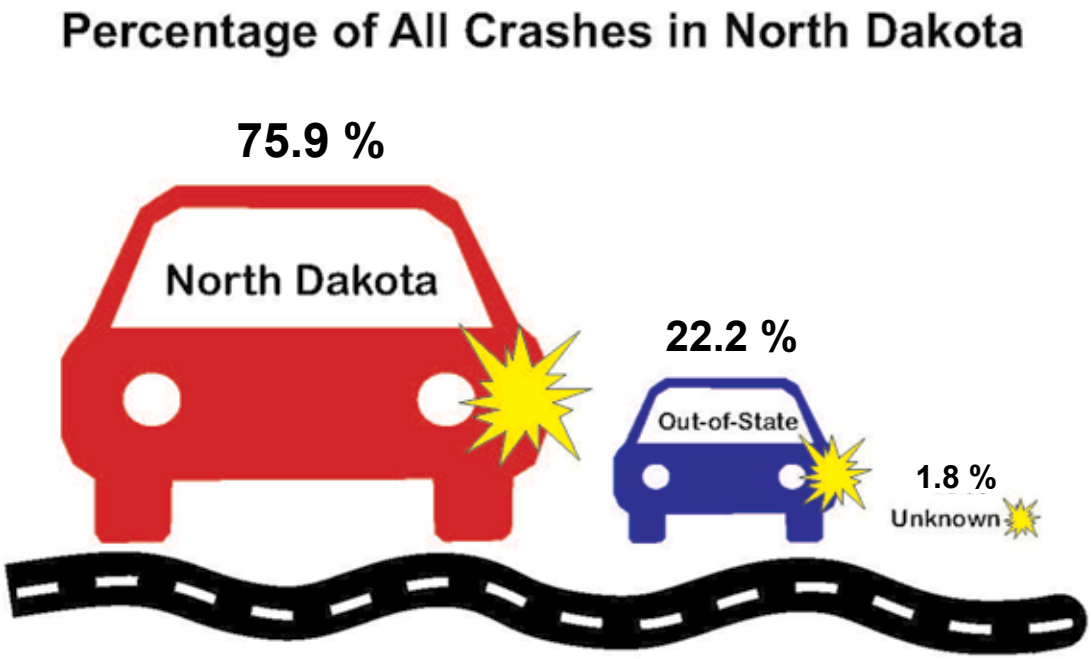
| 2015 Age and Sex of Fatalities | | | | | | |
|---|---|---|---|---|---|---|
| Age | Total Crash Fatalities | | Pedestrian Fatalities | | Pedalcycle Fatalities | |
| | MALE | FEMALE | MALE | FEMALE | MALE | FEMALE |
| 0-4 | 1 | 0 | 1 | 0 | 0 | 0 |
| 5-9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14-17 | 4 | 3 | 0 | 0 | 0 | 0 |
| 18-20 | 7 | 2 | 1 | 0 | 0 | 0 |
| 21-24 | 13 | 3 | 0 | 0 | 0 | 0 |
| 25-34 | 25 | 8 | 0 | 0 | 0 | 0 |
| 35-44 | 15 | 2 | 0 | 1 | 0 | 0 |
| 45-54 | 13 | 1 | 2 | 0 | 0 | 0 |
| 55-64 | 12 | 5 | 2 | 0 | 0 | 0 |
| 65-74 | 8 | 2 | 0 | 0 | 0 | 0 |
| 75 & Older | 3 | 4 | 0 | 0 | 1 | 0 |
| Total | 101 | 30 | 6 | 1 | 1 | 0 |



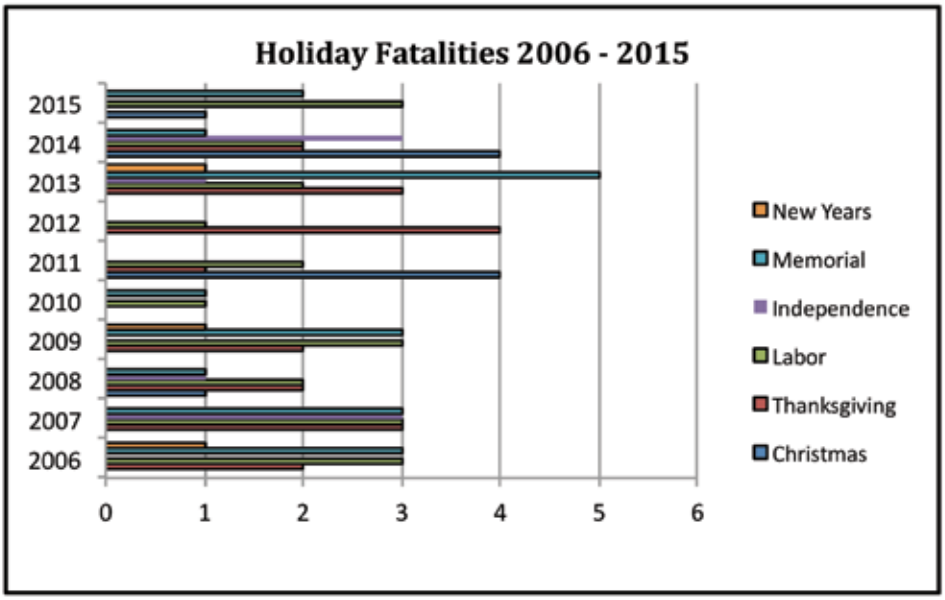

- The greatest number of fatalities (25) occurred in males ages 25-34.
- There were 7 pedestrian fatalities and 1 pedalcycle fatality in 2015.

| 2015 North Dakota / Out-of-State Driver Involvement | | | | | | |
|---|---|---|---|---|---|---|
| License | All Crashes | | Fatal Crashes | | Injury Crashes | |
| | Number | Percent | Number | Percent | Number | Percent |
| North Dakota | 18,633 | 75.9% | 118 | 70.7% | 4,730 | 77.4% |
| Out-of-State | 5,456 | 22.2% | 49 | 29.3% | 1,351 | 22.1% |
| Unknown | 450 | 1.8% | 0 | 0.0% | 30 | 0.5% |
| Total | 24,539 | 100.0% | 167 | 100.0% | 6,111 | 100.0% |

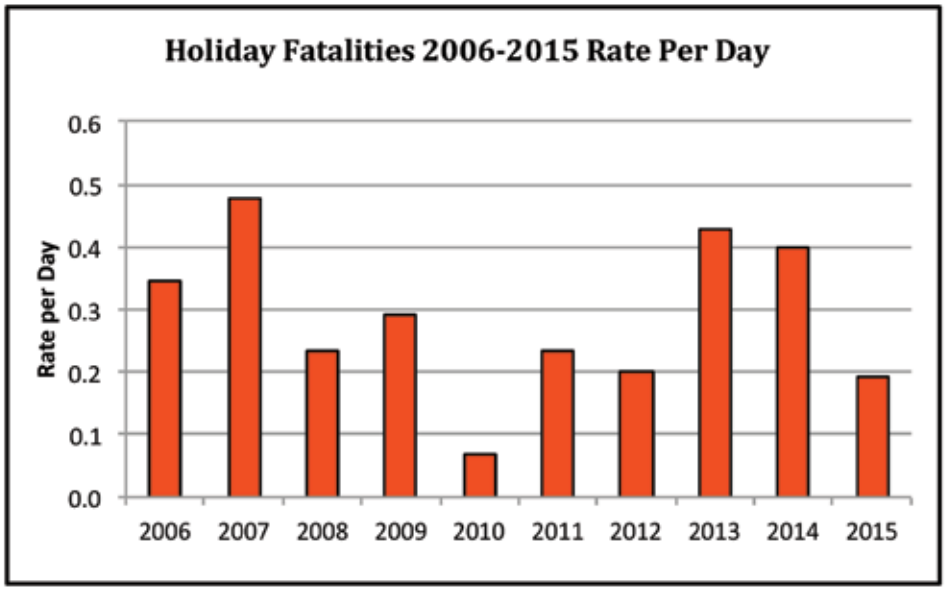
- Out-of-State drivers were involved in 29.3 percent of fatal crashes, 22.1 percent of injury crashes and 22.2 percent of all crashes.



| Holiday Fatalities 2006 - 2015 | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | New Years | | | Memorial | | | Independence | | | Labor | | | Thanksgiving | | | Christmas | | | Total | | |
| | # | Days | Rate per Day | # | Days | Rate per Day | # | Days | Rate per Day | # | Days | Rate per Day | # | Days | Rate per Day | # | Days | Rate per Day | # | Days | Rate per Day |
| 2006 | 1 | 4 | 0.3 | 3 | 4 | 0.8 | 0 | 5 | 0.0 | 3 | 4 | 0.8 | 2 | 5 | 0.4 | 0 | 4 | 0.0 | 9 | 26 | 0.3 |
| 2007 | 0 | 3 | 0.0 | 3 | 5 | 0.6 | 3 | 3 | 1.0 | 3 | 5 | 0.6 | 3 | 6 | 0.5 | 0 | 3 | 0.0 | 12 | 25 | 0.5 |
| 2008 | 0 | 3 | 0.0 | 1 | 5 | 0.2 | 1 | 5 | 0.2 | 2 | 5 | 0.4 | 2 | 6 | 0.3 | 1 | 6 | 0.2 | 7 | 30 | 0.2 |
| 2009 | 1 | 6 | 0.2 | 3 | 5 | 0.6 | 0 | 4 | 0.0 | 3 | 5 | 0.6 | 2 | 6 | 0.3 | 0 | 5 | 0.0 | 9 | 31 | 0.3 |
| 2010 | 0 | 5 | 0.0 | 1 | 5 | 0.2 | 0 | 4 | 0.0 | 1 | 5 | 0.2 | 0 | 6 | 0.0 | 0 | 4 | 0.0 | 2 | 29 | 0.1 |
| 2011 | 0 | 5 | 0.0 | 0 | 5 | 0.0 | 0 | 5 | 0.0 | 2 | 5 | 0.4 | 1 | 6 | 0.2 | 4 | 4 | 1.0 | 7 | 30 | 0.2 |
| 2012 | 0 | 3 | 0.0 | 0 | 5 | 0.0 | 0 | 3 | 0.0 | 1 | 5 | 0.2 | 4 | 6 | 0.7 | 0 | 3 | 0.0 | 5 | 25 | 0.2 |
| 2013 | 1 | 3 | 0.3 | 5 | 5 | 1.0 | 1 | 6 | 0.2 | 2 | 5 | 0.4 | 3 | 6 | 0.5 | 0 | 3 | 0.0 | 12 | 28 | 0.4 |
| 2014 | 0 | 3 | 0.0 | 1 | 5 | 0.2 | 3 | 5 | 0.6 | 2 | 5 | 0.4 | 2 | 6 | 0.3 | 4 | 6 | 0.7 | 12 | 30 | 0.4 |
| 2015 | 0 | 6 | 0.0 | 2 | 5 | 0.4 | 0 | 4 | 0.0 | 3 | 5 | 0.6 | 0 | 6 | 0.0 | 1 | 5 | 0.2 | 6 | 31 | 0.2 |
| Total | 3 | 41 | 0.1 | 19 | 49 | 0.4 | 8 | 44 | 0.2 | 22 | 49 | 0.4 | 19 | 59 | 0.3 | 10 | 43 | 0.2 | 81 | 285 | 0.3 |




The Holiday Fatalities table shows the number of fatalities that occurred on holidays for the past 10 years. The number of days included vary by holiday. Because of the differing lengths, a rate per day is provided and should be used to compare holidays. Holidays represent an increase in traffic safety risk due to the increased motor vehicle traffic and potential risk factors (e.g., alcohol and other drug-impaired driving, speeding, fatigued driving).

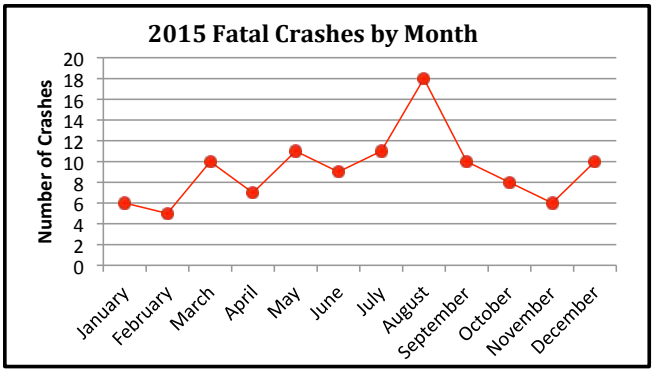


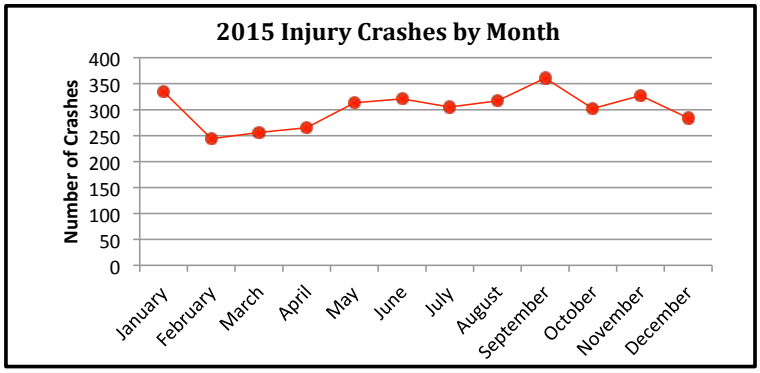

- There were 6 fatalities that occurred over holiday periods in 2015.
- The rate per day for holiday fatalities in 2015 was 0.2.

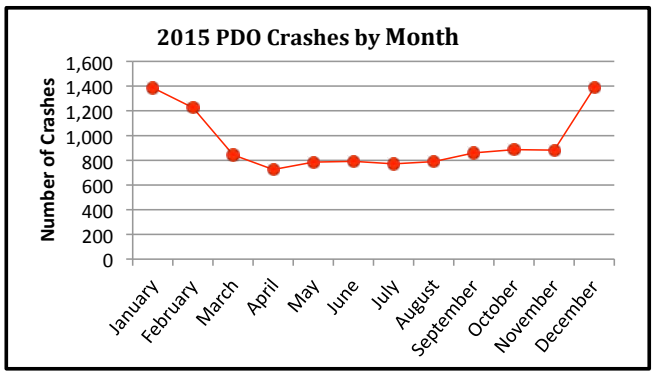
| Fatal Crashes and Fatalities by Month 2006 - 2015 | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Month | 2006 | | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | | 2012 | | 2013 | | 2014 | | 2015 | | Average | |
| | Crashes | Fatalities | Crashes | Fatalities | Crashes | Fatalities | Crashes | Fatalities | Crashes | Fatalities | Crashes | Fatalities | Crashes | Fatalities | Crashes | Fatalities | Crashes | Fatalities | Crashes | Fatalities | Crash Avg | Fatal Avg |
| January | 4 | 5 | 4 | 5 | 7 | 7 | 5 | 5 | 4 | 4 | 8 | 8 | 3 | 3 | 5 | 5 | 6 | 6 | 6 | 8 | 5.2 | 5.1 |
| February | 3 | 4 | 3 | 4 | 4 | 4 | 5 | 5 | 4 | 5 | 2 | 2 | 10 | 10 | 9 | 10 | 6 | 6 | 5 | 7 | 5.1 | 5.2 |
| March | 6 | 8 | 6 | 8 | 6 | 7 | 5 | 6 | 7 | 8 | 2 | 2 | 12 | 14 | 12 | 14 | 7 | 10 | 10 | 12 | 7.3 | 8.1 |
| April | 5 | 9 | 5 | 9 | 8 | 8 | 6 | 8 | 10 | 11 | 9 | 10 | 12 | 13 | 2 | 2 | 7 | 8 | 7 | 7 | 7.1 | 7.7 |
| May | 12 | 13 | 12 | 13 | 6 | 6 | 15 | 18 | 4 | 4 | 3 | 3 | 8 | 9 | 14 | 17 | 9 | 10 | 11 | 12 | 9.4 | 9.5 |
| June | 9 | 11 | 9 | 11 | 10 | 10 | 17 | 20 | 4 | 7 | 17 | 18 | 13 | 17 | 14 | 17 | 10 | 10 | 9 | 12 | 11.2 | 12.1 |
| July | 6 | 7 | 6 | 7 | 13 | 14 | 6 | 9 | 11 | 12 | 12 | 12 | 12 | 17 | 9 | 9 | 9 | 9 | 11 | 16 | 9.5 | 10.2 |
| August | 13 | 15 | 13 | 15 | 13 | 13 | 14 | 19 | 8 | 8 | 19 | 21 | 18 | 18 | 10 | 11 | 14 | 16 | 18 | 18 | 14.0 | 14.0 |
| September | 8 | 9 | 8 | 9 | 8 | 9 | 12 | 13 | 13 | 16 | 16 | 19 | 19 | 21 | 16 | 16 | 11 | 12 | 10 | 11 | 12.1 | 12.3 |
| October | 15 | 16 | 15 | 16 | 11 | 14 | 14 | 15 | 15 | 17 | 11 | 15 | 15 | 16 | 12 | 13 | 13 | 15 | 8 | 8 | 12.9 | 13.2 |
| November | 9 | 9 | 9 | 9 | 6 | 7 | 12 | 14 | 8 | 8 | 20 | 22 | 16 | 16 | 19 | 21 | 16 | 17 | 6 | 10 | 12.1 | 12.1 |
| December | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 4 | 5 | 11 | 16 | 9 | 16 | 11 | 13 | 13 | 16 | 10 | 10 | 7.7 | 8.7 |

- Over the past ten years (2006-2015), the highest average number of fatal crashes (14) and fatalities (14) occurred in August.
- The lowest average number of fatal crashes (5.1) occurred in February.

| 2015 Crashes by Month | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Month | Days in Month | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | | # Crashes | Rate per day | # Crashes | Rate per day | # Crashes | Rate per day | # Crashes | Rate per day |
| January | 31 | 6 | 0.19 | 335 | 10.81 | 1,387 | 44.74 | 1,728 | 55.74 |
| February | 28 | 5 | 0.18 | 244 | 8.71 | 1,226 | 43.79 | 1,475 | 52.68 |
| March | 31 | 10 | 0.32 | 256 | 8.26 | 843 | 27.19 | 1,109 | 35.77 |
| April | 30 | 7 | 0.23 | 265 | 8.83 | 725 | 24.17 | 997 | 33.23 |
| May | 31 | 11 | 0.35 | 313 | 10.10 | 785 | 25.32 | 1,109 | 35.77 |
| June | 30 | 9 | 0.30 | 321 | 10.70 | 791 | 26.37 | 1,121 | 37.37 |
| July | 31 | 11 | 0.35 | 305 | 9.84 | 772 | 24.90 | 1,088 | 35.10 |
| August | 31 | 18 | 0.58 | 317 | 10.23 | 790 | 25.48 | 1,125 | 36.29 |
| September | 30 | 10 | 0.33 | 361 | 12.03 | 860 | 28.67 | 1,231 | 41.03 |
| October | 31 | 8 | 0.26 | 302 | 9.74 | 887 | 28.61 | 1,197 | 38.61 |
| November | 30 | 6 | 0.20 | 327 | 10.90 | 882 | 29.40 | 1,215 | 40.50 |
| December | 31 | 10 | 0.32 | 284 | 9.16 | 1,388 | 44.77 | 1,682 | 54.26 |
| Total | 365 | 111 | 0.30 | 3,630 | 9.95 | 11,336 | 31.06 | 15,077 | 41.31 |

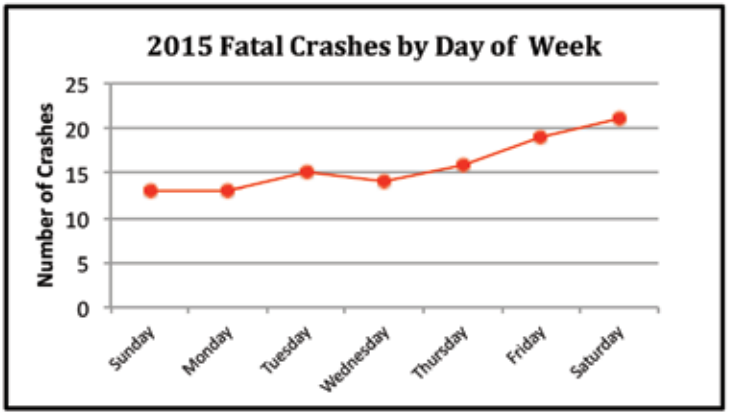


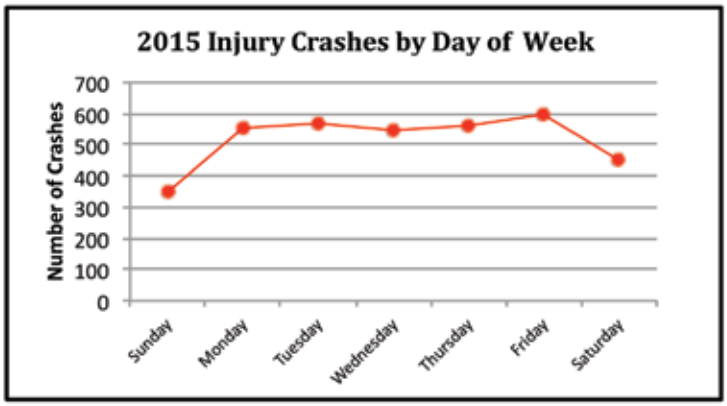



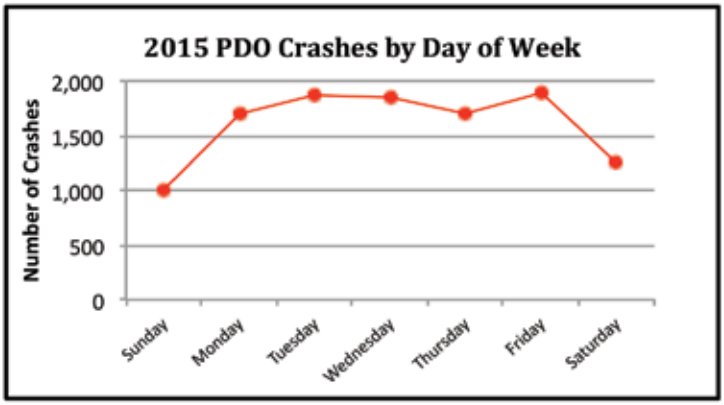




- The greatest number of fatal crashes occurred in August (18).
- The highest injury crash rate per day occurred in September (12.03).
- The highest rate per day for all crashes occurred in January (55.74).

| 2015 Crashes by Day of Week | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Month | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # Crashes | Percent | # Crashes | Percent | # Crashes | Percent | # Crashes | Percent |
| Sunday | 13 | 11.7% | 348 | 9.6% | 1,011 | 8.9% | 1,372 | 9.1% |
| Monday | 13 | 11.7% | 555 | 15.3% | 1,715 | 15.1% | 2,283 | 15.1% |
| Tuesday | 15 | 13.5% | 572 | 15.8% | 1,883 | 16.6% | 2,470 | 16.4% |
| Wednesday | 14 | 12.6% | 546 | 15.0% | 1,856 | 16.4% | 2,416 | 16.0% |
| Thursday | 16 | 14.4% | 559 | 15.4% | 1,715 | 15.1% | 2,290 | 15.2% |
| Friday | 19 | 17.1% | 599 | 16.5% | 1,904 | 16.8% | 2,522 | 16.7% |
| Saturday | 21 | 18.9% | 451 | 12.4% | 1,252 | 11.0% | 1,724 | 11.4% |
| Total | 111 | 100.0% | 3,630 | 100.0% | 11,336 | 100.0% | 15,077 | 100.0% |

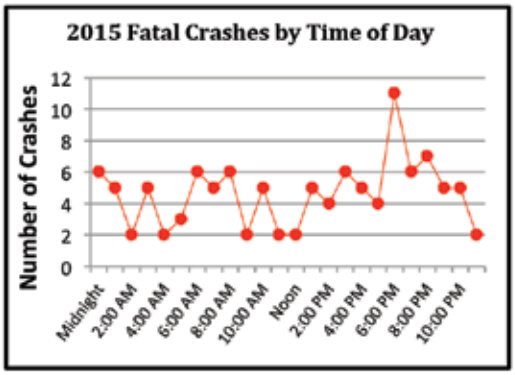


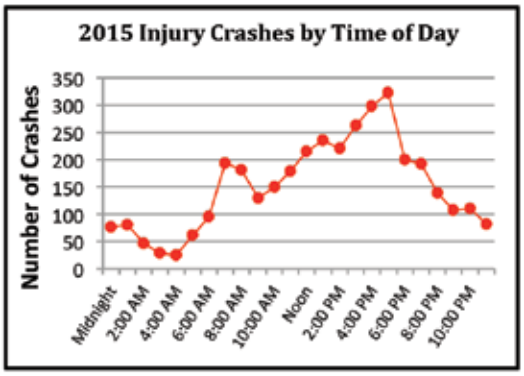



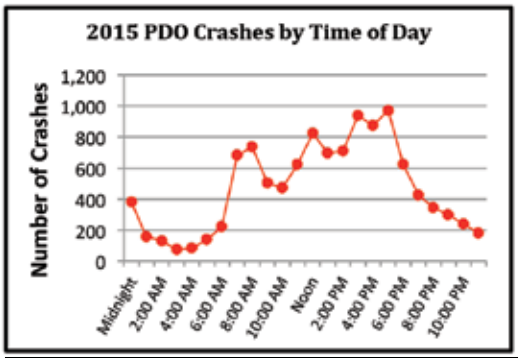




- The largest percentage of fatal crashes (18.9%) occurred on Saturday.

| 2015 Crashes by Time of Day | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Time of Day | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # Crashes | Percent | # Crashes | Percent | # Crashes | Percent | # Crashes | Percent |
| Midnight | 6 | 5.41% | 76 | 2.09% | 379 | 3.34% | 461 | 3.06% |
| 1:00 AM | 5 | 4.50% | 81 | 2.23% | 159 | 1.40% | 245 | 1.63% |
| 2:00 AM | 2 | 1.80% | 47 | 1.30% | 132 | 1.16% | 181 | 1.20% |
| 3:00 AM | 5 | 4.50% | 28 | 0.77% | 74 | 0.65% | 107 | 0.71% |
| 4:00 AM | 2 | 1.80% | 25 | 0.69% | 86 | 0.76% | 113 | 0.75% |
| 5:00 AM | 3 | 2.70% | 61 | 1.68% | 139 | 1.23% | 203 | 1.35% |
| 6:00 AM | 6 | 5.41% | 96 | 2.65% | 221 | 1.95% | 323 | 2.14% |
| 7:00 AM | 5 | 4.50% | 194 | 5.35% | 684 | 6.03% | 883 | 5.86% |
| 8:00 AM | 6 | 5.41% | 181 | 4.99% | 735 | 6.48% | 922 | 6.12% |
| 9:00 AM | 2 | 1.80% | 130 | 3.58% | 501 | 4.42% | 633 | 4.20% |
| 10:00 AM | 5 | 4.50% | 149 | 4.11% | 473 | 4.17% | 627 | 4.16% |
| 11:00 AM | 2 | 1.80% | 179 | 4.93% | 621 | 5.48% | 802 | 5.32% |
| Noon | 2 | 1.80% | 215 | 5.92% | 824 | 7.27% | 1,041 | 6.91% |
| 1:00 PM | 5 | 4.50% | 235 | 6.48% | 699 | 6.17% | 939 | 6.23% |
| 2:00 PM | 4 | 3.60% | 221 | 6.09% | 710 | 6.26% | 935 | 6.20% |
| 3:00 PM | 6 | 5.41% | 262 | 7.22% | 941 | 8.30% | 1,209 | 8.02% |
| 4:00 PM | 5 | 4.50% | 297 | 8.18% | 874 | 7.71% | 1,176 | 7.80% |
| 5:00 PM | 4 | 3.60% | 322 | 8.87% | 971 | 8.57% | 1,297 | 8.60% |
| 6:00 PM | 11 | 9.91% | 200 | 5.51% | 624 | 5.51% | 835 | 5.54% |
| 7:00 PM | 6 | 5.41% | 193 | 5.32% | 425 | 3.75% | 624 | 4.14% |
| 8:00 PM | 7 | 6.31% | 139 | 3.83% | 346 | 3.05% | 492 | 3.26% |
| 9:00 PM | 5 | 4.50% | 107 | 2.95% | 300 | 2.65% | 412 | 2.73% |
| 10:00 PM | 5 | 4.50% | 110 | 3.03% | 237 | 2.09% | 352 | 2.33% |
| 11:00 PM | 2 | 1.80% | 82 | 2.23% | 181 | 1.59% | 265 | 1.74% |
| Total | 111 | 100.00% | 3,630 | 100.00% | 11,336 | 100.00% | 15,077 | 100.00% |




- The highest percent (36.8) of all crashes occurred during the hours of 1:00 p.m. and 5:00 p.m.

| Work Zone Crashes 2006 - 2015 | | | | | | |
|---|---|---|---|---|---|---|
| Year | Fatal Crashes | Injury Crashes | PDO Crashes | Total Crashes | Total Fatalities | Total Injured |
| 2006 | 1 | 36 | 140 | 177 | 3 | 52 |
| 2007 | 1 | 38 | 158 | 197 | 1 | 49 |
| 2008 | 1 | 36 | 85 | 122 | 1 | 48 |
| 2009 | 0 | 51 | 116 | 167 | 0 | 68 |
| 2010 | 1 | 59 | 157 | 217 | 4 | 82 |
| 2011 | 1 | 53 | 149 | 203 | 1 | 67 |
| 2012 | 2 | 62 | 193 | 257 | 2 | 92 |
| 2013 | 2 | 50 | 196 | 248 | 2 | 67 |
| 2014 | 2 | 53 | 187 | 242 | 2 | 75 |
| 2015 | 1 | 36 | 118 | 155 | 1 | 43 |
| Totals | 12 | 474 | 1,499 | 1,985 | 17 | 643 |

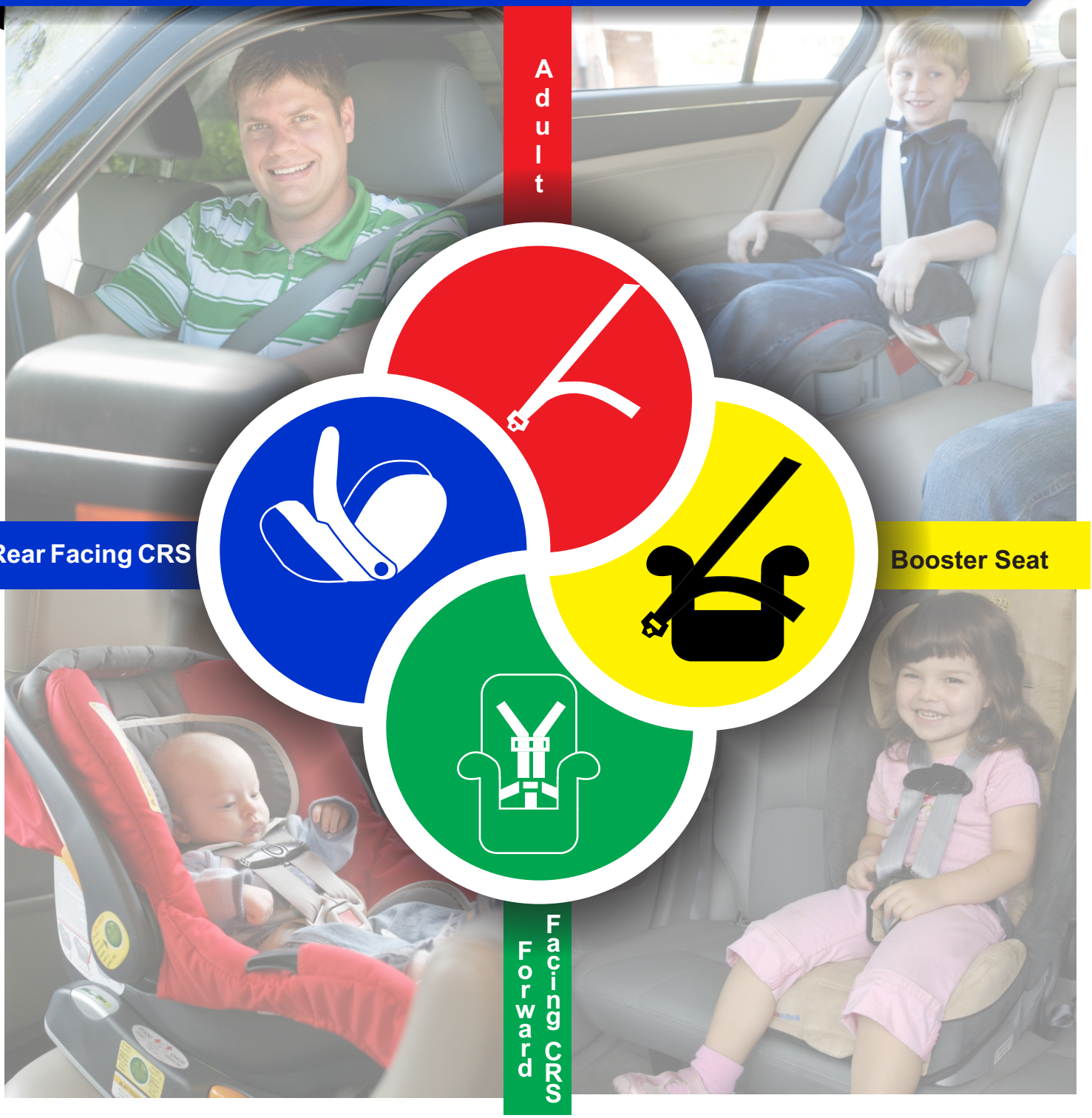
❖ In 2015, there was 1 fatal crash and 36 injury crashes in work zones.

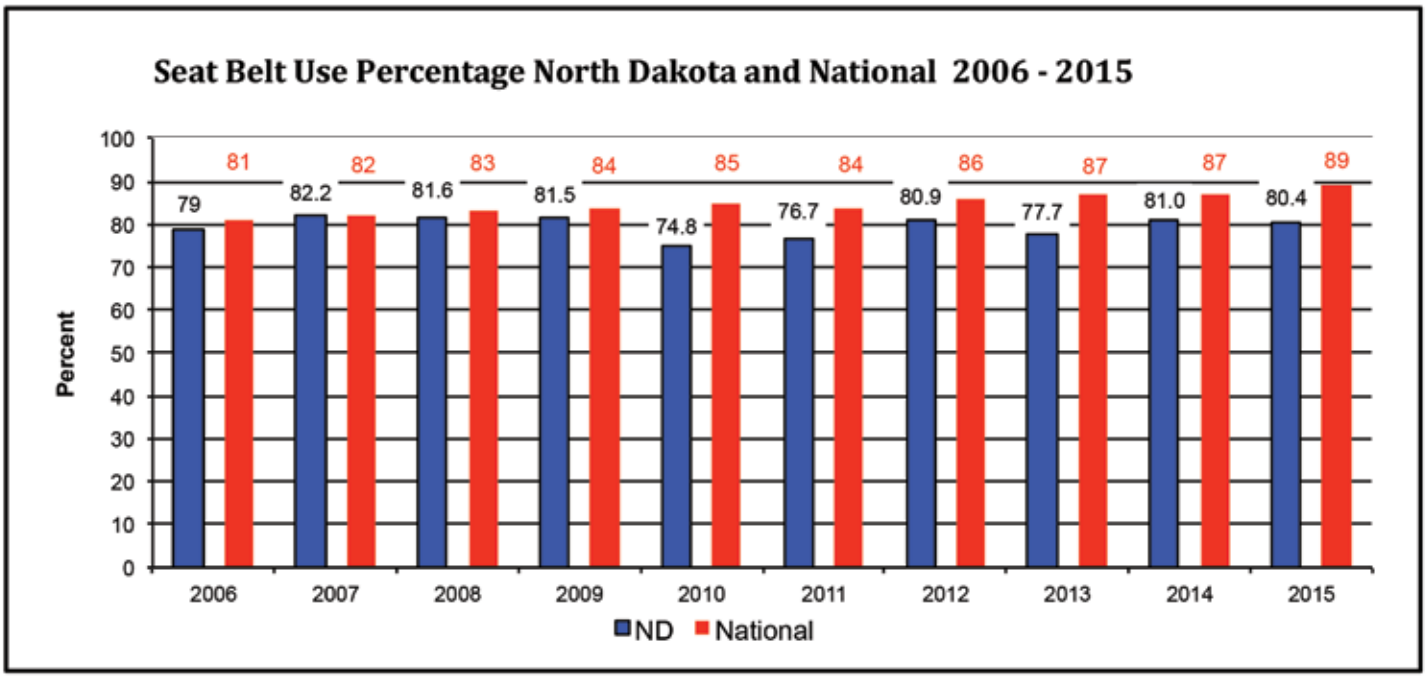
| Work Zone Crashes by Month 2006 - 2015 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Month | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | Avg. |
| January | 5 | 2 | 2 | 7 | 5 | 5 | 2 | 7 | 6 | 3 | 4.40 |
| February | 6 | 5 | 1 | 3 | 5 | 4 | 1 | 6 | 2 | 3 | 3.60 |
| March | 4 | 4 | 1 | 4 | 4 | 1 | 4 | 4 | 3 | 3 | 3.20 |
| April | 13 | 13 | 2 | 6 | 12 | 5 | 6 | 4 | 4 | 5 | 7.00 |
| May | 12 | 30 | 17 | 14 | 21 | 10 | 15 | 15 | 18 | 15 | 16.70 |
| June | 20 | 30 | 17 | 18 | 20 | 29 | 20 | 35 | 34 | 26 | 24.90 |
| July | 26 | 32 | 13 | 23 | 33 | 33 | 44 | 46 | 47 | 33 | 33.00 |
| August | 32 | 40 | 18 | 32 | 31 | 29 | 57 | 49 | 51 | 30 | 36.90 |
| September | 26 | 26 | 25 | 30 | 42 | 37 | 52 | 36 | 38 | 24 | 33.60 |
| October | 21 | 11 | 14 | 14 | 35 | 38 | 39 | 35 | 23 | 8 | 23.80 |
| November | 7 | 3 | 7 | 14 | 4 | 8 | 11 | 7 | 12 | 3 | 7.60 |
| December | 5 | 1 | 5 | 2 | 5 | 4 | 6 | 4 | 4 | 2 | 3.80 |
| Total | 177 | 197 | 122 | 167 | 217 | 203 | 257 | 248 | 242 | 155 | 203.33 |

❖ Over the past ten years August has had the highest average of work zone crashes (36.9).

Section 2

# OCCUPANT PROTECTION






Since 2001, North Dakota had used a formula – which was approved by the National Highway Traffic Safety Administration (NHTSA) – to analyze the data collected via the statewide observational seat belt use study. In 2005, a deviation from this formula occurred to allow weighted data for direct comparisons. This resulted in an increased seat belt use rate. In 2009, the state requested that NHTSA review the formula change for concurrence with the original formula.

As a result, the state reverted to the original formula with the 2009 survey. Unfortunately, data from 2005 – 2009 and earlier were not available to be recalculated.

- In 2015 North Dakota ranked below the national average in seat belt usage.
- The national average in 2015, as reported by the National Occupant Protection Use Survey (NOPUS) was 89 percent.
- Without a primary seat belt law for all vehicle occupants, change will require the efforts of educators and law enforcement.

# OCCUPANT PROTECTION

| Seat Belt Eligible Fatalities and Restraint System 2011 - 2015 | | | | | |
|---|---|---|---|---|---|
| Restraint System | Fatalities* | | | | |
| | 2011 | 2012 | 2013 | 2014 | 2015 |
| Forward Facing CRS | | | 1 | | |
| Lap and Shoulder | 29 | 41 | 32 | 29 | 33 |
| Lap Belt Only | 1 | | 1 | | |
| Not in Use | 81 | 92 | 73 | 76 | 67 |
| Rear Facing CRS | | | 1 | | |
| Restraint Use Unknown | 8 | 7 | 22 | 5 | 9 |
| Shoulder Belt | | | | | 1 |
| Total | 119 | 140 | 130 | 110 | 110 |

*Does not include motorcycle, pedestrians and pedelcycle

- Restraint device use was compared for fatalities by restraint system use from 2011 through 2015.
- In 2015, 67 (60.9%) of the fatalities that occurred had no restraint system in use (excludes motorcycle, OHV, pedestrians, and pedalcycle).

| Seat Belt Eligible Fatalities and Restraint System 2011 - 2015 | | | | | |
|---|---|---|---|---|---|
| Fatalities Age Seventeen and Under* | | | | | |
| Safety Equipment | 2011 | 2012 | 2013 | 2014 | 2015 |
| | Fatalities | Fatalities | Fatalities | Fatalities | Fatalities |
| Forward Facing CRS | | 1 | 1 | | |
| Lap and Shoulder | 3 | 5 | 1 | | 1 |
| Lap Belt Only | | | | | |
| Not in Use | 7 | 4 | 3 | 5 | 4 |
| Rear Facing CRS | | | 1 | | |
| Restraint Use Unknown | | | 1 | | 1 |
| Shoulder Belt | | | | | |
| Total | 10 | 10 | 7 | 5 | 6 |

- In 2015, only one fatality age seventeen or younger was wearing a restraint.

| 2015 Passenger Vehicle Fatal Ejections | |
|---|---|
| Ejection Status | Count |
| Totally Ejected | 37 |
| Partially Ejected | 9 |
| Not Ejected | 62 |
| Not Applicable | 1 |
| Unknown | 1 |
| Total | 110 |

- In 2015, 46 of the applicable fatalities (110 seat belt eligible) were either totally ejected or partially ejected from the vehicle.

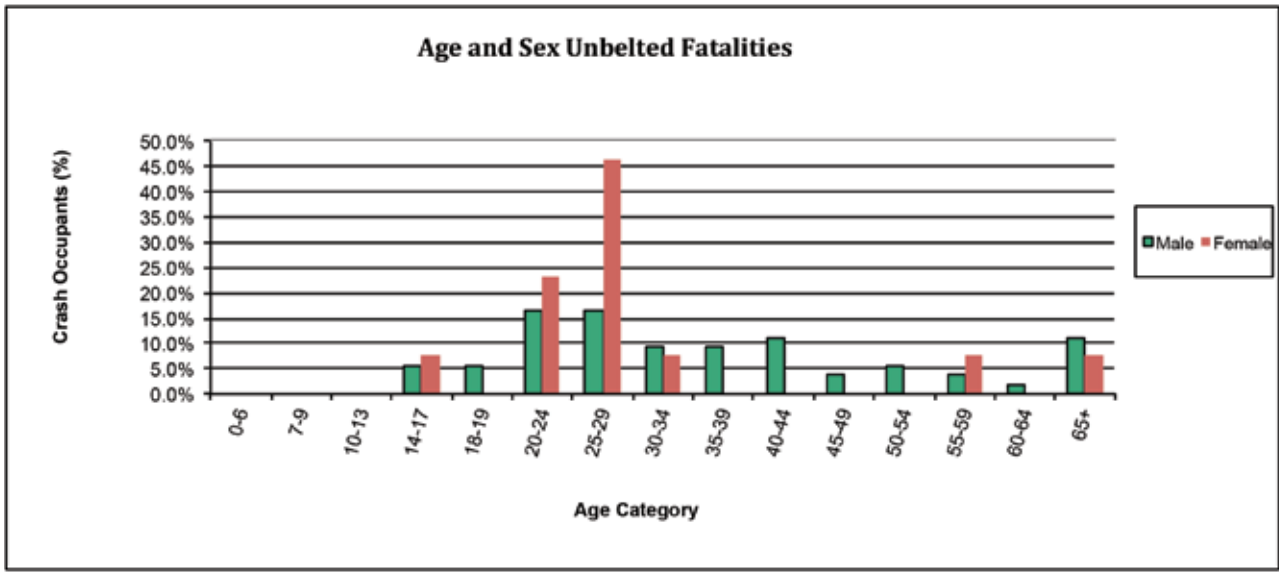
## 2015 All Seat Belt Eligible in Fatal Crashes by Restraint System and Injury Status

| Restraint System | Fatal | Incapacitating | None | Non-Incapacitating | Possible-Claimed | Grand Total |
|---|---|---|---|---|---|---|
| Forward Facing CRS | | | 1 | 1 | | 2 |
| Lap and Shoulder | 33 | 11 | 37 | 21 | 9 | 111 |
| Lap Belt Only | | | | 1 | | 1 |
| Not Applicable | | | 7 | | | 7 |
| Not in Use | 67 | 13 | 3 | 8 | 1 | 92 |
| Restraint Use Unknown | 9 | 3 | 3 | 6 | | 21 |
| Shoulder Belt | 1 | | | | | 1 |
| Grand Total | 110 | 27 | 51 | 37 | 10 | 235 |

- In 2015, 67 people died who were eligible to wear a seat belt while operating or riding in a motor vehicle but were not wearing a seat belt at the time of the crash
- Of the 51 people who received no injuries in a fatal crash only 3 did not have a restraint system in use.

## 2015 Age and Sex of Unbelted Fatalities

| Age | Male | | Female | | Total | |
|---|---|---|---|---|---|---|
| | # | % | # | % | # | % |
| 0-6 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 7-9 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 10-13 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 14-17 | 3 | 5.6% | 1 | 7.7% | 4 | 6.0% |
| 18-19 | 3 | 5.6% | 0 | 0.0% | 3 | 4.5% |
| 20-24 | 9 | 16.7% | 3 | 23.1% | 12 | 17.9% |
| 25-29 | 9 | 16.7% | 6 | 46.2% | 15 | 22.4% |
| 30-34 | 5 | 9.3% | 1 | 7.7% | 6 | 9.0% |
| 35-39 | 5 | 9.3% | 0 | 0.0% | 5 | 7.5% |
| 40-44 | 6 | 11.1% | 0 | 0.0% | 6 | 9.0% |
| 45-49 | 2 | 3.7% | 0 | 0.0% | 2 | 3.0% |
| 50-54 | 3 | 5.6% | 0 | 0.0% | 3 | 4.5% |
| 55-59 | 2 | 3.7% | 1 | 7.7% | 3 | 4.5% |
| 60-64 | 1 | 1.9% | 0 | 0.0% | 1 | 1.5% |
| 65+ | 6 | 11.1% | 1 | 7.7% | 7 | 10.4% |
| Total | 54 | 100.0% | 13 | 100.0% | 67 | 100.0% |



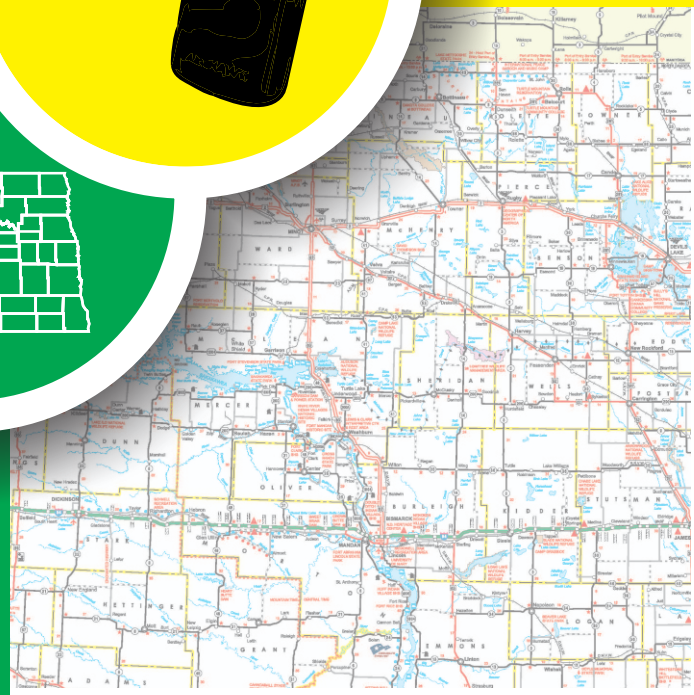
Section 3

# ALCOHOL RELATED

DUI Arrests

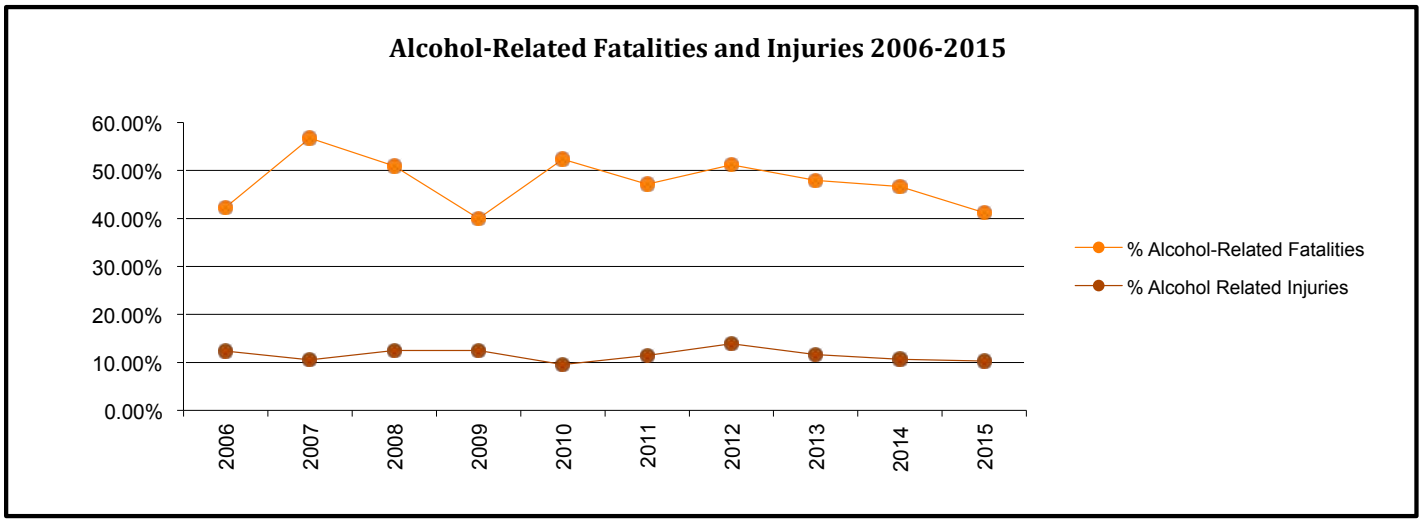
Type of Vehicles

BAC Levels



County

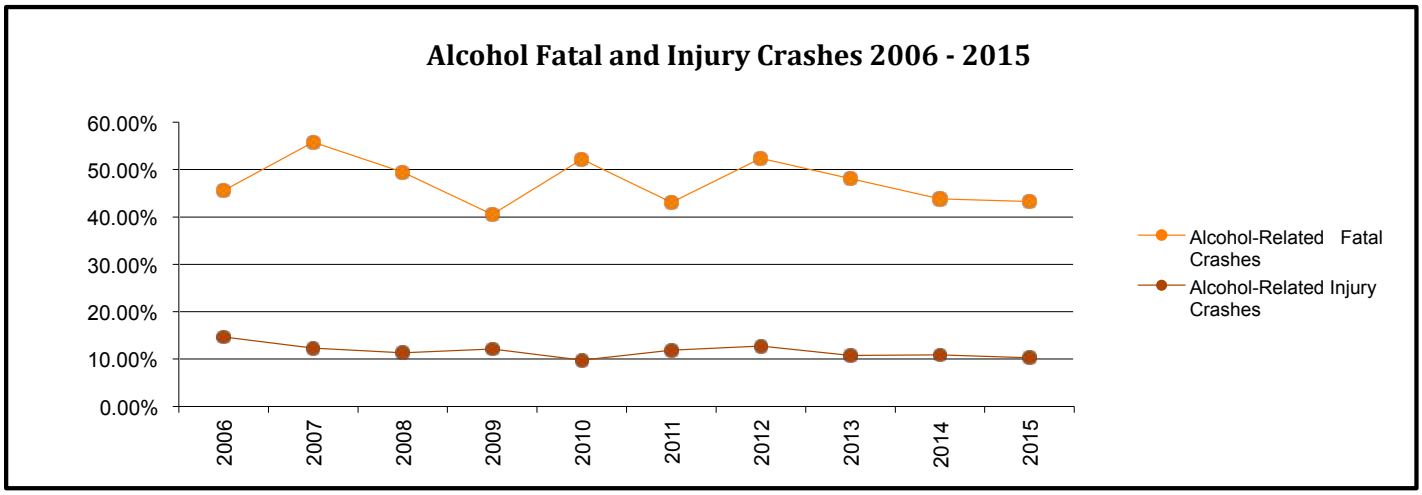
| Alcohol-Related Fatal Crashes 2006 - 2015 | | | | | | |
|---|---|---|---|---|---|---|
| Year | Fatalities | | | Fatal Crashes | | |
| | Alcohol-Related Fatalities | All Fatalities | % Alcohol-Related Fatalities | Alcohol-Related Fatal Crashes | All Fatal Crashes | % Alcohol- Related Fatal Crashes |
| 2006 | 47 | 111 | 42.34% | 46 | 101 | 45.54% |
| 2007 | 63 | 111 | 56.76% | 53 | 95 | 55.79% |
| 2008 | 53 | 104 | 50.96% | 48 | 97 | 49.48% |
| 2009 | 56 | 140 | 40.00% | 47 | 116 | 40.52% |
| 2010 | 55 | 105 | 52.38% | 48 | 92 | 52.17% |
| 2011 | 66 | 140 | 47.14% | 56 | 130 | 43.08% |
| 2012 | 87 | 170 | 51.18% | 77 | 147 | 52.38% |
| 2013 | 71 | 148 | 47.97% | 64 | 133 | 48.12% |
| 2014 | 63 | 135 | 46.67% | 53 | 121 | 43.80% |
| 2015 | 54 | 131 | 41.22% | 48 | 111 | 43.24% |
| Total | 615 | 1,295 | 47.49% | 540 | 1,143 | 47.24% |




- Over the past 10 years, the percentage of alcohol-related fatal crashes fluctuated from a high of 55.8 percent in 2007 to a low of 40.5 percent in 2009.
- In 2015, 43.2 percent of all fatal crashes were alcohol related, below the 10 year average of 47.24 percent.

# ALCOHOL-RELATED CRASHES

| Alcohol-Related Injury Crashes 2006 - 2015 | | | | | | |
|---|---|---|---|---|---|---|
| Year | Injuries | | | Injury Crashes | | |
| | Alcohol-Related Injuries | All Injuries | % Alcohol Related Injuries | Alcohol-Related Injury Crashes | Total Injury Crashes | % Alcohol- Related Injury Crashes |
| 2006 | 513 | 4,141 | 12.39% | 397 | 2,701 | 14.70% |
| 2007 | 435 | 4,131 | 10.53% | 370 | 3,001 | 12.33% |
| 2008 | 531 | 4,247 | 12.50% | 347 | 3,062 | 11.33% |
| 2009 | 558 | 4,462 | 12.51% | 385 | 3,175 | 12.13% |
| 2010 | 447 | 4,682 | 9.55% | 325 | 3,329 | 9.76% |
| 2011 | 576 | 5,022 | 11.47% | 421 | 3,548 | 11.87% |
| 2012 | 740 | 5,319 | 13.91% | 476 | 3,729 | 12.76% |
| 2013 | 624 | 5,374 | 11.61% | 420 | 3,900 | 10.77% |
| 2014 | 564 | 5,289 | 10.66% | 421 | 3,872 | 10.87% |
| 2015 | 496 | 4,824 | 10.28% | 373 | 3,630 | 10.28% |
| Total | 5,484 | 47,491 | 11.55% | 3,935 | 33,947 | 11.59% |




❖ In 2015, the percent of alcohol related injury crashes was 10.2 percent. Below the ten year average of 11.5 percent.

| Alcohol Concentration Level of Fatalities 2006 - 2015 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Year | AC .00 or Not Reported | AC .01-.07 | AC .08-.09 | AC .10+ | Total Fatalities | % of Fatalities With a Positive AC | % of Fatalities With an AC of .08 or Greater |
| 2006 | 71 | 5 | 1 | 34 | 111 | 36.0% | 31.5% |
| 2007 | 58 | 5 | 2 | 46 | 111 | 47.5% | 43.2% |
| 2008 | 61 | 5 | 1 | 37 | 104 | 41.3% | 36.5% |
| 2009 | 85 | 5 | 4 | 46 | 140 | 39.3% | 35.7% |
| 2010 | 62 | 5 | 2 | 36 | 105 | 41.0% | 36.2% |
| 2011 | 90 | 3 | 3 | 52 | 148 | 39.2% | 37.2% |
| 2012 | 99 | 13 | 1 | 57 | 170 | 41.8% | 34.1% |
| 2013 | 83 | 10 | 4 | 51 | 148 | 46.7% | 41.0% |
| 2014 | 80 | 6 | 3 | 46 | 135 | 40.7% | 36.3% |
| 2015 | 66 | 10 | 4 | 51 | 131 | 49.6% | 41.9% |

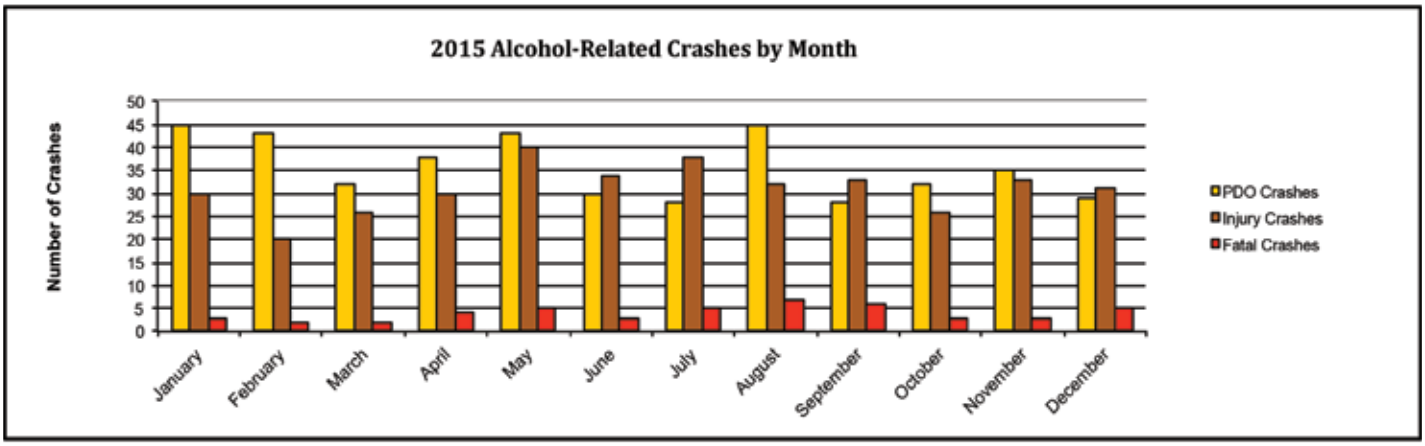
- In 2015, 41.9 percent of fatalities had an AC level of .08 or greater.
- 49.6 percent of the fatalities in 2015 had a measurable level of alcohol in their system at the time of the crash.

| Alcohol Concentration Level of Drivers Involved in Fatal Crashes 2006-2015 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | AC .00 | % | AC .01-.07 | % | AC .08-.09 | % | AC .10+ | % | Test Not Given or Unknown | % | Total Fatalities | Total Drivers |
| 2006 | 35 | 26.1% | 5 | 3.7% | 1 | 0.7% | 33 | 24.6% | 60 | 44.8% | 111 | 134 |
| 2007 | 35 | 29.2% | 4 | 3.3% | 3 | 2.5% | 39 | 32.5% | 39 | 32.5% | 111 | 120 |
| 2008 | 38 | 27.7% | 5 | 3.6% | 2 | 1.5% | 38 | 27.7% | 54 | 39.4% | 104 | 137 |
| 2009 | 54 | 32.1% | 3 | 1.8% | 3 | 1.8% | 39 | 23.2% | 69 | 41.1% | 140 | 168 |
| 2010 | 49 | 33.8% | 4 | 2.8% | 2 | 1.4% | 36 | 24.8% | 54 | 37.2% | 105 | 145 |
| 2011 | 74 | 39.6% | 3 | 1.6% | 7 | 3.7% | 44 | 23.5% | 59 | 31.6% | 148 | 187 |
| 2012 | 72 | 33.0% | 15 | 6.9% | 4 | 1.8% | 56 | 25.7% | 71 | 32.6% | 170 | 218 |
| 2013 | 74 | 34.7% | 10 | 4.7% | 3 | 1.4% | 48 | 22.5% | 78 | 36.6% | 148 | 213 |
| 2014 | 50 | 28.4% | 7 | 4.0% | 3 | 1.7% | 44 | 25.0% | 72 | 40.9% | 135 | 176 |
| 2015 | 48 | 28.9% | 9 | 5.4% | 3 | 1.8% | 36 | 21.7% | 70 | 42.2% | 131 | 166 |

- In 2015, there were 166 drivers involved in 121 fatal crashes in North Dakota, 40.6 percent of those tested for alcohol registered .08 or higher.

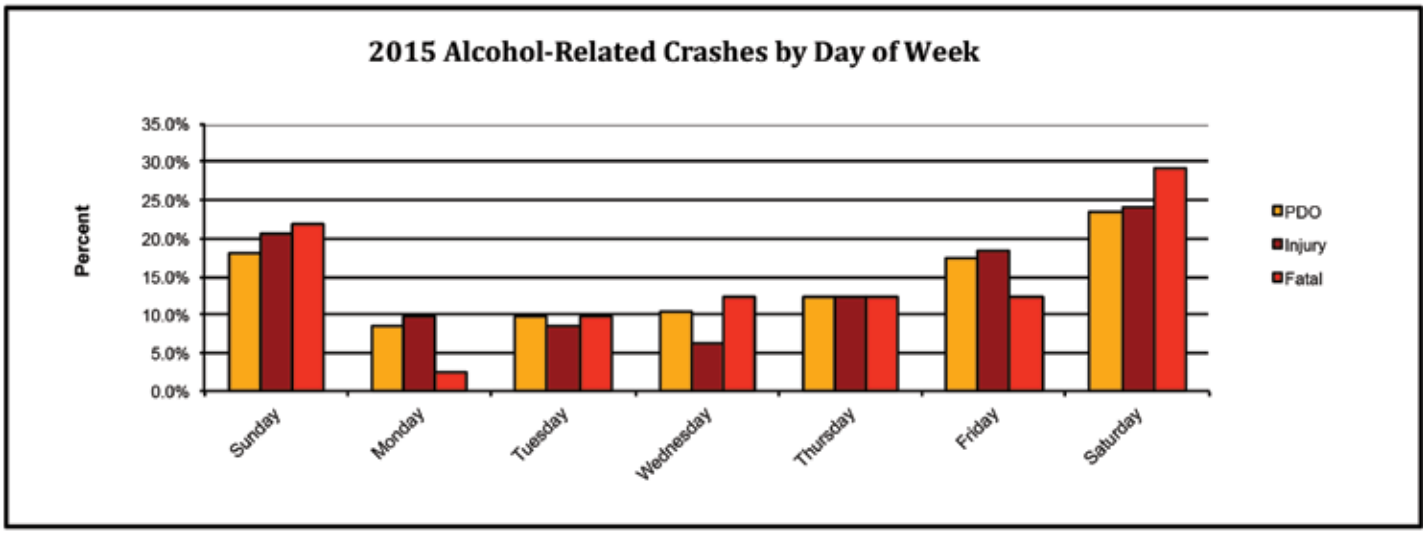
# ALCOHOL-RELATED CRASHES

| 2015 Alcohol-Related Crashes by Month of Year | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Month | Days in Month | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | | # Alcohol-Related Fatal Crashes | Rate per day | # Alcohol-Related Injury Crashes | Rate per day | # Alcohol-Related PDO Crashes | Rate per day | # All Alcohol-Related Crashes | Rate per day |
| January | 31 | 3 | 0.10 | 30 | 0.97 | 45 | 1.45 | 78 | 2.52 |
| February | 28 | 2 | 0.07 | 20 | 0.71 | 43 | 1.54 | 65 | 2.32 |
| March | 31 | 2 | 0.06 | 26 | 0.84 | 32 | 1.03 | 60 | 1.94 |
| April | 30 | 4 | 0.13 | 30 | 1.00 | 38 | 1.27 | 72 | 2.40 |
| May | 31 | 5 | 0.16 | 40 | 1.29 | 43 | 1.39 | 88 | 2.84 |
| June | 30 | 3 | 0.10 | 34 | 1.13 | 30 | 1.00 | 67 | 2.23 |
| July | 31 | 5 | 0.16 | 38 | 1.23 | 28 | 0.90 | 71 | 2.29 |
| August | 31 | 7 | 0.23 | 32 | 1.03 | 45 | 1.45 | 84 | 2.71 |
| September | 30 | 6 | 0.20 | 33 | 1.10 | 28 | 0.93 | 67 | 2.23 |
| October | 31 | 3 | 0.10 | 26 | 0.84 | 32 | 1.03 | 61 | 1.97 |
| November | 30 | 3 | 0.10 | 33 | 1.10 | 35 | 1.17 | 71 | 2.37 |
| December | 31 | 5 | 0.16 | 31 | 1.00 | 29 | 0.94 | 65 | 2.10 |
| Total | 365 | 48 | 0.13 | 373 | 1.02 | 428 | 1.17 | 849 | 2.33 |




- In 2015, the highest number of alcohol related crashes (87) occurred in May with a rate of 2.81 per day.
- The lowest number of alcohol related crashes occurred in March (60) with a rate of 1.90 per day.

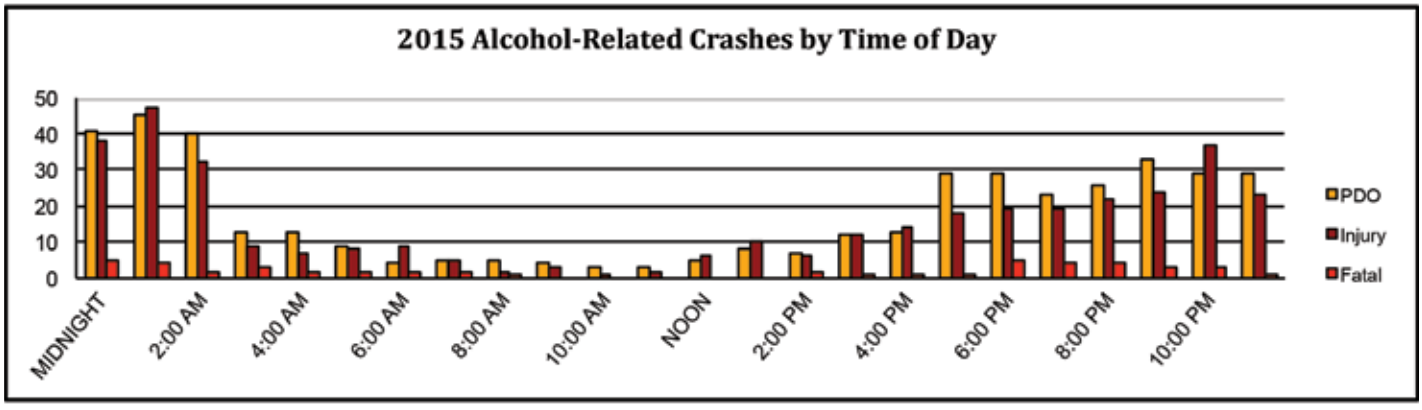
| 2015 Alcohol-Related Crashes by Day of Week | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # Alcohol-Related Fatal Crashes | Percent | # Alcohol-Related Injury Crashes | Percent | # Alcohol-Related PDO Crashes | Percent | # All Alcohol-Related Crashes | Percent |
| Sunday | 9 | 22.0% | 77 | 20.6% | 77 | 18.0% | 163 | 19.4% |
| Monday | 4 | 2.4% | 37 | 9.9% | 37 | 8.6% | 75 | 8.9% |
| Tuesday | 4 | 9.8% | 32 | 8.6% | 42 | 9.8% | 78 | 9.3% |
| Wednesday | 7 | 12.2% | 23 | 6.2% | 45 | 10.5% | 73 | 8.7% |
| Thursday | 5 | 12.2% | 46 | 12.3% | 52 | 12.1% | 103 | 12.2% |
| Friday | 6 | 12.2% | 68 | 18.2% | 75 | 17.5% | 148 | 17.6% |
| Saturday | 13 | 29.3% | 90 | 24.1% | 100 | 23.4% | 202 | 24.0% |
| Total | 48 | 100% | 373 | 100% | 428 | 100% | 842 | 100% |




- In 2015, the greatest number of alcohol-related crashes (202) occurred on Saturday.
- 43.3 percent of alcohol-related fatal crashes occurred on Saturday and Sunday.

# ALCOHOL-RELATED CRASHES

| 2015 Alcohol-Related Crashes by Time of Day | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Time of Day | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # Alcohol-Related Fatal Crashes | Percent | # Alcohol-Related Injury Crashes | Percent | # Alcohol-Related PDO Crashes | Percent | # All Alcohol-Related Crashes | Percent |
| MIDNIGHT | 5 | 12.20% | 38 | 10.19% | 41 | 9.58% | 84 | 9.98% |
| 1:00 AM | 4 | 7.32% | 47 | 12.60% | 45 | 10.51% | 95 | 11.28% |
| 2:00 AM | 2 | 4.88% | 32 | 8.58% | 40 | 9.35% | 74 | 8.79% |
| 3:00 AM | 3 | 7.32% | 9 | 2.41% | 13 | 3.04% | 25 | 2.97% |
| 4:00 AM | 2 | 4.88% | 7 | 1.88% | 13 | 3.04% | 22 | 2.61% |
| 5:00 AM | 2 | 2.44% | 8 | 2.14% | 9 | 2.10% | 18 | 2.14% |
| 6:00 AM | 2 | 4.88% | 9 | 2.41% | 4 | 0.93% | 15 | 1.78% |
| 7:00 AM | 2 | 4.88% | 5 | 1.34% | 5 | 1.17% | 12 | 1.43% |
| 8:00 AM | 1 | 2.44% | 2 | 0.54% | 5 | 1.17% | 8 | 0.95% |
| 9:00 AM | 0 | 0.00% | 3 | 0.80% | 4 | 0.93% | 7 | 0.83% |
| 10:00 AM | 0 | 0.00% | 1 | 0.27% | 3 | 0.70% | 4 | 0.48% |
| 11:00 AM | 0 | 0.00% | 2 | 0.54% | 3 | 0.70% | 5 | 0.59% |
| NOON | 0 | 0.00% | 6 | 1.61% | 5 | 1.17% | 11 | 1.31% |
| 1:00 PM | 0 | 0.00% | 10 | 2.68% | 8 | 1.87% | 18 | 2.14% |
| 2:00 PM | 2 | 4.88% | 6 | 1.61% | 7 | 1.64% | 15 | 1.78% |
| 3:00 PM | 1 | 2.44% | 12 | 3.22% | 12 | 2.80% | 25 | 2.97% |
| 4:00 PM | 1 | 0.00% | 14 | 3.75% | 13 | 3.04% | 27 | 3.21% |
| 5:00 PM | 1 | 2.44% | 18 | 4.83% | 29 | 6.78% | 48 | 5.70% |
| 6:00 PM | 5 | 7.32% | 19 | 5.09% | 29 | 6.78% | 51 | 6.06% |
| 7:00 PM | 4 | 7.32% | 19 | 5.09% | 23 | 5.37% | 45 | 5.34% |
| 8:00 PM | 4 | 7.32% | 22 | 5.90% | 26 | 6.07% | 51 | 6.06% |
| 9:00 PM | 3 | 7.32% | 24 | 6.43% | 33 | 7.71% | 60 | 7.13% |
| 10:00 PM | 3 | 7.32% | 37 | 9.92% | 29 | 6.78% | 69 | 8.19% |
| 11:00 PM | 1 | 2.44% | 23 | 6.17% | 29 | 6.78% | 53 | 6.29% |
| Total | 48 | 100% | 373 | 100% | 428 | 100% | 842 | 100% |




- 36.3 percent of all alcohol-related crashes occurred between 11:00 p.m. and 2:59 a.m.
- 21.9 percent of alcohol-related fatal crashes occurred between the hours of 11:00 p.m. and 1:59 a.m.

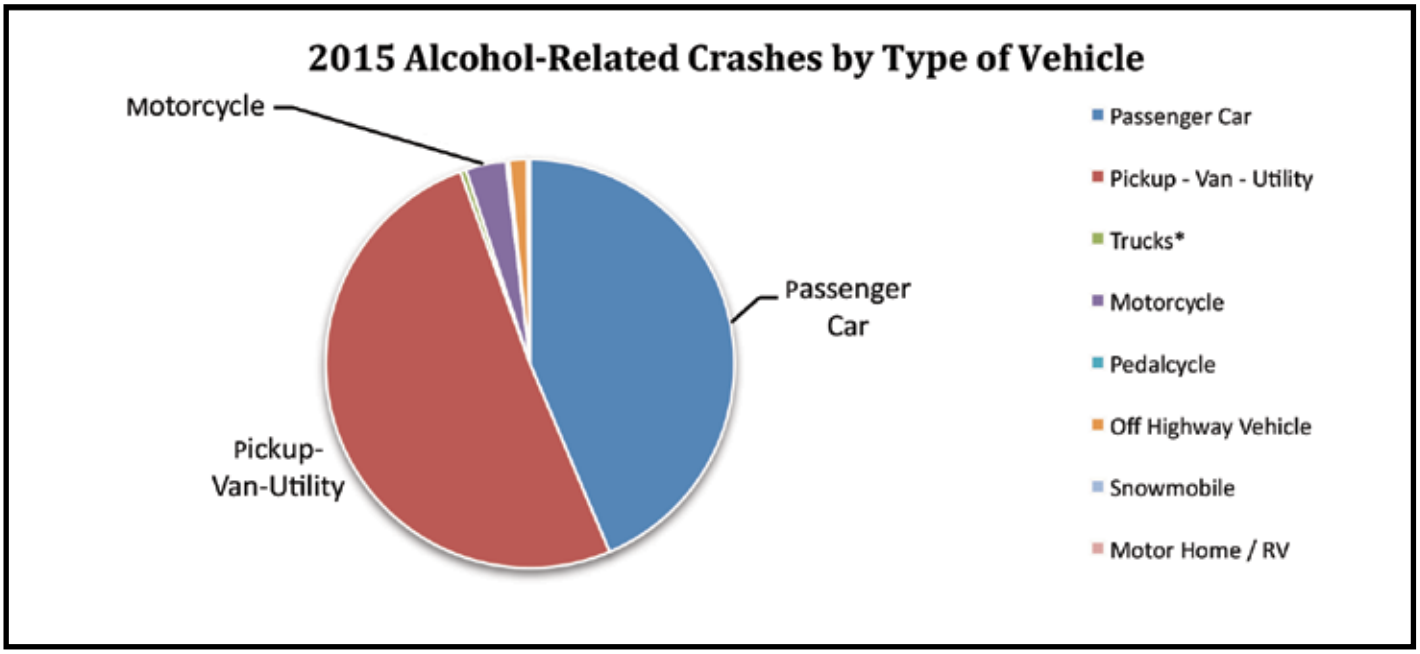
| 2015 Alcohol-Related Crashes by County | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| County | Fatal | Fatality Rate per Million VMT | Injury | Injury Rate per Million VMT | Property Damage Only (PDO) | PDO Rate per Million VMT | Total | Crash Rate per Million VMT | 2015 VMT by County |
| Adams | 0 | 0.000 | 0 | 0 | 0 | 0 | 0 | 0 | 36,307,876 |
| Barnes | 1 | 0.004 | 11 | 0.048 | 5 | 0.022 | 17 | 0.074 | 231,206,715 |
| Benson | 2 | 0.009 | 3 | 0.028 | 2 | 0.019 | 6 | 0.057 | 105,429,983 |
| Billings | 0 | 0 | 5 | 0.048 | 1 | 0.010 | 6 | 0.057 | 104,814,108 |
| Bottineau | 1 | 0.009 | 8 | 0.074 | 3 | 0.028 | 12 | 0.111 | 108,256,387 |
| Bowman | 0 | 0 | 1 | 0.018 | 0 | 0 | 1 | 0.018 | 56,144,438 |
| Burke | 0 | 0 | 1 | 0.016 | 0 | 0 | 1 | 0.016 | 63,692,004 |
| Burleigh | 2 | 0.001 | 28 | 0.039 | 52 | 0.072 | 81 | 0.112 | 721,958,627 |
| Cass | 1 | 0.001 | 63 | 0.040 | 66 | 0.042 | 130 | 0.083 | 1,558,107,574 |
| Cavalier | 1 | 0.016 | 1 | 0.016 | 2 | 0.033 | 4 | 0.066 | 60,777,708 |
| Dickey | 0 | 0 | 0 | 0 | 1 | 0.018 | 1 | 0.018 | 54,231,153 |
| Divide | 0 | 0 | 3 | 0.034 | 1 | 0.011 | 4 | 0.046 | 87,747,628 |
| Dunn | 1 | 0.005 | 4 | 0.019 | 2 | 0.009 | 7 | 0.033 | 210,719,616 |
| Eddy | 0 | 0 | 0 | 0 | 1 | 0.032 | 1 | 0.032 | 30,824,974 |
| Emmons | 1 | 0.017 | 7 | 0.122 | 0 | 0 | 8 | 0.139 | 57,434,643 |
| Foster | 0 | 0 | 2 | 0.042 | 0 | 0 | 2 | 0.042 | 48,125,181 |
| Golden Valley | 0 | 0 | 1 | 0.020 | 2 | 0.039 | 3 | 0.059 | 51,175,535 |
| Grand Forks | 3 | 0.005 | 24 | 0.039 | 46 | 0.075 | 73 | 0.119 | 613,248,357 |
| Grant | 0 | 0 | 1 | 0.030 | 2 | 0.060 | 3 | 0.090 | 33,500,977 |
| Griggs | 0 | 0 | 3 | 0.100 | 1 | 0.033 | 4 | 0.133 | 29,962,938 |
| Hettinger | 0 | 0 | 0 | 0 | 1 | 0.024 | 1 | 0.024 | 42,427,972 |
| Kidder | 0 | 0 | 4 | 0.035 | 2 | 0.018 | 6 | 0.053 | 114,235,528 |
| Lamoure | 0 | 0 | 2 | 0.036 | 4 | 0.071 | 6 | 0.107 | 56,071,938 |
| Logan | 0 | 0 | 3 | 0.123 | 1 | 0.041 | 4 | 0.164 | 24,363,458 |
| McHenry | 0 | 0 | 1 | 0.008 | 1 | 0.008 | 2 | 0.015 | 129,335,827 |
| McIntosh | 0 | 0 | 2 | 0.064 | 1 | 0.032 | 3 | 0.096 | 31,215,788 |
| McKenzie | 5 | 0.007 | 25 | 0.046 | 16 | 0.029 | 45 | 0.082 | 546,995,357 |
| McLean | 4 | 0.013 | 8 | 0.036 | 3 | 0.013 | 14 | 0.062 | 224,230,372 |
| Mercer | 0 | 0 | 6 | 0.061 | 3 | 0.030 | 9 | 0.091 | 98,588,717 |
| Morton | 3 | 0.007 | 32 | 0.073 | 28 | 0.064 | 63 | 0.143 | 439,515,020 |
| Mountrail | 4 | 0.008 | 8 | 0.022 | 8 | 0.022 | 19 | 0.051 | 370,497,929 |
| Nelson | 0 | 0 | 0 | 0 | 1 | 0.014 | 1 | 0.014 | 70,078,886 |
| Oliver | 1 | 0.029 | 1 | 0.029 | 0 | 0 | 2 | 0.059 | 34,070,534 |
| Pembina | 0 | 0 | 2 | 0.016 | 3 | 0.024 | 5 | 0.041 | 123,013,953 |
| Pierce | 2 | 0.034 | 3 | 0.051 | 2 | 0.034 | 7 | 0.118 | 59,329,735 |
| Ramsey | 0 | 0 | 4 | 0.026 | 4 | 0.026 | 8 | 0.053 | 151,294,951 |
| Ransom | 0 | 0 | 1 | 0.019 | 1 | 0.019 | 2 | 0.038 | 52,084,563 |
| Renville | 0 | 0 | 2 | 0.044 | 0 | 0 | 2 | 0.044 | 45,750,964 |
| Richland | 1 | 0.004 | 8 | 0.030 | 7 | 0.026 | 16 | 0.060 | 268,870,951 |
| Rolette | 0 | 0 | 5 | 0.053 | 3 | 0.032 | 8 | 0.084 | 94,799,294 |
| Sargent | 1 | 0.017 | 2 | 0.033 | 2 | 0.033 | 5 | 0.084 | 59,827,853 |
| Sheridan | 1 | 0.035 | 0 | 0 | 0 | 0 | 1 | 0.035 | 28,194,120 |
| Sioux | 3 | 0.047 | 0 | 0 | 0 | 0 | 2 | 0.047 | 42,614,526 |
| Slope | 0 | 0.000 | 0 | 0 | 0 | 0 | 0 | 0 | 30,113,542 |
| Stark | 2 | 0.005 | 13 | 0.031 | 27 | 0.064 | 42 | 0.099 | 424,318,005 |
| Steele | 0 | 0 | 1 | 0.028 | 1 | 0.028 | 2 | 0.056 | 35,868,458 |
| Stutsman | 1 | 0.003 | 7 | 0.022 | 19 | 0.060 | 27 | 0.085 | 318,410,145 |
| Towner | 1 | 0.027 | 0 | 0 | 1 | 0.027 | 2 | 0.054 | 36,954,303 |
| Traill | 0 | 0.000 | 0 | 0 | 0 | 0 | 0 | 0 | 191,273,058 |
| Walsh | 0 | 0 | 5 | 0.032 | 4 | 0.025 | 9 | 0.057 | 157,261,352 |
| Ward | 1 | 0.001 | 36 | 0.050 | 43 | 0.059 | 80 | 0.110 | 726,642,217 |
| Wells | 0 | 0 | 0 | 0 | 5 | 0.061 | 5 | 0.061 | 82,224,389 |
| Williams | 5 | 0.006 | 26 | 0.037 | 50 | 0.071 | 80 | 0.113 | 704,923,527 |
| Total | 48 | 0.005 | 373 | 0.040 | 428 | 0.045 | 842 | 0.086 | 10,079,063,654 |

❖ In 2015, Williams and McKenzie County had the highest number of fatal alcohol related crashes (5).

# ALCOHOL-RELATED CRASHES

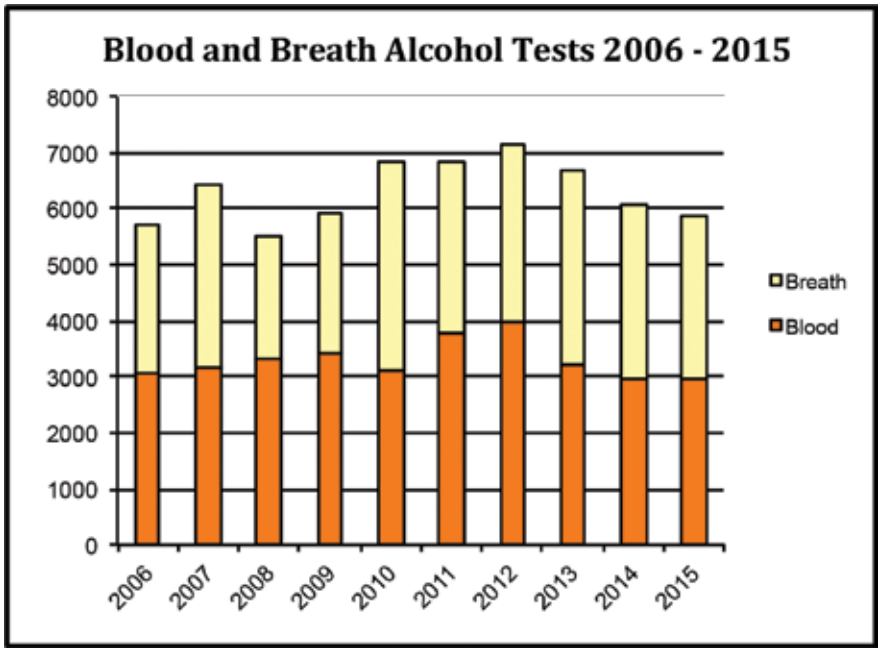
| 2015 Alcohol-Related Crashes by Type of Vehicle * | | | | |
|---|---|---|---|---|
| **Type of Vehicle** | **Fatal** | **Injury** | **Property Damage Only (PDO)** | **Total** |
| Passenger Car | 12 | 157 | 201 | 370 |
| Pickup - Van - Utility | 33 | 170 | 228 | 431 |
| Trucks* | 0 | 1 | 3 | 4 |
| Motorcycle | 1 | 26 | 0 | 27 |
| Pedalcycle | 0 | 2 | 0 | 2 |
| Off Highway Vehicle | 1 | 10 | 1 | 12 |
| Snowmobile | 1 | 0 | 0 | 1 |
| Motor Home / RV | 0 | 1 | 0 | 1 |
| Total | 48 | 367 | 433 | 848 |

*Includes 2-axle, 3-axle, single unit and unknown heavy trucks
Totals include more than one vehicle per crash




- The majority of alcohol-related fatal crashes occur in pickups, vans and sport utility vehicles (33). This has been consistent since 2007.
- 50.8 percent of all alcohol-related crashes occurred in pickups, vans and sport utility vehicles.

| Blood and Breath Alcohol Tests 2006 - 2015 | | | |
|---|---|---|---|
| Year | Blood | Breath | Total |
| 2006 | 3,061 | 2,639 | 5,126 |
| 2007 | 3,162 | 3,248 | 5,947 |
| 2008 | 3,337 | 2,194 | 5,280 |
| 2009 | 3,403 | 2,540 | 5,778 |
| 2010 | 3,126 | 3,727 | 6,588 |
| 2011 | 3,763 | 3,070 | 6,833 |
| 2012 | 4,009 | 3,125 | 7,134 |
| 2013 | 3,221 | 3,480 | 6,701 |
| 2014 | 2,957 | 3,133 | 6,090 |
| 2015 | 2,964 | 2,906 | 5,870 |
| Average | 3,300 | 3,006 | 6,173 |




❖ Blood tests decreased by 0.2 percent while breath tests decreased by 7.2 percent in 2015.

# ALCOHOL-RELATED CRASHES

| 2015 Blood and Breath Tests by AC Level | | | | |
|---|---|---|---|---|
| Alcohol Concentration | Blood | | Breath | |
| | Tests | Percent | Tests | Percent |
| 0.00 - 0.04 | 101 | 3.8% | 165 | 5.7% |
| 0.05 - 0.07 | 66 | 2.5% | 74 | 2.5% |
| 0.08 - 0.09 | 221 | 8.4% | 221 | 7.6% |
| 0.10 - 0.14 | 651 | 24.8% | 921 | 31.7% |
| 0.15 - 0.17 | 448 | 17.0% | 559 | 19.2% |
| 0.18 - 0.19 | 276 | 10.5% | 285 | 9.8% |
| 0.20 - 0.24 | 550 | 20.9% | 403 | 13.9% |
| 0.25 - 0.29 | 209 | 7.9% | 122 | 4.2% |
| 0.30 - 0.34 | 76 | 2.9% | 26 | 0.9% |
| 0.35 - 0.39 | 26 | 1.0% | 5 | 0.2% |
| 0.40 + | 6 | 0.2% | 3 | 0.1% |
| Subject Test Refused | 0 | 0.0% | 113 | 3.9% |
| Sequence Aborted | 0 | 0.0% | 9 | 0.3% |
| Total | 2,630 | 100.0% | 2,906 | 100.0% |
| Average AC | 0.170 | | 0.150 | |

- The average alcohol content level is derived from original data providing AC of each test given.
- The total blood tests do not include those tests which had an insufficient sample drawn for testing.
- In 2015, the average Blood AC level was 0.170, while the average Breath AC level was 0.150.
- The most frequent category of alcohol concentration for both blood and breath was 0.10 – 0.14. This has remained consistent since 2006.

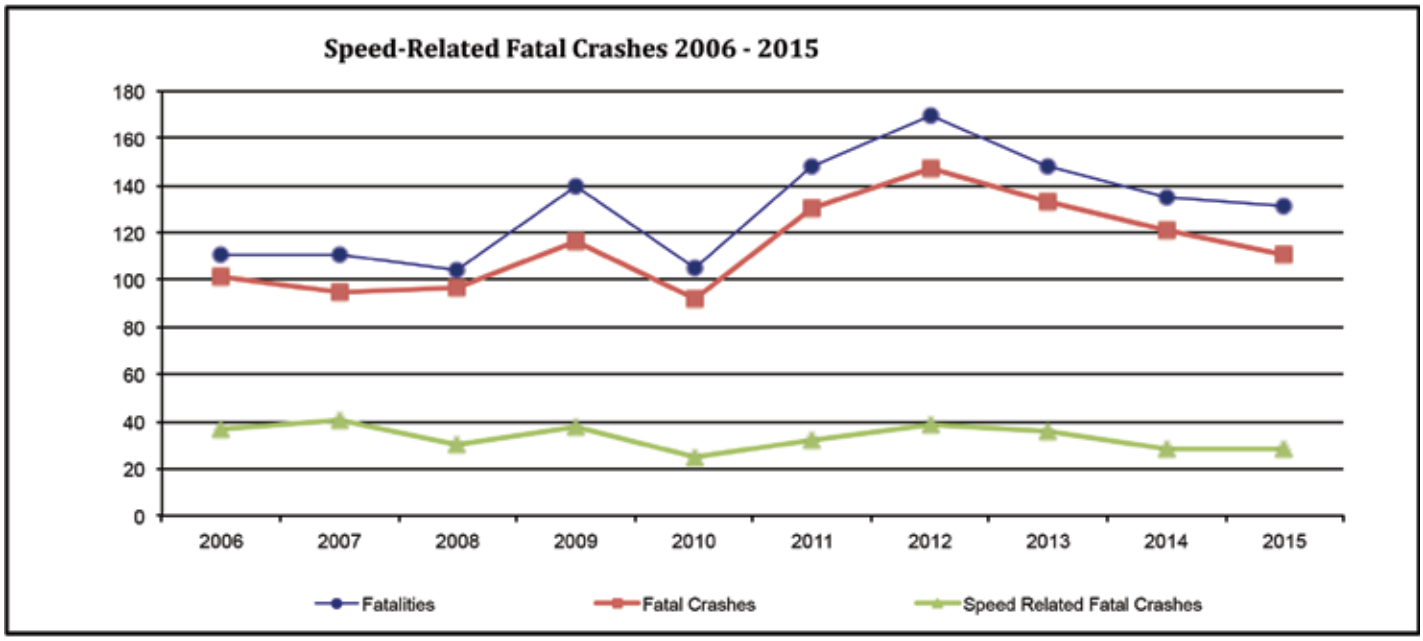
| 2015 Blood and Breath Alcohol Tests by Age | | | | |
|---|---|---|---|---|
| Alcohol Concentration | Blood | | Breath | |
| | Tests | Average AC | Tests | Average AC |
| <14 | 0 | 0.000 | 0 | 0.000 |
| 14-15 | 4 | 0.076 | 4 | 0.074 |
| 16-17 | 17 | 0.084 | 14 | 0.094 |
| 18-20 | 130 | 0.127 | 152 | 0.125 |
| 21-24 | 551 | 0.162 | 570 | 0.146 |
| 25-34 | 842 | 0.174 | 923 | 0.153 |
| 35-44 | 462 | 0.176 | 511 | 0.157 |
| 45-54 | 363 | 0.189 | 394 | 0.154 |
| 55-64 | 200 | 0.171 | 182 | 0.154 |
| 65-74 | 46 | 0.162 | 28 | 0.152 |
| 75 & Older | 15 | 0.138 | 6 | 0.092 |
| Subject Test Refused | 0 | | 113 | |
| Sequence Aborted | 0 | | 9 | |
| Total | 2,630 | | 2,906 | |
| Average Age/AC | 35.2 | 0.170 | 33.7 | 0.145 |

- This table includes all blood and breath alcohol content tests given in North Dakota, not only those that were involved in crashes.
- Ages 25 – 34 have the highest number of alcohol tests. This has remained consistent since 2006.

Section 4

# SPEED RELATED

| Speed-Related Fatal Crashes 2006 - 2015 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
| Annual Fatalities | 111 | 111 | 104 | 140 | 105 | 148 | 170 | 148 | 135 | 131 |
| Annual Fatal Crashes | 101 | 95 | 97 | 116 | 92 | 130 | 147 | 133 | 121 | 111 |
| Speed-Related Crashes | 37 | 41 | 30 | 38 | 25 | 32 | 39 | 36 | 28 | 28 |
| Percent of Speed-Related Crashes | 36.63% | 43.16% | 30.93% | 32.76% | 27.17% | 24.62% | 26.53% | 27.07% | 23.14% | 25.23% |
| Too Fast for Conditions-Related Crashes | Contributing factor "Too Fast for Conditions" was separated from "Speeding" in 2010 | | | | 9 | 15 | 14 | 14 | 15 | 8 |
| Percent of Too Fast for Conditions-Related Crashes | | | | | 9.78% | 11.54% | 9.52% | 10.53% | 12.40% | 7.21% |




- In 2010, the contributing factor "Too Fast for conditions" began being captured separately from "Speed."
- The percentage of speed related crashes increased from 23.14 percent in 2014 to 25.23 percent in 2015. When combined with "Too Fast for Conditions" crashes the percent of fatal crashes where speed is a contributing factor decreased from 35.5 in 2014 to 32.4 percent in 2015.

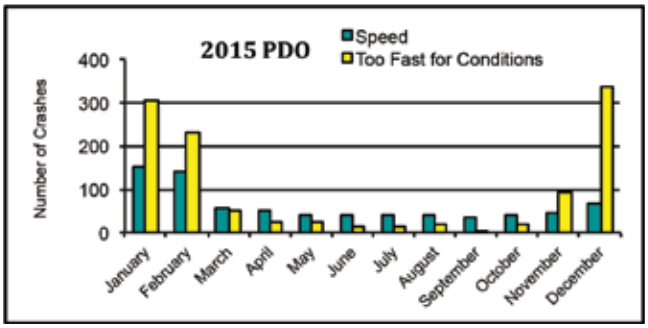
# SPEED-RELATED CRASHES

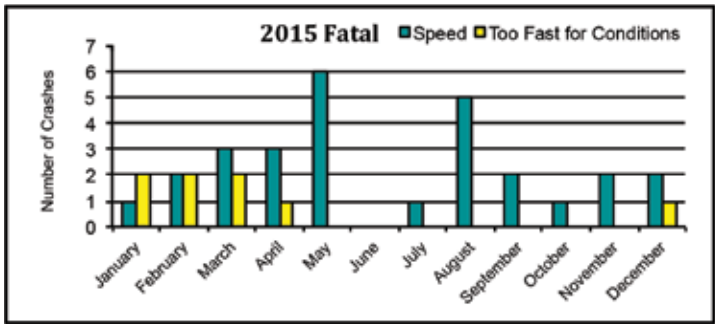
## 2015 Speed-Related Crashes by Month of Year

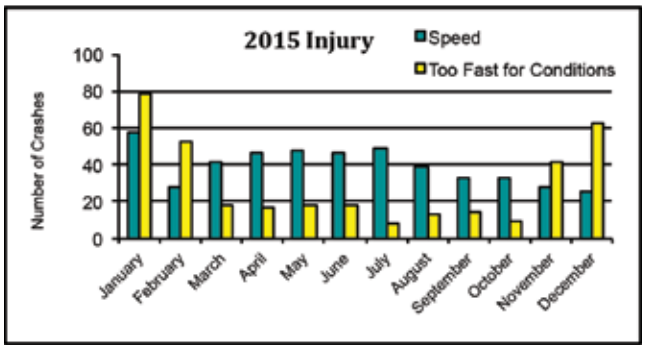
| Month | Days in Month | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
|---|---|---|---|---|---|---|---|---|---|
| | | # Speed-Related Fatal Crashes | Rate per Day | # Speed-Related Injury Crashes | Rate per Day | # Speed-Related PDO Crashes | Rate per Day | # All Speed-Related Crashes | Rate per Day |
| January | 31 | 1 | 0.03 | 57 | 1.84 | 149 | 4.81 | 207 | 6.68 |
| February | 28 | 2 | 0.07 | 28 | 1.00 | 139 | 4.96 | 169 | 6.04 |
| March | 31 | 3 | 0.10 | 42 | 1.35 | 58 | 1.87 | 103 | 3.32 |
| April | 30 | 3 | 0.10 | 46 | 1.53 | 52 | 1.73 | 101 | 3.37 |
| May | 31 | 6 | 0.19 | 48 | 1.55 | 42 | 1.35 | 96 | 3.10 |
| June | 30 | 0 | 0.00 | 46 | 1.53 | 41 | 1.37 | 87 | 2.90 |
| July | 31 | 1 | 0.03 | 49 | 1.58 | 40 | 1.29 | 90 | 2.90 |
| August | 31 | 5 | 0.16 | 39 | 1.26 | 39 | 1.26 | 83 | 2.68 |
| September | 30 | 2 | 0.07 | 33 | 1.10 | 33 | 1.10 | 68 | 2.27 |
| October | 31 | 1 | 0.03 | 33 | 1.06 | 41 | 1.32 | 75 | 2.42 |
| November | 30 | 2 | 0.07 | 28 | 0.93 | 43 | 1.43 | 73 | 2.43 |
| December | 31 | 2 | 0.06 | 25 | 0.81 | 66 | 2.13 | 93 | 3.00 |
| Total | 365 | 28 | 0.08 | 474 | 1.30 | 743 | 2.04 | 1,245 | 3.41 |

## 2015 Too Fast for Conditions Crashes by Month of Year

| Month | Days in Month | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
|---|---|---|---|---|---|---|---|---|---|
| | | # Too Fast for Conditions-Related Fatal Crashes | Rate per Day | # Too Fast for Conditions-Related Injury Crashes | Rate per Day | # Too Fast for Conditions-Related PDO Crashes | Rate per Day | # All Too Fast for Conditions-Related Crashes | Rate per Day |
| January | 31 | 2 | 0.06 | 78 | 2.52 | 303 | 9.77 | 383 | 12.35 |
| February | 28 | 2 | 0.07 | 53 | 1.89 | 230 | 8.21 | 285 | 10.18 |
| March | 31 | 2 | 0.06 | 18 | 0.58 | 53 | 1.71 | 73 | 2.35 |
| April | 30 | 1 | 0.03 | 17 | 0.57 | 25 | 0.83 | 43 | 1.43 |
| May | 31 | 0 | 0.00 | 18 | 0.58 | 23 | 0.74 | 41 | 1.32 |
| June | 30 | 0 | 0.00 | 18 | 0.60 | 16 | 0.53 | 34 | 1.13 |
| July | 31 | 0 | 0.00 | 8 | 0.26 | 11 | 0.35 | 19 | 0.61 |
| August | 31 | 0 | 0.00 | 13 | 0.42 | 21 | 0.68 | 34 | 1.10 |
| September | 30 | 0 | 0.00 | 15 | 0.50 | 2 | 0.07 | 17 | 0.57 |
| October | 31 | 0 | 0.00 | 9 | 0.29 | 18 | 0.58 | 27 | 0.87 |
| November | 30 | 0 | 0.00 | 41 | 1.37 | 93 | 3.10 | 134 | 4.47 |
| December | 31 | 1 | 0.03 | 63 | 2.03 | 339 | 10.94 | 403 | 13.00 |
| Total | 365 | 8 | 0.02 | 351 | 0.96 | 1,134 | 3.11 | 1,493 | 4.09 |

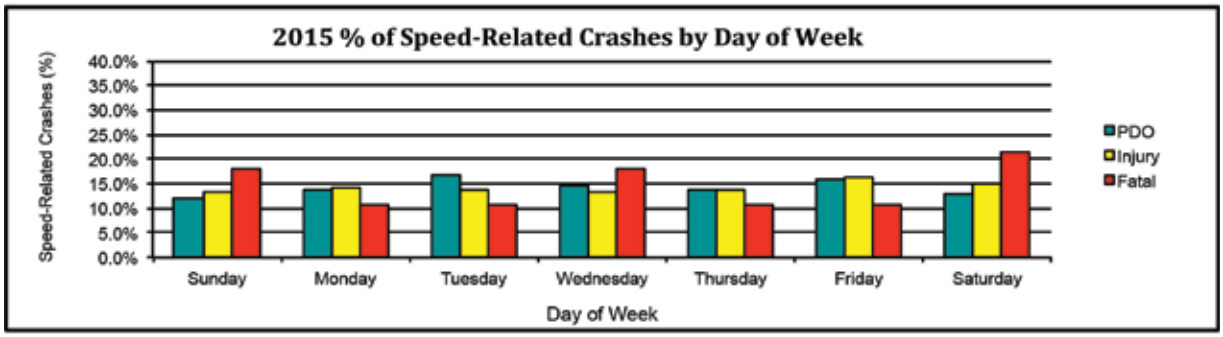


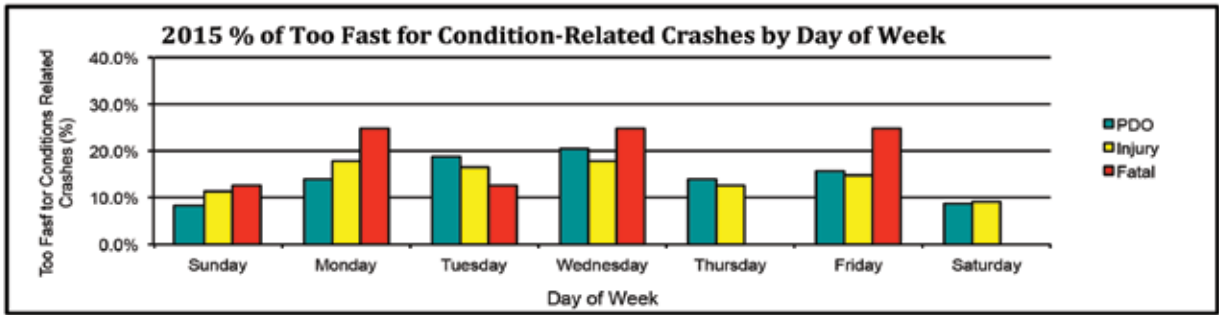




- In 2015, the greatest number of speed-related crashes occurred in January and greatest number of too fast for conditions crashes occurred in December.
- May had the highest rate of speed-related fatal crashes rate per day (.19) and the average speed related fatal crash per day rate stayed the same as 2014 at .08 The average fatal crash rate per day for too fast for condition dropped from .04 per day in 2014 to .02 per day in 2015.

| 2015 Speed-Related Crashes by Day of Week | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # Speed-Related Fatal Crashes | Percent | # Speed-Related Injury Crashes | Percent | # Speed-Related PDO Crashes | Percent | # All Speed-Related Crashes | Percent |
| Sunday | 5 | 17.9% | 63 | 13.3% | 90 | 12.1% | 158 | 12.7% |
| Monday | 3 | 10.7% | 68 | 14.3% | 101 | 13.6% | 172 | 13.8% |
| Tuesday | 3 | 10.7% | 65 | 13.7% | 125 | 16.8% | 193 | 15.5% |
| Wednesday | 5 | 17.9% | 64 | 13.5% | 110 | 14.8% | 179 | 14.4% |
| Thursday | 3 | 10.7% | 65 | 13.7% | 102 | 13.7% | 170 | 13.7% |
| Friday | 3 | 10.7% | 78 | 16.5% | 118 | 15.9% | 199 | 16.0% |
| Saturday | 6 | 21.4% | 71 | 15.0% | 97 | 13.1% | 174 | 14.0% |
| Totals | 28 | 100.0% | 474 | 100.0% | 743 | 100.0% | 1,245 | 100.0% |



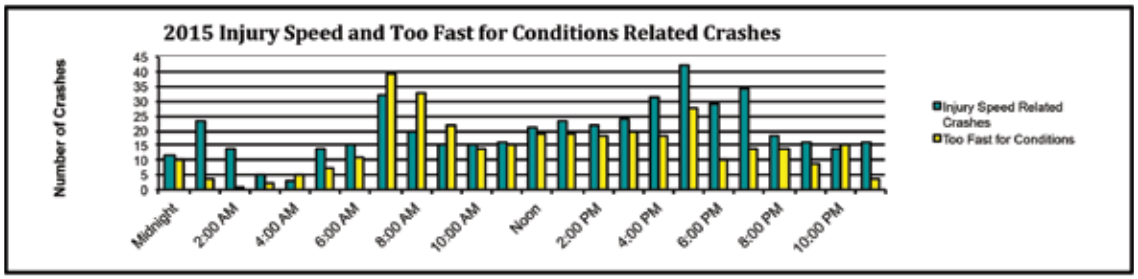

| 2015 Too Fast for Conditions-Related Crashes by Day of Week | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # Too Fast for Conditions-Related Fatal Crashes | Percent | # Too Fast for Conditions-Related Injury Crashes | Percent | # Too Fast for Conditions-Related PDO Crashes | Percent | # All Too Fast for Conditions-Related Crashes | Percent |
| Sunday | 1 | 12.5% | 39 | 11.1% | 92 | 8.1% | 132 | 8.8% |
| Monday | 2 | 25.0% | 63 | 17.9% | 156 | 13.8% | 221 | 14.8% |
| Tuesday | 1 | 12.5% | 58 | 16.5% | 214 | 18.9% | 273 | 18.3% |
| Wednesday | 2 | 25.0% | 63 | 17.9% | 233 | 20.5% | 298 | 20.0% |
| Thursday | 0 | 0.0% | 44 | 12.5% | 158 | 13.9% | 202 | 13.5% |
| Friday | 2 | 25.0% | 52 | 14.8% | 180 | 15.9% | 234 | 15.7% |
| Saturday | 0 | 0.0% | 32 | 9.1% | 101 | 8.9% | 133 | 8.9% |
| Totals | 8 | 100.0% | 351 | 100.0% | 1,134 | 100.0% | 1,493 | 100.0% |

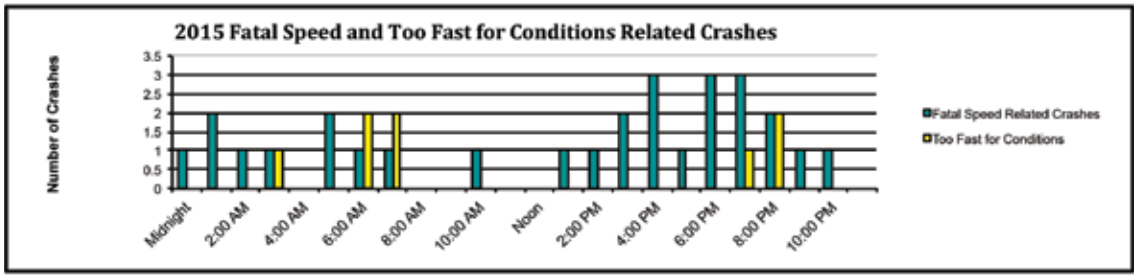



❖ The greatest percentage of speed-related crashes occurred on Fridays and too fast for conditions crashes occurred on Wednesdays in 2015.

# SPEED-RELATED CRASHES

| 2015 Speed-Related Crashes by Time of Day | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Time of Day | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # Speeding Related Crashes | Percent | # Speeding Related Crashes | Percent | # Speeding Related Crashes | Percent | # Speeding Related Crashes | Percent |
| Midnight | 1 | 3.57% | 12 | 2.53% | 22 | 2.96% | 35 | 2.81% |
| 1:00 AM | 2 | 7.14% | 23 | 4.85% | 21 | 2.83% | 46 | 3.69% |
| 2:00 AM | 1 | 3.57% | 14 | 2.95% | 25 | 3.36% | 40 | 3.21% |
| 3:00 AM | 1 | 3.57% | 5 | 1.05% | 9 | 1.21% | 15 | 1.20% |
| 4:00 AM | 0 | 0.00% | 3 | 0.63% | 11 | 1.48% | 14 | 1.12% |
| 5:00 AM | 2 | 7.14% | 14 | 2.95% | 14 | 1.88% | 30 | 2.41% |
| 6:00 AM | 1 | 3.57% | 15 | 3.16% | 16 | 2.15% | 32 | 2.57% |
| 7:00 AM | 1 | 3.57% | 32 | 6.75% | 55 | 7.40% | 88 | 7.07% |
| 8:00 AM | 0 | 0.00% | 20 | 4.22% | 57 | 7.67% | 77 | 6.18% |
| 9:00 AM | 0 | 0.00% | 15 | 3.16% | 36 | 4.85% | 51 | 4.10% |
| 10:00 AM | 1 | 3.57% | 15 | 3.16% | 27 | 3.63% | 43 | 3.45% |
| 11:00 AM | 0 | 0.00% | 16 | 3.38% | 35 | 4.71% | 51 | 4.10% |
| Noon | 0 | 0.00% | 21 | 4.43% | 41 | 5.52% | 62 | 4.98% |
| 1:00 PM | 1 | 3.57% | 23 | 4.85% | 37 | 4.98% | 61 | 4.90% |
| 2:00 PM | 1 | 3.57% | 22 | 4.64% | 31 | 4.17% | 54 | 4.34% |
| 3:00 PM | 2 | 7.14% | 24 | 5.06% | 48 | 6.46% | 74 | 5.94% |
| 4:00 PM | 3 | 10.71% | 31 | 6.54% | 52 | 7.00% | 86 | 6.91% |
| 5:00 PM | 1 | 3.57% | 42 | 8.86% | 50 | 6.73% | 93 | 7.47% |
| 6:00 PM | 3 | 10.71% | 29 | 6.12% | 37 | 4.98% | 69 | 5.54% |
| 7:00 PM | 3 | 10.71% | 34 | 7.17% | 23 | 3.10% | 60 | 4.82% |
| 8:00 PM | 2 | 7.14% | 18 | 3.80% | 26 | 3.50% | 46 | 3.69% |
| 9:00 PM | 1 | 3.57% | 16 | 3.38% | 24 | 3.23% | 41 | 3.29% |
| 10:00 PM | 1 | 3.57% | 14 | 2.95% | 25 | 3.36% | 40 | 3.21% |
| 11:00 PM | 0 | 0.00% | 16 | 3.38% | 21 | 2.83% | 37 | 2.97% |
| Totals | 28 | 100.00% | 474 | 100.00% | 743 | 100.00% | 1,245 | 100.00% |

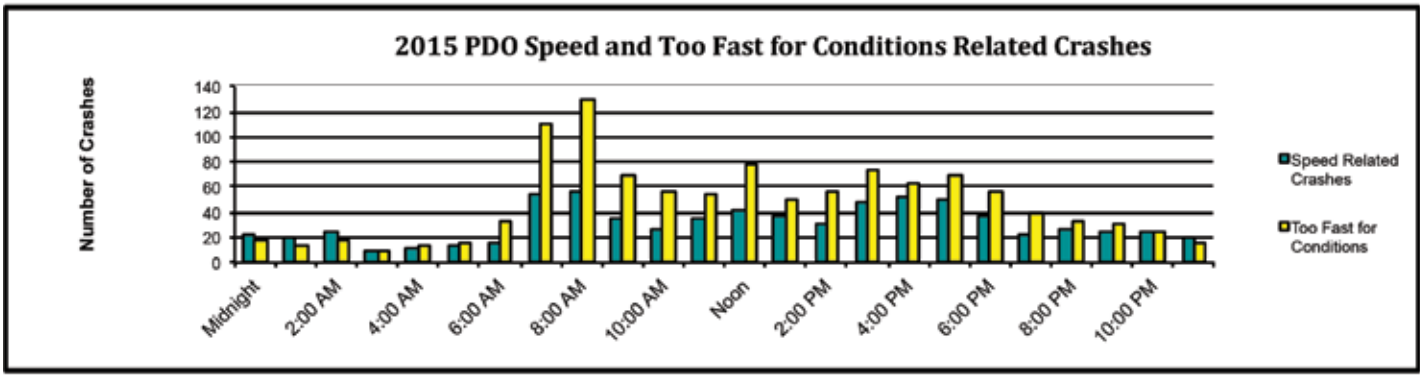



- (42.8%) of speed-related crashes occurred from 3 to 8 p.m. while the largest percentage (50%) of too fast for conditions related crashes occurred from 6 to 8 a.m.

## 2015 Too Fast for Conditions-Related Crashes by Time of Day

| Time of Day | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
|---|---|---|---|---|---|---|---|---|
| | # Speeding Related Crashes | Percent | # Speeding Related Crashes | Percent | # Speeding Related Crashes | Percent | # Speeding Related Crashes | Percent |
| Midnight | 0 | 0.00% | 10 | 2.85% | 18 | 1.59% | 28 | 1.88% |
| 1:00 AM | 0 | 0.00% | 4 | 1.14% | 13 | 1.15% | 17 | 1.14% |
| 2:00 AM | 0 | 0.00% | 1 | 0.28% | 18 | 1.59% | 19 | 1.27% |
| 3:00 AM | 1 | 12.50% | 2 | 0.57% | 9 | 0.79% | 12 | 0.80% |
| 4:00 AM | 0 | 0.00% | 5 | 1.42% | 13 | 1.15% | 18 | 1.21% |
| 5:00 AM | 0 | 0.00% | 7 | 1.99% | 16 | 1.41% | 23 | 1.54% |
| 6:00 AM | 2 | 25.00% | 11 | 3.13% | 34 | 3.00% | 47 | 3.15% |
| 7:00 AM | 2 | 25.00% | 39 | 11.11% | 111 | 9.79% | 152 | 10.18% |
| 8:00 AM | 0 | 0.00% | 33 | 9.40% | 129 | 11.38% | 162 | 10.85% |
| 9:00 AM | 0 | 0.00% | 22 | 6.27% | 70 | 6.17% | 92 | 6.16% |
| 10:00 AM | 0 | 0.00% | 14 | 3.99% | 56 | 4.94% | 70 | 4.69% |
| 11:00 AM | 0 | 0.00% | 15 | 4.27% | 55 | 4.85% | 70 | 4.69% |
| Noon | 0 | 0.00% | 19 | 5.41% | 79 | 6.97% | 98 | 6.56% |
| 1:00 PM | 0 | 0.00% | 19 | 5.41% | 51 | 4.50% | 70 | 4.69% |
| 2:00 PM | 0 | 0.00% | 18 | 5.13% | 56 | 4.94% | 74 | 4.96% |
| 3:00 PM | 0 | 0.00% | 20 | 5.70% | 73 | 6.44% | 93 | 6.23% |
| 4:00 PM | 0 | 0.00% | 18 | 5.13% | 64 | 5.64% | 82 | 5.49% |
| 5:00 PM | 0 | 0.00% | 28 | 7.98% | 70 | 6.17% | 98 | 6.56% |
| 6:00 PM | 0 | 0.00% | 10 | 2.85% | 57 | 5.03% | 67 | 4.49% |
| 7:00 PM | 1 | 12.50% | 14 | 3.99% | 39 | 3.44% | 54 | 3.62% |
| 8:00 PM | 2 | 25.00% | 14 | 3.99% | 33 | 2.91% | 49 | 3.28% |
| 9:00 PM | 0 | 0.00% | 9 | 2.56% | 30 | 2.65% | 39 | 2.61% |
| 10:00 PM | 0 | 0.00% | 15 | 4.27% | 25 | 2.20% | 40 | 2.68% |
| 11:00 PM | 0 | 0.00% | 4 | 1.14% | 15 | 1.32% | 19 | 1.27% |
| Totals | 8 | 100.00% | 351 | 100.00% | 1,134 | 100.00% | 1,493 | 100.00% |



| 2015 Age of Drivers Involved in Speed-Related and Too Fast for Conditions Crashes | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Age | Fatal Crashes | | | | Injury Crashes | | | | Property Damage Only Crashes | | | | Total Crashes | | | |
| | Speed | | Too Fast for Conditions | | Speed | | Too Fast for Conditions | | Speed | | Too Fast for Conditions | | Speed | | Too Fast for Conditions | |
| | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| <14 | 0 | 0 | 0 | 0 | 1 | 0.2% | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.1% | 0 | 0 |
| 14-15 | 2 | 7.1% | 0 | 0 | 17 | 3.6% | 13 | 3.7% | 23 | 3.2% | 43 | 3.8% | 42 | 3.5% | 56 | 3.8% |
| 16-17 | 0 | 0 | 1 | 12.5% | 26 | 5.5% | 29 | 8.1% | 57 | 8.0% | 96 | 8.6% | 83 | 6.8% | 126 | 8.5% |
| 18-20 | 2 | 7.1% | 2 | 25.0% | 63 | 13.3% | 44 | 12.4% | 101 | 14.2% | 157 | 14.0% | 166 | 13.7% | 203 | 13.7% |
| 21-24 | 5 | 17.9% | 1 | 12.5% | 90 | 18.9% | 56 | 15.7% | 120 | 16.9% | 183 | 16.4% | 215 | 17.7% | 240 | 16.2% |
| 25-29 | 3 | 10.7% | 1 | 12.5% | 79 | 16.6% | 53 | 14.9% | 112 | 15.7% | 145 | 13.0% | 194 | 16.0% | 199 | 13.4% |
| 30-34 | 5 | 17.9% | 0 | 0 | 51 | 10.7% | 38 | 10.7% | 71 | 10.0% | 103 | 9.2% | 127 | 10.5% | 141 | 9.5% |
| 35-39 | 3 | 10.7% | 0 | 0 | 35 | 7.4% | 25 | 7.0% | 44 | 6.2% | 84 | 7.5% | 82 | 6.7% | 109 | 7.4% |
| 40-44 | 3 | 10.7% | 1 | 12.5% | 23 | 4.8% | 30 | 8.4% | 33 | 4.6% | 66 | 5.9% | 59 | 4.9% | 97 | 6.5% |
| 45-49 | 1 | 3.6% | 0 | 0 | 20 | 4.2% | 22 | 6.2% | 42 | 5.9% | 50 | 4.5% | 63 | 5.2% | 72 | 4.9% |
| 50-54 | 1 | 3.6% | 2 | 25.0% | 28 | 5.9% | 24 | 6.7% | 27 | 3.8% | 57 | 5.1% | 56 | 4.6% | 83 | 5.6% |
| 55-59 | 1 | 3.6% | 0 | 0 | 16 | 3.4% | 10 | 2.8% | 28 | 3.9% | 62 | 5.5% | 45 | 3.7% | 72 | 4.9% |
| 60-64 | 2 | 7.1% | 0 | 0 | 9 | 1.9% | 7 | 2.0% | 22 | 3.1% | 30 | 2.7% | 33 | 2.7% | 37 | 2.5% |
| 65-69 | 0 | 0 | 0 | 0 | 6 | 1.3% | 2 | 0.6% | 17 | 2.4% | 20 | 1.8% | 23 | 1.9% | 22 | 1.5% |
| 70-74 | 0 | 0 | 0 | 0 | 6 | 1.3% | 2 | 0.6% | 5 | 0.7% | 5 | 0.4% | 11 | 0.9% | 7 | 0.5% |
| 75+ | 0 | 0 | 0 | 0 | 5 | 1.1% | 1 | 0.3% | 10 | 1.4% | 17 | 1.5% | 15 | 1.2% | 18 | 1.2% |
| Total | 28 | 100.0% | 8 | 100.0% | 475 | 100.0% | 356 | 100.0% | 712 | 100.0% | 1,118 | 100.0% | 1,215 | 100.0% | 1,482 | 100.0% |

Unknown ages are not included.

- In 2015 drivers between the ages of 18 and 29 account for 45.1 percent of the crashes where speed and too fast for conditions were listed as contributing factors.
- In 2015 drivers age 65 and older only account for 3.6 percent of the crashes where speed and too fast for conditions were listed as contributing factors.

## 2015 Speed-Related and Too Fast for Conditions Crashes by County

| County | Fatal | | | | Injury | | | | Property Damage Only (PDO) | | | | Total | | | | County Speed-Related Crash Rate* | County Too Fast for Conditions Crash Rate* | VMT Per County |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | # Speed-Related Fatal Crashes | % | # Too Fast for Conditions Fatal Crashes | % | # Speed-Related Injury Crashes | % | # Too Fast for Conditions Injury Crashes | % | # Speed-Related PDO Crashes | % | # Too Fast for Conditions PDO Crashes | % | # All Speed-Related Crashes | % | # All Too Fast for Conditions Crashes | % | | | |
| Adams | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 0 | 0.00% | 0 | 0.00% | 1 | 0.09% | 1 | 0.08% | 1 | 0.07% | 0.03 | 0.03 | 36,307,876 |
| Barnes | 2 | 7.14% | 0 | 0.00% | 10 | 2.11% | 7 | 1.99% | 13 | 1.75% | 14 | 1.23% | 25 | 2.01% | 21 | 1.41% | 0.11 | 0.09 | 231,206,715 |
| Benson | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 1 | 0.28% | 2 | 0.27% | 4 | 0.35% | 2 | 0.16% | 5 | 0.33% | 0.02 | 0.05 | 105,429,983 |
| Billings | 0 | 0.00% | 0 | 0.00% | 5 | 1.05% | 2 | 0.57% | 1 | 0.13% | 3 | 0.26% | 6 | 0.48% | 5 | 0.33% | 0.06 | 0.05 | 104,814,108 |
| Bottineau | 0 | 0.00% | 0 | 0.00% | 6 | 1.27% | 7 | 1.99% | 4 | 0.54% | 4 | 0.35% | 10 | 0.80% | 11 | 0.74% | 0.09 | 0.10 | 108,256,387 |
| Bowman | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 1 | 0.13% | 1 | 0.09% | 1 | 0.08% | 1 | 0.07% | 0.02 | 0.02 | 56,144,438 |
| Burke | 0 | 0.00% | 0 | 0.00% | 4 | 0.84% | 3 | 0.85% | 1 | 0.13% | 3 | 0.26% | 5 | 0.40% | 6 | 0.40% | 0.08 | 0.09 | 63,692,004 |
| Burleigh | 3 | 10.71% | 1 | 12.50% | 50 | 10.55% | 45 | 12.82% | 90 | 12.11% | 244 | 21.52% | 143 | 11.49% | 290 | 19.42% | 0.20 | 0.40 | 721,958,627 |
| Cass | 0 | 0.00% | 1 | 12.50% | 76 | 16.03% | 64 | 18.23% | 176 | 23.69% | 257 | 22.66% | 252 | 20.24% | 322 | 21.57% | 0.16 | 0.21 | 1,558,107,574 |
| Cavalier | 0 | 0.00% | 0 | 0.00% | 3 | 0.63% | 0 | 0.00% | 3 | 0.40% | 0 | 0.00% | 6 | 0.48% | 0 | 0.00% | 0.10 | 0.00 | 60,777,708 |
| Dickey | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 2 | 0.57% | 3 | 0.40% | 3 | 0.26% | 4 | 0.32% | 5 | 0.33% | 0.07 | 0.09 | 54,231,153 |
| Divide | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 2 | 0.57% | 1 | 0.13% | 5 | 0.44% | 2 | 0.16% | 7 | 0.47% | 0.02 | 0.08 | 87,747,628 |
| Dunn | 1 | 3.57% | 0 | 0.00% | 2 | 0.42% | 4 | 1.14% | 10 | 1.35% | 5 | 0.44% | 13 | 1.04% | 9 | 0.60% | 0.06 | 0.04 | 210,719,616 |
| Eddy | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 1 | 0.08% | 0 | 0.00% | 0.03 | 0.00 | 30,824,974 |
| Emmons | 0 | 0.00% | 0 | 0.00% | 2 | 0.42% | 4 | 1.14% | 0 | 0.00% | 1 | 0.09% | 2 | 0.16% | 5 | 0.33% | 0.03 | 0.09 | 57,434,643 |
| Foster | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 0 | 0.00% | 3 | 0.40% | 4 | 0.35% | 4 | 0.32% | 4 | 0.27% | 0.08 | 0.08 | 48,125,181 |
| Golden Valley | 0 | 0.00% | 0 | 0.00% | 3 | 0.63% | 1 | 0.28% | 2 | 0.27% | 2 | 0.18% | 5 | 0.40% | 3 | 0.20% | 0.10 | 0.06 | 51,175,535 |
| Grand Forks | 0 | 0.00% | 0 | 0.00% | 27 | 5.70% | 20 | 5.70% | 40 | 5.38% | 100 | 8.82% | 67 | 5.38% | 120 | 8.04% | 0.11 | 0.20 | 613,248,357 |
| Grant | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 1 | 0.09% | 0 | 0.00% | 1 | 0.07% | 0.00 | 0.03 | 33,500,977 |
| Griggs | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 0 | 0.00% | 1 | 0.13% | 1 | 0.09% | 2 | 0.16% | 1 | 0.07% | 0.07 | 0.03 | 29,962,938 |
| Hettinger | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 1 | 0.28% | 1 | 0.13% | 2 | 0.18% | 2 | 0.16% | 3 | 0.20% | 0.05 | 0.07 | 42,427,972 |
| Kidder | 0 | 0.00% | 0 | 0.00% | 3 | 0.63% | 0 | 0.00% | 6 | 0.81% | 1 | 0.09% | 9 | 0.72% | 1 | 0.07% | 0.08 | 0.01 | 114,235,528 |
| Lamoure | 0 | 0.00% | 0 | 0.00% | 2 | 0.42% | 4 | 1.14% | 6 | 0.81% | 5 | 0.44% | 8 | 0.64% | 9 | 0.60% | 0.14 | 0.16 | 56,071,938 |
| Logan | 0 | 0.00% | 0 | 0.00% | 2 | 0.42% | 0 | 0.00% | 0 | 0.00% | 1 | 0.09% | 2 | 0.16% | 1 | 0.07% | 0.08 | 0.04 | 24,363,458 |
| McHenry | 0 | 0.00% | 0 | 0.00% | 8 | 1.69% | 3 | 0.85% | 1 | 0.13% | 3 | 0.26% | 9 | 0.72% | 6 | 0.40% | 0.07 | 0.05 | 129,335,827 |
| McIntosh | 0 | 0.00% | 0 | 0.00% | 2 | 0.42% | 0 | 0.00% | 3 | 0.40% | 1 | 0.09% | 5 | 0.40% | 1 | 0.07% | 0.16 | 0.03 | 31,215,788 |
| McKenzie | 3 | 10.71% | 2 | 25.00% | 36 | 7.59% | 26 | 7.41% | 43 | 5.79% | 41 | 3.62% | 82 | 6.59% | 69 | 4.62% | 0.15 | 0.13 | 546,995,357 |
| McLean | 4 | 14.29% | 0 | 0.00% | 5 | 1.05% | 12 | 3.42% | 2 | 0.27% | 14 | 1.23% | 11 | 0.88% | 26 | 1.74% | 0.05 | 0.12 | 224,230,372 |
| Mercer | 0 | 0.00% | 0 | 0.00% | 3 | 0.63% | 1 | 0.28% | 1 | 0.13% | 6 | 0.53% | 4 | 0.32% | 7 | 0.47% | 0.04 | 0.07 | 98,588,717 |
| Morton | 2 | 7.14% | 0 | 0.00% | 20 | 4.22% | 12 | 3.42% | 40 | 5.38% | 32 | 2.82% | 62 | 4.98% | 44 | 2.95% | 0.14 | 0.10 | 439,515,020 |
| Mountrail | 2 | 7.14% | 1 | 12.50% | 12 | 2.53% | 6 | 1.71% | 27 | 3.63% | 6 | 0.53% | 41 | 3.29% | 13 | 0.87% | 0.11 | 0.04 | 370,497,929 |
| Nelson | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 2 | 0.57% | 2 | 0.27% | 3 | 0.26% | 2 | 0.16% | 5 | 0.33% | 0.03 | 0.07 | 70,078,886 |
| Oliver | 1 | 3.57% | 0 | 0.00% | 1 | 0.21% | 2 | 0.57% | 0 | 0.00% | 2 | 0.18% | 2 | 0.16% | 4 | 0.27% | 0.06 | 0.12 | 34,070,534 |
| Pembina | 0 | 0.00% | 0 | 0.00% | 2 | 0.42% | 4 | 1.14% | 5 | 0.67% | 4 | 0.35% | 7 | 0.56% | 8 | 0.54% | 0.06 | 0.07 | 123,013,953 |
| Pierce | 1 | 3.57% | 0 | 0.00% | 2 | 0.42% | 1 | 0.28% | 4 | 0.54% | 1 | 0.09% | 7 | 0.56% | 2 | 0.13% | 0.12 | 0.03 | 59,329,735 |
| Ramsey | 0 | 0.00% | 0 | 0.00% | 4 | 0.84% | 3 | 0.85% | 7 | 0.94% | 12 | 1.06% | 11 | 0.88% | 15 | 1.00% | 0.07 | 0.10 | 151,294,951 |
| Ransom | 0 | 0.00% | 0 | 0.00% | 3 | 0.63% | 2 | 0.57% | 1 | 0.13% | 3 | 0.26% | 4 | 0.32% | 5 | 0.33% | 0.08 | 0.10 | 52,084,563 |
| Renville | 0 | 0.00% | 0 | 0.00% | 6 | 1.27% | 1 | 0.28% | 1 | 0.13% | 1 | 0.09% | 7 | 0.56% | 2 | 0.13% | 0.15 | 0.04 | 45,750,964 |
| Richland | 1 | 3.57% | 0 | 0.00% | 21 | 4.43% | 7 | 1.99% | 9 | 1.21% | 18 | 1.59% | 31 | 2.49% | 25 | 1.67% | 0.12 | 0.09 | 268,870,951 |
| Rolette | 0 | 0.00% | 1 | 12.50% | 5 | 1.05% | 1 | 0.28% | 1 | 0.13% | 1 | 0.09% | 6 | 0.48% | 3 | 0.20% | 0.06 | 0.03 | 94,799,294 |
| Sargent | 0 | 0.00% | 0 | 0.00% | 4 | 0.84% | 1 | 0.28% | 1 | 0.13% | 1 | 0.09% | 5 | 0.40% | 2 | 0.13% | 0.08 | 0.03 | 59,827,853 |
| Sheridan | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 1 | 0.28% | 1 | 0.13% | 0 | 0.00% | 2 | 0.16% | 1 | 0.07% | 0.07 | 0.04 | 28,194,120 |
| Sioux | 2 | 7.14% | 0 | 0.00% | 0 | 0.00% | 1 | 0.28% | 0 | 0.00% | 1 | 0.09% | 2 | 0.16% | 2 | 0.13% | 0.05 | 0.05 | 42,614,526 |
| Slope | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 1 | 0.28% | 0 | 0.00% | 0 | 0.00% | 1 | 0.08% | 1 | 0.07% | 0.03 | 0.03 | 30,113,542 |
| Stark | 2 | 7.14% | 1 | 12.50% | 16 | 3.38% | 11 | 3.13% | 25 | 3.36% | 61 | 5.38% | 43 | 3.45% | 73 | 4.89% | 0.10 | 0.17 | 424,318,005 |
| Steele | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 1 | 0.28% | 3 | 0.40% | 0 | 0.00% | 4 | 0.32% | 1 | 0.07% | 0.11 | 0.03 | 35,868,458 |
| Stutsman | 0 | 0.00% | 0 | 0.00% | 7 | 1.48% | 16 | 4.56% | 28 | 3.77% | 50 | 4.41% | 35 | 2.81% | 66 | 4.42% | 0.11 | 0.21 | 318,410,145 |
| Towner | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 1 | 0.28% | 1 | 0.13% | 1 | 0.09% | 1 | 0.08% | 2 | 0.13% | 0.03 | 0.05 | 36,954,303 |
| Traill | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 3 | 0.85% | 5 | 0.67% | 8 | 0.71% | 6 | 0.48% | 11 | 0.74% | 0.03 | 0.06 | 191,273,058 |
| Walsh | 0 | 0.00% | 0 | 0.00% | 10 | 2.11% | 5 | 1.42% | 7 | 0.94% | 9 | 0.79% | 17 | 1.37% | 14 | 0.94% | 0.11 | 0.09 | 157,261,352 |
| Ward | 3 | 10.71% | 0 | 0.00% | 71 | 14.98% | 30 | 8.55% | 90 | 12.11% | 100 | 8.82% | 164 | 13.17% | 130 | 8.71% | 0.23 | 0.18 | 726,642,217 |
| Wells | 0 | 0.00% | 0 | 0.00% | 1 | 0.21% | 1 | 0.28% | 3 | 0.40% | 1 | 0.09% | 4 | 0.32% | 2 | 0.13% | 0.05 | 0.02 | 82,224,389 |
| Williams | 1 | 3.57% | 1 | 12.50% | 29 | 6.12% | 29 | 8.26% | 68 | 9.15% | 92 | 8.11% | 98 | 7.87% | 122 | 8.17% | 0.14 | 0.17 | 704,923,527 |
| Statewide | 28 | 100.00% | 8 | 100.00% | 474 | 100.00% | 351 | 100.00% | 743 | 100.00% | 1,134 | 100.00% | 1,245 | 100.00% | 1,493 | 100.00% | 0.12 | 0.15 | 10,079,063,654 |

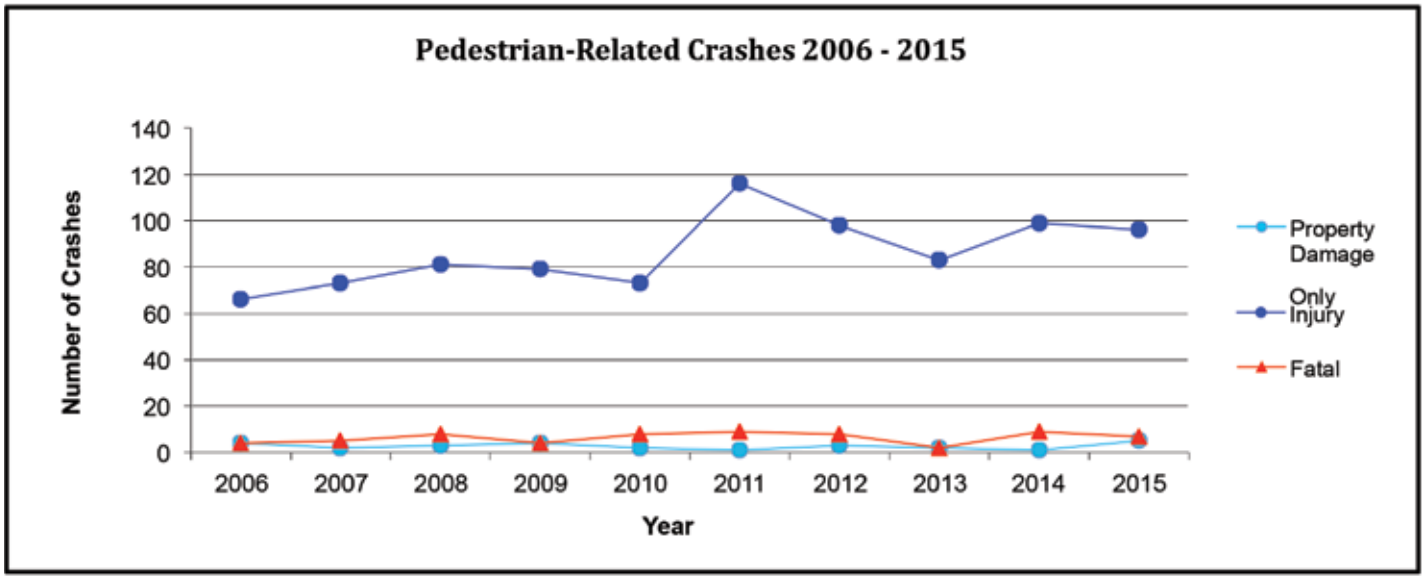
* VMT is per million vehicle miles traveled.

- In 2015, 9 counties were above the state average rate (.12) for speed related crashes per on million VMT. They were: Ward (.23), Burleigh (.20), Cass (.16), McIntosh (.16), Renville (.15) McKenzie (.15), Lamoure (.14), Morton (.14), and Williams (.14).
- In 2015, 8 counties had rates above the state average (.15) for too fast for conditions related crashes per one million VMT. They were: Burleigh (.40), Steele (.21) Cass (.21), Grand Forks (.20), Walsh (.18), Wells (.17), Stark (.17), and Lamoure (.16).

Section 5

# PEDESTRIAN / PEDALCYCLE

| Pedestrian-Related Crashes 2006 - 2015 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Year | Fatal | | Injury | | Property Damage Only | | Total |
| | # | % | # | % | # | % | # |
| 2006 | 4 | 5.4% | 66 | 89.2% | 4 | 5.4% | 74 |
| 2007 | 5 | 6.3% | 73 | 91.3% | 2 | 2.5% | 80 |
| 2008 | 8 | 8.7% | 81 | 88.0% | 3 | 3.3% | 92 |
| 2009 | 4 | 4.6% | 79 | 90.8% | 4 | 4.6% | 87 |
| 2010 | 8 | 9.6% | 73 | 88.0% | 2 | 2.4% | 83 |
| 2011 | 9 | 7.1% | 116 | 92.1% | 1 | 0.8% | 126 |
| 2012 | 8 | 7.3% | 98 | 89.9% | 3 | 2.8% | 109 |
| 2013 | 2 | 2.3% | 83 | 95.4% | 2 | 2.3% | 87 |
| 2014 | 9 | 8.3% | 99 | 90.8% | 1 | 0.9% | 109 |
| 2015 | 7 | 6.5% | 96 | 88.9% | 5 | 4.6% | 108 |
| Totals | 64 | 6.7% | 864 | 90.5% | 27 | 2.8% | 955 |




- In 2015, 7 pedestrians were killed in crashes with motor vehicles.
- In 2015, a total of 108 crashes involved pedestrians.

# PEDESTRIAN & PEDALCYCLE CRASHES

| 2015 Pedestrian-Related Crashes by Month of Year | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Month | Days in Month | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | | # Pedestrian-Related Fatal Crashes | Rate per Day | # Pedestrian-Related Injury Crashes | Rate per Day | # Pedestrian-Related PDO Crashes | Rate per Day | # All Pedestrian-Related Crashes | Rate per Day |
| January | 31 | 0 | 0.00 | 11 | 0.35 | 0 | 0.00 | 11 | 0.35 |
| February | 28 | 0 | 0.00 | 6 | 0.21 | 0 | 0.00 | 6 | 0.21 |
| March | 31 | 0 | 0.00 | 7 | 0.23 | 0 | 0.00 | 7 | 0.23 |
| April | 30 | 0 | 0.00 | 3 | 0.10 | 0 | 0.00 | 3 | 0.10 |
| May | 31 | 0 | 0.00 | 9 | 0.29 | 1 | 0.03 | 10 | 0.32 |
| June | 30 | 1 | 0.03 | 11 | 0.37 | 0 | 0.00 | 12 | 0.40 |
| July | 31 | 0 | 0.00 | 7 | 0.23 | 0 | 0.00 | 7 | 0.23 |
| August | 31 | 2 | 0.06 | 6 | 0.19 | 0 | 0.00 | 8 | 0.26 |
| September | 30 | 0 | 0.00 | 9 | 0.30 | 1 | 0.03 | 10 | 0.33 |
| October | 31 | 3 | 0.10 | 10 | 0.32 | 0 | 0.00 | 13 | 0.42 |
| November | 30 | 0 | 0.00 | 9 | 0.30 | 1 | 0.03 | 10 | 0.33 |
| December | 31 | 1 | 0.03 | 8 | 0.26 | 2 | 0.06 | 11 | 0.35 |
| Total | 365 | 7 | 0.02 | 96 | 0.26 | 5 | 0.01 | 108 | 0.30 |

❖ The greatest number of pedestrian related crashes occurred in October (13).

| 2015 Pedestrian-Related Crashes by Day of Week | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # Pedestrian-Related Fatal Crashes | Percent | # Pedestrian Related Injury Crashes | Percent | # Pedestrian-Related PDO Crashes | Percent | # All Pedestrian-Related Crashes | Percent |
| Sunday | 1 | 14.3% | 7 | 7.3% | 0 | 0.0% | 8 | 7.4% |
| Monday | 0 | 0.0% | 17 | 17.7% | 1 | 20.0% | 18 | 16.7% |
| Tuesday | 2 | 28.6% | 20 | 20.8% | 1 | 20.0% | 23 | 21.3% |
| Wednesday | 1 | 14.3% | 15 | 15.6% | 2 | 40.0% | 18 | 16.7% |
| Thursday | 1 | 14.3% | 17 | 17.7% | 0 | 0.0% | 18 | 16.7% |
| Friday | 2 | 28.6% | 8 | 8.3% | 1 | 20.0% | 11 | 10.2% |
| Saturday | 0 | 0.0% | 12 | 12.5% | 0 | 0.0% | 12 | 11.1% |
| Total | 7 | 100.0% | 96 | 100.0% | 5 | 100.0% | 108 | 100.0% |

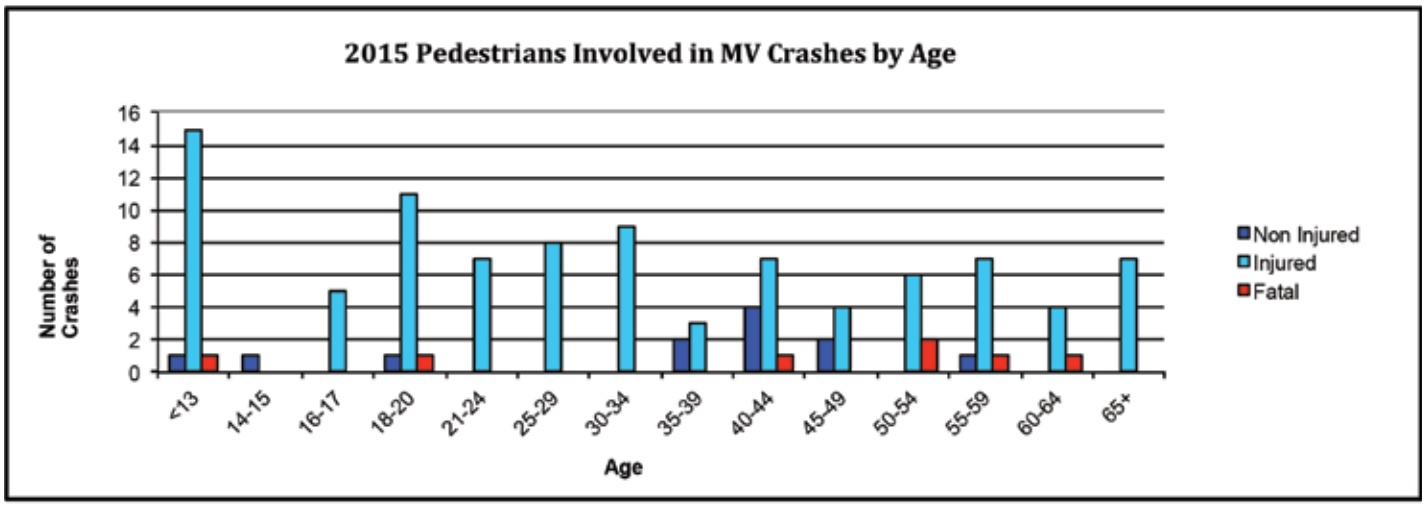
❖ In 2015, the greatest number of fatal pedestrian crashes occurred on Tuesday and Friday as compared to Sunday in 2014.

| 2015 Pedestrian-Related Crashes by Time of Day | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Time of Day | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # Pedestrian-Related Fatal Crashes | Percent | # Pedestrian-Related Injury Crashes | Percent | # Pedestrian-Related PDO Crashes | Percent | # All Pedestrian-Related Crashes | Percent |
| Midnight | 0 | 0.00% | 2 | 2.08% | 0 | 0.00% | 2 | 1.85% |
| 1:00 AM | 0 | 0.00% | 1 | 1.04% | 0 | 0.00% | 1 | 0.93% |
| 2:00 AM | 0 | 0.00% | 3 | 3.13% | 0 | 0.00% | 3 | 2.78% |
| 3:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 4:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 5:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 6:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 7:00 AM | 0 | 0.00% | 8 | 8.33% | 1 | 20.00% | 9 | 8.33% |
| 8:00 AM | 0 | 0.00% | 3 | 3.13% | 0 | 0.00% | 3 | 2.78% |
| 9:00 AM | 0 | 0.00% | 9 | 9.38% | 0 | 0.00% | 9 | 8.33% |
| 10:00 AM | 0 | 0.00% | 2 | 2.08% | 1 | 20.00% | 3 | 2.78% |
| 11:00 AM | 0 | 0.00% | 3 | 3.13% | 0 | 0.00% | 3 | 2.78% |
| Noon | 1 | 14.29% | 6 | 6.25% | 2 | 40.00% | 9 | 8.33% |
| 1:00 PM | 1 | 14.29% | 5 | 5.21% | 0 | 0.00% | 6 | 5.56% |
| 2:00 PM | 1 | 14.29% | 5 | 5.21% | 1 | 20.00% | 7 | 6.48% |
| 3:00 PM | 0 | 0.00% | 9 | 9.38% | 0 | 0.00% | 9 | 8.33% |
| 4:00 PM | 0 | 0.00% | 10 | 10.42% | 0 | 0.00% | 10 | 9.26% |
| 5:00 PM | 0 | 0.00% | 8 | 8.33% | 0 | 0.00% | 8 | 7.41% |
| 6:00 PM | 0 | 0.00% | 2 | 2.08% | 0 | 0.00% | 2 | 1.85% |
| 7:00 PM | 1 | 14.29% | 5 | 5.21% | 0 | 0.00% | 6 | 5.56% |
| 8:00 PM | 0 | 0.00% | 5 | 5.21% | 0 | 0.00% | 5 | 4.63% |
| 9:00 PM | 1 | 14.29% | 3 | 3.13% | 0 | 0.00% | 4 | 3.70% |
| 10:00 PM | 2 | 28.57% | 3 | 3.13% | 0 | 0.00% | 5 | 4.63% |
| 11:00 PM | 0 | 0.00% | 4 | 4.17% | 0 | 0.00% | 4 | 3.70% |
| Total | 7 | 100% | 96 | 100% | 5 | 100% | 108 | 100% |

❖ In 2015, three fatal pedestrian crashes occurred between the hours of noon and 3 p.m. accounting for 42.8 percent of the pedestrian-related crashes.

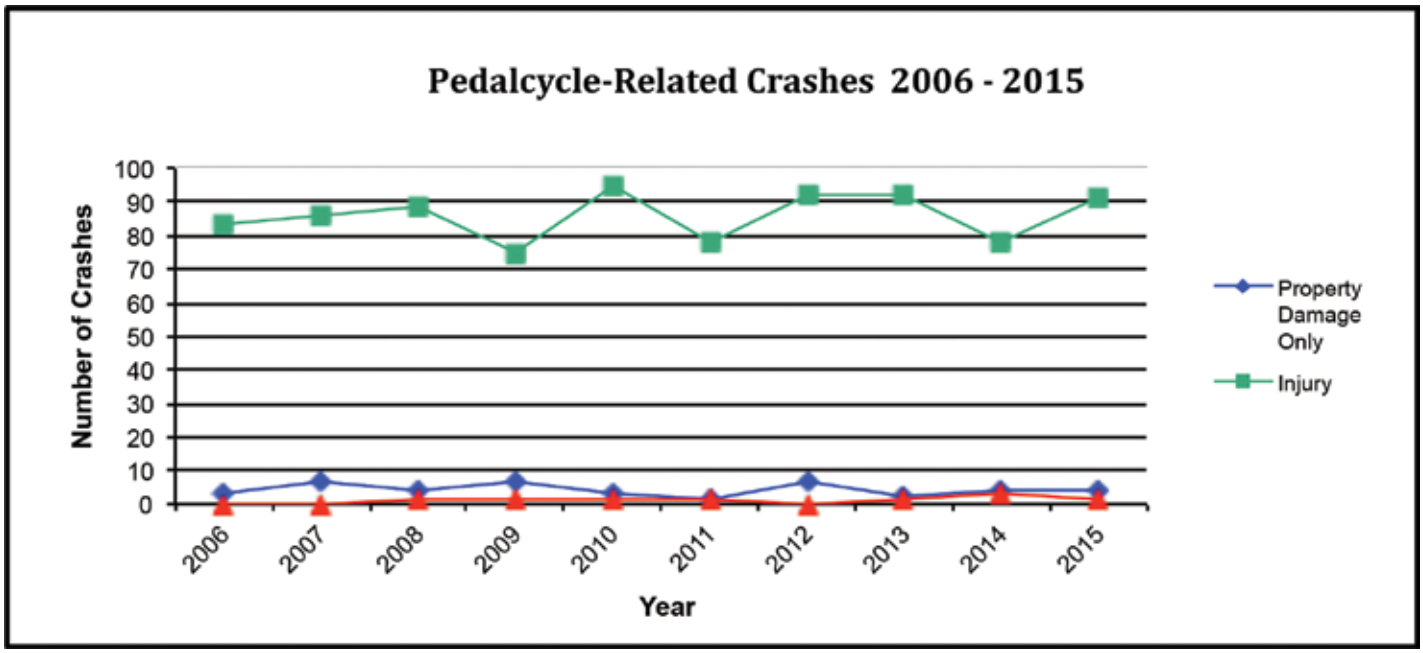
# PEDESTRIAN & PEDALCYCLE CRASHES

| 2015 Pedestrians Involved in Motor Vehicle Crashes by Age | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Age | Fatalities | | Injuries | | Non-Injured Pedestrians | | Total Pedestrians | |
| | # | % | # | % | # | % | # | % |
| <13 | 1 | 14.3% | 15 | 16.1% | 1 | 8.3% | 17 | 15.2% |
| 14-15 | 0 | 0.00% | 0 | 0.00% | 1 | 8.3% | 1 | 0.9% |
| 16-17 | 0 | 0.00% | 5 | 5.4% | 0 | 0.00% | 5 | 4.5% |
| 18-20 | 1 | 14.3% | 11 | 11.8% | 1 | 8.3% | 13 | 11.6% |
| 21-24 | 0 | 0.00% | 7 | 7.5% | 0 | 0.00% | 7 | 6.3% |
| 25-29 | 0 | 0.00% | 8 | 8.6% | 0 | 0.00% | 8 | 7.1% |
| 30-34 | 0 | 0.00% | 9 | 9.7% | 0 | 0.00% | 9 | 8.0% |
| 35-39 | 0 | 0.00% | 3 | 3.2% | 2 | 16.7% | 5 | 4.5% |
| 40-44 | 1 | 14.3% | 7 | 7.5% | 4 | 33.3% | 12 | 10.7% |
| 45-49 | 0 | 0.00% | 4 | 4.3% | 2 | 16.7% | 6 | 5.4% |
| 50-54 | 2 | 28.6% | 6 | 6.5% | 0 | 0.00% | 8 | 7.1% |
| 55-59 | 1 | 14.3% | 7 | 7.5% | 1 | 8.3% | 9 | 8.0% |
| 60-64 | 1 | 14.3% | 4 | 4.3% | 0 | 0.00% | 5 | 4.5% |
| 65+ | 0 | 0.00% | 7 | 7.5% | 0 | 0.00% | 7 | 6.3% |
| Total | 7 | 100% | 93 | 100% | 12 | 100% | 112 | 100% |




- In 2015, the largest percentage (29%) of pedestrians involved in motor vehicle crashes was in the 50-54 age group.
- There were 112 total pedestrians involved in crashes in 2015.

| Pedalcycle-Related Crashes 2006 - 2015 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Year | Fatal | | Injury | | Property Damage Only | | Total | |
| | # | % | # | % | # | % | # | % |
| 2006 | 0 | 0.0% | 83 | 96.5% | 3 | 3.5% | 86 | 100.0% |
| 2007 | 0 | 0.0% | 86 | 92.5% | 7 | 7.5% | 93 | 100.0% |
| 2008 | 1 | 1.1% | 89 | 94.7% | 4 | 4.3% | 94 | 100.0% |
| 2009 | 1 | 1.2% | 75 | 90.4% | 7 | 8.4% | 83 | 100.0% |
| 2010 | 1 | 1.0% | 95 | 96.0% | 3 | 3.0% | 99 | 100.0% |
| 2011 | 1 | 1.3% | 78 | 97.5% | 1 | 1.3% | 80 | 100.0% |
| 2012 | 0 | 0.0% | 92 | 92.9% | 7 | 7.1% | 99 | 100.0% |
| 2013 | 1 | 1.1% | 92 | 96.8% | 2 | 2.1% | 95 | 100.0% |
| 2014 | 3 | 3.5% | 78 | 91.8% | 4 | 4.7% | 85 | 100.0% |
| 2015 | 1 | 1.0% | 91 | 94.8% | 4 | 4.2% | 96 | 100.0% |
| Total | 9 | 1.0% | 859 | 94.4% | 42 | 4.6% | 910 | 100.0% |




- In 2015, there was one fatal crash involving a pedalcycle.
- Over the past ten years there has been 910 motor vehicle crashes involving a pedalcycle.

| 2015 Pedalcycle-Related Crashes by Month of Year | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Month | Days in Month | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 31 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| February | 28 | 0 | 0.00 | 1 | 0.04 | 0 | 0.00 | 1 | 0.04 |
| March | 31 | 0 | 0.00 | 4 | 0.13 | 0 | 0.00 | 4 | 0.13 |
| April | 30 | 0 | 0.00 | 8 | 0.27 | 1 | 0.03 | 9 | 0.30 |
| May | 31 | 0 | 0.00 | 6 | 0.19 | 0 | 0.00 | 6 | 0.19 |
| June | 30 | 0 | 0.00 | 16 | 0.53 | 0 | 0.00 | 16 | 0.53 |
| July | 31 | 1 | 0.03 | 13 | 0.42 | 0 | 0.00 | 14 | 0.45 |
| August | 31 | 0 | 0.00 | 11 | 0.35 | 0 | 0.00 | 11 | 0.35 |
| September | 30 | 0 | 0.00 | 17 | 0.57 | 1 | 0.03 | 18 | 0.60 |
| October | 31 | 0 | 0.00 | 10 | 0.32 | 1 | 0.03 | 11 | 0.35 |
| November | 30 | 0 | 0.00 | 4 | 0.13 | 0 | 0.00 | 4 | 0.13 |
| December | 31 | 0 | 0.00 | 1 | 0.03 | 1 | 0.03 | 2 | 0.06 |
| Total | 365 | 1 | 0.00 | 91 | 0.25 | 4 | 0.01 | 96 | 0.26 |

- In 2015, the greatest number of pedalcycle crashes occurred in September.
- Typically the summer months have the highest number of pedalcycle-related crashes.

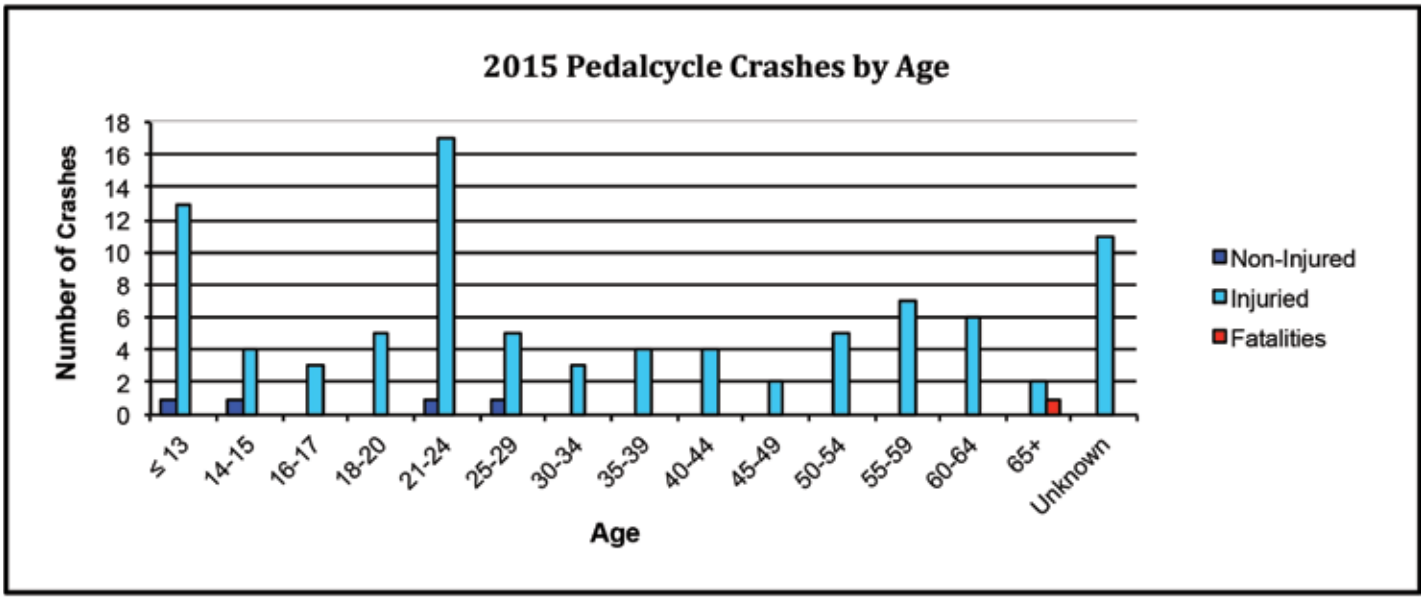
| 2015 Pedalcycle-Related Crashes by Day of Week | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # | Percent | # | Percent | # | Percent | # | Percent |
| Sunday | 0 | 0.0% | 6 | 6.6% | 1 | 25.0% | 7 | 7.3% |
| Monday | 0 | 0.0% | 14 | 15.4% | 0 | 0.0% | 14 | 14.6% |
| Tuesday | 0 | 0.0% | 14 | 15.4% | 0 | 0.0% | 14 | 14.6% |
| Wednesday | 0 | 0.0% | 17 | 18.7% | 1 | 25.0% | 18 | 18.8% |
| Thursday | 0 | 0.0% | 19 | 20.9% | 0 | 0.0% | 19 | 19.8% |
| Friday | 1 | 100.0% | 14 | 15.4% | 0 | 0.0% | 15 | 15.6% |
| Saturday | 0 | 0.0% | 7 | 7.7% | 2 | 50.0% | 9 | 9.4% |
| Total | 1 | 100.0% | 91 | 100.0% | 4 | 100.0% | 96 | 100.0% |

- In 2015, the greatest number of pedalcycle crashes occurred on Thursday.

| 2015 Pedalcycle-Related Crashes by Time of Day | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Time of Day | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # | % | # | % | # | % | # | % |
| Midnight | 0 | 0.00% | 2 | 2.20% | 0 | 0.00% | 2 | 2.08% |
| 1:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 2:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 3:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 4:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 5:00 AM | 0 | 0.00% | 1 | 1.10% | 0 | 0.00% | 1 | 1.04% |
| 6:00 AM | 0 | 0.00% | 1 | 1.10% | 0 | 0.00% | 1 | 1.04% |
| 7:00 AM | 0 | 0.00% | 6 | 6.59% | 0 | 0.00% | 6 | 6.25% |
| 8:00 AM | 0 | 0.00% | 3 | 3.30% | 0 | 0.00% | 3 | 3.13% |
| 9:00 AM | 0 | 0.00% | 6 | 6.59% | 0 | 0.00% | 6 | 6.25% |
| 10:00 AM | 0 | 0.00% | 5 | 5.49% | 0 | 0.00% | 5 | 5.21% |
| 11:00 AM | 0 | 0.00% | 2 | 2.20% | 1 | 25.00% | 3 | 3.13% |
| Noon | 0 | 0.00% | 6 | 6.59% | 0 | 0.00% | 6 | 6.25% |
| 1:00 PM | 0 | 0.00% | 8 | 8.79% | 0 | 0.00% | 8 | 8.33% |
| 2:00 PM | 0 | 0.00% | 7 | 7.69% | 1 | 25.00% | 8 | 8.33% |
| 3:00 PM | 0 | 0.00% | 6 | 6.59% | 0 | 0.00% | 6 | 6.25% |
| 4:00 PM | 0 | 0.00% | 9 | 9.89% | 0 | 0.00% | 9 | 9.38% |
| 5:00 PM | 0 | 0.00% | 7 | 7.69% | 1 | 25.00% | 8 | 8.33% |
| 6:00 PM | 1 | 100.00% | 5 | 5.49% | 0 | 0.00% | 6 | 6.25% |
| 7:00 PM | 0 | 0.00% | 8 | 8.79% | 1 | 25.00% | 9 | 9.38% |
| 8:00 PM | 0 | 0.00% | 5 | 5.49% | 0 | 0.00% | 5 | 5.21% |
| 9:00 PM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 10:00 PM | 0 | 0.00% | 3 | 3.30% | 0 | 0.00% | 3 | 3.13% |
| 11:00 PM | 0 | 0.00% | 1 | 1.10% | 0 | 0.00% | 1 | 1.04% |
| Total | 1 | 100.00% | 91 | 100.00% | 4 | 100.00% | 96 | 100.00% |

❖ In 2015, the largest percentage (9.3%) of pedalcycle crashes occurred between 4:00 p.m. and 4:59 p.m. and between 7:00 p.m. and 7:59 p.m.

| 2015 Pedalcycle-Related Crashes by Age | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Age | Fatalities | | Injuried | | Non-Injured | | Total | |
| | # | % | # | % | # | % | # | % |
| ≤ 13 | 0 | 0.0% | 13 | 20.5% | 1 | 25.0% | 14 | 14.6% |
| 14-15 | 0 | 0.00% | 4 | 7.7% | 1 | 25.0% | 5 | 5.2% |
| 16-17 | 0 | 0.00% | 3 | 7.7% | 0 | 0.0% | 3 | 3.1% |
| 18-20 | 0 | 0.00% | 5 | 10.3% | 0 | 0.0% | 5 | 5.2% |
| 21-24 | 0 | 0.00% | 17 | 9.0% | 1 | 25.0% | 18 | 18.8% |
| 25-29 | 0 | 0.00% | 5 | 6.4% | 1 | 25.0% | 6 | 6.3% |
| 30-34 | 0 | 0.00% | 3 | 6.4% | 0 | 0.0% | 3 | 3.1% |
| 35-39 | 0 | 0.00% | 4 | 2.6% | 0 | 0.0% | 4 | 4.2% |
| 40-44 | 0 | 0.00% | 4 | 5.1% | 0 | 0.0% | 4 | 4.2% |
| 45-49 | 0 | 0.00% | 2 | 6.4% | 0 | 0.0% | 2 | 2.1% |
| 50-54 | 0 | 0.0% | 5 | 7.7% | 0 | 0.0% | 5 | 5.2% |
| 55-59 | 0 | 0.00% | 7 | 5.1% | 0 | 0.0% | 7 | 7.3% |
| 60-64 | 0 | 0.00% | 6 | 3.8% | 0 | 0.0% | 6 | 6.3% |
| 65+ | 1 | 100.00% | 2 | 1.3% | 0 | 0.0% | 3 | 3.5% |
| Unknown | 0 | 0.00% | 11 | 1.3% | 0 | 0.0% | 11 | 11.5% |
| Total | 1 | 100.0% | 91 | 100.0% | 4 | 100.0% | 96 | 100.4% |




❖ Pedalcyclists ages 21-24 accounted for 18.8 percent of all pedalcycle crashes.

Section 6

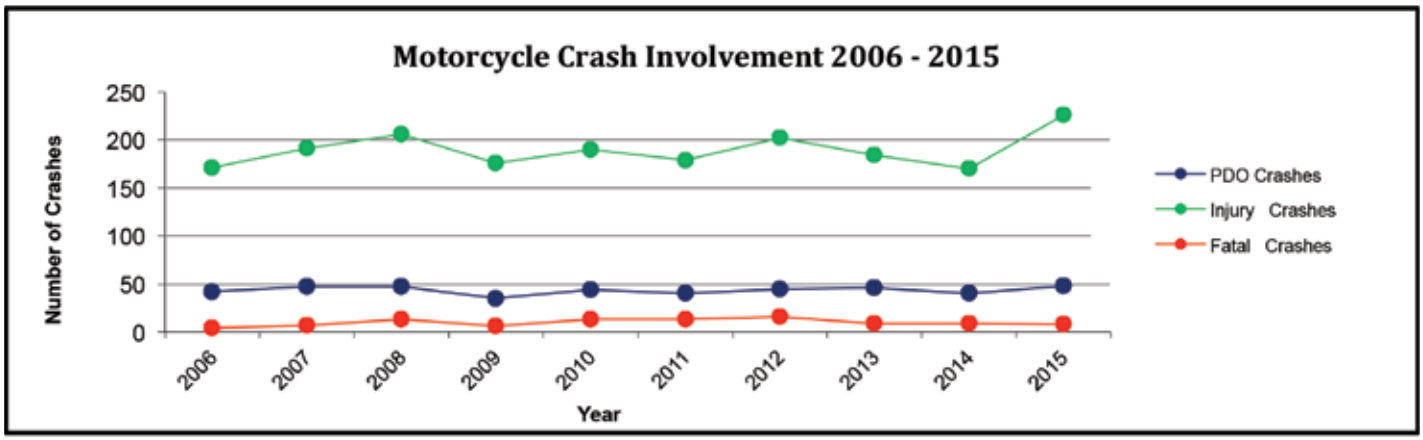
# MOTORCYCLE / OHV

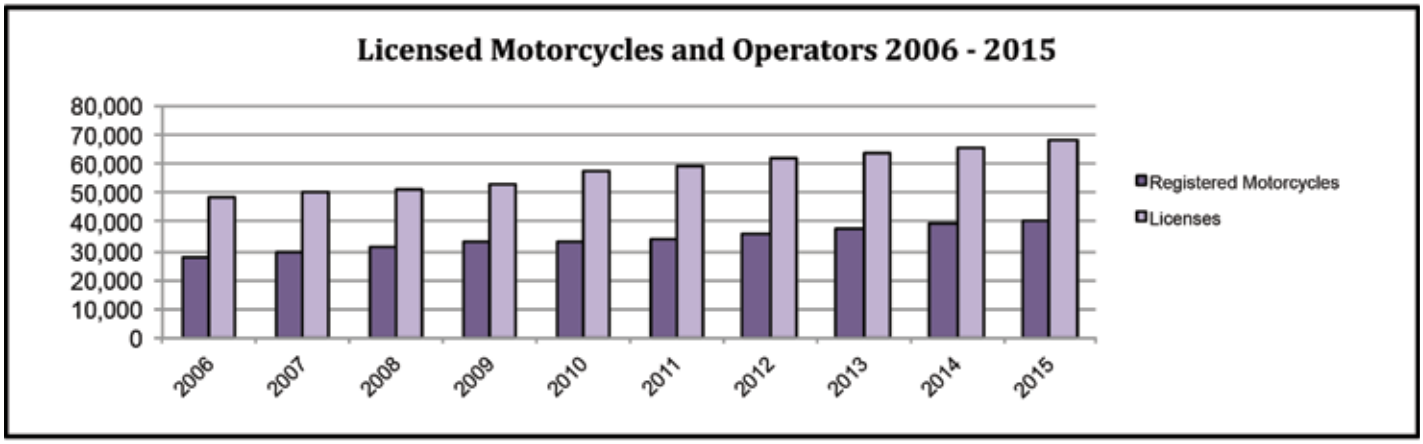
Helmet Usage

Alcohol Related

# Drivers Safety

| Motorcycle Trends 2006 - 2015 | | | | | | |
|---|---|---|---|---|---|---|
| Year | Licenses | Registered Motorcycles | Fatal Crashes | Injury Crashes | PDO Crashes | Total |
| 2006 | 48,396 | 27,502 | 4 | 171 | 42 | 217 |
| 2007 | 50,565 | 29,202 | 7 | 191 | 47 | 245 |
| 2008 | 51,308 | 31,734 | 13 | 206 | 47 | 266 |
| 2009 | 53,027 | 33,383 | 6 | 176 | 35 | 217 |
| 2010 | 57,133 | 33,578 | 13 | 190 | 44 | 247 |
| 2011 | 59,153 | 33,876 | 13 | 179 | 40 | 232 |
| 2012 | 61,725 | 35,897 | 16 | 202 | 45 | 263 |
| 2013 | 63,453 | 38,017 | 9 | 184 | 46 | 239 |
| 2014 | 65,444 | 39,462 | 9 | 170 | 40 | 219 |
| 2015 | 68,053 | 40,662 | 8 | 226 | 48 | 282 |

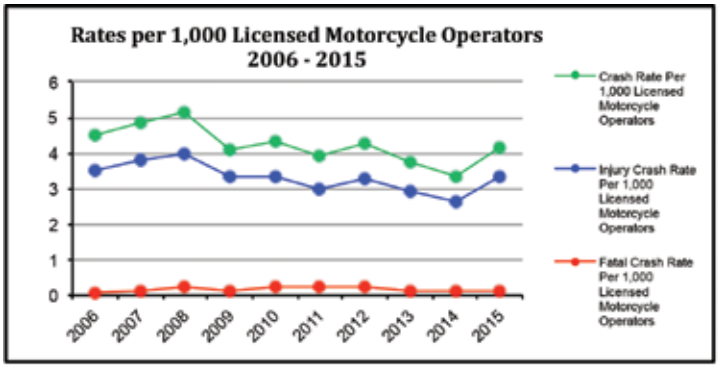


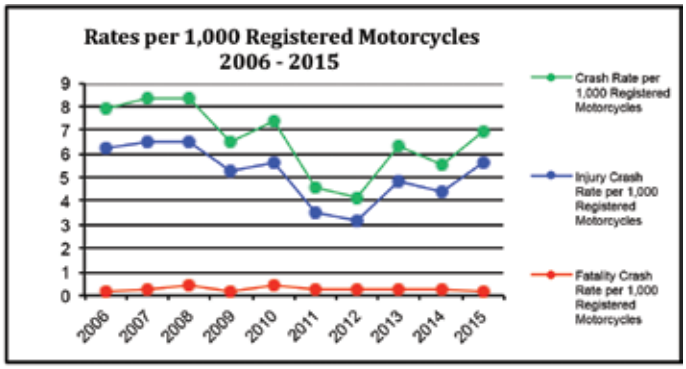




- Licensed motorcycle drivers and motorcycle registrations have steadily increased over the past ten years.
- Since 2006, the number of motorcycle licensed drivers has increased by 40.6 percent.
- Motorcycle registrations increased 3.08 percent from 2014 to 2015.
- There have been 98 motorcycle fatal crashes since 2006.

# MOTORCYCLE & OHV CRASHES

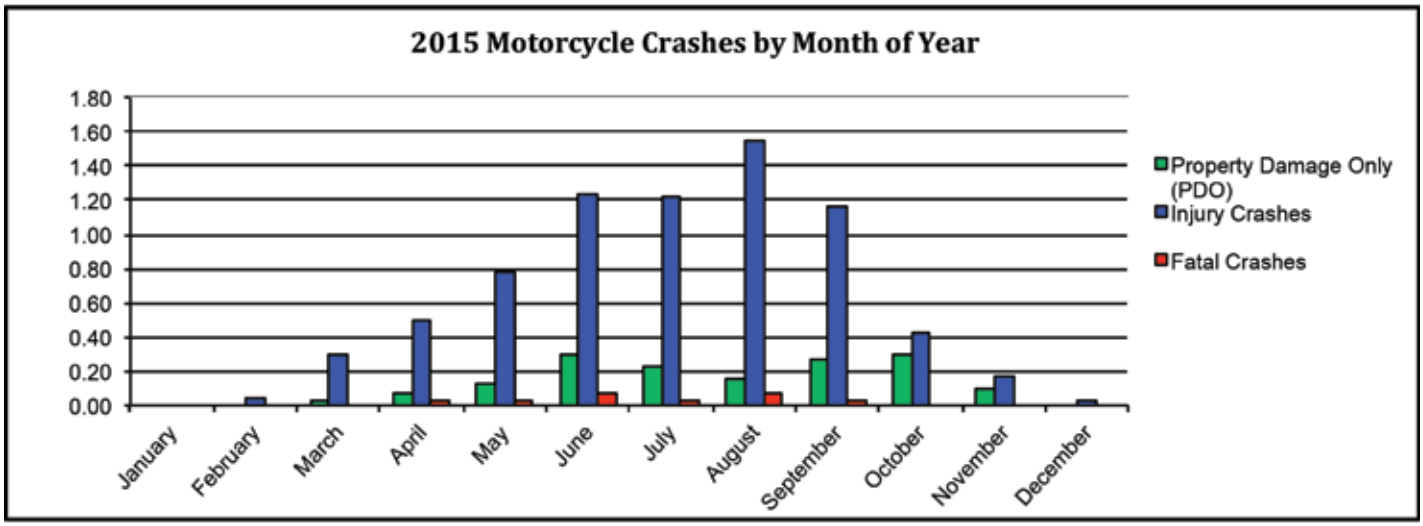
| Motorcycle Summary Rates 2006 - 2015 | | | | | | |
|---|---|---|---|---|---|---|
| Year | Fatal Crash Rate Per 1,000 Licensed Motorcycle Operators | Injury Crash Rate Per 1,000 Licensed Motorcycle Operators | Crash Rate Per 1,000 Licensed Motorcycle Operators | Fatality Crash Rate per 1,000 Registered Motorcycles | Injury Crash Rate per 1,000 Registered Motorcycles | Crash Rate per 1,000 Registered Motorcycles |
| 2006 | 0.08 | 3.53 | 4.48 | 0.15 | 6.22 | 7.89 |
| 2007 | 0.14 | 3.78 | 4.84 | 0.24 | 6.54 | 8.39 |
| 2008 | 0.25 | 4.01 | 5.18 | 0.41 | 6.49 | 8.38 |
| 2009 | 0.11 | 3.32 | 4.11 | 0.18 | 5.27 | 6.53 |
| 2010 | 0.23 | 3.33 | 4.32 | 0.39 | 5.66 | 7.36 |
| 2011 | 0.22 | 3.00 | 3.92 | 0.26 | 3.52 | 4.61 |
| 2012 | 0.26 | 3.27 | 4.26 | 0.25 | 3.17 | 4.15 |
| 2013 | 0.14 | 2.90 | 3.77 | 0.23 | 4.84 | 6.29 |
| 2014 | 0.14 | 2.63 | 3.35 | 0.23 | 4.36 | 5.55 |
| 2015 | 0.12 | 3.36 | 4.14 | 0.20 | 5.61 | 6.94 |
| Average | 0.17 | 3.31 | 4.25 | 0.26 | 5.12 | 6.57 |




- The motorcycle fatal crash rate per 1,000 licensed motorcycle operators decreased from 2014 (.14) to (.12) in 2015.
- The motorcycle fatality crash rate per 1,000 motorcycle registrations also decrease from 2014 (.23) to (.20) in 2015.

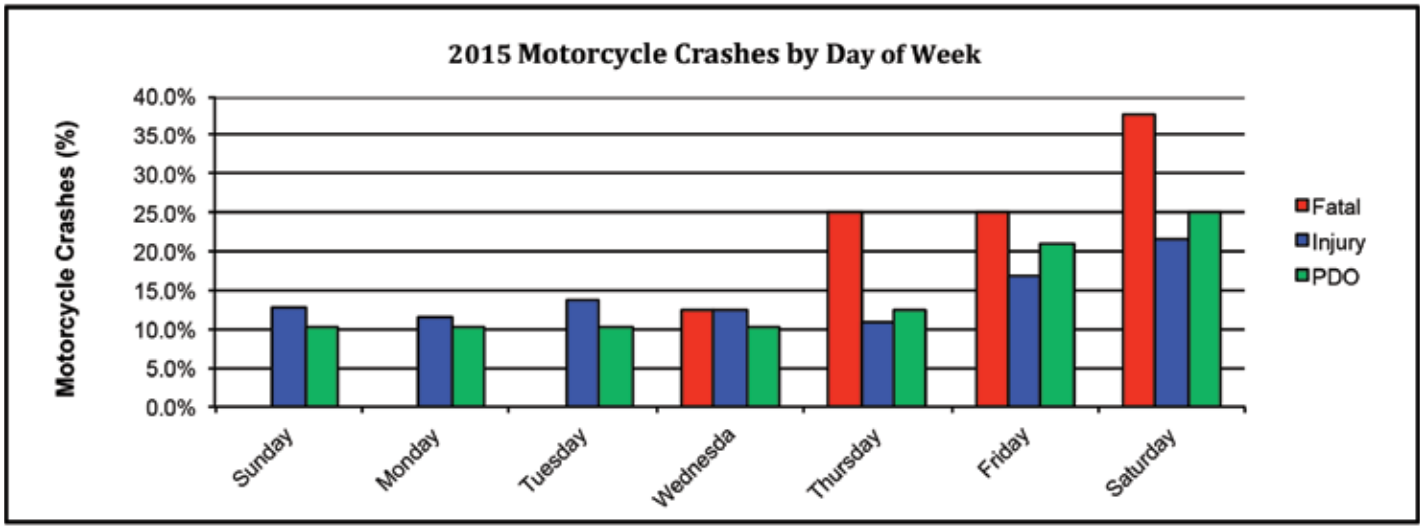
| 2015 Motorcycle Crashes by Month of Year | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Month | Days in Month | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 31 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| February | 28 | 0 | 0.00 | 1 | 0.04 | 0 | 0.00 | 1 | 0.04 |
| March | 31 | 0 | 0.00 | 9 | 0.29 | 1 | 0.03 | 10 | 0.32 |
| April | 30 | 1 | 0.03 | 15 | 0.50 | 2 | 0.07 | 18 | 0.60 |
| May | 31 | 1 | 0.03 | 24 | 0.77 | 4 | 0.13 | 29 | 0.94 |
| June | 30 | 2 | 0.07 | 37 | 1.23 | 9 | 0.30 | 48 | 1.60 |
| July | 31 | 1 | 0.03 | 38 | 1.23 | 7 | 0.23 | 46 | 1.48 |
| August | 31 | 2 | 0.06 | 48 | 1.55 | 5 | 0.16 | 55 | 1.77 |
| September | 30 | 1 | 0.03 | 35 | 1.17 | 8 | 0.27 | 44 | 1.47 |
| October | 31 | 0 | 0.00 | 13 | 0.42 | 9 | 0.29 | 22 | 0.71 |
| November | 30 | 0 | 0.00 | 5 | 0.17 | 3 | 0.10 | 8 | 0.27 |
| December | 31 | 0 | 0.00 | 1 | 0.03 | 0 | 0.00 | 1 | 0.03 |
| Total | 365 | 8 | 0.02 | 226 | 0.62 | 48 | 0.13 | 282 | 0.77 |




- August recorded the highest number (55) of motorcycle crashes.
- January was the only month that did not have any reported motorcycle crashes.

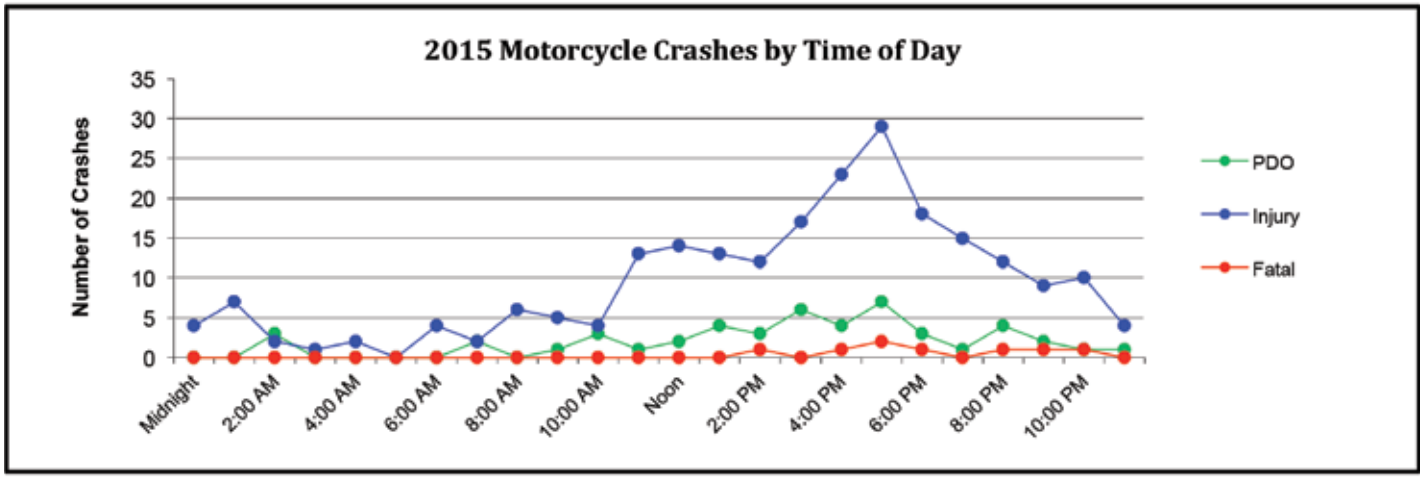
# MOTORCYCLE & OHV CRASHES

| 2015 Motorcycle Crashes by Day of Week | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 0 | 0.0% | 29 | 12.8% | 5 | 10.4% | 34 | 12.1% |
| Monday | 0 | 0.0% | 26 | 11.5% | 5 | 10.4% | 31 | 11.0% |
| Tuesday | 0 | 0.0% | 31 | 13.7% | 5 | 10.4% | 36 | 12.8% |
| Wednesday | 1 | 12.5% | 28 | 12.4% | 5 | 10.4% | 34 | 12.1% |
| Thursday | 2 | 25.0% | 25 | 11.1% | 6 | 12.5% | 33 | 11.7% |
| Friday | 2 | 25.0% | 38 | 16.8% | 10 | 20.8% | 50 | 17.7% |
| Saturday | 3 | 37.5% | 49 | 21.7% | 12 | 25.0% | 64 | 22.7% |
| Total | 8 | 100.0% | 226 | 100.0% | 48 | 100.0% | 282 | 100.0% |




- In 2015, the largest percent (22.7%) of motorcycle crashes occurred on Saturdays.
- The greatest percentage of motorcycle injury crashes (21.7%) also occurred on Saturdays.

| 2015 Motorcycle Crashes by Time of Day | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Time of Day | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # | % | # | % | # | % | # | % |
| Midnight | 0 | 0.00% | 4 | 1.77% | 0 | 0.00% | 4 | 1.42% |
| 1:00 AM | 0 | 0.00% | 7 | 3.10% | 0 | 0.00% | 7 | 2.48% |
| 2:00 AM | 0 | 0.00% | 2 | 0.88% | 3 | 6.25% | 5 | 1.77% |
| 3:00 AM | 0 | 0.00% | 1 | 0.44% | 0 | 0.00% | 1 | 0.35% |
| 4:00 AM | 0 | 0.00% | 2 | 0.88% | 0 | 0.00% | 2 | 0.71% |
| 5:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 6:00 AM | 0 | 0.00% | 4 | 1.77% | 0 | 0.00% | 4 | 1.42% |
| 7:00 AM | 0 | 0.00% | 2 | 0.88% | 2 | 4.17% | 4 | 1.42% |
| 8:00 AM | 0 | 0.00% | 6 | 2.65% | 0 | 0.00% | 6 | 2.13% |
| 9:00 AM | 0 | 0.00% | 5 | 2.21% | 1 | 2.08% | 6 | 2.13% |
| 10:00 AM | 0 | 0.00% | 4 | 1.77% | 3 | 6.25% | 7 | 2.48% |
| 11:00 AM | 0 | 0.00% | 13 | 5.75% | 1 | 2.08% | 14 | 4.96% |
| Noon | 0 | 0.00% | 14 | 6.19% | 2 | 4.17% | 16 | 5.67% |
| 1:00 PM | 0 | 0.00% | 13 | 5.75% | 4 | 8.33% | 17 | 6.03% |
| 2:00 PM | 1 | 12.50% | 12 | 5.31% | 3 | 6.25% | 16 | 5.67% |
| 3:00 PM | 0 | 0.00% | 17 | 7.52% | 6 | 12.50% | 23 | 8.16% |
| 4:00 PM | 1 | 12.50% | 23 | 10.18% | 4 | 8.33% | 28 | 9.93% |
| 5:00 PM | 2 | 25.00% | 29 | 12.83% | 7 | 14.58% | 38 | 13.48% |
| 6:00 PM | 1 | 12.50% | 18 | 7.96% | 3 | 6.25% | 22 | 7.80% |
| 7:00 PM | 0 | 0.00% | 15 | 6.64% | 1 | 2.08% | 16 | 5.67% |
| 8:00 PM | 1 | 12.50% | 12 | 5.31% | 4 | 8.33% | 17 | 6.03% |
| 9:00 PM | 1 | 12.50% | 9 | 3.98% | 2 | 4.17% | 12 | 4.26% |
| 10:00 PM | 1 | 12.50% | 10 | 4.42% | 1 | 2.08% | 12 | 4.26% |
| 11:00 PM | 0 | 0.00% | 4 | 1.77% | 1 | 2.08% | 5 | 1.77% |
| Total | 8 | 100.00% | 226 | 100.00% | 48 | 100.00% | 282 | 100.00% |

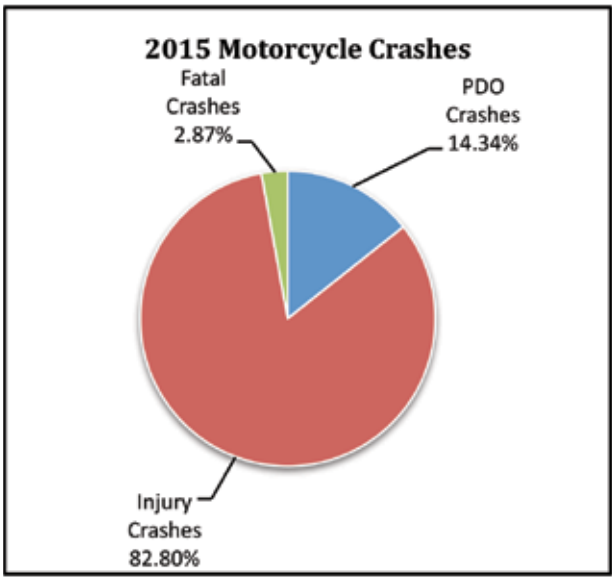


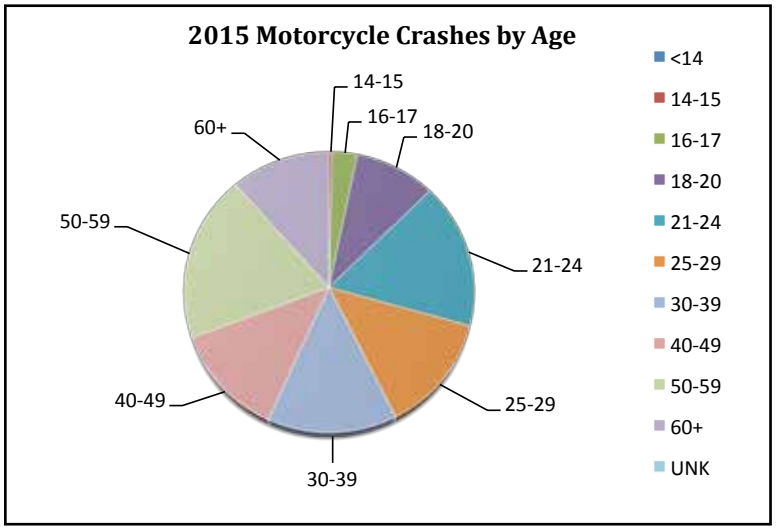

❖ Motorcycle crashes occur at every hour of the day, however the 5:00 p.m. hour had the highest percentage (13.5) of crashes in 2015.

# MOTORCYCLE & OHV CRASHES

| 2015 Age of Operators Involved in Crashes* | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Age | Fatal Crashes | | Injury Crashes | | Property Damage Only** | | Total Crashes | |
| | # | % | # | % | # | % | # | % |
| <14 | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 14-15 | 0 | 0.00% | 1 | 0.4% | 0 | 0.00% | 1 | 0.4% |
| 16-17 | 0 | 0.00% | 7 | 3.0% | 1 | 2.5% | 8 | 2.9% |
| 18-20 | 2 | 25.0% | 19 | 8.2% | 5 | 12.5% | 26 | 9.3% |
| 21-24 | 0 | 0.00% | 41 | 17.7% | 6 | 15.0% | 47 | 16.8% |
| 25-29 | 1 | 12.5% | 27 | 11.7% | 9 | 22.5% | 37 | 13.3% |
| 30-39 | 0 | 0.00% | 32 | 13.9% | 7 | 17.5% | 39 | 14.0% |
| 40-49 | 0 | 0.00% | 31 | 13.4% | 4 | 10.0% | 35 | 12.5% |
| 50-59 | 3 | 37.5% | 45 | 19.5% | 6 | 15.0% | 54 | 19.4% |
| 60+ | 2 | 25.0% | 28 | 12.1% | 2 | 5.0% | 32 | 11.5% |
| UNK | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| Total | 8 | 100.0% | 231 | 100.0% | 40 | 100.0% | 279 | 100.0% |

* Four crashes involved parked motorcyles without operators.




❖ Motorcycle operators ages 40 and older accounted for 43.4 percent of all motorcycle crashes in 2015.

| 2015 Gender of Motorcyclists Involved in Crashes* | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Gender | Fatal | | Injury | | PDO | | Total | |
| | # | % | # | % | # | % | # | % |
| Female | 2 | 20.0% | 29 | 11.7% | 2 | 3.6% | 33 | 10.5% |
| Male | 8 | 80.0% | 217 | 87.9% | 38 | 67.9% | 263 | 84.0% |
| Unknown | 0 | 0.00% | 1 | 0.4% | 16 | 28.6% | 17 | 5.4% |
| Total | 10 | 100% | 247 | 100% | 56 | 100% | 313 | 100% |

* This table counts every motorcyclist involved. Two motorcyclists involved in fatal crashes were not killed.

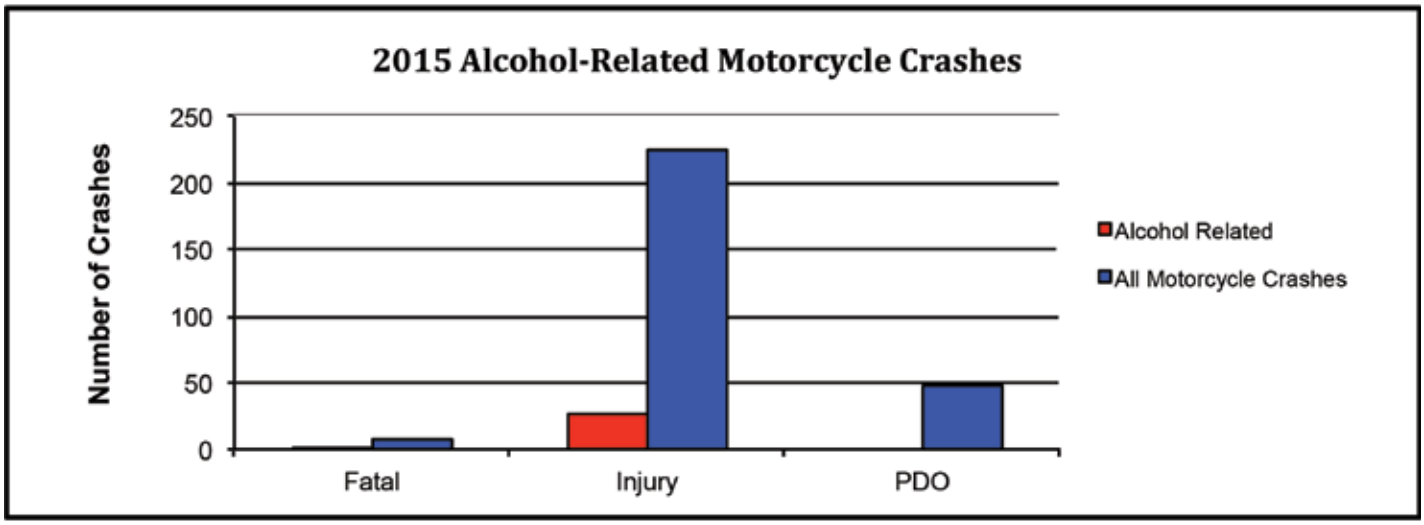
❖ In 2015, male operators comprised 100 percent of the motorcycle fatalities.

| 2015 Helmet Use of Motorcycle Operators Involved in Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Helmet Use | Fatal | | Injury | | PDO | | Total | |
| | # | | # | | # | | # | |
| | Male | Female | Male | Female | Male | Female | Male | Female |
| Helmet Worn | 4 | 0 | 75 | 6 | 9 | 2 | 88 | 8 |
| Not in Use | 4 | 0 | 127 | 6 | 23 | 0 | 154 | 6 |
| UNK/NA | 0 | 0 | 14 | 3 | 6 | 0 | 20 | 3 |
| Total | 8 | 0 | 216 | 15 | 38 | 2 | 262 | 17 |

❖ In 2015, 57.3 percent of motorcycle operators were not wearing a helmet at the time of the crash.

# MOTORCYCLE & OHV CRASHES

| 2015 Alcohol-Related Motorcycle Crashes | | |
|---|---|---|
| Crash Type | Alcohol Crashes | All Crashes |
| Fatal | 1 | 8 |
| Injury | 26 | 226 |
| PDO | 0 | 48 |
| Total | 27 | 282 |




❖ In 2015, 27 of the 282 motorcycle crashes or 9.5 percent were alcohol-related, compared to 13.2 percent in 2014.

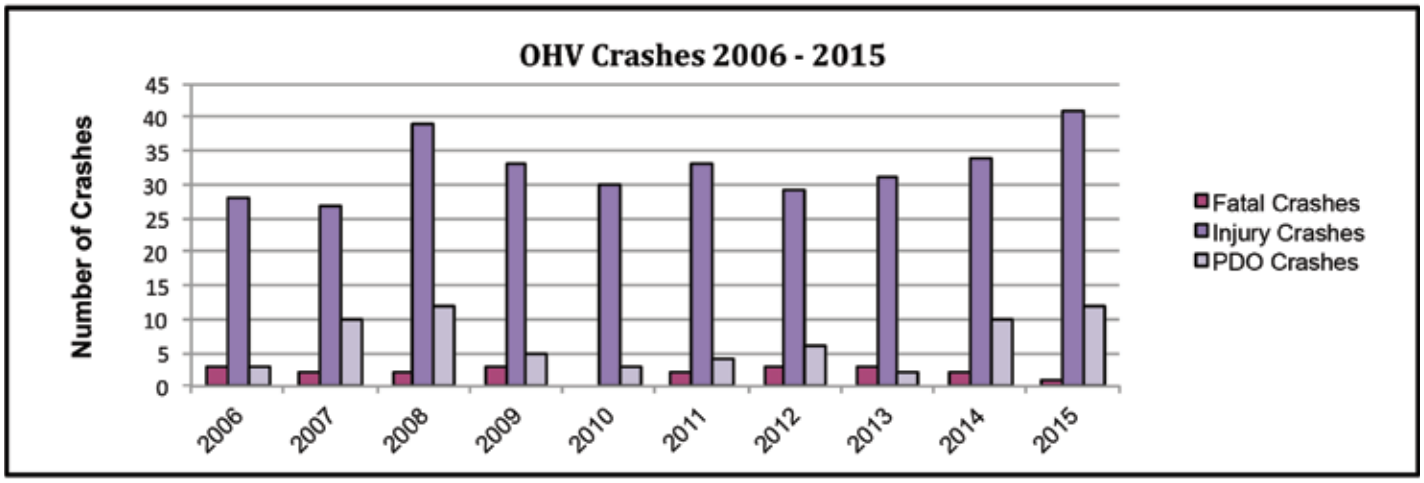
## 2015 Motorcycle Registration and Safety Course Information by County

| Registration | | | | Safety Course Attendance | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| County | Registrations | Licensed Drivers | Crashes | Safety Course Attendance | Age Group 14-16 | Age Group 17-18 | Age Group 19-24 | Age Group 25-34 | Age Group 35-49 | Age Group 50+ |
| Adams | 128 | 243 | 0 | | | | | | | |
| Barnes | 714 | 1,083 | 4 | | | | | | | |
| Benson | 113 | 244 | 0 | | | | | | | |
| Billings | 39 | 81 | 1 | | | | | | | |
| Bottineau | 372 | 663 | 2 | | | | | | | |
| Bowman | 253 | 349 | 1 | | | | | | | |
| Burke | 161 | 253 | 0 | | | | | | | |
| **Burleigh** | 4,962 | 10,003 | 37 | 607 | 44 | 30 | 118 | 149 | 164 | 102 |
| **Cass** | 8,026 | 13,650 | 52 | 635 | 28 | 37 | 133 | 187 | 168 | 82 |
| Cavalier | 240 | 373 | 0 | | | | | | | |
| Dickey | 267 | 426 | 3 | | | | | | | |
| Divide | 183 | 253 | 3 | | | | | | | |
| Dunn | 263 | 440 | 3 | | | | | | | |
| Eddy | 120 | 205 | 0 | | | | | | | |
| Emmons | 275 | 376 | 1 | | | | | | | |
| Foster | 170 | 297 | 2 | | | | | | | |
| Golden Valley | 139 | 201 | 0 | | | | | | | |
| **Grand Forks** | 3,058 | 5,467 | 15 | 230 | 8 | 11 | 58 | 68 | 45 | 40 |
| Grant | 123 | 231 | 0 | | | | | | | |
| Griggs | 149 | 256 | 0 | | | | | | | |
| Hettinger | 160 | 281 | 1 | | | | | | | |
| Kidder | 109 | 235 | 1 | | | | | | | |
| LaMoure | 234 | 418 | 1 | | | | | | | |
| Logan | 90 | 164 | 2 | | | | | | | |
| McHenry | 348 | 598 | 0 | | | | | | | |
| McIntosh | 145 | 254 | 2 | | | | | | | |
| McKenzie | 468 | 922 | 6 | | | | | | | |
| McLean | 576 | 1,095 | 3 | | | | | | | |
| **Mercer** | 699 | 1,245 | 1 | 32 | 3 | 1 | 7 | 8 | 7 | 6 |
| Morton | 1,900 | 3,581 | 13 | | | | | | | |
| Mountrail | 444 | 699 | 0 | | | | | | | |
| Nelson | 191 | 334 | 1 | | | | | | | |
| Oliver | 125 | 225 | 1 | | | | | | | |
| Pembina | 444 | 694 | 3 | | | | | | | |
| Pierce | 210 | 372 | 0 | | | | | | | |
| Ramsey | 538 | 960 | 2 | | | | | | | |
| Ransom | 348 | 512 | 0 | | | | | | | |
| Renville | 175 | 269 | 0 | | | | | | | |
| Richland | 999 | 1,571 | 5 | | | | | | | |
| Rolette | 216 | 404 | 0 | | | | | | | |
| Sargent | 227 | 403 | 1 | | | | | | | |
| Sheridan | 80 | 141 | 0 | | | | | | | |
| Sioux | 58 | 55 | 0 | | | | | | | |
| Slope | 43 | 80 | 0 | | | | | | | |
| **Stark** | 2,085 | 3,428 | 11 | 65 | 6 | 5 | 12 | 12 | 24 | 6 |
| Steele | 135 | 208 | 0 | | | | | | | |
| **Stutsman** | 1,419 | 2,397 | 7 | 64 | 4 | 3 | 10 | 14 | 15 | 18 |
| Towner | 126 | 219 | 0 | | | | | | | |
| Traill | 470 | 756 | 2 | | | | | | | |
| Walsh | 573 | 910 | 4 | | | | | | | |
| **Ward** | 4,152 | 6,785 | 28 | 312 | 18 | 7 | 67 | 97 | 85 | 38 |
| Wells | 317 | 499 | 1 | | | | | | | |
| **Williams** | 1,841 | 3,399 | 19 | 66 | 2 | 2 | 6 | 15 | 25 | 16 |
| Totals | 39,700 | 69,207 | 239 | 2,011 | 113 | 96 | 411 | 550 | 533 | 308 |

- The highlighted counties indicate where the motorcycle safety course was held.
- Safety course attendance records the county in which the individual took the course and not the home county of the student.

# MOTORCYCLE & OHV CRASHES

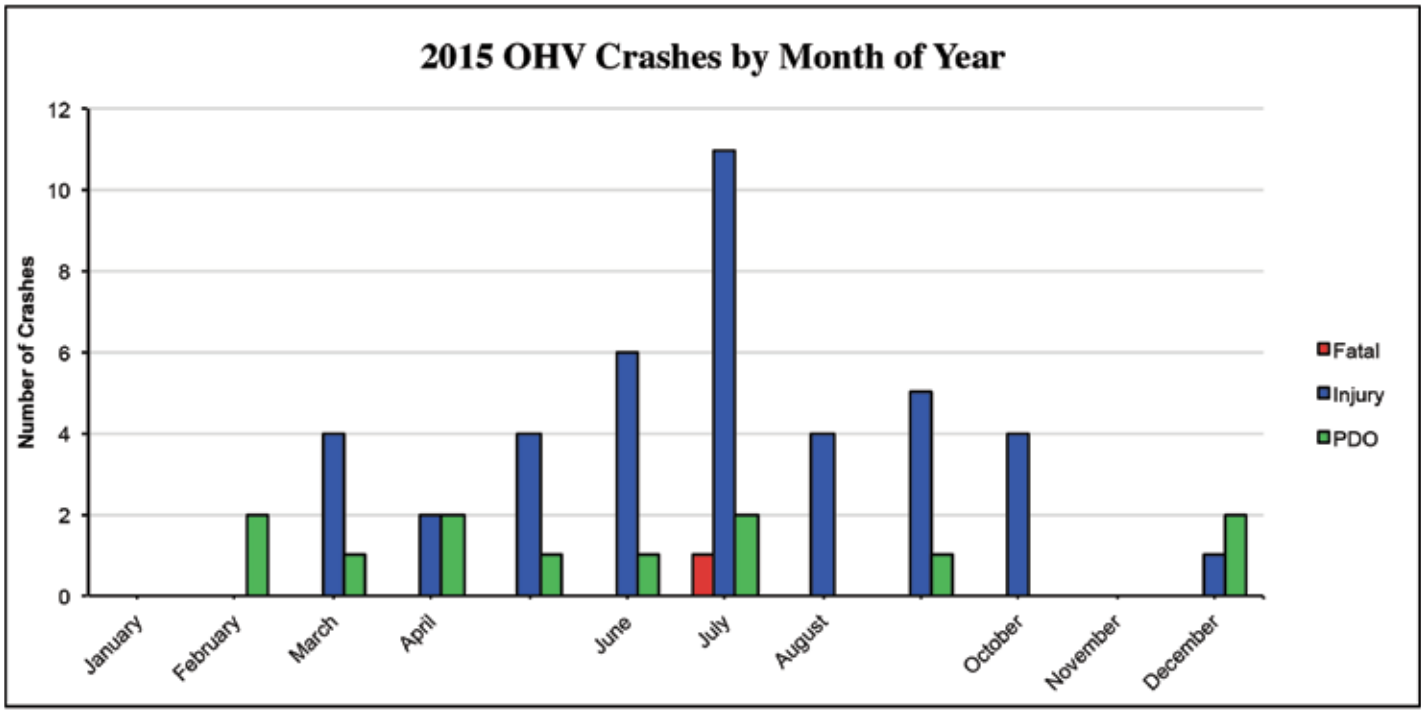
| Off Highway Vehicle (OHV) Crashes 2006 - 2015 | | | | |
|---|---|---|---|---|
| Year | Fatal Crashes | Injury Crashes | PDO Crashes | Total |
| 2006 | 3 | 28 | 3 | 34 |
| 2007 | 2 | 27 | 10 | 39 |
| 2008 | 2 | 39 | 12 | 53 |
| 2009 | 3 | 33 | 5 | 41 |
| 2010 | 0 | 30 | 3 | 33 |
| 2011 | 2 | 33 | 4 | 39 |
| 2012 | 3 | 29 | 6 | 38 |
| 2013 | 3 | 31 | 2 | 36 |
| 2014 | 2 | 34 | 10 | 46 |
| 2015 | 1 | 41 | 12 | 54 |
| Total | 21 | 325 | 67 | 413 |




Only OHV crashes that occur within a trafficway are counted in this report. Any OHV crashes that occur on private property have not been counted.

❖ There was a 17.4 percent increase in the number of OHV crashes from 2014 to 2015.

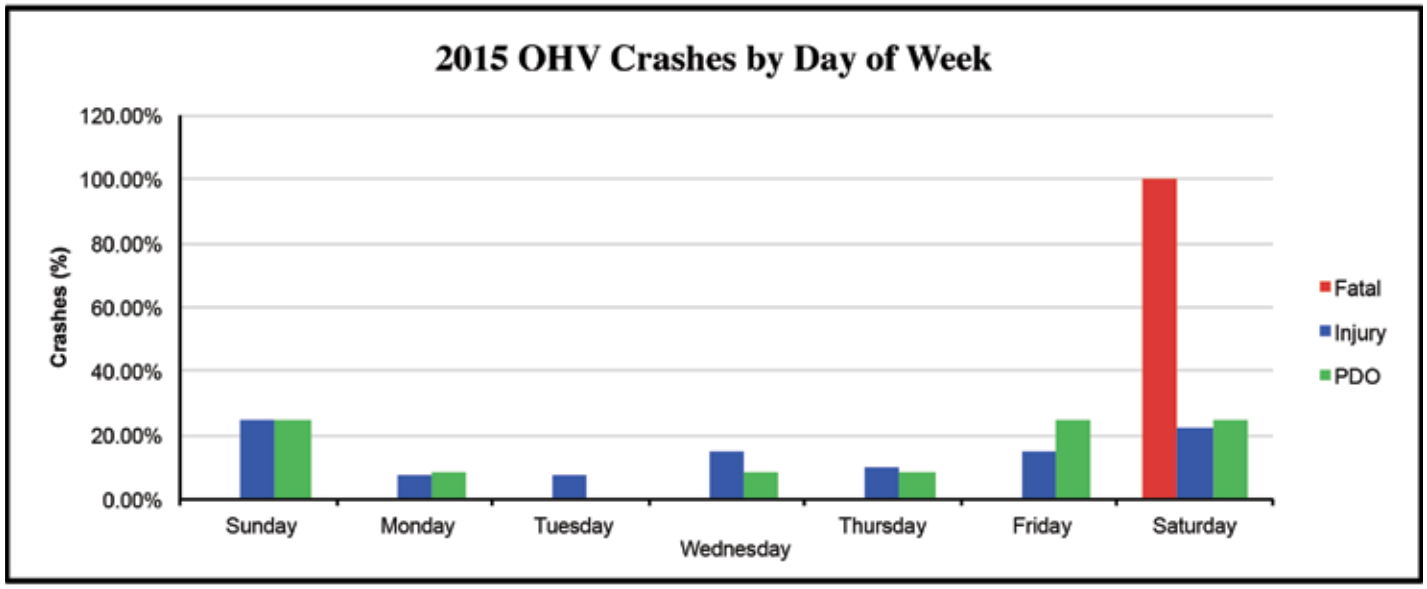
| 2015 OHV Crashes by Month of Year | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Fatal | | Injury | | PDO | | Total | |
| Month | # of Days in Month | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 31 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| February | 28 | 0 | 0.00 | 0 | 0.00 | 2 | 0.07 | 2 | 0.07 |
| March | 31 | 0 | 0.00 | 4 | 0.13 | 1 | 0.03 | 5 | 0.16 |
| April | 30 | 0 | 0.00 | 2 | 0.07 | 2 | 0.07 | 4 | 0.13 |
| May | 31 | 0 | 0.00 | 4 | 0.13 | 1 | 0.03 | 5 | 0.16 |
| June | 30 | 0 | 0.00 | 6 | 0.20 | 1 | 0.03 | 7 | 0.23 |
| July | 31 | 1 | 0.03 | 11 | 0.35 | 2 | 0.06 | 14 | 0.45 |
| August | 31 | 0 | 0.00 | 4 | 0.13 | 0 | 0.00 | 4 | 0.13 |
| September | 30 | 0 | 0.00 | 5 | 0.17 | 1 | 0.03 | 6 | 0.20 |
| October | 31 | 0 | 0.00 | 4 | 0.13 | 0 | 0.00 | 4 | 0.13 |
| November | 30 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| December | 31 | 0 | 0.00 | 1 | 0.03 | 2 | 0.06 | 3 | 0.10 |
| Total | 365 | 1 | 0.00 | 41 | 0.11 | 12 | 0.03 | 54 | 0.15 |




❖ The most OHV crashes occurred in July. This has remained consistent since 2012.

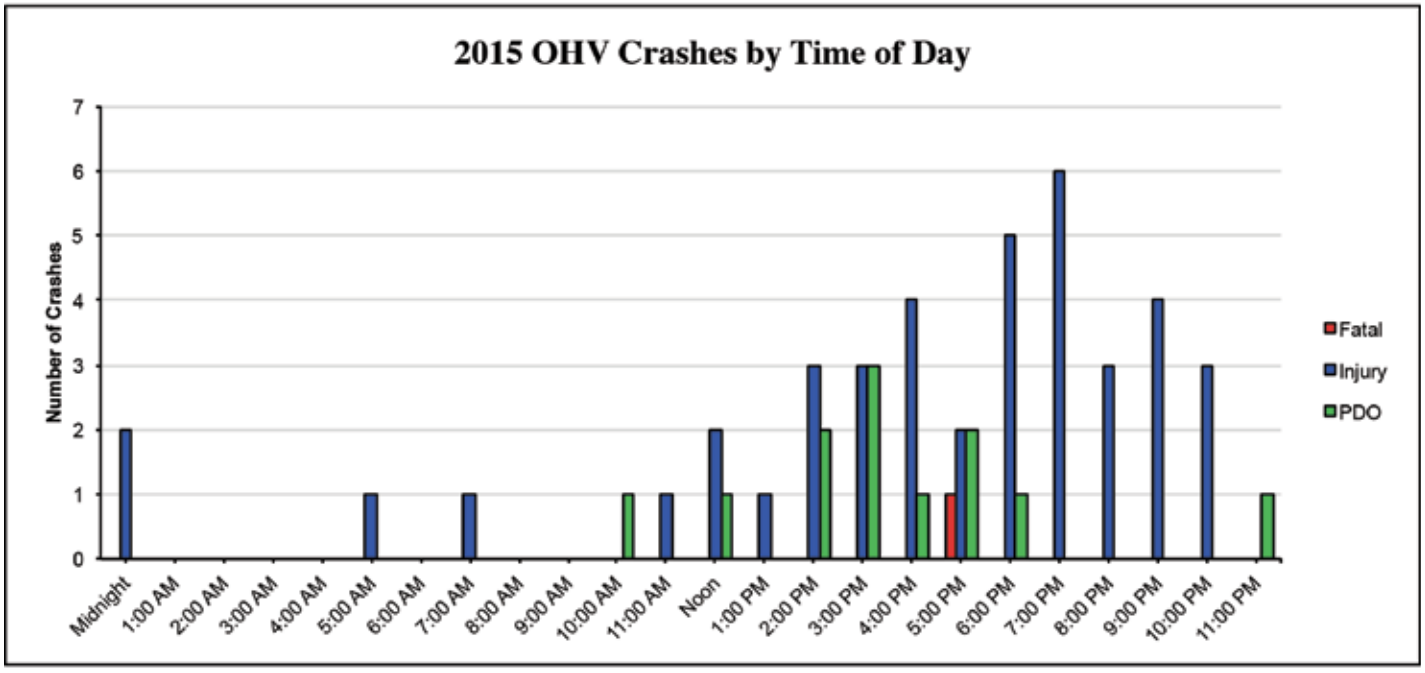
# MOTORCYCLE & OHV CRASHES

| 2015 OHV Crashes by Day of Week | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Month | Fatal | | Injury | | PDO | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 0 | 0.0% | 10 | 24.4% | 3 | 25.0% | 13 | 24.1% |
| Monday | 0 | 0.0% | 3 | 7.3% | 1 | 8.3% | 4 | 7.4% |
| Tuesday | 0 | 0.0% | 3 | 7.3% | 0 | 0.0% | 3 | 5.6% |
| Wednesday | 0 | 0.0% | 6 | 14.6% | 1 | 8.3% | 7 | 13.0% |
| Thursday | 0 | 0.0% | 4 | 9.8% | 1 | 8.3% | 5 | 9.3% |
| Friday | 0 | 0.0% | 6 | 14.6% | 3 | 25.0% | 9 | 16.7% |
| Saturday | 1 | 100.0% | 9 | 22.0% | 3 | 25.0% | 13 | 24.1% |
| Total | 1 | 100.0% | 41 | 100.0% | 12 | 100.0% | 54 | 100.0% |




❖ Saturday and Sunday (13 each) had the highest number of OHV crashes in 2015.

| 2015 OHV Crashes by Time of Day | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | PDO | | Total | |
| Time of Day | # | % | # | % | # | % | # | % |
| Midnight | 0 | 0.00% | 2 | 4.88% | 0 | 0.00% | 2 | 3.70% |
| 1:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 2:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 3:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 4:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 5:00 AM | 0 | 0.00% | 1 | 2.44% | 0 | 0.00% | 1 | 1.85% |
| 6:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 7:00 AM | 0 | 0.00% | 1 | 2.44% | 0 | 0.00% | 1 | 1.85% |
| 8:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 9:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 10:00 AM | 0 | 0.00% | 0 | 0.00% | 1 | 8.33% | 1 | 1.85% |
| 11:00 AM | 0 | 0.00% | 1 | 2.44% | 0 | 0.00% | 1 | 1.85% |
| Noon | 0 | 0.00% | 2 | 4.88% | 1 | 8.33% | 3 | 5.56% |
| 1:00 PM | 0 | 0.00% | 1 | 2.44% | 0 | 0.00% | 1 | 1.85% |
| 2:00 PM | 0 | 0.00% | 3 | 7.32% | 2 | 16.67% | 5 | 9.26% |
| 3:00 PM | 0 | 0.00% | 3 | 7.32% | 3 | 25.00% | 6 | 11.11% |
| 4:00 PM | 0 | 0.00% | 4 | 9.76% | 1 | 8.33% | 5 | 9.26% |
| 5:00 PM | 1 | 100.00% | 2 | 4.88% | 2 | 16.67% | 5 | 9.26% |
| 6:00 PM | 0 | 0.00% | 5 | 12.20% | 1 | 8.33% | 6 | 11.11% |
| 7:00 PM | 0 | 0.00% | 6 | 14.63% | 0 | 0.00% | 6 | 11.11% |
| 8:00 PM | 0 | 0.00% | 3 | 7.32% | 0 | 0.00% | 3 | 5.56% |
| 9:00 PM | 0 | 0.00% | 4 | 9.76% | 0 | 0.00% | 4 | 7.41% |
| 10:00 PM | 0 | 0.00% | 3 | 7.32% | 0 | 0.00% | 3 | 5.56% |
| 11:00 PM | 0 | 0.00% | 0 | 0.00% | 1 | 8.33% | 1 | 1.85% |
| Total | 1 | 100.00% | 41 | 100.00% | 12 | 100.00% | 54 | 100.00% |

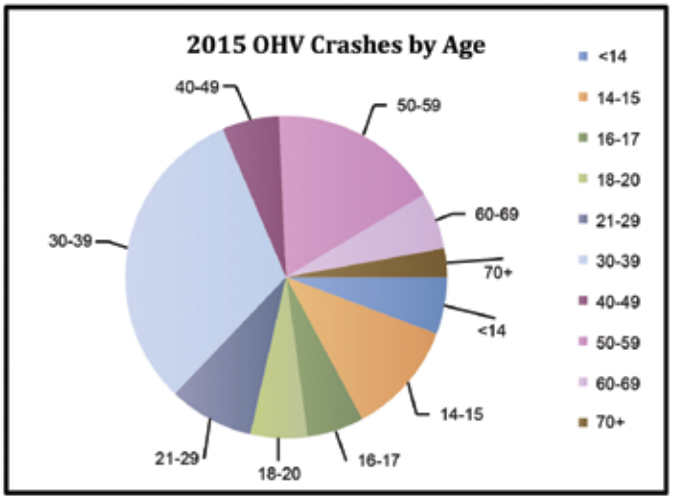



❖ In 2015, the majority of OHV crashes occurred during the afternoon and evening hours. This has remained consistent since 2006.

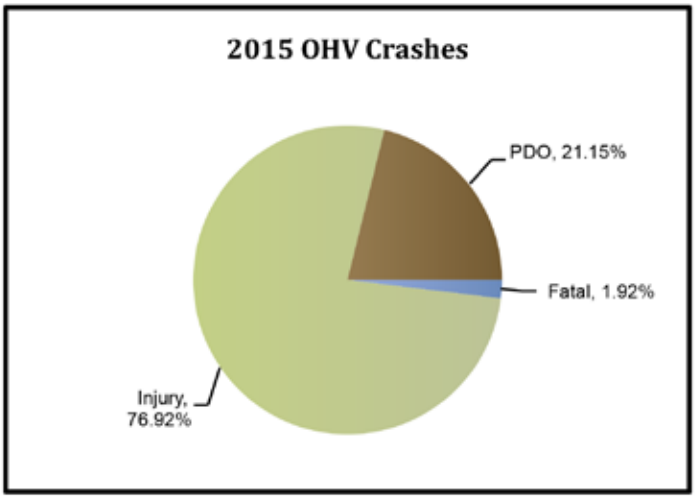
# MOTORCYCLE & OHV CRASHES

| 2015 OHV Operators by Age | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Age | Fatal | | Injury | | PDO | | Total | |
| | # | % | # | % | # | % | # | % |
| <14 | 0 | 0.00% | 2 | 5.0% | 2 | 18.2% | 4 | 7.7% |
| 14-15 | 0 | 0.00% | 4 | 10.0% | 0 | 0.00% | 4 | 7.7% |
| 16-17 | 0 | 0.00% | 2 | 5.0% | 0 | 0.00% | 2 | 3.8% |
| 18-20 | 0 | 0.00% | 2 | 5.0% | 0 | 0.00% | 2 | 3.8% |
| 21-29 | 0 | 0.00% | 9 | 22.5% | 3 | 27.3% | 12 | 23.1% |
| 30-39 | 1 | 100.0% | 11 | 27.5% | 3 | 27.3% | 15 | 28.8% |
| 40-49 | 0 | 0.00% | 2 | 5.0% | 0 | 0.00% | 2 | 3.8% |
| 50-59 | 0 | 0.00% | 6 | 15.0% | 0 | 0.00% | 6 | 11.5% |
| 60-69 | 0 | 0.00% | 2 | 5.0% | 2 | 18.2% | 4 | 7.7% |
| 70+ | 0 | 0.00% | 0 | 0.00% | 1 | 9.1% | 1 | 1.9% |
| UNK | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| Total | 1 | 100.0% | 40 | 100.0% | 11 | 100.0% | 52 | 100.0% |

| 2015 OHV Alcohol-Related Crashes | | |
|---|---|---|
| | Alcohol Crashes | All Crashes |
| Fatal | 1 | 1 |
| Injury | 10 | 41 |
| PDO | 1 | 12 |
| Total | 12 | 54 |




❖ In 2015, 51.9 percent of OHV crashes involved operators age 21 – 39.

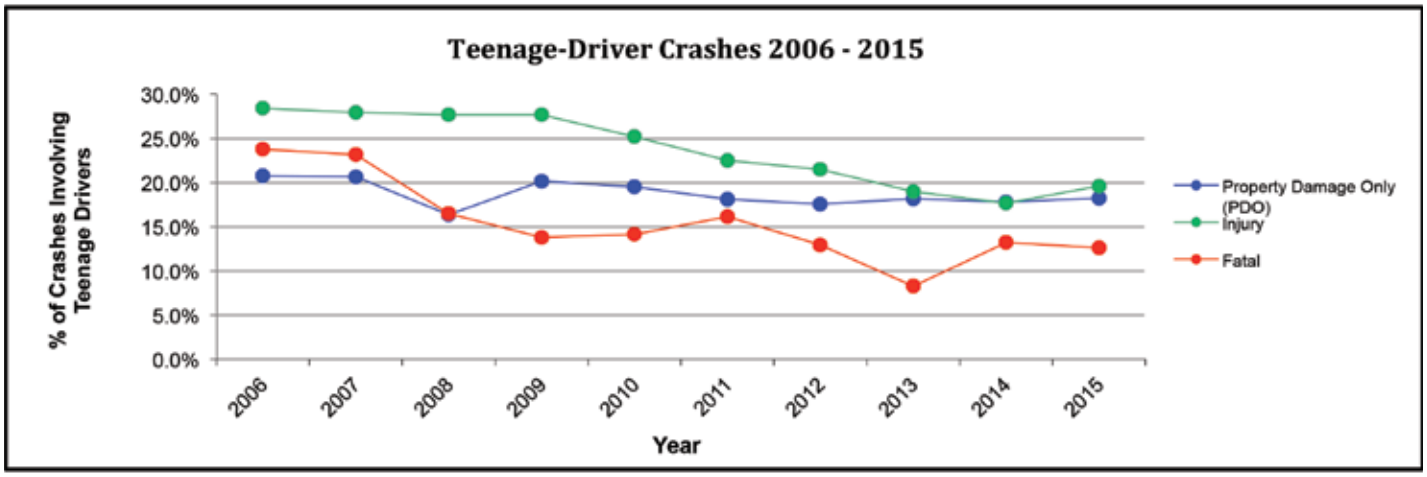



❖ Alcohol was a factor in 22.2 percent of the OHV crashes in 2015.

Section 7

# TEENAGE DRIVER

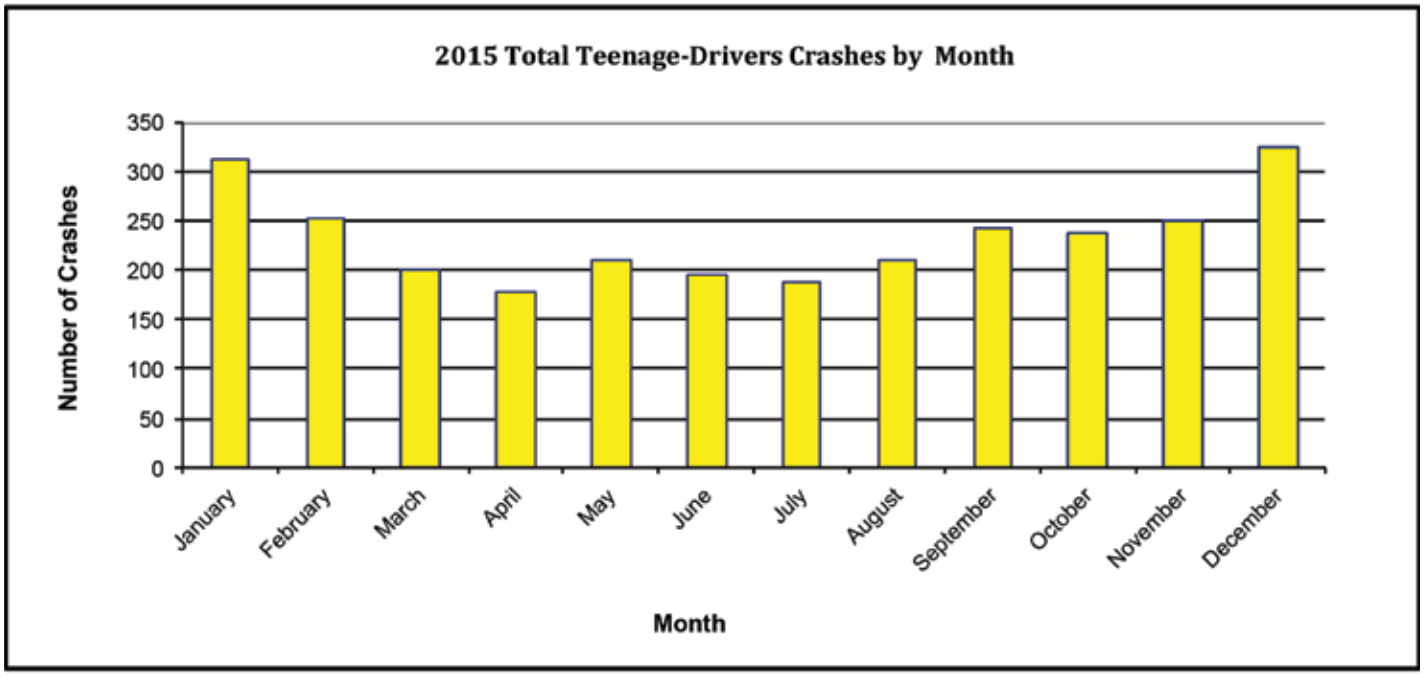
| Teenage-Driver Crashes 2006 - 2015 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Fatal | | | Injury | | | Property Damage Only (PDO) | | | Total | | |
| | # All Crashes | # Teenage Drivers | Percent Involving Teenage Drivers | # All Crashes | # Teenage Driver Crashes | Percent Involving Teenage Drivers | # All Crashes | # Teenage Driver Crahses | Percent Involving Teenage Drivers | # All Crashes | # All Teenage Driver Crashes | Percent Involving Teenage Drivers |
| 2006 | 101 | 24 | 23.8% | 2,701 | 767 | 28.4% | 12,292 | 2,551 | 20.8% | 15,094 | 3,342 | 22.1% |
| 2007 | 95 | 22 | 23.2% | 3,001 | 838 | 27.9% | 13,133 | 2,713 | 20.7% | 16,229 | 3,573 | 22.0% |
| 2008 | 97 | 16 | 16.5% | 3,062 | 847 | 27.7% | 16,387 | 2,678 | 16.3% | 19,546 | 3,541 | 18.1% |
| 2009 | 116 | 16 | 13.8% | 3,062 | 847 | 27.7% | 14,376 | 2,896 | 20.1% | 17,673 | 3,708 | 21.0% |
| 2010 | 92 | 13 | 14.1% | 3,329 | 838 | 25.2% | 13,654 | 2,662 | 19.5% | 17,076 | 3,513 | 20.6% |
| 2011 | 130 | 21 | 16.2% | 3,548 | 798 | 22.5% | 15,145 | 2,744 | 18.1% | 18,823 | 3,563 | 18.9% |
| 2012 | 147 | 19 | 12.9% | 3,729 | 801 | 21.5% | 14,480 | 2,545 | 17.6% | 18,356 | 3,365 | 18.3% |
| 2013 | 133 | 11 | 8.3% | 3,860 | 733 | 19.0% | 14,233 | 2,586 | 18.2% | 18,258 | 3,330 | 18.2% |
| 2014 | 121 | 16 | 13.2% | 3,872 | 684 | 17.7% | 12,141 | 2,162 | 17.8% | 16,134 | 2,862 | 17.7% |
| 2015 | 111 | 14 | 12.6% | 3,630 | 711 | 19.6% | 11,336 | 2,069 | 18.3% | 15,077 | 2,794 | 18.5% |
| Total/Avg | 1,143 | 172 | 15.0% | 33,794 | 7,864 | 23.3% | 137,177 | 25,606 | 18.7% | 172,266 | 33,591 | 19.5% |




- In 2015, there were 28,787 teenage drivers (age 14-19) in North Dakota.
- Teenage drivers account for 5.2 percent of all licensed drivers in North Dakota.
- Teen drivers were involved in 18.5 percent of crashes in 2015. This is a very slight increase from 2014. This is the first increase in the last six years in teen drivers involved in traffic crashes.
- For the past 10 years, teen drivers have been involved in an average of 19.5 percent of all crashes.
- Teen drivers were involved in 12.6 percent of fatal crashes in 2015. This is a 4.5 percent decrease from 2014.

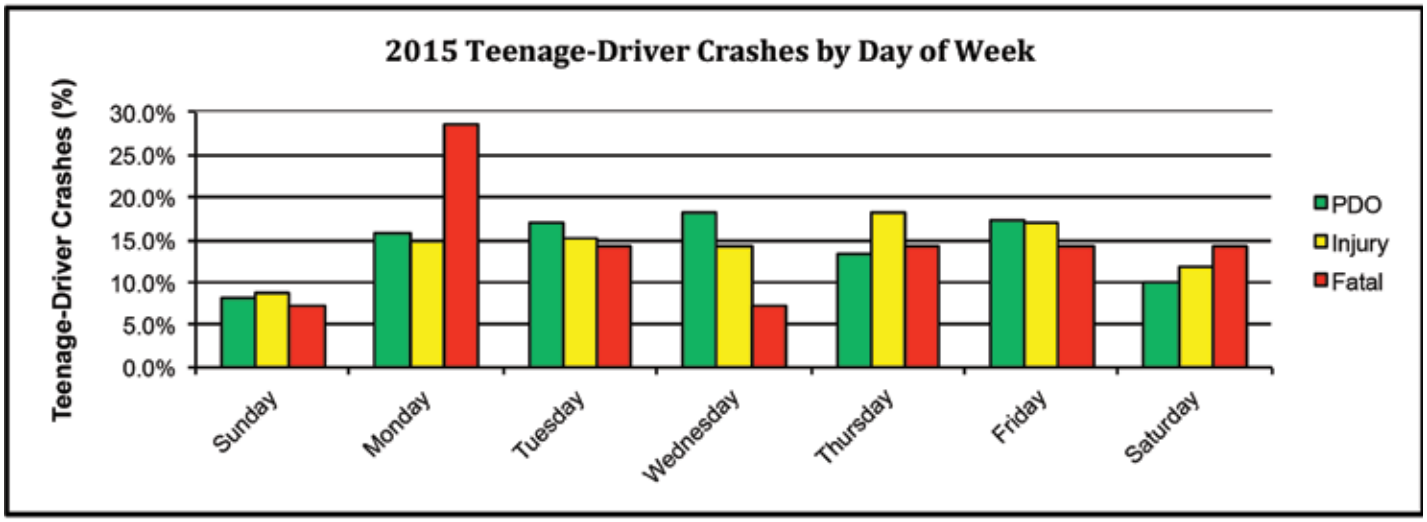
# TEENAGE-DRIVER CRASHES

| 2015 Teenage-Driver Crashes by Month | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Month | Days in Month | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | | # | Rate Per Day | # | Rate Per Day | # | Rate Per Day | # | Rate Per Day |
| January | 31 | 2 | 0.06 | 47 | 1.52 | 262 | 8.45 | 311 | 10.03 |
| February | 28 | 2 | 0.07 | 44 | 1.57 | 207 | 7.39 | 253 | 9.04 |
| March | 31 | 1 | 0.03 | 50 | 1.61 | 150 | 4.84 | 201 | 6.48 |
| April | 30 | 3 | 0.10 | 61 | 2.03 | 115 | 3.83 | 179 | 5.97 |
| May | 31 | 0 | 0.00 | 63 | 2.03 | 148 | 4.77 | 211 | 6.81 |
| June | 30 | 0 | 0.00 | 60 | 2.00 | 134 | 4.47 | 194 | 6.47 |
| July | 31 | 2 | 0.06 | 63 | 2.03 | 123 | 3.97 | 188 | 6.06 |
| August | 31 | 1 | 0.03 | 64 | 2.06 | 145 | 4.68 | 210 | 6.77 |
| September | 30 | 1 | 0.03 | 71 | 2.37 | 171 | 5.70 | 243 | 8.10 |
| October | 31 | 0 | 0.00 | 65 | 2.10 | 172 | 5.55 | 237 | 7.65 |
| November | 30 | 1 | 0.03 | 73 | 2.43 | 175 | 5.83 | 249 | 8.30 |
| December | 31 | 1 | 0.03 | 56 | 1.81 | 268 | 8.65 | 325 | 10.48 |
| Total | 365 | 14 | 0.04 | 717 | 1.96 | 2,070 | 5.67 | 2,801 | 7.67 |




- The highest number of teen driver crashes occurred in December.
- 14 fatal crashes have involved at least one teen driver.
- On average, teen drivers were involved in 7.7 crashes per day in 2015.

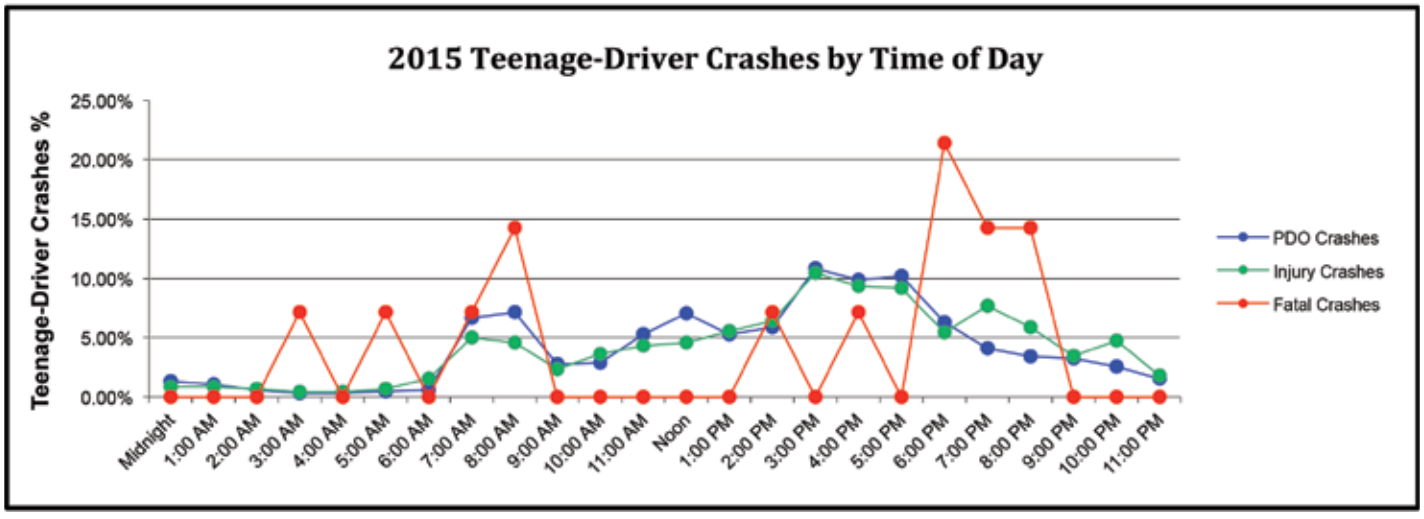
| 2015 Teenage-Driver Crashes by Day of Week | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 1 | 7.1% | 62 | 8.6% | 167 | 8.1% | 230 | 8.2% |
| Monday | 4 | 28.6% | 106 | 14.8% | 330 | 15.9% | 440 | 15.7% |
| Tuesday | 2 | 14.3% | 108 | 15.1% | 353 | 17.1% | 463 | 16.5% |
| Wednesday | 1 | 7.1% | 103 | 14.4% | 379 | 18.3% | 483 | 17.2% |
| Thursday | 2 | 14.3% | 131 | 18.3% | 275 | 13.3% | 408 | 14.6% |
| Friday | 2 | 14.3% | 122 | 17.0% | 356 | 17.2% | 480 | 17.1% |
| Saturday | 2 | 14.3% | 85 | 11.9% | 210 | 10.1% | 297 | 10.6% |
| Total | 14 | 100.0% | 717 | 100.0% | 2,070 | 100.0% | 2,801 | 100.0% |




- In 2015, 17.2 percent of teen crashes occurred on Wednesdays.
- In 2015, 28.6 percent of teen fatal crashes occurred on Mondays.

# TEENAGE-DRIVER CRASHES

| 2015 Teenage-Driver Crashes by Time of Day | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hour | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # | % | # | % | # | % | # | % |
| Midnight | 0 | 0.00% | 6 | 0.84% | 28 | 1.35% | 34 | 1.21% |
| 1:00 AM | 0 | 0.00% | 6 | 0.84% | 22 | 1.06% | 28 | 1.00% |
| 2:00 AM | 0 | 0.00% | 5 | 0.70% | 12 | 0.58% | 17 | 0.61% |
| 3:00 AM | 1 | 7.14% | 3 | 0.42% | 7 | 0.34% | 11 | 0.39% |
| 4:00 AM | 0 | 0.00% | 3 | 0.42% | 7 | 0.34% | 10 | 0.36% |
| 5:00 AM | 1 | 7.14% | 5 | 0.70% | 10 | 0.48% | 16 | 0.57% |
| 6:00 AM | 0 | 0.00% | 11 | 1.53% | 12 | 0.58% | 23 | 0.82% |
| 7:00 AM | 1 | 7.14% | 36 | 5.02% | 138 | 6.67% | 175 | 6.25% |
| 8:00 AM | 2 | 14.29% | 33 | 4.60% | 148 | 7.15% | 183 | 6.53% |
| 9:00 AM | 0 | 0.00% | 17 | 2.37% | 58 | 2.80% | 75 | 2.68% |
| 10:00 AM | 0 | 0.00% | 26 | 3.63% | 60 | 2.90% | 86 | 3.07% |
| 11:00 AM | 0 | 0.00% | 31 | 4.32% | 110 | 5.31% | 141 | 5.03% |
| Noon | 0 | 0.00% | 33 | 4.60% | 146 | 7.05% | 179 | 6.39% |
| 1:00 PM | 0 | 0.00% | 40 | 5.58% | 110 | 5.31% | 150 | 5.36% |
| 2:00 PM | 1 | 7.14% | 46 | 6.42% | 122 | 5.89% | 169 | 6.03% |
| 3:00 PM | 0 | 0.00% | 75 | 10.46% | 224 | 10.82% | 299 | 10.67% |
| 4:00 PM | 1 | 7.14% | 67 | 9.34% | 205 | 9.90% | 273 | 9.75% |
| 5:00 PM | 0 | 0.00% | 66 | 9.21% | 211 | 10.19% | 277 | 9.89% |
| 6:00 PM | 3 | 21.43% | 39 | 5.44% | 131 | 6.33% | 173 | 6.18% |
| 7:00 PM | 2 | 14.29% | 55 | 7.67% | 85 | 4.11% | 142 | 5.07% |
| 8:00 PM | 2 | 14.29% | 42 | 5.86% | 71 | 3.43% | 115 | 4.11% |
| 9:00 PM | 0 | 0.00% | 25 | 3.49% | 68 | 3.29% | 93 | 3.32% |
| 10:00 PM | 0 | 0.00% | 34 | 4.74% | 53 | 2.56% | 87 | 3.11% |
| 11:00 PM | 0 | 0.00% | 13 | 1.81% | 32 | 1.55% | 45 | 1.61% |
| Total | 14 | 100.00% | 717 | 100.00% | 2,070 | 100.00% | 2,801 | 100.00% |




❖ The after school hours of 3:00 p.m. to 5:59 p.m. continue to have the highest percentage of teen driver crashes (30.3%)

| 2015 Contributing Factors of Teenage-Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Contributing Factors | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # | % | # | % | # | % | # | % |
| No Clear | 12 | 37.50% | 528 | 42.55% | 1,546 | 43.71% | 2,086 | 43.37% |
| Vision Obstructed | 0 | 0.00 | 18 | 1.45% | 68 | 1.92% | 86 | 1.79% |
| Speed | 4 | 12.50% | 85 | 6.85% | 149 | 4.21% | 238 | 4.95% |
| MV Mechanical Failure | 0 | 0.00 | 9 | 0.73% | 17 | 0.48% | 26 | 0.54% |
| Wrong Way | 0 | 0.00 | 2 | 0.16% | 5 | 0.14% | 7 | 0.15% |
| Failed to Yield | 2 | 6.25% | 116 | 9.35% | 257 | 7.27% | 375 | 7.80% |
| Following too Close | 0 | 0.00 | 76 | 6.12% | 310 | 8.76% | 386 | 8.02% |
| Weather | 2 | 6.25% | 34 | 2.74% | 171 | 4.83% | 207 | 4.30% |
| Defective Equipment | 0 | 0.00 | 8 | 0.64% | 19 | 0.54% | 27 | 0.56% |
| Improper Evasive Action | 2 | 6.25% | 37 | 2.98% | 57 | 1.61% | 96 | 2.00% |
| Improper Backing/Turning | 0 | 0.00 | 4 | 0.32% | 66 | 1.87% | 70 | 1.46% |
| Improper Overtaking | 1 | 3.13% | 3 | 0.24% | 13 | 0.37% | 17 | 0.35% |
| Driving Left of Center | 0 | 0.00 | 4 | 0.32% | 13 | 0.37% | 17 | 0.35% |
| Physical Obstruction | 0 | 0.00 | 1 | 0.08% | 2 | 0.06% | 3 | 0.06% |
| Animal in Roadway | 0 | 0.00 | 3 | 0.24% | 8 | 0.23% | 11 | 0.23% |
| TCD Not Working/Missing | 0 | 0.00 | 0 | 0.00 | 2 | 0.06% | 2 | 0.04% |
| Non-highway Work | 0 | 0.00 | 1 | 0.08% | 0 | 0.00 | 1 | 0.02% |
| To Fast for Conditions | 3 | 9.38% | 72 | 5.80% | 252 | 7.12% | 327 | 6.80% |
| Disregard Traffic Signs | 0 | 0.00 | 14 | 1.13% | 33 | 0.93% | 47 | 0.98% |
| Ran Red Light | 0 | 0.00 | 19 | 1.53% | 32 | 0.90% | 51 | 1.06% |
| Disregard Road Markings | 0 | 0.00 | 0 | 0.00 | 3 | 0.08% | 3 | 0.06% |
| Improper Turn | 0 | 0.00 | 10 | 0.81% | 56 | 1.58% | 66 | 1.37% |
| Fail Keep in Proper Lane | 1 | 3.13% | 12 | 0.97% | 40 | 1.13% | 53 | 1.10% |
| Careless/Reckless Driving | 2 | 6.25% | 42 | 3.38% | 98 | 2.77% | 142 | 2.95% |
| Over Correct/Steering | 1 | 3.13% | 35 | 2.82% | 27 | 0.76% | 63 | 1.31% |
| Improper Lane Change | 0 | 0.00 | 2 | 0.16% | 32 | 0.90% | 34 | 0.71% |
| Attn Distracted-ECD | 0 | 0.00 | 9 | 0.73% | 19 | 0.54% | 28 | 0.58% |
| Attn Distracted-Other ED | 0 | 0.00 | 2 | 0.16% | 4 | 0.11% | 6 | 0.12% |
| Attn Distracted-Inside | 0 | 0.00 | 34 | 2.74% | 75 | 2.12% | 109 | 2.27% |
| Attn Distracted-Outside | 0 | 0.00 | 16 | 1.29% | 49 | 1.39% | 65 | 1.35% |
| Other | 2 | 6.25% | 45 | 3.63% | 114 | 3.22% | 161 | 3.35% |
| Total | 32 | 100.00% | 1,241 | 100.00% | 3,537 | 100.00% | 4,810 | 100.00% |

Each crash may include more than one contributing factor.

- Up to three contributing factors may be reported per vehicle, per crash.
- Following to Close (8.0%) was the most reported contributing factor for crashes involving teen drivers in 2015.
- In 2015, Speed and Driving Too Fast for Conditions accounted for 11.7 percent of the listed contributing factors for teen driver crashes.

Section 8

# OLDER DRIVER

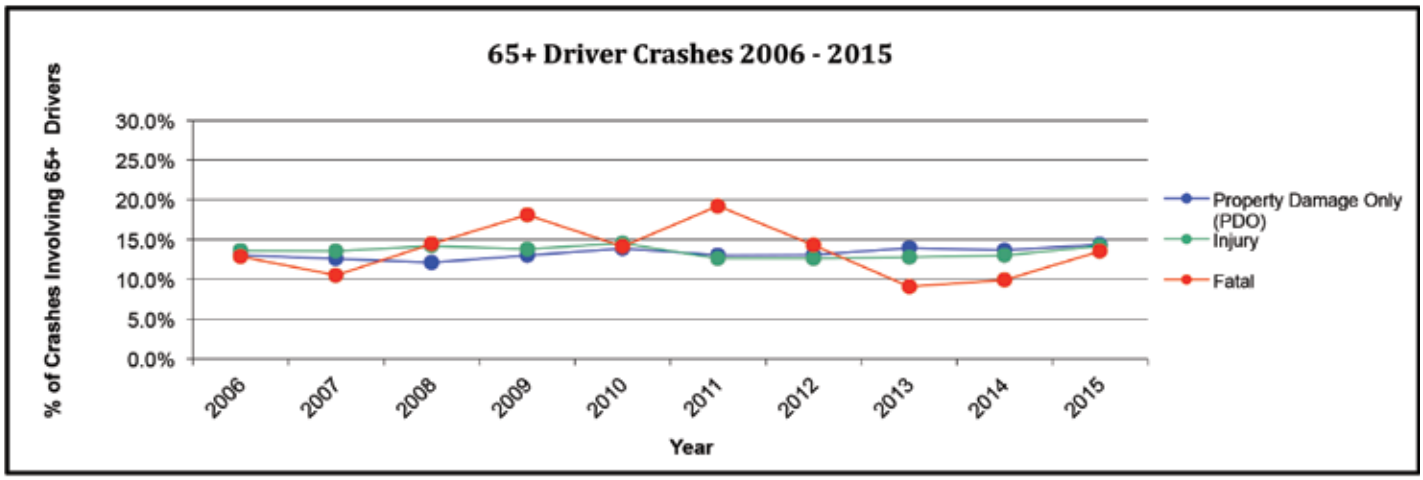
# Crashes

Month/Day/Time

Contributing Factors

# Fatal

| Age 65+ Driver Crashes 2006 - 2015 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Fatal | | | Injury | | | Property Damage Only (PDO) | | | Total | | |
| | # All Fatal Crashes | # 65+ Driver | Percent Involving 65+ Drivers | # All Injury Crashes | # 65+ Driver | Percent Involving 65+ Drivers | # All Crashes | # 65+ Driver | Percent Involving 65+ Drivers | # All Crashes | # All 65+ Driver Crashes | Percent Involving 65+ Drivers |
| 2006 | 101 | 13 | 12.9% | 2,701 | 367 | 13.6% | 12,292 | 1,603 | 13.0% | 15,094 | 1,983 | 13.1% |
| 2007 | 95 | 10 | 10.5% | 3,001 | 407 | 13.6% | 13,133 | 1,650 | 12.6% | 16,229 | 2,067 | 12.7% |
| 2008 | 97 | 14 | 14.4% | 3,062 | 435 | 14.2% | 13,228 | 1,603 | 12.1% | 16,387 | 2,052 | 12.5% |
| 2009 | 116 | 21 | 18.1% | 3,175 | 438 | 13.8% | 14,376 | 1,871 | 13.0% | 17,667 | 2,330 | 13.2% |
| 2010 | 92 | 13 | 14.1% | 3,329 | 484 | 14.5% | 13,654 | 1,893 | 13.9% | 17,075 | 2,390 | 14.0% |
| 2011 | 130 | 25 | 19.2% | 3,548 | 447 | 12.6% | 15,145 | 1,975 | 13.0% | 18,823 | 2,447 | 13.0% |
| 2012 | 147 | 21 | 14.3% | 3,729 | 471 | 12.6% | 14,480 | 1,892 | 13.1% | 18,356 | 2,384 | 13.0% |
| 2013 | 132 | 12 | 9.1% | 3,860 | 494 | 12.8% | 14,266 | 1,990 | 13.9% | 18,258 | 2,496 | 13.7% |
| 2014 | 121 | 12 | 9.9% | 3,872 | 504 | 13.0% | 12,141 | 1,659 | 13.7% | 16,134 | 2,175 | 13.5% |
| 2015 | 111 | 15 | 13.5% | 3,630 | 515 | 14.2% | 11,336 | 1,628 | 14.4% | 15,077 | 2,158 | 14.3% |
| Total | 1,142 | 156 | 13.7% | 33,907 | 4,562 | 13.5% | 134,051 | 17,764 | 13.3% | 169,100 | 22,482 | 13.3% |

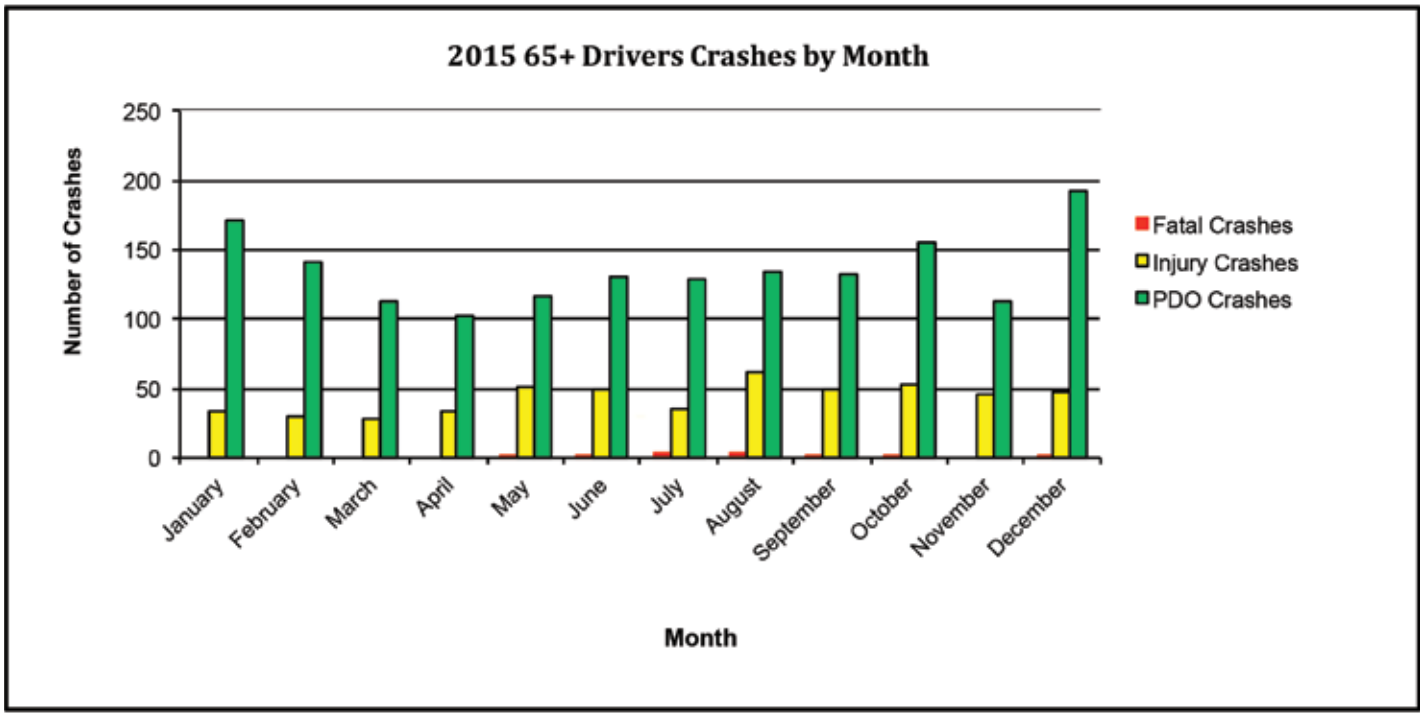



*To be counted, a person age 65+ has to be the operator of at least one of the units involved in the crash.

- In 2015, there were 94,650 licensed drivers age 65 and older in North Dakota.
- Older drivers account for 17.2 percent of the licensed drivers in the state, while they were only involved in 14.3 percent of all crashes.

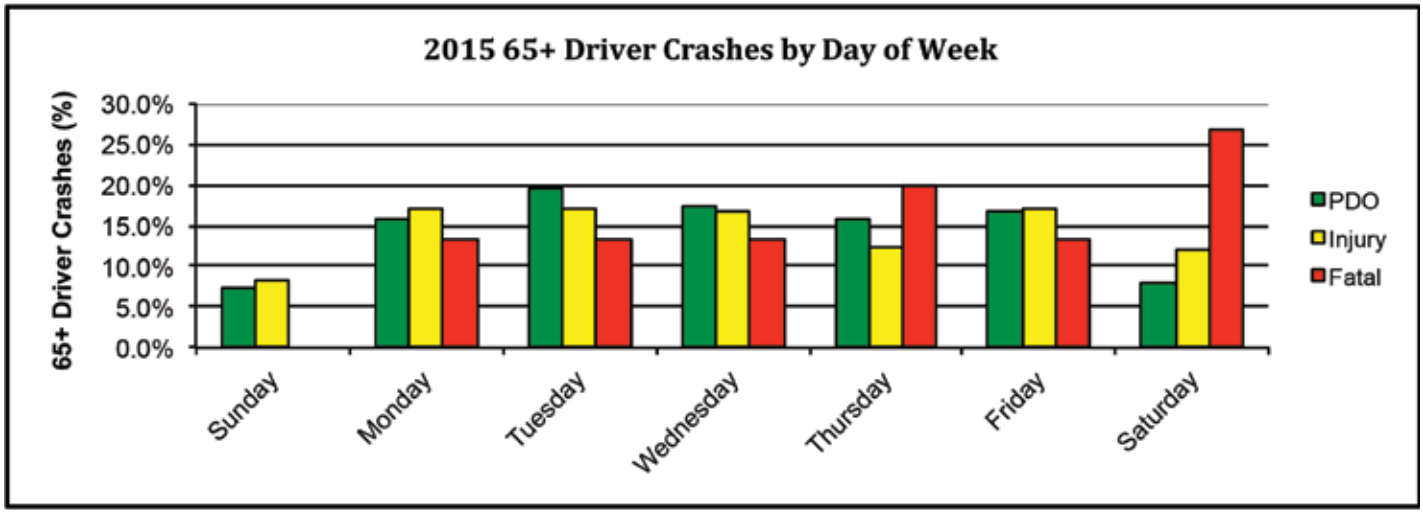
# OLDER-DRIVER CRASHES

| 2015 Age 65+ Driver Crashes by Month | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Month | Days in Month | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | | # | Rate Per Day | # | Rate Per Day | # | Rate Per Day | # | Rate Per Day |
| January | 31 | 0 | 0.00 | 33 | 1.06 | 171 | 5.52 | 204 | 6.58 |
| February | 28 | 0 | 0.00 | 29 | 1.04 | 141 | 5.04 | 170 | 6.07 |
| March | 31 | 0 | 0.00 | 28 | 0.90 | 113 | 3.65 | 141 | 4.55 |
| April | 30 | 0 | 0.00 | 33 | 1.10 | 103 | 3.43 | 136 | 4.53 |
| May | 31 | 1 | 0.03 | 51 | 1.65 | 116 | 3.74 | 168 | 5.42 |
| June | 30 | 2 | 0.07 | 49 | 1.63 | 131 | 4.37 | 182 | 6.07 |
| July | 31 | 4 | 0.13 | 36 | 1.16 | 128 | 4.13 | 168 | 5.42 |
| August | 31 | 3 | 0.10 | 61 | 1.97 | 134 | 4.32 | 198 | 6.39 |
| September | 30 | 2 | 0.07 | 49 | 1.63 | 132 | 4.40 | 183 | 6.10 |
| October | 31 | 2 | 0.06 | 53 | 1.71 | 155 | 5.00 | 210 | 6.77 |
| November | 30 | 0 | 0.00 | 45 | 1.50 | 112 | 3.73 | 157 | 5.23 |
| December | 31 | 1 | 0.03 | 48 | 1.55 | 192 | 6.19 | 241 | 7.77 |
| Total | 365 | 15 | 0.04 | 515 | 1.41 | 1,628 | 4.46 | 2,158 | 5.91 |




- The highest rate of crashes for those drivers age 65 years and older occurred in December.
- The lowest rate of crashes for those drivers age 65 years and older occurred in April as compared to March in 2014.

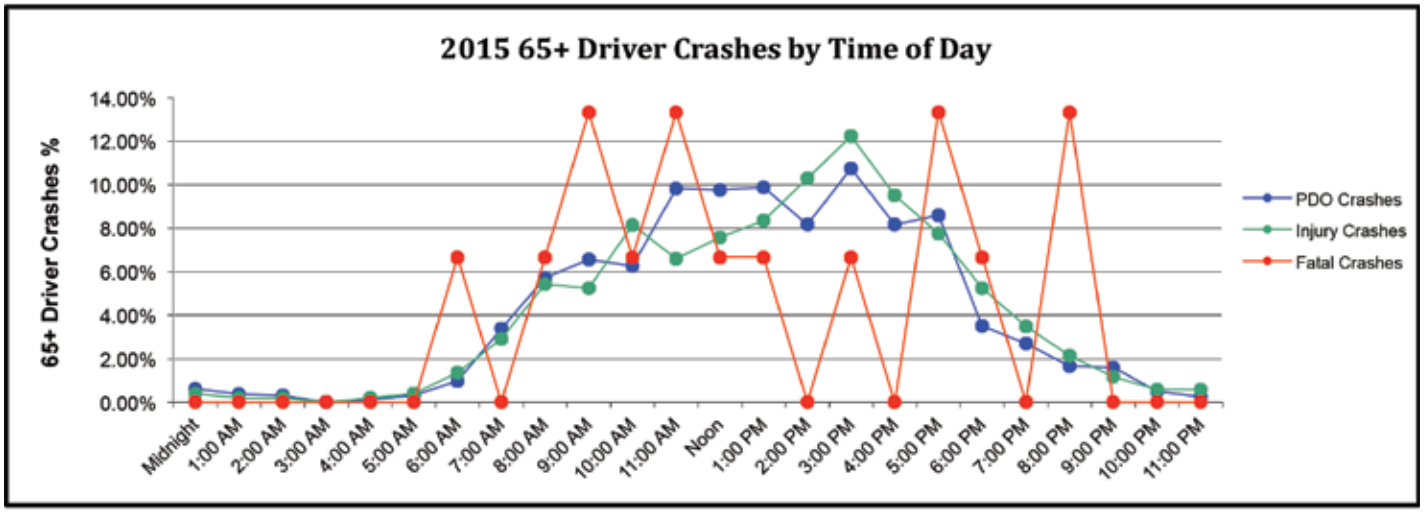
| 2015 Age 65+ Driver Crashes by Day of Week | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 0 | 0.0% | 42 | 8.2% | 118 | 7.2% | 160 | 7.4% |
| Monday | 2 | 13.3% | 88 | 17.1% | 255 | 15.7% | 345 | 16.0% |
| Tuesday | 2 | 13.3% | 87 | 16.9% | 316 | 19.4% | 405 | 18.8% |
| Wednesday | 2 | 13.3% | 86 | 16.7% | 282 | 17.3% | 370 | 17.1% |
| Thursday | 3 | 20.0% | 63 | 12.2% | 257 | 15.8% | 323 | 15.0% |
| Friday | 2 | 13.3% | 87 | 16.9% | 273 | 16.8% | 362 | 16.8% |
| Saturday | 4 | 26.7% | 62 | 12.0% | 127 | 7.8% | 193 | 8.9% |
| Total | 15 | 100.0% | 515 | 100.0% | 1,628 | 100.0% | 2,158 | 100.0% |




❖ In 2015, Saturday had the highest number of fatal crashes (4) involving drivers 65 years old or older.

# OLDER-DRIVER CRASHES

| 2015 Age 65+ Driver Crashes by Time of Day | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hour | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # | % | # | % | # | % | # | % |
| Midnight | 0 | 0.00% | 2 | 0.39% | 10 | 0.61% | 12 | 0.56% |
| 1:00 AM | 0 | 0.00% | 1 | 0.19% | 6 | 0.37% | 7 | 0.32% |
| 2:00 AM | 0 | 0.00% | 1 | 0.19% | 5 | 0.31% | 6 | 0.28% |
| 3:00 AM | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| 4:00 AM | 0 | 0.00% | 1 | 0.19% | 2 | 0.12% | 3 | 0.14% |
| 5:00 AM | 0 | 0.00% | 2 | 0.39% | 5 | 0.31% | 7 | 0.32% |
| 6:00 AM | 1 | 6.67% | 7 | 1.36% | 16 | 0.98% | 24 | 1.11% |
| 7:00 AM | 0 | 0.00% | 15 | 2.91% | 55 | 3.38% | 70 | 3.24% |
| 8:00 AM | 1 | 6.67% | 28 | 5.44% | 93 | 5.71% | 122 | 5.65% |
| 9:00 AM | 2 | 13.33% | 27 | 5.24% | 107 | 6.57% | 136 | 6.30% |
| 10:00 AM | 1 | 6.67% | 42 | 8.16% | 102 | 6.27% | 145 | 6.72% |
| 11:00 AM | 2 | 13.33% | 34 | 6.60% | 160 | 9.83% | 196 | 9.08% |
| Noon | 1 | 6.67% | 39 | 7.57% | 159 | 9.77% | 199 | 9.22% |
| 1:00 PM | 1 | 6.67% | 43 | 8.35% | 161 | 9.89% | 205 | 9.50% |
| 2:00 PM | 0 | 0.00% | 53 | 10.29% | 133 | 8.17% | 186 | 8.62% |
| 3:00 PM | 1 | 6.67% | 63 | 12.23% | 175 | 10.75% | 239 | 11.08% |
| 4:00 PM | 0 | 0.00% | 49 | 9.51% | 133 | 8.17% | 182 | 8.43% |
| 5:00 PM | 2 | 13.33% | 40 | 7.77% | 140 | 8.60% | 182 | 8.43% |
| 6:00 PM | 1 | 6.67% | 27 | 5.24% | 57 | 3.50% | 85 | 3.94% |
| 7:00 PM | 0 | 0.00% | 18 | 3.50% | 44 | 2.70% | 62 | 2.87% |
| 8:00 PM | 2 | 13.33% | 11 | 2.14% | 27 | 1.66% | 40 | 1.85% |
| 9:00 PM | 0 | 0.00% | 6 | 1.17% | 26 | 1.60% | 32 | 1.48% |
| 10:00 PM | 0 | 0.00% | 3 | 0.58% | 8 | 0.49% | 11 | 0.51% |
| 11:00 PM | 0 | 0.00% | 3 | 0.58% | 4 | 0.25% | 7 | 0.32% |
| Total | 15 | 100.00% | 515 | 100.00% | 1,628 | 100.00% | 2,158 | 100.00% |




❖ The greatest number of crashes involving drivers age 65 years old and older occurred from 3:00 p.m. to 3:59 p.m.

| 2015 Contributing Factors of Age 65+ Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Contributing Factors | Fatal | | Injury | | Property Damage Only (PDO) | | Total | |
| | # | % | # | % | # | % | # | % |
| No Clear | 13 | 40.63% | 422 | 51.84% | 1,398 | 54.72% | 1,833 | 53.90% |
| Vision Obstructed | 0 | 0 | 22 | 2.70% | 63 | 2.47% | 85 | 2.50% |
| Speed | 0 | 0 | 17 | 2.09% | 31 | 1.21% | 48 | 1.41% |
| MV Mechanical Failure | 0 | 0 | 1 | 0.12% | 8 | 0.31% | 9 | 0.26% |
| Wrong Way | 0 | 0 | 3 | 0.37% | 3 | 0.12% | 6 | 0.18% |
| Failed to Yield | 3 | 9.38% | 130 | 15.97% | 297 | 11.62% | 430 | 12.64% |
| Following too Close | 1 | 3.13% | 26 | 3.19% | 71 | 2.78% | 98 | 2.88% |
| Weather | 3 | 9.38% | 23 | 2.83% | 86 | 3.37% | 112 | 3.29% |
| Defective Equipment | 0 | 0 | 2 | 0.25% | 11 | 0.43% | 13 | 0.38% |
| Improper Evasive Action | 5 | 15.63% | 12 | 1.47% | 31 | 1.21% | 48 | 1.41% |
| Improper Backing/Turning | 0 | 0 | 2 | 0.25% | 116 | 4.54% | 118 | 3.47% |
| Improper Overtaking | 0 | 0 | 4 | 0.49% | 17 | 0.67% | 21 | 0.62% |
| Driving Left of Center | 0 | 0 | 3 | 0.37% | 8 | 0.31% | 11 | 0.32% |
| Physical Obstruction | 0 | 0 | 2 | 0.25% | 3 | 0.12% | 5 | 0.15% |
| Animal in Roadway | 0 | 0 | 0 | 0 | 1 | 0.04% | 1 | 0.03% |
| TCD Not Working/Missing | 0 | 0 | 1 | 0.12% | 1 | 0.04% | 2 | 0.06% |
| Non-highway Work | 0 | 0 | 0 | 0 | 2 | 0.08% | 2 | 0.06% |
| To Fast for Conditions | 0 | 0 | 5 | 0.61% | 42 | 1.64% | 47 | 1.38% |
| Disregard Traffic Signs | 1 | 3.13% | 12 | 1.47% | 10 | 0.39% | 23 | 0.68% |
| Ran Red Light | 0 | 0 | 27 | 3.32% | 41 | 1.60% | 68 | 2.00% |
| Disregard Road Markings | 0 | 0 | 2 | 0.25% | 4 | 0.16% | 6 | 0.18% |
| Improper Turn | 2 | 6.25% | 9 | 1.11% | 74 | 2.90% | 85 | 2.50% |
| Fail Keep in Proper Lane | 2 | 6.25% | 13 | 1.60% | 50 | 1.96% | 65 | 1.91% |
| Careless/Reckless Driving | 0 | 0 | 14 | 1.72% | 30 | 1.17% | 44 | 1.29% |
| Over Correct/Steering | 0 | 0 | 3 | 0.37% | 3 | 0.12% | 6 | 0.18% |
| Improper Lane Change | 0 | 0 | 5 | 0.61% | 36 | 1.41% | 41 | 1.21% |
| Attn Distracted-ECD | 0 | 0 | 4 | 0.49% | 1 | 0.04% | 5 | 0.15% |
| Attn Distracted-Other ED | 0 | 0 | 1 | 0.12% | 0 | 0 | 1 | 0.03% |
| Attn Distracted-Inside | 0 | 0 | 4 | 0.49% | 15 | 0.59% | 19 | 0.56% |
| Attn Distracted-Outside | 1 | 3.13% | 8 | 0.98% | 20 | 0.78% | 29 | 0.85% |
| Other | 1 | 3.13% | 37 | 4.55% | 82 | 3.21% | 120 | 3.53% |
| Total | 32 | 100.00% | 814 | 100.00% | 2,555 | 100.00% | 3,401 | 100.00% |

- Up to three contributing factors may be reported per vehicle, per crash.
- When a contributing factor is reported by law enforcement, “Failure to Yield” was the top reason cited for older driver crashes. This is consistent since at least 2006.

# GLOSSARY

**Alcohol and Other Drug-related Crash:** A crash in which the investigating officer coded Alcohol/Other Drug Involvement (AFI) as "Alcohol Present," or "Other Drug Present," or "Alcohol and Other Drug Present," or coded Driver Condition as "Had Been Drinking," or "Illegal Drug Use."

**Alcohol and Other Drug-related Fatal Crash:** A crash resulting in one or more deaths and in which the drug/alcohol test(s) was positive (blood or breath) for any driver, pedestrian, or pedalcyclist involved in the crash. Alcohol and other drug-related fatal crash information is obtained from the Fatal Analysis Reporting System (FARS) database.

**BAC:** Blood alcohol content.

**Crash:** An unstablized situation involving a motor vehicle that produces injury, fatal injury or property or motor vehicle damage of $1000 or more.

**Crash Occupant:** A person who is involved in a crash, including motor vehicle occupants, motorcyclists, pedestrians and pedalcyclists.

**Collector Roadway:** In rural areas, routes serving intra-county rather than statewide travel. In urban areas, streets providing access to neighborhoods and direct access to arterial roadways.

**Contributing Factor:** The circumstances reported by the investigating officer surrounding a crash that contributed to the crash or the crash severity. Examples are "Vision Obstructed," or "Speed," or "Failed to Yield." A contributing factor is coded for each vehicle involved in the crash. The office may record "No Contributing Factor," or up to three different contributing factors for each vehicle.

**CSS:** Child Safety Seat, this includes car seats and booster seats.

**Evident Injury:** Any injury, other than a fatal injury, that is easily seen or is obvious.

**Fatal Crash:** A motor vehicle crash on public roadways resulting in one or more deaths. The death must occur within 30 days of the crash.

**Incapacitating Injury:** Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as "needing help from the scene."

**Injury Crash:** A crash in which one or more persons sustained a possible injury, probable injury or an incapacitating injury as recorded by the investigating officer.

**Interstate Roadway:** Limited-access, divided facilities of at least four lanes, designated by the FHWA as a part of the Interstate System.

**Local Streets and Roads:** Streets, whose primary purpose is feeding higher-order systems providing direct access with little or no through traffic.

**Minor Arterial:** Streets and highways linking cities and larger towns in rural areas in distributing trips to small geographic areas in urban areas (not penetrating identifiable neighborhoods).

**Motorcycle Crash:** A crash involving one or more motorcycles.

**Motor Vehicle:** Any mechanically or electrically powered device not operated on rails, upon which or by which any person or property may be transported or drawn upon a highway.

**Motorcycle:** A two-wheeled or three-wheeled motor vehicle having one or more riding saddles. A two-wheeled motorcycle may have a third wheel for support for a side car, which is considered part of the motorcycle. Motorcycle includes motorized scooter and mini-bikes.

**Older Driver:** A driver age 65 years or older.

**Out-of-State Driver:** A driver licensed from a jurisdiction other than North Dakota who is involved in a crash.

**Pedalcycle:** A vehicle operated solely by pedals and propelled by human power. This includes bicycle, tricycle, unicycle, sidecar or trailer attached to any of the above listed devices.

**Principal Arterial:** Major streets or highways, many with multi-lane or freeway design.

**Property Damage Only (PDO) Crash:** A crash in which no injury was recorded for any person involved in the crash by the investigating office.

**Roadway:** That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel or, where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles.

**Seat Belt Use:** Seat belt use is recorded for all occupants involved in all crashes. This includes the use of Child Safety Seats.

**Speed-Related Crash:** A crash where the investigating officer codes a contributing factor of "Speed" or "Too Fast for Conditions."

**Teenage Driver:** A driver between the ages of 14 and 19.

**Teenage-Driver Crashes:** A crash involving a driver age 14 to 19.

**Traffic Crash:** A vehicle crash in which the unstabilized situation originates on the trafficway or the harmful event occurs on a trafficway.

**Vehicle Miles Traveled (VMT):** The number of miles traveled in a year for a given area. This is calculated by the North Dakota Department of Transportation.