Highway Safety Update

NDDOT Safety Division

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The Traffic Records Program
Collect and analyze crash data to identify traffic safety problems in North Dakota to address through the safety planning processes administered by the NDDOT.

The Strategic Highway Safety Plan (SHSP)
Administer the SHSP which is a data-driven, multi-year comprehensive plan to establish statewide goals, objectives, and key emphasis areas and integrate the four Es of highway safety: engineering, education, enforcement and emergency medical services (EMS).

The Traffic Safety Program
Administer the behavioral Highway Safety Plan which includes strategies to address driver and occupant behavior.
Why Vision Zero?

- The State of North Dakota is calling for an end to motor vehicle crash fatalities and serious injuries through Vision Zero.
- Every life matters.
- Crashes are not accidents!
- Crashes are preventable.
  - Ninety-four percent (94%) of motor vehicle crashes are the result of human error.
Why Vision Zero?

- Interdisciplinary effort involving state agencies and public and private sector partners.
- Leadership commitment to a comprehensive, multidisciplinary, aggressive and proactive approach to improving safety.
- Establishes a culture of personal responsibility behind the wheel, where motor vehicle fatalities and serious injuries are recognized as preventable and no longer tolerated as acceptable.

2017 Crash Data (Provisional)

- 113 fatalities in 2017 - the same number as in 2016
  - This is a decrease of 33.5 percent since 2012
  - 61 percent (55) were not wearing their seatbelt
  - 41 percent (46) were alcohol related (this percent may increase pending final toxicology results)
  - 24 percent (27) were speed-related
  - Victims ranged in age from 3 years old to 90 years old

Data Sources: North Dakota Department of Transportation, Crash Data, 2017 (provisional)
2017 Crash Data (Provisional)

- 113 fatalities in 2017
  - 94 (83%) were North Dakota residents
  - 89 (79%) were in a passenger vehicle, 11 (10%) were motorcyclists, 5 (4%) were pedestrians, 3 (3%) were individuals on all-terrain vehicles (ATVs), 2 (2%) were bicyclists, and 3 (3%) were train-related
  - 42 (37%) were single vehicle rollovers (excluding motorcycles and ATVs)
    - 34 (81%) of fatalities in the single vehicle rollovers were unbelted and 29 (85%) of those unbelted were totally or partially ejected.
    - 20 (48%) of single vehicle rollovers were alcohol related

Data Sources: North Dakota Department of Transportation, Crash Data, 2017 (provisional)

2017 Crash Data (Provisional)

- There were 3,259 injury crashes resulting in 466 people being seriously injured

Data Sources: North Dakota Department of Transportation, Crash Data, 2017 (provisional)
How Will We Achieve the Zero Goal?

- A Strategic Highway Safety Plan (SHSP) is a statewide, coordinated safety plan that provides a comprehensive framework and specific goals and objectives to reduce fatalities and serious injuries on all public roads.
- An SHSP is a federal requirement (23 U.S.C. § 148) and is a major part of the core Highway Safety Improvement Program (HSIP).
- State DOTs are responsible to meet SHSP requirements.

North Dakota SHSP Processes

- Develop (2013)
  - Analyze crash data
  - Select emphasis areas
  - Develop evidence-based list of safety strategies
  - Solicit stakeholder input
  - Identify goals (long-term and interim)
- Implement (Ongoing)
- Evaluate (Ongoing)
- Revise (2018)
  - Every five years
North Dakota Severe Crashes 2007-2011

Priority Emphasis Areas
1. Lane departure
2. Unbelted vehicle occupants
3. Alcohol-related
4. Excessive speed/aggressive driving
5. Involving driver under 21
6. Intersection crashes

North Dakota SHSP Structure

Executive Leadership Team

Steering Committee

Emphasis Area Teams

- Lane Departure
- Unbelted Vehicle Occupant
- Impaired Driving
- Speed/Aggressive Driving
- Young Drivers
- Intersections
North Dakota SHSP Executive Leadership Team

- Tom Sorel, Director, North Dakota Department of Transportation
- Mark Nelson, Deputy Director, North Dakota Department of Transportation
- Colonel Michael Gerhart, North Dakota Highway Patrol
- Mylynn Tufte, State Health Officer, North Dakota Department of Health
- Mark Johnson, Executive Director, North Dakota Association of Counties
- Blake Crosby, Executive Director, North Dakota League of Cities
- Chief Justice Gerald VandeWalle, North Dakota Supreme Court
- Scott Davis, Executive Director, North Dakota Indian Affairs Commission
- Phil Pfennig, Chief Agent, Bureau of Criminal Investigation, North Dakota Office of Attorney General

North Dakota SHSP Strategies

**Infrastructure Safety**

- Deploy center, shoulder and edge line rumble strips/stripes
- Use enhanced edge line markings
- Provide enhanced shoulders, lighting, delineation, or pavement markings for sharp horizontal curves
- Improve roadway shoulders
- Confirmation lights
- Roundabouts

**Behavior Safety**

- Education/Outreach
- Enforcement
- Engineering
- Emergency Medical Services
- Environmental Strategies
Number of Vehicle Fatalities by Month
North Dakota, 2012-2016

Holiday Vehicle Fatalities
North Dakota, 2012-2016
Vehicle Fatalities, Males vs. Females
North Dakota, 2012-2016

Male: 23%
Female: 77%

Vehicle Fatalities by Age
North Dakota, 2012-2016

Age Group
0-4
5-9
10-13
14-17
18-20
21-24
25-34
35-44
45-54
55-64
65-74
75 & Older

Number of Fatalities
7
6
4
34
52
72
138
112
111
88
41
32
Seat Belt Use Rate
North Dakota and United States, 2007-2016

Seat Belt Use and Unbelted Fatalities
North Dakota, 2012-2016
Percent Alcohol-Related Fatal Vehicle Crashes North Dakota, 2012-2016

![Graph showing the percentage of alcohol-related fatal vehicle crashes from 2012 to 2016. The percentage decreases each year from 52% in 2012 to 42% in 2016.]

Fatal Vehicle Crashes Involving Speed North Dakota, 2012-2016

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<th>Total Fatal Crashes</th>
<th>Speed-Related Fatal Crashes</th>
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