

2015 HOUSE TRANSPORTATION

HCR 3031

2015 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

HCR3031

2/12/2015

#23750

☐ Subcommittee
Conference Committee

Committee Clerk Signature

Jeanette Cook

Explanation or reason for introduction of bill/resolution:

A concurrent resolution designation the third week in June as "North Dakota Road 2 Safety Week".

Minutes:

Attachment #1-3

Chairman Dan Ruby opened the hearing on HCR 3031.

Rep. Gail Mooney, District 20, spoke to support HCR 3031 and provided written testimony, amendments, and handouts from the "North Dakota Crash Summary 2013". See attachments #1-3.

Representative Ben Hanson: Did you have a special reason for choosing the third week in June?

Gail Mooney: It came as a result of a conversation with Mark Knudson. We decided that the state of North Dakota would be showcasing the opportunity for our private partners to really pony up. National bike month is May. There is a pedestrian month in October. We decided that since we live in North Dakota, we can't always count on May being what we exactly what we want it to be. So, the idea came up that the third week in June includes the first day of summer, and we thought it would be a good point of time to use. There will be activities all across the state, and as they are happening across the state, the Department of Transportation has copious amounts of information that they would gladly share.

Vice Chairman Lisa Meier: Has the city of Fargo specifically designated special areas for bicycles in the city?

Rep. Gail Mooney: I believe they have.

Rep. Gail Mooney: Part of the conversation since the three deaths last year is that we need to get stricter on enforcement of our laws. There are complications with that, and the problems quickly rise to the surface. The idea of bringing both the state and our local partners to the table as an opportunity to talk about personal safety is important. We have

a need for awareness for all of the types of transportation including bicycles and motorcycles. Drivers need to know they are a speeding bullet. Individuals on the road need to share the responsibility. We need to educate, educate, educate!

There was no further support for HCR 3031.
There was no testimony in opposition of HCR 3031.
There was no testimony in a neutral capacity on HCR 3031.

The hearing on HCR 3031 was closed.

Vice Chairman Lisa Meier brought proposed amendments before the committee.
(15.3096.01001)

Rep. Gail Mooney explained the proposed amendments.

Representative Kathy Hawken moved the amendments for HCR 3031. (15.3096.01001)
Representative Gary Paur seconded the motion.

A roll call vote was taken. The motion carried.

Representative Chris Olson: Is there a list somewhere that shows all the special designations for weeks and how full can the weeks get? I wonder how effective it is once a week gets packed with 50 different things. I wonder if there is a diminished level of effectiveness.

Vice Chairman Lisa Meier: The list could probably be checked with the Governor's office.

Representative Lois Delmore moved a DO PASS as amended for HCR 3031.
Representative Ben Hanson seconded the motion.

(Not placed on the consent calendar because of the amendment. Changed from voice recording.)

Representative Rick C. Becker: I am going resist the motion. I respect what is intended here and am not opposed to the end goal. As much as I **don't** dislike Canadians, I **don't** dislike safety. I just generally have a philosophical opposition to the thought that every good idea deserves a special day or week or month.

A roll call vote was taken: Aye 8 Nay 3 Absent 3
The motion carried.

Representative Gary Sukut will carry HCR 3031.

AM
2-12-15

PROPOSED AMENDMENTS TO HOUSE CONCURRENT RESOLUTION NO. 3031

Page 1, line 1, replace "Road 2 Safety" with "Share the Road Safety"

Page 1, after line 6, insert:

"**WHEREAS**, local and tribal communities enjoy the economic benefits of walking, running, and bicycling events; and"

Page 1, line 8, remove "bike maintenance and repair,"

Page 1, line 14, replace "Road 2 Safety" with "Share the Road Safety "

Page 1, line 15, replace "honor" with "recognize"

Page 1, line 15, replace "automobiles" with "motor vehicles"

Page 1, line 16, remove "promote the rights of pedestrians"

Page 1, line 17, replace "and bicyclists" with "develop and promote collaborative measures focused on safety, saving lives, and preventing injury on North Dakota road systems"

Page 1, line 21, replace "Road 2 Safety" with "Share the Road Safety"

Renumber accordingly

2-12-15
Date: Click here to enter a date.
Roll Call Vote #: "Enter Vote #" 1

2015 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. "Enter Bill/Resolution No." HCR 3031

House Transportation Committee

☐ Subcommittee

Amendment LC# or Description: 15.3096.01001

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar
Other Actions: ☐ Reconsider ☐

Motion Made By Hawken Seconded By Paur

Representatives	Yes	No	Representatives	Yes	No
Chairman Dan Ruby			Rep. Lois Delmore		
Vice Chair. Lisa Meier			Ben Hanson		
Rick C. Becker			Marvin E. Nelson		
Robert Frantsvog					
Kathy Hawken					
Christopher D. Olson					
Mark S. Owens					
Gary Paur					
Mike Schatz					
Gary R. Sukat					
Robin Weisz					

voice vote all aye motion carried

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

2-12-15
Date: Click here to enter a date.
Roll Call Vote #: "Enter Vote #" 2

2015 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. "Enter Bill/Resolution No." HCR 3031

House Transportation Committee

☐ Subcommittee

Amendment LC# or Description: 15.3696.01001

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☒ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar
Other Actions: ☐ Reconsider ☐

Motion Made By Delmore Seconded By Hanson

Representatives	Yes	No	Representatives	Yes	No
Chairman Dan Ruby	A		Rep. Lois Delmore	X	
Vice Chair. Lisa Meier	X		Ben Hanson	X	
Rick C. Becker		X	Marvin E. Nelson	A	
Robert Frantsvog	A				
Kathy Hawken	X				
Christopher D. Olson		X			
Mark S. Owens	X				
Gary Paur	X				
Mike Schatz		X			
Gary R. Sukat	X				
Robin Weisz	X				

Total (Yes) 8 No 3

Absent 3

Floor Assignment Sukat

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HCR 3031: Transportation Committee (Rep. Ruby, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (8 YEAS, 3 NAYS, 3 ABSENT AND NOT VOTING). HCR 3031 was placed on the Sixth order on the calendar.

Page 1, line 1, replace "Road 2 Safety" with "Share the Road Safety"

Page 1, after line 6, insert:

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Page 1, line 21, replace "Road 2 Safety" with "Share the Road Safety"

Renumber accordingly

2015 SENATE TRANSPORTATION

HCR 3031

2015 SENATE STANDING COMMITTEE MINUTES

Transportation Committee Lewis and Clark Room, State Capitol

HCR 3031

3/20/2015

Recording job number 25178

☐ Subcommittee

☐ Conference Committee

Committee Clerk Signature

Doris E. Perez

Explanation or reason for introduction of bill/resolution:

A concurrent resolution designating the third week in June as "North Dakota Share the Road Safety Week".

Minutes:

Attachments: 4

Chairman Oehlke opened the hearing on HCR 3031, all committee members were present.

Representative Gail Mooney, District 20, co-sponsor of this resolution, this legislation was drafted in direct reaction to several tragic and high profile bicycle/pedestrian fatalities in the Red River Valley area. The idea of a week is a way to engage in a large, collective conversation on roadway safety. The third week of June was chosen because of the great weather and the many outdoor events taking place across the state. Attached written testimony #1; Explained handouts: attachment #2: screenshot of "Share the Road" from ND and MN DOT websites; attachment #3: 2013 ND Crash Summary (partial report) and attachment #4: news caption of cyclist/car accident.

Ashlee Doan, ND DOT, here to answer questions, the 2013 crash summary is all reported motor vehicle related accidents.

Committee members expressed concerns regarding the selection of the third week of June, when there is so much traffic statewide. **Rep. Mooney** and **Ms. Doan** explained it will be great weather, lots of activities and good time to emphasize road safety statewide.

Chairman Oehlke asked if the outdoor heritage fund has any money for cycling.

Senator Sinner said that cycling would be under "eligible uses"

No additional testimony in favor, against or neutral, hearing closed

Senator Axness moved **do pass**

Senator Sinner seconded the motion

Roll call vote was taken: Yes 6 No 0 Absent 0

Carrier: Senator Axness

**2015 SENATE STANDING COMMITTEE
ROLL CALL VOTES
HCR NO.3031**

Senate TRANSPORTATION Committee

☐ Subcommittee

Amendment LC# or Description: _____

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar
Other Actions: ☐ Reconsider ☐ _____

Motion Made By Senator Axness Seconded By Senator Sinner

Senators	Yes	No	Senators	Yes	No
Chairman Oehlke	X		Senator Axness	X	
Vice Chairman Casper	X		Senator Sinner	X	
Senator Campbell	X				
Senator Rust	X				

Total (Yes) 6 No 0

Absent 0

Floor Assignment Senator Axness

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HCR 3031, as engrossed: Transportation Committee (Sen. Oehlke, Chairman)
recommends **DO PASS** (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING).
Engrossed HCR 3031 was placed on the Fourteenth order on the calendar.

2015 TESTIMONY

HCR 3031

HCR 3031

2-12-15

#1

1 of 2

**HCR 3031 - ND Share the Road Safety Week
Representative Gail Mooney
Transportation Committee
February 12, 2015**

Chairman Ruby and members of the Transportation Committee, thank you for this opportunity to present HCR 3031 - a resolution with the focus of shared road safety in North Dakota. For the record, I am Rep. Gail Mooney of District 20.

This effort comes as a direct result of frustrations, pain and anger expressed following several tragic bicycle/pedestrian fatalities in the Red River Valley area. In direct reaction to these accidents I'd been asked to look at drafting legislation for greater enforcements of everything from phone usage by motorists to types of clothing runners and bikers wear. In every case, I find the reaction to move immediately toward additional laws problematic - the practicalities of enforcement; over-worked law enforcement; over-burdened jails and prisons are an everyday reality for our state. Adding to this equation doesn't seem a very productive solution.

The idea of a week dedicated to road safety came as a means for the State of North Dakota to engage our community members in a larger, collective conversation for public safety on our road systems. By inviting our private partners to participate in a safety week through local events, safety education, public discussions and inquiries, we can begin to bring the right people together in a call to action for the common goal of safety on our highway systems.

The document "North Dakota Crash Summary 2013" (partial included in packet; fully available on ND DOT website) has amassed a comprehensive reporting of all reported accidents - and is really a fascinating snapshot of our driving patterns and history in North Dakota. A couple highlights include:

One pedestrian was involved in a crash every 4.2 days
One pedal bike was involved in a crash every 3.9 days

While DOT is still compiling information for the 2014 Crash Summary Report, the data for 2014 has these initial comparisons we can draw from:

2013 = 2 pedestrian fatalities / 90 accidents
2014 = 9 pedestrian fatalities / 100 accidents

2013 = 1 bicycle fatality / 94 accidents
2014 = 3 bicycle fatalities / 80 accidents

Also included in your packet is a two-sided page with a screenshot of the ND DOT web page for the safety program "Share the Road" for Motorcycles; and on the back of this same page is a screenshot of the MN DOT web page for their "Share the Road"

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safety programs for Bicycles and Pedestrians. I provide this for you this morning as a point of reference to a national movement among states to embrace safety programs that involve the many uses of our roadway systems. The overall objectives of this program is education, public awareness and the promotion of safety principles based on the shared concept of mutual benefit and responsibility by those who use the road systems.

HCR 3031 builds off the premise of the "Share the Road" concept. There's no need to reinvent the wheel with this resolution – the reality is that it would be an instrument to highlight existing safety programs, further develop and expand programs in a collaborative effort with private/community stakeholders, and in general promote and engage in activities that focus on safety, saving lives and preventing injury on the North Dakota Road Systems.

Mr. Chairman & committee members, I freely admit this concept came up only a few weeks ago, as yet another request was received to consider additional enforcement legislation for safety measures. Rather than letting it go, the idea to begin the greater conversation seemed to have merit and in the time since then have been in discussions with members of the running and biking communities, DOT, and our Lt. Governor. All have expressed interest and a desire to see a deliberate and concerted effort begin for road safety in North Dakota. DOT has existing safety partners, but can see the opportunity to expand these collaborations and promote safety on a greater level.

I thank you for allowing this time to consider the idea of a North Dakota Share the Road Week for the third week of June.

With that, I would gladly stand for questions.

15.3096.01001
Title.

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#2

Prepared by the Legislative Council staff for
Representative Mooney
February 11, 2015

1 of 2

PROPOSED AMENDMENTS TO HOUSE CONCURRENT RESOLUTION NO. 3031

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Renumber accordingly

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#2

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HCR 3031 - With Amendments 15.3096.01001

A concurrent resolution designating the third week in June as "North Dakota Share the Road Safety Week".

Whereas, walking, running and bicycling provide an economical form of transportation, recreation, and physical exercise; and

Whereas, increasing numbers of residents in the state enjoy walking, running, and bicycling as a pleasant pastime while gaining the health benefits of an active lifestyle; and

Whereas, local and tribal communities enjoy the economic benefits of walking, running, and bicycling events; and

Whereas, knowledge and understanding of road safety issues, including injury prevention, the importance of laws and ordinances, and sharing the road with motorists, are necessary for pedestrians and bike riders of all ages and levels of experience; and

Whereas, the biking, walking and running communities of North Dakota are eager to engage in recreational and educational activities and to partner in generating public awareness of the need to engage in safe practices for all types of traffic on our roads; and

Whereas, to mark the observance of "ND Share the Road Safety Week", an effort to recognize those who have been killed or injured in collisions involving motor vehicles, bicycles, or pedestrians; promote the ideals of sharing our roads; and to develop and promote collaborative measures focused on safety, saving lives, and preventing injury on North Dakota road systems;

NOW, THEREFORE, BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES OF NORTH DAKOTA, THE SENATE CONCURRING THEREIN:

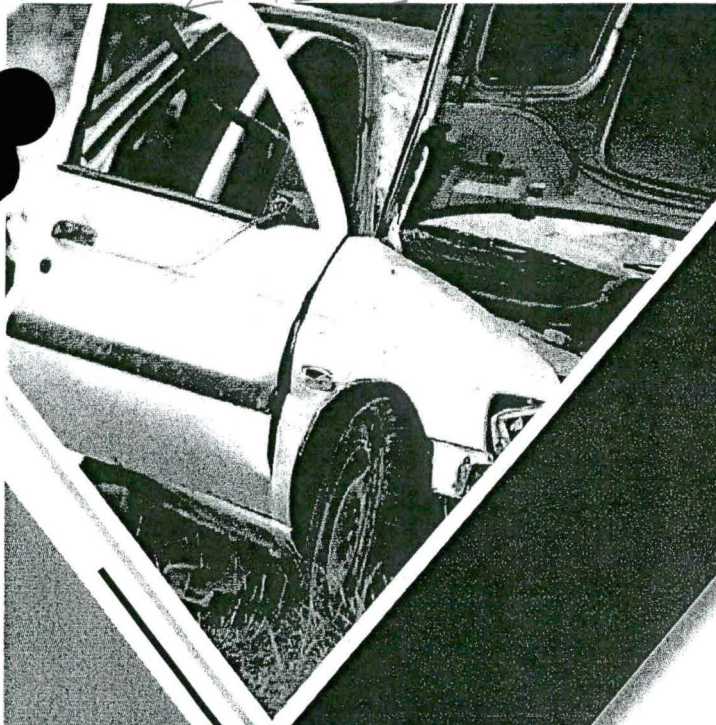
That the 64th Legislative Assembly designates the third week of June as "ND Share the Road Safety Week"; and

BE IT FURTHER RESOLVED, that this resolution be entered in the journal.

#3

HCR 3031
2-12-15

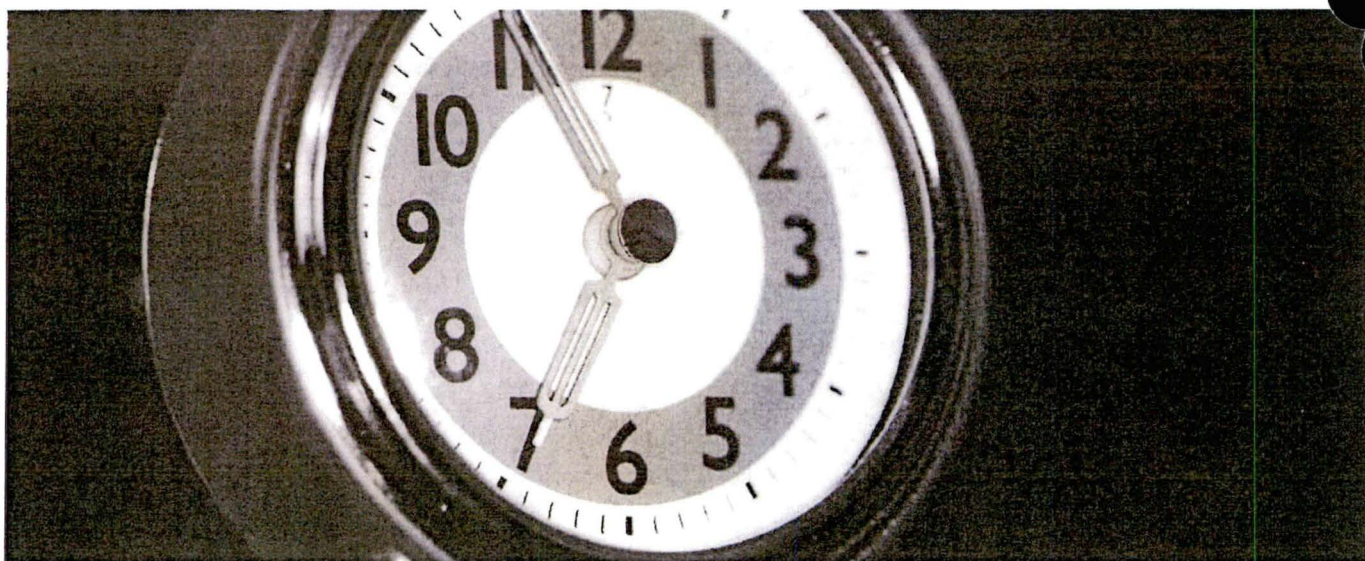
1 of 11



2013 North Dakota Crash Summary



2013 NORTH DAKOTA CRASH CLOCK



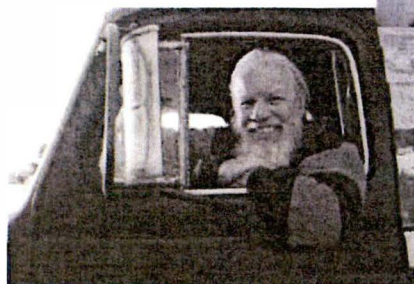
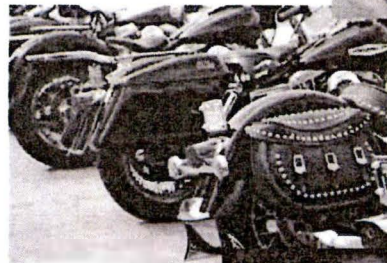
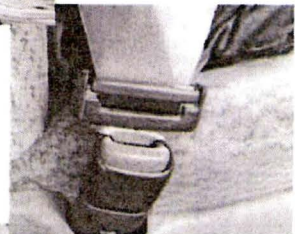
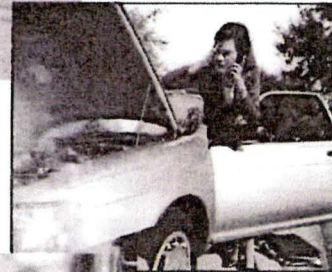
2013 North Dakota Crash Clock

- One traffic crash occurred every 27 minutes
- One person was injured every 1.6 hours
- One person died in a crash every 2.5 days
- One unbelted occupant in a passenger car or pickup died every 5.2 days
- One motorcyclist was in a crash every 1.6 days
- One speed-related crash occurred every 4.3 hours
- One teenage-driver crash occurred every 2.6 hours
- One alcohol-related crash occurred every 8.6 hours
- One pedestrian was involved in a crash every 4.2 days
- One pedalcycle was involved in a crash every 3.9 days
- One crash occurred in a roadway under construction every 1.5 days

ND 2013 FAST FACTS

In 2013 North Dakota had. . .

- 133 fatal crashes
- 148 persons killed in traffic crashes
- 5,374 persons injured in traffic crashes
- 18,977 traffic crashes
- 520,083 licensed drivers
- 804,332 registered passenger vehicles, motorcycles and trucks
- 10,099,747,000 total vehicle miles traveled (VMT) within the state
- The highest percentage of crashes occurred on Mondays
- 248 crashes occurred in work zones
- A seat belt use rate of 77.7 percent
- 8 of 135 fatalities were not wearing a seat belt when seat belts were applicable
- 64 of the 133 fatal crashes were alcohol related
- 37.6 percent of fatal crashes were speed or too fast for conditions related
- Two pedestrians were killed in motor vehicle crashes
- 713 pedalcycle-related crashes
- 63,453 licensed motorcycle drivers
- 38,017 licensed motorcycles
- 239 motorcycle related crashes
- Teen drivers account for 5.54 percent of drivers and were involved in 18.2 percent of the crashes
- Older drivers account for 17 percent of drivers and were involved in 13.7 percent of the crashes



2013 Crashes by Most Harmful Event						
Event	Fatal Crashes		Injury Crashes		All Crashes	
	Urban	Rural	Urban	Rural	Urban	Rural
MV in Transport	21	108	3,815	1,010	16,660	3,728
Bridge Rail	0	0	5	4	34	38
Bridge Overhead Structure	0	0	0	0	2	7
Bridge Parapet End	0	0	0	0	2	0
Bridge/Pier/Abutment	0	0	4	1	10	10
Cargo Loss or Shift	0	0	1	0	7	30
Concrete Traffic Barrier	0	0	10	1	62	4
Culvert	0	0	2	11	5	35
Curb	0	0	7	0	37	2
Deer*	0	0	1	10	3	24
Ditch	0	1	3	34	8	99
Downhill Runaway	0	0	0	1	5	3
Embankment	0	2	3	20	9	41
Farm Animal	0	0	0	6	0	23
Fell/Jumped from Vehicle	0	2	4	9	2	13
Fence	0	0	2	4	14	37
Fire/Explosion	0	10	1	6	6	49
Guardrail End	0	0	0	3	4	10
Guardrail Face	0	0	2	5	39	36
Highway Traffic Sign Post	0	1	3	9	64	70
Immersion	1	1	0	10	2	31
Impact Attenuator	0	0	0	0	0	26
Jackknife	0	0	0	11	6	141
Luminaire/Light Support	0	0	18	1	78	16
Mail Box	0	0	0	0	15	9
MV Trans in Other Rdwy	0	7	140	111	530	334
Other Fixed Object	2	0	13	4	80	31
Other Large Game	0	0	0	3	0	5
Other Non-Collision	0	0	8	4	16	32
Other Object (Not Fixed)	0	3	3	11	38	130
Other Post/Pole/Support	0	0	9	7	52	69
Other Traffic Barrier	0	0	1	2	11	8
Overhead Sign Support	0	0	0	0	2	1
Overturn/Rollover	2	45	57	588	106	1,359
Parked MV	0	3	93	55	760	273
Pedalcycle	0	1	84	8	57	7
Pedestrian	0	2	54	9	41	7
Ran Off Roadway	0	0	6	41	42	161
Separation of Units	0	0	0	3	3	16
Small Animal	0	0	0	0	0	3
Thrown/Falling Object	0	0	5	7	8	25
Traffic Signal Support	0	0	3	0	14	4
Train	0	1	2	6	4	12
Tree	0	1	20	18	57	53
Utility Post	0	0	8	6	31	34
Work Zone/Maintenance	0	0	1	1	5	10
Total	26	188	4,388	2,040	18,931	7,056

* Discontinued reporting deer crashes on August 1, 2013.

❖ The majority of crashes by first harmful event are attributed to striking another motor vehicle in transport.

SYNOPSIS

2013 Crashes by First Harmful Event

Event	Fatal Crashes		Injury Crashes		All Crashes	
	Urban	Rural	Urban	Rural	Urban	Rural
MV in Transport	9	55	1,919	786	9,685	3,113
Bridge Overhead Structure	0	0	0	0	2	7
Bridge Parapet End	0	0	0	0	2	0
Bridge Rail	0	0	4	3	29	30
Bridge/Pier/Abutment	0	0	3	1	9	10
Cargo Loss or Shift	0	1	0	1	6	22
Concrete Traffic Barrier	0	0	10	1	55	3
Culvert	0	0	0	11	3	28
Curb	0	0	20	2	85	10
Deer*	0	0	2	19	55	1,197
Ditch	0	3	4	91	15	260
Downhill Runaway	0	0	0	1	2	2
Embankment	0	6	1	18	5	39
Farm Animal	0	0	0	9	0	120
Fell/Jumped From Vehicle	0	1	6	10	6	12
Fence	0	0	2	3	8	25
Fire/Explosion	0	0	1	1	7	39
Guardrail End	0	0	0	3	4	9
Guardrail Face	0	0	2	5	34	27
Highway Traffic Sign Post	0	1	3	6	44	58
Immersion	0	1	0	4	0	16
Impact Attenuator	0	0	0	0	0	8
Jackknife	0	0	0	9	8	121
Luminaire/Light Support	0	0	11	1	70	13
Mail Box	0	0	0	0	13	12
MV in Transport Other Roadway	0	4	59	42	204	109
Other Fixed Object	1	0	8	3	68	20
Other Large Game	0	0	0	4	1	25
Other Non-Collision	0	0	9	10	20	40
Other Object (Not Fixed)	0	2	3	10	33	96
Other Post/Pole/Support	0	0	6	4	45	55
Other Traffic Barrier	0	0	0	1	10	7
Overhead Sign Support	0	0	0	0	4	1
Overturn/Rollover	3	28	34	355	72	868
Parked Motor Vehicle	0	2	34	26	686	215
Pedalcycle	0	0	40	4	41	4
Pedestrian	1	2	34	8	36	8
Ran Off Roadway	1	10	26	158	120	514
Separation of Units	0	0	0	3	2	17
Small Animal	0	1	0	3	5	62
Thrown/Falling Object	0	0	0	3	3	17
Traffic Signal Support	0	0	4	0	17	4
Train	0	1	1	9	3	13
Tree	0	0	10	9	32	28
Utility Post	0	0	6	3	28	24
Work Zone/Maintenance	0	0	0	1	3	7
Total	15	118	343	1,641	11,580	7,315

* Discontinued reporting deer crashes on August 1, 2013.

- ❖ The vast majority of crashes are attributed to striking another motor vehicle in transport. However, a great number of rural fatal crashes also include overturning or vehicle rollover.

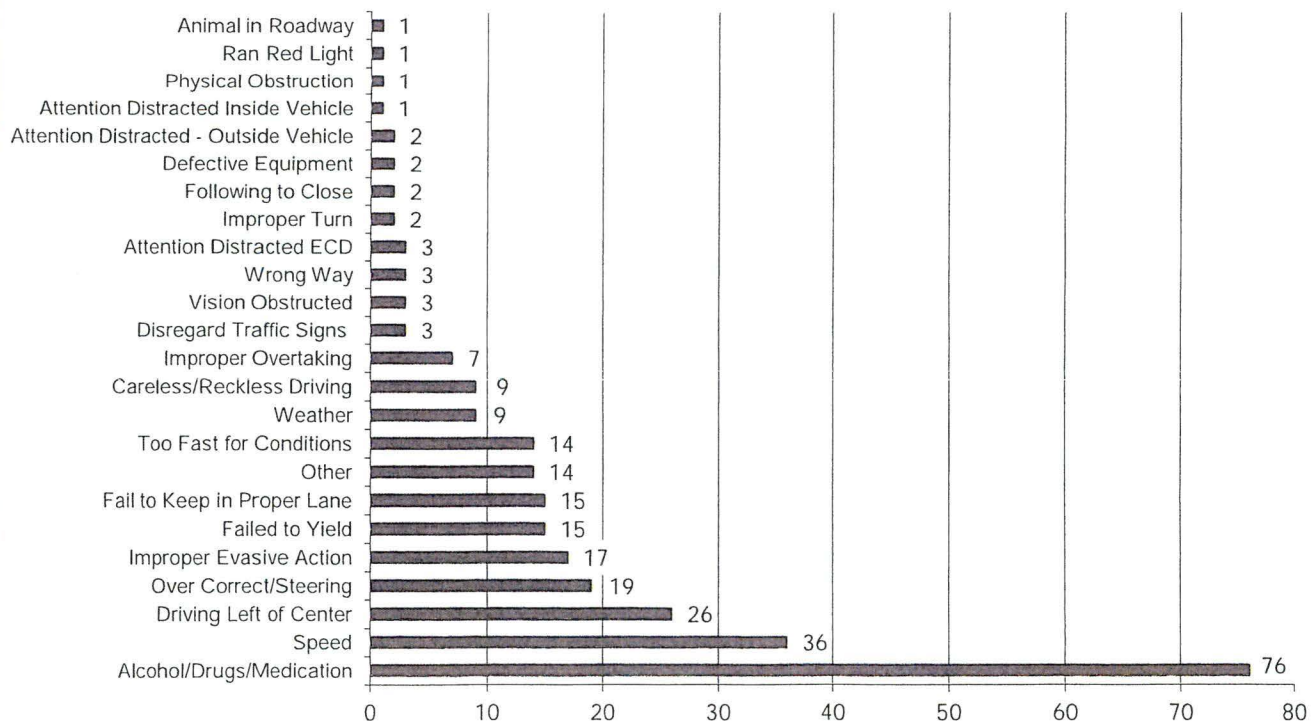
SYNOPSIS

2013 Contributing Factors In Fatal Crashes

Contributing Factor	Crashes
Alcohol/Drugs/Medication	76
Speed	36
Driving Left of Center	26
Over Correct/Steering	19
Improper Evasive Action	17
Failed to Yield	15
Fail to Keep in Proper Lane	15
Other	14
Too Fast for Conditions	14
Weather	9
Careless/Reckless Driving	9
Improper Overtaking	7
Disregard Traffic Signs	3
Vision Obstructed	3
Wrong Way	3
Attention Distracted ECD	3
Improper Turn	2
Following to Close	2
Defective Equipment	2
Attention Distracted - Outside Vehicle	2
Attention Distracted Inside Vehicle	1
Physical Obstruction	1
Ran Red Light	1
Animal in Roadway	1
Total	281

- ❖ Law enforcement can record up to three contributing factors per vehicle per crash.
- ❖ 76 of the 133 fatal crashes in 2013 had alcohol/drugs/medication listed as a factor.
- ❖ 36 of the 133 fatal crashes in 2013 listed speed as a contributing factor.

2013 Contributing Factors In Fatal Crashes

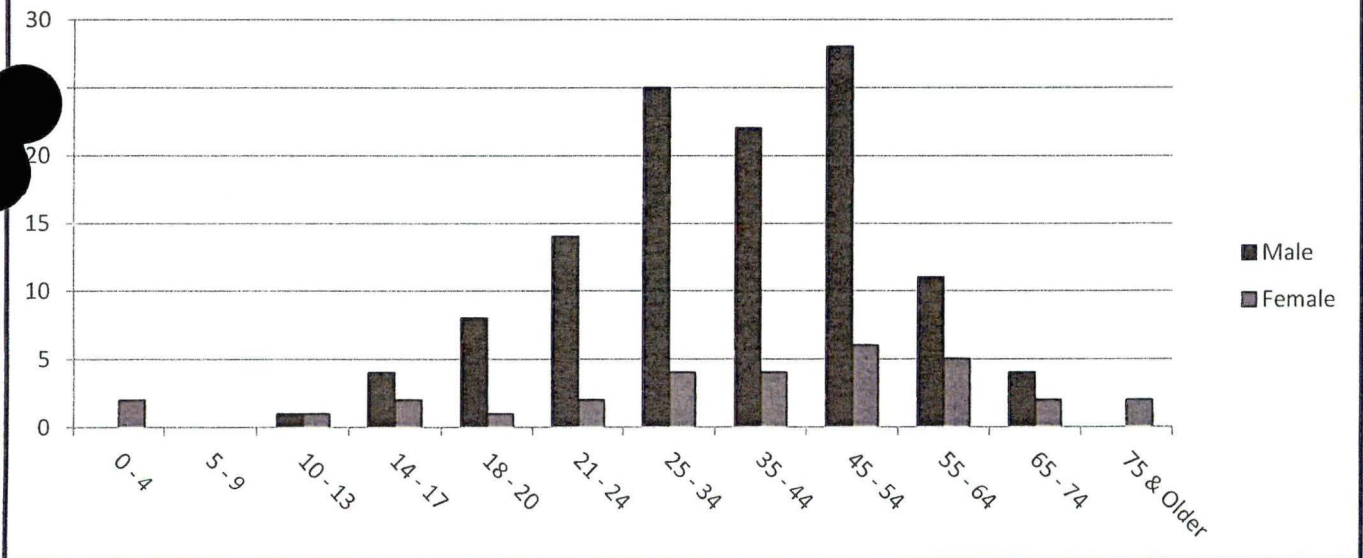


SYNOPSIS

2013 Age and Sex of Fatalities

Age	Total Crash Fatalities		Pedestrian Fatalities		Pedalcycle Fatalities	
	Male	Female	Male	Female	Male	Female
0 - 4	0	2	0	0	0	0
5 - 9	0	0	0	0	0	0
10 - 13	1	1	0	1	1	0
14 - 17	4	2	0	0	0	0
18 - 20	8	1	0	0	0	0
21 - 24	14	2	0	0	0	0
25 - 34	25	4	1	0	0	0
35 - 44	22	4	0	0	0	0
45 - 54	28	6	0	0	0	0
55 - 64	11	5	0	0	0	0
65 - 74	4	2	0	0	0	0
75 & Older	0	2	0	0	0	0
Totals	117	31	1	1	1	0

2013 Age and Sex of Fatalities



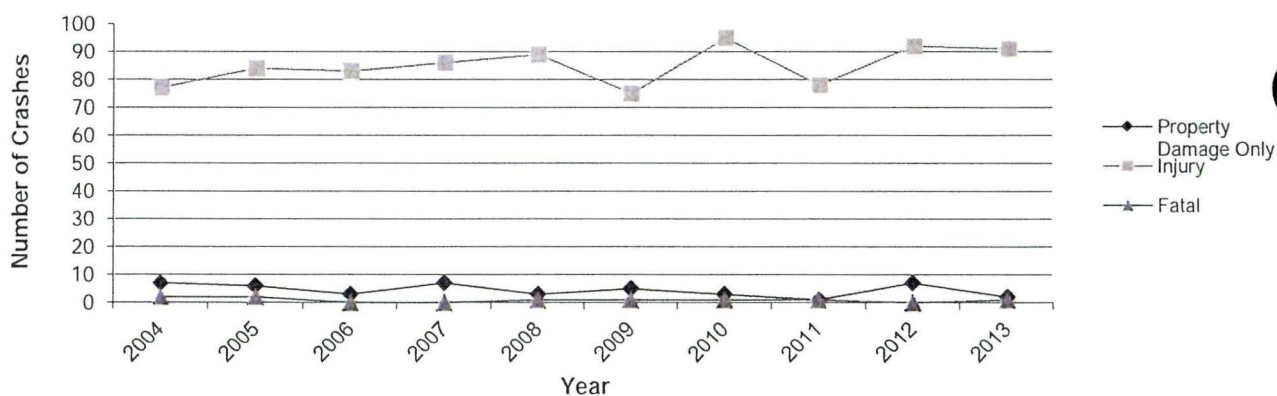
- ❖ The greatest number of fatalities occurred in males ages 45-54 and females ages 45-54.
- ❖ There were two pedestrian fatalities and one pedalcycle fatality.

PEDESTRIAN & PEDALCYCLE CRASHES

Pedalcycle-Related Crashes 2004 - 2013

Year	Fatal		Injury		Property Damage Only		Total	
	#	%	#	%	#	%	#	%
2004	2	2.3%	77	89.5%	7	8.1%	86	100.0%
2005	2	2.2%	84	91.3%	6	6.5%	92	100.0%
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%	3	3.2%	94	98.9%
2009	1	1.2%	75	90.4%	5	6.0%	83	97.6%
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%	91	96.8%	2	2.1%	94	100.0%
Total	9	1.3%	850	119.2%	44	6.2%	713	126.6%

Pedalcycle-Related Crashes 2004 - 2013



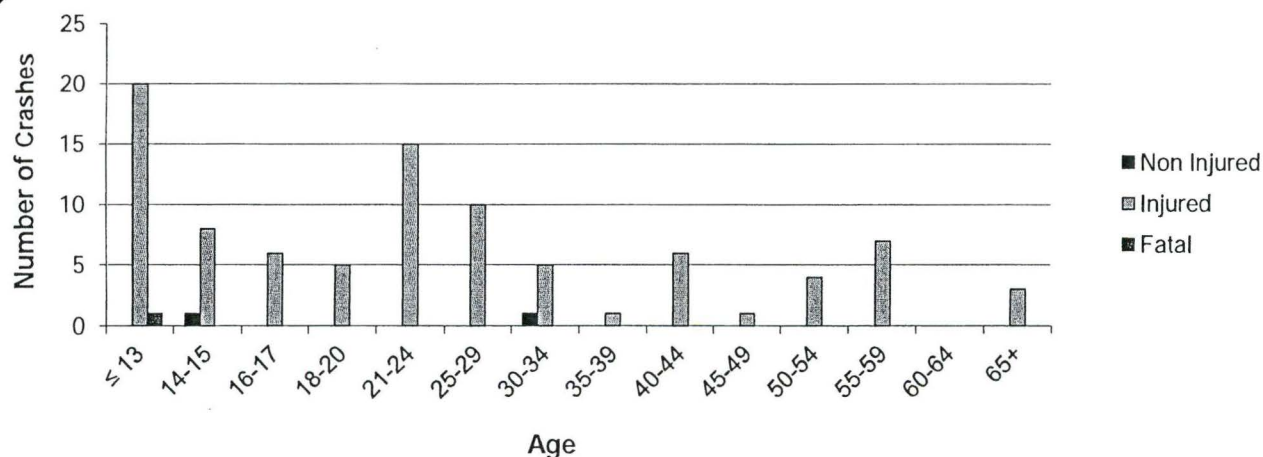
- ❖ In 2013, there was one fatal crash involving a pedalcycle.
- ❖ Over the past 10 years there has been 713 motor vehicle crashes involving a pedalcycle.
- ❖ 2010 and 2012 saw the largest number of pedalcycle-related crashes (99) in the past 10 years.

PEDESTRIAN & PEDALCYCLE CRASHES

2013 Pedalcycle-Related Crashes by Age

Age	Fatalities		Injured		Non-Injured		Total	
	#	%	#	%	#	%	#	%
≤ 13	1	0.0%	20	22.0%	0	0.0%	21	22.3%
14-15	0	0.0%	8	8.8%	1	50.0%	9	9.6%
16-17	0	0.0%	6	6.6%	0	0.0%	6	6.4%
18-20	0	0.0%	5	5.5%	0	0.0%	5	5.3%
21-24	0	0.0%	15	16.5%	0	0.0%	15	16.0%
25-29	0	0.0%	10	11.0%	0	0.0%	10	10.6%
30-34	0	0.0%	5	5.5%	1	50.0%	6	6.4%
35-39	0	0.0%	1	1.1%	0	0.0%	1	1.1%
40-44	0	0.0%	6	6.6%	0	0.0%	6	6.4%
45-49	0	0.0%	1	1.1%	0	0.0%	1	1.1%
50-54	0	0.0%	4	4.4%	0	0.0%	4	4.3%
55-59	0	0.0%	7	7.7%	0	0.0%	7	7.4%
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%
65+	0	0.0%	3	3.3%	0	0.0%	3	3.2%
Total	1	0.0%	91	100.0%	2	100.0%	94	100.0%

2013 Pedalcycle Crashes by Age



- ❖ Pedalcyclists age 21-29 involved in crashes accounted for 27.6 percent of the crashes.
- ❖ The greatest number of pedalcyclists (21) involved in crashes in 2013, was in the 13 and under age group.

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Media

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News PDF

- [Motor Scooter and OHV Safety is Important](#)
- [Resources Are Available to Improve Motorcycle Safety](#)
- [Drivers Urged to Share the Road with Motorcyclists](#)

Resources

- [North Dakota Motorcycle Safety Program \(NDMSP\)](#)

Share the Road

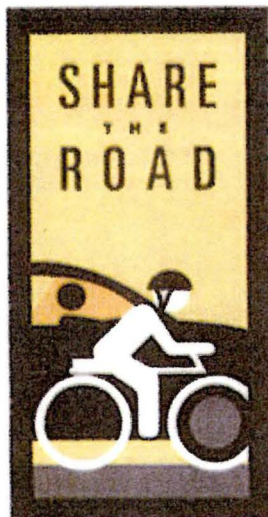
Safety information for drivers, bicyclists and pedestrians

Bicycle Safety

Share the Road - Bicycle

Bicycle safety is a two-way street.

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Bicycle policies and plans

Check out these sites for more information:

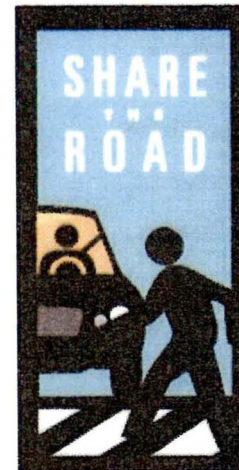
- [MnDOT bicycle website](#)
- [MnDOT Mississippi River Trail website](#)

Pedestrian Safety

Share the Road - Pedestrian

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Pedestrian policies and plans

Check out these sites for more information:

- [MnDOT pedestrian website](#)
- [MnDOT ADA website](#)

#1

HCR 3031 - North Dakota "Share the Road" Week
Senate Transportation Committee
Representative Gail Mooney, District 20
March 20, 2015

Chairman Oehlke and members of the Senate Transportation Committee, thank you for this opportunity to present HCR 3031 - a resolution with the focus of shared road safety in North Dakota. For the record, I am Gail Mooney, Representative for the folks of District 20.

This effort comes as a direct result of frustrations, pain and anger expressed following several tragic and high profile bicycle/pedestrian fatalities in the Red River Valley area. In direct reaction to these accidents I'd been asked to look at drafting legislation for greater enforcements of everything from phone/device usage by motorists to types of clothing runners and bikers wear. In each of the cases presented, I found the reaction to move immediately toward additional laws problematic - the practicalities of enforcement; over-worked and under-staffed law enforcement; over-burdened jails and prisons are an everyday reality for our state. Adding to this equation didn't seem a very productive solution.

The idea of a week dedicated to road safety came as a means for the state of North Dakota to actively engage with our community members in a larger, collective conversation of roadway safety.

The third week of June was selected to include the first day of summer - a time of year we can be sure will find many outdoor events taking place across the state. From running, walking and bicycling - to motorcycling, vacationing travelers and increased commercial traffic - summers find no shortage of a wide variety of people on our roads. In point of fact, we can find this to be true at all times of the year now - but the third week in June increases our odds of sunshine and warmth!

By inviting our private partners to participate in safety through local events, safety education, public discussions and inquiries, we can begin to bring the right people and organizations together in a call to action for the common goal of safety on our roadway systems. Through this process, if it is found that laws can or should be adjusted to further these objectives, the engagement of these stakeholders increases the likelihood of effective legislation as an end result.

Included in your handouts are a few pages from the document "**North Dakota Crash Summary 2013**" (partial report included in packet; fully available on ND DOT website), a comprehensive summary of all reported accidents - and is really a fascinating snapshot of our driving patterns and history in North Dakota. A couple highlights from 2013 include:

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One pedestrian was involved in a crash every 4.2 days

One pedal bike was involved in a crash every 3.9 days

While DOT is still compiling information for the 2014 Crash Summary Report, the data for 2014 has these initial comparisons we can draw from:

2013 = 2 pedestrian fatalities / 90 accidents

2014 = 9 pedestrian fatalities / 100 accidents

2013 = 1 bicycle fatality / 94 accidents

2014 = 3 bicycle fatalities / 80 accidents

Also included in your packet is a two-sided page with a screenshot of the ND DOT web page for the safety program ***"Share the Road"*** for Motorcycles; and on the back of this same page is a screenshot of the MN DOT web page for their ***"Share the Road"*** safety programs for Bicycles and Pedestrians. I provide this for you this morning as a point of reference to a national movement among states to embrace safety programs that involve the many uses of our roadway systems and to illustrate the potential future path for the ***"Share the Road"*** concept in North Dakota. The overall objectives of this program is education, public awareness and the promotion of safety principles based on the shared concept of mutual benefit and responsibility by those who use the road systems.

HCR 3031 builds off the premise of the ***"Share the Road"*** concept. This resolution is not intended to reinvent wheels – the reality is that it would be an instrument to highlight existing safety programs, further develop and expand programs in a collaborative effort with private/community stakeholders, and in general promote and engage in activities that focus on safety, saving lives and preventing injury on the North Dakota Road Systems.

Mr. Chairman & committee members, in the time since filing this resolution, we've seen yet another traffic accident involving a bicyclist (article included). Thankfully, the five-year old involved wasn't killed. In this same time period I've had opportunity to share the concept with a number of state and community members that have expressed interest and enthusiasm for a concerted effort to reduce pedestrian/bicycle/motorist accidents and fatalities across the state. From your local running and biking communities to the NDDOT and Lt. Governor and fellow legislators, interest is there to launch a week dedicated to the promotion of community/state partnered approaches for enhancing safety measures in the state.

I thank you for allowing this time to consider the idea initiating a ***"Share the Road"*** Week in North Dakota, and would request a Do Pass recommendation for HCR 3031.

With that, I would gladly stand for questions.

HC R 3031 3-20-15 #2

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- What Drivers Need to Know

Share the Road with Motorcycles



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- Drivers Urged to Share the Road with Motorcyclists

Resources

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Share the Road

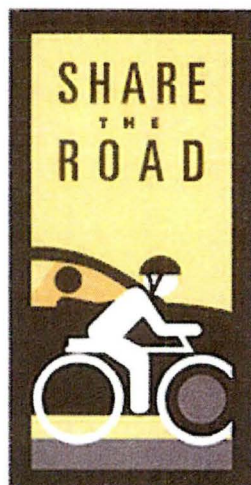
Safety information for drivers, bicyclists and pedestrians

Bicycle Safety

Share the Road - Bicycle

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[Continue to Share the Road - Bicycle](#)



Bicycle policies and plans

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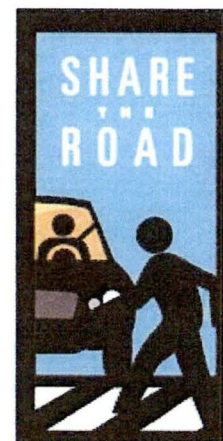
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Pedestrian Safety

Share the Road - Pedestrian

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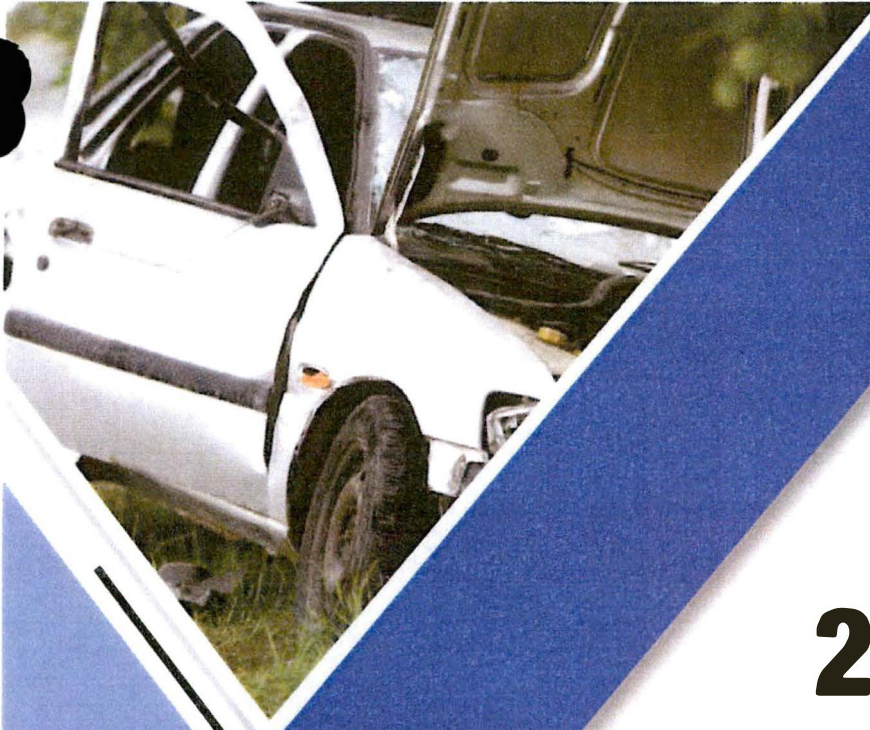
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Pedestrian policies and plans

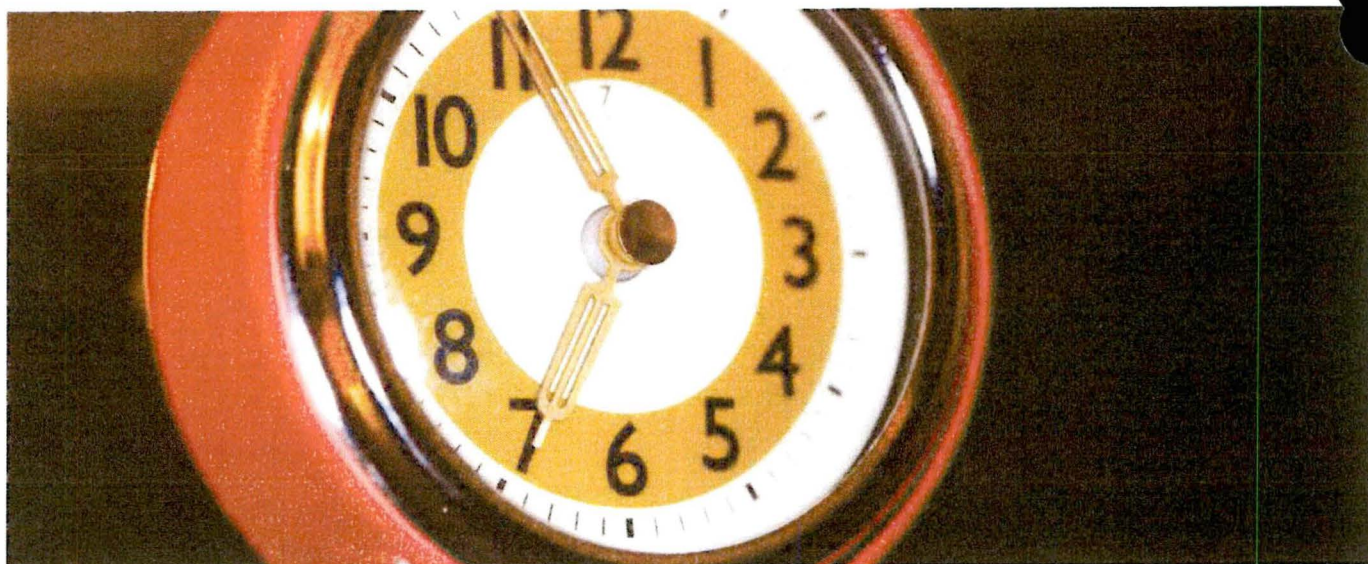
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2013 North Dakota Crash Summary





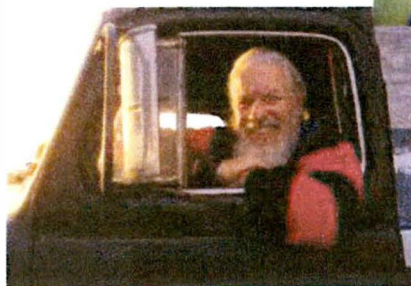
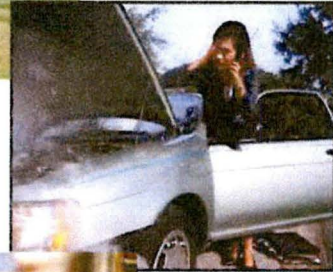
2013 North Dakota Crash Clock

- One traffic crash occurred every 27 minutes
- One person was injured every 1.6 hours
- One person died in a crash every 2.5 days
- One unbelted occupant in a passenger car or pickup died every 5.2 days
- One motorcyclist was in a crash every 1.6 days
- One speed-related crash occurred every 4.3 hours
- One teenage-driver crash occurred every 2.6 hours
- One alcohol-related crash occurred every 8.6 hours
- One pedestrian was involved in a crash every 4.2 days
- One pedalcycle was involved in a crash every 3.9 days
- One crash occurred in a roadway under construction every 1.5 days

ND 2013 FAST FACTS

In 2013 North Dakota had. . .

- 133 fatal crashes
- 148 persons killed in traffic crashes
- 5,374 persons injured in traffic crashes
- 18,977 traffic crashes
- 520,083 licensed drivers
- 804,332 registered passenger vehicles, motorcycles and trucks
- 10,099,747,000 total vehicle miles traveled (VMT) within the state
- The highest percentage of crashes occurred on Mondays
- 248 crashes occurred in work zones
- A seat belt use rate of 77.7 percent
- 78 of 135 fatalities were not wearing a seat belt when seat belts were applicable
- 64 of the 133 fatal crashes were alcohol related
- 37.6 percent of fatal crashes were speed or too fast for conditions related
- Two pedestrians were killed in motor vehicle crashes
- 713 pedalcycle-related crashes
- 63,453 licensed motorcycle drivers
- 38,017 licensed motorcycles
- 239 motorcycle related crashes
- Teen drivers account for 5.54 percent of drivers and were involved in 18.2 percent of the crashes
- Older drivers account for 17 percent of drivers and were involved in 13.7 percent of the crashes



2013 Reported Citations Issued to Drivers Involved in Traffic Crashes

Citation / Circumstance	Fatal Crashes			Injury Crashes			All Crashes		
	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total
DUI /APC (Alcohol)	9	2	11	122	183	305	374	332	706
DUI/APC (Drugs)	0	0	0	11	8	19	28	14	42
Care Required	2	0	2	343	425	768	1,981	1,314	3,295
Careless Driving	0	0	0	25	29	54	77	66	143
Failed to Yield	2	0	2	391	93	484	1,505	258	1,763
Failed to Stop	0	0	0	157	16	173	511	40	551
Following Too Close	0	0	0	247	32	279	1,147	144	1,291
Improper Turning	0	0	0	59	20	79	438	66	504
Improper Backing	0	0	0	8	2	10	325	53	378
Overtaking	0	0	0	4	18	22	32	59	91
Wrong Way	0	0	0	5	4	9	10	7	17
Speeding	0	0	0	1	1	2	12	3	15
Defective Equipment	0	0	0	3	3	6	7	16	23
Illegal Parking	0	0	0	0	0	0	1	2	3
Open Container	0	0	0	0	0	0	0	2	2
Driver License Offenses	1	0	1	25	34	59	89	79	168
Left Crash Scene	0	0	0	10	29	39	72	101	173
No Insurance	1	0	1	49	31	80	182	80	262
Other	9	1	10	270	87	357	1,201	292	1,493
None	160	27	187	2,529	1,270	3,799	11,990	5,460	17,450
Total	184	30	214	4,259	2,285	6,544	19,982	8,388	28,370

- ❖ 36.7 percent of drivers involved in crashes were cited for a traffic violation.
- ❖ The leading cited violation was "Care Required," accounting for 30 percent of the citations.
- ❖ Driving Under the Influence (DUI) had the greatest number of citations issued in fatal crashes.

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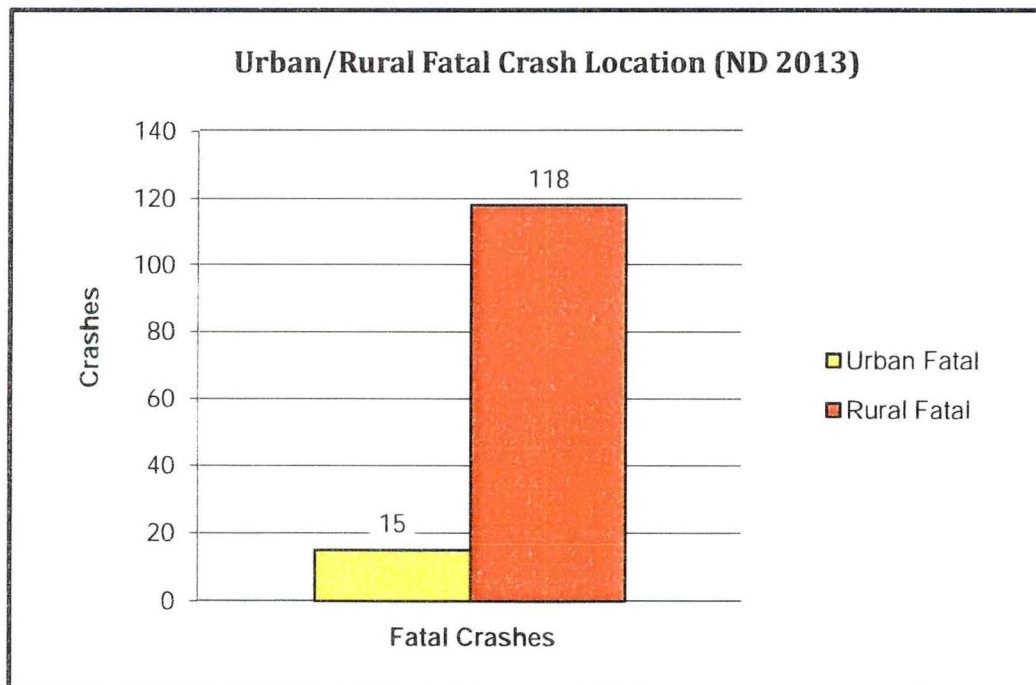
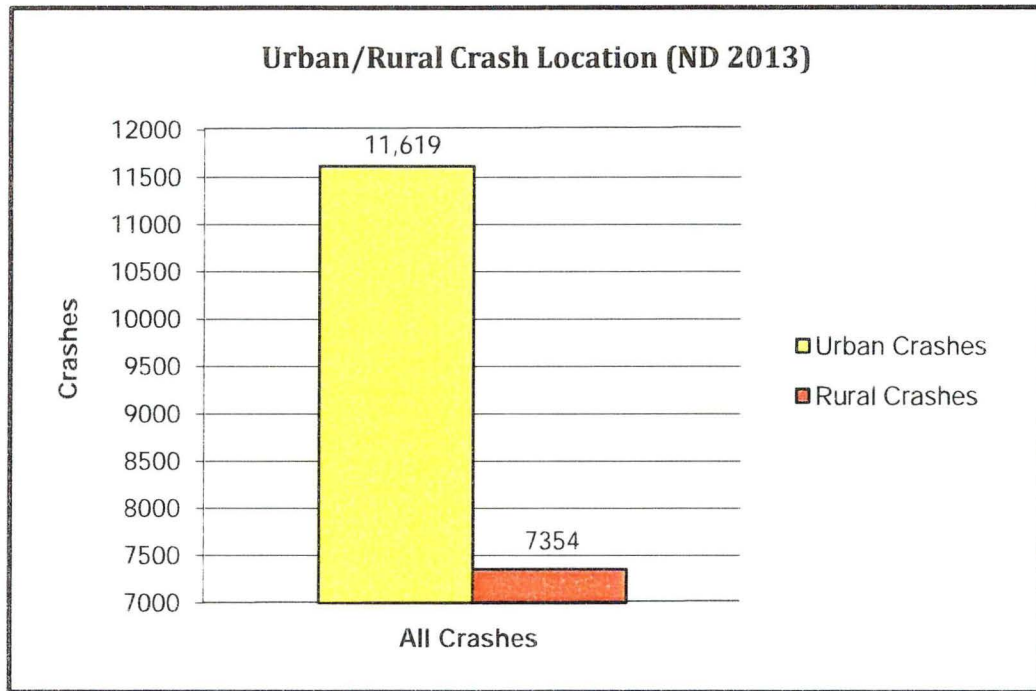
SYNOPSIS

2013 Crashes by Reporting Agency and Severity

Reporting Agency	Fatal	% of Total	Injury	% of Total	PDO	% of Total
Highway Patrol	114	85.7%	744	19.1%	2,153	14.4%
City Police	11	8.3%	2,190	56.1%	9,168	61.4%
County Sheriff	4	3.0%	948	24.3%	3,522	23.6%
BIA	4	3.0%	3	0.1%	2	0.0%
Campus Police	0	0.0%	17	0.4%	92	0.6%
Park Ranger	0	0.0%	1	0.0%	0	0.0%
Military Police	0	0.0%	0	0.0%	0	0.0%
Total	133	100.0%	3,903	100.0%	14,937	100.0%

- ❖ The North Dakota Highway Patrol reported the highest number of fatal crashes with 85.7 percent.
- ❖ City police departments reported the highest number of Property Damage Only crashes with 61.4 percent and injury crashes with 56.1 percent.

Urban vs Rural



❖ In 2013, 88.7 percent of fatal crashes occurred on rural roads.

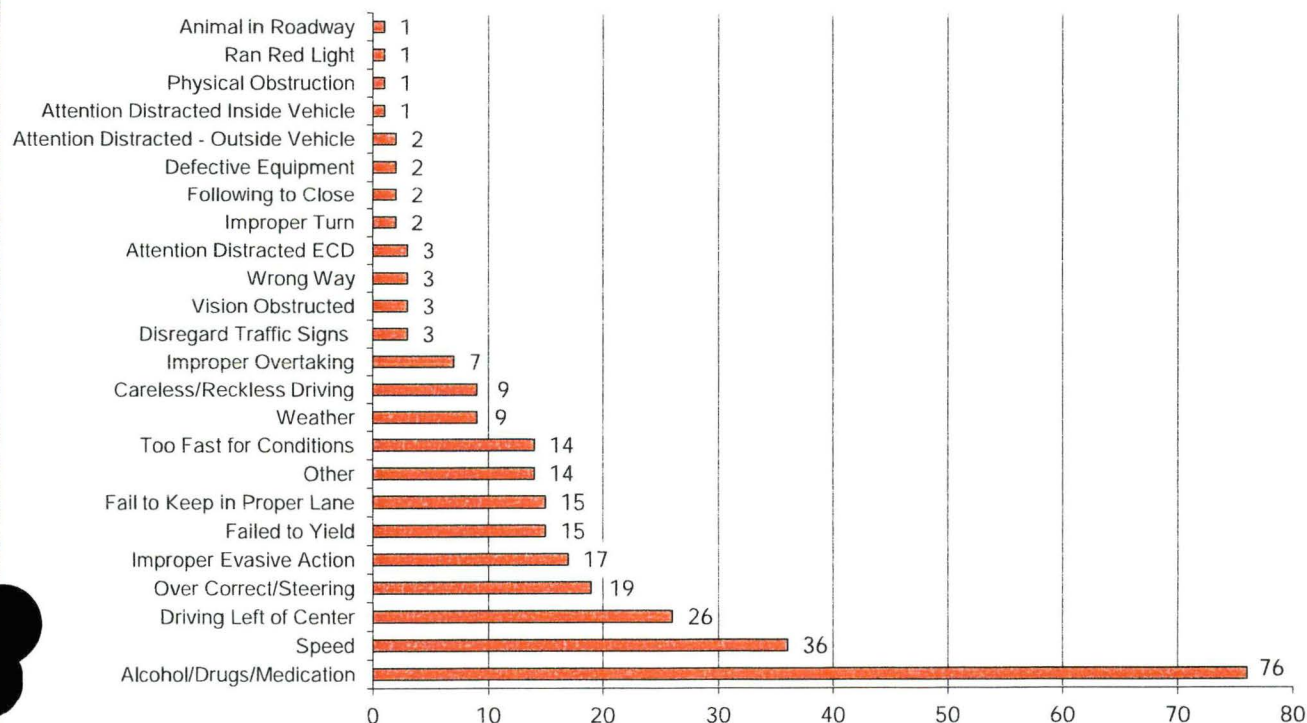
SYNOPSIS

2013 Contributing Factors In Fatal Crashes

Contributing Factor	Crashes
Alcohol/Drugs/Medication	76
Speed	36
Driving Left of Center	26
Over Correct/Steering	19
Improper Evasive Action	17
Failed to Yield	15
Fail to Keep in Proper Lane	15
Other	14
Too Fast for Conditions	14
Weather	9
Careless/Reckless Driving	9
Improper Overtaking	7
Disregard Traffic Signs	3
Vision Obstructed	3
Wrong Way	3
Attention Distracted ECD	3
Improper Turn	2
Following to Close	2
Defective Equipment	2
Attention Distracted - Outside Vehicle	2
Attention Distracted Inside Vehicle	1
Physical Obstruction	1
Ran Red Light	1
Animal in Roadway	1
Total	281

- ❖ Law enforcement can record up to three contributing factors per vehicle per crash.
- ❖ 76 of the 133 fatal crashes in 2013 had alcohol/drugs/medication listed as a factor.
- ❖ 36 of the 133 fatal crashes in 2013 listed speed as a contributing factor.

2013 Contributing Factors In Fatal Crashes



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SYNOPSIS

Crash Severity by Unit Configuration 2008 - 2013

Fatal Crashes	2008		2009		2010		2011		2012		2013	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Passenger Cars	44	31.7%	53	31.2%	50	33.8%	48	25.5%	48	21.9%	51	23.4%
Pickup, Van, Utility	58	41.7%	77	45.3%	60	40.5%	90	47.9%	112	51.1%	96	44.0%
Trucks	6	4.3%	7	4.1%	7	4.7%	6	3.2%	5	2.3%	14	6.4%
Truck Tractor	9	6.5%	18	10.6%	10	6.8%	21	11.2%	35	16.0%	40	18.3%
Motorcycle	16	11.5%	6	3.5%	14	9.5%	14	7.4%	16	7.3%	10	4.6%
Other	6	4.3%	9	5.3%	7	4.7%	9	4.8%	3	1.4%	7	3.2%
Total	139	100.0%	170	100.0%	148	100.0%	188	100.0%	219	100.0%	218	100.0%

Injury Crashes	2008		2009		2010		2011		2012		2013	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Passenger Cars	2,713	52.7%	2,704	51.5%	2,869	48.7%	2,680	45.5%	2,714	43.0%	2,846	41.2%
Pickup, Van, Utility	1,940	35.8%	2,203	36.8%	2,281	38.7%	2,450	41.6%	2,715	43.0%	3,127	45.2%
Trucks	54	1.4%	72	1.0%	85	1.4%	116	2.0%	159	2.5%	159	2.3%
Truck Tractor	92	1.6%	109	1.7%	179	3.0%	252	4.3%	315	5.0%	271	3.9%
Motorcycle	215	3.8%	183	4.1%	193	3.3%	180	3.1%	210	3.3%	187	2.7%
Other	257	4.7%	268	4.9%	290	4.9%	207	3.5%	202	3.2%	324	4.7%
Total	5,271	100.0%	5,539	100.0%	5,897	100.0%	5,885	100.0%	6,315	100.0%	6,914	100.0%

PDO Crashes	2008		2009		2010		2011		2012		2013	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Passenger Cars	10,748	53.1%	11,269	52.1%	10,912	49.2%	10,100	46.6%	9,258	44.9%	10,803	41.5%
Pickup, Van, Utility	8,439	39.5%	9,536	40.9%	9,385	42.3%	10,084	46.6%	9,816	47.6%	12,423	47.8%
Trucks	215	1.1%	244	1.0%	233	1.1%	405	1.9%	423	2.1%	490	1.8%
Truck Tractor	381	2.0%	395	1.8%	533	2.4%	700	3.2%	844	4.1%	903	3.3%
Motorcycle	49	0.2%	18	0.2%	61	0.3%	5	0.0%	71	0.3%	47	0.2%
Other	792	4.1%	1,057	3.8%	1,048	4.7%	366	1.7%	194	0.9%	1,350	5.2%
Total	20,624	100.0%	22,519	100.0%	22,172	100.0%	21,660	100.0%	20,606	100.0%	26,016	100.0%

All Crashes	2008		2009		2010		2011		2012		2013	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Passenger Cars	13,505	52.9%	14,188	51.9%	13,640	48.3%	12,862	45.6%	12,155	43.8%	13,700	41.3%
Pickup, Van, Utility	10,437	38.8%	11,877	40.1%	11,925	42.2%	12,911	45.8%	13,039	47.0%	15,646	47.2%
Trucks	275	1.2%	336	1.1%	355	1.3%	569	2.0%	596	2.1%	663	2.0%
Truck Tractor	482	1.9%	584	1.9%	806	2.9%	1,050	3.7%	1,155	4.2%	1,214	3.7%
Motorcycle	280	1.0%	225	1.1%	255	0.9%	231	0.8%	268	1.0%	244	0.7%
Other	1,055	4.2%	1,354	4.1%	1,264	4.5%	571	2.0%	525	1.9%	1,681	5.1%
Total	26,034	100.0%	28,564	100.0%	28,245	100.0%	28,194	100.0%	27,738	100.0%	33,148	100.0%

- ❖ In 2013, pickups, vans and utility vehicles accounted for 44 percent of the fatal crashes.
- ❖ Pickups, vans and utility vehicles accounted for 45.2 percent of the injury crashes and 47.8 percent of the property damage only crashes.

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PEDESTRIAN & PEDALCYCLE CRASHES

2013 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	0	0.00	0	0.00	0	0.00
March	31	0	0.00	0	0.00	0	0.00	0	0.00
April	30	0	0.00	1	0.03	0	0.00	1	0.03
May	31	0	0.00	13	0.42	0	0.00	13	0.42
June	30	1	0.03	14	0.47	1	0.03	16	0.53
July	31	0	0.00	26	0.84	0	0.00	26	0.84
August	31	0	0.00	7	0.23	1	0.03	8	0.26
September	30	0	0.00	15	0.50	0	0.00	15	0.50
October	31	0	0.00	7	0.23	0	0.00	7	0.23
November	30	0	0.00	7	0.23	0	0.00	7	0.23
December	31	0	0.00	1	0.03	0	0.00	1	0.03
Total	365	1	0.00	91	0.25	2	0.01	94	0.26

In 2013, the greatest number of pedalcycle crashes occurred in July.

Typically the summer months have the highest number of pedalcycle-related crashes.

2013 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%	5	5.5%	1	0.0%	6	6.4%
Monday	0	0.0%	12	13.2%	0	0.0%	12	12.8%
Tuesday	0	0.0%	17	18.7%	0	0.0%	17	18.1%
Wednesday	1	0.0%	23	25.3%	0	0.0%	24	25.5%
Thursday	0	0.0%	10	11.0%	1	50.0%	11	11.7%
Friday	0	0.0%	16	17.6%	0	0.0%	16	17.0%
Saturday	0	0.0%	8	8.8%	0	0.0%	8	8.5%
Total	1	0.0%	91	100.0%	2	50.0%	94	100.0%

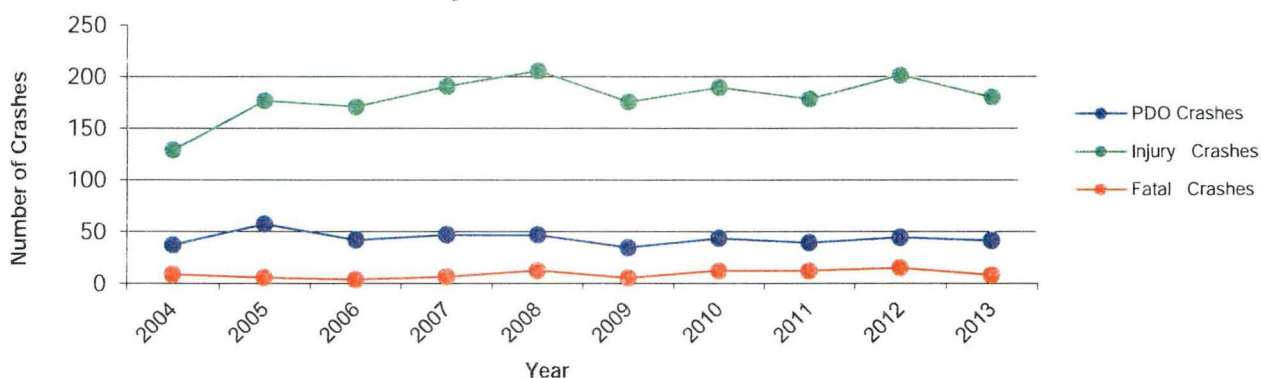
❖ In 2013, the greatest number of pedalcycle crashes occurred on Wednesday.

MOTORCYCLE & OHV CRASHES

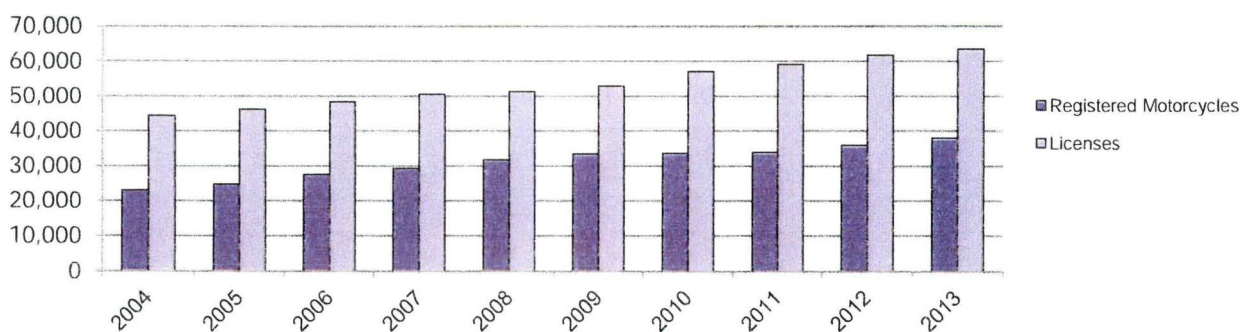
Motorcycle Trends 2004 - 2013

Year	Licenses	Registered Motorcycles	Fatal Crashes	Injury Crashes	PDO Crashes	Total
2004	44,364	22,951	9	129	37	175
2005	46,173	24,741	6	177	57	240
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	181	42	232

Motorcycle Crash Involvement 2004 - 2013



Licensed Motorcycles and Operators 2004 - 2013



- ❖ Licensed motorcycle drivers and motorcycle registrations have steadily increased over the past 10 years.
- ❖ Since 2004, the number of motorcycle licensed drivers has increased by 43 percent.
- ❖ Motorcycle registrations have increased 5.9 percent from 2012 to 2013.
- ❖ There have been 96 motorcycle fatal crashes since 2004.

HCR 303/
3/20/15
#4**REGISTRATION IS NOW OPEN****APRIL 18 IS THE DATE 4 CHANGE IN BISMARCK****10K RUN | 5K RUN/WALK | 1K RUN/WALK**

5-year-old bicyclist injured when car hits her on 32nd Avenue South near Essentia

By [Adrian Glass-Moore](#) on Mar 5, 2015 at 5:44 p.m.

FARGO – A five-year-old girl biking across 32nd Avenue South about 4:20 p.m. Thursday was hit by a car and taken to nearby Essential Hospital, police and a firefighter said.

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