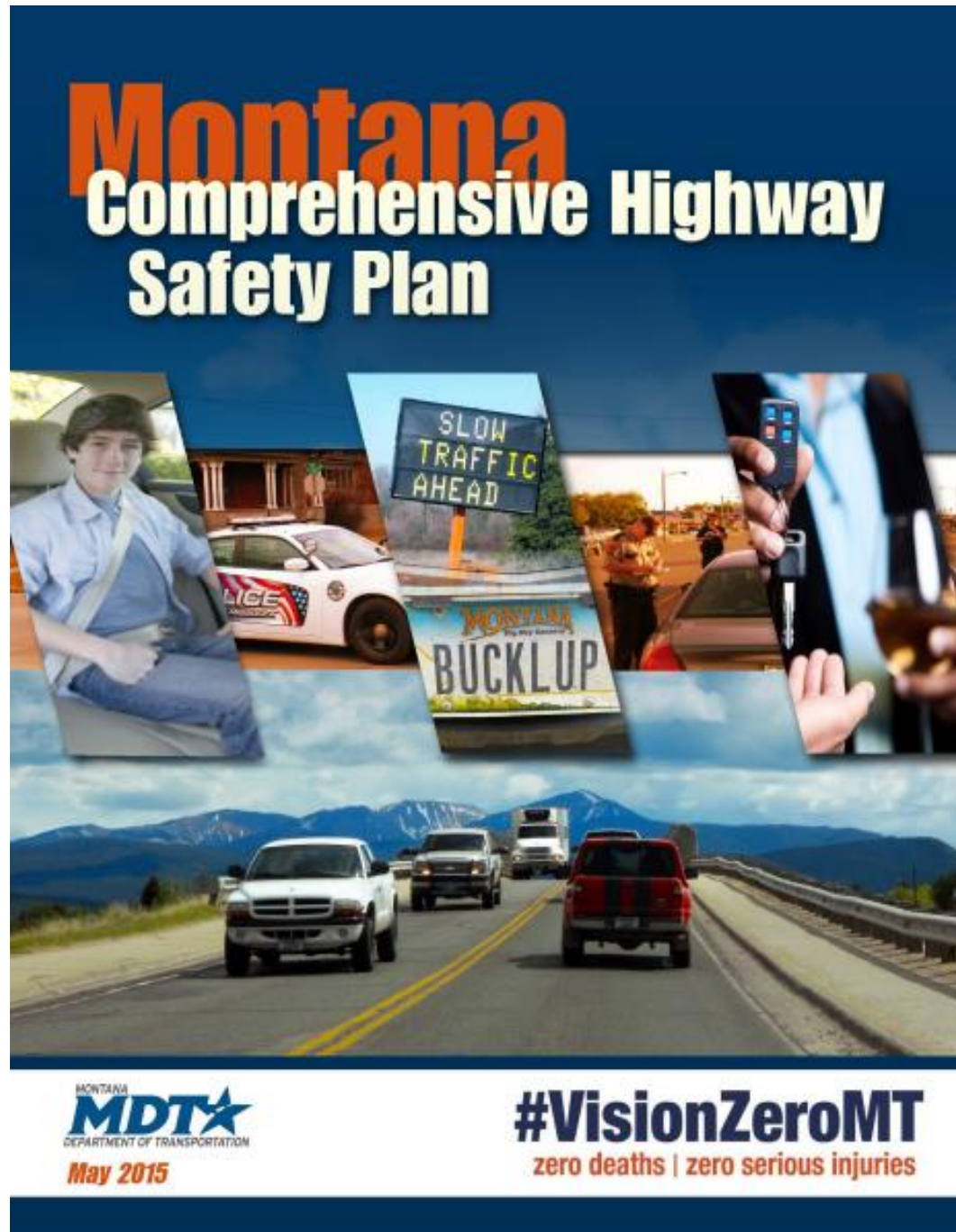


# Montana Crash Data Summary 2018

2019 Annual Transportation  
Safety Planning Meeting  
October 30-31, 2019

Delta Colonial Hotel  
Helena, Montana

Montana Department of  
Transportation



**Montana**  
**Comprehensive Highway  
Safety Plan**

BUCKLE UP

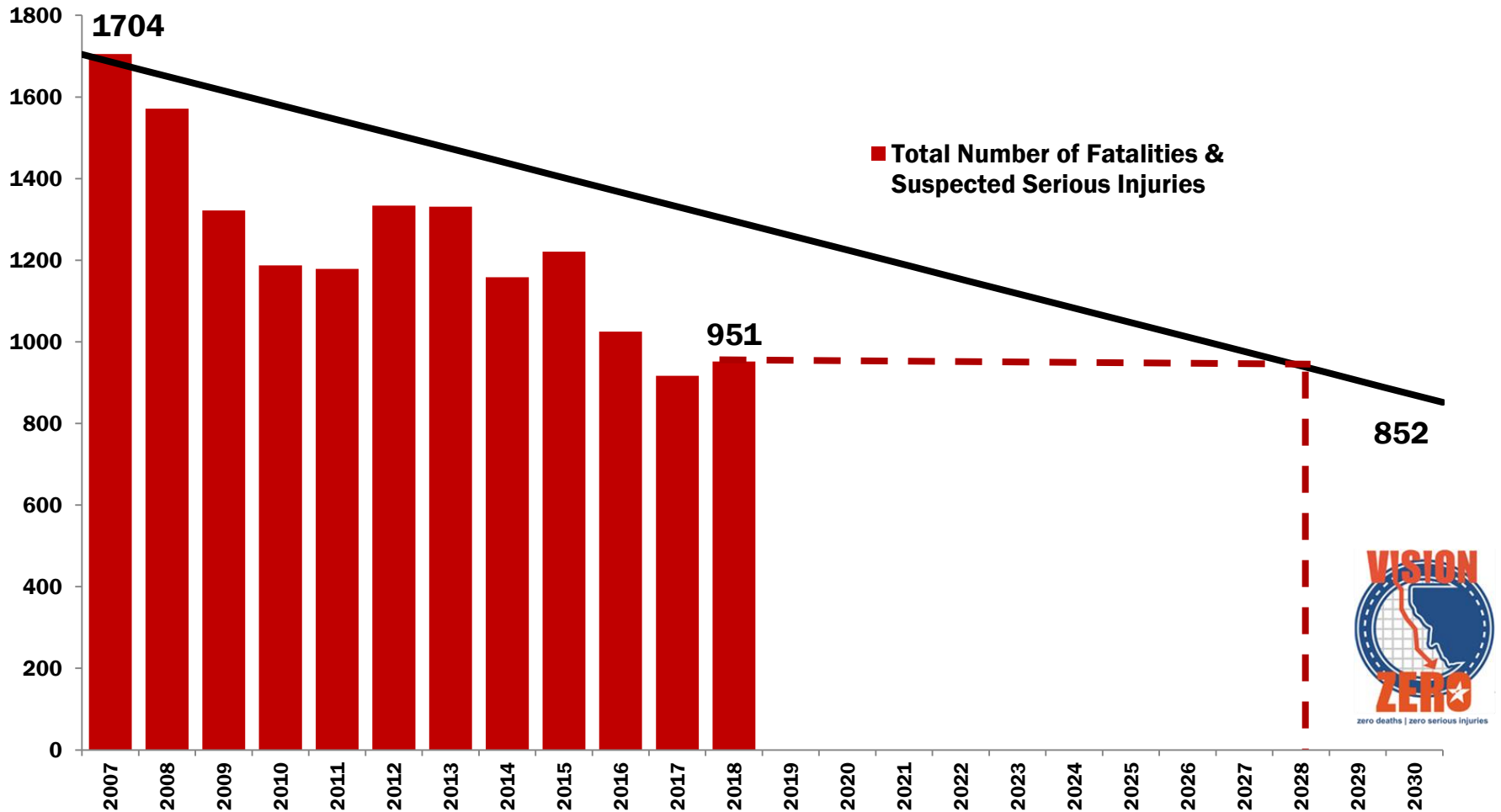
SLOW TRAFFIC AHEAD

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zero deaths | zero serious injuries

MONTANA  
**MDT**  
DEPARTMENT OF TRANSPORTATION  
May 2015

The graphic features a collage of images related to highway safety: a young boy in a car seat, a white car with 'BUCKLE UP' branding, a 'SLOW TRAFFIC AHEAD' sign, a hand holding a car key, and a hand holding a glass of beer. Below these is a photograph of a multi-lane highway with several vehicles driving towards the viewer, set against a backdrop of blue mountains under a clear sky.

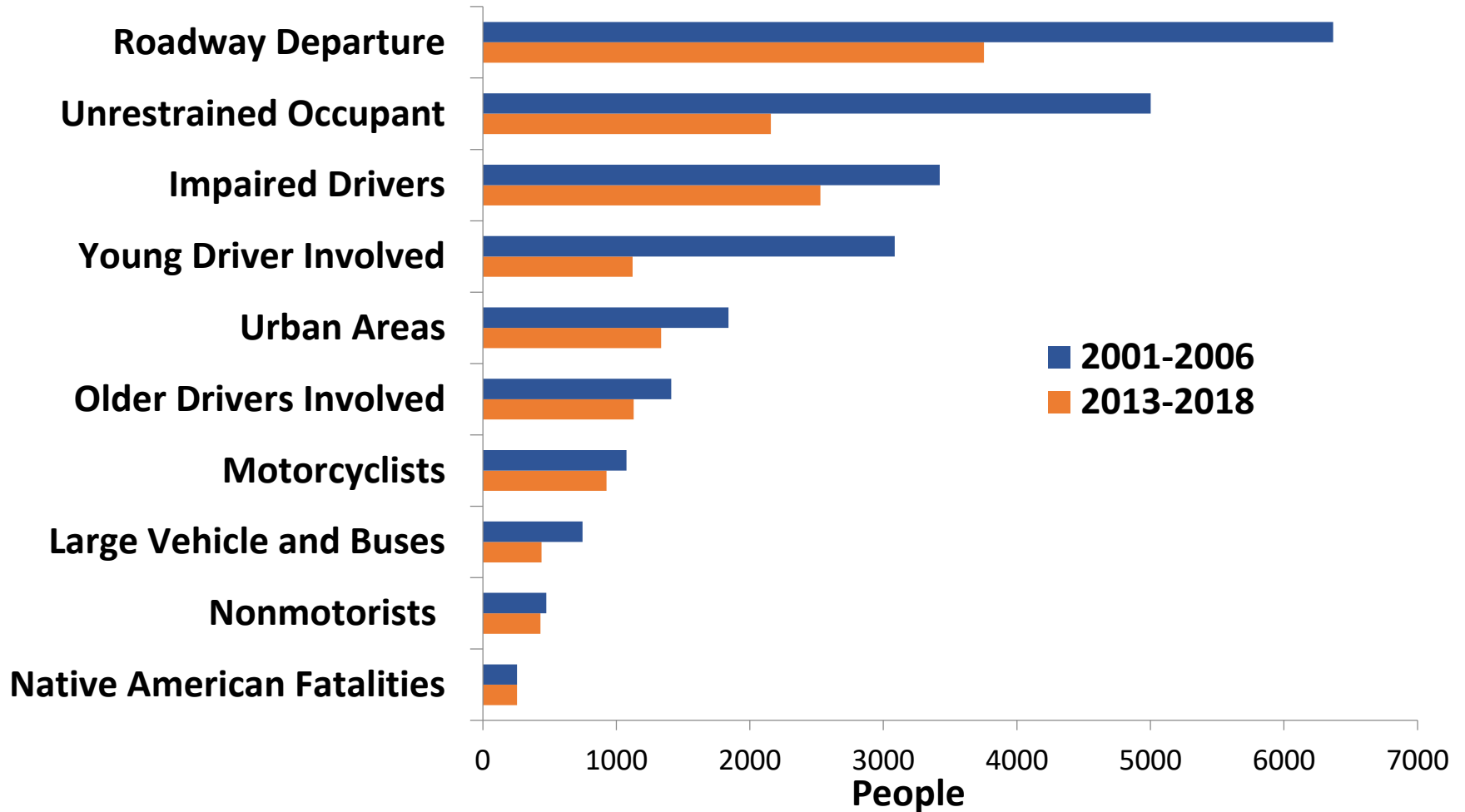
# CHSP Interim Safety Goal



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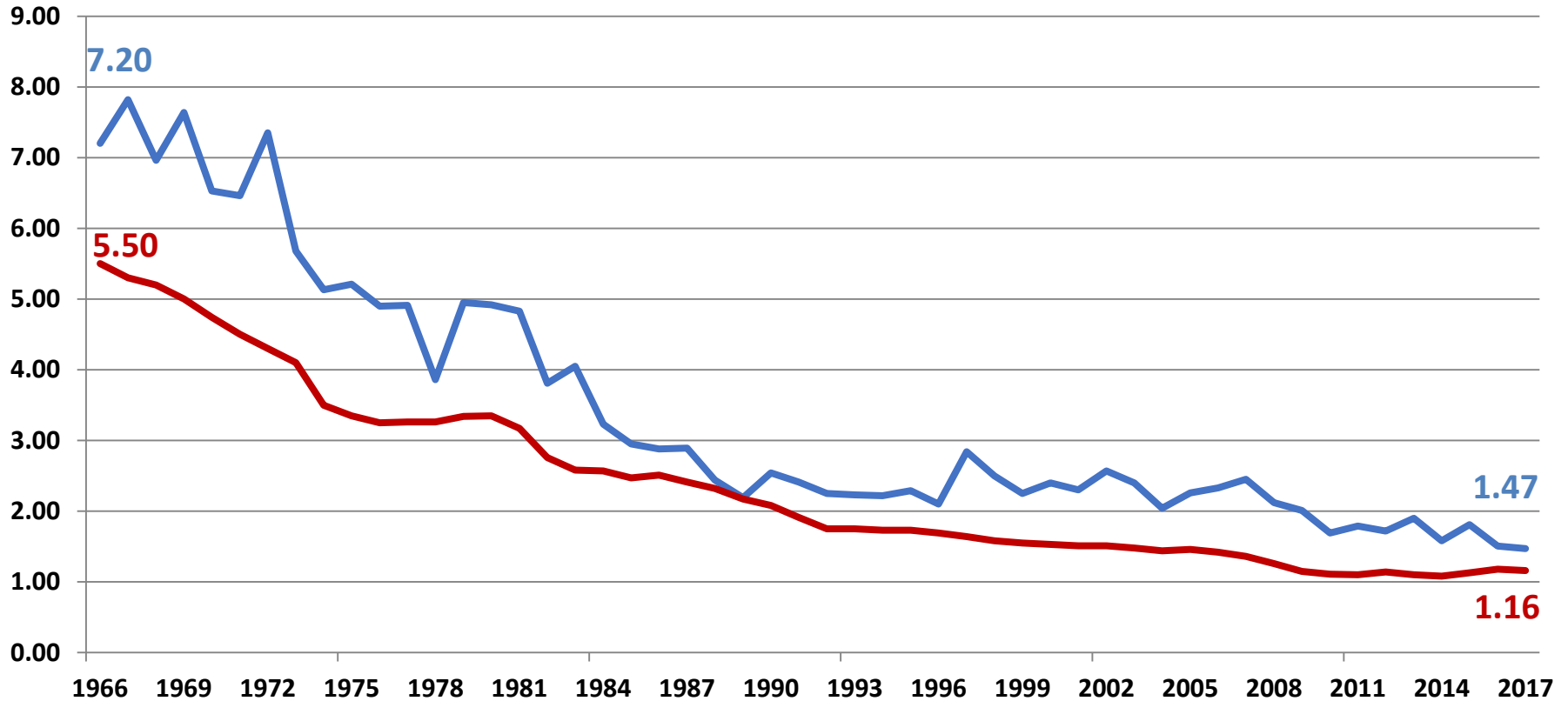
# Fatal & Suspected Serious Injuries Associated with Key Emphasis Areas



# Fatality Rates (1966-2017)

— Montana

— USA

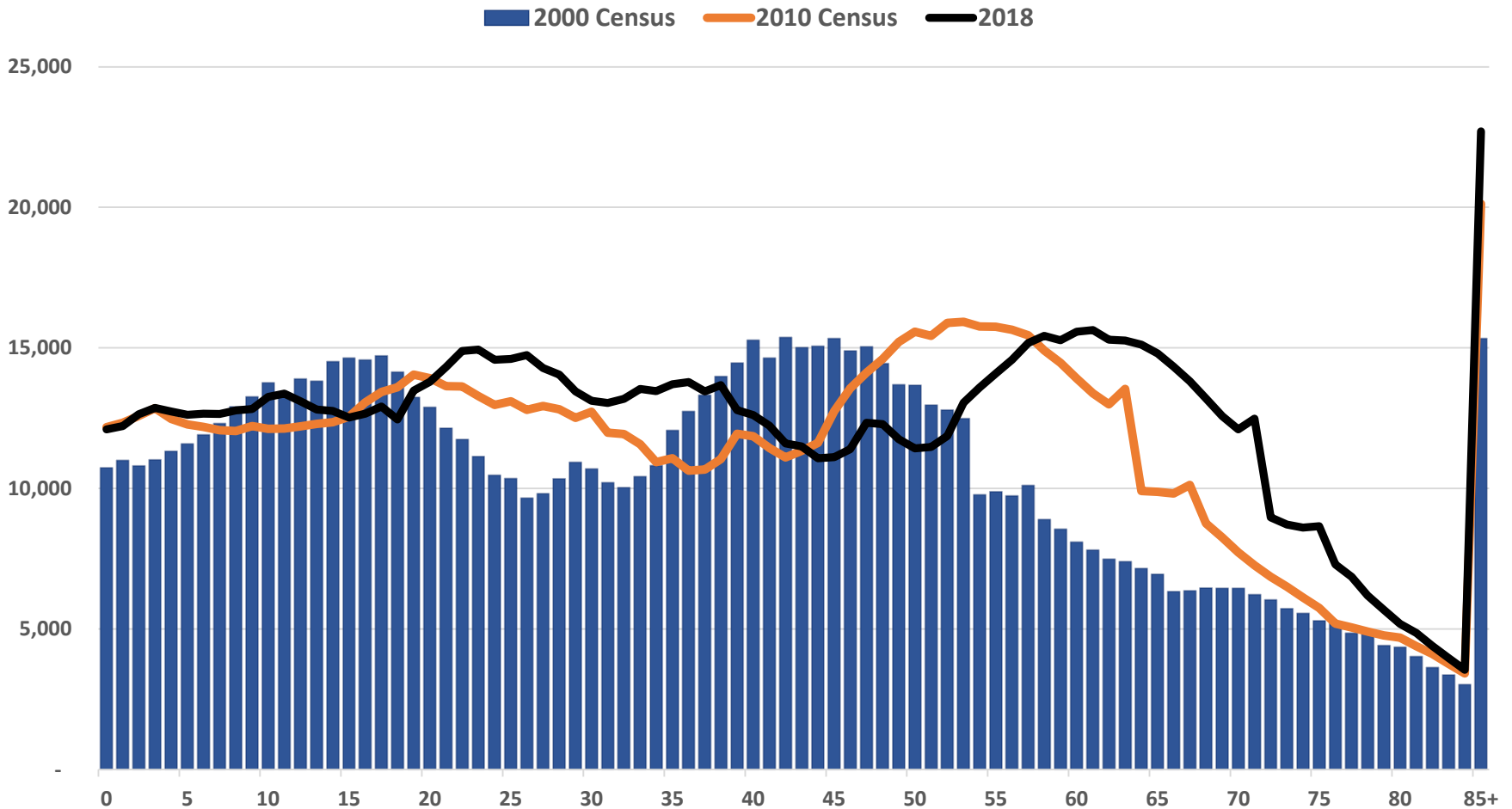


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# Montana Census Population by Age

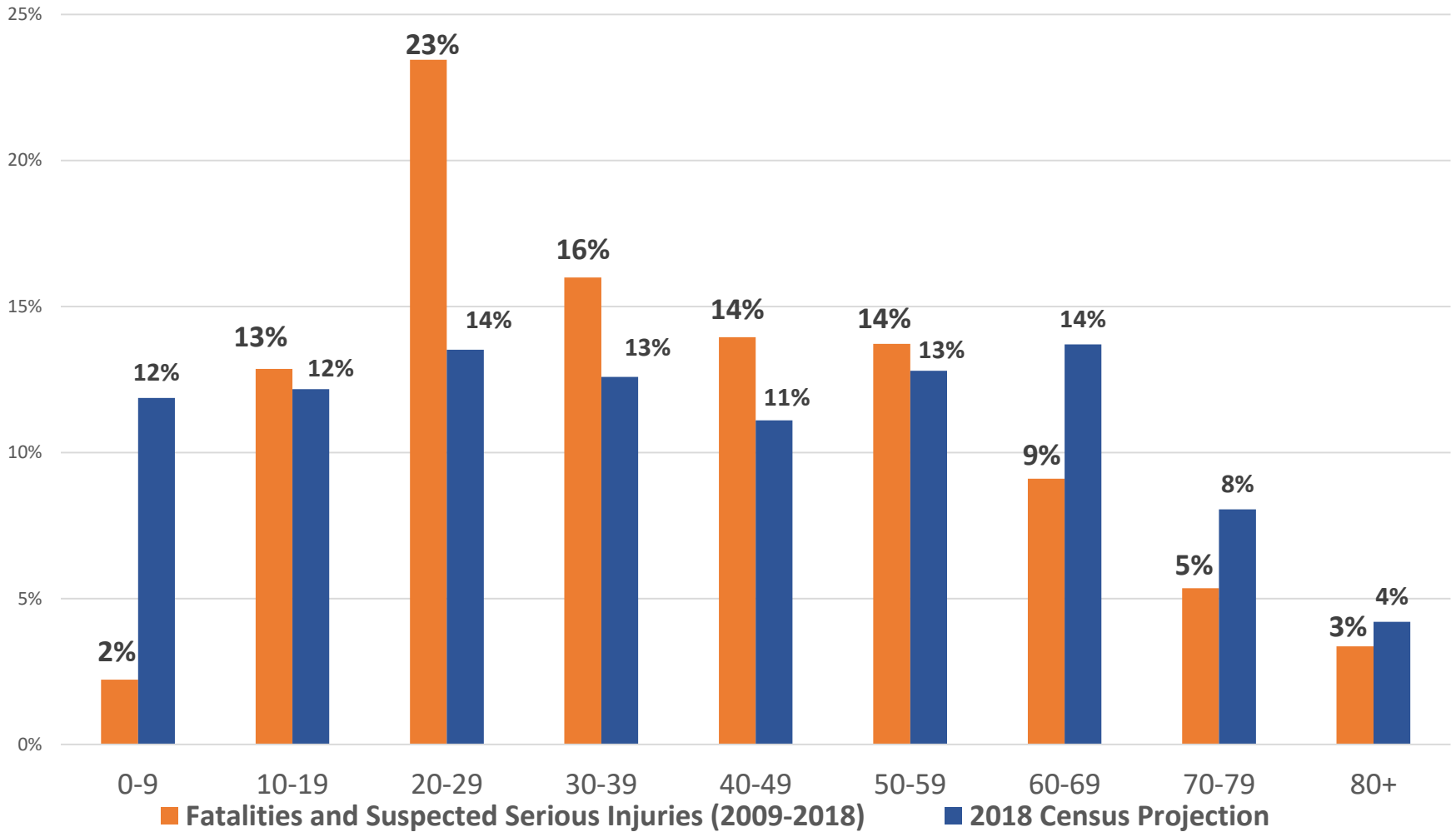
Census 2000 and 2010 and Census Projection 2018



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# Fatalities & Suspected Serious Injuries by Age, 2009-2018

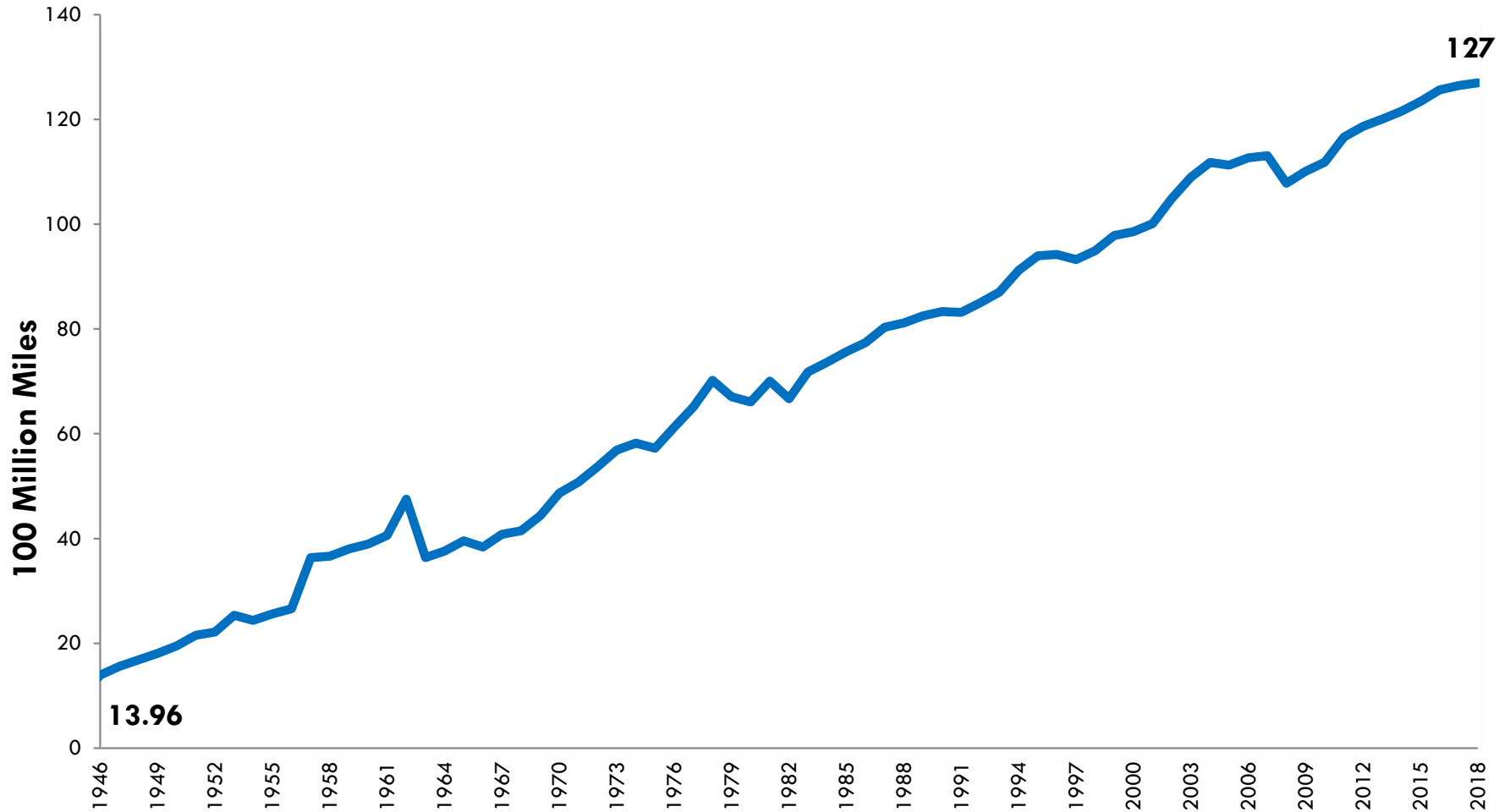


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# MT VMT Crash Trends

## 1946- 2018

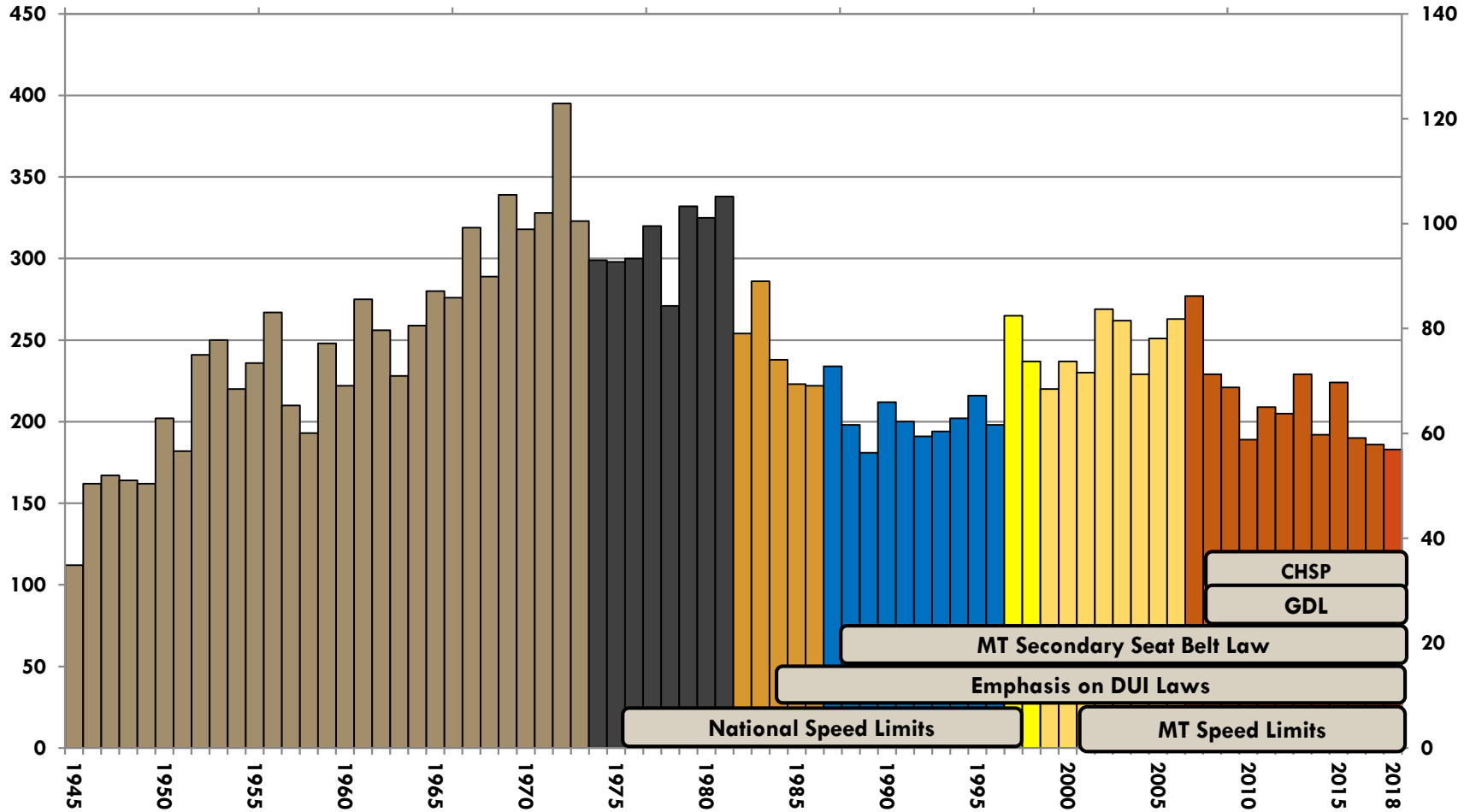


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# Fatalities & Legislative Actions 1945-2018

■ Fatalities — VMT (100 Million Miles)



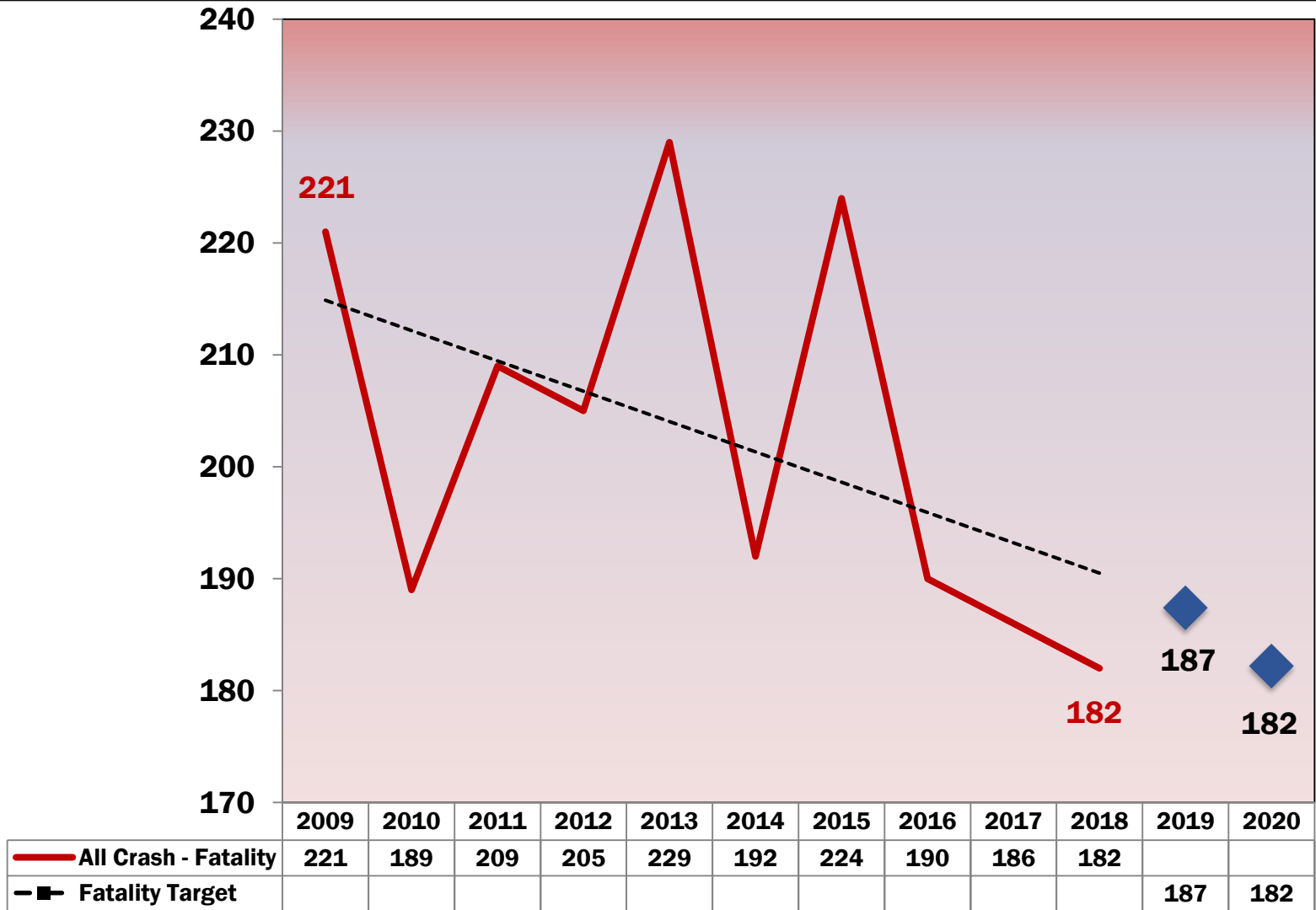
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# CHSP Safety Target

Reduction in the Number of Fatalities



Updated 05/16/2019

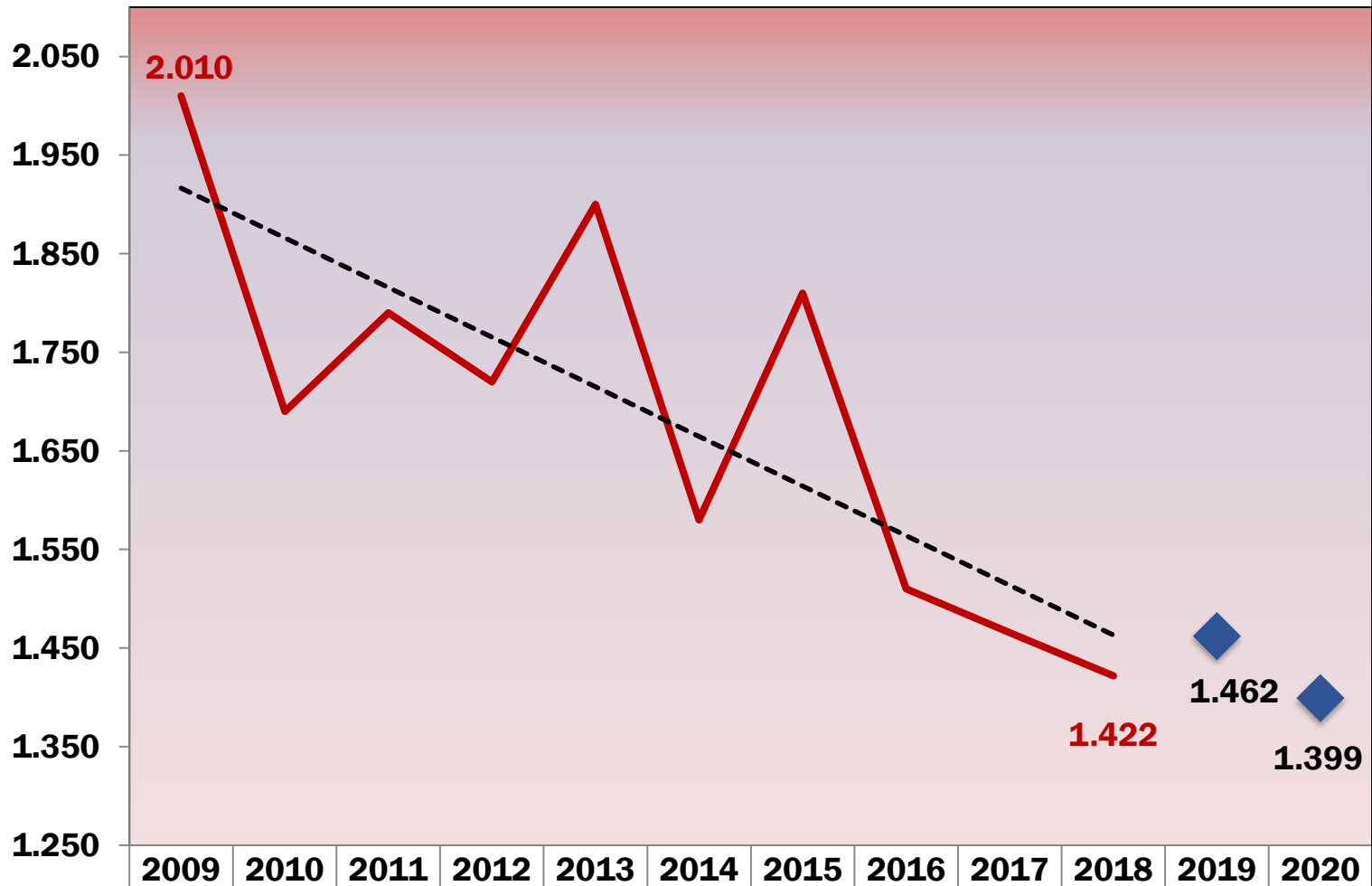
5-Year Average Annual Targets

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# CHSP Safety Target

Reduction in the Fatality Rate



<b>— Fatality Rate (FARS)</b>	<b>2.010</b>	<b>1.690</b>	<b>1.790</b>	<b>1.720</b>	<b>1.900</b>	<b>1.580</b>	<b>1.810</b>	<b>1.510</b>	<b>1.466</b>	<b>1.422</b>		
<b>- - Fatality Rate Target</b>											<b>1.462</b>	<b>1.399</b>

Updated 05/16/2019

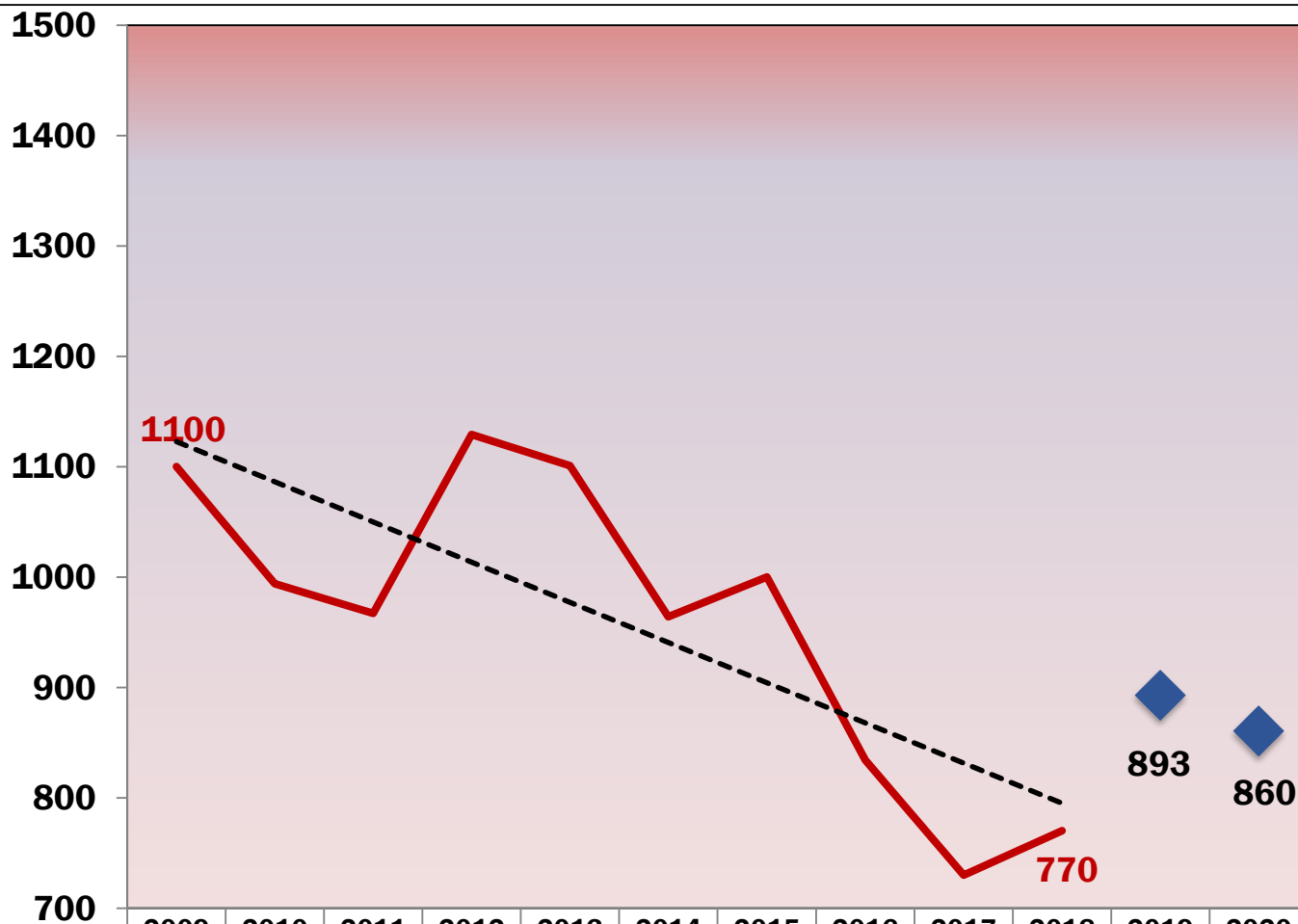
5-Year Average Annual Targets

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# CHSP Safety Target

Reduction in the Number of Suspected Serious Injuries



All Crash - Suspected Serious Injury	1100	994	967	1129	1101	964	1000	834	730	770		
SSI Target											893	860

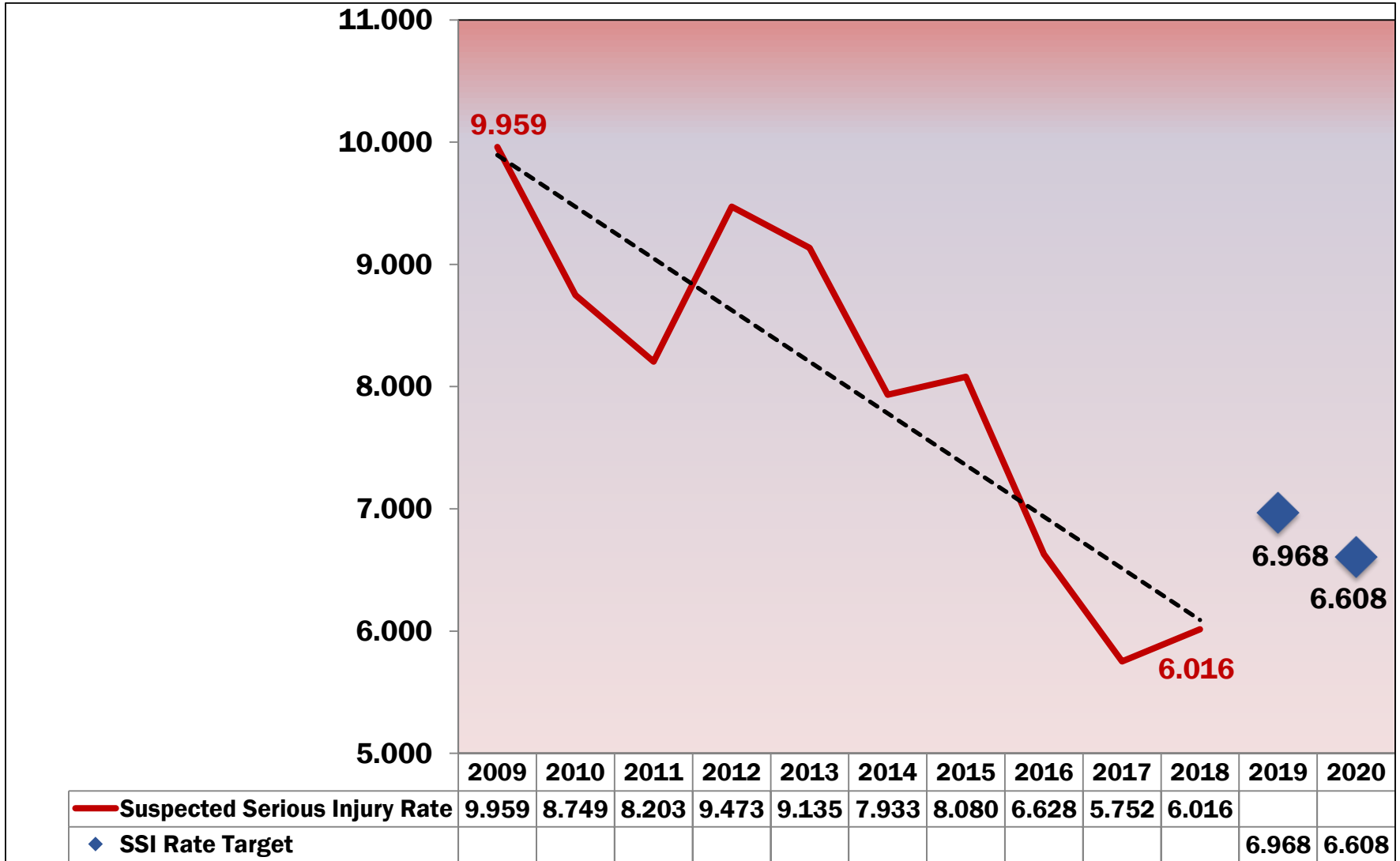
Updated 05/16/2019  
5-Year Average Annual Targets

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# CHSP Safety Target

Reduction in the Suspected Serious Injury Rate



Updated 05/16/2019

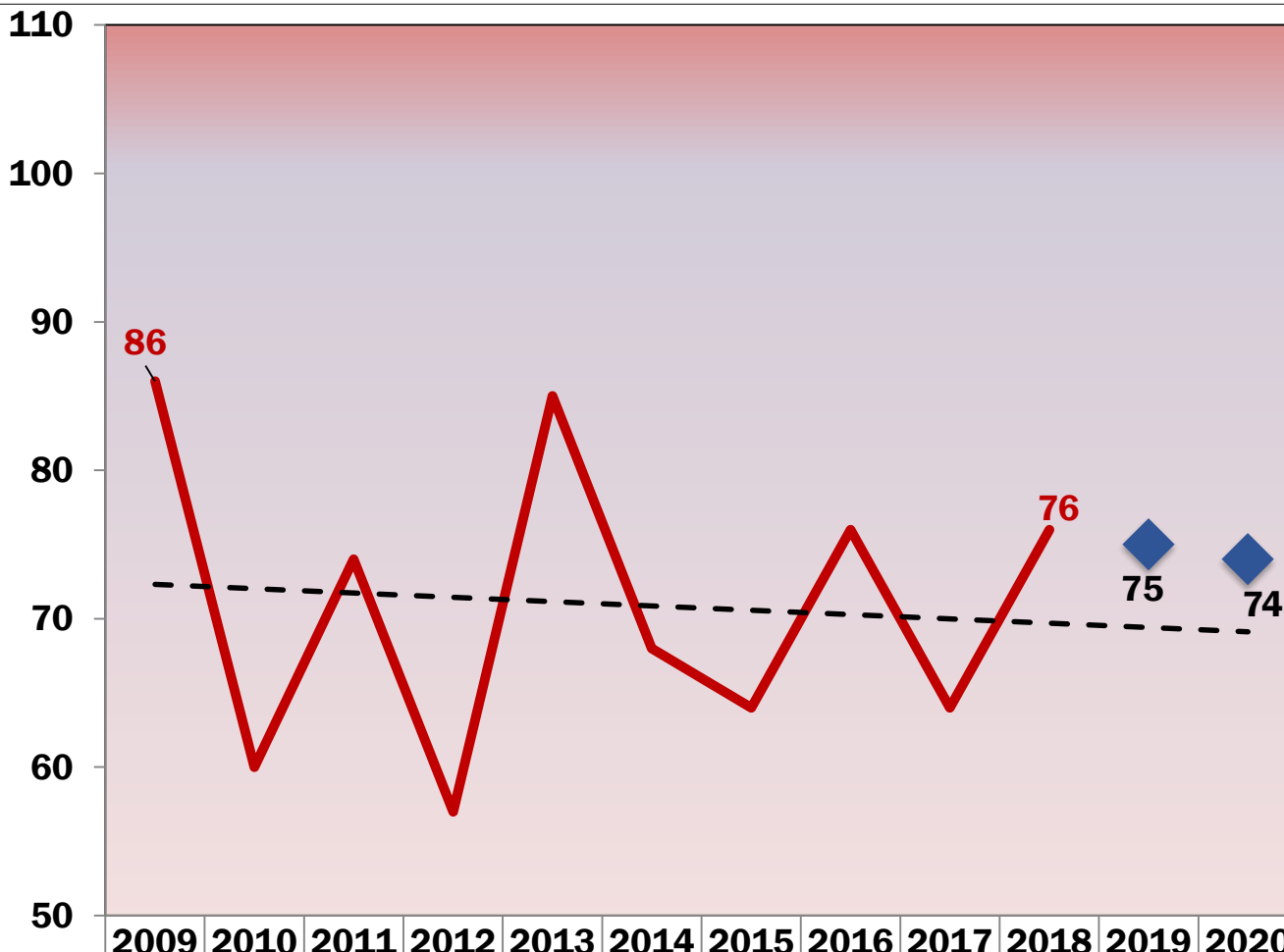
5-Year Average Annual Targets

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# CHSP Safety Target

Reduction in Non-Motorized Fatalities & Suspected Serious Injuries



Non-Motor Fatalities & SSI	86	60	74	57	85	68	64	76	64	76		
Target											75	74

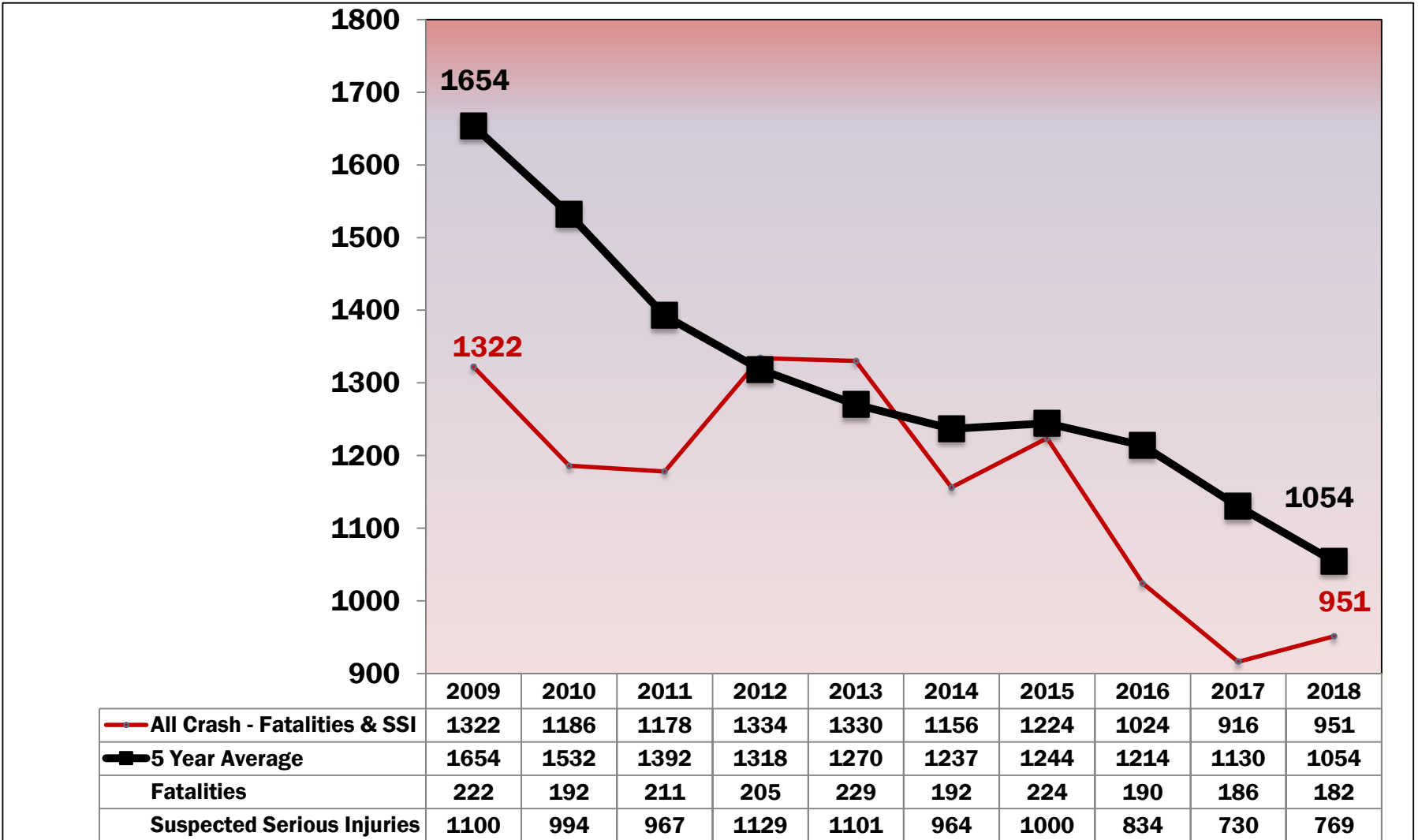
Updated 05/16/2019

5-Year Average Annual Targets

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# Total Fatalities & Suspected Serious Injuries



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# 3-Year All Crashes Severe Injury Trend by Crash Factor

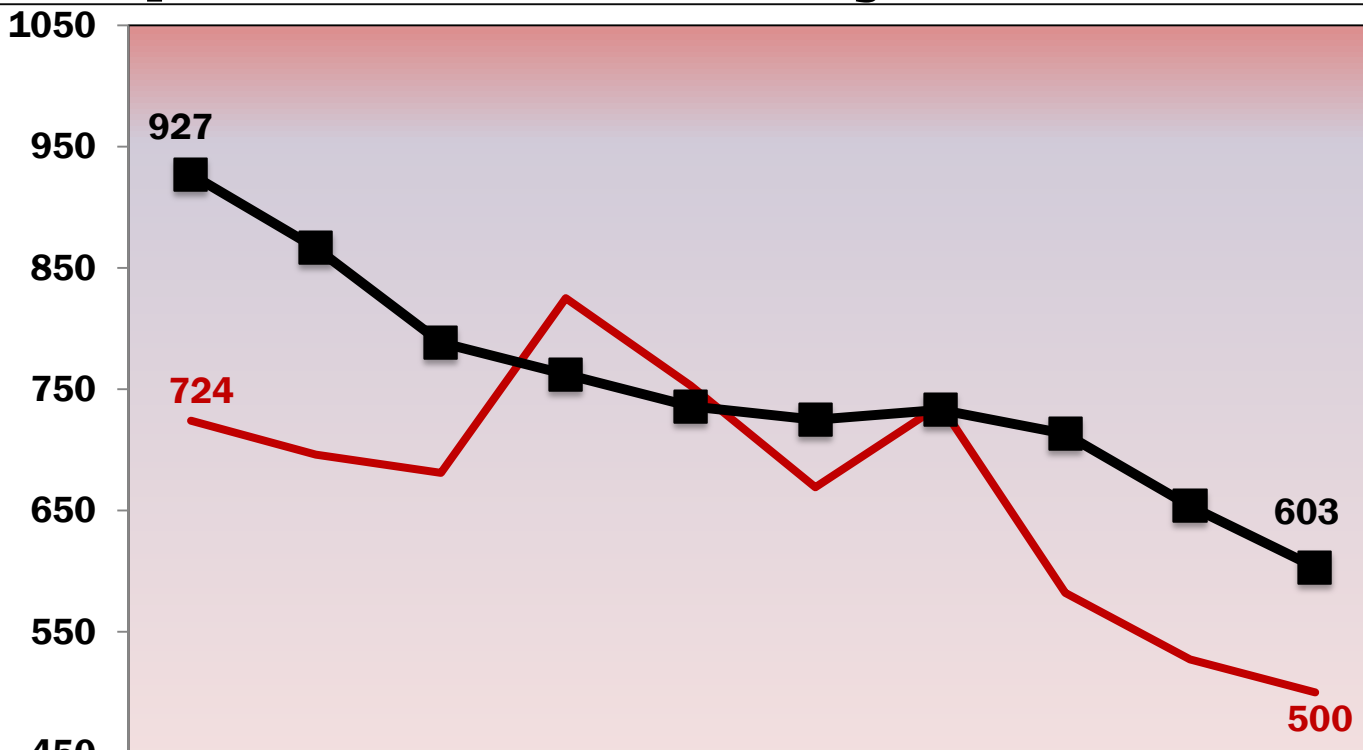
	2016	2017	2018
<b>Fatalities</b>	<b>190</b>	<b>186</b>	<b>182</b>
<b>Suspected Serious Injuries</b>	<b>834</b>	<b>730</b>	<b>769</b>
<b>Severe Injuries</b>	<b>1,024</b>	<b>916</b>	<b>951</b>
<b>Roadway Departure Related Crash (56%)</b>	<b>582</b>	<b>527</b>	<b>500</b>
<b>Impaired Driver Involved (41%)</b>	<b>425</b>	<b>384</b>	<b>376</b>
<b>Unrestrained Occupant (34%)</b>	<b>362</b>	<b>305</b>	<b>312</b>
<b>Intersection Crash (21%)</b>	<b>206</b>	<b>162</b>	<b>234</b>
<b>Male Driver Involved (75%)</b>	<b>759</b>	<b>686</b>	<b>716</b>
<b>Female Driver Involved (42%)</b>	<b>415</b>	<b>389</b>	<b>398</b>
<b>Older Driver Involved (18%)</b>	<b>189</b>	<b>175</b>	<b>166</b>
<b>Young Driver Involved (17%)</b>	<b>177</b>	<b>147</b>	<b>166</b>
<b>Motorcyclist (14%)</b>	<b>137</b>	<b>122</b>	<b>139</b>
<b>Non-motorized Involved (7%)</b>	<b>76</b>	<b>64</b>	<b>76</b>

# 3-Year All Crashes Severe Injury Trend by Crash Factor continued

	2016	2017	2018
<b>Fatalities</b>	<b>190</b>	<b>186</b>	<b>182</b>
<b>Suspected Serious Injuries</b>	<b>834</b>	<b>730</b>	<b>769</b>
<b>Severe Injuries</b>	<b>1,024</b>	<b>916</b>	<b>951</b>
<b>Rural Crash (77%)</b>	<b>825</b>	<b>705</b>	<b>706</b>
<b>June, July, August, and September (46%)</b>	<b>453</b>	<b>412</b>	<b>453</b>
<b>Friday, Saturday, Sunday (49%)</b>	<b>516</b>	<b>441</b>	<b>449</b>
<b>Nighttime (32%)</b>	<b>333</b>	<b>288</b>	<b>301</b>
<b>Shoulder Width&lt;4 Feet (38%)</b>	<b>408</b>	<b>329</b>	<b>361</b>
<b>Single Vehicle (61%)</b>	<b>647</b>	<b>550</b>	<b>556</b>
<b>Careless/Inattentive/Distracted Driver (37%)</b>	<b>411</b>	<b>319</b>	<b>328</b>
<b>Low Volume Roadway (AADT &lt; 750) (36%)</b>	<b>355</b>	<b>399</b>	<b>298</b>
<b>Speed as a Factor (20%)</b>	<b>198</b>	<b>204</b>	<b>180</b>
<b>Large Vehicle (7%)</b>	<b>74</b>	<b>48</b>	<b>68</b>



# Roadway Departure Related Fatalities & Suspected Serious Injuries



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>— Roadway Departure Crash - Fatalities &amp; SSI</b>	<b>724</b>	<b>696</b>	<b>681</b>	<b>825</b>	<b>753</b>	<b>669</b>	<b>737</b>	<b>582</b>	<b>527</b>	<b>500</b>
<b>■ 5 Year Average</b>	<b>927</b>	<b>866</b>	<b>788</b>	<b>762</b>	<b>736</b>	<b>725</b>	<b>733</b>	<b>713</b>	<b>654</b>	<b>603</b>
<b>Fatalities</b>	<b>146</b>	<b>121</b>	<b>142</b>	<b>158</b>	<b>151</b>	<b>128</b>	<b>155</b>	<b>131</b>	<b>125</b>	<b>127</b>
<b>Suspected Serious Injuries</b>	<b>578</b>	<b>575</b>	<b>539</b>	<b>667</b>	<b>602</b>	<b>541</b>	<b>582</b>	<b>451</b>	<b>402</b>	<b>373</b>

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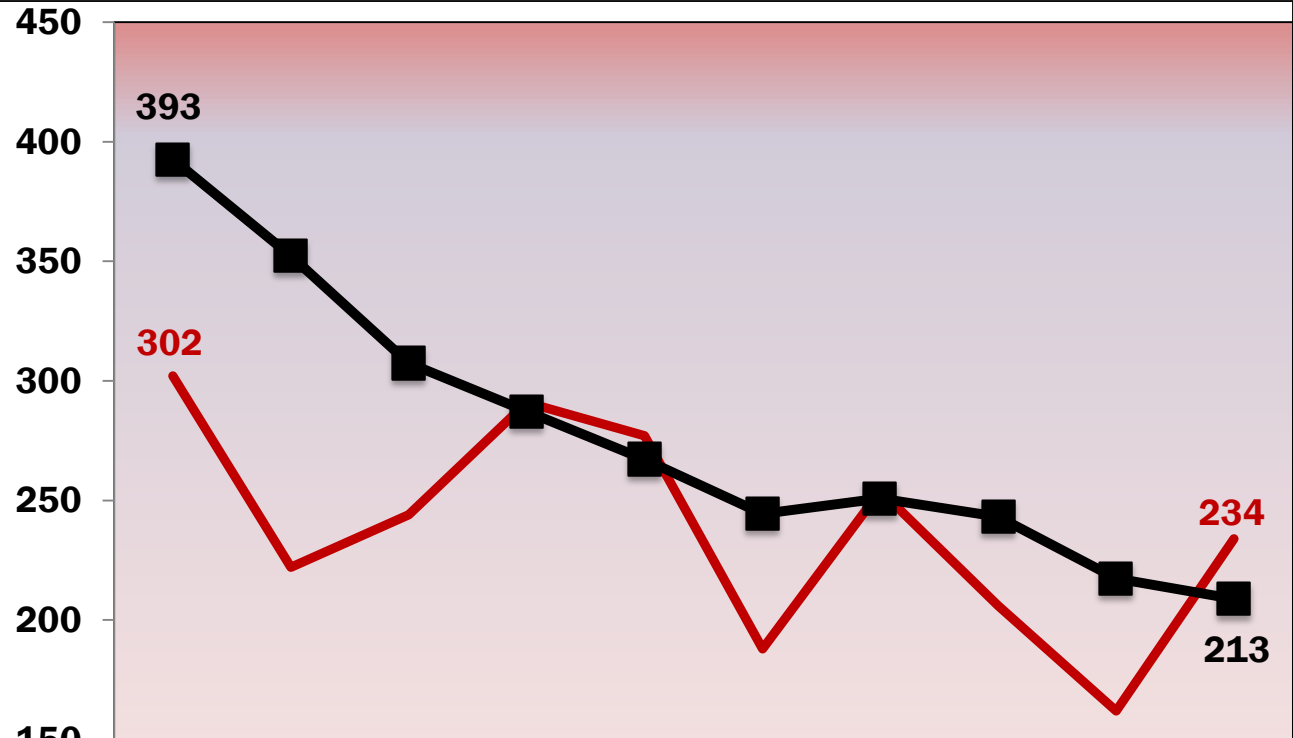
# 3-Year Roadway Departure Related Crash Severe Injury Trend by Crash Factor

	2016	2017	2018
<b>Fatalities</b>	<b>131</b>	<b>125</b>	<b>127</b>
<b>Suspected Serious Injuries</b>	<b>451</b>	<b>402</b>	<b>373</b>
<b>Severe Injuries</b>	<b>582</b>	<b>527</b>	<b>500</b>
<b>Impaired Driver Involved (53%)</b>	<b>293</b>	<b>280</b>	<b>273</b>
<b>Unrestrained Occupant (45%)</b>	<b>276</b>	<b>229</b>	<b>226</b>
<b>Older Driver Involved (13%)</b>	<b>87</b>	<b>83</b>	<b>46</b>
<b>Young Driver Involved (14%)</b>	<b>86</b>	<b>71</b>	<b>75</b>
<b>Male Driver Involved (71%)</b>	<b>401</b>	<b>381</b>	<b>366</b>
<b>Female Driver Involved (36%)</b>	<b>216</b>	<b>194</b>	<b>177</b>
<b>Motorcycle Involved (12%)</b>	<b>61</b>	<b>63</b>	<b>67</b>

# 3-Year Roadway Departure Related Severe Injury Trend by Crash Factor continued

	2016	2017	2018
<b>Fatalities</b>	<b>131</b>	<b>125</b>	<b>127</b>
<b>Suspected Serious Injuries</b>	<b>451</b>	<b>402</b>	<b>373</b>
<b>Severe Injuries</b>	<b>582</b>	<b>527</b>	<b>500</b>
<b>Rural Crash (91%)</b>	<b>540</b>	<b>468</b>	<b>451</b>
<b>June, July, August, and September (47%)</b>	<b>274</b>	<b>235</b>	<b>252</b>
<b>Friday, Saturday, Sunday (51%)</b>	<b>304</b>	<b>274</b>	<b>245</b>
<b>Speed Limit &gt;35 MPH (79%)</b>	<b>468</b>	<b>401</b>	<b>405</b>
<b>Shoulder Width &lt;4 Feet (41%)</b>	<b>250</b>	<b>198</b>	<b>206</b>
<b>Careless/Inattentive/Distracted Driver (39%)</b>	<b>255</b>	<b>204</b>	<b>167</b>
<b>Nighttime (35%)</b>	<b>208</b>	<b>169</b>	<b>183</b>
<b>January, February, November, December (21%)</b>	<b>129</b>	<b>98</b>	<b>113</b>

# Intersection Related Fatalities & Suspected Serious Injuries



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>— Intersection Crash - Fatalities &amp; SSI</b>	302	222	244	291	277	188	254	206	162	234
<b>■ 5 Year Average</b>	393	352	307	287	267	244	251	243	217	209
<b>Fatalities</b>	32	30	29	18	27	20	30	15	17	21
<b>Suspected Serious Injuries</b>	270	192	215	273	250	168	224	191	145	213

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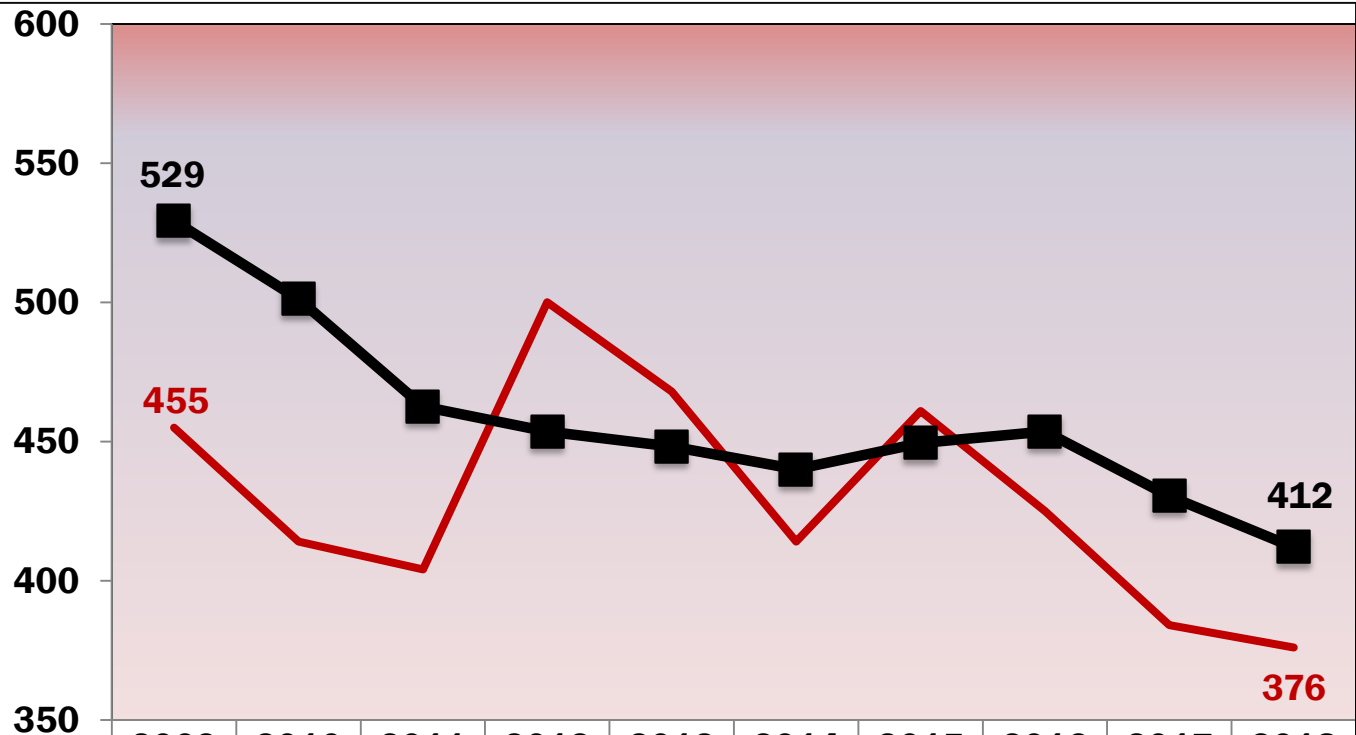
# 3-Year Intersection Related Severe Injury Trend by Crash Factor

	2016	2017	2018
<b>Fatalities</b>	<b>15</b>	<b>17</b>	<b>21</b>
<b>Suspected Serious Injuries</b>	<b>191</b>	<b>145</b>	<b>213</b>
<b>Severe Injuries</b>	<b>206</b>	<b>162</b>	<b>234</b>
<b>Impaired Driver Involved (27%)</b>	<b>66</b>	<b>35</b>	<b>61</b>
<b>Unrestrained Occupant (20%)</b>	<b>44</b>	<b>33</b>	<b>44</b>
<b>Older Driver Involved (26%)</b>	<b>49</b>	<b>36</b>	<b>72</b>
<b>Young Driver Involved (24%)</b>	<b>51</b>	<b>35</b>	<b>61</b>
<b>Male Driver Involved (78%)</b>	<b>163</b>	<b>127</b>	<b>179</b>
<b>Female Driver Involved (55%)</b>	<b>105</b>	<b>98</b>	<b>126</b>
<b>Speed Limit &gt;35 MPH (44%)</b>	<b>88</b>	<b>77</b>	<b>102</b>
<b>Non-motorized Involved (14%)</b>	<b>32</b>	<b>24</b>	<b>27</b>
<b>Motorcyclist (13%)</b>	<b>25</b>	<b>23</b>	<b>32</b>

# 3-Year Intersection Crashes Severe Injury Trend by Crash Factor continued

	2016	2017	2018
<b>Fatalities</b>	<b>15</b>	<b>17</b>	<b>21</b>
<b>Suspected Serious Injuries</b>	<b>191</b>	<b>145</b>	<b>213</b>
<b>Severe Injuries</b>	<b>206</b>	<b>162</b>	<b>234</b>
<b>Rural Crash (48%)</b>	<b>104</b>	<b>72</b>	<b>111</b>
<b>June, July, August, and September (43%)</b>	<b>73</b>	<b>70</b>	<b>115</b>
<b>Friday, Saturday, Sunday (42%)</b>	<b>85</b>	<b>58</b>	<b>107</b>
<b>Careless/Inattentive/Distracted Driver (35%)</b>	<b>81</b>	<b>49</b>	<b>82</b>
<b>Low Volume Roadway (AADT &lt; 750) (35%)</b>	<b>80</b>	<b>64</b>	<b>66</b>
<b>Nighttime (24%)</b>	<b>58</b>	<b>33</b>	<b>54</b>
<b>Shoulder Width &lt;4 Feet (35%)</b>	<b>72</b>	<b>54</b>	<b>85</b>
<b>More Than 2 Travel Lanes (25%)</b>	<b>40</b>	<b>32</b>	<b>81</b>
<b>Single Vehicle (23%)</b>	<b>54</b>	<b>36</b>	<b>49</b>
<b>Speed as a Factor (12%)</b>	<b>32</b>	<b>18</b>	<b>21</b>

# Impaired Driver Involved Fatalities & Suspected Serious Injuries



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>— Impaired Driver Involved - Fatalities &amp; SSI</b>	<b>455</b>	<b>414</b>	<b>404</b>	<b>500</b>	<b>468</b>	<b>414</b>	<b>461</b>	<b>425</b>	<b>384</b>	<b>376</b>
<b>■ 5 Year Average</b>	<b>529</b>	<b>501</b>	<b>463</b>	<b>454</b>	<b>448</b>	<b>440</b>	<b>449</b>	<b>454</b>	<b>430</b>	<b>412</b>
<b>Fatalities</b>	<b>133</b>	<b>107</b>	<b>113</b>	<b>127</b>	<b>136</b>	<b>117</b>	<b>129</b>	<b>128</b>	<b>114</b>	<b>117</b>
<b>Suspected Serious Injuries</b>	<b>322</b>	<b>307</b>	<b>291</b>	<b>373</b>	<b>332</b>	<b>297</b>	<b>332</b>	<b>297</b>	<b>270</b>	<b>259</b>

# 3-Year Impaired Driver Involved Severe Injury Trend by Crash Factor

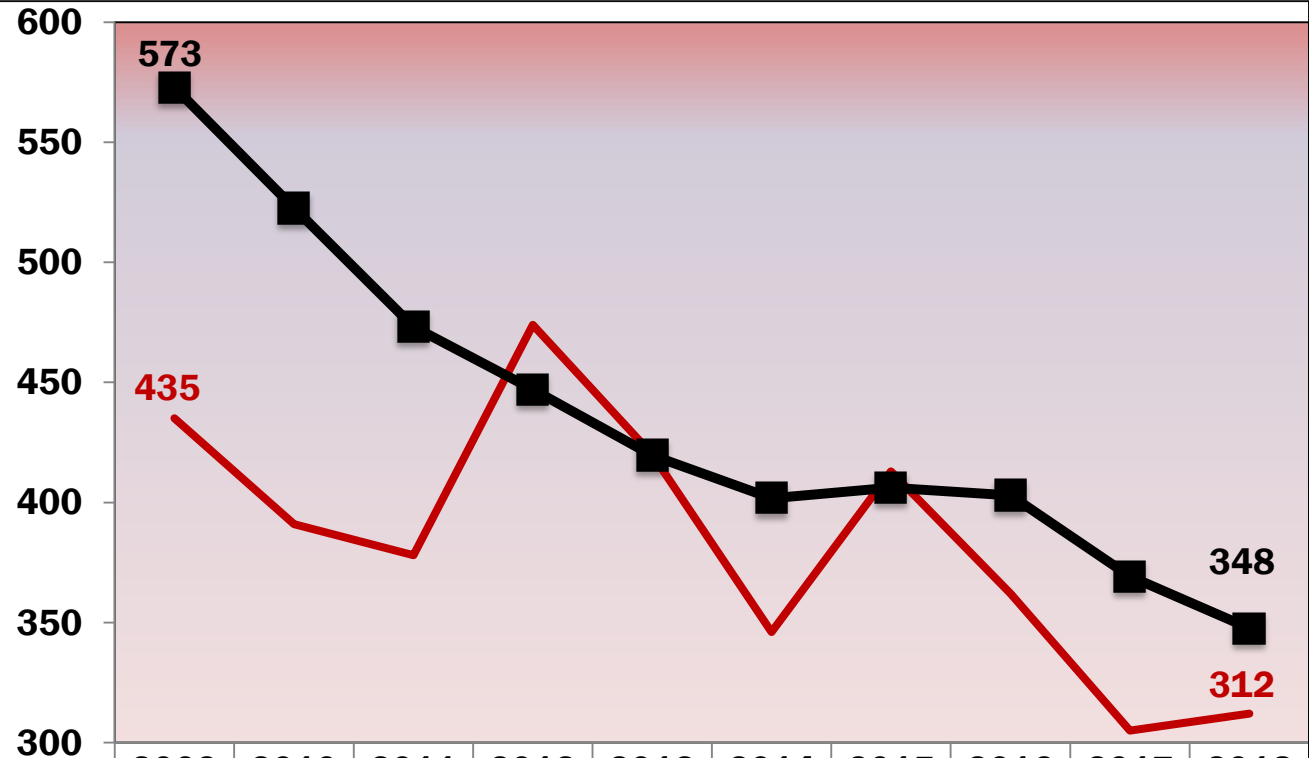
	2016	2017	2018
<b>Fatalities</b>	<b>128</b>	<b>114</b>	<b>117</b>
<b>Suspected Serious Injuries</b>	<b>297</b>	<b>270</b>	<b>259</b>
<b>Severe Injuries</b>	<b>425</b>	<b>384</b>	<b>376</b>
<b>Roadway Departure Crash (71%)</b>	<b>293</b>	<b>280</b>	<b>273</b>
<b>Intersection Crash (14%)</b>	<b>66</b>	<b>35</b>	<b>61</b>
<b>Unrestrained Occupant (54%)</b>	<b>242</b>	<b>191</b>	<b>205</b>
<b>Impaired Male Driver Involved (72%)</b>	<b>303</b>	<b>272</b>	<b>278</b>
<b>Impaired Female Driver Involved (30%)</b>	<b>125</b>	<b>118</b>	<b>107</b>
<b>Impaired Young Driver Involved (13%)</b>	<b>44</b>	<b>56</b>	<b>54</b>
<b>Impaired Older Driver Involved (6%)</b>	<b>24</b>	<b>27</b>	<b>17</b>
<b>Impaired Motorcyclist Driver (9%)</b>	<b>36</b>	<b>31</b>	<b>35</b>



# 3-Year Impaired Driver Involved Severe Injury Trend by Crash Factor continued

	2016	2017	2018
<b>Fatalities</b>	<b>128</b>	<b>114</b>	<b>117</b>
<b>Suspected Serious Injuries</b>	<b>297</b>	<b>270</b>	<b>259</b>
<b>Severe Injuries</b>	<b>425</b>	<b>384</b>	<b>376</b>
<b>Rural Crash (88%)</b>	<b>377</b>	<b>333</b>	<b>331</b>
<b>June, July, August, and September (44%)</b>	<b>171</b>	<b>163</b>	<b>189</b>
<b>Friday, Saturday, Sunday (54%)</b>	<b>235</b>	<b>206</b>	<b>196</b>
<b>Single Vehicle Crash (70%)</b>	<b>300</b>	<b>257</b>	<b>268</b>
<b>Speed Limit &gt; 55 MPH (57%)</b>	<b>233</b>	<b>228</b>	<b>215</b>
<b>Nighttime (46%)</b>	<b>193</b>	<b>170</b>	<b>186</b>
<b>Shoulder Width &lt;4 Feet (44%)</b>	<b>191</b>	<b>152</b>	<b>180</b>
<b>Low Volume Roadway (AADT &lt; 750) (42%)</b>	<b>183</b>	<b>183</b>	<b>137</b>
<b>Careless/Inattentive/Distracted Driver (31%)</b>	<b>154</b>	<b>105</b>	<b>107</b>
<b>Speed as a Factor (23%)</b>	<b>102</b>	<b>85</b>	<b>82</b>
<b>More Than 2 Travel Lanes (18%)</b>	<b>90</b>	<b>68</b>	<b>61</b>

# Unrestrained Occupants Fatalities & Suspected Serious Injuries



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>— Unrestrained Vehicle Occupant - Fatalities &amp; SSI</b>	435	391	378	474	420	346	413	362	305	312
<b>■ 5 Year Average</b>	573	523	473	447	420	402	406	403	369	348
<b>Fatalities</b>	107	90	110	114	105	100	118	95	84	88
<b>Suspected Serious Injuries</b>	328	301	268	360	315	246	295	267	221	224

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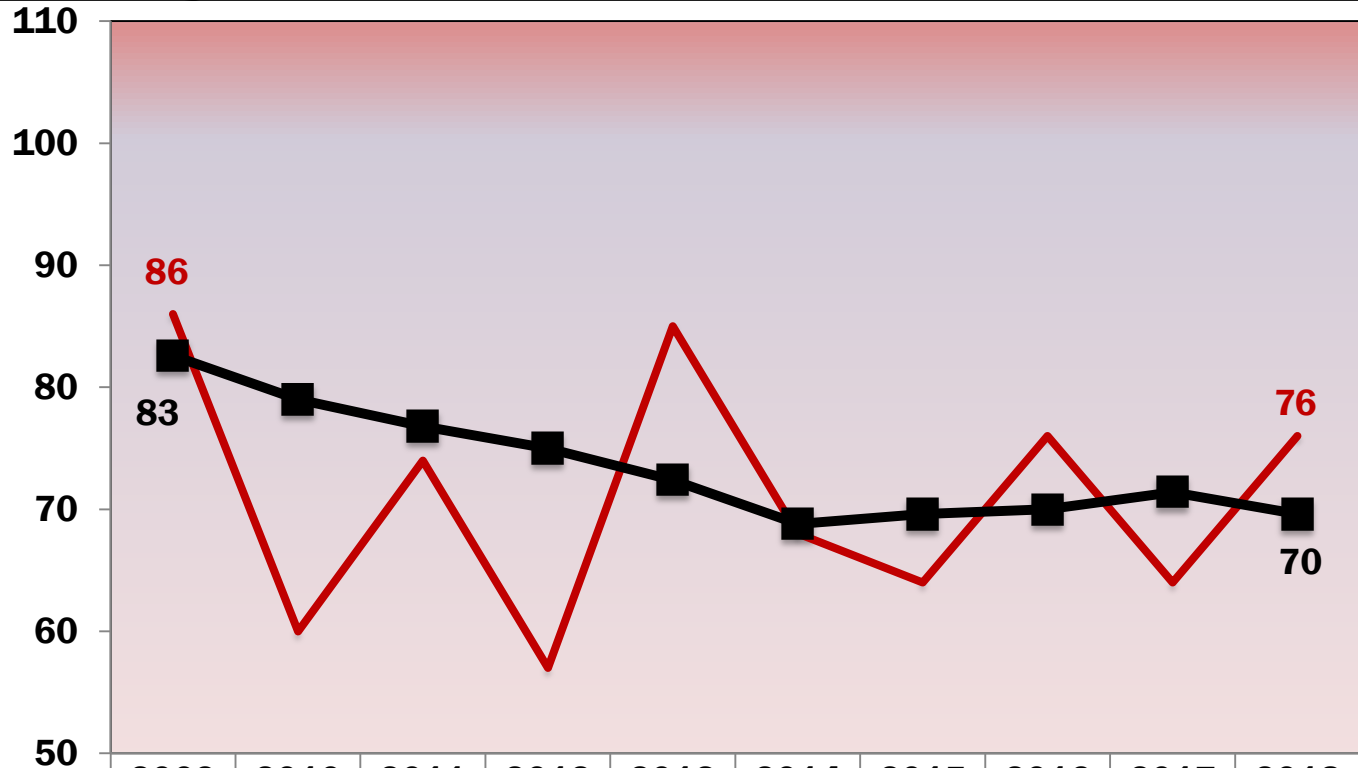
# 3-Year Unrestrained Occupant Severe Injury Trend by Crash Factor

	2016	2017	2018
<b>Fatalities</b>	<b>95</b>	<b>84</b>	<b>88</b>
<b>Suspected Serious Injuries</b>	<b>267</b>	<b>221</b>	<b>224</b>
<b>Severe Injuries</b>	<b>362</b>	<b>305</b>	<b>312</b>
<b>Roadway Departure Crash (85%)</b>	<b>332</b>	<b>276</b>	<b>229</b>
<b>Intersection Crash (13%)</b>	<b>46</b>	<b>44</b>	<b>33</b>
<b>Impaired Driver Involved (72%)</b>	<b>215</b>	<b>250</b>	<b>242</b>
<b>Young Driver Involved (23%)</b>	<b>94</b>	<b>65</b>	<b>64</b>
<b>Older Driver Involved (13%)</b>	<b>44</b>	<b>41</b>	<b>40</b>
<b>Unrestrained Young Driver (12%)</b>	<b>50</b>	<b>36</b>	<b>28</b>
<b>Unrestrained Older Driver (7%)</b>	<b>26</b>	<b>18</b>	<b>21</b>

# 3-Year Unrestrained Occupant Severe Injury Trend by Crash Factor continued

	2016	2017	2018
<b>Fatalities</b>	<b>95</b>	<b>84</b>	<b>88</b>
<b>Suspected Serious Injuries</b>	<b>267</b>	<b>221</b>	<b>224</b>
<b>Severe Injuries</b>	<b>362</b>	<b>305</b>	<b>312</b>
<b>Rural Crash (92%)</b>	<b>344</b>	<b>269</b>	<b>284</b>
<b>June, July, August and September (41%)</b>	<b>138</b>	<b>127</b>	<b>134</b>
<b>Friday, Saturday, Sunday (50%)</b>	<b>184</b>	<b>156</b>	<b>146</b>
<b>Speed Limit &gt;35 MPH (81%)</b>	<b>294</b>	<b>244</b>	<b>252</b>
<b>Single Vehicle Crash (77%)</b>	<b>283</b>	<b>237</b>	<b>230</b>
<b>Shoulder Width &lt;4 Feet (49%)</b>	<b>208</b>	<b>158</b>	<b>113</b>
<b>Nighttime (45%)</b>	<b>161</b>	<b>129</b>	<b>146</b>
<b>Low Volume Roadway (AADT &lt; 750) (44%)</b>	<b>152</b>	<b>159</b>	<b>123</b>
<b>Unrestrained Pickup Occupants (34%)</b>	<b>119</b>	<b>105</b>	<b>110</b>
<b>Speed as a Factor (24%)</b>	<b>77</b>	<b>80</b>	<b>77</b>
<b>More Than 2 Travel Lanes (20%)</b>	<b>62</b>	<b>81</b>	<b>55</b>

# Non-Motorized Fatalities & Suspected Serious Injuries (Pedestrians & Bicyclists)



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>— Non-Motorist Fatalities &amp; SSI</b>	86	60	74	57	85	68	64	76	64	76
<b>■ 5-Year Average</b>	83	79	77	75	72	69	70	70	71	70
<b>Fatalities</b>	16	10	16	9	24	12	15	14	15	17
<b>Suspected Serious Injuries</b>	70	50	58	48	61	56	49	62	49	59

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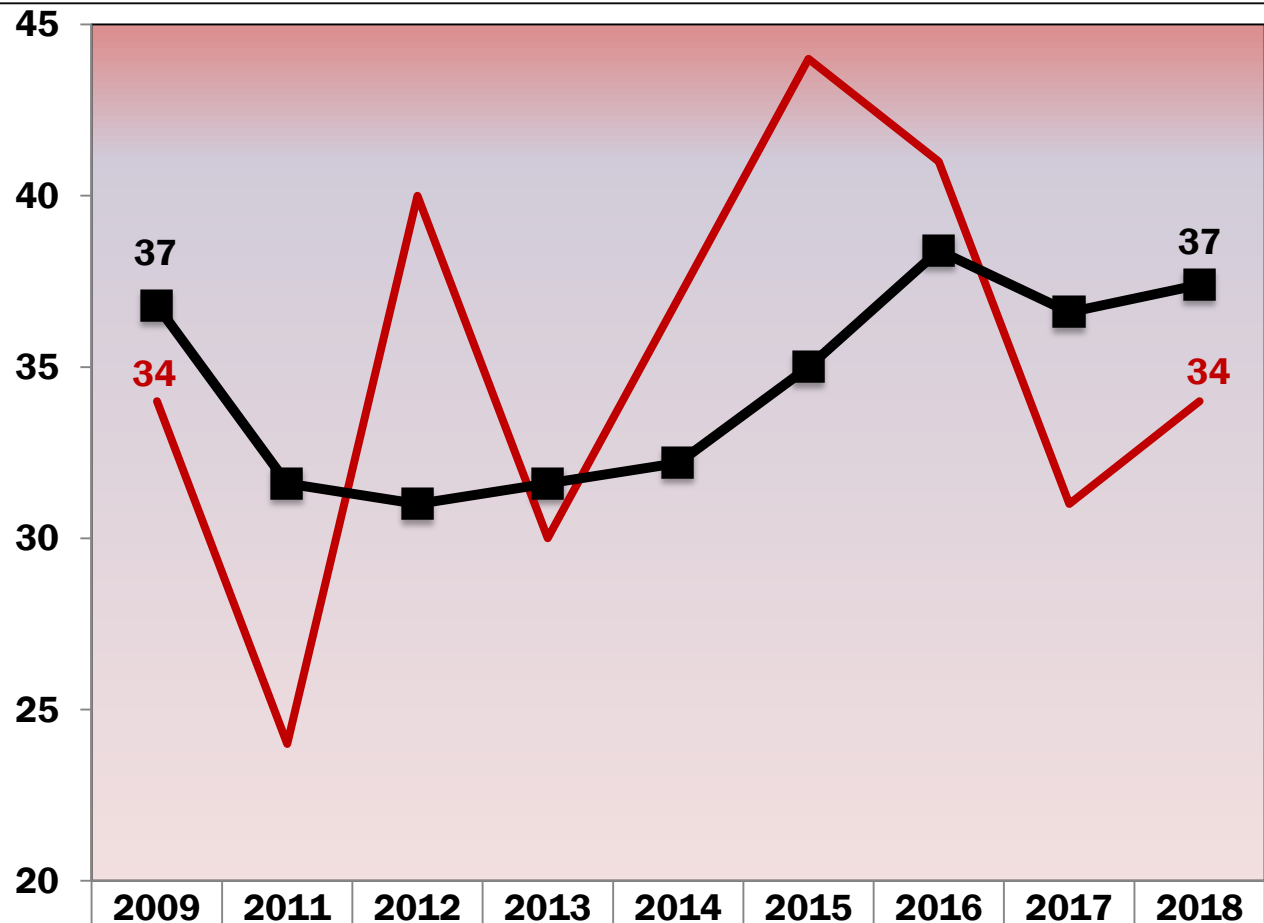
# 3-Year Non-Motorized Involved Severe Injury Trend (Pedestrians & Bicyclists)

	2016	2017	2018
<b>Fatalities</b>	<b>14</b>	<b>15</b>	<b>17</b>
<b>Suspected Serious Injuries</b>	<b>62</b>	<b>49</b>	<b>59</b>
<b>Severe Injuries</b>	<b>76</b>	<b>64</b>	<b>76</b>
<b>Intersection Crash (38%)</b>	<b>32</b>	<b>24</b>	<b>27</b>
<b>Impaired Driver Involved (16%)</b>	<b>11</b>	<b>12</b>	<b>12</b>
<b>Urban Crash (67%)</b>	<b>48</b>	<b>45</b>	<b>52</b>
<b>June, July, August, and September (43%)</b>	<b>32</b>	<b>29</b>	<b>31</b>
<b>Friday, Saturday, Sunday (43%)</b>	<b>35</b>	<b>25</b>	<b>33</b>
<b>Nighttime (46%)</b>	<b>30</b>	<b>33</b>	<b>37</b>
<b>November, December, January, and February (25%)</b>	<b>13</b>	<b>22</b>	<b>19</b>

# 3-Year Non-Motorized Involved Severe Injury Trend by Crash Factor continued

	2016	2017	2018
<b>Fatalities</b>	14	15	17
<b>Suspected Serious Injuries</b>	62	49	59
<b>Severe Injuries</b>	<b>76</b>	<b>64</b>	<b>76</b>
<b>Pedestrians (68%)</b>	<b>45</b>	<b>45</b>	<b>57</b>
<b>Bicyclists (31%)</b>	<b>31</b>	<b>18</b>	<b>19</b>
<b>Low Volume Roadway (AADT &lt; 750) (35%)</b>	<b>30</b>	<b>25</b>	<b>21</b>
<b>Shoulder Width &lt;4 Feet (32%)</b>	<b>26</b>	<b>19</b>	<b>24</b>
<b>More Than 2 Travel Lanes (29%)</b>	<b>21</b>	<b>15</b>	<b>26</b>
<b>Speed Limit &gt;35 MPH (25%)</b>	<b>23</b>	<b>14</b>	<b>17</b>

# Native American Fatalities



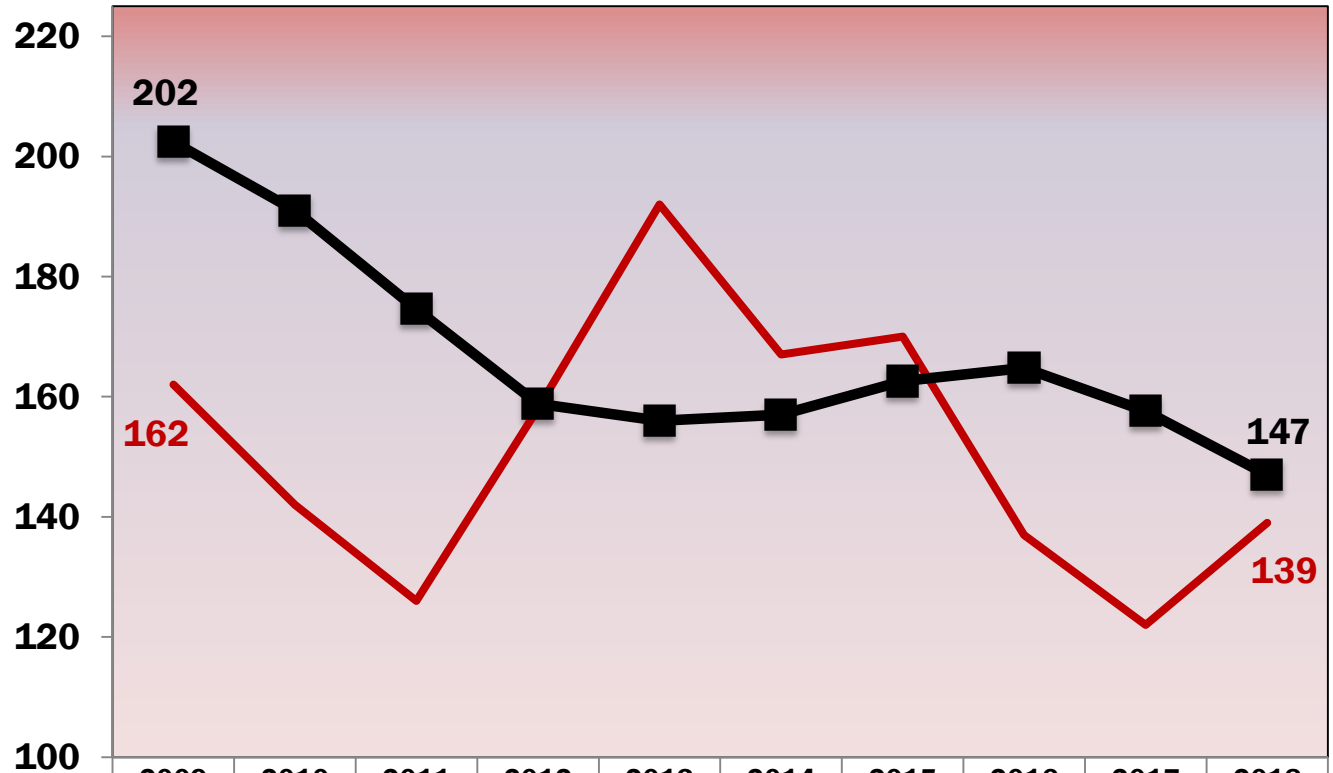
— Native American Fatalities (FARS)	34	24	40	30	37	44	41	31	34
■ 5 Year Average	37	32	31	32	32	35	38	37	37

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# Motorcyclist Fatalities & Suspected Serious Injuries



<b>Motorcyclist - Fatalities &amp; SSI</b>	<b>162</b>	<b>142</b>	<b>126</b>	<b>158</b>	<b>192</b>	<b>167</b>	<b>170</b>	<b>137</b>	<b>122</b>	<b>139</b>
<b>5 Year Average</b>	<b>202</b>	<b>191</b>	<b>175</b>	<b>159</b>	<b>156</b>	<b>157</b>	<b>163</b>	<b>165</b>	<b>158</b>	<b>147</b>
<b>Fatalities</b>	<b>26</b>	<b>25</b>	<b>20</b>	<b>30</b>	<b>34</b>	<b>23</b>	<b>25</b>	<b>17</b>	<b>22</b>	<b>21</b>
<b>Suspected Serious Injuries</b>	<b>136</b>	<b>117</b>	<b>106</b>	<b>128</b>	<b>158</b>	<b>144</b>	<b>145</b>	<b>120</b>	<b>100</b>	<b>118</b>

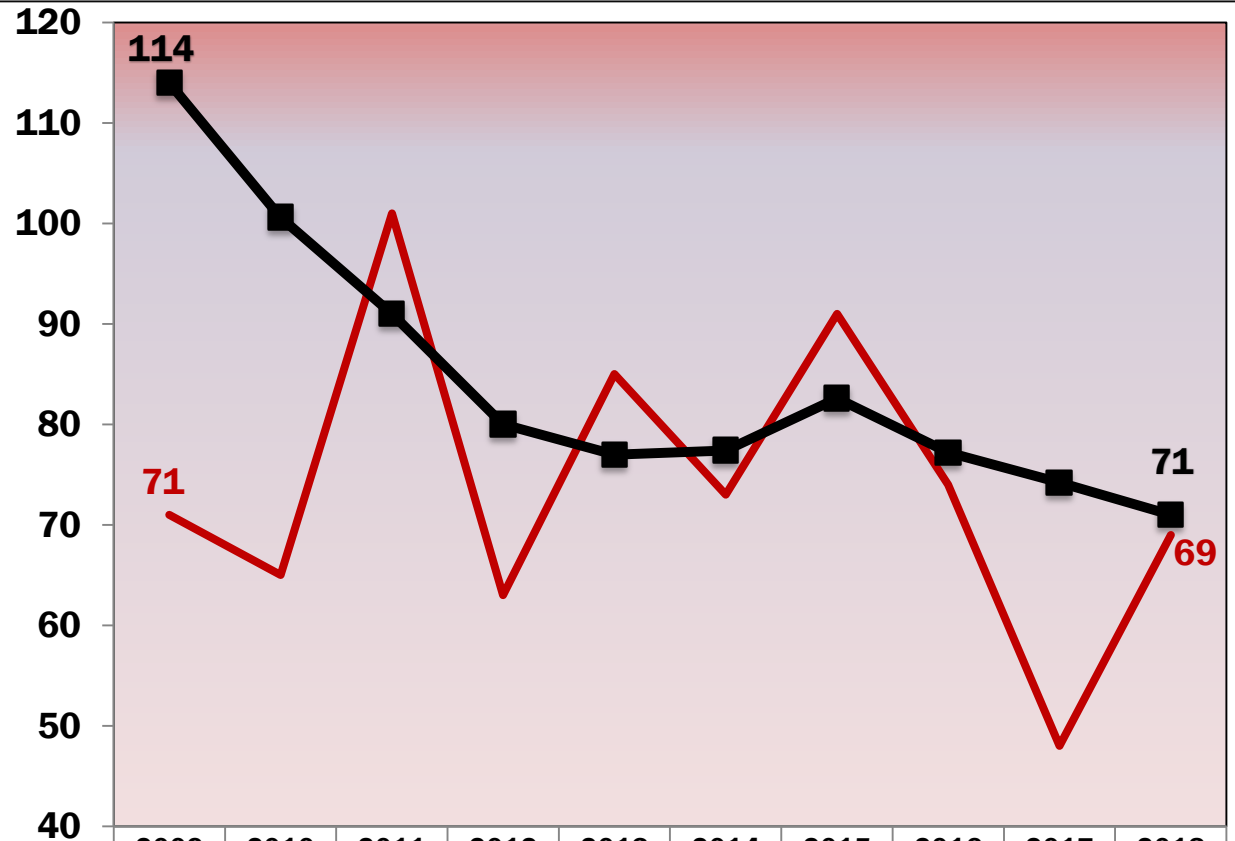
# 3-Year Motorcyclist Severe Injury Trends by Crash Factor

	2016	2017	2018
<b>Fatalities</b>	<b>17</b>	<b>22</b>	<b>21</b>
<b>Suspected Serious Injuries</b>	<b>120</b>	<b>100</b>	<b>118</b>
<b>Severe Injuries</b>	<b>137</b>	<b>122</b>	<b>139</b>
<b>Roadway Departure Crash (48%)</b>	<b>61</b>	<b>63</b>	<b>67</b>
<b>Intersection Crash (20%)</b>	<b>25</b>	<b>23</b>	<b>32</b>
<b>Impaired Motorcycle Driver Involved (26%)</b>	<b>36</b>	<b>31</b>	<b>35</b>
<b>Motorcyclist - No Helmet (38%)</b>	<b>55</b>	<b>47</b>	<b>50</b>
<b>Motorcycle Driver Age 55-64 (22%)</b>	<b>35</b>	<b>22</b>	<b>29</b>
<b>Motorcycle Driver Age 45-54 (16%)</b>	<b>26</b>	<b>15</b>	<b>23</b>
<b>Male Motorcycle Driver (82%)</b>	<b>109</b>	<b>102</b>	<b>117</b>

# 3-Year Motorcyclist Severe Injury Trends by Crash Factor continued

	2016	2017	2018
<b>Fatalities</b>	<b>17</b>	<b>22</b>	<b>21</b>
<b>Serious Injuries</b>	<b>120</b>	<b>100</b>	<b>118</b>
<b>Severe Injuries</b>	<b>137</b>	<b>122</b>	<b>139</b>
<b>Rural Crash (76%)</b>	<b>110</b>	<b>88</b>	<b>106</b>
<b>Urban Crash (24%)</b>	<b>27</b>	<b>34</b>	<b>33</b>
<b>June, July, August, and September (73%)</b>	<b>97</b>	<b>88</b>	<b>104</b>
<b>Nighttime (17%)</b>	<b>25</b>	<b>18</b>	<b>23</b>
<b>Dry Roadway (94%)</b>	<b>130</b>	<b>116</b>	<b>130</b>
<b>Speed Limit &gt;35 MPH (66%)</b>	<b>97</b>	<b>72</b>	<b>95</b>
<b>Single Vehicle (68%)</b>	<b>94</b>	<b>82</b>	<b>94</b>
<b>Shoulder Width &lt;4 Feet (49%)</b>	<b>71</b>	<b>61</b>	<b>62</b>
<b>More Than 2 Travel Lanes (19%)</b>	<b>25</b>	<b>22</b>	<b>28</b>

# Large Vehicle Involved Fatalities & Suspected Serious Injuries



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Large Vehicle Involved - Fatalities &amp; SSI</b>	71	65	101	63	85	73	91	74	48	69
<b>5 Year Average</b>	114	101	91	80	77	77	83	77	74	71
<b>Fatalities</b>	25	27	18	32	11	21	14	22	22	20
<b>Suspected Serious Injuries</b>	75	44	47	69	52	64	59	69	52	28

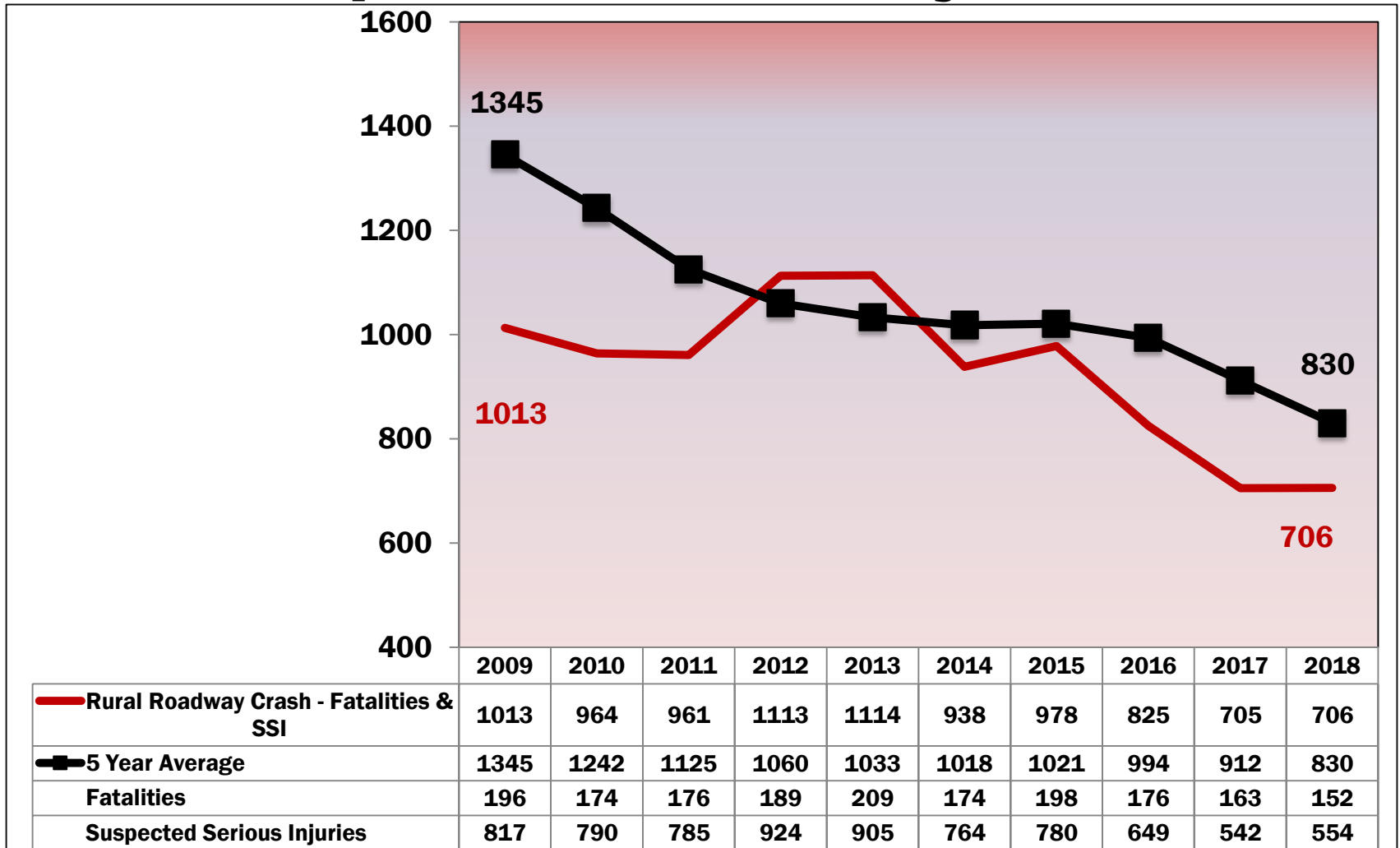
# 3-Year Large Vehicle Involved Severe Injury Trends by Crash Factor

	2016	2017	2018
<b>Fatalities</b>	<b>22</b>	<b>20</b>	<b>16</b>
<b>Suspected Serious Injuries</b>	<b>52</b>	<b>28</b>	<b>52</b>
<b>Severe Injuries</b>	<b>74</b>	<b>48</b>	<b>68</b>
<b>Roadway Departure Crash (41%)</b>	<b>29</b>	<b>23</b>	<b>25</b>
<b>Intersection Crash (17%)</b>	<b>12</b>	<b>12</b>	<b>9</b>
<b>Impaired Driver Involved (28%)</b>	<b>20</b>	<b>14</b>	<b>20</b>
<b>Unrestrained Occupant (33%)</b>	<b>27</b>	<b>15</b>	<b>20</b>
<b>Rural Crash (93%)</b>	<b>70</b>	<b>45</b>	<b>61</b>
<b>June, July, August, and September (34%)</b>	<b>20</b>	<b>20</b>	<b>25</b>
<b>Friday, Saturday, Sunday (37%)</b>	<b>32</b>	<b>17</b>	<b>21</b>

# 3-Year Large Vehicle Involved Severe Injury Trends by Crash Factor continued

	2016	2017	2018
<b>Fatalities</b>	<b>22</b>	<b>20</b>	<b>16</b>
<b>Suspected Serious Injuries</b>	<b>52</b>	<b>28</b>	<b>52</b>
<b>Severe Injuries</b>	<b>74</b>	<b>48</b>	<b>68</b>
<b>Nighttime (23%)</b>	<b>18</b>	<b>12</b>	<b>14</b>
<b>Speed Limit &gt;35 MPH (87%)</b>	<b>65</b>	<b>43</b>	<b>58</b>
<b>Speed Limit &gt; 65 MPH (34%)</b>	<b>23</b>	<b>18</b>	<b>24</b>
<b>Dry Roadway (63%)</b>	<b>47</b>	<b>22</b>	<b>51</b>
<b>More Than 2 Travel Lanes (33%)</b>	<b>32</b>	<b>9</b>	<b>22</b>
<b>Low Volume Roadway (AADT &lt; 750) (24%)</b>	<b>14</b>	<b>17</b>	<b>14</b>
<b>Shoulder Width &lt;4 Feet (26%)</b>	<b>21</b>	<b>16</b>	<b>13</b>

# Rural Roadway Crashes Fatalities & Suspected Serious Injuries



# 3-Year Rural Roadway Crash Severe Injury Trends by Crash Factor

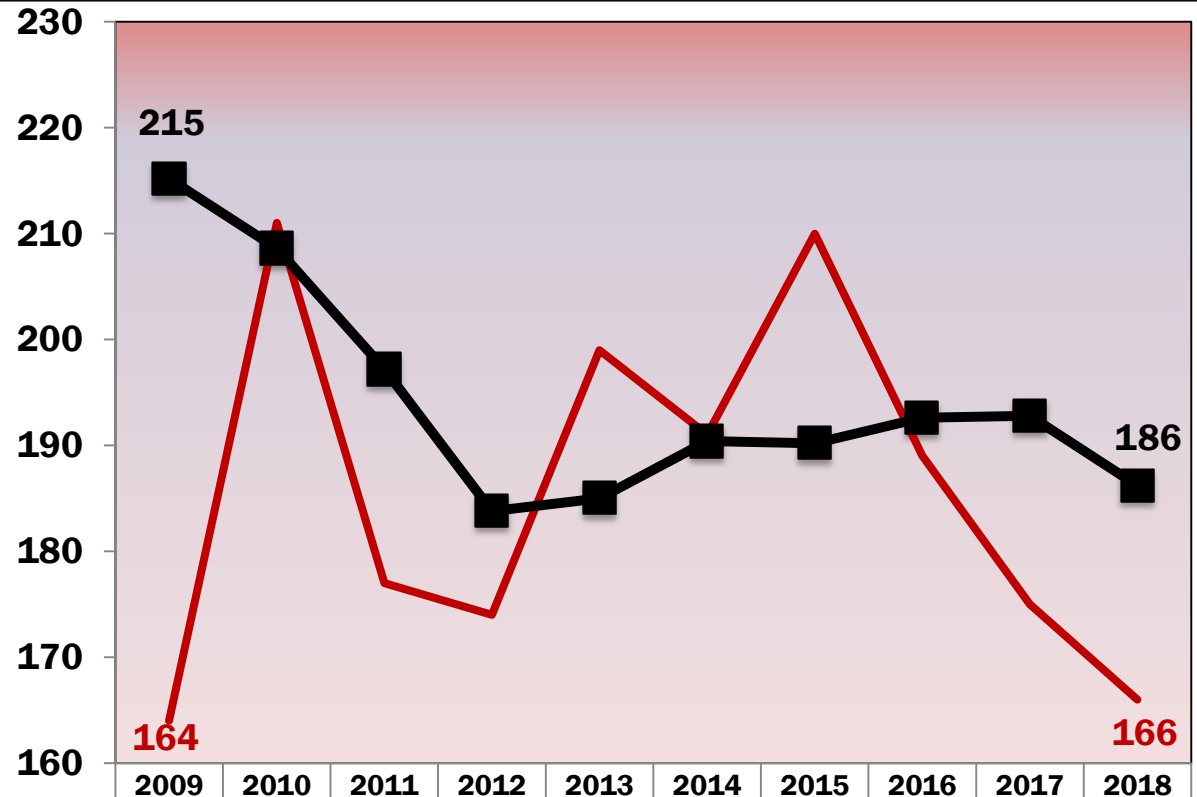
	2016	2017	2018
<b>Fatalities</b>	<b>176</b>	<b>163</b>	<b>152</b>
<b>Suspected Serious Injuries</b>	<b>649</b>	<b>542</b>	<b>554</b>
<b>Severe Injuries</b>	<b>825</b>	<b>705</b>	<b>706</b>
<b>Roadway Departure Crash (65%)</b>	<b>540</b>	<b>468</b>	<b>451</b>
<b>Intersection Crash (13%)</b>	<b>104</b>	<b>72</b>	<b>111</b>
<b>Impaired Driver Involved (47%)</b>	<b>377</b>	<b>333</b>	<b>331</b>
<b>Unrestrained Vehicle Occupant (40%)</b>	<b>344</b>	<b>269</b>	<b>284</b>
<b>June, July, August, and September (51%)</b>	<b>449</b>	<b>376</b>	<b>318</b>
<b>Friday, Saturday, Sunday (51%)</b>	<b>435</b>	<b>362</b>	<b>340</b>
<b>Speed Limit &gt;35 MPH (82%)</b>	<b>681</b>	<b>578</b>	<b>585</b>



# 3-Year Rural Roadway Crash Severe Injury Trends by Crash Factor continued

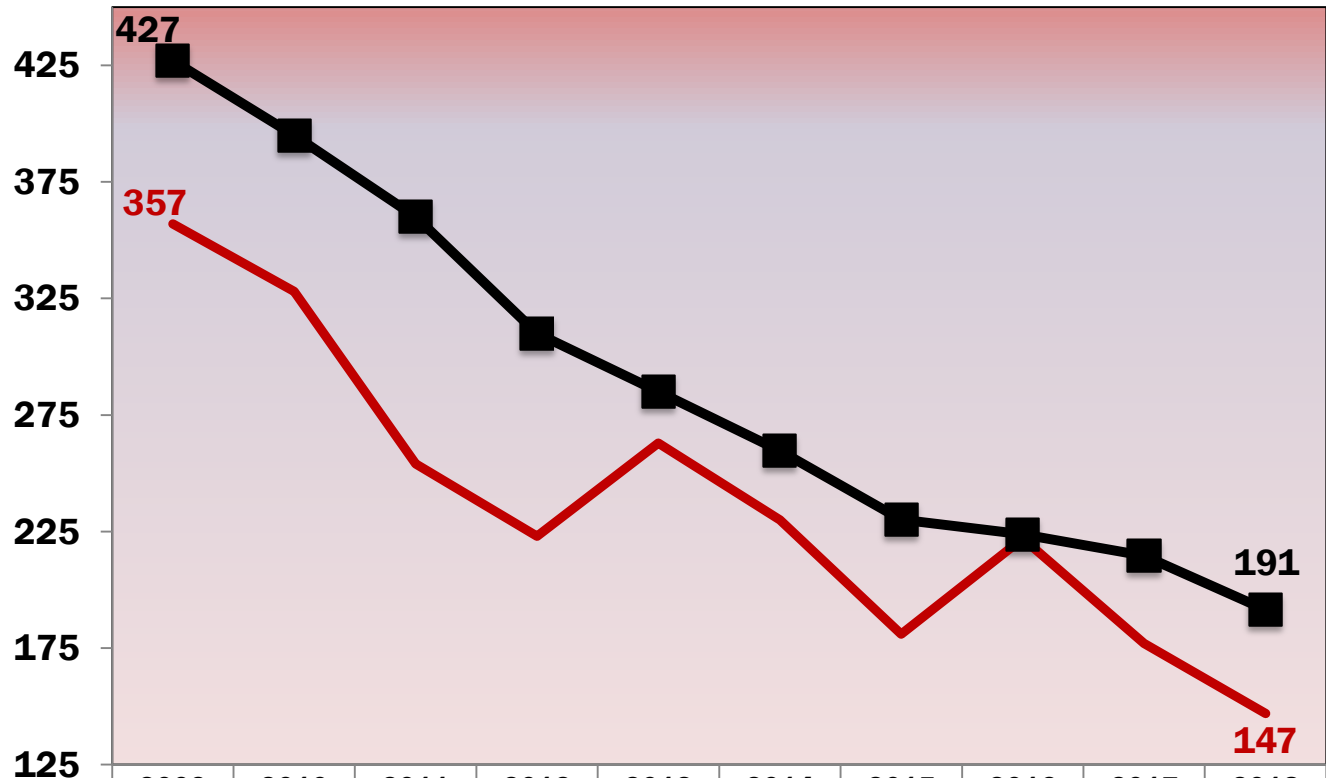
	2016	2017	2018
<b>Fatalities</b>	<b>176</b>	<b>163</b>	<b>152</b>
<b>Suspected Serious Injuries</b>	<b>649</b>	<b>542</b>	<b>554</b>
<b>Severe Injuries</b>	<b>825</b>	<b>705</b>	<b>706</b>
<b>Dry Roadway (78%)</b>	<b>675</b>	<b>518</b>	<b>554</b>
<b>Single Vehicle (67%)</b>	<b>580</b>	<b>453</b>	<b>471</b>
<b>Low Volume Roadway (AADT &lt; 750) (39%)</b>	<b>293</b>	<b>318</b>	<b>251</b>
<b>Careless/Inattentive/Distracted (37%)</b>	<b>336</b>	<b>257</b>	<b>236</b>
<b>Nighttime (33%)</b>	<b>275</b>	<b>228</b>	<b>229</b>
<b>Speed as a Factor (21%)</b>	<b>158</b>	<b>173</b>	<b>147</b>
<b>Young Driver Involved (19%)</b>	<b>176</b>	<b>132</b>	<b>116</b>
<b>Older Driver Involved (17%)</b>	<b>143</b>	<b>134</b>	<b>114</b>

# Older Driver Involved Fatalities & Suspected Serious Injuries



Older Driver Age 65 Involved - Fatalities & SSI	164	211	177	174	199	191	210	189	175	166
5 Year Average	215	209	197	184	185	190	190	193	193	186
Fatalities	40	42	39	26	51	32	46	34	37	29
Suspected Serious Injuries	124	169	138	148	148	159	164	155	138	137

# Young Driver Involved Fatalities & Suspected Serious Injuries



Driver Age 14-20 Involved - Fatalities & SSI	357	328	254	223	263	230	181	222	177	147
5 Year Average	427	395	360	310	285	260	230	224	215	191
Fatalities	35	41	40	27	26	26	24	36	18	25
Suspected Serious Injuries	322	287	214	196	237	204	157	186	159	122

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