

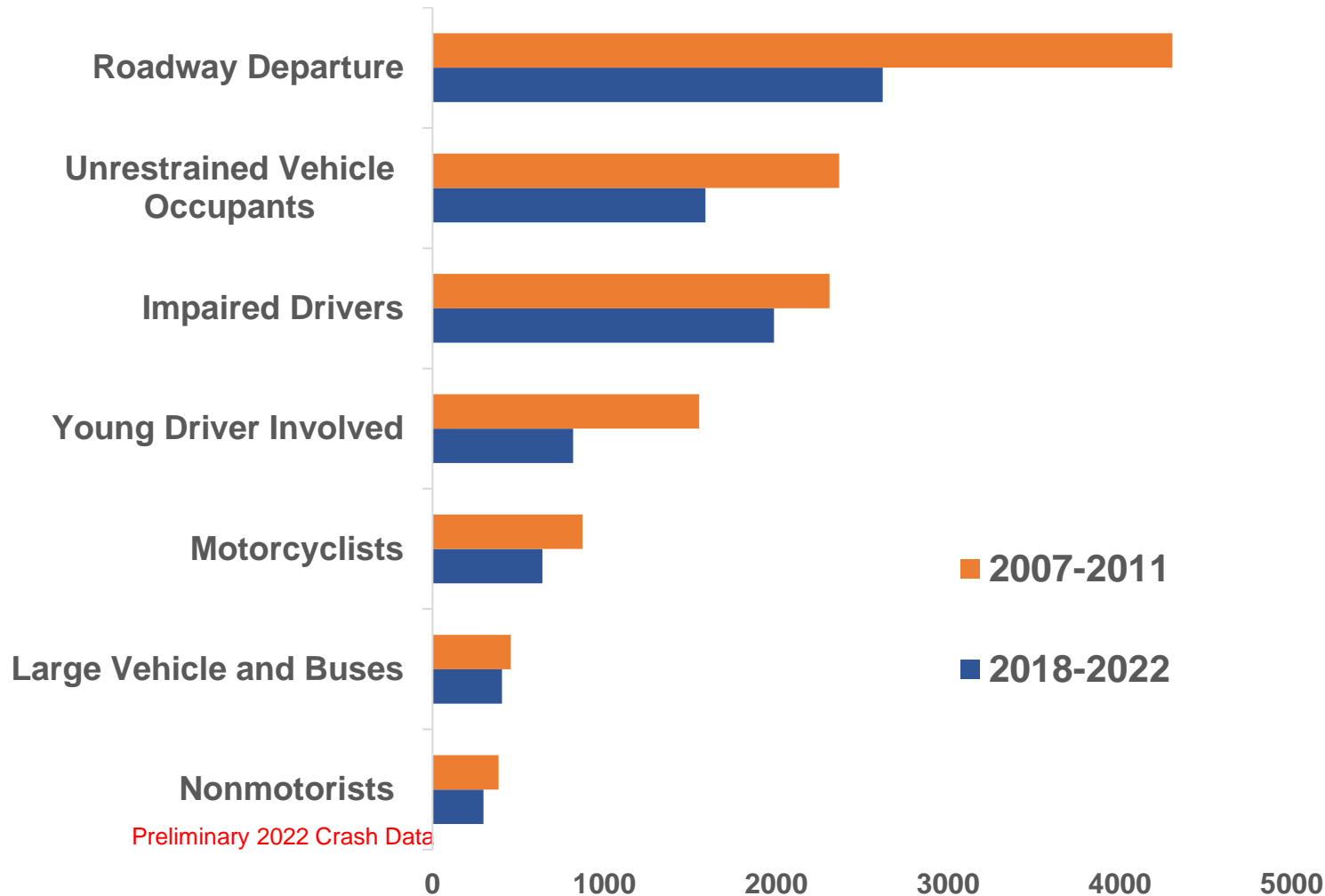
2022 Montana Preliminary Crash Data Summary



**Zero Fatalities, Zero
Serious Injuries**

**Pam Langve-Davis, CHSP Manager
2023 Annual Transportation Safety Meeting
Helena, MT
October 4 & 5, 2023**

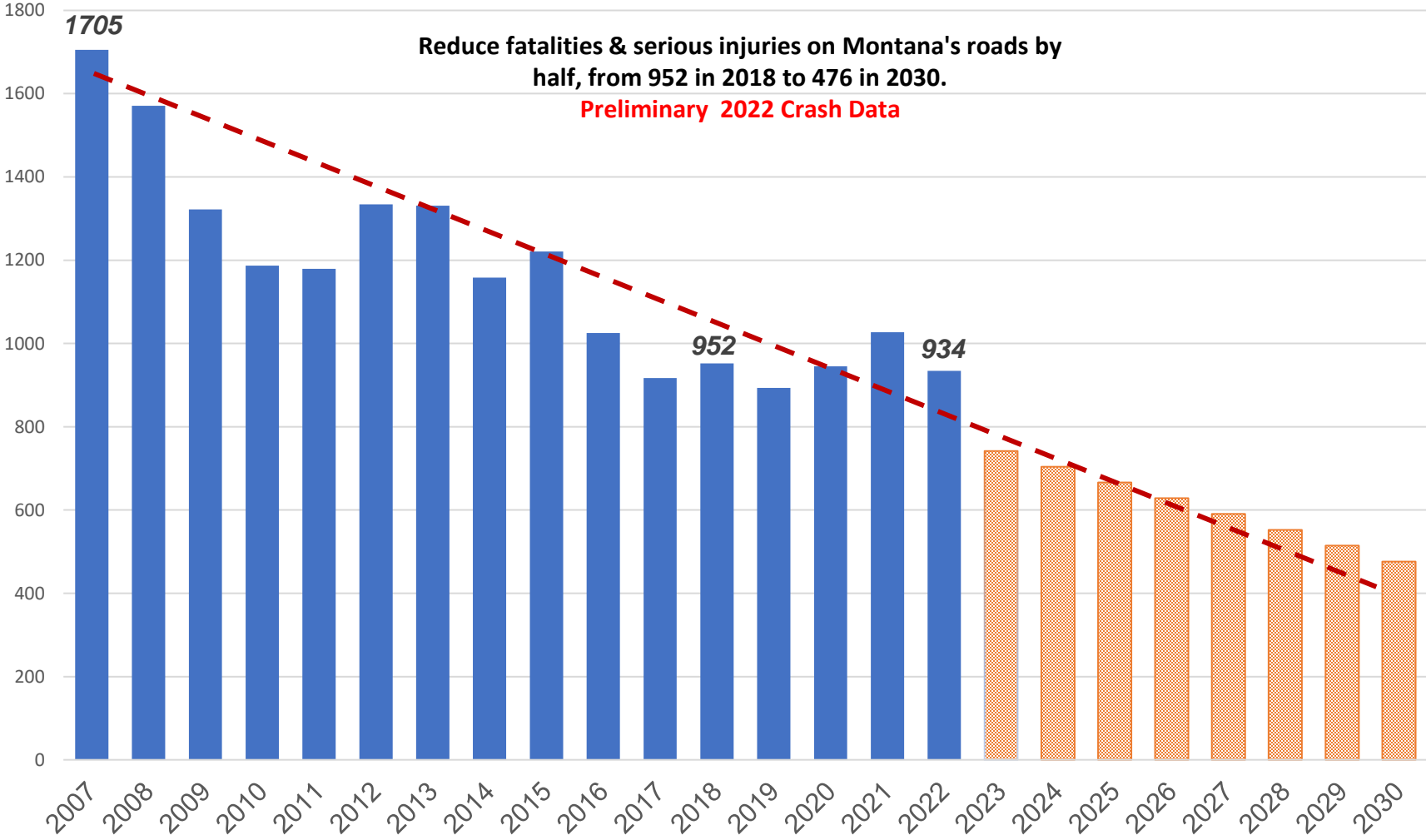
Fatal & Serious Injuries Associated with Key Emphasis Areas



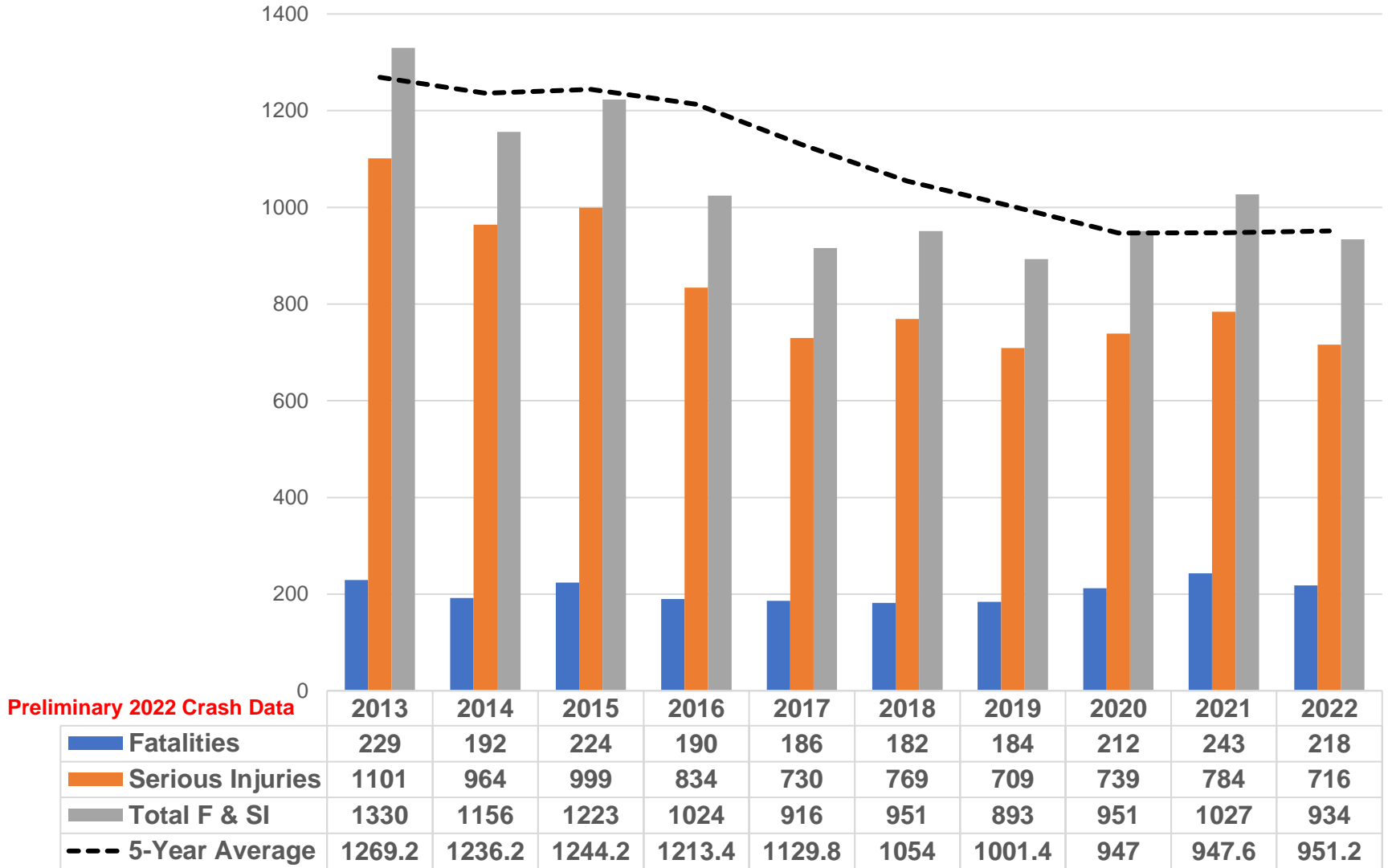
Comparison of the first 5-years and the most recent 5-years of implementing CHSP safety strategies.

CHSP Interim Goal

Fatalities & Serious Injuries



Total Fatalities & Serious Injuries, 2013-2022

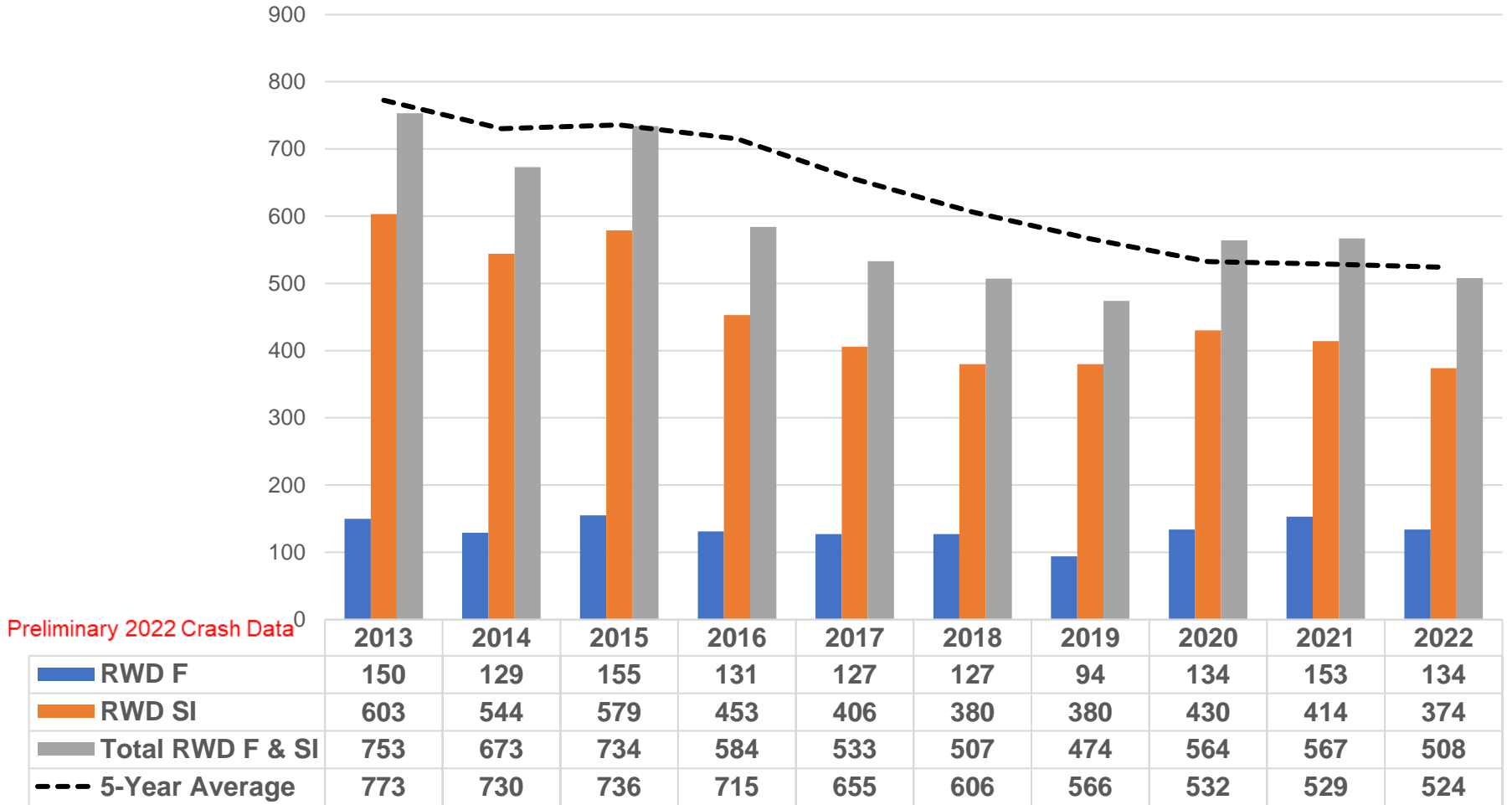


Roadway Departure Fatalities & Serious Injuries

A roadway departure is defined as any instance in which a vehicle leaves the travel lane. It includes a non-junction Head On collision (HO), Side-Swipe Opposite Direction (SSOD), Fixed Object (FO) or Roll Over (RO).



Roadway Departure Fatalities & Serious Injuries, 2013-2022



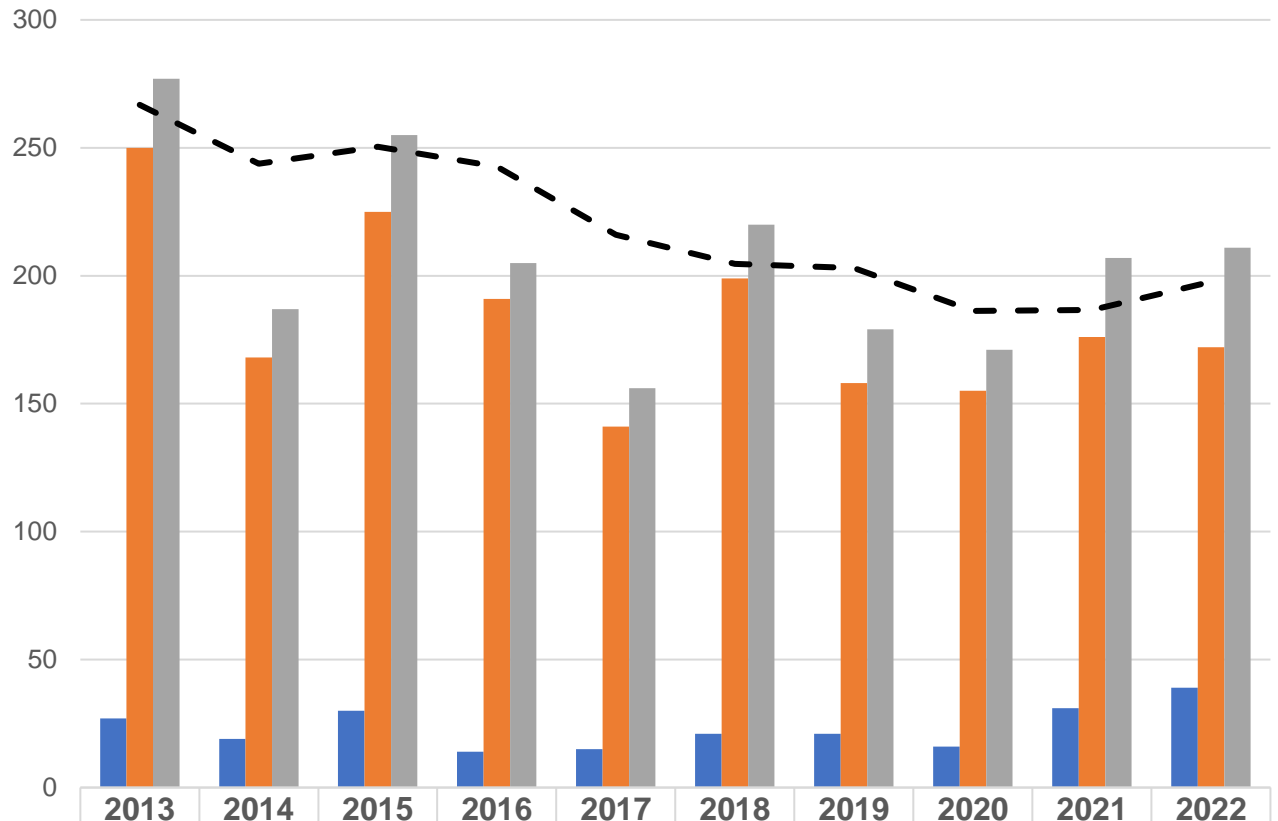
**Roadway departure fatalities and serious injuries decreased in 2022 .
Overall, the five-year trend does show a decrease.**

Intersection-related Fatalities & Serious Injuries

An Intersection related crash is defined as a crash occurring in or related to or near an intersection.



Intersection-related Fatalities & Serious Injuries, 2013-2022



Preliminary 2022 Crash Data

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Intersection-related F	27	19	30	14	15	21	21	16	31	39
Intersection-related SI	250	168	225	191	141	199	158	155	176	172
Total Intersection-related F & SI	277	187	255	205	156	220	179	171	207	211
5-Year Average	266.8	243.8	250.4	242.6	216	204.6	203	186.2	186.6	197.6

2022 Intersection-related fatalities and serious injuries have increased by four (4) from 2021. Overall, the trend shows a decrease.

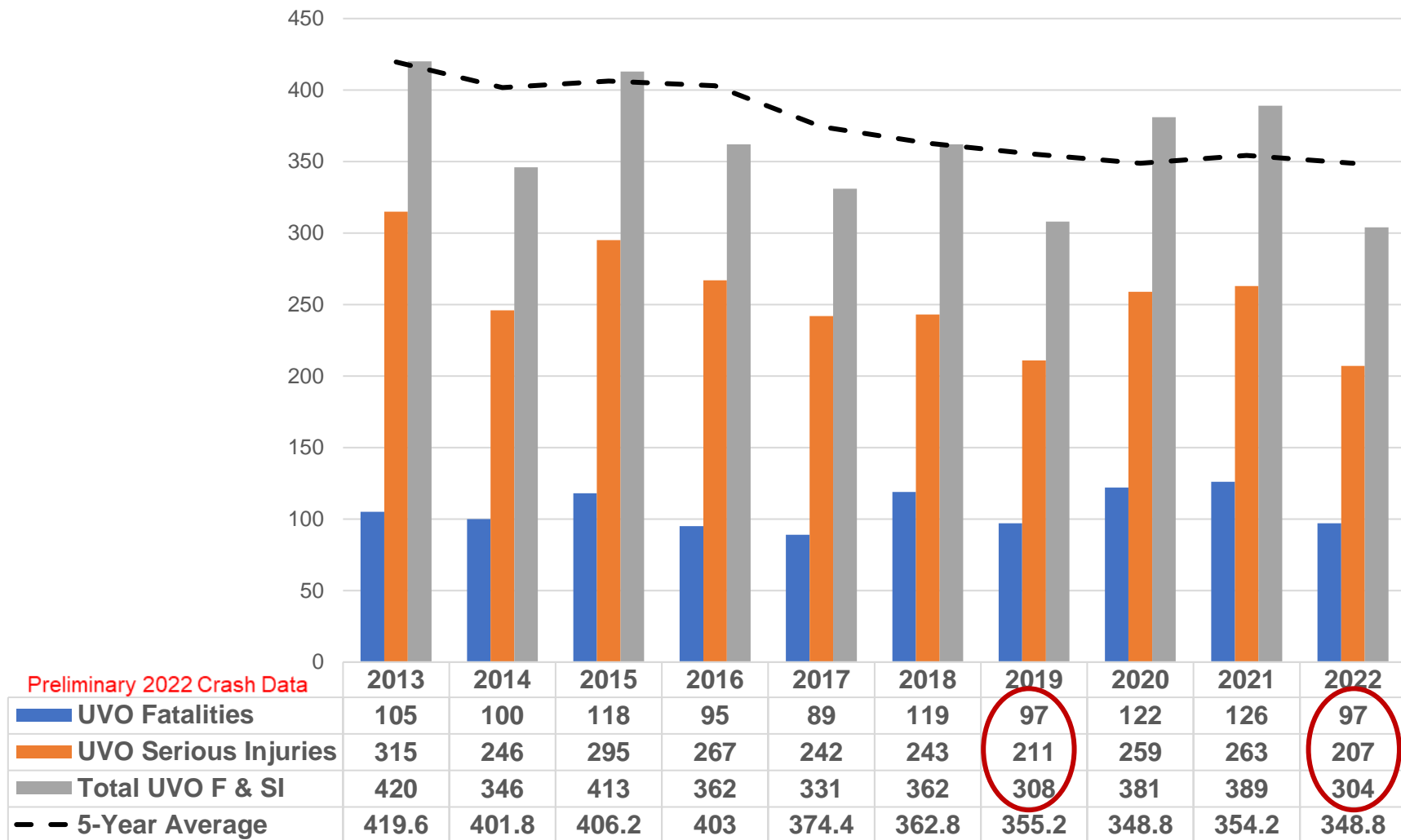
Unrestrained Vehicle Occupant Fatalities & Serious Injuries

Unrestrained is defined as no or improperly restrain usage.

An Unrestrained Vehicle Occupant includes all vehicle occupants regardless of age and seat location and includes seatbelts, booster seats, and child passenger seats.



Unrestrained Vehicle Occupant Fatalities & Serious Injuries, 2023-2022



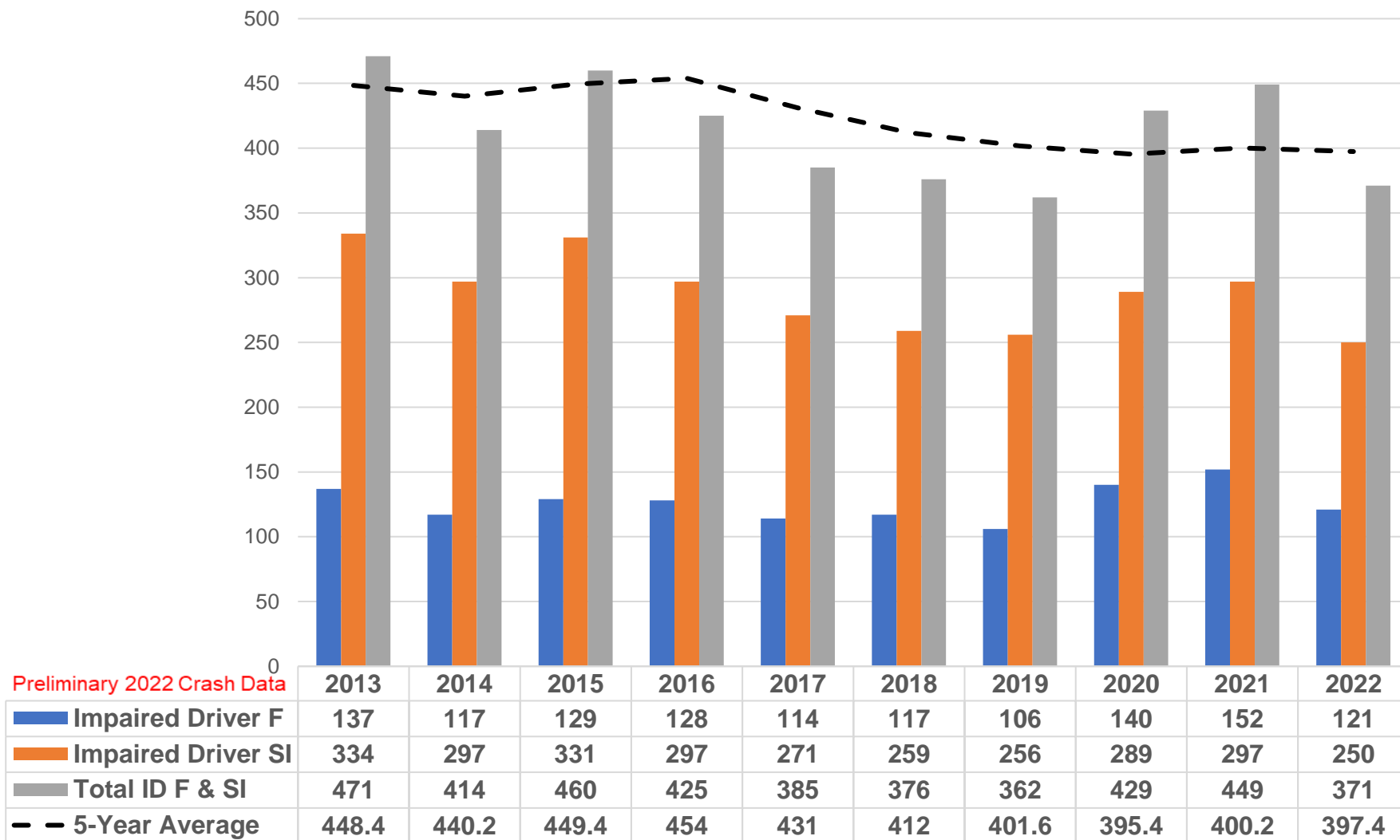
Unrestrained Vehicle Occupant fatalities and serious injuries have decreased in 2022, and look much like 2019. Overall, the trend is steady.

Impaired Driving Fatalities & Serious Injuries

An impaired driving crash is indicated on the crash form that one of the drivers was impaired by alcohol & / or drugs.



Impaired Driver-involved Fatalities & Serious Injuries, 2013-2022

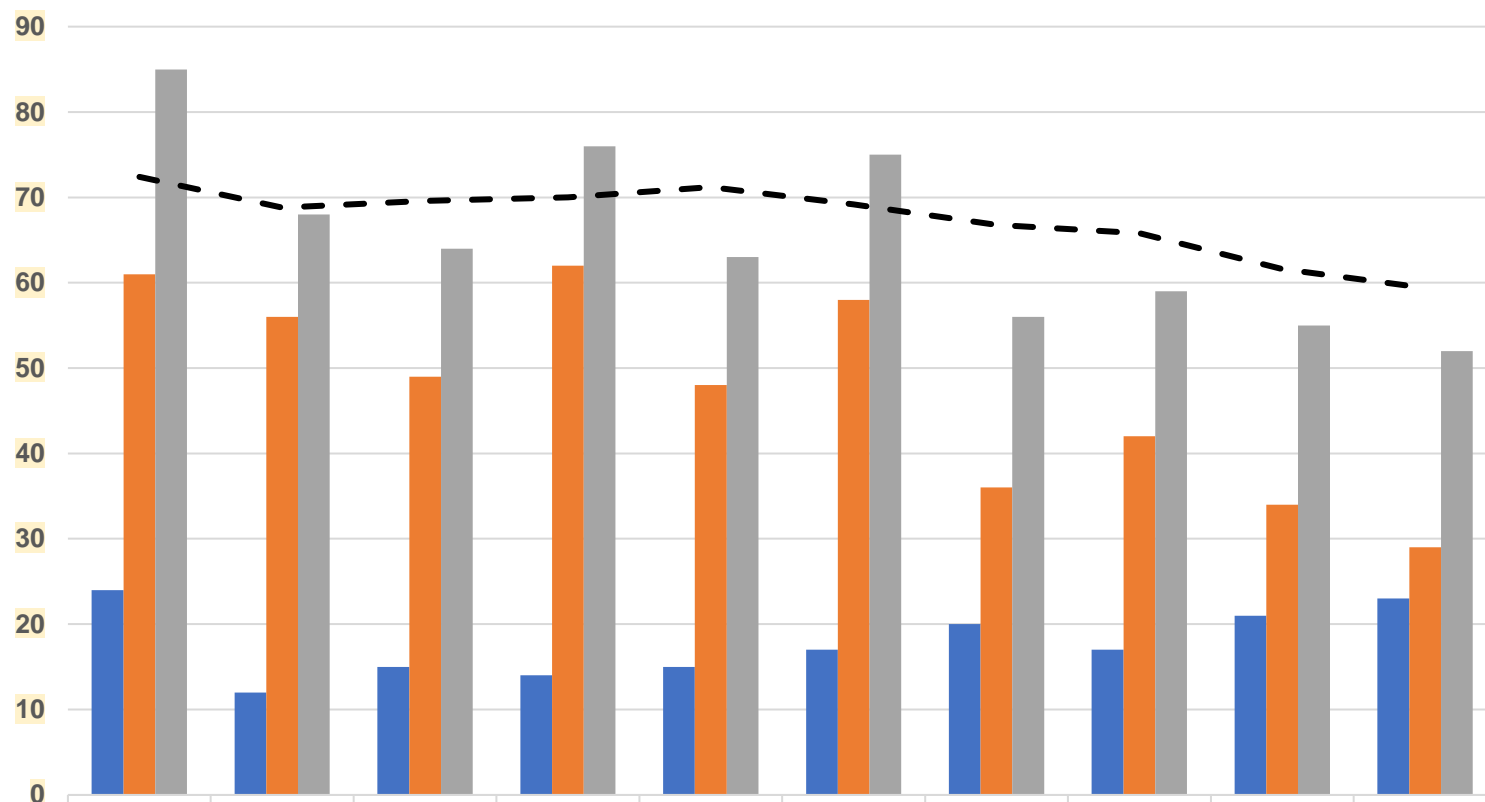


Impaired Driver-involved fatalities and serious injuries decreased in 2022. Overall, the trend continues to decrease.

Non-Motorized Fatalities & Serious Injuries



Non-Motorist Fatalities & Serious Injuries, 2013-2022



Preliminary 2022 Crash Data

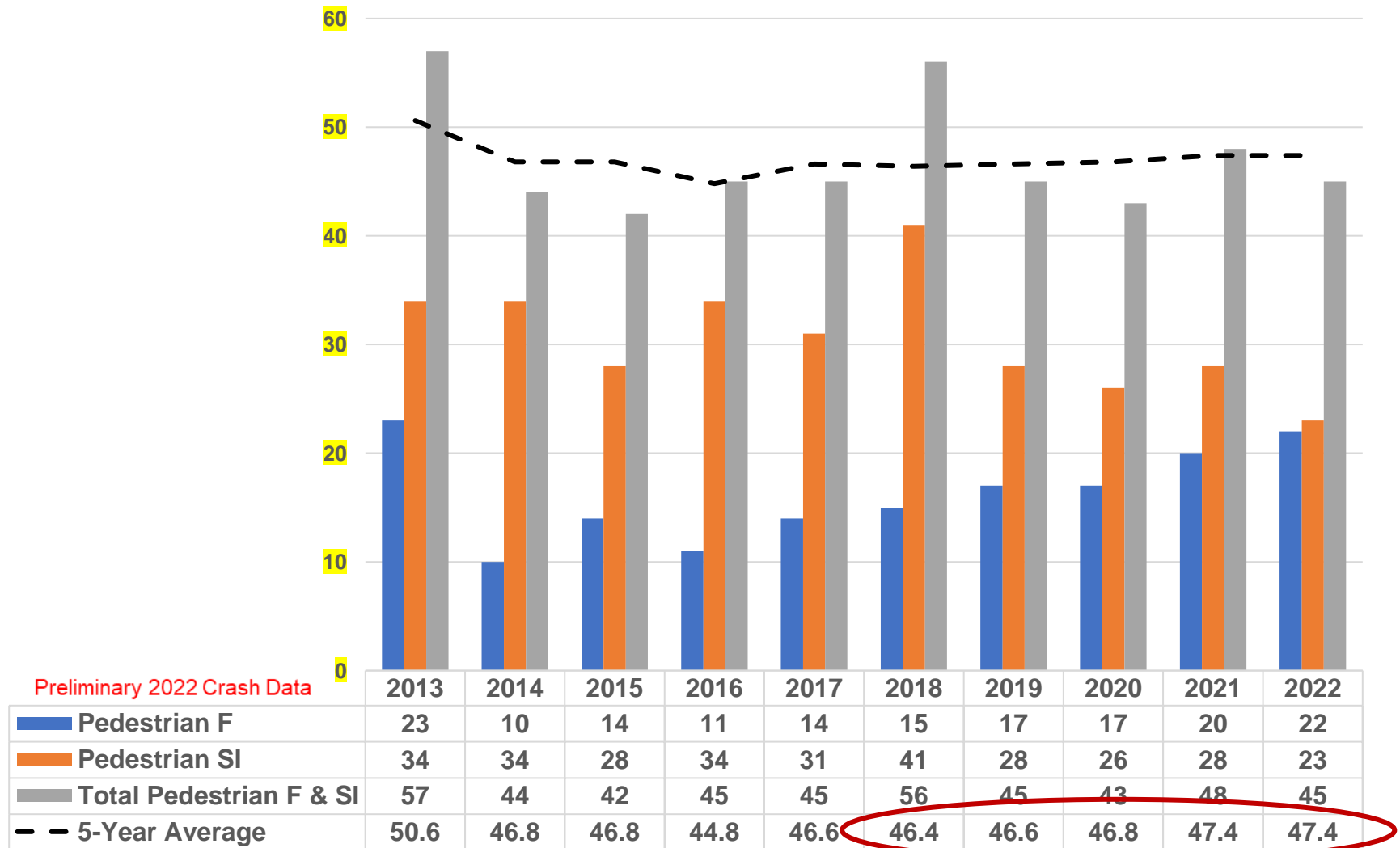
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
■ NM F	24	12	15	14	15	17	20	17	21	23
■ NM SI	61	56	49	62	48	58	36	42	34	29
■ Total NM F & SI	85	68	64	76	63	75	56	59	55	52
- - 5-Year Average	72.4	68.8	69.6	70.0	71.2	69.2	66.8	65.8	61.6	59.4

Non-Motorist fatalities and serious injuries show a slight decrease from the previous year. Overall, the trend continues to decrease.

Pedestrian Fatalities & Serious Injuries



Pedestrian Fatalities & Serious Injuries, 2013-2022

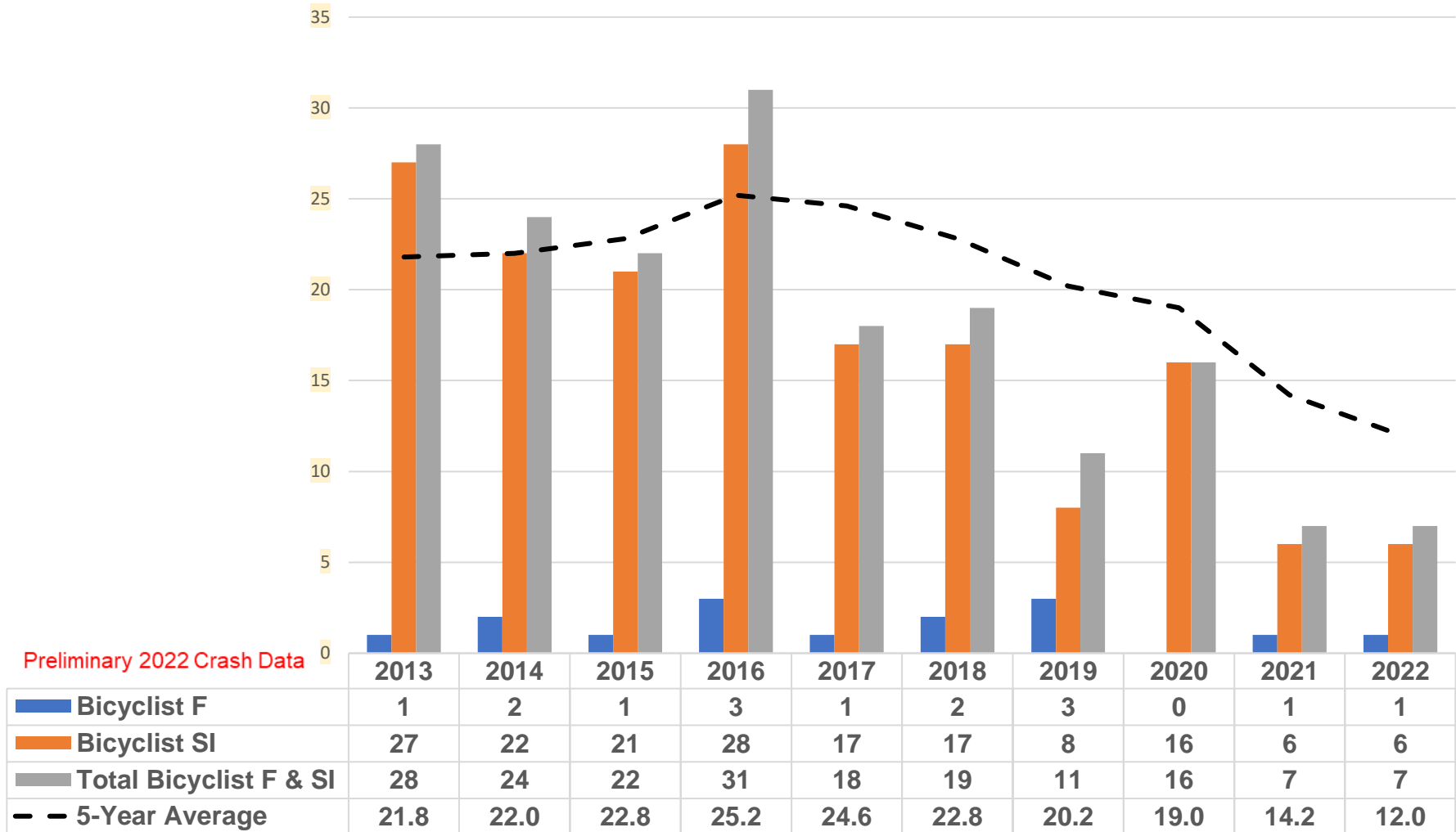


In 2022, there is a slight decrease in fatalities and serious injuries. Overall, the trend remains steady.

Bicyclist Fatalities & Serious Injuries



Bicyclist Fatalities & Serious Injuries, 2013-2022



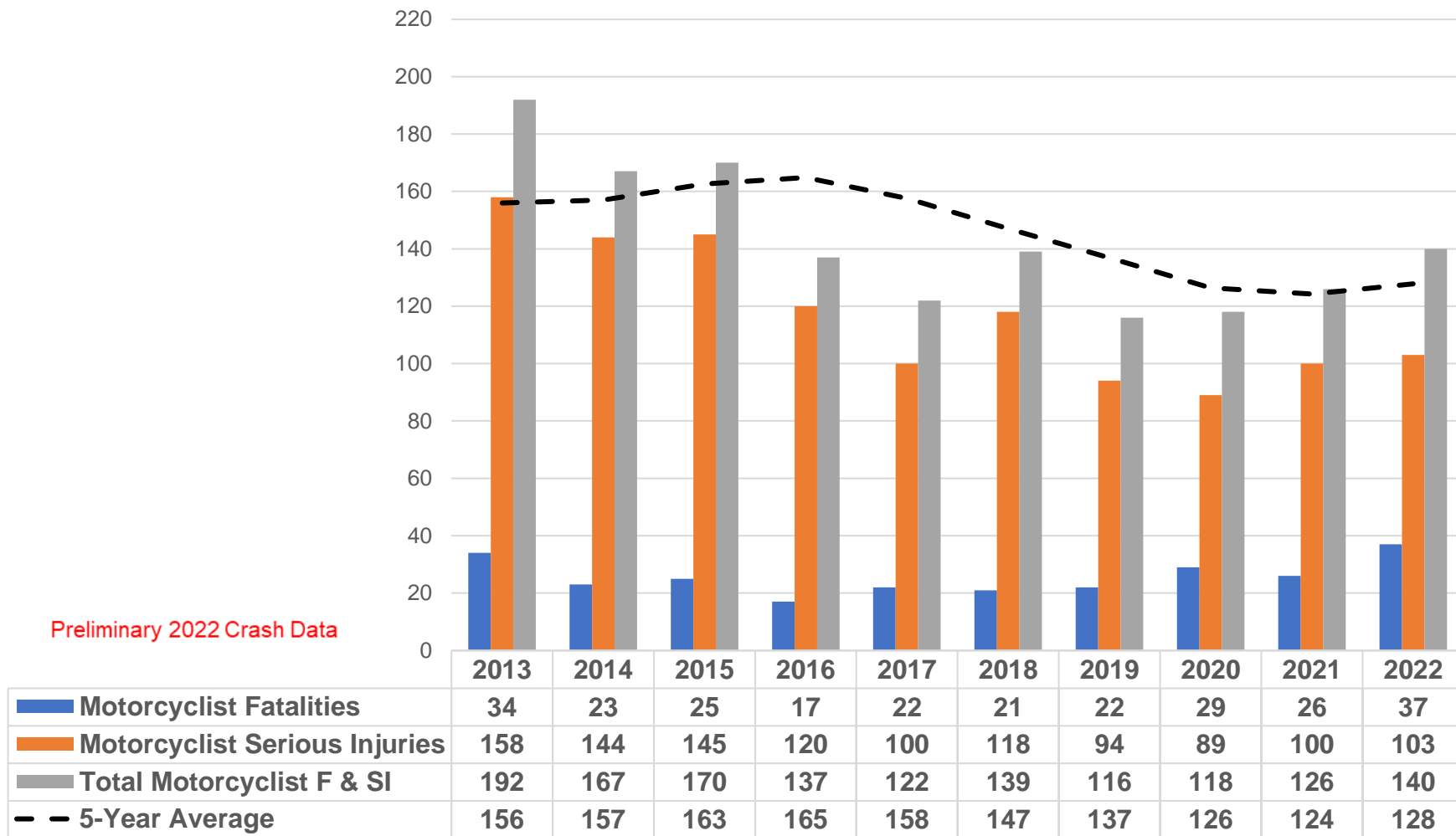
The 2022 bicyclist fatalities and serious injuries remain steady in comparison to 2021. Overall, the trend continues to decrease.

Motorcyclist Fatalities & Serious Injuries

Motorcyclist is defined and includes the motorcycle operator and passenger.



Motorcyclist Fatalities & Serious Injuries, 2013-2022



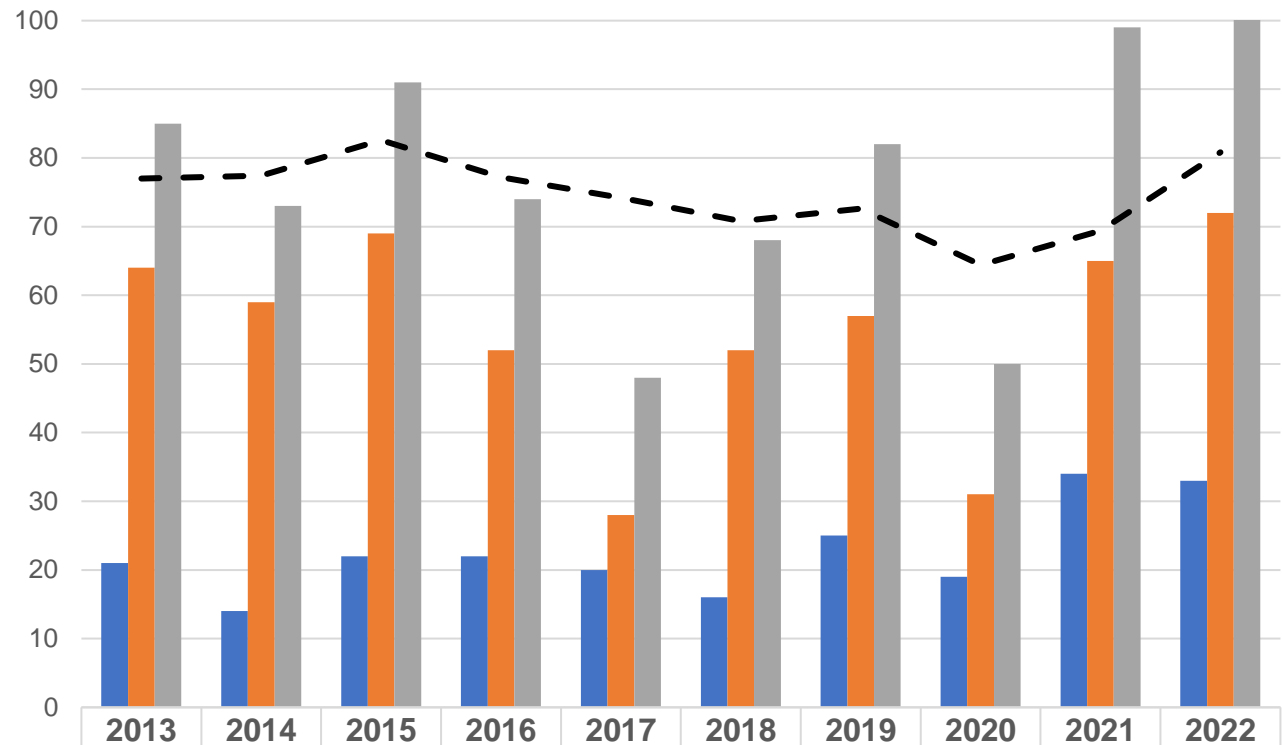
Motorcyclist fatalities and serious injuries have increase in 2021 and 2022. Overall, the trend is decreasing.

Large Vehicle & Buses Fatalities & Serious Injuries

Large vehicles, those
being over 9,999 pounds
and often requiring a
Commercial Drivers
License



Large Vehicle & Buses Fatalities & Serious Injuries, 2013-2022



Preliminary 2022 Crash Data

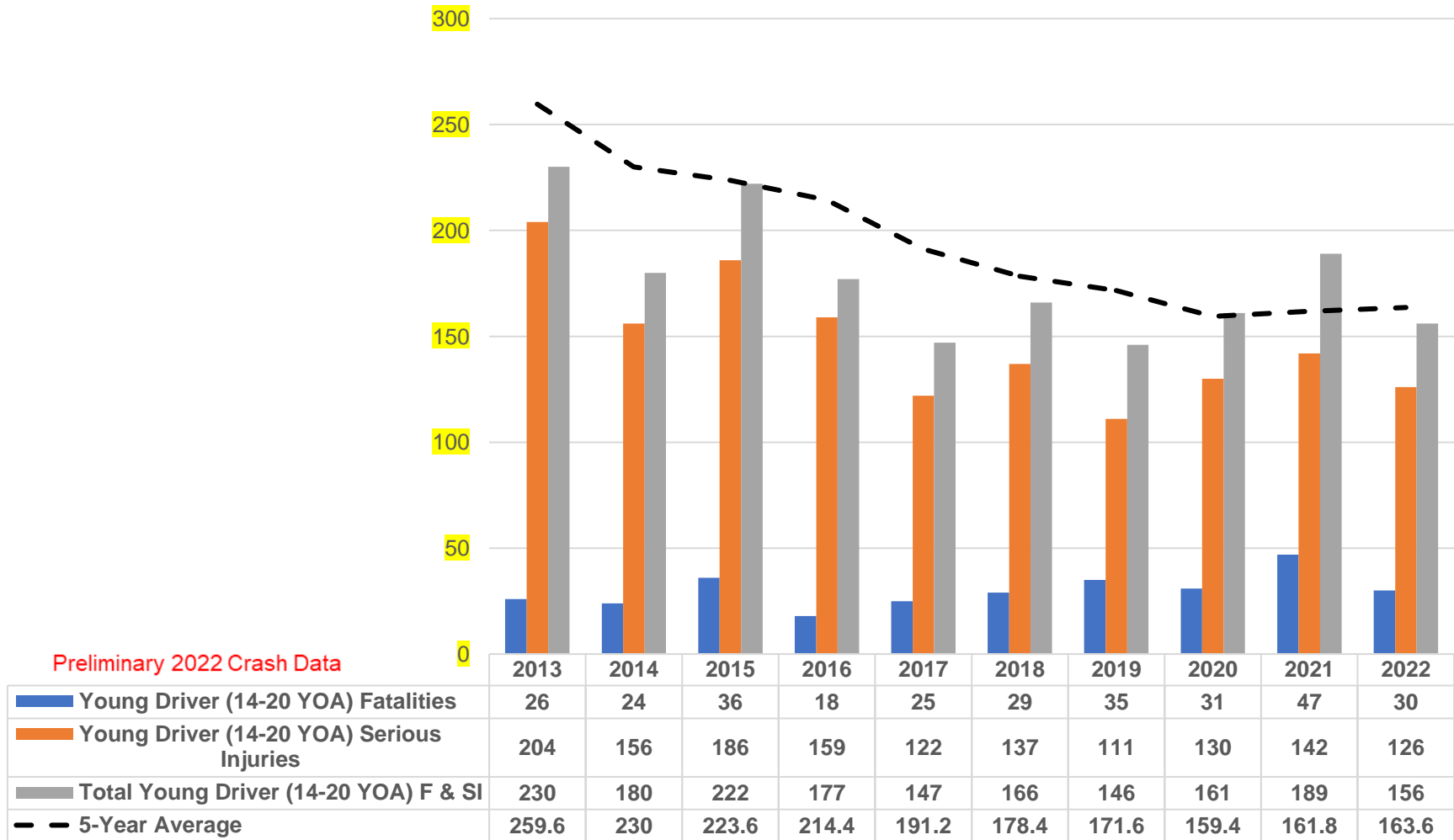
■ Lrg Veh & Bus F	21	14	22	22	20	16	25	19	34	33
■ Lrg Veh & Bus SI	64	59	69	52	28	52	57	31	65	72
■ Total Lrg Veh & Bus F & SI	85	73	91	74	48	68	82	50	99	105
- - 5-Year Average	77	77.4	82.6	77.2	74.2	70.8	72.6	64.4	69.4	80.8

Large Vehicle & Bus related fatalities and serious injuries have increased over the past two years. Overall, the trend is increasing.

Other Factors



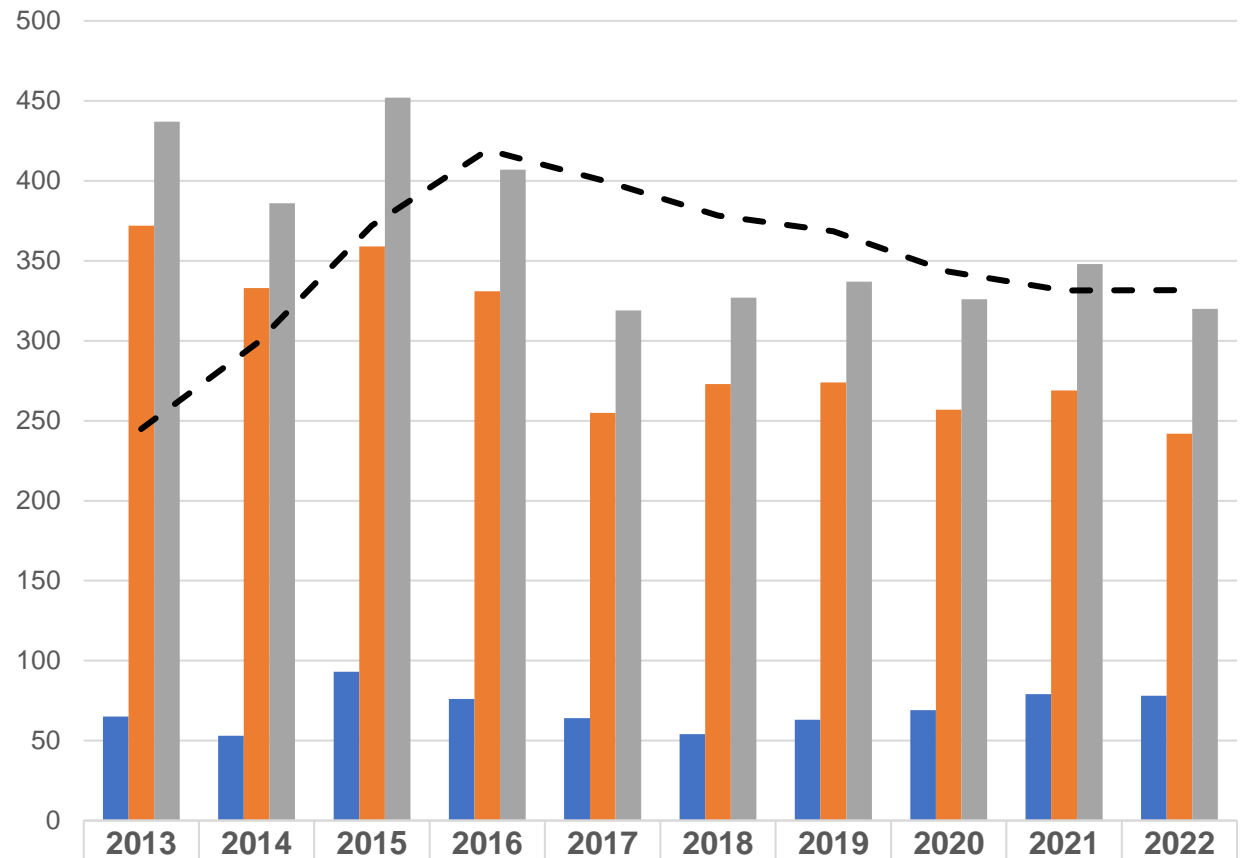
Young Driver (14-20 YOA)** Fatalities & Serious Injuries, 2013-2022



Young driver fatalities and serious injuries decreased in 2022. Overall, the trend shows a decrease.

Young Driver (14-20 YOA)* does not assign blame, just involvement.

Careless/Inattentive/Distracted Driving Fatalities & Serious Injuries, 2013-2022

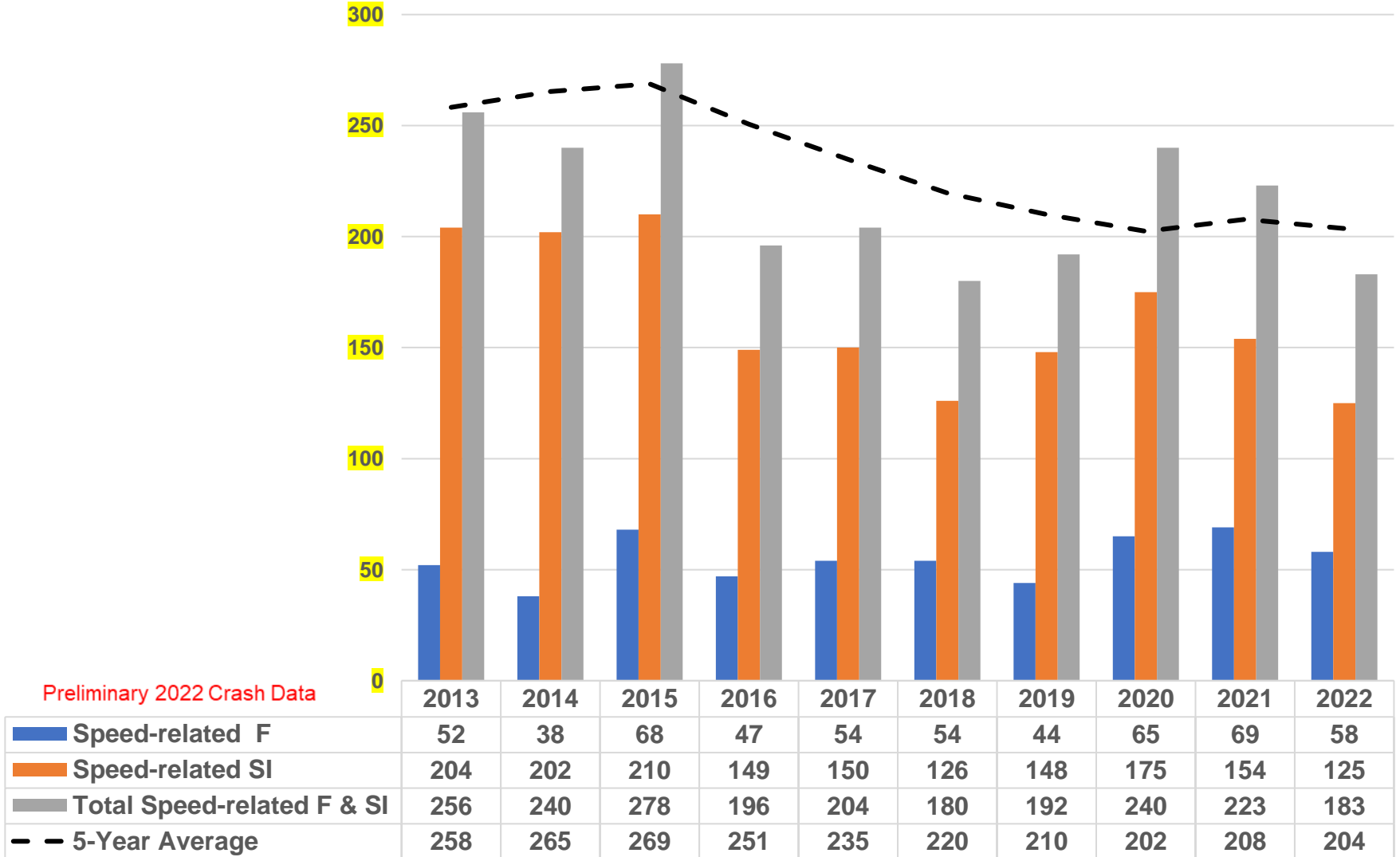


Preliminary 2022 Crash Data

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
■ Crls/Inattn/Distract Fatalities	65	53	93	76	64	54	63	69	79	78
■ Crls/Inattn/ Distract SI	372	333	359	331	255	273	274	257	269	242
■ Total Crls/Inattn/Distract F&SI	437	386	452	407	319	327	337	326	348	320
- - 5- Year Average	245	298	372	419	400	378	368	343	331	332

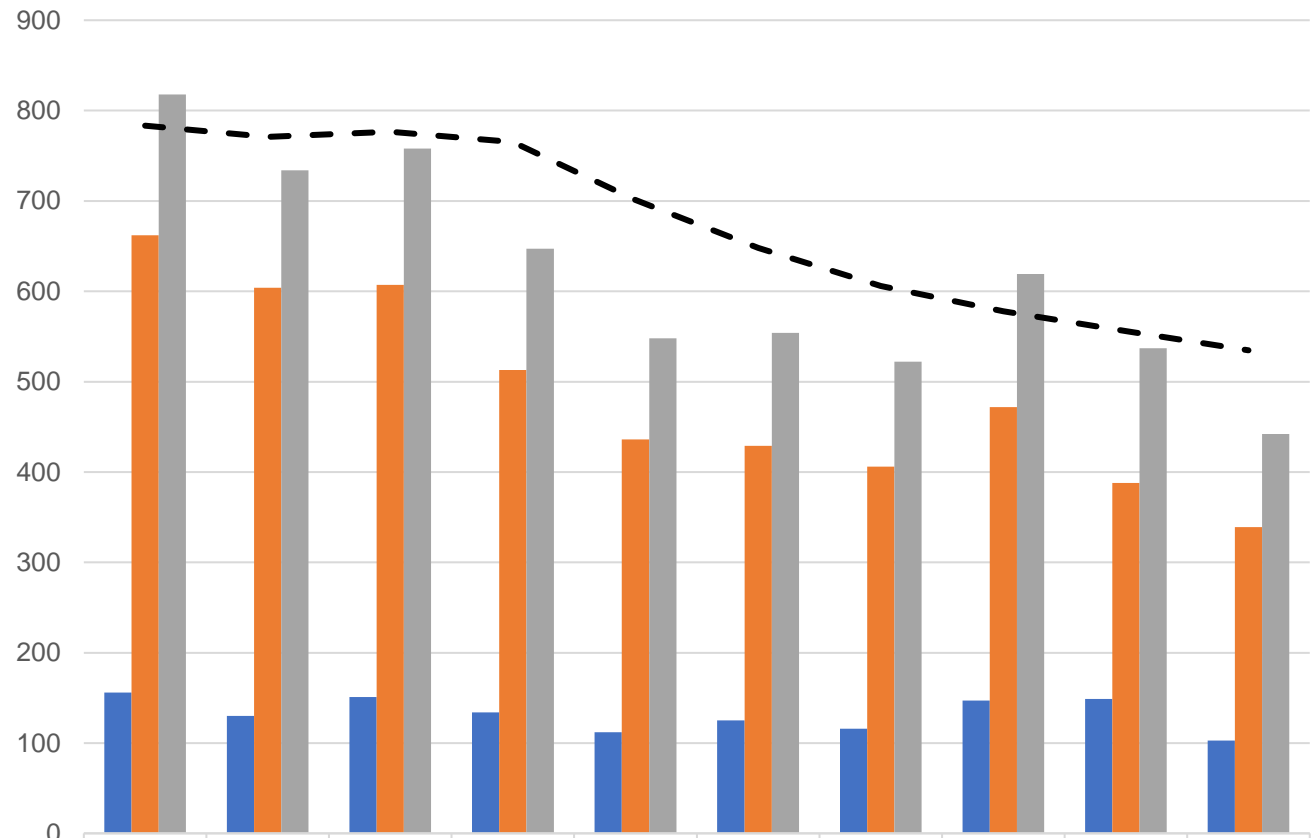
Careless/Inattentive/Distracted driving fatalities and serious injuries have increased over the past two years. Overall, the trendline shows a decrease.

Speeding Related Fatalities & Serious Injuries, 2013-2022



**Speeding fatalities and serious injuries decreased in 2022.
Overall, the trend shows a decrease.**

Single Vehicle Related Fatalities & Serious Injuries, 2013-2022

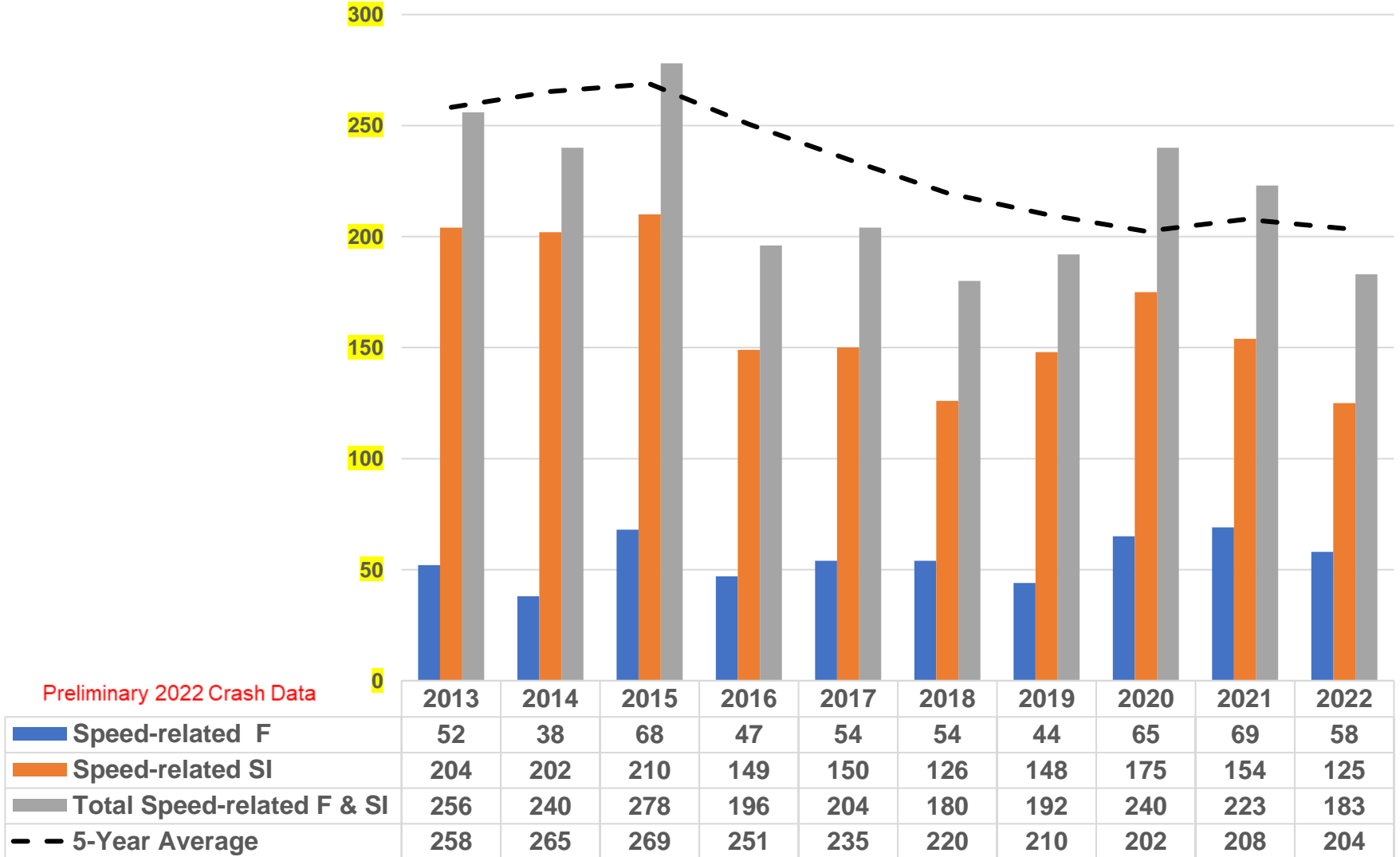


Preliminary 2022 Crash Data

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Single Vehicle Fatality	156	130	151	134	112	125	116	147	149	103
Single Vehicle Serious Injury	662	604	607	513	436	429	406	472	388	339
Total Single Vehicle F & SI	818	734	758	647	548	554	522	619	537	442
5-Year Average	783.2	771	776.6	765.4	701	648.2	605.8	578	556	534.8

Single Vehicle-related fatalities & serious injuries decreased in 2022. This does not include motorcyclists. Overall, the trend continues to decrease.

Single Vehicle-Related Fatalities & Serious Injuries, 2013-2022



**Speeding fatalities and serious injuries decreased in 2022.
Overall, the trend shows a decrease.**

Crash Data & Presentations

[Annual Transportation Safety Planning Meetings | Montana Department of Transportation \(MDT\) \(mt.gov\)](#)

Interested in working with
Emphasis Area safety groups?
Contact:

Pam Langve-Davis, CHSP Manager,
MDT 406-444-7646,
plangvedavis@mt.gov

