

# **MT CHSP DATA SUMMARY**

**October 2013**

**2012 Data**



# **MDT State Highway Traffic Safety**

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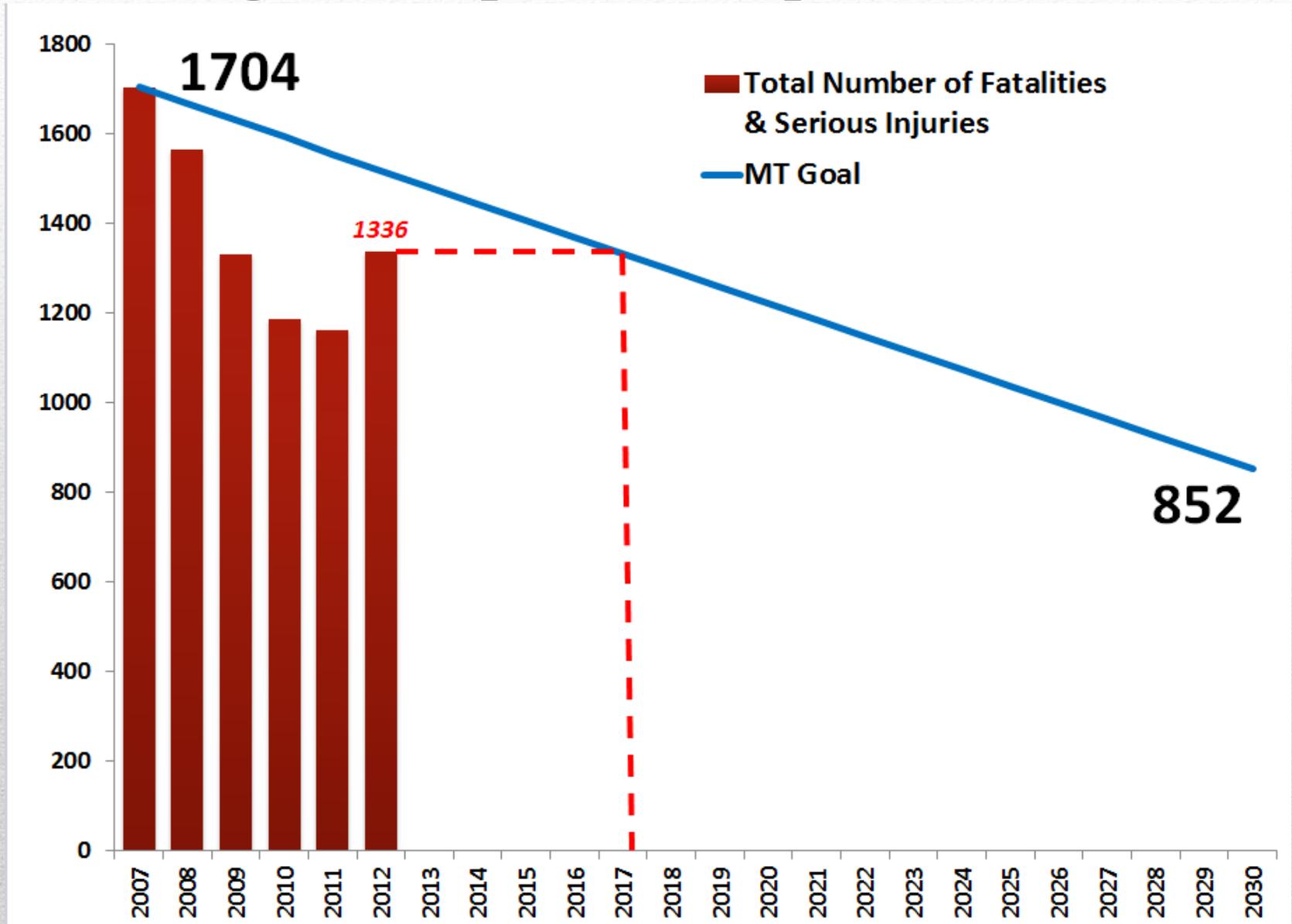
**[http://www.mdt.mt.gov/publications/data stats.shtml](http://www.mdt.mt.gov/publications/data_stats.shtml)**

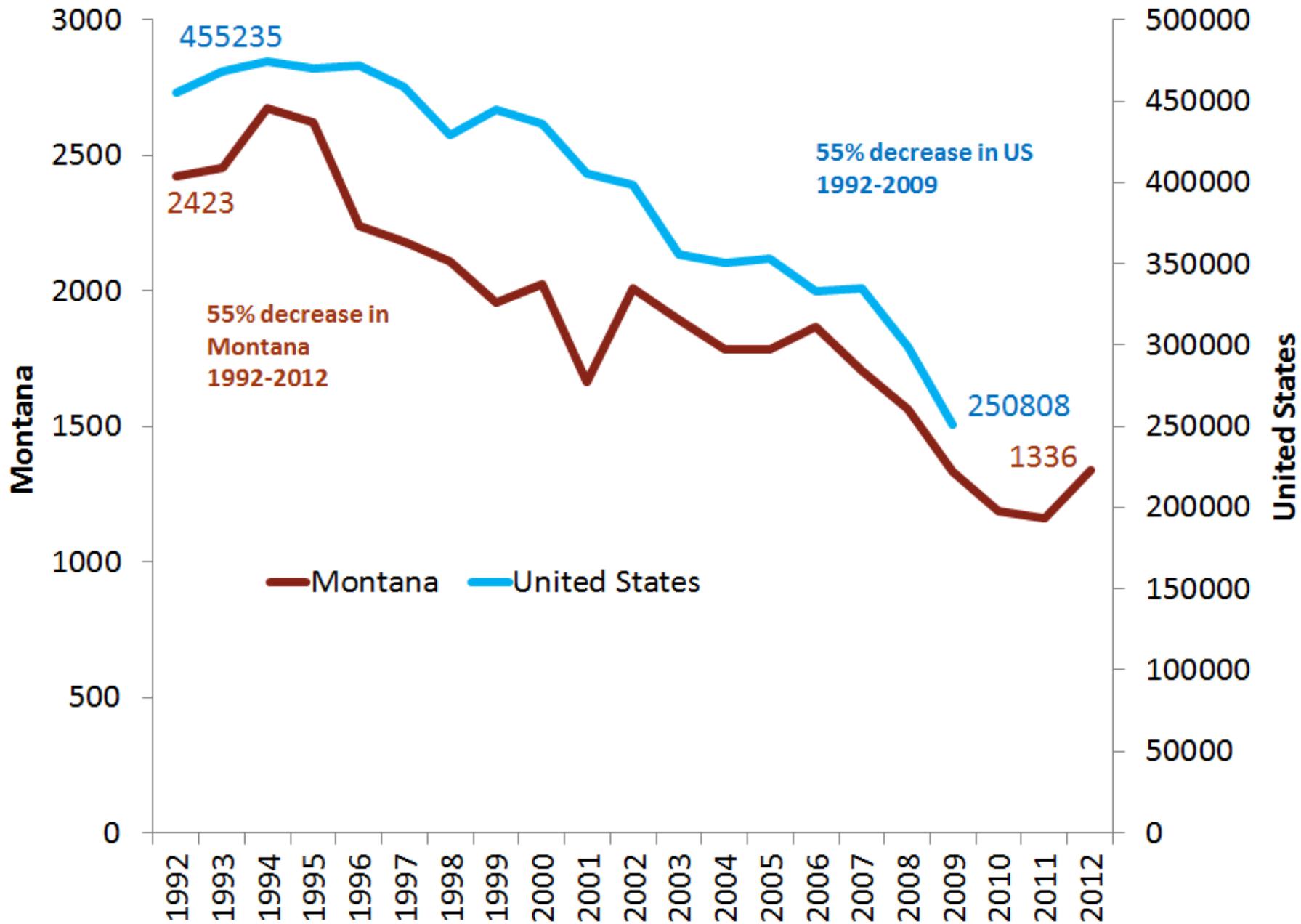
# Statewide Summary

## CHSP VISION:

**All highway users in Montana arrive safely at their destinations.**

# MT Highway Safety Goal





# 2012 Data Highlights

	2010	2011	2012	% Change '11-'12
Fatalities	189	209	205	-1.9%
Incapacitating Injuries	996	953	1,132	18.8%
Non-Incapacitating Injuries	6,036	5,870	6,432	9.6%
Fatal Crashes	161	187	192	2.7%
Injury Crashes	4,972	4,920	5,355	8.8%
Property Damage Only Crashes	15,013	15,168	14,294	-5.8%
Alcohol-Related Fatalities	91	87	113	29.9%
Unbelted Fatalities	94	118	118	0.0%
Speeding-Related Fatalities	68	55	56	1.8%

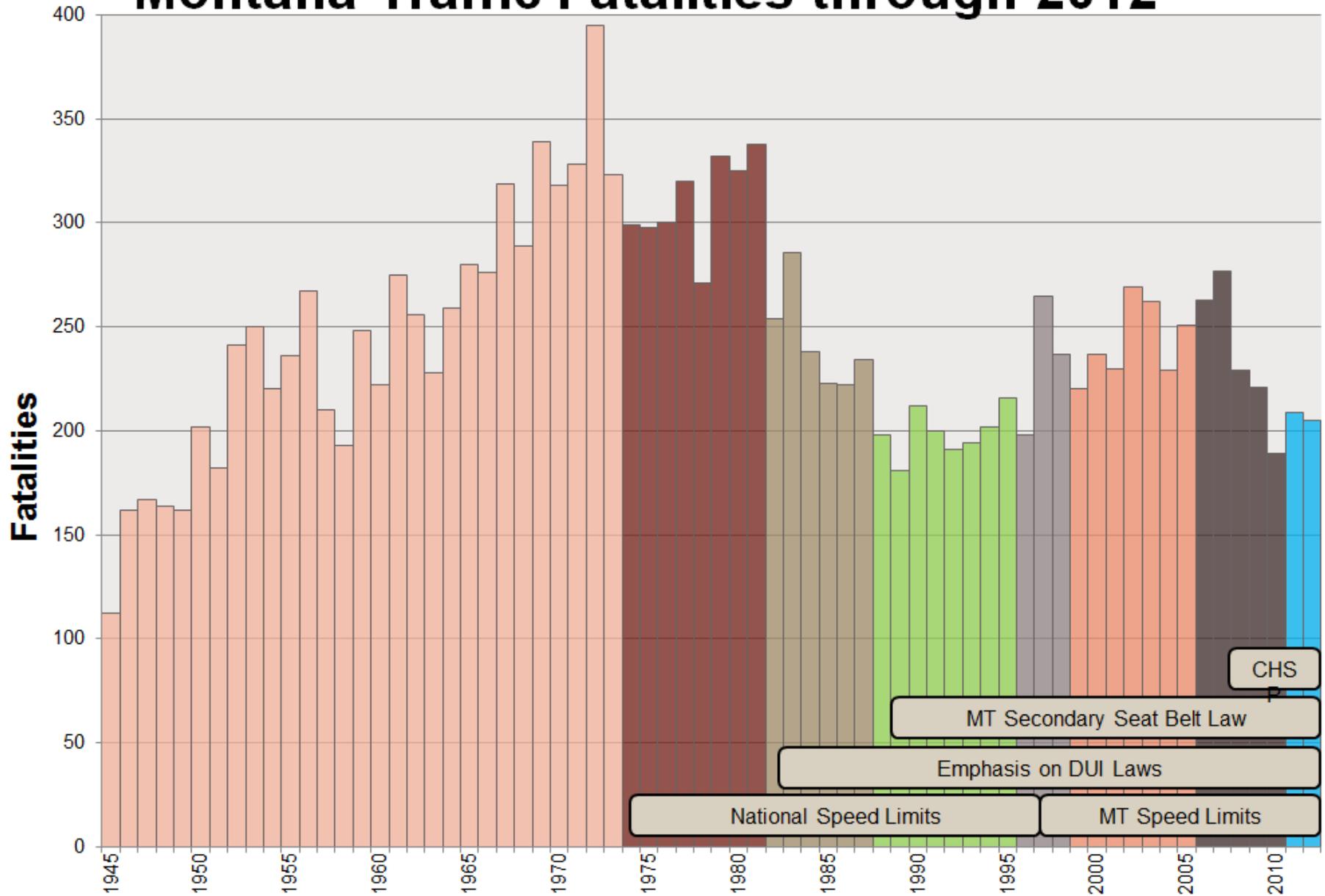
# Current Year-to-Date Fatality Comparison

**January 1 – September 30**

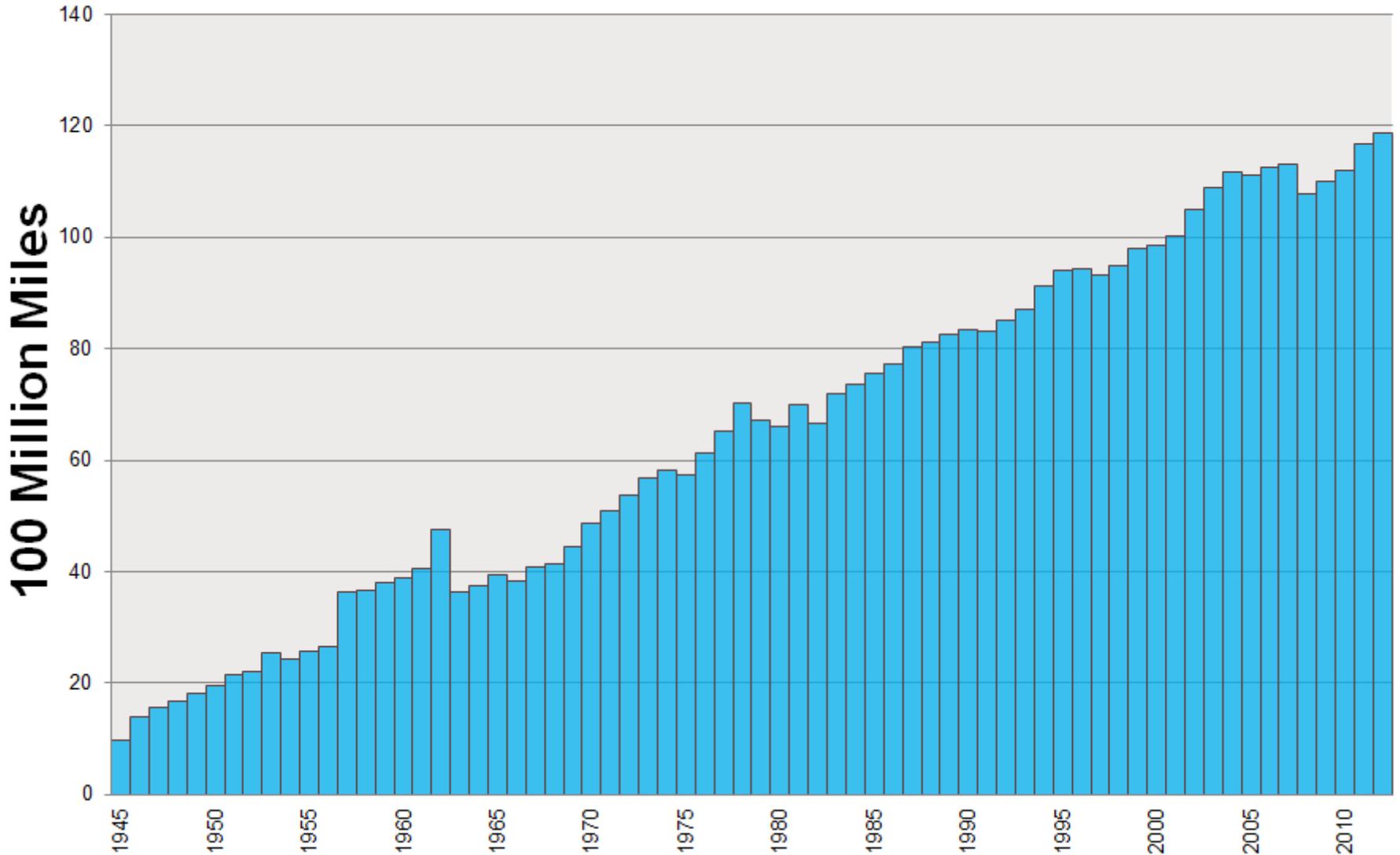
	<b>2012</b>	<b>2013*</b>	<b>2012-2013 % Change</b>
<b>Fatalities</b>	<b>168</b>	<b>166</b>	<b>-1.2%</b>
<b>Fatal Crashes</b>	<b>157</b>	<b>147</b>	<b>-6.4%</b>
<b>Alcohol Involved Crashes</b>	<b>46</b>	<b>27</b>	<b>-41.3%</b>
<b>Unbelted Fatalities</b>	<b>101</b>	<b>90</b>	<b>-10.9%</b>

**\*Preliminary data,  
subject to results from further investigation**

# Montana Traffic Fatalities through 2012



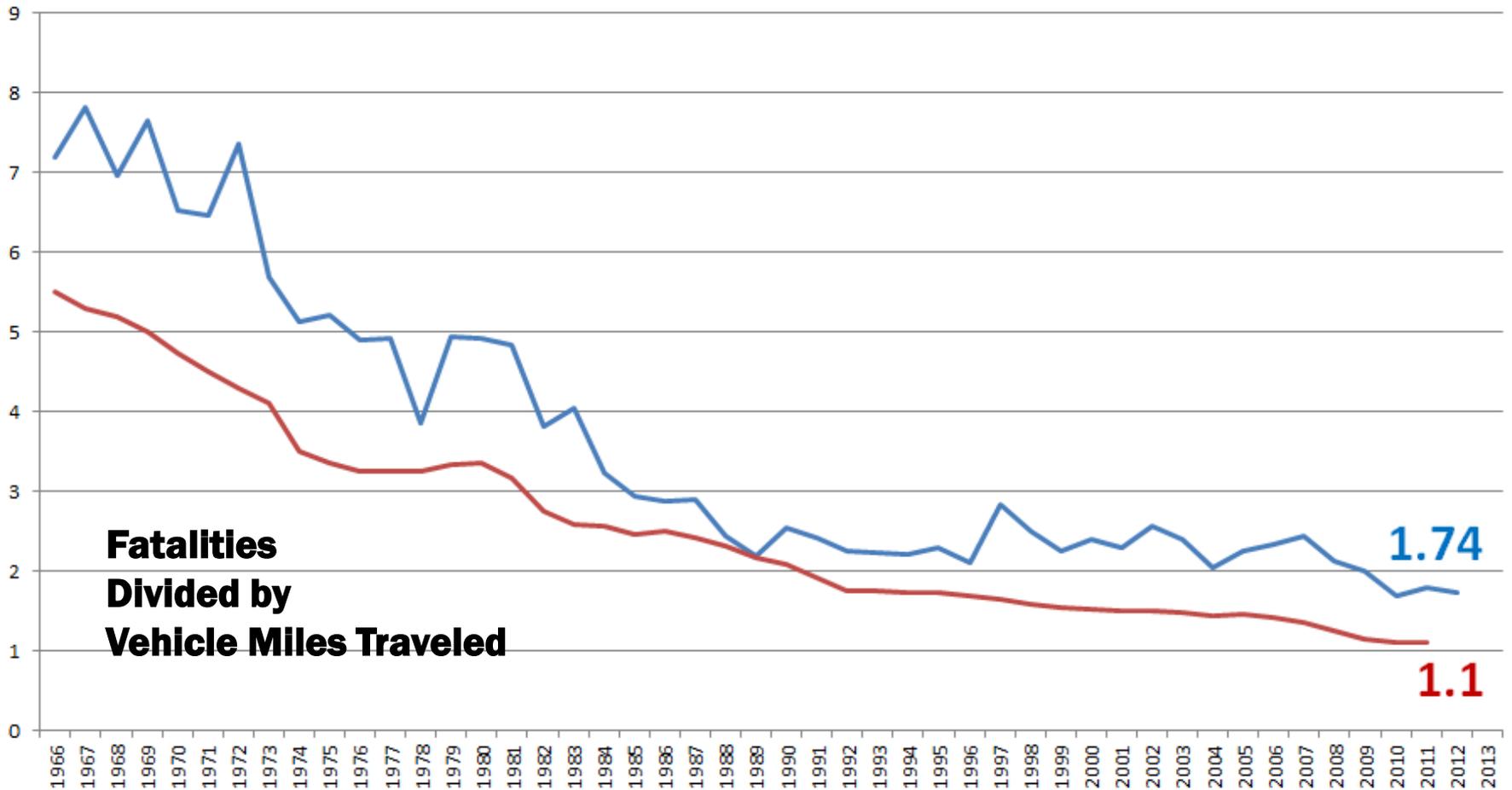
# Montana's Vehicle Miles Travelled



# Fatality Rates

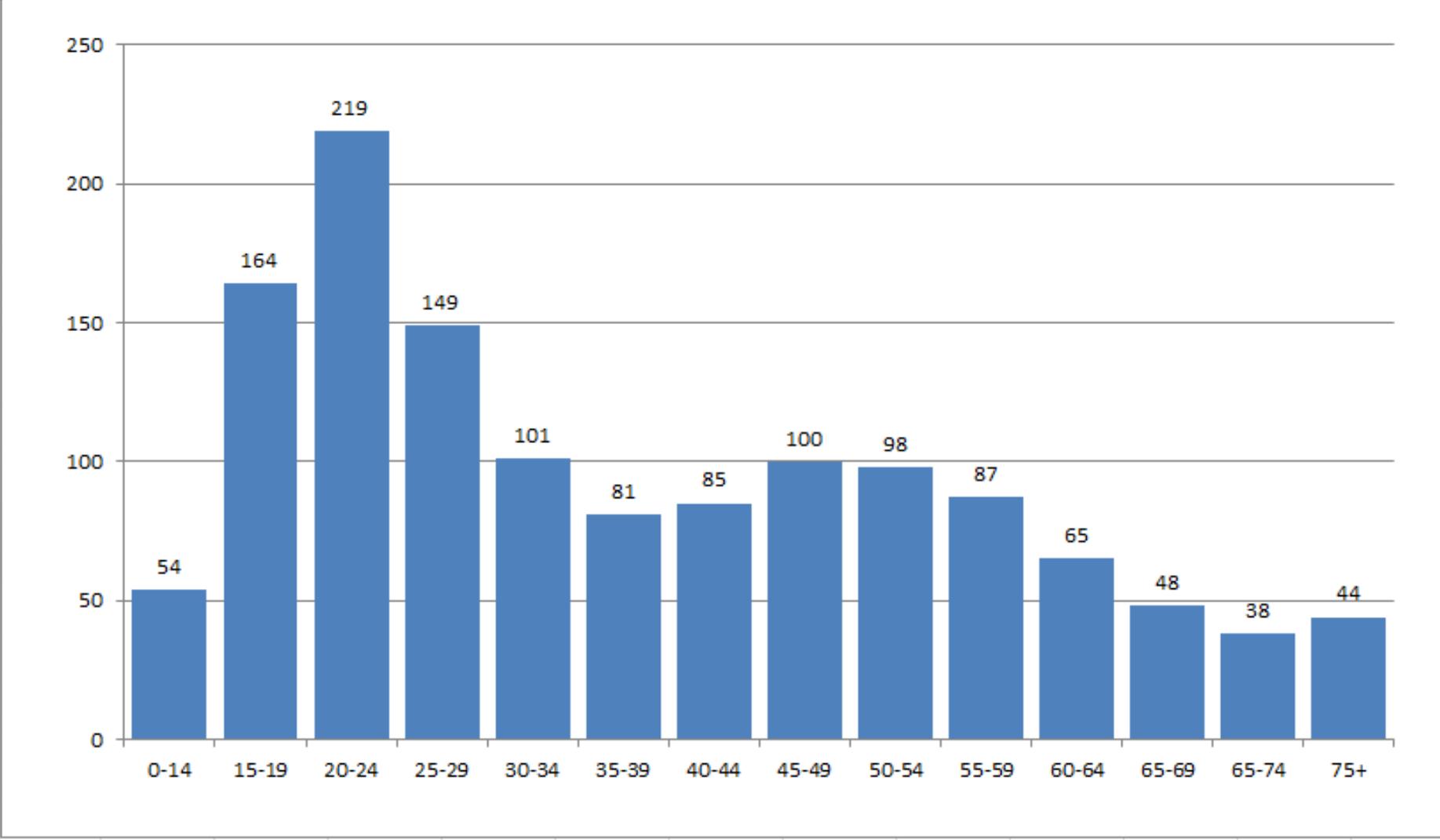
— Montana

— USA

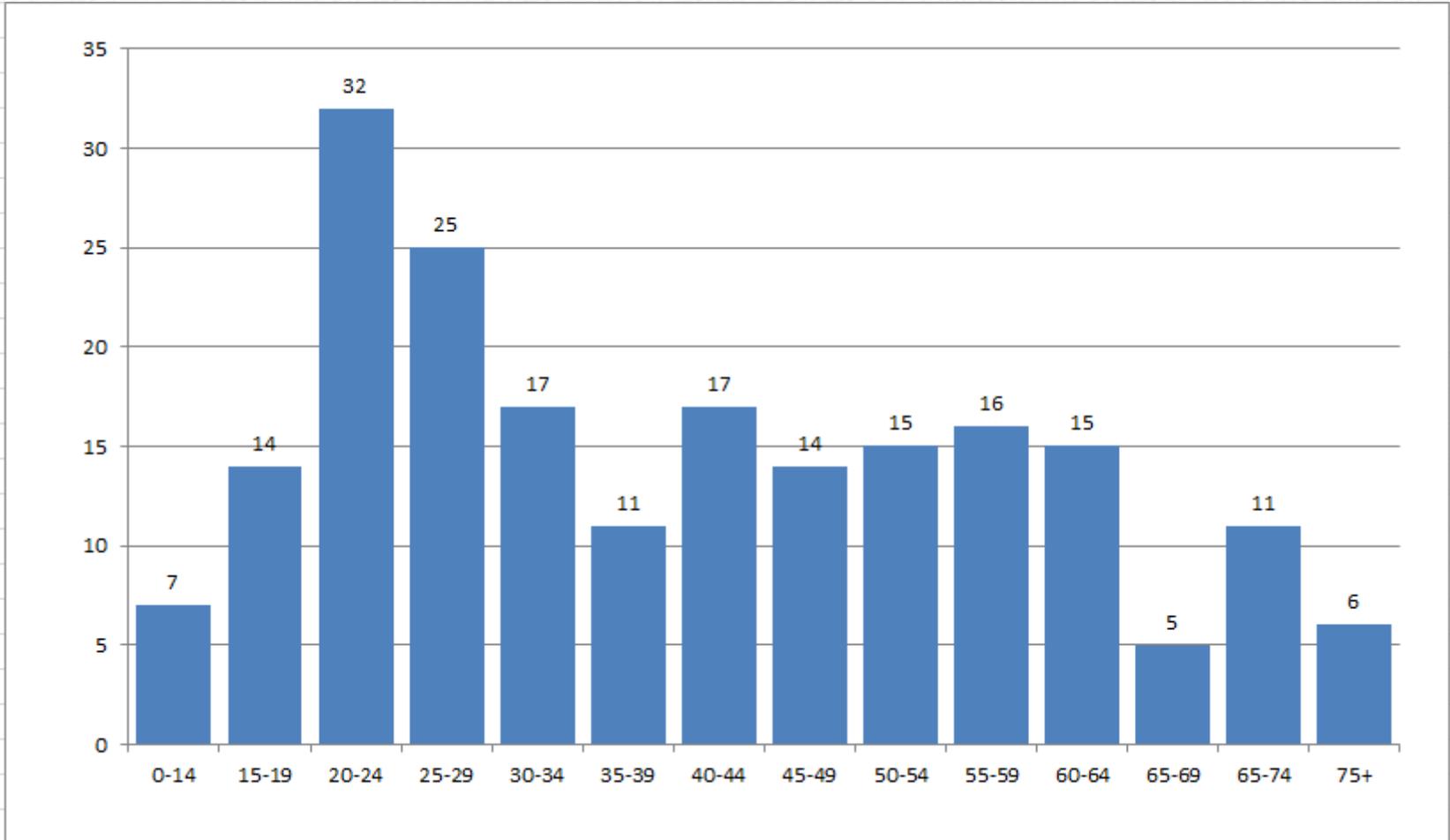




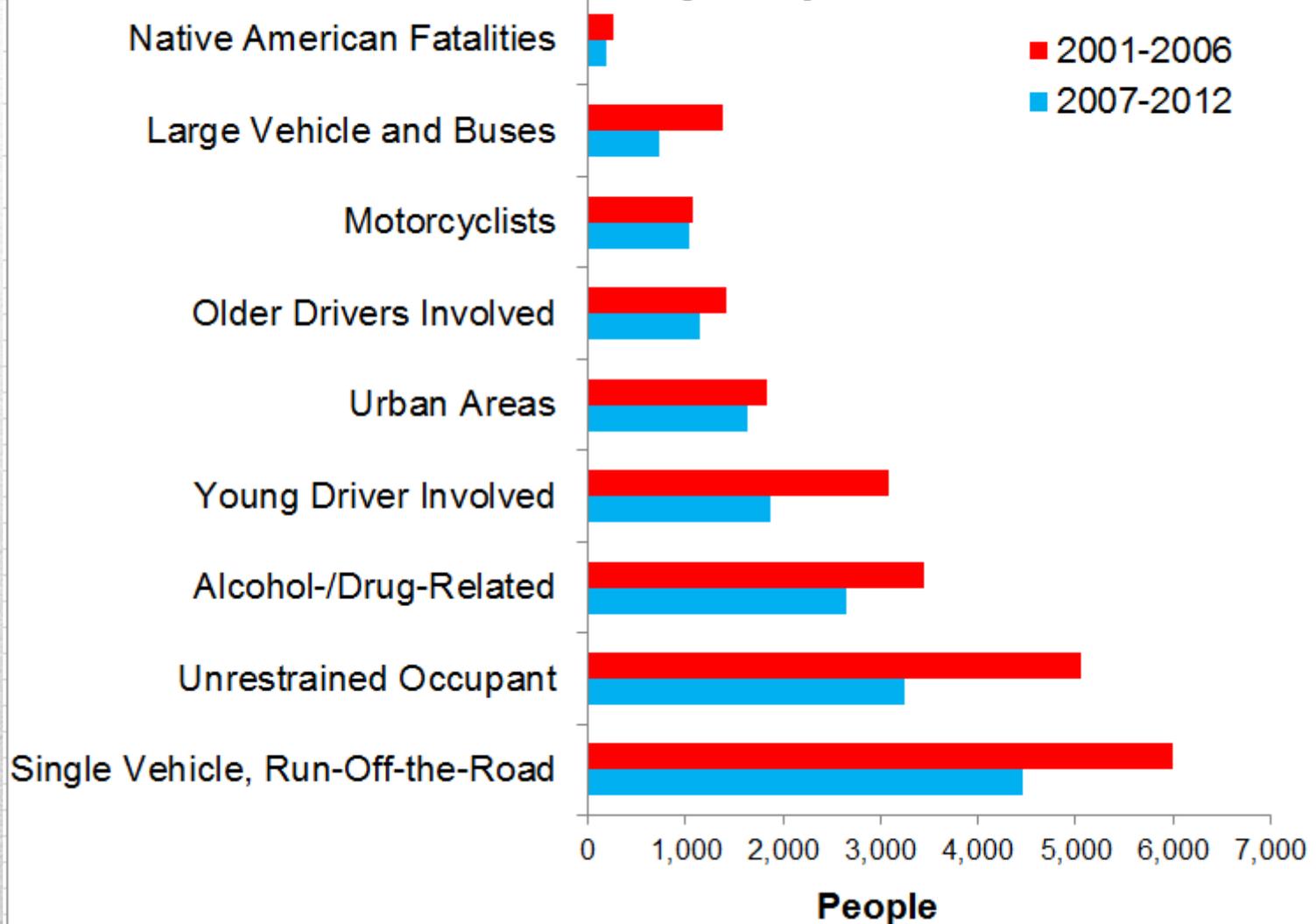
# Severe Injuries by Age 2012



# Fatalities by Age 2012



## Fatal & Serious Injuries Associated with Key Emphasis Areas



# Other 2012 Data Highlights

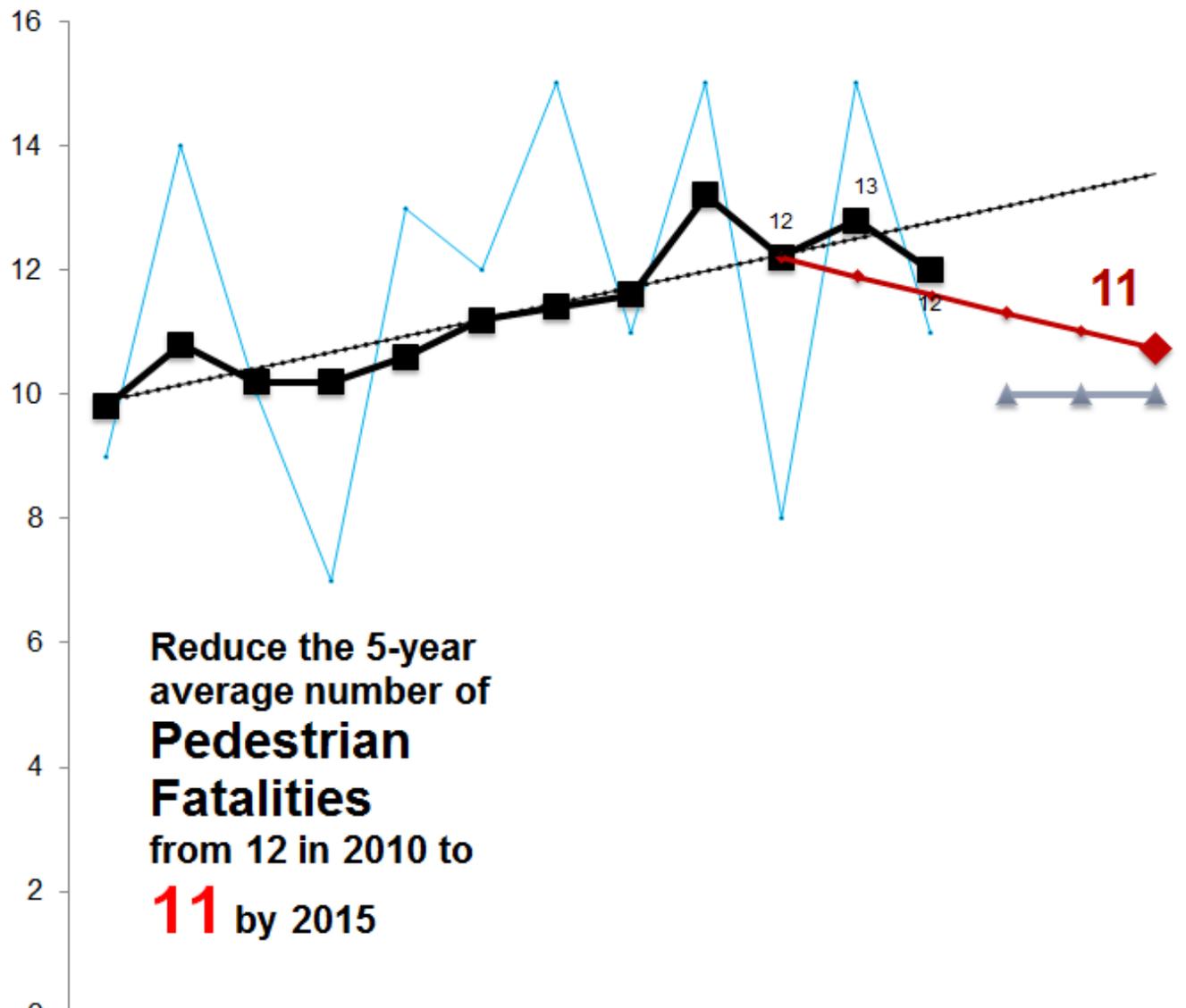
	2010	2011	2012	% Change '11-'12
Pedestrian Injuries	136	129	149	15.5%
Fatalities	8	15	11	-26.7%
Bicyclist Injuries	123	64	22	-65.6%
Fatalities	-	1	1	0.0%
Animal-Involved Crashes	2,081	2,095	2,276	8.6%
Fatal Crashes	5	4	3	-25.0%
Drivers Speeding in Crashes	1,236	3,259	3,127	-4.1%
Fatal Crashes	9	55	50	-9.1%
Inattentive Drivers in Crashes	3,297	3,362	5,076	51.0%
Fatal Crashes	6	6	-	-
Drivers Using Cell Phones in Crashes	94	177	233	31.6%
Fatal Crashes	1	5	2	-60.0%

# Performance Targets

**Targets provide:**

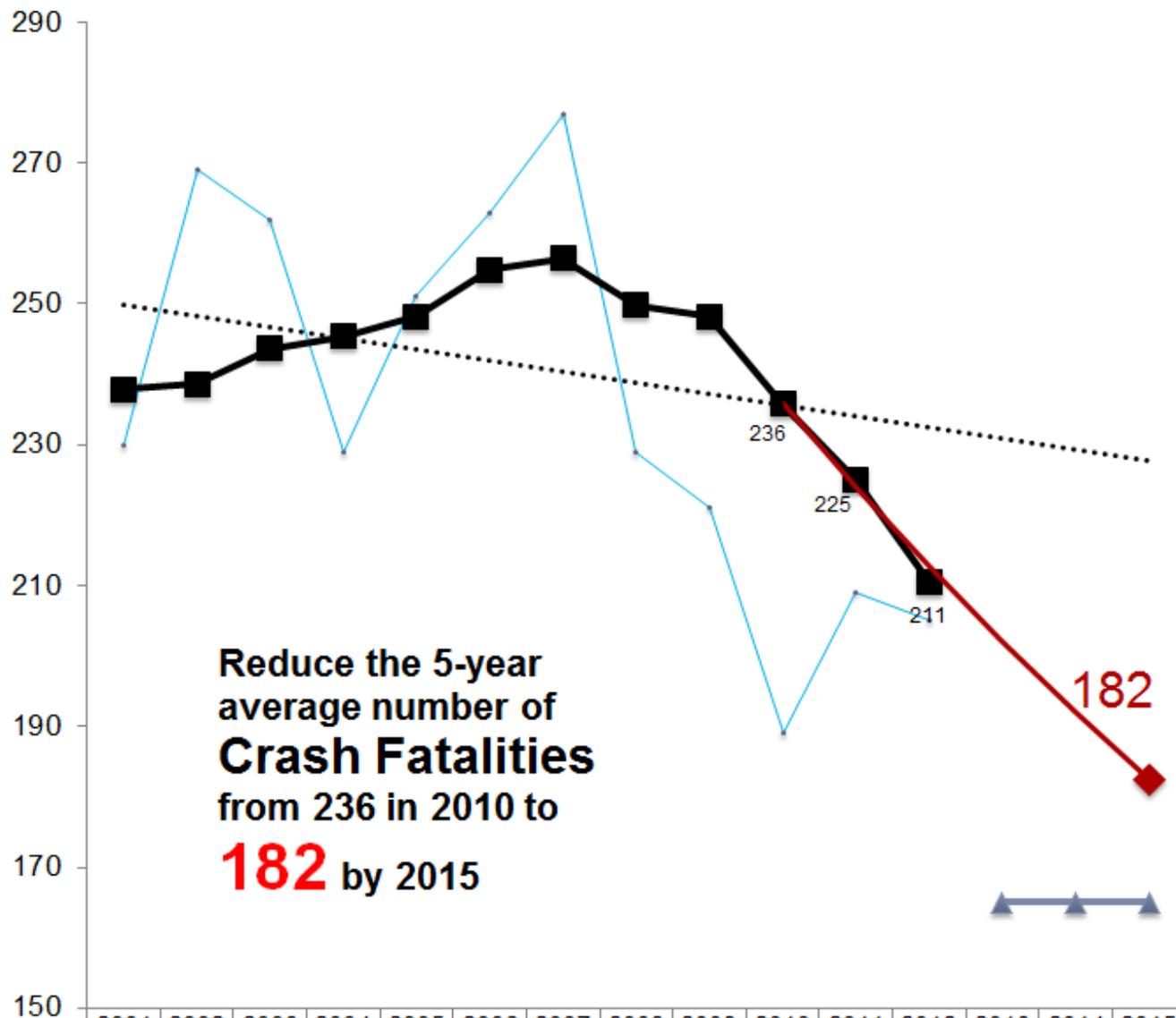
- **Greater accountability**
- **Greater linkage**
- **Better understanding**
- **Information feedback**

# Pedestrian Fatalities



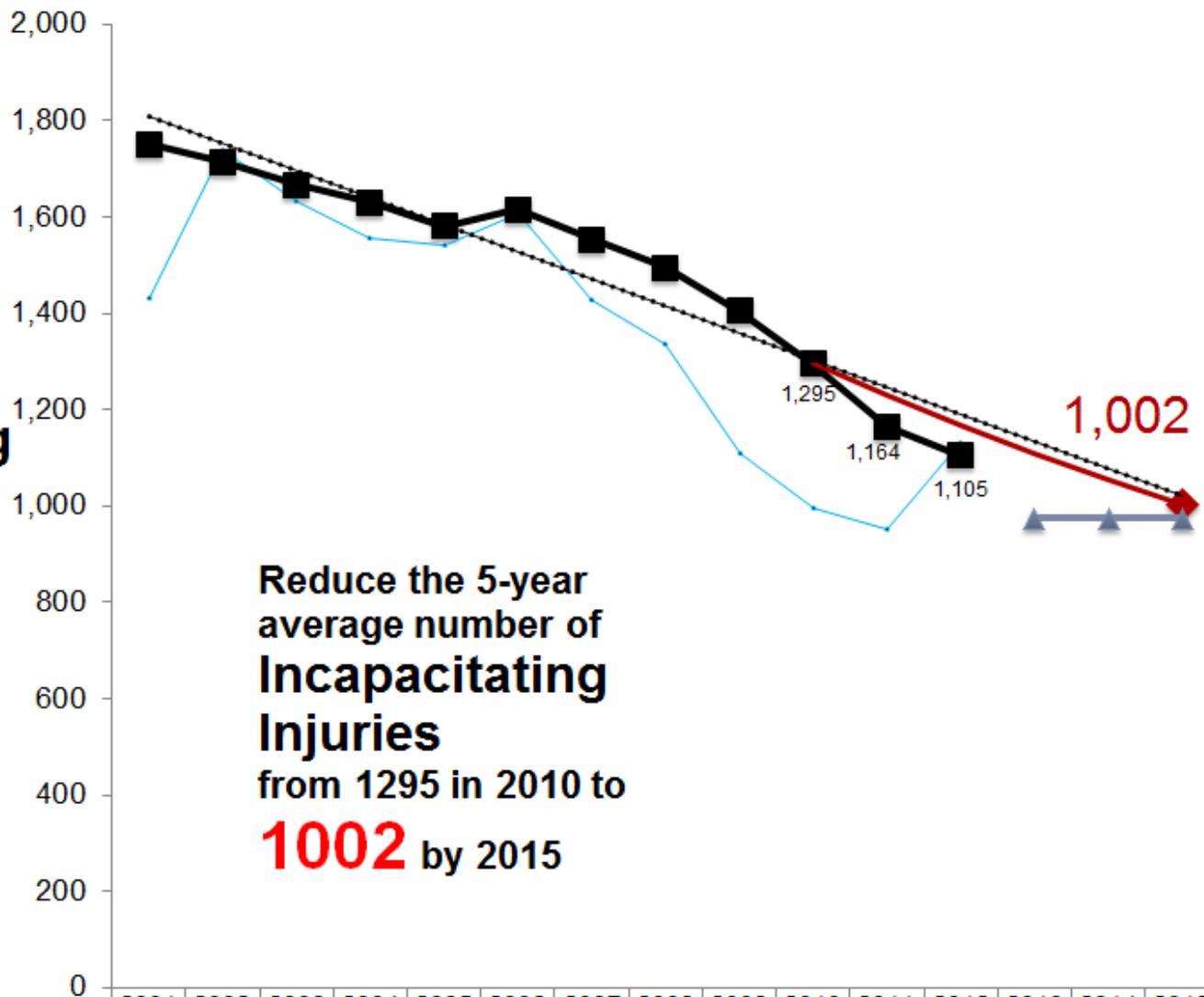
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Pedestrian Fatalities	9	14	10	7	13	12	15	11	15	8	15	11			
■ 5-Year Average	10	11	10	10	11	11	11	12	13	12	13	12			
◆ Moderate Target (-2.5% per year)										12	12	12	11	11	11
▲ Values to attain 2015 Target													10	10	10

# Crash Fatalities



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
—△— Fatalities	230	269	262	229	251	263	277	229	221	189	209	205			
—■— 5-Year Average	238	239	244	245	248	255	256	250	248	236	225	211			
—◆— Aggressive Target (-5.0% per year)										236	224	213	202	192	182
—▲— Values to attain 2015 Target													165	165	165

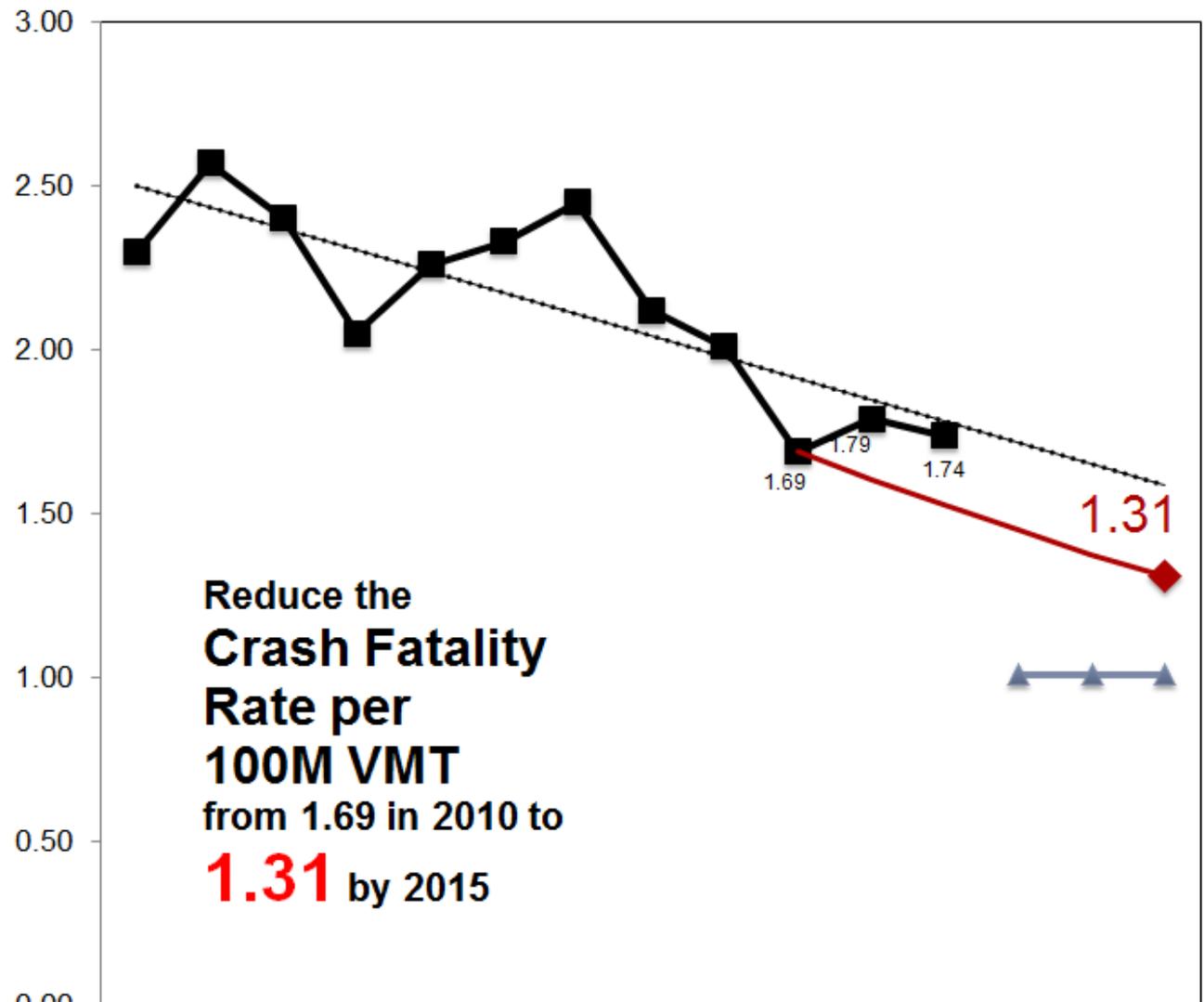
# Incapacitating Injuries



Reduce the 5-year average number of Incapacitating Injuries from 1295 in 2010 to **1002** by 2015

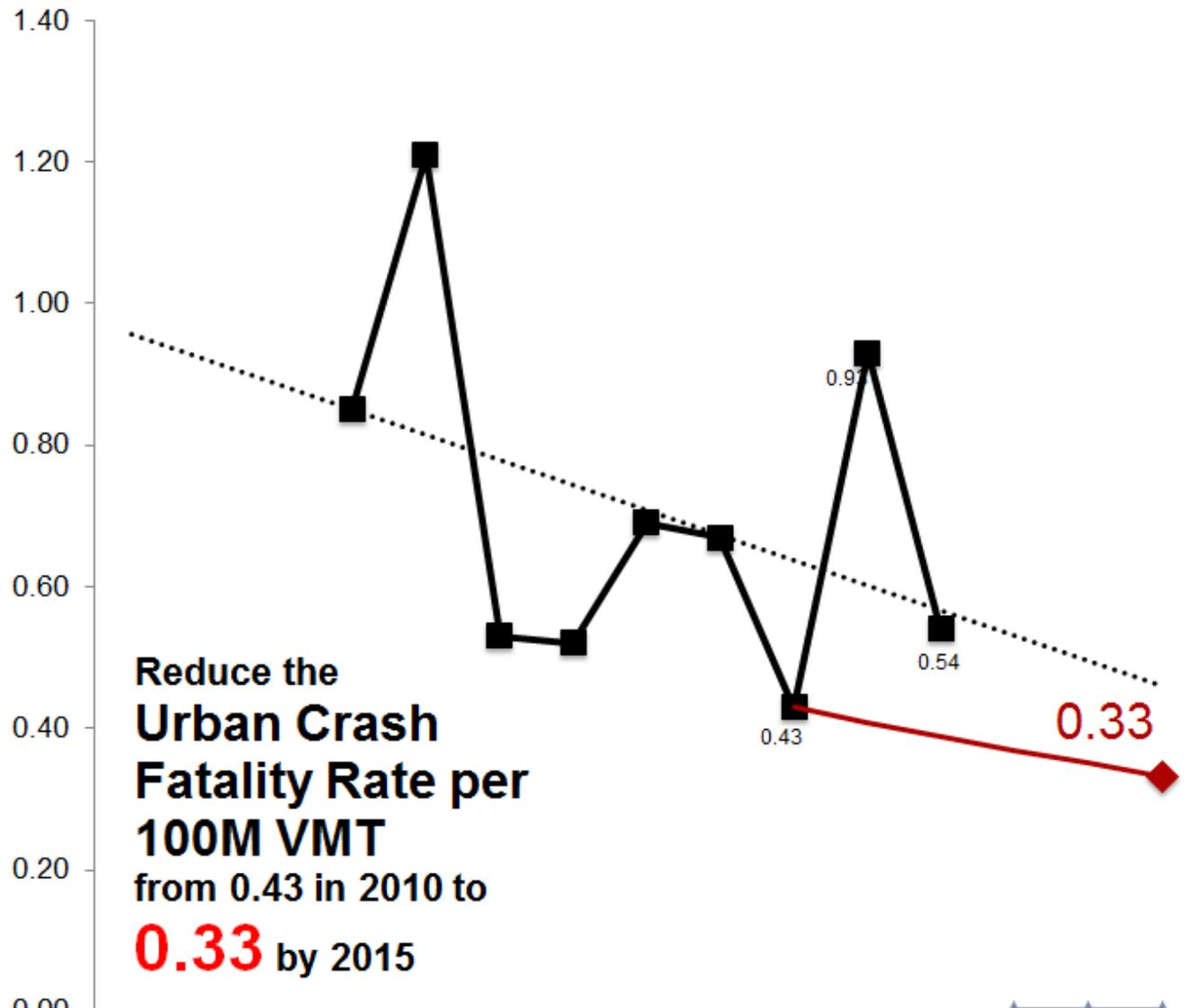
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Incapacitating Injuries	1,433	1,738	1,634	1,557	1,541	1,607	1,427	1,336	1,110	996	953	1,131			
■ 5-Year Average	1,750	1,714	1,667	1,630	1,581	1,615	1,553	1,494	1,404	1,295	1,164	1,105			
◆ Aggressive Target (-5.0% per year)										1,295	1,230	1,169	1,110	1,055	1,002
▲ Values to attain 2015 Target													975	975	975

# Crash Fatality Rate per 100M VMT



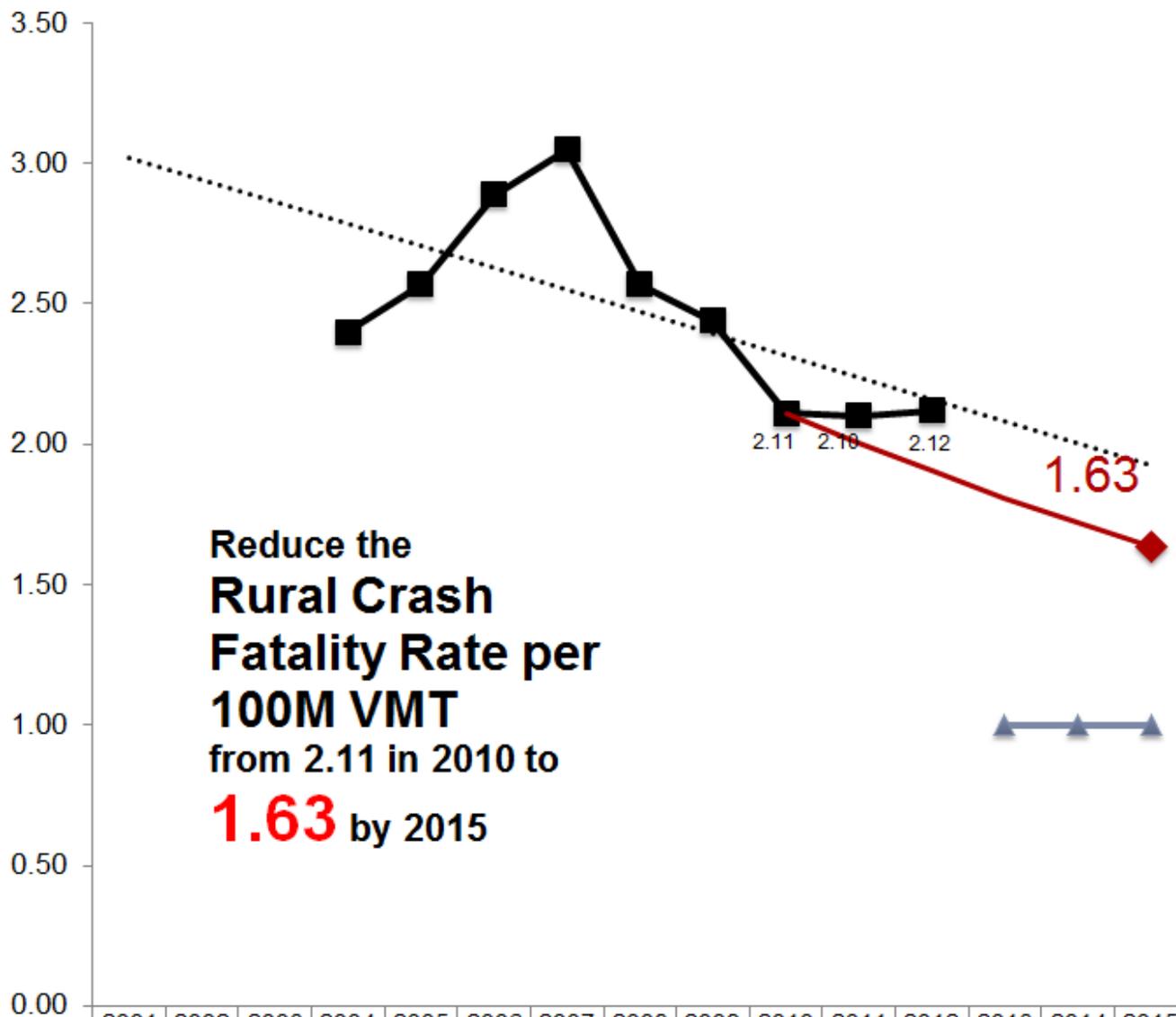
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Fatality Rate (entered thru 2011, then calculated 2012)	2.30	2.57	2.40	2.05	2.26	2.33	2.45	2.12	2.01	1.69	1.79	1.74			
■ Annual Data	2.30	2.57	2.40	2.05	2.26	2.33	2.45	2.12	2.01	1.69	1.79	1.74			
◆ Aggressive Target (-5.0% per year)										1.69	1.61	1.53	1.45	1.38	1.31
▲ Values to attain 2015 Target													1.01	1.01	1.01

# Urban Crash Fatality Rate per 100M VMT



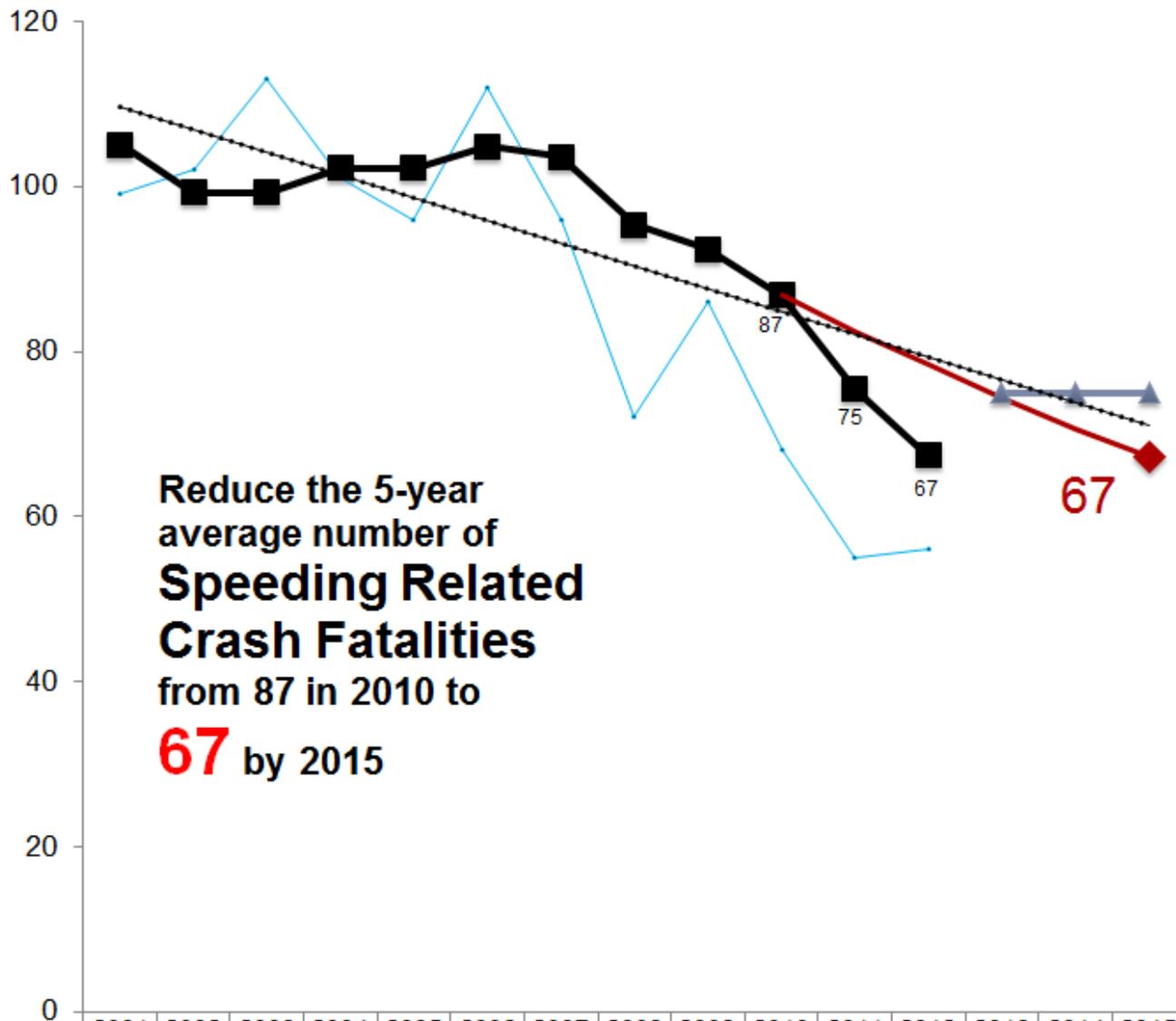
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Urban Fatality Rate				0.85	1.21	0.53	0.52	0.69	0.67	0.43	0.93	0.54			
Annual Data				0.85	1.21	0.53	0.52	0.69	0.67	0.43	0.93	0.54			
Aggressive Target (-5.0% per year)										0.43	0.41	0.39	0.37	0.35	0.33
Values to attain 2015 Target													0.00	0.00	0.00

# Rural Crash Fatality Rate per 100M VMT



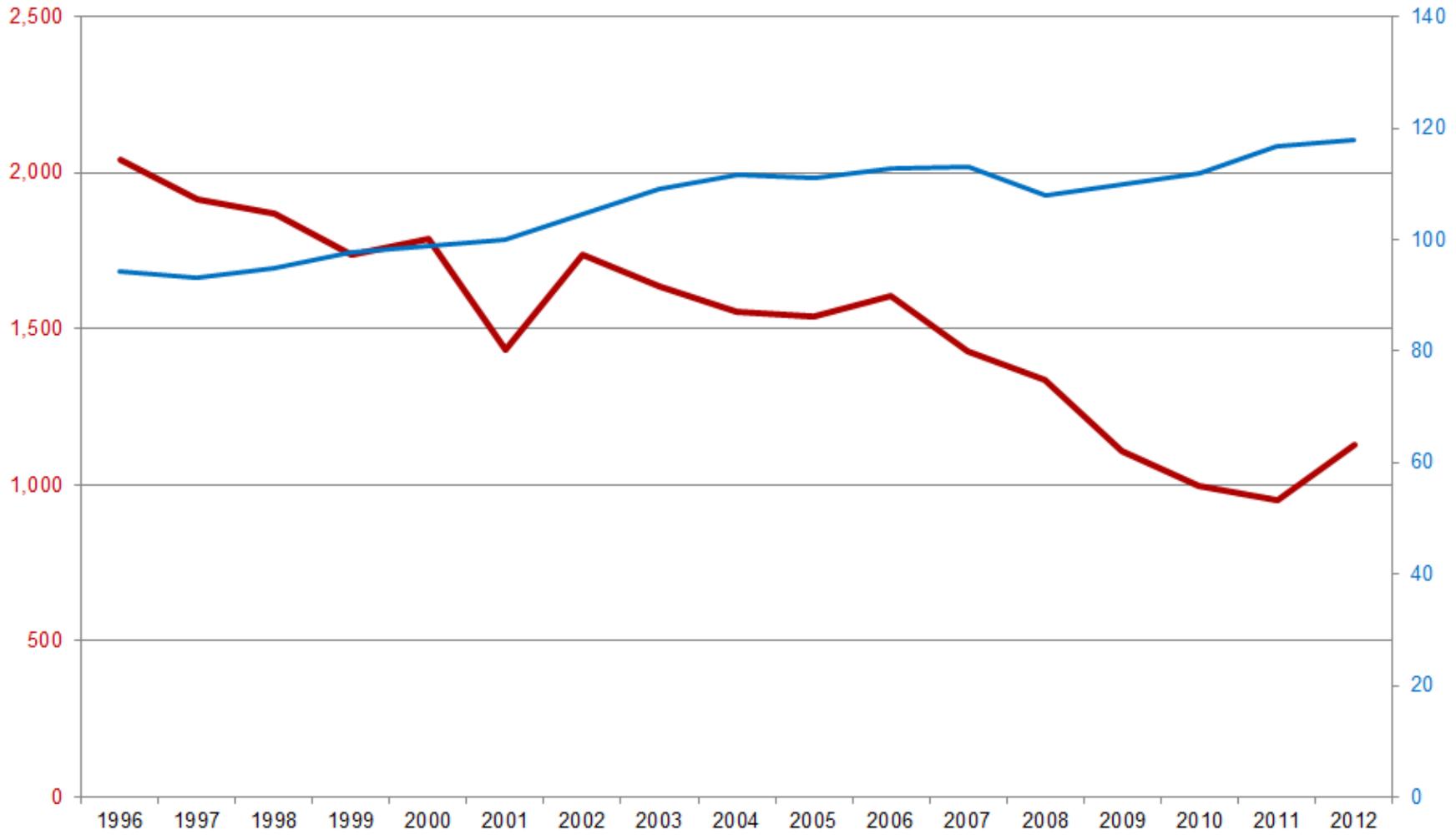
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Rural Fatality Rate				2.40	2.57	2.89	3.05	2.57	2.44	2.11	2.10	2.12			
Annual Data				2.40	2.57	2.89	3.05	2.57	2.44	2.11	2.10	2.12			
Aggressive Target (-5.0% per year)										2.11	2.00	1.90	1.81	1.72	1.63
Values to attain 2015 Target													1.0	1.0	1.0

# Speeding Related Crash Fatalities



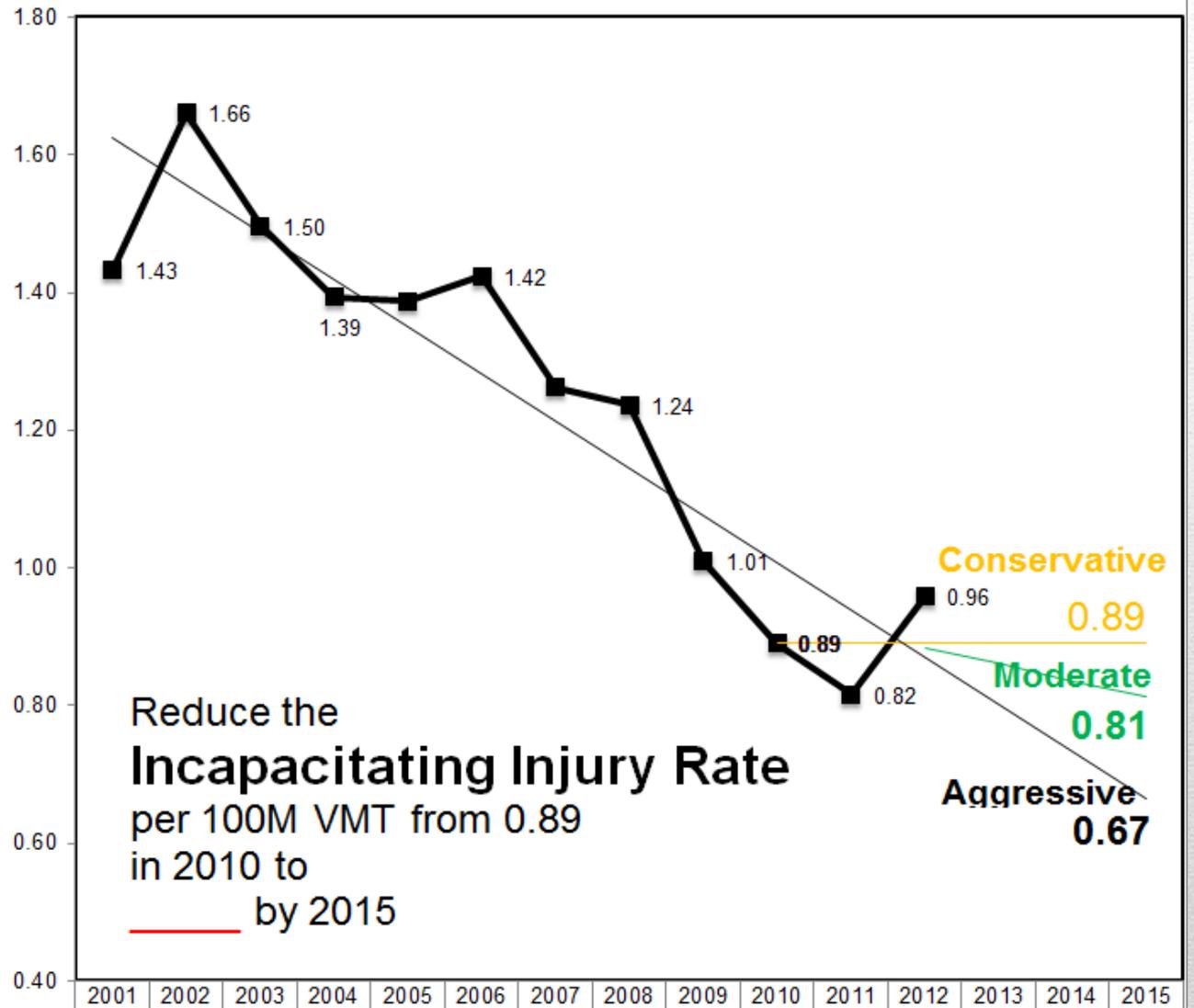
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Speeding-Related Fatalities	99	102	113	101	96	112	96	72	86	68	55	56			
5-Year Average	105	99	99	102	102	105	104	95	92	87	75	67			
Aggressive Target (-5.0% per year)										87	82	78	74	71	67
Values to attain 2015 Target													75	75	75

# Incapacitating Injuries and VMT 1996-2012



100M VMT – 100 Million Vehicle Miles Traveled

# Incapacitating Injury Rate



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
■ Incapacitating Injury Rate	1.43	1.66	1.50	1.39	1.39	1.42	1.26	1.24	1.01	0.89	0.82	0.96			
— 2009-2012 Trendline												0.88	0.86	0.84	0.81
— 2010 Constant										0.89	0.89	0.89	0.89	0.89	0.89

# Urban Area Crashes

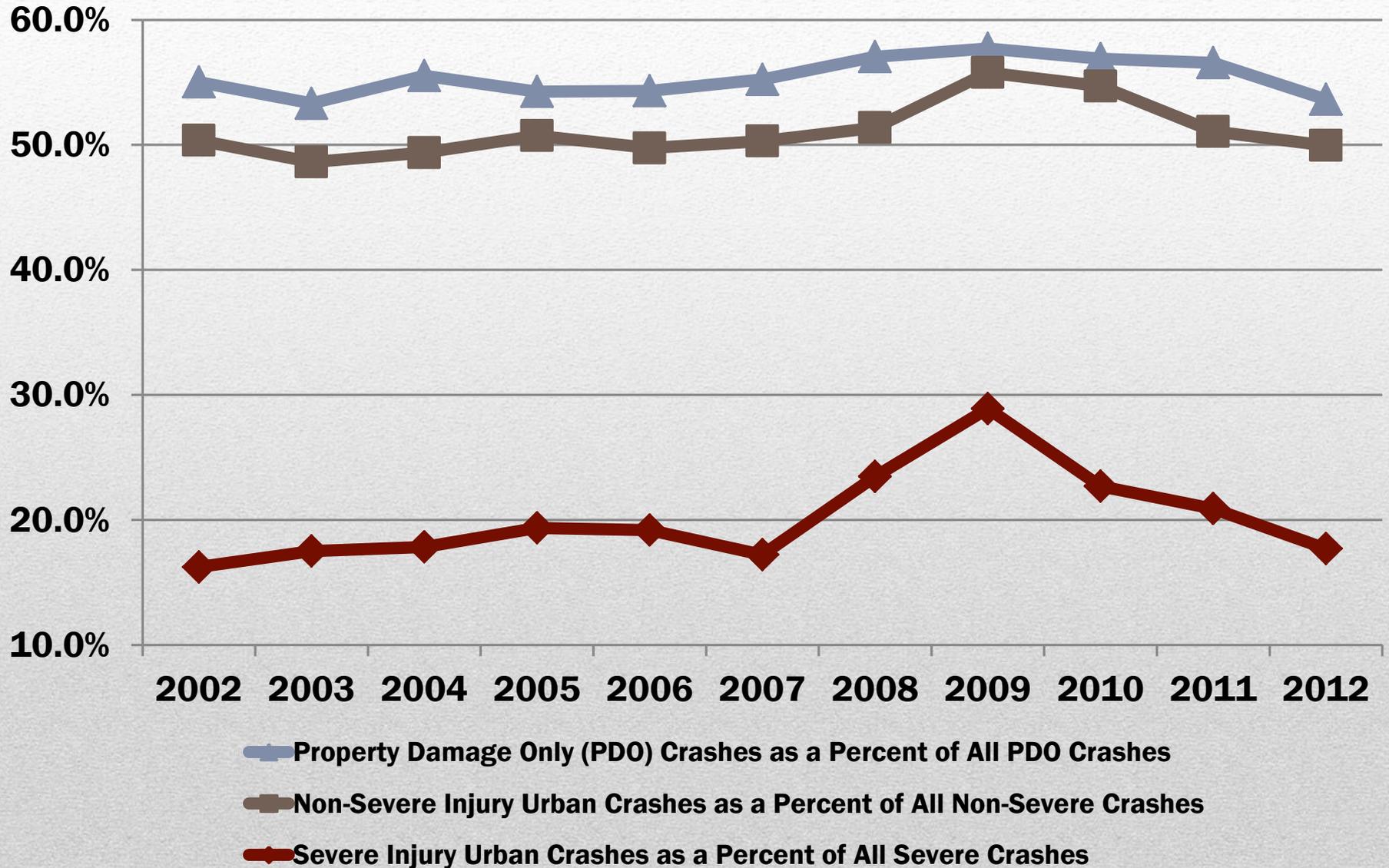
## Objective:

**Reduce fatal and incapacitating injury crashes in urban areas.**

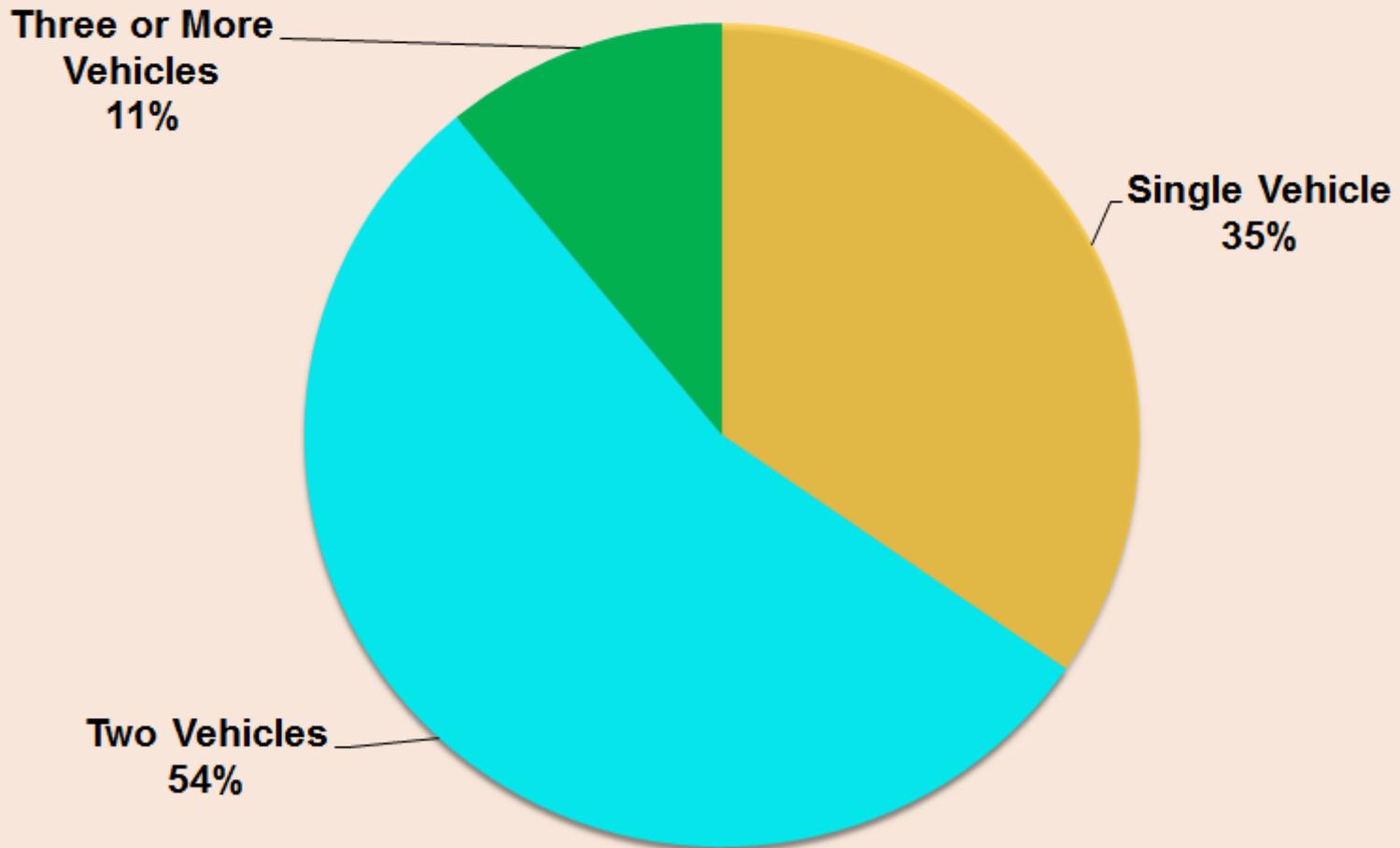
# 2012 Urban Crash Data Highlights

	2010	2011	2012	% Change '11-'12
Fatalities	22	40	16	-60.0%
Incapacitating Injuries	221	183	202	10.4%
Non-Incapacitating Injuries	662	591	624	5.6%
				-
Fatal Crashes	22	35	15	-57.1%
Injury Crashes	2,484	2,835	2,419	-14.7%
Property Damage Only Crashes	8,542	8,580	7,667	-10.6%
				-
Alcohol-Related Fatalities	11	13	6	-53.8%
Unbelted Fatalities	10	20	16	-20.0%
Speeding-Related Fatalities	8	14	6	-57.1%
Pedestrian Fatalities	6	10	10	0.0%

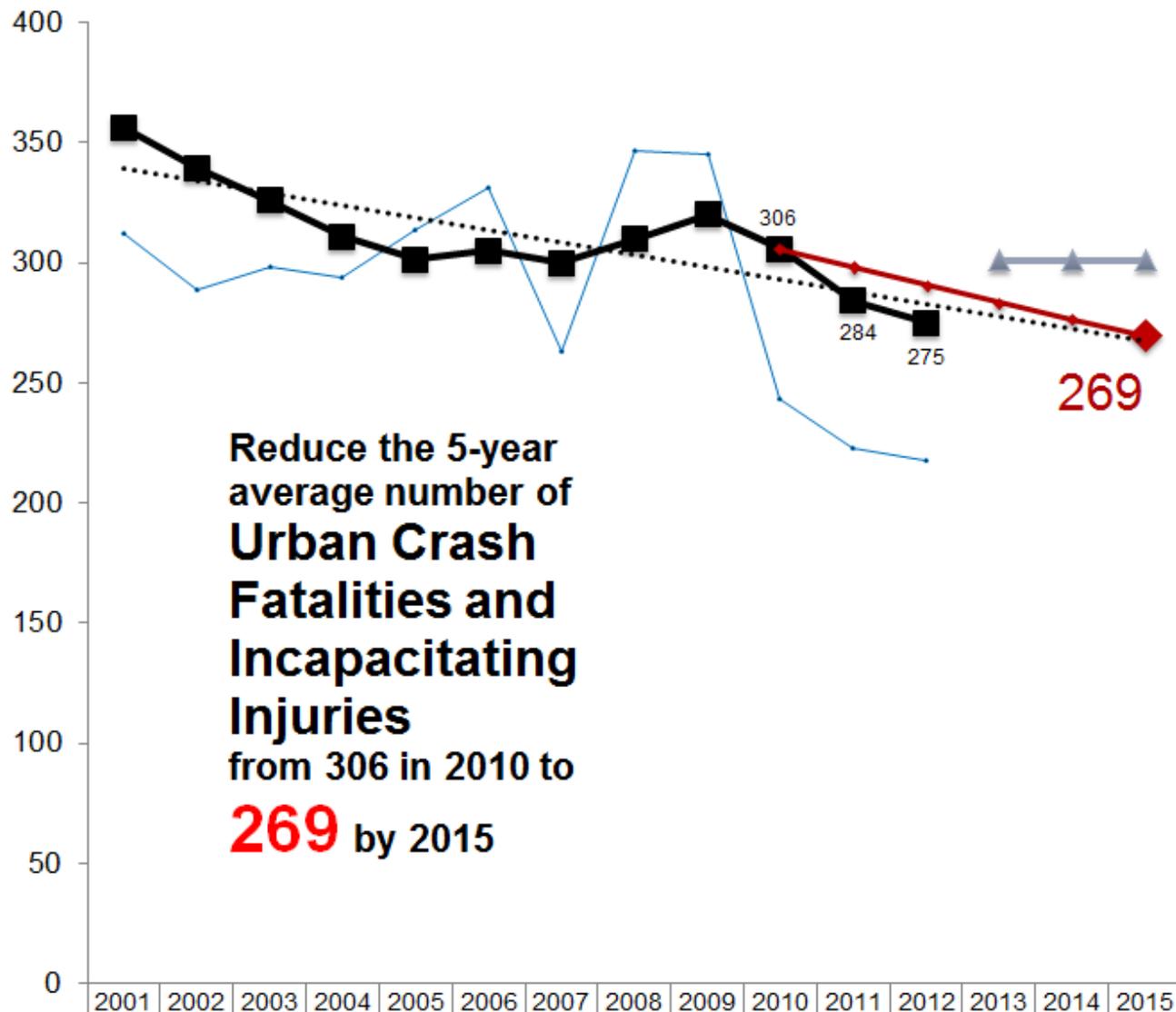
# Urban Crashes by Severity



# Number of Vehicles Involved in Severe Urban Crashes (2008-2012 Data)



## Urban Crash Fatalities and Incapacitating Injuries



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Fatalities & Incapacitating Injuries in Urban Areas	312	289	298	294	314	331	263	347	345	243	223	218			
■ 5-Year Average	356	339	326	311	301	305	300	310	320	306	284	275			
◆ Moderate Target (-2.5% per year)										306	298	291	283	276	269
▲ Values to attain 2015 Target													301	301	301

# **Native American Crashes**

**Objective:**

**Reduce Native American fatalities.**

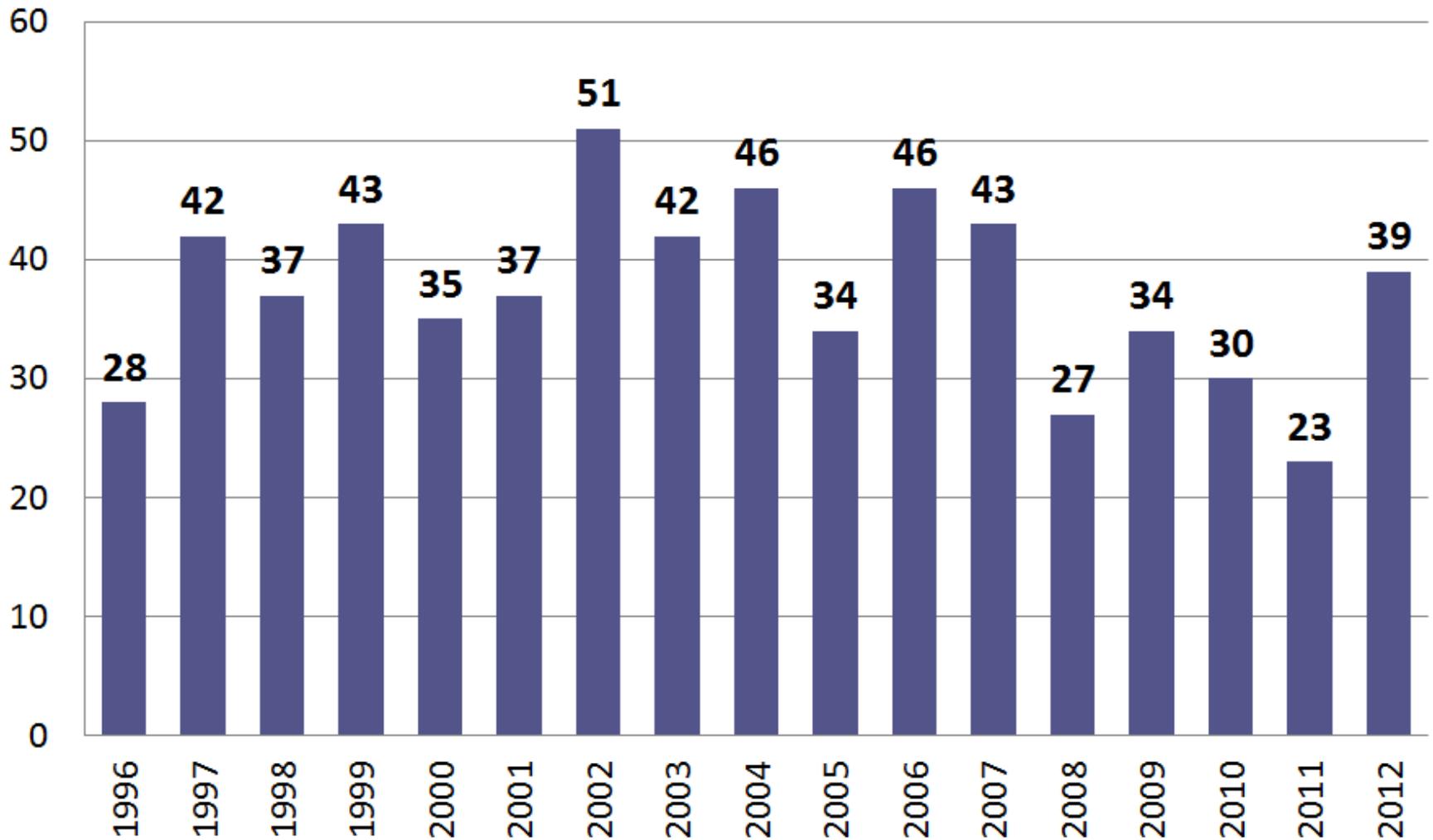
# 2011 Native American Crash Fatality Highlights

	2010	2011	2012	% Change '11- '12
Fatalities	30	23	39	69.6%
Alcohol-Related Fatalities	21	17	34	100.0%
Unbelted Fatalities	25	17	30	76.5%
Speeding-Related Fatalities	14	13		-
On Reservation Fatalities	15	12	35	191.7%

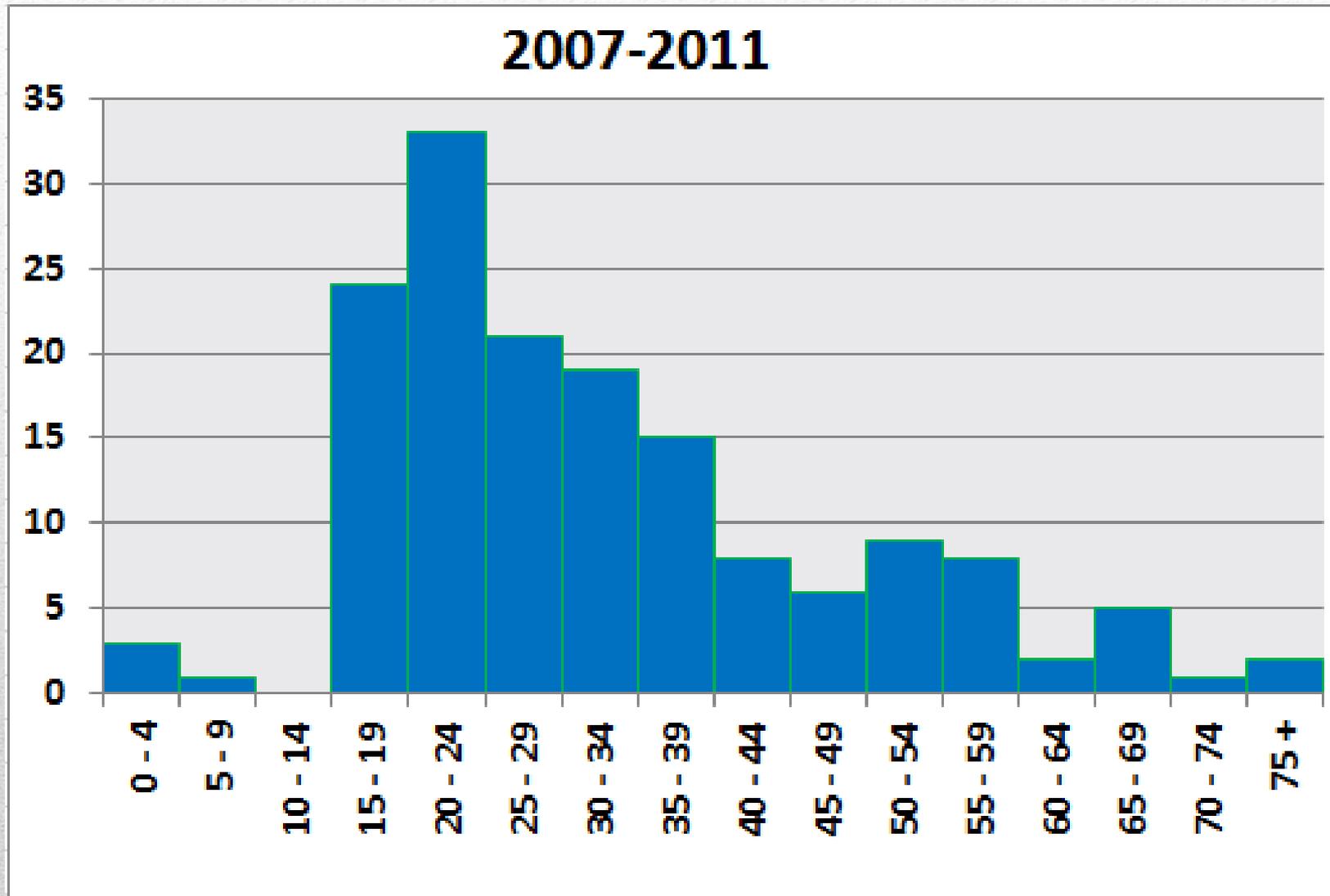
Native Americans are over-represented in MT crash fatalities. According to the 2010 census, Native Americans make up **6.3% of the Montana population**, yet during the last decade, **11-20% of all fatalities were Native American.**

\* Preliminary Data

# Native American Fatalities

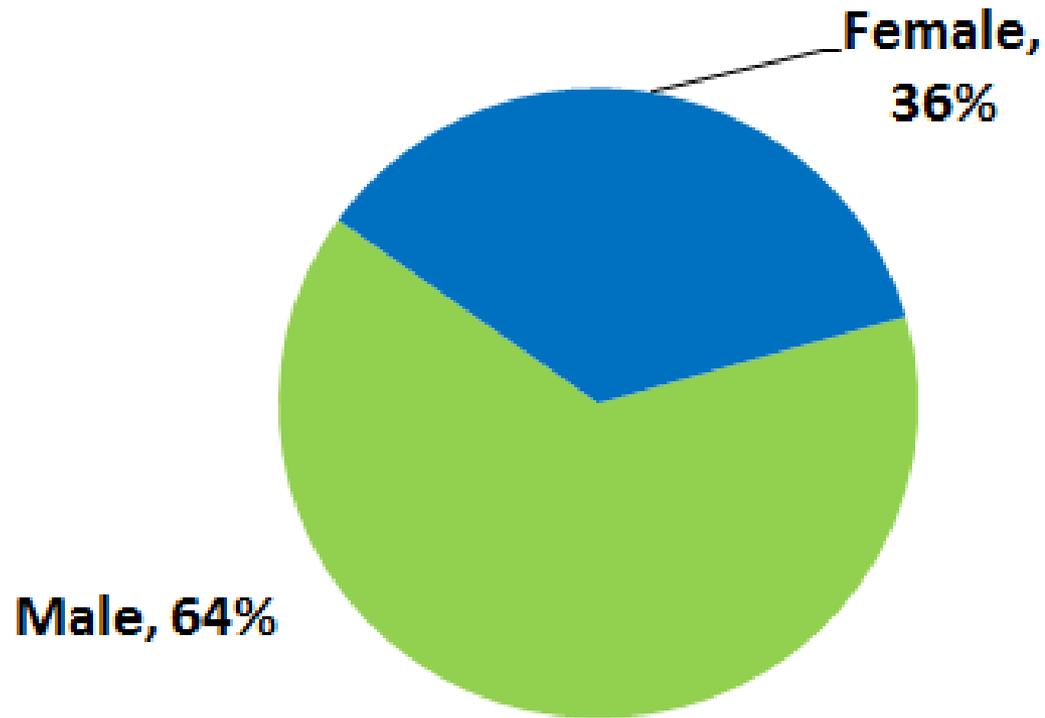


# Native American Fatalities by Age

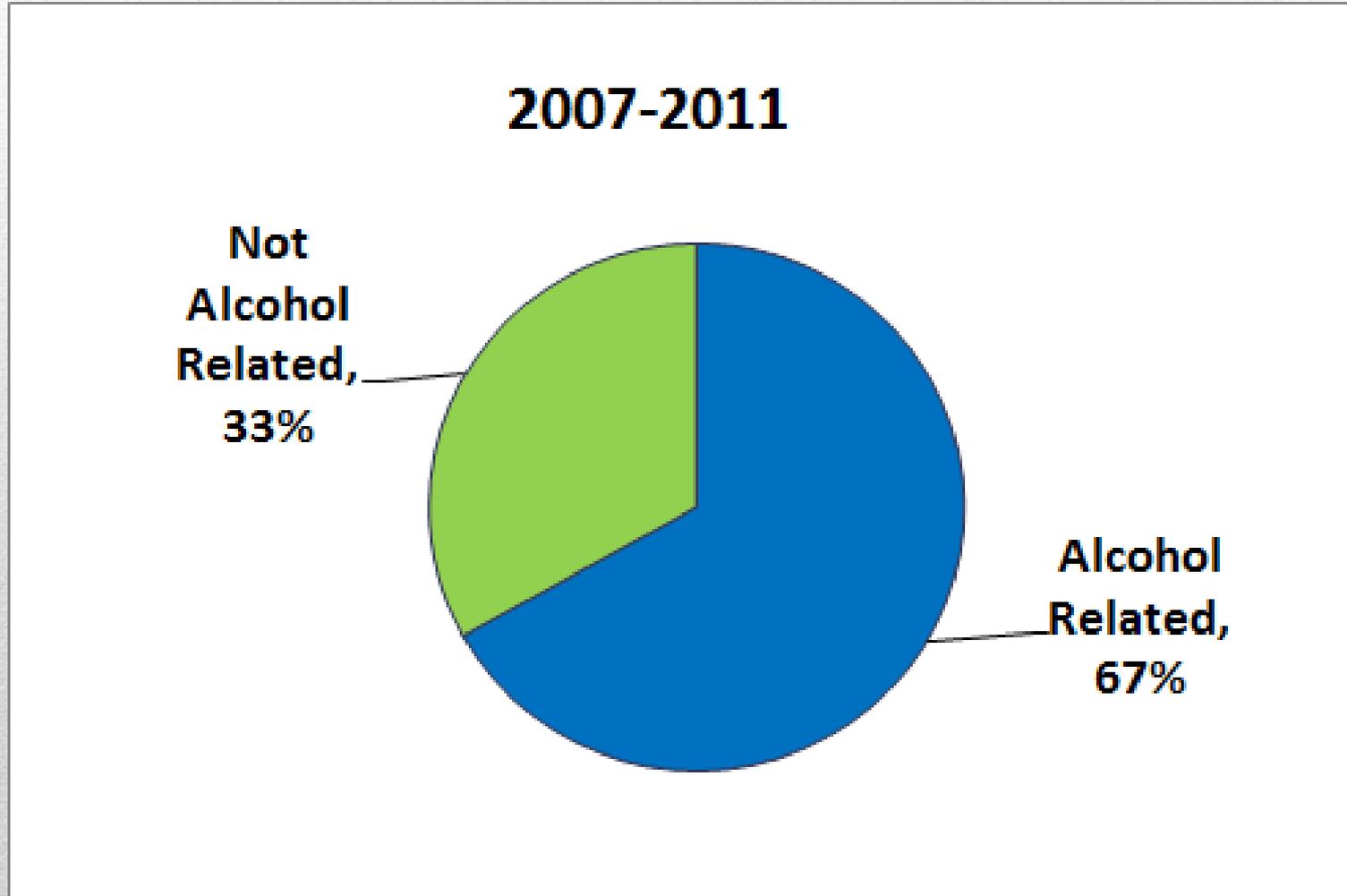


# Native American Fatalities by Gender

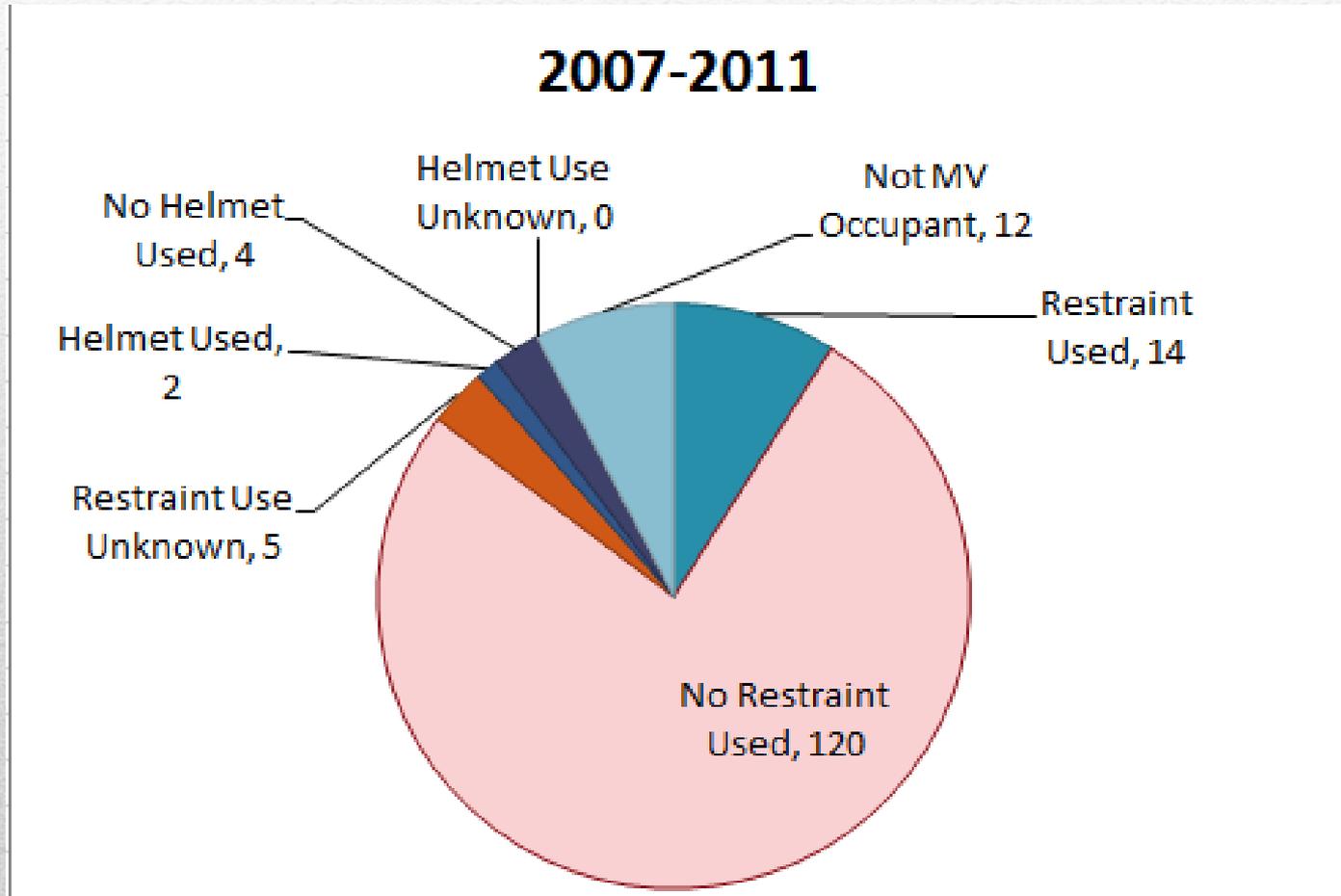
2007-2011



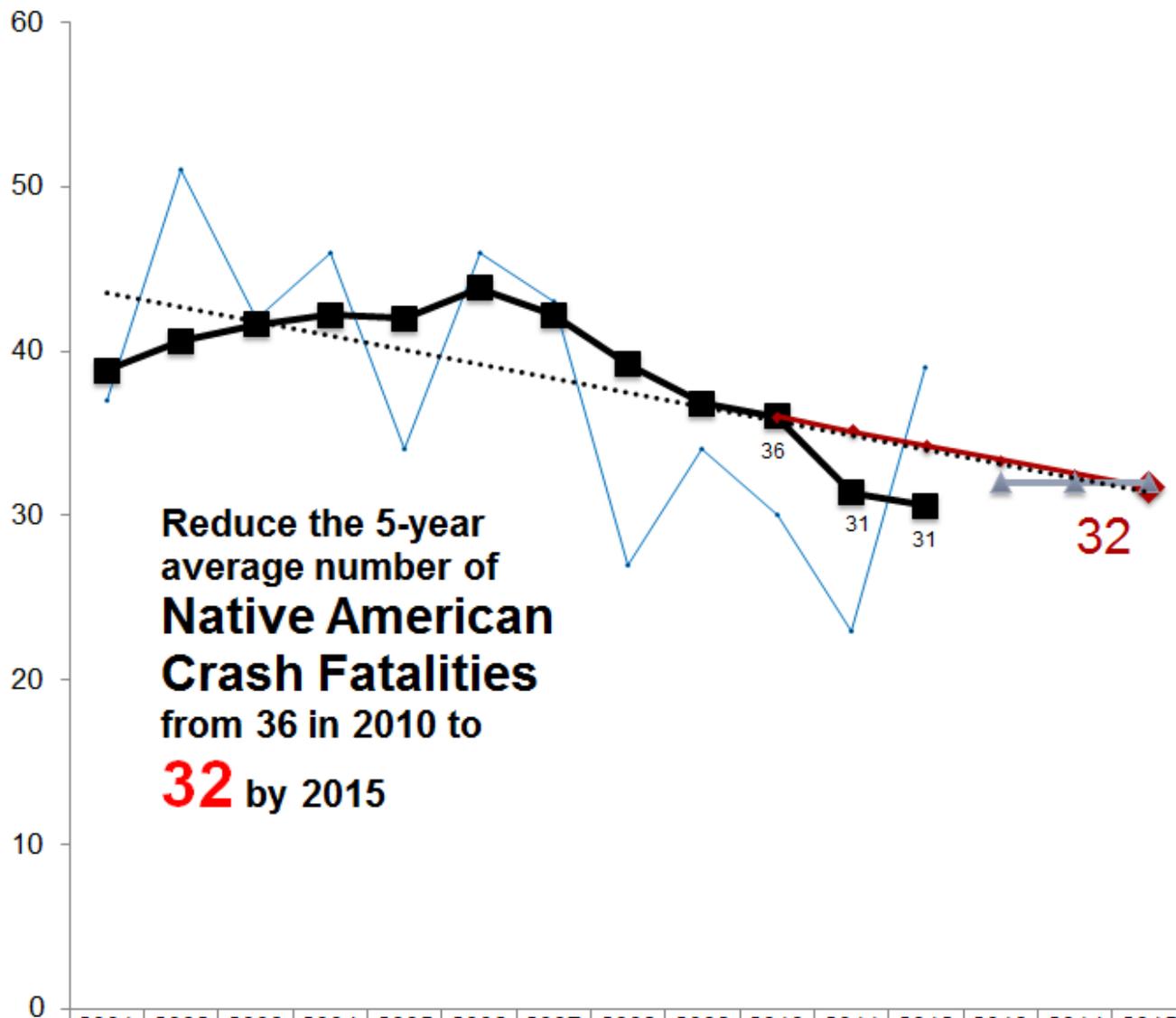
# Native American Alcohol-Related Fatalities



# Native American Fatalities by Protection Used



# Native American Crash Fatalities



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Native American Fatalities	37	51	42	46	34	46	43	27	34	30	23	39			
5-Year Average	39	41	42	42	42	44	42	39	37	36	31	31			
Moderate Target (-2.5% per year)										36	35	34	33	33	32
Values to attain 2015 Target													32	32	32

# **Alcohol- and Drug- Impaired Driving Crashes**

## **Objective:**

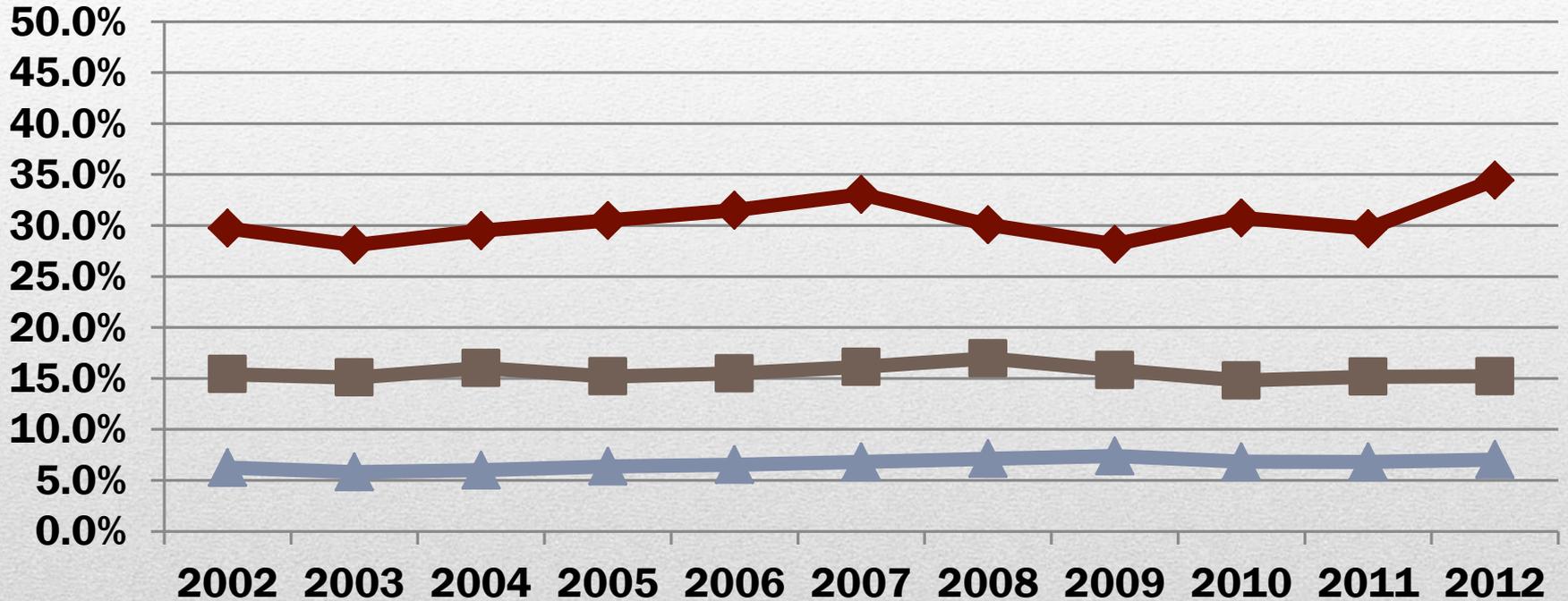
**Reduce statewide alcohol- and drug-impaired fatal and incapacitating injury crashes.**

# 2012 Alcohol- and/or Drug-Related\* Crash Data Highlights

	2010	2011	2012	% Change '11- '12
Fatalities	91	87	113	29.9%
Incapacitating Injuries	286	272	363	33.5%
Non-Incapacitating Injuries	1,034	963	1,064	10.5%
Fatal Crashes	76	78	104	33.3%
Injury Crashes	834	832	941	13.1%
Property Damage Only Crashes	1,025	1,035	1,007	-2.7%
Unbelted Fatalities	65	67	56	-16.4%
Speeding-Related Fatalities	37	21	25	19.0%
Pedestrian Fatalities	1	3	5	66.7%

**\*Alcohol- and/or Drug-Related:** At least one motor vehicle driver involved in the crash is determined to have a BAC of 0.01+ or if police report that alcohol and/or drugs are present.

# Alcohol-/Drug-Related Crashes by Severity

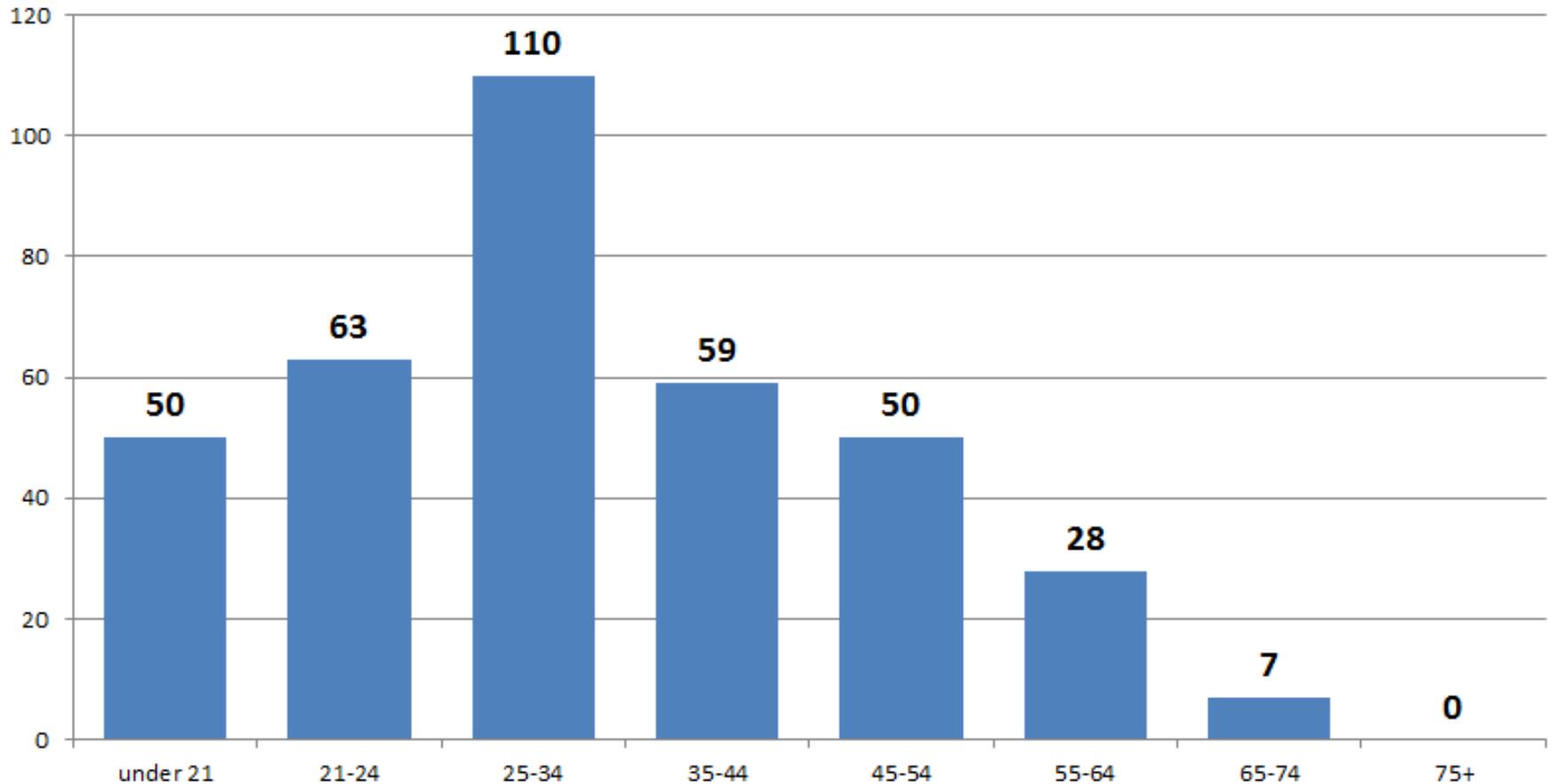


—▲— Alcohol-/Drug-Related PDO Crashes as a Percent of All PDO Crashes

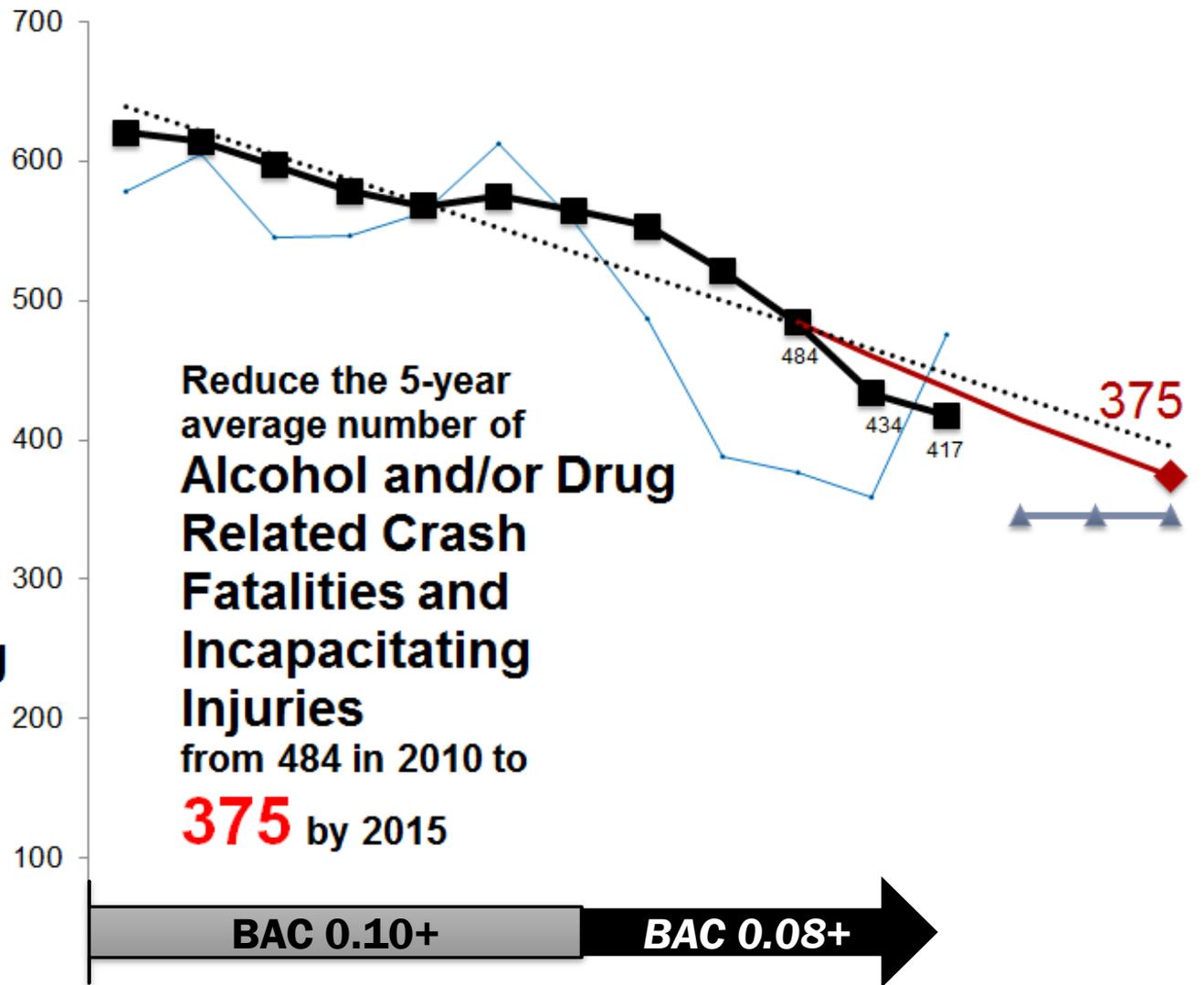
—■— Alcohol-/Drug-Related Non-Severe Injury Crashes as a Percent of All Non-Severe Crashes

—◆— Alcohol-/Drug-Related Severe Injury Crashes as a Percent of All Severe Crashes

# Severe Alcohol/Drug Related Crashes by Age of Driver (2012)

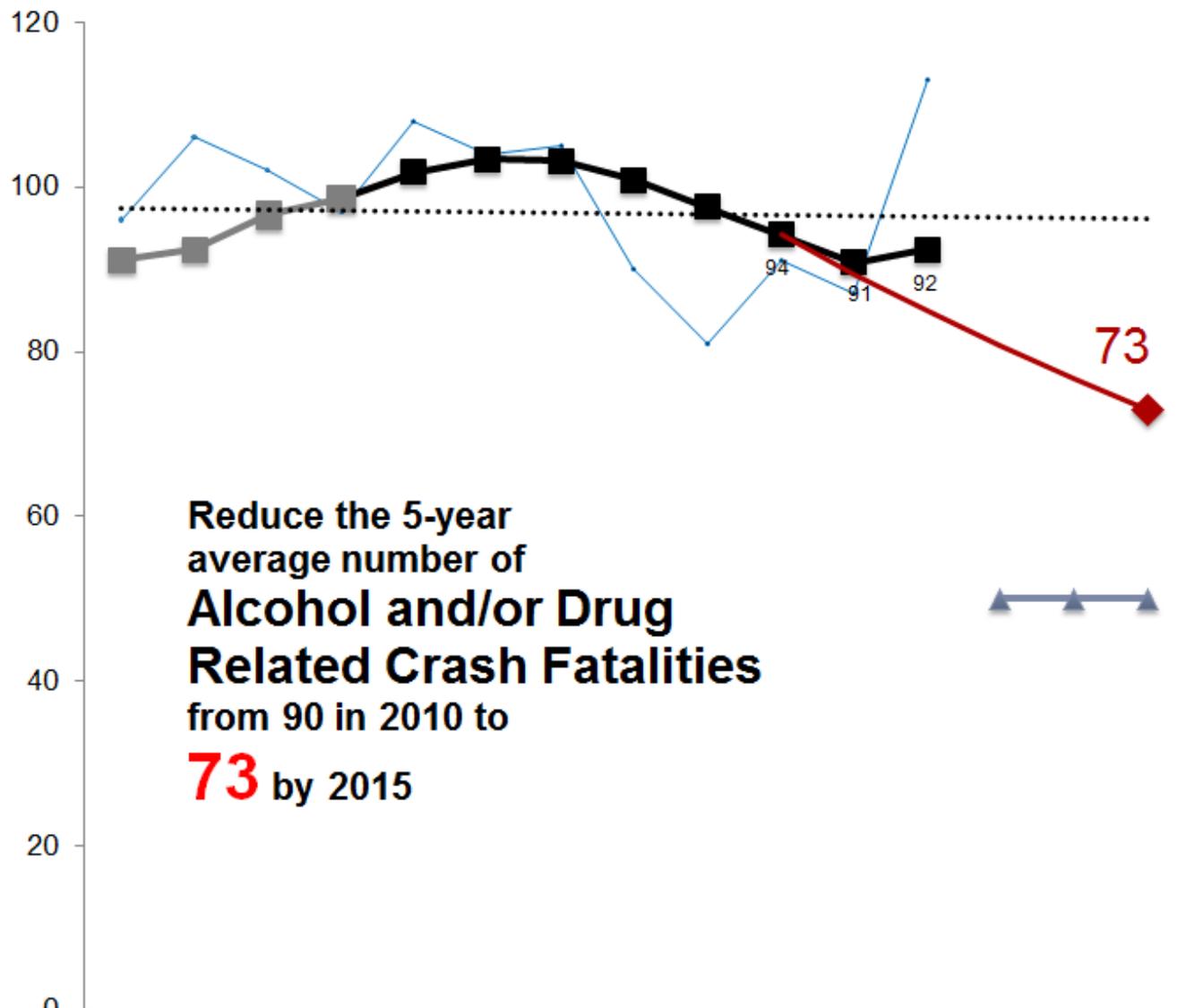


# Alcohol and/or Drug Related Crash Fatalities and Incapacitating Injuries



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Alcohol-/Drug-Related Fatalities & Incapacitating Injuries	578	605	545	547	563	612	557	487	388	377	359	476			
■ 5-Year Average	620	614	597	578	568	574	565	553	521	484	434	417			
◆ Aggressive Target (-5.0% per year)										484	460	437	415	394	375
▲ Values to attain 2015 Target													346	346	346

# Alcohol and/or Drug Related Crash Fatalities



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
—●— Alcohol-Impaired Fatalities	96	106	102	97	108	104	105	90	81	91	87	113			
—■— 5-Year Average	91	92	97	99	102	103	103	101	98	94	91	92			
—◆— Aggressive Target (-5.0% per year)										94	89	85	81	77	73
—▲— Values to attain 2015 Target													50	50	50

# **Large Vehicle & Bus (LVB) Crashes**

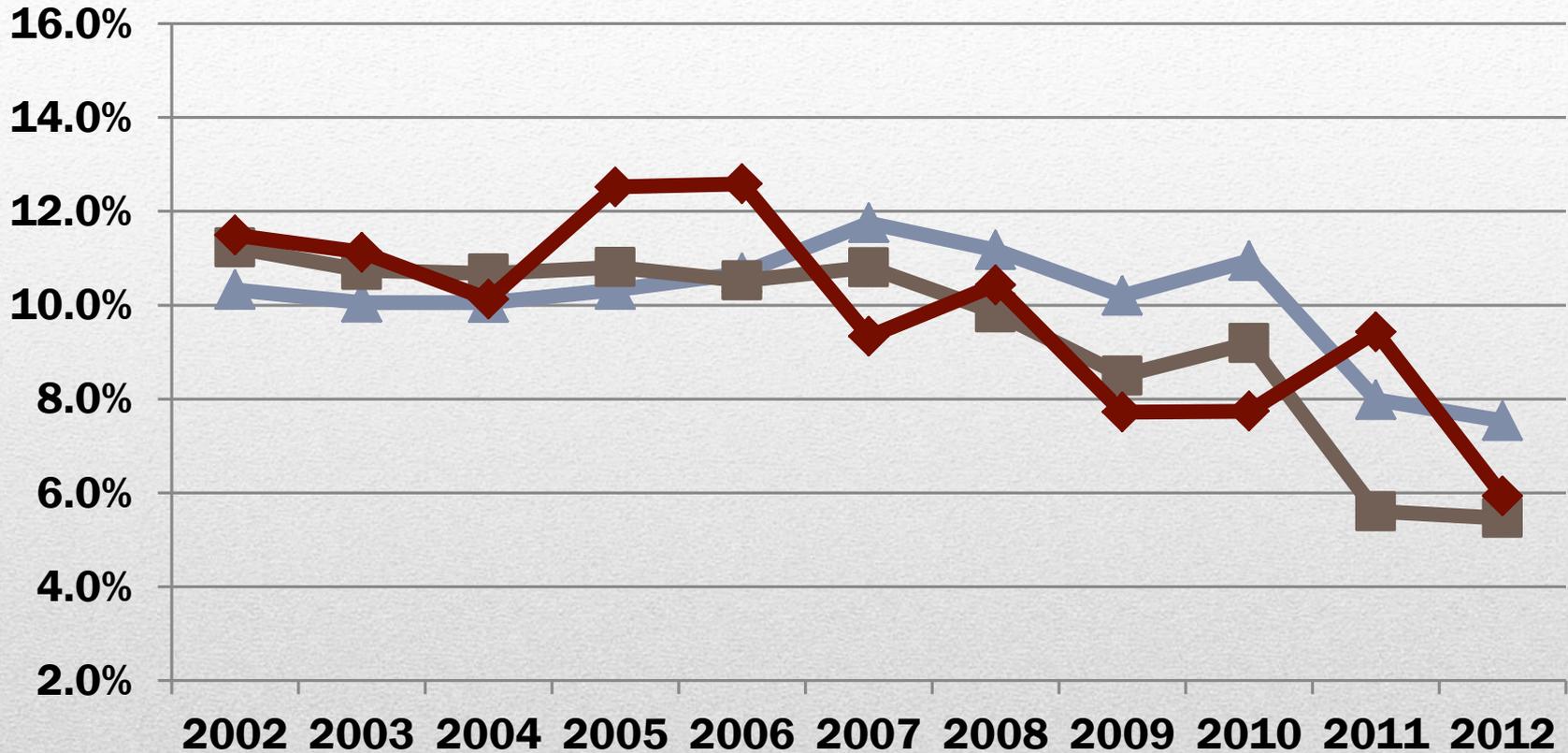
## **Objective:**

**Reduce fatal and incapacitating injury crashes involving large vehicles and buses.**

# 2012 Large Vehicle & Bus Involved Crash Data Highlights

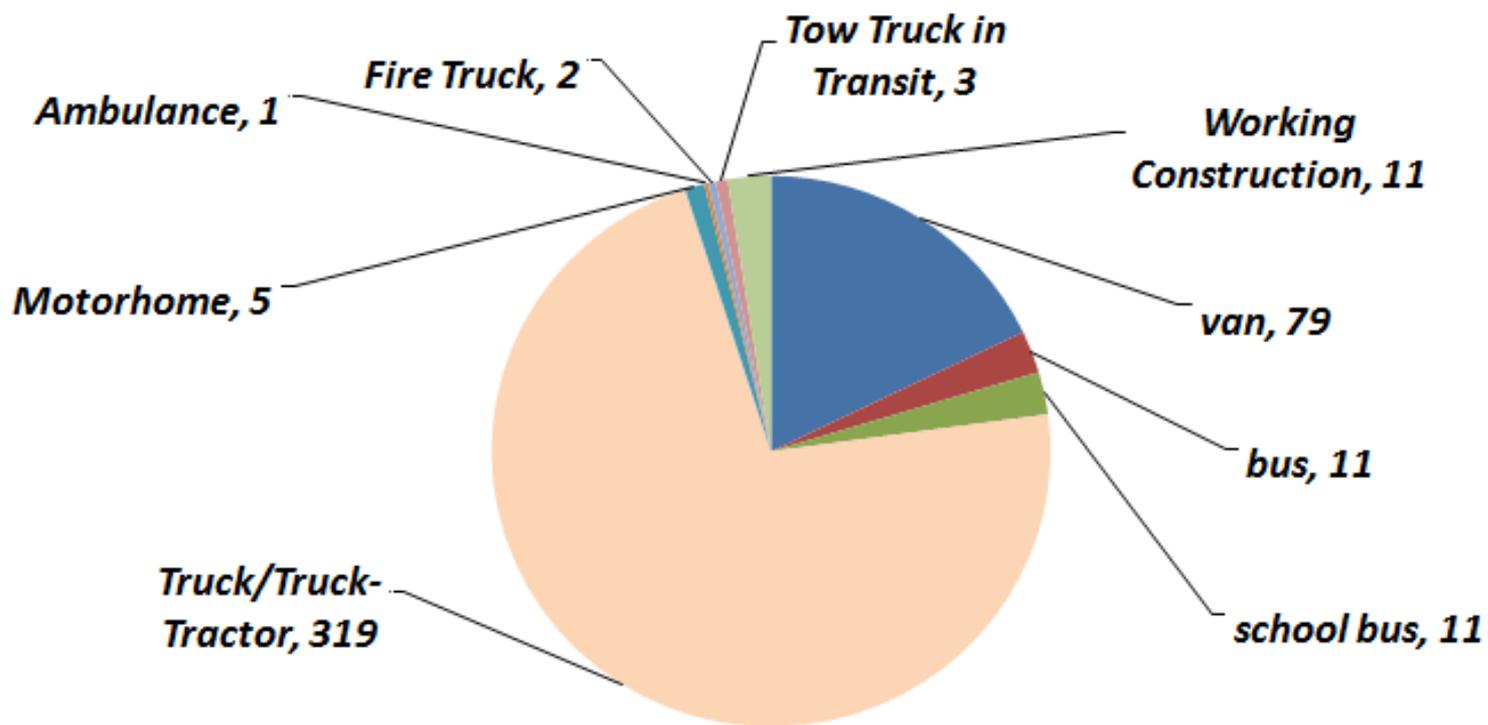
	2010	2011	2012	% Change '11- '12
Fatalities	21	34	13	-61.8%
Incapacitating Injuries	75	86	77	-10.5%
Non-Incapacitating Injuries	571	352	366	4.0%
Fatal Crashes	17	26	12	-53.8%
Injury Crashes	441	296	296	0.0%
Property Damage Only Crashes	1,643	1,211	1,077	-11.1%
Alcohol-Related Fatalities	10	8	5	-37.5%
Unbelted Fatalities	8	8	3	-62.5%
Speeding-Related Fatalities	2	2	2	0.0%
Pedestrian Fatalities	2	1	-	-100.0%

# Crashes Involving LVB by Severity

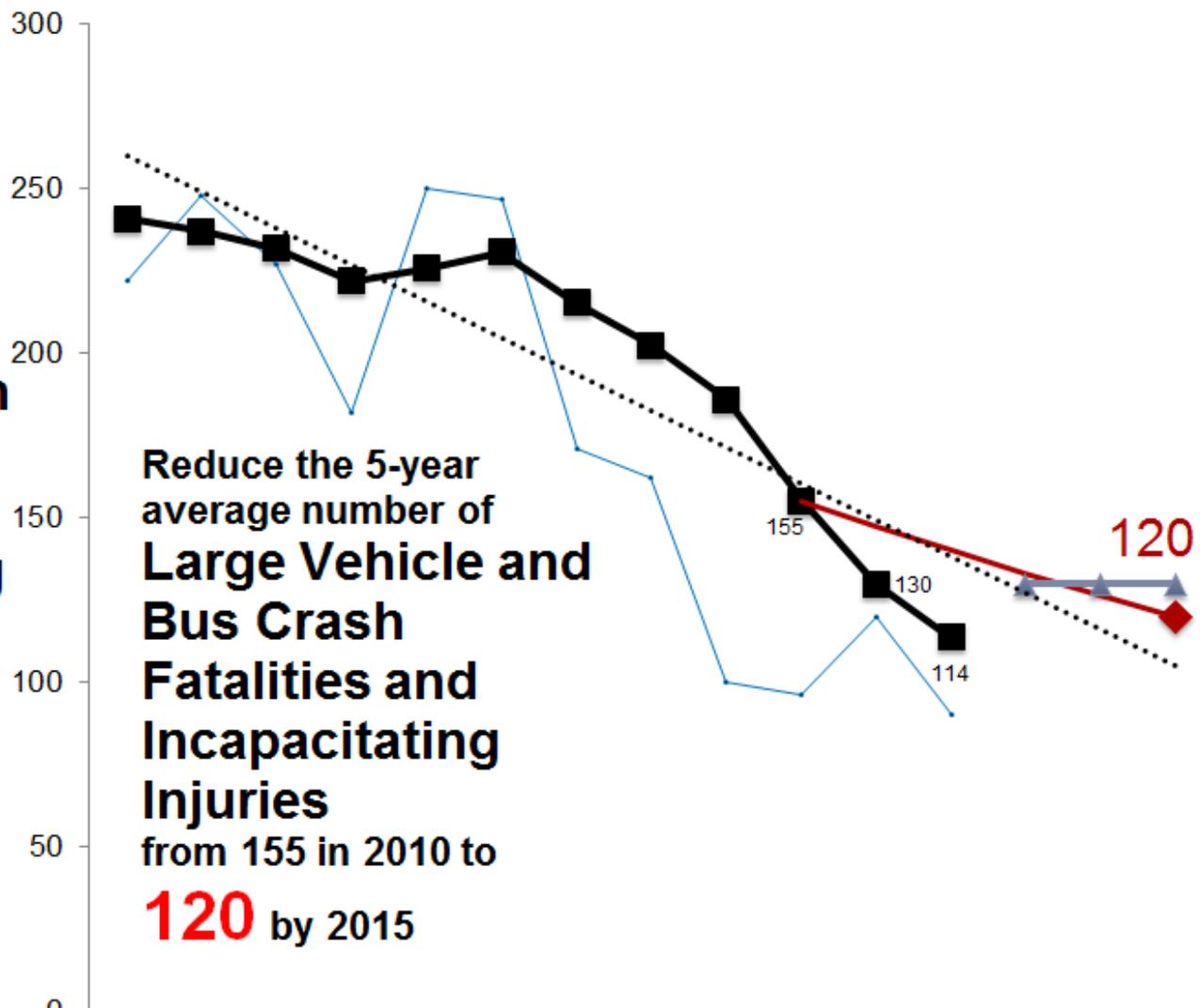


- △— PDO Crashes Involving Large Vehicle & Buses as a Percent of All PDO Crashes
- Non-Severe Injury Crashes Involving Large Vehicle & Buses as a Percent of All Non-Severe Crashes
- ◆— Severe Injury Crashes Involving Large Vehicle & Buses as a Percent of All Severe Crashes

# Number of Severe Crashes involving Large Vehicles by Type 2008-2012



# Large Vehicle and Bus Crash Fatalities and Incapacitating Injuries



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Fatalities & Incapacitating Injuries Involving Large Vehicle and Buses	222	248	227	182	250	247	171	162	100	96	120	90			
■ 5-Year Average										155	130	114			
◆ Aggressive Target (-5.0% per year)										155	147	140	133	126	120
▲ Values to attain 2015 Target													130	130	130

# Motorcycle (MC) Crashes

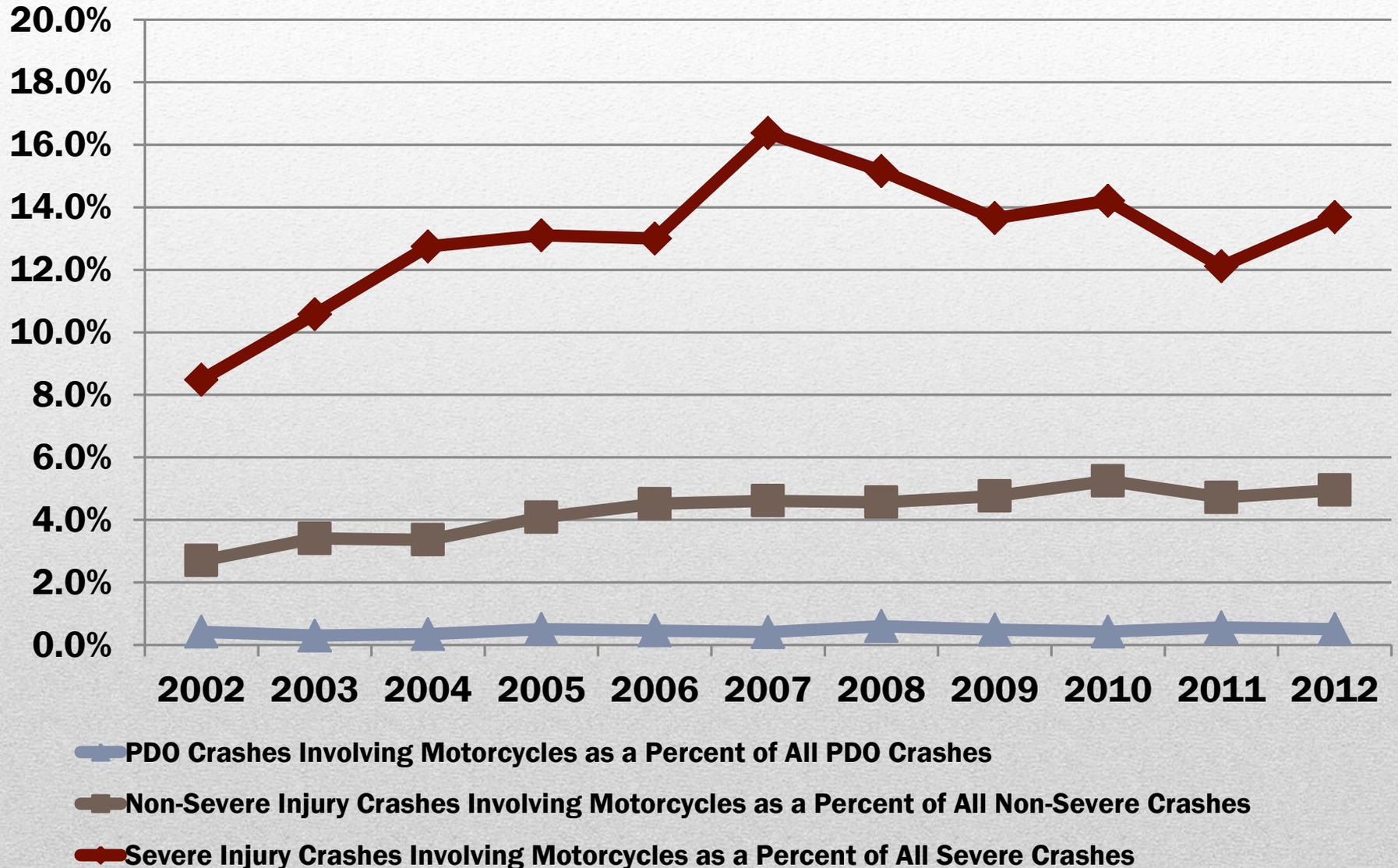
## Objective:

**Reduce motorcycle fatal and incapacitating injury crashes.**

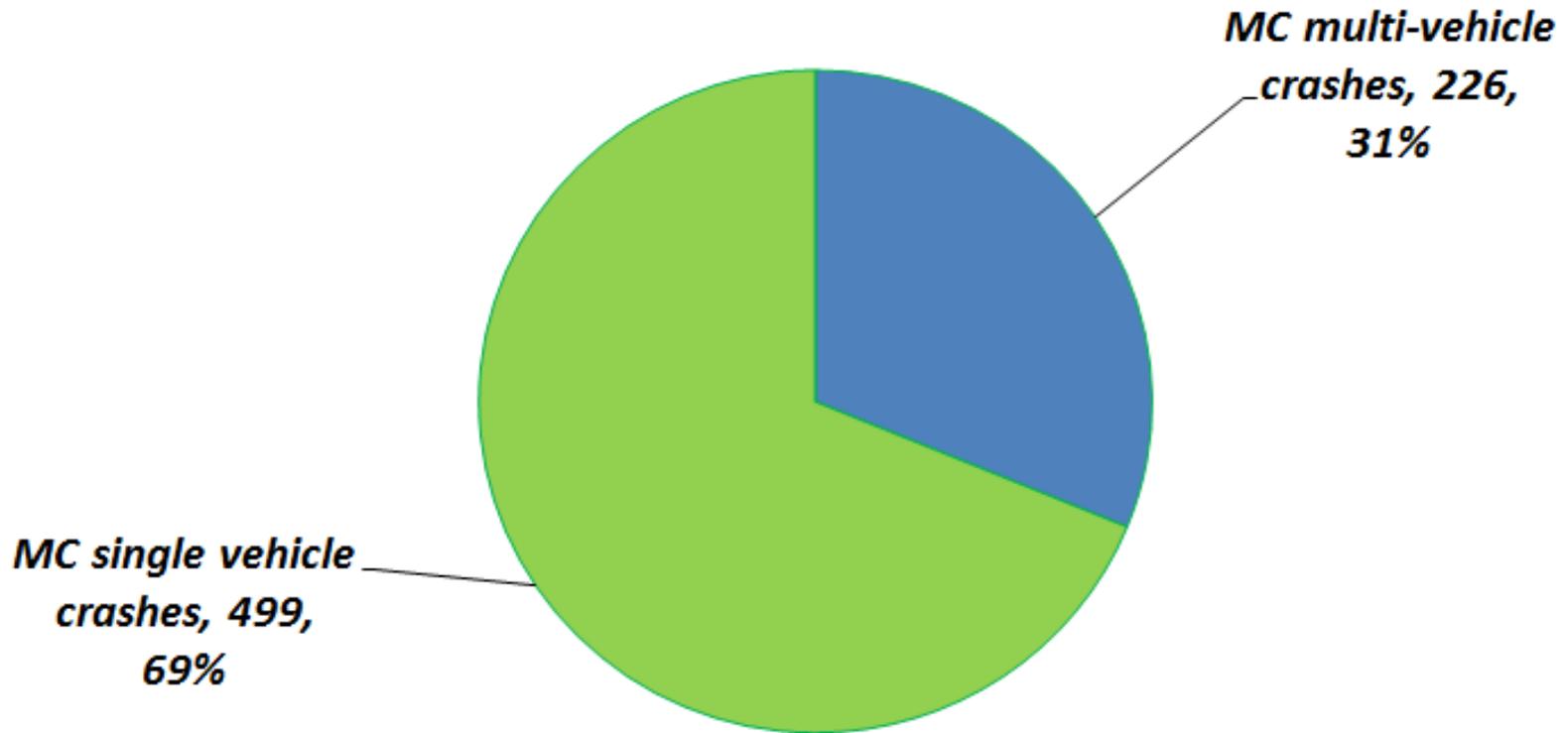
# 2012 Motorcycle Crash Data Highlights

	2010	2011	2012	% Change '11- '12
Fatalities	25	20	30	50.0%
Incapacitating Injuries	117	124	128	3.2%
Non-Incapacitating Injuries	280	227	252	11.0%
Fatal Crashes	25	19	28	47.4%
Injury Crashes	329	291	338	16.2%
Property Damage Only Crashes	64	85	73	-14.1%
Alcohol-Related Fatalities	6	5	11	120.0%
Unhelmeted Fatalities	15	9	18	100.0%
Speeding-Related Fatalities	9	10	6	-40.0%
Pedestrian Fatalities	0	0	0	-

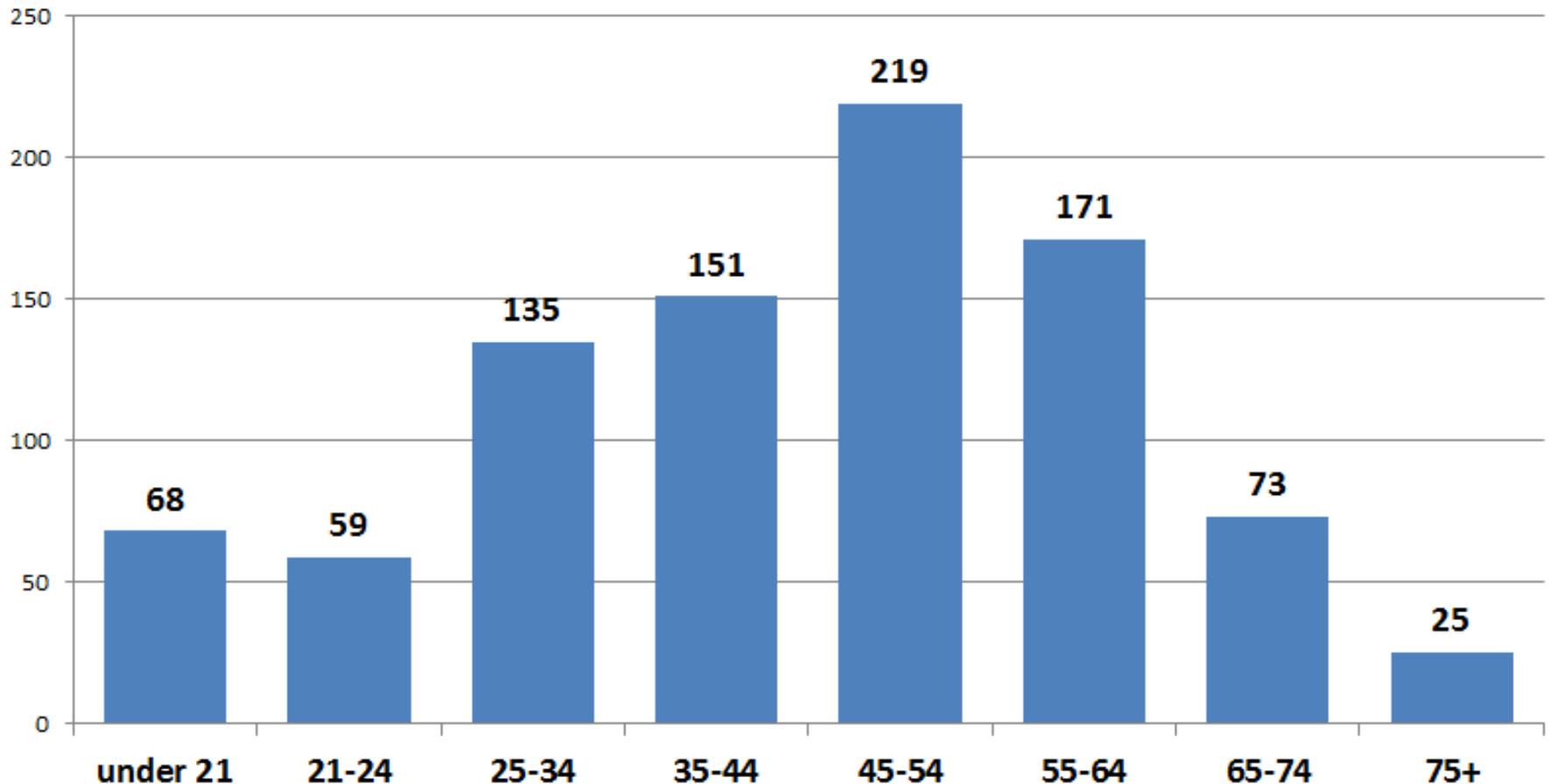
# Crashes Involving MC by Severity



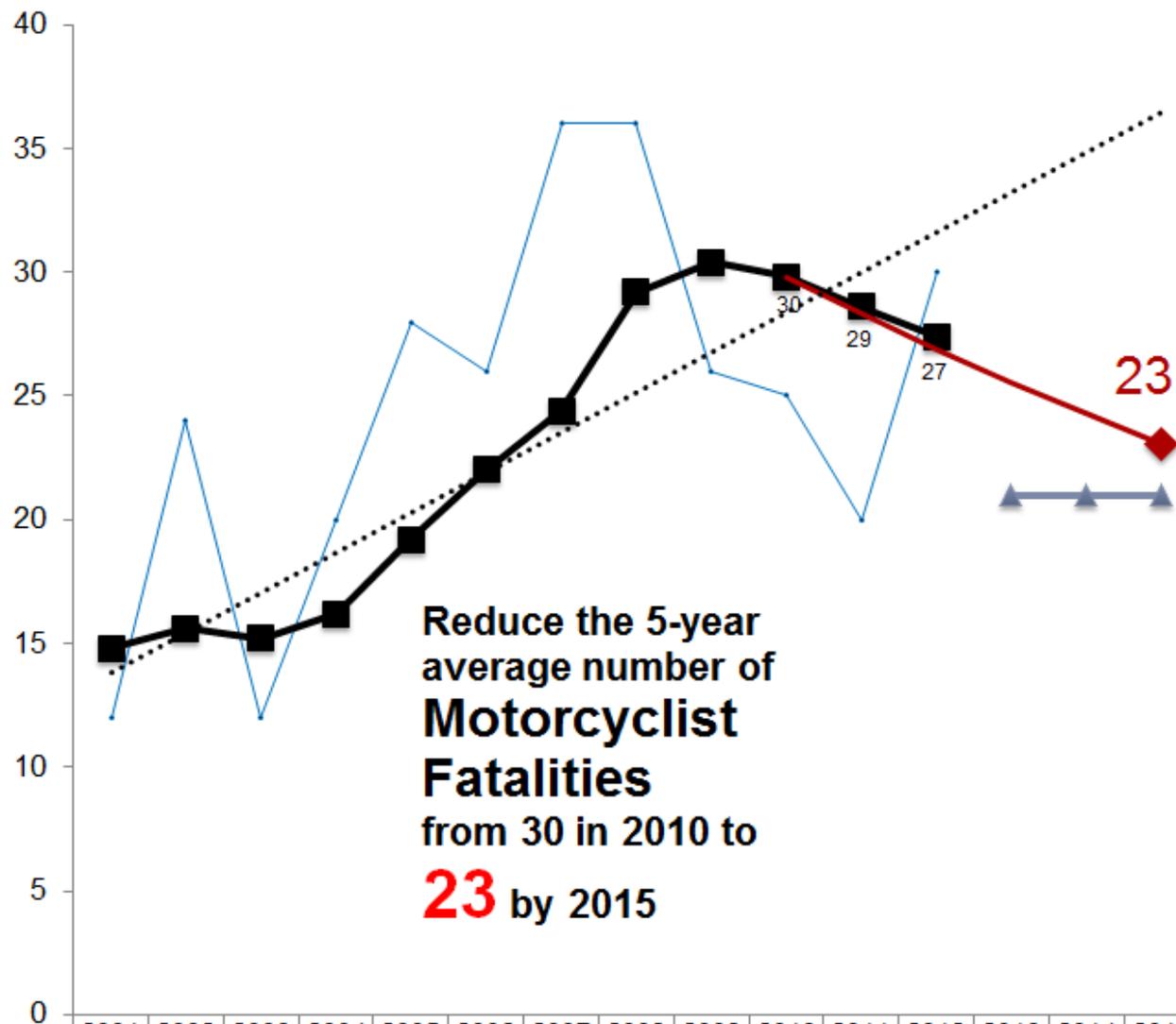
**Severe Crashes involving Motorcycles  
single vehicle / multi-vehicle  
2008-2012**



# Severe Motorcycle Crashes by Age of Driver (2008-2012)

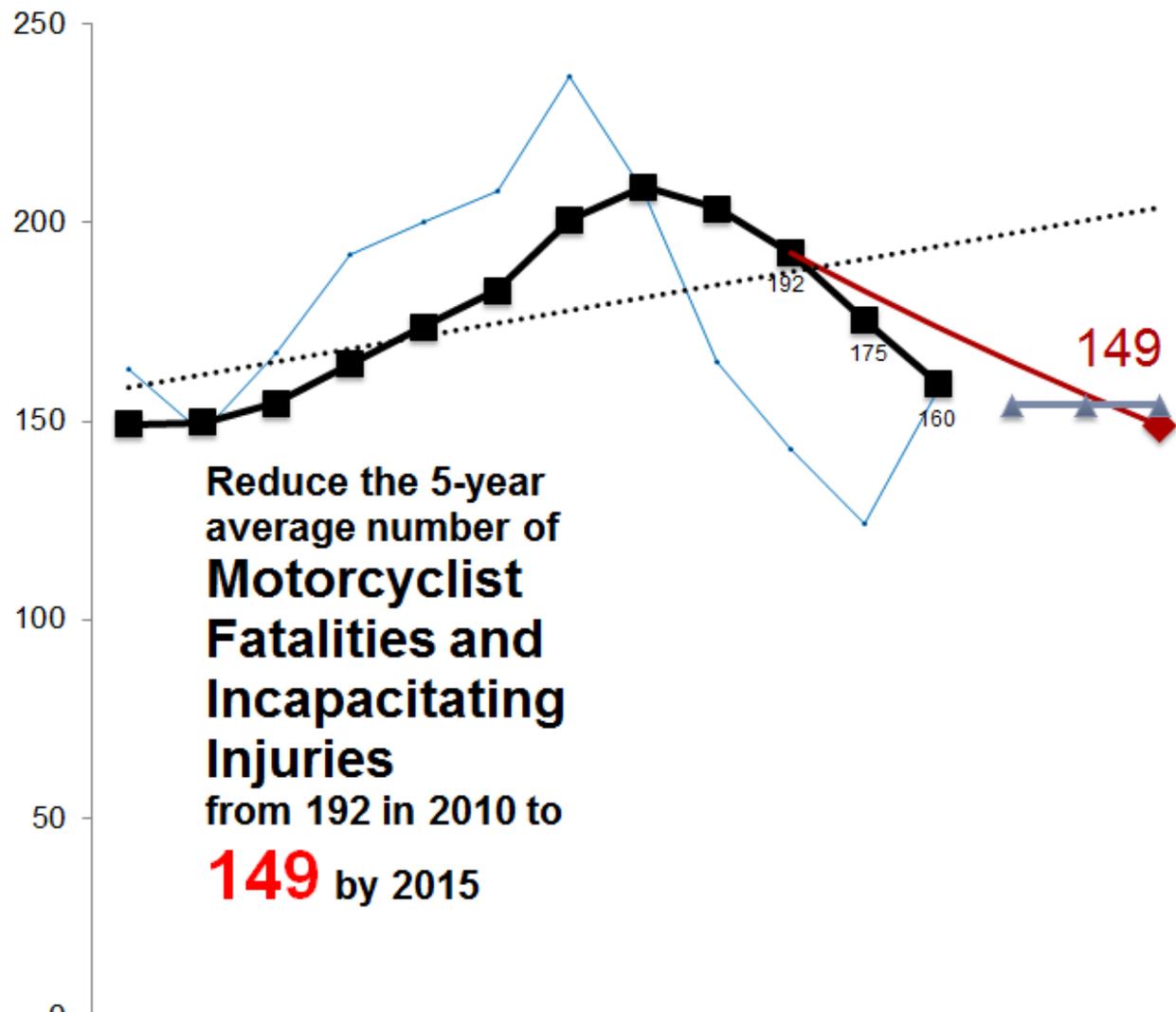


# Motorcyclist Fatalities



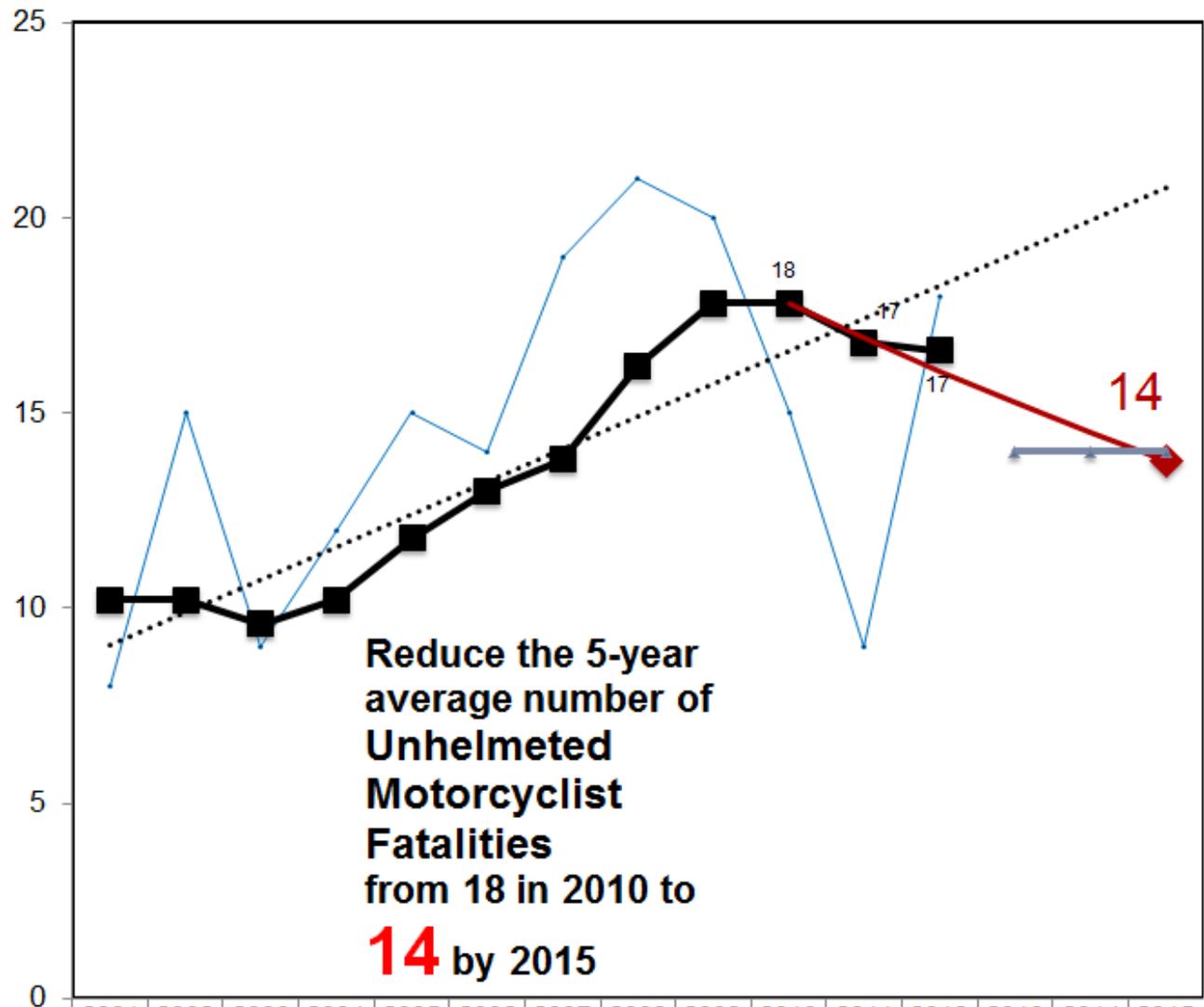
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Motorcyclist Fatalities	12	24	12	20	28	26	36	36	26	25	20	30			
5-Year Average	15	16	15	16	19	22	24	29	30	30	29	27			
Aggressive Target (-5.0% per year)										30	28	27	26	24	23
Values to attain 2015 Target													21	21	21

# Motorcyclist Fatalities and Incapacitating Injuries



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Motorcyclist Fatalities & Incapacitating Injuries	163	147	167	192	200	208	237	208	165	143	124	158			
5-Year Average	149	150	154	164	174	183	201	209	204	192	175	160			
Aggressive Target (-5.0% per year)										192	183	173	165	157	149
Values to attain 2015 Target													154	154	154

# Unhelmeted Motorcyclist Fatalities



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Unhelmeted Motorcyclist Fatalities	8	15	9	12	15	14	19	21	20	15	9	18			
■ 5-Year Average	10	10	10	10	12	13	14	16	18	18	17	17			
◆ Aggressive Target (-5.0% per year)										18	17	16	15	14	14
▬ Values to attain 2015 Target													14	14	14

# **Run-Off-the-Road Crashes & High Crash Corridors**

## **Objectives:**

- **Reduce and mitigate the consequences of single-vehicle run-off-the-road fatal and incapacitating injury crashes.**
- **Establish a process to reduce crashes, injury crashes, and fatal crashes in identified high-crash corridors and locations.**

# **Emergency Medical Services Delivery**

## **Objective:**

**Develop an effective and integrated emergency medical services (EMS) delivery system.**

# **Safety Belt Use**

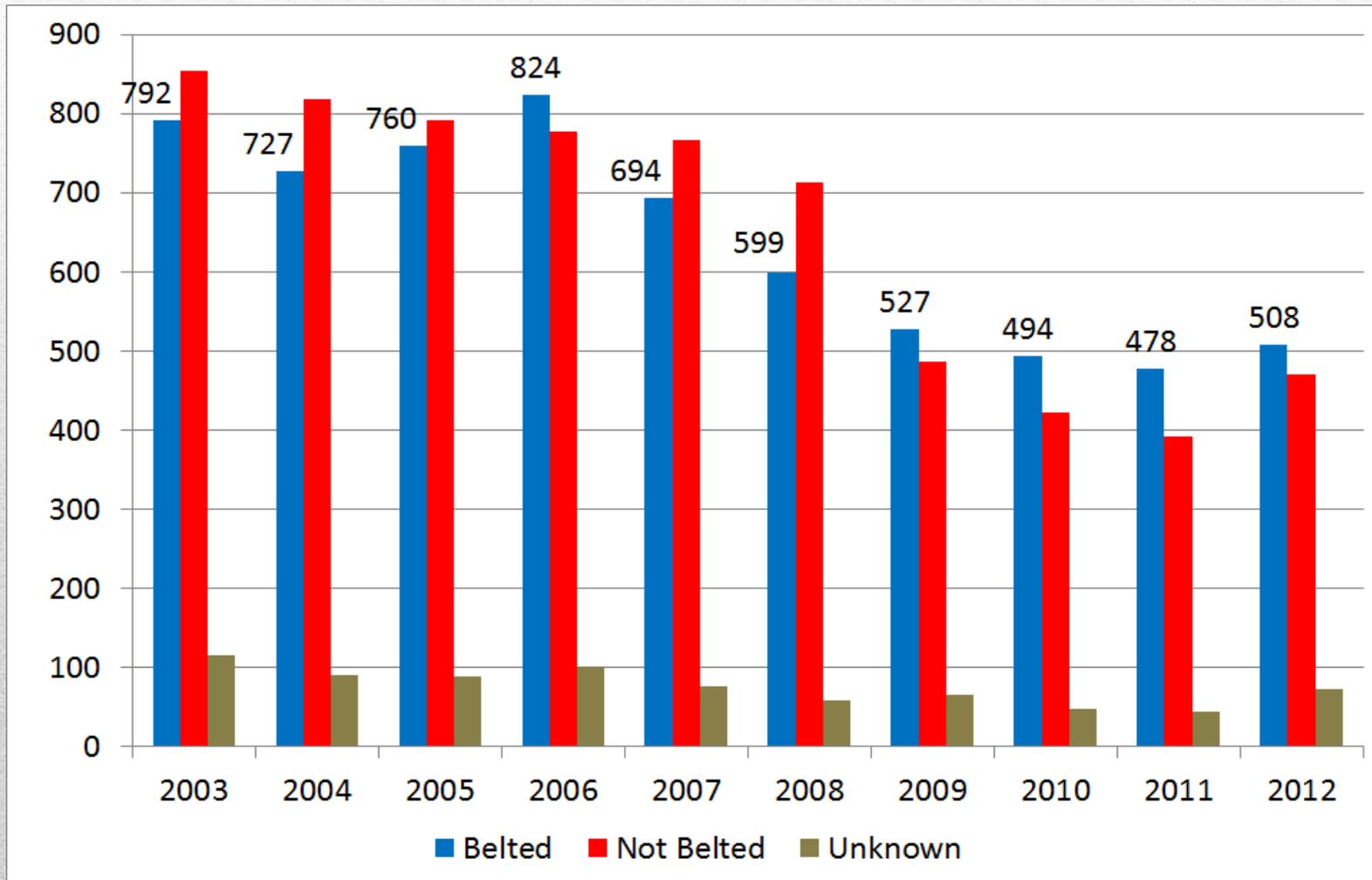
## **Objective:**

**Increase safety belt usage to 90 percent.**

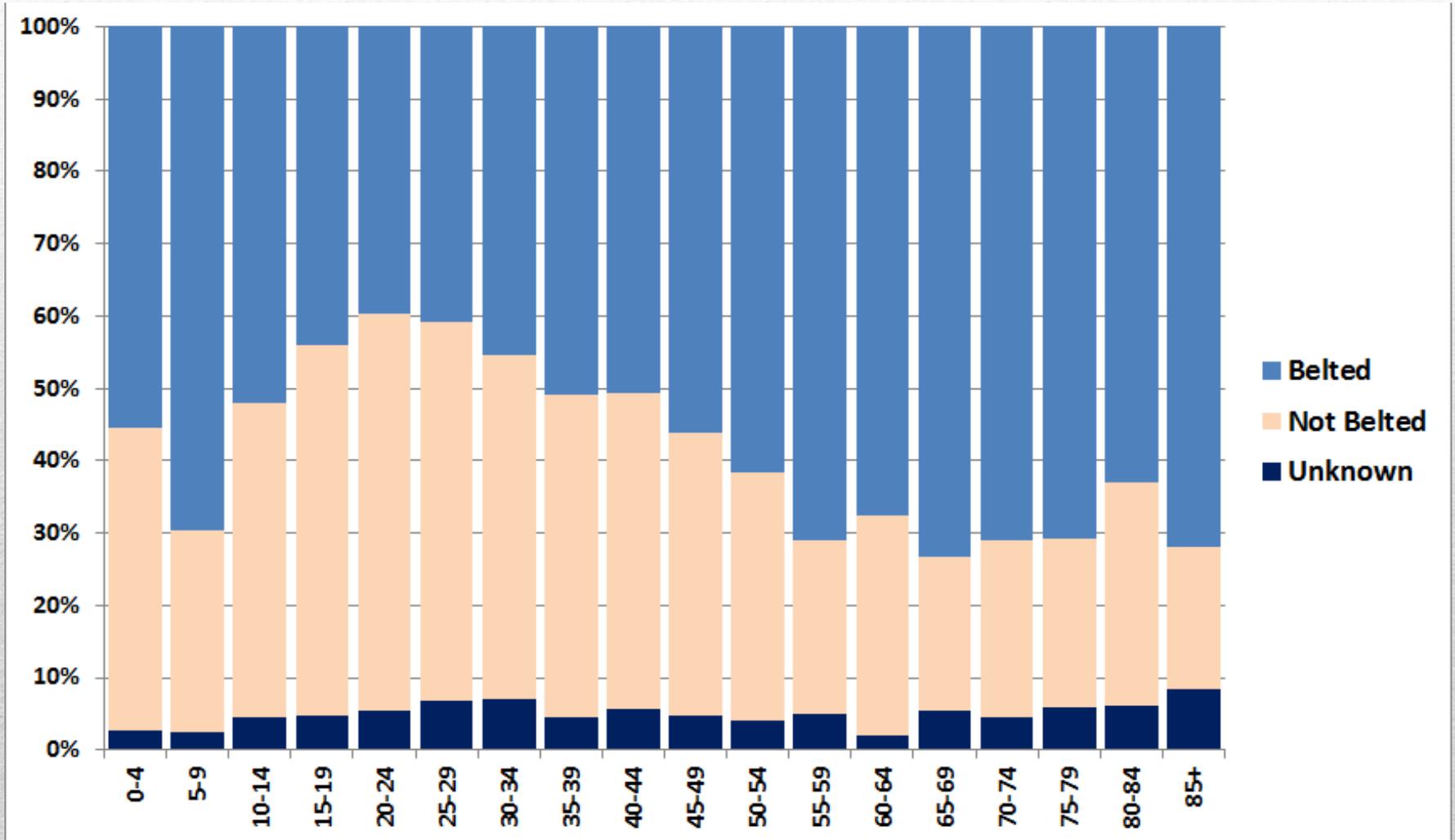
# 2012 Safety Belt Crash Data Highlights

	2010	2011	2012	% Change '11-'12
Fatalities	189	209	206	-1.4%
Unbelted Fatalities	93	118	118	0.0%
% Fatalities Unbelted	49.2%	56.5%	57.3%	1.5%
Incapacitating Injuries	996	953	1,132	18.8%
Unbelted Incapacitating Injuries	329	275	379	37.8%
% Incap. Injuries Unbelted	33.0%	28.9%	33.5%	16.0%
Other Injuries	6,036	5,870	6,432	9.6%
Unbelted Other Injuries	1,030	1,001	916	-8.5%
% Other Injuries Unbelted	17.1%	17.1%	14.2%	-16.5%
Alcohol-Related Severe Injuries	352	313	406	29.7%
Unbelted Alcohol-Rel Severe Injuries	233	209	245	17.2%
% Alcohol-Rel Severe Inj Unbelted	66.2%	66.8%	60.3%	-9.6%

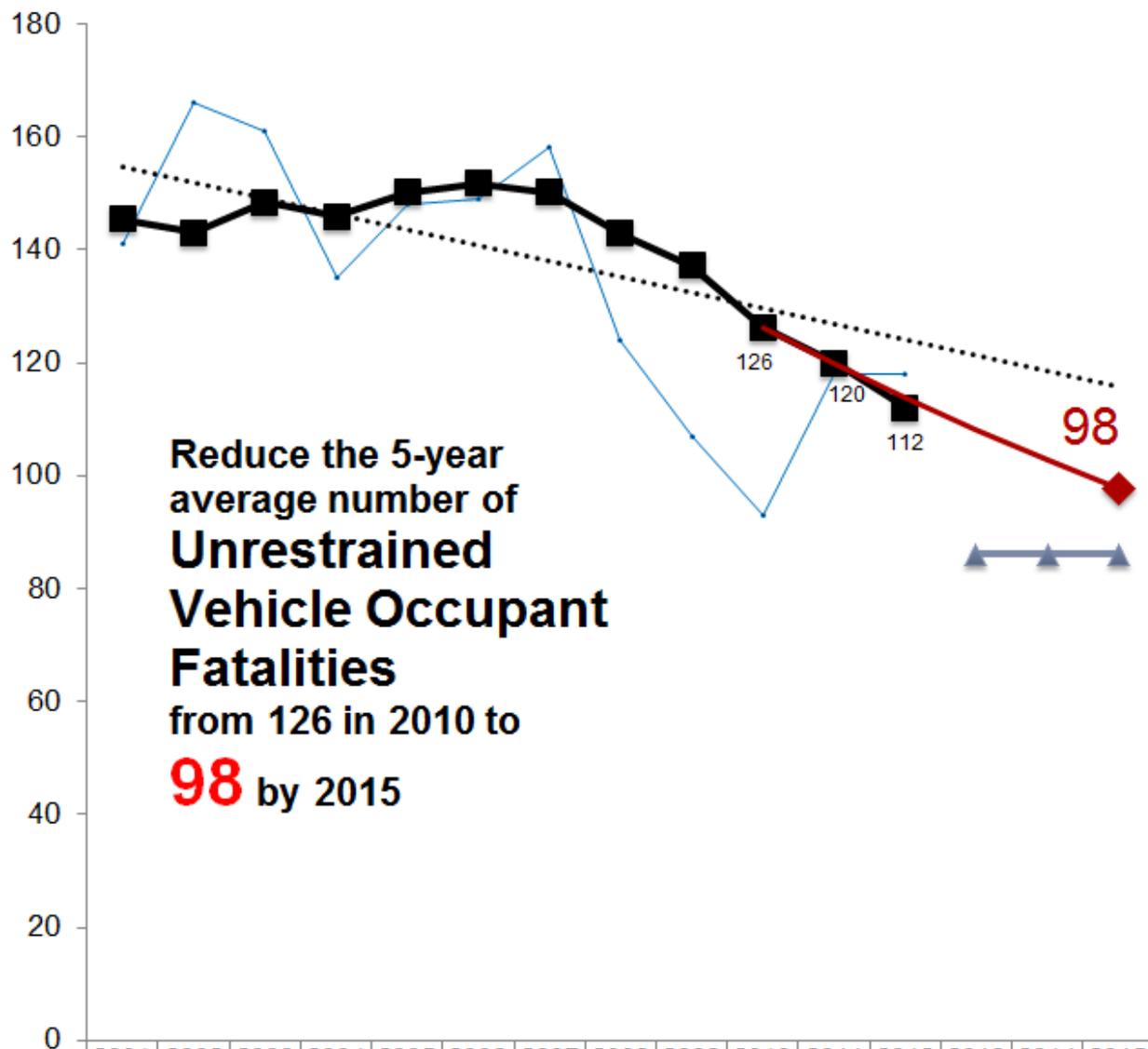
# Severe Vehicle Occupant Injuries by Belt Use



# % Belt Use by Occupant Age for Severe Injuries (2008-2012)

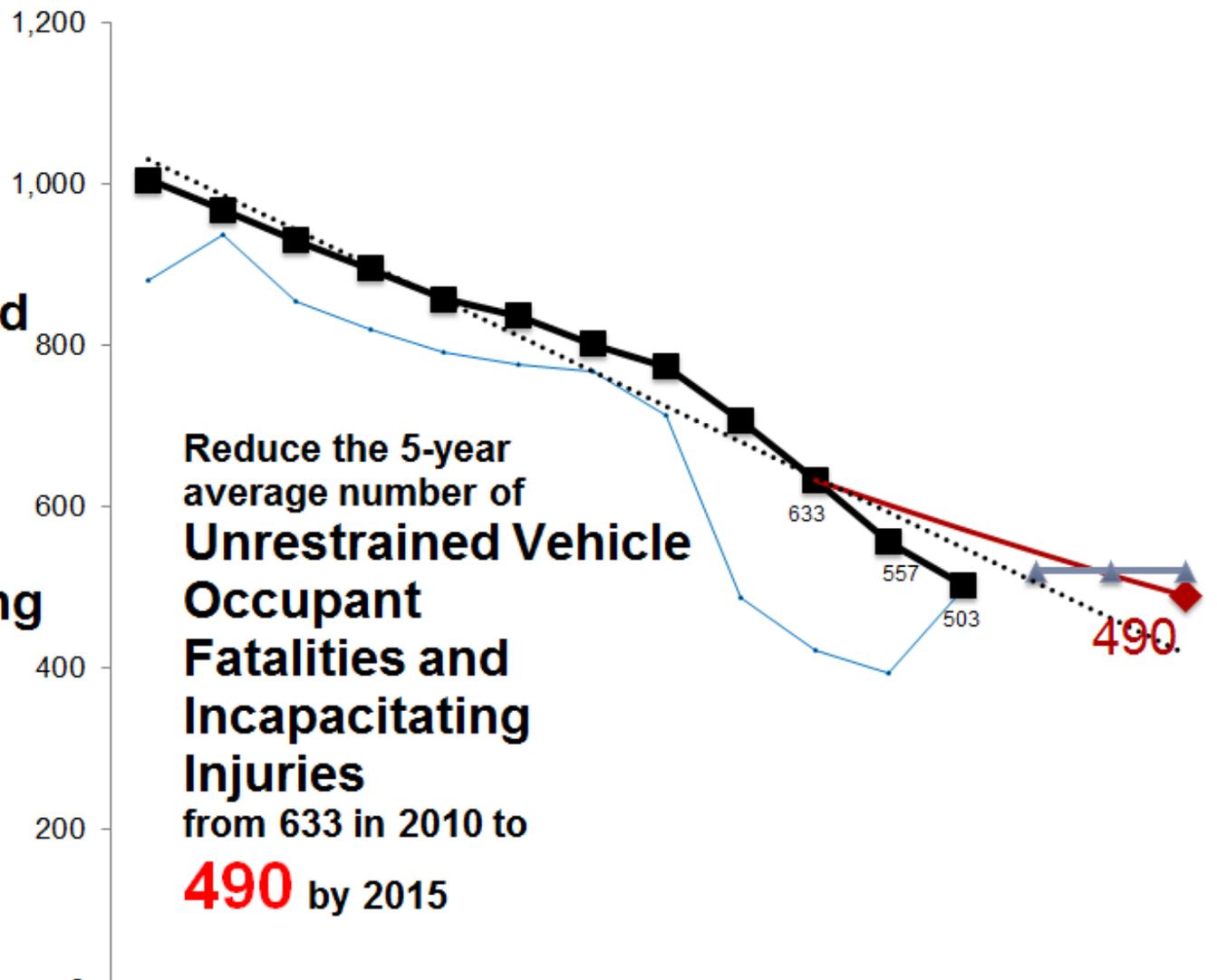


# Unrestrained Vehicle Occupant Fatalities



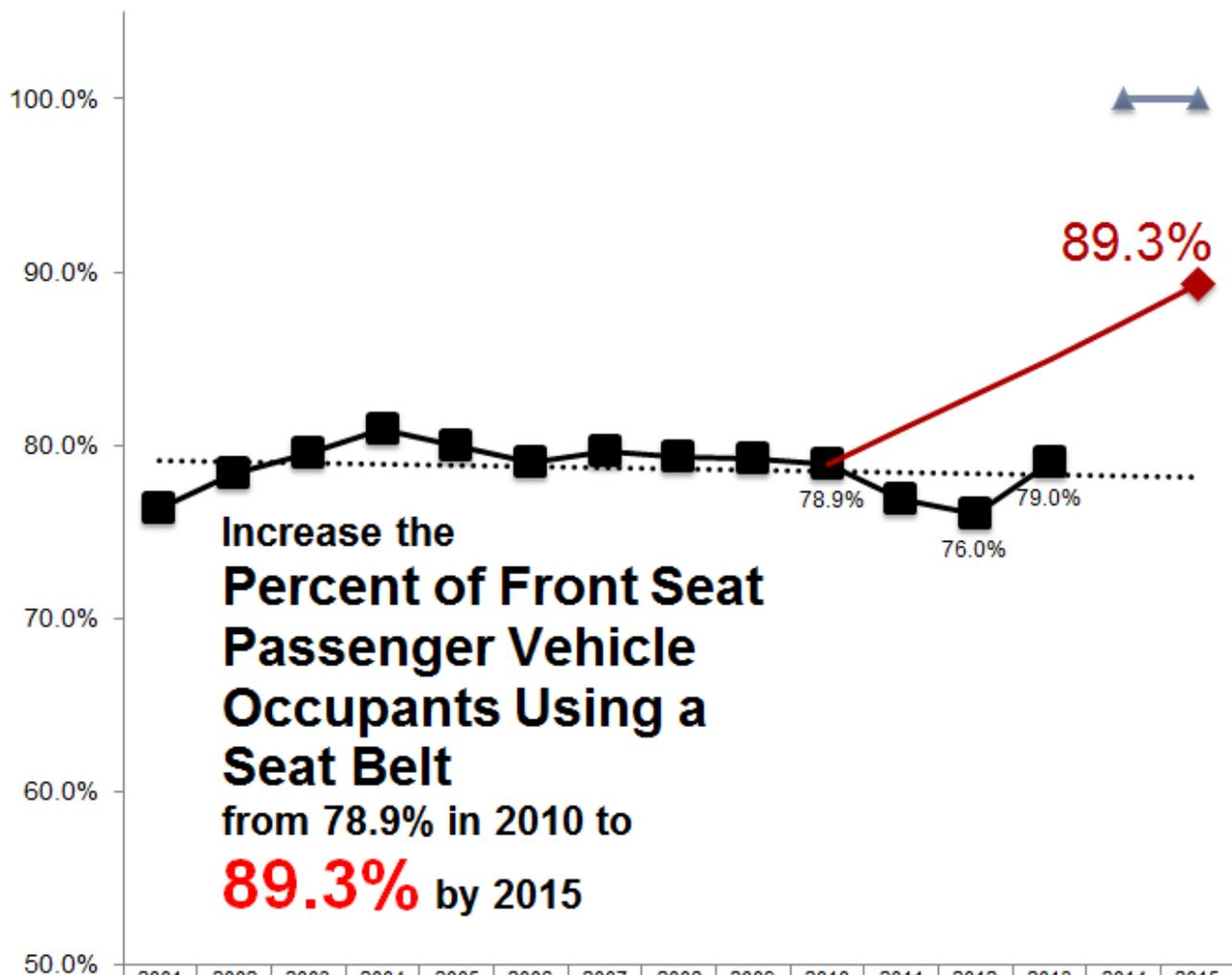
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Unrestrained Vehicle Occupant Fatalities	141	166	161	135	148	149	158	124	107	93	118	118			
■ 5-Year Average	145	143	148	146	150	152	150	143	137	126	120	112			
◆ Aggressive Target (-5.0% per year)										126	120	114	108	103	98
▲ Values to attain 2015 Target													86	86	86

# Unrestrained Vehicle Occupant Fatalities and Incapacitating Injuries



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Unrestrained Occupant Fatalities & Incapacitating Injuries	880	937	855	819	792	777	767	714	487	422	393	497			
■ 5-Year Average	1,004	968	930	895	857	836	802	774	707	633	557	503			
◆ Aggressive Target (-5.0% per year)										633	602	572	543	516	490
▲ Values to attain 2015 Target													520	520	520

# Percent of Outboard, Front Seat Passenger Vehicle Occupants Using a Seat Belt



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
■ Annual Data	76.3%	78.4%	79.5%	80.9%	80.0%	79.0%	79.6%	79.3%	79.2%	78.9%	76.9%	76.0%	79.0%		
◆ Aggressive Target (+2.5% per year)										78.9%	80.9%	82.9%	85.0%	87.1%	89.3%
↔ Values to attain 2015 Target														100%	100%

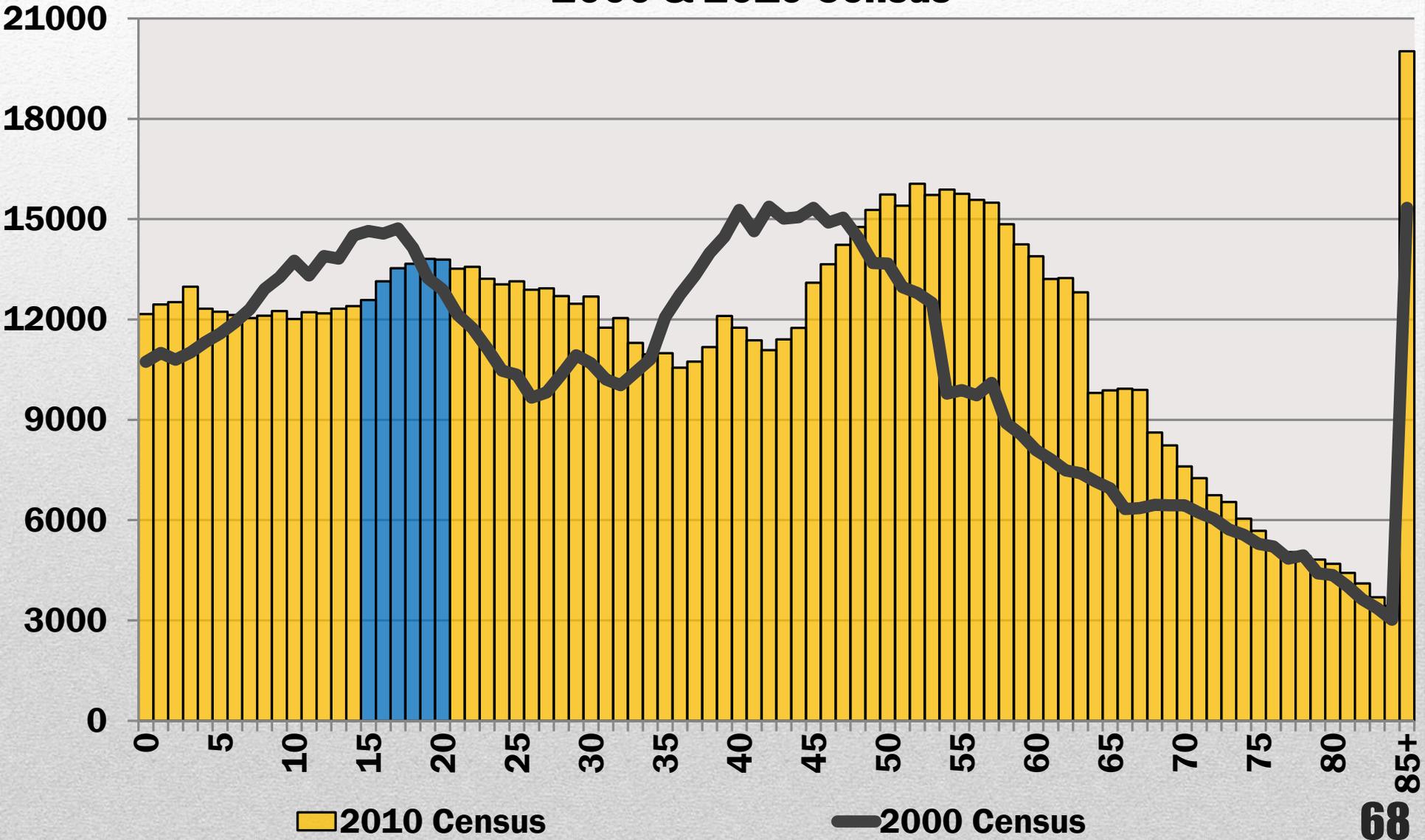
# Young Driver (YD) Crashes

## Objective:

**Reduce young driver (under age 21) fatal and incapacitating injury crashes.**

# MT Population by Age

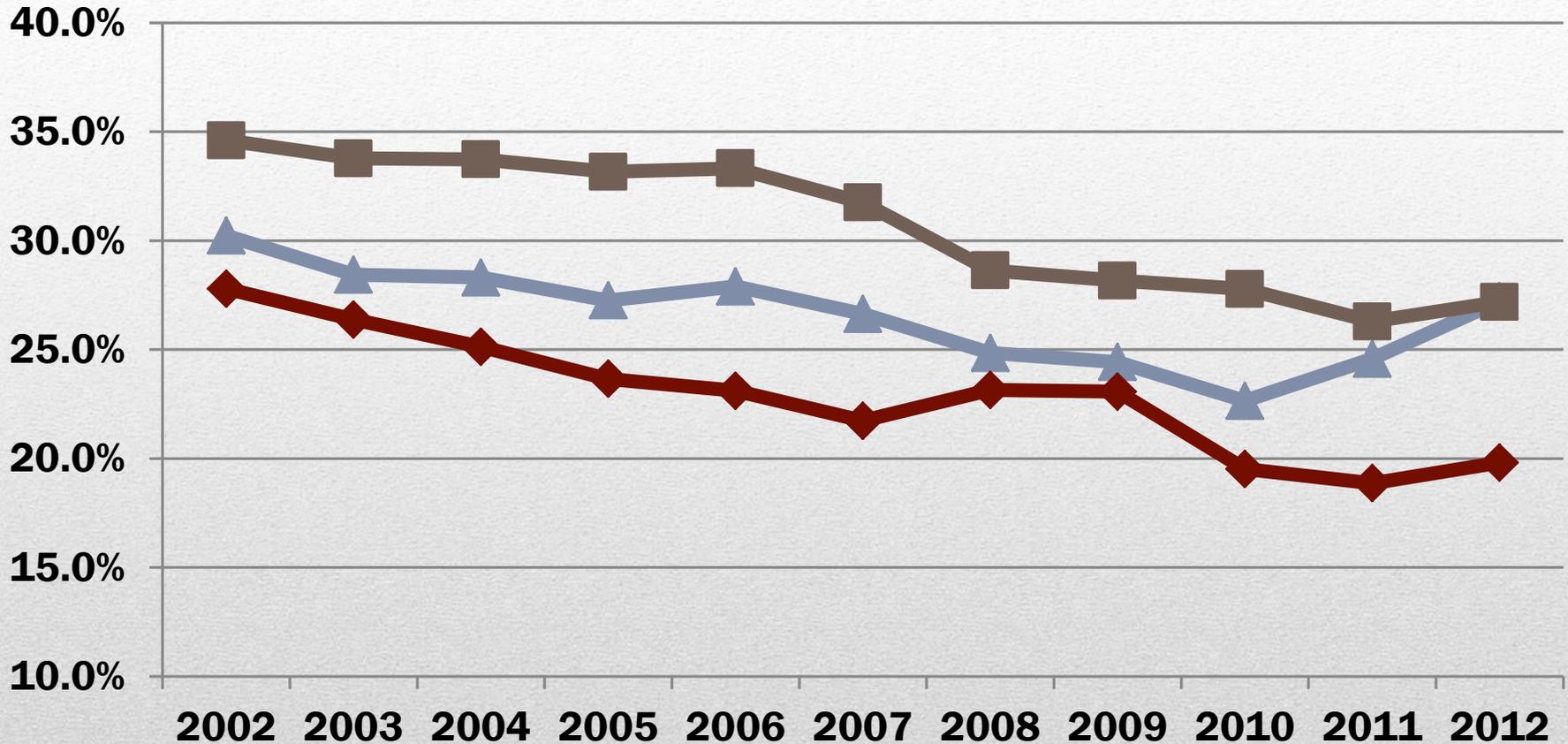
2000 & 2010 Census



# 2012 Young Driver Involved Crash Data Highlights

	2010	2011	2012	% Change '11-'12
Fatalities	39	28	29	3.6%
Incapacitating Injuries	218	203	246	21.2%
Non-Incapacitating Injuries	1,736	1,582	1,836	16.1%
Fatal Crashes	27	24	28	16.7%
Injury Crashes	1,321	1,249	1,403	12.3%
Property Damage Only Crashes	3,399	3,727	3,891	4.4%
Alcohol-Related Fatalities	14	7	13	85.7%
Unbelted Fatalities	20	18	12	-33.3%
Speeding-Related Fatalities	13	11	10	-9.1%
Pedestrian Fatalities	2	2	-	-100.0%

# Crashes Involving YD by Severity

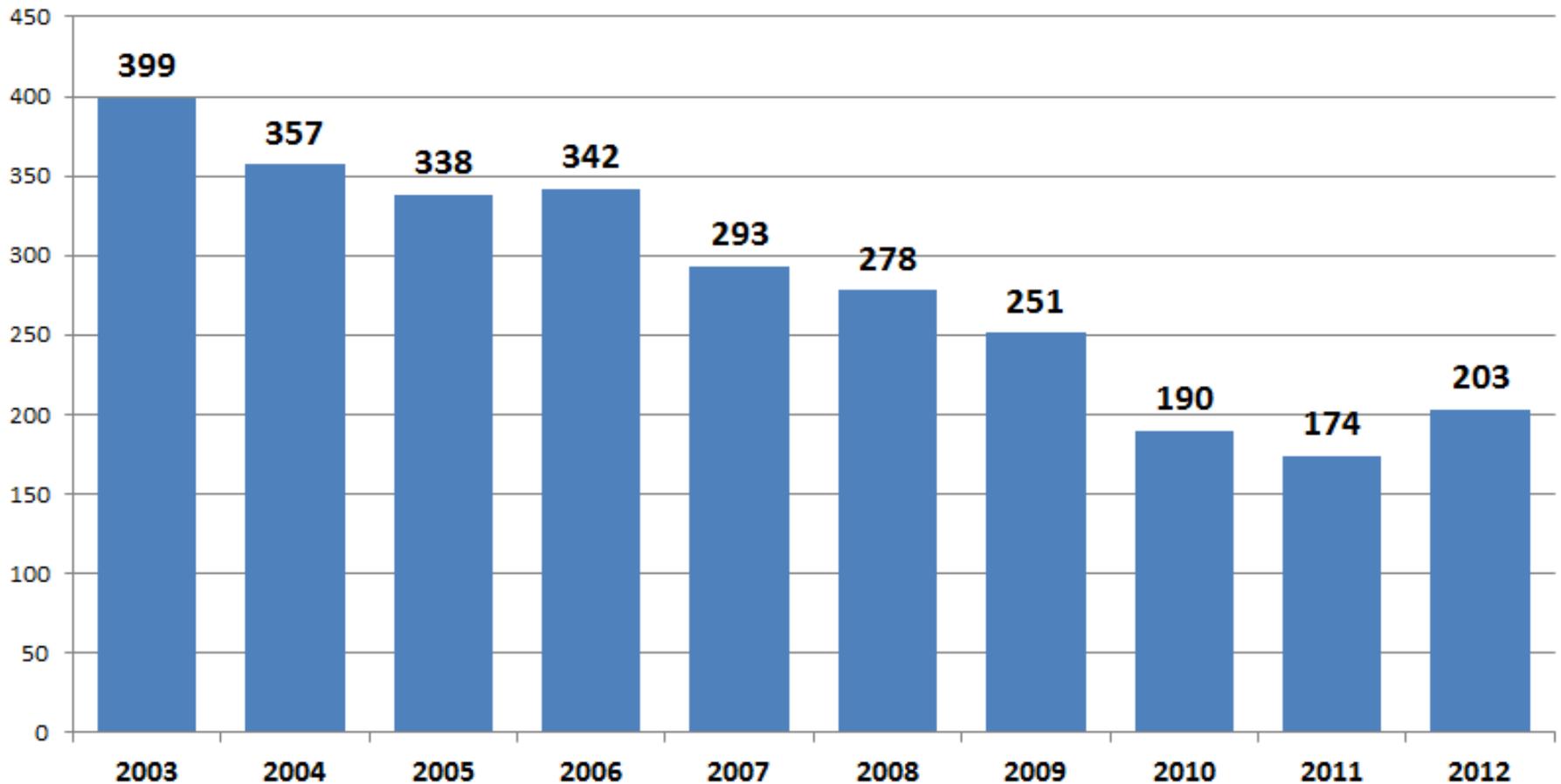


—▲— PDO Crashes Involving Young Drivers as a Percent of All PDO Crashes

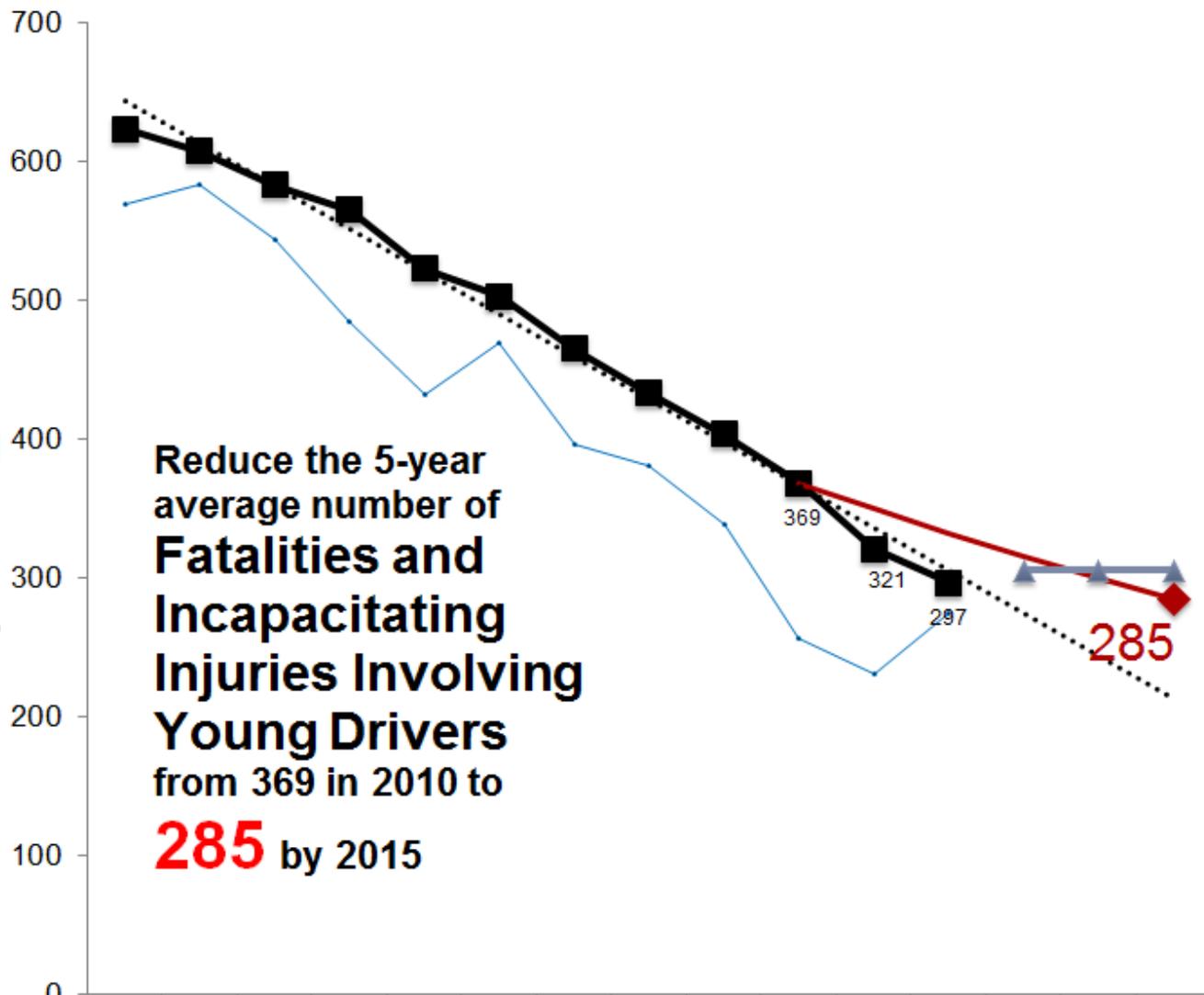
—■— Non-Severe Injury Crashes Involving Young Drivers as a Percent of All Non-Severe Crashes

—◆— Severe Injury Crashes Involving Young Drivers as a Percent of All Severe Crashes

# Severe Crashes Involving Young Drivers (2003-2012)

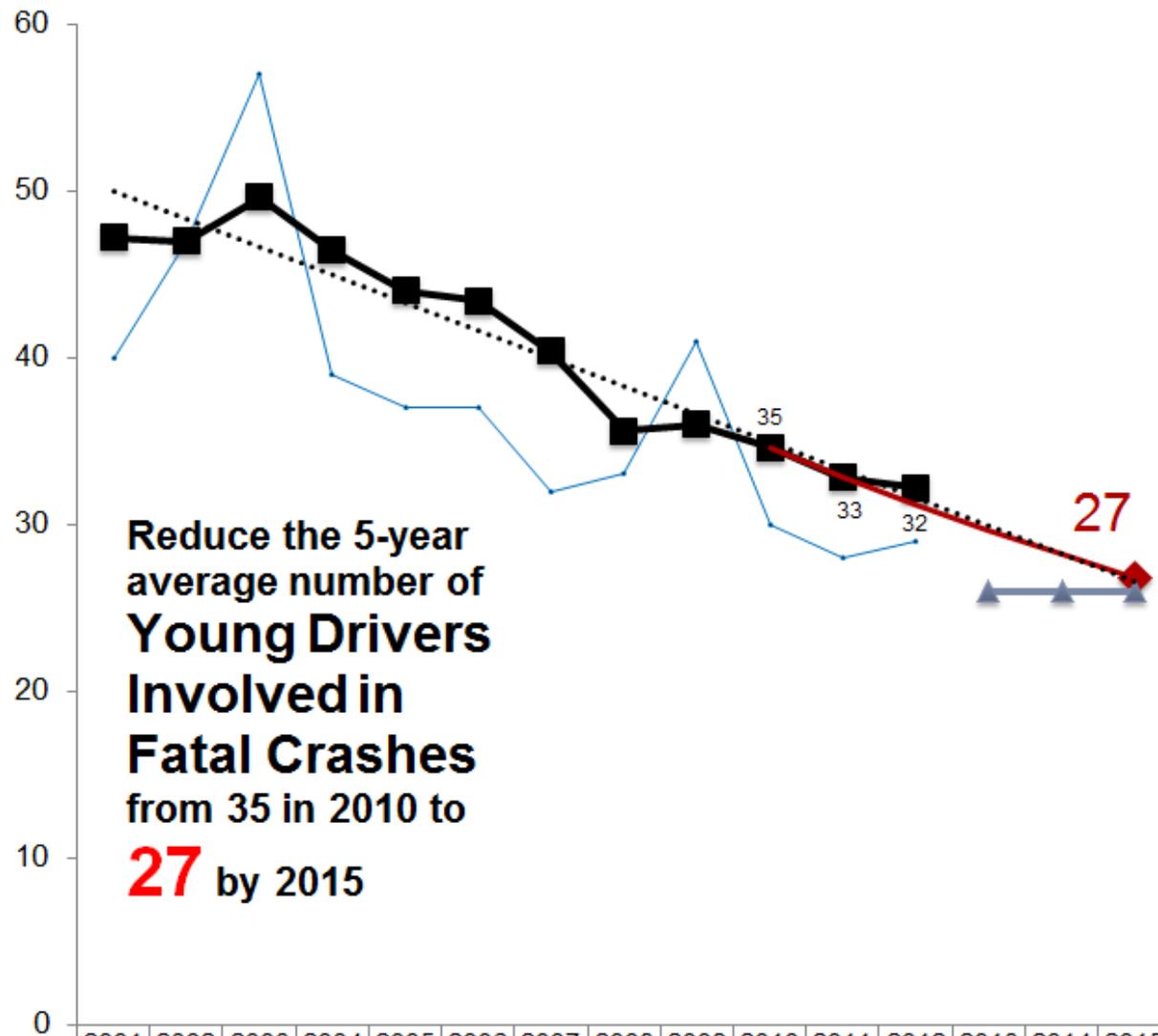


# Fatalities and Incapacitating Injuries Involving Young Drivers



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Fatalities & Incapacitating Injuries Involving Young Drivers	570	584	544	485	432	470	397	381	339	257	231	275			
■ 5-Year Average	623	608	583	565	523	503	466	433	404	369	321	297			
◆ Aggressive Target (-5.0% per year)										369	350	333	316	300	285
▲ Values to attain 2015 Target													306	306	306

# Young Drivers Involved in Fatal Crashes



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
— Young Drivers Involved in Fatal Crashes	40	47	57	39	37	37	32	33	41	30	28	29			
■ 5-Year Average	47	47	50	46	44	43	40	36	36	35	33	32			
◆ Aggressive Target (-5.0% per year)										35	33	31	30	28	27
▲ Values to attain 2015 Target													26	26	26

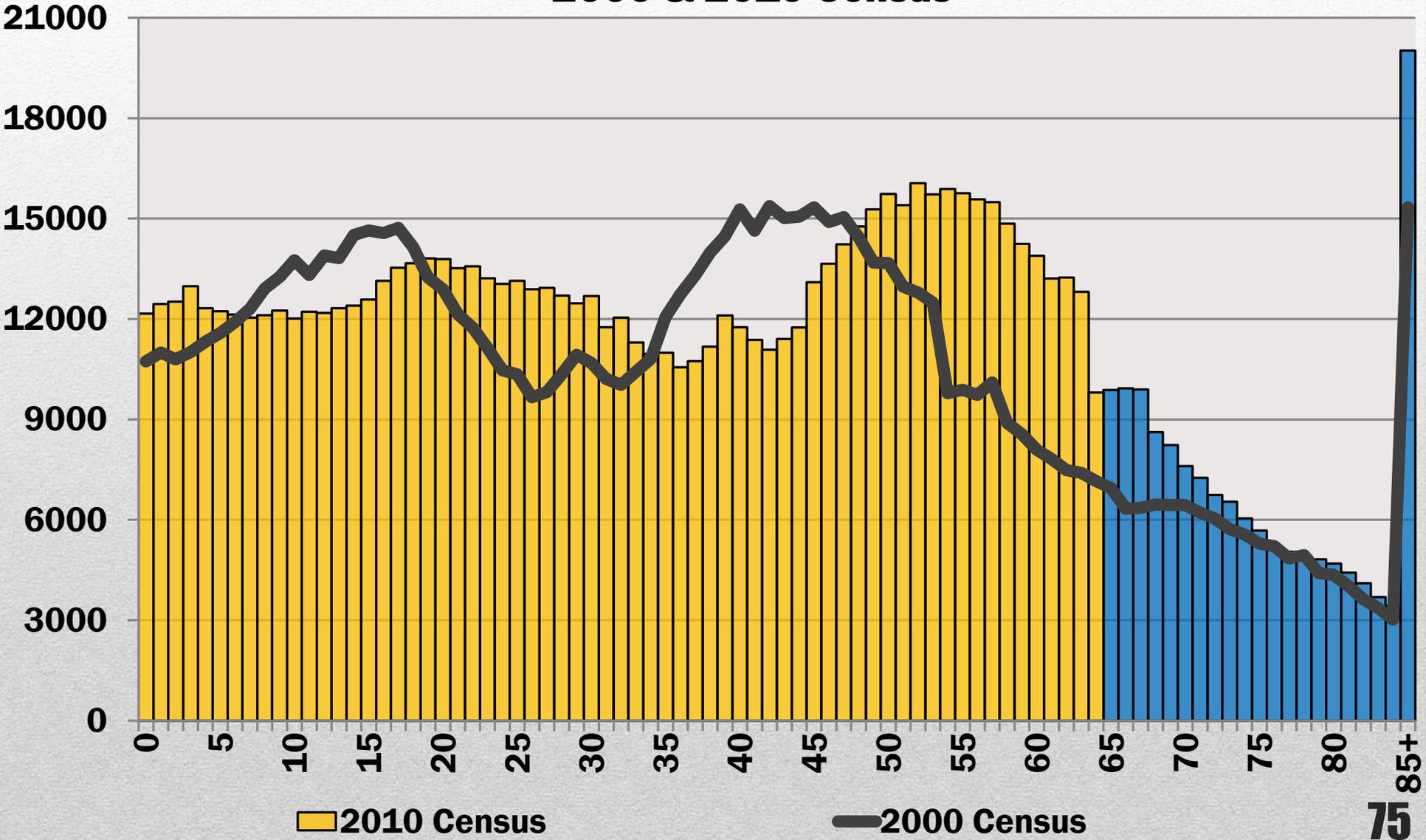
# Older Driver (OD) Crashes

## Objective:

**Reduce older driver (age 65+) fatal and incapacitating injury crashes.**

# MT Population by Age

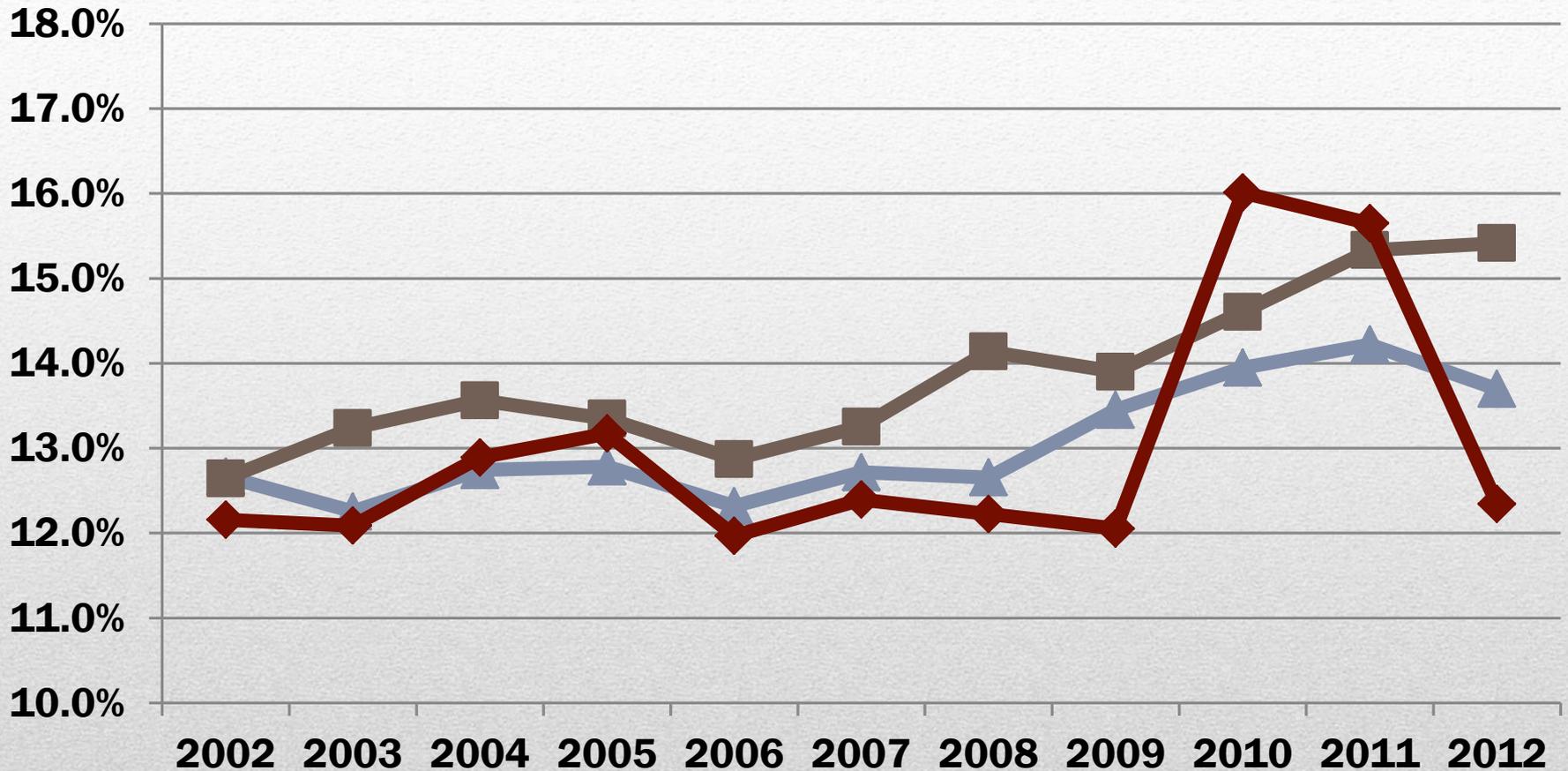
2000 & 2010 Census



# 2012 Older Driver Involved Crash Data Highlights

	2010	2011	2012	% Change 2011-2012
Fatalities	39	39	26	-33.3%
Incapacitating Injuries	167	138	149	8.0%
Non-Incapacitating Injuries	911	892	360	-59.6%
Fatal Crashes	29	35	25	-28.6%
Injury Crashes	734	751	798	6.3%
Property Damage Only Crashes	2,094	2,157	1,958	-9.2%
Alcohol-Related Fatalities	6	4	2	-50.0%
Unbelted Fatalities	8	21	10	-52.4%
Speeding-Related Fatalities	6	9	4	-55.6%
Pedestrian Fatalities	-	1	-	-100.0%

# Crashes Involving OD by Severity

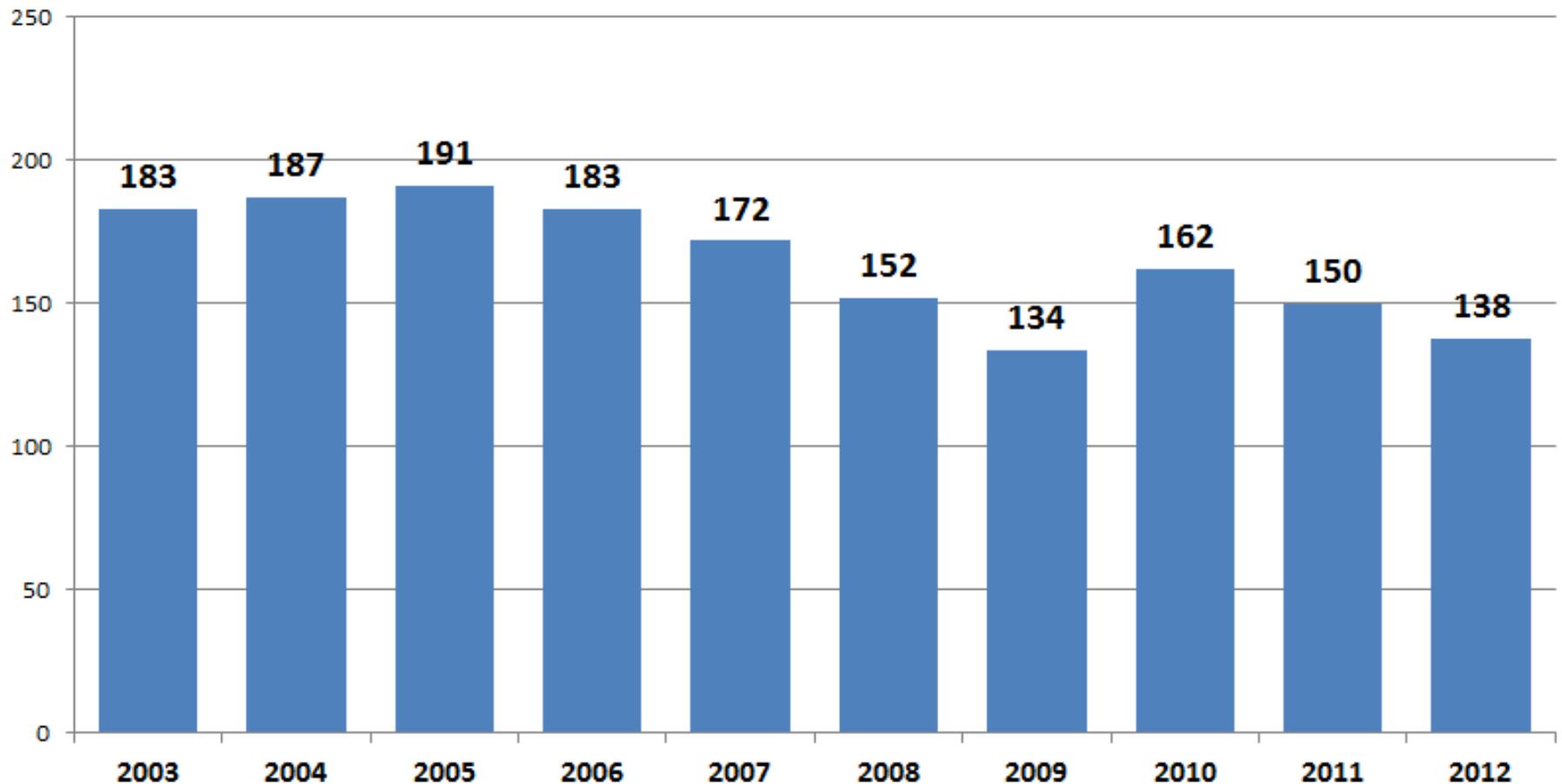


—▲— PDO Crashes Involving Older Drivers as a Percent of All PDO Crashes

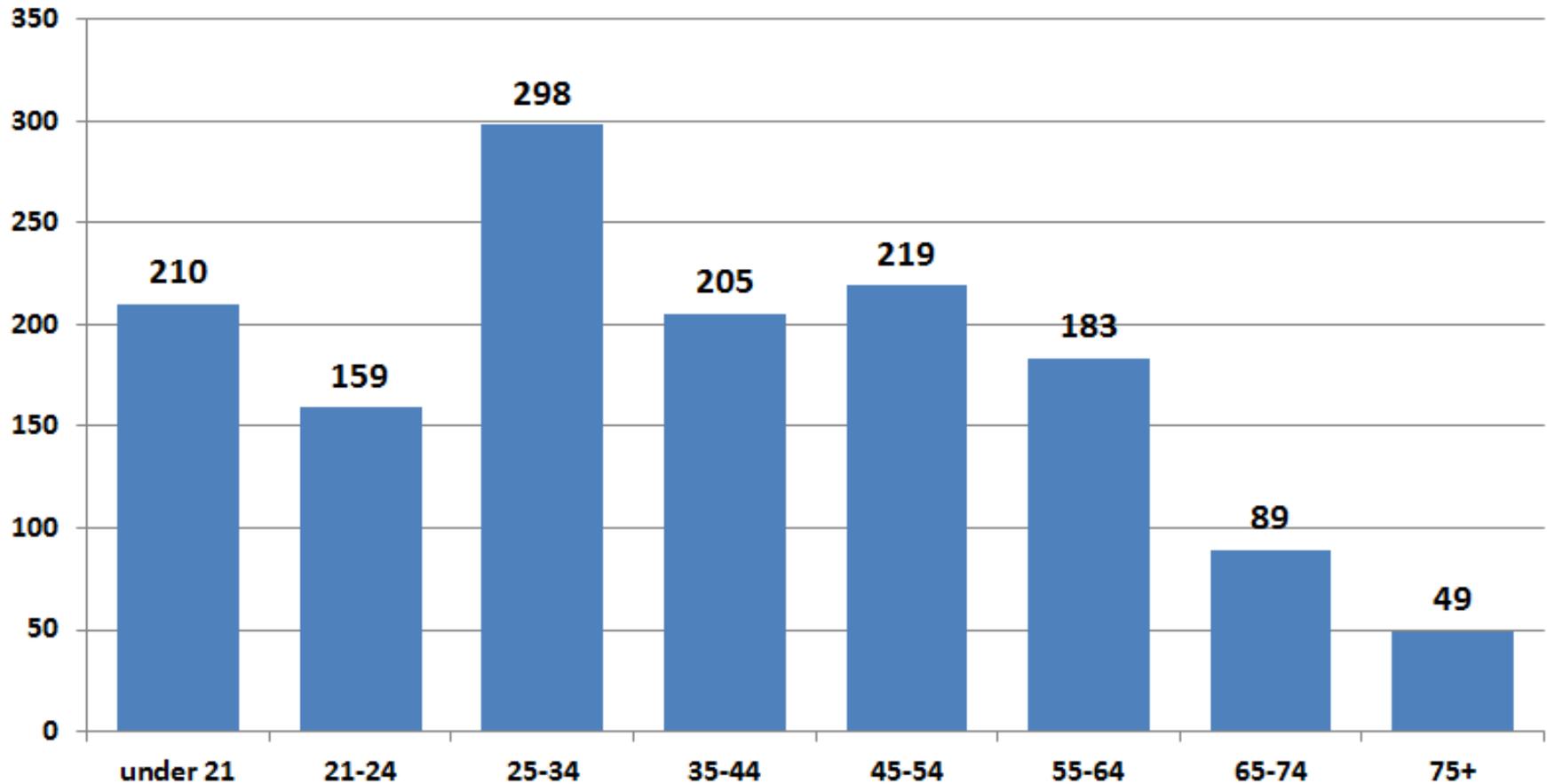
—■— Non-Severe Injury Crashes Involving Older Drivers as a Percent of All Non-Severe Crashes

—◆— Severe Injury Crashes Involving Older Drivers as a Percent of All Severe Crashes

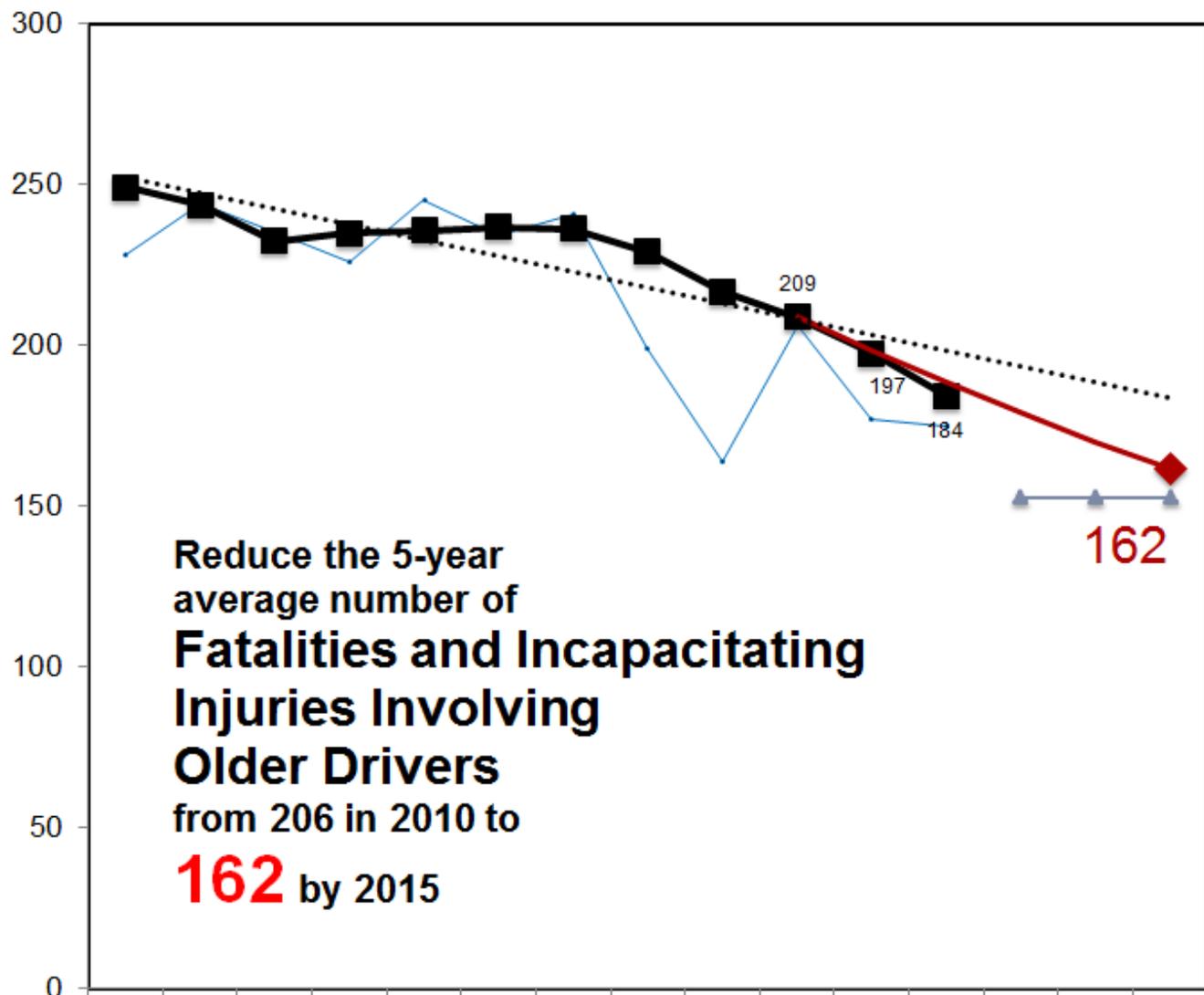
# Severe Crashes Involving Older Drivers (2003-2012)



# Severe Crashes by Age of Driver (2012)



# Fatalities and Incapacitating Injuries Involving Older Drivers

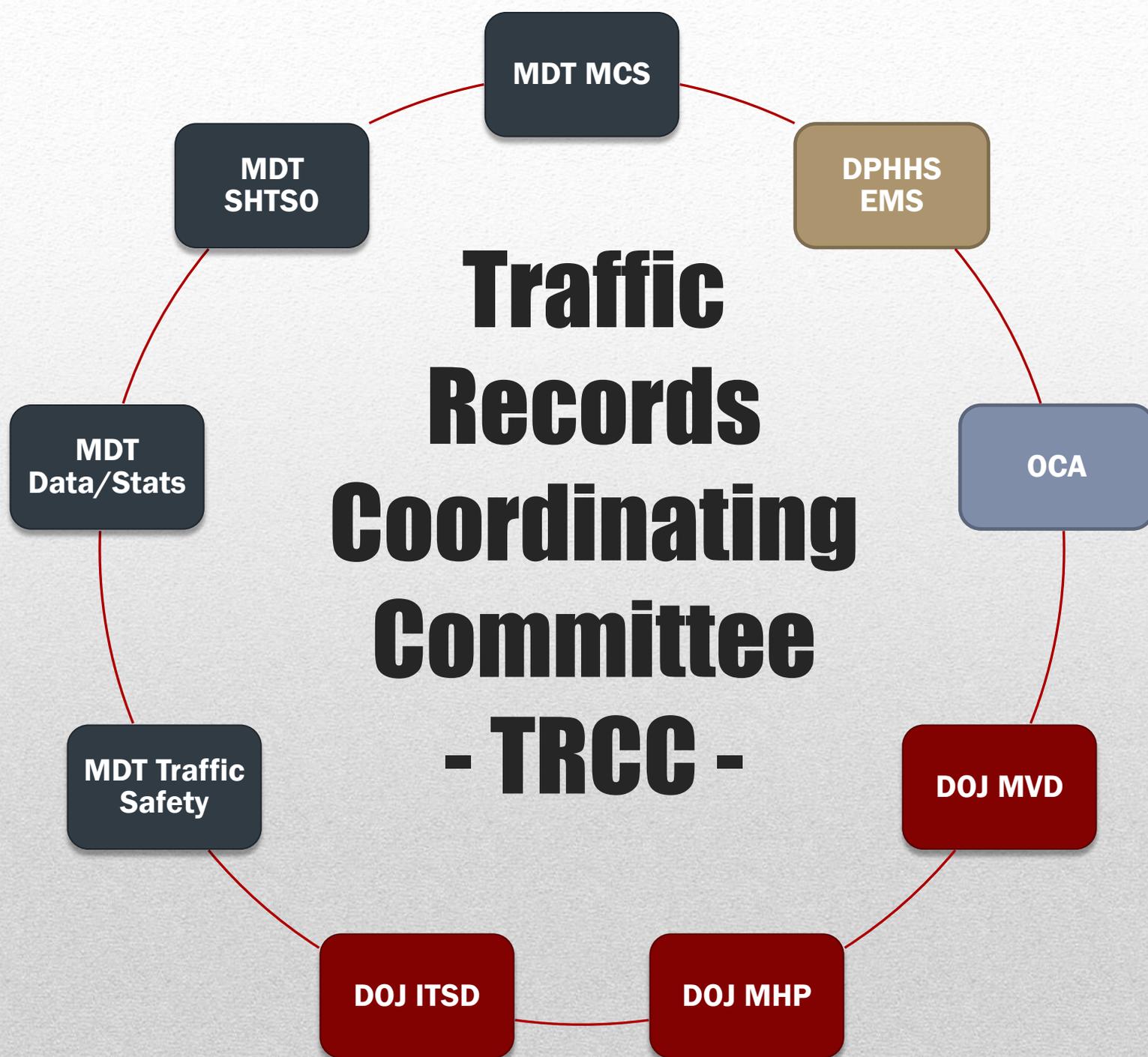


— Fatalities & Incapacitating Injuries Involving Older Drivers  
 — 5-Year Average  
 — Aggressive Target (-5.0% per year)  
 — Values to attain 2015 Target

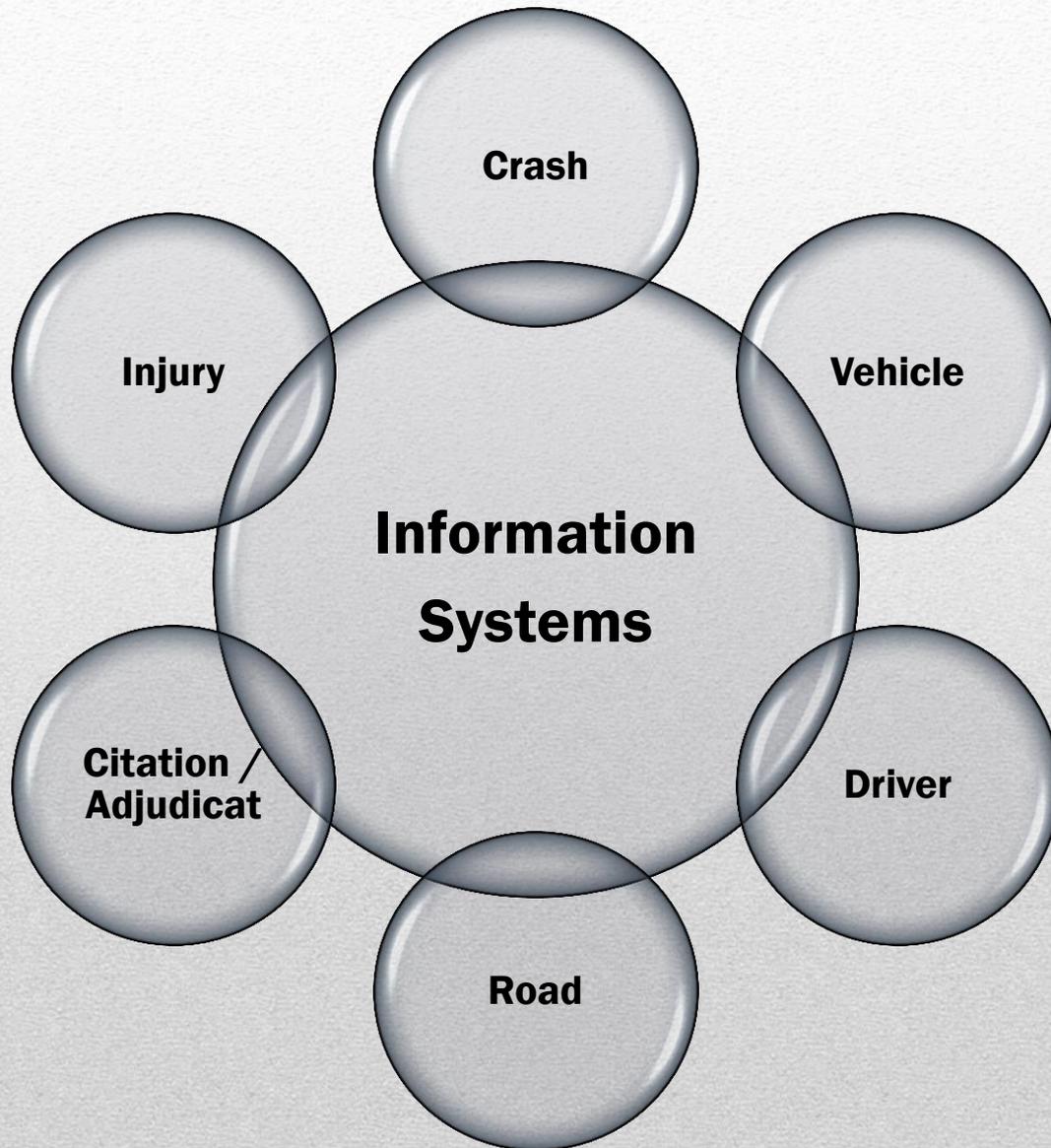
# Traffic Records Management

## Objective:

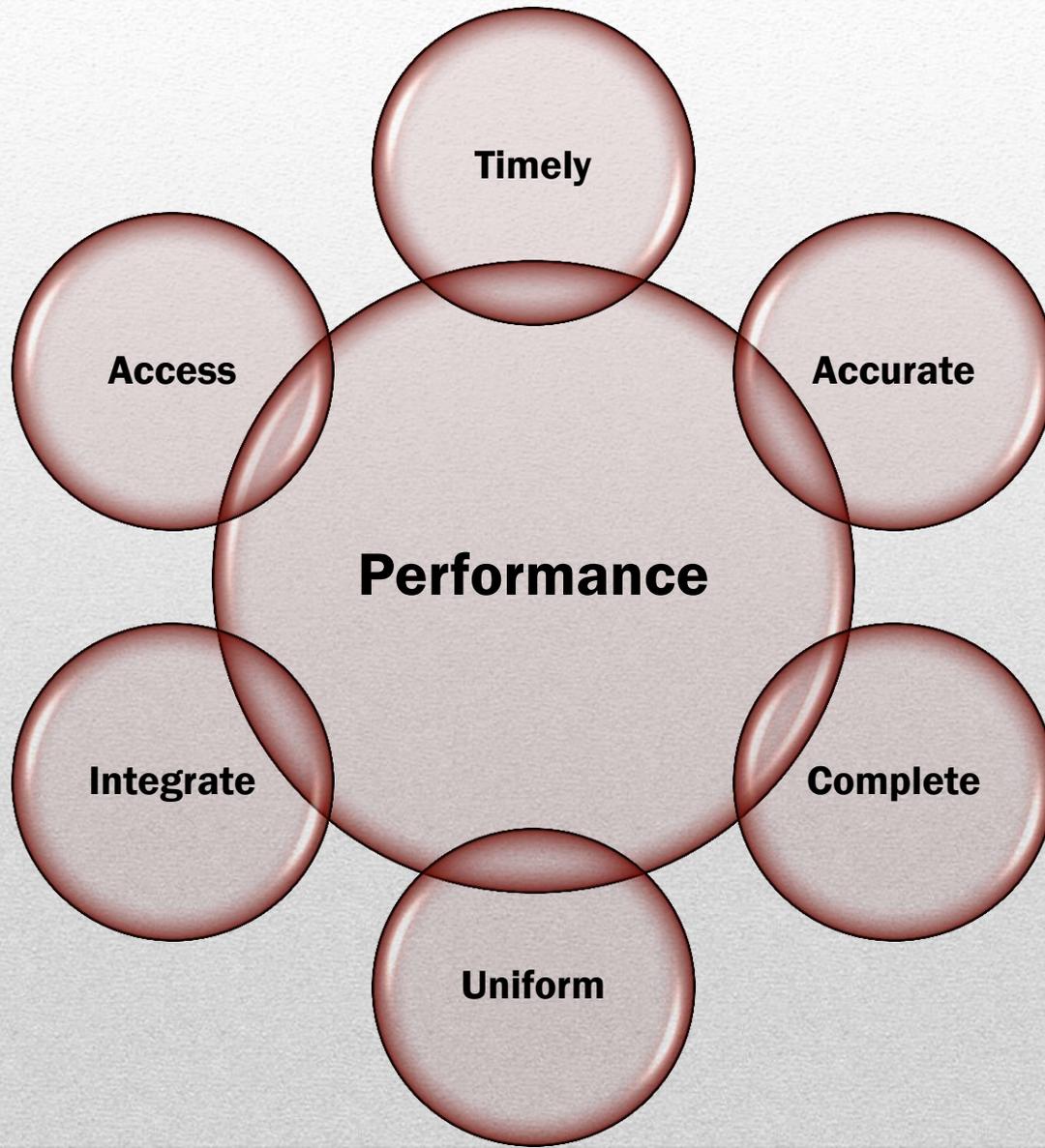
**Develop and implement a comprehensive transportation records and crash reporting, data management and analysis system, accessible to all stakeholders, to manage and evaluate transportation safety.**



# The TRCC is ...



# The TRCC is based on ...



# TR Strategic Plan

- **CHSP Strategy TR-1**
- **Originally developed in 2006**
- **Updated and posted to MDT website:**
  - **<http://www.mdt.mt.gov/trspi/>**
  - **NHTSA 408 Grant**
  - **Traffic Records Strategic Plan 2011 Update**
- **TRSP Annual Element: 2012**
  - **Current status of all projects**

# Active Projects

- **TRSP Implementation (MDT/SHTSS)**
- **Linkage of EMS, Crash, Hospital, and Post-Hospital Data (DPHHS)**
- **Web-Based Crash Training and Reporting (DOJ/MHP)**

# CHSP New TR Strategies

- **TR-1: Implement Action Plan in TRSP**
- **TR-2: Electronic Crash Data Capture**
- **TR-3: Tribal Data Sharing**
- **TR-4: Safety Information Management System (SIMS) Development**
- **TR-5: Addition of Model Inventory Roadway Elements (MIRE) to the TRSP**

# Performance Measure

- Annual progress in the implementation of specific projects contained in the Traffic Records Strategic Plan.
- NHTSA §408 Grant Progress Report
  - System: Citation/Adjudication
  - Performance : Timeliness
  - Measure: Median number of days from (a) the date a citation is issued to (b) the date the citation is entered into the FullCourt for the Gallatin County Justice Court.
  - Baseline: July 1 – December 31, 2010 ... 4.43 days
  - Current: July 1 – December 31, 2011 ... 2.16 days
  - Closed: Summer 2013

# Performance Measure

- **Annual progress in the implementation of specific projects contained in the Traffic Records Strategic Plan.**
- **NHTSA §408 Grant Progress Report**
  - **System: MHP Web Based Crash Training**
  - **Performance : Timeliness**
  - **Measure: Median number of days from (a) the date a citation is issued to (b) the date the citation is certified for use in MDT Crash Database SMS**
  - **Baseline: January 1 – December 31, 2012 ....41 days**
  - **Current: January 1 – December 31, 2013 ... TBA**