Montana
Comprehensive Highway Safety Plan

VISION ZERO
zero deaths · zero serious injuries

MONTANA DEPARTMENT OF TRANSPORTATION

2020

Letter from Director Tooley

Montana is a state with unmatched natural beauty featuring breathtaking mountains and wide-open spaces while offering a high quality of life to those fortunate to call Big Sky Country home. As part of the Montana lifestyle, many of us are accustomed to driving long distances to reach our destinations to fulfill needs and obligations related to quality of life – including work, school, medical care, grocery shopping, and recreation. Unfortunately, this means Montanans log many driving miles in each season in which we are exposed to the risk of a vehicle crash. Driving in one of our state's many rural areas (far from medical care) means the impacts from a crash could be more severe, as it may take hours before emergency crews can reach and transport crash victims to the appropriate level of trauma care. In Montana, many lives are forever shattered when a crash results in the loss of a life or lives or a survivor requires a lifetime of medical care due to serious injury. We need to change this cycle and prevent severe crashes from occurring on Montana's roadways.

The Montana Department of Transportation (MDT) is committed to providing a safe roadway system, which includes partnering with Montanans who use the roadways to ensure they make safe driving choices. MDT is also committed to working with other safety partners in Montana to reach a day when no deaths and no serious injuries occur on any public roadway - a **Vision of Zero**. The Montana Comprehensive Highway Safety Plan (CHSP) is our roadmap moving forward to reaching the goal of Vision Zero – the only goal we can all live with – in Montana. The CHSP uses a data-driven approach to focus on key safety issues and identifies strategies with the greatest potential to reduce crash severity, while focusing resources on areas of greatest need.

In my former position as Colonel of the Montana Highway Patrol, the need for increased focus on safety was made very real when I had to bury three colleagues due to a preventable problem – alcohol-related crashes. These three deaths should never have occurred. All too many of the deaths on our roadways each year are preventable, meaning a simple choice of safety (i.e. using sober transportation instead of driving impaired) would have prevented the loss of a colleague, friend, or family member. Educating motorists and practicing safe driving behaviors are critical to reaching our goal of Vision Zero. We need to increase the focus on safe driver behavior to make it a familiar and conscientious choice to never drive when impaired or not drive or ride in a vehicle without buckling up.

The following comprehensive safety plan continues a mindset of improving our statewide safety culture and creating a culture of roadway safety in Montana. No death or serious injury on our roadways is acceptable. In addition to MDT, hundreds of individuals and safety partners across Montana representing expertise in education, enforcement, emergency medical service response, and engineering work toward Vision Zero every day. We are all partners in traffic safety and are committed to enhancing safety for everyone who has a stake in this issue; specifically every person who uses any public roadway in Montana including motor vehicle operators and passengers, motorcyclists, bicyclists, pedestrians, and operators of heavy trucks and busses. We all have a role in eliminating deaths and serious injuries on Montana's roadways, and it is MDT's privilege to continue to lead the charge. Together, we can reach *Vision Zero*.

As the Governor's Highway Safety representative, I approve Montana's Comprehensive Highway Safety Plan.

Mike Tooley, Director,
Montana Department of Transportation

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Thank You to all Montana Highway Safety Partners

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Safety Partners

Thank you to all the agencies and individuals that contributed expertise, time, passion, and commitment to saving lives throughout the development and implementation of the CHSP.

AARP

Alcohol Beverage Control Division-Montana Department of Revenue

Attorney General's Office- Department of Justice (DOJ)

Billings-Yellowstone County Planning MPO

Blackfeet Nation

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Cascade County Health Department/ Buckle Up MT

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Confederated Salish and Kootenai Tribes

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Fort Belknap Tribes

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Lewis and Clark DUI Task Force

Missoula County DUI Task Force

Missoula City-County Health Department/Buckle Up MT

Montana Forensic Science Division - DOJ

Montana Highway Patrol - DOJ

Montana Motorcycle Rider Safety (MMRS)

Montana Sheriff and Peace Officers Association (MSPOA)

Motor Vehicle Division - DOJ

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Northern Cheyenne Tribe

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Montana Supreme Court, Office of Court Administrators

Motor Carrier Services Division –Montana Department of Transportation (MDT)

Rail, Transit, and Planning Division - MDT

State Highway Traffic Safety Section - MDT

Traffic & Safety, Engineering Division - MDT

Traffic Education-Office of Public Instruction (OPI)

Acronyms

4 Es – Engineering, Enforcement, Education, Emergency Medical Services

AAA – American Automobile Association

AARP – American Association of Retired Persons

ABA- American Bar Association

AC- Advisory Committee

ACT- Assessment, Course and Treatment

AGO- Attorney General's Office

AMDD- Addictive and Mental Disorders Division

ARIDE- Advanced Roadside Impaired Driving Enforcement

BAC – Blood Alcohol Content

CHSP – Comprehensive Highway Safety Plan

CMV – Commercial Motor Vehicle

CPS- Child Passenger Safety

CTH- Community Trauma Hospital (Level 4)

CVSP – Commercial Vehicle Safety Plan

DLI- Department of Labor & Industry

DOJ – Department of Justice

DOR – Department of Revenue

DPHHS – Department of Public Health and Human Services

DRE – Drug Recognition Expert

DUI – Driving Under the Influence of drugs or alcohol

EA – Emphasis Area

EDC- Every Day Counts

ELT- Executive Leadership Team

EMD- Emergency Medical Dispatch

EMS –Emergency Medical Services

EMS & TS-Emergency Medical Services and Trauma Systems

EMSC- Emergency Medical Services for Children

ENPC- Emergency Nursing Pediatric Course

ER- Emergency Responder

FARS- Fatality Analysis Records System

FAST Act- Fixing America's Surface Transportation

FCCLA- Family, Career and Community Leaders of America

FHWA – Federal Highway Administration

FSD-Forensic Science Division

GDL – Graduated Driver's License

GHSA- Governors Highway Safety Administration

HRRR – High-Risk Rural Roads

HSIP – Highway Safety Improvement Program

HSP – Highway Safety Plan

HVE- High Visibility Enforcement

ICE- Intersection Control Evaluation

ID- Impaired Driving

IIHS- Insurance Institute of Highway Safety

JOL- Judicial Outreach Liaison

LE- Law Enforcement

LEL- Law Enforcement Liaison

LEO- Law Enforcement Officer(s)

MACo-Montana Association of County Officials

MAP-21 – Moving Ahead for Progress in the 21st Century

MCS- Motor Carrier Services

MDT – Montana Department of Transportation

MHP – Montana Highway Patrol

MSPOA- Montana Sheriffs and Peace Officers Association.

MTA- Montana Tavern Association

MPO- Metropolitan Planning Organization

MVD – Motor Vehicle Division

NHTSA – National Highway Traffic Safety Administration

NSC- National Safety Council

OCA-Office of Court Administrator

OP- Occupant Protection

OPI- Office of Public Instruction

PI&E- Public Information and Education

PHTLS- Pre-Hospital Trauma Life Support

RMRTS- Rocky Mountain Rural Trauma Symposium

RSA – Road Safety Audit

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users

SBIRT- Screening, Brief Intervention, and Referral to Treatment

SETT- Safety Enforcement Traffic Team

SFST- Standard Field Sobriety Testing

SHIP- State Health improvement Plan

SHSP – Strategic Highway Safety Plan

SHTSS – State Highway Traffic Safety Section

SIMS – Safety Information Management System

STEP – Selective Traffic Enforcement Program

SOAR – Safe on All Roads

SWOT – Strengths, Weaknesses, Opportunities, Threats

TEAM- Together Everyone Achieves More paramedic course

THC- Tetrahydrocannabinol

TIMS- Traffic Incident Management System

TNCC- Trauma Nurse Core Course

TRCC – Traffic Records Coordinating Committee

TSRO-Traffic Safety Resource Officer

TSRP -Traffic Safety Resource Prosecutor

UVO- Unrestrained Vehicle Occupant

VMT- Vehicle Miles Traveled

YRBS-Youth Risk Behavior Survey

Executive Summary

The Comprehensive Highway Safety Plan (CHSP) is more than just a plan. It is the framework to engage residents and traffic safety advocates across Montana to one day meet the vision of zero fatalities and zero serious injuries on Montana's roads. Admittedly, this is a lofty vision, but behind every fatality or injury statistic is a person, plus family and friends forever affected by a crash.

> *"The vision for Montana is zero – zero fatalities and zero serious life changing injuries on any public roadway in the State."*
>
> *Mike Tooley, MDT Director*

The foundation of the CHSP is crash data, and it is important to not lose sight that each of these numbers represents a family member, real loss, and suffering. This could be why so many Montanans are stepping forward to help reach Vision Zero. It is unacceptable for even one person to be killed or seriously injured on Montana's roads.

Crash data helps identify the top traffic safety problems in the State so that targeted approaches can be undertaken to save lives. The coordinated effort involves attacking safety problems with the 4 Es of safety – Education, Enforcement, and Emergency Medical Services (EMS), and Engineering. The CHSP also coordinates with other safety plans, including the Highway Safety Improvement Program (HSIP), the Commercial Vehicle Safety Plan (CVSP), and the Highway Safety Plan (HSP).

Figure ES.1 Relationship of Montana CHSP to Other Plans
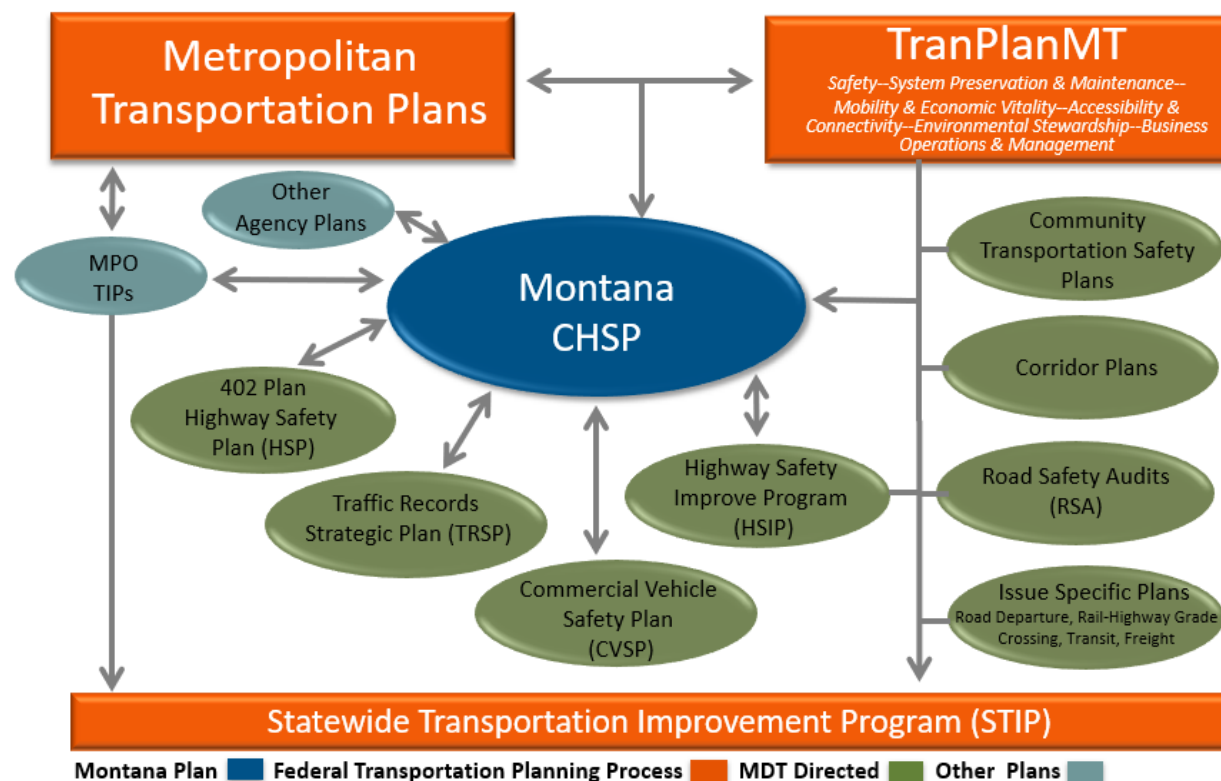
Montana developed its first CHSP in 2007, amended it in 2010, and again in 2015. The current update in 2020 to complies with Fixing America's Surface Transportation (FAST) Act requirement to update the plan every five years, Montana continually tracks, evaluates, and addresses key crash factors involved in fatal and serious injury crashes, making the extent of the 2020 update limited. Data driven focus areas in Montana have not changed. The CHSP is developed through a cooperative process involving local, state, federal, tribal, and private sector safety stakeholders.

The Plan:

- Is data-driven;
- Addresses the 4Es: education, enforcement, emergency medical services, and engineering of highway safety;
- Considers safety needs of all public roads and roadway users;
- Establishes statewide goals and objectives;
- Defines key emphasis areas and strategies that have the greatest potential to reduce fatalities and serious injuries;
- Focuses resources on areas of greatest need; and
- Adopts performance-based targets coordinated with other State safety programs.

During the life of the CHSP from 2007 to 2019

Reduction of fatalities & serious injuries

52%
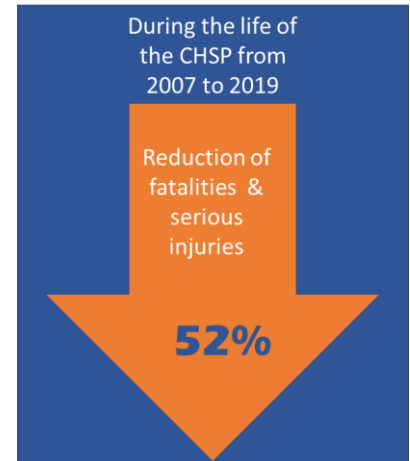
The CHSP facilitates collaboration among highway safety programs and partners. The plan aligns goals and leverages resources across agencies. Essentially, the plan brings together experts and advocates in the 4 Es of highway safety to define the strategies that will save lives and prevent injuries.

FAST Act continues the special rule for High-Risk Rural Roads and the rule related to older driver and pedestrian (over age 65) safety, as well as federal performance management requirements. Crashes involving older drivers and pedestrians have decreased since a high in 2015. Montana defines high risk rural roads as any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks. Montana has been subject to the High-Risk Rural Roads rule for several years and will continue to monitor both rules and address as appropriate in the implementation of the CHSP strategies.

Updating the plan involved an analysis of strengths, weaknesses, opportunities, and threats (SWOT) of the 2015 CHSP; crash data analysis; wide ranging outreach; review of state transportation plans to evaluate alignment with the CHSP; and meetings focused on specific crash issues.

The 2020 plan includes data analysis, a vision, objectives, safety targets, Emphasis Areas, strategies, opportunities for implementation, and a description of the evaluation process. The Advisory Committee provided oversight, and the multidisciplinary Emphasis Area groups developed strategies, activities, and outcome measures for top safety issues.

Montana has made great strides in traffic safety since the 2007 CHSP was first implemented. Hundreds of partners have participated in the annual statewide Transportation Safety Meetings and Tribal Transportation Safety Summits. Seven communities have developed transportation safety plans. Non-use of child safety seats is now a primary offense. The number of Driving Under the Influence (DUI) courts have increased. These are just a few of the many accomplishments, but the real proof is in the numbers. In the three years before implementation (2005-2007) Montana had 5,375 combined roadway fatalities and serious injury victims, while in the last three years (2017-2019) the combined total is 2,759, or a 49 percent reduction.

Targets

The key to achieving this long-term vision of zero fatalities and zero serious injuries is to focus resources on the most significant problems. Montanans will continue to work towards improving the culture of traffic safety where death on the roadway is not tolerable. This culture includes everyone making good choices and travel safety a daily part of life. At the same time Montana recognizes saving lives and reducing life changing injuries on our roadways is a shared responsibility, preventing deaths and serious injuries and being proactive to address risks and reducing human errors.

Montana is committed to **Vision Zero** – a vision of zero fatalities and zero serious injuries on Montana's roadways. The CHSP revised the interim goal of halving fatalities and serious injuries from 952 in 2018 to 476 in 2030. This goal was revised to reflect the commitment to achieving zero fatalities and zero serious injuries on Montana's roadways. (Figure ES.2).

> *One life lost is one too many. The Department of Transportation and our partners are united in our mission to save lives on Montana roads.*
> -   Mike Tooley, MDT Director

As part of the shared responsibility for safety, road users are expected to comply with the rules of the road, including paying attention, adapting to changing conditions, not driving under the influence, and driving without distraction. Engineering, education, enforcement, and vehicle feedback components are all critical in enabling and encouraging safe road use.)

Figure ES.2 Interim Safety Goal

Reduce fatalities and serious injuries on Montana's roads by half, from 952 in 2018 to 476 in 2030.

■ Fatalities & Serious Injuries
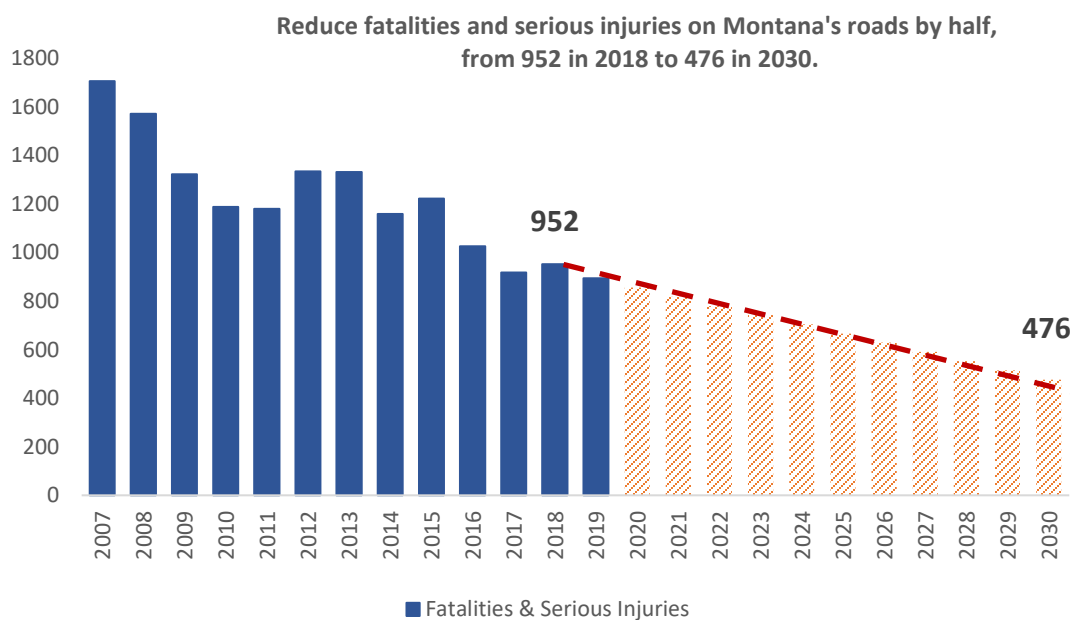
Through the 2020 CHSP update, MDT has established the target setting methodology for the five national performance measures called for in the FAST Act for the five-year life of the plan:

- Annual reduction of 3 fatalities;
- Annual Fatality rate reduction of .041 per 100 million vehicle miles traveled (VMT) per year;
- Annual reduction of 41 serious injuries;
- Annual Serious Injury rate reduction of .114 per 100 million vehicle miles traveled (VMT) per year; and
- Annual reduction of 1 non-motorized fatalities and serious injuries per year.

Data-Driven Problem Identification

The Montana Comprehensive Highway Safety Plan uses the best available data to identify critical highway safety problems and safety improvement opportunities on all public roads, including local and tribal roads. Montana routinely collects and analyzes crash (fatalities and serious injuries) data, roadway data and traffic data. To some extent, additional data sources such as carcass data and citation data are also used. The key to achieving our long-term vision of zero fatalities and zero serious injuries is to focus resources on improving data and utilizing that data to address the most significant problems.

Safe roads also include clear zones or "forgiving roadsides", where objects are relocated away from the road, or roadside appurtenances are designed to mitigate severity when roadway departures do occur. In an urban setting, vertical separation can be used to create safer roadsides, protecting vulnerable users such as pedestrians, when run-off-road crashes occur.

Montana has integrated two key elements in all safety emphasis areas:

- Improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis; and

- Collaborate across agencies, organizations and with the public to improve traffic safety, driver behavior and promote the Vision Zero.

Crash factors contributing to the largest numbers of severe crashes and crash outcomes were carefully considered to identify Emphasis Areas. This process helps identify the critical crash factors or crash trends that may have the biggest influence on reducing crash frequency and/or severity.

The four Emphasis Areas are:

- Roadway Departure and Intersection-related Crashes
- Impaired Driving;
- Unrestrained Vehicle Occupant; and
- Emergency Response – After-Crash Care.

Roadway Departure and Intersection Related Crashes

Roadway departure crashes occur when a vehicle leaves the travel lane, either crossing into an opposing lane, or leaving the roadway and are described as overturns, opposing direction head-on, sideswipe, or collision with a fixed object. These crashes often occur at high speeds and are likely to be severe. In Montana, from 2010-2019 roadway departure crashes represented 67 percent of fatalities and 58 percent of serious injuries.

The majority, 82 percent, of roadway fatalities and serious injuries occur in rural areas, making this type of severe crash the most common in Montana during 2010 to 2019. Rural roadway departure crashes occur on all public roads.

Intersections are the locations where the highest potential for conflict occurs, as vehicles, bicycles, and pedestrians cross paths. These crashes may occur at highway interchanges, signalized or stop-controlled intersections, or intersections without traffic control. An intersection related crash involves a motor vehicle and a collision that occurs within or near the proximity of an intersection. In Montana, from 2010-2019, intersection related crashes represented 11 percent of fatalities and 22 percent of serious injuries.

Intersections also include at-grade highway-rail crossing locations and are included in the CHSP analysis of crash factors and are represented in a small number of intersection related crashes. Strategies that address rail-highway crossing crashes focus on the elimination of hazards and the installation of protective devices at these locations.

Impaired Driving Crashes

Impaired driving is defined as operating a vehicle while under the influence of alcohol and/or drugs. There has generally been a greater focus on alcohol impairment, however, attention paid to drug impairment is increasing as awareness of impacts and methods for detection improve.

Impaired driver crashes account for only 10 percent of all crashes yet resulted in 60 percent of all fatalities and 33 percent of all serious injuries during the 2010-2019 timeframe.

Unrestrained Vehicle Occupants

Vehicle occupant protection refers to the proper use of a safety belt or a child protection seat by all vehicle occupants. Seat belts offer the best chance for surviving and reducing the severity of injury in a crash. Increasing the use of seat belts and child passenger safety seats is imperative to achieving zero fatalities and zero serious injuries. Unrestrained vehicle occupant fatalities and serious injuries have continued to decline over the past 10 years.

In Montana, from 2010-2019, unrestrained or restrained improperly vehicle occupants represented 49 percent of all fatalities and 29 percent of all serious injuries; compared to 54 percent of all fatalities and 32 percent of all serious injuries in Montana crashes between 2004-2013. Seat belt use is increasing with 88.9 percent of Montanans observed wearing seat belts in 2019, according to observational seat belt surveys.

Emergency Response – After-Crash Care

Emergency medical services provides one of the last opportunities to improve the health outcomes of motor vehicle crashes. Emergency care for an injured motor vehicle crash victim is at the core of the after-crash care response. Effective care of the injured patient requires a series of time-sensitive actions, beginning with activation of the

emergency response system, and continuing with care on scene, transport, and facility-based emergency care. Emergency Response – After-Crash Care includes traffic incident management.

Implementation

This plan is a map to saving lives on Montana's roads. Reaching Vision Zero calls for active engagement of safety partners at all levels, from agency leaders to their staff, citizens at the grassroots level, and all users of the state's roadways.

A three-tiered implementation approach has been established. Multidisciplinary Emphasis Area Teams meet regularly to put this plan into action. There is continued engagement of the Advisory Committee to provide oversight and guidance. An Executive Leadership Team (ELT) has been established and consists of the Governor's Executive Branch, to maintain coordinated efforts and common goals in plans and programs across agencies. The ELT is chaired by the Governor's representative for highway safety and meets biannually.

Evaluation

Annually, crash data is analyzed and progress toward achievement of the five safety targets and interim safety goal is assessed. Strategy implementation progress and successes are also shared. On an ongoing basis safety partners review progress on objectives established for each Emphasis Area. Each year the State reviews fatalities on high-risk rural roads and fatalities and serious injuries per capita among older drivers and pedestrians relative to the special rule provisions in federal law.

As the numbers of fatalities and serious injuries decrease, the effort required to reach Vision Zero increases. Ongoing evaluation becomes increasingly important to ensure resources are directed appropriately. All safety partners ensure strategies and actions are effectively meeting objectives through established evaluation metrics. The results of those evaluations will feed into future refinement of safety strategies to ensure the most effective use of resources and ultimately achieving zero deaths and zero serious injuries on Montana's roads.

1.0 Overview

The Comprehensive Highway Safety Plan (CHSP) is a strategic document that identifies the top traffic safety problems on all of Montana's public roadways for all roadway users. The coordinated effort involves addressing safety problems with the 4 Es of safety – Education, Enforcement, and Emergency Medical Services (EMS), and Engineering. The CHSP is coordinated with other safety plans, including the Highway Safety Improvement Program (HSIP), the Highway Safety Plan (HSP) the Commercial Vehicle Safety Plan (CVSP), and considers other agency, local, tribal and MPO plans.

The CHSP Purpose is defined as:

> *To facilitate collaboration, communication, and coordination among highway and traffic safety programs and partners to align goals and leverage resources across Montana to reduce deaths and life changing serious injuries resulting from roadway crashes.*

Montana's update process involved an analysis of strengths, weaknesses, opportunities, and threats (SWOT) of the 2015 CHSP, crash data analysis, outreach to a wide range of partners, review of other agency safety plans to evaluate alignment with the CHSP, and meetings focused on specific crash issues to define the strategies needed for continued progress.
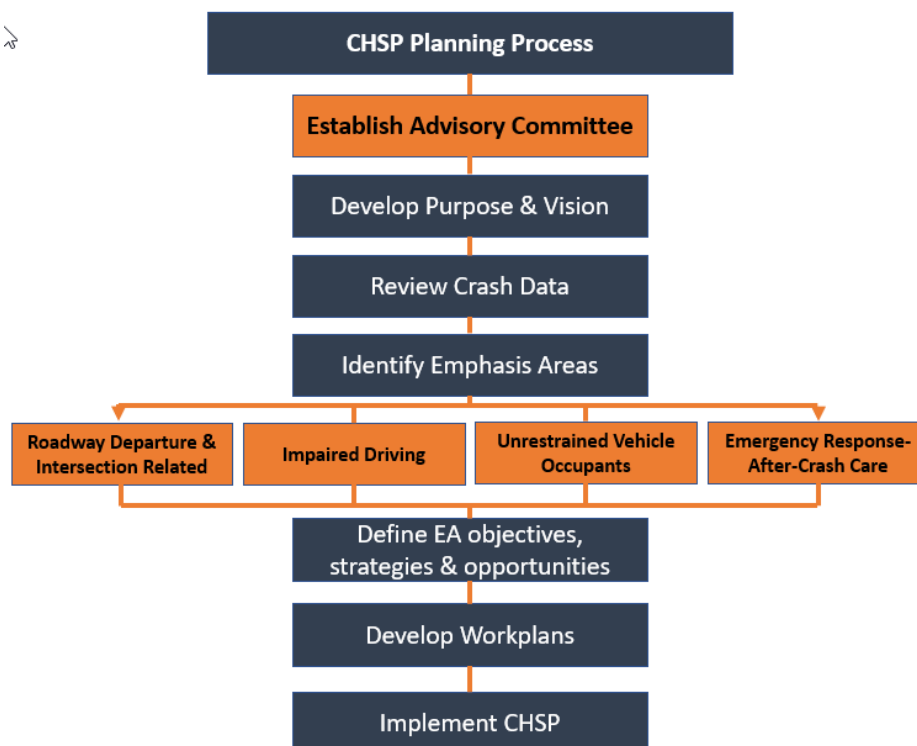
1.1   FAST Act Requirements

Development of the Comprehensive Highway Safety Plan (CHSP) was first required starting in 2005 under the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). Montana's CHSP was first developed in 2006, implementation began in 2007, and it was amended in 2010 and again in 2015. The 2020 CHSP update includes the additional requirements of the most recent Fixing America's Surface Transportation (FAST) Act transportation authorization. Per the FAST Act, the CHSP must be updated every five years.

The plan is designed to provide a comprehensive framework for reducing fatalities and serious injuries on all public roads for all roadway users. The document identifies the major safety issues and needs and guides investment toward strategies that have the greatest potential to save lives and prevent injuries.

The CHSP must be developed through a cooperative process involving local, state, Federal, Tribal, and private-sector safety stakeholders. Invitees to participate in the update process, the Advisory Committee, and Emphasis Area Teams included representatives from the following:

- Governors Highway Safety Representative

- Metropolitan Planning Organizations

- Representatives of major modes of transportation

- State and local traffic enforcement officials

- Rail-Highway-grade crossing safety representative

- Motor Carrier Service safety program

- Motor vehicle administration agencies

- County transportation officials

- State representative of nonmotorized users, and

- Federal, State, Tribal, and local safety stakeholders.

The CHSP is developed through a cooperative process involving local, state, federal, tribal, and private sector safety stakeholders. The Plan:

- Is data-driven
- Addresses the 4Es education, enforcement, and emergency services, engineering of highway safety
- Considers safety needs of all public roads and roadway users;
- Establishes statewide goals and objectives;
- Defines key emphasis areas and strategies that have the greatest potential to reduce fatalities and serious injuries;
- Focuses resources on areas of greatest need;
- Adopts performance-based targets coordinated with other State safety programs; and
- Includes special rules, as appropriate.

Montana has chosen to use the CHSP process to establish the methodology for the five safety performance measure targets required in the FAST Act to ensure alignment between plans and programs, including the coordination with the Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP). Annual reporting for these targets happens within the HSIP and HSP Annual Reports.

The FAST Act requires that the most significant state safety problems and key emphasis areas be identified through data analysis to focus resources. Montana conducts extensive analysis of crash, roadway, rail crossing and traffic data, including detailed assessment of overlaps among crash factors, to define the CHSP emphasis areas.

Montana safety partners representing expertise in the 4 E's of safety participate in the development and update of the CHSP, on the Advisory Committee and on Emphasis Area Teams as well as the implementation of strategies. The CHSP is intended to facilitate collaboration among highway safety programs and partners and to align goals and leverage resources across agencies. More detail about the process MDT has undertaken to develop the CHSP, which adheres to these requirements, is described in Section 3.0.

The High-Risk Rural Roads (HRRR) special rule under 23 USC 148(g), requires a state to obligate a certain amount of funds on HRRRs if the fatality rate has increased during the past two years. The Montana definition of High-Risk Rural Roads is any roadway functionally classified as a rural major or minor collector or a local road with significant safety risks. Per §23 USC 148(d)(2), MDT's definition of significant safety risk is "information gathered through means such as field reviews, safety assessments, road safety audits, and local knowledge and experience." Using information from observations in the field can identify high-risk locations that may not be identified through crash data analysis or roadway characteristics.

The older driver and pedestrian (over age 65) safety special rule (23 U.S.C. 148(g)(2)), if statewide traffic fatalities and serious injuries per capita for these groups increases during the most recent two-year period for which data are available, the state must include in its SHSP strategies specifically to address those issues. MDT has experienced a decrease in this area for several years. This provision does not currently apply but will be monitored on an on-going basis.

1.2   State of Traffic Safety in Montana

Montana has achieved significant reductions in traffic-related fatalities and serious injuries over the past decade. Figure 1.1 shows fatalities and serious injuries are on a trajectory of decline, having decreased from a high of 229 fatalities in 2013 to 184 fatalities in 2019. Serious injuries have dipped below 1,000 in the last four consecutive years. The data underscore just how unpredictable safety results can be, given the many factors that affect outcomes, some of which are within the State's control and some of which are not. Even when the best roadway engineering methods are implemented, the most competent emergency responders are on the job, and the most committed law enforcement are patrolling the roadways, factors such as the weather, increases in population and vehicle miles traveled (VMT), and risky driving behaviors can result in negative impact on the number of crashes, and reducing fatalities and serious injuries.   Continued vigilance is needed by safety specialists in the 4 E disciplines to develop and implement approaches that will work. This includes identifying strong state policies that will impact driver behavior and improve driver decisions to continue moving Montana towards the vision of zero fatalities and zero serious injuries.

Figure 1.1   Fatalities and Serious Injuries
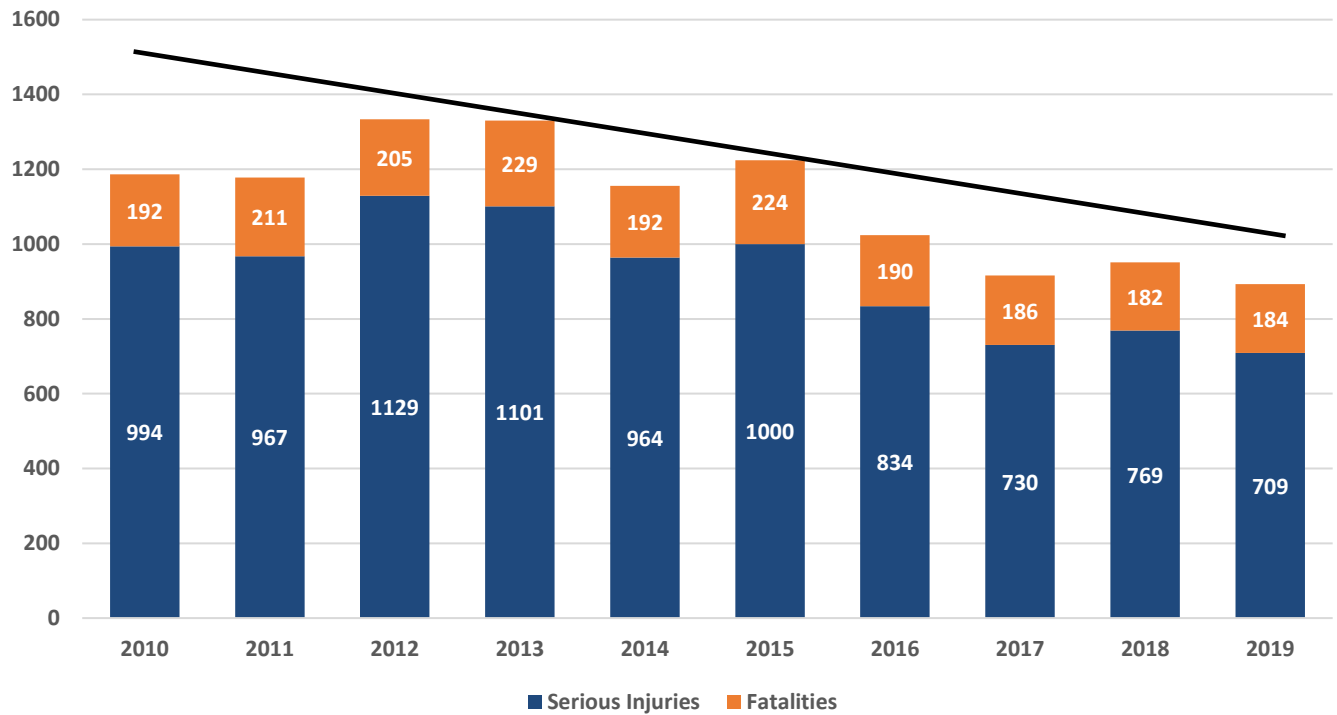
Source: MDT Highway Traffic Safety, 2010-2019

Young drivers in Montana are disproportionately represented in the total crash fatalities and serious injuries. Older drivers are under-represented.

Figure 1.2   Roadway Fatalities and Serious Injuries by Age
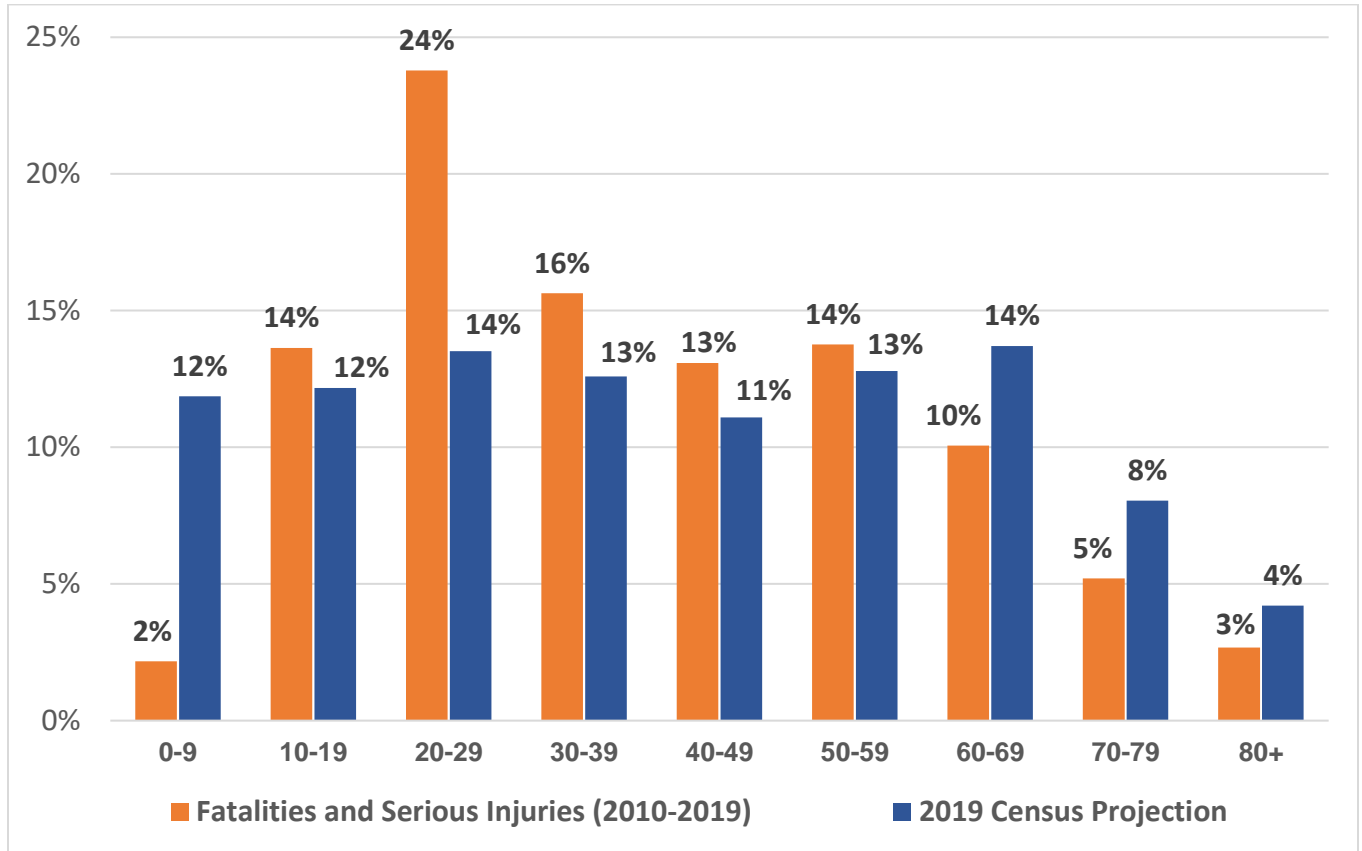
Source: MDT Highway Traffic Safety, 2010-2019

Each crash can involve multiple factors. That is, a person involved in a roadway departure crash could also be speeding, impaired and not wearing a seatbelt. Or a young driver could exhibit careless driving in a severe intersection related crash. As shown in Figure 1.3, top crash factors resulting in fatalities and serious injuries include roadway departure, unrestrained vehicle occupants, careless driving, and impaired driving (use of alcohol and/or drugs).

Figure 1.3   Crash Factor Representation in Fatal and Serious injury Crashes
Annual Average

Crash Factor	Annual Average
Roadway Departure	647
Impaired Driver Involved	421
Unrestrained Vehicle Occupant	368
Careless, Inattentive, Distracted	333
Erratic, Negligent, Aggressive Involved	302
Speed Related	238
Intersection Related	224
Young Driver (14-20) Involved	201
Driver Not Licensed or Permit	192
Older Driver 65+ Involved	189
Motorcyclist	147
Distracted Driver	86
Large Vehicle Involved	72
Asleep or Fatigued	48
Pedestrain Involved	47
Wildlife Collision	33
Bicyclist Involved	21
Railway Involved	19
Work Zone	12

Source: MDT Highway Traffic Safety, 2010-2019

Montana is a rural state with population widely dispersed over great distance which contributes to safety challenges. Crashes on rural roads often involve high speeds and result in severe injuries. While large numbers of crashes occur in urban areas these crashes also tend to be less likely to result in fatalities or serious injuries, partially due to lower speeds.   Severe crashes in rural areas present challenges to emergency medical services. The vast majority (82 percent) of fatalities and serious injuries on Montana roadways occur in rural locations. Distances to medical care can be significant, which can delay the time until treatment can be provided and can affect the survivability of crashes. Therefore, to reduce loss of life and life-altering injuries on Montana's roadways, preventing crashes from occurring is truly critical in Montana.

Fatalities and Serious injuries by Urban and Rural Locations

Urban 18%

Rural 82%
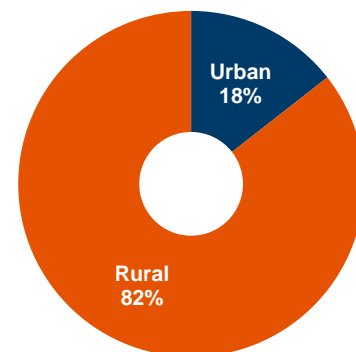
Source: MDT Highway Traffic Safety, 2010-2019

2.0 Vision, Goal, and Performance Targets

The vision for safety on Montana's roads is clear:
Vision Zero: zero fatalities and zero serious injuries
on any public roadway in the state of Montana.

VisionZeroMT
zero deaths | zero serious injuries

Achieving this vision will require successful implementation of the strategies in this plan. In addition, continued work is needed to institutionalize safety into agency and organizational practices, as well as public perception, so that steps toward implementation of the vision are taken at every level by all agencies with a role in safety. MDT will continue to work with its safety partners to promote this ultimate vision by using the messaging and branding to build awareness. Safety partners will work together to seek broader adoption of strengthened policies, implementation of proven effective infrastructure countermeasures, and engagement by residents in making safe driving choices.

The CHSP interim goal is to reduce fatalities and serious injuries by half from 952 in 2018 to 476 in 2030, as shown in Figure 2.1. Montana will retain this interim goal on the way to reaching Vision Zero and has reset the baseline to 2018.

MDT has set the target setting methodology for the five federal safety performance measures through the CHSP process. This is intended to align targets of the Highway Safety Improvement Program (HSIP) and the Highway Safety Plan (HSP) managed out of MDT's Engineering and Rail, Transit and Planning Divisions, respectively. The annual reporting requirement are met by the HSIP and HSP Annual Reports.

Figure 2.1   Interim Safety Goal

Reduce fatalities and serious injuries on Montana's roads by half, from 952 in 2018 to 476 in 2030.
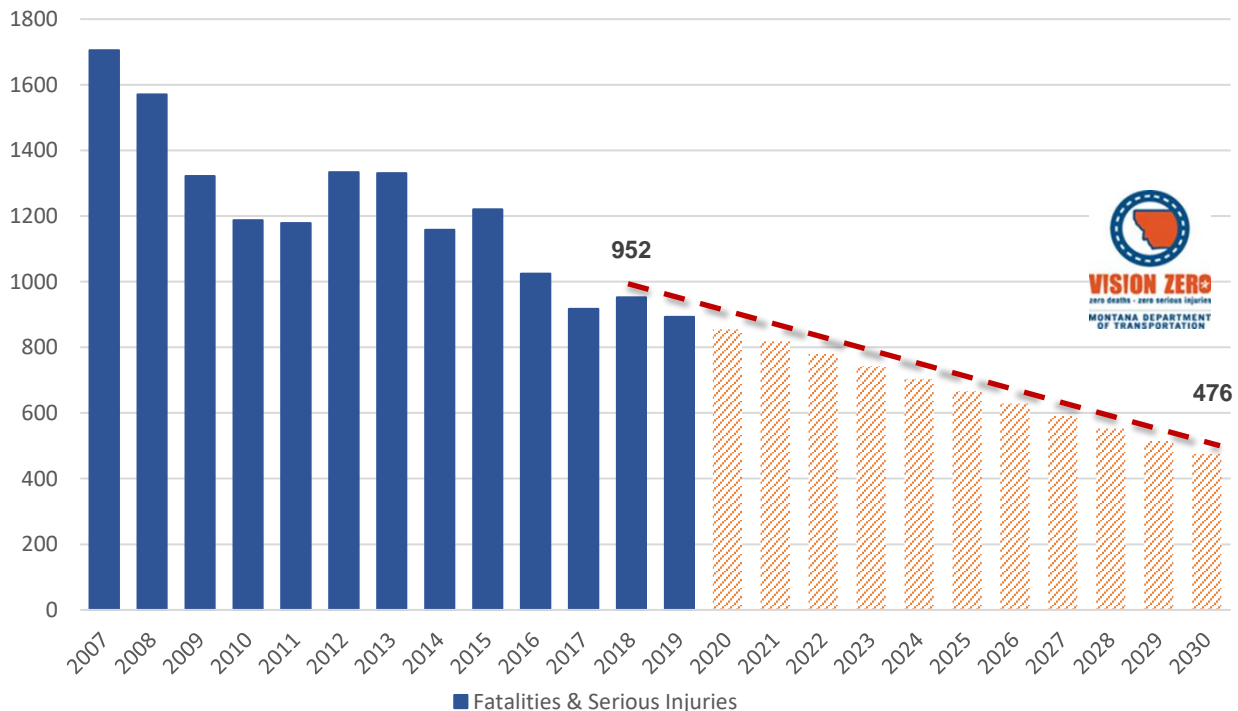
The 2020 CHSP update established the target setting methodology for the five federal performance measures for the five-year life of the plan. Determining the appropriate methodology for each measure took into consideration risk analysis, particularly due to COVID-19, as well as historical trends.

A variety of ways to approach target setting was explored, but to achieve the required data-driven approach, the method used was based on trends of historical data. Three historical data trendlines were analyzed for each performance measure. Depending on the timeframe, the linear trends vary from very steep indicating either a significant increase or decrease in numbers over time, to no slope at all indicating not much change over time. Ten years was determined to be a reasonable period of time to illustrate a trend but not too long to not have correlation to the traffic, system, policies, laws and infrastructure that exist today. A minimum of three years of data was determined to be needed to reasonably reflect a trend. The data periods reviewed for each performance measure differ depending on logical fluctuation points in the data and ability to influence. The trend analysis informed what might be ambitious yet achievable targets for each of the performance areas and were categorized as conservative, moderate, or aggressive. Based on this approach and with input from the safety stakeholders, the methodology that will be used to calculate and set annual targets for each performance measure were established.

Due to timing, the 2020 CHSP update process used preliminary data for 2019. The final annual data may vary slightly but does not affect the target setting methodology conclusions.

Fatality Target

The most recent 3 years of data fluctuated between 2 and 4 fatalities and are most reflective of current circumstances. Ten years ago, there were different laws, infrastructure, speed limits, and vehicle safety features, but our fatality number was very similar to what we have seen in recent years, numbers have been higher but not lower. The most frequent contributing factors to fatal crashes are impairment, lack of occupant protection, and speeding; making these behavioral issues the hardest to affect. The methodology for establishing annual fatality targets will to be based on an annual reduction of 3 fatalities.

Figure 2.2   Fatalities

Fatality Target
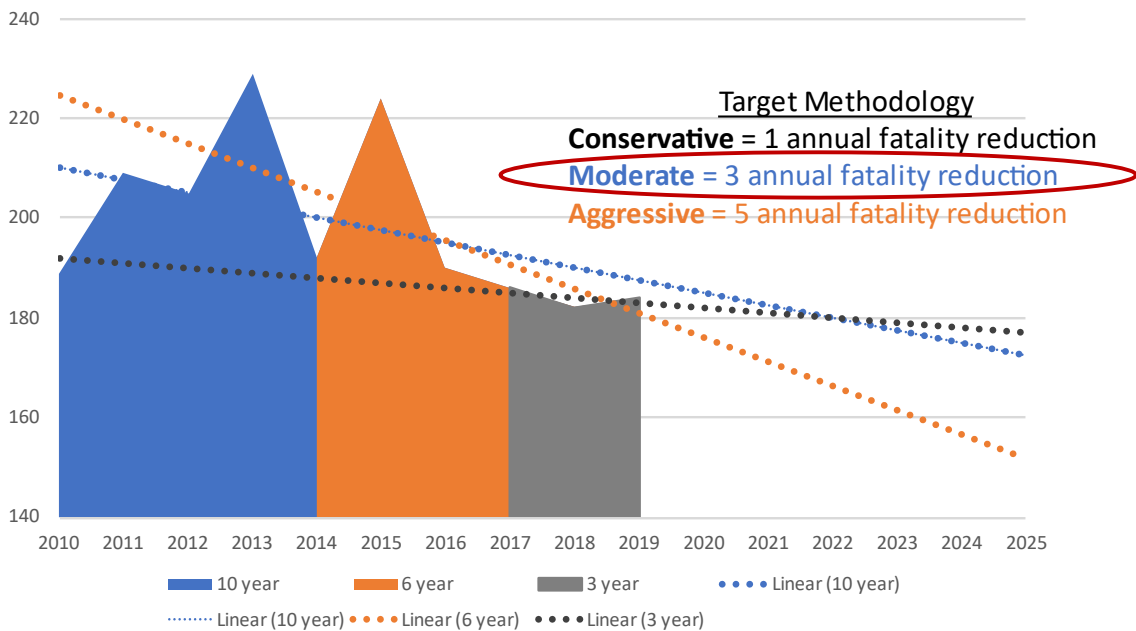
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	189	209	205	229	192	224	190	186	182	184

Fatality Rate Target

For the fatality rate target, fatalities per 100 million VMT (100MVMT), the analysis included a review of fatality trends in addition to analysis of the annual vehicle miles traveled (VMT) forecasts based on historical growth of 1.43 percent.

Fatality rate is determined both by the number of fatalities as well as the annual VMT, unanticipated changes in either will have a significant influence on the annual fatality rate. There are many outside factors that influence VMT and need to be considered in the risk analysis when setting the target methodology. The COVID-19 Pandemic has had a significant effect on VMT across the country. Although the VMT numbers are bouncing back to more historical numbers, the months of reduced VMT and the uncertainty of when it will fully rebound and to what level add to the risk of setting unachievable targets. Based on the risks related to VMT numbers, the methodology for establishing annual fatality rate targets will to be based on an annual reduction of .041.

Figure 2.3   Fatality Rate

Fatality Rate Target

Target Methodology
Conservative = .041 annual rate reduction
Moderate = .052 annual rate reduction
Aggressive = .080 annual rate reduction

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatality Rate	1.690	1.792	1.729	1.908	1.579	1.815	1.512	1.471	1.433	1.453
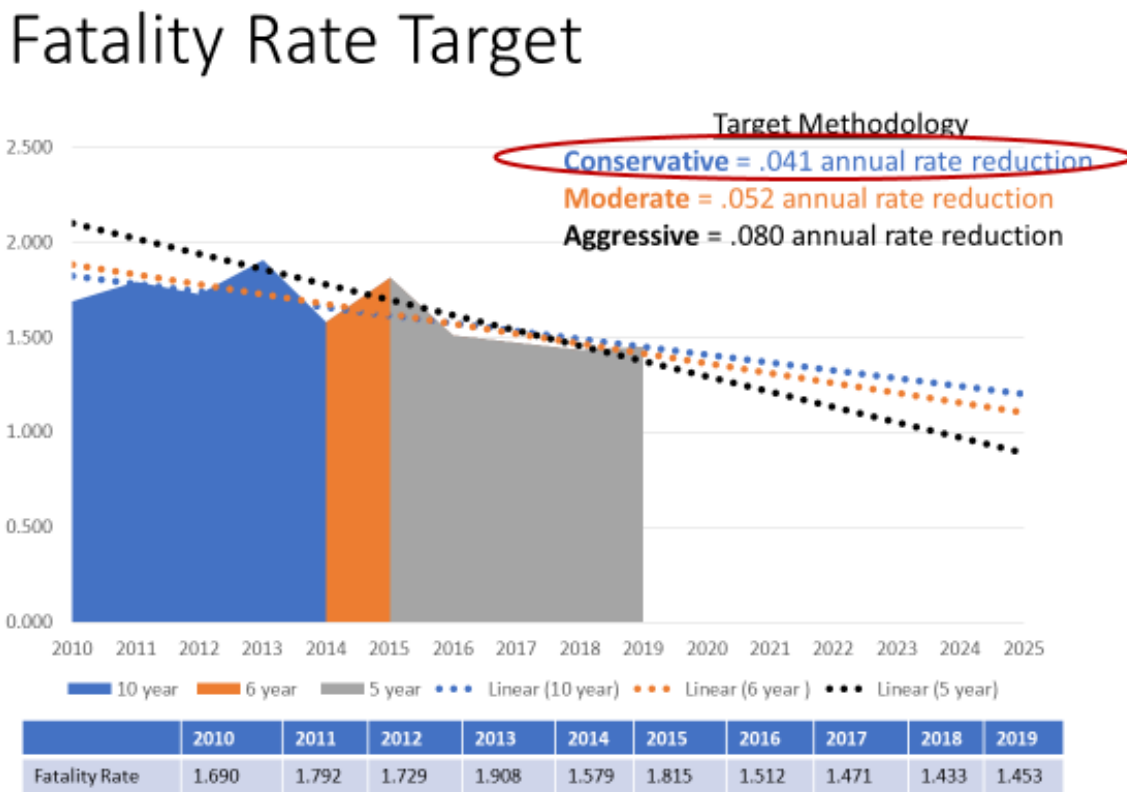
Serious Injury Target

The most recent 3 years of data shows a significant reduction in the steep decline of annual serious injuries numbers. The methodology for establishing annual serious injury targets will to be based on an annual reduction of 41 serious injuries.

Figure 2.4   Serious Injuries

Serious Injury Target

Target Methodology
Conservative = 14 annual SI reduction
Moderate = 41 annual SI reduction
Aggressive = 66 annual SI reduction

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Serious Injury	994	967	1129	1101	964	1000	834	730	770	702
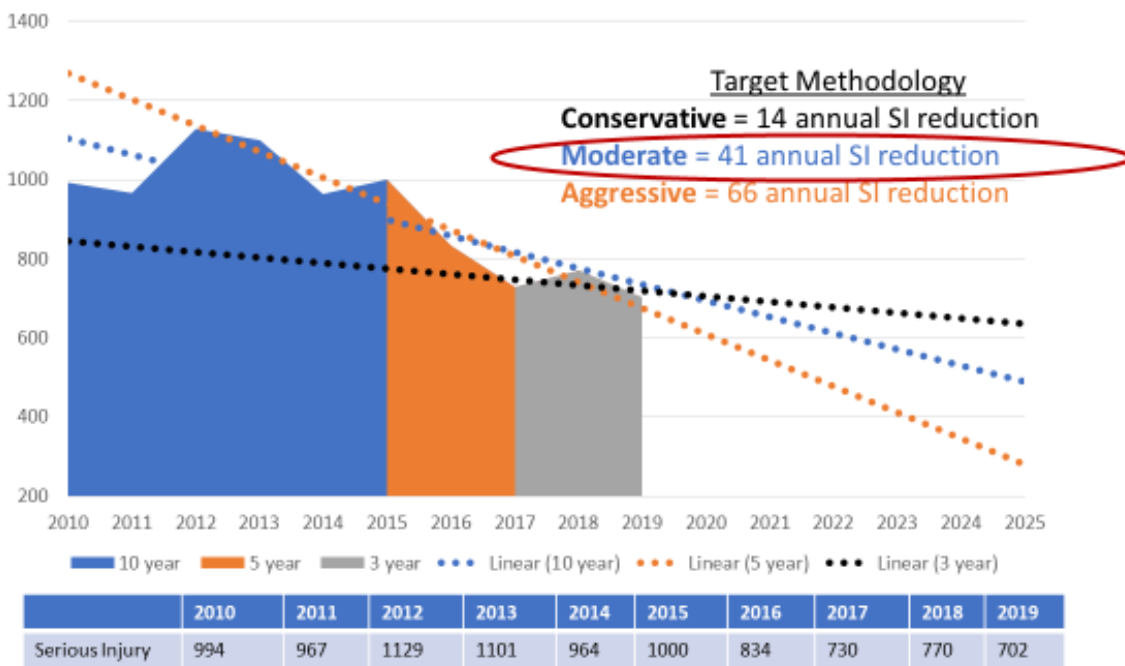
Serious Injury Rate Target

Serious injury rate, serious injuries per 100 million VMT (100MVMT), target analysis included the review of serious injury trends in addition to analysis of the annual vehicle miles traveled (VMT) forecasts based on historical growth of 1.43 percent.

Serious Injury rate is determined both by the number of serious injuries as well as the annual VMT, unanticipated changes in either will have a significant influence on the annual serious injury rate. There are many outside factors that influence VMT and need to be considered in the risk analysis when setting the target methodology. The COVID-19 Pandemic has had a significant effect on VMT across the country. Although the VMT numbers are bouncing back to more historical numbers, the months of reduced VMT and the uncertainty of when it will fully rebound and to what level add to the risk of setting unachievable targets. Based on the risks related to VMT numbers, the methodology for establishing annual serious injury rate targets will to be based on an annual reduction of .114.

Figure 2.5   Serious Injury Rate

Serious Injury Rate Target

Target Methodology
Conservative = .114 annual rate reduction
Moderate = .435 annual rate reduction
Aggressive = .541 annual rate reduction

Legend: 10 year, 6 year, 3 year, Linear (10 year), Linear (6 year), Linear (3 year)

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Serious Injury Rate	8.887	8.289	9.521	9.173	7.930	8.104	6.637	5.773	6.063	5.544
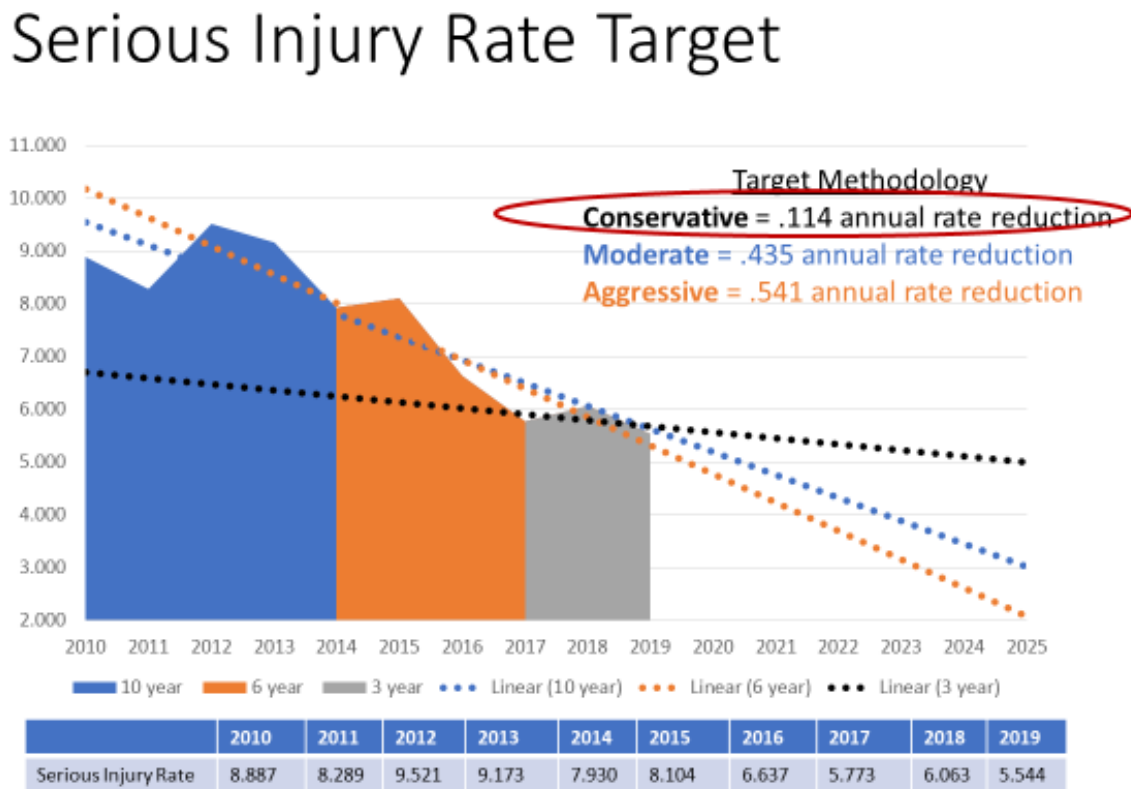
Non-Motorized Fatality and Serious Injury Target

The annual number of non-motorized fatalities and serious injuries in Montana are small relative to all fatalities and seriously injuries in the state. Non-motorized numbers fluctuate from year to year making target setting and historical trend analysis challenging. Several time periods were analyzed for this performance area from 10 years to 3 years. A 3-year time frame was determined to be insufficient to illustrate a trend given the large fluctuations from year to year, and a 10-year time period that would be the most reasonable given the annual fluctuations results in a forecast of increased numbers. The methodology for establishing annual non-motorized fatal and serious injury targets will be based on an annual reduction of 1.

Figure 2.6   Non-Motorized Fatalities and Serious Injuries

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
NM Fat & SI	60	74	57	85	68	64	76	64	76	57
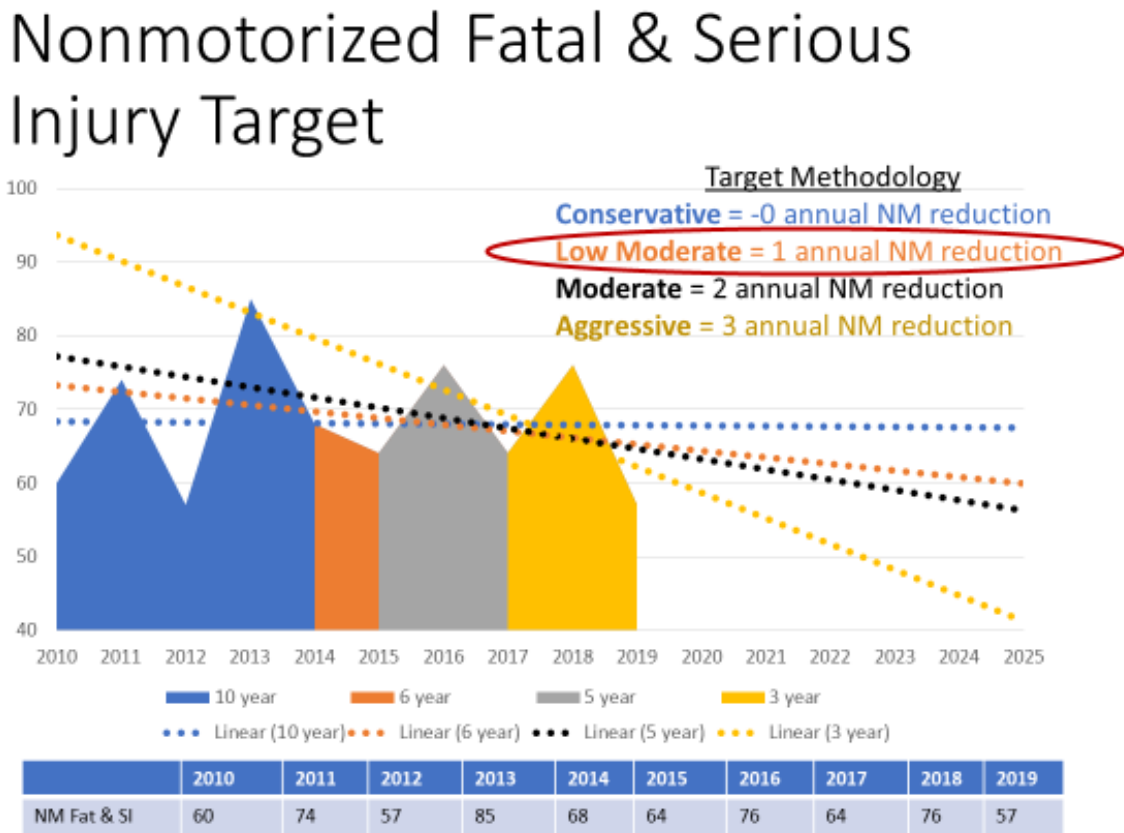
For the life of the CHSP the annual target setting process[1] will use the methodology shown in Table 2.1.

Table 2.1   Performance Measure Targets

Performance Measures	Annual Reduction Per Year
Fatalities	3
Fatality Rate**	.041
Serious Injury	41
Serious Injury Rate**	.114
Non-Motorized Fatalities & Serious Injuries	1

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[1] Due to timing, the 2020 CHSP update process used preliminary data for 2019. The final annual data may vary slightly but does not affect the target setting methodology conclusions.

3.0 Update Process

The 2020 update process presents an opportunity to reflect on progress achieved since the development of the 2015 CHSP, as well as to pinpoint changes needed for continued progress toward the Vision Zero. Achievement of improved roadway safety involves consideration of data analysis, organizational structures, business processes, collaboration, partner engagement, strategy implementation, and evaluation. The CHSP update process involved the following key activities (Appendix C):

- A strengths, weaknesses, opportunities, and threats (SWOT) analysis to determine what worked well with the 2015 CHSP and what can be improved moving forward;

- Development of a multidisciplinary Advisory Committee to provide oversight and guidance to the process;

- Data analysis to confirm Emphasis Areas on which to focus resources, how to target safety strategies, and identifying opportunities for action within each Emphasis Area;

- Review of other state, local, and tribal plans to ensure alignment with the CHSP; and

- Emphasis Area Team prioritization of strategies, resources, timelines, and evaluation metrics in workplans.

The SWOT analysis involved a survey of Emphasis Area members and key safety partners to identify strengths and weaknesses of the CHSP, the implementation process, and opportunities and threats moving forward. The results informed the update process and plan development. Examples from the analysis and how they informed the update are included in Table 3.1. The full SWOT results summary is in Appendix B.

Table 3.1   Select SWOT Results and Impact on Update Process

Category	SWOT Finding	CHSP Approach
Strength	A large and diverse group of active and engaged stakeholders is in place. Annual detailed data analysis and evaluation Establishment of an Executive Leadership Team has strengthened support of safety efforts by all agencies.	Continue to build on and maintain a strong safety partner network. Continue to analyze and report annual crash data. The Executive Leadership Team will continue in CHSP implementation efforts.
Weakness	Progress reporting, status updates and tracking, and evaluating of activities needs improvement. Strategy implementation activities need to be specific, measurable, achievable, realistic, and time bound.	Annual Emphasis Area workplans will be developed to track activities, progress with outcome metric, and timeline.
Opportunity	Streamline strategies and consider proactive approaches to safety.	Emphasis Area Teams prioritized strategies, identified resources, timeline, and evaluation metrics for workplans.
Threat	Staff turnover, lack of engaged safety partners (Emphasis Area champions/team members).	CHSP Coordinator and Emphasis Area Team Leaders will update membership as position vacancies are identified and conduct outreach when positions are filled.

4.0 Safety Accomplishments

As part of this CHSP update, Montana continues to document an impressive list of accomplishments, including strengthened policies and legislation, new judicial processes, new data management systems and regional and Tribal safety plans. Some of the key safety accomplishments are listed below:

- Conducted annual transportation safety meetings and regularly scheduled Emphasis Area Team meetings from conception of 2006 CHSP development.

- Enacted primary child safety seat law (MCA 61.9.420).

- Enacted stronger penalties for blood alcohol content (BAC) test refusal (MCA 61.8.402).

- Enacted an Aggravated DUI law (MCA 61.8.465).

- Enacted Alcohol Sales and Service training requirement (MCA 16.4.1001).

- Continued management of the Buckle Up Montana Coalitions

- Management of 34 DUI Task Forces representing 38 counties.

- Establishment of 5 DUI Courts

- Development of the Northern Tribes DUI Task Force with all seven tribal land-based government agencies participating

- Enacted per se law for marijuana (MCA 61.8. 411).

- Continue training by Montana Highway Patrol (MHP) on web-based electronic crash database with law enforcement agencies statewide.

- Developed a program to support Community Transportation Safety Plan development resulting in development of seven plans (Shelby-Toole County, Hamilton, Butte-Silver Bow, Bozeman, Helena, Missoula, and Billings).

- Enhanced commercial motor vehicle (CMV) and driver inspection.

- Developed Safety on All Roads (SOAR) programs with designated tribal coordinators on all seven of the land-based tribes to support education programs to increase seatbelt use and reduce impaired driving.

- Road Safety Audit (RSA) programs have been developed by tribes with RSA completed by each of the land based tribal agencies.

- Completion and implementation of seven tribal transportation safety plans.

- Enacted Graduated Driver Licensing (MCA 61-5-132-135).

- Completed the intersection safety plan.

- Completed roadway departure implementation plan.

- Development of new Safety Information Management System software.

- Enacted requirement that all parents attend the first driving education class to be briefed on Graduated Driver Licensing and other safety topics (ARM 10.13.307).

5.0 Emphasis Area Identification Overview

Data analysis was central to identification of Emphasis Areas on which the plan would focus. Every crash has unique characteristics and most involve several factors. Crash factors include those related to infrastructure (i.e., intersections, roadway departure), populations (i.e., older or younger drivers), behaviors (i.e., restraint use, impaired driving, distracted driving), or modes/vehicles (i.e., motorcyclist, pedestrians, bicyclists, large trucks). The first step was to determine the extent to which specific characteristics were represented in crash data for the past decade. Top factors shown in Figure 5.1 include roadway departure, unrestrained vehicle occupants, careless driving, and impaired driving.

Figure 5.1   Crash Factor Representation in Fatalities and Serious Injuries
Annual Average

Crash Factor	Annual Average
Roadway Departure	647
Impaired Driver Involved	421
Unrestrained Vehicle Occupant	368
Careless, Inattentive, Distracted	333
Erratic, Negligent, Aggressive Involved	302
Speed Related	238
Intersection Related	224
Young Driver (14-20) Involved	201
Driver Not Licensed or Permit	192
Older Driver 65+ Involved	189
Motorcyclist	147
Distracted Driver	86
Large Vehicle Involved	72
Asleep or Fatigued	48
Pedestrain Involved	47
Wildlife Collision	33
Bicyclist Involved	21
Railway Involved	19
Work Zone	12

Source: MDT Highway Traffic Safety, 2010-2019

Figure 5.2 shows the prevalence of different crash types and the extent to which fatalities and serious injuries were involved for each crash type.

Figure 5.2 Crash Factor Representation
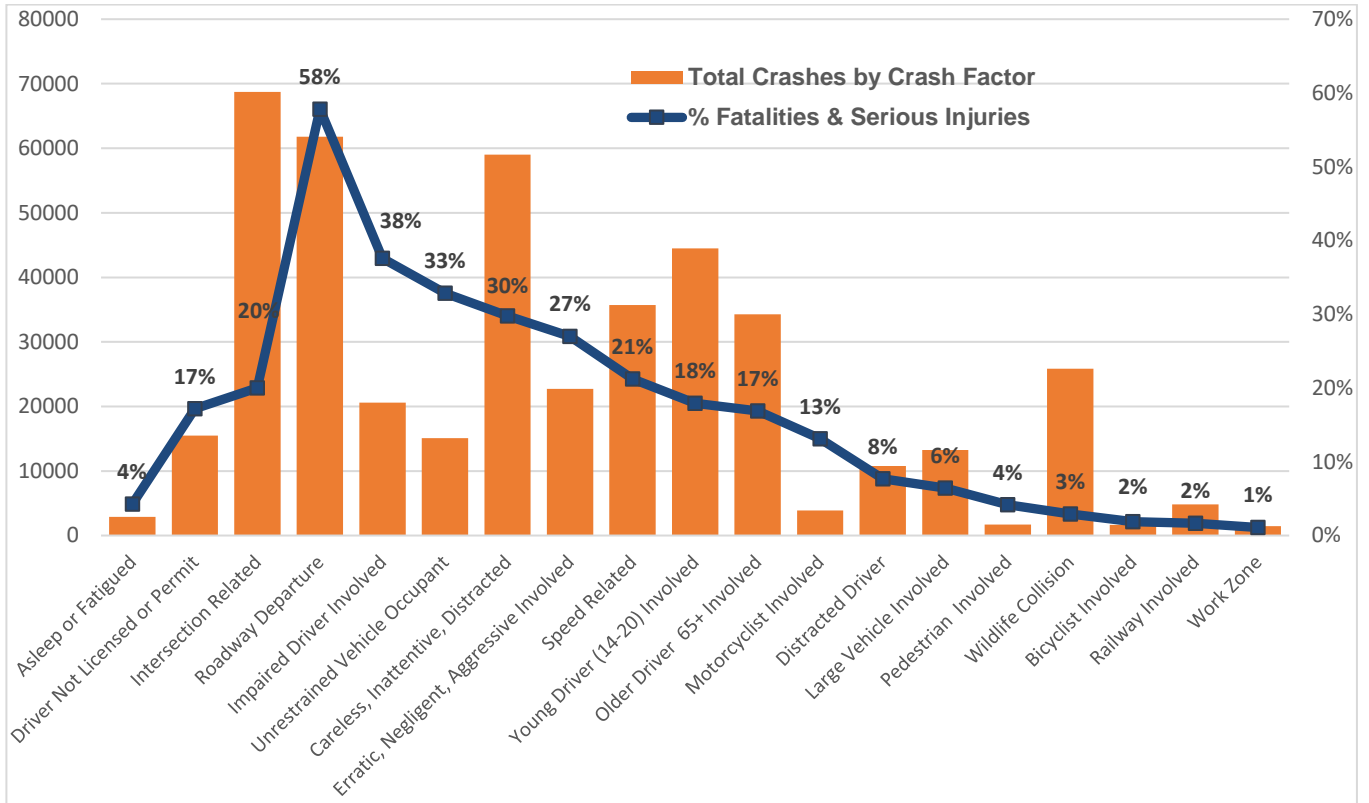
Source: MDT Highway Traffic Safety, 2010-2019

Data analysis showed that 92 percent of fatalities and 91 percent of serious injuries involve one or more of these five factors: roadway departure, intersections, impaired driving, unrestrained vehicle occupants, or distracted driving. Therefore, more concentrated focus on these areas should result in positive safety outcomes for multiple crash categories. Based on data analysis, the three 2015 Emphasis Areas were confirmed for continued focus in the 2020 CHSP:

- Roadway Departure and Intersection-Related Crashes.

- Impaired Driving Crashes; and

- Unrestrained Vehicle Occupants.

Roadway departure and intersection-related crashes are both infrastructure-related with common stakeholders and have been combined. The Roadway Departure and Intersection- Related Crashes Emphasis Area covers several other crash factors, for example non-motorized crashes most often occur in an urban environment and are often related to intersections. Rail-Highway crossing crashes are also captured in this Emphasis Area. Careless, inattentive, and distracted driving is a contributing factor in a large number of crashes and will be addressed within all Emphasis Areas.

The 2020 CHSP update identified a fourth Emphasis Area to increase support and awareness of the essential role of emergency responders and medical service providers. Emergency Medical Services have unique challenges in a rural state like Montana.

- Emergency Response – After-Crash Care

Emergency medical services provides one of the last opportunities to improve health outcomes of motor vehicle crash victims. Emergency care for an injured motor vehicle crash victim is at the core of the after-crash care response. Effective care of the injured patient requires a series of time-sensitive actions, beginning with activation of the emergency response system, and continuing with care on scene, transport, and facility-based emergency care and includes traffic incident management.

Further data analysis was conducted to look more closely at the crashes that occurred in each Emphasis Area such as the high-risk demographic groups, time periods when most severe crashes occur, and high-crash locations to ensure efforts are focused appropriately.

In addition to addressing crash factors related to each Emphasis Area, Montana is committed to pursuing two key areas, data improvement and collaboration across agencies, organizations, and with the public to improve traffic safety, driver behavior, and promote Vision Zero. These two areas are integrated into all Emphasis Areas to help the state work toward its vision of zero fatalities and serious injuries.

5.1   Data

Improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis

The foundation of the CHSP is high-quality data. MDT's Safety Information Management System (SIMS) enables more consistent and accurate data queries; allows for integration of crash data with roadway infrastructure, courts, driver licensing, and medical outcomes data; and enable local jurisdictions to complete their own safety data queries. Upgrades to SIMS will be implemented as warranted. Additionally, significant progress has been made with web-based crash reporting by law enforcement to improve accuracy and timely data entry. Montana will continue to leverage the analysis capabilities available in the SIMS to evaluate progress. Ongoing efforts will work to link additional datasets to crash data to enable more precise analysis of the relationship between crashes and infrastructure characteristics as well as accurate medical outcomes.

Like all states, Montana has a Traffic Records Coordinating Committee (TRCC) that provides oversight and seeks to advance the accuracy, timeliness, completeness, uniformity, integration, collection, and accessibility of traffic and safety data. Several members of the CHSP Advisory Committee also sit on the TRCC and will provide ongoing coordination and progress reporting of data needs and updates.

5.2   Collaboration

Collaborate across agencies, organizations, and the public to improve traffic safety culture, driver behavior, and promote the institutionalization of Vision Zero

Vision Zero will not be achieved without a shift in improving safe driving culture in Montana. Too many people drive too fast, drive after drinking alcohol or using drugs, do not wear a seatbelt, or allow distractions to affect concentration on driving. Improving safety culture means not tolerating risky driving behavior that can result in deaths and serious injuries and not accepting that loss of life is an expected cost of getting around.

 A key to improving a safe driving culture is to ensure all citizens know that driver safety is a priority of all agencies with a role in improving safety. It means that everyone accepts that crashes are not "accidents. Death and life changing injuries on Montana's roadways can be prevented. It means everyone has a role in safety, makes it a priority to continuously improve the roadway system, and change social norms around safe driving practices so that severe crashes do not occur. It means making sure all Montanans take very seriously the choices they make when operating a vehicle on the public roadway system and act responsibly for themselves, their families, and everyone else on the road.

The consequences of not improving traffic safety in Montana are serious from a public health perspective, from an economic impact perspective, and from a social perspective. An increased focus on safety by everyone is necessary. This includes continually reevaluating business practices and procedures to ensure that safety and the latest evidence-based research is given adequate consideration throughout the full range of planning, communications, customer interface, construction, maintenance, data management, and policy efforts by all safety partner agencies.

6.0 Emphasis Area Data and Strategies

This section provides additional data analysis specific to each Emphasis Area, which helps to inform strategy development. The strategies that form the basis of the plan implementation are presented in the Emphasis Area section. Current proven safety countermeasures have changed very little since the 2015 CHSP which supports the limited changes to the Emphasis Area strategies. New opportunities for action are included as ideas for strategy implementation activities over the life of the plan. The opportunities for action are not inclusive and serve as a starting point for Emphasis Area Team activity identification.

It also is important to note that FHWA has begun to encourage the use of Safe System Approach to transportation safety and throughout the implementation timeframe of this plan each Emphasis Area will continue ongoing coordination and consideration of this philosophy in the identification of strategy implementation actions in addition to a continuous focus on improving data and collaboration on traffic safety culture.

6.1 Roadway Departure and Intersection-Related Crashes Analysis, Strategies, and Opportunities for Action

Roadway Departure

Roadway departure crashes tend to be severe due to high speeds and rural locations. This crash type accounts for about 58 percent of all roadway fatalities and serious injuries. Figure 6.1 shows roadway departure crash trends for the past decade. Both fatalities and serious injuries are on a downward trend.

Figure 6.1   Roadway Departure Fatality and Serious Injury Trend

Year	Serious Injuries	Fatalities
2010	575	121
2011	539	142
2012	667	158
2013	602	151
2014	541	128
2015	582	155
2016	451	131
2017	402	125
2018	373	127
2019	377	94
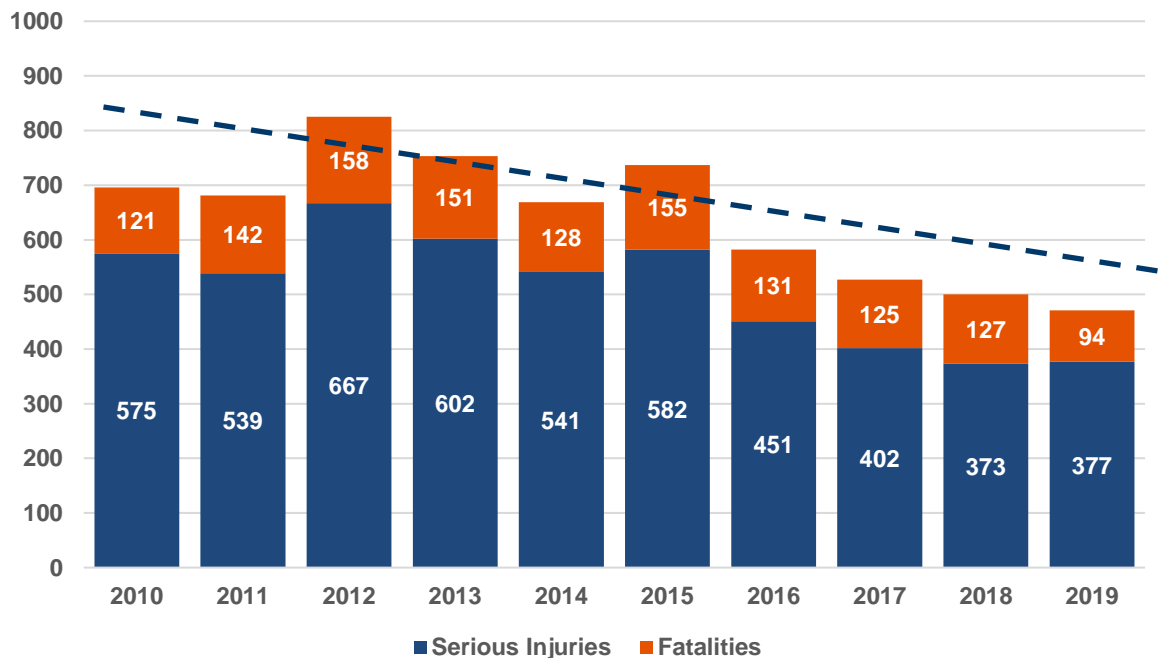
Source: MDT Highway Traffic Safety, 2010-2019

The vast majority (93 percent) of roadway departure fatalities and serious injuries occur in rural areas.

**Roadway Departures
Fatalities and Serious injuries
Rural vs Urban**

Urban
7%

Rural
93%

*Source: MDT Highway Traffic Safety,
2010-2019*

58%

of all motor
vehicle deaths
& serious
injuries
involved a
roadway
departure.

In Montana, from 2010-2019, fifty eight percent (58 percent) of all roadway fatalities and serious injuries were a result of roadway departure crashes. Seventy five percent (75 percent) of all roadway departure fatalities and serious injuries occurred on dry roads. Of all roadway departure fatalities and serious injuries

- 46% involved an impaired driver.
- 43% involved an unrestrained vehicle occupant.
- 26% were speed related.
- 22% involved inattentive and distracted driving

Figure 6.2   Roadway Departure Fatalities and Serious Injuries by Age

Roadway departure related fatalities and serious injuries most often involved drivers 20-25 years of age.

Age Group		Age Group	
14-19	10%	44-49	9%
20-25	22%	50-55	7%
26-31	17%	56-61	6%
32-37	12%	62-67	4%
38-43	10%	68+	3%

Roadway departure related fatalities and serious injuries most often occurred (36 percent) during the summer months of July, August, and September.

Figure 6.3   Roadway Departure Fatalities and Serious Injuries by Month of Day
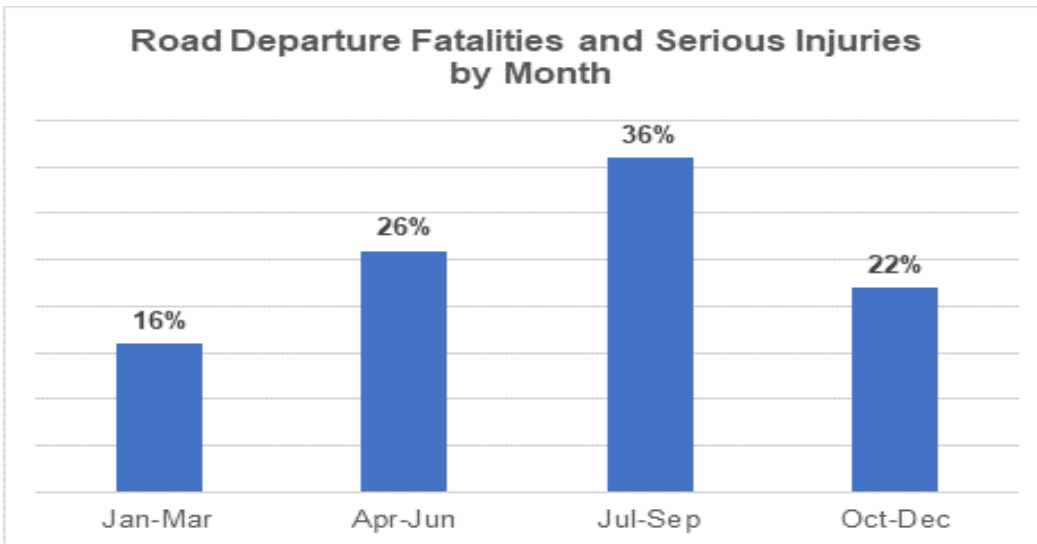
Source: MDT Highway Traffic Safety, 2010-2019

The days of the week which roadway departure related fatalities and serious injuries most often occur are Saturday (20 percent), followed by Sunday (17 percent).
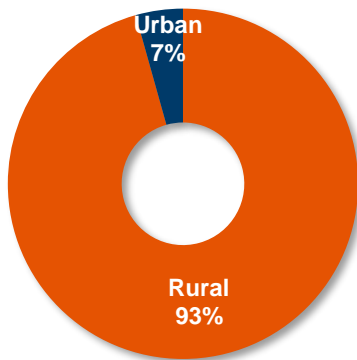
Figure 6.4   Roadway Departure Fatalities and Serious Injuries by Day
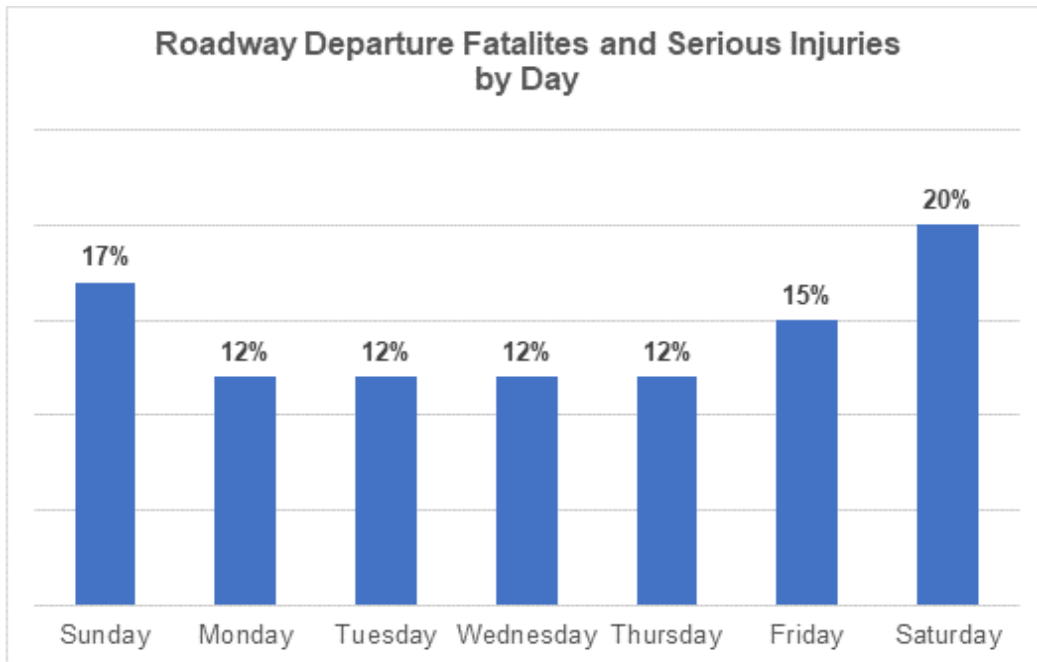
Source: MDT Highway Traffic Safety, 2010-2019

About a third (34 percent) of roadway departure related fatalities and serious injuries occur during the hours of 12- 6 p.m.

Figure 6.5   Roadway Departure Fatalities and Serious Injuries by Time of Day

Roadway Departure Fatalities and Serious Injuries by Time

Midnight-6am	6am-Noon	Noon-6pm	6pm-Midnight
19%	19%	34%	28%
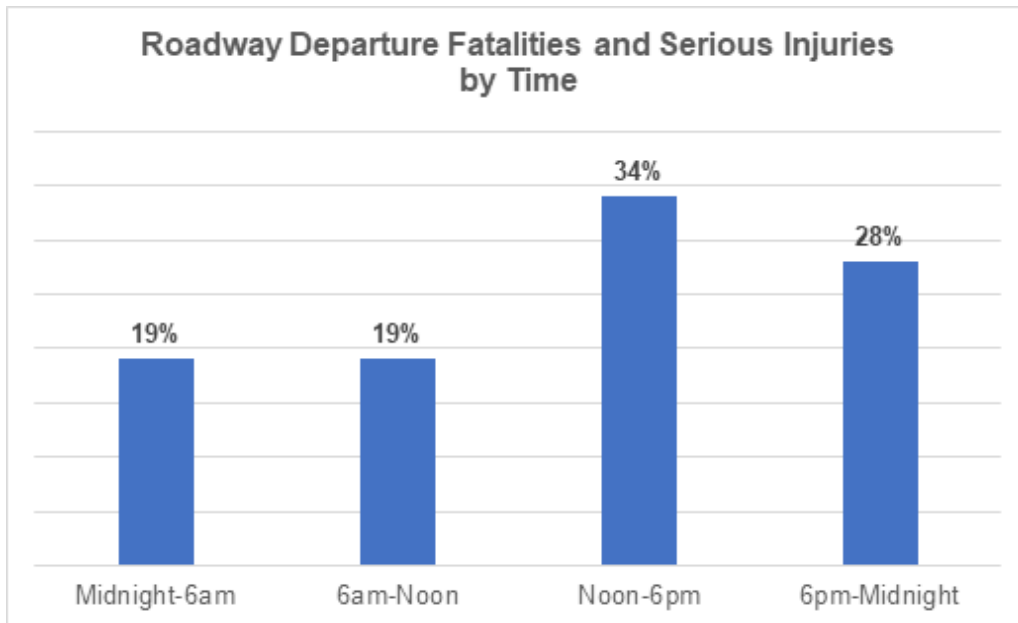
Source: MDT Highway Traffic Safety, 2010-2019
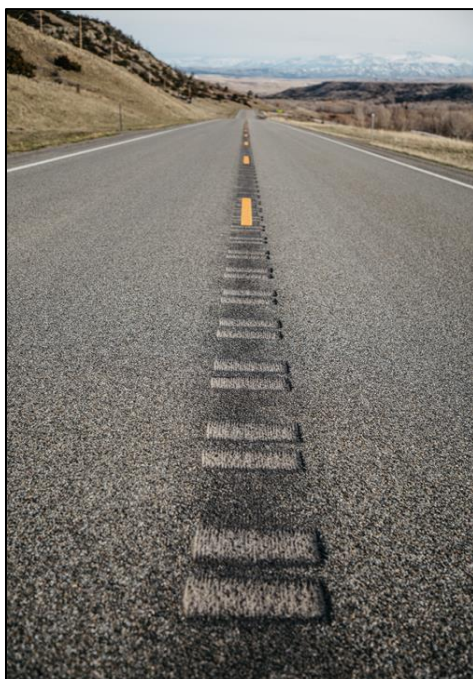
Intersection-Related Crashes

Figure 6.6 shows intersection-related fatalities and serious injuries for the past 10 years.

Figure 6.6   Intersection-Related Crashes Fatality and Serious Injury Trend
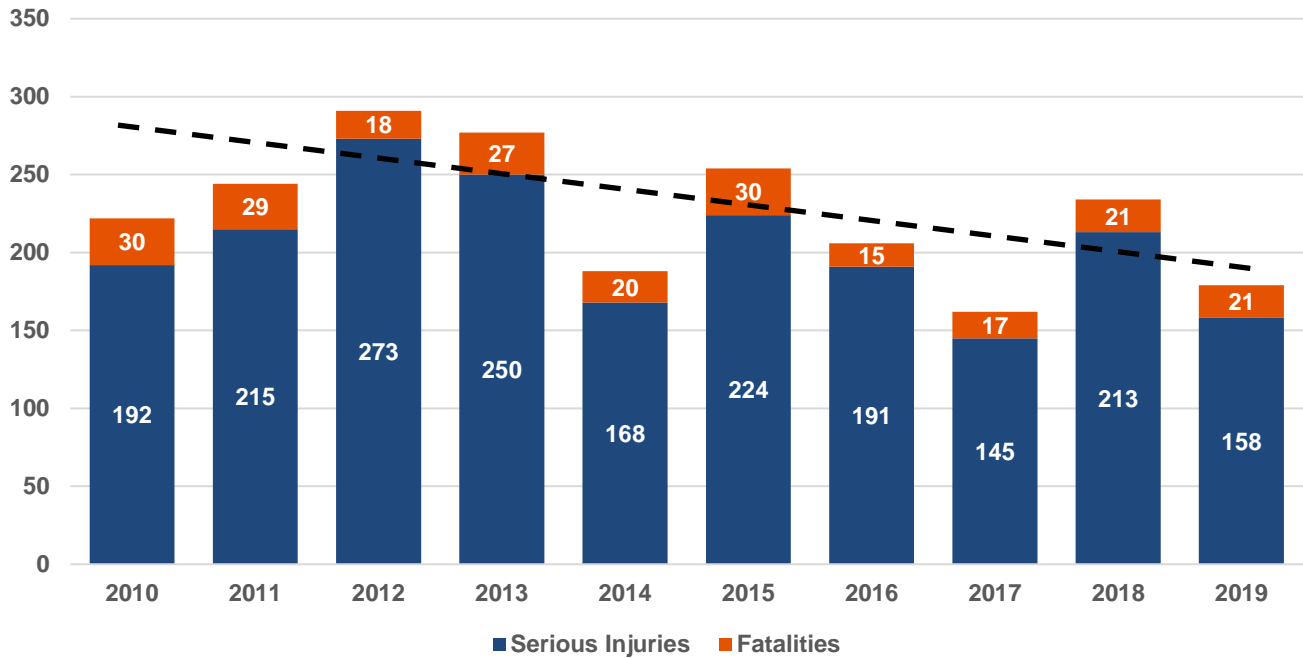
Source: MDT Highway Traffic Safety, 2010-2019

An intersection-related crash is the involvement of a motor vehicle and a collision that occurs within or near the proximity of an intersection. In Montana, from 2010-2019, twenty one percent (21 percent) of all roadway fatalities and serious injuries were intersection-related. About half of intersection crashes occur in urban areas.

Intersection Fatalities & Serious Injuries, Rural vs Urban

Urban 45%

Rural 55%
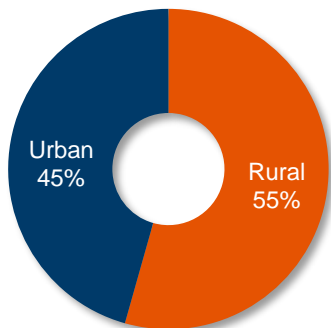
Source: MDT Highway Traffic Safety, 2010-2019

21% of all motor vehicle deaths & serious injuries were intersection related.

Figure 6.7   Intersection Related Fatality and Serious Injury Crash Factors

Intersection Related Fatalities and Serious Injuries

Factor	Percentage
Involved Drivers 14-25 Years of Age	28%
Involved an Impaired Driver	25%
Involved Inattentive or Distracted Driver	24%
Involved an Unrestrained Vehicle Occupant	21%
Involved a Motorcyclist	13%
Involved a Pedestrain or Bicyclist	12%
Speed-Related	11%
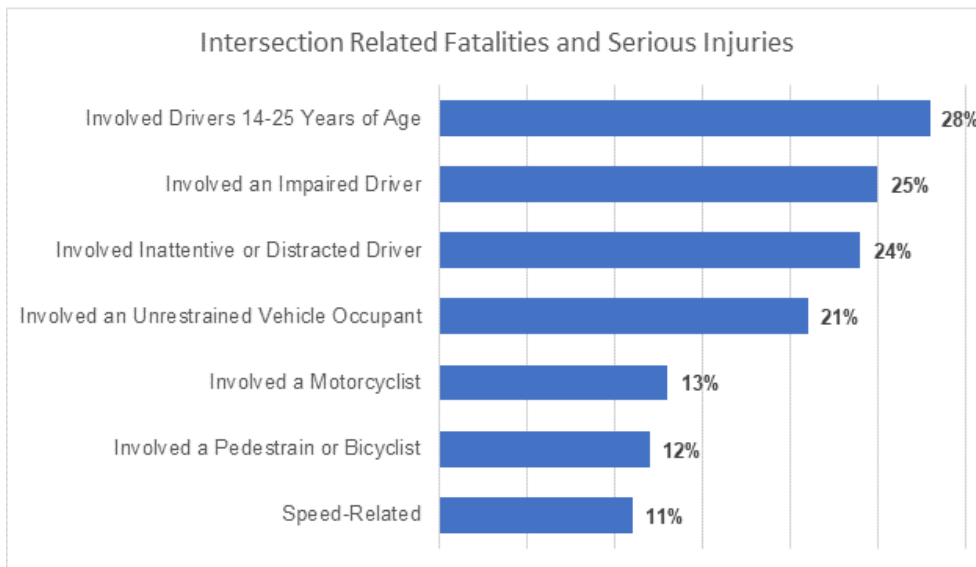
Source: MDT Highway Traffic Safety, 2010-2019

More than half (60 percent) of intersection related motorcyclist fatalities and serious injuries occurred in rural areas outside of city limits. Nearly three quarters (73 percent) of nonmotorized intersection related fatalities and serious injuries occurred within urban areas.

About a third (35 percent) of intersection related fatalities and serious injuries occurred during the winter months of January, February, and March when daylight hours are shorter.

Figure 6.8   Intersection Related Fatality and Serious Injury Crash Factors

Intersection Related Fatalities and Serious Injuries by Month

Period	Percentage
Jan- Mar	35%
Apr-Jun	25%
Jul-Sep	21%
Oct-Dec	19%
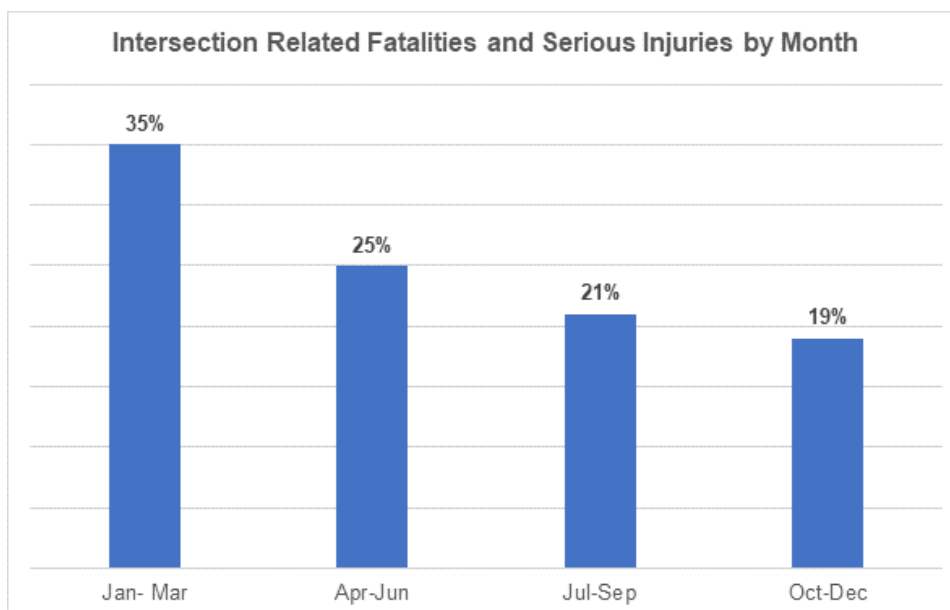
Source: MDT Highway Traffic Safety, 2010-2019

Almost half (46 percent) of intersection related fatalities and serious injuries occurred between the hours of 12 and 6 p.m.

Figure 6.9   Intersection Related Fatality and Serious Injury Crash Factors
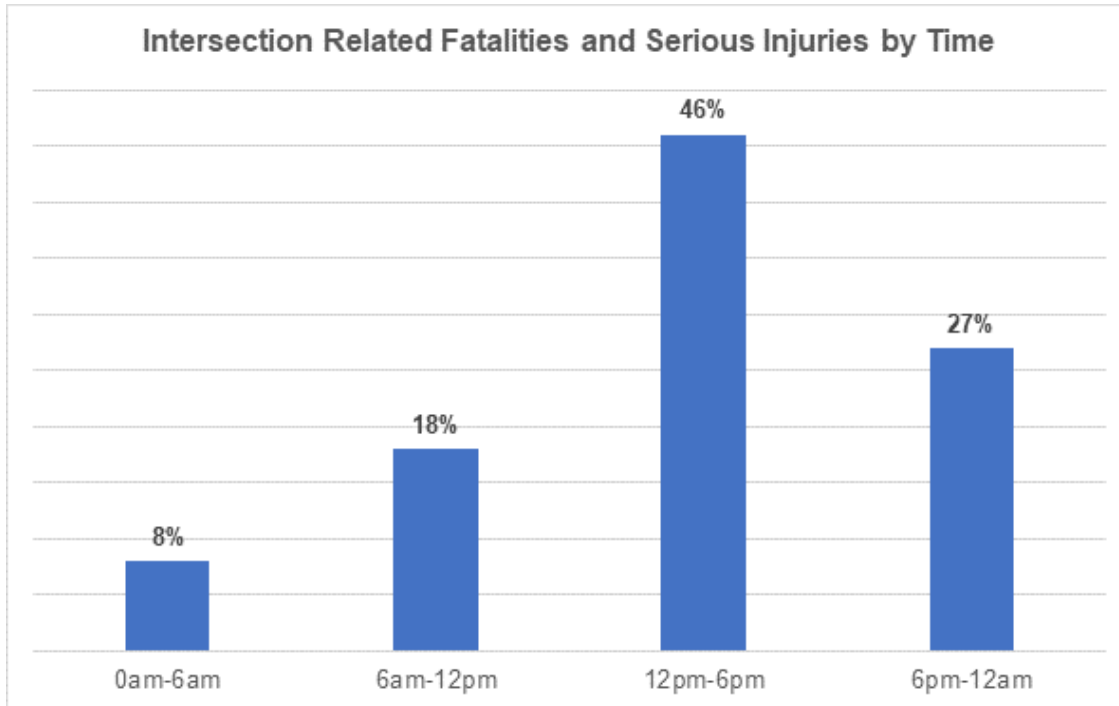
Source: MDT Highway Traffic Safety, 2010-2019

Roadway Departure and Intersection-Related Crash Strategies and Opportunities for Action

Based on crash data analysis, safety partner input, proven effectiveness, and FHWA's Proven Safety Countermeasures, priority strategies, and opportunities for action to reduce roadway departure and intersection related crashes are defined below. New opportunities for action are included as ideas for strategy implementation activities over the life of the five-year plan. The opportunities for action are not inclusive and serve as a starting point for Emphasis Area Team activity identification.

1   *Reduce and mitigate roadway departure crashes through data-driven problem identification and the use of best practices.*

Purpose

Engineering countermeasures have proven to be very effective at reducing roadway departure crashes. In general, these treatments seek to prevent vehicles from leaving the roadway or to mitigate the impact of doing so. Countermeasures may be implemented in locations with a roadway departure crash history or where roadway departure risk factors are present. MDT's Roadway Departure Plan identifies roadways with a higher than normal crash rate and determines appropriate proven safety countermeasures to address the issues. Along with input from local and tribal jurisdictions, MDT will continue to conduct analysis of locations identified as having safety issues and define potential infrastructure solutions. As research into proven best practices is ongoing, MDT will continue to research, identify, and implement technology and infrastructure safety improvements.

Opportunities for Action

- Implement the Highway Safety Improvement Program (HSIP)

- Support and implement Roadway Departure Plan

- Conduct Road Safety Audits on corridors or locations identified as having safety issues and implement appropriate recommendations

2 *Reduce and mitigate speed-related roadway departure/ intersection crashes*

Purpose

Driving the speed limits is the responsibility of the vehicle operator. While roads are designed, constructed, and maintained with safety in mind, drivers routinely exceed the posted speed limits and drive too fast for conditions. The faster a vehicle is traveling when it crashes, the greater the risk of severe injury for the occupants. Speed limits are set by state statute and monitored and enforced by law enforcement to improve speed limit compliance. Challenges to enforcing the speed limits include vast distances of open road, limited manpower and funding for law enforcement, and Legislative statute that forbids the use of automated enforcement. Countermeasures for mitigating speed-related roadway departures and intersection crashes include geometric alignment changes and use of other roadway safety features.

Opportunities for Action

- Implement Speed Enforcement Campaigns

- Support and implement Intersection Safety Plan

- Consider and Implement speed management methodologies appropriate for Montana

3 *Reduce roadway departure and intersection crashes through traffic safety education*

Purpose

Education and awareness campaigns are critical in reducing roadway departure and intersection related crashes. Public awareness and knowledge of safe driving practices can help prevent unsafe driving reaction and behavior. Drivers should be encouraged to refresh their knowledge and skills as new technological and safety improvements become available. Most people only learn about these new elements when they encounter them on the roadway. Public education and awareness inform people on how to navigate standard and innovative roadway infrastructure and safety improvements

Opportunities for Action

- Promote AARP Driver Skills Training refresher course

- Sustain the Share the Road and No-Zone training focusing on operating around large vehicles

- Support the implementation of MT D.R.I.V.E skills training

- Perpetuate implementation of the OPI Teen Drivers Education

- Promote Montana Motorcycle Rider Safety (MMRS) Training

- Promote Operation Lifesaver- RR safety program

- Distribute traffic safety resources for bicyclist and pedestrians and other non-motorized transportation system users.

4   *Reduce and mitigate intersection crashes through data-driven problem identification and the use of best practices*

Purpose

MDT's intersection safety plan will use analytical techniques addressing intersection safety in a proactive manner to identify intersection types where specific crash patterns exist or where severe crashes are more likely to occur based on infrastructure characteristics and define potential solutions. MDT will continue to work with all roadway jurisdictions using input on safety issues to identify specific locations where improvements may be needed, conduct analysis, and define and implement solutions.

Opportunities for Action

- Continue to implement the Railway-Highway Crossings (Section 130) Program.

- Continue to Implement proven countermeasures such as, but not limited to improving sight distance at intersections; access management; traffic signalization, control, operational, and other infrastructure improvements for all transportation system users.

5 *Continue to improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data* used in traffic safety analysis*

Purpose

The key to achieving the long-term vision of zero fatalities and zero serious injuries is to focus resources on the most significant problems. Accurate, complete, uniform, and timely data can be used to access appropriate countermeasures. The ability to collect and integrate all city, county, tribal, and state crash data by jurisdictional law enforcement would allow a more accurate picture of road crashes and contributing roadway factors. Ability to access data by all entities is necessary for implementation of infrastructure safety improvements and identification of safety program funding opportunities.

*Safety data (fatality and serious injury, traffic, and roadway)

Opportunities for Action

- Enhance and upgrade MDT's Safety Information Management System (SIMS) crash database.

- Identify, analyze, implement, and track HSIP projects that reduce the number of fatal and serious injuries.

- Create crash database dashboards for groups including CHSP, Planning Division, etc. This could include other agencies such as MHP (focusing enforcement efforts) and DPHHS (focusing educational efforts).

6 *Support and increase enforcement of proper road use behaviors by all road users (motorized and nonmotorized) identified through crash data.*

Purpose

A primary way to change driver behavior is through enforcement of safe driving. The goal of issuing citations and fines to those who violate statutes and exhibit risky behavior is to change behavior. Data analysis and input from law enforcement is invaluable in identifying locations where enforcement and /or safety improvements are needed. Those locations may also be reviewed for infrastructure and facility upgrades to increase safety for enforcement and other emergency responders.

Opportunities for Action

- Conduct and implement Operation Safe Driver campaigns.

- Support the Montana Highway Patrol (MHP) high visibility enforcement STEP and SETT programs focusing on speeding, impaired driving, unrestrained vehicle occupants, and distraction in addition to other risky driving behaviors.

7 — *Explore and implement best practices for reducing roadway departure, including distracted and fatigued driving, in addition to other behavioral factors.*

Purpose

Behavior change may result from enforcement, education, or a response to infrastructure. For example, distracted or fatigued driving can be addressed through rumble strips that alert a driver (who might be talking on a cell phone or falling asleep) that they are leaving the travel lane; law enforcement could stop a vehicle for careless driving upon noting erratic movement on the roadway; or an education campaign might convince a driver that it is just not worth the risk to answer a call while driving or that they should pull over to rest when overly fatigued. New technology and research are continually emerging to address behavioral issues. With this strategy, Montana will continue to monitor safety literature to evaluate emerging safety improvements strategies with a proven safety benefit and consider implementation, as appropriate.

Opportunities for Action

- Conduct low volume rural roads research project to prioritize and identify areas of need.

- Research effectiveness of highway safety public education at Montana Motor Vehicle Division and Vehicle Registration Stations by streaming safety videos.

- Proposed: Research safety evaluation of sinusoidal centerline rumble strips.

- Proposed research effective wildlife fences through better functioning barriers at access roads and jump-outs. Wildlife fences in combination with wildlife crossing structures are the most effective measure to improve human safety through reducing collisions with large mammals, and to provide safe crossing opportunities for wildlife.

- Implement findings of New/Novel Signs Study to Support Infrastructure Based Motorcycle Crash Countermeasures Project

- Consider policies, planning and the implementation of advances in automated vehicle and roadway technologies. to fully address the needs of the traveling public, businesses, and freight operators.

Roadway Departure and Intersection Crashes Implementation Partners

A wide range of safety partner agencies support or provide leadership in implementing roadway departure and intersection crashes strategies.

- AARP
- Community Partners
- Courts and Judges
- Local Communities
- Federal Highway Administration (FHWA)
- Local (City, County, and Tribal) Law Enforcement
- Local School Administrators
- Montana Office of Public Instruction – Traffic Education
- Department of Public Health and Human Services Montana Behavioral Initiative

- Montana Department of Labor and Industry - WorkSafeMT
- Montana Department of Transportation - Motor Carrier Services
- Montana Department of Transportation – Planning Division
- Montana Department of Transportation – State Highway Traffic Safety Section
- Montana Department of Transportation – Traffic and Safety Engineering
- Department of Justice – Montana Highway Patrol
- Montana Motorcycle Rider Safety (MMRS)
- Traffic Safety Resource Partners

Roadway Departure and Intersection Related Crashes Objectives

- Reduction in number of roadway departure crash fatalities.
- Reduction in roadway departure crash serious injuries.
- Reduction in number of intersection-related crash fatalities.
- Reduction in number of intersection-related serious injuries.
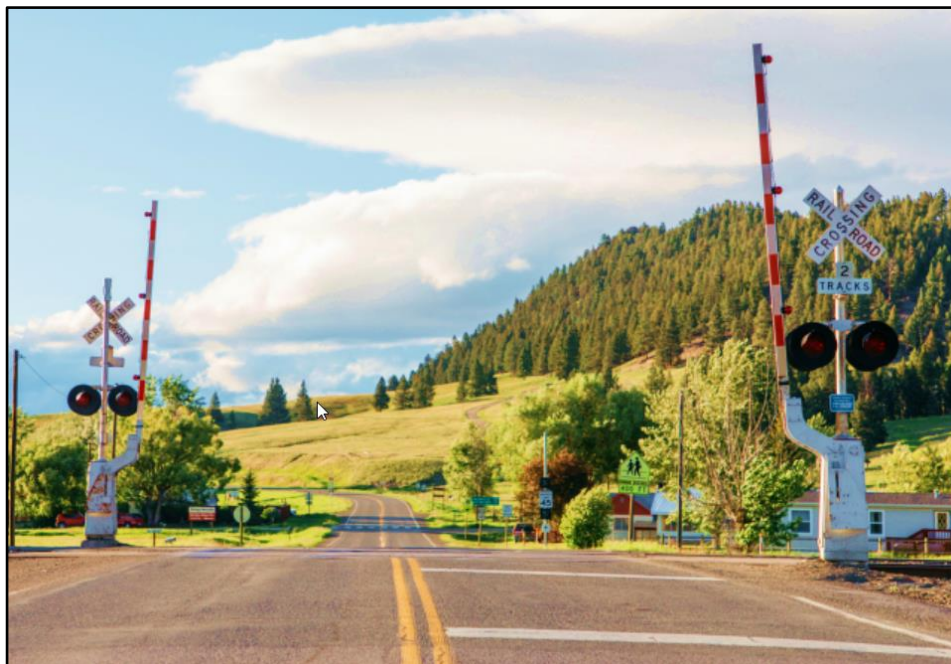
6.2 Impaired Driving Crash Strategies and Opportunities for Action

Impaired driving crashes account for 47 percent of all fatalities and 29 percent of all serious injuries. As the blood alcohol concentration (BAC) level goes up in the human body, the physiological effects range from loss of judgment and altered mood to reduced muscle control and deteriorating reaction times. Regardless of which impairing substance a driver is using, the repercussions of impaired driving are a decline in visual functions and multitasking abilities, reduced concentration, impaired perception, and significantly reduced reaction time resulting in an inability to respond to changing conditions. In Montana, driving under the influence (DUI) is when the driver's blood alcohol content (BAC) is 0.08 or higher. Impairment of marijuana in Montana is defined as exceeding a 5ng/ml per se threshold for THC in blood for anyone operating a motor vehicle.

Based on crash data analysis, safety partner input, proven effectiveness, and NHTSA's *Countermeasures That Work*, priority strategies and opportunities for action are defined below. New opportunities for action are included as ideas for strategy implementation activities over the life of the plan. The opportunities for action are not inclusive and serve as a starting point for Emphasis Area Team activity identification. It also is important to note that FHWA has begun to encourage the use of Safe System Approach to transportation safety and throughout the implementation timeframe of this plan each Emphasis Area will continue ongoing coordination and consideration of this philosophy in the identification of strategy implementation actions in addition to a continuous focus on improving data and collaboration.

Figure 6.10 Impaired Driving Fatality and Serious Injury Trend
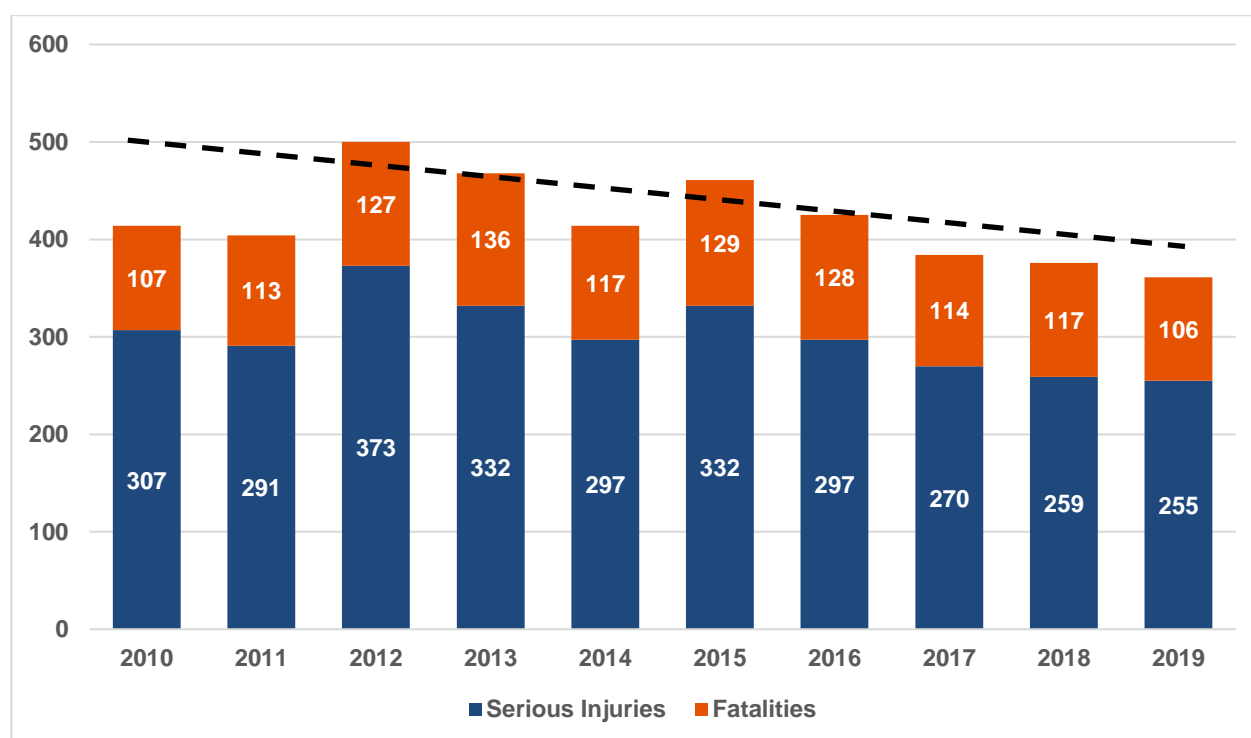
Source: MDT Highway Traffic Safety, 2010-2019

**Impaired Driving Fatalities and Serious injuries
Rural vs Urban**

Urban
11%

Rural
89%

Source: MDT Highway Traffic Safety, 2010-2019

38%

of all motor vehicle deaths & serious injuries involved an impaired driver.

A majority, 89%, of all impaired driving related fatalities and serious injuries occur in rural areas outside of urban areas. Impaired driving fatalities and serious injuries on average make up 38% of all crash fatalities and serious injuries. Drivers 20-25 years of age are most represented in impaired driving involved fatal and serious injury crashes.

Figure 6.11 Impaired Driver Crash Factors

Impaired Driver Crash Factors

Factor	Percent
Occurred in a Rural Area	89%
Involved a Road Departure	71%
Involved Unrestrained Vehicle Occupant	54%
Occurred June-September	45%
Occurred on Fri/Sat	38%
Speed Related	24%
Involved Inattentive or Distracted Driving	18%
Intersection Related	14%

Source: MDT Highway Traffic Safety, 2010-2019

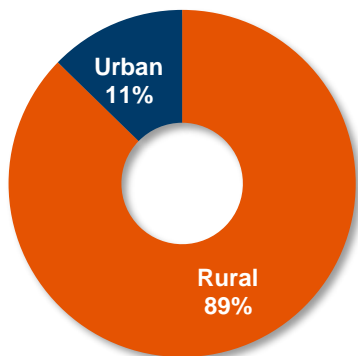## *Impaired Driving Crash Strategies and Opportunities for Action*

Based on crash data analysis, safety partner input, proven effectiveness, and NHTSA's *Countermeasures That Work,* priority strategies and opportunities for action are defined below. New opportunities for action are included as ideas for strategy implementation activities over the life of the plan. The opportunities for action are not inclusive and serve as a starting point for Emphasis Area Team activity identification. The Emphasis Area will continue ongoing coordination and consideration in the identification of strategy implementation actions in addition to a continuous focus on improving data and collaboration.

1 *Deterrence and Enforcement*

Purpose

Safe roads rely on an individual's safe driving behavior and choice to not drive impaired; and enforcement to support change of the risky and unlawful behavior of driving impaired. General deterrence influences motor vehicle operator's behavioral changes based on the consequences of driving while impaired. Specific deterrence includes efforts to influence impaired driver offenders so they will not continue to drive impaired. Deterrence includes changing driver's understanding of the law enforcement, prosecution and adjudication penalties, and the impact on victims and survivors' families and friends.

Opportunities for Action

- Support Selective Traffic Enforcement Program (STEP) and Safety Enforcement Traffic Team (SETT) High Visibility Enforcement (HVE) efforts.

- Support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts

- Support the Law Enforcement Liaison program

- Support and promote Law Enforcement Mini-Grant Program

- Support and maintain the Traffic Safety Resource Officer (TSRO).

- Sustain DUI Police Traffic Safety Pilot Program

2 *Prevention and Education*

Purpose

Support policies, education, training, programs, and activities that promote positive driving behavior and reduce impaired driving through public health approaches, including related deaths and serious injuries, altering social norms, and changing risky or dangerous driving behaviors. Prevention programs promote communication strategies that educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving.

Opportunities for Action

- Implement activities that include Prevention Specialist focus areas

- Support Injury Prevention Specialist across the state

- Sustain and expand local DUI Task Forces

- Sustain and support Northern Tribes Tribal DUI Task Force

- Grow the Teen Traffic Safety Program focusing on impaired driving

- Grow the Safe On All Roads - SOAR - Tribal community traffic safety program

- Pursue efforts to reduce the over-service of alcohol and prevent underage drinking and driving by supporting mandatory alcohol sales and service training.

3 *Criminal Justice System*

Purpose

Montana uses various components of its criminal justice system to mitigate impaired driving with laws, enforcement, prosecution, adjudication, criminal and administrative sanctions, and communications to achieve both specific and general deterrence.

Opportunities for Action

- Stronger impaired driving laws.

- Implementation and expansion of the Statewide 24/7 Monitoring Program and other DUI Offender monitoring programs.

- Sustain the Traffic Safety Resource Prosecutor (TSRP)

- Sustain the Judicial Outreach Liaison (JOL)

- Support increase of crime lab resources to improve process of DUI test samples.

- Expand DUI Courts and Treatment Court Training for DUI Offenders

- Expand Tribal DUI Courts

- Support Administrative License sanctions for DUI Offenders following (MCA 61-05-205, 61-5-208).

- Alcohol breath testing by Motor Carrier Services (MCS) officers with reasonable suspicion or other competent evidence that a CDL operator may be driving impaired.

4   *Communication Program*

Purpose

To inform the public of dangers of driving while impaired and to promote a positive social norm of not driving while impaired. Montana will continue implementing a comprehensive communication program that is cultural and socially relevant and focuses on reaching high risk groups based on traffic-related data and market research to identify specific audience to maximize resources and effectiveness.

Opportunities for Action

- Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors regarding impaired driving.

- Participate and support National Mobilization Media Campaigns aimed at preventing impaired driving.

- Monitor the impact of marijuana legalization on roadway crashes and countermeasures in Montana and peer states.

5   *Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation*

Purpose

Impaired driving frequently is a symptom of a larger alcohol or other drug problem. Many first-time impaired driving offenders and most repeat offenders have alcohol or other drug abuse or dependency problems. Without appropriate assessment and treatment, these offenders are more likely to repeat their crimes. Alcohol and/or drug use leads to other injuries and health care problems. Frequent visits to emergency departments present an opportunity for intervention, which might prevent future arrests or motor vehicle crashes, and result in decreased alcohol consumption and improved health.

Opportunities for Action

- Support ACT (Assessment, Course and Treatment) for DUI Offenders
- Expand Screening, Brief Intervention, and Referral to Treatment (SBIRT) in healthcare and into other settings throughout Montana.

6 *Program Evaluation and Data*

Purpose

It is important to have access to and analyze reliable data sources related to impaired driving for problem identification and program planning. Various evaluation criteria will effectively measure progress and determine program effectiveness for planning and implementation of new programs and ensure that resources are allocated appropriately.

Opportunities for Action

- Continue to improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis, which may include, but is not limited to: Crash, Citation, Toxicology, Conviction, Motor Vehicle and DUI Offender monitoring data
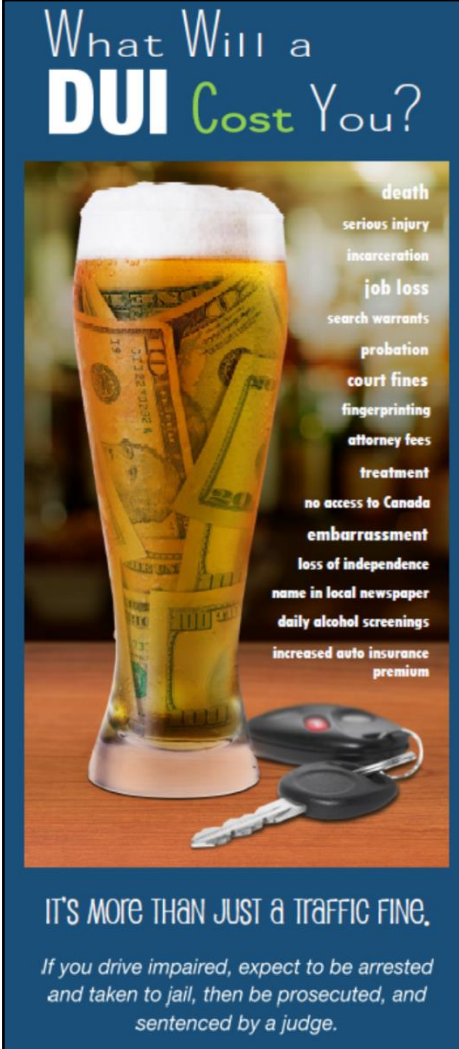
A wide range of safety partner agencies support or provide leadership in implementing impaired driving crashes strategies.

Impaired Driving Crashes Emphasis Area Implementation Partners

- City-County Health Departments
- Colleges and Universities
- Courts and Judges
- DUI Task Forces
- Law Enforcement Liaisons
- Local (City, County, and Tribal) Law Enforcement Agencies
- Local Communities and Businesses
- Montana Board of Crime Control
- Montana County Attorney Association
- Montana Department of Justice – Attorney General's Office
- Montana Department of Justice- Forensic Science Division
- Montana Department of Justice- Montana Highway Patrol (MHP)
- Montana Department of Justice – Motor Vehicle Division
- Montana Department of Labor and Industry- Occupational Health and Safety
- Montana Department of Public Health and Human Service – Addictive and Mental Disorders Division
- Montana Department of Public Health and Human Services – Injury Prevention-
- Montana Department of Public Health and Human Services-Prevention Resources
- Montana Department of Revenue (DOR)- Alcohol Beverage Control Division
- Montana Department of Transportation – Motor Carrier Services
- Montana Department of Transportation – Planning
- Montana Department of Transportation – State Highway Traffic Safety Section
- Montana Office of Public Instruction – Traffic Education
- Montana Sheriff and Peace Officers Association
- Montana Tavern Association (MTA)
- Office of Court Administrators
- Registered Alcohol Sales and Service Trainers
- Safe on All Roads (SOAR)
- Traffic Safety Resource Partners

Impaired Driving Crashes Emphasis Area Objectives

- Reduction in number of impaired driving fatalities; and
- Reduction in number of impaired driving serious injuries.

6.3 Unrestrained Vehicle Occupants Strategies and Opportunities for Actions

A safety belt, when worn properly, is the single most effective way to save lives and reduce injuries in crashes. Safety belts keep motorists in their seats during a crash and spread the crash forces across the stronger parts of the upper body. Restraint systems are designed to keep occupants inside the vehicle where there is greater protection against bodily injury. Restraints also can prevent injuries in the event of a secondary collision. Occupant protection includes other safety protection devices and restraints, including child safety seats and booster seats that have proven to be highly effective in preventing child deaths and injuries in traffic-related crashes. Unrestrained vehicle occupants are significantly overrepresented in fatal and serious injury crashes and are almost six times more likely to suffer a fatal or serious injury when involved in a crash. Approximately 33% of all passenger vehicle occupants killed in a crash from 2010 through 2019 were unrestrained, meaning not wearing a seat belt or were improperly restrained. .

Figure 6.12 Unrestrained Vehicle Occupants Fatality and Serious Injury Trends

Year	Serious Injuries	Fatalities
2010	301	90
2011	268	110
2012	360	114
2013	315	105
2014	246	100
2015	295	118
2016	267	95
2017	221	84
2018	224	88
2019	196	74
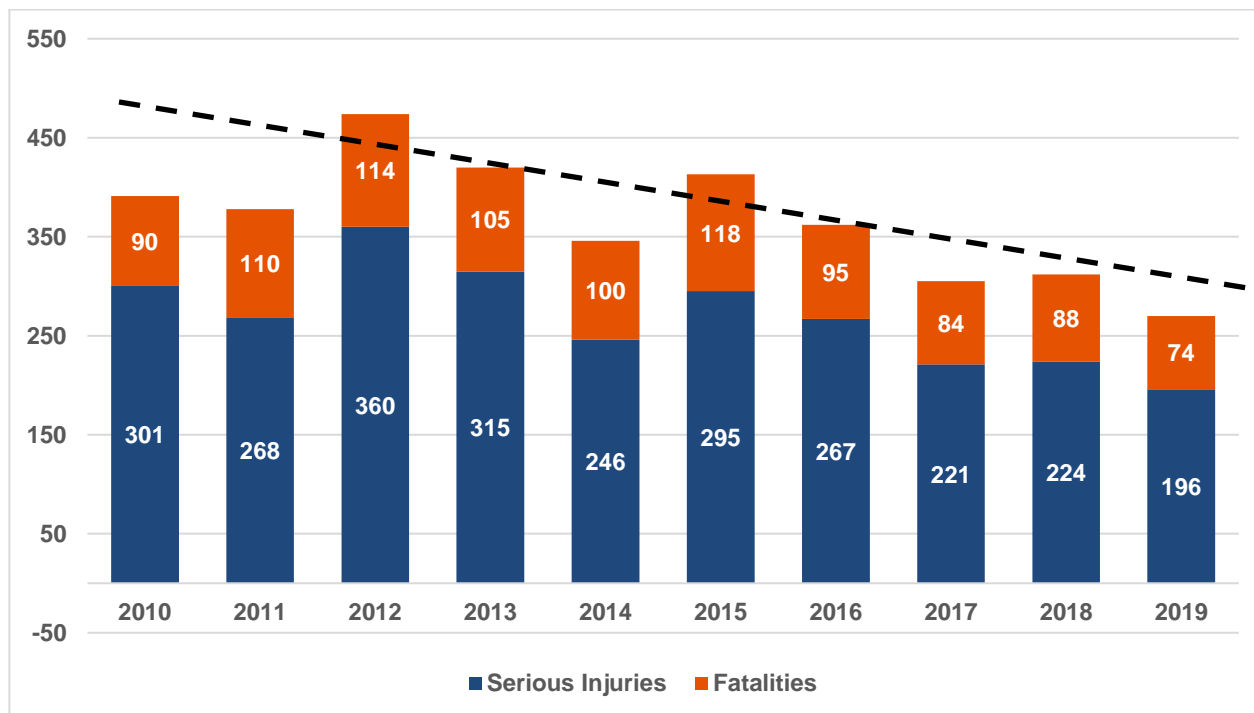
Source:

MDT Highway Traffic Safety, 2010-2019

The vast majority (91 percent) of unrestrained fatalities and serious injuries occur in rural areas. Speeds are generally higher in rural areas and crashes are likely to be more severe.

Unrestrained Vehicle Occupant Fatalities and Serious injuries, Rural vs Urban

Urban 9%

Rural 91%
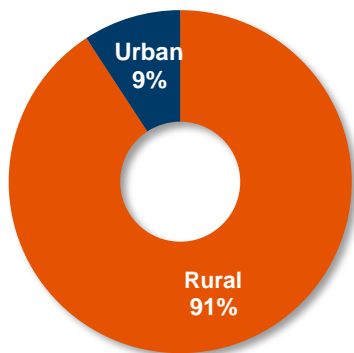
33%

of motor vehicle deaths & serious injuries involved unrestrained vehicle occupants

Source: MDT Highway Traffic Safety, 2010-2019

Montana has a secondary seat belt law which does not allow law enforcement to pull a vehicle over to cite an occupant for not using a seat belt as a primary offense. Montana does have a primary child safety seat law for children under 6 years of age and weighing less than 60 pounds. In Montana, from 2010-2019, thirty three percent (33 percent) of all roadway fatalities and serious injuries involved an unrestrained vehicle occupant. Unrestrained vehicle occupant fatalities and serious injuries most often (24 percent) involved drivers 20-25 years of age.

Figure 6.13 Unrestrained Vehicle Occupants Fatality and Serious Injuries Crash Factors

Unrestrained Vehicle Occupant Fatality and Serious Injuries Crash Factors

Factor	Percent
Ocurred in a Rural Area	91%
Involved a Roadway Departure	76%
Involved an Impaired Driver	60%
Occurred June-September	42%
Occurred on Fri. & Sat.	34%
Speed Related	25%
Involved Inattentive or Distracted Driver	21%
Intersection Related	14%
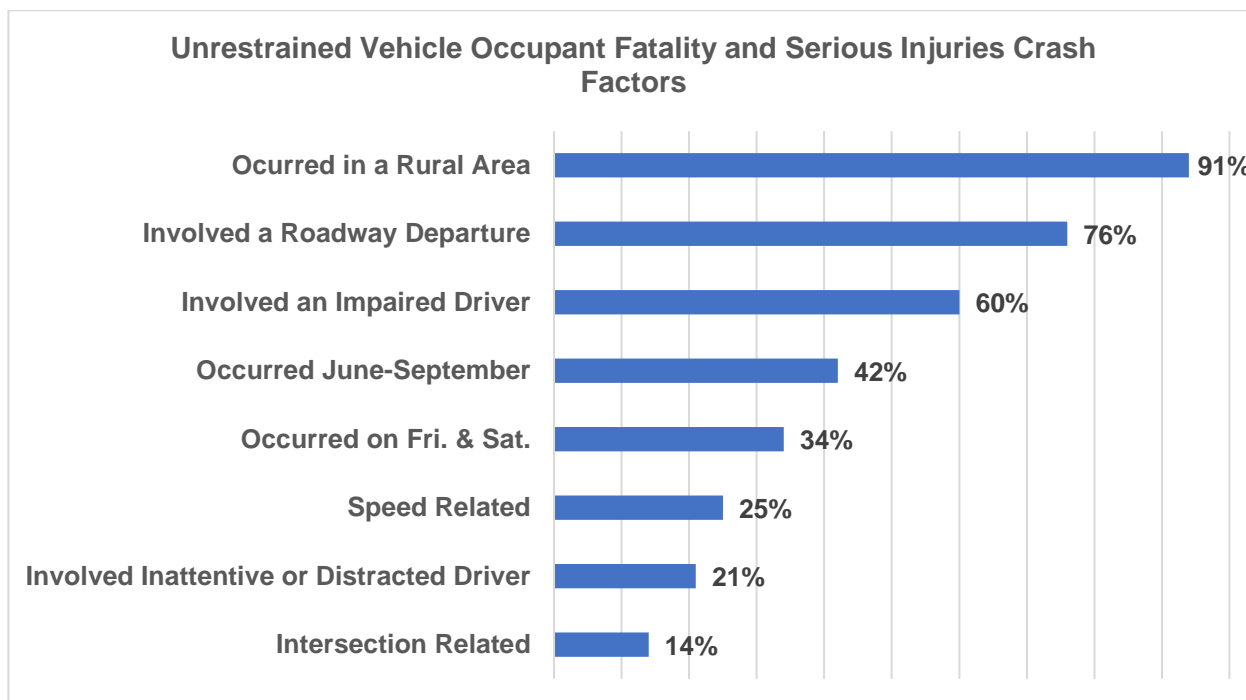
Source: MDT Highway Traffic Safety, 2010-2019

Unrestrained Vehicle Occupants Purpose, Strategies, and Opportunities for Action

Based on crash data analysis, safety partner input, proven effectiveness, and NHTSA's *Countermeasures That Work,* priority strategies and opportunities for action are defined below. New opportunities for action are included as ideas for strategy implementation activities over the life of the plan. The opportunities for action are not inclusive and serve as a starting point for Emphasis Area Team activity identification. The Emphasis Area will continue ongoing coordination and consideration in the identification of strategy implementation actions in addition to a continuous focus on improving data and collaboration.

1 *Laws and Enforcement*

Purpose

Purpose: Policies and laws focus on vehicle occupants using safety restraints and enhancing safe driving behaviors; and enforcement can help to change behavior. Adoption of a primary safety belt law that allows officers to stop drivers for that offense alone would make a significant difference in saving lives. Increasing the penalty for a citation would reinforce that Montana takes the nonuse of safety restraint seriously and that no life is expendable.

Opportunities for Action

- Support efforts from safety partners and stakeholders to implement a primary seatbelt law.

- Support increasing the current seat belt penalty of $25 to be consistent with the $100 penalty for the child passenger safety restraint law.

- Support enhancement and implementation of mandatory minor (under 18 years of age) occupant protection laws per best practices and GDL requirements which includes other risky driving behaviors.

- Promote local jurisdictional adoption of seat belt ordinance if appropriate.

- Continue to support Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts at the state and local level focusing primarily on impaired driving and secondary on unrestrained vehicle occupants and other risky driving behaviors.

- Support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts focusing on unrestrained vehicle occupants among other risky driving behaviors

2   *Communication, Education, and Injury Prevention*

Purpose

Purpose: Use of a vehicle safety restraint can reduce fatalities and suspected serious injuries and improve crash outcomes. The key to improved crash outcomes is correct use of seat belts and child passenger safety seats every trip, every time. Education, training, and public outreach are effective tools to support and promote workplace policies and laws, enforcement activities, safety programs and messaging materials. Developing and strengthening partnerships with private employers, community-based organizations, and public agencies to encourage and promote the use of safety belts and child passenger safety seats

Opportunities for Action

- Sustain and grow the community-based Buckle Up Montana program, Safe On All Roads (SOAR) Tribal community program focusing on seat belt and child passenger seat use, and Teen Traffic Safety Program

- Sustain and grow the Child Passenger Safety Certification Training Program and inspection stations in Montana with increased focus on high-risk populations.

- Support and sustain purchase and distribution of child passenger safety seats.

- Develop child passenger safety educational materials with updated and coordinated messaging and a distribution plan

- Develop educational campaigns based on current research on effective messaging to effect behavioral change in seat belt use.

- Encourage state agencies and other safety partners to distribute coordinated and consistent educational safety campaigns and messaging to increase seat belt and child passenger safety awareness and use.

- Encourage state, county, tribal and city agencies, and private employers to coordinate and implement workplace traffic safety policies to include seat belt use and other traffic safety measures.

- Promote and increase education and training for law enforcement, prosecutors, and the judiciary to ensure consistent citing and adjudication of occupant protection offenses and consideration of alternative sentencing (i.e., safety education including Alive at 25).

- Support occupant protection mini-grant funding of community education and outreach

3 *Improve Unrestrained Vehicle Occupant Data*

Purpose

Data is an essential part of identifying driver and occupant behaviors, including safety restraint use, misuse, or nonuse. Observational, pre-, and post- seat belt use surveys and child passenger safety checklists are methods of gathering occupant safety restraint use data. Other data resources include citation, crash, and trauma registry data. Evaluation of the effectiveness of workplace policies, laws, enforcement, safety programs, and public outreach activities helps identify areas that may need enhancement or increased focus.

Opportunities for Action

- Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors.

- Conduct observational seat belt surveys, local and statewide.

- Child Passenger Safety Seat data collection on use and misuse of child safety restraints

- Evaluate/report on Emergency Services (Image Trend data) and Trauma Registry Data, Emergency Response After Crash Care data

- Evaluate existing crash data to determine occupant restraint use, injury, and fatality rate to measure progress.

- Evaluate behavioral surveys on occupant restraint use to include teen and adult behavior (i.e. Youth Risk Behavior Survey (YRBS) and MT Needs Assessment)

- Evaluate contacts made by law enforcement, including warnings and citations for non-seat belt use, including high visibility enforcement (HVE) conducted through STEP campaigns

Unrestrained Vehicle Occupants Implementation Partners

A wide range of safety partner agencies support or provide leadership in implementing unrestrained vehicle occupant strategies.

• Buckle Up Montana Coordinators • Child Passenger Seat instructors and technicians • Local Community and Businesses • Courts and Judges • Local School Administrators • City-County Health Departments • Local (City, County, and Tribal) Law Enforcement • Department of Justice – Montana Highway Patrol Montana • Montana Department of Labor and Industry – Occupational Health & Safety	• Montana Department of Public Health and Human Services - Injury Prevention • Montana Department of Transportation – Planning Division • Montana Department of Transportation – Motor Carrier Services • Montana Department of Transportation – State Highway Traffic Safety Section • Montana Office of Public Instruction - Traffic Education • Safe on All Roads (SOAR) • Traffic Safety Resource Partners

Unrestrained Vehicle Occupants Objectives

• Reduction of Unrestrained Vehicle Occupant fatalities
• Reduction of Unrestrained Vehicle Occupant serious injuries

6.4 Emergency Response- After-Crash Care Strategies and Opportunities for Action

Preventable deaths and disability from motor vehicle related incidents have long been a concern of the medical community. Of equal concern is the risk of deaths and disability of EMS professionals and other emergency responders in route, on scene, in transport status, and becoming involved in a motor vehicle incident.

As a rural state with many miles between trauma facilities the first people on scene are usually untrained civilians, local or state road department staff, or those involved in the incident. These people observe and report the incident; identify environmental safety issues that are a risk to themselves and others; and take measures to ensure their safety on scene.

A separate emphasis area was established to advance collaboration with all safety partners to enhance and support the essential role of EMS and necessary technologies and systems in reducing the severity of injury outcomes.
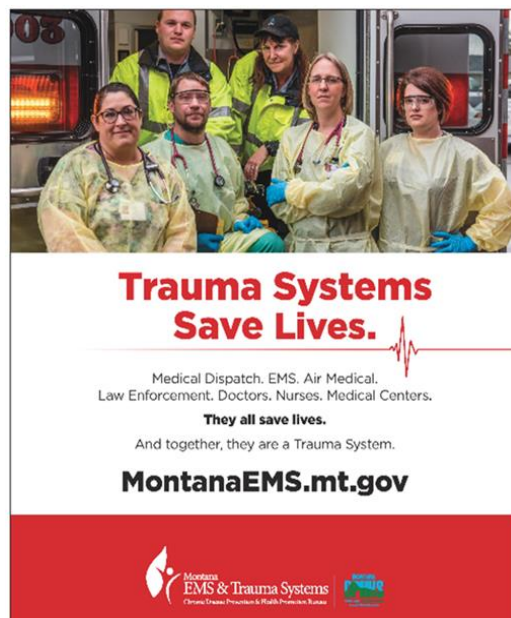
Trauma Systems Save Lives.

Medical Dispatch. EMS. Air Medical.
Law Enforcement. Doctors. Nurses. Medical Centers.

They all save lives.

And together, they are a Trauma System.

MontanaEMS.mt.gov

Montana EMS & Trauma Systems
Chronic Disease Prevention & Health Promotion Bureau

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1 *Access to the Emergency Response System; On Scene Care Training & Education*

Purpose

Public awareness and education for those first on scene, before EMS arrives, can be crucial for survival. Lay bystanders can play a critical role in care, from activating the emergency response system to providing basic care to the injured. This requires access to 911 systems and medical advice from dispatch.

Opportunities for Action

- Development of the Enhanced 9-1-1 & FirstNet & Next Generation 911 access for first responders

- Support Emergency Medical Dispatch (EMD) training for all dispatch centers

- Support bystander/ non-emergency personal training and education, (I.E. Stop the Bleed, First Aid, etc.)

2 *Safe & Rapid Transport of Crash Victims and Training of Emergency Responders*

Purpose

Well-equipped ambulances with trained staff are mandatory to ensure rapid transport. EMS education and training needs to be on-going, with providers enhancing their skills and knowledge. Communication and quick response to on-scene crash sites by Traffic Incident Management (TIM) teams is priority to secure and clear crash sites to reduce additional crashes and ensure safe travel for the motoring public.

Opportunities for Action

- Education and training of emergency care responders.

- Secure EMS equipment and training to properly restrain and care for children (EMS for Children)

- Support and promote MDT Emergency Medical Equipment Grant Program

- Promote and improve prehospital notification communication system with facilities

- Support and promote Trauma Emergency Response training for Law Enforcement Officers (LEO) & Equip Law Enforcement vehicles with basic trauma kits

- Support and promote Traffic Incident Management Systems (TIMS) Training

3   *Hospital-Based Trauma Care*

Purpose

Optimally, all acute care facilities with emergency departments should be formally prepared and designated to care for injured patients at a level commensurate with their resources, their capabilities, and community's needs. Ongoing education and training of hospital-based emergency care providers is essential to improve patient care and outcomes.

Opportunities for Action

- Support ongoing education and training of the trauma team.

- Pursue trauma center designation for all Montana facilities that care for injured persons

- Support and further Pediatric Ready Recognition for all Montana facilities

- Promote the Rocky Mountain Rural Trauma Symposium (RMRTS)

4   *Integrate Crash, EMS, Trauma and Roadway Surveillance Databases*

Purpose

Improve the accuracy, completeness, collection, integration, timeliness, uniformity, and accessibility of crash and injury data from various sources. Data on injuries and injury events can be used to guide post-crash response, identify gaps in quality care, and inform injury prevention strategies.

Opportunities for Action

- Utilize and enhance ImageTrend data (EMS patient care records) to track road safety trends and to improve overall EMS system performance

- Utilize ESO/Digital Innovations (DI) data (Trauma Registry) to analyze hospital treatment of the patient and implement performance improvement using the data

- Support and use available Montana Highway Patrol (MHP) motor vehicle (MV) crash data for analysis to guide injury prevention strategies and emergency care of the patients.

- Integrate ImageTrend, DI and MHP data sets (via Biospatial platform among others) to provide a full picture of crash injuries in Montana

- Utilize Dept. of Labor & Industry data to further understand first responder crash injuries

5 *Provide Statewide Injury Prevention Education to Communities Through A Collaborative Effort*

Purpose

Crashes are considered a preventable problem with identifiable risk and protective factors and proven mitigation strategies. Building a statewide education network to promote and support injury prevention.

Opportunities for Action

- Provide guidance, support, coordination, and technical assistance to local and regional injury prevention activities.

- Integrate MDT Comprehensive Highway Safety Plan (CHSP) & DPHHS State Health Improvement Plan (SHIP) strategies.

6   *Support Laws, Policy Development and Legislation*

Purpose

Effective after-crash response includes policy development and legislation. These may include policy and legislation that enable access to timely care; laws/policy surrounding crash investigation; and laws that protect first responders and emergency services personal on scene.

Opportunities for Action

- Support activities surrounding policies and regulations that provide for emergency care access, EMS, facility designation and care standards.

- Support state law and enhance driver awareness of Montana's Move Over Law, including tow operators and vehicles.

Emergency Response After-Crash Care Implementation Partners

A wide range of safety partner agencies support or provide leadership in implementing emergency response e and after-crash care strategies.

- Local (City, County, and Tribal) Emergency Responders and Health Department
- Trauma Hospitals
- Montana Department of Administration- Public Safety Communications
- Montana Department of Justice – Montana Highway Patrol
- Montana Department of Labor and Industry – Occupational Health & Safety
- Montana Department of Public Health and Human Services – Emergency Medical Services-EMS Systems

- Montana Department of Public Health and Human Services – Emergency Medical Services- Trauma Systems
- Montana Department of Public Health and Human Services - Injury Prevention
- Montana Department of Transportation – Planning Division
- Montana Department of Transportation – State Highway Traffic Safety Section
- Traffic Safety Resource Partners
- Federal Highway Administration

Emergency Response After-Crash Care Objective

- Reduction of morbidity and mortality of the Montana motor vehicle crash victims.

7.0 Implementation

The 2020 update process provided an opportunity to analyze the most current 10 years of crash data and to confirm the emphasis areas to address Montana's transportation safety issues. The process defined and prioritized new strategies needed to keep Montana on track to reduce fatalities and severe injuries on all public roads. The 2020 CHSP, includes strategy alignment with other safety programs, and potential safety partners, and provides a roadmap for effective implementation and evaluation to reach the vision of zero fatalities and zero serious injuries on Montana roadways. To effectively implement this plan, reach targets, and continue to institutionalize VisionZeroMT, it will be important to engage people at all levels of leadership from a wide range of safety partner agencies and organizations to continue the successful collaboration, communication, and coordination efforts.

Effective implementation structure involves engagement of an Executive Leadership Team comprised of agency directors, as shown in Figure 7.1. Executive Leadership Team members prioritize and institutionalize safety and Vision Zero within their own agencies. They commit revenue, personnel, and resources to implement statewide initiatives. Through their leadership the identification and removal of barriers within and between agencies will support Vision Zero. Executive Leadership can ensure incorporation of common safety strategies and initiatives are considered as they develop their own agency plans and policies.

Continued reinforcement of safety as a top priority by a broad range of agency leaders will help to strengthen how safety is addressed through day-to-day business practices and further institutionalize safety. The Executive Leadership Team will meet one to two times per year for progress updates and to provide direction on areas of high priority.

The multidisciplinary Advisory Committee that contributed to the development of this plan is well versed in the Emphasis Areas strategies. As such, the Advisory Committee is key to providing continued technical guidance to Emphasis Area Teams on implementation of the CHSP. The Advisory Committee will continue to meet regularly as a central body to oversee progress, provide a forum for coordination between Emphasis Areas, track progress, and provide guidance when challenges arise. An important role of the Advisory Committee will be providing oversight to ensure Emphasis Area Teams evaluate the effectiveness of activities to ensure they are contributing to decreases in fatalities and serious injuries. The Advisory Committee will identify when issues need to be elevated to the Executive Leadership Team for a decision.

Implementation via an Emphasis Area Team structure will allow dedicated focus on each of the top crash focus areas. Each Emphasis Area Team will be led by a champion with knowledge of the issues and the ability to coordinate, lead and document Emphasis Area meetings, and track progress. Emphasis Area Team leaders will seek input from other safety experts, or the Advisory Committee as needed to overcome any barriers and move implementation forward.

Each Emphasis Area Team will be comprised of multidisciplinary members representing the 4 Es. The expectations for member are to lead the implementation of activities and be responsible for working with other safety partners and appropriate groups, leveraging resources, and communicating to put actions into practice and reporting back to the Emphasis Area Team. Emphasis Area Teams can develop subcommittees to focus on specific facets of

implementation. For example, a subcommittee might focus primarily on enforcement-related aspects of impaired driving.

Figure 7.1   CHSP Implementation Structure
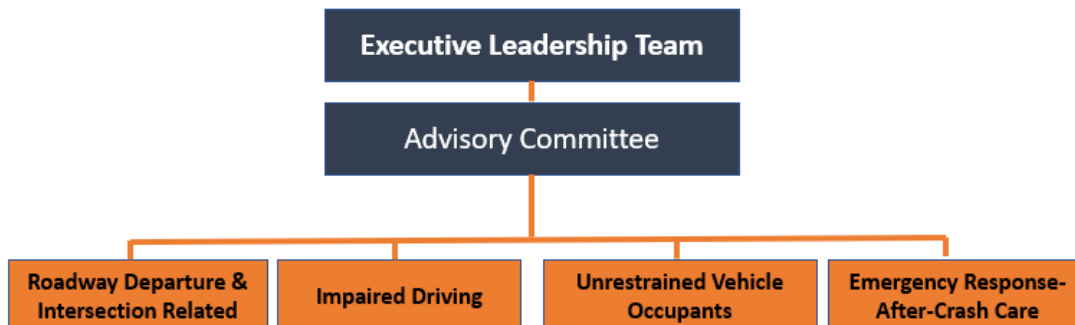
As the CHSP is implemented, Emphasis Area Teams, with oversight from the Executive Leadership Team and the Advisory Committee, will manage the implementation process and track progress in each of the Emphasis Areas; evaluate the effectiveness of strategies and activities to ensure they are contributing to reduced fatalities and serious injuries; identify barriers or problems to implementation; provide regular updates on safety-related campaigns, initiatives, training, and programs; and provide guidance on future programs and activities.

Team Leaders will track, document and report implementation progress after each meeting to the CHSP coordinator to ensure ongoing centralized tracking of CHSP implementation and progress. Emphasis Area Team meetings will be structured to include virtual meeting participation. This will ensure the engagement of partners throughout the state, including local city, county, and tribal representatives.

Seven communities have developed Community Transportation Safety Plans, and implementation at the local level will benefit the state safety outcomes overall.

8.0 Evaluation

The CHSP implementation is an an-going process with contributions and support from and extensive list of safety partners across the state. It is important to regularly evaluate both progress in implementing strategies as well as bring down the numbers. The CHSP has established a vision, interim safety goal, performance measure targets, as well as objectives for each Emphasis Area. Annually, data will be analyzed and progress for all goals, targets, and objectives will be assessed.

Every 5 years Montana will undertake an evaluation of the CHSP, confirm emphasis areas are still relevant, strategies are still successful, and the process is still keeping Montana on the right track to reach the ultimate vision of zero fatalities and serious injuries on the roadways in Montana.

Figure 8.1   MDT Fatality Tracking

Source: MDT web site: https://www.mdt.mt.gov/

9.0 Appendices

9.1   Appendix A - Data Definitions

Bicyclist involved: A motor vehicle crash involving one or more bicyclists.

Careless driver: A crash with at least one driver-related contributing circumstance being careless driving.

Distracted driving: A driver suspected by the reporting officer to have been inattentive, careless, or use of cell phone or other electronic device prior to the crash.

Fatal crash: A crash in which at least one individual was killed.

Fatality: A fatal injury that results from a motor vehicle crash, excluding cases where the individual died of other causes immediately prior to a crash.

Impaired driver: A motor vehicle driver or motorcycle operator suspected of drug or alcohol use by the reporting officer.

Impaired driving crash: A crash involving at least one impaired driver or more impaired drivers.

Injury crash: A crash in which at least one individual was injured.

Intersection-related: A crash occurring at an intersection, or near an intersection and judged to be related to the intersection by the reporting officer.

Large vehicle: includes all *heavy trucks up to 10,000 + pounds, and busses. (i.e.* a van, bus, large truck, motor home, ambulance, fire truck, tow truck, farm vehicle, or construction vehicle)

Minor injury: An injury classified as a non-incapacitating or of unknown severity by the reporting officer.

Motorcycle involved: A crash involving one or more motorcycles or mopeds.

Motorcyclist: Any person riding on a motorcycle (or moped), including the operator and any passengers.

Older driver: A driver 65 years or older, excluding bicyclists.

Older driver and pedestrian: drivers and pedestrians over the age of 65.

Passenger vehicle occupant: A driver or passenger of a 'passenger vehicle,' as defined below.

Passenger vehicle: A vehicle classified as a car, pickup truck, minivan, or sport utility vehicle

Pedestrian involved: A motor vehicle crash involving a pedestrian

Roadway departure: A crash categorized as one of the following types: sideswipe (opposite direction), head-on, roll over, or fixed object; at a location other than an intersection, driveway, or interchange.

Rural: A location outside incorporated city boundaries, and according to the reporting officer.

Low Volume Rural Road: Average Annual Daily Traffic of 1000 ADT or less**.**

Safety data: means crash, roadway, and traffic data on a public road.

Serious injury: An injury classified as incapacitating by the reporting officer as defined by Model Minimum Uniform Crash Criteria (MMUCC).

Speed -Related: A driver suspected by the reporting officer to have exceeded the stated speed limit or to have been driving too fast for conditions prior to the crash.

Unrestrained: A vehicle occupant not using or improperly using available vehicle restraints, including lap belt, shoulder belt, or automatic belt.

Urban: A location within incorporated boundaries, with a population of 5,000 residents.

Young driver: A driver between the ages of 14 and 20, excludes bicycle operators

9.2 Appendix B - Strengths, Weaknesses, Opportunities, and Threats Summary

Strength	Weakness
• Communication via CHSP three-tiered email distributions/website. • Level of support and awareness for CHSP efforts within agencies. • Safety partner input on prioritizing strategies. • Effective safety partner coordination and engagement in implementation. • Annual reporting on reducing motor vehicles fatalities and serious injuries • Successful reporting on reduction of Emphasis Area related fatalities and serious injuries.	• Limited personnel/resources • There is no annual inventory. • Progress reporting, status updates and tracking, and evaluating of activities needs improvement. • Strategy action items need to be specific, measurable, achievable, realistic, and time bound.
Opportunities	Threats
• Additional Safety Data: Linkage of hospital data and screening of substance abuse & treatment referrals for prevention and treatment to reduce repeat offenders. • Improve outreach with rural communities, cities, towns & counties to improve awareness and engagement with the CHSP. • Enhance coordination and greater level of commitment of multiagency personnel and resources (insurance industry). • Streamline strategies, align safety strategies and consider proactive approaches to safety.	• Due to staff turnover, lack of engaged multi-agency safety partner staff (Emphasis Area champions/team members). • Competing needs. • Lack of funding resources.

9.3 Appendix C – Update Process

Montana Department of Transportation

Comprehensive Highway Safety Plan Update Process

December 2, 2019

This document outlines the Montana Department of Transportation's (MDT) process for conducting an update of Montana's Comprehensive Highway Safety Plan (CHSP), which was developed in 2006, amended in 2010, and updated in 2015. Each year MDT evaluates progress to confirm the validity of the emphasis areas and strategies based on analysis of current safety data; and identifies issues related to the CHSP process, implementation, and progress at the Annual Transportation Safety Planning Meeting. This update process is consistent with MDT's current procedures, MAP-21, and FAST Act requirements.

Evaluation

MDT will conduct an evaluation of strengths, weaknesses, opportunities, and threats with a survey of safety partners that have participated on previous Steering Committees and/or have been involved in implementing strategies as an EA Team member.   The survey will take a critical look at Montana's Comprehensive Highway Safety Plan to identify successful outcomes and potential areas for improvement to be incorporated into the 2020 plan update. The evaluation process will help identify what is working well and where there may be opportunities to modify approaches to focus resources on areas of greatest need. The update will review the MAP-21 and FAST Act requirements to identify any gaps that may exist.

Steering Committee

A CHSP Steering Committee will be convened and composed of an interdisciplinary team of safety partners representing the 4E's of transportation safety - education, enforcement, emergency services/response, and engineering. These representatives will provide expertise in data analysis and evaluation, safety engineering, traffic safety behavior, stakeholder education and outreach, and communications and marketing. The Steering Committee will provide leadership and direction throughout the CHSP update and implementation process.

Data Collection, Analysis and Research

MDT will conduct safety data analysis to serve as the foundation of the data driven CHSP. Safety data (crash, roadway, traffic) and other data, as available will be used to address safety problems and opportunities on all public roads and for all road users; review and confirm CHSP EAs and   strategies that have the greatest potential to reduce highway fatalities and serious injuries and focus resources on areas of greatest need. Once EAs are selected additional data analysis will be performed to support development of strategies and action steps. Crashes on all public roads including those on tribal lands will be analyzed. The data analysis will include fatalities and suspected serious injuries, location, time of day, contributing factors, etc.

MDT will consult and coordinate with internal and external partner's plans and programs (i.e. TranPlanMT, State Transportation Improvement Program, Commercial Vehicle Safety Plan (CVSP), Highway Safety Improvement Plan (HSIP), Highway Safety Plan (HSP), Community Transportation Safety Plans, road safety audits, long range transportation plans, etc.) and identify opportunities for alignment and integration.

Consultation, Coordination, Collaboration and Outreach

MDT will work closely with key departments and agencies via representation on the Steering Committee through outreach during the update process. A survey will be conducted early in the process to gather information about safety partner agency roles, activities/programs, and perspectives on transportation safety in Montana.   The update process will include input from a broad cross-section of safety partners, including the highway safety representative of the Governor of the State; metropolitan planning organizations; representatives of major modes of transportation; State and local traffic enforcement officials; highway-rail grade crossing safety representative of the Governor of the State; representatives of the motor carriers safety program; motor vehicle administration agencies; county transportation officials; State representative of non-motorized users; and other Federal, State, tribal, and local safety representatives.

The update will consider the results of State, MPO, and local and tribal community transportation and highway safety planning processes to identify key emphasis areas, strategies, and consistent safety-related goals.

Other outreach, coordination and consultation may include newsletters, webinars and CHSP meetings to present information and gather input. To routinely inform partners and stakeholders of the CHSP update process and allow for input, MDT will provide Steering Committee meeting presentations and minutes to the CHSP web page and will include contact information for potential safety partners and stakeholders to submit input for consideration.

Confirm Emphasis Areas

MDT will analyze the factors involved in fatal and suspected serious injury crashes to confirm EAs to be carried forward in the 2020 CHSP update. Data analysis will start with 22 crash factors and will consider others as appropriate.   Data on the frequency of involvement of specific factors will be a key factor in confirming EAs and strategies that have the greatest potential to reduce highway fatalities and serious injuries and focus resources on the areas of greatest need. Once EAs are defined, the multidisciplinary EA Teams will be developed to assist in the identification of appropriate, proven safety countermeasure strategies.

Review Strategies

MDT and the EA Teams will review current CHSP strategies to determine which have been completed, which are currently being implemented, which can be enhanced, and any for which implementation has not begun. In collaboration with the EA Teams, MDT will confirm which strategies should be carried forward and define new strategies to address problems identified via data analysis and emerging issues. MDT and the EA Teams will select evidence-based, proven effective strategies. The effectiveness of existing strategies will be evaluated, as possible to inform decisions about which strategies to carry forward. The EA Teams will be encouraged to develop a multidisciplinary program to maximize cross cutting strategies and safety benefits.

Performance Measures and Targets

Consistent with the MAP-21 and the FAST Act requirements the plan will include the five performance measures and target methodology. The five performance measures which will be tracked during the life of the plan update consist of the number and rates for fatalities and suspected serious injuries and the combined non-motorized fatalities and suspected serious injuries. The targets will be developed based on analysis of historical trends, demographic forecasts, and other data to ensure an ambitious, yet achievable target is set.

Implementation/Tracking/Evaluating

Implementation planning is a critical component of the CHSP process. The CHSP will maintain a long-term interim goal to track progress in reducing fatalities and suspected serious injuries. The EA action plans may include defined output/outcome measures, as appropriate for strategies to effectively track annual progress. Potential output/outcome measures will be tracked, and action steps/activities will be updated periodically during the five-year life of the plan.

Implementation of strategies will be done through annual safety plans and programs   that include the HSIP, HSP, CVSP, MPO safety plans, and local and tribal community safety plans and others as appropriate. The update will include action plans/steps that will address how the EAs will be implemented and include agency/or person that will lead implementation of the action, the resources and timeframe for completion.

Evaluation will be conducted annually to confirm the validity of the EAs, and strategies based on safety data and emerging issues related to the CHSP process, implementation, and progress to inform future updates.

Plan Development

MDT will conduct periodic Steering Committee meetings to guide the update process. The CHSP update will be developed after consultation with safety partners; analyze State, local and tribal safety data; address the 4Es of highway safety as key in identifying EAs and strategies to reduce or eliminate safety hazards; considers the results of State, MPO, or local transportation and highway safety planning processes; considers safety issues of all public roads; and include a detailed description of the update process. The CHSP update will be approved and signed by the Governor's Highway Safety representative.

9.4 Appendix D - Roadway Departure and Intersection Related Workplan

Emphasis Area: Roadway Departure & Intersections Related Crashes						
Champion: Patricia Burke, Safety Engineer, MDT						
Co-Champion: Gabe Priebe, Traffic and Safety Engineering Bureau Chief, MDT						
Objectives: -Reduction of Roadway Departure Fatalities - Reduction of Roadway Departure Serious Injuries - Reduction of Intersection related Fatalities - Reduction of Intersection related Serious Injuries						
Strategy 1: Reduce and mitigate roadway departure crashes through data driven problem identification and the use of best practices.	Purpose: Engineering countermeasures have proven to be very effective at reducing roadway departure crashes. In general, these treatments seek to prevent vehicles from leaving the roadway or to mitigate the impact of doing so. Countermeasures may be implemented in locations with a roadway departure crash history or where roadway departure risk factors are present. MDT's Roadway Departure Plan identifies roadways with a higher than normal crash rate and determines appropriate proven safety countermeasures to address the issues. Along with input from local and tribal jurisdictions MDT will continue to conduct analysis of locations identified as having safety issues and define potential infrastructure solutions. As research into proven best practices is ongoing, MDT will continue to research, identify, and implement technology and infrastructure safety improvements.					
Opportunities	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S1.1 Continue to Implement the Highway Safety Improvement Program (HSIP)	Annual. Ongoing	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	Patricia Burke/Gabe Priebe, Traffic & Safety Bureau (TSB), Highway Safety Improvement Program (HSIP) - Montana Department of Transportation (MDT)	HSIP FFY 2021	FHWA HSIP	Reduction in crashes, both number and severity.
S1.2 Continue to support and implement Roadway Departure Plan	Annual. Ongoing	Using Montana Specific Safety Performance Functions to focus on roadway departure crashes. This is based on non-junction related crashes and four crash types (roll over, fixed object, sideswipe opposite direction and head-on crashes).	Patricia Burke, Safety Engineer, Highway Safety Improvement Program (HSIP) - MDT		FHWA Proven Safety Counter measures	Reduction in number and severity of roadway departure crashes.
Strategy 2: Reduce and mitigate speed-related roadway departure/intersection crashes	Purpose: Driving the speed limits is the responsibility of the vehicle operator. While roads are designed, constructed, and maintained with safety in mind, drivers routinely exceed the posted speed limits and drive too fast for conditions. The faster a vehicle is traveling when it crashes, the greater the risk of severe injury for the occupants. Speed limits are set by state					

		statute and monitored and enforced by law enforcement to improve speed limit compliance. Challenges to enforcing the speed limits include vast distances of open road, limited manpower and funding for law enforcement, and Legislative statute that forbids the use of automated enforcement. Countermeasures for mitigating speed-related roadway departures and intersection crashes include geometric alignment changes and use of other roadway safety features.				
Opportunities	**Timeline**	**August 2020 Status**	**Lead(s)**	**Reference**	**Resource**	**Measurement of Success**
S2.1 Continued implementation of Speed Enforcement Campaigns	Annual. Ongoing	In addition to focusing on impaired drivers and unrestrained vehicle occupants the STEP campaigns also focus on drivers exceeding the posted speeding and other risky driving factors. MCS and MHP coordinate Ticketing Aggressive Cars and Trucks (TACT) enforcement specials to deter unsafe driving behaviors by passenger vehicle (PV) and commercial motor vehicle (CMV) drivers when they interact to share the road.	Chad Newman, Law Enforcement Liaison, State Highway Traffic Safety Section (SHTSS) - MDT; Eric Belford, Motor Carrier Services (MCS)- MDT & Capt. Collins/Captain Conner Smith , Montana Highway Patrol (MHP)	CVSP FFY2018-2020, HSP FFY 2021	Federal Motor Carriers Safety Administration (FMCSA), NHTSA Countermeasures That Work (CMW)	Output Measure: Implement STEP program. Outcome Measure: Reduction in speed related citations.
S2.2 Continue to support and implement Intersection Safety Plan	Annual. Ongoing	Using Montana Specific Safety Performance Functions to focus on intersection related crashes in both rural and urban environments.	Patricia Burke, Safety Engineer, HSIP-MDT		FHWA Proven Safety Countermeasures	Reduction in number and severity of intersection related crashes.
S2.3 Continue to implement and consider speed management methodologies appropriate for Montana.	Annual. Ongoing.	Speed limits are posted only after a traffic and safety engineering study has been conducted and (where applicable) approved by the Transportation Commission. Before setting limits, Engineering traffic investigator considers: the length and width of roadway, the roadway type and condition, the location of access roads & intersections, existing traffic control, sight distance, crash history, and traffic speed studies.	Stan Brelin, Traffic Engineer, Traffic & Safety Bureau-MDT		MT Traffic Engineering Manual (TEM), Institute for Setting Speeds (ITE)	Reduction of speed related crashes on roadways

Strategy 3: Reduce roadway departure and intersection crashes through traffic safety education		Purpose: Education and awareness campaigns are a critical in reducing roadway departure and intersection related crashes. Public awareness and knowledge of safe driving practices can help prevent unsafe driving reaction and behavior. Drivers should be encouraged to refresh their knowledge and skills as new technological and safety improvement becomes available. Most people only learn about these new elements when they encounter them on the roadway. Public education and awareness inform people on how to navigate standard and innovate roadway infrastructure and safety improvements.					
Opportunities	Timeline	Status	Lead(s)	Reference	Resource	Measurement of Success	
S3.1 AARP Driver Skills Training refresher course covers current rules of the road and defensive driving techniques.	Annual. Ongoing	The AARP Smart Driver™ course, offered by AARP Driver Safety, is the nation's first and largest refresher course designed specifically for drivers age 50 and older. Courses are offered in either a traditional classroom setting or through an interactive online course that may be taken from your home computer at pace of the participant. Course focuses on how to operate a vehicle safely in today's challenging driving and includes managing and accommodating common age-related changes in vision, hearing, and reaction time.	Carl Peil, AARP Driver Instructor	AARP	AARP Driver Safety	Number of classes: Successful Classroom Participants: Successful Online Participants:	
S3.2 Sustain and continue to provide Share the Road and No-Zone training focusing on operating around large vehicles	Annual. Ongoing	Training focuses on the importance of operating passenger vehicles safely around large vehicles. Motor Carriers Services (MCS) will continue to work with the Office of Public Instruction (OPI), Motor Carriers of Montana (MCM) and carriers throughout Montana to line up trainers and equipment as needed.	Eric Belford, MCS-MDT, Office of Public Instructio n (OPI), MCM	CVSP FFY 2018-2020	FMCSA	Number of classes:	
S3.3 Continue to sustain and support the implementation of MT D.R.I.V.E skills training	Annual. Ongoing	The Montana Traffic Education Curriculum Guide meets the standards, benchmarks & performance standards for state-approved teen driver education. Structured learning & guided practice are needed for students to acquire & demonstrate legal & safe driving skills, habits, and responsibilities. Teen drivers must complete an approved Montana driver's education & training program to obtain a driver's license before age 16.	Patti Borneman , Traffic Education Program Specialist	OPI	Administ rative Rules of Montana (ARM) 10.13.40 1-410	Successful Participants:	
S3.4 Continue to sustain and support implementation of the OPI Teen Drivers Education	Annual. Ongoing	Expand awareness and importance of driver's education for novice drivers and requirement for parental participation.	Patti Borneman , Traffic Education Program	OPI		Successful Participants:	

			Specialist, OPI			
S3.5 Montana Motorcycle Rider Safety (MMRS) Training	Annual. Ongoing	Classroom and driving range safety education to learn and enhance motorcycle operator skills and importance of using motorcycle safety equipment; and applying operator skills to enhance abilities and improve defensive driving strategies.	Jim Morrow, Montana Motorcycle Rider Safety(MMRS) - MSU Northern, Sheila Cozzie State Highway Traffic Safety Section (SHTSS)-MDT	HSP FFY 2021	Motorcycle Safety Foundation (MSF)	Successful Participants:
S3.6 Continue to promote Operation Lifesaver- RR safety program	Annual. Ongoing	Develop MT Operation Lifesaver website to enhance public awareness and promote safety around railroad crossings to reduce highway-rail crossing collisions, deaths, and injuries	Colin Smith, Montana Operation Lifesaver (OL) Coordinator & John Althof, RR Safety-MDT		Operation Lifesaver Rail Safety Education	Annual outreach events/presentations (including high school assemblies, driver's education, and business meetings):
S3.7 Continue to provide and enhance traffic safety information for bicyclist and pedestrians and other non-motorized transportation system users.	Ongoing	Support and provide traffic safety education materials and resources to enhance safety awareness and Montana statute for non-motorized transportation system users with consideration of age and if appropriate skill levels.	Multimodal Bureau-MDT		Tran Plan MT	Program implementation.

Strategy 4: Reduce and mitigate intersection crashes through data-driven problem identification and the use of best practices	Purpose: MDT's intersection safety plan will use analytical techniques addressing intersection safety in a proactive manner to identify intersection types where specific crash patterns exist or where severe crashes are more likely to occur based on infrastructure characteristics and define potential solutions. MDT will continue to work with all roadway jurisdictions using input on safety issues to identify specific locations where improvements may be needed, conduct analysis, and define and implement solutions.					
Opportunities	Timeline	Status	Lead(s)	Reference	Resource	Measurement of Success
S4.1 Continue to Implement the Railway-Highway Crossings (Section 130) Program. Section 130 program funds are eligible for projects at all public crossings including	Annual. Ongoing	This program provides funds for the elimination of hazards at railway-highway crossings. 50% of a State's apportionment under 23 USC 130(e) is dedicated for the installation of protective devices at crossings. The remainder of the fund's apportionment can be used for	John Althof, RR Highway Safety, TSB-MDT		FHWA-Railway-Highway Crossings (Section 130) Program, 23 USC 130	Implementation of annual program. Number of projects:

		any hazard elimination project, including protective devices.				
roadways, bicycle, and pedestrian paths.						
S4.2 Continue to implement and enhance proven countermeasures such as, but not limited to improving sight distance at intersections and availability of gaps in traffic and assist drivers in judging gaps; access management; traffic signalization, control, operational, and other infrastructure improvements for all transportation system users.	Annual. Ongoing	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	Patricia Burke, Safety Engineer, HSIP-MDT	HSIP FY 2021	FHWA-Highway Safety Improvement Program	Implementation of annual program.

Strategy 5: Continue to improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of safety (fatality and serious injury, traffic, and roadway) data used in traffic safety analysis		Purpose: The key to achieving the long-term vison of zero fatalities and zero serious injuries is to focus resources on the most significant problems. Accurate, complete, uniform, and timely data can be used to access appropriate countermeasures. The ability to collect and integrate all city, county, tribal, and state crash data by jurisdictional law enforcement would allow a more accurate picture of road crashes and contributing roadway factors. Ability to access data by all entities is necessary for infrastructure safety improvement and safety program funding opportunities.				
Opportunities	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S5.1 Enhance and upgrade MDT's Safety Information Management System (SIMS) crash database. Continue to identify, analyze and track HSIP projects that reduce the number of fatal and serious injuries.	Ongoing. 5+ Years.	Work through the process of upgrading MDT's current crash database. This includes coordination with MDT-ISD and MHP.	Patricia Burke, Safety Engineer, HSIP-MDT, Information Services Division (ISD)-MDT	HSIP FFY 2021	Safety - MDT	Program approval and implementation.
S5.2 Create crash database dashboards for groups including CHSP, Planning Division, etc. This could include other agencies such as MHP (focusing enforcement efforts) and DPHHS (focusing educational efforts).	1-2 Years	Preliminary discussions on creating dashboards. Dashboard development early 2021.	Patricia Burke, Safety Engineer, HSIP-MDT, Information Services Division (ISD)-MDT	Confirm HSIP FFY 2021	Safety - MDT	

Strategy 6: Support and increase enforcement of proper road use behaviors by all road users (motorized and nonmotorized) identified through crash data.		Purpose: A primary way to change driver behavior is through enforcement of safe driving. The goal of issuing citations and fines to those who violate statutes and exhibit risky behavior is to change behavior. Data analysis and input from law enforcement is invaluable in identifying locations where enforcement and /or safety improvements are needed. Those locations may also be reviewed for infrastructure and facility upgrades to increase safety for enforcement and other emergency responders.				
Opportunities	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success

S6.1 Continue to conduct and implement Operation Safe Driver campaigns.	Annual. Ongoing.	CMV enforcement activities within corridors where data indicated there are a high number of crashes involving vehicles involved in international commerce.	Eric Belford, MCS & MHP	CVSP FFY 2018-2020	Federal Motor Carriers Safety Administration (FMCSA)	Implementation of Annual Campaigns
S6.2 Continue to support the Montana Highway Patrol (MHP) high visibility enforcement STEP and SETT programs with crash maps for distribution to Montana Highway Patrol Districts focusing on speeding, impaired driving, unrestrained vehicle occupants, and distraction in addition to other risky driving behaviors.	Annual. Ongoing.	Crash maps to assist enforcement in identifying enforcement corridor or crash clusters to focus on risky driving behaviors to reduce roadway departures.	Chad Newman & Mark Keeffe, SHTSS-MDT, & MHP			Annual maps.
Strategy 7: Explore and implement best practices for reducing roadway departure, including distracted and fatigued driving, in addition to other behavioral factors.	Purpose: Behavior change may result from enforcement, education, or a response to infrastructure. For example, distracted or fatigued driving can be addressed through rumble strips that alert a driver (who might be talking on a cell phone or falling asleep) that they are leaving the travel lane; law enforcement could stop a vehicle for careless driving upon noting erratic movement on the roadway; or an education campaign might convince a driver that it is just not worth the risk to answer a call while driving or that they should pull over to rest when overly fatigued. New technology and research are continually emerging to address behavioral issues. With this strategy, Montana will continue to monitor safety literature to evaluate emerging safety improvements strategies with a proven safety benefit and consider implementation, as appropriate.					
Opportunities	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S7.1 Conduct low volume rural roads research project to prioritize and identify areas of need.	Two-year project	Develop a methodology for identifying and prioritizing locations on low volume local roads in Montana at the network level deserving of Highway Safety Improvement Projects.	Traffic & Safety Engineering (TS)	Research-MDT	Research-MDT	Completion of research project.
S7.2 Research effectiveness of highway safety public education at Montana Motor Vehicle Division and Vehicle Registration Stations by streaming safety videos.	In progress.	There is a need to educate Montanans about highway safety, the consequences of risky driving behaviors (such as texting while driving, driving while impaired or distracted, driving unbuckled); and the benefits of proven innovative road safety countermeasures (such as roundabouts and rumble strips installed by public transportation agencies). There is an opportunity to educate the public by continuously showing looping highway safety video clips at Motor Vehicle Divisions licensing	Traffic & Safety Engineering (TS), Motor Vehicle Division-Dept of Justice (MVD-DOJ) and other traffic safety partners	Research-MDT	Research-MDT	Consider implementation of research findings, if appropriate.

		& vehicle registration stations for customers waiting 5+ minutes.				
S7.3 Proposed: Research safety evaluation of sinusoidal centerline rumble strips.	In progress.	Previous studies show a quieter CLRS option is the sinusoidal centerline rumble strip (SCLRS). Currently there are no studies to quantify the crash reduction effects of the SCLRS. This proposed project will investigate the effectiveness of sinusoidal centerline rumble strips in lowering the number of observed crashes.	Traffic & Safety Engineering (TS)-MDT	Research-MDT	Research-MDT	Implement research findings, if appropriate.
S7.4 Proposed research effective wildlife fences through better functioning barriers at access roads and jump-outs. Wildlife fences in combination with wildlife crossing structures are the most effective measure to improve human safety through reducing collisions with large mammals, and to provide safe crossing opportunities for wildlife.	Proposed	Study to investigate barrier types to keep species with paws out of the fenced road corridor at access roads. Research to select sites with very low traffic volume & interested landowners first, before increasing complexities with higher volume public roads. Initial focus is on very low volume access roads and single landowners, and relatively low-cost barriers, including those from ranching and African wildlife reserves. No research on whether barriers have been tested for wildlife (especially species with paws) in North America. Barriers at higher volume access roads or barriers on the main highway at fence-ends, likely will require more complex and more expensive measures (e.g. "electricity off" switch on a timer for transportation system users. Initial focus on low volume access roads has the potential to result in the greatest benefits at the lowest costs. Existing gates and existing wildlife guards can be left in place; they would either be an integral part of the "treatment" (e.g. for existing wildlife guards) or they could be left open during the testing of the alternative barriers (e.g. for existing gates).	Environmental-MDT, Confederated Salish & Kootenai Tribes, and other traffic safety partners	Research-MDT	Research-MDT	Implement research findings, if appropriate.
S7.5 Implement findings of New/Novel Signs Study to Support Infrastructure Based Motorcycle Crash Countermeasures Project	Completed by end of FFY 2021	Develop a prioritized list of highway sign alternatives that can serve as effective motorcycle crash countermeasures. Objective is to determine and/or develop various new/novel highway sign alternatives, conduct comprehension and legibility testing of these highway	FHWA	FHWA	FHWA	Review technical report & implement findings if appropriate.

		signs, and develop a prioritized list of highway sign alternatives that can serve as effective motorcycle crash countermeasures.				
S7.6 Continue to track and consider implementation of advances in automated vehicle and roadway technologies. As automated vehicle technology advances and is deployed, transportation policy and planning will be critical. Approaches to fully address the needs of the traveling public, businesses, and freight operators will need to be adapted.	Ongoing.	As automated driving systems developers continue to improve their systems, laboratory and track-testing are validated with controlled testing on public roads. Vehicle-to-vehicle (V2V) communication's ability to wirelessly exchange information about the speed and position of surrounding vehicles can help to avoid crashes, ease traffic congestion, and improve the travel environment. Advanced driver assistance technologies depend on an array of electronics, sensors, and computer systems. In advancing these features and exploring the safety benefits of these new vehicle technologies, NHTSA is also focused on strong cybersecurity to ensure these systems work as intended and are built to mitigate safety risks.	Chad Newman, SHTSS-MDT & Gabe Priebe, Traffic & Safety Engineering, & Eric Belford, Motor Carrier Services-MDT	NHTSA	NHTSA, Research-MDT, FHWA, FMCSA, among others	Provide updates as they become available.

9.5   Appendix E - Impaired Driving Workplan

Emphasis Area: Impaired Driving							
Champion/Co-Champion: Kevin Dusko, Impaired Driving Program Coordinator, State Highway Traffic Safety Section (SHTSS), MDT							
Objectives: - Reduction of Impaired Driving related Fatalities - Reduction of Impaired Driving related Serious Injuries							

Strategy 1 - Deterrence and Enforcement		Purpose: Safe road users focus on an individual's safe driving behavior to not drive impaired; and enforcement to change risky and unlawful behavior of driving impaired. General deterrence influences motor vehicle operator's behavior changes regarding the consequences of driving while impaired. Specific deterrence includes efforts to influence impaired driver offenders so they will not continue to drive impaired and works by changing driver's behavior in understanding the law enforcement, prosecution and adjudication penalties and the impact on victims and survivors' families and friends.					
Opportunity	Timeline	December 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S1.1 Continue to support Selective Traffic Enforcement Program (STEP) and Safety Enforcement Traffic Team (SETT) High Visibility Enforcement (HVE) efforts.	Annual. Mobilizati on Period. Ongoing	State Highway Traffic Safety Section(SHTSS) provides funding for HVE campaigns implemented by law enforcement (LE.) Participating agencies provide national mobilization & HVE at local at-risk events. Funding is a competitive grant process requiring a work plan and regular reporting.	Chad Newman SHTSS-MDT, Montana Highway Patrol (MHP) & Local Law Enforcem ent (LE)	HSP FFY 2021	NHTSA Counter measure s That Work (CMW)	LE hours supported by grant dollars:
S1.2 Continue to support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts	Annual. Mobilizati on Periods/ Ongoing.	State Highway Traffic Safety Section(SHTSS) provides funding for HVE efforts implemented by law enforcement (LE.) Participating agencies provide national mobilization & HVE at local at-risk events. Funding is a competitive grant process requiring a work plan and regular reporting.	Sheila Cozzie, Tribal LE agencies, SHTSS-MDT	HSP FFY 2021	CMW	LE hours supported by grant dollars:
S1.3 Continue to support the Law Enforcement Liaison program	Annual. Ongoing	SHTSS-MDT has divided the state into four regions to include state, county, tribal and city LE agencies. The liaisons are responsible for increasing productivity of the STEP program and work towards a collaborative "One Team" approach to eliminate impaired driving. Focus of liaisons is to involve LE agencies - both STEP and non-STEP agencies to	Chad Newman, SHTSS-MDT	HSP FFY 2021		Number of LEL's Recruitment of rural LE agencies & increased coordinated events.

Opportunity	Timeline	December 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
		participate in local high visibility at-risk events.				
S1.4 Continue to support and promote Law Enforcement Mini-Grant Program	Annual. Ongoing.	Projects funded by NHTSA , managed by SHTSS. Grant funding specific to MT safety funding. Funding for non-STEP participating agencies for local high visibility enforcement at specific events. Agencies can apply for overtime grants. Applications are accepted throughout the year.	Chad Newman, State & Local Law Enforcem ent (LE)-Departme nt of Justice (DOJ), SHTSS-MDT	HSP FFY2021		Number of funded mini grants:
S1.5 Continue to support and maintain the Traffic Safety Resource Officer (TSRO)	Annual. Ongoing	TRSO coordinates & manages the Standard Field Sobriety Test (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE)training programs for Montana. Training enhances the skills & expertise of LEOs when conducting traffic stops and HVE enforcement. TSRO serves as a liaison between MHP and local and tribal LE agencies, prosecutors, judges, and the public.	Sgt. Doug Samuelso n, MHP-DOJ, SHTSS-MDT	HSP FFY 2021		SFST certified training / LEOs trained or recertified: ARIDE certified trainings/ LEOs trained or recertified: DRE training/ DRE instructor certification:
S1.6 Sustain and support DUI Police Traffic Safety Pilot Program	Annual. Ongoing	This NHTSA funded project managed by SHTSS-MDT funds activities focused specifically on DUI enforcement. There is a secondary focus on occupant protection, speeding and enforcement of the city's distracted driving (cell phone) ordinance.	Kevin Dusko, City of Helena, SHTSS-MDT	HSP FFY 2021		Reduction of incidents of impaired drivers:
Strategy 2- **Prevention and Education**		Purpose: Support policies, education, training, programs, and activities that promote positive driving behavior and reduce impaired driving through public health approaches, including related deaths and serious injuries, altering social norms, and changing risky or dangerous driving behaviors. Prevention programs promote communication strategies that educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving.				
Opportunity	Timeline	December 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S2.1 Support activities that include Prevention Specialist focus areas	Ongoing	Focus areas include school-based programs, traffic education programs and other community-based prevention/ intervention programs.	Curtis Weiler, Addictive and Mental			Number and Types of educational programs provided.

			Disorders Division (AMDD)/, Office of Public Instructio n (OPI)			
S2.2 Support Injury Prevention Specialist across the state	TBD					
S2.3 Sustain and expand local DUI Task Forces	Annual. Ongoing	SHTSS-MDT facilitates statewide training for task forces (TF) and serves as a conduit for TF. The MDT Director and Governor's representative for highway traffic safety reviews and approves county annual TF plans. Training provides traffic safety information and promotes networking and opportunities for collaboration.	Counties & Kevin Dusko, SHTSS-MDT	HSP FFY 2021	2018 NHTSA Alcohol Assessm ent, CMW	Number of County DUITF's
S2.4 Sustain and support Northern Tribes Tribal DUI Task Force	Annual. Ongoing	The Northern Tribes DUI TF was formed by tribal reservation communities with membership consisting of a wide variety of traffic safety partners including Tribal Council members, judges, prosecutors, law enforcement, transportation, health, injury prevention agencies, and tribal community colleges. The TF includes established by-laws, elected officers, and a strategic plan. NHTSA funding assists in conducting quarterly work meetings. MDT Director and Governor's representative for highway traffic safety reviews and approves TF plan.	MT Tribal agencies and schools, Sheila Cozzie, SHTSS-MDT	HSP FFY 2021	2018 NHTSA Alcohol Assessm ent, CMW	Continued education of tribal reservation communities of the risks associated with impaired driving.
S2.5 Sustain and grow the Teen Traffic Safety Program focusing on impaired driving	Annual. Ongoing.	Continue to partner with Family, Career and Community Leaders of America (FCCLA) on teen peer-to-peer traffic safety program and other teen traffic safety opportunities to develop campaigns and conduct educational outreach focusing on dangers of underage drinking and impaired driving for teens and young adults,	Sheila Cozzie SHTSS-MDT, FCCLA, and other traffic safety partners	HSP FFY 2021	CMW	Program Implementatio n

		including various outreach and media outlets.				
S2.6 Sustain and grow the Safe On All Roads - SOAR - Tribal community traffic safety program	Annual. Ongoing.	A focus of the SOAR program is to promote safe driving practices including the educational outreach on the dangers of impaired driving and underage drinking within tribal reservation communities. SHTSS-MDT manages the NHTSA funding and partners with tribal agency SOAR coordinators to provide tribal specific and relevant safety messaging.	SOAR Coordinators, tribal agencies, Sheila Cozzie, SHTSS-MDT	HSP FFY 2021		Program implementation
S2.7 Sustain and support efforts to reduce the over-service of alcohol and preventing underage drinking and driving by supporting mandatory alcohol sales and service training.	Ongoing	Program purpose is to expand the awareness & support of continued mandatory alcohol sales and service training, including special events training and state permitting of alcohol servers and sellers. Research and implement methods for tracking participation and compliance.	Kent Haub, Alcohol Beverage Control Division (ABCD)- Department of Revenue (DOR)	DOR		Number of servers trained/recertified:

Strategy 3- Criminal Justice System		Purpose: : Montana uses various components of its criminal justice system to mitigate impaired driving laws, enforcement, prosecution, adjudication, criminal and administrative sanctions, and communications to achieve both specific and general deterrence.				
Opportunity	Timeline	December 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S3.1 Support stronger impaired driving laws.	Full Legislative Sessions and Interim Committees	SHTSS - MDT and partners will be monitoring 2021 Legislative Proposals that may impact impaired driving laws.	Various - Traffic safety partners and public safety advocates		2018 NHTSA Alcohol Assessment	Introduced and Passed Impaired Driving Legislation
S3.2 Continue to support implementation and expansion of the Statewide 24/7 Monitoring Program and other DUI Offender monitoring programs.	Annual. Ongoing.	SHTSS - MDT provides NHTSA funds to the Montana Highway Patrol to support a full Time 24/7 Coordinator. The 24/7 sobriety monitoring program focus is to prevent repeat offenses and uses primary testing methodologies for the presence of alcohol and dangerous drugs. MCA 61.8.401	Attorney General (AG)-DOJ, SHTSS-MDT	HSP FFY 2021	CMW, 2018 NHTSA Alcohol Assessment	Number of Counties participating: Offenders enrolled in the program: Number of reoffenders:

S3.3 Sustain and support the Traffic Safety Resource Prosecutor (TSRP)	Annual. Ongoing.	SHTSS-MDT contracts with the AG office for the TSRP to conduct training on DUI adjudication. Training enhances consistent identification, arrest, prosecution and sentencing of DUI offenses.	Chad Parker, AG-DOJ, SHTSS-MDT	HSP FFY 2021	2018 NHTSA Alcohol Assessm ent	Training completed and number of people trained
S3.4 Sustain and support the Judicial Outreach Liaison (JOL)	Annual. Ongoing.	MDT-SHTSS has partnered with the American Bar Association and selected a State Judicial Outreach Liaison (SJOL). SJOL will be working with partners across the state in provide state highway safety education.	JOL McKinnon , Court Administr ation, American Bar Associatio n (ABA), SHTSS-MDT	HSP FFY 2021	2018 NHTSA Alcohol Assessm ent	Training completed and number of people trained
S3.5 Support increase of crime lab resources to improve process of DUI test samples.	As needed.	Up-to-date, technical crime lab resources are needed to keep abreast of ever-changing chemical composition of alcohol and drugs- both over the counter and illicit. Successful program implementation is dependent on continued education and training of lab technicians and improved crime lab capacity and speed, including the number of toxicologists and equipment (such as intoxilizers for Breath Test program) to process DUI test samples and to measure other drugs.	Beth Smalley, Forensic Science Division (FSD)-DOJ, SHTSS-MDT, and other traffic safety partners	HSP FFY 2021	2018 NHTSA Alcohol Assessm ent	Type of equipment purchased or sustained
S3.6 Continue to sustain and expand DUI Courts and Treatment Court Training for DUI Offenders	Annual. Ongoing.	Montana has 41 Treatment Courts in Montana. Seven of those are DUI Courts. MDT-SHTSS provides direct support for 5 of the 7 DUI Courts. Support of training opportunities are offered to Treatment Courts for DUI Offenders. A Foundational DWI Court Training will be provided in the spring of 2021.	Judge Knisley, Judicial Courts, SHTSS-MDT	HSP FFY 2021	2018 NHTSA Alcohol Assessm ent	Number of DUI Courts: Number of Treatment Courts: and training provided
S3.7 Continue to support and expand Tribal DUI Courts	Annual. Ongoing.	NHTSA funding is managed by SHTSS-MDT and covers travel costs for participants (judges, DUI coordinator, prosecutor, defense council, etc.) to attend	Sheila Cozzie, Tribal Courts,	HSP FFY 2021	2018 NHTSA Alcohol Assessm ent	Sustain & expand DUI Courts.

		DUI court training. The training covers the 10 Guiding Principles of the DUI Court Model and includes an on-site visit to a DUI Court Academy. Applications are required and is a competitive process. Currently: Fort Peck DUI Court, not funded by SHTSS-MDT.	SHTSS-MDT			
S3.8 Support Administrative License sanctions for DUI Offenders following (MCA 61-05-02).	Ongoing	When a driver's license is suspended, the privilege to drive a motor vehicle upon public highways is withdrawn for a specified period. MVD continues to administer/track driver's licenses that are suspended	Michele Snowberger, DOJ	MVD	CMW	Number of licenses with administrative action
S3.9 Continue to support alcohol breath testing by Motor Carrier Services (MCS) officers with reasonable suspicion or other competent evidence that a CDL operator may be driving impaired.	Annual. Ongoing.	Montana' s commercial motor vehicle (CMV) enforcement is funded by the MCSAP grant. MCS officers conduct inspections utilizing NETS to verify driver Credentials, CDL classification, for vehicle driven, alcohol usage, and driver and vehicle out-of-service status among other responsibilities. MCS officers actively participate in continuing impaired driving education and testing and are recertified on an annual basis on alcohol detection and testing.	Eric Belford, Motor Carrier Services (MCS - MDT, MVD-DOJ	CVSP FY 2018-2020	MCSAP, FMCSA	Number of driver and vehicle inspections: Number of DUI offenders: MCS officers recertified:
Strategy 4 - Communication Program		Purpose: To inform the public of dangers of driving while impaired and to promote a positive social norm of not driving while impaired. Montana will continue implementing a comprehensive communication program that is cultural and socially relevant and focuses on reaching high risk groups based on traffic-related data and market research to identify specific audience to maximize resources and effectiveness.				
Opportunity	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S4.1 Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors regarding impaired driving.	Ongoing	The task of improving the culture of safety begins with understanding the behaviors and beliefs of specific high-risk groups regarding impaired driving. Developing relevant, impactful safety messaging is the first step in changing the behavior and beliefs of these specific high-risk groups. Implementation of research	Janet Kenny, SHTSS-MDT, DPHHS, OPI, AARP, NHTSA and other traffic		Research - MDT, NHTSA, GHSA, Insurance Institute of Highway Safety (IIHS),	Implement research findings and best practices and evaluation, as appropriate.

		findings and best practices, as appropriate to Montana should include a measure to evaluate success.	safety partners		National Safety Council (NSC)	
S4.2 Participate and support in National Mobilization Media Campaigns aimed at preventing impaired driving.	Annual. Ongoing	SHTSS-MDT continues to partner with NHTSA and local media in promoting State Highway Traffic Safety messaging statewide during mobilization periods.	MHP, local LE , MSPOA, Chad Newman SHTSS-MDT			Implement annual mobilizations media campaigns.
S4.3 Monitor the impact of marijuana legalization on roadway crashes and countermeasures in Montana and peer states.	Ongoing	Research and report the presence of THC increase of drivers on the road, arrests of , and crash-involved drivers; THC-positive drivers not necessarily impaired; and fatal crashes involving marijuana as guidance for issues for Montana to consider addressing and developing legislation.	Janet Kenny & Kevin Dusko, FSD-DOJ, Research-MDT, Governors Highway Safety Administration (GHSA), SHTSS-MDT		NHTSA, GHSA, Insuranc e Institute of Highway Safety (IIHS), National Safety Council (NSC), other State Highway Traffic Safety Offices	Develop Montana Fact Sheet
Strategy 5 - Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation		Purpose: Impaired driving frequently is a symptom of a larger alcohol or other drug problem. Many first-time impaired driving offenders and most repeat offenders have alcohol or other drug abuse or dependency problems. Without appropriate assessment and treatment, these offenders are more likely to repeat their crimes. Alcohol and/or drug use leads to other injuries and health care problems. Frequent visits to emergency departments present an opportunity for intervention, which might prevent future arrests or motor vehicle crashes, and result in decreased alcohol consumption and improved health.				
Opportunity	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S5.1 Support ACT (Assessment, Course and Treatment) for DUI Offenders	Ongoing	Support ACT - August 2020 Status: Continued expansion of ACT Providers throughout the state that provides easier access and competition on cost of ACT. To better focus on number of DUI Offenders served AMDD would like to work with Office of Court Administrator (OCA) and the State Highway Traffic Safety Section.	Curtis Weiler, AMDD, OCA, SHTSS-MDT		2018 NHTSA Alcohol Assessm ent	Accurate Number of DUI Offenders served

| S5.2 Expand Screening, Brief Intervention, and Referral to Treatment (SBIRT) in healthcare and into other settings throughout Montana. | Ongoing. | As part of Medicaid Expansion, alcohol screening questions have been added to a Health Risk Assessment (HRA), which is given to all Medicaid members during an outpatient visit to their healthcare provider. The assessment is of primary chronic diseases & offers healthcare providers an opportunity to follow-up with a brief intervention using motivational interviewing to promote behavior change with risky drinking behaviors. | AAMD-DPHHS | 2018 NHTSA Alcohol Assessment | | Annual report |

Strategy 6- Program Evaluation and Data		Purpose: It is important to have access to and analyze reliable data sources related to impaired driving for problem identification and program planning. Various evaluation criteria will effectively measure progress and determine program effectiveness for planning and implementation of new programs and ensure that resources are allocated appropriately.				
Opportunity	Timeline	December 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S6.1 Support a comprehensive picture of impaired driving data, which may include, but is not limited to: Crash, Citation, Toxicology, Conviction, Motor Vehicle and DUI Offender monitoring data.	Ongoing	Develop a resource material(s) to align data sets to inform traffic safety partners, advocates, CHSP Advisory Committee and Executive Leadership Team, and the general public of the impaired driving safety issues, economic threats, and changes needed to reduce impaired driving fatalities and serious injuries.	Motor Vehicle Division (MVD)-DOJ, MT Board of Crime Control (BoCC), FSD-DOJ, MHP-DOJ, OCA, SHTSS-MDT, and other traffic safety partners	2018 NHTSA Alcohol Assessment		Enhance data sets to inform the approach to stronger laws and penalties, arrest rates and repeat offenders.

9.6   Appendix F - Unrestrained Vehicle Occupant Workplan

Emphasis Area: Unrestrained Vehicle Occupants						
Champion: Janet Kenny, State Highway Traffic Section Supervisor, MDT &						
Co-Champion: Erin Root, Occupant Protection Program Coordinator, MDT						
Objectives:	-Reduction of Unrestrained Vehicle Occupant Fatalities					
	-Reduction of Unrestrained Vehicle Occupant Serious Injuries					
Strategy 1 - Laws & Enforcement	Purpose: Policies and laws focus on vehicle occupants using safety restraints and enhancing safe driving behaviors; and enforcement can help to change behavior. Adoption of a primary safety belt law that allows officers to stop drivers for that offense alone would make a significant difference in saving lives. Increasing the penalty for a citation would reinforce that Montana takes the nonuse of safety restraint seriously and that no life is expendable.					
Opportunities	Timeline	August 2020 Status	Lead(s)	Reference	Resources	Measurement of Success
S1.1 Support efforts from safety partners and stakeholders to implement a primary seatbelt law.	Legislative Session 2021	Review & update related safety educational outreach materials with confirm consistent messaging (such as fact sheets and speaking points and other educational materials).	Collaboration of traffic safety partners not limited to DPHHS, DOJ, Department of Revenue (DOR), OPI, DLI, Department of Administration (DOA), MDT; AARP; AAA; Montana Association of Counties (MACo), Montana Sheriffs & Peace Officers (MSPOA) and Montana Municipal Interlocal Association (MMIA)	2017 Occupant Protect Program Assessment	Resource needed: Legislator or other identified traffic safety coalition lead	Primary Law enacted.
S1.2 Support increasing the current seat belt penalty of $25 to be consistent with the $100 penalty for the child passenger safety restraint law.	Legislative Session 2021	Review & update of related safety materials (fact sheets & educational materials).	Collaboration of traffic safety partners and stakeholders	2017 Occupant Protect Program Assessment	NHTSA Counter measures That Work (CMW) Resource needed: Legislator / traffic safety coalition lead	Primary fine increased.

S1.3 Support enhancement and implementation of mandatory minor (under 18 years of age) occupant protection laws per best practices and GDL requirements which includes other risky driving behaviors .	Ongoing.	Per the Administrative Rules of Montana (ARM), an approved traffic education program for young novice drivers must include a parent meeting at the beginning of the driver education class that includes course schedule, requirements, and expectations of the teen student and the parents/guardians; information on Montana's graduated driver licensing (GDL) law; best practices in GDL; and parental involvement.	OPI	OPI Traffic Education Program, ARM 10.13.307	CMW	Number of DE students registered: Number of DE students successfully trained:
S1.4 Promote local jurisdictional adoption of seat belt ordinance if appropriate.	Ongoing.	Local ordinances can be enacted which do not exceed state statute.	Local government agencies		CMW	Number of Ordinances.
S1.5 Continue to support Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts at the state and local level focusing primarily on impaired driving and secondary on unrestrained vehicle occupants and other risky driving behaviors.	Annual. Ongoing.	STEP supports law enforcement (LE) HVE efforts. Participating agencies provide national mobilization & HVE at local at-risk events. Funding is a competitive grant process requiring a work plan and regular reporting.	Montana Highway Patrol (MHP) & Local LE - Department of Justice (DOJ), SHTSS-MDT	HSP FFY 2021	CMW	Reported LE HVE hours: Number of mobilizations worked: Citation reported during mobilizations:
S1.6 Continue to support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts focusing on unrestrained vehicle	Annual. Ongoing.	Tribal STEP grants assist tribal law enforcement in conducting HVE at local at-risk events & to establish checkpoints with the purpose of checking for seat belt and child safety seat use and	Tribal LE agencies, State Highway Traffic Safety Section(SHTSS)-MDT	HSP FFY 2021, NHTSA 505 funding	CMW	Reported LE HVE hours worked: Number of mobilizations worked: Citations reported during mobilization:

occupants among other risky driving behaviors.		impaired drivers. Funding is a competitive grant process requiring a work plan and regular reporting.				
Strategy 2: Communication, Education & Injury Prevention		Purpose: Use of a vehicle safety restraint can reduce fatalities and serious injuries and improve crash outcomes. The key to improved crash outcomes is correct use of seat belts and child passenger safety seats every trip, every time. Education, training, and public outreach are effective tools to support and promote workplace policies and laws, enforcement activities, safety programs and messaging materials. Developing and strengthening partnerships with private employers, community-based organizations, and public agencies to encourage and promote the use of safety belts and child passenger safety seats.				
Opportunities	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S2.1 Sustain and grow the community-based Buckle Up Montana program.	Annual. Ongoing.	Grass roots community coalitions funded by NHTSA grants through SHTSS-MDT to implement local public information and educational (PI&E) programs to promote seat belt and child passenger seat use. These coalitions also conduct CPS training and car seat fittings within their local communities.	BUMT Coordinators, local agencies, MDT-SHTSS	HSP FFY 2021		Program implementation
S2.2 Sustain and grow the Safe On All Roads (SOAR) Tribal community program focusing on seat belt and child passenger seat use.	Annual. Ongoing.	Focus of the SOAR program is to promote safe driving practices including seat belt & child passenger seat use within tribal reservation communities. SHTSS-MDT manages the NHTSA funding and partners with tribal agencies SOAR coordinators to provide tribal specific and relevant safety messaging .	SOAR Coordinators, tribal agencies, SHTSS-MDT	HSP FFY 2021		Program implementation
S2.3 Sustain and grow the Teen Traffic Safety Program	Annual. Ongoing.	Continue to partner with Family, Career and Community Leaders of America (FCCLA) on teen peer-	FCCLA, SHTSS-MDT, and other traffic safety partners	HSP FFY 2021	CMW	Program Implementation

		to-peer traffic safety program and other teen traffic safety opportunities to develop campaigns and conduct educational outreach for teens and young adults to include a variety of outreach and media outlets.				
S2.4 Sustain and grow the Child Passenger Safety Certification Training Program and inspection stations in Montana with increased focus on high-risk populations.	Annual. Ongoing.	Continue to support and promote the National Child Passenger Safety certification and recertification training to maintain and increase CPS technicians; and maintain and increase instructors in Montana. Maintaining inspection stations correlates with maintaining certified instructors.	CPS Instructor Team, MDT-HSP	HSP FFY 2021		Technicians and Instructors trained: Technicians and Instructors recertified:
S2.5 Continue to support and sustain purchase and distribution of child passenger safety seats.	Annual. Ongoing.	Purchase and distribution of child safety seats for child restraint inspection stations and CPS technicians statewide with priority given to at risk areas.	CPS Technicians, Other traffic safety partners, SHTSS-MDT	HSP FFY 2021		Number of seats purchased and distributed:
S2.6 Develop child passenger safety educational materials with updated and coordinated messaging and a distribution plan	As needed.	Activity involves updating and distribution of relevant materials that may be outdated and warrant an update due to statute change and industry upgrades; and includes consistent messaging developed by safety partners. Distribution should consider various media formats to inform public stakeholders.	CPS Instructor Team, Injury Prevention & Emergency Medical Services for Children (EMSC)-Department of Health & Human Services (DPHHS), SHTSS-MDT		NHTSA	Campaign implementation to include development & distribution plan.

S2.7 Develop educational campaigns based on current research on effective messaging to effect behavioral change in seat belt use.	As needed.	This opportunity involves updating and a distribution of relevant materials that may be outdated and warrant an update due to statute change, industry upgrades, or change in safety change methodology to include agreed upon consistent safety messaging developed by safety partner experts. Distribution should consider various media formats & distribution outlets to inform public stakeholders.	Traffic safety partners not limited to CPS Instructor Team, DPHHS, Department of Labor & Industry (DLI), and SHTSS-MDT		National Safety Council (NSC)	Campaign implementation to include development & distribution plan.
S2.8 Continue to encourage state agencies and other safety partners to distribute coordinated and consistent educational safety campaigns and messaging to increase seat belt and child passenger safety awareness and use.	Ongoing.	Opportunity involves coordination, collaboration, and communication with all transportation safety partners to distribute seat belt and child care seat messaging to internal staff networks and external county, tribal, and city networks to reach grassroots stakeholders to promote and enhance safety benefits of using vehicle safety restraints. Distribution should consider various media formats & distribution outlets to inform public stakeholders.	Traffic safety partners and networks not limited to those listed (DPHHS, DOJ, Department of Revenue (DOR), OPI, DLI, Department of Administration (DOA), MDT; local city, tribal, county government agencies and health departments; AARP; AAA; Montana Association of Counties (MACo), Montana Sheriffs & Peace Officers (MSPOA) and Montana Municipal Interlocal Association (MMIA)	2017 Occupant Protect Program Assessment	NSC	Campaign implementation to include development & distribution plan.
S2.9 Continue to encourage state, county, tribal and	Ongoing.	Access and update workplace traffic safety tool kit with	Traffic safety partners, not limited to BUMT		NCS, Smith System-	Workplace policies & toolkit development

Opportunities	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
city agencies, and private employers to coordinate and implement workplace traffic safety policies to include seat belt use and other traffic safety measures.		traffic safety partners and determine best methods for public use. Develop safety messaging campaign to roll out traffic safety resource tool kit to public. Consider various outlets for distribution.	coordinators, DOA, DLI, DPHHS, MMIA, DOJ, OPI, SHTSS-MDT and other state, county, tribal and city transportation and health and LE agencies		Drive Different	and resource distribution
S2.10 Promote and increase education and training for law enforcement, prosecutors, and the judiciary to ensure consistent citing and adjudication of occupant protection offenses and consideration of alternative sentencing (i.e., safety education including Alive at 25).	Annual. Ongoing.	" Training enhances the skills & expertise of LEOs when conducting traffic stops. Training conducted by the Traffic Safety Resource Officer (TSRO). The TSRO serves as a liaison between MHP and local and tribal LE agencies, prosecutors, judges, and the public.	MHP-DOJ, SHTSS-MDT	HSP FFY 2021		Number & types of trainings:
S2.11 Continue to support occupant protection mini-grant funding of community education and outreach	Annual. Ongoing.	Projects are funded by NHTSA & managed by SHTSS. Grant funding assists in community education and outreach on the importance of seat belt use and child passenger safety. Grant applications are open to the public and accepted throughout the year.	Local & tribal health and prevention specialists, educators, MHP, local, & tribal LE-DOJ, SHTSS-MDT, and other traffic safety partners.	HSP FFY 2021		Number of funded mini grants:

Strategy 3: Improve Unrestrained Vehicle Occupant Data		Purpose: Data is an essential part of identifying driver and occupant behaviors, including safety restraint use, misuse, or nonuse. Observational, pre-, and post- seat belt use surveys and child passenger safety checklists are methods of gathering occupant safety restraint use data. Other data resources include citation, crash, and trauma registry data. Evaluation of the effectiveness of workplace policies, laws, enforcement, safety programs, and public outreach activities helps identify areas that may need enhancement or increased focus				
Opportunities	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S3.1 Research underlying beliefs and behaviors of high-risk groups to better understand	Ongoing.	The task of improving the culture of safety begins with understanding the behaviors and beliefs	DPHHS, OPI, AARP, SHTSS- MDT and other traffic safety partners		Research- MDT, NHTSA, GHSA, Insuran	Implement research findings and best practices and

their traffic safety behaviors.		of specific high-risk groups. Developing relevant, impactful safety messaging is the first step in changing the behavior and beliefs of the specific high-risk groups. Implement research findings and best practices as appropriate to include a measure to evaluate success.			ce Institute of Highway Safety (IIHS), National Safety Council (NSC)	evaluation, as appropriate.
S3.2 Continue to conduct observational seat belt surveys, local and statewide.	Periodic Surveys. Annual.	Pre- and post- surveys of seat belt use are a component of traffic safety educational outreach and is a method to determine message effectiveness. Annual seat belt use observations are a NHTSA core measure.	BUMT Coordinators, other traffic safety partners and educators, SHTSS-MDT	HSP FFY2021, NHTSA 2017 Occupant Protect Program Assessment		Sustained or Improved seat belt rates.
S3.3 Child Passenger Safety Seat data collection on use and misuse of child safety restraints	Development Process.	The CPS instructor team is engaging in discussions on data collecting efforts in the field and setting goals in relation to baseline and misuse rates. This is ongoing and will be updated.	CPS Tech Network, SHTSS-MDT			Number of car seat education opportunities. Measure to be confirmed.
S3.4 Evaluate/ report on Emergency Services (Image Trend data) and Trauma Registry Data, Emergency Response After Crash Care data	TBD					
S3.5 Continue to evaluate existing crash data to determine occupant restraint use, injury and fatality rate to measure progress.	Annual.	SHTSS Data Analyst queries Safety Management System unstrained vehicle occupants (UVO) crash data that is entered into the MHP data base and provides an annual data of UVO	MHP, SHTSS-MDT		CHSP Annual Crash Data Report	Reduction of unrestrained fatalities and serious injuries

		fatalities and serious injuries.				
S3.6 Continue to evaluate behavioral surveys on occupant restraint use to include teen and adult behavior,(i.e. Youth Risk Behavior Survey (YRBS) and MT Needs Assessment)	Bi-annual.	The Montana Youth Risk Behavior Survey (YRBS) is a self-reported safety behavior by MT youth used to identify the leading causes of mortality, morbidity, and social problems among youth; and includes questions on seat belt use, distracted driving, drug use, and impaired driving. The Needs Assessment (DPHHS) student survey focuses on risky behaviors associated with factors resulting in injury and/or impede positive development among our youth. The survey also includes risk and protective factors, which attitudes, and opinions research has shown to be highly correlated with these risky behaviors.	OPI, DPHHS, DLI, DOR, SHTSS-MDT among other traffic safety partners.	YRBS-OPI, MT Needs Assessment-DPHHS	2019 YRBS, 2018 MT Prevention Needs Assessment	Increase self-reported safe driving behaviors
S3.7 Continue to evaluate contacts made by law enforcement, including warnings and citations for non-seat belt use, including high visibility enforcement (HVE) conducted through STEP campaigns	TBD					

9.7 Appendix G - Emergency Response – After-Crash Care Workplan

Emphasis Area: Emergency Response- After-Crash Care						
Champion: Alyssa Johnson, Trauma Systems Manager, EMS & Trauma Systems, DPHHS						
Co-Champion: Shari Graham, EMS Systems Manager, EMS & Trauma Systems, DPHHS						
Objective: Reduction of morbidity and mortality of the Montana motor vehicle crash victims						
Strategy 1 - Access to the Emergency Response System; On Scene Care Training & Education	Purpose: Public awareness and education for those first on scene, before EMS arrives, can be crucial for survival. Lay bystanders can play a critical role in care, from activating the emergency response system to providing basic care of the injured patient. This requires access to 911 systems and medical advice from dispatch.					
Opportunity	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S1.1:Continue development of the Enhanced 9-1-1 & FirstNet & Next Generation 911 access for first responders	Ongoing.	FirstNet is a nationwide wireless broadband network for first responders being built & deployed through a first of its kind public-private partnership between the federal government and AT&T. DOAs role is to ensure AT&T delivers on the terms of its contract and creates a communication network that meets the needs of Montana public safety now and into the future.	Ed Tinsley, Statewide Interoperability Coordinator - DOA	Quinn Ness, Enhanced 911-POC, Public Safety Communications-Department of Administration (DOA); Tracey Murdock, First Net POC, Senior Public Safety Advisor and Regional POC	The First Responder Network Authority is the federal entity charged with overseeing the creation and delivery of the FirstNet network.	Sustain and increase coverage area, communication coordinate along the border, and capacity during emergencies and natural disaster.
S1.2:Support Emergency Medical Dispatch (EMD) training for all dispatch centers	Ongoing.	TBD	Kim Burdick & Shari Graham, EMS System Manager- EMS & Trauma Systems (TS)- Department of Public Health and Human Services (DPHHS)	DPHHS EMS Systems	Association of County Public Safety Communication Officials (APSCO) King Co. (Seattle) Training	Number of EMD trained dispatch centers
S1.3:Support bystander/ nonemergency personal	Ongoing.	By standers are the first "First Responders" to most emergencies. Beyond calling 9-1-1, they need to know basic skills in injury recognition	Alyssa Johnson & Janet Trethewey	Hartford Consensus Paper FEMA	National Stop the Bleed Organizati	Number of bystanders providing appropriate

training and education, (I.E. Stop the Bleed, First Aid, etc.)		and treatment to provide aid until help arrives. Supporting community and individual efforts to train lay persons in these skills is an ongoing effort by local EMS agencies, Law Enforcement agencies and schools.			on; American Heart Association (AHA); You are the Help Until Help Arrives	care as documented by emergency patient care record (EPCR) data
Strategy 2 - Safe & Rapid Transport of Crash Victims and Training of Emergency Responders	Purpose: Well-equipped ambulances with trained staff is mandatory to ensure rapid transport. EMS education and training needs to be on-going, with providers enhancing their skills and knowledge. Communication and quick response to on-scene crash sites by Traffic Incident Management (TIM) teams is priority to secure and clear crash sites to reduce additional crashes and ensure safe travel for the motoring public.					
Opportunity	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S2.1:Support ongoing education and training of emergency care responders.	Annual	Education & training to include but not limited to: (I.E. : Prehospital Trauma Life Support (PHTLS)- MDT Grant, Trauma Education, Psychological First Aid, Care for Children, Cultural Humility, among others) through continued annual grant funding.	Shari Graham, EMS System Manager- EMS & TS-DPHHS	DPHHS EMS Systems	DPHHS EMS Systems	Number of courses held & students trained. Prehospital Trauma Life Support (PHTLS)- MDT Grant: Trauma Education: Psychological First Aid: Care for Children: Cultural Humility:
S2.2:Secure EMS equipment and training to properly restrain and care for children (EMS for Children)	Annual	TBD	Robin Suzor, EMSC Coordinator, EMS & TS-DPHHS	DPHHS EMS Systems		Number of services with proper pediatric restraints.
S2.3:Support and promote MDT Emergency Medical Equipment Grant Program	Annual	Prehospital emergency medical services are a critical component of Montana's health care system. The availability of prehospital emergency medical services can improve the medical outcome for people suffering medical emergencies and may improve the severity of a motor vehicle crash victim by providing emergency care on scene and response to vehicle crash sites. MDT	Chad Newman, EMS Grant Coordinator, SHTSS-Montana Department of Transportation (MDT) & Shari	EM Equipment Grant Program-MDT	MCA 61.2.503	Number of grants awarded annually (vehicle/ equipment).

		Emergency Medical Equipment grants are eligible to emergency medical service providers for purchasing or leasing of ambulances; emergency response vehicles; or equipment for training, communication or for providing medical care to a patient. This grant program is an annual, competitive grant.	Graham, EMS System Manager-EMS & TS-DPHHS			
S2.4:Promote and improve prehospital notification communication system with facilities	Annual	TBD	Shari Graham, EMS System Manager-EMS & TS-DPHHS			Number of services using available free software. Number of facilities registered.
S2.5:Support and promote Trauma Emergency Response training for Law Enforcement Officers (LEO) & Equip Law Enforcement vehicles with basic trauma kits	Annual	Law enforcement officers (LEOs) often arrive at a motor vehicle crashes (MVC) prior to the EMS agency. Officers need to be able to recognize and treat the most critical life-threatening injuries prior to EMS arrival.	Shari Graham, EMS System Manager-EMS & TS-DPHHS	Tactical Emergency Medical Support	Pre-Hospital Trauma Life Support (PHTLS) for First Responders	Pre-Hospital Trauma Life Support (PHTLS) for First Responders
S2.6: Support and promote Traffic Incident Management Systems (TIMS) Training	Annual	Provide FHWA-developed certified 4-hour Traffic Incident Management Responder Safety Training to all first responders in Montana. Successful TIMS program is dependent on commitment of but limited to MDT, MHP, and DPHHS and other safety partners to continue education, train the trainer courses, and confirmation of training site locations.	Marcee Allen, TIM Coordinator- FHWA; Jerry Prete, TIMS Coordinator- MSU Fire Services; Shari Graham, EMS System Manager-EMS & TS-DPHHS; MDT; MHP; Montana Law Enforcement	FHWA SHRP2 Program; EDC-2, EDC-6	FHWA SHRP2 Program; EDC-2, EDC-6 initiatives is Next Generation TIM: Integrating Technology, Data, and Training	Annual Number of TIMS courses conducted. Number Trained. Status: 43.8% trained. Upcoming training: FHWA EDC-6

			Academy (MLEA)			
Strategy 3- Hospital-Based Trauma Care	Purpose: Optimally, all acute care facilities with emergency departments should be formally prepared and designated to care for injured patients at a level commensurate with their resources, their capabilities, and community's needs. Ongoing education and training of hospital-based emergency care providers is essential to improve patient care and outcomes.					
Opportunity	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S3.1:Support ongoing education and training of the trauma team.	Annual. Ongoing.	Education and training including but not limited to: Advanced Trauma Life Support (ATLS), Trauma Nurse Core Course (TNCC), Emergency Nurse Pediatric Course (ENPC) and Together Everyone Achieves More (TEAM- MDT Grant), and Cultural Humility among others.	Alyssa Johnson, DPHHS Trauma Systems	Montana Trauma System Plan 2019	DPHHS	Number of courses held, and students trained. ATLS: TNCC: ENPC: TEAM Grant: Cultural Humility:
S3.2:Support and further trauma center designation for all Montana facilities that care for injured persons	Ongoing.	Increased number of voluntarily designated trauma centers across the state.	Alyssa Johnson, DPHHS Trauma Systems	Montana Trauma System Plan 2019	NASEM: A National Trauma Care System; NHTSA- Trauma System Agenda for the Future; American College of Surgeons Committee on Trauma	Increased voluntarily designated trauma centers.
S3.3:Support and further Pediatric Ready Recognition for all Montana facilities	Ongoing.	Increase number of Pediatric Ready Recognized facilities in Montana.	Robin Suzor, EMSC-DPHHS	DPHHS		Increase Pediatric Ready Recognized facilities.
S3.4:Continue to support and promote the Rocky Mountain Rural Trauma Symposium (RMRTS)	Annual.		DPHHS Trauma Systems	Montana Trauma System Plan 2019	DPHHS	Sustain and increase participant (and vendor) attendance.

Strategy 4- Integrate Crash, EMS, Trauma and Roadway Surveillance Databases.		Purpose: Improve the accuracy, completeness, collection, integration, timeliness, uniformity, and accessibility of crash and injury data from various sources. Data on injuries and injury events can be used to guide post-crash response, identify gaps in quality care, and inform injury prevention strategies.				
Opportunity	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S4.1:Continue to utilize and enhance ImageTrend data (EMS patient care records)to track road safety trends and to improve overall EMS system performance	Annual.	DPHHS has been collecting EMS patient care data using ImageTrend since Jan 2017. With nearly all EMS services in Montana contributing data to the state data repository. The focus has shifted to improving data quality so that it can be effectively used for surveillance and system improvement.	Hannah Yang, Epidemiologist & Shari Graham, EMS Systems Manager-EMS & TS-DPHHS	Montana Trauma System Plan 2019	NEMSIS (National Emergency Medical Services Information System)	To measure data quality: NEMSIS state data submission dashboard metrics To measure data utilization: Number of data requests filled, number of data reports published.
S4.2:Utilize ESO/Digital Innovations (DI) data (Trauma Registry) to analyze hospital treatment of the patient and implement performance improvement using the data	Annual.	Analyze hospital treatment of the patient and develop and implement program-specific, regional & state-wide performance improvement indicators based on utilizing trauma registry data to drive change.	Carol Kussman, DPHHS Trauma Coordinator	Montana Trauma System Plan 2019	ESO/DI Data Dictionary; American Trauma Society position paper	Program-specific, regional & state-wide performance improvement implemented.
S4.3:Continue to support and use available Montana Highway Patrol (MHP) motor vehicle (MV) crash data for analysis to guide injury prevention strategies and emergency care of the patients.	Ongoing.	Continue to support and use MHP MV crash data to analyze crash data to guide injury prevention strategies & emergency care of the patients.	Mark Keeffe, Data Analyst-SHTSS-MDT & Hannah Yang, Epidemiologist-DPHHS			Annual crash data for DPHHS to guide motor vehicle injury prevention strategies and emergency care of the patients.
S4.4:Integrate ImageTrend, DI and MHP data	5+ years	Currently, Biospatial ingests statewide EMS data in real time. Trauma registry data is added to the	Hannah Yang,	DPHHS		Full integration of all three data sets.

| sets (via Biospatial platform among others) to provide a full picture of crash injuries in Montana | | system each quarter. Record level linkage between EMS and trauma has not yet been completed. DPHHS utilizes Biospatial and other analysis platforms to look at EMS and Trauma datasets individually. MHP is not yet contributing data to Biospatial and in addition there is no way to access crash data for standalone analyses. | Epidemiolo gist-DPHHS | | | |

Strategy 5- Provide Statewide Injury Prevention Education to Communities Through A Collaborative Effort		Purpose: Crashes are considered a preventable problem with identifiable risk and protective factors and proven mitigation strategies. Building a statewide education network to promote and support injury prevention.				
Opportunity	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S5.1: Provide guidance, support, coordination, and technical assistance to local and regional injury prevention activities.	Annual	Activities based on valid injury data & evaluation criteria to gauge effectiveness. Establish baseline for number of CHIPs with MVC prevention-focused strategies.	Maureen Ward, Injury Prevention Program Manager, EMS & TS-DPHHS	DPHHS Injury Prevention Program, State Health Improvement Plan (SHIP)-DPHHS		Increase MVC prevention-focused strategies by 20%
S5.2:Integrate MDT Comprehensive Highway Safety Plan (CHSP) & DPHHS State Health Improvement Plan (SHIP) strategies.	Annual	Annual review and scheduled progress updates of motor vehicle fatalities & serious injuries (severe) related to the focus areas unrestrained vehicle occupants & impaired driving emphasis area strategies to maintain consistency between the SHIP & the CHSP	Maureen Ward, Injury Prevention Program Manager, EMS & TS-DPHHS; Pam Langve-Davis, CHSP program manager-MDT	Injury Prevention Program-DPHHS, SHIP-DPHHS,CHSP-MDT		Minimum of 2 coordinated joint educational outreach efforts based on SHIP & CHSP safety strategies. Annual progress review of the CHSP and SHIP by team members.
Strategy 6- Support Laws, Policy Development and Legislation		Purpose: Effective after-crash response includes policy development and legislation. These may include policy and legislation that enable access to timely care; laws/policy surrounding crash investigation; and laws that protect first responders and emergency services personal on scene.				
Opportunity	Timeline	August 2020 Status	Lead(s)	Reference	Resource	Measurement of Success
S6.1: Support activities		TBD				Increased awareness of

surrounding policies and regulations that provide for emergency care access, EMS, facility designation and care standards.					EMS & Trauma System needs.
S6.2: Support state law and enhance driver awareness of Montana's Move Over Law, including tow operators and vehicles.	Ongoing.	Sustain and support MCA & signage posted at state borders and on Interstate routes and other areas. Develop a baseline to decrease incidents of injuries and deaths occurring within the area of traffic stops of LE, emergency responders, and the traveling public. Continue to promote and support public awareness campaigns.	Montana Highway Patrol (MHP) Emily Healy, Epidemiologist- DLI All team members.	MCA 61.8.346	Emily Healy, Epidemiologist- DLI; Move Over Montana Facebook	Decrease in injuries and deaths of emergency responders resulting from roadside strikes.

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