

**2020 Comprehensive Highway Safety Plan Update
Advisory Committee Kick-Off Meeting
12:30-3:30 p.m., March 13, 2020
MDT Headquarters Building, Auditorium
Helena, Montana**



In Attendance:

- Marcee Allen, Traffic, Safety & Design, FHWA
- Sgt Greg Amundsen, Traffic, City of Missoula
- Eric Belford, Commercial Vehicle Operations, Motor Carriers Service, MDT
- Patricia Burke, Traffic Safety Engineer, MDT
- Tara Ferriter-Smith, Traffic Education Director, OPI
- Sgt Matt Kazinsky, Traffic, City of Missoula
- Mark Keeffe, Data Analyst, MDT
- Janet Kenny, State Highway Traffic Safety Section, MDT
- Pam Langve-Davis, Comprehensive Highway Safety Program, MDT
- Sheila Ludlow, Rail, Air Quality & Special Studies Section, MDT
- Gabe Priebe, Traffic & Safety Engineering, MDT
- Michele Snowberger, General Counsel, Motor Vehicle Division, DOJ
- Carol Strizich, Multimodal Bureau, MDT
- Michael Tooley, Director, MDT
- Aaron Wilson, City of Missoula, Transportation Division, Metropolitan Planning Org.
- Lynn Zanto, Rail, Transit & Planning Administrator, MDT

Old Business

Following introductions, Pam Langve -Davis provided a recap of the kickoff meeting starting off with Vision Zero- zero fatalities and zero serious injuries on Montana’s roads; and the mission statement and the interim CHSP goal determined by the Advisory Committee at the kickoff meeting. The mission statement and interim goal is as follows,

“We will focus our resources strategically, where opportunities for saving lives are greatest, through a collaborative process to reduce deaths and life changing motor vehicle injuries in Montana by using education, enforcement, emergency response and engineering strategies to improve the health and lives of Montanans.”

In 2019, Director Tooley called for an aggressive approach to cut fatalities and serious injuries in half by 2030. The new CHSP Interim goal is to reduce deaths and life changing injuries on Montana’s roads by half, from 952 in 2018 to 476 in 2030.

New Business

Following a brief overview of the key factors of severe injuries the top seven data driven focus areas were provided to the group,

- 58 % (fifty eight percent) Roadway Departure,
- 37% (thirty seven percent) Impaired Driver Related,
- 33% (thirty three percent) Unrestrained Occupants,
- 28% (twenty eight percent) Erratic or Reckless Driving,
- 22% (twenty two percent) Inattentive/ Careless Driving,
- 21% (twenty one percent) Speeding Related and
- 20% (twenty percent) Intersection Related.

Of these, the two infrastructure related areas make up seventy nine percent (79%) of all fatalities and serious injuries over the past ten years. Four of these are current emphasis areas, of which two are behavioral and two are infrastructure related.

Examples of emphasis areas and formats from across the country were shared. Almost all states have a specific focus on unrestrained occupants, impaired driving, roadway departures and intersections. It was noted that in keeping with Director Tooley's directive to focus on what's working and to focus on where there is the greatest potential to reduce fatalities and serious injuries that the current emphasis areas do include the other areas of concern.

The committee discussed emphasis areas and a variety of ways to format them. Suggestions ranged from keeping the current three, including distraction and speeding, sub-groups of an emphasis area, and keeping the same emphasis areas and expand specific elements to focus strategies.

Meeting Outcome

It was determined that for the next meeting the detailed data would be analyzed for the roadway departures, intersection crashes, impaired driving, unrestrained occupants, distracted driving and speeding. Upon review and with consideration of who would staff and lead any additional teams, the group will decide the final emphasis areas.

Meeting Adjourned