

**2020 Comprehensive Highway Safety Plan Update
Advisory Committee Kick-Off Meeting
10 a.m.- 12 p.m., February 6, 2020
MDT Rail Transit & Planning Conference Room A**



In Attendance:

- Marcee Allen, Traffic Safety & Designer, FHWA
- John Althof, Railroad Crossing, Traffic Safety, Montana Department of Transportation (MDT)
- Sgt Greg Amundsen, Traffic, City of Missoula
- Eric Belford, Commercial Vehicle Operations, Motor Carriers Service, MDT
- Patricia Burke, Traffic Safety Engineer, MDT
- Captain Art Collins, Montana Highway Patrol
- Jim DeTienne, Emergency Medical Services & Trauma Systems, Department of Public Health & Human Services
- Tara Ferriter-Smith, Traffic Education Director, OPI
- 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
- Lora Mattox, Planning & Community Services Department, Billings MPO
- Jim Morrow, Executive Director, Montana Motorcycle Rider Safety- MSU-Northern
- Gabe Priebe, Traffic & Safety Engineering, MDT
- Michele Snowberger, General Counsel, Motor Vehicle Division, Department of Justice
- Carol Strizich, Multimodal Bureau, MDT
- Charity Watt, Transportation Planner, MDT
- Lynn Zanto, Rail, Transit & Planning Administrator, MDT

Introduction and Welcome

After introductions, Lynn Zanto thanked participants for all their contributions in moving fatalities and suspected serious injuries toward zero. Since the inception of the Comprehensive Highway Safety Plan (CHSP) in 2007, fatalities and suspected serious injuries have been reduced by 56 percent. While this is progress, she emphasized Director Tooley announced at the Annual CHSP meeting that it's time for a new interim goal starting at 2018 to reduce fatalities and suspected serious injuries by half by 2030 and to zero by 2040. It's time to make traffic safety a public health crisis and change the culture to traffic deaths being unacceptable.

CHSP Background

Pam Langve-Davis provided a brief explanation of the purpose of the update based on the federal requirements. The CHSP grew from the SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) federal transportation bill requirement and the existing policy goal described in Montana's statewide long-range transportation plan and was first implemented in 2007.

The CHSP was amended in 2010 to revise the goal and updated in 2015 per MAP-21 (Moving Ahead for Progress in the 21st Century) federal legislation that continued the requirement that the plan be data-driven; that safety partners be engaged; consider strategies of other safety plans; include emphasis areas, strategies and performance measures; include a detailed description of update process; include tracking, reporting and evaluation of strategies; and be updated every 5-years. Vision Zero was initiated in the Spring of 2014 and included in the 2015 CHSP.

The Fast Act (Fixing America's Surface Transportation Act) continues these requirement, defined safety performance measures, and requires consistent targets between the Highway Safety Improvement Plan and the Highway Safety Program and called for the CHSP to be updated every five years

SWOT Discussion

- A strength, weakness, opportunities and threats (SWOT) survey was sent out to the Advisory Committee in advance of the meeting to inform the update process by evaluating what is working and what needs improvement. The predominate responses were highlighted in the SWOT summary presented to the group.
- 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 suspected serious injuries
- Successful reporting on reduction of Emphasis Area related fatalities and suspected serious injuries.

Opportunities

- Data needs and collaboration.
- Improve outreach with rural communities to improve awareness and engagement with the CHSP.
- Enhance coordination and greater level of multiagency personal and resources.
- Streamline strategies, align safety strategies and consider proactive approaches to safety.

Weakness

- 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.

Threats

- Due to staff turnover, lack of engaged multi-agency safety partner staff (Emphasis Area champions /team members).
- Competing needs.
- Lack of funding resources

In addition to the items listed in the presentation, generally it was expressed that collaboration is a top strength. Opportunities include technology, greater transparency and access to data, more participation from tribes, and personalizing data.

Discussion included opportunities and threats to the implementation of the CHSP such as need for legislative action and limited ability to influence. Legislative topics include addressing issues of DUI, seat belt, commercial motor vehicle (CMV) and driver licensing within counties, and driver's education for all.

Additionally, there is a potential for opportunities and threats with reauthorization of the federal surface transportation program.

Mission and Vision

The committee expressed the need to update the mission statement to be directed toward people rather than statistics. Improving the health of citizens, lives lost, life changing injuries, and savings lives were mentioned as terms to incorporate. Also adding 'we' and 'will' were recommended. Pam Langve-Davis will incorporate revisions.

CHSP Interim Goal

The committee felt that halving the goal by 2030 to 426 fatalities and suspected serious injuries and reaching zero by 2040 was ambitious but agreeable. The plan will be updated again in five years so the goal can be reevaluated at that time. This goal does not affect performance measures and serves more as a focus and incentive for everyone working on traffic safety.

Data

A ten-year average of high-level crash data pertaining to crashes and contributing factors was presented and discussed. Pam will forward the information to the committee for further evaluation. There will be more discussion at the next meeting on current and future emphasis areas.

Meeting Outcomes

The group confirmed the mission, vision and goal for the 2020 CHSP update. Future AC meetings will be revised from 2-hour to 3-hour meetings and notices will be sent out. The next meeting is scheduled for Friday, March 13. This meeting will focus on confirming the mission statement, emphasis areas and performance targets.

Meeting Adjourned