

CHSP Advisory Committee Meeting

MDT Auditorium West

Helena, MT

Tuesday, May 29, 2018, from 1:00 to 3:30 pm



zero deaths | zero serious injuries

Attendees:

Marcee Allen, Safety Program, Federal Highway Administration (FHWA)

Audrey Allums, Grants Bureau (MDT)

Sergeant Greg Amundsen, City of Missoula Police Department

Melinda Barnes, Executive Director, Bike Walk MT

Eric Bryson, Executive Director, Montana Association of County Officials (MACO)

Patricia Burke, Safety Engineer (MDT)

Capt. Art Collins, (MHP)

Kevin Dusko, Impaired Driving Program (MDT)

Alyssa Johnson, Trauma Systems Manager (DPHHS)

Mark Keeffe, Data Analyst -Highway Traffic Safety Program, MDT

Janet Kenny, State Highway Traffic Safety, MDT

Pam Langve-Davis, CHSP Program Manager, (MDT)

Kraig McLeod, Multimodal Bureau, Rail, Transit, & Planning Division, MDT

Fran Penner-Ray, Traffic Education, OPI

Carol Strizich, Statewide & Urban Planning (MDT)

Duane Williams, Motor Carriers (MDT)

Lynn Zanto, Planning Administrator (MDT)

CHSP Overview

Following introductions MDT Planning Administrator, Lynn Zanto provided a brief overview of the CHSP, implementation structure, advisory committee (AC) role & responsibility; and an update on the Executive Leadership Teams direction to continue working towards primary seat belt law.

Overarching Strategies

MDT CHSP program manager Pam Langve-Davis shared examples of the three overarching strategies that are being implemented in coordination with other safety strategies;

- DUI Data Subcommittee- to access data sets and bring data together for an all-inclusive DUI arrest data picture for Montana.
- Drugged Driving Subcommittee formed to focus on increased prevalence of illegal/legal drugs that can impair driving.
- EMS grants program has awarded over \$1 million including ambulances, emergency response vehicle, cots and other medical supplies.
- DPHHS- EMS Trauma System continues to work with rural communities to bring on community EMS e-patient records up to date.
- Coordination between DPHHS and MDT to develop consistent seat belt messaging fact sheets;
- Collaboration across state organizations and public stakeholders to improve safety culture and promote the institutionalization of Vision Zero.
- Four public involvement firms are developing safety improvement education and awareness campaigns for public focusing the importance of safety projects in moving towards Vision Zero.

Alysa Johnson, Trauma System Manager- DPHHS shared an upcoming opportunity with Bio-Spatial in helping integrate and provide real time data updates to hospitals and the trauma registry by tracking real time events in the pre-hospital and injury crash data.

Crash Data Trends

Pam Langve-Davis provided a brief overview of the 2017 preliminary data relative to the total fatalities and serious injuries and the emphasis areas.

- Total fatalities and serious injuries in 2017 was 916 compared to 1025 in 2016. This is a reduction of 109 people.
- Roadway departure fatalities and serious injuries were 515. This is 69 fewer than in 2016.
- Intersection fatalities and serious injuries were 162. This is 42 fewer than in 2016.
- Impaired driving fatalities and serious injuries dropped were 382. This is 43 fewer than in 2016.
- Unrestrained fatalities and serious injuries were 304. This is 58 fewer than in 2016.
- Non-motorized fatalities and serious injuries were 66. This is 11 fewer than in 2016.

Overall there has been a 58 percent reduction in fatalities and serious injuries since the implementation of the Comprehensive Highway Safety Plan (CHSP) in 2007.

Performance Measure Target Setting

The Comprehensive Highway Safety Plan (CHSP) establishes and coordinates the performance targets in five specific areas as required by federal legislation. Federal regulations set requirements for the targets including the use of FARS (fatal accident reporting system) for fatality data, and the use of state data systems for serious injury data, the VMT (vehicle miles traveled) be based on state’s HPMS (Highway Performance Management System) and that targets be based on a 5-year rolling averages. These safety performance targets are required to be used in the submittal of the Highway Safety Improvement Plan (HSIP) and the Highway Safety Plan (HSP). Montana’s annual safety targets are determined based on the methodology set by the Advisory Committee (AC) in the development of the 2015 CHSP.

Pam Langve-Davis reported on Montana’s fatalities and serious injuries and the current 2017 5-year average (2013-2017). This provided a comparison of the actual fatalities and serious injuries to the 5-year average of the CHSPs annual fatal and serious injury targets. Charts were used to illustrate and inform the AC of the 2019 Safety Performance Targets and where we are with the most recent 2017 data.

Performance Measure	2019 Target 5-Year Average
Number of Fatalities	187.4
Fatality Rate, *per 100m AVMT	1.462
Number of Serious Injuries	892.8
Serious Injury Rate, *per 100m AVMT	6.968
Number of Non-Motorized Fatalities & Serious Injuries	73.2

*Per 100 million annual vehicle miles traveled

Should we not meet or show significant progress in reducing fatalities and serious injuries in 4 of the 5 target areas the HSIP will be required to submit an implementation plan.

Emphasis Area Accomplishments

CHSP Emphasis Area chairs provided a highlight of recent six-month accomplishments. Janet Kenny reported the Occupant Protection Emphasis Area highlights of:

- Montana Teen Peer-to-Peer Traffic Safety - MDT in partnership with the Montana Family, Career and Community Leaders of America (FCCLA) received a \$15,000 grant from Ford Driving Skills for Life to fund teen traffic safety projects developed by FCCLA chapters. Eleven FCCLA chapter projects were funded through the grant and with MDT's traffic safety (NHTSA) grant funds. Another six chapters received NHTSA grants to develop their projects. Prizes of \$2,500, \$1,500 and \$1,000 were awarded in March. Winners were: first place: North Star High School (Rudyard), second place: Garfield County High School, third place: Three Forks High School.
- Continue to build partnerships through the child passenger safety program(CPS) & technician development program brining the total of technicians to date to 240, 18 instructors and 22 permanent fitting stations across Montana.
- Safe on All Roads (SOAR) program continues to be active with all seven tribal governments and continues to build and expand partnerships. The program has active coordinators on all seven-reservation working in impaired driving and seat belt and child passenger safety education. SOAR coordinators had a strong presence during the 2017-18 basketball season. Coordinators work with local media, schools and health care professionals to implement education program on preventing impaired driving and increasing seat belt use.

Kevin Dusko, Impaired Driving Emphasis Area chair reported

- The Northern Tribes DUI Task Force that includes county commissioners, injury prevention, health officials, tribal judges, tribal law enforcement, and tribal colleges has expanded partnerships with the addition of two more council members and the Chippewa Cree- Rocky Boy's Injury Prevention Coordinator. The Task Force has recently kicked off a new impaired driving campaign.
- Yellowstone County's DUI Court (Sobriety, Treatment, Education, Excellence and Rehabilitation) has been designated as a National Academy Best Practice Court.
- Drugged Driving Subcommittee was formed to focus on the increased prevalence of illegal/legal drugs that can impair driving. The issue has amplified with the legalization of recreational marijuana in neighboring states, loosening of Montana's Medical marijuana regulations and the increase in medical marijuana card holders. A resource website has been developed <http://www.mdt.mt.gov/visionzero/people/drugged-driving.shtml> to provide state and national information to reduce drug impaired driving.

Safety Engineer Patricia Burke representing the Roadway Departure and Intersection Crashes Emphasis Area reported:

- Enhanced public outreach efforts is being implemented with consultants regarding installation of safety projects including centerline rumble strips, roundabouts, and high-profile projects with local communities. This effort is a coordinated effort by the MDT-Engineering Division and is considered as a standard operation practice.
- Intersection Safety Study Phase I has been completed. Various intersection models have been created to be used in selection and outreach information in moving forward with HSIP projects. Models include urban and rural public roads intersections. Phase II should be completed by end of 2018.
- Centerline rumble strips have been installed in 3 of the 5 districts. Glendive District to be completed in 2018.
- State-wide horizontal curve chevrons will be completed in the last two districts- Billings and Glendive in 2018.

Announcements & Adjournment

- Executive Leadership Team (ELT) is scheduled to meet on September 18, 2018
- Annual Transportation Safety Planning Meeting- October 10-11, 2018
- 2019 Capitol Rotunda Safety Education & Outreach- January 29, 2019