

CHSP Advisory Committee Meeting

MDT Auditorium

Helena, MT

Thursday, May 16, 2019, from 10:00 AM to noon



VISION ZERO
zero deaths · zero serious injuries
MONTANA DEPARTMENT
OF TRANSPORTATION

Attendees:

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

Audrey Allums, Grants Bureau (MDT)

Sergeant Greg Amundsen, City of Missoula Police Department

Patricia Burke, Safety Engineer (MDT)

Capt. Art Collins, (MHP)

Kevin Dusko, Impaired Driving Program (MDT)

Dwane Kailey, Highways & Engineering Administrator (MDT)

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

Janet Kenny, State Highway Traffic Safety, MDT

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

Sheila Ludlow, Acting Bicycle & Pedestrian Coordinator (MDT)

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

Fran Penner-Ray, Traffic Education, (OPI)

Roy Peterson, Traffic & Safety Engineering(MDT)

Geoff Streeter, Transportation Planner, Statewide & Urban (MDT)

Carol Strizich, Statewide & Urban Planning (MDT)

Jon Swartz, Maintenance Division (MDT)

Lynn Zanto, Planning Administrator (MDT)

Via phone

Aaron Wilson, Missoula MPO

Lora Mattox, Billings MPO

Meeting Overview

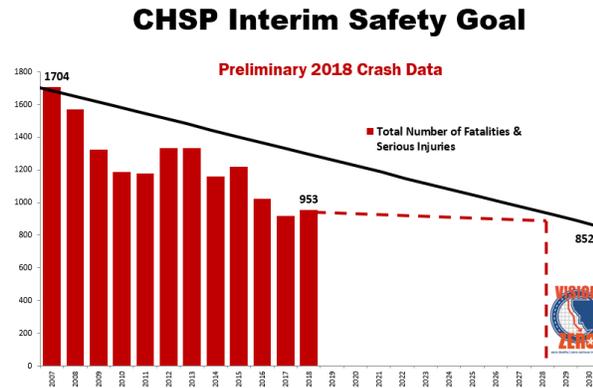
Following introductions MDT Planning Administrator, Lynn Zanto provided a brief overview of the Comprehensive Highway Safety Plan (CHSP) purpose and crash trends. The emphasis area chairs shared project and program highlights of the past six months. Zanto wrapped up the meeting by providing the 2020 safety performance targets and reporting the safety issues discussed at the recent ELT meeting.

CHSP Purpose

Zanto reiterated the purpose of the CHSP was to work collaboratively among state agencies and other safety partners to implement engineering, enforcement, education, and emergency medical service safety strategies. Safety efforts need to focus strategy resources strategically where opportunities to improve safety and reduce fatalities and serious injuries are the greatest. Collaboration is key to implementing strategies. CHSP safety partnerships have been strong since the inception of the CHSP in 2007 and continue to grow.

Data Trends

In comparison of year to year fatalities there have been 38 fatalities to date compared to the 41 fatalities at this time in 2018. Crash data analysis determines the key factors of the CHSP emphasis areas. Factors reviewed include the environment, vehicle, and driving behaviors. While the overarching goal of the CHSP is *Vision Zero- zero death, zero serious injuries on Montana's roads* the CHSP does have an interim goal to track annual progress. The interim goal is to half the fatalities and serious injuries from 1704 in 2007 to 852 by 2030.



Zanto provided an overview of crash data trends. The

2018 preliminary crash data reflected motor vehicle fatalities and serious injuries and the breakout of specific to the emphasis areas.

- Total motor vehicle fatalities and serious injuries in 2018 were 953; a 71 percent (71%) decrease from 1,334 in 2012.
- Roadway departure fatalities and serious injuries in 2018 were 498; a 60 percent (60%) reduction from 825 in 2012.
- Intersection related fatalities and serious injuries in 2018 were 233. While the yearly numbers are random the 5-year average continues to show a downward trend.
- Unrestrained occupants' fatalities and serious injuries in 2018 were 312 compared to 474 in 2012.
- Impaired driver involved fatalities and serious injuries in 2018 were 376 compared to 500 in 2012.

Emphasis Activities

Roadway departure strategies being implemented include cable median barriers used to separate opposing traffic on divided highways. These longitudinal carriers have been identified by FHWA as a proven safety counter measure. They are designed to redirect vehicles that depart the roadway on either side of barrier. Although cable median barriers drastically reduce the more severe across median crashes it will increase fixed object crashes. Currently there is 22 miles installed between Laurel and Billings and between Frenchtown and Reserve Street in Missoula. Regarding intersection crashes, MDT in support of FHWA's Everyday Counts-5 initiative, is looking to implement countermeasures to reduce pedestrian crashes by identifying appropriate locations for pedestrian focused treatments.

Occupant protection initiatives have focused on education and outreach including the ongoing training and certification of child passenger safety technicians. The SOAR program coordinators continue with focused efforts to increase seat belt and child passenger restraint use; and educate on dangers of impaired driving and other risky driving behaviors. 2019 Capitol Rotunda Day brought together statewide safety partners to educate people of all ages on the importance of seat belt use. Event activities included Saved by the Belt awards from the Montana Highway Patrol and Buckle Up MT coordinators and educational activities with the Governor.

Impaired Driving activities included the approval by the CHSP Executive Leadership Team of the State's response to the 2018 Impaired Driving Assessment Recommendations and the Impaired Driving Emphasis Area workplan. The Drug Recognition (DRE) program continues to be strong. Currently there are 65 certified DREs in the State and another twenty officers will be attending 2019 training. The Forensic Science Division of the Department of Justice has secured 70 *Intoxilizer 8000* units. The Traffic Safety Resource Prosecutor (TSRP) position has been reinvigorated with Assistant Attorney General Chad Parker who has been traveling the state and providing training to law enforcement, courts and prosecutors.

2020 Safety Performance Targets

MDT CHSP program manager Pam Langve-Davis provided an update of the 2020 Safety Targets. These targets meet the Federal requirement and expectation of target setting and follow the methodology the Advisory Committee approved in 2017. The five performance measures are fatalities and serious injuries numbers and rates and non-motorized combined fatalities and serious injuries. The difference between the 2019 and 2020 targets are:

- Fatalities reflect an annual reduction of 5;
- Fatality rate reflects an annual reduction of .063 per 100 million vehicle miles traveled (MVMT);
- Serious Injuries reflects an annual reduction of 33;
- Serious injury rate reflects an annual reduction of .36 per MVMT; and
- Non-motorized reflects an annual reduction of 1.

Safety Performance Targets

Performance Measures	2020 Target 5-Year Average
Number of Fatalities	182.2
Fatality Rate*	1.399
Number of Serious Injuries	860.4
Serious Injury Rate*	6.608
Number of Non-Motorized Fatalities and Serious Injuries	74.2

*Per 100 million Average Annual Vehicle Miles Traveled

ELT Safety Issues

ELT members brought up various topics of concern:

- Referendum for seat belt law. This was mentioned and viability was discussed. This activity would be costly and require a lot of money and ultimately it still needs to go through the Legislature.
- 2019 Legislature passed SJ 28 Resolution for a Traffic Safety study & may be assigned to the interim Transportation Committee.
- MACo suggested and asked about the viability of a state sea belt law on Seat belt law on state jurisdictional roads. Eric Bryson was inquiring if this something that could be reviewed for possibly increasing seat belt use.
- Is it mandatory to have light on when driving? Senator Sands posed the question if it would be beneficial. Captain Collins stated that other than the requirement of headlights ½ an hour after sunrise and ½ hour before sunset and during adverse whether there is not a requirement to use headlights at all times when driving.
- ELT members encouraged ongoing coordination and sharing of data as it pertains to the emphasis areas to help leverage different programs.

Announcements

Annual Transportation Safety Meeting - October 9-10, 2019

Adjourned