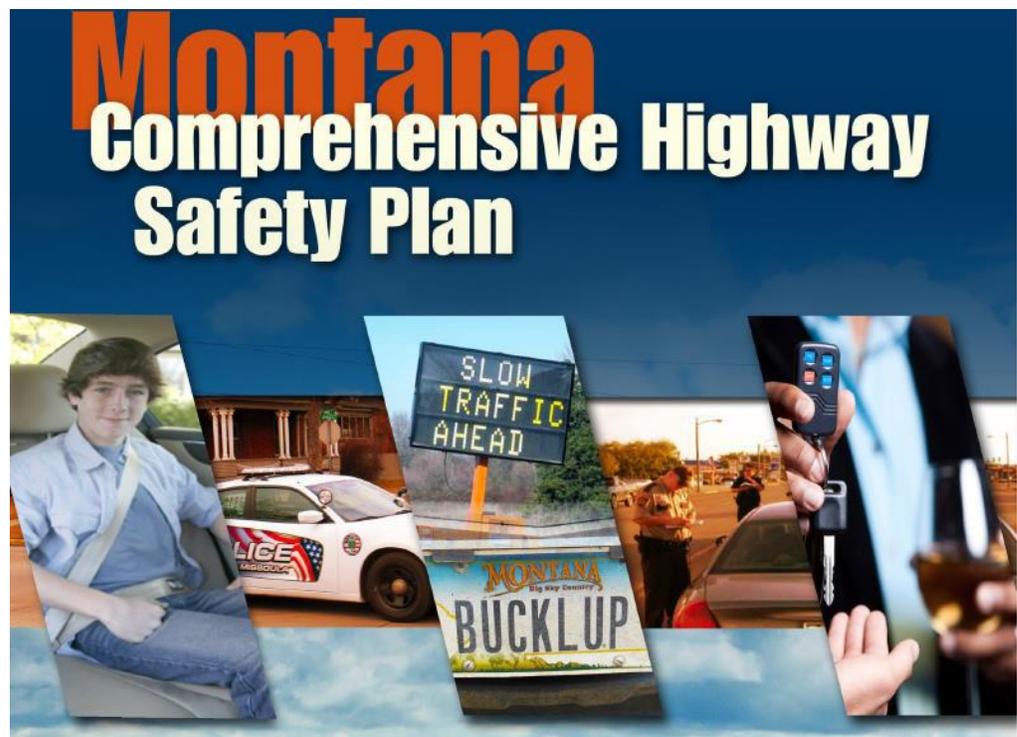


2019 ANNUAL TRANSPORTATION SAFETY MEETING



October 2019

Meeting Report

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Meeting Purpose

The eleventh annual Transportation Safety Meeting was held October 30 - 31, 2019 in Helena. More than 90 safety partners from across the state attended the meeting. A broad range of safety partners included members of state and local law enforcement, state and local transportation safety planners and engineers, health and injury prevention specialists, and public outreach and traffic safety educators. Many of these safety partners are active participants in support of the Comprehensive Highway Safety Plan (CHSP) and the associated Highway Safety Improvement Plan (HSIP), the Highway Safety Plan (HSP), and the Commercial Vehicle Safety Plan (CVSP) whose purpose is to reduce fatalities and serious injuries on Montana's roadways.

The purpose of the annual meeting is to report status of emphasis area strategies and to show progress in reducing fatalities and serious injuries on Montana's roadways as a coordinated effort to reach Vision Zero.

Comprehensive Highway Safety Plan Overview

Montana's Comprehensive Highway Safety Plan was first developed in 2006 and implemented in 2007. It developed from the federal requirement under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation bill and the existing policy goal described in Montana's statewide long-range transportation plan, TranPlan 21. This long-range transportation plan also has carried forward as TranPlanMT which has a safety goal to *Improve safety for all transportation users to achieve Vision Zero- zero fatalities & zero serious injuries* on all Montana's roadways.

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. MAP-21 continued the requirement that the CHSP remain a data-driven plan, involve multiagency coordination, provide annual updates and establish specific performance measures.

For the 2015 CHSP update Director Tooley instructed the CHSP Advisory Committee to consider key emphasis areas that have the greatest potential to reduce fatalities and serious injuries and to focus on areas of greatest need. The CHSP Advisory Committee conducted crash data analysis of the past ten years to determine the emphasis areas with the greatest need that with enhanced focus have the greatest potential to reduce crash severity. The three emphasis areas included both infrastructure and human behavior focuses; and include Roadway Departure and Intersection Crashes, Impaired Driving Crashes, and Occupant Protection Use.

The Fixing America's Surface Transportation (FAST) Act continued these requirements and further identified

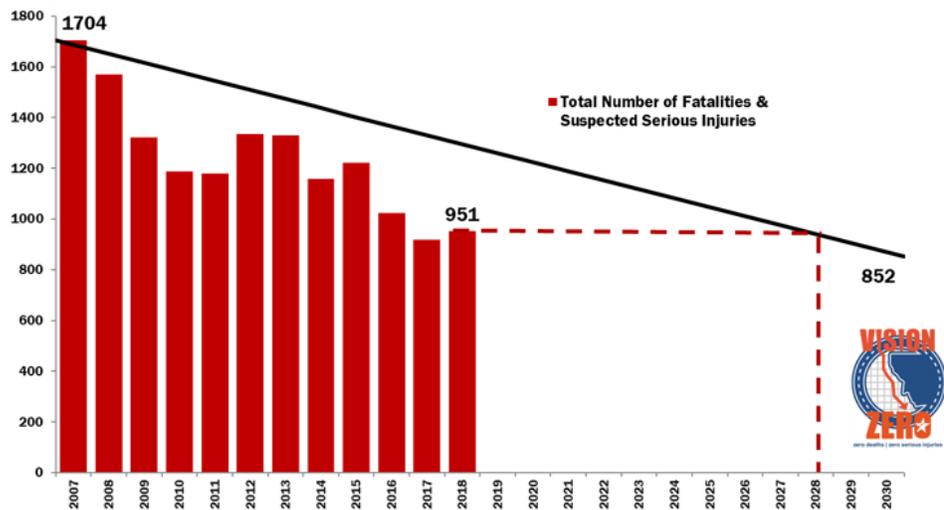
- Five common safety performance measures for all states
 - Number of Fatalities
 - Number of Serious Injuries
 - Fatalities Rates
 - Serious Injury Rates
 - Non-motorized fatalities and serious injuries;
- Consistent targets between the HSIP & the HSP;

- Report, track & evaluate process; and
- Update the CHSP every 5 years.

To align with the FAST Act federal requirements the CHSP will be updated in 2020 through a data driven process with safety partners that considers the crash-related data to confirm emphasis areas and appropriate proven safety countermeasures, considers safety needs of all roads, and considers other safety plans. The 2020 update will also include specific strategies and objectives, safety performance measures, and a reporting, tracking and evaluation process.

Since the inception of the CHSP in 2007, fatalities and serious injuries continue to decrease. The CHSP interim goal, to cut in half - to reduce fatal and suspected serious injuries - from 1704 in 2007 to 852 by 2030, is used to track our progress. During the life of the CHSP, from 2007 to 2018, fatalities and serious injuries have decreased by 56 percent.

CHSP Interim Goal



Breaking Down Barriers

Director Tooley spoke on the development of the CHSP implementation process and the importance of the involvement of the 4Es transportation safety subject experts and multiagency safety partners in determining and implementing the appropriate NHTSA Proven Safety Countermeasures That Work.¹

The 4Es transportation safety representatives include

- Education – school administrators, educators, prevention specialist;
- Enforcement –state and local law, tribal, Motor Carriers, and Judicial Courts;
- Emergency Medical Services – injury prevention, emergency medical providers, trauma teams, emergency response teams;
- Engineering and Planning; traffic, safety, and operations; maintenance and road departments.

Some of the 2015 CHSP emphasis area strategies have needed additional guidance or have been reassessed while others have not been able to move forward. Hurdles to reducing fatalities and serious injuries include inadequate laws. Two examples of nationally known proven safety countermeasures

¹ NHTSA, Proven Safety Countermeasures That Work

that work to reduce fatalities and serious injuries were not successful in passing during the 2019 66th Legislative session. An attempt to improve alcohol-impaired driving laws, referenced as SB 49 did not pass. An attempt for a primary seat belt law referenced as HB 49 to create a vehicle occupant protection safety pilot did not pass.

Safety partners across the state need to assess strategies and find solutions to improve DUI laws and increase support of and use of seat belts. Strong, supporting sponsors are needed to carry forward legislation to improve DUI laws and to reduce health care costs and injuries with a primary seat belt law. As safety partners we need to focus on promoting safe driving behaviors and continue with consistent messaging. When multiagency partners are referring to implementing safety strategy initiatives in relation to Vision Zero we need to speak from the same page. Consistent terminology is part of promoting safer driver behaviors. It is important to remove “accident” terminology when speaking about driver behavior. Crashes occur based on driver behavior, whether it be speeding, driving under adverse conditions, distraction, drowsy, misjudgment of distance or time. If a driver speeds or is sleepy they know that doing so creates a risky of a vehicle crash. Accidents happen by chance or without apparent or deliberate cause.

Psychological Reactance and Moral Disengagement

Professor Nic Ward, director of the Center for Health and Safety Culture at the Western Transportation Institute at Montana State University presented on social factors and culture as a basis for why safe or risky decisions are made. When discussing traffic safety culture, it is important to understand that it is a shared belief among road users that influences driving behavior and ultimately traffic safety.

Psychological reactance is the negative human reaction to being told what to do because of an automatic perceived personal threat. Traffic safety messaging that is lecturing is rejected because it comes across as finger pointing or casting blame. Unfortunately, messaging that comes across as lecturing turns off those that traffic safety messaging is meant to reach.

Human nature is to become frustrated, angry and irritated when decision-making is restricted, obvious or made by others which triggers resistance. The morally disengaged tend to justify actions, refuse responsibility role, downplay risky behavior because others exhibit the same behaviors and considers consequences occur due to chance.

Education is key to reach those that have morally disengaged. Opportunities for positive outcome may be made by teaching empathy skills, strong values, and framing positive messaging that promotes behavior norms, values and gains with considerations of impacts to others. Message development should not be reactive but designed for people to reflect and consider the positive impacts that have control of by the choices they make.

Emphasis Areas Report Out

The 2015 CHSP data driven emphasis area teams meet on a quarterly schedule in 2019, to report on strategy implementation progress and next steps. The emphasis area champions reported on strategy successes and challenges and crash data specific to their emphasis area. Additionally, a 2018 Montana Crash Date Report was compiled and posted to the CHSP Vision Zero website and excerpts are included in this report.

Roadway Departure and Intersection Crashes Emphasis Area

This emphasis area focuses on infrastructure safety improvements and road user skills, education and training which include older and younger drivers, bicyclist and pedestrians and motorcyclist and risky driving behaviors such as drowsy driving and distracted driving among others. Currently there are six emphasis area strategies

- Reduce and mitigate roadway departure crashes through data-driven problem identification and the use of best practices;
- Reduce and mitigate speed-related roadway departure and intersection crashes;
- Reduce roadway departure and intersection crashes through education;
- Reduce and mitigate intersection crashes through data-driven problem identification and use of best practices;
- Support and increase enforcement of proper road use behaviors by all users in high-crash corridors and high crash locations; and
- Explore and implement best practices for reducing road departure, such as distracted driving and fatigued driving in addition to other behavioral factors.

Patricia Walsh Burke, Safety Engineer with the MDT oversees the Safety Information Management System (SIMS) and the implementation of roadway departure and Intersection safety plans. She presented on the Highway Safety Improvement Plan (HSIP) explaining the plans purpose is to achieve a significant reduction in fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. Projects are data driven and identified by crash severity, crash potential, or other supporting data. Safety projects may also be site specific or systematic which implement proven safety countermeasures on projects with design guidance. Proven safety countermeasures implemented through the HSIP must be consistent with the CHSP. In 2017, over 75 sites met the benefit/ cost threshold criteria. Average project cost per site was \$400,000. Over \$30 million of safety improvement projects were identified. Types of projects include signing, slop flattening, turn lanes, shoulder widening, pedestrian crossing improvements, signals, roundabout and systemic safety projects like rumble strips and signage.



Enhanced delineation for horizontal curves is often considered with pavement markings, post-mounted delineation, larger signs and signs with enhanced retro reflectivity and dynamic advance curve warning signs and sequential curve signs. Chevron signs have been proven to reduce nighttime crashes by up to 25 percent.

Rumble strips are a proven safety countermeasure that are used to alert a driver that the vehicle has left the travel path and at risk for a road departure. Nationally, centerline rumble strips have proven to reduce head-on, opposite-direction and sideswipe fatal and suspected serious injury crashes by 44 percent. Shoulder rumble strips have proven to reduce run-off the road fatalities and suspected serious injuries by up to 51 percent.

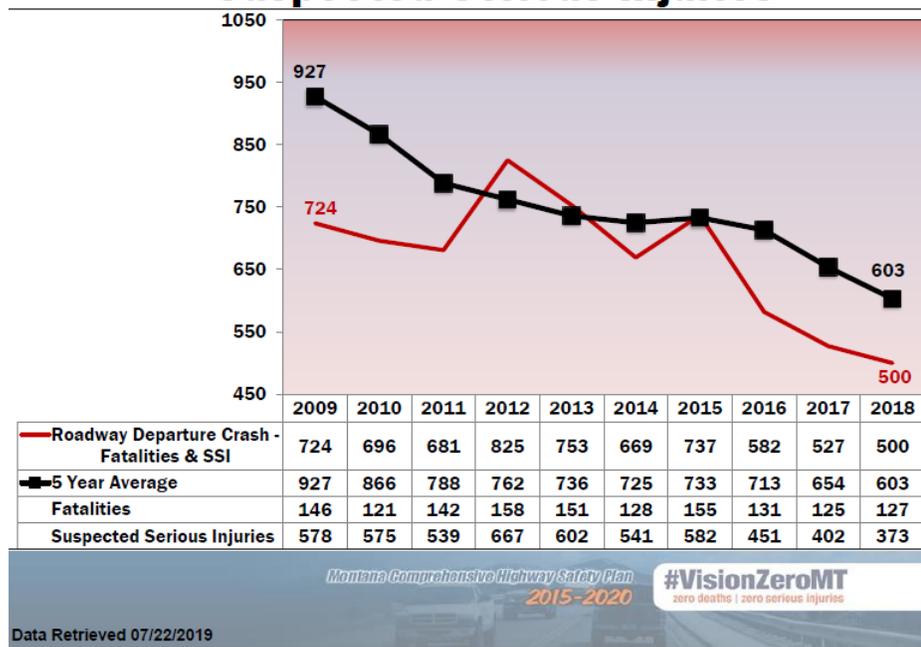
Challenges of Montana’s roadway system include approximately 75,000 miles of road are open to public travel. Over 12,000 are maintained by MDT, over 30,000 miles are urban routes, and approximately 5,600 miles are on tribal roads of which MDT maintains 1,100 miles. On Montana’s roads for the five-year period 2013-2017, there were over 110,000 crashes that resulted in a total of 5,650 severe injuries or 1,021 fatalities and 4,629 suspected serious injuries. Twenty percent (20%) of crashes occur on low volume roads and forty-two percent (42%) occur on rural roads that include minor arterials, collectors and local roads. Challenges to identifying improvements for low volume roads include lack of data, low traffic volumes and crash patterns are not easy to determine. New options are being explored for a risk analysis type of tools. WTI is conducting a ‘Methodology to Identify Locations on Low Volume Roads for Safety Improvements’ research paper. The project is scheduled to be completed the Fall of 2020. The long-range goal is to develop tools for local safety plans and support the use of HSIP funds on low volume roads.

Overall roadway departure crashes continue to trend downwards with 500 fatalities and suspected serious injuries in 2018 compared to 527 in 2017. The contributing factors in the severity outcomes are the overlapping factors involving an impaired driver and unrestrained occupant.

The 3-year (2016-2018) average of roadway departure related severe injury crash reflect that

- 53 percent of these types of crashes involve an impaired driver;
- 45 percent of these types of crashes involve an unrestrained occupant;
- 91 percent of these crashes occur on a rural road;
- 79 percent occur at speeds greater than 35 miles per hour;
- Half of these crashes occur between Friday - Sunday and during the months June-September.

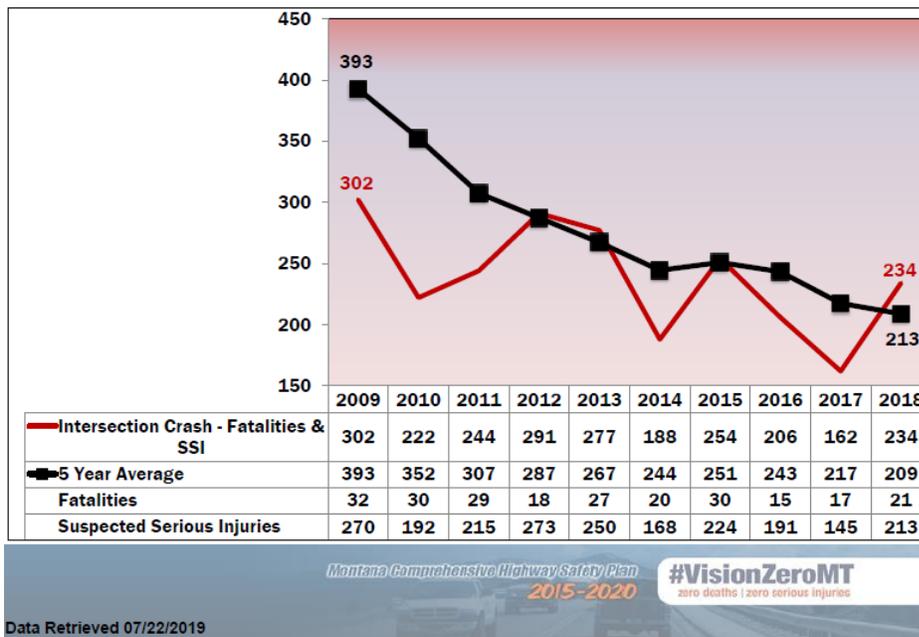
Roadway Departure Related Fatalities & Suspected Serious Injuries



Tools for improving safety use the same statistical tools for intersection safety. An Intersection Safety Study uses the same level of service to consider the magnitude of the safety issue and analyzes the safety issue. Some of the model factors include weather and road conditions, operator behavior, severity, traffic volumes, etc. The potential uses of intersection models help in addressing issues and perceived safety concerns, identifies safety issues and prioritizes safety projects.

Despite the annual increase of 234 intersection related fatalities and suspected serious injuries in 2018 from an all-time low of 162 in 2017 the 5-year average continues to trend downwards.

Intersection Related Fatalities & Suspected Serious Injuries



The 3-year (2016-2018) average of intersection related crash severe injury factor reflects

- 48 percent of these types of crashes occurred on rural roads.
- 44 percent of these types of crashes occurred at speeds greater than 35 miles per hour
- 43 percent of these types of crashes occurred during the months of June – September.

Traffic and Safety Engineering Bureau Chief, Gabe Priebe provided an overview of the Federal Highway Administration (FHWA) Office of Safety Proven Safety Countermeasures² that includes 20 treatments and strategies to address roadway departures, intersections-related crashes, and crashes involving pedestrians and bicyclists. Several of these countermeasures are included in the HSIP and in the CHSP as implementation steps of emphasis area strategies. Many of these countermeasures have been implemented by the HSIP.

Intersection countermeasures to reduce crashes include

- retroreflective backplates on intersection lights to increase visibility,
- left- and right- turn lane at two-way stop-controlled intersections,
- reduced left-turn conflict intersections,
- roundabout that reduce conflict points and severity of crashes,
- systemic application of multiple low-cost countermeasures at stop-controlled intersections,
- yellow light change intervals to reduce red light running,

² FHWA , Office of Safety, Proven Safety Countermeasures, <https://safety.fhwa.dot.gov/provencountermeasures/> Retrieved October 2019.

- leading pedestrian intervals provide pedestrians an opportunity to advance before vehicles are permitted to turn left,
- medians and pedestrian crossings islands in urban and suburban areas,
- pedestrian hybrid beacons to alert vehicle operators in advance of pedestrian crossings
- road diets that refashion a roadway to improve safety for traveling public by slow traffic and by providing access for all road users
- installing walkways and shared used paths for pedestrians and bicyclist to reduce possible conflicts on roadways

Upcoming safety systemic projects that are schedule for implementation include

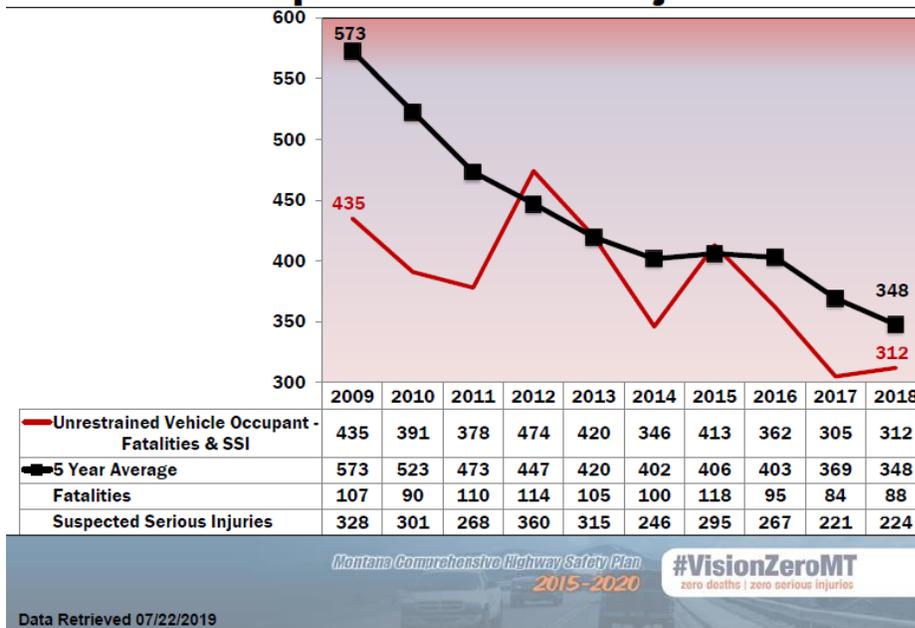
- High Tension Cable median extension on I-90 at Billings
- Final MDT Centerline Rumble Strips to be installed in Missoula District

Occupant Protection Use Emphasis Area

Emphasis Area champion, Janet Kenny is the supervisor of the State Highway Traffic Safety Section within MDT and oversees the Highway Safety Plan (HSP) and the NHTSA safety behavioral program funding that includes occupant protection, impaired driving, teen drivers and motorcycle education. She provided an update on the 5-year average trend of occupant protection severe injuries, and an overview of program and strategy activates conducted in 2019 to reduce unrestrained occupant protection use and injury severity resulting from crashes.

Although there was a slight increase of unrestrained occupant severe injuries in 2019, the 5-year average trend continues to trend downwards and is at an all-time low.

Unrestrained Occupants Fatalities & Suspected Serious Injuries



The 3-year (2016-2018) average of unrestrained occupant related crash severe injury factors reflects

- 85 percent of these severe injuries were a result on roadway departure crashes,
- 72 percent of these sever injury crashes involved an impaired driver, and
- 23 percent of these severe injury crashes involved a young driver 14-20 years of age.

Within this emphasis area there are four strategies

- Support policies, education, training, programs and activities that promote and increase seat belt and child safety seat use.
- Support enforcement of existing seat belt and child passenger safety laws.
- Continue to support and build collaborative partnerships to increase seat belt use.
- Evaluate the effectiveness of ongoing messages and campaigns and programs in promoting and / or increasing occupant protection use.

Many of the safety efforts intertwine the four strategies. The MDT Teen Peer-to- Peer Safety program has partnered with the Family Career and Community Leaders of America (FCCLA) for a fifth year to promote education on safe driver behaviors and consequences of risky behaviors that include safety topics of not using a seat belt, distracted, drowsy, and impaired driving. FCCLA chapters select a topic of interest and develop a safety campaign for their schools, peers and community.

This partnership has also been successful in receiving grant funding for a third year in a row from Ford Driving Skills for Life (FDSFL) for \$7,500 to help fund addition chapters projects. Partnerships expanded in 2019 with grant from National Road Safety Foundation (NRSF) for \$7,500. In all there were 17 high school chapters who participated. FDSFL award winners were 1st place - Three Forks High School, 2nd place- Beaverhead High School, 3rd place- Choteau High School. NRSF award winners were 1st place – North Star High School, 2nd place Terry High School, 3rd place- Shepherd High School and Plentywood High School received an honorable mention for “You drive lousy when you’re drowsy” campaign.

Three Forks High School received the 2019 National FCCLA Chapter Public Relations Award. Their seat belt campaign included public service announcements and involved community awareness with cutouts of people positioned around the football field to signify the number of Montanan teens that died in 2017.



The 2019 Capitol Rotunda Day brought together safety partners across the state to promote the importance of seat belt use and included safety exhibits from Buckle Up MT, Safe On All Roads (SOAR) program, Emergency Medical Services and Trauma Systems, Montana Highway Patrol, American Academy of Pediatrics and Montana D.R.I.V.E. Interactive activities with the public included traffic safety with Vince and Larry the crash dummies, Governor Bullock reading children the “Just for Big Kids” booster seat story, and presentation of six Saved By The Belt recognition awards.

In 2019 the child passenger safety (CPS) program continues outreach with communities across Montana. MDT purchased 541 convertible car seats. These were distributed to 41 locations in 35 counties, prior to National CPS week (Sept. 15-19). There were six training conducted with 70 CPS technicians certified. CPS technicians are required to recertify every two years. Requirements include seat check certification, participate in a community education and complete CEUs. Other education and outreach projects were done through the state through MDT mini-grant funding that assists with events, media, educational materials, CPS training dolls and CPS training trailers.

The Buckle Up MT Coordinators reviewed the recommendations of the 2017 Occupant Protection Assessment and surveyed the current CPS instructors and instructors to identify age appropriate seat belt use strategies for children and elementary to high school aged students; and in-person technical updated throughout the state to retain CPS technicians and instructors. A survey was developed and requested what technicians and instructors needed to help in recertifying. Efforts paid off as recertification increased from 56% in federal fiscal year to 68% in federal fiscal year 2019.

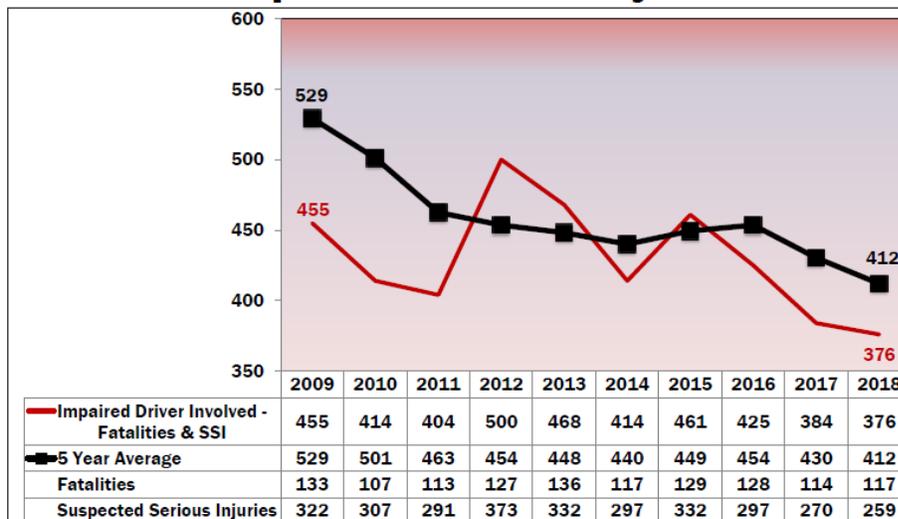
Strategies to introduce age appropriate child passenger safety and seat belt educational programs into elementary, middle, and high schools are ongoing. Moving forward the BUMT coordinators will use the survey to guide CEU sessions and locations for annual tech updates, connect and build tech networks, look for opportunities to acquire resources , i.e. training materials, LATCH manuals, and safety seats and consider ways to recruit, retain, and recognize instructors, techs and teams.

Other evaluations of programs, messages and campaigns for consideration of promoting or increasing occupant protection use include current campaign survey of stakeholders show that 80 % report always wearing a seat belt. The current “One Reason” campaign shows that 85-98% of respondent view the campaign as a positive message. The video can be found on the Vision Zero Buckle Up website <https://www.mdt.mt.gov/visionzero/people/buckleup/default.shtml>

Impaired Driving Crashes Emphasis Area

In 2018 the impaired driving fatalities and suspected serious injuries continues to decrease. In 2018 the combined fatalities and suspected serious injuries was 376; and the 5-year average continues to trend downwards at 412.

Impaired Driver Involved Fatalities & Suspected Serious Injuries



The 3-year (2016-2018) average of impaired driver involved severe injury factors reflect

- 88 percent of these crashes occur in a rural environment;
- 71 percent of these crashes involve road departure;
- 57 percent of these crashes occur at speeds greater than 55 miles per hour;
- 54 percent of these crashes involve an unrestrained occupant.

Within this emphasis area there are four strategies;

- Continued efforts to reduce impaired driving through improved processes and regulations;
- Reduce impaired driving through enforcement;
- Reduce impaired road users through prevention education; and
- Continue to support and build collaborative partnerships to reduce impaired driving.

Emphasis Area champion Kevin Dusko reported on the strategy's efforts implemented in 2019.

Continued efforts to reduce impaired driving through improved processes and regulations is ongoing in creating a comprehensive impaired driving data beyond crash data. The impaired driving data work group has compiled a variety of DUI data to enhance the current information. The Montana DUI Citation Summary can be found on the MDT Crash Data site at

<https://www.mdt.mt.gov/publications/datastats/crashdata.shtml>

Safety partners within the Department of Corrections, Board of Crime Control and the Montana Highway Patrol have a comprehensive picture of DUI citations across the state. The Montana State Crime Lab has a comprehensive picture of toxicology results stemming from blood samples that are submitted to the crime lab. The Court Administrator's Office has impaired driving court data that's analyzed to help determine appropriate countermeasures. Sanctions and treatment data are another important piece of the DUI picture that is tracked by different mechanisms. All this data is needed to assess and improve processes, policies, regulations and laws.

Reducing impaired driving through enforcement continues with high visibility enforcement (HVE). Enforcement is a general deterrent and a preventive approach for reducing impaired driving. The HVE programs are Strategic Enforcement Traffic Team (SETT), Selective Traffic Enforcement Program (STEP), High Visibility/Special Event Mini-Grants, Law Enforcement Liaison and Safe on All Roads (SOAR).

The strategy to reduce impaired road users through prevention education includes coordination with NHTSA and state and local partners for prevention education. Over the past year, impaired driving messaging has increased and is beyond the National Mobilization campaigns. The mobilization periods are New Years, Memorial and Labor Day, St. Patrick's Day. Other educational opportunities include sustained media focusing on the deadliest days of Summer, May-September and the Native American SOAR program. The prevention education with media includes radio, television, social media. Printed educational materials are provided to local groups for distribution.

The strategy to continue to support and build collaborative partnerships to reduce impaired driving is ongoing. One highlight is the collaborative partnership with the Montana Crime Lab. that with NHTSA funding has assisted in updating to the Intoxilizer 9000, which will enhance Montana's Breath Test Program. Over 12,000 tests are conducted by law enforcement officers every year. Majority of DUI's are not processed in a lab setting but are subject to intoxilizers for field testing.

Other collaborative partnerships that the MDT Impaired Driving mini-grants have assisted include the Missoula collaborative community outreach event promoting designated sober drivers with the Arrive Alive –Griz Tail Gate event; Statewide Drug Court Conference conducted by the Court Administrator's Office; and the development of Helena Youth Connections education awareness video, Marijuana Impaired Community Education, Drive High Get a DUI <https://youtu.be/WCyhXnQb0S4>

Trooper Doug Samuelson, with the Montana Highway Patrol serves as the Traffic Safety Resource Officer (TSRO), Stand Field Sobriety Training(SFST) Instructor, Drug Recognition Expert(DRE) coordinator provided an overview of impaired driving trends, DUI training for law enforcement, drug impaired driving issues and challenges to enforcing DUI laws. In addition to Breath Test Specialist training, 40 hours of DUI training using the Nation Highway Traffic Safety Administration (NHTSA) curriculum is done at the Montana Law Enforcement Academy (MLEA). Standard Field Sobriety Refresher training is provided to any agency in the state upon request and many agencies have participated. Advanced Roadside Impaired Driving enforcement (ARIDE) training is available to law enforcements. Officers must first be certified in standard field sobriety testing (SFST) to attend. Drug recognition expert (DRE) training is specialized, intense training to identify drugged drivers that is paid for by departments. Officers must be SFST and ARIDE certified to attend. Other trainings and educational opportunities include educational wet labs, Prosecutor Boot camp, DUI/DRE presentations at the Court of Limited Jurisdiction Conference and assisting with Alcohol Beverage Control with new alcohol server videos. Efforts during the 2019 legislative session to improve Montana's DUI laws did not pass and is likely to be revisited.

Montana's impaired driving trends are on the rise. The average BAC of .189 for the first two quarters of 2019. Alcohol and drugs still common contributing factor in fatal crashes. Drug impaired driving is increasing. Confirmed by toxicology as of October 2019, contributing factors are shown as 39.60 percent (39.60%) are alcohol and 32.67 percent (32.67%) are drug. The top five drugs in Montanan involved in drug impaired driving through June 2019 are marijuana, methamphetamine, morphine, diazepam (Valium) and Alprazolam (Xanax). Drug driving continues to be a hurdle because unlike alcohol there is no threshold number to associate impairment, synthetic and natural drugs don't fall into the seven drug categories used for impaired driving enforcement, more impaired drivers are on the road and cannabis legalization will likely be a ballot initiative.

Barriers to enforcing DUIs continue to be funding and staffing, the DUI laws are not listed under the same Montana Code Annotated (MCA) title, education and coordination of criminal justice professionals, jury lack of knowledge of laws and nullification of DUIs.

Chad Parker, Assistant Attorney General, Traffic Safety Resource Prosecutor, Prosecution Services Bureau, Montana Department of Justice provided an overview of Montana's DUI problem using 2017 DUI data. Montana has the 6th highest death rate per capita for alcohol related fatalities at 5.33; and the 10th highest alcohol related fatality rate in the US at 32.80 percent m (32.80 %) in 2017. On average 51 percent (51%) of drivers in fatal crashes are impaired. Seventy six percent (76%) of these drivers died in these crashes and 56 percent (56%) of those drivers that died did not have a prior DUI.

In 2018, there were 1,341 DUI cases tested for drugs of which 488 tested positive for THC. There were 183 or 38 percent (38%) of the THC positive cases had confirmation of other drugs (prescription, over the counter, or illicit). For the year 2018, there were 3,701 blood samples submitted of which 75 percent (75%) tested positive for alcohol.

With over 30 Years on the bench in Richland Count, Judge Greg Mohr spoke to the importance of looking deeper at DUI offenses and finding the root of an issue. A program that is making a difference in lives of Veterans is the Courts Assisting Military Offenders (CAMO) a treatment court that address the needs of veterans. It was first implemented in February 2011 after a Veteran had a felony DUI and

several had been seen in court. It was found that 60% of Veterans had a DUI. The program considers mental health and alcohol treatment and works with offenders to develop a plan for success. CAMO courts are in Billings, Missoula, Great Falls and Bozeman. Information on Veterans Courts can be found at <https://www.montanapbs.org/programs/veterans-coming-home/>

Safety Priorities and the Importance of Strategic Planning in Breaking Down Barriers

Director Mike Tooley spoke about the priorities and challenges of the CHSP and the AASHTO Safety Committee in eliminate crashes and the resulting fatalities and serious injuries. State Departments of Transportation are facing many challenges in providing and maintaining the safest transportation system, facilitating the movement of people and goods, and preserving access to transportation networks and connections between travel modes.

There are constant demands for new transportation facilities while there are ongoing needs to maintain and replace aging infrastructure. With looming requests and infrastructure needs a new transportation authorization bill needs to be passed. The federal gas tax has remained unchanged for 26 years, since 1993. The Highway Trust Fund is the mechanism for funding transportation infrastructure. This funding is nearing insolvency and will be unless Congress increases revenues or additional funds are transferred from the general fund. Until a transportation funding bill is passed the public benefit of a transportation system that includes safety, accessibility, connectivity, and economic vitality will be impacted.

Despite advances within education, engineering, emergency response and enforcement, roadway-related fatalities and suspected serious injuries continue. In Montana, risky driving behaviors are factors in all crashes. As of Monday, October 28 there have been 162 fatalities on our roadways compared to 143 on the same date in 2018.

Despite the advancements in technology and infrastructure over the past 50 years. The leading safety factor in roadway fatalities and serious injuries is not the infrastructure factor it is the Human Factor. Roadway departures, speeding, and impaired driving are all factors in crash. But not using a seat belt increases the severity of an injury. It can be the difference between death and walking away from the crash site.

Our way of thinking about traffic safety in the state of Montana needs to change. To effect this change traffic safety needs to be looked at from a broad range of safety partners. Montana's state agencies and corporate business organizations all have a role in safety. Safety for all of us does encompass the transportation and traffic arenas, because we all use the transportation system in one form or another. We are our own Traffic Safety Team.

Changing human behavior impacts the factors of impaired driving and not using seat belts. One way that this can be done is promoting safety campaigns within our own agencies and sharing these campaigns with external agencies, safety partners, and with community stakeholders and within our own personal networks.

As a State committed to improving the safety of those traveling our roadways, we need to look beyond engineering infrastructure and consider other ways to reduce crashes and the severity outcomes. As safety partners we need a renewed focus on the importance of using a seat belt every time and on never drinking and driving. We need to coordinate safety messaging about the risky behaviors of driving

and cell phone use, texting and driving, distracted driving, drowsy driving and speeding; and we need to collaborate at every opportunity.

Autonomous and Connected Vehicles

Chad Newman provide an overview of autonomous and connected vehicles and what this will mean for Montana. Manufacturers are trending away from engines and towards electric machines. Fully autonomous vehicles are self-driving vehicles and are at the highest level of automation. It is expected that the transformation of vehicles to fully autonomous vehicles in the future will impact ownership as people begin moving towards shared vehicles. The five levels of automation are

- driver assisted where the vehicle is controlled by the driver;
- partial automation where the vehicle has combined automatic functions and driver control;
- conditional automation where the driver is a necessity to take control at any time with notice;
- high automation where the vehicle is capable of all driving functions and the driver has the option to control the vehicle; and
- fully automation where the vehicle is capable of all driving functions and the driver may have the option to control the vehicle.

Connected vehicle technology is already in many new vehicles. Advanced driver assistance systems include onboard computer system, GPS, LIDAR to calculate distance between vehicles, cameras, sensors, Bluetooth and wireless communications. Currently over 55 automobile and tech manufactures are testing autonomous vehicles. Truck platooning pilots are occurring in both Europe and US having begun in June 2019.

The benefits of autonomous vehicles and connected vehicles include increased mobility, comfort in traveling, higher speed limits, virtual valet with an app and reduction in traffic enforcement needs. In addition, crashes and economic costs of crashes would be reduced.

Needed in advance of full automation is the consideration of liability issues, software issues, economic impacts resulting in job loss, public education on autonomous and connected vehicles, policy on transmitting and transferring data, transportation management center, integrity of current infrastructure and road lane management.

Traffic Incident Management Responder Safety Training

An overview and progress report given by Sgt Alex Betz of the Montana Highway Patrol who oversees the program covered the purpose, goals and ongoing efforts. Traffic Incident Management (TIM) is the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Representative of the multi-disciplines include state and local law enforcement officers, MDT and local maintenance and roads department staff, emergency medical services, fire and rescue and tow truck operators.

The National TIM Responder Training Program was designed to promote consistent training of all responders to achieve the three objectives of the TIM National Unified Goal (NUG): responder safety; safe, quick clearance and promote, reliable, interoperable communication. The training addresses all aspects of incident response, from the time the first emergency call is made to the correct positioning of response vehicles and equipment, to a safe work area using traffic control devices, to final scene clearance.

Safety Partners make up the TIMS Committee and include Federal Highways Administration (FHWA), Montana Highway Patrol, Department of Health and Human Services EMS and Trauma Systems Division, Montana Tow Truck Association, Montana Local Technical Assistance Program, MSU Fire Services Training School, Tri-Lakes Volunteer Fire Department and J&D Truck Repair & Towing

The purpose of the TIMS committee is to

- Promote and deliver TIM Responder Safety training
- Maintain a multi-discipline communications network in the state;
- Educate the public about the Move Over Law;
- Save Lives!



The TIMS Committee Goals are to

- Train 100% of responders
- Educate the public about TIM and Move Over Law
- Eliminate responder struck-by fatalities
- Reduce secondary crashes
- Improve communications among incident responders
- Reduce incident clearance times

Progress update of activities to date include

- September 2019 status update that 39 percent (10,502) of responders have been trained.
- Regardless of signage and public service announcements there continues to be close calls. Move Over Law MCA 61-8-346, states that Motorists must either move over a lane away from emergency vehicles OR slow down at least 20 mph below the posted speed limit.
- Sent several committee members to the National TIM Responder Training Symposiums,
- Conducted two train-the-trainer sessions,
- Added TIMS training to Montana Law Enforcement Academy Basic Training curriculum Developed a TIMS Webpage <http://www.montana.edu/ltap/resources/tim/index.html>
- Developed a Move Over Montana Facebook has been developed to educate public and share information (#MoveOver) and post upcoming training.



State Road Reporting and Rural Maintenance Center

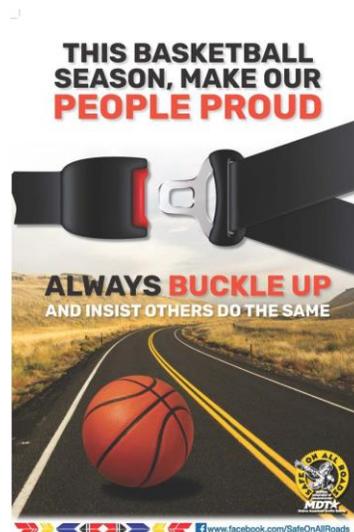
Doug McBroom, Operation Bureau of the MDT Maintenance Division provided a brief over view of the state reporting system and the MDT Travel Information website <https://www.mdt.mt.gov/travinfo/> and of the mobile apps that are available for roadways conditions, cameras, travel alerts and construction details. Apps will know raod closures and reassign routes.Efforts are underway to improve report data that is timely and accurate road data. One way to do this includes public reporting of current raod conditions.



Another item related to improving safety awareness for the traveling public is the planned rural transportation maintenance center tentatively scheduled to be completed by November 2020. This will provide around the clock reporting of road conditions and traffic incidents.

Outreach and Education Efforts in Blackfeet Country

Eileen Henderson, Blackfeet SOAR coordinator was recognized by Sheila Cozzie MDT SOAR program coordinator for the work Eileen had done with her community safety partners to raise awareness of the impaired driving health crisis in Blackfeet Country <https://youtu.be/x4gvsPasT3s> . Eileen worked in coordination with tribal members and The Wendt Agency to develop a video for which they were awarded the 2019 Telly Bronze in the general non-broadcast category <https://www.tellyawards.com/winners/2019/non-broadcast/general-cultural/impaired-driving-a-blackfeet-crisis/219002> . Additionally, Eileen was recognized for her work with women and children at the 2019 National Conference on American Indian/ Alaska Native Injury and Violence Prevention conference.



The SOAR program continues to support and promote the importance of seat belt use for all ages including child safety seats and boosters; and educate on the dangers of risky driving behaviors like impaired distracted, and drowsy driving. The SOAR basketball and back to school campaigns this year focused on the importance of seat belt use and passing on culture and Native Pride.

Solutions to Emphasis Area Strategy Hurdles

Director Tooley provide a recap of the ideas and solutions shared during the two-day meeting to address hurdles in implementing safety countermeasures. He asked attendees for their input for additional safety activities and solutions for considerations for 2020. Key themes heard include continue data analysis and coordination, consider developing and adding safety culture messaging and continue building multidisciplinary partnerships. Action ideas and solutions are noted here.

- Shift safety values and changing our safety culture is an ongoing, long-term effort. The key to change is redefining expectations.
- Coordination on proven safety messages has shown to be effective for specific demographic or age-specific focus groups. Messaging needs to be based on data and not perception to provide accurate information.
- State agencies and corporate safety partners collaboration and communication is needed to develop and promote consistent safety messaging. As safety partners coordination on safety efforts consistent messaging is a vital key to educating and building awareness about traffic safety issues.
- Public service messages and social media is something we should be sharing among state, county, city and tribal agencies and with local businesses partners.

Overarching Efforts

- Public awareness – Success stories by all agencies in relationship to Emphasis Area
- Provide safety information and updates to the Transportation Interim Committee.
- Remove “accident” from transportation and traffic safety messaging.
- Enhance coordination of safety data that corresponds with overall Vision Zero goal.

Roadway Departure and Intersections Crashes Emphasis Area

- Share success stories with public of lives saved due to rumble strip and roundabout safety countermeasures.
- Continue to support TIMS and training of first responders.

Impaired Driving Emphasis Area

- Continue efforts to develop informational materials in support of a DUI bill.
- Promote with public impaired driving mini grants.
- Continue efforts on DUI data and filling in gap of first and possible subsequent offenses and treatment through adjudication and parole
- Continue education of judges and prosecutors.
- Educate the public on what is a DUI.
- Recreational marijuana is coming. A work committee needs to be formed to develop policy on substance use and be ahead of it.

Occupant Protection Use Emphasis Area

- Share success stories with public of lives saved, Saved by the Belt recognition, great strides in recertifying CPS techs.
- Continue efforts to develop informational materials in support of a primary seat belt bill.
- Explore whether Seat Belt Health Crisis bill could be carried by the Health Department.
- Consider partnering with hospitals for CEUs for nurses.
- Consider grant funding opportunities for ambulance services to obtain ambulance safety restraints for children.

Attachment 1: Agenda

2019 Annual Transportation Safety
Planning Meeting Agenda
Delta Colonial Hotel
Helena, MT



Wednesday
October 30
Day 1

Breaking Down Barriers

12:30 PM Welcome –Opening Remarks - Mike Tooley, Director Montana Department of Transportation (MDT)

1:00 PM CHSP Overview

1:15 PM Psychological Reactance and Morally Disengaged - Guest Speaker-Nic Ward, Professor of Mechanical Engineering, Montana State University

What influences the decisions of individuals who engage in risky behaviors? Psychological reactance and moral disengagement may influence the population of road users that are resistant to following safe traffic messages. Psychological resistance has been described as reaction that happens when people feel their choice of behavior is threatened or may be lost. Moral Disengagement occurs when individuals ignore their normal reasons for being safe by redefining their behavior, blaming others or reducing negative outcomes. Both create a barrier to improving traffic culture. This session will discuss those behaviors and how messaging could be adjusted to mitigate those behaviors.

2:15 PM BREAK

2:30 PM Roadway Departure & Intersection Crashes Emphasis Area

MDT's Safety Program- Overview, Challenges and New Tools,
Patricia Walsh Burke, Safety Engineer, MDT

Reducing Crashes Through Proven Safety Countermeasures,
Gabe Priebe, Traffic & Safety Engineer, MDT

3:30 PM Occupant Protection Use Emphasis Area

Teen Peer-to-Peer Proactive Traffic Safety: Three Forks High School FCCLA Overview,
Three Forks FCCLA & Sheila Cozzie, Traffic Safety Cultural Liaison, MDT

Highlights & Hurdles, Janet Kenny, State Highway Traffic Safety Section, MDT

Child Passenger Safety Program,
Erin Root, Traffic Safety Occupation Protection Planner, MDT

Breaking Down Barriers in Child Passenger Safety Programs,
Tracie Kiesel, BUMT Coordinator/National CPS Instructor and
Wendy Olson-Hansen, BUMT Coordinator/National CPS Instructor

5:00 PM Adjourn for Day

Attachment 2: Attendees

Marcee Allen	Safety Engineer-Federal Highway Administration (FHWA)
Audrey Allums	Grants Bureau Chief, Planning Division-Montana Department of Transportation
Sergeant Greg Amundsen	Traffic Sergeant-Missoula Police Department
Joey Andrews-Fuller	Transportation Planner, Planning Division-Montana Department of Transportation
Major Robert Armstrong	Operations Major- Montana Highway Patrol
Eric Belford	Commercial Vehicle Operations Bureau Chief, Motor Carrier Services-Montana Department of Transportation
Gina Beretta	Highway Safety Specialist-National Highway Traffic Safety Administration (NHTSA)
Keith Bithell	Glendive District Traffic Engineer-Montana Department of Transportation
Senator Carlie Boland	Senate District 12
Carole Boughton	Business Development & Public Relations Director-Wyoming Montana Safety Council
Heidy Bruner	Environmental Engineer-FHWA
Tricia Burke	Safety Engineer- Montana Department of Transportation
Tim Burton	Executive Director-Montana League of Cities & Towns (MLCT)
Lorette Carter	Community Development Director-City of Shelby
Brett Carter	Policy Analyst, Planning Division-Montana Department of Transportation
Captain Art Collins	Montana Highway Patrol
Sergeant Kevin Corner	Havre Police Department
Sheila Cozzie	Cultural Liaison, State Highway Traffic Safety Section-Montana Department of Transportation
Thomas Danenhower	Risk Management Specialist-Montana Municipal Interlocal Authority

Jim DeTienne	EMS & Trauma Supervisor-Department of Public Health & Human Services
Kimberly Dudill	Statewide Technical Assistance Training- Montana State University (MSU)
Kevin Dusko	Impaired Driving Program Planner, State Highway Traffic Safety Section- Montana Department of Transportation
Tara Ferriter-Smith	Traffic Education-Office of Public Instruction
Representative Denley Loge	House District 14
William Gardner	Epidemiologist-Department of Public Health & Human Services
Courtney Geary	Program Evaluator-Department of Public Health & Human Services
Shari Graham	EMS & Trauma Supervisor-Department of Public Health & Human Services
Jerry Gray	Transportation Technical Lead-Stahly Engineering
Doug Habermann	Executive Director-Bike Walk Montana
Doug Hecox	Acting Assistant Division Administrator-FHWA
Bruce Holmes	Division Administrator-Federal Motor Carriers Safety Administration (FMCSA)
Davida Hryzko	Cascade County Buckle Up Montana Coordinator
Alyssa Johnson	Trauma System Manager, EMS & Trauma Systems-Department of Public Health & Human Services
Mark Keeffe	Operations Research Analyst, State Highway Traffic Safety Section- Montana Department of Transportation
Janet Kenny	State Highway Traffic Safety Section Supervisor-Montana Department of Transportation
Tracie Kiesel	Tri-County Buckle Up Montana Coordinator (Broadwater, Jefferson, Lewis & Clark Counties)
Robyn Kimmet	Toole County DUI Task Force Chair & Transportation Safety Committee
Tasha King	Safety Project Engineer-Montana Department of Transportation

Kimberly Koch	Addictive & Mental Disorders Division-Department of Public Health & Human Services
Pam Langve-Davis	Comprehensive Highway Safety Plan, Planning Division-Montana Department of Transportation
Scott Larson	Forensic Science Division Administrator-Department of Justice
Officer Jay Lopez	Helena Police Department
Sheila Ludlow	Rail, Air Quality & Studies Supervisor, Planning Division-Montana Department of Transportation
Jay Manuel	Great Falls District Traffic Engineer, Montana Department of Transportation
Kim Martinell	DFC Project Coordinator/Be the Change 406 Prevention Specialist-Beaverhead County DUI Task Force Chair
Lora Mattox	Transportation Planner- Billings Metropolitan Planning Organization (MPO)
Doug McBroom	Operations Bureau Chief, Maintenance Division-Montana Department of Transportation
Reginald Michael	Director-Department of Corrections
Todd Mulcahy	Safety Coordinator-Motor Carriers of Montana
Anna Mhoon	Motor Vehicle Division-Department of Justice
Judge Greg Mohr	
Jason Mohr	Research Analyst -Legislative Services Division
Tracy Moseman	Health Enhancement & Safety Division Administrator-Office of Public Instruction
Chad Newman	Law Enforcement Liaison- State Highway Traffic Safety Section-Montana Department of Transportation
Sergeant Andrew Novak	Montana Highway Patrol
Wendy Olson-Hansen	Flathead County Buckle Up Montana Coordinator
Tara Osendorf	Transportation Planner-Missoula Metropolitan Planning Organization (MPO)

Chad Parker	Traffic Safety Resource Prosecutor-Assistant Attorney General
Sarah Patterson	Traffic Engineer- DOWL
Brenda Peterson	CEO/President-The Wendt Company
Gabe Priebe	Traffic & Safety Engineering Bureau Chief- Montana Department of Transportation
Barb Reiter	Prevention Specialist & Jefferson County DUI Task Force Coordinator
John Robinson	FARS Analyst- Montana Department of Transportation
Erin Root	Occupant Protection Program Planner- State Highway Traffic Safety Section-Montana Department of Transportation
Trooper Doug Samuelson	Traffic Safety Resource Officer, DRE & SFST Coordinator-Montana Highway Patrol
Captain Jim Sanderson	SEU Captain- Montana Highway Patrol
Becky Schlauch	Alcoholic Beverage Control Administrator-Department of Revenue
Steve Schmidt	DUI Task Force/Buckle Up MT Coordinator-Missoula City-County Health Department
Cal Schock	Crash Reporting Training-Montana Highway Patrol
Sue Sillick	Research Section Supervisor, Engineering Division-Montana Department of Transportation
Spook Stang	Executive Vice President-Motor Carriers of Montana
Geoff Streeter	Statewide & Urban Transportation Planning-Montana Department of Transportation
Carol Strizich	Multimodal Bureau, Planning Division-Montana Department of Transportation
Robin Suzor	MT Emergency Medical Services for Children Program Manager- Department of Public Health & Human Services
Moreen Swingley	Management Officer, Alcoholic Beverage Control Division-Department of Revenue

Mike Tooley	Director-Montana Department of Transportation
William Tuck	NHTSA Grants Accountant-Montana Department of Transportation
Vicki Turner	Prevention Resource Center Director-Department of Public Health & Human Services
Ivan Ulberg	Traffic Design Engineer-Montana Department of Transportation
Rob Virts	Occupational Safety & Health Bureau Chief-Montana Department of Transportation
Bob Walker	Safety Chair, Last Chance Riders Motorcycle Club & Chair of the Board, Montana Trails Coalition
Maureen Ward	Injury Prevention Program Manager-Department of Public Health & Human Services
Curtis Weiler	Program Officer, Addictive and Mental Disorders Division-Department of Public Health & Human Services
Sergeant Chris Weiss	Lewis & Clark County Sheriff's Office
Sergeant Lacie Wickum	24/7 Sobriety Program Coordinator-Montana Highway Patrol
Jeremy Wilde	Construction Traffic Control Engineer/ Work Zone Safety-Montana Department of Transportation
Hannah Yang	Epidemiologist-Department of Public Health & Human Services
Lieutenant Jayson Zander	Helena Police Department
Lance Zanto	HCBD & Workman's Comp-Department of Administration
Lynn Zanto	Transportation Planning Division Administrator-Montana Department of Transportation

Attachment 3: Resource Links

2018 Crash Data Summary

https://www.mdt.mt.gov/visionzero/docs/chsp/2019/1_2018_CrashData_110719_FINAL.pdf

2019 Emphasis Area Strategy Update

https://www.mdt.mt.gov/visionzero/docs/chsp/2019/11_2019_EA_STRATEGY_UPDATE_FINAL.pdf

2019 Annual Transportation Safety Meeting Presentations

<https://www.mdt.mt.gov/visionzero/plans/chsp-meetings.shtml>

Montana Crash Data and DUI Citation Summary

<https://www.mdt.mt.gov/publications/datastats/crashdata.shtml>