

## Roadway Departure & Intersection Crashes CHSP Emphasis Area Meeting

MDT Planning Conference Room A – Helena, MT  
Wednesday, January 25, 2017 from 10:30 am to 12:00 pm

### Attendees:

Marcee Allen, Safety Engineer (FHWA)  
Audrey Allums, Grants Bureau (MDT)  
Melinda Barnes, Executive Director, BikeWalkMT  
Patricia Burke, Safety Engineer (MDT)  
Art Collins, (MHP)  
James Combs, Preconstruction (MDT)  
Ed Ereth, Data & Statistics (MDT)  
Shari Graham, EMS Trauma Systems (DPHHS)  
Dennis Hult, Motor Carriers-Operations (MDT)  
Pam Langve-Davis, CHSP Program Coordinator, (MDT)  
Patrick McJannet, Audit & CDLS Section (DOJ-MVD)  
Don Matlock, Operation Lifesaver  
Chad Newman, Law Enforcement Liaison, (MDT)  
Fran Penner-Ray, Traffic Education (OPI)  
Roy Peterson, Traffic & Safety, (MDT)  
Via phone:  
Gina Beretta, NHTSA  
Jim Morrow, Director, MMRS



zero deaths | zero serious injuries

### Approval of minutes

Approval of the November 15, 2016 meeting minutes was by consensus of those in attendance.

**Data-** The 2016 preliminary roadway fatalities for Montana is 190 which is 34 fewer than 2015. As of January 24, 2017 there have been 7 roadway fatalities, 2 more than last year at this time.

### Old Business-

#### Legislative Updates- Members reported on legislation that relates to EA.

- **SB 9 - Provide for primary enforcement of seatbelt laws;** tabled in Judiciary Committee, 1/13/17
- **HB 41 - Revise laws related to oversized loads to comply with federal law;** Highways & Senate Transportation hearing 1/26/17.
- **HB 94 - General revise public safety officer standards/training council laws**
- **HB 180 – Restrict cell phone use in work and school zones;** passed Committee Executive Action Hearing 12 to 1. Scheduled for 2<sup>nd</sup> reading on 1/26/17.
- **SB 134 - Revise laws related to motorcycle operation;** Highways & Transportation hearing 1/26/17. To allow motorcyclists to pass between adjacent lanes of traffic when stopped or traveling less than the posted speed limit under certain roadway conditions.
- **HB 144 - Generally revise motor vehicle laws;** Transportation hearing on 1/23/17. A general cleanup bill of MVD laws.
- **HB 194 - Prohibit local restrictions on electronic devices while driving;** 2<sup>nd</sup> reading – not passed, 1/24/17, (Update: Missed transmittal deadline- 03/01/2017)
- **HB 196 - Institute vehicle registration fee for volunteer EMS;** Transportation hearing 1/18/17 (Update: Tabled in Committee 2/13/2017)
- **HB 206 - Revise laws regarding crimes/ open container law;** Tabled in Committee 1/20/17
- **HB 225 - Funding of maintenance for paved paths;** hearing on 1/26/17. (Update: tabled in Committee 3/21/2017)

### **Intersection Safety Study (Strategy 4)-**

Patricia Burke provided an overview of the Intersection Safety Study which uses the same concepts of the Roadway Departure Study. This program that will enable Traffic & Safety to identify projects based on the magnitude of the level of service (LOS) and analysis of the safety issue with consideration of side routes. To date ten different Montana specific intersection models have been developed with more to be developed. This tool will answer questions of projected verses actual crashes to help develop recommendations for safety and traffic operations and to help districts prioritize projects. An initial 2017 HSIP site list is being developed for analyses.

### **Program Overview-**

Montana D.R.I.V.E. (Strategy 3) - Fran Penner-Ray

Montana DRIVE is a seasonal, hands-on, behind-the-wheel crash avoidance program operated by the Office of Public Instruction at a closed, specially designed track near the Lewistown Airport. It is a one-day advanced driver training workshop at the Montana DRIVE facility during the summer for school bus drivers, fire fighters, ambulance drivers, state employees, and other adults.

The OPI offers Montana DRIVE workshops in partnership with MDT to partially meet adult driver training needs (MCA 61-2-103(2) (c)). The program is primarily supported by user fees, currently \$330 for a full-day adult workshop, and through limited in-kind contributions from program partners.

The Montana DRIVE workshop curriculum was developed for in-vehicle learning based on crash patterns in rural Montana. Two hours in the classroom cover established defensive driving techniques and occupant protection. Up to six hours are spent behind-the-wheel in a variety of vehicles to learn skid recovery, evasive steering, controlled braking, and cornering. It is the driving component of the program—actually experiencing what commonly occurs prior to a crash—that makes it so effective. People have said they “remember” what to do when they actually encounter an obstacle in the road or need to brake suddenly. Drivers who complete the program can, in many cases, reduce their personal auto insurance premiums and also lower the cost of Worker Compensation for their employers.

### **Progress Update**

Strategy 3 – reduce roadway departure and intersection crashes through education.

- Conduct public awareness and education about roadway conditions.
  - MDT Maintenance initiated winter driving PSAs on variable messages signs to focus on road conditions, incidents, and snow plows in mid-December.

Strategy 5 – Support & increase enforcement of proper road use behaviors by all users in high-crash corridors and high-crash locations.

- *Chad Newman reported that the Impaired Driving conference scheduled for March 14, 15, 16 have been canceled.*
- *Don Matlock, Operation Lifesaver reported that they are continuing to track Legislative changes of traffic codes to be compile following the 2017 session and provide hand books to law enforcement via MSPOA, MPPCA, MPAA, MHP, and MLEA.*

### **Announcements-**

Marcee Allen, FHWA noted the federal requirement regarding rural road crashes.

“The High Risk Rural Roads (HRRR) Special Rule requires States where the fatality rate on rural roads increased over the most recent two-year period to obligate a specified amount of funds toward HRRR safety projects in the next fiscal year. Montana had an increase of 0.3 fatalities PMVMT for the period 2013-2015. Therefore, Montana is subject to the Special Rule which requires that \$1,389,760 of the HSIP funds be obligated toward HRRR safety projects in FY2018.”

### **Upcoming Meetings**

Emphasis Area Meeting, Wednesday, March 22

Advisory Committee Discussion of Safety Targets, May 9

Annual Safety Meeting, October 11-12