

..... MONTANA 2025

Comprehensive Highway Safety Plan (CHSP)

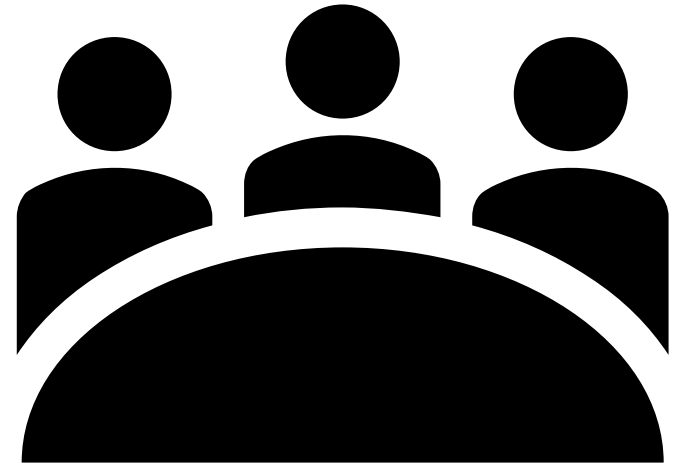


Advisory Committee Meeting #1 - Data Analysis



Meeting Overview

- SWOT Summary
- CHSP Interim Goal Discussion
- Data Analysis and Key Factors
- Emphasis Area Discussion
- Outcomes
- Next Steps





SWOT Summary

- Strengths (S)
 - Recognize what's working
- Weaknesses (W)
 - Inform the update process of what is missing
- Opportunities (O)
 - Identify opportunities to seek out missing elements
- Threats (T)
 - Determine what is not working



Strengths

- Data driven decision making
- Strong program oversight with regular meetings and progress tracking
- Large group of active multidisciplined stakeholders
- Effective multiagency collaboration
- Commitment to Vision Zero



Weaknesses

- Limited personnel, funding, resources and equipment within the 4Es disciplines
- Limitations with accurate, complete, timely, collection, and accessibility of crash data for safety analysis
- Rural nature of the state increases exposure to risk and delayed emergency response
- Limitations by current legislation
- Challenges with tracking and reporting implementation efforts for assessment and evaluate outcomes



Opportunities

- Implement emerging technology recommendations from pilot projects
- Improve crash and traffic data collection and accessibility
- Leverage funding programs to implement large-scale safety initiatives
- Increase the implementation of top countermeasures
- Increased emphasis on the Safe System Approach



Threats

- Limited resources between competing priorities, such as balancing safety improvements and maintenance needs
- Turnover of staff and lack of understanding/buy-in on safety priorities
- Trying to do too much and spread too thin
- Declining EA meeting participation and reporting outcomes reflect declining pattern of EA workgroups engagement
- Changes in laws and regulations that alter enforcement capabilities, funding allocations, and program priorities
- Limited access across jurisdictions to accurately analyze and respond to emerging trends and effectively coordinate safety measures

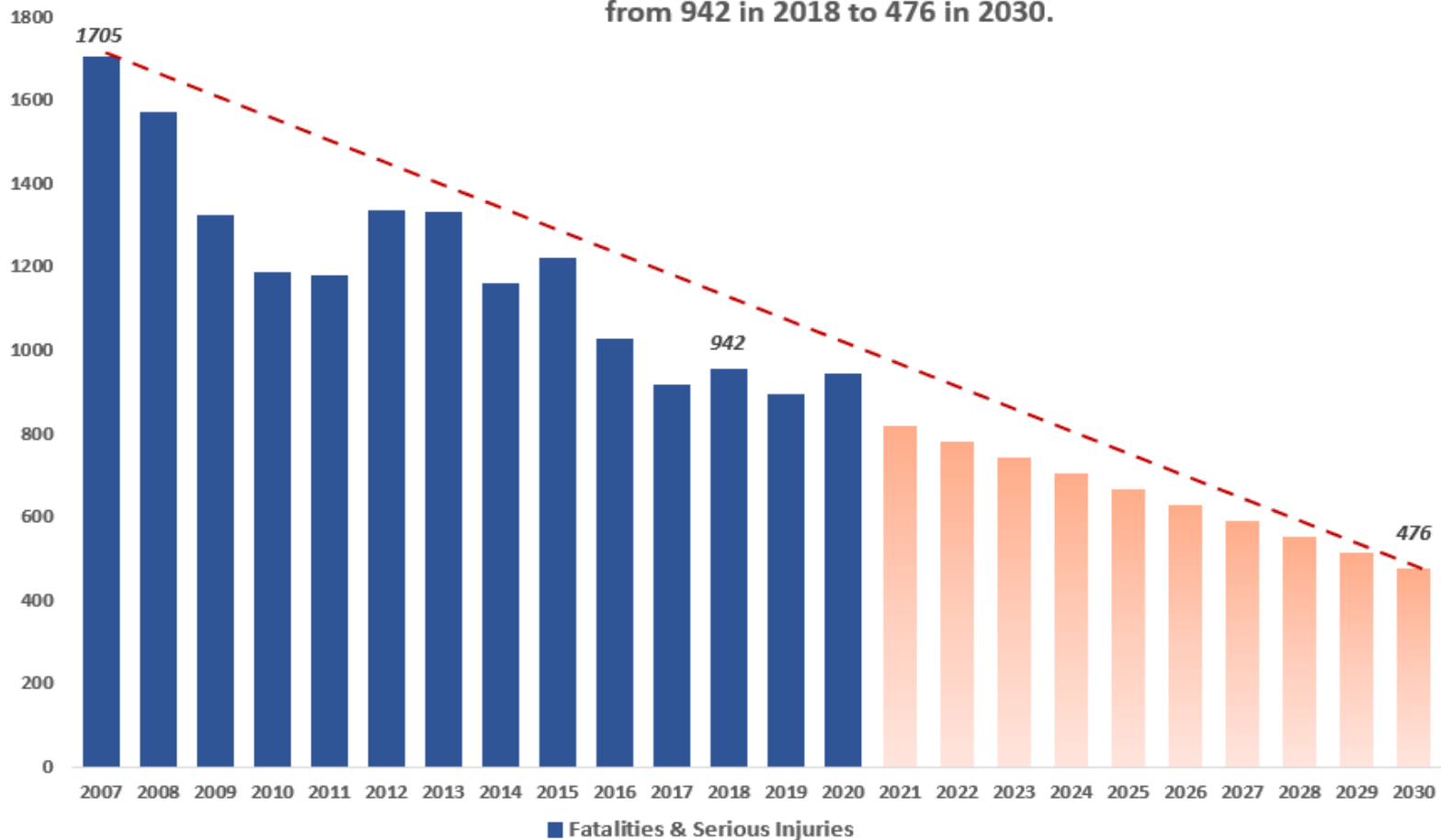


CHSP Interim Goal Discussion



2020 CHSP Interim Goal

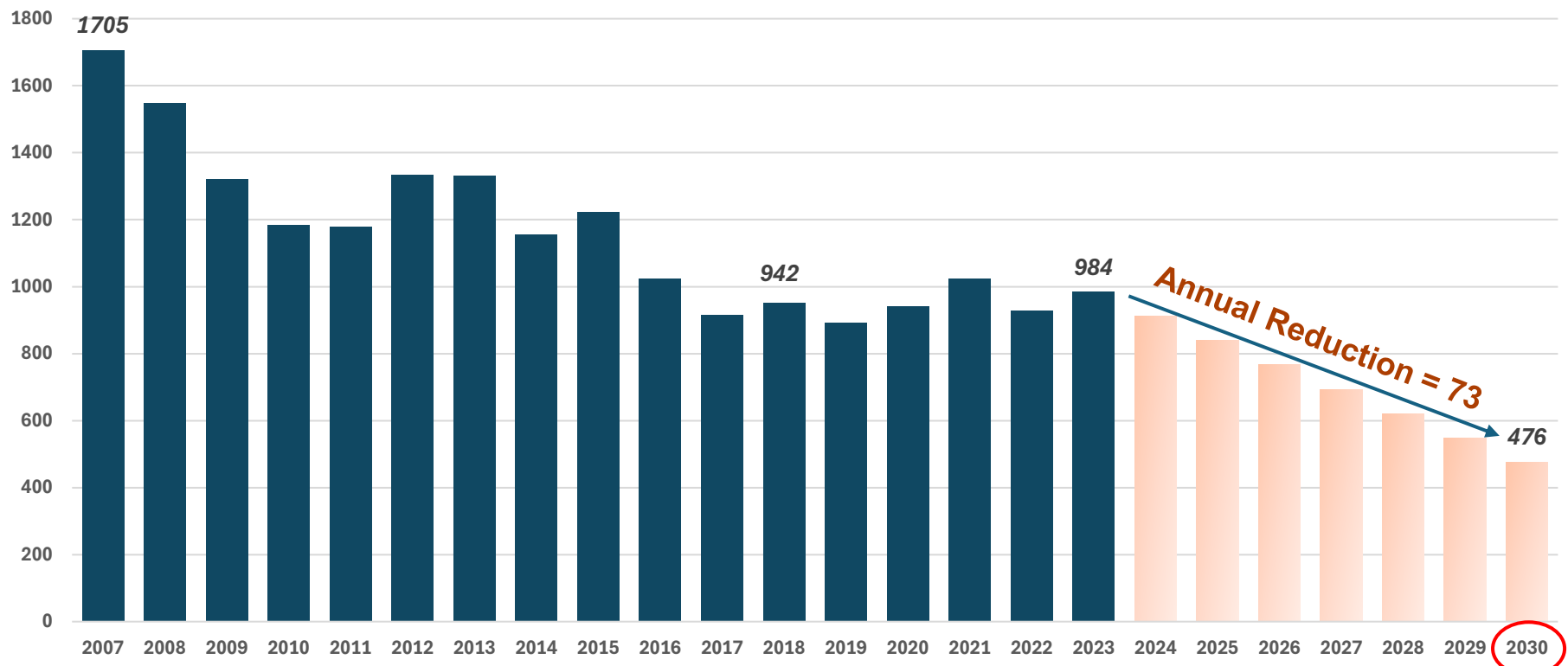
Reduce fatalities and serious injuries on Montana's roads by half,
from 942 in 2018 to 476 in 2030.





Current Status

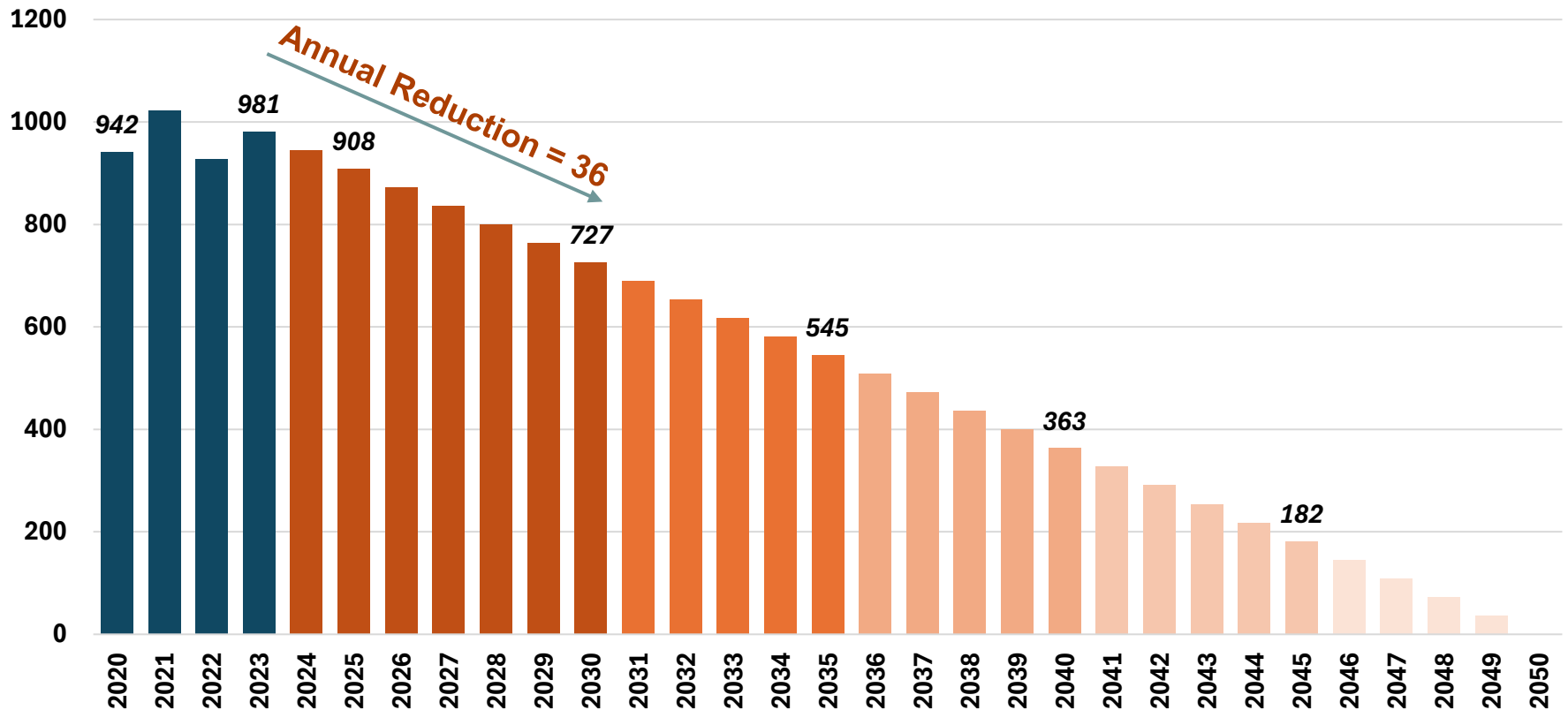
Reduce fatalities and serious injuries on Montana's roads by half, from 942 in 2018 to 476 in 2030





Zero by 2050

All Fatalities & Serious Injuries





Interim Goal Discussion

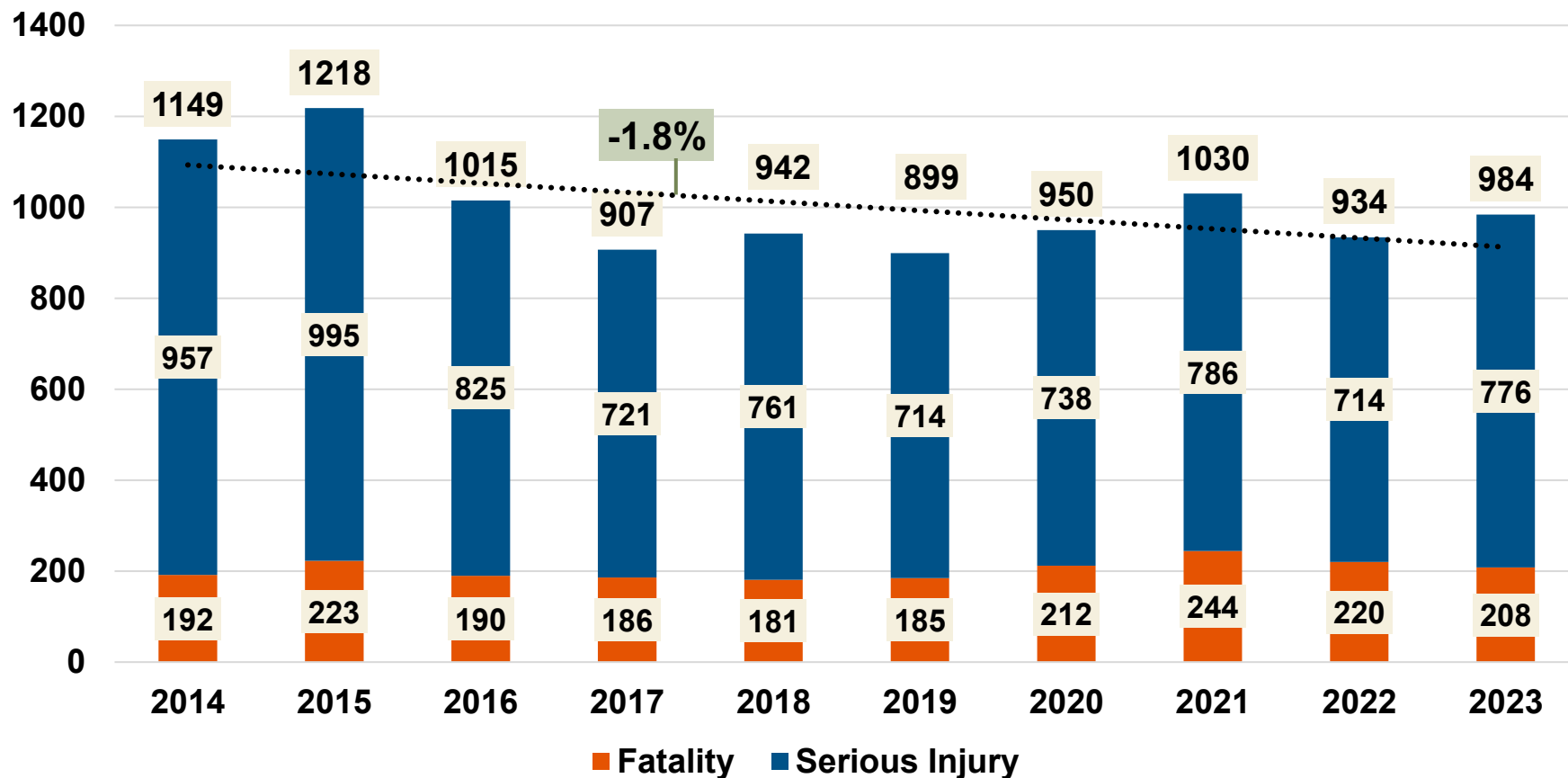
The Advisory Committee confirmed *Zero by 2050*, as the Interim CHSP Goal statement for the 2025 CHSP update.



Data Analysis Fatal & Serious Injuries

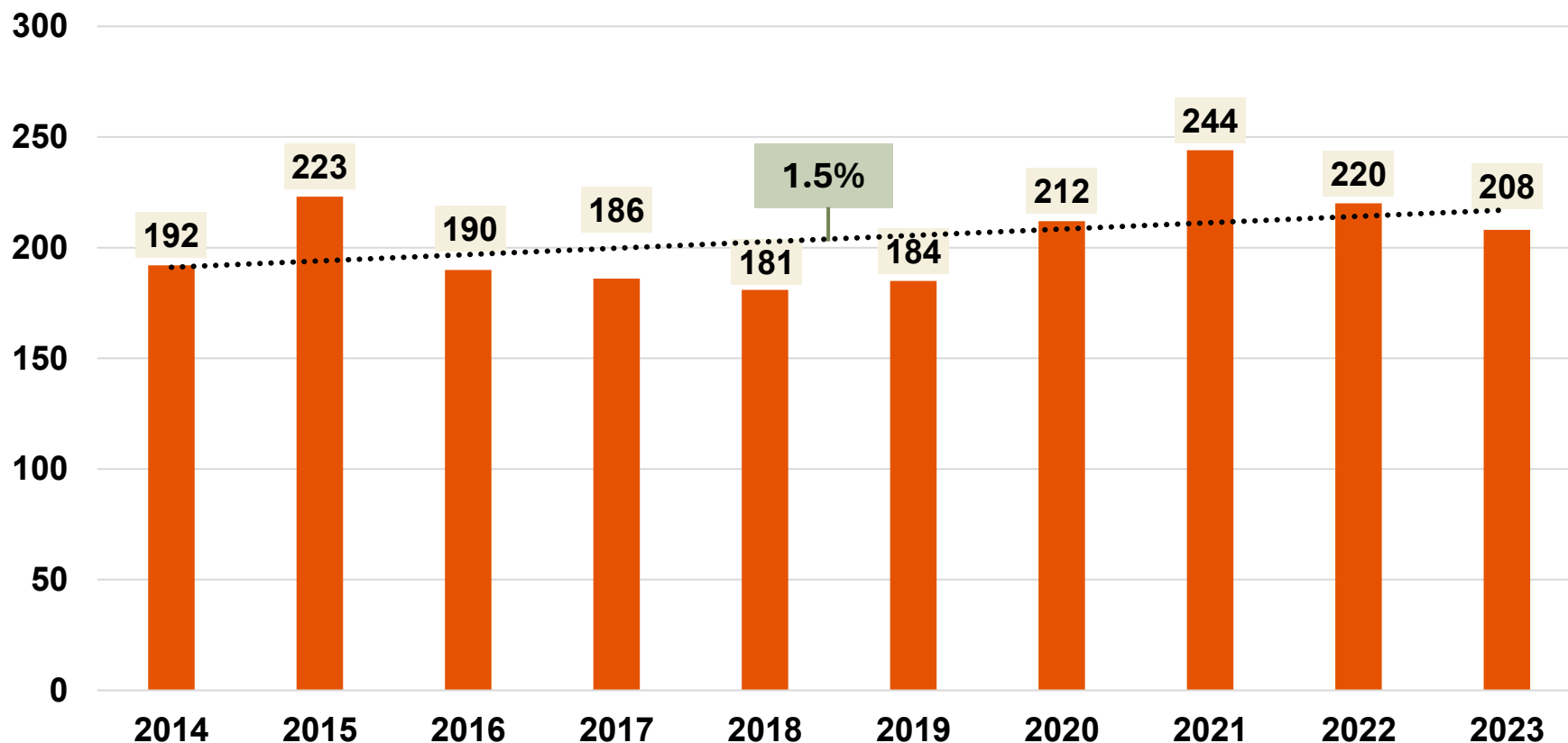


Fatalities and Serious Injuries



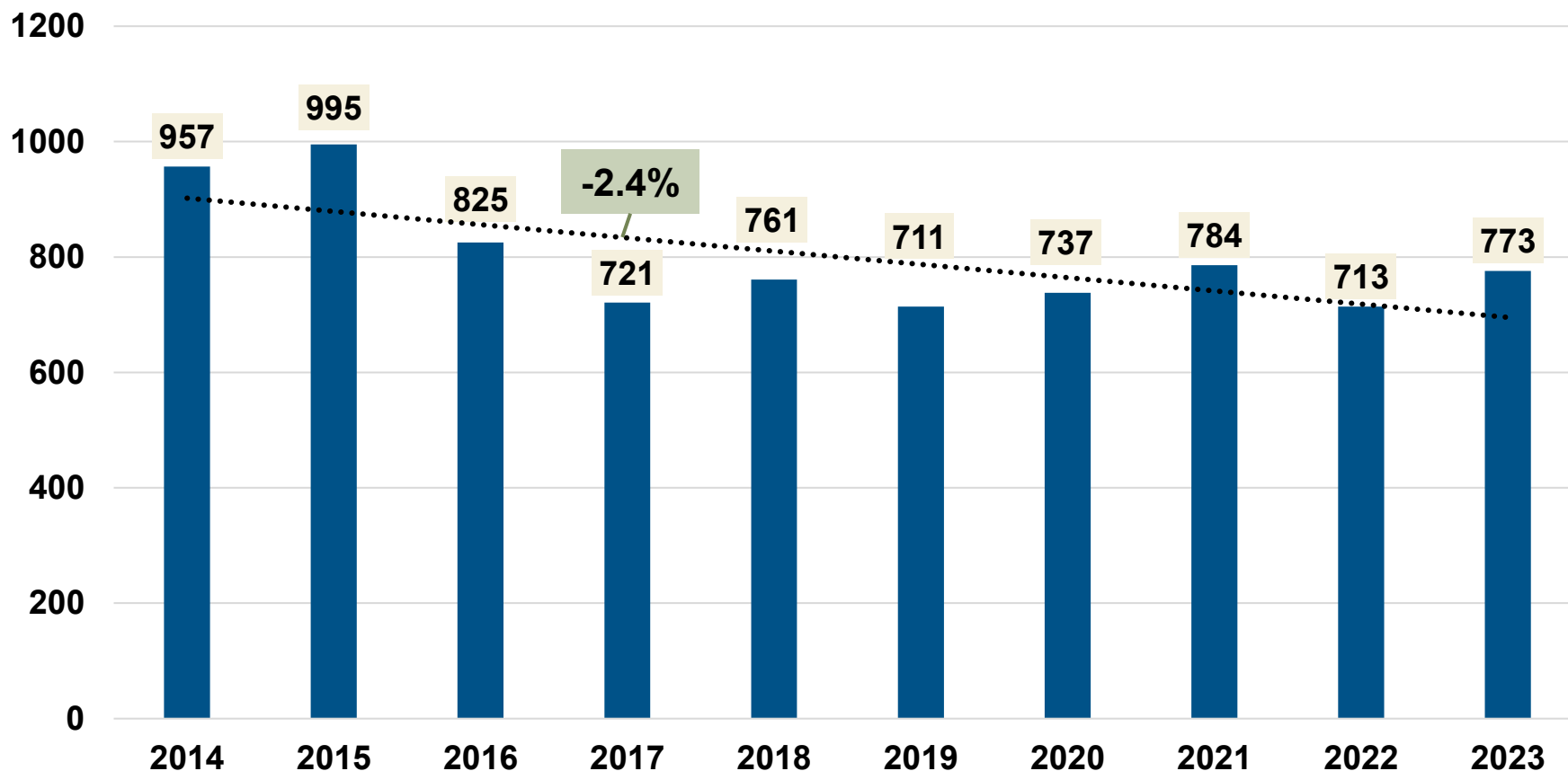


10-Year Trend - Fatalities



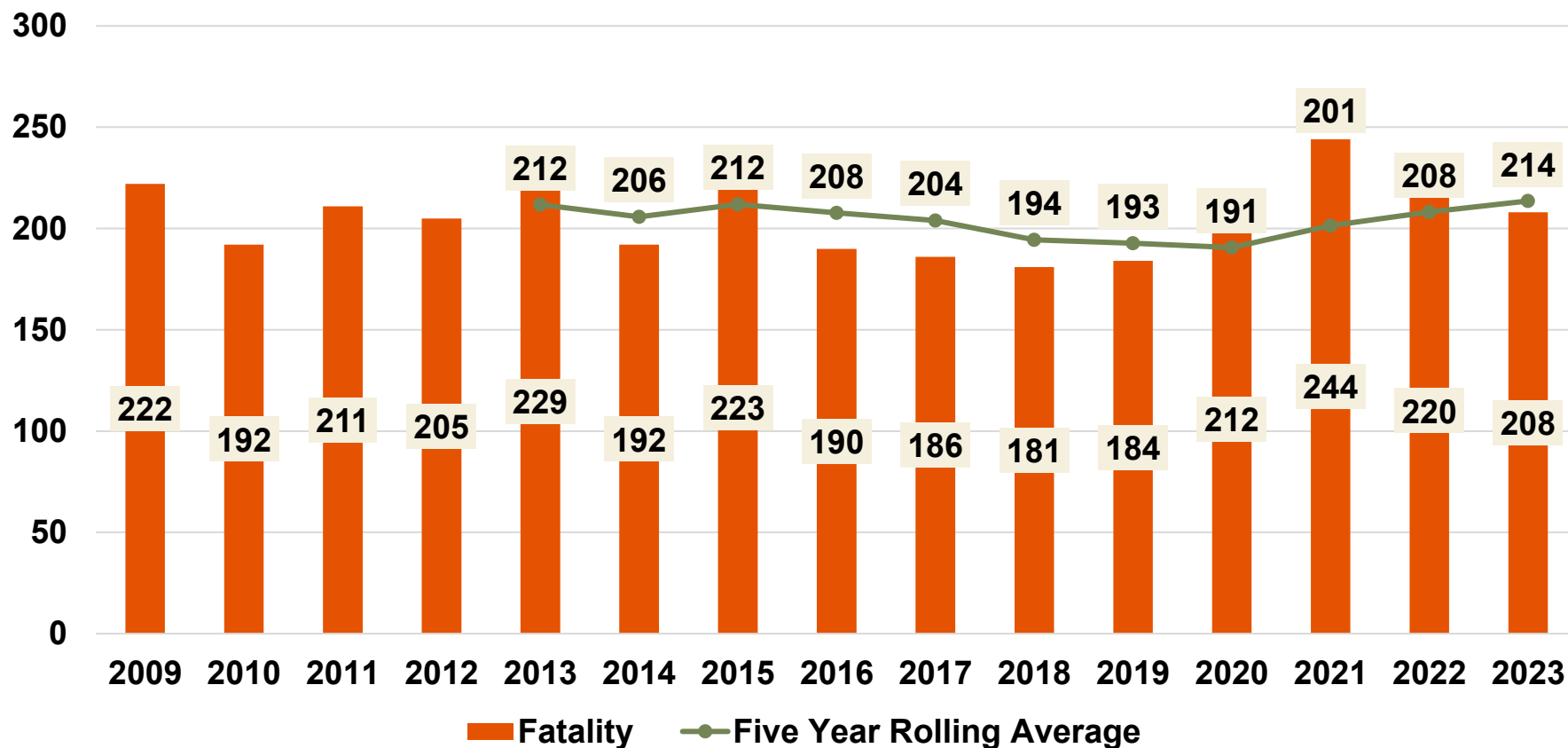


10-Year Trend - Serious Injuries



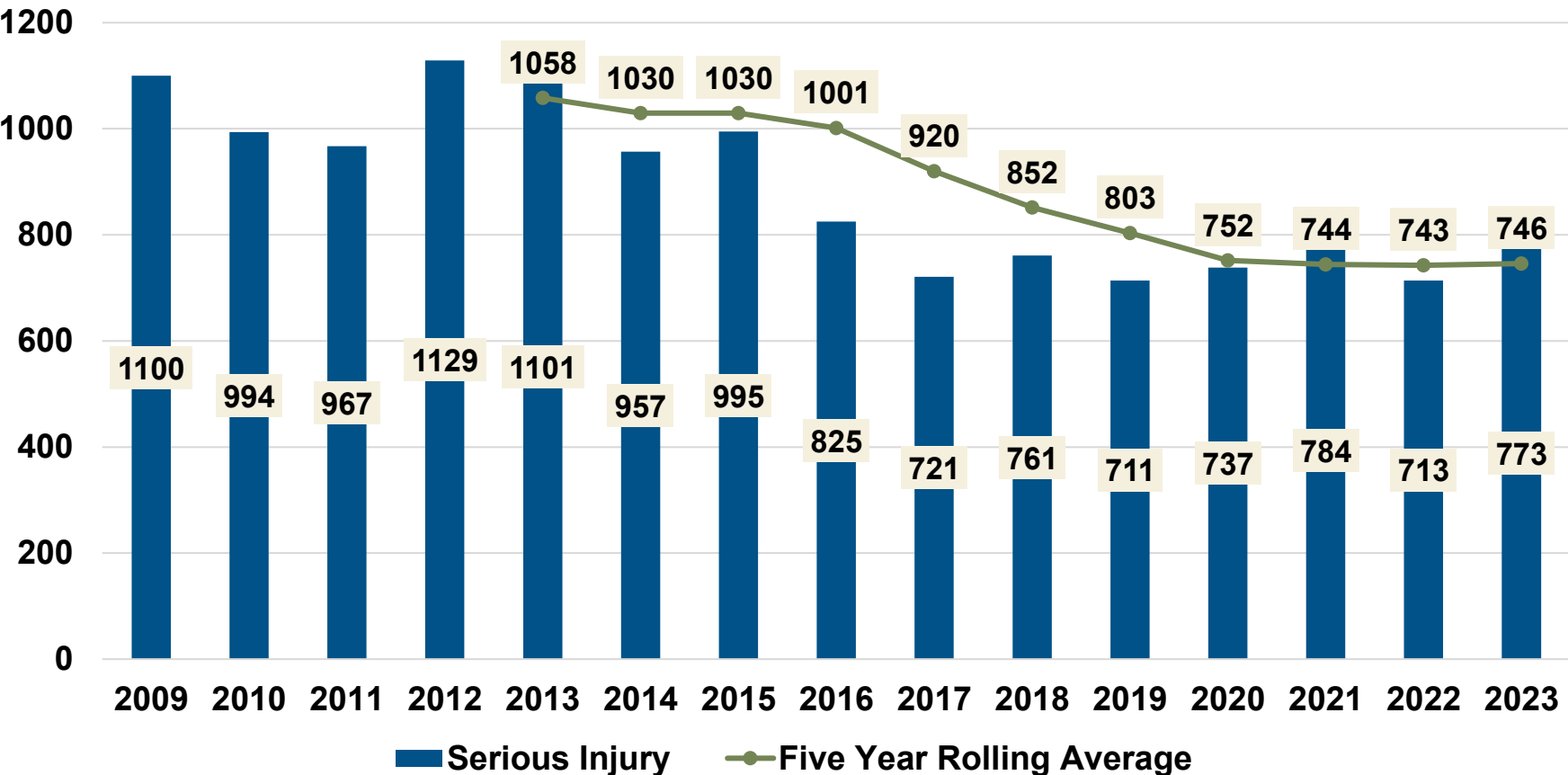


5-Year Fatalities - Rolling Average



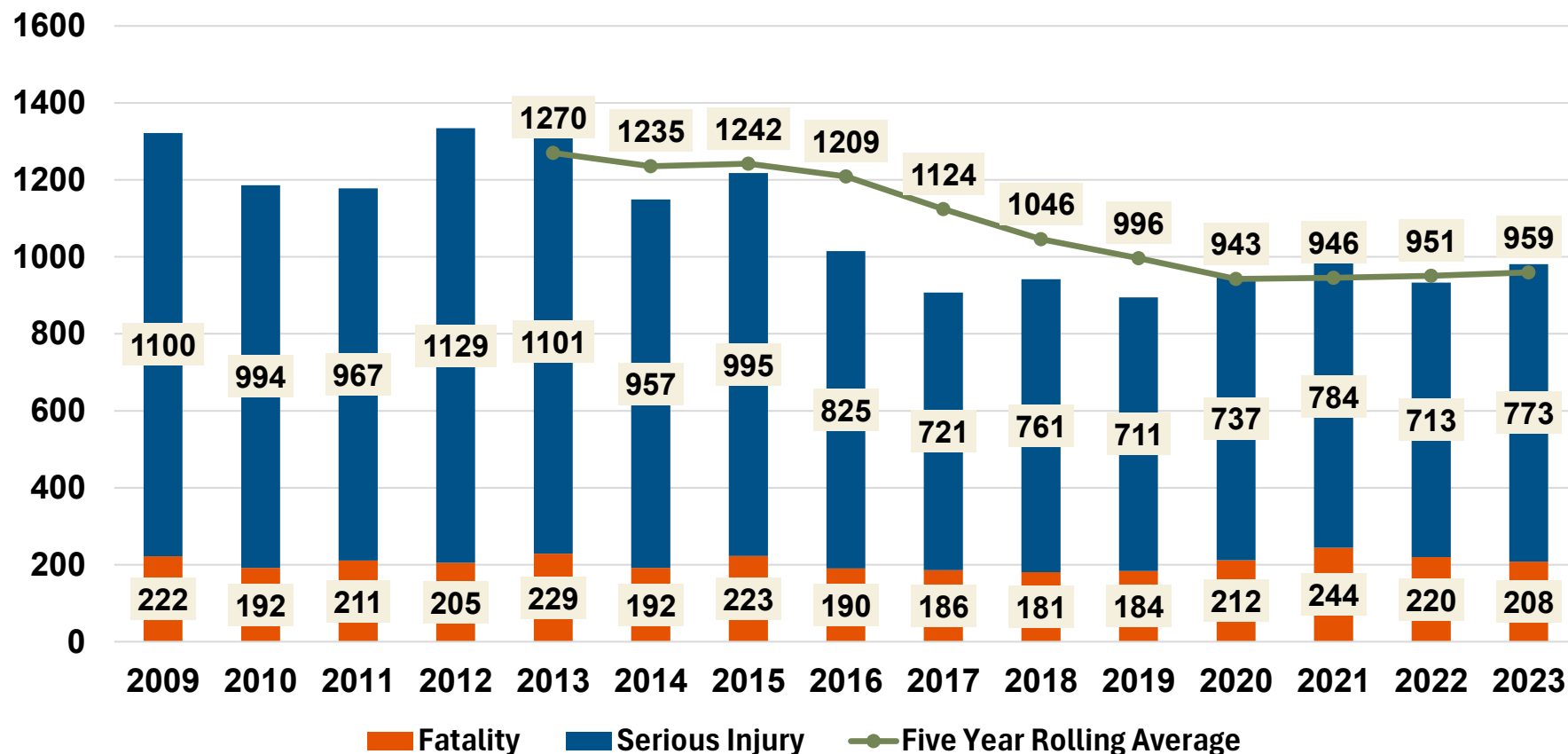


Five Year Serious Injuries - Rolling Average



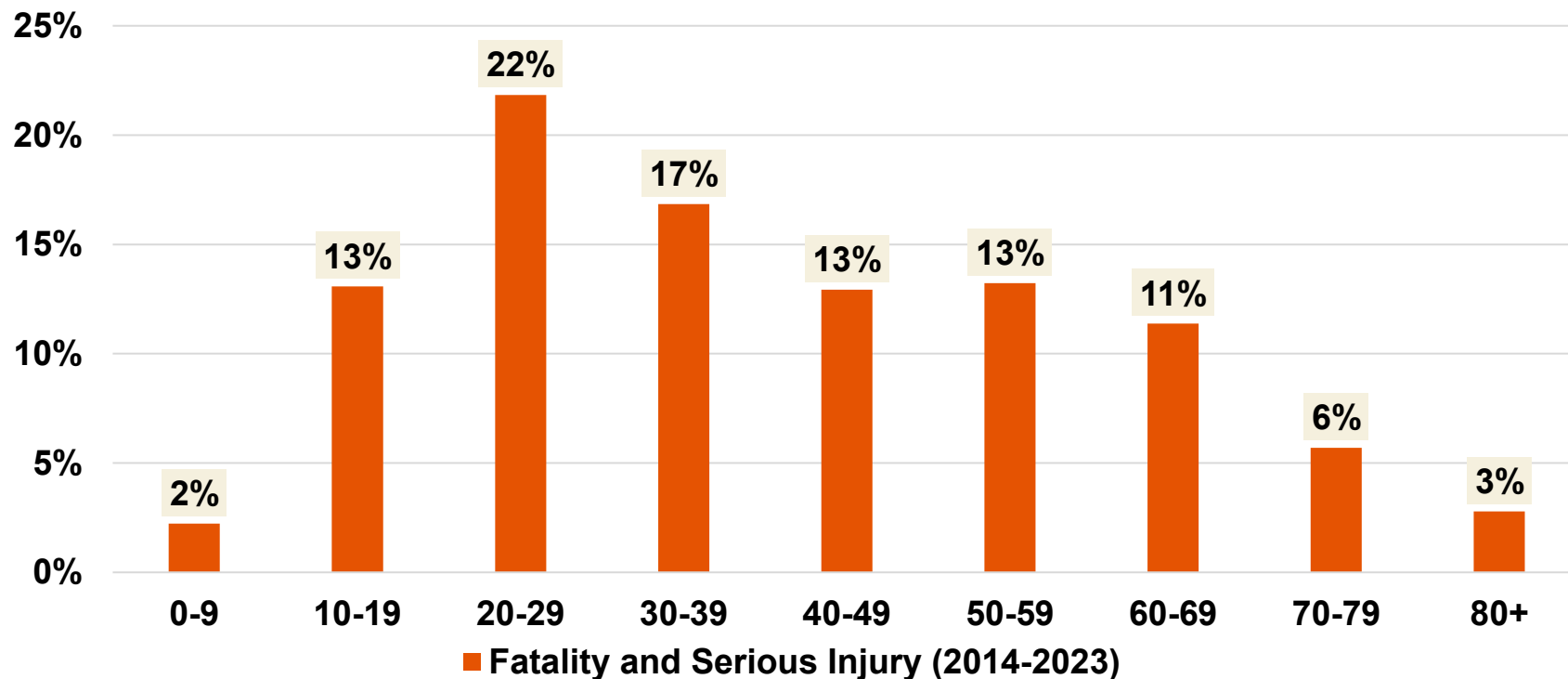


5-Year Combined Rolling Average



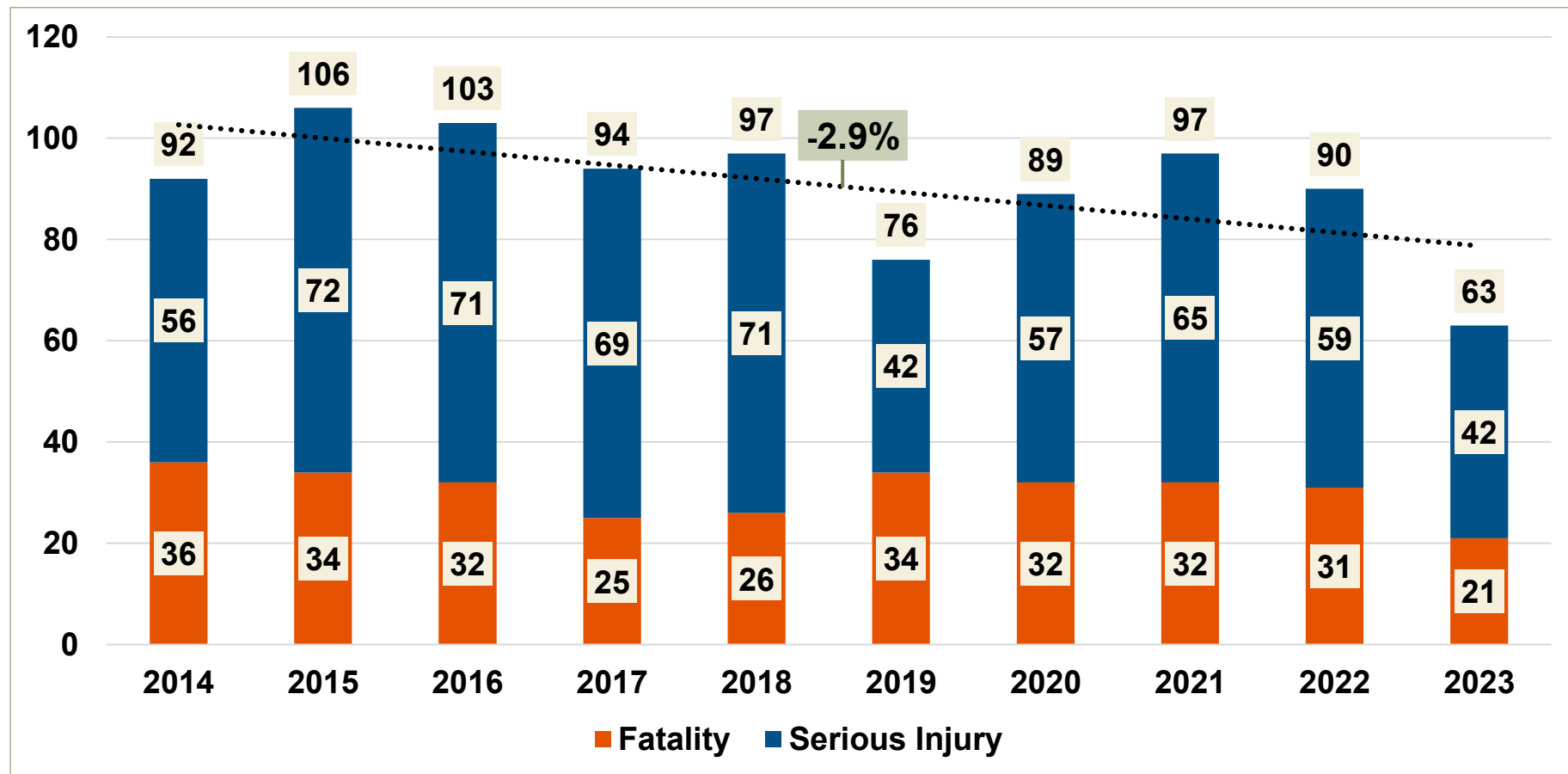


Fatalities and Serious Injuries by Age





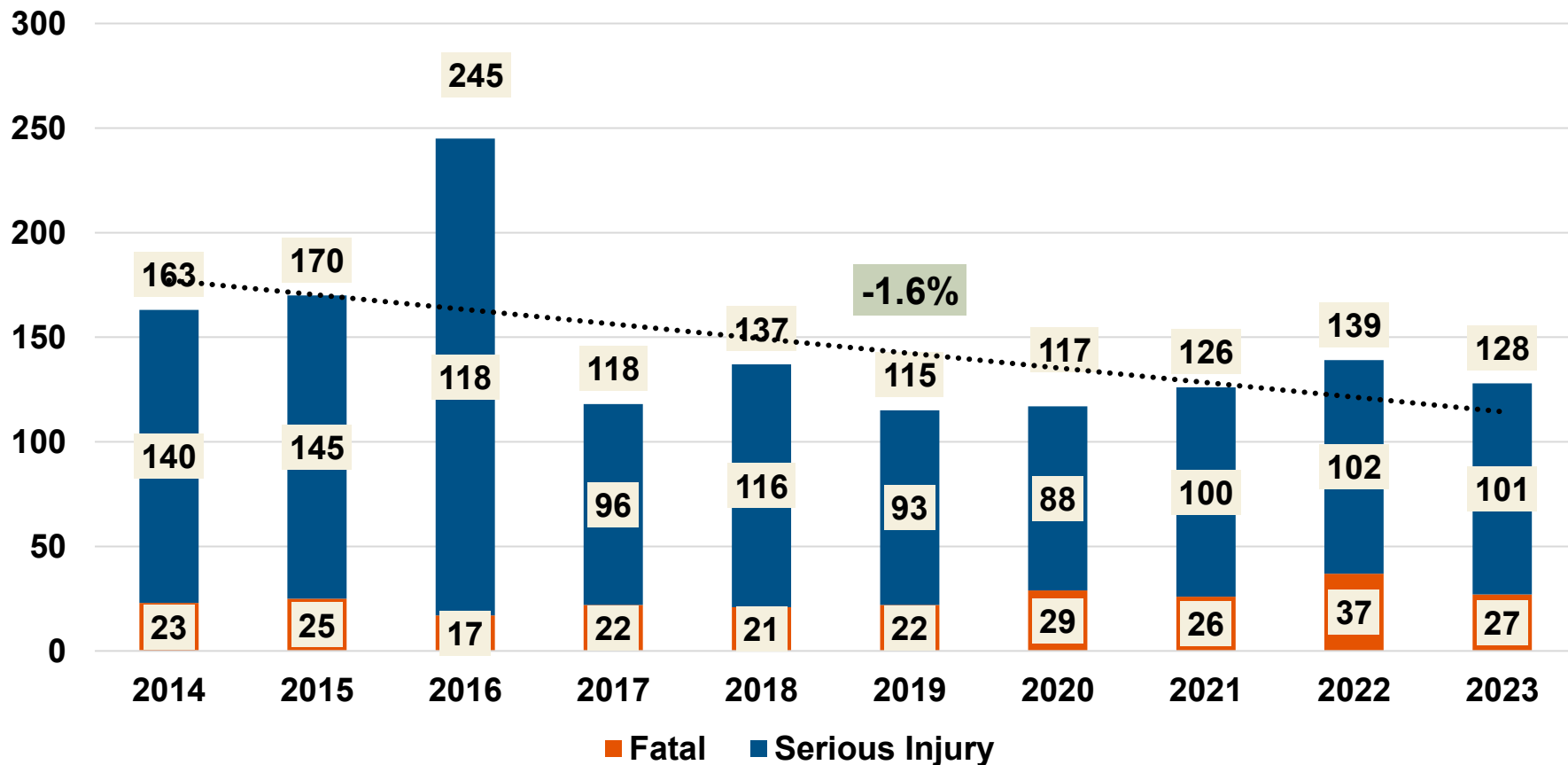
Native American Fatalities & Serious Injuries



*Statewide reported Native American Fatalities & Serious Injuries.



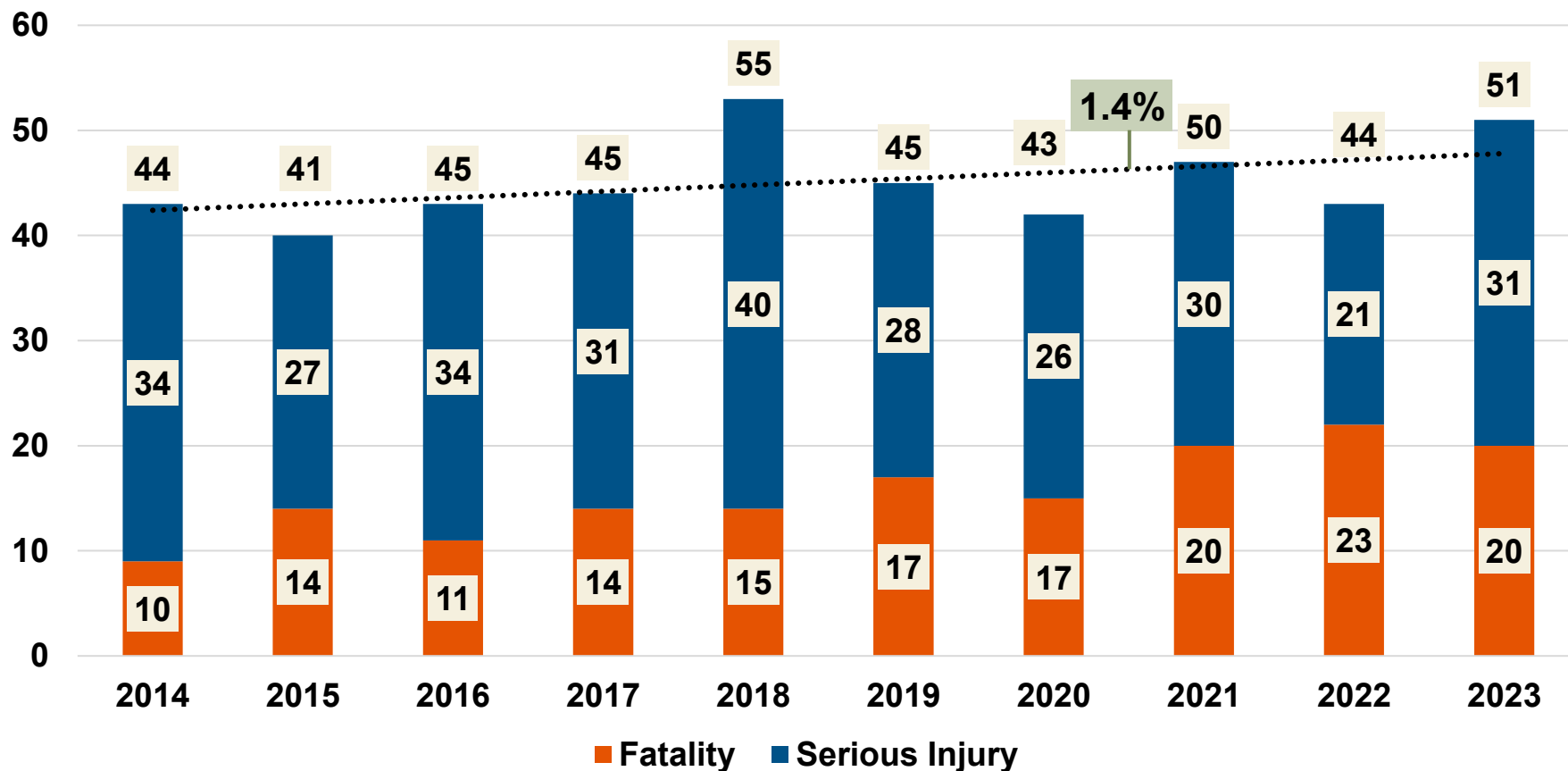
Motorcyclist Fatalities & Serious Injuries



A motorcyclist is any person riding on a motorcycle or moped, including the operator and any passengers.

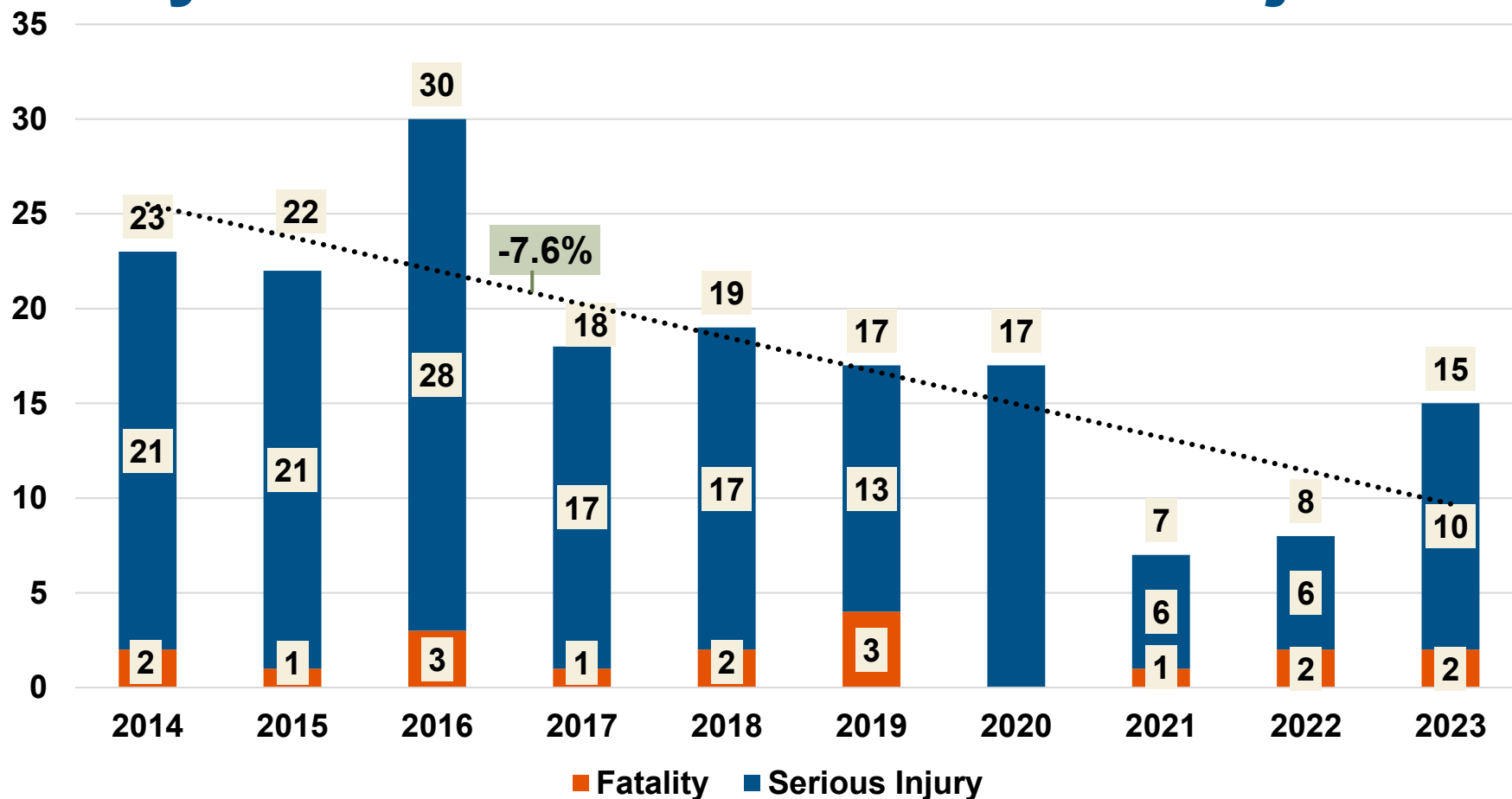


Pedestrian Fatalities & Serious Injuries



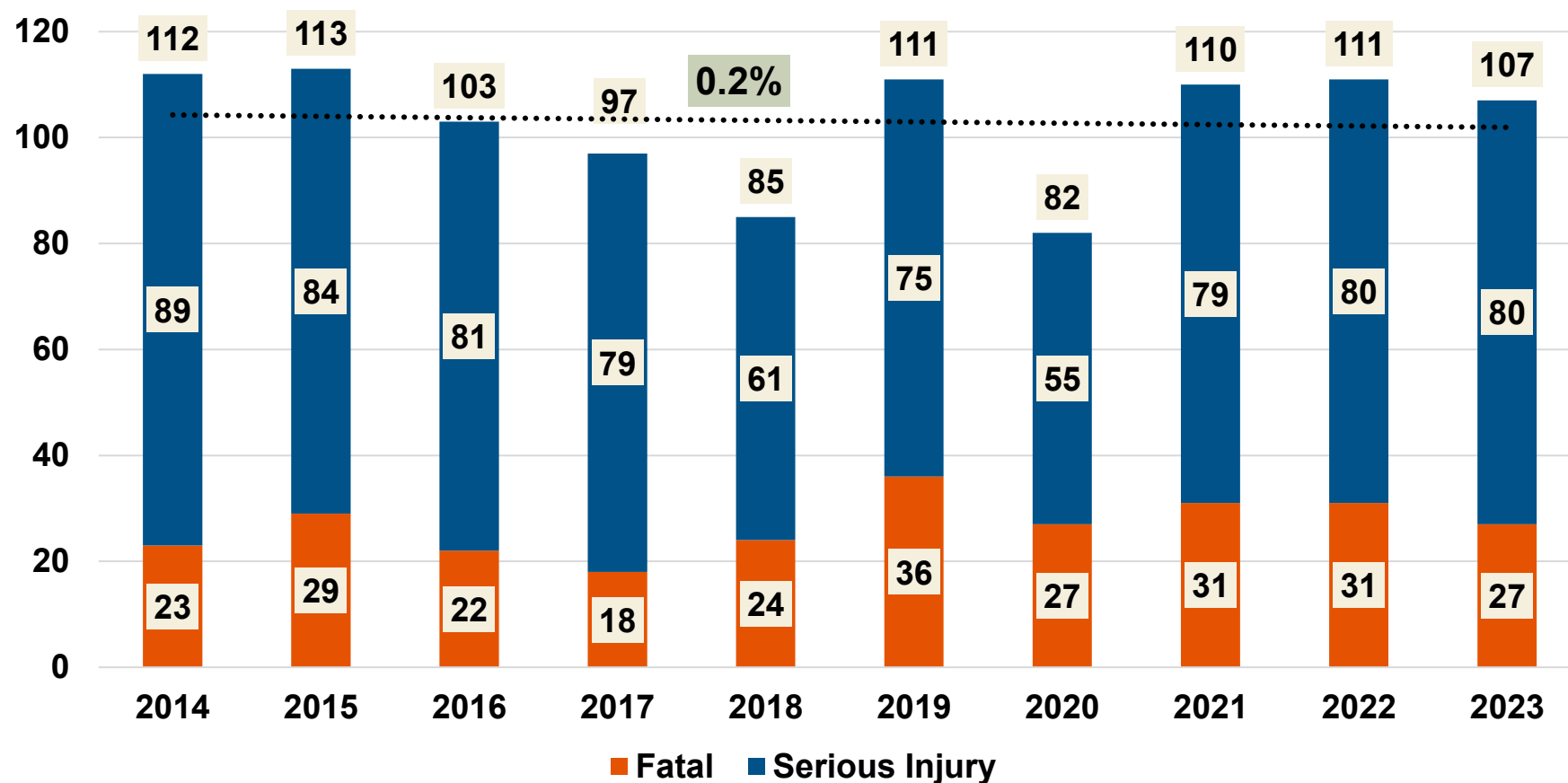


Bicyclist Fatalities & Serious Injuries



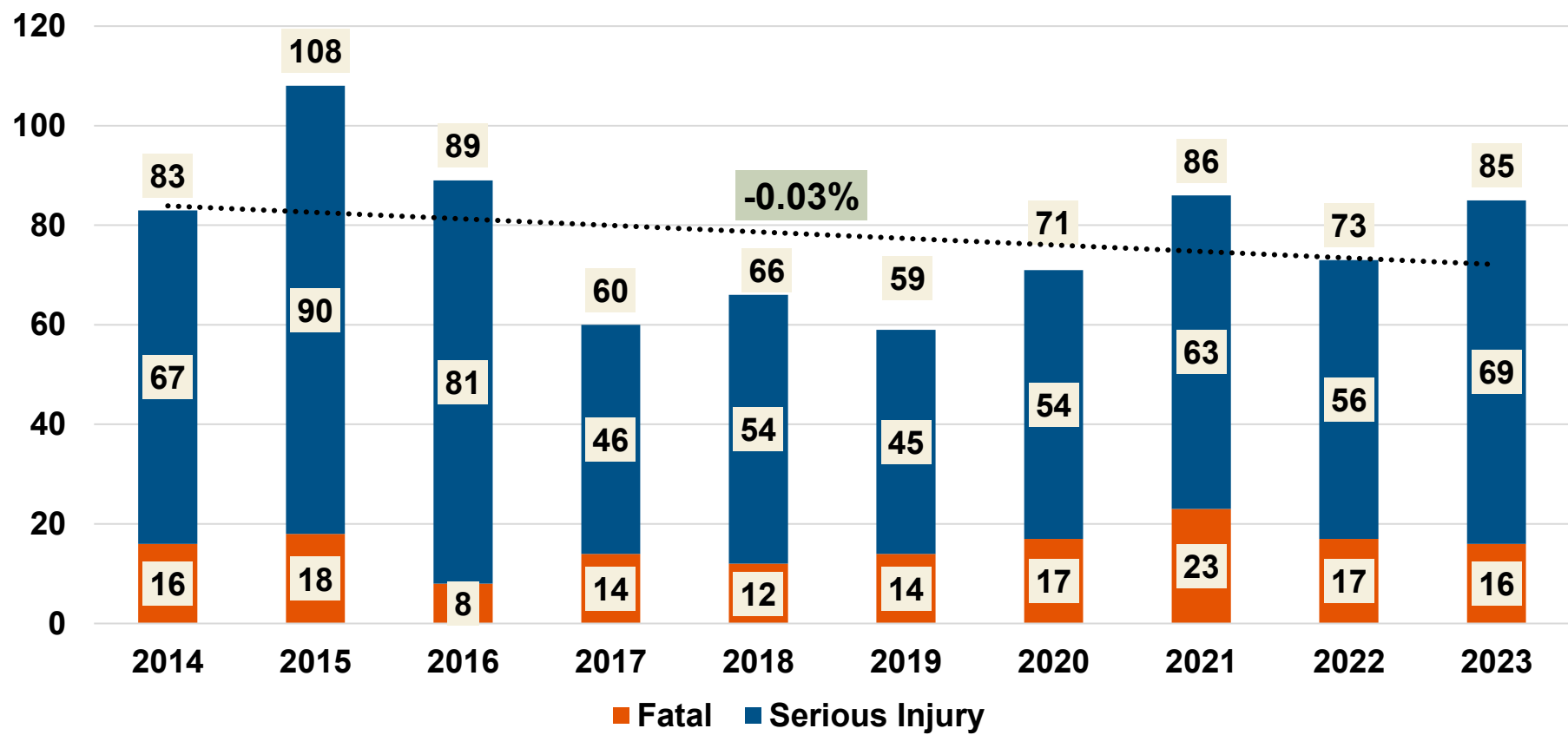


Older Driver Fatalities & Serious Injuries (65+ Years of Age)





Young Driver Fatalities & Serious Injuries (14-20 Years of Age)

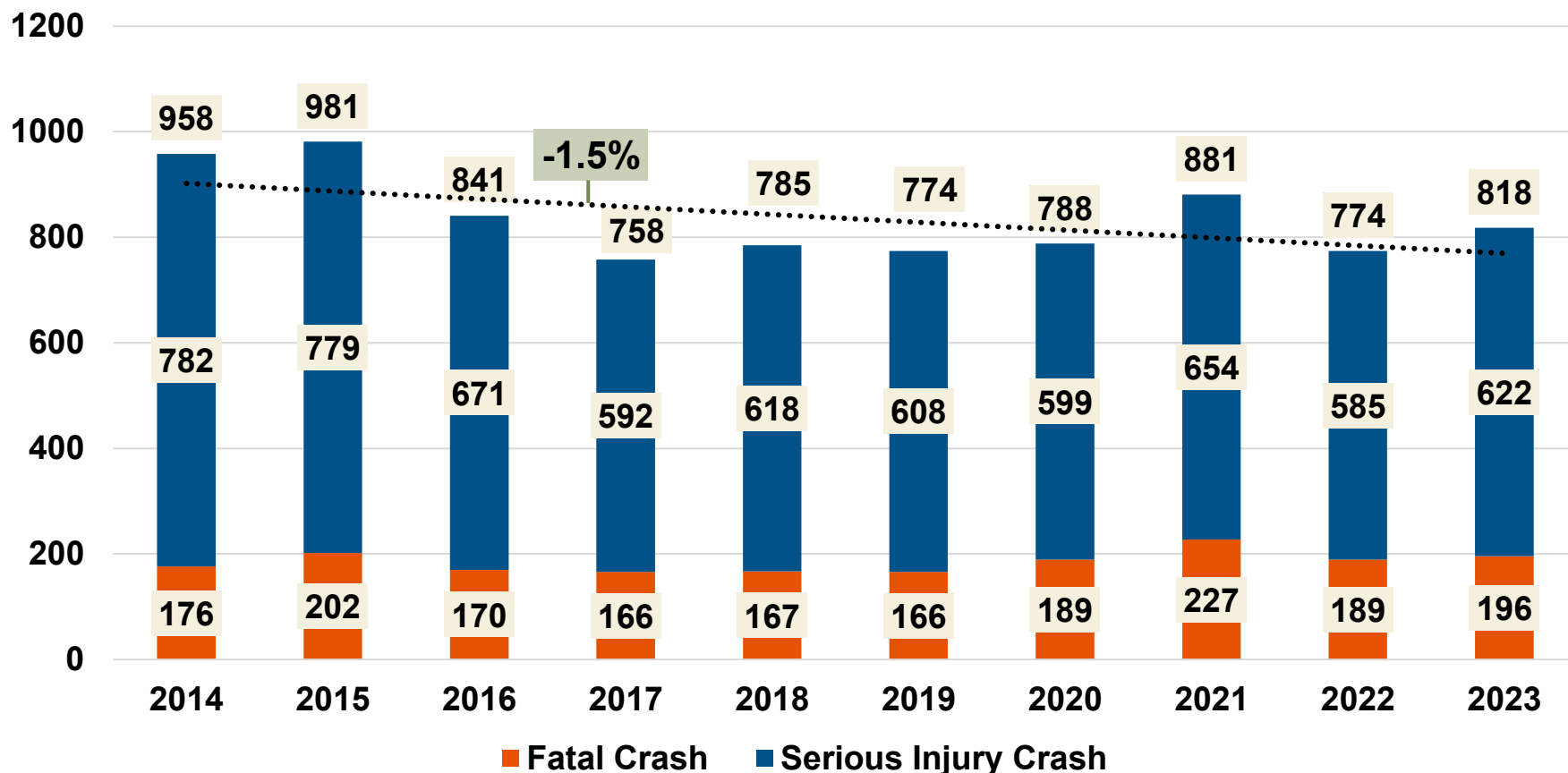




Data Analysis & Key Crash Factors

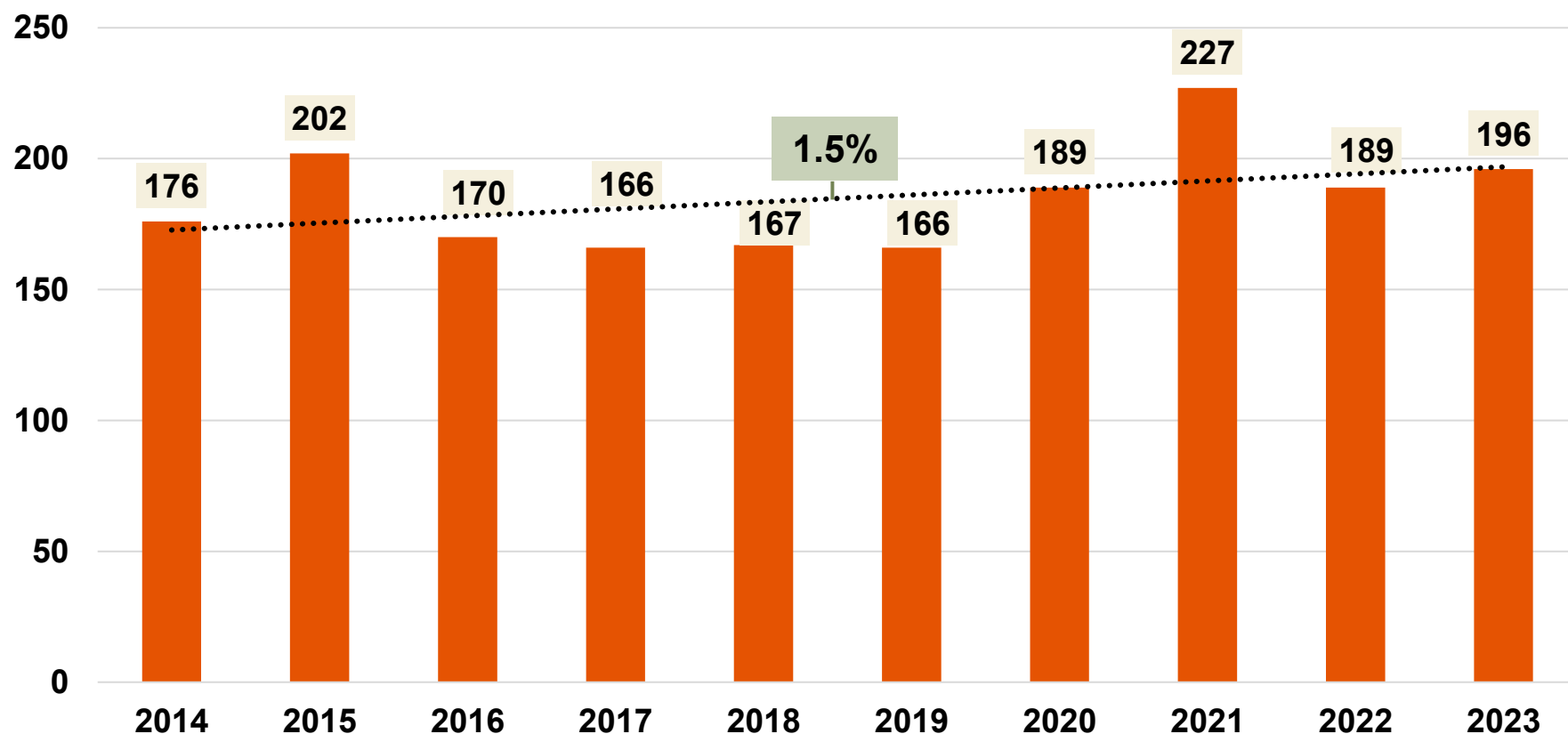


Fatal & Serious Injury Crashes



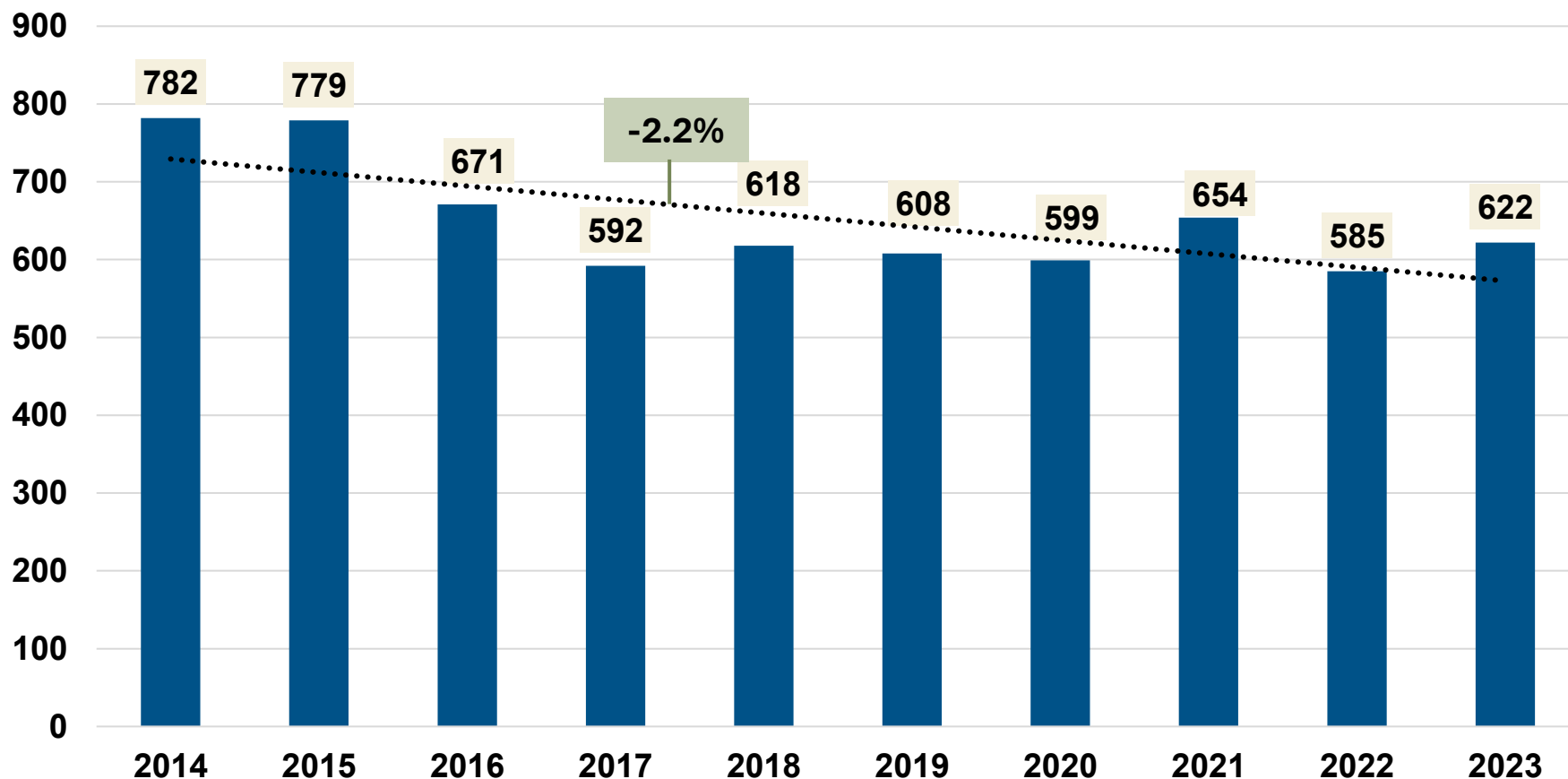


Fatal Crashes 10-Year Trend





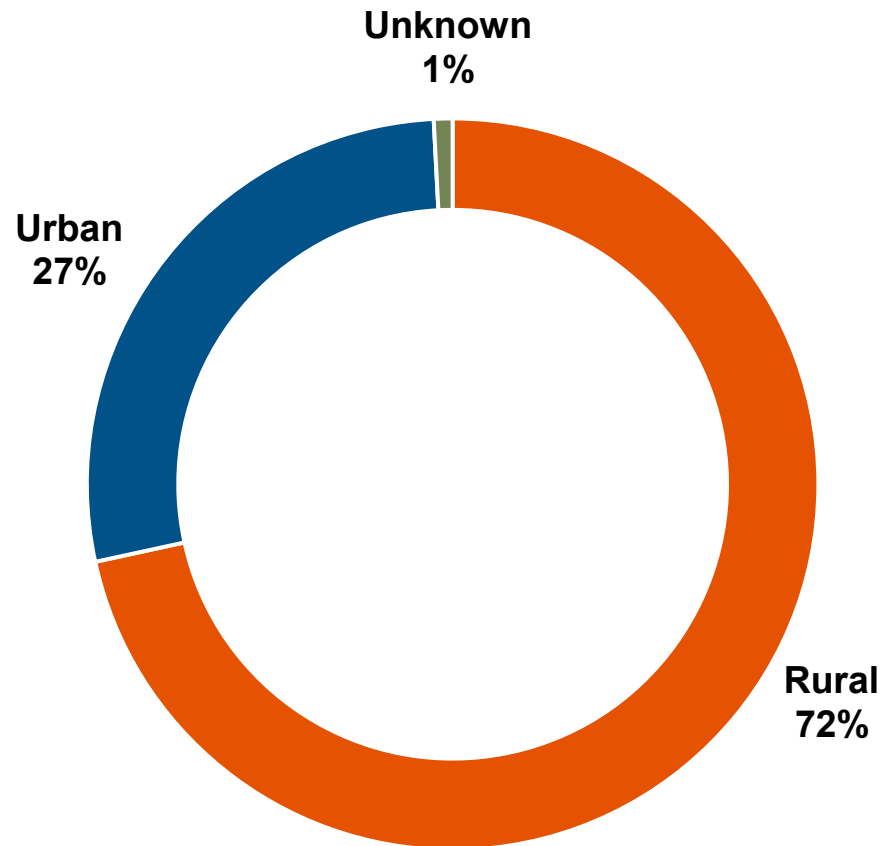
Serious Injury Crashes 10-Year Trend





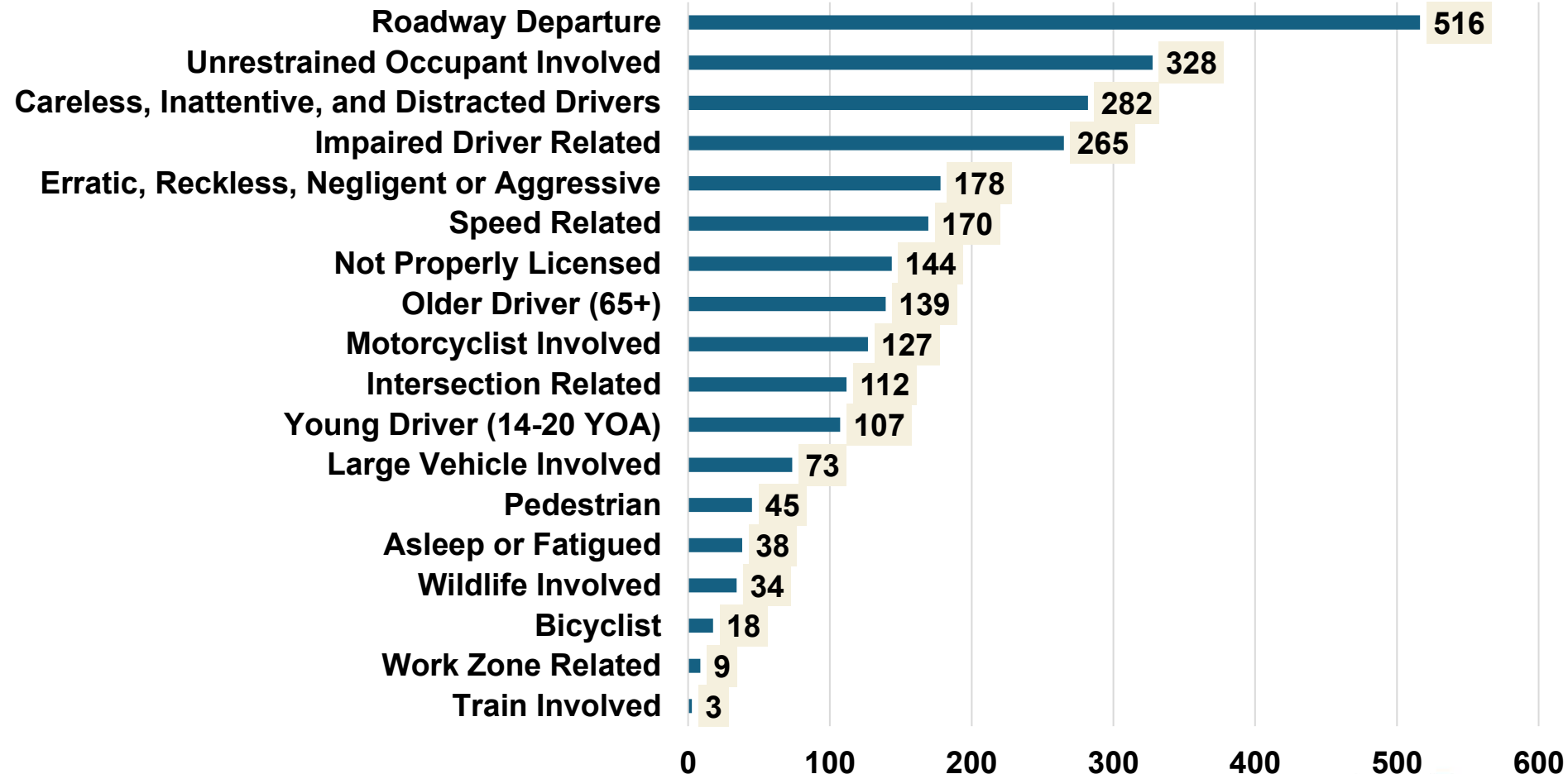
Urban vs. Rural

Fatal and Serious Injury Crashes



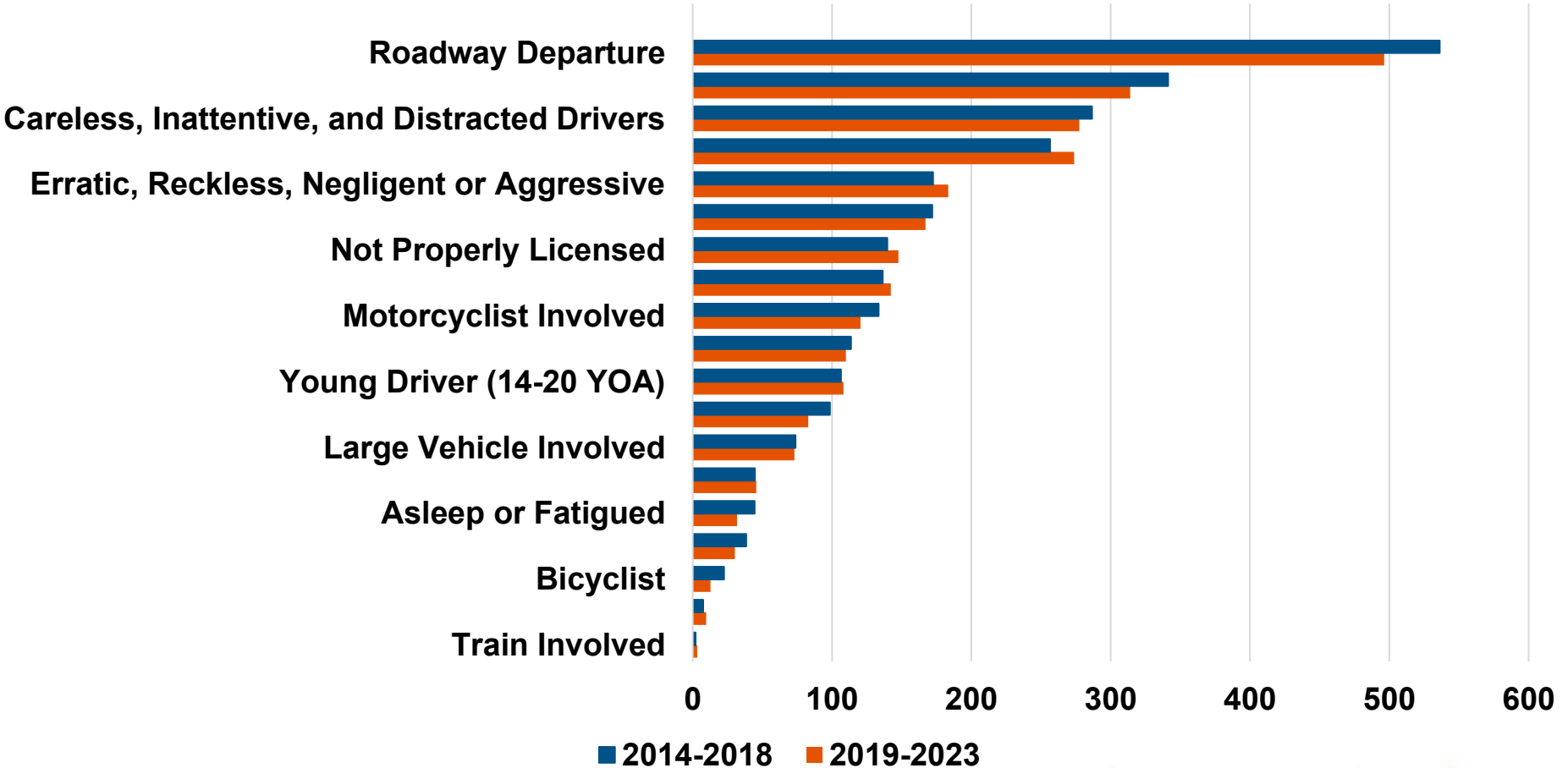


Key Factors, Average Annual FSI Crashes



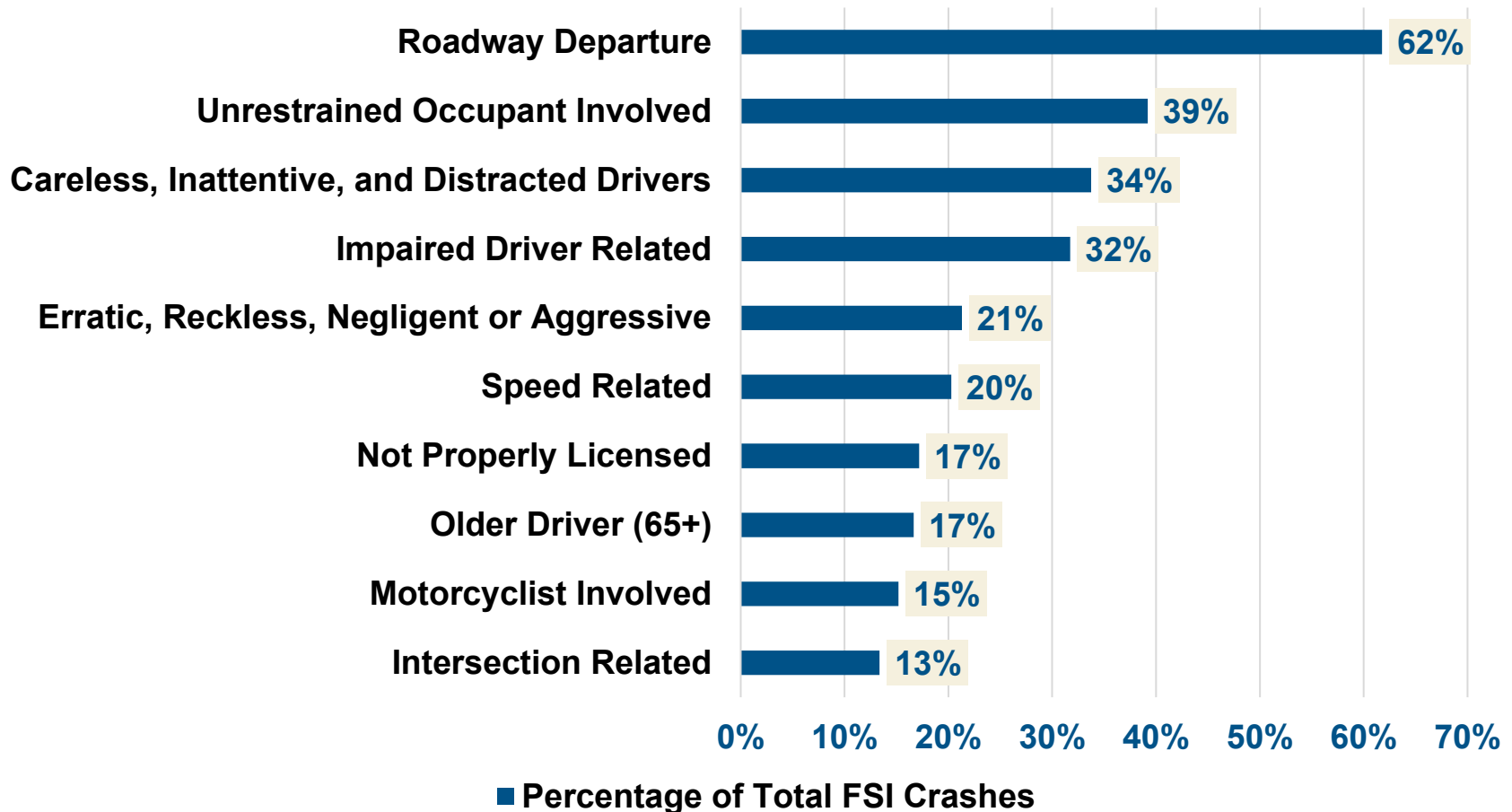


5-Year Fatal & Serious Injury Crash Comparison





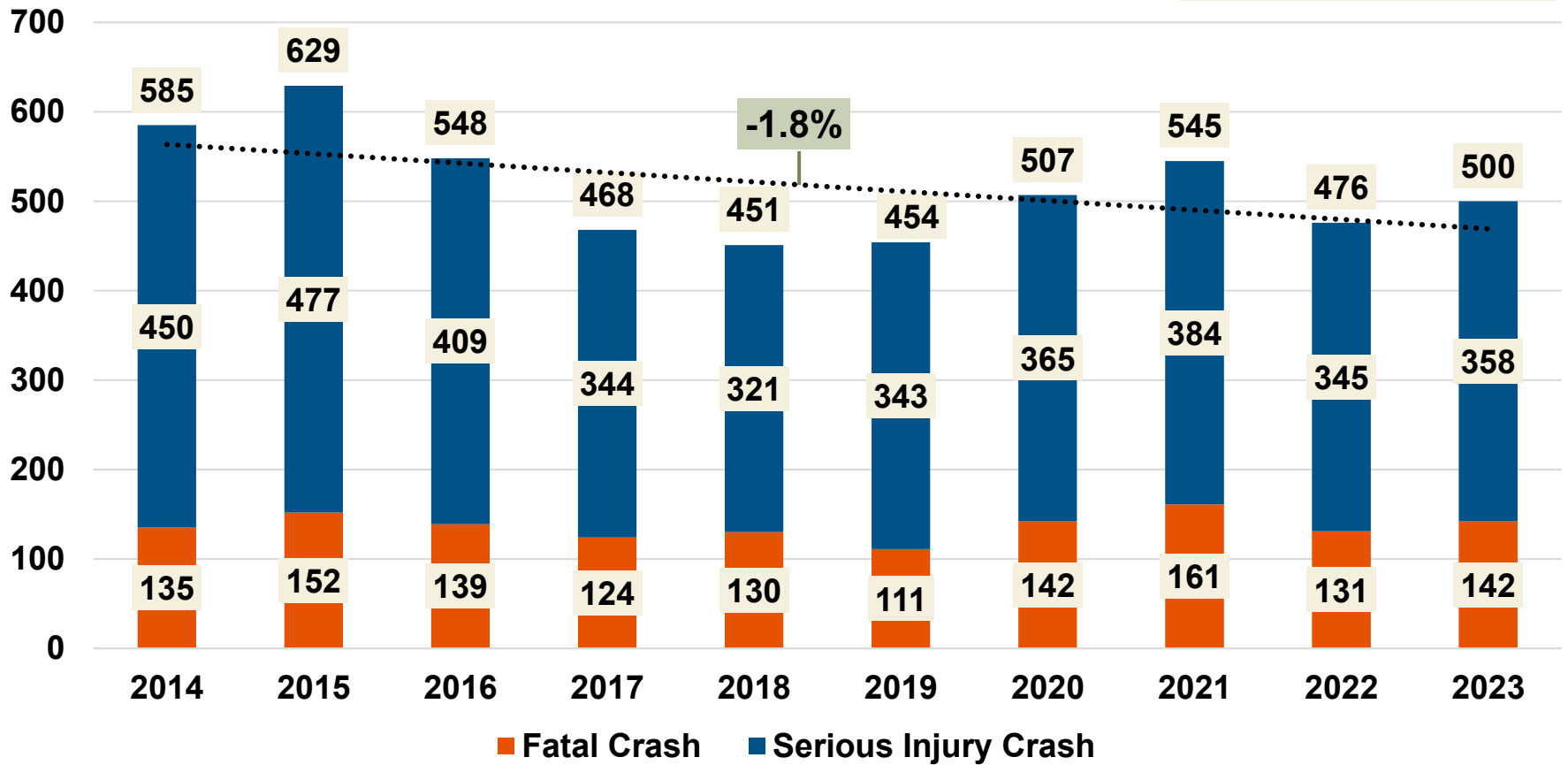
Top 10 Key Crash Factors, 2014-2023





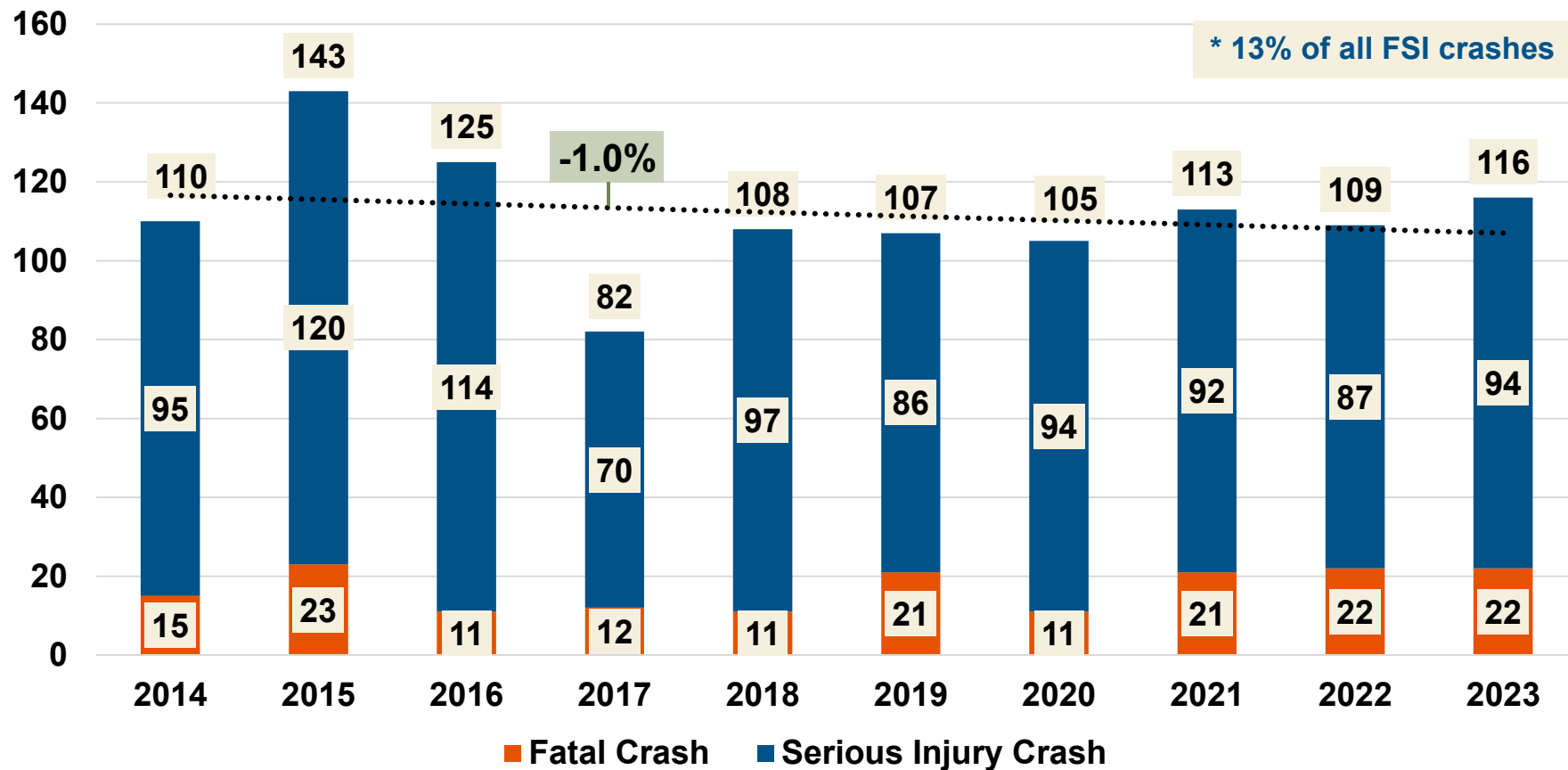
Roadway Departure Crashes

* 62% of all FSI crashes





Intersection Related Crashes

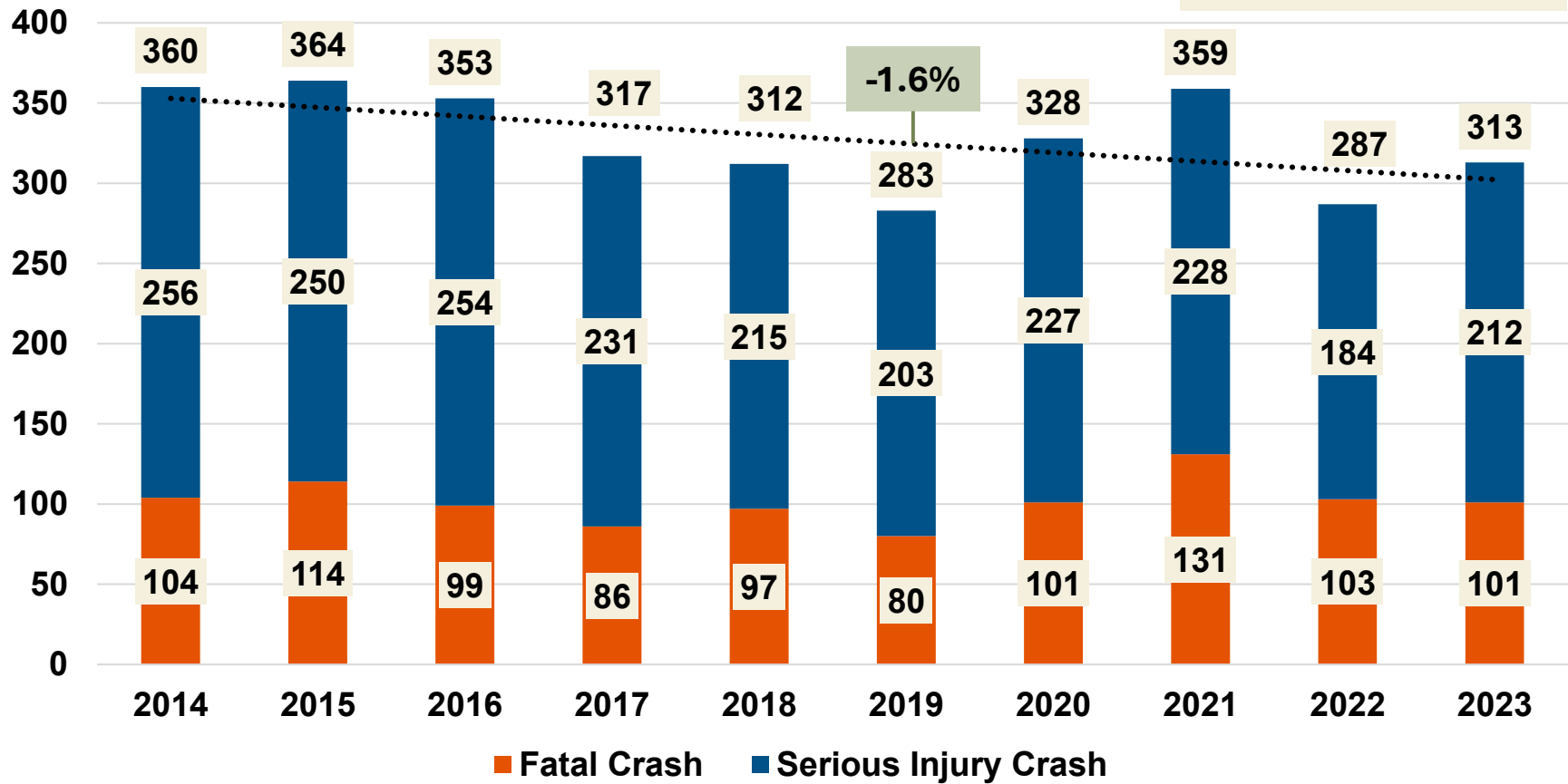


*Intersection Related - A crash occurring at an intersection, or near an intersection and judged to be related to the intersection by the reporting officer.



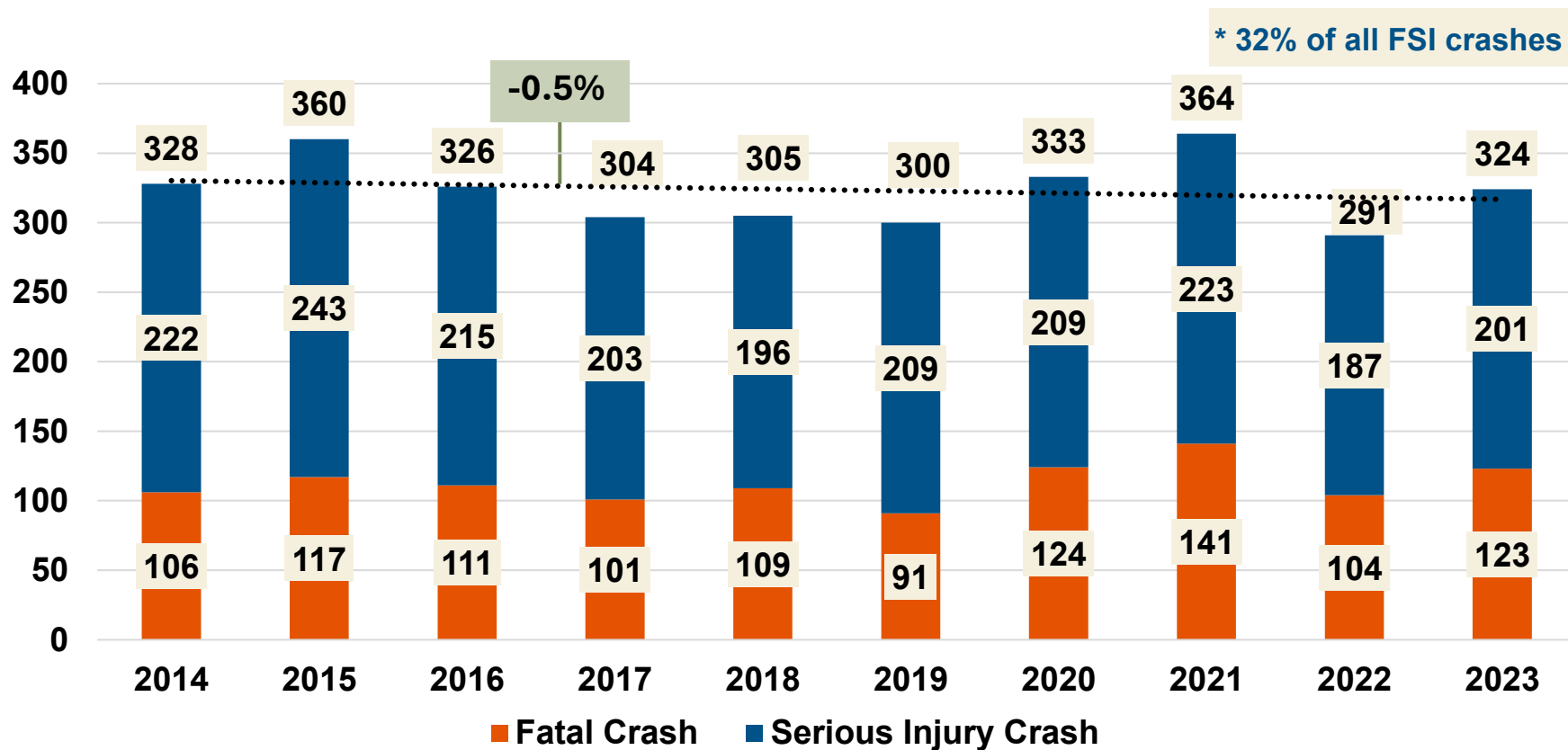
Unrestrained Vehicle Occupant (UVO) Involved Crashes

* 39% of all FSI crashes





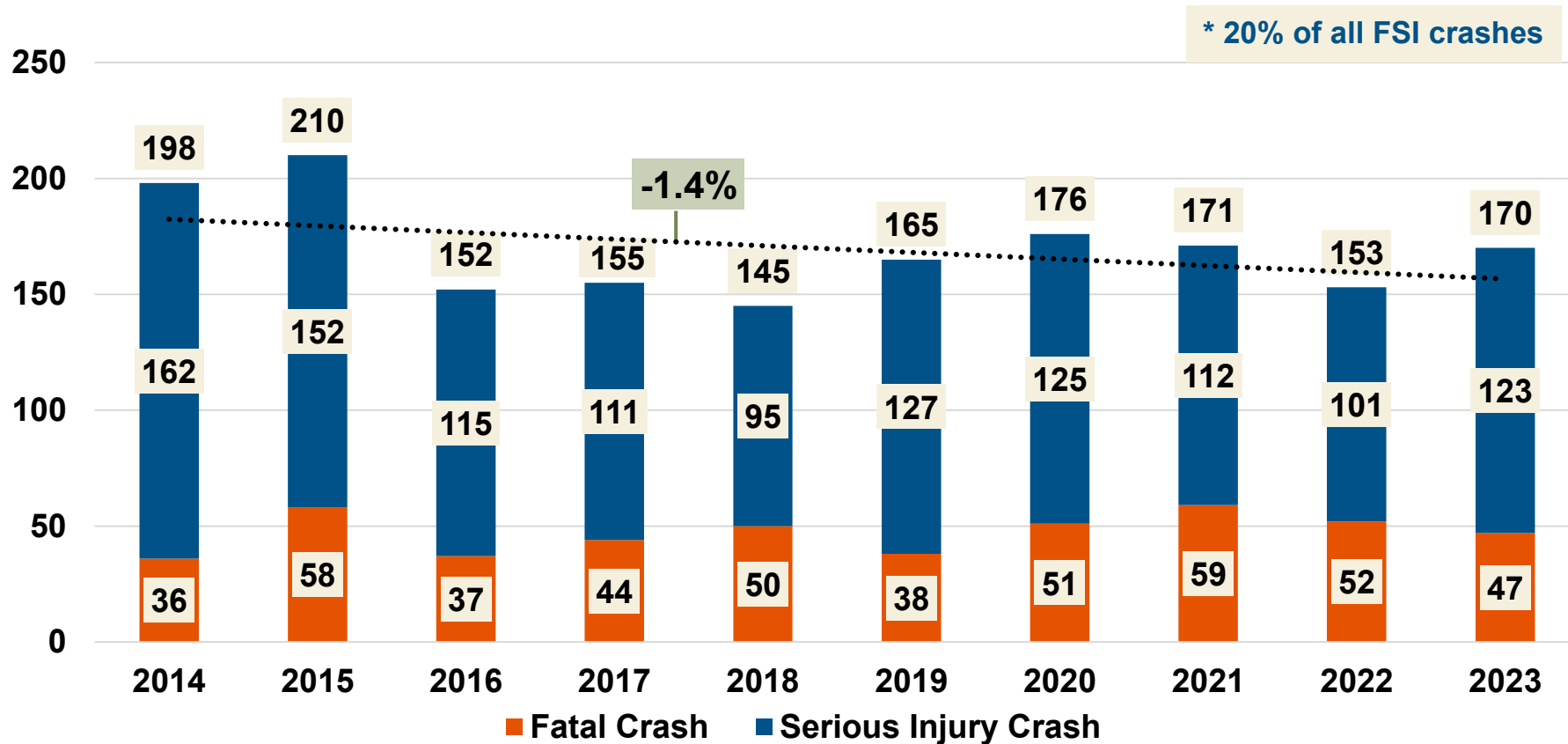
Impaired Driver Related Crashes



*Impaired Driver Related - A motor vehicle driver or motorcycle operator is involved in a crash and is suspected by the reporting officer of using drugs and/or alcohol. The crash involves at least one impaired driver or more impaired drivers.



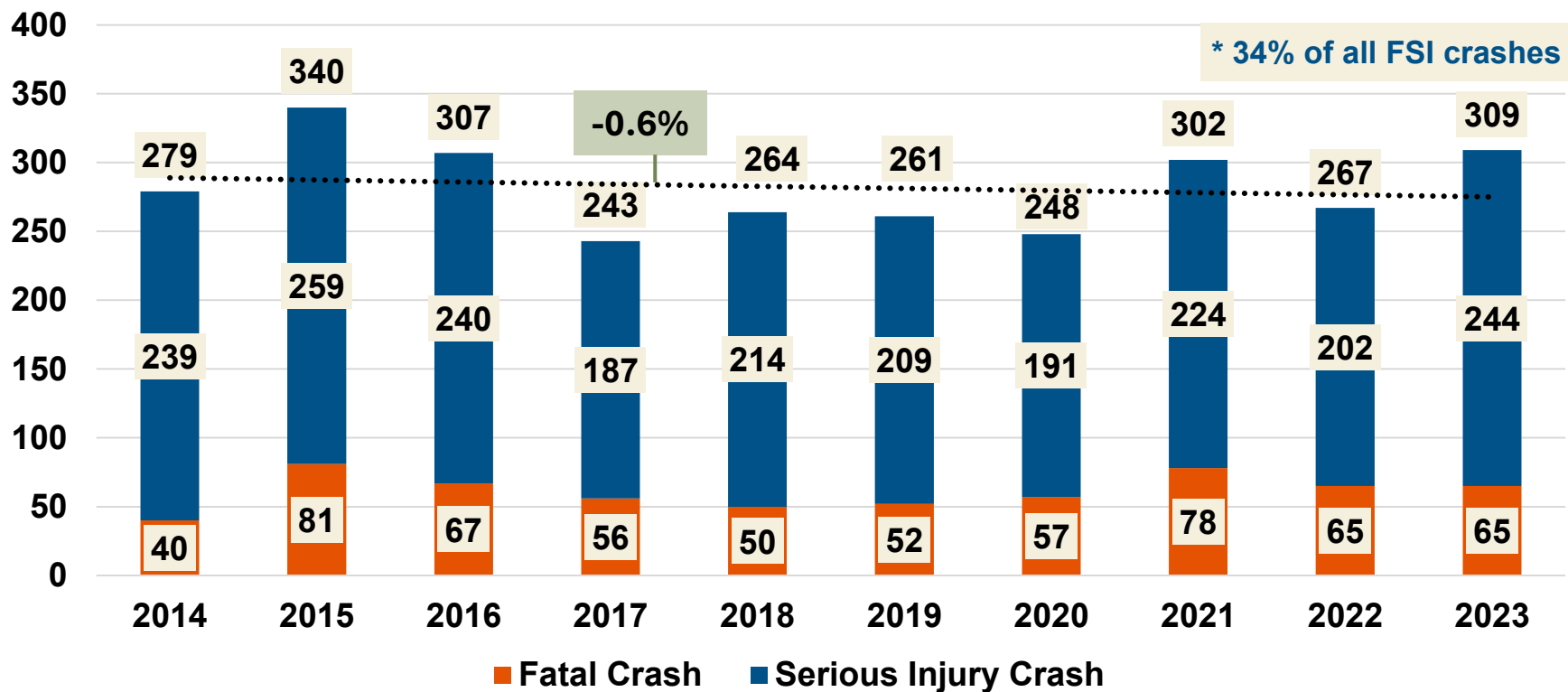
Speed Related Crashes



*A driver suspected by the reporting officer to have exceeded the posted speed limit or to have been driving too fast for conditions prior to the crash.



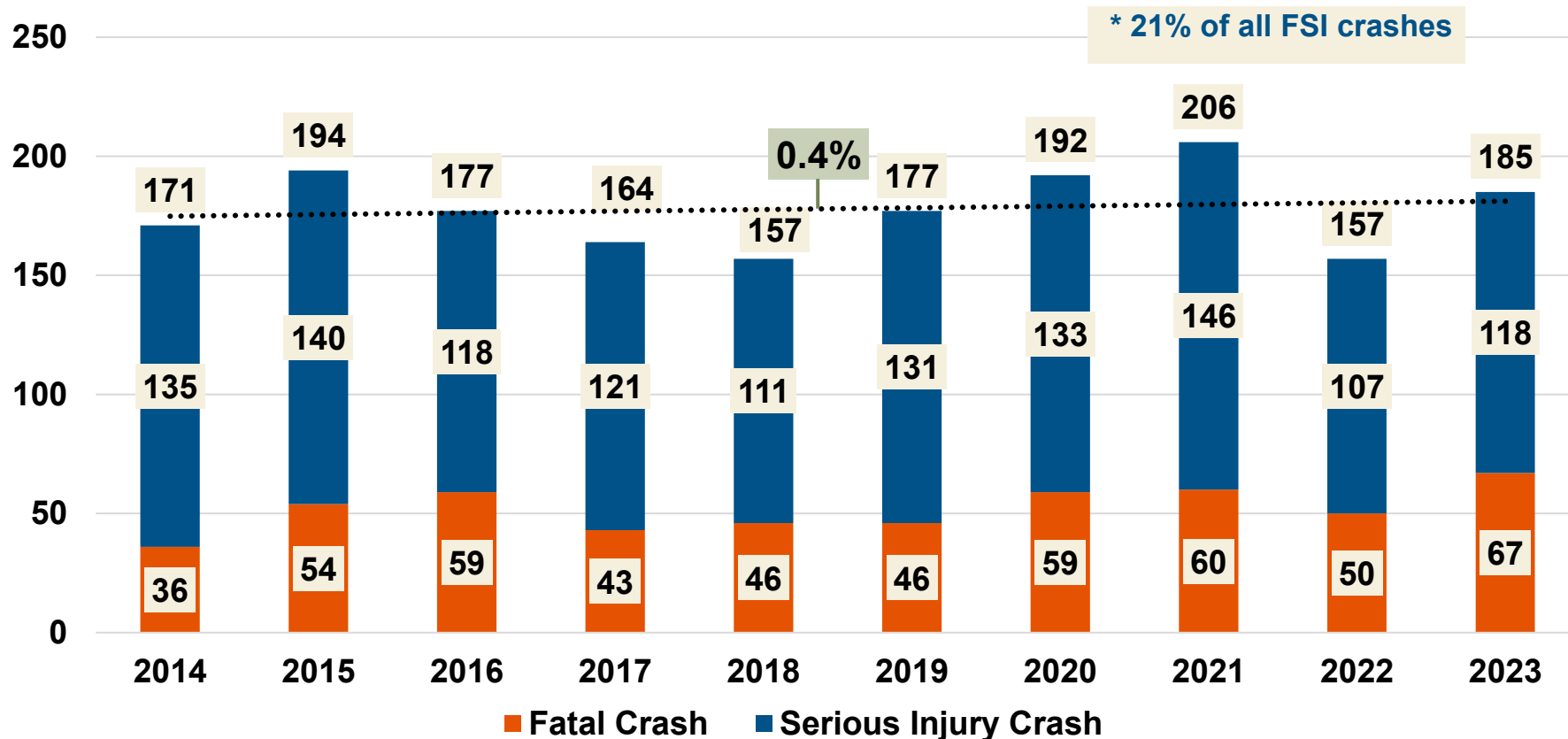
Careless, Inattentive, and Distracted Drivers Related Crashes



*A driver suspected by the reporting officer to have been inattentive, careless, improper driving or driving without due care or use of cell phone or other electronic device prior to the crash.



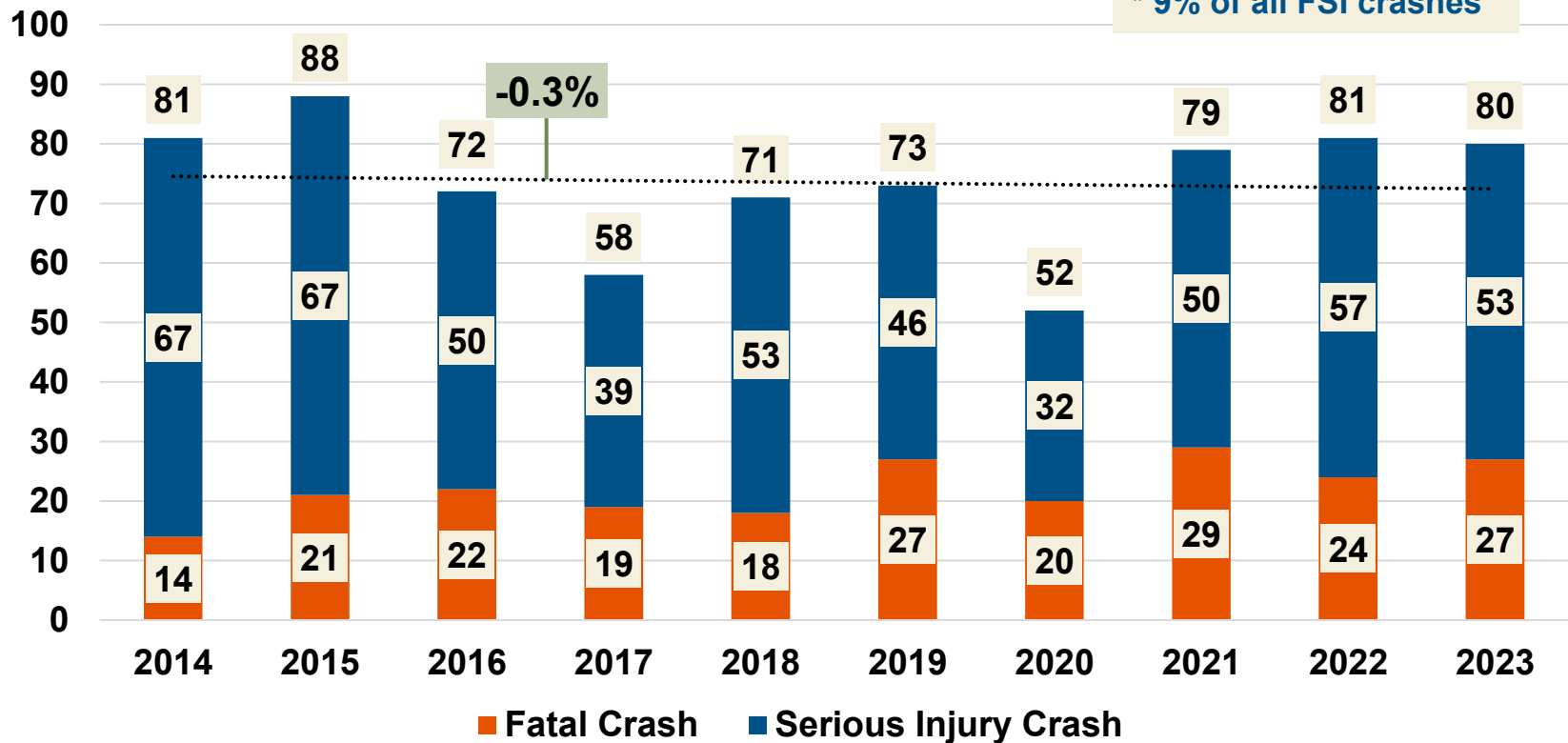
Erratic, Reckless, Negligent or Aggressive Driving Actions Related Crashes





Large Vehicle Involved Crashes

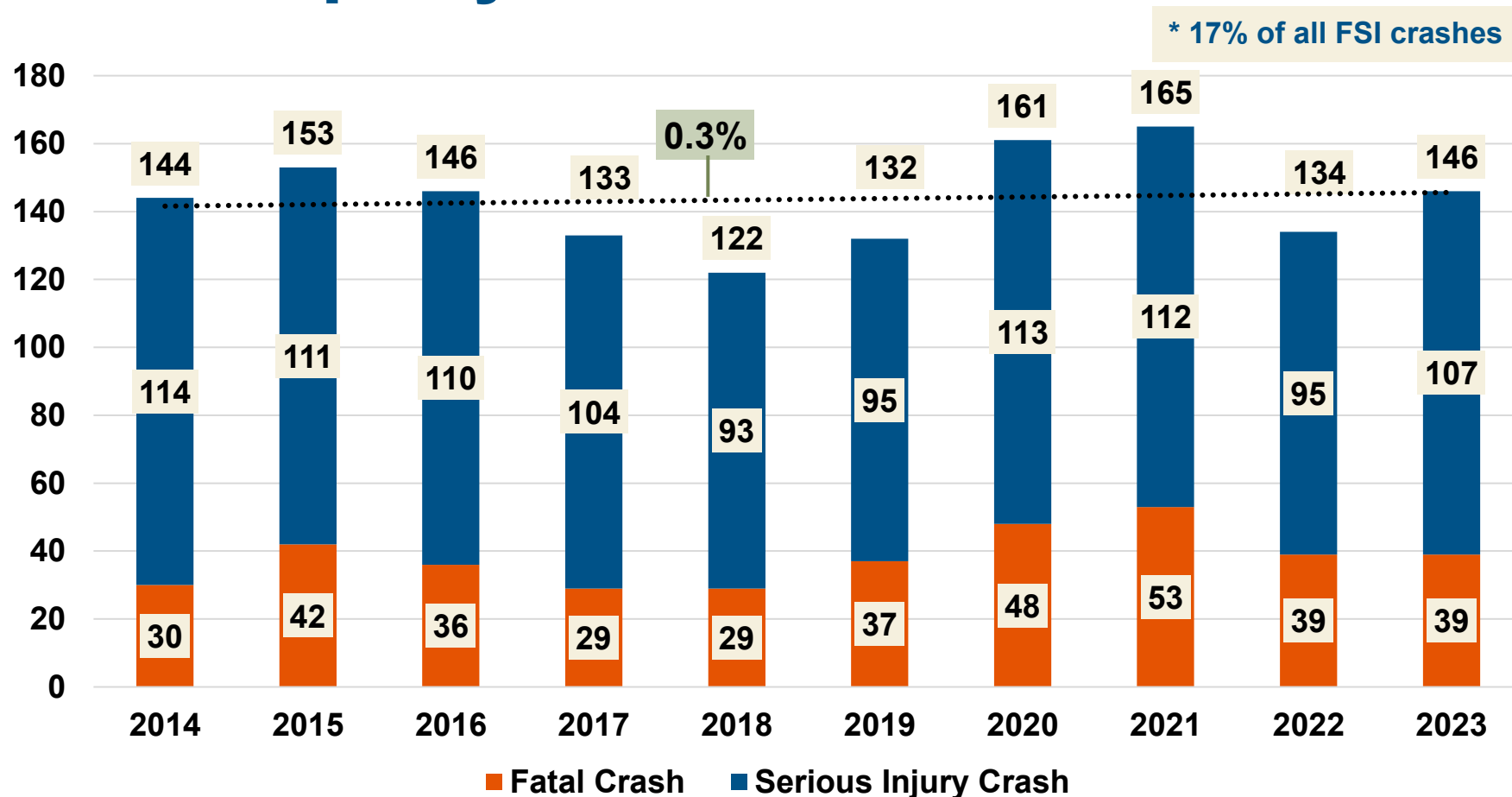
* 9% of all FSI crashes



*Large Vehicle Involved - Large vehicle includes all heavy trucks up to 10,000 + pounds, and busses. (i.e. a van, bus, large truck, motor home, ambulance, fire truck, tow truck, farm vehicle, or construction vehicle).



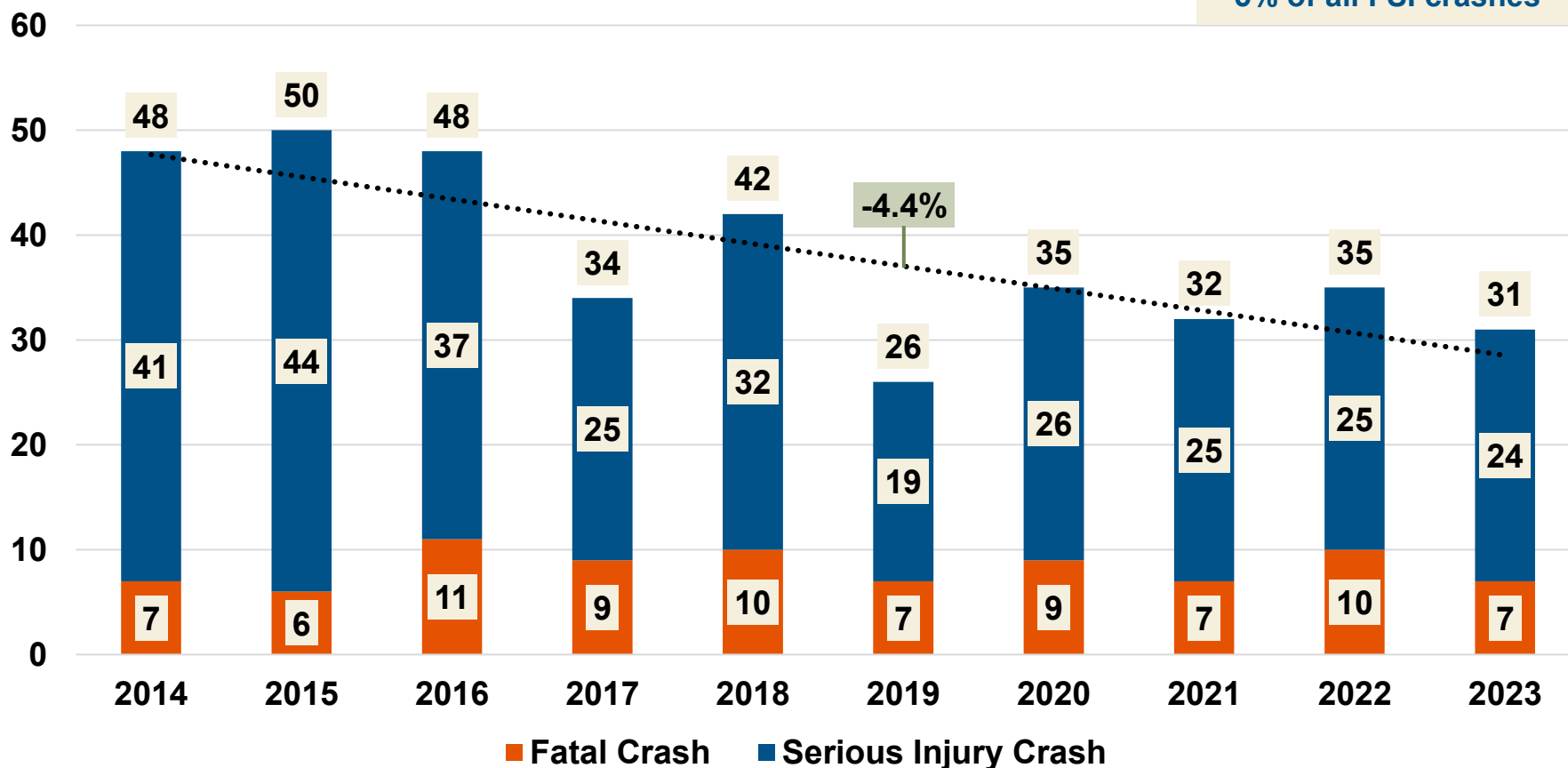
Not Properly Licensed-related Crashes





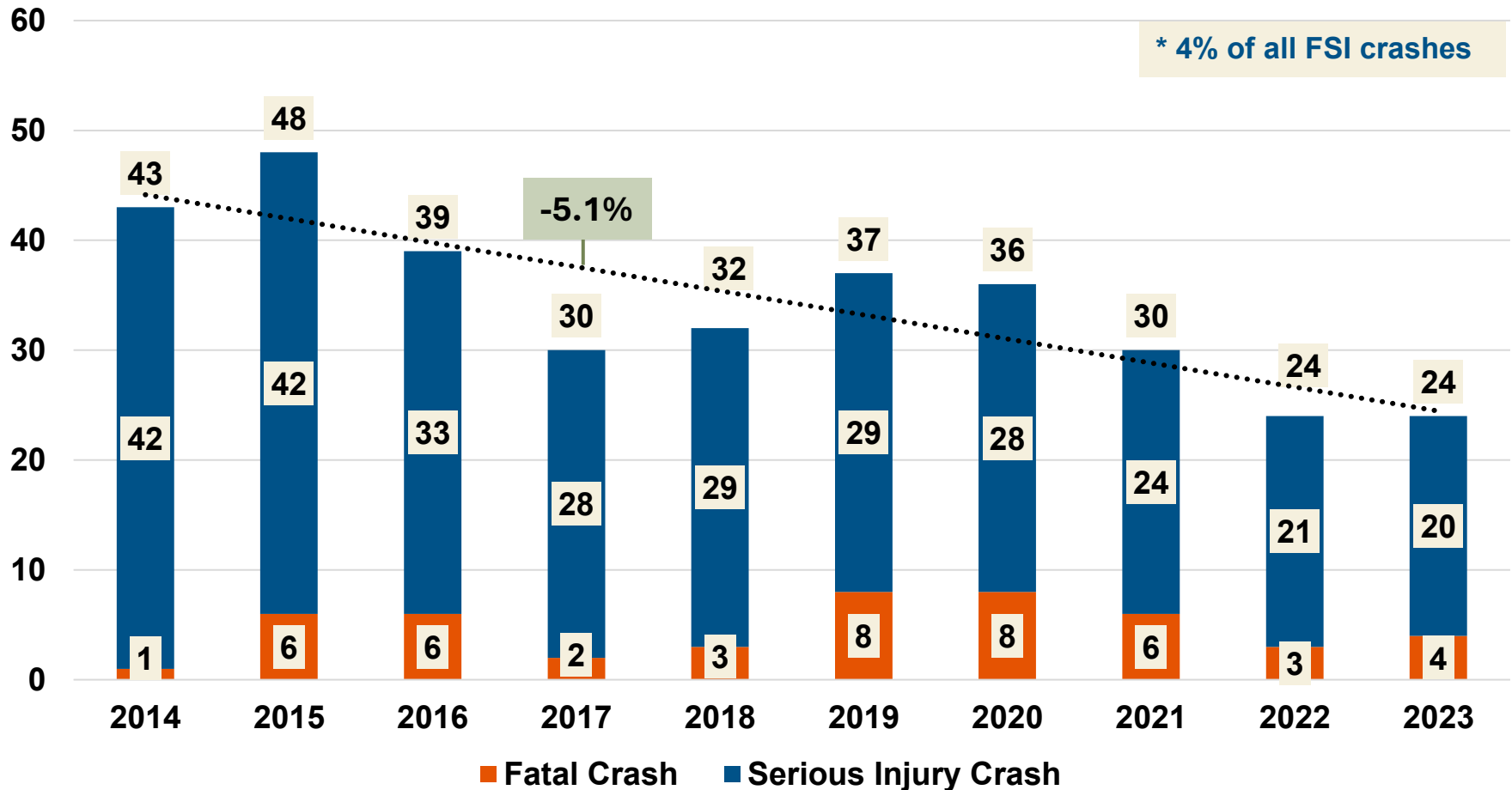
Asleep or Fatigued Related Crashes

* 5% of all FSI crashes



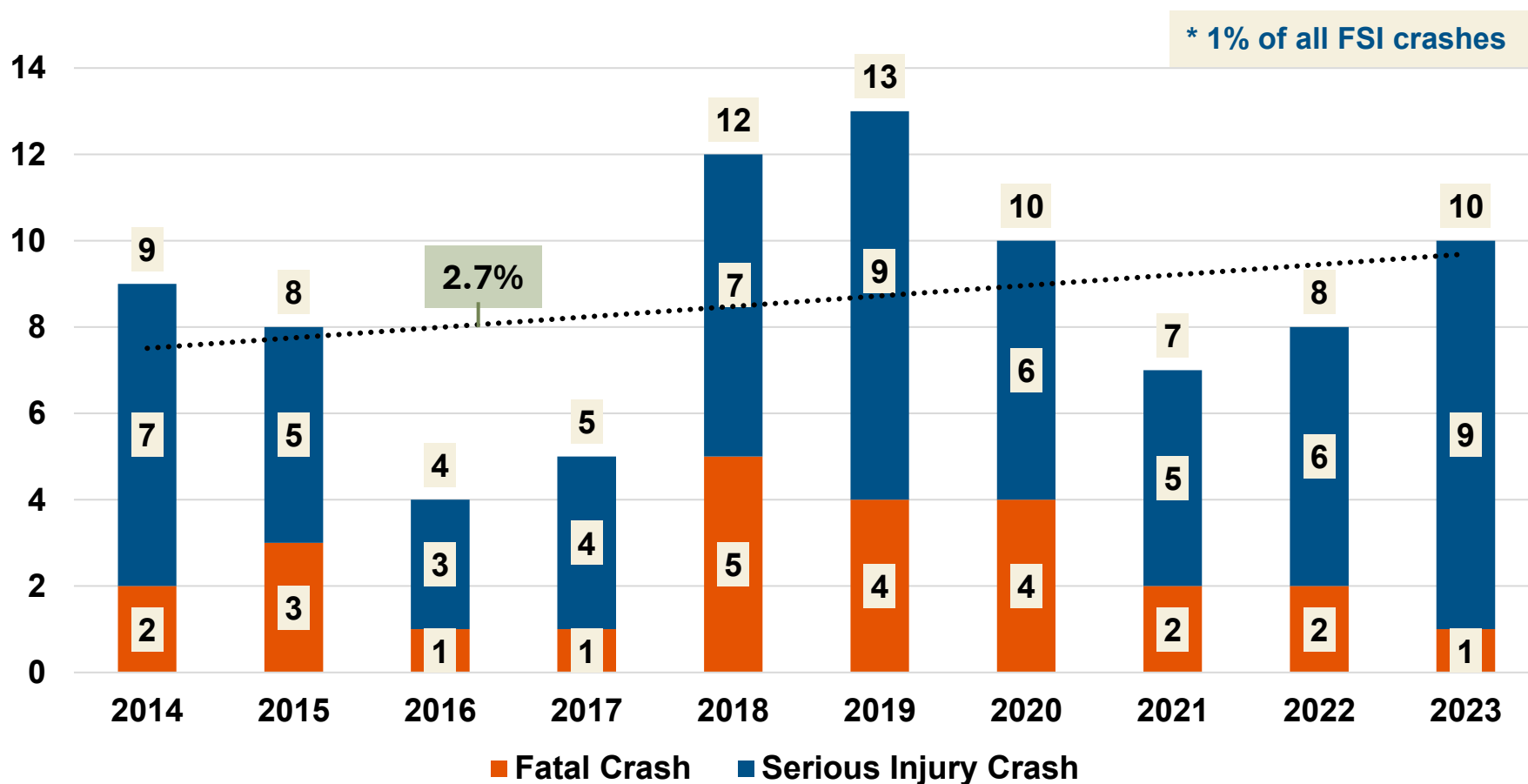


Wildlife Involved Crashes



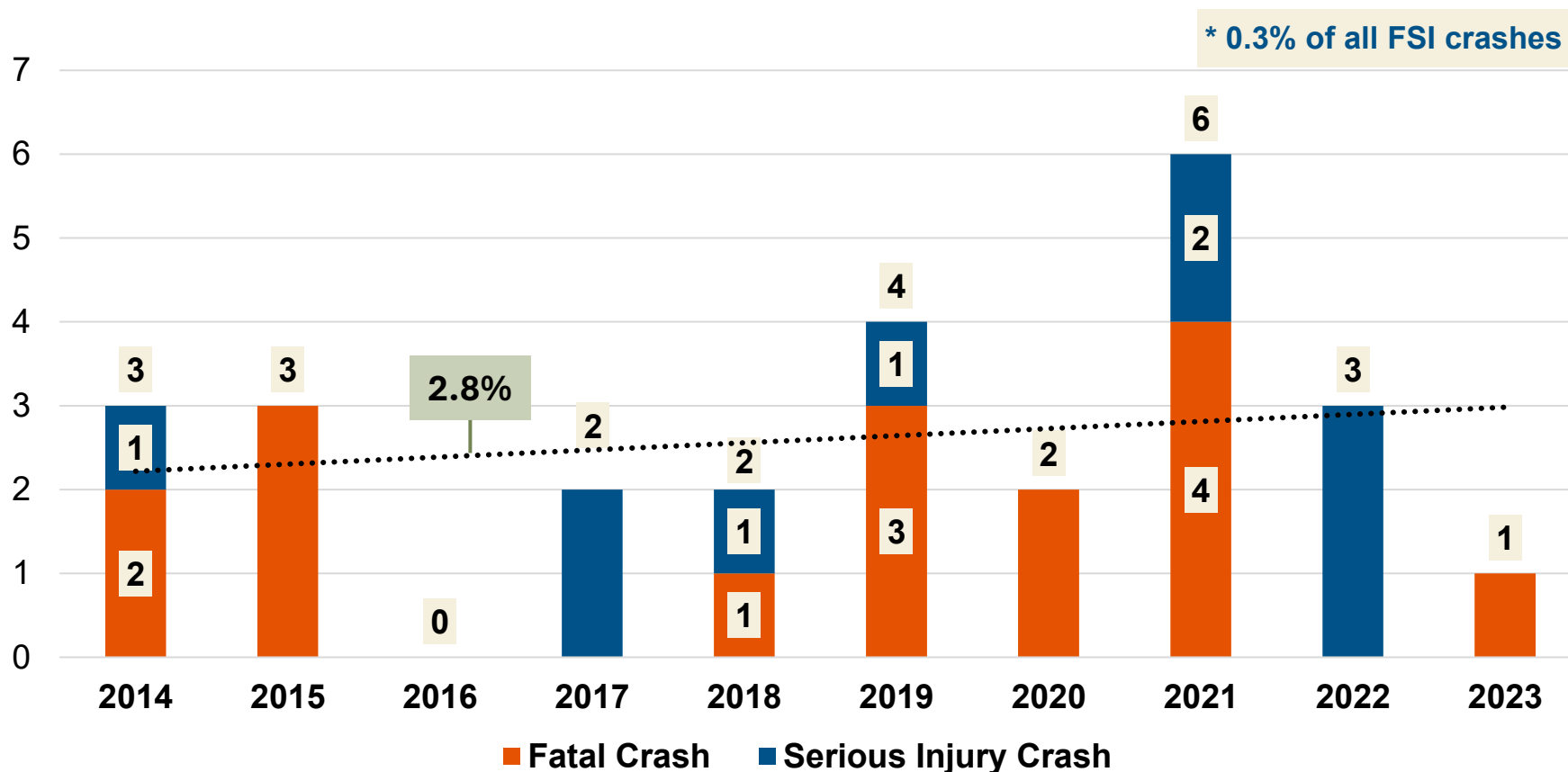


Work Zone Related Crash





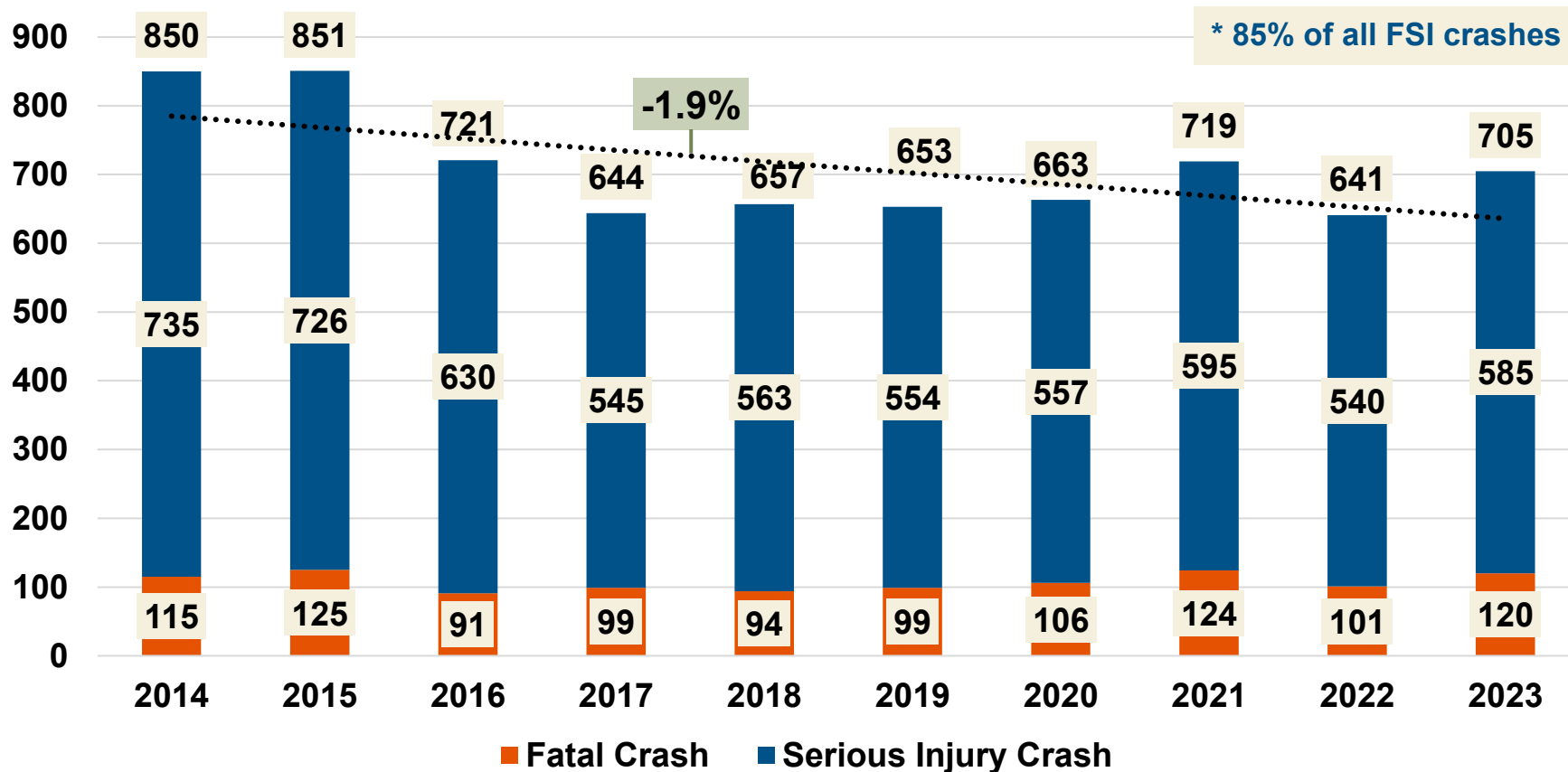
Train Involved Crash



*A train involved collision occurred at a public rail crossing and does not include trespassers.



Emergency Response – Post-Crash Care



*Emergency Response (Post-Crash Care) – Is defined as a crash in which a person or persons were transported to a medical facility. How they are transported is not defined.



Summary of Crash Factors

Crash Factor	% of Total FSI Crashes	Annual Trend
Roadway Departure	62%	-1.80%
Unrestrained Occupant Involved	39%	-1.60%
Careless, Inattentive, and Distracted Drivers Related	34%	-0.60%
Impaired Driver Related	32%	1%
Erratic, Reckless, Negligent or Aggressive Driving Actions Related	21%	0.40%
Speed Related	20%	-1.40%
Not Properly Licensed	17%	0.30%
Older Driver Involved – 65 Years & Older	17%	0.20%
Motorcyclist Involved	15%	-1.60%
Intersection Related	13%	1.60%
Young Driver Involved – 14-20 Years of age	13%	-0.03%
Large Vehicle Involved	9%	-0.30%
Pedestrian Involved	5%	-1.40%
Asleep or Fatigued	5%	-4.40%
Wildlife Involved	4%	-5.10%
Bicyclist Involved	2%	-7.60%
Work Zone Related	1%	2.70%
Train Involved	0.3%	2.80%

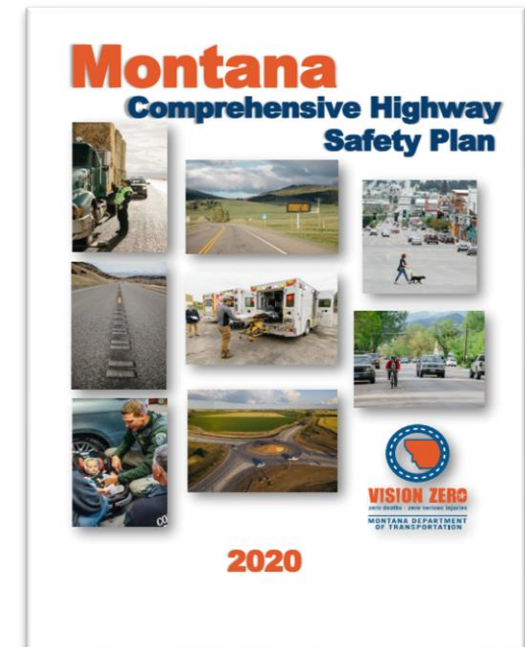


Emphasis Area Discussion



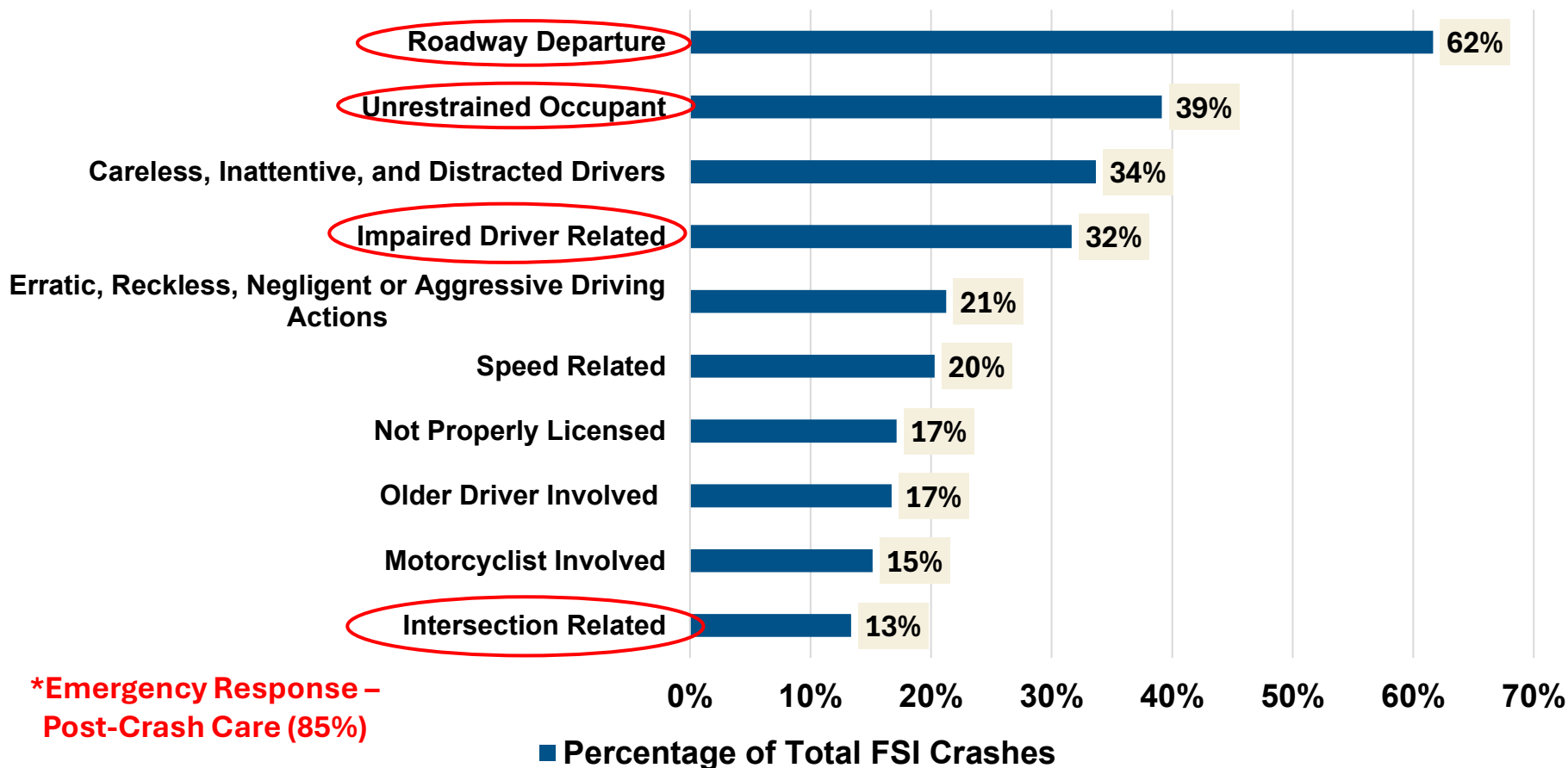
Current Emphasis Areas (EAs)

- Roadway Departure & Intersection-related Crashes
- Impaired Driving
- Unrestrained Vehicle Occupants
- Emergency Response – Post-Crash Care





Current Emphasis Areas





EA Discussion

- Are the current EAs still appropriate?
- Should Roadway Departure & Intersection be separated?
- Are additional EAs needed?
- Broad or specific EAs?
- Do we have individuals to lead EA groups?



Other States EAs - Behavioral

- Distracted Driving (11)
- Drowsy Driving (4)
- Impaired Driving (12)
- Licensing (1)
- Occupant Protection (12)
- Speeding/Aggressive Driving (12)



Other States EAs - Infrastructure

- Roadway Departure (10)
- Intersections (9)
- Work Zones (6)
- Railroad Crossings (1)



Other States EAs - Other

- Pedestrian & Bicycles (37)
- Data (24)
- Heavy Vehicles (22)
- Incident Management (19)
- Younger Drivers (11)
- Older Drivers (10)
- Motorcycles (9)
- Legislative/Policy (3)
- Other (Vulnerable Users)



Other States EAs - Nevada

Safer Roads		Vulnerable Road Users		Safer Drivers and Passengers		Impaired Driving Prevention	
Emphasis Areas	 Safe Speed*	 Pedestrians*	 Occupant Protection*	 Impaired Driving*			
	 Lane Departures*	 Motorcyclists*	 Older Drivers*	Emphasis Areas			
	 Intersections*	 Bicyclists	 Young Drivers*				
	 Work Zones	 Micromobility	 Distracted Driving				
* = Critical Emphasis Area							



Other States EAs – North Dakota

SAFE ROAD USERS

Priority Emphasis Areas:



IMPAIRED DRIVING



OCCUPANT PROTECTION



YOUNG DRIVER



OLDER DRIVER



DISTRACTED DRIVING

Additional Safe Road User Focus Areas:

- PEDESTRIANS/BICYCLISTS
- MOTORCYCLES

SAFE SPEEDS/SAFE VEHICLES

Priority Emphasis Areas:



SPEED MANAGEMENT



COMMERCIAL/HEAVY
VEHICLE-INVOLVED

Additional Safe Speeds/Safe Vehicles
Focus Areas:

- SAFE VEHICLE
TECHNOLOGIES

SAFE ROADS

Priority Emphasis Areas:



INTERSECTIONS



LANE DEPARTURE



LOCAL SYSTEM
ROADWAYS

POST-CRASH CARE

Priority Emphasis Areas:



EMERGENCY RESPONSE/
MEDICAL SERVICES
AND TRCC

Other States EAs - Arizona



HUMAN BEHAVIOR

- ⊕ Alcohol/Drug/Impaired
- ⊕ Distracted/Sleepy
- ⊕ Speeding/Aggressive Driving
- ⊕ No Helmet/No Restraint

71%
of Fatalities



VULNERABLE ROAD USERS

- ⊕ Pedestrian
- ⊕ Bicyclist
- ⊕ Worker in Work Zone

25%
of Fatalities



INTERSECTIONS

- ⊕ Junction-Related
- ⊕ Railroad Crossings

35%
of Fatalities



LANE DEPARTURE

- ⊕ Ran Off Road/Overturned
- ⊕ Environmental
 - ⊕ Animal
 - ⊕ Rain/Snow/Ice
 - ⊕ Wind/Dust

66%
of Fatalities



TRIBAL LANDS

- ⊕ Incidents on Tribal Lands

10%
of Fatalities

Data: 2013-2022, Fatalities

Note: The sum of percentages exceeds 100% because a crash can pertain to more than one Emphasis Area.

Outcomes

- SWOT Summary
- CHSP Interim Goal
- Data Analysis Overview
- Emphasis Area Confirmation





Next Steps

- Next Meeting – April 10
- Emphasis Area Analysis
- Strategies

