Montana
Comprehensive Highway Safety Plan

Workplan

VISION ZERO
zero deaths · zero serious injuries

MONTANA DEPARTMENT OF TRANSPORTATION

2021

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Roadway Departure and Intersection-Related Crash Strategies and Opportunities for Action

Based on crash data analysis, safety partner input, proven effectiveness, and FHWA's Proven Safety Countermeasures, priority strategies, and opportunities for action to reduce roadway departure and intersection related crashes are defined below. New opportunities for action are included as ideas for strategy implementation activities over the life of the five-year plan. The opportunities for action are not inclusive and serve as a starting point for Emphasis Area Team activity identification.

1 *Reduce and mitigate roadway departure crashes through data-driven problem identification and the use of best practices.*

Purpose

Engineering countermeasures have proven to be very effective at reducing roadway departure crashes. In general, these treatments seek to prevent vehicles from leaving the roadway or to mitigate the impact of doing so. Countermeasures may be implemented in locations with a roadway departure crash history or where roadway departure risk factors are present. MDT's Roadway Departure Plan identifies roadways with a higher than normal crash rate and determines appropriate proven safety countermeasures to address the issues. Along with input from local and tribal jurisdictions, MDT will continue to conduct analysis of locations identified as having safety issues and define potential infrastructure solutions. As research into provenbest practices is ongoing, MDT will continue to research, identify, and implement technology and infrastructure safety improvements.

Opportunities for Action

- Implement the Highway Safety Improvement Program (HSIP)

- Support and implement Roadway Departure Plan

- Conduct Road Safety Audits on corridors or locations identified as having safety issues and implement appropriate recommendations

2 *Reduce and mitigate speed-related roadway departure/ intersection crashes*

Purpose

Driving the speed limits is the responsibility of the vehicle operator. While roads are designed, constructed, and maintained with safety in mind, drivers routinely exceed the posted speed limits and drive too fast for conditions. The faster a vehicle is traveling when it crashes, the greater the risk of severe injury for the occupants. Speed limits are set by state statute and monitored and enforced by law enforcement to improve speed limit compliance. Challenges to enforcing the speed limits include vast distances of open road, limited manpower and funding for law enforcement, and Legislative statute that forbids the use of automated enforcement. Countermeasures for mitigating speed-related roadway departures and intersection crashes include geometric alignment changes and use of other roadway safety features.

Opportunities for Action

- Implement Speed Enforcement Campaigns

- Support and implement Intersection Safety Plan

- Consider and Implement speed management methodologies appropriate for Montana

3 — *Reduce roadway departure and intersection crashes through traffic safety education*

Purpose

Education and awareness campaigns are critical in reducing roadway departure and intersection related crashes. Public awareness and knowledge of safe driving practices can help prevent unsafe driving reaction and behavior. Drivers should be encouraged to refresh their knowledge and skills as new technological and safety improvements become available. Most people only learn about these new elements when they encounter them on the roadway. Public education and awareness inform people on how to navigate standard and innovative roadway infrastructure and safety improvements

Opportunities for Action

- Promote AARP Driver Skills Training refresher course

- Sustain the Share the Road and No-Zone training focusing on operating around large vehicles

- Support the implementation of MT D.R.I.V.E skills training

- Perpetuate implementation of the OPI Teen Drivers Education

- Promote Montana Motorcycle Rider Safety (MMRS) Training

- Promote Operation Lifesaver- RR safety program

- Distribute traffic safety resources for bicyclist and pedestrians and other non-motorized transportation system users.

4 *Reduce and mitigate intersection crashes through data-driven problem identification and the use of best practices*

Purpose

MDT's intersection safety plan will use analytical techniques addressing intersection safety in a proactive manner to identify intersection types where specific crash patterns exist or where severe crashes are more likely to occur based on infrastructure characteristics and define potential solutions. MDT will continue to work with all roadway jurisdictions using input on safety issues to identify specific locations where improvements may be needed, conduct analysis, and define and implement solutions.

Opportunities for Action

- Continue to implement the Railway-Highway Crossings (Section 130) Program.

- Continue to Implement proven countermeasures such as, but not limited to improving sight distance at intersections; access management; traffic signalization, control, operational, and other infrastructure improvements for all transportation system users.

5 *Continue to improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data* used in traffic safety analysis*

Purpose

The key to achieving the long-term vision of zero fatalities and zero serious injuries is to focus resources on the most significant problems. Accurate, complete, uniform, and timely data can be used to access appropriate countermeasures. The ability to collect and integrate all city, county, tribal, and state crash data by jurisdictional law enforcement would allow a more accurate picture of road crashes and contributing roadway factors. Ability to access data by all entities is necessary for implementation of infrastructure safety improvements and identification of safety program funding opportunities.

*Safety data (fatality and serious injury, traffic, and roadway)

Opportunities for Action

- Enhance and upgrade MDT's Safety Information Management System (SIMS) crash database.

- Identify, analyze, implement, and track HSIP projects that reduce the number of fatal and serious injuries.

- Create crash database dashboards for groups including CHSP, Planning Division, etc. This could include other agencies such as MHP (focusing enforcement efforts) and DPHHS (focusing educational efforts).

6 *Support and increase enforcement of proper road use behaviors by all road users (motorized and nonmotorized) identified through crash data.*

Purpose

A primary way to change driver behavior is through enforcement of safe driving. The goal of issuing citations and fines to those who violate statutes and exhibit risky behavior is to change behavior. Data analysis and input from law enforcement is invaluable in identifying locations where enforcement and /or safety improvements are needed. Those locations may also be reviewed for infrastructure and facility upgrades to increase safety for enforcement and other emergency responders.

Opportunities for Action

- Conduct and implement Operation Safe Driver campaigns.

- Support the Montana Highway Patrol (MHP) high visibility enforcement STEP and SETT programs focusing on speeding, impaired driving, unrestrained vehicle occupants, and distraction in addition to other risky driving behaviors.

7 *Explore and implement best practices for reducing roadway departure, including distracted and fatigued driving, in addition to other behavioral factors.*

Purpose

Behavior change may result from enforcement, education, or a response to infrastructure. For example, distracted or fatigued driving can be addressed through rumble strips that alert a driver (who might be talking on a cell phone or falling asleep) that they are leaving the travel lane; law enforcement could stop a vehicle for careless driving upon noting erratic movement on the roadway; or an education campaign might convince a driver that it is just not worth the risk to answer a call while driving or that they should pull over to rest when overly fatigued. New technology and research are continually emerging to address behavioral issues. With this strategy, Montana will continue to monitor safety literature to evaluate emerging safety improvements strategies with a proven safety benefit and consider implementation, as appropriate.

Opportunities for Action

- Conduct low volume rural roads research project to prioritize and identify areas of need.

- Research effectiveness of highway safety public education at Montana MotorVehicle Division and Vehicle Registration Stations by streaming safety videos.

- Proposed: Research safety evaluation of sinusoidal centerline rumble strips.

- Proposed research effective wildlife fences through better functioning barriers at access roads and jump-outs. Wildlife fences in combination with wildlife crossing structures are the most effective measure to improve human safety through reducing collisions with large mammals, and to provide safe crossing opportunities for wildlife.

- Implement findings of New/Novel Signs Study to Support Infrastructure Based Motorcycle Crash Countermeasures Project

- Consider policies, planning and the implementation of advances in automated vehicle and roadway technologies. to fully address the needs of the traveling public, businesses, and freight operators.

Roadway Departure and Intersection-Related Crashes Implementation Partners

A wide range of safety partner agencies support or provide leadership in implementing roadway departure and intersection crashes strategies.

- AARP
- Community Partners
- Courts and Judges
- Local Communities
- Federal Highway Administration (FHWA)
- Local (City, County, and Tribal) Law Enforcement
- Local School Administrators
- Montana Office of Public Instruction – Traffic Education
- Department of Public Health and Human Services Montana Behavioral Initiative
- Montana Department of Labor and Industry - WorkSafeMT
- Montana Department of Transportation - Motor Carrier Services
- Montana Department of Transportation – Planning Division
- Montana Department of Transportation – State Highway Traffic Safety Section
- Montana Department of Transportation – Traffic and Safety Engineering
- Department of Justice – Montana Highway Patrol
- Montana Motorcycle Rider Safety (MMRS)
- Traffic Safety Resource Partners

Roadway Departure and Intersection-Related Crashes Objectives

- Reduction in number of roadway departure crash fatalities.
- Reduction in roadway departure crash serious injuries.
- Reduction in number of intersection-related crash fatalities.
- Reduction in number of intersection-related serious injuries.
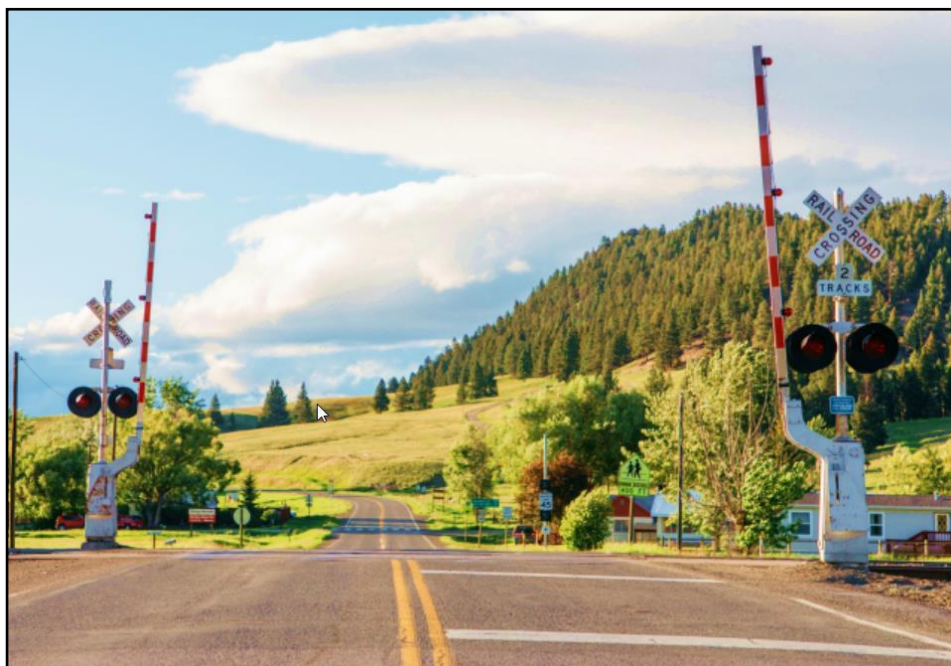
Impaired Driving Crash Strategies and Opportunities for Action

Based on crash data analysis, safety partner input, proven effectiveness, and NHTSA's *Countermeasures That Work,* priority strategies and opportunities for action are defined below. New opportunities for action are included as ideas for strategy implementation activities over the life of the plan. The opportunities for action are not inclusive and serve as a starting point for Emphasis Area Team activity identification. The Emphasis Area will continue ongoing coordination and consideration in the identification of strategy implementation actions in addition to a continuous focus on improving data and collaboration.

1   *Deterrence and Enforcement*

Purpose

Safe roads rely on an individual's safe driving behavior and choice to not drive impaired; and enforcement to support change of the risky and unlawful behavior of driving impaired. General deterrence influences motor vehicle operator's behavioral changes based on the consequences of driving while impaired. Specific deterrence includes efforts to influence impaired driver offenders so they will not continue to drive impaired. Deterrence includes changing driver's understanding of the law enforcement, prosecution and adjudication penalties, and the impact on victims and survivors' families and friends.

Opportunities for Action

- Support Selective Traffic Enforcement Program (STEP) and Safety Enforcement Traffic Team (SETT) High Visibility Enforcement (HVE) efforts.

- Support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts

- Support the Law Enforcement Liaison program

- Support and promote Law Enforcement Mini-Grant Program

- Support and maintain the Traffic Safety Resource Officer (TSRO).

- Sustain DUI Police Traffic Safety Pilot Program

2 *Prevention and Education*

Purpose

Support policies, education, training, programs, and activities that promote positive driving behavior and reduce impaired driving through public health approaches, including related deaths and serious injuries, altering social norms, and changing risky or dangerous driving behaviors. Prevention programs promote communication strategies that educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving.

Opportunities for Action

- Implement activities that include Prevention Specialist focus areas
- Support Injury Prevention Specialist across the state
- Sustain and expand local DUI Task Forces
- Sustain and support Northern Tribes Tribal DUI Task Force
- Grow the Teen Traffic Safety Program focusing on impaired driving
- Grow the Safe On All Roads - SOAR - Tribal community traffic safety program
- Pursue efforts to reduce the over-service of alcohol and prevent underage drinking and driving by supporting mandatory alcohol sales and service training.

3 *Criminal Justice System*

Purpose

Montana uses various components of its criminal justice system to mitigate impaired driving with laws, enforcement, prosecution, adjudication, criminal and administrative sanctions, and communications to achieve both specific and general deterrence.

Opportunities for Action

- Stronger impaired driving laws.

- Implementation and expansion of the Statewide 24/7 Monitoring Program and other DUI Offender monitoring programs.

- Sustain the Traffic Safety Resource Prosecutor (TSRP)

- Sustain the Judicial Outreach Liaison (JOL)

- Support increase of crime lab resources to improve process of DUI test samples.

- Expand DUI Courts and Treatment Court Training for DUI Offenders

- Expand Tribal DUI Courts

- Support Administrative License sanctions for DUI Offenders following (MCA 61-05-205, 61-5-208).

- Alcohol breath testing by Motor Carrier Services (MCS) officers with reasonable suspicion or other competent evidence that a CDL operator may be driving impaired.

4   *Communication Program*

Purpose

To inform the public of dangers of driving while impaired and to promote a positive social norm of not driving while impaired. Montana will continue implementing a comprehensive communication program that is cultural and socially relevant and focuses on reaching high risk groups based on traffic-related data and market research to identify specific audience to maximize resources and effectiveness.

Opportunities for Action

- Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors regarding impaired driving.

- Participate and support National Mobilization Media Campaigns aimed at preventing impaired driving.

- Monitor the impact of marijuana legalization on roadway crashes and countermeasures in Montana and peer states.

5   *Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation*

Purpose

Impaired driving frequently is a symptom of a larger alcohol or other drug problem. Many first-time impaired driving offenders and most repeat offenders have alcohol or other drug abuse or dependency problems. Without appropriate assessment and treatment, these offenders are more likely to repeat their crimes. Alcohol and/or drug use leads to other injuries and health care problems. Frequent visits to emergency departments present an opportunity for intervention, which might prevent future arrests or motor vehicle crashes, and result in decreased alcohol consumption and improved health.

Opportunities for Action

- Support ACT (Assessment, Course and Treatment) for DUI Offenders
- Expand Screening, Brief Intervention, and Referral to Treatment (SBIRT) in healthcare and into other settings throughout Montana.

6 *Program Evaluation and Data*

Purpose

It is important to have access to and analyze reliable data sources related to impaired driving for problem identification and program planning. Various evaluation criteria will effectively measure progress and determine program effectiveness for planning and implementation of new programs and ensure that resources are allocated appropriately.

Opportunities for Action

- Continue to improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis, which may include, but is not limited to: Crash, Citation, Toxicology, Conviction, Motor Vehicle and DUI Offender monitoring data
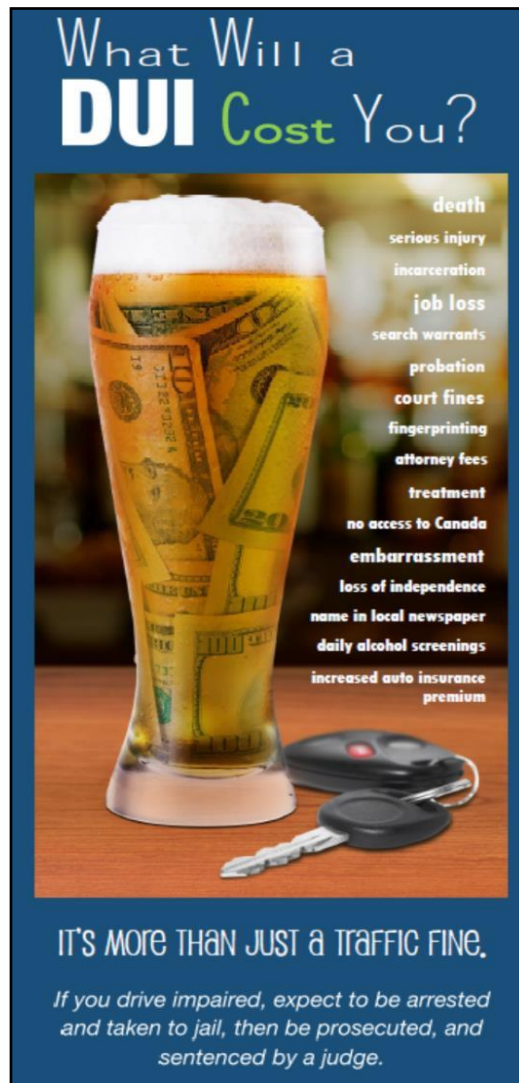
A wide range of safety partner agencies support or provide leadership in implementing impaired driving crashes strategies.

Impaired Driving Crashes Emphasis Area Implementation Partners

• City-County Health Departments • Colleges and Universities • Courts and Judges • DUI Task Forces • Law Enforcement Liaisons • Local (City, County, and Tribal) Law Enforcement Agencies • Local Communities and Businesses • Montana Board of Crime Control • Montana County Attorney Association • Montana Department of Justice – Attorney General's Office • Montana Department of Justice- Forensic Science Division • Montana Department of Justice- Montana Highway Patrol (MHP) • Montana Department of Justice – Motor Vehicle Division • Montana Department of Labor and Industry- Occupational Health and Safety • Montana Department of Public Health and Human Service – Addictive and Mental Disorders Division	• Montana Department of Public Health and Human Services – Injury Prevention- • Montana Department of Public Health and Human Services-Prevention Resources • Montana Department of Revenue (DOR)- Alcohol Beverage Control Division • Montana Department of Transportation – Motor Carrier Services • Montana Department of Transportation – Planning • Montana Department of Transportation – State Highway Traffic Safety Section • Montana Office of Public Instruction – Traffic Education • Montana Sheriff and Peace Officers Association • Montana Tavern Association (MTA) • Office of Court Administrators • Registered Alcohol Sales and Service Trainers • Safe on All Roads (SOAR) • Traffic Safety Resource Partners

Impaired Driving Crashes Emphasis Area Objectives

- Reduction in number of impaired driving fatalities; and
- Reduction in number of impaired driving serious injuries.

Unrestrained Vehicle Occupants Purpose, Strategies and Opportunities for Action

Based on crash data analysis, safety partner input, proven effectiveness, and NHTSA's *Countermeasures That Work,* priority strategies and opportunities for action are defined below. New opportunities for action are included as ideas for strategy implementation activities over the life of the plan. The opportunities for action are not inclusive and serve as a starting point for Emphasis Area Team activity identification. The Emphasis Area will continue ongoing coordination and consideration in the identification of strategy implementation actions in addition to a continuous focus on improving data and collaboration.

1   *Laws and Enforcement*

Purpose

Purpose: Policies and laws focus on vehicle occupants using safety restraints and enhancing safe driving behaviors; and enforcement can help to change behavior. Adoption of a primary safety belt law that allows officers to stop drivers for that offense alone would make a significant difference in saving lives. Increasing the penalty for a citation would reinforce that Montana takes the nonuse of safety restraint seriously and that no life is expendable.

Opportunities for Action

- Support efforts from safety partners and stakeholders to implement a primary seatbelt law.

- Support increasing the current seat belt penalty of $25 to be consistent with the $100 penalty for the child passenger safety restraint law.

- Support enhancement and implementation of mandatory minor (under 18 years of age) occupant protection laws per best practices and GDL requirements which includes other risky driving behaviors.

- Promote local jurisdictional adoption of seat belt ordinance if appropriate.

- Continue to support Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts at the state and local level focusing primarily on impaired driving and secondary on unrestrained vehicle occupants and other risky driving behaviors.

- Support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts focusing on unrestrained vehicle occupants among other risky driving behaviors

2 *Communication, Education, and Injury Prevention*

Purpose

Purpose: Use of a vehicle safety restraint can reduce fatalities and suspected serious injuries and improve crash outcomes. The key to improved crash outcomes is correct use of seat belts and child passenger safety seats every trip, every time. Education, training, and public outreach are effective tools to support and promote workplace policies and laws, enforcement activities, safety programs and messaging materials. Developing and strengthening partnerships with private employers, community-based organizations, and public agencies to encourage and promote the use of safety belts and child passenger safety seats

Opportunities for Action

- Sustain and grow the community-based Buckle Up Montana program, Safe On All Roads (SOAR) Tribal community program focusing on seat belt and child passenger seat use, and Teen Traffic Safety Program

- Sustain and grow the Child Passenger Safety Certification Training Program and inspection stations in Montana with increased focus on high-risk populations.

- Support and sustain purchase and distribution of child passenger safety seats.

- Develop child passenger safety educational materials with updated and coordinated messaging and a distribution plan.

- Develop educational campaigns based on current research on effective messaging to effect behavioral change in seat belt use.

- Encourage state agencies and other safety partners to distribute coordinated and consistent educational safety campaigns and messaging to increase seat belt and child passenger safety awareness and use.

- Encourage state, county, tribal and city agencies, and private employers to coordinate and implement workplace traffic safety policies to include seat belt use and other traffic safety measures.

- Promote and increase education and training for law enforcement, prosecutors, and the judiciary to ensure consistent citing and adjudication of occupant protection offenses and consideration of alternative sentencing (i.e., safety education including Alive at 25).

- Support occupant protection mini-grant funding of community education and outreach

3   *Improve Unrestrained Vehicle Occupant Data*

Purpose

Data is an essential part of identifying driver and occupant behaviors, including safety restraint use, misuse, or nonuse. Observational, pre-, and post- seat belt use surveys and child passenger safety checklists are methods of gathering occupant safety restraint use data. Other data resources include citation, crash, and trauma registry data. Evaluation of the effectiveness of workplace policies, laws, enforcement, safety programs, and public outreach activities helps identify areas that may need enhancement or increased focus.

Opportunities for Action

- Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors.

- Conduct observational seat belt surveys, local and statewide.

- Child Passenger Safety Seat data collection on use and misuse of child safety restraints

- Evaluate/report on Emergency Services (Image Trend data) and Trauma Registry Data, Emergency Response After Crash Care data

- Evaluate existing crash data to determine occupant restraint use, injury, and fatality rate to measure progress.

- Evaluate behavioral surveys on occupant restraint use to include teen and adult behavior (i.e., Youth Risk Behavior Survey (YRBS) and MT Needs Assessment)

- Evaluate contacts made by law enforcement, including warnings and citations for non-seat belt use, including high visibility enforcement (HVE) conducted through STEP campaigns

Unrestrained Vehicle Occupants Implementation Partners

A wide range of safety partner agencies support or provide leadership in implementing unrestrained vehicle occupant strategies.

• Buckle Up Montana Coordinators • Child Passenger Seat instructors and technicians • Local Community and Businesses • Courts and Judges • Local School Administrators • City-County Health Departments • Local (City, County, and Tribal) Law Enforcement • Department of Justice – Montana Highway Patrol Montana • Montana Department of Labor and Industry – Occupational Health & Safety	• Montana Department of Public Health and Human Services - Injury Prevention • Montana Department of Transportation – Planning Division • Montana Department of Transportation – Motor Carrier Services • Montana Department of Transportation – State Highway Traffic Safety Section • Montana Office of Public Instruction - Traffic Education • Safe on All Roads (SOAR) • Traffic Safety Resource Partners

Unrestrained Vehicle Occupants Objectives

- Reduction of Unrestrained Vehicle Occupant fatalities
- Reduction of Unrestrained Vehicle Occupant serious injuries

Emergency Response – After-Crash Care Strategies and Opportunities for Action

Preventable deaths and disability from motor vehicle related incidents have long been a concern of the medical community. Of equal concern is the risk of deaths and disability of EMS professionals and other emergency responders in route, on scene, in transport status, and becoming involved in a motor vehicle incident.

As a rural state with many miles between trauma facilities the first people on scene are usually untrained civilians, local or state road department staff, or those involved in the incident. These people observe and report the incident; identify environmental safety issues that are a risk to themselves and others; and take measures to ensure their safety on scene.

A separate emphasis area was established to advance collaboration with all safety partners to enhance and support the essential role of EMS and necessary technologies and systems in reducing the severity of injury outcomes.

Trauma Systems Save Lives.

Medical Dispatch. EMS. Air Medical.
Law Enforcement. Doctors. Nurses. Medical Centers.

They all save lives.

And together, they are a Trauma System.

MontanaEMS.mt.gov

Montana EMS & Trauma Systems

1   *Access to the Emergency Response System; On Scene Care Training & Education*

Purpose

Public awareness and education for those first on scene, before EMS arrives, can be crucial for survival. Lay bystanders can play a critical role in care, from activating the emergency response system to providing basic care to the injured. This requires access to 911 systems and medical advice from dispatch.

Opportunities for Action

- Development of the Enhanced 9-1-1 & FirstNet & Next Generation 911 access for first responders

- Support Emergency Medical Dispatch (EMD) training for all dispatch centers

- Support bystander/ non-emergency personal training and education, (I.E. Stop the Bleed, First Aid, etc.)

2 *Safe & Rapid Transport of Crash Victims and Training of Emergency Responders*

Purpose

Well-equipped ambulances with trained staff are mandatory to ensure rapid transport. EMS education and training needs to be on-going, with providers enhancing their skills and knowledge. Communication and quick response to on-scene crash sites by Traffic Incident Management (TIM) teams is priority to secure and clear crash sites to reduce additional crashes and ensure safe travel for the motoring public.

Opportunities for Action

- Education and training of emergency care responders.

- Secure EMS equipment and training to properly restrain and care for children (EMS for Children)

- Support and promote MDT Emergency Medical Equipment Grant Program

- Promote and improve prehospital notification communication system with facilities

- Support and promote Trauma Emergency Response training for Law Enforcement Officers (LEO) & Equip Law Enforcement vehicles with basic trauma kits

- Support and promote Traffic Incident Management Systems (TIMS) Training

3   *Hospital-Based Trauma Care*

Purpose

Optimally, all acute care facilities with emergency departments should be formally prepared and designated to care for injured patients at a level commensurate with their resources, their capabilities, and community's needs. Ongoing education and training of hospital-based emergency care providers is essential to improve patient care and outcomes.

Opportunities for Action

- Support ongoing education and training of the trauma team.

- Pursue trauma center designation for all Montana facilities that care for injured persons.

- Support and further Pediatric Ready Recognition for all Montana facilities

- Promote the Rocky Mountain Rural Trauma Symposium (RMRTS)

4   *Integrate Crash, EMS, Trauma and Roadway Surveillance Databases*

Purpose

Improve the accuracy, completeness, collection, integration, timeliness, uniformity, and accessibility of crash and injury data from various sources. Data on injuries and injury events can be used to guide post-crash response, identify gaps in quality care, and inform injury prevention strategies.

Opportunities for Action

- Utilize and enhance ImageTrend data (EMS patient care records) to track road safety trends and to improve overall EMS system performance.

- Utilize ESO/Digital Innovations (DI) data (Trauma Registry) to analyze hospital treatment of the patient and implement performance improvement using the data.

- Support and use available Montana Highway Patrol (MHP) motor vehicle (MV) crash data for analysis to guide injury prevention strategies and emergency care of the patients.

- Integrate ImageTrend, DI and MHP data sets (via Biospatial platform among others) to provide a full picture of crash injuries in Montana.

- Utilize Dept. of Labor & Industry data to further understand first responder crash injuries

5 *Provide Statewide Injury Prevention Education to Communities Through A Collaborative Effort*

Purpose

Crashes are considered a preventable problem with identifiable risk and protective factors and proven mitigation strategies. Building a statewide education network to promote and support injury prevention.

Opportunities for Action

- Provide guidance, support, coordination, and technical assistance to local and regional injury prevention activities.

- Integrate MDT Comprehensive Highway Safety Plan (CHSP) & DPHHS State Health Improvement Plan (SHIP) strategies.

6 *Support Laws, Policy Development and Legislation*

Purpose

Effective after-crash response includes policy development and legislation. These may include policy and legislation that enable access to timely care; laws/policy surrounding crash investigation; and laws that protect first responders and emergency services personal on scene.

Opportunities for Action

- Support activities surrounding policies and regulations that provide for emergency care access, EMS, facility designation and care standards.

- Support state law and enhance driver awareness of Montana's Move Over Law, including tow operators and vehicles.

Emergency Response After-Crash Care Implementation Partners

A wide range of safety partner agencies support or provide leadership in implementing emergency response e and after-crash care strategies.

- Local (City, County, and Tribal) Emergency Responders and Health Department
- Trauma Hospitals
- Montana Department of Administration- Public Safety Communications
- Montana Department of Justice – Montana Highway Patrol
- Montana Department of Labor and Industry – Occupational Health & Safety
- Montana Department of Public Health and Human Services – Emergency Medical Services- EMS Systems

- Montana Department of Public Health and Human Services – Emergency Medical Services- Trauma Systems
- Montana Department of Public Health and Human Services - Injury Prevention
- Montana Department of Transportation – Planning Division
- Montana Department of Transportation – State Highway Traffic Safety Section
- Traffic Safety Resource Partners
- Federal Highway Administration

Emergency Response After-Crash Care Objective

- Reduction of morbidity and mortality of the Montana motor vehicle crash victims.

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zero deaths | zero serious injuries

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