

# Montana Comprehensive Highway Safety Plan

Annual Element: 2013



## State of Montana Department of Transportation

in cooperation with:

Federal Highway Administration  
National Highway Traffic Safety  
Administration  
Blackfeet Tribe  
Confederated Salish and  
Kootenai Tribes  
Crow Tribe  
Chippewa Cree Tribe  
Little Shell Tribe

Northern Cheyenne Tribe  
Fort Peck Tribes  
Montana Highway Patrol  
Montana Motor Vehicle Division  
Montana Office of Public Instruction  
Montana Department of Justice  
Montana Department of Revenue  
Office of the Court Administrator  
Federal Motor Carrier Administration  
Montana Metropolitan Planning Organizations  
Montana Department of Public Health and Human Services



*prepared by*  
Cambridge Systematics, Inc.

October 2013

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# Introduction

The Annual Element of the Montana Comprehensive Highway Safety Plan provides, for each CHSP emphasis area, descriptions of programs and countermeasures currently being implemented and detailed information on new strategies to be undertaken through the CHSP. The Annual Element is maintained and updated annually by the CHSP Committee to provide documentation and updates for Montana's existing highway safety programs and to report the status of CHSP strategy implementation.

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# Emphasis Area #1. Safety Belt Use

**Champion: Bobbi Perkins, Injury Prevention, Department of Public Health and Human Services**

*Performance Measures:*

- **Reduce the five-year average number of unrestrained vehicle occupant fatalities from 126 in 2010 to 98 by 2015.**
- **Reduce the five-year average number of unrestrained vehicle occupant fatalities and incapacitating injuries from 633 in 2010 to 490 by 2015.**
- **Increase the annual observed rate of seat belt use of outboard, front seat vehicle occupants from 78.9% in 2010 to 89.3% by 2015.**

Montana has secondary law enforcement for safety belt use, meaning that there must be another reason for stopping a vehicle other than noncompliance with safety belt laws before a violation can be charged. Although Montana ranks relatively high for overall seat belt usage among states with secondary law enforcement, (79 percent in 2013 for all roads), National Highway Traffic Safety Administration (NHTSA) documentation shows that most states with a primary enforcement law have higher compliance rates.

Montana has established a variety of programs to encourage safety belt use and proper utilization of child safety restraints. New strategies focus on the technical and informational support in the pursuit of a primary safety belt law and targeted enforcement and education for low belt use populations. In 2011, the Montana State Legislature passed a primary passenger restraint law for children up to age 6 and weighing less than 60 pounds.

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# **Safety Belts**

## *Current Programs and Strategies*

## Priority – Increase Safety Belt Usage to 90 Percent

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<b>Education</b>					
1.	Annual Safety Belt Observation Study	NHTSA requirement	Montana State Highway Traffic Safety Bureau (MDT-SHTSS)	MDT-SHTSS	Annual survey of belt use among drivers and front seat passengers.
2.	Established position of State Coordinator for Child Passenger Safety	MT Occupant Protection for Children Assessment Report 2005	MDT-SHTSS	MDT-SHTSS	Coordinates Child Passenger Safety (CPS) certification classes and assures class compliance with NHTSA and Safe Kids Certification Program policies and guidelines.
3.	Public information and education (PI&E) materials and incentive programs on occupant protection	Highway Safety Plan (HSP)	MDT-SHTSS	MDT-SHTSS	Fund and produce PI&E materials, manuals, brochures, pamphlets, flyers, posters, and other products on occupant protection that includes seatbelts and child passenger safety. Provide incentives such as cash rewards, coupons for merchandise or food, T-shirts, and raffle tickets.
4.	New instructor development trainings for Child Passenger Seat (CPS)	HSP Safe Kids Worldwide	MDT-SHTSS	MDT-SHTSS CPS Instructors	Safe Kids National has four basic steps for completing instructor candidacy: 1) successfully meet all eligibility requirements; 2) register and pay for candidacy; 3) submit all required documentation for approval within six months of registration; and 4) upon approval, successfully participate as an instructor for a certification course within one year of candidacy approval.  MDT-SHTSS facilitates the placement of instructor candidates with mentors in the four-day CPS technician trainings.
5.	Buckle Up Montana (BUMT) Coalitions	HSP	MDT-SHTSS	BUMT Coalitions	Eighty-nine percent of Montana’s population is covered by BUMT Coalitions. Each coalition conducts: <ul style="list-style-type: none"> <li>• Multiple occupant projection projects;</li> <li>• PI&amp;E for public;</li> <li>• Support law enforcement during national campaigns;</li> <li>• “Saved by the Belt” awards programs;</li> <li>• Educational campaigns on proper installation of child safety seats;</li> <li>• Partner with local businesses during seatbelt mobilizations to provide incentives to drivers seen wearing seatbelts;</li> <li>• Use grants to purchase child restraints for distribution to low-income, underserved populations (with IHS);</li> <li>• Encourage American Indians to join traffic safety coalitions; and</li> <li>• Support and promote Child Passenger Safety Inspection Stations.</li> </ul>

## Priority – Increase Safety Belt Usage to 90 Percent (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
6.	Child Safety Seat Checkup Clinics and Inspection Stations		MDT-SHTSS Local Communities	BUMT Coalitions CPS Technicians	Statewide car seat clinics educate parents and caregivers on proper installation of child car seats. The “family approach” education also addresses restraint use for all passengers in the motor vehicle as well as air bag safety and facts.  In Montana, there are 30 permanent child safety seat inspection stations hosted by a variety of agencies and run by certified CPS technicians and instructors.
7.	Seatbelt and Occupant Protection awareness campaigns and law enforcement media messages	HSP	MDT-SHTSS	MDT-SHTSS	Produce awareness campaigns and disseminate seatbelt educational messages to the public with a focus on high-risk groups known for having lowest seatbelt usage rates, e.g., teens, males age 18-34, pickup truck drivers.  Media campaigns are typically targeted to the largest media markets. Annually, there is special focus on occupant protection during the national May Mobilization seatbelt campaign. Additional messaging occurs in support of sustained STEP activities via earned media generated by the participating LE agencies.
8.	American Indian Occupant Protection Public Information & Education (PI&E) (also see Native American Crashes EA)	HSP	MDT-SHTSS	MDT-SHTSS	Help tribes develop partners with assistance of local SOAR coordinators to produce and distribute American Indian-related seatbelt messages using their own culturally relevant, local media messages.
9.	PI&E Clearinghouse		MDT-SHTSS	MDT-SHTSS	PI&E campaign that provides Montana families with a single point of access for community referral to needed services, including information on car seat, seat belt, as well as other traffic-related information. Buckleup.mt.gov website provides resource list.
10.	Child Safety Seat Program for American Indians		Indian Health Service (IHS)	IHS Injury Prevention Program	IHS Service Units provides funds to purchase child safety seats for clinics, conducts child safety seat programs, promotes seat belt for various organizations and programs, i.e., hospitals and Public Health Nursing Program.
11.	In Home Services Program and Public Health Home Services Program	Public Health and Safety Division (PHSD); Child Adolescent and Community Health	Department of Public Health and Human Services (DPHHS), PHSD	DPHHS, PHSD	To support trained personnel to provide home-visiting services to families with children younger than five. Services aim to improve parenting skills, increase education and employment; in some cases, more intense therapy is provided (including CPS education).
12.	Respect the Cage caravan safety exhibit		MDT-SHTSS	MDT	Public information program targeting young adults and pick-up truck drivers to encourage seat belt use. This program features a web site and statewide traveling display demonstrates importance of wearing seat belts. Display includes: “Room to Live” video and effect on crash victims; a fatal crash vehicle; rollover simulator used to demonstrate a rollover crash with a crash-test dummy; buckle up contest, prizes, and giveaways. MDT web site <a href="http://respectthecage.com/">http://respectthecage.com/</a>

## Priority – Increase Safety Belt Usage to 90 Percent (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement</i>					
13.	Special Traffic Enforcement Programs (STEP) focused seatbelt enforcement	HSP	MDT-SHTSS	MDT-SHTSS City, county and tribal law enforcement Montana Highway Patrol (MHP)	MDT-SHTSS contracts with law enforcement agencies to provide dedicated traffic patrols with focused enforcement and education regarding occupant protection. Patrols are focused on local and state high-risk timeframes, as well as the nationally required May mobilization which highlights occupant protection.
14.	DUI/Seat Belt Checkpoints (also see Impaired Driving EA)		IHS	IHS	Coordination of random DUI/seat belt checkpoints with tribal police departments.
15.	Local Safety Programs		City and county budgets	Local Enforcement Agencies	Local funding is used for law enforcement efforts related to traffic safety.
16.	Adopt quantifiable objectives for evaluation and review of Occupant Protection emphasis area activities		MDT-SHTSS	DPHHS, MDT-SHTSS, Emphasis Area Team	Status of objectives and performance measures.

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# **Safety Belts**

## *New Strategies*

## Increase Safety Belt Usage to 90 Percent – New Strategies

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<p><b>Increase safety belt usage to 90 percent</b></p>	<p><b>Emphasis Area Team</b></p> <p>Amelia Adams, Confederate Salish &amp; Kootenai Tribes (CSKT)/SOAR Coordinator</p> <p>Margene Asay, Prevention Director/Flathead Tribal Health &amp; Human Services</p> <p>Steven Bailey, Dawson County Buckle Up MT Coalition</p> <p>Juli Ballenger, Mineral County Buckle Up MT Coalition</p> <p>Gina Beretta, National Highway Traffic Safety Association (NHTSA)</p> <p>Janet Bierer, Seat Belt Pageant Coordinator</p> <p>Steve Blackstone, National Traffic Safety Bureau</p> <p>Koren Bloom, Yellowstone Safe Kids Coordinator</p> <p>Jackie Bonser, Pondera, Toole &amp; Teton Counties Buckle Up MT Coalition</p> <p>Mike Cooney, Former Legislator, Sponsor of seat belt legislation</p> <p>Thomas Danenhower, MMIA Insurance</p> <p>James Driggers, Bureau Chief, Senior and Long Term Care, TBI Task Force</p> <p>Beth Ebel MD, University of Washington Injury Prevention and Research Center</p> <p>Tom Ebzery, Attorney and Lobbyist St. Vincent Healthcare, Holy Rosary Healthcare</p> <p>John Flink, MT Hospital Association</p> <p>Mike Foster, St. Vincent Healthcare – Billings</p> <p>Nanette Gilbertson, Montana Sheriffs and Peace Officers Association (MSPOA)</p> <p>Drew Goss, Billings Clinic - Injury Prevention Coordinator</p> <p>Ashley Haley, Chippewa Cree -Rocky Boy's SOAR Coordinator</p> <p>Jane Hamman, Drivers Education Association</p> <p>Marie Haynes, Benefis Trauma Registrar / IPC</p> <p>Ronnie Henry, Chippewa Cree-Rocky Boy's Transportation Planner</p> <p>Lonie Hutchison, Missoula County Buckle Up MT Coalition</p> <p>Kaelyn Kelly, AAA Insurance</p> <p>Tracie Kiesel- Tri-County Buckle Up MT Coalition (L&amp;C, Broadwater &amp; Jefferson)</p> <p>Denny Maier, Surgeon, St. Vincent Healthcare in MT</p> <p>Jessi Malcolm, Greater Gallatin County Buckle Up MT Coalition</p> <p>Darcy Merchant, Billings Area Indian Health Service</p> <p>John Moffat, NHTSA</p> <p>Kristen Morgan, Brain Injury Alliance of MT</p> <p>Wendy Olson, Flathead County Buckle Up MT Coalition</p> <p>Charmell Owens, Ravalli County Buckle Up MT Coalition</p> <p>Mary Owens, Hill County Buckle Up MT Coalition</p> <p>Fran Penner-Ray, Drivers Education Director, Office of Public Instruction (OPI)</p> <p>Eileen Reddick, Custer County Buckle Up MT Coalition</p> <p>Henry Rides Horse, Crow Nations- DUI Task Force Coordinator</p> <p>Lori Rowe, FICMR Coordinator -DPHHS</p> <p>Michelle Schaefer, St. Patrick Hospital / Injury Prevention Coordinator</p> <p>Diana Schwab, Lake County Buckle Up MT Coalition</p> <p>Jim Smith, Montana Sheriffs and Peace Officers Association (MSPOA)</p> <p>Janis Spear, Northern Cheyenne Transportation Planner</p> <p>Avis Spencer, Tribal Sanitarian Office/Injury Prevention Specialist -FT Belknap/SOAR Cord.</p> <p>John Spencer, Montana Highway Patrol (MHP)</p> <p>Spook Stang, Motor Carriers of Montana</p> <p>Mary Jo Stosich, Butte-Silver Bow County Buckle Up</p> <p>Becky Sturdevant, MADD</p> <p>Connie Thompson-Gourneau, FT Peck Transportation Planner/ SOAR Coordinator</p> <p>Miike Tooley, MDT- Governor's Representative for Highway Safety</p> <p>Maggie Virag, Family Advocate</p> <p>Don White, Blackfeet Transportation Planning Director and any others interested.</p>						

## Increase Safety Belt Usage to 90 Percent – New Strategies (continued)

<p>CHAMPION:  <b>Bobbi Perkins</b>                      (406) 444-4126 bperkins@mt.gov  <b>Facilitators: Pam Buckman</b>                      (406) 444-0809  <a href="mailto:pbuckman@mt.gov">pbuckman@mt.gov</a>                      and <b>Sheila Cozzie:</b> (406) 444-7301  <a href="mailto:scozzie@mt.gov">scozzie@mt.gov</a></p>	Sponsoring Agency	Agency Contact	Implementation Approach – Action Steps	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Evaluation/Assessment Procedure
<p><b>SB-1 Promote need for a Primary Safety Belt Law &amp; Enhance Current Primary Child Passenger Safety Law</b></p> <p>Provide technical and information support of primary safety belt enforcement law.</p>		MDT- SHTSS, DPHHS, OPI	<ol style="list-style-type: none"> <li>1. Enhance and promote use of seatbelt tool kit, which includes current healthcare and crash data fact sheets and educational information, to seatbelt partner groups, communities stakeholders, and policy makers.</li> <li>2. Offer technical and informational support as needed.</li> </ol>	1. Emphasis Area Team members	MDT may fund the public information & education and mailings.	Emphasis Area Team	<p>Track success of building community support among local business, law enforcement, and educators.</p> <p>Track legislation.</p>

## Increase Safety Belt Usage to 90 Percent – New Strategies (continued)

<p>CHAMPION:  <b>Bobbi Perkins</b>                      (406) 444-4126 bperkins@mt.gov                      Facilitators: <b>Pam Buckman</b>                      (406) 444-0809  <a href="mailto:pbuckman@mt.gov">pbuckman@mt.gov</a>                      and <b>Sheila Cozzie</b>: (406) 444-7301  <a href="mailto:scozzie@mt.gov">scozzie@mt.gov</a></p>	<p><b>Sponsoring Agency</b></p>	<p><b>Agency Contact</b></p>	<p><b>Implementation Approach – Action Steps</b></p>	<p><b>Coordination/ Outreach Efforts</b></p>	<p><b>Funding Approach/ Needs/Sources</b></p>	<p><b>Implementation Oversight</b></p>	<p><b>Evaluation/Assessment Procedure</b></p>
<p><b>SB-2 Targeted Education and Enforcement in Low Belt Use Locations and Population Groups</b></p>	<p>MDT, MHP, and Local and Tribal Law Enforcement, OPI, DPHHS</p>	<p>MDT-SHTSS, NHTSA, DPHHS-Injury Prevention, and hospital representatives.</p>	<ol style="list-style-type: none"> <li>1. Support MHP, Local and Tribal Law Enforcement in obtaining and sustaining resources and funding for designated specifically for occupant protection traffic enforcement.</li> <li>2. Work to link crash and trauma databases for a more comprehensive picture of local statistics for use in educational and informational materials to stimulate increased public interest and awareness.</li> <li>3. Expand education and awareness of occupant protection through grassroots community partners and stakeholders.</li> <li>4. Expand education and awareness of seatbelts with school administrators, educators, school resource officers (SRO) and teens and young adult drivers.</li> </ol>	<ol style="list-style-type: none"> <li>1. Continue to work with MHP, Local and Tribal Law Enforcement.</li> <li>2. Coordinate current data with public awareness efforts.</li> <li>3. Team members collaborate with grassroots community groups</li> </ol>	<p>MDT-SHTSS, DPHHS, Emphasis Area Team</p>	<p>MDT-SHTSS</p>	<p>Increase productivity by Selective Traffic Enforcement Program (STEP) participants Publications with most current and appropriate data.</p> <p>Provide educational information and incentives to grass roots communities.</p>

## Increase Safety Belt Usage to 90 Percent – New Strategies (continued)

<p>CHAMPION:  <b>Bobbi Perkins</b>                      (406) 444-4126 bperkins@mt.gov  <b>Facilitators: Pam Buckman</b>                      (406) 444-0809  <a href="mailto:pbuckman@mt.gov">pbuckman@mt.gov</a>                      and <b>Sheila Cozzie:</b> (406) 444-7301  <a href="mailto:scozzie@mt.gov">scozzie@mt.gov</a></p>	<p><b>Sponsoring Agency</b></p>	<p><b>Agency Contact</b></p>	<p><b>Implementation Approach – Action Steps</b></p>	<p><b>Coordination/ Outreach Efforts</b></p>	<p><b>Funding Approach/ Needs/Sources</b></p>	<p><b>Implementation Oversight</b></p>	<p><b>Evaluation/Assessment Procedure</b></p>
<p><b>SB-3 Provide Leadership and expand partnerships at the state, regional, and local level to promote increased seat belt use, including participation of Native Americans, teens, and young adults.</b></p>	<p>Agencies represented on the Seat Belt Use Emphasis Area</p>	<p>DPHHS-Injury Prevention, MDT-SHTSS Cultural Liaison, OPI-Traffic Education, MDT-SHTSS Occupant Protection</p>	<p>1. Continue to encourage collaboration between Buckle Up MT Coalitions, SOAR coordinators , and community and tribal and leaders (county commissioners, city and tribal council members, mayor, sheriff, etc.), and community groups (schools, teen groups, parent-teacher associations, faith-based organizations, fraternal organizations, local businesses, hospital and emergency department providers) and media to gain support for safety efforts to increase seat belt use.</p>	<p>Safety Stakeholders, DPHHS, MDT-SHTSS, OPI, Buckle Up MT Coalitions, SOAR Coordinators, Montana Seat Belt Use interest groups, AAA</p>		<p>Emphasis Area Team</p>	<p>Report and Track participation in community safety events.  Report and Track published articles.</p>

# Emphasis Area #2. Alcohol- and Drug-Impaired Driving Crashes

**Champions:** Lonie Hutchison, Missoula County DUI Task Force Coordinator and  
Erin Inman, Montana's Traffic Safety Resource Prosecutor

*Performance Measures:*

- Reduce the five-year average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+) from 90 in 2010 to 70 by 2015.
- Reduce the five-year average number of fatalities and incapacitating injuries in crashes involving a driver or motorcycle operator with a BAC 0.01+ or evidence of alcohol and/or drugs being involved from 484 in 2010 to 375 by 2015

In 2012, there were 476 severe injuries in Montana that were the result of motor vehicle drivers impaired by alcohol and/or drug impaired drivers. In 2012, 113 of the 205 motor vehicle crash fatalities in Montana were the result of an alcohol and or drug impaired driver. Montana's alcohol-related fatality rate (the number of alcohol-related traffic fatalities per hundred million vehicle-miles traveled (VMT) in Montana) was 0.69 in 2011. From 2008-2012, alcohol/drug-related driving has contributed to 10% of all crashes, 19% of all injuries, and almost 46% of deaths on Montana's roads.

Recognizing the severity of the problem in Montana, the following programs are in place to address impaired driving at the state and local levels, encompassing numerous education, enforcement, engineering, and treatment efforts.

# **Alcohol- and Drug-Impaired Driving Crashes**

## *Current Programs and Strategies*

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<b>Education</b>					
1.	Increase number and effectiveness of DUI Task Forces	Highway Safety Plan (HSP) 2005 Legislative Audit	MDT- State Highway Safety Section (SHTSS)	MDT-SHTSS	Continued support of established DUI Task Forces and increase the number of local DUI Task Forces. Technical assistance is provided by MDT's State Highway Traffic Safety Section.
2.	Establish DUI Task Forces on Tribal Reservations (also see Native American crashes EA)	2005 Impaired Driving Assessment	Indian Health Service (IHS)-Injury Prevention Fund	IHS	Injury prevention activities on Montana's Indian reservations typically address DUI issues. The Crow Reservation has a standalone DUI Task Force. Upon request, STHSS staff may provide technical assistance to reservations forming DUI task forces, and in implementing DUI prevention programs.
3.	DUI Task Forces conduct public education and outreach campaigns	DUI Task Force plans	Driver License Reinstatement fees Supplemental funding by MDT-SHTSS	DUI Task Forces	The State's DUI Task Forces conduct a variety of impaired driving programs, including responsible alcohol sales and service trainings, compliance checks of establishments that sell/serve alcohol, designated driver programs, safe ride programs, and others. Local and state data is an integral part of the programs and is used to guide the task forces in focusing their efforts where the risk is greatest. Task force efforts:  Draw public attention to the issue of impaired driving through letters to the editor, news releases, PSAs, incentives, banners, booths at fairs, "empty dinner party" displays, etc.  Provide support to local law enforcement during national mobilizations to prevent impaired driving.  Collaborate with others in the community who are working to reduce impaired driving, e.g. prevention specialists, Enforce Underage Drinking Laws (EUDL) grant recipients, law enforcement, and other stakeholders.  Reach out to Native American within their population, including in urban settings, via presence at powwows, health clinics, etc.
4.	11 contractors providing regional prevention services	Substance Abuse Prevention and Treatment Block Grant	Department of Public Health & Human Services/Addictive and Mental Disorders Division/Chemical Dependency Bureau (DPHHS AMDD/CDB)	AMDD/CDB	Prevention contractors are providing services statewide. These contractors assist communities in implementing environmental substance use disorder prevention programs. AMDD will require contractors, by contract, to serve and participate on local DUI Task Forces, and to use 5% of their time to provide DOR's <i>Let's Control It</i> responsible alcohol sales & service training program in their assigned community.
5.	Produce/provide reference materials for traffic safety professionals and partners	HSP	MDT-SHTSS, AMDD/CDB	AMDD/CDB	Reference and research materials are provided for use by safety professionals, DUI Task Forces, law enforcement, prosecutors, judges, <i>Prime for Life</i> , and others. Many of these are posted online at <a href="http://www.mdt.mt.gov/safety/safetyprg.shtml">http://www.mdt.mt.gov/safety/safetyprg.shtml</a> .

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
6.	Public information and education (PI&E) materials on alcohol and impaired driving	HSP	MDT-SHTSS	MDT-SHTSS, Department of Revenue (DOR), DPHHS/AMDD/CDB, Montana Board of Crime Control (MBCC)	Fund, produce, and distribute PI&E materials, manuals, brochures, pamphlets, flyers, posters, and other products related to impaired driving, including information about the effects of alcohol on the body, penalties for impaired driving and minor in possession, and consequences to individuals and establishments for providing alcohol to minors or to apparently intoxicated individuals. Many of these are posted online at <a href="http://www.mdt.mt.gov/safety/safetyprg.shtml">http://www.mdt.mt.gov/safety/safetyprg.shtml</a> .
7.	Mandatory Responsible Alcohol Sales & Service Act, MCA 16-4-1001	Montana Code Annotated 2011	MT Department of Revenue (DOR), DUI Task Forces DPHHS/AMDD/CDB	Liquor licensees, DUI Task Forces and other stakeholders, DOR, DPHHS/AMDD/CDB	<p>The 2011 Legislature passed SB 29 which mandates that all licensees of retail establishments and manufacturers ensure that all their employees that sell or serve alcoholic beverages, their immediate supervisors, and the licensee if they serve or sell, be trained through a state-approved responsible alcohol sales and service program. Training must be obtained within 60 days of hire and every 3 years thereafter (§16-4-1005, MCA). This law does not apply to liquor sold at events under special permits (§ 16-4-301, MCA).</p> <p>There are currently 200+ certified instructors who provide DOR’s curriculum across the state. Trainers include law enforcement personnel, prevention specialists, community coalition members, industry representatives, etc. The curriculum includes the “Last Call” video which details a Montana story of tragic consequences related to over-service and overconsumption.</p> <p>The Montana Department of Revenue’s alcohol sales and service training program, “Let’s Control it” covers the following:</p> <ul style="list-style-type: none"> <li>• Educating licensees and servers about Montana liquor laws</li> <li>• Evaluation methods to identify underage and intoxicated persons</li> <li>• Strategies used by underage persons to obtain alcohol from both on-premises and off-premises locations</li> <li>• Methods to prevent sales and service to underage and intoxicated persons</li> <li>• Techniques for refusing or denying alcohol sales or service</li> <li>• Providing information to servers to protect them from third-party liability lawsuits;</li> </ul> <p>DOR also approves other alcohol sales and service training programs for use in the state.</p> <p>Many DUI Task Forces and AMDD’s Prevention Specialists support and sponsor alcohol server training.</p>
8.	Designated Driver program	HSP DUI Task Force plans	DUI Task Forces, MDT-SHTSS, local businesses	Local businesses, DUI Task Forces, Tavern Associations	Some DUI Task Forces and some Tavern Associations promote designated driver programs in their communities as a means to reduce impaired driving. Materials may include health risk information, discourage over consumption, and emphasize consequences DUI offenders face. Groups work with local establishments and local tavern associations to provide free nonalcoholic beverages to designated drivers and/or servers, and provide other incentives, such as entry into a regular drawing for a prize.

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
9.	Safe Ride Home program	DUI Task Force plans	Various community coalitions, DUI Task Forces, local beverage distributor/ alcohol vendors, and Tavern Associations	Various community coalitions, DUI Task Forces, local beverage distributor/ alcohol vendors, and Tavern Associations	Some DUI task forces promote programs to provide free or fee-driven rides home to individuals who have been drinking. Some programs are year-round efforts that involve taxi cab companies, non-profit groups, or fees from participating taverns. Others are held at special times of year such as New Years and St. Patrick's Day and involve local car dealerships or other participants. In some of Montana's larger urban areas, AAA provides "Operation Topsy Tow" over the Christmas/New Years' time period, in which they fund a towing company to provide rides home to individuals who have been drinking, along with their vehicles.
10.	Community substance use disorder treatment services	www.dphhs.mt.gov/amdd/ MCA 61-8-732	AMDD/CDB	AMDD/CDB	Funds state-approved substance use disorder treatment programs to provide services on a sliding fee scale. Services are provided to all people. Substance Abuse Prevention and Treatment (SAPT) funds are used to support those who are at 200% of poverty or below, and not eligible for other insurance or funds.
11.	Tribal substance use disorder treatment services		IHS	Services are delivered according to agreement with each Tribe	Services are provided to meet the needs of enrolled tribal members.
12.	Montana National Guard Counterdrug Civil Operations Program	State	State	National Guard	Educates school youth on the dangers of drug and alcohol use, while providing insight and information which supports the students' ability to make good choices, and recognize personal accountability for actions. The drug education covers both legal and illegal substances, and the program of instruction can be tailored to a high school's needs and the children's ages/education level. Uses SIDNE cart and fatal vision goggles as part of the traffic education curriculum.
13.	WATCH Program	MCA 61-8-731	Department of Corrections (DOC)	Department of Corrections and Community, Counseling and Correctional Services, Inc. (CCCS)	Warm Springs Alcohol Treatment and Change (WATCH) – addiction treatment program for DUI felons who may have a fourth or subsequent DUI offenses. It includes a six-month inpatient treatment program plus aftercare.
14.	Assessment, Course, and Treatment (ACT) Program, MCA 61-8-732	Montana Code Annotated 2011	Self-supporting	DPHHS/ AMDD/ CDB	Per Montana state law, DUI offenders are sentenced to participate in and pay for a chemical dependency assessment, the "Prime for Life" education course, and, if recommended, chemical dependency treatment.  Licensed Addiction Counselors (LAC), employed by state-approved substance use disorder treatment facilities, facilitate the components of A.C.T.
15.	Public Survey of Impaired Driving Issues	HSP	MDT-SHTSS	Contracted Media Company	Annual survey associated with the Labor Day mobilization to assess the public's understanding of impaired driving issues and laws and impact of the mobilization media campaign.

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
16.	Safe on All Roads Program – SOAR (also see Native American crashes EA)	HSP	MDT-SHTSS	MDT-SHTSS	Partnership with Native American coordinators on each reservation to promote traffic safety, particularly the reduction of impaired driving and promotion of occupant protection. May include the production of culturally relevant PI&E materials, manuals, brochures, pamphlets, flyers, posters, and other products specific to individual reservations. This may involve media related support from a contractor. Target audience includes Native American (NA) males 18-34 years of age as primary demographic. Secondary demographic is young NA women, students, and youth.
17.	Traffic Safety Resource Prosecutor	HSP	MDT-SHTSS	Contractor, MDT-SHTSS, MT County Attorney’s Association (MCAA), Office of Court Administrator	Montana’s Traffic Safety Resource Prosecutor (TSRP) provides training to law enforcement, prosecutors, and judges to enhance the consistent identification, arrest, prosecution and sentencing of traffic safety violations, particularly DUI. Training includes an annual 2.5 day training on “Prosecuting the DUI”, legal and case law updates, specialized multi-day trainings on aspects of DUI investigation and prosecution, and a featured annual training topic that is provided at multiple locations around the state. An on-line training for the use of telephonic search warrants is being developed. Training on DUI law is also provided to new recruits at the Montana Law Enforcement Academy. The TSRP provides a <i>DUI Handbook for Prosecutors</i> and related resources through an online forum. Technical assistance is provided on request.  The TSRP works closely with the TSRO and JOL.
18.	Screening, brief intervention, referral, and treatment (SBIRT) program	<a href="http://www.dphhs.mt.gov/ems/prevention/sbirt.shtml">http://www.dphhs.mt.gov/ems/prevention/sbirt.shtml</a>	MDT-SHTSS	DPHHS Injury Prevention	SBIRT is proven to help reduce alcohol-related injuries by identifying patients with substance abuse issues and guiding them towards low risk drinking choices. EMS will promote the benefits and efficacy of SBIRT and overcome obstacles to institutionalizing SBIRT at primary care centers, hospital emergency rooms, trauma centers, university health care centers, community clinics, etc. Resources are available to those who are interested in providing SBIRT services. Additional training is needed to develop skills and confidence in the doctors, nurses, social workers, and others who perform the screening and brief intervention protocol with patients.
19.	Montana Teen Driver Essential Knowledge and Skills Topics – Driver Education (also see Young Driver EA)	Curriculum Map	Office of Public Instruction (OPI)	OPI	Driver education classes teach new drivers about the importance of operator fitness, including aggressive, drowsy, distracted, and alcohol- and drug-impaired driving. More detailed curriculum is on-line at <a href="http://opi.mt.gov/Programs/DriverEd/Curric/INDEX.html">http://opi.mt.gov/Programs/DriverEd/Curric/INDEX.html</a>
20.	Youth Risk Behavior Survey (YRBS) (also see Young Driver EA)	<a href="http://www.opi.mt.gov/Reports&amp;Data/YRBS.html">www.opi.mt.gov/Reports&amp;Data/YRBS.html</a>	CDC	OPI	Survey of middle and high school students conducted in odd years. The 2011 survey includes a variety of traffic safety related questions addressing cell phone use, texting, seatbelt use, and drinking and driving. The data is used by OPI, schools, DPHHS and others.
21.	Prevention Needs Assessment Survey	<a href="http://prevention.mt.gov/pna/">http://prevention.mt.gov/pna/</a>	AMDD/CDB	DPHHS AMDD/CDB	Risk and Protective Factor assessment survey of 8 <sup>th</sup> , 10 <sup>th</sup> , and 12 <sup>th</sup> graders throughout the State. This survey is conducted during even years and includes questions regarding substance use and related behavior.

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
22.	Behavioral Risk Factor Surveillance System (BRFSS)	<a href="http://50.57.217.98/html/brfss-index.shtml">http://50.57.217.98/html/brfss-index.shtml</a>		Department of Health and Human Services (DPHHS)	The Behavioral Risk Factor Surveillance System (BRFSS) is the world’s largest, ongoing telephone health survey system, tracking health conditions and risk behaviors in the United States since 1984. Annually, the BRFSS provides state-specific information about issues such as alcohol use for adults.
23.	Media Campaigns	HSP	MDT-SHTSS	Contracted media company	<p>DUI Media Campaign: The contracted media company will assist the State in designing and executing media messaging to reduce impaired driving. This will include development of effective media messages to use during university athletic events that reach the target audience and discourage drinking and driving. Media efforts will be supplemented with ongoing statewide messaging using variable message signs on Montana’s highways.</p> <p>Law Enforcement Media Campaign: A contracted media company will develop law enforcement-related media messages about impaired driving for radio, television, and newspaper that reach at least 85 percent of the population. Messages will focus on youth and adult impaired driving that coincide with national and state mobilizations and sustained enforcement overtime activities.</p>
24.	Encourage participation in professional development and training activities	HSP	MDT-SHTSS	MDT-SHTSS	<p>Tribal, state, and local officials may be reimbursed for travel, per diem, training costs for management, policy, and procedure training that support highway safety impaired-driving programs and projects, for example:</p> <p>DUI Task Force annual meeting;</p> <p>Law enforcement related programs and projects</p> <p>Reservation-based tribal members attending forums hosted by the SHTSS.</p>
<i>Enforcement</i>					
25.	Wet Lab Training for law enforcement personnel		DOJ-MLEA (Montana Law Enforcement Academy), DOR, MDT-SHTSS, DOJ-MHP	Montana Highway Patrol (MHP)	Provide Wet Lab training to assist officers in developing the skills to determine impairment using Horizontal Gaze Nystagmus (HNG) and other field sobriety tests.

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
26.	Training to Improved Detection of Alcohol- and Drug-Impaired Drivers	HSP	MDT-SHTSS, Montana Tavern Association	MHP	<p>Standard Field Sobriety Testing (SFST) Training: The MHP provides SFST refresher training to local and tribal law enforcement in conjunction with MHP’s SFST training. Some training locations are on or near reservations. It is imperative that officers keep their skill levels up, since officer error is a leading cause for DUI evidence being rejected once a case reaches the courts.</p> <p>Drug Recognition Experts (DRE): Provides law enforcement officers to attend and complete training allowing them to become a certified DRE. SHTSS contracts with the state DRE coordinator to conduct refresher training around the State for existing DREs, and to visit with police chiefs and sheriffs to promote the program and solicit future involvement.</p> <p>Advanced Roadside Impaired Driving Enforcement (ARIDE) Training: Provide ARIDE training to officers across the State. The ARIDE program was created to address the gap in training between the SFST and the Drug Evaluation and Classification (DEC) Program. This 16-hour curriculum is designed to help officers become more proficient at detecting, apprehending, testing, and prosecuting impaired drivers.</p>
27.	Penalty for driving under influence of alcohol or drugs - first through third offense, MCA 61-8-714	Montana Code Annotated 2011	Cities, Counties, Courts	Courts, law enforcement	<p>First DUI conviction – Fine of \$300-\$1,000; Mandatory 24 hours imprisonment, and up to six months. Remaining jail time may be suspended for one year pending successful completion of court ordered chemical dependency assessment, education, or treatment.</p> <p>Second DUI conviction – Fine \$600-\$1,000; mandatory 7 days imprisonment, and up to one year.</p> <p>Third DUI conviction – Fine \$1,000-\$5,000; mandatory 30 days imprisonment, and up to one year imprisonment.</p> <p>Ten points are added to the driver license record for each DUI conviction, participation in the 24-7 sobriety program and community service may be required, an ignition interlock system may be mandated, and there will be driver licensing sanctions.</p> <p>(Note: Penalties are increased for convictions where a minor was in the vehicle at the time of arrest.)</p> <p>Summary online at <a href="http://www.mdt.mt.gov/safety/docs/dui_penalties.pdf">http://www.mdt.mt.gov/safety/docs/dui_penalties.pdf</a></p> <p>Aggravated DUI legislation was passed by the 2011 Montana Legislature (MCA 61-8-465). Different penalties are provided where the driver had a BAC of 0.16 or higher.</p>
28.	Ignition interlock device	Montana Code Annotated 2011 § 61-8-442, MCA	Offenders to cover costs	Local city, county and District Courts	<p>A court may restrict any convicted offender to driving only a motor vehicle equipped with a functioning alcohol ignition interlock device (AIID). For repeat impaired driving offenders, either AAID, two-a-day alcohol testing, or a court-approved drug or alcohol detection program is required prior to issuance of any driver license and may be ordered in lieu of vehicle forfeiture or immobilization. If AIID is ordered, offenders who are given a restricted probationary driver license are required to have an AIID device installed on each vehicle they will be driving.</p>

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
29.	Driver license sanctions for DUI:	Montana Code Annotated 2011: § 61-5-205, § 61-5-208, § 61-5-231, § 44-4-1205	DOJ	Law Enforcement, Courts, DOJ Motor Vehicle Division	1st DUI/BAC conviction – Six month driver license suspension 2 <sup>nd</sup> , 3 <sup>rd</sup> and subsequent DUI/BAC conviction – one year driver license suspension A restricted probationary driver license may be issued during a period of suspension in conjunction with supplemental recommendations provided by an authorized Court.
30.	Enforcement of federal regulations specific to commercial vehicle operators and alcohol (driving under the influence, possession, or consumption)	Applicable state and federal laws and regulations State of Montana Commercial Vehicle Safety Plan (CVSP)	MDT DOJ	MCS Enforcement Officers, MHP	<p>A person commits the offense of unlawful possession if the person possesses or uses any alcoholic beverage or other intoxicating substance within a commercial motor vehicle (MT Offense Codes V4407 and V4408). A driver who is cited may be placed out-of-service. Once convicted, the driver shall be fined, and the conviction is recorded on the driver record.</p> <p>A person operating a commercial motor vehicle whose alcohol concentration is 0.04% or more commits a major offense and is subject to the suspension of the person's commercial driver's license (CDL). The arresting officer must immediately seize the person's CDL and, on behalf of the Montana Department of Justice, give the person written notice of the license suspension and the right to a hearing (MCA 61-8-808). The officer must also place the operator out-of-service for 24 hours.</p> <p>The penalty for a first major offense is a 1-year license suspension with no provision for a restricted probationary driver license that permits operation of a commercial motor vehicle. The CDL suspension is for three years if the violation occurred in a commercial motor vehicle transporting placardable hazardous materials.</p> <p>The penalty for a second or subsequent major offense is a lifetime CDL suspension in which case a minimum ten year CDL suspension must be served subject to department implementation of federal rules that may allow for driver license reinstatement.</p> <p>A person who refuses a required alcohol test or who is convicted in court of operation of a commercial motor vehicle with an alcohol concentration of 0.04% or more also commits a major offense and is subject to the same CDL suspension penalties, except that unless the incident is separate from the prior major offense, only one is counted (MCA 61-8-802).</p>
31.	Random drug and alcohol testing	Montana Code Annotated § 61-5-212 § 61-5-112 49 CFR Part 382 49 CFR Part 40	Commercial motor carriers	Commercial motor carriers	Required by federal law to conduct random drug and alcohol testing of drivers.

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
32.	Commercial carrier compliance with federal regulations (also see Large Vehicle EA)			Federal Motor Carrier Safety Administration (FMCSA) & MDT-MCS	<p>The Compliance Review process:</p> <p>Check all the CDLs for all the drivers to ensure none are driving with an alcohol or drug-related offense;</p> <p>Check to ensure the carrier has all drivers and required personnel enrolled in an active drug testing program;</p> <p>Check to ensure the carrier has all required records of random drug testing required by law;</p> <p>Check to ensure the carrier completes the mandatory drug and alcohol-related pre-hire CDL history check from prior employers;</p> <p>Check of all training records to ensure drivers are receiving their mandatory drug and alcohol-related training; and</p> <p>Check carrier insurance for all equipment they operate.</p>
33.	Graduated Driver Licensing (GDL) (also see Young Driver EA)	Montana Code Annotated § 61-5-132		Motor Vehicle Division, Law Enforcement, Office of Public Instruction (OPI)	<p>Graduated driver licensing (GDL) systems are proven effective in keeping teens safe on the road. They help new drivers gain experience under low-risk conditions by granting driving privileges in stages. As teens move through the stages of GDL, they are given extra privileges, such as driving at night or driving with passengers.</p> <p>Since 2006, the three licensing phases for drivers under age 18 include::</p> <ol style="list-style-type: none"> <li>1. Learner’s license or instructions permit (six months). Requires 50 hours of driving experience (10 hours at night) under supervision of authorized person; no citations for traffic violations or alcohol/ drug offense.</li> <li>2. Restricted license (one year). Limits on driving between 11:00 p.m. and 5:00 a.m.; limits on number of passengers in vehicle.</li> <li>3. Unrestricted license (eligible at age 18 or after one year of experience under the restricted license), following licensee passing road/skill test.</li> </ol>
34.	Unlawful possession of open alcoholic beverage container in motor vehicle on highway	Montana Annotated Code 2011 § 61-8-460		Police and Sheriff Agencies, Montana Highway Patrol (MHP)	<p>Effective October 1, 2005, alcohol may not be consumed in a motor vehicle on a highway. Open containers must be transported in a locked glove compartment, the trunk, or other suitable storage area. Fine up to \$100.</p> <p>Does not apply to passengers in vehicles with a hired driver (buses, taxis, limousines).</p>
35.	Kegger and party patrols	DUI Task Force plans Enforcing Underage Drinking Laws (EUDL) work plans	Local DUI Task Forces EUDL grant recipients	Local law enforcement agencies	Law enforcement patrols looking for underage drinking parties at private residences or other locations such as public parks and public lands.

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
36.	Bar patrols	DUI Task Force plans Montana Annotated Code 2011 § 16-3-301(4)(a) and (4)(b) MCA	Local DUI Task Forces	Local law enforcement agencies	Law enforcement conducts foot patrols in establishments that serve liquor to address illegal sales to underage and/or intoxicated persons.
37.	Enforcing Underage Drinking Laws Grant (Enforcement activities, educational campaigns, coalition/community work, policy development) (also see Young Driver EA)	<a href="http://mbcc.mt.gov/Grants/schedule/schedule.asp#UGrants/RFP/2013/13-09EUDL.pdf">http://mbcc.mt.gov/Grants/schedule/schedule.asp#UGrants/RFP/2013/13-09EUDL.pdf</a>	Office of Justice Programs, Bureau of Justice Assistance	Montana Board of Crime Control (MBCC)	The goal of this initiative is to support and enhance state efforts, in cooperation with local jurisdictions, to enforce laws prohibiting the sale or the consumption of alcoholic beverages by minors through increased law enforcement/youth task forces, public advertising, media campaigns, education, training on alcohol sales, and innovative programs that combat underage drinking. Funding will be reduced in FFY 2014.
38.	Equipment for law enforcement	HSP	MDT-SHTSS	State, Local, and Tribal Law Enforcement	SHTSS may contract with law enforcement entities to purchase equipment to enhance their traffic safety enforcement program, as funding allows, e.g. DUI-related equipment (preliminary breath testers, speed radars, in-car video cameras, DUI processing room equipment) to aid in the detection and prosecution of impaired drivers.  In areas with traffic congestion, equipment purchases may include motorcycles. The motorcycles will be used in DUI saturation mobilizations as well as evening, night, and weekend patrols. The cycles will be equipped with video equipment that can be used in evidence collection during DUI stops, and later during any court proceedings.
39.	Local Safety Programs		City and County budgets	Local Enforcement Agencies	Local funding is used for a variety of law enforcement efforts related to traffic safety.
40.	Search warrant for BAC refusal	MCA 61-8-402	Local law enforcement	Law enforcement, Judges	Effective in 2011, law enforcement officers are authorized to seek warrants to obtain blood samples from suspects in DUI cases if: 1. the suspect has previously been convicted of a DUI, 2. the suspect has previously refused to provide a blood or breath sample in a DUI case, or 3. the suspect has a pending DUI charge.  Telephonic warrant form is available online at <a href="http://www.mdt.mt.gov/tsrp/docs/telephonic_search_warrant.pdf">www.mdt.mt.gov/tsrp/docs/telephonic_search_warrant.pdf</a>
41.	Breath testing devices	Administrative Rules of Montana (ARM) 23.4.201-23.4.225	Montana Department of Justice	Montana Crime Lab	The State Crime Lab is responsible for maintaining Intoxilyzer 8,000 breath testing devices (stationary device) throughout the State, and for providing training to law enforcement officers on how to properly operate the device as well as on the operation and calibration of preliminary breath testing devices (PBTs). PBTs are not admissible for evidentiary purposes, except in tribal court; however, the Intoxilyzer results may be admissible as evidence.

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
42.	Blood sample analysis in DUI cases		Montana Department of Justice	Montana Crime Lab	Forensic Toxicology staff members analyze biological samples for the presence of alcohol and other drugs, poisons and other toxins. They also check for evidence of drug abuse by people on parole or probation. The Toxicology section has been accredited by the American Board of Forensic Toxicology since 2003.
43.	Cross-deputization Agreements (also see Native American EA)	2005 Impaired Driving Assessment	N/A	State, City, County and Tribal Law Enforcement Agencies	Agreements specify that tribal or state officer may arrest any person for a crime where they otherwise would not have the jurisdiction to do so. In locations where cross-deputization agreements are not in place, a law enforcement entity out of their jurisdiction must hold an offender until a law enforcement entity with jurisdiction arrives to issue a citation. Agreements are in place between tribal and other law enforcement entities.
44.	Alcohol compliance checks, Cops In Shops, and shoulder taps	Montana Code Annotated § 16-3-301	MBCC Local Law Enforcement DUI Task Forces	Local Enforcement Agencies DOR	Local law enforcement may use a variety of methods to determine whether alcoholic beverages are being sold or served to persons under the age of 21, including alcohol compliance checks, Cops in Shops, and shoulder taps. If a violation occurs, law enforcement issues a criminal violation to the server or seller. If those violations are reported to DOR, DOR imposes administrative fines on the liquor license holder and may suspend or revoke the liquor licenses from an establishment with multiple violations.
45.	Reporting of liquor license violations to DOR	Montana Code Annotated § 16-4-406	DOR	DOR	The DOR may take action against a liquor licensee if the department has reasonable cause to believe that a licensee has violated MCA or ARM. DOR has the discretion to: <ul style="list-style-type: none"> <li>a) reprimand a licensee</li> <li>b) proceed to revoke the license of the licensee</li> <li>c) suspend the license for a period of not more than 3 months</li> <li>d) refuse to grant a renewal of the license after its expiration</li> <li>e) impose a civil penalty not to exceed \$1,500.</li> </ul> DOR posts compliance check results to <a href="http://www.alcoholservertraining.mt.gov">http://www.alcoholservertraining.mt.gov</a> .
46.	Mobile Impaired Driving Enforcement Center (MIDAC)	HSP	MHP	MHP	In coordination with city, county, and/or tribal law enforcement, MHP deploys the MIDAC to well-attended events where alcohol is served, e.g., university athletic events, rodeos, county fairs, concerts, and motorcycle rallies. MHP and local law enforcement officers bring suspects to the center to perform SFST and DRE testing, rather than having to transport them long distances to the nearest testing location.
47.	Increased law enforcement presence via roving patrols with media coverage	HSP <a href="http://www.plan2live.mt.gov/sett.shtml">www.plan2live.mt.gov/sett.shtml</a>	MDT-SHTSS	MHP	Since 2008, a roving traffic enforcement team consisting of MHP troopers has supplemented local law enforcement resources on high-crash corridors, at special events, and other problem areas indicated by crash data. Funds cover the salaries/benefits for five additional trooper positions and a sergeant position.  SHTSS contracts with a media company to provide media support for the roving patrols. In 2013, the patrols were rebranded as the Safety Enforcement Traffic Team or SETT.

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
48.	Increased law enforcement presence via overtime patrols	HSP DUI Task Force plans	MDT-SHTSS	Police Departments and, Sheriff Offices, MHP, Montana Sheriff's and Peace Officers Organization, DUI Task Forces	<p>SHTSS and DUI Task Forces contract with local, tribal, and state law enforcement to conduct overtime traffic enforcement patrols. MDT's Selective Traffic Enforcement Program (STEP) patrols focus heavily on detecting and arresting impaired drivers.</p> <p>A key component of STEP is participation in the annual national Labor Day impaired driving enforcement crackdown. Law enforcement agencies are required to provide high visibility enforcement during the Labor Day mobilization, including outreach to the media, and their efforts are supported at the state level by a media campaign. SHTSS includes before, during, and after news releases as part of the media strategy. Some law enforcement agencies conduct safety spot checks in strategic areas.</p>
49.	Traffic Safety Resource Officer	HSP	MDT	MHP	<p>A full-time trooper serves as a liaison between the Montana Highway Patrol and local law enforcement officers, tribal governments, prosecutors, judges, and the public. Provides SFST, ARIDE, and DRE training for law enforcement and coordinates the MIDAC schedule. Coordinates closely with the TSRP and MDT Law Enforcement Liaison and Judicial Outreach Liaison. A second TSRO will be funded in FFY 2014 to provide expanded training statewide.</p>

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
50.	DUI courts	<p>www.dwicourts.org/sites/default/files/ncdc/Guiding_Principles_of_DWI_Court_0.pdf</p> <p>See also: www.dwicourts.org/resources/publications</p>	<p>National Highway Traffic Safety Administration (NHTSA)/MDT, Substance Abuse and Mental Health Safety Administration (SAMHSA), Office of the Court Administrator (OCA), Bureau of Justice Assistance (BJA)</p>		<p>Traditional sanctions often have little effect on drivers with a prior DUI conviction and those with high BAC. Specialized DUI courts provide a system that specifically addresses high-risk offenders and the addiction that keeps them from changing their behavior. DUI courts that operate according to the National Drug Court Institute’s 10 guiding principles are proven to reduce DUI recidivism.</p> <p>The following DUI courts are operational in Montana(2013):</p> <p><b>Specialized DUI Courts</b></p> <p>Kalispell Municipal DUI Court .....Kalispell</p> <p>7th Judicial District DUI Court .....Dawson, McCone, Prairie, Richland, &amp; Wibaux Counties</p> <p>Fort Peck Tribal DUI Court .....Fort Peck Reservation</p> <p>Butte-Silver Bow DUI Court.....Butte-Silver Bow County</p> <p>Yellowstone Co Impaired Driving Court .....Yellowstone County (13th Judicial District)</p> <p>Hill Co DUI Court .....Hill County</p> <p>Billings Municipal DUI Court .....City of Billings</p> <p><b>Hybrid DUI/Drug Courts</b></p> <p>Custer County Adult Treatment Court (District Court) .....Custer County</p> <p>Mineral County Adult Treatment Court.....Mineral County</p> <p>Gallatin County Adult Treatment Court (District Court).....Gallatin County</p> <p>8th Judicial District Adult Treatment Court.....Cascade County</p> <p>9th Judicial District Adult Treatment Court.....Glacier, Pondera, Toole, &amp; Teton Counties</p>

## Priority – Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
51.	The Montana 24/7 Sobriety and Drug Monitoring Program	§ 44-4-1201, MCA	Offender-funded	DOJ-AG's Office Sheriff's Office	<p>Requires an individual who has been charged with or convicted of a crime in which the abuse of alcohol or dangerous drugs was a contributing factor in the commission of the crime, including but not limited to a second or subsequent DUI, to:</p> <ul style="list-style-type: none"> <li>- Abstain from alcohol or dangerous drugs for a period of time</li> <li>- Be tested to determine the presence of alcohol or dangerous drugs.</li> </ul> <p>Testing may be twice daily at a central location where immediate sanctions may be applied for non-compliance. Where that is impractical, offenders may be monitored using continuous, remote sensing, or transdermal alcohol monitoring that allows timely sanctions to be applied. Drugs may be tested via an individual's breath or body fluid, including blood, breath, or urine, saliva, or perspiration, and includes any combination of the use of breath testing, drug patch testing, urinalysis testing, saliva testing, or continuous, remote sensing, or transdermal alcohol monitoring.</p>
52.	Law Enforcement Liaison Program	FFY 2014 Highway Safety Plan	MDT-SHTSS	MDT-SHTSS and law enforcement partners	<p>Each of eight regions in the state will have a law enforcement liaison responsible for organizing and providing leadership for the STEP program as well as state and national mobilizations, in coordination with MDT's LEL.</p> <p>The goals are to increase productivity of the STEP program, and work to develop a "One Team" approach aimed at increasing seat belt usage and eliminating impaired driving on all of Montana's roadways. Program includes training for Law Enforcement Liaisons.</p>
53.	Law enforcement recognition program	FFY 2014 Highway Safety Plan	MDT-SHTSS	MDT-SHTSS and law enforcement partners	Honor officers excelling in traffic safety activities.
<b>Engineering</b>					
54.	Roadway Engineering Improvements	Traveler Safety Policy Paper, TRANPLAN 21	MDT	MDT Engineering; MDT- Maintenance	<p>The Highway Maintenance Program provides for repairs and preventative maintenance of state highways, pavement markings, guardrail and signs and structures within the highway ROW. Winter maintenance (snow and ice control on all state-maintained roadways) is MDT Maintenance Division's highest priority activity.</p> <p>While all engineering projects include safety in the design and construction phase, the Highway Safety Improvement Program (HSIP) provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic crashes at high-crash locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and federal ownership and identified by location and severity).</p> <p>While not specifically targeted to Alcohol- and Drug-Impaired crashes, HSIP projects can improve roadway conditions and eliminate hazards that contribute to crashes involving impaired drivers.</p>

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# **Alcohol- and Drug-Impaired Driving Crashes**

## *New Strategies*

# Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes – New Strategies

<p><b>CO-CHAMPIONS:</b>  <b>Lonie Hutchison</b>                      (406) 258-8830  <a href="mailto:lhutchison@co.missoula.mt.us">lhutchison@co.missoula.mt.us</a>  <b>Erin Inman</b>                      (406) 449-1255  <a href="mailto:erin@inmantraining.com">erin@inmantraining.com</a>  <b>Facilitator: Lorelle Demont</b>                      (406) 444-7411  <a href="mailto:ldemont@mt.gov">ldemont@mt.gov</a></p>	<p><b>Sponsoring Agency</b></p>	<p><b>Agency Contact</b></p>	<p><b>Implementation Approach - Action Steps</b></p>	<p><b>Coordination/ Outreach Efforts</b></p>	<p><b>Funding Approach/ Needs/Sources</b></p>	<p><b>Implementation Oversight</b></p>	<p><b>Evaluation/ Assessment Procedure</b></p>
<p><b>Goal: Reduce statewide alcohol- and drug-impaired fatal and incapacitating injury crashes</b></p>		<p><b>Emphasis Area Team:</b>                      Natale Adorni   Montana Department of Public Health &amp; Human Services                      Audrey Barger   Montana Judicial Outreach Liaison                      Sharmon Broughman, Secretary   Montana Crime Prevention Association                      Jenna Caplette   Gallatin County DUI Task Force Coordinator                      Dr. Tim Conley, Associate Professor of Social Work   University of Montana - Missoula                      Kevin Dusko, Program Specialist, Enforcing Underage Drinking Laws (EUDL) Coordinator   MT Board of Crime Control                      Bill Gallea, MD   Medical Director, St. Peter’s Hospital Emergency Dept.                      Nanette Gilbertson   Montana Sheriffs and Peace Officers Association                      Linda Green, Director of Student Wellness   Curry Health Center, University of Montana                      Montana Highway Patrol (MHP)                      Ashly Holland, Prevention Specialist   Southwest Chemical Dependency Program                      Jackie Jandt, Planning and Outcome Officer   Chemical Dependency Bureau, Addictive &amp; Mental Disorders Division, Montana Department of Public Health &amp; Human Services                      Mary Jane Knisely, NHTSA Region X Judicial Outreach Liaison (JOL)   Yellowstone County District Court (Impaired Driving &amp; Veterans Courts)                      Jeff Kushner, State Drug Court Coordinator   Montana Supreme Court, Office of Court Administrator                      Cindy Larsen, interested citizen   Montana Common Sense Coalition                      Mark Keeffe, Data Analyst   MDT – State Highway Traffic Safety Section (SHTSS)</p>					<p>Chad Newman, Law Enforcement Liaison   MDT – SHTSS                      Greg Noose, Bureau Chief   Records and Driver Control Bureau, Motor Vehicle Division - Dept. of Justice                      Charmell Owens, Program Director   Ravalli County Drug Free Communities Program                      Bobbi Perkins, Injury Prevention Coordinator   Chronic Disease Prevention &amp; Health Promotion Division, Montana Department of Public Health &amp; Human Services                      Al Recke   Cascade County DUI Task Force Coordinator                      Kurt Sager, Traffic Safety Resource Officer   Montana Highway Patrol                      Lisa Scates, Alcohol Education Coordinator   Liquor Control Division, Montana Department of Revenue                      Krista Standeford   Sanders County DUI Task Force Coordinator                      Rebecca Sturdevant, Volunteer   Montana Common Sense Coalition                      Kelsey Denison, Volunteer   Mothers Against Drunk Drivers (MADD)                      Mona Sumner, LAC   Addictions Consulting Group, LLC                      Scott Swanson, retired law enforcement   Gallatin County DUI Task Force                      Rob Taylor, Patrol Captain   Missoula County Sheriff’s Dept.                      Brandee Tyree, Missoula Underage Substance Abuse Prevention (MUSAP) Coordinator   The Missoula Forum for Children and Youth                      Darla Tyler-McSherry, Yellowstone County DUI Task Force Coordinator   Director of Student Health Services, MSU Billings</p>

## Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes – New Strategies (continued)

<p><b>CO-CHAMPIONS:</b>  <b>Lonie Hutchison</b>                      (406) 258-8830  <a href="mailto:lhutchison@co.missoula.mt.us">lhutchison@co.missoula.mt.us</a></p> <p><b>Erin Inman</b>                      (406) 449-1255  <a href="mailto:erin@inmantraining.com">erin@inmantraining.com</a></p> <p><b>Facilitator: Lorelle Demont</b>                      (406) 444-7411  <a href="mailto:ldemont@mt.gov">ldemont@mt.gov</a></p>	<p><b>Sponsoring Agency</b></p>	<p><b>Agency Contact</b></p>	<p><b>Implementation Approach - Action Steps</b></p>	<p><b>Coordination/ Outreach Efforts</b></p>	<p><b>Funding Approach/ Needs/Sources</b></p>	<p><b>Implementation Oversight</b></p>	<p><b>Evaluation/ Assessment Procedure</b></p>
<p><b>AL-1: Stronger Penalties for Blood Alcohol Content (BAC) Test Refusal including Consistency between Jurisdictions and States</b></p> <p>Refusal to provide a breath or blood test when suspected of DUI is a tactic used to avoid prosecution.</p> <p>BAC evidence is useful in both the criminal justice system and the treatment realm: for the prosecution in charging decisions and as evidence during trial, for jurors in determining impairment, for judges in determining appropriate sentences, and for treatment personnel in assessing DUI offenders for chemical dependency/substance use disorders.</p>	<p>Montana Common Sense Coalition                      MADD                      MHP                      Local law enforcement</p>	<p>Rebecca Sturdevant, MCSC                      Kelsey Denison, MADD                      Kurt Sager, MHP                      Rob Taylor, Missoula Police Dept.                      Scott Swanson, retired law enforcement</p>	<ol style="list-style-type: none"> <li>1. Explore and determine loopholes to be addressed regarding first time offenders/ first time refusals.</li> <li>2. Continue to educate law enforcement, prosecutors and judges regarding effective implementation of MCA 61-8-402.</li> <li>3. Provide on-line training re new search warrant for BAC law (MCA 61-8-402) to extend reach of training.</li> </ol>	<p>DOJ                      Audrey Barger, JOL                      Erin Inman, Traffic Safety Resource Prosecutor (TSRP)</p>	<p>Volunteers and contributions                      NHTSA/MDT-SHTSS</p>	<p>Montana Common Sense Coalition                      MADD                      MDT-SHTSS                      Emphasis Area Team</p>	<p>Closing of the loophole where no search warrant is allowed for first-time DUI/first-time refusal. Search warrants are sought consistently in refusal cases, as allowed by law.                      On-line training in place by September 30, 2013.</p>

## Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes – New Strategies (continued)

<p><b>CO-CHAMPIONS:</b>  <b>Lonie Hutchison</b>                      (406) 258-8830  <a href="mailto:lhutchison@co.missoula.mt.us">lhutchison@co.missoula.mt.us</a></p> <p><b>Erin Inman</b>                      (406) 449-1255  <a href="mailto:erin@inmantraining.com">erin@inmantraining.com</a></p> <p><b>Facilitator: Lorelle Demont</b>                      (406) 444-7411  <a href="mailto:ldemont@mt.gov">ldemont@mt.gov</a></p>	<p><b>Sponsoring Agency</b></p>	<p><b>Agency Contact</b></p>	<p><b>Implementation Approach - Action Steps</b></p>	<p><b>Coordination/ Outreach Efforts</b></p>	<p><b>Funding Approach/ Needs/Sources</b></p>	<p><b>Implementation Oversight</b></p>	<p><b>Evaluation/ Assessment Procedure</b></p>
<p><b>AL-2: Enhance DUI data collection and analysis</b></p> <p>Provide for comprehensive monitoring and analysis of DUI offenses in Montana: including tracking of DUI arrests, charges, adjudication, sentencing, treatment, and recidivism.</p> <p>Develop a DUI tracking system in order to facilitate the evaluation of various programs, enforcement, and treatment used in impaired driving intervention.</p>	<p>Montana Department of Transportation (MDT)</p> <p>Other agencies providing appropriate data sources:</p> <p>DOJ (incl. MHP, Crime Lab, MVD)</p> <p>OCA</p> <p>MBCC</p> <p>DPHHS/ Addictive and Mental Disorders Division/ Chemical Dependency Bureau</p> <p>Montana Common Sense Coalition</p> <p>DUI Task Forces</p>	<p>Mark Keeffe, MDT</p> <p>Lorelle Demont, MDT</p> <p>Greg Noose, DOJ-MVD</p> <p>Sara Hansen-Baiamonte - DOJ-Crime Lab</p> <p>Kurt Sager - DOJ-MHP</p> <p>Cal Shock, DOJ-MHP</p> <p>Tina Schmaus and Audrey Barger, Court Automation Committee</p> <p>Lisa Mader, Office of Court Administrator</p> <p>Mary Letang, DPHHS-AMDD-CDB</p> <p>Becky Sturdevant, MCSC</p> <p>Jenna Caplette, Gallatin Co DUI Task Force</p> <p>Krista Standeford, Sanders Co DUI Task Force</p>	<ol style="list-style-type: none"> <li>Incorporate DUI data elements and analysis in proposed SIMS project.</li> <li>Implement a web-based DUI reporting program that law enforcement officers would use when processing a DUI. The program would streamline DUI processing of individuals by having officers enter suspect data only once, reducing inconsistencies/ errors in data entry.</li> <li>Determine the extent of diversion programs and plea bargains to non-alcohol offenses.</li> <li>Improve reporting of BAC and blood tests in DUI cases.                         <ol style="list-style-type: none"> <li>BAC reporting on DUI citations</li> <li>BAC data entry into FullCourt</li> <li>Crime Lab results on DUI offender blood draws is entered into the court record</li> <li>Provide BAC and blood test results to treatment providers doing chemical dependency assessments of DUI offenders</li> </ol> </li> </ol>	<p>Traffic Records Coordinating Committee (TRCC)</p> <p>DUI Task Forces</p> <p>Law enforcement</p> <p>Prosecutors</p> <p>Judges</p> <p>TSRP</p> <p>Regional JOL</p> <p>MBCC</p> <p>Other traffic safety stakeholders</p>	<p>NHTSA Traffic Records funds through MDT-SHTSS</p>	<p>Traffic Records Coordinating Committee</p> <p>MDT-SHTSS</p> <p>Emphasis Area Team</p>	<p>All applicable data is available for analysis, including arrest data, crash data, prosecution, conviction and sentencing data, driving record data, treatment data, and compliance data.</p> <p>BAC and blood test results are routinely provided to treatment providers doing substance use disorder assessments of DUI offenders</p>

## Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes – New Strategies (continued)

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<p><b>AL-3: Reduce over-service of alcohol to apparently or obviously intoxicated persons</b></p> <p>The average BAC of individuals involved in fatal crashes in Montana is <b>0.188</b>, more than twice the legal limit (2011 data).</p> <p>The average BAC of those arrested for DUI in Montana is <b>0.154</b>. This average is based on BAC information recorded on the 100+ Intoxilyzer 8000 units located around the state over an 18-month time period from October 2007 – March 2009 (most recent information available).</p> <p>These high BACs are indicative of over-consumption. If achieved in a licensed establishment, they are also indicative of over-service.</p>	<p>DOR MHP Local law enforcement DUI Task Forces DPHHS</p>	<p>Lisa Scates, Liquor Education – DOR Larry Adorni, MHP Cindy Larsen, 7<sup>th</sup> Judicial District Lonie Hutchison, Missoula Co DUI Task Force Charmell Owens, Ravalli Co DUI Task Force Bobbi Perkins, DPHHS Injury Prevention</p>	<ol style="list-style-type: none"> <li>1. Employ media support to:                             <ul style="list-style-type: none"> <li>– Recognize establishments that pass compliance and other liquor checks;</li> <li>– Raise awareness of service to intoxicated persons and potential legal consequences to bartenders and establishments; and</li> <li>– Promote responsible drinking and citizen reporting of service to intoxicated persons to law enforcement and DOR.</li> </ul> </li> <li>2. Solicit liquor licensee and LE representation on work group.</li> <li>3. Promote law enforcement practice of tracking impaired driver’s alcohol source following a DUI arrest or DUI-related crash and issuing of appropriate citations.</li> <li>4. Provide training materials for LE.</li> <li>5. Encourage reporting of citations to DOR.</li> <li>6. Promote discontinuation of happy hour, two-for-one specials, or other low-cost drink specials that promote overconsumption</li> <li>7. Expansion of alcohol screening, brief intervention, and referral to treatment (SBIRT) protocols.</li> </ol>	<p>MDT TSRP Law enforcement leadership Liquor licensees Stakeholders</p>	<p>DOR DUI Task Forces MDT-SHTSS MHP Law enforcement agencies</p>	<p>Emphasis Area Team</p>	<p>Lower average BAC in DUI cases and fatal crashes.</p> <p>Increase in enforcement of over-service violations (increase in # citations issued).</p>

## Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes – New Strategies (continued)

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<p><b>AL-4: Expand DUI courts</b>                      Traditional sanctions often have little effect on drivers with a prior DUI conviction and those with high BAC. Specialized DUI courts provide a system that specifically addresses high-risk offenders and the addiction that keeps them from changing their behavior. DUI courts that operate according to the National Drug Court Institute’s 10 guiding principles are proven to reduce DUI recidivism.</p>	<p>Office of Court Administrator, Montana Supreme Court                      MDT-SHTSS</p>	<p>Jeff Kushner, State Drug Court Coordinator                      Audrey Barger, State JOL                      Mary Jane Knisely, Regional JOL                      Lonie Hutchison, Missoula Co DUI Task Force                      Lorelle Demont, MDT</p>	<ol style="list-style-type: none"> <li>1. Training on DUI courts for judges and their court teams.</li> <li>2. Implementation of the DUI court model within Montana’s court system.</li> <li>3. Seek additional monies to fund DUI court model implementation statewide.</li> </ol>	<p>Treatment providers                      Department of Corrections                      Public Defenders Office                      Law enforcement                      Prosecutors                      TSRP</p> <p>As data from DUI courts shows they are effective in reducing recidivism, local jurisdictions can be approached to divert funds no longer needed for incarceration of repeat DUI offenders to support DUI courts.</p>	<p>NHTSA funds via MDT-SHTSS                      Montana Supreme Court; individual judges</p>	<p>MDT                      OCA                      Emphasis Area Team</p>	<p>Increase in number of courts teams that receive DUI court training.                      Increase in number of courts that fully implement the DUI court model.                      Local ordinance and/ or state legislation to create funding for DUI court implementation.</p>

## Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes – New Strategies (continued)

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<p><b>AL-5: Reduce impaired driving crashes related to marijuana and prescription drugs.</b></p> <p>Crashes and fatalities related to marijuana and prescription drugs have risen significantly over the past few years.</p>	<p>DOJ-MHP                      Montana Common Sense Coalition                      DPHHS                      Department of Labor                      DUI Task Forces</p>	<p>Kurt Sager, DOJ-MHP                      DOJ-MHP                      Becky Sturdevant, MCSC                      Bobbi Perkins, DPHHS Injury Prevention                      Donna Peterson, DLI Prescription Drug Registry                      Jenna Caplette, Gallatin Co DUI Task Force</p>	<ol style="list-style-type: none"> <li>1. Addition of physician and pharmacist to emphasis area team.</li> <li>2. Increase public education regarding impairment from marijuana and prescription drugs, especially in combination with alcohol.</li> <li>3. Increase health care providers training regarding the impairing effects of prescription drugs and in patient education.</li> <li>4. Promote use of prescription drug registry by all providers.</li> <li>5. Evaluate the possibility of sending out educational notices to all marijuana registry card holders.</li> <li>6. Explore other options for reducing impaired driving related to marijuana and prescription drugs.</li> <li>7. Provide ARIDE training for LE.</li> <li>8. Provide DRE training for LE.</li> </ol>	<p>MADD                      Prescription Drug Registry Implementation Committee                      DPHHS Quality Assurance Division/Marijuana Registry                      DPHHS/AMDD /CDB                      Courts                      JOL                      Regional JOL                      TSRP                      TSRO                      Local law enforcement                      Medical professionals</p>	<p>DUI Task Forces                      NHTSA funds through MDT-SHTSS</p>	<p>Emphasis Area Team</p>	<p>Increase in provider usage of the Prescription Drug Registry</p> <p>Increase in detection of drug-impaired drivers</p> <p>Reduction of impaired driving crashes related to marijuana and prescription drugs</p>

## Reduce Statewide Alcohol- and Drug-Impaired Fatal and Incapacitating Injury Crashes – New Strategies (continued)

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<p><b>AL-6: Reduce underage impaired driving crashes</b></p> <p>Young drivers are disproportionately represented in alcohol &amp; drug-related driving crashes. The purpose of this strategy is to increase prevention and early intervention educational opportunities for targeted age groups; and strengthen enforcement efforts through legislation to reduce impaired driving crashes.</p>	<p>University of Montana-Missoula                      MBCC                      MADD                      The Missoula Forum for Children and Youth – MUSAP                      7<sup>th</sup> Judicial District Youth Treatment Court                      DUI Task Forces</p>	<p>Linda Green, Curry Health Center – UM                      Kevin Dusko, MBCC                      Kelsey Denison, MADD                      Brandee Tyree, MUSAP                      Cindy Larsen, 7<sup>th</sup> Judicial District                      Darla Tyler-McSherry, Yellowstone Co DUI Task Force</p>	<ol style="list-style-type: none"> <li>1. Establish work group with representation from each college and university to explore policy changes that would reduce underage binge drinking and impaired driving crashes.</li> <li>2. Explore earlier education/intervention via <i>Prime For Life</i>® education curriculum in schools.</li> <li>3. Coordinate with MIP Work Group:                             <ol style="list-style-type: none"> <li>a. To strengthen Montana’s MIP laws to include driving related offenses and coordination across jurisdictional lines.</li> <li>b. To create a centralized system used to record cited MIPs while driving so subsequent MIPs are not inadvertently treated as first MIPs.</li> </ol> </li> <li>4. Explore alternative funding for enforcement activities as Enforcement of Underage Drinking Laws (EUDL) funding decreases.</li> <li>5. Coordinate with the CHSP Emphasis Area 6 Team <i>Young Driver Crashes</i>.</li> <li>6. Shared resources for conducting compliance checks in rural counties (e.g. list of underage buyers willing to travel to nearby counties).</li> </ol>	<p>DPHHS Prevention specialists                      OPI Driver Education Drivers ed. instructors                      Young Drivers emphasis area team                      Courts                      Universities and Colleges                      ICC</p>	<p>NHTSA funding through MDT-SHTSS                      EUDL funding through MBCC, if available                      DUI Task Force reinstatement fees                      Universities and colleges – health services</p>	<p>Emphasis Area Team</p>	<p>Reduction in underage impaired driving crashes, injuries and fatalities.</p>

## Emphasis Area #3. Native American Crashes

### Champion: Champion Needed

#### *Performance Measures:*

- **Reduce the five-year average number of Native American fatalities from 36 in 2010 to 32 by 2015.**

Native Americans make up 6.3 percent of Montana's population, yet in 2011\* Native Americans accounted for 11.0 percent of the State's fatalities. From 2002 to 2011, Native Americans comprised from 11 to 20 percent of the state's fatalities. Approximately 67 percent of these fatalities were alcohol-related. During the past five years, 76 percent of Native American occupant fatalities were not wearing seat belts. Montana's tribal nations recognize the critical importance of highway safety and are actively participating in the identification and implementation of safety strategies on tribal lands.

- **As of this printing 2011 is the most recent NHTSA-FARS data available.**

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# **Native American Crashes**

## *Current Programs and Strategies*

## Priority – Reduce Native American Fatal Crashes

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<b>Education</b>					
1.	Safe on All Roads Program – SOAR	Montana Highway Safety Plan (HSP)	MDT-State Highway Traffic Safety Section (SHTSS)	Contracted Media Company	Fund and produce culturally sensitive PI&E materials, manuals, brochures, pamphlets, flyers, posters, and other products and work with Native American Interns on each reservation to manage projects. Includes American Indian Seatbelt Media Project and American Indian Impaired Driving Project. Target audience includes Native American (NA) males 18-34 years of age as primary demographic. Secondary demographic is young NA women, students, and youth.
2.	Child Safety Seat Checkup Clinics (also see Safety Belt EA)	HSP	MDT-SHTSS	BuckleUp MT Coalition, MHP, & statewide child passenger technicians	Includes car seat clinics throughout the State for potential installers to conduct training. Buckle Up Montana Coalitions and the Montana Highway Patrol operate a mobile car seat checkup trailer, for checkups and Child Passenger Safety.
3.	Billings Area Indian Health Service (IHS)		Indian Health Services (IHS)	Billings Area IHS	IHS provides services to Native American people living in Montana and Wyoming; seven service units in Montana (Blackfeet, Crow, Flathead, Fort Belknap, Fort Peck, Northern Cheyenne, and Rocky Boy).
4.	Billings Area Urban Programs		Billings Area IHS contracts with five nonprofit corporations to provide a variety of levels of health care	Individual nonprofit corporations	Provide substance abuse counseling/treatment; provide transportation for patients: Indian Health Board of Billings, Inc. (Billings); Helena Indian Alliance (Helena); Native American Center, Inc. (Great Falls); Missoula Indian Center (Missoula); and North American Indian Alliance (Butte).
5.	Child Safety Seat Program (also see Safety Belt EA)	IHS	Crow Service Unit, IHS Fort Belknap Tribal Health Department, Tribal Sanitarian (IHS) Fort Peck Service Unit Arapaho Service Unit, IHS, Tribal Sanitarian		Crow Service Unit of IHS conducts child safety seat program for the hospital. Child safety seats were purchased for the Public Health Nursing Program. Provided funds to purchase child safety seat for the clinic. Conduct child safety seat program.
6.	Substance Abuse Prevention and Treatment (SAPT) Grant (also see Impaired Driving EA)	Montana Prevention Resource Directory	Addictive and Mental Disorders Division/Chemical Dependency Bureau (AMDD/CDB)	AMDD/CDB	Funds State Approved Chemical Dependency Programs to provide substance abuse treatment and prevention services. Services are provided to meet the needs of each reservation (culturally sensitive).

## Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
7.	Update Assessment, Course, and Treatment (ACT) Curriculum for cultural appropriateness (also see Impaired Driving EA)	HSP	MDT-SHTSS	Addictive and Mental Disorders Division (DPHHS)	Pilot test American Indian version of ACT manual in 2011.
8.	Establish DUI Task Forces on Tribal Reservations (also see Impaired Driving EA)	HSP	MDT-SHTSS, IHS	MDT-SHTSS IHS Local DUI Task Forces	Injury Prevention activities on Montana’s Indian reservations include DUI Task Forces on three reservations (Fort Peck, Crow, Fort Belknap). Task forces help conduct several activities, including saturation patrols and safety mobilizations. Contracted Statewide DUI Task Force Facilitator provides technical assistance to reservations in forming DUI task forces, and in implementing DUI prevention programs upon request.
9.	Crow Service Unit DUI Task Force Committee (also see Impaired Driving EA)	IHS		IHS Crow Service Unit	DUI Task Force Committee Meetings are held monthly to address motor vehicle-related injuries and other issues. The Task Force will help fund compliance checks, sobriety checkpoints, etc. and coordinate with Big Horn County DUI Task Force and local law enforcement.
10.	Mentoring Programs, Character Education, and <i>Protecting You, Protecting Me</i> (MADD program)	2005 Impaired Driving Assessment		Some schools with significant Native American student populations	<i>Protecting You, Protecting Me</i> program, <a href="http://www.madd.org/underage-drinking/pypm">http://www.madd.org/underage-drinking/pypm</a> aims to give students essential knowledge and skills that: Increase their nonuse attitudes and decisions; Increase their intentions not to ride with an impaired driver; Improve their ability to protect themselves when they have no option but to ride with a driver who is not alcohol-free.
11.	Blackfeet/Crystal Creek Lodge and Box Elder’s White Sky Hope (also see Impaired Driving EA)	2005 Impaired Driving Assessment	IHS through Public Law 638 program assumed by the tribe	Blackfeet Tribe	State-approved to provide residential treatment and state-approved for ACT services.
12.	Montana Tribal Safety Conscious Planning Forum	Forum Report, June 2005	MDT, Federal Highway Administration (FHWA)	MDT, FHWA	Montana Tribal SCP Forum was conducted in 2005 to foster communication and collaboration among Montana’s seven tribal reservations, MT Governor’s Office, MDT, FHWA, and NHTSA – focus to save lives and reduce overrepresentation of American Indians in Montana’s crash statistics; and learn more about safety problems in and around the reservations and begin discussion of potential counter measures.
13.	Promote protective factors	HSP	MDT-SHTSS and DPHHS-Addictive and Mental Disorders Division/Chemical Dependency Bureau (AMDD/CDB) OPI	MDT-SHTSS, Office of Public Instruction (OPI), Safe and Drug Free School Coordinators and AMDD/CDB	SHTSS worked with AMDD to collaborate on prevention (protective factor) activities with Alcohol, Tobacco and Other Drugs Program (ATOD) prevention funding sources and contracted programs.

## Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
14.	Safety information materials	HSP	MDT-SHTSS, AMDD/CDB	AMDD/CDB	Safety information materials are provided for use by safety professionals, DUI Task Forces, law enforcement, prosecutors, judges, <i>Prime for Life</i> , and others.
15.	Community Incentive Program	Montana Prevention Resource Directory	AMDD/CDB	AMDD/CDB	To provide funds and/or technical assistance to support MT communities' capacity to prevent substance abuse. The Communities That Care program provides training and technical assistance to affect all five Interagency Coordinating Council (ICC) goals. Services are provided to meet the needs of each reservation with consideration of cultural sensitivity.
16.	BIA Safety Management System (also referenced in <i>Enforcement</i> section)	Craig Genzlinger (FHWA); "Safety Management Systems for Indian Lands Implementation Plan (Draft)"	FHWA	Bureau of Indian Affairs (BIA)	SMS Plan was officially released summer 2006 and has been distributed to the tribes. It includes data management and run-off-the-road crash programs.
17.	Tribal Transportation Safety Summit	Summit Summary, 2011	FHWA, MDT	MDT and Tribal representatives	The purpose the summit was to come together and discuss transportation safety issues affecting Montana's Tribal communities, to enhance communication and cooperation toward the ultimate goal of reducing transportation-related injuries and deaths within tribal communities. Participants included tribal leaders, law enforcement, injury prevention, and planners; state and Federal agencies including Planning, Traffic Safety Engineering, Traffic Safety Office, BIA, Montana Highway Patrol, Department of Health and Human Services, FHWA, and NHTSA.
<i>Enforcement</i>					
18.	Special Traffic Enforcement Programs (STEP) pilot project focusing on Native American occupant protection and impaired driving overtime activities	HSP	MDT-SHTSS	Tribal Law Enforcement	Funds sustained overtime enforcement for occupant protection and impaired driving enforcement in support of sustained enforcement and national and state mobilizations.
19.	Law enforcement liaison coordinating traffic enforcement efforts between MDT and tribal law enforcement, including STEP	HSP	MDT-SHTSS	SHTSS	MDT-SHTSS law enforcement liaison coordinates efforts between MDT and tribal law enforcement, and other non-Native American law enforcement agencies occupant protection and impaired driving overtime activities funded by MDT. These efforts are in support of sustained enforcement and national and state mobilizations.

## Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
20.	DUI/Seat Belt Checkpoints (also see Safety Belt EA)	IHS	Crow Service Unit Sanitarian, Fort Belknap Tribal Health Department Sanitarian	IHS	Coordination of random DUI/seat belt checkpoints with tribal police department.
21.	Standardized Field Sobriety Test (SFST) Training for American Indian tribal law enforcement (also see Impaired Driving EA)	HSP	MDT-SHTSS	MT Law Enforcement Academy/State Crime Lab/MHP	MDT-SHTSS funds Native Americans to attend SFST training at the MT Law Enforcement Academy or regional SFST training. MDT-SHTSS also will contract MHP to conduct refresher training on the reservations.
22.	DUI equipment on two or more reservations (also see Impaired Driving EA)	HSP	MDT-SHSTO	MDT-SHTSS	MDT-SHTSS-funded DUI-related equipment to two or more reservations; in exchange for equipment, tribal governments will provide available traffic data from their reservation.
23.	Sobriety Check Points (also see Impaired Driving EA)	Craig Genzlinger (FHWA)	BIA	Crow Reservation with BIA, MHP, Bureau of Fish and Game, and local sheriff's offices	Intensive effort which includes frequent and visible sobriety checkpoints and designated drivers. Checkpoints have resulted in significant reduction in fatal crashes. A documentary video has been produced describing the program.
24.	Law Enforcement DUI Task Force (also see Impaired Driving EA)	Bureau of Indian Affairs (BIA) Highway Safety Plan	BIA	BIA Traffic Safety (Indian Highway Safety Program)	Three Montana Tribes have begun efforts to make an impact on Impaired Driving on their respective reservations by developing a “roving” task force. The task force, a first in Indian Country, includes the Rocky Boy, Fort Peck and Crow Tribes is specifically targeting traffic safety and risky driving behaviors on these reservations. Includes traffic patrols, checkpoints and saturation patrols, and training in SFST, radar, and saturation patrol/checkpoint methods.  The <i>American Indian Law Enforcement DUI Task Force</i> consists of five patrol officers, one Sergeant and a Captain.
25.	Traffic Enforcement		BIA	Law Enforcement Agencies on Fort Peck, Rocky Boy, Crow and Northern Cheyenne Reservations	Traffic Enforcement Officers provided full-time traffic enforcement.
26.	Healing to Wellness Court (also see Impaired Driving EA)	2005 Impaired Driving Assessment; “Tribal Healing to Wellness Courts: The Key Components” (U.S. Department of Justice)	HSP	Fort Peck Blackfeet	Federal grant to start this program for youthful offenders, which is structured to hold children and families accountable and use culturally appropriate strategies to build sense of community and responsibility. Concept involves leveraging the coercive power of criminal justice system to achieve abstinence and alter criminal behavior through intensive judicial supervision, treatment, mandatory drug testing, incentives, escalating sanctions, case management, and strong aftercare programs.

## Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
27.	Public Safety Officer Standards and Training (POST) Credits for Tribal and BIA Officers Through Consideration of Tribal/MHP Agreements	Montana Code Annotated	Funding will be needed for necessary educational materials	Under the direction of the Implementation Team, with support from POST and the Tribes	<p>Improve communication with Public Safety Officers Standards and Training (POST) council so that tribal and BIA officers are aware of current policies on receiving Montana POST equivalency certificates for their training.</p> <p>Actions include the following:</p> <p>Reduce the amount of time to needed obtain equivalency from six months to two weeks;</p> <p>Maintain periodic dissemination of POST materials to tribal/local law enforcement (semiannually); and</p> <p>Distribute all new information in a timely manner.</p>
28.	Cross-Deputization of Law Enforcement among Tribal, State, Local Entities		N/A	MHP, Department of Justice (DOJ) and BIA/Tribal Law Enforcement	<p>SHTSS law enforcement liaison will promote establishment of cross-deputization agreements. Agreements specify that tribal or state officer may arrest any person for a crime where they otherwise would not have the jurisdiction to do so.</p> <p>Those reservations where cross-deputization agreements are not in place, a law enforcement entity out of their jurisdiction must hold an offender until a law enforcement entity with jurisdiction arrives to issue a citation.</p> <p>Share developed sample agreements/policies to support cross-deputization of law enforcement with tribal governments and enforcement, local sheriff, and MHP. Full implementation of these agreements is dependent upon the desires of the sovereign tribal governments.</p>
29.	Prevention of Racial Profiling/Biased Policing Project	HSP	MDT-SHTSS	MHP, Montana Sheriffs and Peace Officers Association (MSPOA), and MDT	<p>Project has three components:</p> <p>Part I: Completed – MHP bought and installed SmartCop. This system allows them to track race information on traffic stops and currently is being posted to the web. <a href="http://doj.mt.gov/enforcement/highwaypatrol/forms/default.asp">http://doj.mt.gov/enforcement/highwaypatrol/forms/default.asp</a>.</p> <p>Part II: Completed – Jim Smith with MSPOA is working with tribal and local offices to change the conversations.</p> <p>Part III: Once an appropriate period of time to collect citation information has elapsed – MDT-MHP will conduct a study of the first full year of citations in the SmartCop program.</p> <p>This study will mimic the studies that are currently being performed in Washington State, in the WSP. <a href="http://www.wsp.wa.gov/publications/reports/ws_u_2007_report.pdf">http://www.wsp.wa.gov/publications/reports/ws_u_2007_report.pdf</a>.</p>

## Priority – Reduce Native American Fatal Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Engineering</i>					
30.	Indian Reservation Road Program	FHWA	FHWA	BIA	Funding for safety improvement projects on tribal lands.
31.	Roadway Engineering Improvements (also see Single-Vehicle Run-Off-the Road EA)	Traveler Safety Policy Paper, TRANPLAN 21	MDT	MDT Engineering; MDT- Maintenance	<p>The Highway Maintenance Program provides for repairs and preventative maintenance of state highways, pavement markings, guardrail and signs and structures within the highway ROW. Winter maintenance, involving snow and ice control on all state-maintained roadways, is the Maintenance Divisions highest priority activity.</p> <p>While all engineering projects include safety in the design and construction phase, the Highway Safety Improvement Program (HSIP) provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at high-accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity).</p> <p>While not specifically targeted to Native American crashes, HSIP projects can improve roadway conditions and eliminate hazards that contribute to crashes involving Native Americans.</p>

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# **Native American Crashes**

## *New Strategies*

## Reduce Native American Fatal Crashes – New Strategies

CHAMPIONS: Open	Sponsoring Agency	Agency Contact	Implementation Approach - Action Steps	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Evaluation/ Assessment Procedure
<b>Reduce Native American Fatal Crashes</b>	<b>Emphasis Area Team: John Healy &amp; Wes Cochrane, FT Belknap Transportation Planning, Ronnie Joe Henry and Ashley Haley- Rocky Boy's Transportation Planning, Sheila Cozzie- MDT State Highway Safety Section (SHTSS) Don White &amp; Toni Grant- Blackfeet Transportation Department; Mike Toland, Gerald Gilbert, Sam Windy Boy- BIA-Rocky Mountain Region- Transportation Department; Marcee Allen- FHWA; Adrian Spotted Bird- FT Peck Injury Prevention; Avis Spencer- FT Belknap Injury Prevention; Janis Spear, Northern Cheyenne Transportation Planning; Connie Thompson, FT Peck Transportation Planning; Dan Lozar, Confederate Salish &amp; Kootenai Tribes(CSKT ) Roads Department; Margene Asay, Flathead Tribal Health; Darcy Merchant, Billings Indian Health Services; Dennis Trusty, Matt See Walker, Karlitta Knight- Northern Plains Tribal Transportation Assistance Program; Craig Genzlinger, SGT. Cal Schock- Montana Highway Patrol (MHP), MDT- Planning, and many other tribal members interested in safety.</b>						
<b>NA-1 Systems/Policies to Support Data Sharing among Tribal, State, Local Entities</b> Pursue procedures, systems, and policies to support sharing and utilization of crash data among state, local, and tribal entities.	Emphasis Area Team with support from Bureau of Indian Affairs (BIA), Montana Highway Patrol (MHP) Federal Highway Administration (FHWA), and MDT.	Marcee Allen, FHWA	1. Work with tribes to collect and share data.	Crash records implementation will need to be coordinated with all seven reservations, BIA/IHSP, MDT, MHP, and FHWA.		Emphasis Area Team, with support from MHP, MDT, FHWA, BIA/IHS and the Tribes.	Success of this item will be measured by: 1. The number of Tribes with active electronic crash records systems; 2. Number of crash reports shared; 3. Number of reports entered into the MHP database; and 4. Completeness of data.
<b>NA-2 Tribal Safety Plans for Each Reservation</b> Encourage and assist each reservation to develop or update individual tribal safety plan to strengthen traffic safety coordination on the reservations and improve their ability to access grant funding.	Emphasis Area Team members with support from FHWA, MDT and BIA	FHWA, MDT staff, Tribal Planners	1. Continue to work towards developing tribal-specific safety plans. 2. Establish clear objectives to promote safety throughout tribal communities. 3. Develop tracking system to report progress on safety activities and to evaluate, and update tribal safety plans.	Coordination of safety activities is a collaborative effort with Tribal Planners, BIA, MDT, MHP, and FHWA.	Tribal Transportation Planning funding Support members of Emphasis Area Team is needed for travel to meeting with the Tribes to develop the initial safety plans and periodic follow up meetings.	Emphasis Area Team members, Including support from individual tribal representatives, MDT, FHWA, MHP, and BIA.	Annual Evaluation based on : 1. Safety plans developed/updated; 2. Evaluation of data and safety strategies and activities, such as, change in the number of fatalities, injuries, seat and child restraint usage, DUI's, traffic /speeding citations, etc.; and 3. Adjustments made in emphasis areas to improve effectiveness.

## Reduce Native American Fatal Crashes – New Strategies (continued)

CHAMPIONS: Open	Sponsoring Agency	Agency Contact	Implementation Approach - Action Steps	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Evaluation/ Assessment Procedure
<p><b>NA-3 Coordinate/Conduct Tribal Safety Summit</b></p> <p>Summits will foster communication and collaboration among Montana’s seven tribal reservations, MDT, BIA, FHWA, and NHTSA</p>	Tribal Governments, FHWA, MDT and others as identified	John Healy, FT Belknap Transportation Planner	<ol style="list-style-type: none"> <li>1. Identify sponsoring tribe</li> <li>2. Coordinate, plan, and conduct annual Summits.</li> </ol>	Tribal members/ councils, Tribal Injury Prevention and Health Services, Tribal Law Enforcement, Federal and State Agencies	MDT	Native American Safety Workgroup/ Emphasis Area Team, Tribal participation	<ol style="list-style-type: none"> <li>1. Annual Summit convened.</li> <li>2. Volunteer tribe to host 2014 Tribal Safety Summit.</li> </ol>
<p><b>NA-4 Increase seat belt use and reduce impaired driving.</b></p> <p>Educate on the risks involved with impaired driving and raise the awareness of the importance of wearing seat belts and driving sober to reduce the level of crash injuries.</p>	MDT- SHTSS	Sheila Cozzie, Cultural Liaison- MDT-SHTSS, Tribal Safe on All Roads (SOAR) Coordinators	<ol style="list-style-type: none"> <li>1. Promote awareness and educate on the importance of occupant protection use for all ages, including child passenger seats and children’s booster seats.</li> <li>2. Identify accessible, affordable child passenger seat training to ensure certified technicians on all of the seven Montana reservations.</li> <li>3. Promote awareness of driving sober through media campaigns and outreach at cultural community events.</li> </ol>	MDT-SHTSS, Tribal SOAR coordinators, Tribal Injury Prevention and Health Services, Tribal Law Enforcement, Federal and State agencies	MDT-SHTSS, Tribal SOAR Coordinators, Tribal Injury Prevention and Health Services, Tribal Law Enforcement	Native American Safety Workgroup/ Emphasis Area Team, Tribal participation	<ol style="list-style-type: none"> <li>1. Certification of Occupant Protection (OP) technicians</li> <li>2. Recertification of OP technicians</li> </ol>

## Reduce Native American Fatal Crashes – New Strategies (continued)

CHAMPIONS: Open	Sponsoring Agency	Agency Contact	Implementation Approach - Action Steps	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Evaluation/ Assessment Procedure
<p><b>NA-5 Develop a tribal road safety audit program</b></p> <p>Coordination and collaboration by tribal, county, state and federal partners and other safety experts is necessary to conduct road way safety audits. Findings from these reviews will identify best practices to implement to improve roadway safety. Continued participation by safety experts is needed to develop and implement a successful safety program.</p>	BIA & FHWA	Tribal Planners & BIA staff	<ol style="list-style-type: none"> <li>1. Conduct a roadway safety audit on each reservation to examine opportunities to identify specific safety issues and to identify and prioritize projects.</li> <li>2. Include priority safe projects in Safety Management Plan (SMP) and Tribal Transportation Planning Program (TTPP) request.</li> </ol>	BIA, Individual Tribal Planners, BIA Transportation Engineers, Tribal Law Enforcement, Tribal Council members, Tribal Injury Prevention Specialists, Roadway Maintenance staff representatives from tribal, county and state shops, Montana Highway Patrol (MHP), MDT District Staff and Traffic & Safety Engineering, and FHWA	Tribal Transportation Planning Staff	Tribal Planners Emphasis Area Team	<ol style="list-style-type: none"> <li>1. Preliminary Finding Report (PFR) to tribal planners.</li> <li>2. Prioritize infrastructure safety projects.</li> <li>3. Complete safety projects</li> </ol>

## Emphasis Area #4. Road Departure Crashes

**Champion: Kraig McLeod (MDT-Safety Engineering)**

*Performance Measures:*

- **Reduce the five-year average number of fatalities and incapacitating injuries of road departure crashes, including single vehicle, run-off-the-road, head-on, sideswipe opposite direction, and on-road overturning crashes, from 964 in 2010 to 746 by 2015.**

In Montana, crash reports do not have a specific code for “run-off-the-road” crashes although collisions with fixed objects, overturns and immersion, and single-vehicle crashes are assumed to involve “run off the road.” Additionally, the emphasis area is being expanded in 2013 to include other “lane departure” crashes such as head-on, sideswipe opposite direction crashes, and on-road overturning crashes not related to an intersection. In 2012, approximately 60 percent of Montana’s severe injury crashes involved one of these crash types. Montana’s high proportion of rural vehicle miles of travel on low-volume roads at typically high speeds makes this a particularly critical traffic safety issue for the State. New strategies to reduce these crashes focus on roadway design and greater public awareness of this highway safety issue.

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# **Road Departure Crashes**

## *Current Programs and Strategies*

## Priority – Reduce and Mitigate the Consequences of Road Departure Fatal and Incapacitating Injury Crashes

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<b>Education</b>					
1.	Year-Round Media Plan – impaired-driving, seat belt, and speeding campaigns	Highway Safety Plan (HSP)	Montana Department of Transportation - State Highway Traffic Safety Bureau (MDT-SHTSS)	Contract with university or qualified agency	Use traffic safety data, pre- and post-surveys, and focus groups to develop media plan; address positive, non-enforcement year-round educational messages; and strategies to include children communicating with adults about risks.
2.	Drivers' Education Curriculum – Montana Teen Driver Essential Knowledge and Skills Topics (also see Young Driver EA)	Curriculum Map	OPI (Administrative Appropriation) and portion of driver license fees	Office of Public Instruction (OPI)	Driver education curriculum being improved to incorporate behavioral changes to encourage safety belt usage by youth; 45 topics covering essential knowledge and skills. Currently incorporating lessons on over-correcting in the new driver education curriculum.
3.	Traffic Education Program (also see Young Driver EA)	TRANPLAN 21 2002 Update; Traveler Safety Policy Paper <a href="http://www.opi.mt.gov/Programs/DriverEd/index.html">http://www.opi.mt.gov/Programs/DriverEd/index.html</a> OPI, Division of Health Enhancement and Safety Program Descriptions 2011	OPI (Administrative Appropriation) and portion of driver license fees	OPI	Sets guidelines for curricula and requirements for driver education courses. Provides/sponsors driver education teacher training. Conducts periodic on-site review of high school driver education programs. Develops media [public service announcements (PSAs)]. Provides advanced driver education. Promulgates rules regarding school bus safety and training.
4.	Montana Driver/ In-Vehicle Education/ Advanced Driving Program (DR.I.V.E)	<a href="http://www.MontanaDRIVE.mt.gov">http://www.MontanaDRIVE.mt.gov</a> OPI, Division of Health Enhancement and Safety Program Descriptions 2011	Funding from user fees (no appropriation, program approved by legislature each year)	OPI	DR.I.V.E. (Driver In-Vehicle Education) workshop is designed to enhance driver risk management skills, using behind-the-wheel training to increase risk awareness and to enhance the participants' behaviors to better manage ordinary and critical driving situations, including run-off-road situations. The One-Day Workshop is for first-time participants. The Half-Day "Refresher" Workshop is for those individuals who have completed the One-Day Workshop and wish to refresh and enhance their driver risk management skills.
5.	Conduct Public Safety Forums		MDT	MDT	Public forums to discuss and educate the public on engineering, education, enforcement, and EMS elements of safety in specific locations or corridors.

## Priority – Reduce and Mitigate the Consequences of Road Departure Fatal and Incapacitating Injury Crashes (continued)

6.	Speed Control	HSP	MDT-SHTSS through MDT Purchasing Bureau	Montana Highway Patrol (MHP), local police and sheriff agencies; MDT Maintenance	MDT-SHTSS purchased five “Your Speed Is” trailers to measure and show a vehicle’s speed on the roadway; assist in speed education for the public, school zone awareness, high-volume traffic areas, and strategic placement of law enforcement officers. MDT Maintenance Division is also purchasing portable speed trailers, specifically to monitor before and after project implementation conditions.
<i>Education (continued)</i>					
7.	“Respect the Cage” Public information program targeted at young adults and pick-up truck drivers to encourage use of seat belts (also see Young Driver EA)	MDT Web Site	MDT-SHTSS	MDT	Web site and traveling display to demonstrate importance of wearing seat belts at public events throughout the state. Display includes: Crashed vehicle involved in fatal crash; “Room to Live” video about the victims of the crash, shown from inside the vehicle; Rollover simulator used to simulate a rollover crash with a crash-test dummy; “Fastest Belt in the West” buckle up contest; and Prizes and giveaways.
<i>Enforcement</i>					
8.	Montana Highway Patrol – Regular Enforcement Activities		MDT-SHTSS	MHP	Ongoing speed and DWI enforcement.
9.	Special Traffic Enforcement Programs (STEP)	HSP	MDT-SHTSS	Law Enforcement	Sustained overtime activities for law enforcement to conduct speed enforcement – coverage to 85% of statewide population areas – agencies to submit plans to MDT-SHTSS for sustained and mobilization enforcement activities.
10.	Special Traffic Enforcement Program (STEP) focusing on impaired-driving enforcement – including Safety Spot Checks (also see Impaired Driving EA)	HSP	MDT-SHTSS	Police and Sheriff agencies, MHP	Funds sustained overtime impaired-driving enforcement and overtime patrols during national impaired-driving mobilizations. MDT-SHTSS will actively recruit more law enforcement agencies to participate in STEP overtime. MHP will commit to conducting safety spot checks in strategic areas through the State. MHP can use stops to address seat belt usage violations and speed enforcement, as well.

## Priority – Reduce and Mitigate the Consequences of Road Departure Fatal and Incapacitating Injury Crashes (continued)

Engineering					
11.	Roadway Engineering Improvements	Traveler Safety Policy Paper, TRANPLAN 21	MDT	MDT Engineering; MDT- Maintenance	<p>The Highway Maintenance Program provides for repairs and preventative maintenance of state highways, pavement markings, guardrail and signs and structures within the highway ROW. Winter maintenance, involving snow and ice control on all state-maintained roadways, is the Maintenance Divisions highest priority activity.</p> <p>While all engineering projects include safety in the design and construction phase, the Highway Safety Improvement Program (HSIP) provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at high-accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity).</p> <p>While not specifically targeted to SVROR crashes, HSIP projects can improve roadway conditions and eliminate hazards that contribute to SVROR crashes.</p>
12.	Shoulder Rumble Strip Policy	MDT Highways and Engineering Division Management Memo (rev. 6/23/2000)	MDT	MDT	Policy in place and incorporated into project development for the use of rumble strips on roadway shoulders. Policy provides specifications for location and design on Interstate highways, National Highway, Primary, and Secondary Routes.
13.	Implement MT Rest Area Plan	Montana Rest Area Plan Amended May 2004	MDT	MDT	Plan establishes policies on spacing, location, and maintenance. Most rest areas are open year-round. Plan to build one new rest area every year.
14.	Highway Maintenance Program	Past and Current Practices of Winter Maintenance at The Montana Department of Transportation; Updated 12/2003; additional documentation from Jon Swartz (MDT Maintenance Division)	MDT Maintenance	MDT Maintenance	MDTs Maintenance Program services 24,500 lane-miles of roadway with over 4,000 pieces of equipment located in more than 150 facilities statewide. The program provides for repairs and preventative maintenance of state highways, pavement markings, guardrail and signs and structures within the highway ROW. Winter maintenance, involving snow and ice control on all state-maintained roadways, is the Maintenance Divisions highest priority activity.
15.	511 Traveler Information System	<a href="http://www.mdt.mt.gov/travinfo/511/">http://www.mdt.mt.gov/travinfo/511/</a>	MDT Maintenance	MDT Maintenance	511 – 24-hour real-time information including: Winter driving conditions; Weather forecast information; Construction information; Road closures and major delays; Weight and speed limit restrictions.

## Priority – Reduce and Mitigate the Consequences of Road Departure Fatal and Incapacitating Injury Crashes (continued)

16.	Road Weather Information Service	<a href="http://www.mdt.mt.gov/travinfo/weather/rwis.shtml">http://www.mdt.mt.gov/travinfo/weather/rwis.shtml</a>	MDT Maintenance	MDT Maintenance	Traveler Information on MDT web site – Posts winter road conditions and scheduled work zone locations.
<i>Engineering (continued)</i>					
17.	Transportation Awareness Program (TAP)	<a href="http://www.mdt.mt.gov/pubinvolve/tap.shtml">http://www.mdt.mt.gov/pubinvolve/tap.shtml</a>	MDT Maintenance	MDT Maintenance	The TAP program is a public outreach program that features spokespersons from MDT’s own plow drivers, construction workers, and other employees. It covers two safety areas – work zones and snowplows. Audience includes student driver education classes, “55-ALIVE” drivers and service organizations, fairs, and trade shows.
18.	Speed Trailers and Dynamic Message Signs- Advisories		MDT Maintenance	MDT Maintenance	MDT is purchasing additional DMS and portable speed trailers to help warn motorists of treacherous road conditions and work zone locations.
19.	Implement Guidelines for Roadway Width Evaluation		MDT	MDT Engineering	Guidelines used to determine the roadway widths for new construction, reconstruction, and widening projects through the evaluation of all available criteria (i.e., capacity and crash data). These guidelines will help achieve substantive safety on all roads. Proposed roadway widths on future projects will be evaluated based on this process. For instance, adequate roadway width can provide the needed space to add safety features such as rumble strips and pavement markings, etc. which may mitigate some causes of ROR crashes.
20.	Cable Median Barriers		MDT	MDT-Engineering and Maintenance	To be installed as median barriers in areas providing minimal recover distance between separate lanes of opposing directions of traffic.
<i>Emergency Response</i>					
21.	Montana Statewide EMS Program (also see Emergency Medical Services EA)	State of Montana Reassessment of Emergency Medical Services, June 2005	National Highway Traffic Safety Administration (NHTSA) with Montana EMS and Trauma Systems (EMS&TS), Department of Public Health and Human Services (DPHHS)	EMSTS	Montana program consists of 5,000 EMS providers; 100% of Montana residents are served by 9-1-1 service. EMSTS is working to develop a comprehensive system for assessing, planning, developing, deploying, and coordinating EMS resources.

# **Road Departure Crashes**

## *New Strategies*

# Reduce and Mitigate the Consequences of Road Departure Fatal and Incapacitating Injury Crashes – New Strategies

<b>CHAMPION:</b> <b>Kraig McLeod</b> (406) 444-6256 <a href="mailto:krmcleod@mt.gov">krmcleod@mt.gov</a>	Sponsoring Agency	Agency Contact	Implementation Approach – Action Steps	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Evaluation/ Assessment Procedure
<b>Reduce and mitigate the consequences of road departure fatal and incapacitating injury crashes</b>	<b>Emphasis Area Team: Roy Peterson, MDT Traffic and Safety, Duane Williams MDT-Motor Carriers Services, Lesly Tribelhorn MDT-Preconstruction, Jon Swartz, Doug McBroom, and Brandi Hamilton MDT-Maintenance, Janet Kenny MDT- SHTSS, Katie Potts- MDT Transportation Planning, Montana Highway Patrol (MHP), Marcee Allen-FHWA, WTI. Plus any others with expertise or interest.</b>						
<b>ROR-1 Review of Best Practices</b> Implement best available engineering practices for roadway improvement such as: centerline rumble strips, edge line rumble strips/ stripes, pavement marking and signing, etc. and keep current with design and engineering principles and practices in guiding documents (Manual of Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), etc.)	Montana Department of Transportation (MDT)	MDT-Engineering Federal Highway Administration (FHWA)	1. Evaluate and update, if necessary, the existing MDT rumble strip policy. 2. Review current and proposed changes to national standards and incorporate changes into MDT guidelines where appropriate.	MDT, FHWA	MDT	MDT-Traffic & Safety MDT Preconstruction	Potential policy changes/MDT guidelines reflect national trends.
<b>ROR-2 Explore educational opportunities regarding Road Departure Crashes in Montana</b> Identify educational opportunities to address the issue of road departure crashes in Montana and their contributing factors including dangers of cruise control.	MDT	State Highway Traffic Safety Section (SHTSS), MDT-Maintenance, MDT-Traffic & Safety Engineering	1. Use crash data to identify high-risk population groups and high-incidence ROR crash locations/corridors. 2. Explore and identify new educational opportunities for target groups and contributing factors.	MDT-SHTSS, MDT - Maintenance	National Highway Traffic Safety Administration (NHTSA)	MDT Planning Emphasis Area Team	1. High-incidence crash location/corridors and high-risk population groups have been identified. 2. New educational efforts implemented.
<b>ROR-3 Roadway Departure Implementation Plan</b>	MDT Engineering	Roy Peterson, Kraig McLeod, MDT-Traffic & Safety Engineering	1. Complete the roadway departure plan to include countermeasures, actions, key steps, schedules, and investments needed to support the goals of the CHSP by mitigating roadway departure crashes.	MDT-Engineering	STPX/HSIP	MDT Engineering	Finalization of Plan and implementation of recommendations.

## Reduce and Mitigate the Consequences of Road Departure Fatal and Incapacitating Injury Crashes – New Strategies

<b>CHAMPION:</b> <b>Kraig McLeod</b> (406) 444-6256 <a href="mailto:krmcleod@mt.gov">krmcleod@mt.gov</a>	Sponsoring Agency	Agency Contact	Implementation Approach – Action Steps	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Evaluation/ Assessment Procedure
<b>ROR-4 Safety Management Software Upgrade</b> Obtain software upgrades in order to establish qualitative safety norms for roadways by identifying several contributing factors (roadway geometrics, terrain, ADT, classification of roadway, etc.).	MDT Engineering	Kraig McLeod, MDT-Traffic & Safety Engineering	1. Complete the Request for Proposal. 2. Identify systematic roadway improvements based on factors determined through software implementation.	MDT-Engineering		MDT-Engineering	1. Evaluate performance.

# Emphasis Area #5. Traffic Records Management

**Champion: Mark Keeffe (MDT -State Highway Traffic Safety Section)**

*Performance Measures:*

- **Annual progress in the implementation of specific strategies contained in the Traffic Records Strategic Plan**

In early 2009, the MDT-SHTSS asked National Highway Traffic Safety Administration (NHTSA) to facilitate a traffic records assessment. This assessment was conducted with a team of traffic records professionals, covering all data systems comprising Montana's traffic records system. The resulting Traffic Records Assessment report identified an extensive number of recommendations to improve the State's record keeping systems. In order to respond to these recommendations, Montana's Traffic Records Coordinating Committee (TRCC) updated the Traffic Records Strategic Plan and will continue to do so each year. A number of the strategies contained in this Plan have been incorporated into the CHSP to further facilitate their implementation.

# **Traffic Records Management**

## *Current Programs and Strategies*

## Priority – Develop and Implement a Comprehensive, Coordinated Transportation Records and Crash Reporting, Data Management, and Analysis System, Accessible to All Stakeholders, to Manage and Evaluate Transportation Safety

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
1.	Montana Traffic Records Strategic Plan (TRSP) Implementation	MT Traffic Records Strategic Plan, Project #002; Traffic Records Assessment (March 2009)	Montana Department of Transportation – State Highway Traffic Safety Section (MDT-SHTSS)	Traffic Records Coordinating Committee (TRCC)	<p>Guiding document for statewide TRCC, which brings together the stakeholders of traffic safety to identify deficiencies, and upgrade and integrate the data systems used to conduct highway safety analyses. These data systems include crash records, roadway data, driver information, injury tracking information and conviction and disposition data, as well as tribal data.</p> <p>The purposes of the TRSP: Fulfill the requirements of the Montana Traffic Records Assessment (TRA); Provide Montana state agencies with a common basis for moving ahead with traffic records systems upgrades, integration, and data analysis; and Provide a basis for Montana’s grant requests to the National Highway Traffic Safety Administration (NHTSA) to receive first-year and successive-year grants under Section 408 (Title 23).</p> <p>The TRSP will also maintain a complete archive of all projects planned and undertaken by the TRCC.</p>
2.	Maintain the Roadway Log with GPS-Based Location Referencing	MT Traffic Records Strategic Plan, Project #013; Traffic Records Assessment (March 2009)	MDT	MDT	<p>Converting the location reference system (LRS) from off-set and mile marker based to a GPS-based was completed in 2010. MDT has also migrated to a state plane coordinate location referencing system. From 2003 to 2009, MDT captured location coordinates on the 13,000 mile on-system routes as well as the 67,000 miles of off-system routes through the use of GPS devices. During this survey process they also collected on-system photos by photo-inventorying the same sections of on-system highway and tying the images to GPS coordinates.</p>
3.	Development of E-Ticket Citation System	MT Traffic Records Strategic Plan, Projects #018 & 033; Traffic Records Assessment (March 2009)	MT Department of Justice (DOJ) and Office of the Court Administrator (OCA)	DOJ and OCA	<p>As part of the CTS America software suite, the Montana Highway Patrol (MHP) is currently issuing and capturing citation information electronically. Since local law enforcement agencies do not currently have access to the CTS America software suite, they are not using the electronic citation system.</p> <p>The majority of justice courts are able to take the SmartCop citations and directly download them into the OCA’s FullCourt software system.</p>
4.	Integrated Justice Information Sharing (IJIS) Broker	MT Traffic Records Strategic Plan, Project #028; Traffic Records Assessment (March 2009)	DOJ	DOJ	<p>The DOJ developed the IJIS (Integrated Justice Information Sharing) broker, which allows records from various systems, stored in different formats and on incompatible technology platforms to be shared with various agencies within the justice system. Previously the courts, jails and prisons, local police and sheriffs’ offices, state and Federal law enforcement agencies and Motor Vehicle Division all kept records that could not “talk” to one another. The IJIS broker is vital to public safety because it creates the exchanges that allow a wide range of agencies to share real-time information quickly, securely and accurately.</p>

## Priority - Develop and Implement a Comprehensive, Coordinated Transportation Records and Crash Reporting, Data Management, and Analysis System, Accessible to All Stakeholders, to Manage and Evaluate Transportation Safety (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
5.	Online Pre-Hospital Information System & Linking Injury Surveillance Data (also see Emergency Medical Services EA)	MT Traffic Records Strategic Plan, Projects #029 & 019; Traffic Records Assessment (March 2009)	Dept of Public Health and Human Services(DPHHS)	DPHHS - EMS&TS	<p>This is a multi-layer project with the goal to develop a CODES-like (Crash Outcomes Data Evaluation) System that links various databases to facilitate analysis of patient outcomes and costs related to traffic crashes. Milestones that need to be completed prior to actual data linking:</p> <p>Development and implementation of statewide data collection system for EMS services. Actively pursuing.</p> <p>Continued implementation of a statewide trauma registry. Actively pursuing.</p> <p>Development of a report platform for pre-hospital patient care report data. Completed in 2010, the Online Pre-Hospital Information (OPHI) System, a web-based, pre-hospital data software will enable comprehensive data collection about pre-hospital care across Montana. Initially, ten standard reports have been developed with additional reports to be determined as time and funding allow.</p> <p>Deployment of a comprehensive reporting system including ad hoc reports. Actively pursuing.</p> <p>Implementation of a data linking platform. Planned.</p> <p>Functionally implementing data linkage and distributing reports. Planned.</p> <p>This project includes the ability for other State agencies to access the data in the OPHI to support data-driven operational decisions and performance measures.</p>
6.	FullCourt	MT Traffic Records Strategic Plan, Project #030; Traffic Records Assessment (March 2009)	OCA	OCA	<p>FullCourt was implemented in 2009, as a commercial-off-the-shelf court case management system developed by Justice Systems Inc. FullCourt is used by Montana's courts of limited jurisdiction and district courts.</p> <p>In addition, the Office of the Court Administrator maintains a central court repository (CCR) for FullCourt users. The CCR is used for catastrophic disaster recovery, electronic reporting, and for statistical purposes.</p>
7.	CTS America Crash System	MT Traffic Records Strategic Plan, Project #032; Traffic Records Assessment (March 2009)	DOJ, MDT	DOJ	<p>The Montana Highway Patrol (MHP) purchased software for their in-car computers which is a computer aided dispatch/records management system. The CTS America System tracks all activities, stops, etc. and was installed during May and June of 2008. MHP decided to utilize the crash component of the CTS America System and discontinued use of the old MARS (Montana Accident Reporting System) crash database in 2010. The CTS America System will improve Model Minimum Uniform Crash Criteria (MMUCC) compliance and provide quicker crash data entry into the state database since records will be moved electronically. The system also records GPS coordinates for all activities through the computers installed in the MHP vehicles.</p> <p>This system is also being utilized for the electronic crash data capture, outlined as TR-2 in the Traffic Records New Strategies.</p>

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# **Traffic Records Management**

## *New Strategies*

## Traffic Records Management - New Strategies

<b>CHAMPION:</b> Mark Keeffe mkeeffe@mt.gov (406) 444-3430	<b>Sponsoring Agency</b>	<b>Agency Contact</b>	<b>Implementation Approach - Action Steps</b>	<b>Coordination/ Outreach Efforts</b>	<b>Funding Approach/ Needs/Sources</b>	<b>Implementation Oversight</b>	<b>Evaluation/ Assessment Procedure</b>
<b>Develop and implement a comprehensive, coordinated transportation records and crash reporting, data management, and analysis system, accessible to all stakeholders, to manage and evaluate transportation safety</b>	<b>Emphasis Area Team:</b> Traffic Records Coordinating Committee (TRCC) member organizations: MDT-Information Services Division, MDT- Traffic & Safety Engineering- Safety Management Services, MDT-Motor Carrier Services, MDT-State Highway Traffic Safety Section (SHTSS), MDT-Data & Statistics- Planning, DOJ - Motor Vehicle Division, DOJ-Montana Highway Patrol, DPHHS - Emergency Medical Services, Office of Court Administration, FHWA, and NHTSA.						
<b>TR-1 Electronic Crash Data Capture</b> Implement MHP electronic crash database at the local level so that it can receive electronic submission of crash reports. MHP will offer method to local law enforcement for submitting crash reports. Traffic Records Strategic Project #034.	Department of Justice (DOJ) - Montana Highway Patrol (MHP)	MHP - Operations Commander	<ol style="list-style-type: none"> <li>1. An initial program will be established by MHP.</li> <li>2. MHP will provide training to all locals.</li> <li>3. Negotiations will begin with the largest police departments.</li> <li>4. MHP will provide continued maintenance.</li> </ol>	DOJ-MHP; local law enforcement; MDT-SMS and SHTSS.	MHP funding and NHTSA Traffic Records Grant	MHP	Progress on implementing objectives and the percentage of crashes received electronically.
<b>TR-2 Tribal Data Sharing</b> Continue working with the tribes to get 100% agreements in place to share crash data (without personal identifiers if need be). Crash data collection and data sharing can help provide access to funding for road improvements, enforcement and education countermeasure support, and EMS deployment. Traffic Records Strategic Project #017.	MDT- Safety Management System (SMS); MDT-SHTSS; DOJ-MHP		<ol style="list-style-type: none"> <li>1. Establish data sharing agreements with all reservations.</li> <li>2. By 2016, if all tribal requirements can be met, pursue data sharing via the same web-based program used by all other law enforcement agencies in the state.</li> </ol>	DOJ-MHP; MDT-SMS and SHTSS; FHWA; Tribal Law Enforcement		MDT-Planning, SHTSS, Traffic & Safety Engineering	Show progress being made on the number of Reservations submitting crash data to MHP and the development of software to interface into the MHP Crash system database.

## Traffic Records Management – New Strategies (continued)

<b>CHAMPION:</b> Mark Keeffe mkeeffe@mt.gov (406) 444-3430	<b>Sponsoring Agency</b>	<b>Agency Contact</b>	<b>Implementation Approach – Action Steps</b>	<b>Coordination/ Outreach Efforts</b>	<b>Funding Approach/ Needs/Sources</b>	<b>Implementation Oversight</b>	<b>Evaluation/ Assessment Procedure</b>
<b>TR-3 Safety Information Management System Development</b> Creating an enhanced Safety Information Management System (SIMS) that extends the current Safety Management System (SMS) features by accepting data from additional sources beyond crash, roadway inventory, and traffic. Traffic Records Strategic Project #036.	MDT-SMS		<ol style="list-style-type: none"> <li>1. MDT will develop a traffic safety web-based services broker that will collect traffic safety information from other state agencies.</li> <li>2. MDT will secure funding and develop the new SIMS in a phased approach, to include the following functionality:                             <ul style="list-style-type: none"> <li>- Periodic data updates from other state agencies;</li> <li>- Web-based access;</li> <li>- Additional forms of data analysis;</li> <li>- Quality control procedures;</li> <li>- Ability for all suppliers of data to access system and perform analyses;</li> <li>- Ability for local governments to have access to non-sensitive data;</li> <li>- Ability for citizens to perform high-level cross tabulations;</li> <li>- DUI tracking capability;</li> <li>- Integrate with other traffic safety databases; and</li> <li>- Graphical displays of crashes.</li> </ul> </li> </ol>	MDT-Information Services Division (ISD), SMS, SHTSS, MCS, Planning; DOJ-MVD, MHP; DPHHS; OCA	MDT-Traffic & Safety Engineering; NHTSA Traffic Records		MDT broker communicating with other state agencies. Securing funding. Complete functionality of SIMS, based on incremental development timeline.

## Traffic Records Management – New Strategies (continued)

<b>CHAMPION:</b> <b>Mark Keeffe</b> mkeeffe@mt.gov (406) 444-3430	<b>Sponsoring Agency</b>	<b>Agency Contact</b>	<b>Implementation Approach – Action Steps</b>	<b>Coordination/ Outreach Efforts</b>	<b>Funding Approach/ Needs/Sources</b>	<b>Implementation Oversight</b>	<b>Evaluation/ Assessment Procedure</b>
<b>TR-4 Model Inventory of Roadway Elements</b> Develop and maintain a comprehensive roadway geometrics database for Montana highways. Traffic Records Strategic Project #035.	MDT – Planning, Traffic & Safety Engineering	MDT – Data & Statistics Bureau & Safety Management System	<ol style="list-style-type: none"> <li>1. Form committee to work on project.</li> <li>2. Research existing and desired data items, including need and justification.</li> <li>3. Assess necessary efforts and costs of data items.</li> <li>4. Develop proposed plan.</li> <li>5. Seek approval to move forward with changes.</li> </ol>	MDT-Planning, SMS, Road Design, Consultant Design, ISD, Environmental Services, Maintenance; DOJ –MHP; NHTSA; FHWA	MDT-Planning. Possibly from other MDT work units.	MDT-Data & Statistics Bureau & Safety Management System	Complete plan for expanding roadway geometrics database. Securing approval to make changes to the database. Complete functionality of upgraded database.
<b>TR-5 New Traffic Data Management System (TDMS)</b>	MDT – Planning,	MDT – Data & Statistics Bureau	Specify and acquire new TDMS software to replace legacy application no longer vendor supported.	MDT-Planning,	MDT-Planning. Possibly from other MDT work units.	MDT-Data & Statistics Bureau	Establish baseline for the time needed to incorporate field data into operational database. NHTSA Model Performance Measures for State Traffic Records R-T-1

## Emphasis Area #6. Young Driver Crashes

**Champion: Fran Penner-Ray, Montana Office of Public Instruction**

*Performance Measures:*

- **Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes involving young drivers from 369 in 2010 to 285 by 2015.**
- **Reduce the five-year average number of young drivers involved in fatal crashes from 35 in 2010 to 27 by 2015.**

In Montana, in 2012, 25 percent of all fatal and injury crashes involved a young driver. Graduated Drivers Licensing (GDL) requirements for new drivers went into effect July 1, 2006, which requires seatbelt use, limit the hours of unsupervised driving, and restricts the number and age of nonfamily passengers. It is expected that the GDL program will reduce these rates. New strategies focus on programs to support GDL implementation and expansion of driver's education programs.

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# **Young Driver Crashes**

## *Current Programs and Strategies*

## Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<b>Education</b>					
1.	Drivers' Education Curriculum – Montana Teen Driver Essential Knowledge and Skills Topics	Curriculum Map	Office of Public Instruction (OPI) (Administrative Appropriation) and portion of driver license fees	Office of Public Instruction (OPI)	<p>Drivers' education curriculum improved to incorporate behavioral changes to encourage safety belt usage by youth; 45 topics covering essential knowledge and skills.</p> <p>Adaptive Illustrated Version of Driving Manual has been released for special needs teens and adults. Audio recording from Montana Talking Book Library is available as MP3 and at iTunes U</p> <p>OPI Traffic Education Unit developed the KEYS Parent and Teen modules and homework</p>
2.	Traffic Education Program	<p>TRANPLAN 21 2002 Update; Traveler Safety Policy Paper</p> <p><a href="http://www.opi.mt.gov/Programs/DriverEd/index.html">http://www.opi.mt.gov/Programs/DriverEd/index.html</a></p> <p>OPI, Division of Health Enhancement and Safety Program Descriptions 2011</p>	OPI (Administrative Appropriation) and portion of driver license fees	OPI	<p>OPI works with MT School Boards Association to update traffic education policies to reflect current laws relevant to place of residence and enrollment.</p> <ul style="list-style-type: none"> <li>Sets guidelines for curricula and requirements for driver education courses.</li> </ul> <p>Provides/sponsors driver education teacher training.</p> <p>Conducts periodic on-site review of high school driver-education programs.</p> <p>Participating in Large Scale Evaluation of Driver Education research project.</p> <p>Develops information resources.</p> <p>Provides advanced driver education.</p> <p>Promulgates rules regarding school bus safety and training.</p>
3.	Montana Driver/In-Vehicle Education/ Advanced Driving Program	<p><a href="http://www.MontanaDRIVE.mt.gov">http://www.MontanaDRIVE.mt.gov</a></p> <p>OPI, Division of Health Enhancement and Safety Program Descriptions 2011</p>	Funding from user fees (no appropriation, program approved by legislature each year)	OPI	<p>DR.I.V.E. workshop is designed to enhance driver risk management skills, using behind-the-wheel training to increase risk awareness and enhance the participants' behaviors to better manage ordinary and critical driving situations A unique one-day teen workshop using the curriculum developed for the OPI/MDT/WTI Teen Driver research project has been added to the summer season DR.I.V.E. offerings.</p> <p>Use of Skid Monster (skid control training) is being expanded. Equipment is limited to schools which have access to trained instructors.</p> <p>Data collected from participants is currently being analyzed to provide information for future improvements to the program.</p>
4.	Teen Driver Research Project	<a href="http://www.coe.montana.edu/wti/wti/display.php?id=179">http://www.coe.montana.edu/wti/wti/display.php?id=179</a>	Montana Department of Transportation (MDT)- State Highway Traffic Safety Section (SHTSS)	OPI, Western Transportation Institute (WTI)	<p>Included in the research findings is that teens are unable to keep the skid monster in balance is predictive of increased crashes.</p> <p>This research validates a need to find what kinds of driver education and training works. It also showed the importance of creating and measuring failures.</p>

## Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
5.	Survey of Montana Parent Attitudes on teen driver education and development of Parent-Teen Homework Assignments for Driver Education	Unpublished paper - David Huff, OPI KEYS MDT Research Project	MDT Research, UNC-Charlotte and Montana Traffic Education Association	OPI	Montana parents with teens enrolled in a Montana driver education class were surveyed on attitudes about importance of driver education and involvement with teaching their teen to drive. Subsequent KEYS project developed parent-teen homework evaluation tools including a parent-teen driving contract modeled after NICHHD CheckPoints program. Teachers will be trained in the use of the KEYS assignments in April 2010 and in 2011. Validation research is under consideration.
6.	Graduated Driver Licensing (GDL)/61-5-132 ( <i>Effective July 1, 2006</i> ). Prerequisites for issuance of driver's license to minor (also listed under Enforcement)	Impaired-Driving Assessment/Montana Code Annotated 2005 MDTs Montana's Graduated Driver's License Law Brochure		Motor Vehicle Division, MT State Police, local law enforcement, OPI	Three Phases of Young Driver Training (under age of 18): 1. Learner's license or instruction permit (six months); 2. Restricted license (six months); and 3. Unrestricted license (eligible at age 18 or after 1 year of experience under the restricted license).  ALSO: licensee must pass a roads or skills test; 50 hours of driving experience (10 hours at night) under supervision of authorized person; no citations for traffic violations or alcohol/drug offense; limits on driving between 11:00 p.m. and 5:00 a.m.; limits on number of passengers in vehicle; all occupants must wear a seat belt.  Program will be implemented with the publication of targeted brochures for parents and young drivers. Drivers' education teachers will provide information to parents. Media messages to be developed.
7.	Distracted Drivers Campaign	Highway Safety Plan (HSP)	MDT-SHTSS	MDT-SHTSS	Conduct Public Information and Education (PI&E) campaign on the dangers of cell phone use and other types of distractions that occur while driving; MDT-SHTSS will consider developing and disseminating pamphlets on this issue at a future date.  Montana Teen Driver Safety Day Legislation passed in 2009.  WTI study of OPI Distracted Driving Curriculum Module underway.
8.	PI&E materials on occupant protection (also see Safety Belt EA)	HSP	MDT-SHTSS	MDT-SHTSS	Fund and produce PI&E materials, manuals, brochures, pamphlets, flyers, poster, and other products on occupant protection that includes seat belts and child passenger safety.

## Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
9.	Buckle Up Montana Coalitions (also see Safety Belt EA)	HSP	MDT-SHTSS, HMHB	BUMT coalitions	Eighty-five percent of Montana’s population is covered by BUMT Coalitions. Each coalition conducts: Multiple occupant projection projects; PI&E for public; Support law enforcement during national campaigns; “Saved by the Belt” awards programs; Educational campaigns on proper installation of child safety seats; Partner with local businesses during seatbelt mobilizations to provide incentives to drivers seen wearing seatbelts; Use grants to purchase child restraints for distribution to low-income, underserved populations (with IHS); Encourage American Indians to join coalitions; and Support and promote Child Passenger Safety Inspection Stations.
10.	Seatbelt and Occupant Protection awareness campaigns and law enforcement media messages (also see Safety Belt EA)	HSP	MDT-SHTSS	MDT-SHTSS	Fund ad agency to produce awareness campaigns and disseminate seatbelt educational messages to the public with a focus on male drivers of pickups (group is known for having lowest seatbelt usage rate in MT); targeted to largest media markets; and major news release campaign for National May Mobilization seatbelt campaign involving the MDT Director, Governor, and other dignitaries.
11.	MT Occupant Protection for Children Assessment (also see Safety Belt EA)	MT Occupant Protection for Children Assessment Report 2005	Governors Highway Safety Association (GHSA), National Highway Traffic Safety Administration (NHTSA)	MDT-SHTSS, GHSA, NHTSA	GHSA, NHTSA, and MDT-SHTSS conducted an assessment of Occupant Protection for Children in the State of Montana. Report includes recommendations to the State and partnering agencies on ways to improve or expand occupant protection programs and services in Montana.
12.	Semi-Annual training for certification to teach Assessment, Course, and Treatment (ACT) (also see Impaired Driving EA)	HSP	MDT-SHTSS	DPHHS – Addictive and Mental Disorders Division/Chemical Dependency Bureau (AMDD/CDB)	MDT-SHTSS in collaboration with AMDD will fund semi-annual training for the certification of Licensed Addiction Counselors. (LAC).

## Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
13.	Assessment, Course, and Treatment (ACT) Program (also see Impaired Driving EA)		Self-supporting	AMDD/CDB	DUI offenders are sentenced to participate in the ACT program. LACs facilitate the ACT program, which includes assessment, course, and treatment. During FFY2010, MDT is funding the implementation of “Prime for Life”, an evidence-based curriculum for DUI offenders, as the new education course. DPHHS Addictive and Mental Disorders Division/Chemical Dependency Bureau are responsible for coordinating the implementation and ongoing management of the program throughout the state. Implementation will include updates of the state’s administrative rules and statute as appropriate.
14.	Promote protective factors (also see Impaired Driving EA)	HSP	MDT-SHTSS and AMDD/CDB, OPI, DPHHS-EMS	MDT-SHTSS, Office of Public Instruction (OPI), Safe and Drug Free School Coordinators, and AMDD/CDB, DPHHS-EMS, DOR, and MBCC MDT-SHTSS	SHTSS collaborates with AMDD, OPI, EMS, DOR, MBCC, and IHS staff on prevention (protective factor) activities using the various funding sources each agency has access to. Care is given to avoid duplication of services unless warranted.
15.	School Climate Initiative (also see Impaired Driving EA)	<a href="http://www.opi.mt.gov/">http://www.opi.mt.gov/</a>	U.S. Department of Education	OPI	Provides effective programs to prevent or reduce adolescent use and abuse of alcohol, other drugs, tobacco; and reduce violence (U.S. Department of Education has provided performance indicators for schools receiving this funding). The program awards grants to state educational agencies to support new approaches designed to change school culture and climate and thereby improve character and discipline, and reduce use, crime, and violence.
16.	19 Regional Prevention Specialists (also see Impaired Driving EA)	2005 Impaired-Driving Assessment	AMDD/CDB	Chemical Dependency Bureau of AMDD	Prevention Specialists are assigned to each county in the State. These specialists assist communities in implementing substance abuse prevention programs. AMDD will require prevention specialists, by contract, to serve and participate on local prevention coalitions, e.g., DUI Task Forces.
17.	Public information and education (PI&E) materials on alcohol and impaired driving (also see Impaired Driving EA)	HSP	MDT-SHTSS	MDT-SHTSS	Fund, produce, and distribute PI&E materials, manuals, brochures, pamphlets, flyers, posters, and other products related to impaired driving, including information about the effects of alcohol on the body, penalties for impaired driving and minor in possession, and consequences to individuals and establishments for providing alcohol to minors or to apparently intoxicated individuals.
18.	Share the Road program (also see Large Vehicle EA)		FMCSA	Motor Carriers of Montana	Safety trailer used to educate young drivers to be aware of truck blind spots. Staffed by volunteers and provided at various public functions.

## Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
19.	Alcohol Sales & Server training (also see Impaired Driving EA)	HSP	MT Department of Revenue(DOR), MDT-SHTSS	DUI Task Forces and participating businesses.	DOR certified instructors provide a minimum of two responsible alcohol sales and service trainings per year to retain their certification using the server training curriculum provided by DOR.  Classes are provided by approximately 300 state-certified trainers all across the state. Trainers include law enforcement personnel, prevention specialists, community coalition members, etc. Many DUI Task Forces support and sponsor alcohol server training.
20.	Establish DUI Task Forces on Tribal Reservations (also see Impaired Driving and Native American EAs)	2005 Impaired Driving Assessment	Indian Health Service(IHS)-Injury Prevention Fund	IHS	Injury Prevention activities on Montana’s Indian reservations include DUI Task Forces on two reservations (Fort Peck and Crow). Task forces conduct several activities, including saturation patrols, safety mobilizations, compliance checks, sobriety checkpoints, etc.  Contracted Statewide DUI Task Force Facilitator provides technical assistance to reservations in forming DUI task forces, and in implementing DUI prevention programs, upon request.
21.	Enforcing Underage Drinking Laws Grant (also see Impaired Driving EA)	<a href="http://mbcc.mt.gov/Grants/RFP/10-01EUDL.pdf">http://mbcc.mt.gov/Grants/RFP/10-01EUDL.pdf</a>	Montana Board of Crime Control (MBCC)	MBCC	The goal of this initiative is to support and enhance state efforts, in cooperation with local jurisdictions, to enforce laws prohibiting the sale or the consumption of alcoholic beverages by minors through increased law enforcement/youth task forces, public advertising, media campaigns, education, training on alcohol sales, and innovative programs that combat underage drinking.
22.	Community Incentive Program (also see Impaired Driving EA)	Montana Prevention Resource Directory <a href="http://www.prevention.state.mt.us">http://www.prevention.state.mt.us</a>	DPHHS – Addictive & Mental Disorders Division- Chemical Dependency Bureau (AMDD/CDB)	AMDD/CDB	To provide funds and/or technical assistance to support MT communities’ capacity to prevent substance abuse. The <i>Communities That Care</i> program provides training and technical assistance to affect all five ICC goals. Services are provided to meet the needs of each reservation (culturally sensitive).
23.	Substance Abuse Prevention and Treatment (SAPT) Grant (also see Impaired Driving EA)	<a href="http://www.dphhs.mt.gov/amdd/">www.dphhs.mt.gov/amdd/</a>	AMDD/CDB	AMDD/CDB	Funds state-approved chemical dependency programs to provide substance abuse treatment and prevention services. Services are provided to meet the needs of each reservation (culturally sensitive).
24.	Montana National Guard High School Drug Education Program (also see Impaired Driving EA)	Montana Prevention Resource Directory <a href="http://www.prevention.state.mt.us">http://www.prevention.state.mt.us</a>	State	National Guard	Instructs and educates high school youth in the dangers of drug use, while providing insight and information which supports the students’ ability to make good choices, recognize personal accountability for actions. The drug education covers both legal and illegal substances, and the program of instruction can be tailored to a high school’s specific interest which might be based upon prevailing types of substance abuse at the locality versus the challenges another school or community may be facing.

## Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
25.	Standard Field Sobriety Testing (SFST) Refresher Training (also see Impaired Driving EA)	HSP	MDT-SHTSS	Montana Highway Patrol (MHP)	MHP to provide SFST refresher training.
26.	Standard Field Sobriety Testing (SFST) Training for American Indian tribal law enforcement (also see Impaired Driving and Native American EAs)	HSP	MDT-SHTSS	MT Law Enforcement Academy/State Crime Lab	MDT-SHTSS will contract MHP to conduct refresher training inviting American Indians from the reservations to attend.
27.	Drug Evaluation and Certification (DEC) Program (also see Impaired Driving EA)	HSP	MDT-SHTSS	MHP	MDT-SHTSS will provide funding for a specific number of law enforcement officers to attend and complete DRE training.
28.	Law Enforcement-Related Impaired-Driving Media Messages (also see Impaired Driving EA)	HSP	MDT-SHTSS	Contracted Media Company	Develop and disseminate radio and TV messages; Impaired-driving messages will focus on youth and adults and coincide with national mobilizations; Media coverage of approximately 85% of the population.
29.	Public Survey of Impaired-Driving Issues (also see Impaired Driving EA)	HSP	MDT-SHTSS	Contracted Media Company	Annual survey associated with the Labor Day mobilization to assess the public's understanding of impaired driving issues and laws and impact of the mobilization media campaign.
30.	Safe on All Roads Program – SOAR (also see Impaired Driving and Native American EAs)	HSP, MT 402 Program FFY2005, Combined Performance and Highway Safety Plan	MDT-SHTSS	Contracted Media Company	Funded efforts in developing partnership with Native American coordinators to produce culturally sensitive PI&E materials, manuals, brochures, pamphlets, flyers, posters, and other products specific to individual reservations and manage outreach program. Efforts include American Indian Seatbelt Media Project and American Indian Impaired Driving Project. Target audience includes Native American (NA) males 18-34 years of age as primary demographic. Secondary demographic is young NA women, students, and youth.

## Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
31.	Screening, brief intervention, referral, and treatment (SBIRT) program. (also see Impaired Driving EA)	<a href="http://www.ena.org/IQSIP/Injury%20Prevention/SBIRT/Pages/Default.aspx">http://www.ena.org/IQSIP/Injury%20Prevention/SBIRT/Pages/Default.aspx</a>	DPHHS-EMS	MDT-SHTSS	SBIRT is proven to help reduce alcohol-related injuries by identifying patients with substance abuse issues and guiding them towards treatment. EMS will promote the benefits and efficacy of SBIRT and overcome obstacles to institutionalizing SBIRT at primary care centers, hospital emergency rooms, trauma centers, university health care centers, community clinics, etc. Training is provided to those who will be providing SBIRT services. Training is needed to develop skills and confidence in the doctors, nurses, social workers, and others who perform the screening and brief intervention protocol with patients.
32.	Youth Risk Behavior Survey (YRBS) (also see Impaired Driving EA)	2005 Impaired Driving Assessment	OPI	OPI	Survey of middle- and high school students conducted in odd years includes reports on drinking and driving and riding with drinking drivers.
33.	Prevention Needs Assessment Survey (also see Impaired Driving EA)	2005 Impaired-Driving Assessment	AMDD/CDB	AMDD/CDB	Risk and protective factor assessment of 8 <sup>th</sup> , 10 <sup>th</sup> , and 12 <sup>th</sup> graders throughout the State. This survey is conducted in even numbered years and includes questions regarding substance use and related behavior.
34.	Hospital-based intervention and screening programs (also see Impaired Driving and Emergency Medical EAs)	Impaired-Driving Assessment	Hospitals	Hospitals	Four Level II trauma center hospitals – utilize brief intervention strategy with patients in ED or Trauma Wards; patients encouraged to recognize risks of DUI and moderate their alcohol consumption.
35.	Defensive Driving Course (DDC) Alive @ 25 Program			MHP	Alive @ 25 helps young drivers develop convictions and strategies that will keep them safer on the road. This highly interactive four-hour program encourages young drivers between the ages of 16 and 24 to take responsibility for their driving behavior. Project director will network and strategize with educational institutions, organizations, groups, state agencies, courts, insurance agencies, and other traffic safety advocates about implementing these trainings throughout Montana.

## Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
36.	<b>Provide Tools and Incentives to Incorporate Traffic Safety Education in Elementary and Junior High Schools</b>		MDT-Safe Routes to Schools (SRTS)	OPI	The Board of Public Education passed Resolution of Support for K-8 Traffic Safety Education in 2008.  OPI worked with MDT's contracted SRTS Coordinator to work with the Journeys from Home program to train school instructors in reintroducing traffic safety education programs back into elementary and middle school curriculum. An expanding focus is to develop an enhanced course for 6-8 graders about traffic environment.
37.	<b>Encourage Parent Involvement in Driver Education</b>			OPI	Beginning in 2012, parents are required to attend initial driver's education class to gain a better understanding of the role they play in providing supervised practice and to provide enforcement of GDL laws with their own teen driver.
<i>Enforcement</i>					
38	Graduated Driver Licensing (GDL)/61-5-132 ( <i>Effective July 1, 2006</i> ). Prerequisites for issuance of driver's license to minor (Also listed above under Education)	Impaired-Driving Assessment/Montana Code Annotated 2005  MDTs Montana's Graduated Driver's License Law Brochure		Motor Vehicle Division- Department of Justice (MVD-DOJ), MT State Police, local law enforcement, OPI	Three Phases of Young Driver Training (under age of 18); Learner's license or instruction permit (six months); Restricted license (six months); and Unrestricted license (eligible at age 18 or after 1 year of experience under the restricted license).  ALSO: licensee must pass a roads or skills test; 50 hours of driving experience (10 hours at night) under supervision of authorized person; no citations for traffic violations or alcohol/drug offense; limits on driving between 11:00 p.m. and a.m.; limits on number of passengers in vehicle; each occupant must wear a seat belt.
39.	GDL Violations			MVD, MHP, local law enforcement	Penalty for violations – first offense – 20 to 60 hours of community service; second offense – suspension of driver's license for 6 months.
40	GDL Violations – DUI	Impaired-Driving Assessment	N/A	MVD, MT State Police, local law enforcement, courts	.02 BAC limit for drivers under age 21; fines and license suspension are possible with conviction or for refusal of BAC test, probationary licenses cannot be obtained when a BAC test is refused.
41.	Driver License sanctions for DUI: Suspension/Revocation (also see Impaired Driving EA)	2005 Impaired Driving Assessment/What You Need to Know about ACT Brochure		Motor Vehicle Division, Courts, Law Enforcement	First DUI Conviction: License Suspende for 6 months.  Second and Third DUI Conviction: – License suspended for 1 year; a probationary license may be issued after the offender has served 45 days of the license suspension, with a recommendation from the Judge, and the installation of an ignition interlock system (per HB 536 passed during the 2009 Legislative Session).  Commercial Driver's License (CDL) – First DUI Conviction: CDL privilege suspended for one year. No probationary license may be issued for operation of a commercial motor vehicle.  Second or subsequent DUI Conviction: CDL privilege suspended for life.

## Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
42.	Driving while license suspended or revoked – penalty – seizure of vehicle or rendering vehicle inoperable, MCA 61-5-212	Impaired-Driving Assessment/What You Need to Know about ACT Brochure/ Montana Code Annotated 2011		MVD, Courts, Law Enforcement	Penalties may include: imprisonment for two days up to six months; fine of up to \$500; additional year of license suspension or revocation; six conviction points added to MT Motor Vehicle Record.
43.	Unlawful possession of open alcoholic beverage container in motor vehicle on highway, MCA 61-8-460. (also see Impaired Driving EA)	Montana Annotated Code 2011		Police and Sheriff agencies, MHP	A person commits the offense of unlawful possession of an open alcoholic beverage container in a motor vehicle if the person knowingly possesses an open alcoholic beverage container within the passenger area of a motor vehicle on a highway; person convicted of unlawful possession of an open alcoholic beverage container in a motor vehicle shall be fined up to \$100.
44.	Minors-in-Possession (MIP) (also see Impaired Driving EA)	Montana 402 Program FFY 2005 Combined Performance and Highway Safety Plan	Self-supporting	Courts, corrections, law enforcement	Community-based substance abuse information course for minors under 17 years of age convicted of a MIP.
45.	Special Traffic Enforcement Programs (STEP) focused seatbelt enforcement, including overtime project on reservations (also see Safety Belt and Native American EAs)	HSP	MDT-SHTSS	MDT-SHTSS Police and Sheriff Agencies, Montana Highway Patrol (MHP)	MDT-SHTSS law enforcement liaison will manage contracted liaisons to help coordinate efforts between MDT Tribal Coordinator, tribal law enforcement, and other law enforcement agencies. Funds sustain overtime enforcement for occupant protection enforcement during national and state mobilizations.
46.	DUI/Seat Belt Checkpoints (also see Safety Belt EA)		IHS	IHS	Coordination of random DUI/seat belt checkpoints with tribal police departments.
47.	Local Safety Programs		City and County budgets	Local Enforcement Agencies	Local funding is used for law enforcement efforts related to traffic safety.
48.	Kegger and party patrols (also see Impaired Driving EA)	Local DUI Task Forces		Local law enforcement agencies	Local DUI Task Forces contract with law enforcement to look for underage drinking parties at private residences or other locations such as public parks.

## Priority – Reduce Young Driver (Under Age 21) Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Engineering</i>					
49.	Roadway Engineering Improvements	Traveler Safety Policy Paper, TRANPLAN 21	MDT	MDT Engineering; MDT- Maintenance	<p>The Highway Maintenance Program provides for repairs and preventative maintenance of state highways, pavement markings, guardrail and signs and structures within the highway ROW. Winter maintenance, involving snow and ice control on all state-maintained roadways, is the Maintenance Divisions highest priority activity.</p> <p>While all engineering projects include safety in the design and construction phase, the Highway Safety Improvement Program (HSIP) provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at high-accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity).</p> <p>While not specifically targeted to Native American crashes, HSIP projects can improve roadway conditions and eliminate hazards that contribute to crashes involving Native Americans.</p>

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# **Young Driver Crashes**

## *New Strategies*

<b>CHAMPION:</b> <b>Fran Penner-Ray (OPI)</b> fpenner-ray@mt.gov (406) 444-4432	<b>Sponsoring Agency</b>	<b>Agency Contact</b>	<b>Implementation Approach - Action Steps</b>	<b>Coordination/ Outreach Efforts</b>	<b>Funding Approach/ Needs/Sources</b>	<b>Implementation Oversight</b>	<b>Evaluation/ Assessment Procedure</b>
<b>Reduce young driver (under age 21) fatal and incapacitating injury crashes</b>	<b>Emphasis Area Team: Bobbi Perkins- Injury Prevention- DPHHS, Sheila Cozzie- Cultural Liaison-State Highway Traffic Safety Section (SHTSS), Mark Keefe- Operations Analyst- SHTSS, Chad Newman- Law Enforcement Liaison- SHTSS, Lonie Hutchison- Missoula Buckle Up Coordinator, Tracie Kiesel-Tri County Buckle Up Coordinator, Sergeant John Spencer- Montana Highway Patrol (MHP), Kaelyn Kelly -AAA, Nanette Gilbertson-Montana Sheriff and Peace Officers Association(MSPOA) Pam Buckman- MDT-SHTSS, Mary Hill- EMS &amp;TS- DPHHS, Judge Greg Mohr, Jim Carroll -Montana Traffic Education Association (MTEA), Greg Noose - DOJ-MVD, plus any others with expertise or interest.</b>						
<b>YD-1 Provide Education and Encourage Compliance with Montana’s Seat Belt Laws</b> Seatbelt use is required by occupants at all times.	OPI Health Enhancement and Safety Division, Traffic Education Unit	Fran Penner-Ray, OPI	<ol style="list-style-type: none"> <li>1. Continue to circulate information and communicate to young driver partners about enforcing existing seat belt requirements and legislative initiatives on primary seat belt law. Information and materials will continue to be distributed to the MTEA and to others who have identified themselves as interested parties.</li> <li>2. Assist in efforts to educate the public on issues surrounding the passage of Primary Seatbelt Legislation through dissemination of informational materials.</li> <li>3. Promote use of seat belts with high school youth through collaborative efforts of high school administration and Buckle Up MT Coalition Coordinators.</li> </ol>	MTEA, Traffic Education teachers.	OPI Traffic Education  Montana Department of Transportation-State Highway Traffic Safety Section (SHTSS)	OPI Traffic Education.	Youth Risk Behavior Survey  Post school seat belt use surveys

<b>CHAMPION:</b> <b>Fran Penner-Ray (OPI)</b> fpenner-ray@mt.gov (406) 444-4432	<b>Sponsoring Agency</b>	<b>Agency Contact</b>	<b>Implementation Approach - Action Steps</b>	<b>Coordination/ Outreach Efforts</b>	<b>Funding Approach/ Needs/Sources</b>	<b>Implementation Oversight</b>	<b>Evaluation/ Assessment Procedure</b>
<b>YD-2 Affordable/Accessible Drivers Education at All Schools</b>  The increased cost and decline in accessibility of driver education programs has contributed to lower participation. Integrated driver education programs with graduated driver licensing is a strategy which can have significant safety benefits for young, novice drivers.	MSU-Northern and OPI -Health Enhancement and Safety Division, Traffic Education Unit	Fran Penner-Ray, Traffic Education Director, OPI	<ol style="list-style-type: none"> <li>Ongoing recruitment of traffic education instructors.</li> <li>Sponsor bill increasing reimbursement to schools for traffic education to 50% average costs (historic level).</li> <li>Work with OPI Management and Department of Justice (DOJ) -Motor Vehicle Division (MVD) to explore need and funding options and put forth funding proposal.</li> <li>Update of the Traffic Education Curriculum.</li> </ol>	MSU-Northern; OPI Traffic Education Unit; High Schools  DOJ, OPI, MTEA, other traffic safety partners.	<ol style="list-style-type: none"> <li>Funding source unknown</li> <li>Continue to work with MTEA and partners for funding solutions</li> <li>Continue working with safety partners</li> </ol>	MSU-Northern. OPI Traffic Education Unit. OPI, Traffic Education Unit	<ol style="list-style-type: none"> <li>Track number of new teachers and new programs.</li> <li>Percent attendance of existing traffic education teachers;</li> <li>Process evaluation by sponsor and advocates for future recommendations.</li> </ol>
<b>YD-3 Develop a Role and Strategy for Law Enforcement in Graduated Driver's License (GDL)</b>  Graduated driver licensing programs provide a tiered approach that grants more responsibility to young drivers as they gain experience behind the wheel. This program is most effective when parents and law enforcement take an active role enforcing restrictions on night time driving and passengers.	Montana Highway Patrol (MHP)	MHP	<ol style="list-style-type: none"> <li>A GDL/seatbelt law pocket card is being used by LE officers and the Montana Law Enforcement Academy.</li> <li>Develop additional GDL enforcement materials.</li> </ol>	OPI, Montana Police Protection Association, Montana Sheriffs and Peace Officers Association (MSPOA), DOJ - Motor Vehicles Division (MVD) MSPOA, MHP, local law enforcement agencies, Attorney General (AG)	MHP, MSPOA	MHP	Track numbers of GDL citations written.
<b>YD-4 Distracted Driving</b>  Explore ways to address distracted driving among young drivers.	Western Transportation Institute (WTI);Office of Public Instruction (OPI)	Nic Ward, WTI; Fran Penner-Ray, OPI	<ol style="list-style-type: none"> <li>Determine effective ways to educate and train young drivers to deal effectively with distractions.</li> <li>Explore research validated measures to incorporate into driver's education.</li> </ol>	WTI, OPI.	Federal National Highway Traffic Safety Administration (NHTSA) funds.	WTI, OPI	Youth Risk Behavior Survey

# Emphasis Area #7. High-Crash Corridors/ High-Crash Locations

**Champion:** Kraig McLeod (MDT- Traffic & Safety Engineering)

*Performance Measures:*

- **Identify sufficient improvements to encumber 100% of the annual HSIP funds.**

Various locations on Montana's roadways experience higher than typical crash and/or crash severity rates. In developing the Comprehensive Highway Safety Plan (CHSP), the Traffic and Safety Bureau (TSB) identified rural high crash severity corridors on the national and state road system in Montana. The purpose of this effort was to identify the State's most significant high-crash corridors and to then conduct an analysis of crash data to identify the predominant factors contributing to crashes in these locations. This information was then used to support the identification of specific countermeasures that could be applied to these corridors.

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# **High-Crash Corridors/High-Crash Locations**

## *Current Programs and Strategies*

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<b>Education</b>					
1.	Montana Driver/ In-Vehicle Education/ Advanced Driving Program (also see Young Driver EA)	Office of Public Instruction (OPI), Division of Health Enhancement and Safety Program Descriptions 2004	Funding from user fees	OPI	DR.I.V.E. workshop is designed to enhance driver risk management skills, using behind-the-wheel training to increase risk awareness and to enhance the participants' behaviors to better manage ordinary and critical driving situations. The One-Day Workshop is for first-time participants. The Half-Day "Refresher" Workshop is for those individuals who have completed the One-Day Workshop and wish to refresh and enhance their driver risk management skills.
2.	Conduct Public Safety Forums		MDT	Director's Office/ MDT- Planning	Public forums to discuss and educate the public on engineering, education, enforcement, and EMS elements of safety in specific locations or corridors.
3.	High-Risk Corridor Inspection and Enforcement  Educate commercial motor vehicle (CMV) and non-CMV drivers of the consequences of driving unsafely in the vicinity of CMV's through effective enforcement and distribution of educational materials at the roadside.		MDT-MCS	MDT-MCS	Through Montana's Operation "Safe Driver," MCS Inspectors and MCS and MHP enforcement conducted driver vehicle inspections of CMV drivers, observing and enforcing traffic violations of vehicles operating in the vicinity of CMVs and providing information to drivers regarding driving safely in the vicinity of other CMVs. MCS plans to continue these operations on "high-risk" corridors.
<b>Enforcement</b>					
4.	Special Traffic Enforcement Programs (STEP)  (Note: not limited to trucks/commercial vehicles)	Highway Safety Plan (HSP)	MDT-SHTSS	Local law enforcement and MHP.	Sustained overtime for law enforcement to conduct speed enforcement – coverage to 85 percent of statewide population areas – agencies to submit plans to MDT-SHTSS for sustained and mobilization enforcement activities.  Funds sustained overtime impaired-driving enforcement and overtime patrols during national impaired-driving mobilizations. MDT-SHTSS will actively recruit more law enforcement agencies to participate in STEP overtime. MHP can use stops to address seat belt usage violations and speed enforcement, as well  MHP will commit to conducting safety spot checks in strategic areas through the State. (Note: not limited to trucks/commercial vehicles).
5.	Montana Highway Patrol - Regular Enforcement Activities		MDT-SHTSS	MHP	Ongoing speed and DWI enforcement.
6.	Local Safety Programs		City and County budgets	Local Law Enforcement Agencies	Local funding is used for law enforcement efforts related to traffic safety.

## Priority – Identify High-Crash Corridors/Locations and Implement Countermeasures (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
7.	Speed Control	HSP	MDT-SHTSS through MDT Purchasing Bureau	MT Highway Patrol (MHP), Local Police and Sheriff Agencies; MDT Maintenance	MDT-SHTSS purchased five “Your Speed Is” trailers to measure and show a vehicle’s speed on the roadway; assist in speed education for the public, school zone awareness, high-volume traffic areas, and strategic placement of law enforcement officers. MDT Maintenance Division also is purchasing portable speed trailers, specifically to monitor before and after project implementation conditions.
<i>Engineering</i>					
8.	Roadway Engineering Improvements	Traveler Safety Policy Paper, TRANPLAN 21	MDT	MDT Engineering; MDT Maintenance	<p>The Highway Maintenance Program provides for repairs and preventative maintenance of state highways, pavement markings, guardrail and signs and structures within the highway ROW. Winter maintenance, involving snow and ice control on all state-maintained roadways, is the Maintenance Divisions highest priority activity.</p> <p>While all engineering projects include safety in the design and construction phase, the Highway Safety Improvement Program (HSIP) provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at high-accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity).</p> <p>While not specifically targeted to Native American crashes, HSIP projects can improve roadway conditions and eliminate hazards that contribute to crashes involving Native Americans.</p>
9.	Shoulder Rumble Strip Policy	MDT Highways and Engineering Division Management Memo (rev. June 23, 2000)	MDT	MDT	Policy in place and incorporated into project development for the use of rumble strips on roadway shoulders. Policy provides specifications for location and design on Interstate highways, National Highway, Primary, and Secondary Routes.
10.	1999 Access Management Project	Access Management and Land Use Planning Policy Paper, TRANPLAN 21 – 2002 Update	MDT Engineering	MDT Engineering	The 1999 Access Management Project established a new access classification system for Montana’s National Highway System and Primary System. The classification system provides a framework for managing access onto the roadway. The overall approach for implementing these guidelines involves consistent application of the access management classification system. The system improves safety through strengthened access management.
11.	Railroad Safety: At-grade highway/ railroad safety improvement; Railroad circuitry upgrade; and Highway/Railroad grade separation.	Policy and procedure manual	Federal Railroad Administration (FRA)/ Federal Highway Administration (FHWA)/MDT/ Railroad (RR)	MDT/Railroad	The Rail Highway Safety Program provides funds for safety improvements at public highway-rail grade crossings. These funds are utilized to eliminate or reduce the number of grade crossing collisions statewide. Grade crossing information is collected on-site at each crossing and is entered in MDT’s TIS Crossing Database. Utilizing this database, grade crossing safety projects are prioritized and Diagnostic Review Teams are organized to determine what type of safety improvements are to be implemented.

## Priority – Identify High-Crash Corridors/Locations and Implement Countermeasures (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Engineering (continued)</i>					
12.	Implement MT Rest Area Plan	Montana Rest Area Plan Amended May 2004	MDT	MDT	Planning document to address the long-term needs of roadway travelers in Montana. The primary benefit of rest areas is improved highway safety. This document guides long-term decision-making.
13.	High-Crash Corridors		MDT	MDT	Engineering process to analyze crash data to determine high-crash severity corridors. HCC are evaluated every five years in order to allow adequate time to implement strategies to address crash trends. The high-crash severity corridors are the corridors with the highest score by adding the crash severity rate and the number of fatalities plus incapacitating injuries per mile.
<i>Emergency Response</i>					
14.	Montana Statewide EMS Program	State of Montana Reassessment of Emergency Medical Services, June 2005	NHTSA with Montana EMS and Trauma Systems (EMS&TS) Section of Department of Public Health and Human Services (DPHHS)	EMS&TS	Montana program consists of 5,000 EMS providers; 100 percent of Montana residents are served by 9-1-1 service. EMSTIS is working to develop a comprehensive system for assessing, planning, developing, deploying, and coordinating EMS resources.
<i>Data Management</i>					
15.	Montana Traffic Records Strategic Plan (MT-TRSP)	State of Montana Traffic Records Strategic Plan - Final Report (February 6, 2006)	Montana Department of Transportation (MDT)- State Highway Traffic Safety Section (MDT-SHTSS)	Traffic Records Coordinating Committee (TRCC), MDT-SHTSS, MDT-Traffic and Safety Bureau and other state agencies	Guiding document for statewide Traffic Records Coordinating Committee (TRCC) (stakeholders of state crash records); purposes of MT-TRSP: Fulfill the requirements of the Montana Traffic Records Assessment (TRA); Provide Montana state agencies with a common basis for moving ahead with traffic records systems upgrades, integration, and data analysis; and Provide a basis for Montana's grant requests to the National Highway Traffic Safety Administration (NHTSA) to receive first-year and successive-year grants under Section 408 (Title 23).
16.	MDT Safety Management System		MDT	MDT	MDT's Safety Management System is an Oracle-based system developed to conduct safety analyses using crash and traffic data sources. The system gives MDT the ability to report traffic safety trends, identify high-crash locations, and provide crash characteristics on individual sections of highways.
17.	MDT Road Inventory (Road Log)	State of Montana Traffic Records Strategic Plan - Final Report (Feb. 6, 2006)	MDT- Rail, Transit and Planning	MDT- Rail, Transit and Planning	Contains roadway and intersection characteristics; contains basic information on geometric and traffic conditions on a segment-by-segment basis; and includes information on surface type, lane and shoulder widths, number of lanes, and average annual daily traffic (AADT).

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# **High-Crash Corridors/High-Crash Locations**

*New Strategies*

## Identify High-Crash Corridors/Locations and Implement Countermeasures - New Strategies

CHAMPION: Kraig McLeod (406) 444-6256 <a href="mailto:krmcleod@mt.gov">krmcleod@mt.gov</a>	Sponsoring Agency	Agency Contact	Implementation Approach - Action Steps	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Evaluation/ Assessment Procedure
<b>Establish a Process to Reduce Crashes, Injury Crashes, and Fatal Crashes in Identified High-Crash Corridors and Locations</b>	<b>Emphasis Area Team:</b> Roy Peterson -MDT Traffic and Safety, Duane Williams MDT-Motor Carriers, Lesly Tribelhorn MDT-Preconstruction, Jon Swartz , Doug McBroom and Brandi Hamilton MDT-Maintenance, Janet Kenny MDT- SHTSS, MDT- Planning, Montana Highway Patrol (MHP), Katie Potts- MDT Transportation Planner, Marcee Allen FHWA, WTI. Plus any others with expertise or interest.						
<b>HC-1 Safety Management Software Upgrade</b> Obtain software upgrades in order to establish qualitative safety norms for roadways by identifying several contributing factors (roadway geometrics, terrain, ADT, classification of roadway, etc.).	MDT Engineering	Kraig McLeod, MDT- Traffic & Safety	1. Complete Request for Proposal process. 2. Qualitatively compare the actual accident frequency and severity of each roadway with the expected norms to determine level of safety for respective roadways.	MDT-Engineering		MDT-Engineering	1. Evaluate performance.
<b>HC-2 Review of Best Practices</b> Implement best available engineering practices for roadway improvement such as: centerline rumble strips, edge line rumble strips/strips, pavement markings and signing, etc., and keep current with design and engineering principles and practices in guiding documents (MUTCD, AASHTO, etc.).	MDT	Roy Peterson, MDT-Traffic & Safety ; Danielle Bolan, MDT-Traffic & Safety; Kraig McLeod, MDT-Traffic & Safety ; Marcee Allen, FHWA; Lesly Tribelhorn, MDT Highways	1. Review current and proposed changes to national standards and incorporate changes into MDT guidelines where appropriate. 2. Review recent Manual of Uniform Traffic Control Devices (MUTCD) update for changes.	MDT, FHWA	MDT	MDT Traffic & Safety Engineering, MDT Preconstruction Emphasis Area Team	Potential policy changes/MDT guidelines reflect national trends.
<b>HC-3 HCC Sign Evaluation</b> Evaluate signage to ensure consistency throughout corridors of similar curves, speed zones, and narrow widths.	MDT	MDT - Traffic & Safety Engineering	1. Continue development of project to update HCC signage in Missoula District. 2. Determines chevron and curve warning sign placement based on speed differential.	MDT Engineering & Maintenance		MDT Engineering	

## Identify High-Crash Corridors/Locations and Implement Countermeasures - New Strategies (continued)

<b>CHAMPION:</b> <b>Kraig McLeod</b> (406) 444-6256 <a href="mailto:krmcleod@mt.gov">krmcleod@mt.gov</a>	<b>Sponsoring Agency</b>	<b>Agency Contact</b>	<b>Implementation Approach - Action Steps</b>	<b>Coordination/ Outreach Efforts</b>	<b>Funding Approach/ Needs/Sources</b>	<b>Implementation Oversight</b>	<b>Evaluation/ Assessment Procedure</b>
<b>HC-4 Implement and Evaluate Corridor Safety Audit Process</b>	MDT	MDT - Traffic & Safety Engineering	1. Conduct two CSA annually. 2. Track implementation of recommendations. 3. Evaluate CSA process and the effectiveness of addressing safety issues.	MDT, Local officials, FHWA, Enforcement, EMS, others		MDT-Traffic & Safety Engineering	Successful CSA review and implementation of improvement options in High Crash Corridors.

## **Emphasis Area #8. Large Vehicle and Bus Crashes**

**Champion: Jeff Steeger (MDT-Motor Carrier Services Division)**

*Performance Measures:*

- **Reduce the five-year average number of fatal and incapacitating injuries resulting from large vehicles and bus crashes from 155 in 2010 to 120 by 2015.**

In Montana, large vehicles and buses have historically been involved in approximately 11 percent of all crashes but 11 to 16 percent of all fatal crashes. In 2012, 6.2 percent of the state's fatal crashes involved this class of motor vehicles. New strategies to address large vehicle and bus crashes include increased enforcement and inspection and an expanded safety training program.

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# **Large Vehicle and Bus Crashes**

## *Current Programs and Strategies*

## Priority – Reduce Fatal and Incapacitating Injury Crashes Involving Large Vehicles and Buses

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<b>Education</b>					
1.	New Entrant Program Train new intrastate commercial carriers to comply with state and Federal safety laws and regulations.	Contracted Services Agreement- MDT-Sage Inc.; Evaluation Agreement- MDT-Western Transportation Institute (WTI) State of Montana Commercial Vehicle Safety Plan (CVSP)	Federal Motor Carriers Safety Administration (FMCSA)	Montana Department of Transportation (MDT)-Motor Carriers Services (MCS)-Motor Carriers Safety Assistance Program (MCSAP)	MCS continues to improve new entrant education and awareness program. Beginning in 2010, MCS began tracking all new intrastate carrier DOT applications. MCS provides the <i>Getting Started</i> booklet, in addition to informing the new carriers about state laws and Federal regulations. This booklet provides carrier with web links and forms to help them begin their operation as compliant as possible. Since January 2010, over 1000 copies have been distributed. The MCS staff also provides yearly compliance training classes to carriers throughout Montana. Compliance training class schedules are provided to carriers.
2.	Traffic Education Program (also see Young Driver EA)	Office of Public Instruction (OPI), Division of Health Enhancement and Safety Program Descriptions 2012	OPI (Administrative Appropriation) portion of driver license fees	OPI	<ul style="list-style-type: none"> <li>• Sets guidelines for curricula and requirements for driver education courses;</li> <li>• Provides/sponsors driver education teacher training;</li> <li>• Conducts periodic on-site review of high school driver education programs;</li> <li>• Develops traffic safety resources</li> <li>• Provides advanced driver education; and</li> <li>• Promulgates rules regarding school bus safety and training.</li> </ul>
3.	Montana Driver/ In-Vehicle Education/ Advanced Driving Program (also see Young Driver EA)	OPI, Division of Health Enhancement and Safety Program Descriptions 2012, <a href="http://www.opi.mt.gov/Programs/DRIVE/Index.html">http://www.opi.mt.gov/Programs/DRIVE/Index.html</a>	Funding from user fees (no appropriation, program approved by legislature each year)	OPI	DR.I.V.E. workshop is designed to enhance driver risk management skills, using behind-the-wheel training to increase risk awareness and to enhance the participants' behaviors to better manage ordinary and critical driving situations.
<b>Enforcement</b>					
4.	Penalties at time of arrest for DUI with CDL, MCA 61-8-806. (also see Impaired Driving EA)	2005 Impaired Driving Assessment/Montana Code Annotated 2011		Motor Vehicle Division (MVD), courts, law enforcement	Administrative penalties at the time of arrest for violation of impaired driving laws for those holding Commercial Driver's License (CDL). Procedures involve blood and breath tests of commercial vehicle operators and possible license suspension

## Priority – Reduce Fatal and Incapacitating Injury Crashes Involving Large Vehicles and Buses

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
5.	Driving while license suspended or revoked, commercial motor vehicles, MCA 61-5-212	2005 Impaired Driving Assessment/What You Need to Know about ACT Brochure/Montana Code Annotated 2011		MVD, courts, law enforcement	Operating a commercial motor vehicle (cmv) while the person's commercial driver's license is revoked, suspended, or canceled in this state or any other state or the person is disqualified from operating a commercial motor vehicle or from obtaining a commercial driver's license. The department, upon receiving a record of conviction of driving a cmv while the person's commercial driver's license was revoked, suspended, or canceled or the person was disqualified from operating a commercial motor vehicle under federal regulations, shall suspend the person's commercial driver's license. The vehicle owned and operated at the time offense may be seized or rendered inoperable. Penalties may include: imprisonment for two days up to six months; fine of up to \$500; additional year of license suspension or revocation; and six conviction points added to MT Motor Vehicle Record.
6.	Enforcement of Federal Regulations specific to Commercial Vehicle and alcohol (driving under the influence, possession, or consumption) (also see Impaired Driving EA)	Applicable state and Federal laws and regulations State of Montana Commercial Vehicle Safety Plan (CVSP)	MDT, DOJ	MCS Enforcement Officers/Montana Highway Patrol (MHP)	A person commits the offense of unlawful possession of an alcoholic beverage in a commercial motor vehicle if the person possesses an alcoholic beverage container within the commercial motor vehicle on a highway; and person convicted of unlawful possession of an open alcoholic beverage container in a motor vehicle shall be fined and placed out of service.
7.	Annual Level 1, 2, and 3 Commercial Vehicle/roadside Driver Safety Inspections	Applicable state and Federal commercial motor carrier safety laws and regulations Commercial Vehicle Safety Alliance (CVSA) guidelines State of Montana Commercial Vehicle Safety Plan (CVSP)	MDT-MCS and FMCSA	MDT-MCS	Using Commercial Vehicle Safety Alliance (CVSA) approved guidelines; MCS Officers stop and inspect commercial vehicles and drivers at Montana weigh stations and on the open road. A Level 1 CVSA Inspection is a comprehensive inspection of the driver and vehicle; a Level 2 Inspection is a "visual" vehicle inspection with a comprehensive inspection of the driver; a Level 3 Inspection focuses on the driver. Appropriate enforcement action may include placing the vehicle or driver "out-of-service" and/or issuing a citation.  MCS continues to use CVSA commercial motor vehicle inspection process to help insure these types of vehicles will be less likely to be involved in a crash.
8.	Annual Intrastate CSI (Comprehensive Safety Investigations) and Safety Audits (SA)	Applicable state and Federal commercial motor carrier safety laws and regulations Commercial Vehicle Safety Alliance (CVSA) guidelines State of Montana Commercial Vehicle Safety Plan (CVSP)	MDT-MCS-MCSAP	MDT, MCS	Using Commercial Vehicle Safety Alliance (CVSA) guidelines; MCS MCSAP Inspectors conduct Safety investigations and Safety Audits at the carrier's place of business. CSI and Safety Audits determine the carrier's level of compliance with state and Federal vehicle and driver safety requirements through structured reviews of carrier's program and operations. Noncompliance is subject to enforcement under applicable Federal regulation(s).

## Priority – Reduce Fatal and Incapacitating Injury Crashes Involving Large Vehicles and Buses

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
9.	Speed Control (Note: not limited to trucks/commercial vehicles)	HSP	MDT- State Highway Traffic Safety Section (SHTSS)	MHP, Police and Sheriff Agencies	Purchase of “Your Speed Is” trailers to measure and show a vehicle’s speed on the roadway; assist in speed education for the public, school zone awareness, high-volume traffic areas, and strategic placement of law enforcement officers.
10.	Special Traffic Enforcement Programs (STEP) (Note: not limited to trucks/commercial vehicles)	HSP	MDT-SHTSS	Local law enforcement and MHP.	Sustained overtime for law enforcement to conduct speed enforcement – coverage to 85 percent of statewide population areas – agencies to submit plans to MDT-SHTSB for sustained and mobilization enforcement activities.  Funds sustained overtime impaired-driving enforcement and overtime patrols during national impaired-driving mobilizations. MDT-SHTSB will actively recruit more law enforcement agencies to participate in STEP overtime. MHP can use stops to address seat belt usage violations and speed enforcement, as well  MHP will commit to conducting safety spot checks in strategic areas through the State. (Note: not limited to trucks/commercial vehicles).
11.	High-Risk Corridor Inspection and Enforcement (also see High Crash Corridor/Locations EA)		MDT-MCS	MDT-MCS, MHP	Through Montana’s Operation Safe Driver, MCS Inspectors, MCS enforcement officers and MHP conduct driver vehicle inspections of CMV drivers, observation and enforcement of traffic violations by vehicle operators in the vicinity of CMVs and provide information to drivers regarding driving safely in the vicinity of other CMVs. MCS plans to continue these operations on “high-risk” corridors.  Educate CMV and non-CMV drivers of the consequences of driving unsafely in the vicinity of CMVs through effective enforcement and distribution of educational materials at the roadside.
12.	Border Crossing Inspections		FMCSA Border Enforcement Grant	MDT, MCS ,MHP, U.S. Border Patrol	Increase the safety and security on state and Federal highways in Montana by significantly increasing the number of safety inspections and CDL checks and reducing illegal transport operations on CMVs entering the United States via Montana/Canadian Ports along and around the northern border.  MDT conducts CVSA on safety inspections on CMVs entering Montana from Canada within Montana’s BEG corridor (all highways north of U.S. 2).  Monitor the safety and law enforcement actions within the corridor

## Priority – Reduce Fatal and Incapacitating Injury Crashes Involving Large Vehicles and Buses

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<b>Engineering</b>					
13.	Implement MT Rest Area Plan	Montana Rest Area Plan Amended May 2004	MDT	MDT	All new state-maintained Rest Areas are built with adequate truck parking. Some of the abandoned rest areas are kept open and signed for truck parking.
14.	Roadway Engineering Improvements	Traveler Safety Policy Paper, TRANPLAN 21	MDT	MDT Engineering; MDT- Maintenance	<p>The Highway Maintenance Program provides for repairs and preventative maintenance of state highways, pavement markings, guardrail and signs and structures within the highway ROW. Winter maintenance, involving snow and ice control on all state-maintained roadways, is the Maintenance Divisions highest priority activity.</p> <p>While all engineering projects include safety in the design and construction phase, the Highway Safety Improvement Program (HSIP) provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at high-accident locations and to encourage engineering improvements that address identified safety needs (based on crash data identified by state, county, local, and Federal ownership and identified by location and severity).</p> <p>While not specifically targeted to Native American crashes, HSIP projects can improve roadway conditions and eliminate hazards that contribute to crashes involving Native Americans.</p>
15.	Winter Highway Maintenance Program	Current Practices of Winter Maintenance, Montana Department of Transportation; Updated December 2003	MDT Maintenance	MDT Maintenance	Ongoing research into improved de-icing technology.
16.	<b>Review Commercial and Transit Bus Crashes</b>			MDT-MCS	<p>Reviewed bus crashed due to an increased focus at the Federal level on reducing bus crashes. Bus crashes are of particular concern due to the potential for large numbers of injuries as a result of one crash.</p> <p>Reviewed Montana bus crashes to determine if there were identifiable trends that can be addressed. Coordination included: MDT-MCS, FMCSA, and OPI. No significant findings.</p>
<b>Emergency Response</b>					
17.	Montana Statewide EMS Program (also see Emergency Medical Services EA)	State of Montana Reassessment of Emergency Medical Services, June 2005	NHTSA and Montana EMS and Trauma Systems (EMS&TS) - Department of Public Health and Human Services (DPHHS)	EMS&TS	Montana program consists of 5,000 EMS providers; 100 percent of Montana residents are served by 9-1-1 service. EMS &TS is working to develop a comprehensive system for assessing, planning, developing, deploying, and coordinating EMS resources.

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# **Large Vehicle and Bus Crashes**

## *New Strategies*

## Reduce Crashes Involving Large Vehicles and Buses – New Strategies

<b>CHAMPION:</b> <b>Jeff Steeger</b> (406) 444-4207 jsteeger@mt.gov	<b>Sponsoring Agency</b>	<b>Agency Contact</b>	<b>Implementation Approach – Action Steps</b>	<b>Coordination/ Outreach Efforts</b>	<b>Funding Approach/ Needs/Sources</b>	<b>Implementation Oversight</b>	<b>Evaluation/ Assessment Procedure</b>
<b>Reduce Fatal and Incapacitating Injury Crashes Involving Large Vehicles &amp; Buses</b>	<b>Emphasis Area Team:</b> Dennis Hult and Eric Belford– Montana Department of Transportation-Motor Carriers Services (MDT-MCS), Kraig McLeod, MDT-Traffic & Safety Engineering, Mark Keeffe - MDT- State Highway Traffic Safety Section (SHTSS), John Spencer, Montana Highway Patrol (MHP),Patrick McJannet, Motor Vehicle Division-Department of Justice (MVD-DOJ); Donell Rosenthal, Director of Transportation-Office of Public Instruction (OPI); Spook Stang- Motor Carriers of Montana, Bruce Holmes and Jesus Jans - Federal Motor Carrier Safety Administration (FMCSA) and Katie Potts- MDT Transportation Planner						
<b>LVB-1 Address Jurisdictional Issues regarding School Buses</b> Montana Motor Carrier Services (MCS) along with Office of Public Instruction will work together to improve school bus safety.		MDT -MCS, OPI, MHP,	1. Coordinate and facilitate meetings with appropriate stakeholders to outline issues and jurisdictional responsibilities. 2. Determine necessary steps to coordinate safety oversight and management.	MDT -MCS, OPI, MHP	MCS	Successful resolution of jurisdictional issues.	Unsuccessful in being able to engage agencies to discuss jurisdictional issues and establishing an authorizing agency.
<b>LVB-2 Reinvigorate Public Education Campaigns</b> Operating safely around large vehicles and buses is the responsibility of all motor vehicle drivers. There are limitations and unique safety issues for these vehicles and educating the public is critical to improving safety.		MDT-MCS	1. Educate the traveling public how to safely operate around large vehicles and buses. 2. Research educational resources for distribution	MDT_MCS, FMCSA, OPI			Statewide education and training sessions were conducted. FMCSA education materials used in coordination with trainings.

## Reduce Crashes Involving Large Vehicles and Buses – New Strategies (continued)

<b>CHAMPION:</b> <b>Jeff Steeger</b> (406) 444-4207 jsteeger@mt.gov	<b>Sponsoring Agency</b>	<b>Agency Contact</b>	<b>Implementation Approach – Action Steps</b>	<b>Coordination/ Outreach Efforts</b>	<b>Funding Approach/ Needs/Sources</b>	<b>Implementation Oversight</b>	<b>Evaluation/ Assessment Procedure</b>
<b>LVB-3 Increase Number of Level III Inspections</b> As a result of the Large Truck Crash causation Study and further analysis of state specific accident data Montana commercial motor vehicle (CMV) crashes were found to be up to 10 times more likely caused by the drivers that other factors such as weather, road conditions, or vehicle performance. Because of these findings by FMCSA, MDT- MCS is enhancing its focus on drivers.	MDT-MCS	MCS Enforcement Bureau	<ol style="list-style-type: none"> <li>1. Review MCS Enforcement Bureau personnel inspections for quality and to assure target goals are being met.</li> <li>2. Utilize technology to screen carriers to determine carriers safety rating, directing 50 percent focus to “Inspect” carriers, 35 percent focus on “Optional” carriers, and reducing to 15 percent “Pass” carriers for inspection.</li> <li>3. Monitor MCS Enforcement Bureau inspections production and communicate totals quarterly.</li> </ol>	MCS-MCSAP	MCS; MCSAP Grant	MCS Division Administrator	Decrease in correlation between driver issues and CMV crashes as shown in data reported in quarterly MCSAP reports to the FMCSA and annually via Montana’s Commercial Vehicle Safety Plan (CVSP).
<b>LVB-4 Increase the Number of at-risk Intrastate Carrier Investigations Performed by MCSAP Inspection Team</b>	MDT-MCS	MCS MCSAP Program Manager	<ol style="list-style-type: none"> <li>1. Establish intrastate carrier selection process using CSA selection criteria to focus on carriers who are failing in one or more of the seven BASICS ( Behavioral Analysis Safety Improvement Categories)</li> <li>2. Evaluate the selected carriers and assign CSA investigations.</li> <li>3. Conduct audit and assign ratings</li> <li>4. Assess fines</li> </ol>	CVSA and FMCSA	MCS; MCSAP Grant	MCS Division Administrator	Number of carrier reviews is reported quarterly via MCSAP reports to the FMCSA, annually via Montana’s CVSP and annually via Montana’s New Entrant Plan. Any adjustments /improvement will be addressed in the annual CVSP plan by Program Manager.

# Emphasis Area #9. Emergency Medical Services Delivery

**Champion: Jim DeTienne (EMS & Trauma System Section, Montana Department of Public Health and Human Services)**

*Performance Measures:*

- **100% of ambulance services providing NEMSIS data to DPHHS**
- **Annual progress on minimizing percentage of NEMSIS data elements reported with “Unk” or “Not Available”**

Although Emergency Medical Services (EMS) does not affect the number of crashes, it does play a critical role in addressing the results of crashes. EMS providers face particularly challenging conditions within Montana due to the size of the coverage areas, distances from dispatching and treatment facilities, and severe weather conditions during winter months. In addition to these issues, the system is experiencing a shrinking number of volunteers and problems specific to rural areas such as lack of training opportunities and inadequate communications systems. New strategies to improve emergency medical services delivery in support of highway safety are consistent with the recent Montana EMS System Plan prepared by the Department of Public Health and Human Services (DPHHS).

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# **Emergency Medical Services Delivery**

## *Current Programs and Strategies*

## Priority – Develop an Effective and Integrated Emergency Medical Services (EMS) Delivery System

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Emergency Response</i>					
1.	Screening, Brief Intervention and Refer to Treatment (SBIRT) (also see Impaired Driving EA)	Impaired driving assessment, Journal of Trauma, Sept 2005	Montana Department of Transportation (MDT)	EMS & Trauma Systems, Department of Health and Human Services (DPHHS)	SBIRT implementation at 13 healthcare facilities in MT. Healthcare providers are working to incorporate the infrastructure to screen patients for risky alcohol use, provide a brief intervention to encourage and motivate patients to change risky drinking behavior, and identify support programs within the community/region that can provide assistance to the patient. This program targets patients who come to the emergency department and/or admitted to the hospital.
2.	Regional Trauma System Development		Local hospitals	Local hospitals	Regional teams have been formed in 3 regions to plan strategies for the reduction of trauma within their region. Teams have been in place since 1995 and meet quarterly.
3.	Develop and implement an EMS System Plan.		General Funds CDC Block Grant Funds	EMS & Trauma Systems	Plan is used to communicate EMS priorities to local and regional EMS councils. Continue to support the activities of the State Emergency Care Council (ECC).
4.	Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State.		General Funds CDC Block Grant Funds	EMS & Trauma Systems	Provide education for local EMS service medical directors and leadership education for local EMS service managers.  Development and implementation of EMS Manager WebEx and other long distance education and networking sessions, including implementation of an EMS Manager Academy.
5.	Public Access and Communications		HRSA Hospital Preparedness Grant Funds  Disaster and Emergency Services (DES)	EMS & Trauma Systems	Provide for a communications system that encompasses public access to EMS, interagency communications.  Adoption of state communications plan and updated the EMS Communications Plan in 2011.  Purchased P 25 radio systems for hospital and EMS services and developed training for this system. EMS communications education training was implemented for P 25 systems and included in LearningZen programs.
6.	Injury Prevention Increase public awareness of effective ways to prevent injury and acute illness as well as the role of Emergency Medical Services		General Fund MDT- State Highway Traffic Safety Section (SHTSS)	EMS & Trauma Systems	The EMS&TS Injury Prevention Coordinator continues to work with the Emergency Care Council and State Trauma Care Committee to increase public awareness of effective ways to prevent injury and acute illness as well as the role of Emergency Medical Services. Technical and informational support is provided for inquiries regarding primary seatbelt and other appropriate legislative strategies.  Continue to implement the Screening Brief Intervention and referral to Treatment (SBIRT) program into local hospitals.

## Priority – Develop an Effective and Integrated Emergency Medical Services (EMS) Delivery System (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Emergency Response (continued)</i>					
7.	Emergency Medical Services Grant Program  Program purpose is for providers to acquire or lease emergency ambulances, emergency response vehicles, training, communication equipment		MDT	Local EMS providers	Introduced and signed into law as HB 85 of the 2009 Legislature. This competitive application process is for emergency medical service providers to purchase or lease ambulances; emergency response vehicles; or equipment for training, communication or to provide medical care for a patient.  EMS Grant awarded to 22 recipients in round one and 23 recipients in round two (2010-2011). Equipment funded included ambulances, radio equipment extrication tool, training manikins and other lifesaving equipment. SFY 2012 EMS Grant Program awarded 21 recipients with various equipment including ambulances, cots, radios, chairs, and training aids.
8.	Promote Volunteer EMS Services	Based on documents developed by the Virginia Office of EMS	MDT-SHTSS, Department of Health and Human Services (DPHHS)	DPHHS	Montana is a primarily rural state. Having a force of professionally trained EMS volunteers is critical in responding to injuries from motor vehicle crashes in a timely fashion. DPHHS EMS staff conducts statewide meetings, based upon a priority recommendation in the 2005 EMS Assessment. These meetings provide Montana EMS service managers with essential education to manage volunteer EMS services, including provision of recruitment and retention workbooks based on those developed by the Virginia Office of EMS.
9.	Improve EMS Education System-- Sufficient, Quality Education for EMS Personnel		General Funds CDC Block Grant Funds	EMS&TS, DPHHS	Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State.  Utilize alternative and distributive education methods to provide training to local EMTs and EMS services; implement the web-based LearningZen module in Health Information Resource Management System (HIRMS); facilitate WebEx distance learning, including monthly EMS leadership training for EMS service managers.
10.	Provide for a comprehensive pre-hospital information system to enable system evaluation and performance improvement.		EMS&TS, DPHHS	HRSA Hospital Preparedness Grant Funds CDC Block Grant Funds MDT-SHTSS	Development of On-Line Pre-hospital Information System module in HIRMS.

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# **Emergency Medical Services Delivery**

## *New Strategies*

## Emergency Medical Services (EMS) Delivery – New Strategies

<b>CHAMPION:</b> Jim Detienne, EMS&TS, Department of Health and Human Services (DPHHS) jdetienne@mt.gov (406) 444-4460	<b>Sponsoring Agency</b>	<b>Agency Contact</b>	<b>Implementation Approach – Action Steps</b>	<b>Coordination/ Outreach Efforts</b>	<b>Funding Approach/ Needs/Sources</b>	<b>Implementation Oversight</b>	<b>Evaluation/ Assessment Procedure</b>
<b>Develop an effective and integrated Emergency Medical Services (EMS) delivery system</b>	<b>Emphasis Area Team:</b> Shari Graham- Emergency Medical Services and Trauma Systems (EMS&TS)- Department of Health and Human Services (DPHHS), Mark Keeffe-MDT-SHTSS, Katie Potts- MDT- Transportation Planner, and members of Emergency Care Council and State Trauma Care Committee.						
<b>EM-1 Provide for a comprehensive data collection and information system to enable system evaluation and performance improvement.</b>	EMS&TS, DPHHS	EMS&TS Section	<ol style="list-style-type: none"> <li>1. Implement a statewide patient care database (HIRMS).</li> <li>2. Compliance by all EMS providers,</li> <li>3. Continue to support the statewide trauma register including implementation of a web-based trauma registry</li> </ol>	Emergency Care Council State Trauma Care Committee	HRSA Hospital Preparedness Grant Funds CDC Block Grant Funds MDT-SHTSS	EMS&TS, DPHHS	Deployment of On-Line Pre-hospital Information System module in HIRMS. Collection and reporting of pre-hospital information from all EMS services. Support for trauma register data collection. Implementation of a data linking project.
<b>EM-2 Preventable Mortality Study</b> Look at delayed discovery and all levels of care from start to end with a focus on smaller hospitals. This will be the third study done in Montana. The first study in 1992 led to the trauma system development, the second one in 1998 indicated the trauma system is successful and this study will be used to validate the trauma system development. Montana is the only rural state to do a series of three studies and the first to include the majority of small hospitals.	EMS&TS, DPHHS	Jim DeTienne & EMS&TS Section	<ol style="list-style-type: none"> <li>1. Collect data for all trauma deaths in 2008.</li> <li>2. Convened panel in 2011, to review each case to review preventability.</li> <li>3. Compare results with prior preventable mortality studies conducted in 1992 and 1998 to determine if trauma mortality rates are declining.</li> <li>4. Report results in 2013</li> </ol>	Internal data gathering and external expert panel	Variety of funding sources	EMS&TS, DPHHS	Scientific assessment of data through expert panel.

## Emergency Medical Services (EMS) Delivery – New Strategies (continued)

<b>CHAMPION:</b> <b>Jim Detienne, EMS&amp;TS,</b> <b>Department of Health and</b> <b>Human Services (DPHHS)</b> jdetienne@mt.gov (406) 444-4460	<b>Sponsoring Agency</b>	<b>Agency Contact</b>	<b>Implementation Approach-- Action Steps</b>	<b>Coordination/ Outreach Efforts</b>	<b>Funding Approach/ Needs/Sources</b>	<b>Implementation Oversight</b>	<b>Evaluation/ Assessment Procedure</b>
<b>EM-3 Advanced Automatic Crash Notification (AACN) Project</b> Early, complete, and accurate crash information as soon as a crash occurs will help in better crash response, including potential shortened response times, adequate staff and equipment, and better outcomes.	Montana Department of Transportation (MDT)	Kris Christensen - MDT	1. Evaluate pilots and recommend future development of AACN in Montana	MDT, EMS&TS - DPHHS, MHP and other law enforcement, hospitals, Emergency Care Council (ECC), and EMS providers	Federal Earmark	MDT, EMS&TS DPHHS	1. Final evaluation and recommendations for future development
<b>EM-4 Review Assessment of EMS National Research Strategies</b> Evaluate strategies to be used to improve EMS deliverables, response times and crash outcomes.	EMS&TS	Jim DeTienne - EMS&TS	1. Review EMS Towards Zero Death strategies 2. Explore unified goal for Traffic Incident Management (TIM) among EMS, rescue, law enforcement, and other jurisdictional agencies	Emergency Care Council MDT, EMS&TS - DPHHS	Pending strategies	EMS&TS	1. Incorporate key strategies into a work plan, including TIM

# Emphasis Area #10. Urban Area Crashes

**Champions: Local City and County Governments and Metropolitan Planning Organizations**

*Performance Measures:*

- **Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes occurring in urban areas from 306 in 2010 to 269 by 2015.**
- **Reduce the annual urban fatality rate per 100 million vehicle miles traveled from 0.43 in 2010 to 0.33 by 2015.**

Although rural crashes comprise the majority of fatal crashes in Montana, over 50 percent of Montana's total crashes occur in urban areas. And with increasing urbanization in the State, the proportion of fatal crashes in urban areas has tended to increase. This Emphasis Area's implementation efforts fall to the local governments, with support from MDT. Through the development of Community Transportation Safety Plans, local governments can identify and address safety issues unique to their area. These Community Transportation Safety Plans will coordinate with and approach safety in the same manner as the CHSP.

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# **Urban Area Crashes**

## *Current Programs and Strategies*

## Reduce Fatal and Incapacitating Injury Crashes in Urban Areas

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
1.	Shelby-Toole County Community Transportation Safety Plan	Shelby-Toole County Community Transportation Safety Plan (February 2011)	Plan development - MDT & Lorette Carter, Community Economic Dev. Director	Plan Implementation- City of Shelby and Toole County	The City of Shelby and Toole County developed a Community Transportation Safety Plan under the leadership of a Transportation Safety Advisory Committee (TSAC). The Plan's goal is to reduce severe injury crashes by 2015 by focusing on alcohol and drug impaired driving and inattentive driving. The Plan identified specific strategies in these Emphasis Areas to be implemented at the community level under the leadership of the TSAC.
2.	Hamilton Community Transportation Safety Plan	Hamilton Community Transportation Safety Plan (April 2011)	Plan development - MDT & Keith Shaw, Hamilton Public Works Director	Plan Implementation - City of Hamilton	The City of Hamilton developed a Community Transportation Safety Plan under the leadership of a Safety Oversight Committee. Review of data found high incidents of older and younger driver crashes, and crashes involving inattentive and careless driving as well as multiple-vehicle crashes. The Plan identified specific strategies to address three emphasis areas: Vulnerable Users, User Behavior, and Problem Locations.
3.	<b>Butte-Silver Bow Community Transportation Safety Plan</b>	Butte-Silver Bow Community Transportation Safety Plan (October 2012)	Plan development - MDT & Emergency Management Agency Director- Transportation Safety Advisory Committee (TSAC) chair	Plan Implementation- Butte- Silver Bow Local Emergency Planning Committee (LEPC)	Butte-Silver Bow developed a Community Transportation Safety Plan under the leadership of the Local Emergency Planning Committee (LEPC). Butte-Silver Bow Council approved the CTSP in October 2012. The Plans goal is to reduce the five-year average of all crashes by 20 percent by 2018 (from an annual average of 671 crashes to an annual average of 537 crashes). The Plan identified specific strategies to address the four emphasis areas: distracted or inattentive driving, young drivers, intersection related crashes, and lack of proper occupant protection.
4.	<b>Bozeman Community Transportation Safety Plan</b>	Bozeman Community Transportation Safety Plan ( July 2013)	Plan development - MDT & City Engineer/TSAC chair	Plan Implementation- City of Bozeman Transportation Coordinating Committee (TCC)	The City of Bozeman developed a Community Transportation Safety Plan under the leadership of the Transportation Coordinating Committee (TCC). The City of Bozeman's Transportation Coordinating Committee (TCC) approved the CTSP in July 2013. The Plan's goal is to reduce fatalities and injuries by 25 percent between 2013 and 2018, from 213 to 160 fatalities and injuries. The Plan identified specific strategies to address the three emphasis areas: inattentive/distracted driving, lack of proper occupant protection and pedestrian and bicycle crashes.

## Reduce Fatal and Incapacitating Injury Crashes in Urban Areas

5.	<b>Missoula Area Community Transportation Safety Plan</b>	Missoula Area Community Transportation Safety Plan (September 2013)	Plan development - MDT & Metropolitan Planning Office (MPO) manager/TSAC chair	Plan Implementation- City of Missoula Transportation Policy Coordinating Committee (TPCC)	<p>The City of Missoula developed a Community Transportation Safety Plan under the leadership of Transportation Policy Coordinating Committee (TPCC).</p> <p>The City of Missoula's Transportation Policy Coordinating Committee approved the CTSP in August 2013.</p> <p>The Plans goal is to reduce the five year average of fatal and severe injuries by 25 percent by 2018. This means reducing the five- year rolling average of fatalities and severe injuries to less than or equal to 113 fatalities and incapacitating injuries.</p> <p>The Plan identified specific strategies to address the three emphasis areas: intersection crashes, lack of proper occupant protection and impaired driving crashes.</p>
6.	<b>Greater Helena Area Transportation Plan</b>	Greater Helena Area Transportation Plan (September 2013)	Plan development - MDT & Public Works Department- City of Helena Engineer/TSAC chair	Plan Implementation- Transportation Coordinating Committee (TCC) City of Helena	<p>The City of Helena developed a Greater Helena Transportation Safety Plan under the leadership of the Transportation Coordinating Committee (TCC).</p> <p>The Plan goal is to reduce crashes in the Greater Helena Area by 25 percent by 2018. This means reducing the five year rolling average of crashes by 25 percent between 2013 and 2018, from 1,315 to 986 crashes.</p> <p>The Plan identified specific strategies to address the three emphasis areas: Alcohol/Drug impaired driving, lack of proper occupant protection and bicycle and pedestrian crashes.</p>

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# **Urban Area Crashes**

## *New Strategies*

## Reduce Fatal and Incapacitating Injury Crashes in Urban Areas – New Strategies

CHAMPIONS: Local City and County Governments and Metropolitan Planning Organizations	Sponsoring Agency	Agency Contact	Implementation Approach - Action Steps	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Evaluation/ Assessment Procedure
<b>Reduce Fatal and Incapacitating Injury Crashes in Urban Areas</b>	<b>Emphasis Area Team:</b> Individual Transportation Safety Advisory Committees (TSACs) are established in each participating urban area.						
<b>UA-1 Solicit and conduct Community Transportation Safety Plans for communities interested in reducing crashes.</b>	MDT	Pam Langve-Davis, MDT	<ul style="list-style-type: none"> <li>• Qualified assistance request</li> <li>• Plan Assistance</li> <li>• Plan Development Process               <ul style="list-style-type: none"> <li>-Establish TSAC</li> <li>-Review Crash data</li> <li>-Establish goals</li> <li>-Identify Emphasis Areas/ Strategies</li> <li>-Implementation</li> </ul> </li> </ul>	Responsibility of local sponsor and Transportation Safety Advisory Committee (TSAC)	Technical support provided by MDT		<ul style="list-style-type: none"> <li>•Development of Community Transportation Safety Plan</li> <li>• Approval of Plan.</li> </ul>

# Emphasis Area #11. Motorcycle Crashes

**Champion(s): Jim Morrow, Director- Montana Motorcycle Rider Safety (MMRS)  
Terry Funk, Rider Coach Trainer- MMRS  
SGT. Greg Amundsen-Missoula Police Department**

*Performance Measures:*

- **Reduce the five-year average number of motorcyclist fatalities from 30 in 2010 to 23 by 2015.**
- **Reduce the five-year average number of motorcyclist fatalities and incapacitating injuries from 192 in 2010 to 149 by 2015.**
- **Reduce the five-year average number of fatalities for motorcyclists not wearing helmets from 18 in 2010 to 14 by 2015.**

Motorcycle crashes represent a relatively small proportion of Montana's total crashes, but because motorcyclists are at greater risk than passengers in an enclosed vehicle, motorcycle crashes represent a significant share of the Montana's fatal and injury crashes. In 2012, motorcycle crashes represented 15 percent of the state's fatal crashes and approximately 6 percent of all injury crashes.

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# **Motorcycle Crashes**

## *Current Programs and Strategies*

## Priority – Reduce Motorcycle Fatal and Incapacitating Injury Crashes

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education</i>					
1.	Annual State Motorcycle Safety Administration Conference		Montana Motorcycle Rider Safety (MMRS)	Montana State University (MSU)-Northern/Havre Montana Motorcycle Rider Safety (MMRS)	MMRS attends annual conference of State Motorcycle Safety Administrators (SMSA). The conference provides professional development for Rider Coaches and Administrators.
2.	Promote use of protective riding gear	HSP		MSU-Northern/Havre MMRS	MMRS teaches students to use proper safety gear, including helmets. MMRS encourages dealerships to include a DOT-approved motorcycle helmet with each new motorcycle purchase. The cost of the helmet could be added to the base price, but the perception to the consumer would be that it would be a free gift.
3.	Promote MMRS training courses to improve rider skills	HSP		MSU-Northern/Havre MMRS	If an officer pulls a motorcyclist over for an infraction, the opportunity is used to strongly encourage motorcyclist to sign up for MMRS training. MMRS will continue to provide dealerships with an informational brochure about motorcycle safety and the contact information for the Montana Motorcycle Rider Safety training, to be distributed to customers. Expanded Great Falls training sites beyond Malstrom Air Force Base.
4.	“Share the Road” Program	HSP	MDT-SHTSS	MSU-Northern, MMRS	SHTSS contracted with a media company to develop additional educational materials. MMRS is available to provide technical assistance, as well as aid in distribution of educational items.
5.	Broad based media campaign		MDT-SHTSS	MDT-SHTSS	A media campaign has been developed to address the increased deleterious effects of alcohol on motorcyclists (i.e., more impact than on automobile drivers). Impaired riding is also a component discussed at the annual conference of the National Association of State Motorcycle Safety Administrators. This media campaign will include messages about the importance of wearing proper protective gear, attending MMRS training, and securing proper endorsement on licenses, amongst other traffic safety issues pertinent to motorcyclists. Additionally, MDT will fund media related activities to increase motorist awareness of motorcycles. MMRS advertises training programs in state motorcycle enthusiast magazine
6.	Voluntary Rider Classes		MMRS	MMRS	Voluntary for-fee classes are taught at various locations across the state to improve rider skills and confidence. Three levels of training – a Basic Rider Course for novice/beginning riders, a Basic Rider Course 2 for more experienced street riders and an Advanced Rider Course for riders seeking more advanced street riding skills. The MMRS training is an important countermeasure for reducing impairment among motorcycle riders. The basic curriculum training specifically focuses on alcohol as a “depressant drug that affects safety.” Using video and other materials, students are taught about the detrimental effects alcohol has on their capabilities, and how alcohol is a major contributor to motorcycle crashes. Trainees also receive information on other impairments, such as fatigue/drowsiness, emotions, poor judgment, and aggressive riding. A section in the experienced and advanced courses deals with the subject of impairment as well.

## Priority – Reduce Motorcycle Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
7.	Substance-Free Events (also see Impaired Driving EA)			Local rider groups	Local organizations sponsor alcohol and drug free events and have partnered with businesses other than alcohol establishments for sponsorship. These events, often times, include a DUI education component.
8.	Encourage Participation in Montana Motorcycle Rider Safety (MMRS) training.		MDT-SHTSS, Section 2010	MDT-SHTSS Motorcycle Dealerships, MMRS	While training is not required in Montana to receive a motorcycle endorsement; education is an important countermeasure for reducing motorcycle fatalities. Training includes, but is not limited to, information on impaired riding (fatigue, emotions, and alcohol/ drugs), aggressive riding, and riding skills. MMRS developed an information material, using MSF and AASHTO guidelines encouraging riders to attend Montana Rider Safety courses. MMRS continues to provide website information and distribute motorcycle safety training information to dealerships, colleges, driver’s education teachers, driver licensing bureaus, and local groups.
<i>Enforcement</i>					
9.	Detect and Arrest Impaired Riders (also see Impaired Driving EA)			Law Enforcement	The Montana Law Enforcement Academy provides training to new recruits on how to detect impaired motorcycle riders. Many of the elements are the same as detecting impaired motor vehicle drivers (i.e., swerving/ drifting, failure to signal, speeding/ driving too slowly, running red lights/ stop signs, failure to use headlights, etc.), but there are some elements unique to motorcycles: Trouble dismounting the motorcycle; Trouble with balance at a stop sign/light; Unsteady turning during a curve or turn; Late breaking during a turn; and Improper lean angle during a turn. SHTSS law enforcement liaison actively communicates this information to all law enforcement contractees during FFY 2008, as well as encourages officers to refer riders to MMRS for training. MMRS provides technical assistance as needed.
10.	Law Enforcement – Overtime Funding		MDT-SHTSS	Montana Highway Patrol (MHP) and local law enforcement	SHTSS contracts with a variety of law enforcement entities across the State to conduct overtime traffic enforcement patrols via the Selective Traffic Enforcement Program (STEP). About 85% of the population lives in areas where law enforcement agencies participate in STEP activities. Patrols include identified corridors with a history of high impaired driving/riding rates and crashes in which occupants were not belted. STEP overtime patrols will conduct traffic enforcement, which includes motorcyclists, targeting speed violations, and impaired riding.

## Priority – Reduce Motorcycle Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Enforcement (continued)</i>					
11.	Targeted Enforcement		MDT-SHTSS	MHP	MHP engages in targeted enforcement of roads with high incidence of alcohol related crashes with emphasis on corridors that are frequented by motorcycle riders.
12.	Motorcycle-Related Elements on Crash Reports		MDT, Department of Justice (DOJ-MHP)	MDT, DOJ-MHP	MHP now includes in crash reports elements regarding the condition of crash victims' use and type of helmets and protective clothing. MHP also educates officers on the importance of gathering as much detail as possible on crash reports relative to motorcycles.
<i>Engineering</i>					
13.	Mechanism for Notifying Highway Agencies of Motorcycle-Adverse Road conditions	NCHRP 17-18(3) Draft Report	MDT- Maintenance	MDT-Maintenance	All motorists, including motorcyclists can report dangerous road conditions to MDT via the safety page on MDT's web site or by calling a toll-free phone number (511).
14.	Reduce Roadway Debris	NCHRP 17-18(3) Draft Report	MDT-Engineering MDT- Maintenance	MDT-Engineering MDT- Maintenance	Maintenance crews reduce roadway debris caused by uncovered truck loads, unpaved roadways, winter road treatments, and shorn tire treads, etc., by educating on proper load hauling and regular sweeping. Routes can also be swept for events upon specific request.
15.	Work Zone Safety Plan		MDT-Maintenance	MDT- Maintenance	MDT uses advanced signing near work zones to alert motorcyclists of loosely-packed gravel surfaces, pre-ground asphalt surfaces, and large grooves/gaps/seams parallel to the direction of travel. This signage is placed far enough in advance of the work zone enabling motorcyclist to choose an alternative route.

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# **Motorcycle Crashes**

## *New Strategies*

## Reduce Motorcycle Fatal and Incapacitating Injury Crashes - New Strategies

<p>CHAMPION(s):  <b>Jim Morrow</b>                      (406) 265-4177                      james.morrow@msun.edu  <b>Terry Funk</b>                      (406) 256-9020                      terrancef@bresnan.net  <b>Sgt. Greg Amundsen,</b>                      (406) 552-6333  <a href="mailto:GAmundsen@ci.missoula.mt.us">GAmundsen@ci.missoula.mt.us</a></p>	<p><b>Sponsoring Agency</b></p>	<p><b>Agency Contact</b></p>	<p><b>Implementation Approach - Action Steps</b></p>	<p><b>Coordination/ Outreach Efforts</b></p>	<p><b>Funding Approach/ Needs/Sources</b></p>	<p><b>Implementation Oversight</b></p>	<p><b>Evaluation/ Assessment Procedure</b></p>
<p><b>Reduce motorcycle fatal and incapacitating injury crashes</b></p>	<p><b>Emphasis Area Team:</b> Kristine Thatcher- Motor Vehicle Division- Department of Justice (MVD-DOJ), Sheila Cozzie- Cultural Liaison- SHTSS, Betty Tingley- Dealer representative, Greg Hintz- Gold Wings representative, Carl Lawson- Missoula HOGS chapter representative, Sgt. Derek Brown- Montana Highway Patrol (MHP), Tina Schmaus- BMW rider representative &amp; MMRS rider coach, Kaelyn Kelly- AAA Public Affairs, Bobbi Perkins-Department of Health &amp; Human Services (DPHHS), Fran Penner-Ray-Office of Public Instruction(OPI), Kraig McLeod-MDT Traffic &amp; Safety Engineering (T&amp;S E), Marcee Allen- Federal Highways Administration (FHWA), Sam Miller-Trauma Coordinator- Bozeman Deaconess Hospital, and others with expertise and interest..</p>						
<p><b>MC-1 Develop and Distribute Educational Information and Training to Young, New, and Returning Riders</b>                       Operating a motorcycle safely and interacting with traffic is a key component to reducing motorcycle crashes. Motorcycles are built larger and more powerful, which makes educating new, young, and returning riders even more important.</p>	<p>MDT-SHTSS, MMRS, MVD- DOJ, OPI</p>	<p>Jim Morrow- MMRS</p>	<ol style="list-style-type: none"> <li>1. Continue to provide MSF educational safety information to new riders and returning riders, including driver impairment, skills training, and the use of protective safety gear.</li> <li>2. Distribute information through a variety of safety partners and stakeholders, including Motor Vehicle Driver Licensing stations, OPI driver's education program, and motorcycle dealerships</li> <li>3. Include motorcycle safety information and MMRS driving course information in the required Driver's Education Parent meeting.</li> <li>4. Pursue print and paid media and educational opportunities.</li> </ol>	<p>MMRS, MDT-SHTSS, MVD-DOJ, OPI, DPHHS, Motorcycle Dealerships</p>	<p>MMRS</p>	<p>MMRS Emphasis Area Team</p>	<p>Complete development of promotional packet.                       Identify materials to be posted to safety site.</p>

## Reduce Motorcycle Fatal and Incapacitating Injury Crashes - New Strategies (continued)

<p><b>MC-2 Cross Cutting Partnerships</b></p> <p>Motorcycle safety involves vehicle drivers as well as motorcyclists. To be most effective in reducing motorcycle crashes, it is important to coordinate and educate with a broad group of stakeholders.</p>	<p>MDT-SHTSS, MSU-Northern, MMRS, OPI</p>	<p>Jim Morrow, MMRS Director</p>	<ol style="list-style-type: none"> <li>1. Identify and expand partnerships with motorcycling and traffic safety stakeholder groups in Montana.</li> <li>2. Facilitate coordination of stakeholder groups' efforts to gain support for motorcycle safety programming and initiatives.</li> </ol>	<p>MDT- SHTSS, Emphasis Area Team Members, and Stakeholders</p>	<p>MDT- SHTSS Section 2010</p>	<p>MDT-SHTSS Emphasis Area Team</p>	<p>Development of cross-cutting partnerships.</p>
<p><b>MC-3 Review of Best Practices and Countermeasures</b></p>	<p>MDT- Traffic &amp; Safety Engineering, MMRS, MVD-DOJ, MDT - SHTSS</p>	<p>Kraig McLeod, Jim Morrow, Kristen Thatcher, and Sheila Cozzie</p>	<p>Review current and proposed changes to national standards and incorporate changes into MT guidelines where appropriate.</p>	<p>MDT- Traffic &amp; Safety Engineering, MDT-SHTSS, MMRS, MVD-DOJ, Enforcement, DPHHS</p>	<p>MDT- T&amp;S Engineering , SHTSS</p>	<p>MDT- Traffic &amp; Safety Engineering MVD-DOJ Emphasis Area Team</p>	<p>Potential policy and program changes of MT guidelines reflective of national trends or state law.</p>

## Emphasis Area #12. Older Driver Crashes

**Champion:** Tara Jones Social Media Community Lead, AAA Club Partners, Inc.

*Performance Measures:*

- **Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes involving older drivers from 209 in 2010 to 162 by 2015.**

While not appearing in the statistics as a priority problem in Montana, demographic trends indicate that over the next 15 years there will be a steady increase in the number of drivers over 60 years of age. While most older drivers are good drivers, the effects of aging can affect the safe driving ability of some seniors, resulting in slower reaction time, and reduced visual acuity. And if involved in a crash, adults age 65 and older are more likely to sustain fatal injuries because of physical frailty resulting from aging.<sup>1</sup> In 2012, nearly 13 percent of Montana's fatal crashes involved an older driver.

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<sup>1</sup> AASHTO, *Strategic Highway Safety Plan*, Washington, D.C., 2005.

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# **Older Driver Crashes**

## *Current Programs and Strategies*

## Priority – Reduce Older Driver Fatal and Incapacitating Injury Crashes

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<b>Education</b>					
1.	AARP Driver Safety Program	Carl Peil, AARP	Fee paid by student; volunteer instructors	AARP Districts	This safety course is based on AARP national curriculum and certified by the state. Publicized through AARP web site, brochures, and local newspapers. Classroom program for drivers age 50 or older, designed as refresher training for what drivers had learned previously and may have changed. Covers issues such as health, roadways/signage and vehicles; common violations and crash statistics for older drivers; safety strategies to help reduce chances of having a crash; and assessing driving skills, transportation options and when it becomes necessary to cease driving. Participants may be eligible for a discount on their insurance premiums.
2.	American Society on Aging Programs: 1. “Drive Well” 2. “Driving Transitions”	Susan Kohler, Missoula Aging Services	American Society on Aging and NHTSA	Missoula Aging Services	<p>“<b>Drive Well</b>” toolkit and training program is a comprehensive information program designed to: promote community conversations regarding older driver safety and encourage older drivers to change when and how they drive or to use alternative transportation.</p> <p>The “<b>Driving Transitions</b>” Education Program is a companion to the Drive Well Toolkit designed to provide professionals step-by-step procedures for responding to inquiries about older driver safety.</p> <p>These materials can be downloaded at:  <a href="http://www.nhtsa.gov/Driving+Safety/Driver+Education/Senior+Drivers/Drive+Well+Toolkit+Promoting+Older+Driver+Safety+and+Mobility+in+Your+Community">http://www.nhtsa.gov/Driving+Safety/Driver+Education/Senior+Drivers/Drive+Well+Toolkit+Promoting+Older+Driver+Safety+and+Mobility+in+Your+Community</a></p>
3.	AAA National Programs: 1. Roadwise Review (DVD) 2. Drive Sharp (DVD) 3. CarFit (Brochure) 4. Driver 65+(Survey) 5. Senior Drivers (web site)	AAA Mountain West, AAA Foundation for Traffic Safety web site	Educational materials available for fee (may be discounted or provided through senior citizens centers)	AAA Mountain West and AAA Foundation for Traffic Safety (National)	<p>Material is sold or distributed through AAA service centers and, in some cases, through senior centers.</p> <p><i>Roadwise Review</i> is a self-directed instructional program on DVD intended to help seniors drive safely longer and facilitate communication between older drivers and their children about driving ability.</p> <p><i>Drive Sharp</i> is a cognitive skills online test intended to increase driving abilities.</p> <p><i>CarFit</i> is an educational program for older adults to check how well their vehicles “fit” them. Includes seat belt placement and adjustment of seat, headrests, and mirrors.</p> <p><i>Driver 65+</i> is a self-rating survey form of questions, facts and suggestions for safe driving.</p> <p>The Senior Drivers web site provides: tips to keep your driving sharp; information on when and how to transition to an alternative means of travel in order to maintain mobility; information for those who want to establish community transportation for seniors where it is currently unavailable; the latest research and resources for facilitating senior transportation; links to other helpful resources. The site address is <a href="http://www.seniordrivers.org/home/">http://www.seniordrivers.org/home/</a></p>
4.	AARP program “We Need to Talk”	Carl Peil, AARP	Fees paid by participant	AARP – State Coordinator Jim Borowski	A class on how to talk to older drivers when their skills behind the wheel decline. It is an off shoot of AARP’s Driver Safety Program. <i>We Need to Talk</i> , AARP volunteer toolkit, <a href="http://aarpvolunteers.com/dsp/WNTT-Toolkit_fullversion1010(11-8-10).pdf">http://aarpvolunteers.com/dsp/WNTT-Toolkit_fullversion1010(11-8-10).pdf</a>

## Priority – Reduce Older Driver Fatal and Incapacitating Injury Crashes (continued)

Strat. No.	Current Strategies	Reference Document	Funding Agency	Implementing Agency	Overview of Actions
<i>Education (continued)</i>					
5.	Transit information on website		MDT-Transit,	MDT-Transit,	Enhanced Transit information web site <a href="http://www.mdt.mt.gov/travinfo/public_trans.shtml">http://www.mdt.mt.gov/travinfo/public_trans.shtml</a> includes links to local agency sites, contact information, schedules and routes, and current information from the Statewide Transit Plan, etc.
6.	Recommendation for Reexamination	Montana Department of Justice (DOJ), Motor Vehicle Division(MVD)	DOJ	DOJ-MVD	Doctors, law enforcement, license offices, examiners, and/or private citizens can recommend a driver's license reexamination if they believe an individual may not be able to drive safely. Requires submittal of Form 32-1800. Reexamination can include medical impairment, vision, and/or driving ability. Failure to comply can result in a suspended license. MVD suspends approximately 50-85 licenses a month on basis of recommendations for re-exams, which can include a written test.
<i>Engineering</i>					
7.	Review of Montana Highway Design Standards	Traffic & Safety Bureau, MDT-Engineering	MDT	MDT	MDT Safety Engineering in coordination with FHWA has reviewed FHWA's Highway Design Handbook for Older Drivers (October, 2001) and has compared FHWA's recommendations with current Montana design standards (larger print signage, brighter traffic signals, etc.). Based on this review, MDT has determined whether 1) the standard is already incorporated into MDT standards; 2) the standard is not relevant or appropriate for Montana; or 3) further consideration of incorporating the standard is warranted.
8.	MDT Transit Programs	Montana Statewide Transit Plan	MDT, Federal Transit Administration (FTA)	MDT-Transit	MDT administers Federal and State capital and operating grant programs to local transit agencies for bus/van purchases, training, technical assistance, research, public information campaigns, non-urbanized and intercity transit activities, and related support services.
9.	Public Transportation Services	Montana Statewide Transit Plan	MDT, Local transit agencies	Local transit agencies	Statewide there are 71 transit providers including reservations that are funded by MDT-Transit; of these there are 43 rural general public providers and 28 specialized providers serving the elderly and disabled. With financial assistance from MDT, these agencies conduct educational campaigns to make known the services available and to teach riders how to use the service. The majority of transit agencies work on a demand response basis due to the rural nature of the state.  With financial assistance from MDT, these agencies conduct educational campaigns to make known the services available and to teach riders how to use the service. The majority of transit agencies work on a demand response basis due to the rural nature of the state.

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# **Older Driver Crashes**

## *New Strategies*



## Reduce Older Driver Fatal and Incapacitating Injury Crashes - New Strategies

<p><b>CHAMPION (s):</b> Tara Jones, AAA Club Partners, Inc. tara.jones@acp-aaa.com (406) 447-8145 Patrick Sanders, Dept. of Health and Human Services (DPHHS)-Disabilities Transitions Coordinator, (406) 444-4132, PSanders@mt.gov</p>	<p><b>Sponsoring Agency</b></p>	<p><b>Agency Contact</b></p>	<p><b>Implementation Approach - Action Steps - When?</b></p>	<p><b>Coordination/ Outreach Efforts</b></p>	<p><b>Funding Approach/ Needs/Sources</b></p>	<p><b>Implementation Oversight</b></p>	<p><b>Evaluation/ Assessment Procedure</b></p>
<p><b>Reduce Fatal and Serious Injury Crashes Involving Older Drivers</b></p>	<p><b>Emphasis Area Team:</b> Tara Jones, AAA Club Partners- Social Media Manager ;Patrick Sanders, DPHHS-Disability Transitions Transportation Coordinator; Kaelyn Kelly- AAA Assistant Manager Public Affairs; Charlie Rehbein, DPHHS-Aging Services; Katy Maki- DOJ-MVD; Greg Noose - DOJ-MVD Records &amp; Driver Control; Bobbi Perkins, DPHHS Injury Prevention; Kraig McLeod, Montana Department of Transportation (MDT) Traffic and Safety Engineering; Carl Peil, AARP Driving Instructor; Ray Harbin, AARP State Coordinator; David Jacobs, MDT-Transit; Tom Stuber, MDT- Transit; Marcee Allen-FHWA; Lyn Hellegaard, Montana Transit Association (MTA); Katie Potts- MDT Transportation Planner; AOA Directors, and others</p>						
<p><b>OD-1 Promote Safe Driving Practices for Older Drivers</b> As people age their physical and cognitive abilities change which can affect their ability to safely operate a motor vehicle.</p>			<p>Identify and pursue mechanisms for marketing and dissemination of Older Driver Education programs, courses and educational materials to older drivers, their families, Aging Services and care providers.</p>	<p>DOJ-MVD, MDT, DPHHS, OPI, DOJ, Area Agencies on Aging, AAA, local senior citizen centers, and older adults advocacy organizations. Older drivers, their families and caregivers, insurance companies, hospitals, the medical community, and occupational therapists.</p>	<p>Determined based on materials to be provided, costs, and sources of materials, and potential support from non-profit organizations.</p>	<p>Emphasis Area Team</p>	

## Reduce Older Driver Fatal and Incapacitating Injury Crashes – New Strategies (continued)

<p>CHAMPION (s): Tara Jones, AAA Club Partners, Inc. tara.jones@acp-aaa.com (406) 447-8145 Patrick Sanders, Dept. of Health and Human Services (DPHHS)-Disabilities Transitions Coordinator, (406) 444-4132, PSanders@mt.gov</p>	Sponsoring Agency	Agency Contact	Implementation Approach – Action Steps – When?	Coordination/ Outreach Efforts	Funding Approach/ Needs/Sources	Implementation Oversight	Evaluation/ Assessment Procedure
<p><b>OD- 2 Provide Public Information About Transportation Alternatives/Mobility Options</b> Review public information and education programs currently being provided relevant to public transportation and alternative transportation services to support the mobility of older adults.</p>	MDT-Transit, MTA, and local transit providers	MDT-Transit, MTA, and local transit providers	<ol style="list-style-type: none"> <li>1. Continue to encourage development and enhancement of transit provider websites to include contact information, schedules and routes, local resources; and link to Montana’s Transit website and current information from the Statewide Transit Plan.</li> <li>2. Identify opportunities and programs to increase awareness and use of available public and specialized transportation services.</li> </ol>	Local transit providers, AAA, Area Agencies on Aging, AARP, Department of Justice, local senior citizen centers, local communities, and older adults advocacy organizations, etc.	Dependent upon resources of local transit providers and their ability to secure public information resources.	Emphasis Area Team	
<p><b>OD-3 Encourage Expansion and Availability of Transportation Services</b> Encourage/promote the expansion of transit services within Montana to meet the needs of older drivers and senior citizens who need public or specialized transportation services to be mobile.</p>	MDT-Transit, MTA, and local transit providers	MDT-Transit and local transit providers	<ol style="list-style-type: none"> <li>1. Continue to support MDT Transit and Montana Transit Association (MTA) efforts to expand services.</li> <li>2. Continue to explore new opportunities to promote services and coordination of services.</li> </ol>	MDT-Transit, DPHHS, MTA, local transit providers, Area Agencies on Aging, and older adult’s advocacy organizations.	Dependent upon resources and ability of local transit providers to secure resources to support new or expanded services.	Emphasis Area Team	1. Expansion of public and specialized transportation services in high priority areas.