

Montana Comprehensive Highway Safety Plan

2010 Annual Highway Safety Planning Meeting
May 11-12, 2010



State of Montana Department of Transportation

Emphasis Area Status Reports

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
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.

with the assistance of the

MDT State Highway Traffic Safety Bureau

Montana Comprehensive Highway

Safety Plan

2010 Annual Highway Safety Planning Meeting Resource Document

- The tables and figures in this document present updated, most recent available data for the Montana Comprehensive Highway Safety Plan (CHSP).
- All data was provided by the Montana Department of Transportation's State Highway Traffic Safety Bureau.
- This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.
- The complete Montana Comprehensive Highway Safety Plan and CHSP Annual Element can be downloaded at:
http://www.mdt.mt.gov/publications/docs/brochures/safety/current_chsp.pdf and
http://www.mdt.mt.gov/publications/docs/brochur/safety/chsp_annual_element.pdf

Safety Needs of the State: General Statistics and Trends

Table 1: Crashes By Severity

Year	All Crashes	Fatal Crashes	Injury Crashes	Property Damage Crashes	Fatalities	Injuries
2000	22,254	203	7,053	15,000	237	10,798
2001	21,846	201	6,220	15,420	230	8,982
2002	23,527	232	6,479	16,816	269	10,086
2003	23,160	239	6,229	16,681	262	9,632
2004	21,783	209	6,000	15,570	229	9,263
2005	22,376	224	6,066	16,086	251	9,211
2006	22,186	226	6,245	15,712	263	9,470
2007	21,829	249	5,990	15,582	277	9,067
2008	21,971	208	5,793	15,926	229	8,465
2009	20,967	198	5,227	15,538	221	7,351
Change 1 Year	-4.6%	-4.8%	-9.8%	-2.4%	-3.5%	-13.2%
Change 5 Year	-4.8%	-11.3%	-13.2%	-1.5%	-11.5%	-19.2%

Table 2: Statewide Crash Rates (Per Vehicle Miles Traveled)

Year	Fatality Rate (per 100 Million VMT)	Injury Rate (per 1 Million VMT)	Crash Rate (per 1 Million VMT)
1999	2.25	1.07	2.15
2000	2.40	1.04	2.26
2001	2.30	0.90	2.18
2002	2.57	0.96	2.24
2003	2.40	0.88	2.13
2004	2.04	0.83	1.95
2005	2.26	0.83	2.01
2006	2.33	0.84	1.97
2007	2.45	0.80	1.93
2008	2.12	0.79	2.04
Change 1 Year	-13.3%	-2.1%	+5.5%
Change 5 Year	-7.6%	-6.2%	+2.0%

Note: Final 2009 VMT not available at the time of this printing.

Figure 1: Fatality Rate – Montana versus U.S.



Note: 2009 Fatality Rate data not available at the time of this print.

CHSP Emphasis Areas and Strategies

Safety Belt Use

Figure 2: Seat Belt Use All Roads

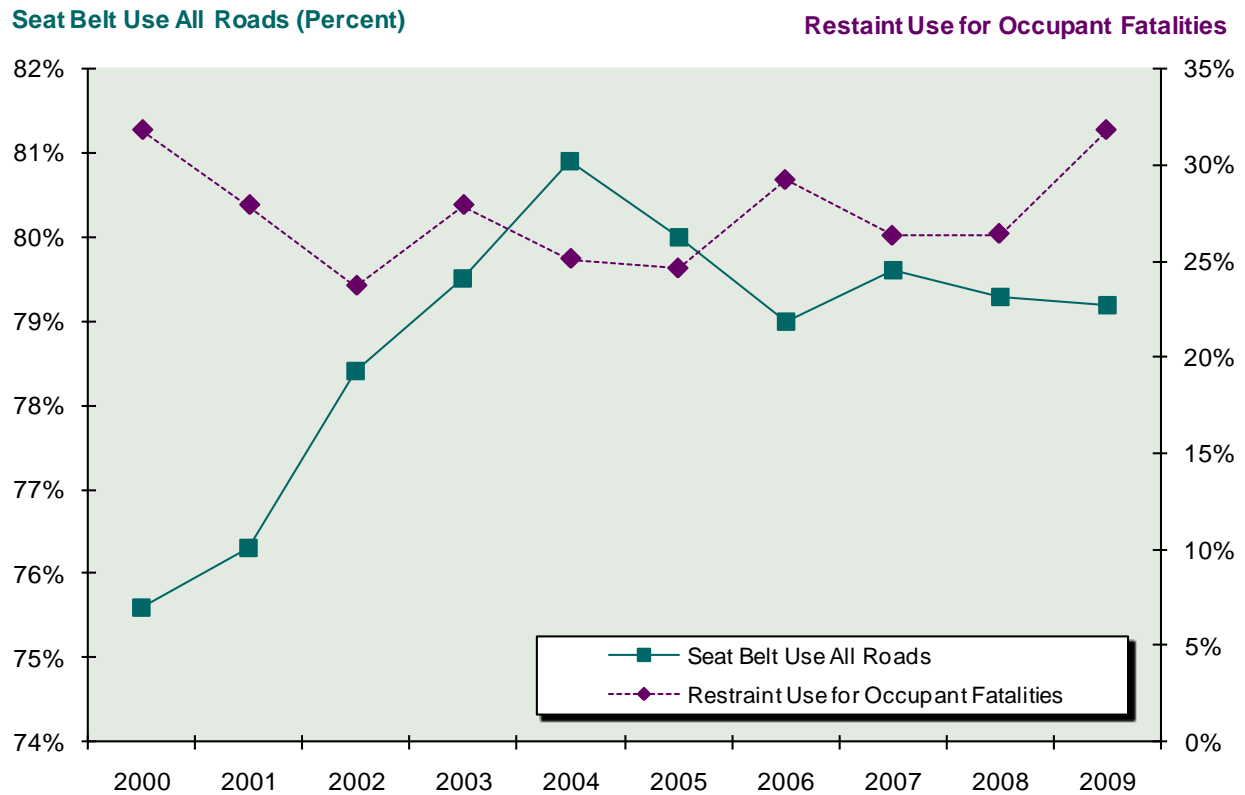


Table 3: Seat Belt Use

Year	Seat Belt Use All Roads	Restraint Use for Occupant Fatalities
2000	75.6%	31.8%
2001	76.3%	27.9%
2002	78.4%	23.7%
2003	79.5%	27.9%
2004	80.9%	25.1%
2005	80.0%	24.6%
2006	79.0%	29.2%
2007	79.6%	26.3%
2008	79.3%	26.4%
2009	79.2%	31.8%

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Status

Emphasis Area: Safety Belt Use	
STRATEGY	STATUS
SB-1 Primary Safety Belt Law/Child Passenger Safety	Implementation team is providing technical support and information to the efforts of the Montana Seat Belt Coalition to promote passage of a primary seat belt law. The team will provide data, educational and information materials; assist in the update of the promotional toolkit; and, participate in Coalition meetings to provide technical support.
SB-2 Conduct Targeted Education/Enforcement in Low Belt Use Locations/Population Groups	Targeted education programs are underway and are now being undertaken on all seven Native American reservations. Young drivers, particularly male pick-up truck drivers are being targeted through the Buckle-Up Montana, Respect the Cage Caravan and SOAR campaign. MHP officers have been hired specifically for traffic enforcement.
SB-3 Adopt quantifiable objectives and performance measures for evaluation and review of all Occupant Protection Projects	<p>NHTSA has established specific performance measures but these need to be enhanced and clarified in order to evaluate individual programs.</p> <p>Performance measures need to be developed that are tailored to Montana. There is also a need to identify and partner with individuals who have evaluation capabilities and experience to develop an evaluation plan. And rather than evaluate all programs, there needs to be a focus on a few priority programs to make better use of limited resources.</p>
SB-4 Provide Leadership and expand partnerships at the state, regional and local level to promote increased seat belt use	<p>Efforts are being initiated, in part through support to the Montana Seat Belt Coalition and its efforts to support primary seat belt legislation.</p> <p>Efforts are needed to include Native American participation, probably through the SOAR program.</p> <p>Efforts are also needed to recruit youth population. DPHHS is working with the Buckle-Up coalitions to have them identify appropriate contacts within their communities, such as leaders who can reach out to businesses, churches, and local institutions.</p>

Safety Belt Use - Implementation Team Members

CHAMPION:

Bobbi Perkins
 (406) 444-4126
bperkins@mt.gov

Facilitator:

Pam Buckman
 (406) 444-0809
pbuckman@mt.gov

Implementation Team: Montana Seatbelt Coalition (Steve Yeakel, Chair), Senator Mike Cooney, Pam Buckman, Montana Department of Transportation- State Highway Traffic Safety Bureau (MDT-SHTSB), Suzan Scott Phillips- Healthy Mothers Healthy Babies (HMHB) and **any others interested.**

Alcohol- and Drug-Impaired Driving Crashes

Figure 3: Alcohol-Related Fatalities

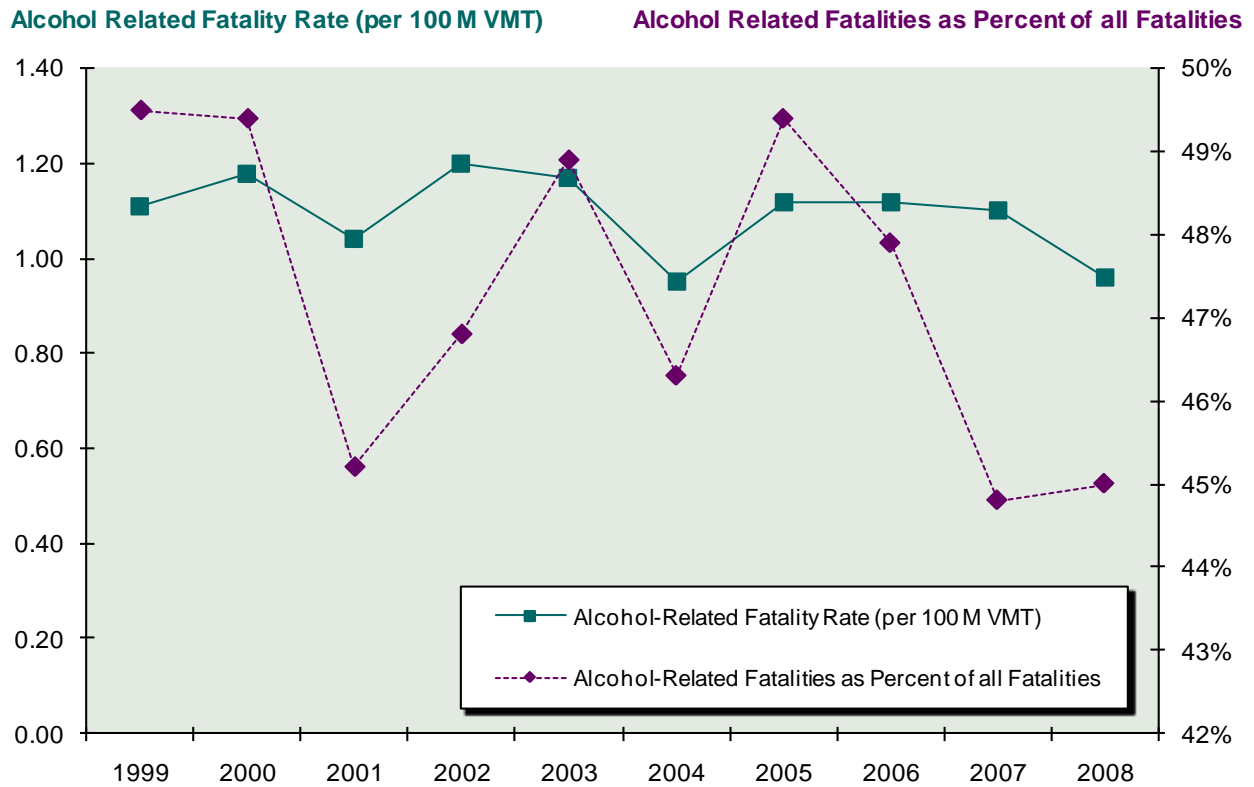


Table 4: Alcohol-Related Fatalities

Year	Alcohol-Related Fatality Rate (per 100 M VMT)	Alcohol-Related Fatalities as Percent of all Fatalities
1999	1.11	49.5%
2000	1.18	49.4%
2001	1.04	45.2%
2002	1.20	46.8%
2003	1.17	48.9%
2004	0.95	46.3%
2005	1.12	49.4%
2006	1.12	47.9%
2007	1.10	44.8%
2008	0.96	45.0%

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Status

Emphasis Area: Alcohol- and Drug-Impaired Driving Crashes	
STRATEGY	STATUS
<p>AL-1 Stronger Penalties for BAC Test Refusal Including Consistency Between Jurisdictions and States</p> <p>Establish stronger penalties for BAC test refusal than for test failure, current penalty for refusal is 6 month mandatory license suspension. BAC test refusal results in a higher incidence of citations being challenged in District Courts.</p>	<p>TSRP was hired effective June 29, 2009. TSRP has conducted multiple training sessions and provided technical assistance on a variety of issues related to DUI generally and BAC test refusal particularly. The TSRP encourages prosecutors to prosecute DUIs whether or not BAC is available as evidence.</p> <p>DUI Task Force Facilitator contract continues. Several regional meetings were held during 2009.</p>
<p>AL-2 Enhance DUI data collection and analysis</p> <p>Provide for monitoring of DUI offenses and improved tracking of DUI arrests, adjudication, sentencing, treatment, and recidivism – Data needs to be compiled, coordinated, and analyzed from various sources to better monitor and track history of DUI offenses to provide enhanced and comprehensive data for law enforcement, the courts, and treatment programs.</p>	<p>MDT is receiving a duplicate transmission of complete data on DUI cases provided to the Motor Vehicle Division, DOJ, for imposition of penalties that affect offenders' drivers licenses. MDT cannot access the data until internal programming can be performed.</p> <p>DUI Task Forces are required by MCA 61-2-106 to track the number of arrests and convictions in the county for driving under the influence of alcohol and the sentences imposed for these convictions but this information is not readily available to stakeholders. A cross-section of Montana counties has engaged in a data gathering project. Their goal is to gather cradle-to-grave data on DUI arrests, charges, amended charges, and sentences for January – December 2010. The data will be released in 2011.</p>
<p>AL-3 Reduce over-service of alcohol to apparently or obviously intoxicated persons</p>	<p>Very few citations are currently being written for over-service, which is a misdemeanor offense that is not being effectively enforced. A new reporting form is under consideration that would provide a means of assisting law enforcement to report citations to the Montana Department of Revenue Liquor Control Division.</p>
<p>AL-4 Increased merchant education</p> <p>Significantly increase capacity to provide merchant education to servers and sellers of alcohol. The Montana Dept of Revenue's "Let's Control It" training program and other state-recognized programs would be made available statewide. Training educates participants regarding responsible alcohol sales and service. Server training enhances public health and can reduce DUI by:</p>	<p>To help publicize training programs, the Department of Revenue has established a website: (http://revenue.mt.gov/revenue/AlcoholServerTraining/default.asp) and a newsletter.</p> <p>To evaluate the effectiveness of training program, compliance checks are being conducted throughout the state through EUDL (Enforce Underage Drinking Laws grant). Citations for sales to minors or for over-service to intoxicated patrons are being submitted to the Department of Revenue. <i>Note: Lisa Scates at MDR reports that she has only received one report of overservice</i></p>

Emphasis Area: Alcohol- and Drug-Impaired Driving Crashes

STRATEGY	STATUS
<ul style="list-style-type: none"> • Reducing illegal alcohol sales to minors • Reducing alcohol abuse • Promoting responsible consumption • Providing information to servers to protect them from third party liability lawsuits • Educating licensees and servers about Montana liquor laws 	<p>Department of Revenue, Liquor Control Division</p> <p>Recertification of trainers is ongoing, 276 RASS trainers have been trained and another 36 will be trained this month plus more in future classes. Database of training participants is being maintained for participants in DOR's curriculum. TIPS maintains their own database as does ServSafe. DOR is looking into the possibility of obtaining that data.</p>
<p>AL-5 Expand DUI courts</p> <p>Traditional sanctions 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 court teams have received training so far:</p> <ul style="list-style-type: none"> • Billings Municipal – 2008 • Kalispell Municipal – 2009 • Missoula County Justice Court – 2009 • Butte-Silver Bow County Justice Court – 2009 • Fort Peck Tribal Court – 2009 • 7th Judicial District – 2009 <p>Mineral County Court of Limited Jurisdiction is slated to attend training in 2010. There is funding to send 2 additional teams to training if they apply soon.</p> <p>MDT is funding DUI court implementation in the following courts during FFY 2010:</p> <ul style="list-style-type: none"> • Billings Municipal • Kalispell Municipal • Fort Peck Tribal Court • 7th Judicial District <p>The Law & Justice Interim Committee is considering a recommendation to support DUI courts with legislation in 2011.</p>

Alcohol- and Drug-Impaired Driving Crashes - Implementation Team Members

CHAMPION:

Lonie Hutchison

(406) 258-8830

hutchisonl@ho.missoula.com

Facilitator:

Lorelle Demont

(406) 444-7411

ldemont@mt.gov

Implementation Team: AJ Williams-Youth Representative, Judge Mary Jane Knisely-Billings Municipal DUI Court, Dennis Paxinos-Yellowstone Co. Atty, Greg Noose-Department of Justice (DOJ)/Department of Motor Vehicles (DMV), Lisa Scates-Department of Revenue (DOR) Liquor Ed Specialist, Jackie Jandt-DPHHS Addictive and Mental Disorders Division(AMDD), Angie Mullikin-MDT – State Highway Traffic Safety Bureau(SHTSB), Tim Williams, WATCH Program, Sara Hansen-Department of Justice (DOJ) Crime Lab (Toxicology), Mike Todd-Fort Peck Tribes, Jeff Kushner- State Drug Court Coordinator, Montana Supreme Court, Kevin Dusko-EUDL-MT Board of Crime Control, Al Recke-Cascade Co. DUI Task Force, Mona Sumner, LAC – Rimrock Foundation Tracy Moseman-Helena School District, Prevention Coordinator Department of Public Health and Human Resources (DPHHS), Bobbi Perkins, Injury Prevention Coordinator – DPHHS, Kurt Sager, MHP Traffic Safety Resource Officer, Erin Inman, Montana Traffic Safety Resources Prosecutor (TSRP), Bobbi Perkins, Injury Prevention Coordinator- DPHHS, Kurt Sager, Montana Highway Patrol (MHP) Traffic Safety Officer, Kelly Mantooth-MHP Trooper, Brenda Nordlund-MT Atty General's Office, Charity Watt -MDT Public Information Officer, Jeff Hainline-MT Restaurant Association, Gary Henricks, Missoula Dep. City Attorney, Harry Watkins-Zip Beverage (Anheuser Busch Distributor Missoula), Eugene Stump-Fort Peck Tribal Law Enforcement, Jenny Haubenreiser-Mothers Against Drunk Drivers (MADD)

Native American Crashes

Figure 4: Native American Traffic Fatalities

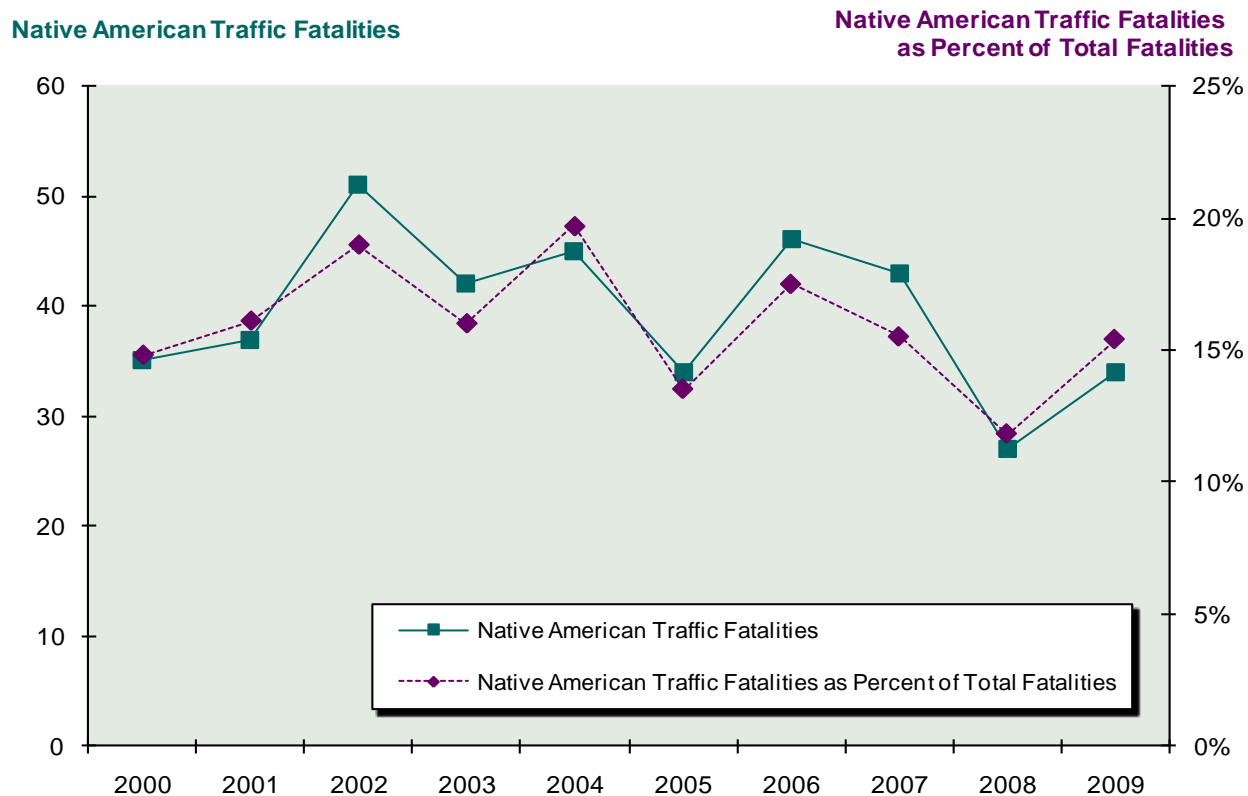


Table 5: Native American Traffic Fatalities

Year	Native American Traffic Fatalities	Native American Traffic Fatalities as Percent Total Fatalities
2000	35	14.8%
2001	37	16.1%
2002	51	19.0%
2003	42	16.0%
2004	45	19.7%
2005	34	13.5%
2006	46	17.5%
2007	43	15.5%
2008	27	11.8%
2009	34	15.4%

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Status

Emphasis Area: Native American Crashes

STRATEGY	STATUS
<p>NA-1 Systems/Policies to Support Data Sharing among Tribal, State, Local Entities</p> <p>Facilitate procedures, systems, and policies to support sharing and utilization of crash data among state, local, and tribal entities. Incorporate tribal data into statewide databases</p>	<p>Cisco Data Systems deployed on 4 reservations do not seem to be accomplishing the need for sharing crash data between state and tribal governments. MHP is pilot testing a new crash system and working on getting web based crash form out. If this system proves to be successful they hope to expand across the state. Crow reservation has also recently implemented a crash mapping tool.</p>
<p>NA-2 Cross-Deputization of Law Enforcement among Tribal, State, Local Entities</p> <p>Develop sample agreements/policies to support cross-deputization of law enforcement among state, local, and tribal entities. Full implementation of these agreements is dependent upon the desires of the sovereign Tribal Governments.</p>	<p>SHTSB law enforcement liaison promotes 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. Currently, on 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 personnel with that jurisdiction arrives to issue a citation or make an arrest.</p> <p>Agreements are in place between:</p> <ul style="list-style-type: none"> • Salish and Kootenai Tribes and the State; • Ft. Peck Tribes and the State; and • Blackfeet Tribe and MHP to allow the patrol to open a field office on the reservation. • Blackfeet Tribe and Glacier County are using a temporary cross deputization agreement.
<p>NA-3 Tribal Safety Plans for Each Reservation</p> <p>Encourage each reservation to develop their own Tribal safety plan to strengthen traffic safety coordination on the reservations and improve their ability to access grant funds.</p>	<p>Safety plans have been established on Fort Peck, Blackfeet, Northern Cheyenne, Crow, and Flathead Reservations. Plans have been made to develop plans on the remaining two reservations. Emphasis Area Champions are planning return visits to reservations with established plans to help maintain momentum of implementation. Champions are tracking progress.</p>
<p>NA-4 Coordinate/Conduct Tribal Safety Summit</p> <p>Summit will be conducted 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 over-representation 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. This will continue the dialog that was initiated with the 2005 Tribal Safety Conscious Planning Forum.</p>	<p>The need for another Tribal safety summit has been identified in order to discuss and confirm traffic safety issues facing the tribal governments. Reanalysis of these issues will provide refreshed direction and focus for the Native American Emphasis area team and allow coordination and participation from all tribal governments in the process of reducing Native American fatalities and incapacitating injuries. Planning for this summit will begin this year.</p>

Native American Crashes - Implementation Team Members

CHAMPION:
To Be Determined

Implementation Team: Craig Genzlinger (FHWA), Henri Headdress (Fort Peck Tribes), Cordell Ringel (Consultant), MDT, Angie Mullikin (MDT) with representation from the MT Tribes on specific tasks, Tribal Safety Committees, MDT (Team needs to be reestablished)

Single-Vehicle Run-Off-The-Road Crashes

Figure 5: Single Vehicle ROR Crashes

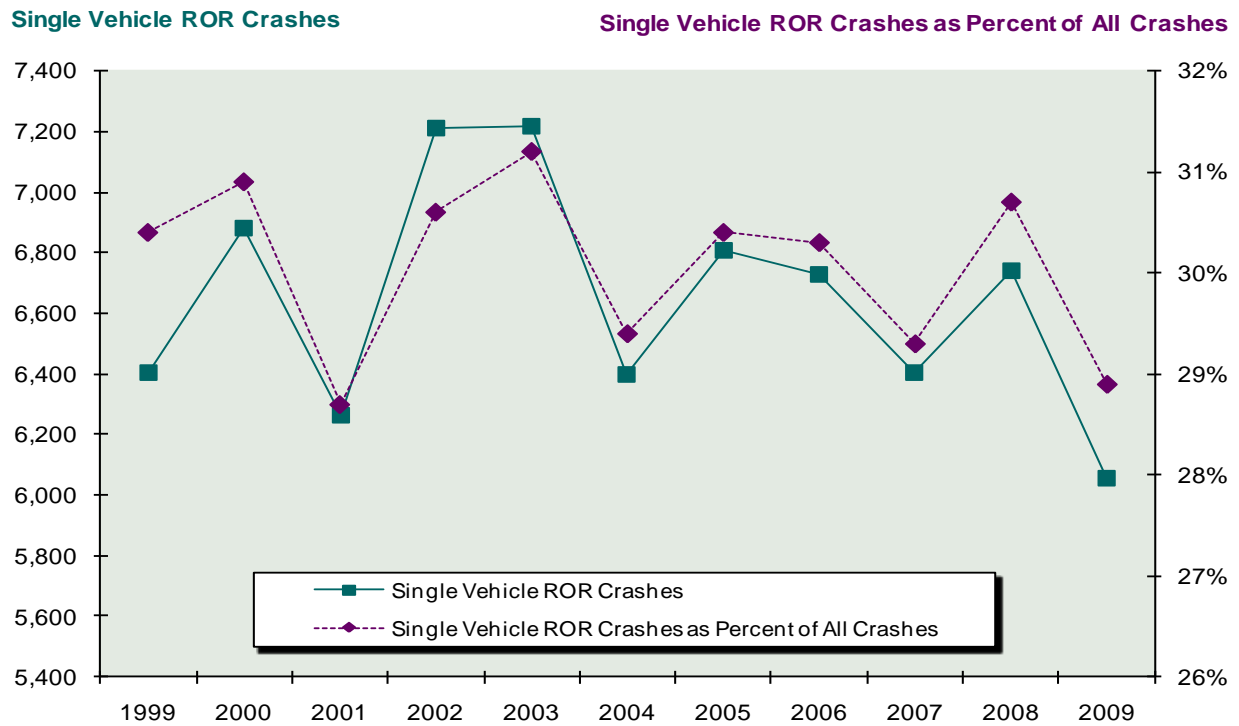
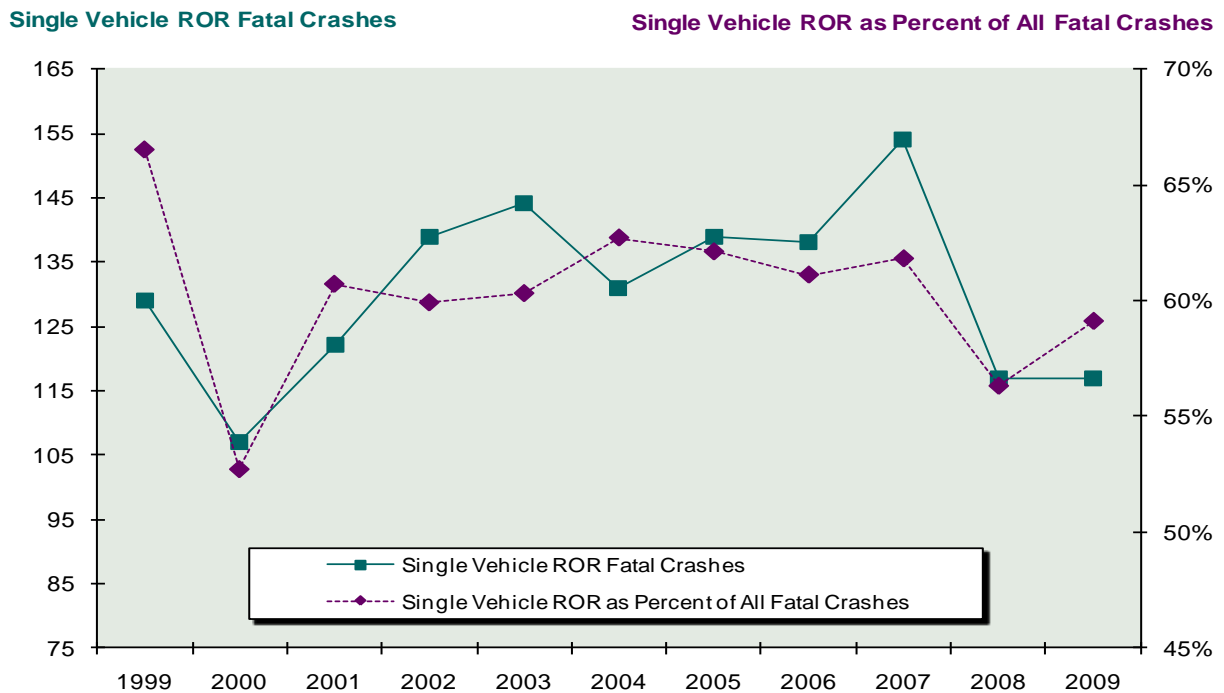


Figure 6: Single Vehicle ROR Fatal Crashes



Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Table 6: Single Vehicle ROR Crashes

Year	Single Vehicle ROR Crashes	Single Vehicle ROR as Percent of All Crashes
1999	6,403	30.4%
2000	6,882	30.9%
2001	6,265	28.7%
2002	7,211	30.6%
2003	7,216	31.2%
2004	6,395	29.4%
2005	6,808	30.4%
2006	6,727	30.3%
2007	6,406	29.3%
2008	6,740	30.7%
2009	6,054	28.9%

Table 7: Single Vehicle ROR Fatal Crashes

Year	Single Vehicle ROR Fatal Crashes	Single Vehicle ROR as Percent of All Fatal Crashes
1999	129	66.5%
2000	107	52.7%
2001	122	60.7%
2002	139	59.9%
2003	144	60.3%
2004	131	62.7%
2005	139	62.1%
2006	138	61.1%
2007	154	61.8%
2008	117	56.3%
2009	117	59.1%

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Status

Emphasis Area: Single Vehicle Run-Off-The-Road Crashes

STRATEGY	STATUS
<p>ROR-1 Review of Best Practices</p> <p>Implement best available engineering practices for roadway improvement such as rumble strips/stripes, pavement markings and signing, etc. and keep current with design and engineering principles and practices in guiding documents (MUTCD, AASHTO, etc.)</p>	<p>This is an ongoing function of the Engineering Division. Items that are currently being looked at are – Sign retro reflectivity, sign sheeting policy, No passing zone pennant signing, New MUTCD updates, centerline rumble strips, friction course pavements, and rumble strips/strips.</p>
<p>ROR-2 Targeted Public Awareness Campaigns Regarding Single-Vehicle ROR Crashes in Montana</p> <p>Conduct targeted public awareness campaigns to publicize the unique issue of single-vehicle ROR crashes in Montana and their contributing factors including dangers of cruise control. Campaigns will be data driven and target high-risk population groups as well as high-incidence ROR crash locations/corridors.</p>	<p>Child passenger safety (CPS) technicians, the Buckle Up Montana coalitions, Respect the Cage Coordinator and the SOAR coordinators point out the importance of wearing seatbelts to prevent ejections, injuries and fatalities as a result of single-vehicle run off the road crashes.</p> <p>I have also made an effort to discuss at every major staff meeting at MDT sixty percent of our fatalities are single vehicle run off the road.</p>
<p>ROR-3 Cable Median Barriers</p> <p>To be installed as median barriers in areas providing minimal recover distance between separate lanes of opposing directions of traffic.</p>	<p>We have identified a project on the Interstate through Billings to install Cable Median Barrier. This site will be evaluated on addressing safety and crash severity issues as well as change in number of crashes.</p>
<p>ROR-4 Cell Phone Pullouts</p> <p>Develop cell phone pullouts as an alternative to distracted driving.</p>	<p>Inventory of existing pullouts underway. Site will be evaluated based on size, cell service, and gaps in pullout locations.</p>
<p>ROR-5 Safety Management Software Upgrade</p> <p>Obtain software upgrades in order to establish qualitative safety norms for roadways by considering several contributing factors (roadway geometrics, terrain, ADT, classification of roadway, etc.).</p>	<p>The development of a business plan to acquire necessary software is underway. Once funding for the software is successfully identified and the software is acquired, it will be used to make systematic roadway improvements.</p>

Single-Vehicle Run-Off-The-Road Crashes - Implementation Team Members

CHAMPION:

Duane Williams (MDT Engineering)

(406) 444-7312

duwilliams@mt.gov

Implementation Team: Duane Williams, MDT-Engineering, MDT-Maintenance, Priscilla Sinclair, MDT-Planning, SHTSB, MHP, FHWA, WTI. Plus **any others with expertise or interest.**

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Traffic Records Management

Status

Emphasis Area: Traffic Records Management	
STRATEGY	STATUS
<p>DM-1 Implement Action Plan in Traffic Records Strategic Plan</p> <p>Bring 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>	<ul style="list-style-type: none"> Necessary materials for the grant application have been assembled. Grant application will be submitted by deadline of June 15. Implementations of various elements of the TRCC Action Plan are advancing. Some elements are only in drafting phase. Availability of funding for implementation is a constraint.
<p>DM-2 Electronic Crash Data Capture</p> <p>Implement new MHP electronic crash database so that it can receive electronic submission of crash reports. MHP will offer method to local law enforcement for submitting crash reports.</p>	<p>Contract is in place with the Department of Justice to develop and implement a web based crash form for local law enforcement. A supplemental contract has been implemented with MHP to do outreach with local police and sheriff's offices and to train the locals on the use of the web based crash form. Contact has been made with the state's largest communities (which produce 81 percent of the state's crash records). Strategies are being considered to develop interfaces with the existing local records management systems rather requiring locals to input crash forms into two different systems.</p>
<p>DM-3 Tribal Data Sharing</p> <p>Keep 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.</p>	<p>This strategy is being reassessed due to changes in the crash data system (CISCO system is no longer supported) and turnover in FHWA and tribal personnel. Strategy is currently stalled but considered a priority for future implementation.</p>
<p>DM-4 Safety Information Management System Development</p> <p>Create an enhanced Safety Information Management System (SIMS) that extends the current Safety Management System features by accepting data from additional sources beyond crash, roadway inventory, and traffic.</p>	<p>A feasibility study and cost/benefit analysis has been conducted of what systems would be most applicable to Montana. General agreement to proceed although funding must be secured.</p>

Traffic Records Management - Implementation Team Members

CHAMPION:

Danielle Murphy (MDT-SHTSB)

(406) 444-3430

dmurphy@mt.gov

Implementation Team: Danielle Murphy and the Traffic Records Coordinating Committee (TRCC) members. TRCC member organizations: MDT: Information Services Division, MDT: Safety Management Services, MDT: Motor Carrier Services, MDT: SHTSB, MDT: Planning, DOJ: Motor Vehicle Division, DOJ: MT Highway Patrol, DPHHS: Emergency Medical Services, Office of Court Administration, FHWA, NHTSA.

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Young Driver Crashes

Figure 7: Young Driver (under 21) Crashes and Fatal Crashes

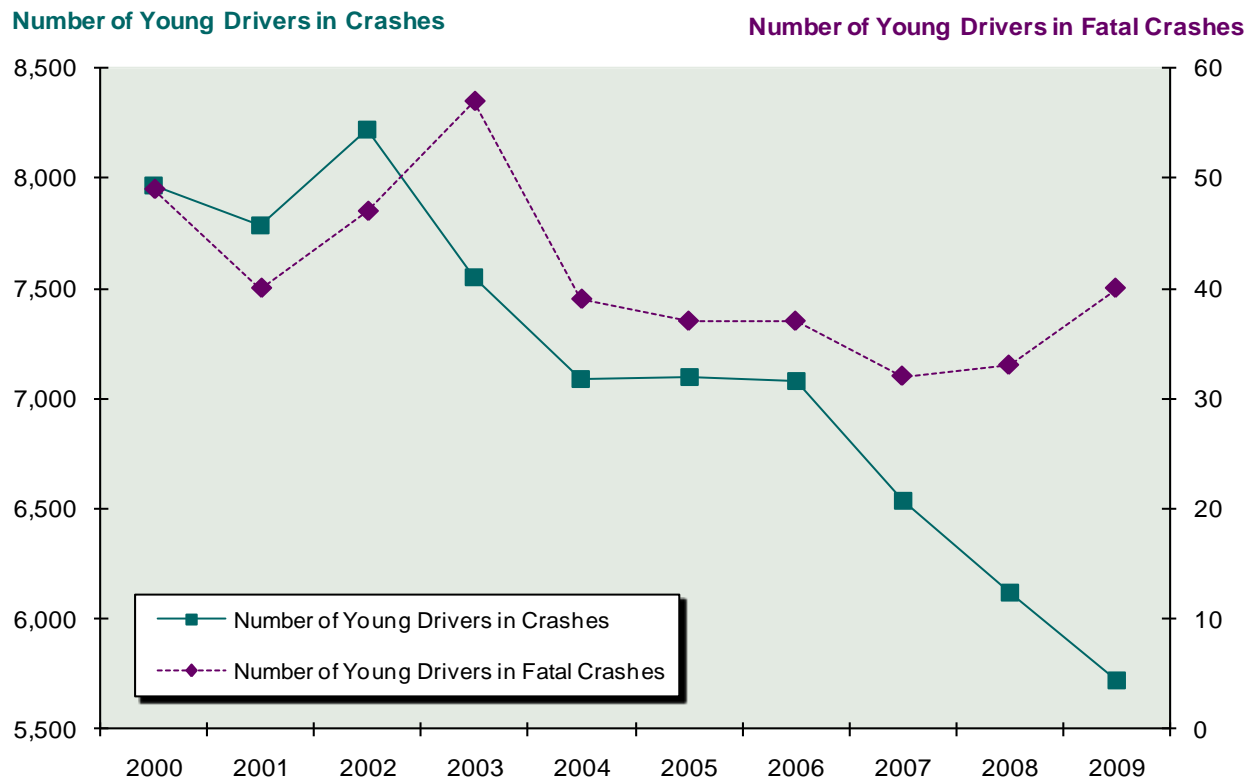


Table 8: Young Driver Crashes and Fatal Crashes

Year	Young Drivers in Crashes and Rate (per 1,000 Licenses)	Young Drivers in Fatal Crashes and Rate (per 1,000 Licenses)
2000	7,969 (123)	49 (0.75)
2001	7,781 (121)	40 (0.62)
2002	8,224 (129)	47 (0.74)
2003	7,551 (121)	57 (0.91)
2004	7,090 (114)	39 (0.63)
2005	7,096 (117)	37 (0.61)
2006	7,080 (119)	37 (0.62)
2007	6,534 (119)	32 (0.58)
2008	6,120 (115)	33 (0.62)
2009	5,721 (111)	40 (0.77)

Status

Emphasis Area: Young Driver Crashes	
STRATEGY	STATUS
<p>YD-1 Provide Tools and Incentives to Incorporate Traffic Safety Education in Elementary and Junior High Schools</p> <p>Reintroduce traffic safety education programs back into elementary and middle school curriculum. Middle school is important as it addresses the kids before they are even eligible for driver education.</p>	<p>The Montana Board of Public Education passed a resolution of support for K-8 Traffic Safety Education in May, 2008.</p> <p>Curriculum specialists from the Bitterroot Valley are spearheading an effort to update and develop pedestrian and bike safety curriculum materials for elementary and middle school and to train teachers. Workshops for K-5 teachers will be offered for college credit starting this summer at UM-Western.</p> <p>Funding options and coordination with the Safe Routes To School program continues to be explored.</p> <p>The OPI is working with the AAA Foundation for Traffic Safety in a collaborative large scale evaluation of driver education. The study includes Montana, the State of Oregon and Province of Manitoba. Results of the study are expected to be available as soon as December.</p>
<p>YD-2 Primary Safety Belt Law/Child Passenger Safety</p> <p>Enact primary safety belt law</p>	<p>The Traffic Education (TE) community distributes information educating on seatbelt use. GDL requires seatbelt use for all, all publications and education promote use of seatbelts.</p>
<p>YD-3 Affordable/Accessible Drivers Education at all Schools</p>	<p>A Bill to increase funding for driver education was not introduced in 2009 as hoped. For the 2011 legislative session a bill to increase reimbursement to schools for the cost of Drivers Education is moving forward and has the support of OPI.</p> <p>Board of Public Education has approved new educator licensure rules. New TE administrative rules will be revised to be consistent.</p> <p>New approaches to train traffic education teachers are being explored by OPI. Traffic Education curriculum updates are being considered.</p> <p>Traffic Education Scholarships funded by MDT for teachers in schools on or near reservations have been successful in starting driver education in Lodge Grass and Heart Butte.</p>
<p>YD-4 Develop a Role and Strategy for Law Enforcement in GDL</p>	<p>Recommendations were written for brochure but citation coding was not completed to enable LE to correctly reference the Bond Book. The 2006 Bond Book, which is the source of all citation documentation, is being updated. This must be finalized before a "pocket piece" explaining the elements of GDL can be developed for use by LE. Educational materials have been developed for parents and a pilot test is in progress to assess effectiveness.</p>
<p>YD-5 Encourage Parent Involvement in Driver Education</p>	<p>Montana parents 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 and evaluation tools including a parent-teen driving contract modeled after NICHD CheckPoints program. Teachers will be trained in the use of the KEYS assignments in April 2010. Validation research is under consideration.</p>

Emphasis Area: Young Driver Crashes

STRATEGY	STATUS
<p>YD-6 Implement Defensive Driving Course (DDC) Alive @ 25 Program</p> <p>This highly interactive four-hour program encourages young drivers between the ages of 16 and 24 to take responsibility for their driving behavior. Alive @ 25 program helps young drivers develop convictions and strategies that will keep them safer on the road.</p>	<p>Montana Highway Patrol Trained 20 Montana Highway Patrol officers in the Defensive Driving Course (DDC) Alive @ 25. These officers will teach the program to Montana's young adults (16-24). The National Safety Council funded the purchase of Training Materials, Instructor Kits, and Course booklets for the students.</p> <p>Flyers were purchased by Highway Safety (2500) and distributed to Districts. Meetings have taken place with Judges and Insurance groups to get their buy-in for the program.</p>
<p>YD-7 Distracted Driving</p> <p>Explore ways to address distracted driving among young drivers.</p>	<p>Research on distracted driving was funded by NHTSA. Western Transportation Institute is testing the distracted and drowsy driving curriculum module of the Montana driver education and training with students in the Bozeman school district using "drive cams" in retrofitted automobiles. Results are expected next year.</p> <p>Both the GDL Parent Brochure and the Drivers License Manual have been updated to include information about the dangers of texting and messaging while driving.</p>

Young Driver Crashes - Implementation Team Members

CHAMPIONS:

David Huff (OPI)
 (406) 444-4396
dhuff@mt.gov

Fran Penner-Ray (OPI)
 (406) 444-4432
fpenner-ray@mt.gov

Implementation Team: David Huff & Fran Penner-Ray- Office of Public Instruction (OPI), Col. Tooley-Montana Highway Patrol(MHP), Senator Mike Cooney, Lucy Take a Horse (Crow Tribe), Denice Harris (AAA, MT Seatbelt Coalition), Judge Greg Mohr, Jim Carroll -Montana Traffic Education Association (MTEA), Greg Noose (DMV), plus **any others with expertise or interest.**

High-Crash Corridors/High-Crash Locations

Status

Emphasis Area: High-Crash Corridors/ High-Crash Locations	
STRATEGY	STATUS
<p>HC-1 Develop Level of Service of Safety (LOSS) for all roads in Montana</p> <p>Establish qualitative safety norms for roadways by considering several contributing factors (roadway geometrics, terrain, ADT, classification of roadway, etc.).</p>	<p>A feasibility study has been completed. A business plan to acquire necessary software is now underway. Once successful with identifying funding for software and acquiring, it will be can be used to develop level of service safety and identify systematic roadway improvements.</p>
<p>HC-2 Review of Best Practices</p> <p>Implement best available engineering practices for roadway improvement such as rumble strips/stripes, pavement markings and signing, etc., and keep current with design and engineering principles and practices in guiding documents (MUTCD, AASHTO, etc.).</p>	<p>FHWA has test site locations for special non-skid pavement treatments in curves and MDT will review the outcome of their analysis.</p> <p>MDT will be reviewing the recently released changes to the MUTCD and will pursue adopting.</p> <p>Advanced warning flashers for Traffic Signals have been installed in a number of locations.</p>
<p>HC-3 Implement Road Safety Audit Procedure</p> <p>Take multi-disciplinary approach to evaluating and addressing problem locations or corridors. Both engineering and behavioral factors will be considered and evaluated to assess causality/solutions in high incidence crash locations.</p>	<p>Procedures for integrating engineering and behavioral aspects into the audit process have been identified and are being finalized.</p> <p>Audit process specifies two audits to be conducted each year in identified High Crash Corridors.</p>

High-Crash Corridors/High-Crash Locations - Implementation Team Members

CHAMPION:
Duane Williams (MDT Engineering)
 (406) 444-7312
duwilliams@mt.gov

Implementation Team: Duane Williams, MDT-Engineering, Jon Swartz, MDT-Maintenance, MDT-Rail, Transit and Planning, Montana Highway Patrol (MHP), FHWA, WTI. Plus **any others with expertise or interest.**

Truck Crashes

Figure 8: Crashes Involving Trucks

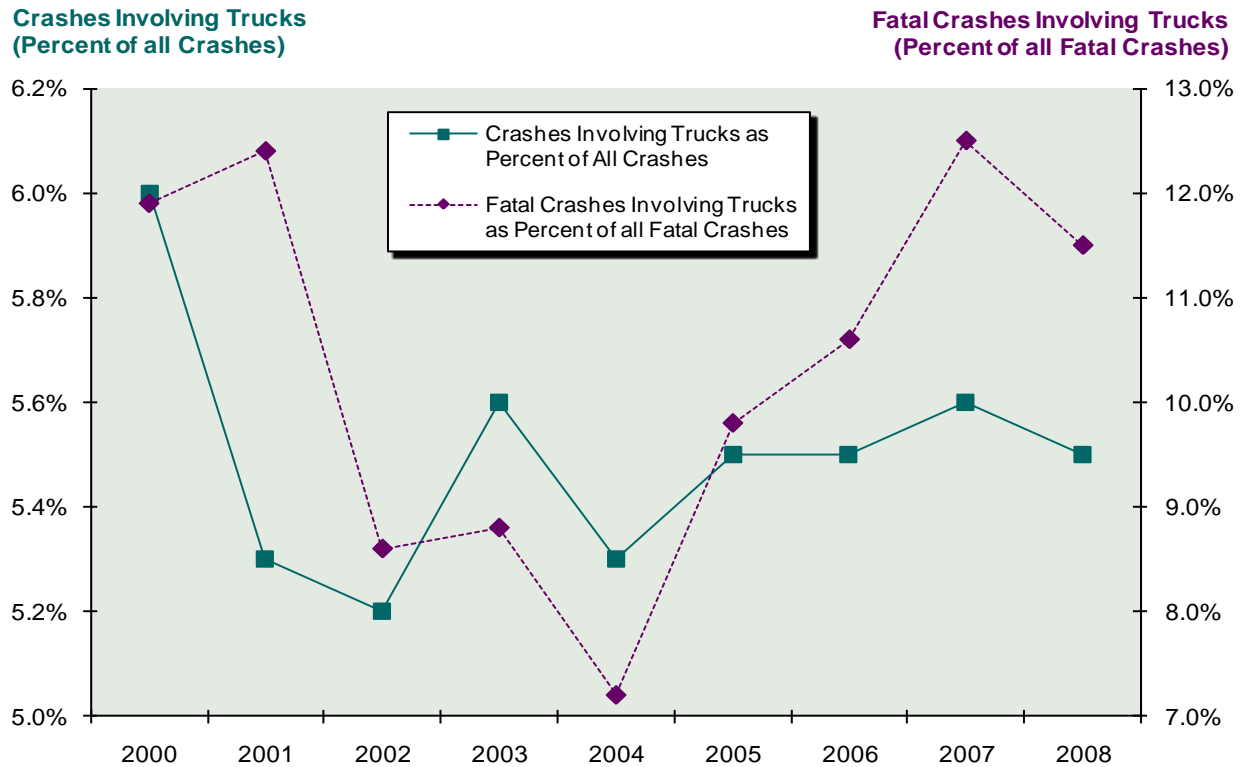


Table 9: Crashes Involving Trucks

Year	Crashes Involving Trucks as Percent of All crashes	Fatal Crashes Involving Trucks as Percent of All Fatal Crashes
2000	1,346 (6.0%)	24 (11.9%)
2001	1,159 (5.3%)	25 (12.4%)
2002	1,228 (5.2%)	20 (8.6%)
2003	1,288 (5.6%)	21 (8.8%)
2004	1,163 (5.3%)	15 (7.2%)
2005	1,241 (5.5%)	22 (9.8%)
2006	1,227 (5.5%)	24 (10.6%)
2007	1,223 (5.6%)	31 (12.5%)
2008	1,212 (5.5%)	24 (11.5%)
2009	1,052 (5.0%)	22 (11.1%)

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Table 10: Trucks Involved in Crashes by Trailer Type

Year	Crashes				Fatal Crashes			
	No Trailer	Single Trailer	Double Trailer	Triple Trailer	No Trailer	Single Trailer	Double Trailer	Triple Trailer
2000	328	905	111	2	5	19	0	0
2001	335	722	102	0	2	20	3	0
2002	340	801	84	3	6	12	2	0
2003	470	712	100	6	8	13	2	0
2004	461	634	103	2	6	9	1	0
2005	509	701	92	1	8	13	2	0
2006	534	649	84	3	13	10	2	0
2007	452	724	92	2	8	19	4	0
2008	497	696	76	2	6	17	5	0
2009	430	460	78	3	7	12	1	0
Change 1 Year	-13.5%	-33.9%	+2.6%	+50.0%	+16.7%	-29.4%	-80.0%	-
Change 5 Year	-12.4%	-32.4%	-12.8%	+50.0%	-14.6%	-11.8%	-64.3%	-

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Status

Emphasis Area: Truck Crashes	
STRATEGY	STATUS
<p>TC-1 Continue improvement to our carrier education and outreach Program</p> <p>Utilize the information gained from a carrier survey completed on February 23, 2008 to help carrier better understand how compliance with State laws and Federal regulations will save their operation money and improve safety on Montana's roads.</p>	<ol style="list-style-type: none"> 1. MCS/MCSAP has begun distribution of the booklet to all intrastate new entrants. 2. Cities have picked and facilities have been secured. Major education topics are being discussed and refined based on survey information.
<p>TC-2 New Entrant Program</p> <p>Train new intrastate commercial carriers to comply with state and federal safety laws and regulations. Professionally evaluate the benefits of training provided over a 5-year period. Report evaluation findings.</p>	<p>Our Getting Started Booklet has been published and is being distributed to all New Entrant intrastate carriers. To date we have distributed over 400 copies to carriers throughout Montana. In addition to MCS efforts with intrastate New Entrant carriers we are currently involved in FMCSA's improved interstate New Entrant Safety Audit program. This improved New Entrant Safety Audit program for interstate carrier based in Montana consists of an onsite audit of a carrier operation. This audit is a review of the interstate New Entrant carrier's operation with a focus on 16 key regulations that FMCSA has identified critical safety regulations for all New Entrant carriers. Any carrier failing to comply with these 16 safety regulations will fail the Safety Audit. The carrier will then have 60 days (45 days for passenger carrier) to show compliance with the regulations or be declared out of business by FMCSA.</p>
<p>TC-3 Increase Number of Level III Inspections</p> <p>As the result of the Large Truck Crash Causation Study and further analysis of state-specific accident data, Montana commercial motor vehicle (CMV) crashes are up to 10 times more likely to be caused by the drivers than other factors such as weather, road conditions, or vehicle performance.</p> <p>Because of these finding by FMCSA, MDT/ MCS is going to improve its focus on drivers. By improving the total number of Level III inspections performed, MDT expects to have a greater reduction in CMV-related crashes, as driver issues have a higher correlation with CMV crashes.</p>	<p>There has been a significant increase in the number of Level III inspections in the past year. There has been a decrease in correlation between driver issues and CMV crashes shown in the data reported quarterly in MCSAP reports to FMCSA.</p> <p>As of our base year 2007 MCS and MHP have completed 30% more level 3 inspections over the last 2 FFY for a total of 6893 more driver inspections performed during the 2008 & 2009 FFY. Currently MCS and MHP are on track to completed 19% more level 3 inspections during the 2010 FFY as compared to the 2007 FFY.</p>

Emphasis Area: Truck Crashes

STRATEGY	STATUS
<p>TC-4 High Risk Corridor Inspection and Enforcement</p> <p>Through Montana's Operation "Safe Driver", MCS Inspectors, MCS and MHP enforcement conducted driver vehicle inspections of CMV drivers, observing and enforcing traffic violations of vehicles operating in the vicinity of CMV's and providing information to drivers regarding driving safely in the vicinity of other CMV's. MCS plans to continue these operations on "high-risk" corridors.</p>	<p>CMV high-crash corridors may vary from the high-crash corridors identified by MDT's High Crash Severity Corridors and are based on higher volumes of commercial vehicle involved crashes. MDT is currently reassessing HCC's and will include consideration of CV crashes. In past year, there has been a decrease in the number of non-CMV/CMV crashes and a decrease in the number of crashes involving multiple CMVs, as reported in the quarterly MCSAP reports to FMCSA.</p> <p>The MCSAP program continues to conduct Operation "Safe Driver" operations in high crash corridors simultaneously with CMV safety inspections. During these operations, MCS staff provides educational brochures to drivers of non-CMV's and CMV's. MCSAP continues to document the activities and monitor crash results.</p>
<p>TC-5 Improve the Number of at-Risk Intrastate Carrier Investigations Performed by MCSAP Inspection Team</p> <p>MCSAP inspection team will improve the total number of carrier investigations, thus improving safety compliance of Montana intrastate carriers.</p>	<p>Montana's MCSAP program received a national award in 2008 and 2009 for the program's focus on Intrastate motor carrier investigations.</p> <p>The following investigations were completed on carrier based in Montana by MCSAP investigators:</p> <p>2006 - 9 intrastate/23 interstate 2007 - 43 intrastate/37 interstate 2008 - 218 intrastate/50 interstate 2009 - 140 intrastate/58 interstate</p> <p>As of the end of March 2010 MCSAP inspectors are on track to complete over 200 investigations this FFY</p>
<p>TC-6 Border Crossing Inspections</p> <p>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 CMV's entering the United States via Montana/Canadian Ports along and around the northern border.</p>	<p>Regular cross-border inspections and vehicle and driver inspections continue as planned.</p> <p>During FY 2009, Border Enforcement Grant (BEG) operations yielded the following:</p> <ul style="list-style-type: none"> • 5,143 Safety Inspections • 387 Safety Related Citations • 233 Vehicle Out of Service Orders • 364 Driver Out of Service Orders

Truck Crashes - Implementation Team Members

CHAMPIONS:
Dennis Hult (MDT)
 (406) 444-9237
dhult@mt.gov

Dennis Sheehy (MDT)
 (406) 444-7638
dsheehy@mt.gov

Implementation Team: Dennis Hult, Dennis Sheehy, Mark Moberly, Jeff Steeger – Montana Department of Transportation- Motor Carriers Services (MDT-MCS), Spook Stang- Montana Motor Carriers Association, Bruce Holmes- Federal Motor Carrier Safety Administration (FMCSA).

Emergency Medical Services Delivery

Status

Emphasis Area: Emergency Medical Services Delivery	
STRATEGY	STATUS
<p>EM-1 Develop EMS System Plan</p> <p>Develop and implement an EMS System Plan.</p>	<p>The EMS System Plan has been completed and is now going through internal review. A final draft is expected by summer. The Emergency Care Committee will prioritize action items from final plan.</p>
<p>EM-2 Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State.</p>	<p>The survey has been completed and two reports have been prepared to present the results. Some initial work has been completed to provide leadership education to local EMS service managers. A WebEx education program is planned for next year. Also a web-based pilot education course has been developed in the past year.</p>
<p>EM-3 Improve EMS Education System – Sufficient, Quality Education for EMS Personnel</p> <p>Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State.</p>	<p>Alternative training method of utilizing the Zen module was introduced to get input, this module was well received.</p>
<p>EM-4 Public Access & Communications</p> <p>Provide for a communications system that encompasses public access to EMS, interagency communications</p>	<p>Revisions to the communications plan are underway which will identify an operations plan and incorporate the Interoperable Montana system. The plan will also incorporate the state's new digital radio system. A communications plan to support the P-25 systems needs to be developed. Once Plan is complete, education will be determined and the Learning Zen module will be used.</p> <p>Continue to encourage the pursuit of funding by agencies for radio systems, hospitals almost complete with base systems.</p>
<p>EM-5 Injury Prevention</p> <p>Increase public awareness of effective ways to prevent injury and acute illness as well as the role of Emergency Medical Services</p>	<p>Plan to develop quarterly "surveillance" reports on injury topics that will be broadly disseminated through the DPHHS information officer, as well as to EMS and injury stakeholders. Will utilize the Montana Public Health Prevention Opportunities Newsletter and DPHHS Director's newsletter to disseminate injury prevention and pertinent EMS information. The EMS & Trauma Systems webpage will be used to release reports and information which can be accessed by the public and stakeholders. Injury and EMS information will be provided at educational conferences such as the MT Public Health Conference, trauma and EMS conferences, occupational safety conferences, etc.</p>
<p>EM-6 Provide for a comprehensive data collection and information system to enable system evaluation and performance improvement.</p>	<p>Information and data system has been developed and is now in the implementation stage. Moving to a "rural process" so that everyone (all services) will be required to provide minimum data to sustain the process. Moving towards electronic data based system at small hospitals – currently paper based.</p>
<p>EM-7 Preventable Mortality Study</p>	<p>Data collection is underway for the preventable mortality study. The study will look at delayed discovery and all levels of care from to start to end with a focus on smaller hospitals. This will be the third study done in Montana, first one in 1992 led to the development of the trauma system development, the second on in 1998 indicated the trauma system is successful and this one will validate the trauma system development. Montana is the only Rural state to do a series of three studies.</p>

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Emergency Medical Services Delivery - Implementation Team Members

CHAMPIONS:

Jim Detienne

(406) 444-4460

jdettienne@mt.gov

Implementation Team: Jim DeTienne Department of Health and Human Services(DPHHS), Kevin Fitzgerald (DPHHS), Jenny Nemeec (DPHHS), Mary Hill (DPHHS), Emergency Care Committee, State Trauma Care Committee, MDT EMS Grant Coordinator.

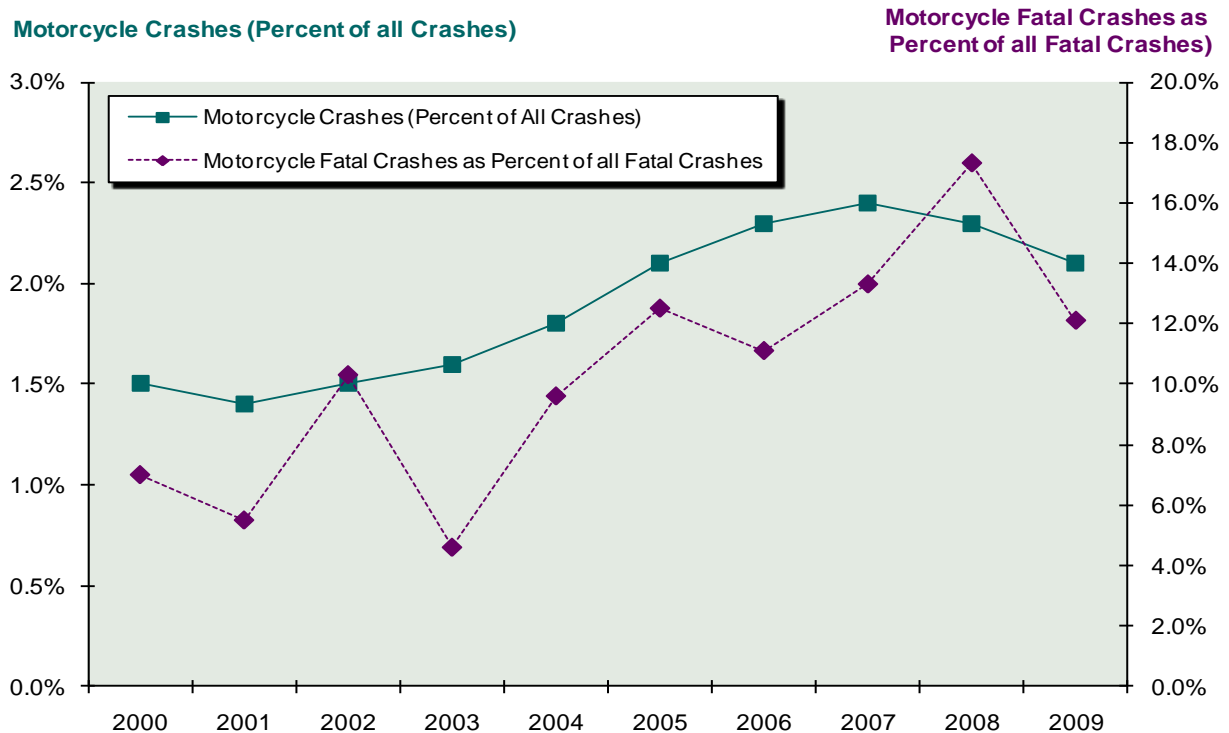
Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Motorcycle Crashes

Table 11: Motorcycle Crashes

Year	Crashes	Percent of All Crashes	Fatal Crashes	Percent of all Fatal Crashes	Injury Crashes	Percent of all Injury Crashes
2000	332	1.5%	14	7.0%	279	4.0%
2001	302	1.4%	11	5.5%	236	3.8%
2002	347	1.5%	24	10.3%	251	3.9%
2003	375	1.6%	12	4.6%	314	5.0%
2004	400	1.8%	20	9.6%	325	5.4%
2005	473	2.1%	28	12.5%	362	6.0%
2006	501	2.3%	25	11.1%	402	6.4%
2007	522	2.4%	33	13.3%	424	7.1%
2008	503	2.3%	36	17.3%	370	6.4%
2009	435	2.1%	24	12.1%	333	6.4%
Change 1 Year	-16.8%	-12.8%	-36.8%	-33.7%	-13.7%	-4.4%
Change 5 Year	-10.1%	-5.5%	-16.7%	-6.3%	-12.3%	+0.9%

Figure 9: Motorcycle Crashes



Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Status

Emphasis Area: Motorcycle Crashes	
STRATEGY	STATUS
<p>MC-1 Develop a website that encompasses motorist awareness and motorcycle safety</p> <p>The website will include a list of the top ten rides chosen by MDT's Traffic & Safety Bureau familiar with the safety aspects of the roads from an engineering perspective. The website will also include safety related information that expands the current Motorcycle Safety Foundation (MSF) training curriculum.</p>	<p>A website is in place that lists the top ten rides and includes motorist awareness of motorcycles and motorcycle safety tips.</p> <p>A new viral campaign is being developed by a media contractor that will include an MDT landing page for motorist awareness of motorcycles and I believe it will include a link to onesidedmatchups.com. A press release may be made in June for the viral campaign including the new slogan.</p>
<p>MC-2 Develop promotional packet that includes educational and incentive items to encourage the use of proper riding gear and helmets, with additional information provided on how riders can choose the most appropriate motorcycle for their size and skill level. Information for returning riders will be addressed as well.</p>	<p>A brochure is being developed that includes information on the use of proper riding gear and helmet use, how riders can choose the appropriate motorcycle for their size and skill level, as well as returning rider information. The brochure will be part of the promotional packet as it is developed.</p>
<p>MC-3 Cross-Cutting Partnerships</p> <p>Expand partnerships within the motorcycling and traffic safety stakeholder groups such as MMRS, MHP, SHTSB, retailers, alcohol industry, insurance industry and rider clubs, etc.</p>	<p>Efforts continue. Partnerships have been established between MDT's Traffic Safety Office, MMRS, ABATE, Christian rider groups and Law Enforcement Riders Club.</p>
<p>MC-4 Review of Best Practices</p> <p>Implement best available engineering practices for roadway improvement relative to motorcycles.</p>	<p>On-going. Engineering continues to incorporate best engineering practices. Facilitator continues to stay abreast of new, innovative practices.</p>

Motorcycle Crashes - Implementation Team Members

CHAMPION:
OPEN

Facilitator:
Angie Mullikin (MDT-SHTSB)
 (406) 444-7301
amullikin@mt.gov

Implementation Team: Angie Mullikin Montana Department of Transportation- State Highway Traffic Safety Bureau (MDT-SHTSB), Charity Watt, MDT-Public Information Officer, Bobbi Perkins Department of Health and Human Services (DPHHS), Montana Motorcycle Riders Safety (MMRS), Montana Highway Patrol (MHP), David Huff Office of Public Instruction (OPI), Pierre Jomini (MDT Engineering), Lloyd Rue Federal Highways Administration (FHWA), Bill Cloud -MDT Data and Statistics Bureau Chief, others as identified.

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Older Driver Crashes

Table 12: Older Driver Crashes

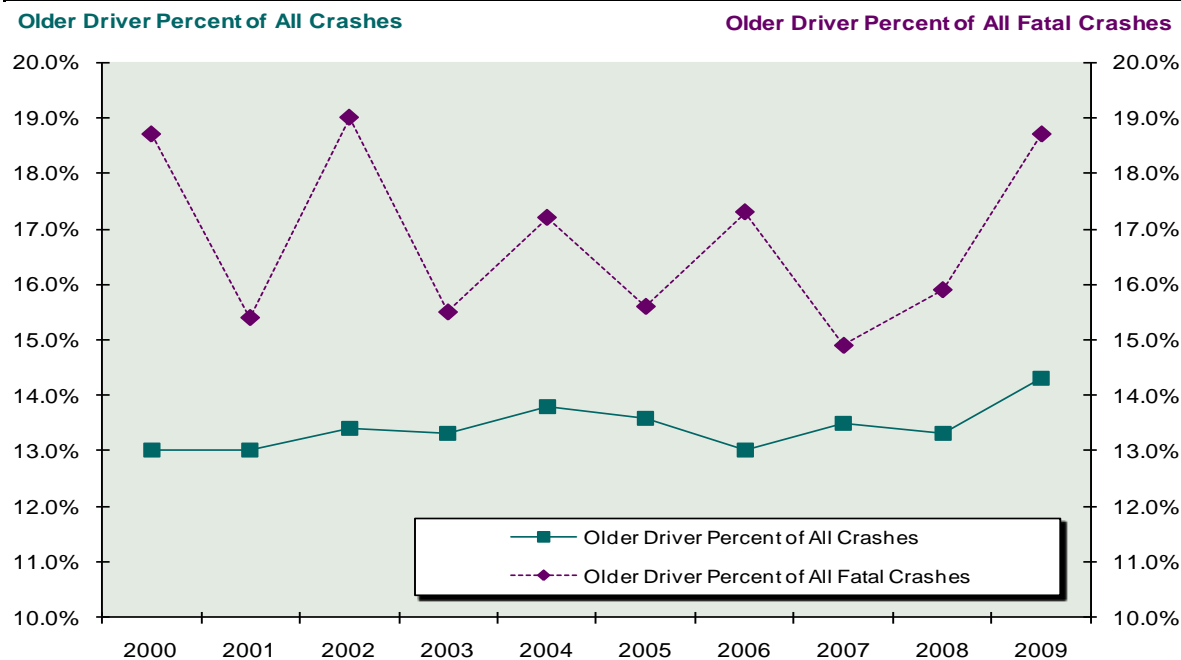
Year	65 to 74 Year Old Drivers		75 and Above Drivers	
	Crashes	Fatal Crashes	Crashes	Fatal Crashes
2000	1,590	20	1,304	18
2001	1,566	16	1,278	15
2002	1,810	26	1,348	18
2003	1,719	20	1,361	17
2004	1,689	17	1,311	19
2005	1,682	18	1,371	17
2006	1,571	18	1,322	21
2007	1,745	27	1,211	10
2008	1,709	18	1,214	15
2009	1,830	21	1,165	16
Chg 1 Year	+7.1%	+16.7%	-4.0%	+6.7%
Chg 5 Year	+9.0%	+7.1%	-9.4%	-2.4%

Table 13: Older Driver Crashes as Percent of All Crashes

Year	Older Driver Crashes	Percent of All Crashes	Older Driver Fatal Crashes	Percent of Fatal Crashes
2000	2,894	13.0%	38	18.7%
2001	2,844	13.0%	31	15.4%
2002	3,158	13.4%	44	19.0%
2003	3,080	13.3%	37	15.5%
2004	3,000	13.8%	36	17.2%
2005	3,053	13.6%	35	15.6%
2006	2,893	13.0%	39	17.3%
2007	2,956	13.5%	37	14.9%
2008	2,923	13.3%	33	15.9%
2009	2,995	14.3%	37	18.7%
Chg 1 Year	+2.5%	+7.4%	+12.1%	+17.8%
Chg 5 Year	+1.0%	+6.1%	+2.8%	+15.6%

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Figure 10: Percent of Older Drivers in Crashes



Status

Emphasis Area: Older Driver Crashes

STRATEGY	STATUS
<p>OD-1 Establish or Designate a Lead Agency/ Organization Responsible for Older Drivers Safety and Mobility</p> <p>A single agency or organization will be designated with statutory authority for programs and policies which affect or are provided to older drivers and support the safety and mobility of older adults in Montana.</p>	<p>Implementation team has been recently established. Held initial meeting on March 25, 2010 to begin efforts to implement strategies. Agencies with a role in the discussions on this strategy were identified as OPI, DPHHS, MDT, DOJ, AARP and AAA. The team recognizes this discussion must be had at the department head level to provide direction to the team on how to proceed.</p>
<p>OD-2 Promote Safe Driving Practices for Older Drivers</p> <p>Establish a centrally coordinated source of information and encourage/promote expanded availability and participation in formal courses to support and maintain the driving skills of older drivers. Provide material to older drivers and their families such as information on driving risks, assessment of driving, knowledge and capabilities, methods to adapt for changing capabilities, and safe driving strategies and avoidance of unsafe driving situations</p>	<p>Implementation team has been recently established. Held initial meeting on March 25, 2010 to begin efforts to implement strategies. Partners and stakeholders important to the implementation of this strategy were identified and an inventory of programs and needs were discussed.</p>

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

Emphasis Area: Older Driver Crashes

STRATEGY	STATUS
<p>OD-3 Provide Public Information About Transportation Alternatives/Mobility Options</p> <p>Review public information and education programs currently being provided relevant to public transportation and alternative transportation services to support the mobility of older adults. Identify mechanisms and opportunities to improve the quality of this information and its dissemination. Consider ways to publicize the availability of services at both the local and statewide level.</p>	<p>The MDT-Transit Section is currently working on the development of an updated public transit information website and brochure, in collaboration with DPHHS as a result of feedback received at the recent Transportation Summit held March 11.</p>
<p>OD-4 Encourage Expansion and Availability of Transportation Services</p> <p>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>	<p>The MDT-Transit Office is currently developing a Statewide Transit Plan that will, in part, address the transit needs of older drivers and senior citizens. An initial statewide planning summit was held in March with participation of most State agencies with a role or responsibilities related to public transit. A second summit is planned for October with a stakeholder summit expected to be held next year (2011).</p> <p>The Transportation Summit scheduled in October will address:</p> <ol style="list-style-type: none"> 1. Barriers between state agencies 2. Inventory of all equipment between MDT and DPHHS 3. Participation by a few providers (General Public Transit, Developmental Disability Providers, and Aging Provider) to discuss barriers they face when working with state agencies.

Older Driver Crashes - Implementation Team Members

CHAMPION:

Theresa Gravitt, DOJ/MVD
 (406) 444-3273
TGravitt@mt.gov

Implementation Team: Theresa Gravitt, DOJ/MVD; Pat Sanders, DPHHS; Nic Ward, WTI; Susan Kohler, Missoula Aging Services; Bobbi Perkins, DPHHS; Duane Williams, MDT; Pierre Jomini, MDT; Carl Peil, AARP; David Huff, OPI; David Jacobs, MDT/Transit; Lorelle Demont, MD-SHTSB; Charlie Rehbein, DPHHS/Aging Services; Kurt Sager, MHP; Floyd Stiffler, DOJ/MVD; Patrick Sanders, DPHHS; Doug Blakley, DPHHS/Aging Services.

Note: This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.