

2014 Annual Transportation Safety Meeting

Report of Meeting Proceedings



November 2014

prepared for

Montana Department of Transportation

prepared by

Cambridge Systematics, Inc.

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date

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1.0 Introduction

On October 15, 2014, over a hundred safety partners participated in Montana's Transportation Safety Summit as part of the update of the Comprehensive Highway Safety Plan. In 2006, the Comprehensive Highway Safety Plan (CHSP) was developed in response to SAFETEA-LU legislation requiring all states to develop data-driven safety plans identifying emphasis areas and strategies that would have the biggest impact to reduce fatalities and injuries on Montana's roadways. The Montana Department of Transportation (MDT) took the lead in managing the development of the CHSP through collaborative interagency coordination with a unified focus on safety, so that all highway users in Montana arrive safely at their destinations.

In 2010 the CHSP was amended to include the updated safety goal to reduce fatalities and incapacitating injuries in the State of Montana by half in two decades, from 1,704 in 2007 to 852 by 2030.

Every year since the inception of the CHSP an annual transportation safety meeting has been held to provide an opportunity for emphasis area teams to report on the status of strategies and evaluate progress in reaching goals. This year, the format of the annual meeting was a Safety Summit to inform stakeholders of the Moving Ahead for Progress in the 21st Century Act (MAP-21) requirements and that the CHSP update is currently underway and to gather input on potential strategies.

MDT's Director Mike Tooley welcomed participants and reinforced the importance of data driven decisions and of focusing resources strategically on the areas where the greatest progress can be made. He underscored that the state's vision is to achieve **zero fatalities** and **zero serious injuries**.

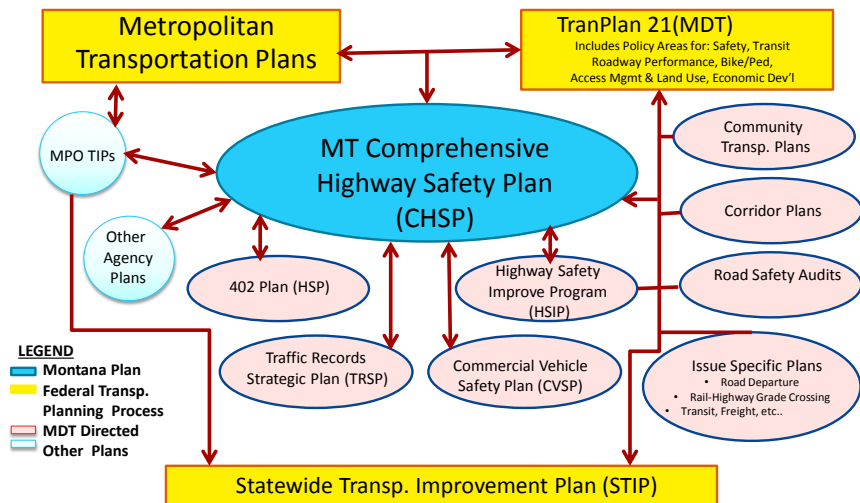
MDT's Planning Administrator Lynn Zanto addressed participants by describing how the CHSP is required to be coordinated with all other transportation and safety plans, as shown in Figure 1.1. She noted the work that had been done by the Advisory Committee on the CHSP Update Process to date. The CHSP is intended to be the overarching strategic plan that guides and is consistent with other safety plans and programs.

CHSP Purpose

Implement a collaborative process to reduce fatalities and serious injuries in Montana utilizing engineering, enforcement, education, and emergency response strategies. The CHSP will seek to focus resources strategically, where opportunities for safety improvements are greatest.

Figure 1.1 Transportation Plan Coordination

Relationship of Montana’s Safety Plan (CHSP) with Agency Safety Plans & Programs



Audrey Wennink of Cambridge Systematics explained the federal MAP-21 regulations requiring states to update their Strategic Highway Safety Plans. The CHSP Update will continue to be a data driven process and will be developed in consultation, collaboration, and coordination with other safety plans including the Highway Safety Improvement Program (HSIP), Highway Safety Plan (HSP), and the Commercial Vehicle Safety Plan (CVSP) as shown in Figure 1.2. Coordination will help ensure alignment in identifying and analyzing highway safety problems and opportunities in the development and implementation of the Comprehensive Highway Safety Plan.

The Highway Safety Improvement Program (HSIP) is managed by the MDT Engineering Division. This federal funding generally goes toward safety infrastructure projects.

The State Highway Traffic Safety Section (SHTSS) is located within the MDT, and is funded by the National Highway Traffic Safety Administration (NHTSA). This group focuses on behavioral efforts, such as safety belt use and combatting impaired driving and develops an annual Highway Safety Plan (HSP). The goals of the HSP must be consistent with the goals in the CHSP.

The Motor Carrier Services (MCS) Division focuses on commercial motor vehicles and driver safety. This division develops a Commercial Vehicle Safety Plan (CVSP) and is regulated by the Federal Motor Carrier Safety Administration.

The MDT Planning Division is responsible under MAP-21 for coordinating the CHSP development, but it is not an MDT plan. The CHSP is a Montana plan developed by all safety stakeholders and partners throughout the state.

Figure 1.2 Safety Program Coordination

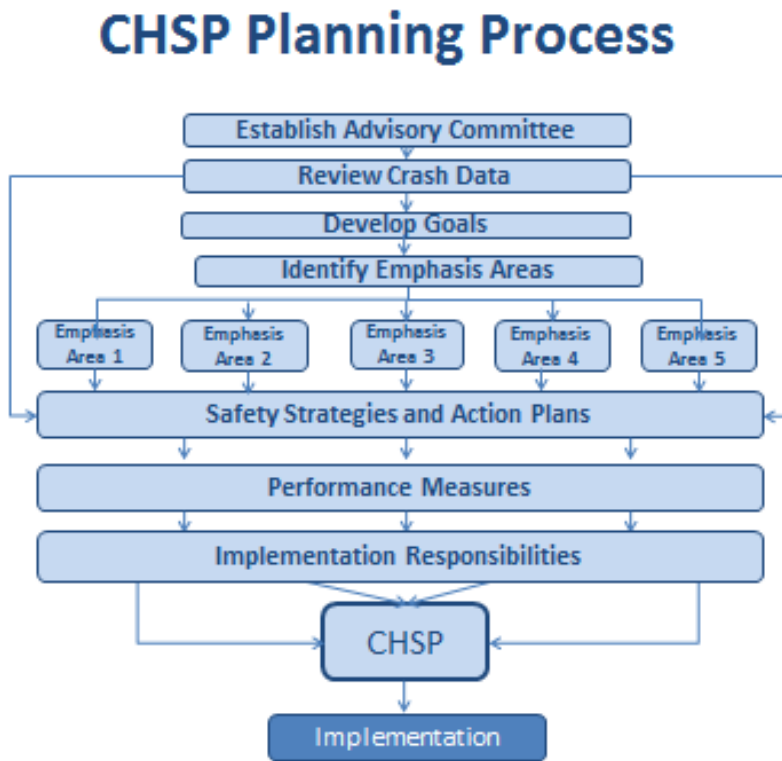


The purpose of the CHSP is to:

Implement a collaborative process to reduce fatalities and serious injuries in Montana utilizing engineering, enforcement, education, and emergency response strategies. The CHSP will seek to focus resources strategically, where opportunities for safety improvements are greatest.

The CHSP development process involves multiple phases over approximately a year-long process, which began in June 2014. Figure 1.3 shows the process, which included establishment of an advisory committee that has met three times prior to the Summit to review crash data, identify emphasis areas and discuss goals.

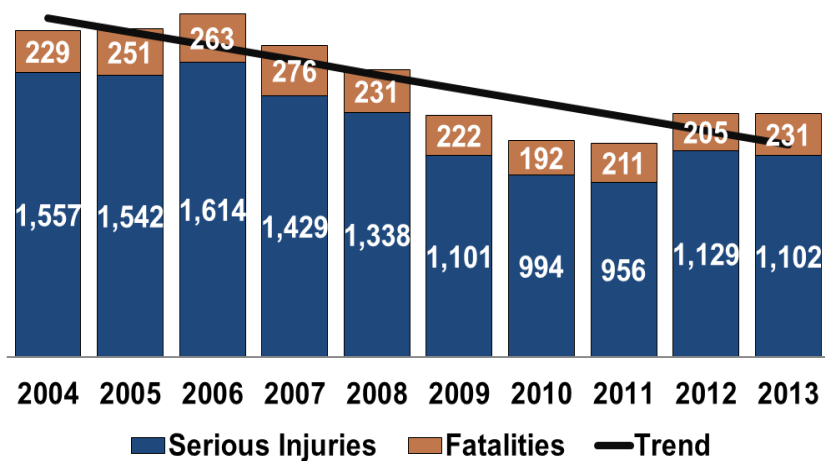
Figure 1.3 CHSP Planning Process



2.0 Montana Safety Trends and Goals

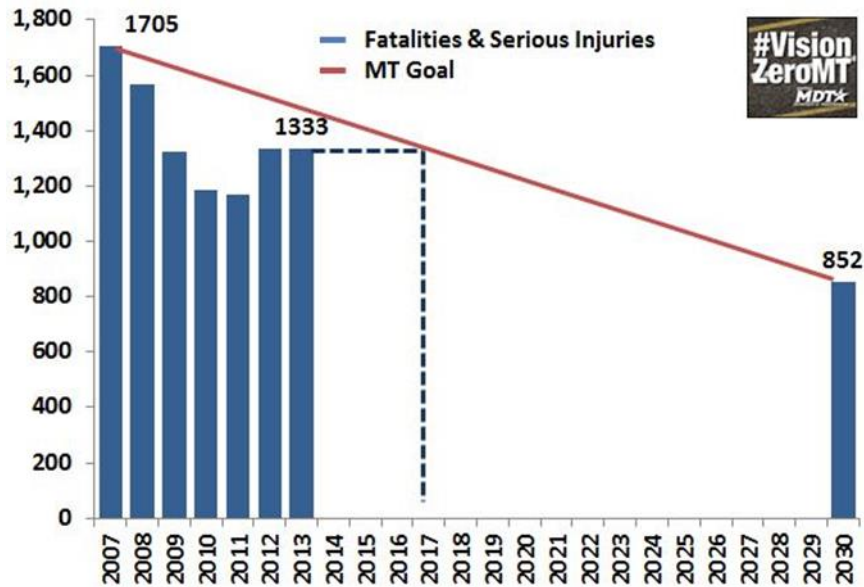
Joe Fish of Cambridge Systematics presented overview safety data for the state. Montana has experienced reductions in fatalities and serious injuries since the plan was developed, as shown by the black trend line in Figure 2.1. However, over the past two years the number of fatalities (shown in the orange segment of the bars) and injuries (blue bars) have increased. This highlights the need for continued vigilance and strategic focus to ensure the overall trend line continues to go down.

Figure 2.1 Montana Fatality and Serious Injury Trend



MAP-21 requires that states set safety targets for fatalities and serious injuries and fatality and serious injury rates. Montana sets targets as part of its CHSP process. The state will still seek to reduce fatalities and serious injuries by half by 2030 (compared to 2007) as shown in Figure 2.3, and is on track to do so.

Figure 2.2 Montana Trend Compared to 2030 Target



As part of the CHSP Update, the Advisory Committee reviewed the MAP-21 regulation and the federal program requirements and established the following goals for the CHSP, shown in Table 2.1. To reach the CHSP goal, Montana will need to reduce fatalities by 5 per year from 204 in 2014 (calculated using the 2004-2013 linear trend line projected to 2014) to 174 in 2020. Figure 2.1 is representative of the trend line.

Table 2.1 CHSP Goals

	2013	2020 Goal (annual)	Annual Reduction (number)	Annual Reduction (%)
Fatalities	231	174	-5	-2.6%
Serious Injuries	1,102	796	-32	-3.6%
Fatality Rate	1.92	1.29	-.06	-4.2%
Serious Injury Rate	9.2	5.9	-.37	-5.1%

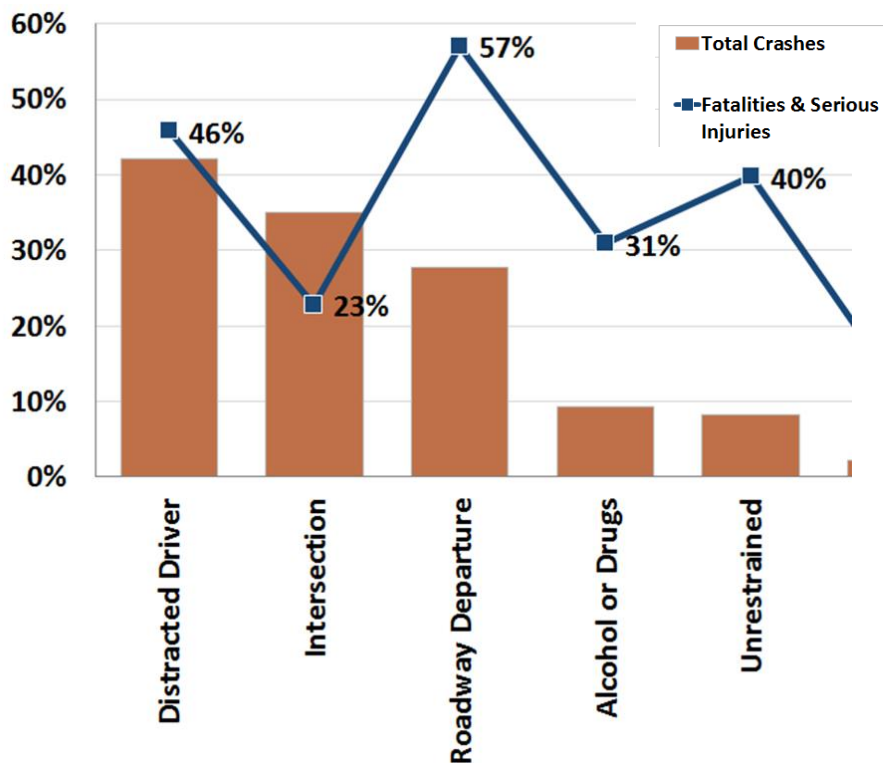
3.0 Emphasis Areas

The CHSP Advisory Committee considered reviewed the past ten years of crash data in its consideration of potential new emphasis areas to be included in the CHSP update. This safety plan is required to be data driven to strategically focus on the areas with the greatest potential for reductions in fatalities and serious injuries.

In addition, the Advisory Committee reviewed the extent to which overlap occurs among emphasis areas. Each crash may involve multiple factors. For example a roadway departure crash may involve an impaired driver over the age of 65 who is also not wearing a seatbelt. When considering the overlaps, the Advisory Committee members recognized that among the highest crash types, many of the same crash factors were involved. The five emphasis areas selected by the Advisory Committee can be organized into two main categories of crashes:

- Safer Roadway and Roadside
 - Roadway Departure
 - Intersections
- Driver Behavior
 - Impaired Driver
 - Occupant Protection
 - Distracted Driver

In Figure 3.1, the percentage of total crashes for each emphasis area is shown in orange. The percentage of fatalities and serious injuries is shown by the blue line. Four of the five areas represent crash types that are more severe than average, as the percent of fatalities and serious injuries exceeds the percentage of total crashes. Intersection crashes are less severe overall in part due to slower speeds.

Figure 3.1 Selected Emphasis Areas

By selecting these five emphasis areas, 92 percent of fatalities and 91 percent of serious injuries are accounted for as involving one or more of these factors. In addition these emphasis areas account for:

- 66 percent of pedestrian fatalities/63 percent of pedestrian serious injuries;
- 84 percent of bicyclist fatalities/74 percent of bicyclist serious injuries; and
- 91 percent of motorcyclist fatalities/84 percent of motorcyclist serious injuries.

These emphasis areas were confirmed as those to receive focus in the CHSP. Other factors such as demographics (older and younger drivers) and vehicle types (bicycle, pedestrian, motorcycle, commercial vehicles) can be addressed within these emphasis areas given the multiple factors that often occur for each crash.

4.0 Summit Process

The majority of the Summit involved breakout groups meeting to discuss potential emphasis area strategies for development. Participants were asked to be focused on the problems as defined in the data and be strategic in their approach. Participant had the opportunity to discuss the five emphasis areas, including some that they may not have focused on previously. This structure was designed to gather fresh thoughts and ideas, to take the plan and the results to the next level, to continue toward Vision Zero.

The objectives of the Summit were to:

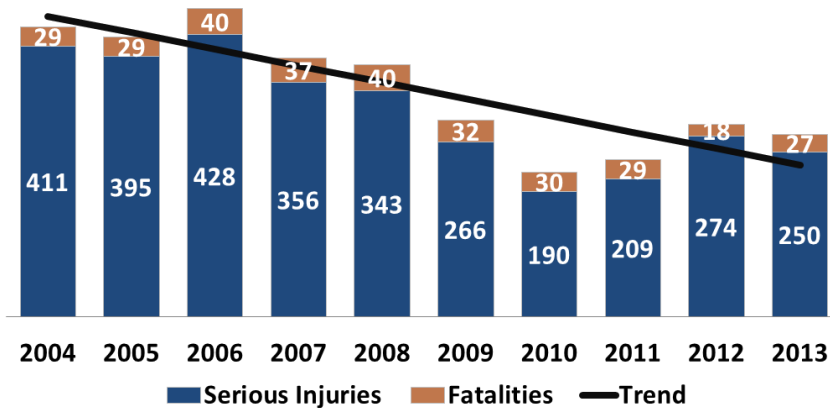
- Refocus on top safety problems;
- Think fresh about how to make progress;
- Collaborate on safety strategies;
- Conduct interactive discussions about strategies;
- Acknowledge challenges to develop solutions; and
- Focus on proven effective strategies.

The majority of the day involved individuals participating in facilitated discussion groups to discuss potential strategies for the CHSP Update. Four facilitators each led discussions simultaneously for approximately 1.5 hours for each of the emphasis areas (with roadway departure and intersections combined into one time slot):

- Roadway Departure and Intersections
- Impaired Driver
- Occupant Protection
- Distracted Driver (Careless/Inattentive/Cell Phone)

For each emphasis area, data on trends was presented prior to the facilitated discussion to provide a foundation for a data-driven discussion, consideration of the 4Es of transportation safety - education, enforcement, engineering, and emergency services; and problem identification and strategizing. Figures 4.1 through 4.5 present overview graphs showing trends for each emphasis area.

Figure 4.1 Intersection Fatalities and Serious Injuries



As shown in Figure 4.1, intersection fatalities and serious injuries are on an overall downward trend. However, the number of serious injuries has increased sharply in the past couple of years.

Figure 4.2 Roadway Departure Fatalities and Serious Injuries

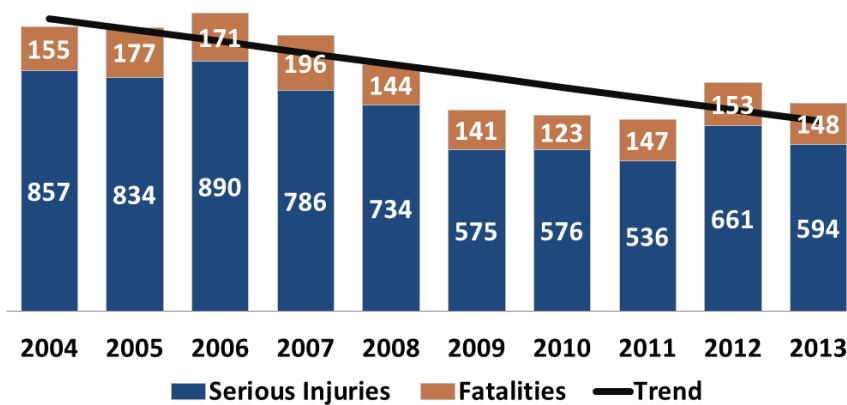


Figure 4.2 shows that roadway departure fatalities and serious injuries are on a downward trend but both have experienced increases in the past two years.

Figure 4.3 Unrestrained Passenger Vehicle Occupant Fatalities and Serious Injuries

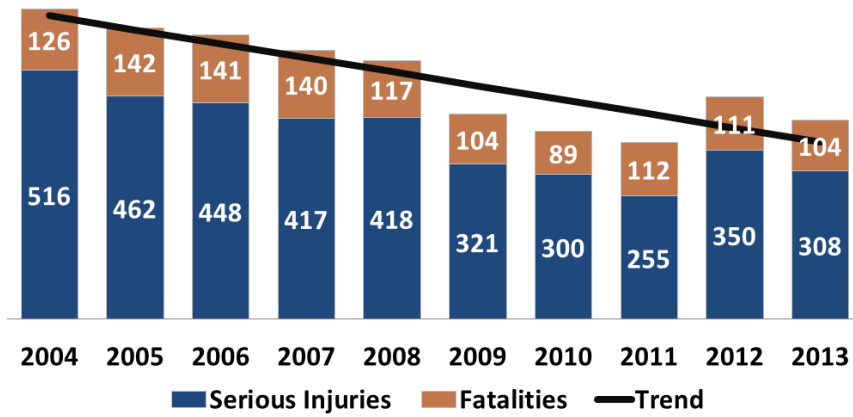
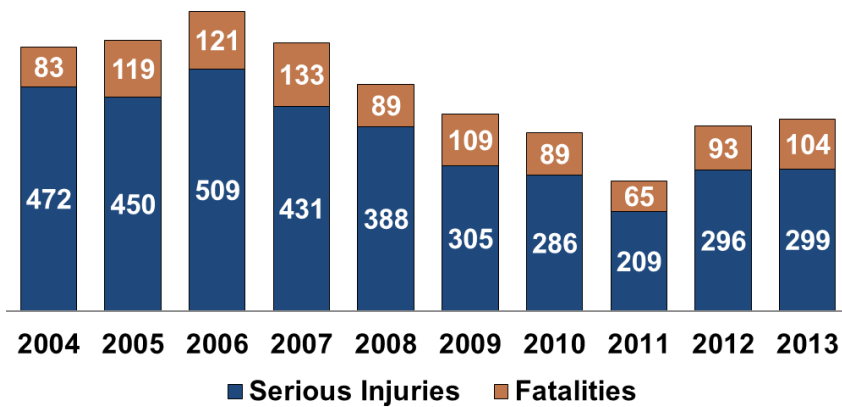


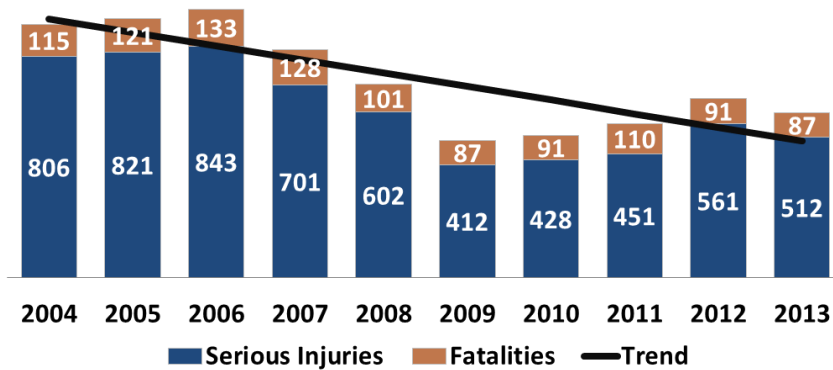
Figure 4.3 shows how unrestrained passenger vehicle occupant fatalities and serious injuries have been on a downward trend. However, the numbers have increased in the past two years.

Figure 4.4 Impaired Driving Fatalities and Serious Injuries



As shown in Figure 4.4, the number of fatalities and serious injuries resulting from impaired driving has increased in the past two years following a downward trend in previous years.

Figure 4.5 Distracted Driving Fatalities and Serious Injuries



Data on distracted driving are somewhat less reliable than for other areas due to the judgment required in coding crashes to this category. Nevertheless, similar to other crash types, the numbers of fatalities and serious injuries have recently increased following earlier decreases.

Participants were asked during the facilitated discussions to define strategies with the following considerations in mind:

- Broad enough to be valid over multiple years;
- May have multiple action steps;
- Can be specific to overlapping issue areas;
- Consider the 4Es of transportation safety;
- Should be data driven; and
- Consider which person/agency can take on strategy leadership.

It was noted that if strategies or ultimately action steps have not previously been proven effective, it will be important to integrate evaluation into the project. MAP -21 requires that strategy action steps be evaluated to assess whether strategies are being implemented and whether progress is being made in meeting goals.

Following each emphasis area discussion, each of the facilitators reported out key results from each discussion group. The input received in the Summit will be organized and refined in subsequent emphasis area team meetings, and ultimately will form the work plan of the CHSP.

During the Summit, participants were asked to select an emphasis area that they can identify with and be willing to participate in as a member in further emphasis area development and implementation; as well as other people who should be invited to participate in emphasis area teams not present at the Summit.

5.0 Next Steps

Following the Summit, the next steps will be to conduct two more rounds of emphasis area team meetings to further develop and refine strategies, identify action steps, determine appropriate performance measures, and outline an implementation structure for the Advisory Committee and emphasis area teams. The second round of emphasis area meetings is planned for November 18 and 19, 2014, and the third round of meetings is planned for late January, 2015.

Following determination of final strategies and action steps to be included in the plan, the CHSP is scheduled to be completed by spring of 2015.

Emphasis area teams will schedule workgroup meetings and begin the implementation process following plan completion. It is anticipated that during the plan's implementation phase, emphasis area teams will meet via in-person meeting or teleconference approximately quarterly.

Future information on the CHSP Update Process and the emphasis area teams can be found at <http://www.mdt.mt.gov/safety/chsp-update/default.shtml>

A. Appendix

A.1 SUMMIT AGENDA

October 15, 2014
Gateway Center
1710 National Avenue
Helena Montana

7:30-8:30 am	Registration
8:00 a.m. – 8:25 a.m.	Welcome and Introductions <i>Director Mike Tooley</i>
8:25 – 8:45 a.m.	Overview of CHSP & Summit Objectives <i>Lynn Zanto, MDT Planning Administrator</i>
8:45 a.m. – 9:15 a.m.	CHSP Update Process and Federal Requirements <i>Audrey Wennink, Cambridge Systematics</i>
9:15 a.m. – 9:45 a.m.	Crash Data Analysis <i>Joe Fish, Cambridge Systematics</i>
10 a.m. – 10:15 a.m.	Break
10:15 a.m. – 10:30 a.m.	Overview of Breakout Format
10:30 a.m. – 11:45 a.m.	Emphasis Area Breakout
11:45 a.m. – 12:45 p.m.	Lunch
12:45 p.m. – 2:00 p.m.	Emphasis Area Breakout
2:00 p.m. – 3:15 p.m.	Emphasis Area Breakout
3:15 p.m. – 3:30 p.m.	Break
3:30 p.m. – 4:45 p.m.	Emphasis Area Breakout
4:45 p.m. -5 p.m.	Wrap-Up and Next Steps

Table A.1 Summit Participants

Name	Position	Agency/Organization
Larry Adorni		Montana Highway Patrol
Marcee Allen	Safety/Traffic/Design Engineer	Federal Highway Administration
Audrey Allums	Grants Bureau	MDT-Planning Division
Lee Alt	Traffic Engineer	MDT-Butte District
Stephen Amyotte Jr.	Transportation	Crow Nation
Sgt. Greg Amundsen	Police Department	City of Missoula
Hannah Armstrong	Fiscal	MDT- Planning/Transit/ NHTSA
Steven Bailey	BUMT Coordinator	Dawson County Health Department
Juli Balenger	BUMT Coordinator	Mineral County
Audrey Barger	Judicial Outreach Liaison(JOL)	Hill County Judge
Melinda Barnes	Executive Director	BikeWalk Montana
Angie Bear Claw	Transportation	Crow Nation
Gina Beretta	Montana Program Manager	NHTSA Region 10
Karen Billings		OPI/Helena
Keith Bithell	Traffic Engineer	MDT - Glendive District
Derek Brown	Safety Enforcement Traffic Team (SETT)	Montana Highway Patrol
Pam Buckman	Occupant Protection – State Highway Traffic Safety Section	MDT-Planning Division
Mary Kay Burns	BUMT Coordinator	Cascade County Health Dept.
Tim Coleman	Police Department	City of Helena
Captain Art Collins		Montana Highway Patrol
Jim Combs	Traffic Engineer	MDT- Great Falls District
Sheila Cozzie	Cultural Liaison-State Highway Traffic Safety Section	MDT-Planning Division
Jim DeTienne	Emergency Medical Services & Trauma Systems	Dept. of Health & Human Services
Chris Dorrington	Multimodal Bureau	MDT-Planning Division
Kevin Dusko	Impaired Driving – State Highway Traffic Safety Section	MDT-Planning Division
Ed Ereth	Data and Statistics Bureau	MDT-Planning Division
Dave Evans	Rider Coach/Instructor	Montana Motorcycle Rider Safety (MMRS)
Capt. Louis Fiddler	Flathead Tribal Police Dept.	Confederated Salish & Kootenai Tribes
Joe Fish	Analyst	Cambridge Systematics, Inc.
Sgt. Brett Freide	Sheriff's Office	Lewis & Clark County

Name	Position	Agency/Organization
Jeff Friesz	Road and Bridge Foreman	Sanders County
Terry Funk	Rider Coach/Instructor	MT Motorcycle Rider Safety (MMRS)
Kelly Green	Center for Health and Safety Culture	Montana State University-Western Transportation Institute
Cynthia Grubb	DUI Task Force Coordinator	Pondera County
Molly Hale		Riverstone Health
Bruce Holmes	Administrator	Federal Motor Carrier Safety Administration (FMCSA)
Cindy Hotchkiss		Missoula City-County Health Department
Clinton House	Safety Officer	Crow Nation
Lonie Hutchison	DUI Task Force/BUMT Coordinator	Missoula County
Dennis Hult	Operations	MDT-Motor Carrier Services
Erin Inman		Inman Training
Reginald Killnight Jr.	Transportation Planning	Northern Cheyenne
Janet Kenney	State Highway Traffic Safety Section	MDT-Planning Division
John Johnson	SOAR Coordinator	Chippewa Cree-Rocky Boy's
Mark Keffe	Data Analyst – State Highway Traffic Safety Section	MDT-Planning Division
Tracie Kiesel	Tri-County BU Montana Coordinator	Helena School District #1
Captain James Kitchin		Montana Highway Patrol
Sgt. Cory Klumb	Police Department	City of Bozeman
Pam Langve-Davis	CHSP Program	MDT- Planning Division
Taylor Lonsdale	Research Engineer	MSU-WTI
Dan Lozar	Coordinator/Roads Program Engineer	Confederated Salish & Kootenai Tribes
Gary Macdonald	Roads Department/Commissioner	Roosevelt County
Lora Mattox	Transportation Planning	City of Billings
Kevin McLaury	Division Administrator	FHWA
Kraig McLeod	Traffic & Safety Bureau	MDT-Engineering Division
Dan Moore	Enforcement	MDT-Motor Carrier Service
Jessica Morriss	Transportation Division Manager	City of Missoula
Jim Morrow	Director	Montana Motorcycle Rider Safety (MMRS)
Chad Newman	Law Enforcement Liaison- State Highway Traffic Safety Section	MDT-Planning
Greg Noose	Records & Licensing	Motor Vehicle Division-DOJ
Wendy Olson	DUI Task Force/BUMT Coordinator	Flathead County

Name	Position	Agency/Organization
Mary Owens	BUMT Coordinator	HELP Committee Boys and Girls Club
Charmell Owens	Drug Free Communities Coordinator	Ravalli County
Fran Penner-Ray	Driver Education	Office of Public Instruction
Roy Peterson	Traffic & Safety Bureau	MDT-Engineering Division
Brett Petty	Police Department	City of Helena
Vashti Plentyhoops	Transportation Director	Crow Nation
Dimas Prasetya	PPP Engineer	FHWA
David Prescott	Transportation Planner	City of Missoula
Eileen Reddick	BUMT Coordinator	Custer County Sheriff's Office
Donell Rosenthal	Pupil Transportation	Office of Public Instruction
Frank Rozan	BUMT Task Force	Butte-Silver Bow Health Department
Lloyd Rue	Safety/Traffic/Design Engineer	FHWA
Kurt Sager	MT DRE Coordinator	Montana Highway Patrol
Lisa Scates	Alcohol Education Coordinator	Dept. of Revenue
Sgt. Cal Schock	MHP IT Technical Specialist	Montana Highway Patrol
Diana Schwab	BUMT Coordinator	Lake County
Morgan Shaw	Law Clerk	Judge Knisely
Frank Smith	stakeholder	Fort Peck Tribes
John Spencer	Sergeant	Montana Highway Patrol
Jeff Steeger	MCSAP	MDT- Motor Carriers Service
Carol Strizich	Urban and Statewide Planning	MDT-Planning Division
Rebecca Sturdevant	Advanced Practice Registered Nurse	MADD
Mary Sundheim	DUI Task Force Coordinator	Richland County
Anne Svendsen	State Program Specialist	Federal Motor Carrier Safety Administration
Randi Szabo	Bank Communications	
Mike Tooley	Director	MDT
Dennis Trusty	Director	Northern Plains TTAP
Bill Tuck	Grants Accountant-SHTSS	MDT – Planning –
Vicki Turner	Prevention Resource Director	Prevention Resource Center
Jared Utecht	Alternative Transportation Coordinator	BikeWalk Montana
Larry Volkening	Board Member/Planning Dept.	BikeWalk Montana/Beaverhead Co.
Lisa Wanke	Motor Vehicle Division	DOJ
Charity Watt	Special Studies Planner	MDT-Planning Division

Name	Position	Agency/Organization
Audrey Wennink	Project Manager	Cambridge Systematics, Inc.
Juanita Wagner	SOAR Coordinator	Blackfeet Nation
Sam Windyboy	Project Engineer	BIA – Transportation (RMR)
Yvette Worman		Sleep Diagnostics
Jason Zander	Police Department	City of Helena
Lynn Zanto	Administrator	MDT-Planning Division
Stan Zander Jr.	Tribal Sanitarian	Fort Belknap Tribes