

Roadway Departure & Intersection Crashes
CHSP Emphasis Area Meeting
MDT Planning Conference Room A
Tuesday, January 19, 2016, from 10:30 a.m. - noon

Vision Zero- Zero fatalities, Zero serious injuries

Attendees:

Audrey Allums, Grants Bureau, MDT
John Althof, Rail Safety, MDT
Melinda Barnes, Executive Director. Bike Walk MT
Capt. Art Collins, Montana Highway Patrol
Sgt. Brett Friede, Lewis & Clark Co Sheriff Dept.
Pam Langve-Davis, CHSP Program Coordinator, MDT
Don Matlock, Operation Lifesaver
Patrick McLannet, Audit & CDL Section, DOJ-MVD
Kraig McLeod, Safety Engineer, MDT
Chad Newman, Law Enforcement Liaison, MDT
Carl Peil, AARP
Fran Penner-Ray, Traffic Education, OPI
Jeff Steeger, Motor Carriers, MDT
Clark Wheeler, Operation Lifesaver
Via Conference Call:
Ann Svendsen, Federal Motor Carriers Safety Administration

The chair, Roy Peterson, opened the meeting asking for comments and revisions to the November 19, 2015 meeting notes. Comments received included the update of the next meeting from Thursday, January 21 to Tuesday, January 19 and to spell out the reference of 11 grant recipients under strategy 5. McLeod motioned to approve the amended meeting notes. Wheeler seconded the motion. All were in favor to approve the amended meeting notes.

Emphasis Area Progress Updates-

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

Lead: Roy Peterson & Kraig McLeod

Implementation Step 1: Implement MDT's Roadway Departure Plan including systemic and hot spot treatments on rural state routes.

Status: Over \$35 million of HSIP projects have been programmed and will be incorporated into the 5 year Tentative Construction Plan (TCP) in the fall of 2016.

Implementation Step 2: Construct infrastructure improvements to mitigate road departure crashes, both on and off the state system.

Status: This implementation step is the construction of the various improvements on the highway system; this will be an on-going step every year.

Implementation Step 3: Evaluate new roadway departure prevention technologies on an ongoing basis for applicability to Montana's roadways.

Status: Ongoing basis – as new ideas and technologies are identified they will be deployed on the highway system.

Implementation Step 4: Conduct Road Safety Audits on corridors or locations identified as having safety issues and implement appropriate recommendations.

Status: Ongoing – Locations for potential RSA will be reviewed and identified for 2016.

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

Lead: Roy Peterson, Kraig McLeod and Danielle Bolan

Implementation Step 1: Complete the “Safety Impact of Differential Speed Limits on Rural Two-lane Highways in Montana” research study and consider implementation of appropriate recommendations.

Status: The research project is underway; data has been collected; the data analysis will consider the differences of areas with consistent speeds vs differential speeds in recommendations. Estimated completion date is summer of 2016.

Implementation Step 2: Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.

Status: A meeting will be set up to discuss the latest crash data analysis to determine areas of targeted enforcement. This meeting participants in this discussion will include McLeod, Newman, Collins, and Peterson and Allums.

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

Lead: Kraig McLeod & Danielle Bolan

Implementation Step 1: Develop and implement an intersection safety plan

Status: Same. Working with consultant to develop a LOSS and safety performance functions for on-system intersections. This tool will be a diagnostic tool to identify locations that potentially could be developed into safety projects. A data model is anticipated spring 2016.

Implementation Step 2: Construct infrastructure improvements to mitigate intersection-related crashes.

Status: This is a future outcome of the intersection safety plan.

Strategy 6: Explore and implement best practices for reducing road departure, such as distracted driving and fatigued driving, in addition to other behavioral factors.

Lead: Roy Peterson & Danielle Bolan

Best Practice 1: Conduct speed study on those freeway segments that stayed at 75 mph to determine the appropriate speed limit.

Status: Same. A speed study is planned for summer of 2016 to be approved by the Commission during the fall of 2016.

Best Practice 2: Variable speed limits feasibility study.

Status: Traffic Operations & Maintenance are looking into the feasibility of implementing a variable speed limit system on I-90 from Idaho state line to St. Regis. Webinars have been conducted with Utah and Washington. A field trip was scheduled for December 7 & 8 with Wyoming DOT maintenance and engineering and WY Highway Patrol to see what WYDOT does to ensure the appropriate resources are dispatched for roadway issues. MDT has hired an engineering consultant to develop a feasibility report that should be completed by May 2016.

Strategy 3: Reduce roadway departure and intersection crashes through education.

In discussing implementation steps, Melinda Barnes volunteered to compile various education programs listed under implementation step 3 in support of implementation step 1; and as co-leader Jeremy Brokaw volunteered to co-lead implementation step 2.

Lead: Melinda Barnes

Implementation Step 1: Enhance awareness of and encourage increased participation of evidence-based roadway user skills training.

Status: Continuing. Melinda has begun compiling various road user safety education and skills trainings. Addition resource should be forward to Melinda at melinda@bikewalkmontana.org

Lead: Jeremy Brokaw

Implementation Step 2: Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels.

Status: Jeremy volunteered at the November meeting to research roadway departures of social –economic groups.

Implementation Step 3: Conduct public awareness and education about roadway conditions, operations and management strategies, such as yellow flashing signals, roundabouts, bicycle lanes, pedestrian signals, operations around EMS responders, and right-of-way rules at stop-controlled and uncontrolled intersections.

Status: Continuing. In conjunction with compiling different training Melinda will include public awareness campaigns and materials. Other courses mentioned included the DOA driving courses <http://rmt.d.mt.gov/training/courses> available to state agency staff and Helena's Rocky Mountain Emergency Training Center.

Implementation Step 4: Promote and support evidence-based teen peer-to-peer education and programs to address risky driving behavior, including the consequences of distracted driving, impaired driving, and not using seat belts, among others.

Status: Nothing to report.

Strategy 5: Support and increase enforcement of proper road use behaviors by all users in high-crash corridors and high-crash locations.

Lead: Chad Newman

Priority 1: Implement technologies and equipment to aid law enforcement in conducting enforcement.

Status: Applications for mini grants for in car video and reader messages/variable speed signs are intended for law enforcement agencies not currently receiving a HSP grant are available to apply. Mini grants are being managed by contracted law enforcement Liaisons

Priority 2: Implement and support targeted enforcement efforts to prevent intersection and roadway departure crashes.

Status: Active solicitation period. Selective Traffic Enforcement Program (STEP) application <http://www.mdt.mt.gov/visionzero/grants/> period is open until March 1. Selective Traffic Enforcement Program (STEP) combines intensive enforcement of specific traffic safety laws with extensive communication, education, and outreach informing the public about the enforcement activity.

<http://www.mdt.mt.gov/visionzero/grants/pts-step.shtml>

Strategy Leader Identification-

The chair addressed the need for leaders for Strategy 7.

Strategy 7: Improve the prosecution and adjudication of all roadway user violations

Status: Leader, partners, and tasks to be identified to work with Roy Peterson.

It was decided that this strategy needs to be discussed in-depth to determine how agencies and organizations fit. The strategy was developed with consideration of the HSP and the stakeholder input at the 2014 CHSP Update Safety Summit.

Status: Newman reported that a grant has been submitted to conduct a statewide DRE conference. An update will be provided when more information is available. It was mentioned that in the past that topics needed to be submitted in advance for Judges School training conference. A volunteer is needed to reconnect with this group.

Action Items-

- Continue to compile safety educational materials and trainings and provide to Melinda Barnes.
- Chad Newman will work with Kraig McLeod to develop a user friendly crash location report for distribution to law enforcement.
- Peterson to work to identify a leader for strategy 7.

Next Meeting

The next meeting is scheduled for Tuesday, March 15, 2016, from 12:30 p.m. 2 p.m. at MDT Planning Division Conference Room A. The conference call-in number will be provided in advance of the meeting.