

Roadway Departure & Intersection Crashes  
CHSP Emphasis Area Meeting

MDT Planning Conference Room A  
Tuesday, May 17, 2016, from 12:30 to 2:00 pm

**Attendees:**

*Marcee Allen, Safety Engineer (FHWA)*  
*Audrey Allums, Grants Bureau (MDT)*  
*John Althof, Rail Safety, (MDT)*  
*Capt. Art Collins, Montana Highway Patrol*  
*Sgt. Brett Friede, Lewis & Clark Co Sheriff Dept.*  
*Shari Graham, EMS & Trauma Systems (DPHHS)*  
*Pam Langve-Davis, CHSP Program Coordinator, (MDT)*  
*Don Matlock, Operation Lifesaver*  
*Kraig McLeod, Safety Engineer, (MDT)*  
*Chad Newman, Law Enforcement Liaison, (MDT)*  
*Anna O'Donnell, AAA*  
*Carl Peil, AARP*  
*Fran Penner-Ray, Traffic Education (OPI)*  
*Roy Peterson, Traffic & Safety, (MDT)*  
*Jeff Steeger, Motor Carriers Safety Assistance Program, (MDT)*  
*Clark Wheeler, Operation Lifesaver*  
*Via conference Call: Jim Combs, Preconstruction (MDT)*



zero deaths | zero serious injuries

The chair, Roy Peterson, opened the meeting requesting approval of the March 15, 2016 meeting summary. Hearing no comments the chair asked for approval. A motion to approve the meeting summary as written was made by Don Matlock. The motion was seconded by Clark Wheeler. All were in favor to approve the meeting notes.

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

***Step 3: Conduct public awareness and education about roadway conditions, operations, and management strategies.***

**Safety Presentation** - Clark Wheeler and Don Matlock provided an overview of the Operation Lifesaver program. The purpose is to educate the public about safety issues and trespassing problems affecting rail operators. The program focuses on 3E's of safety: education, enforcement, and engineering. A major safety problem is train and trespasser conflicts. The program is only effective when enforced by local law enforcement; works with local rail official to address trespassing.

More community cross-training opportunities are needed for outreach and education; possible venues include traffic education, AARP skills training, and defensive driving courses, among others. Operation Lifesaver currently has 42 presenters and education booths are planned this year at county fairs in

Flathead and Ravalli Counties. More information on Montana's Operation Lifesaver program can be found at <http://www.mtoli.org/>

A call for volunteer safety presentation for May meeting was made by Peterson.

- Shari Graham, EMS & Trauma Systems (DPHHS) offered to provide a 20 minute presentation on programs and the tie to the CHSP

### ***Strategy Updates-***

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

Lead: Kraig McLeod

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

Status: Ongoing; Roadway Departure Study has been developed for rural, on-system routes to identify locations for potential engineering improvements to address crash trends. The location of these various maps is now on the internet:

<http://www.mdt.mt.gov/visionzero/roads/roadway-departure.shtml>

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

Status: Before moving forward on additional RSA, staff is currently reviewing past RSA to ensure recommendations from those reports are being for implementation/addressed.

#### ***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: Final draft is under review. Meeting with researcher is scheduled to explain findings.

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

Status: Maps have been developed based on crash factors to help identify areas for targeted enforcement.

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

Lead: Roy Peterson

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

Status: Ongoing; Operation Lifesavers reported that in 2015, statewide volunteers presented 361 safety presentations to professional drivers, drivers education, and school bus drivers in addition to safety outreach booths at 3 county fairs and 2 public safety events. An on-going list

of various road user safety education and skills trainings continues to be compiled. To be determined - decide where to keep drivers safety information that has been developed.

Implementation Step 3: Conduct public awareness and education about roadway conditions, operations and management strategies.

Status: Educational brochures have been developed for; 1) flashing yellow arrow signal indication - explain to drivers the meaning of the flashing yellow arrow signal indication and to use them and 2) updated roundabout brochure to include both single and multi-lane roundabouts. They will be sent to all the district offices through the district traffic engineers.

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: No update provided.

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

Lead: Kraig McLeod

Implementation Step 1: Develop and implement an intersection safety plan

Status: Ongoing – Data model is being developed to identify intersection factors. Some of the challenges are to make sure crashes are properly coded to the intersection and getting volume information. An intersection workshop for MDT engineers is scheduled for mid-summer.

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

Status: Currently identifying safety projects.

**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: Received 13 mini grants. Grant awards to be announced by September 1.

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

Status: Planning a November drug and alcohol conference in Bozeman. Targeted audience is law enforcement, prosecutors, judges, and probation and parole officers. Kraig McLeod is working with the MHP on how to use the 'site study' check box on law enforcement crash reports. Also, Roy/Kraig would like to present the HSIP program to MHP officers. He will work with Captain Collins to get this set-up.

**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 segments that stayed at 75 mph to determine the appropriate speed limit. Segments include urban areas and mountain passes.

Status: Ongoing – A final report is scheduled for the Transportation Commission this fall. A challenge to gathering data includes geographic area and adverse weather conditions.

**Best Practice 2:** Variable speed limits feasibility study.

Status: Ongoing- The feasibility report is expected by mid-June. Bolan reported that initial findings would require additional funding of staffing/operations/maintenance which would require Legislative support. While the project should be kept in the fore front, the reality may be that it is something that cannot be done in the near future.

***Announcements-***

Advisory Committee Meeting – June 2

Executive Leadership Team – July 12

Save the Date: Annual Transportation Safety Meeting- October 12 & 13

***Action Items-***

- Safety presentation: Emergency Medical Services & Trauma Systems
- Safety Education & Training Resource materials

**Next Meeting**

The next meeting is scheduled for Tuesday, July 19, 2016, from 10:30 -12 p.m. at MDT Planning Division Conference Room A. The conference call-in number will be provided in advance of the meeting.