

Roadway Departure & Intersection Crashes  
CHSP Emphasis Area Meeting  
MDT Planning Conference Room A  
2960 Prospect Avenue - Helena, MT  
Tuesday, September 20, 2016, from 10:30 am - 12:00 pm



zero deaths | zero serious injuries

Attendees:

John Althof, Rail Safety, (MDT)  
Melinda Barnes, Executive Director, BikeWalkMT  
Danielle Bolan, Operations, Engineering (MDT)  
Patricia Burke, Traffic & Safety (MDT)  
Jim Combs, Preconstruction (MDT)  
Ed Ereth, Data & Statistics (MDT)  
Pam Langve-Davis, CHSP Program Coordinator, (MDT)  
Don Matlock, Operation Lifesaver  
Kraig McLeod, Safety Engineer, (MDT)  
Chad Newman, Law Enforcement Liaison, (MDT)  
Roy Peterson, Traffic & Safety, (MDT)  
Clark Wheeler, Operation Lifesaver

**Approval of minutes -**

Approval of the July 17, 2016 meeting minutes was by consensus of those in attendance.

***New Business- Progress Updates for Annual Transportation Safety Meeting***

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

*Implementation Step: Implement MDT’s Roadway Departure Study including systemic and hot spot treatments on rural state routes*

- *Action Item: The highway locations have been identified and evaluated – the list of locations will be reviewed by the districts and once all are approved; the projects will be programmed.*

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

- *Action Item: This is an on-going action item as MDT lets safety projects as shown the Transportation Construction Plan.*

*Implementation Step: Evaluate new roadway departure prevention technologies...*

- *Action Item: Variable Speed Limit (VSL) Study for Interstate 90 over Lookout Pass*  
Objective: Conduct feasibility study for developing a VSL system for implementation on I-90 at Lookout Pass. The feasibility study developed a concept framework and initial concepts and cost estimate for MDT to follow if and when a VSL implementation is pursued at this location. Total cost for field infrastructure such as speed sensors, electronic signs, communication, cameras, etc. would

be ~\$13 million. The study concluded that it would also cost about \$2.6 million on a yearly basis to maintain and operate this system.

Next Steps: Pursue this project in the upcoming legislative session if it determined to be the best time for MDT.

***Strategy 2 – Reduce and mitigate speed-related roadway departure/intersection crashes.***

*Implementation Step 1: Complete research study on the Safety Impacts of Differential Speed Limits on Rural Two-Lane Highways in Montana and then consider implementation of appropriate recommendations.*

Objective:

The goal of this research is to evaluate whether the current differential speed limit (different speed limits for cars and trucks) has a positive or negative safety impact. The report shows an AADT threshold of 3000 and 10% trucks as the criteria to establish a uniform speed limit on two-lane roadways. The implementation of this research will be through the MDT Traffic Operation's Section. [http://www.mdt.mt.gov/research/projects/traffic/differential\\_speed.shtml](http://www.mdt.mt.gov/research/projects/traffic/differential_speed.shtml)

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

- Action Item: Operation Safe Driver program conducts traffic specials designed to educate drivers about driving around commercial motor vehicles. During each special, a MDT transport was used with a MDT driver and a MHP officer riding as a passenger. The MHP officer riding in the transport transmits violations and vehicle descriptions to MHP officers patrolling in advance of the truck via radio. The officers in the patrol cars pull the vehicle over and at their discretion give the driver a warning or citation. The officer in the transport report any illegal or aggressive driving activity they observed in the vicinity of the MDT transport. The MHP and MDT have teamed up to conduct over 2 events this past year.
- Action Item: MDT has completed evaluations of the on-system roadway network that move prove beneficial to enforcement. Maps have been developed based on crash factors of impairment and non-use o seat belts to help identify areas for targeted enforcement to reduce severity of roadway departures.

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

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

- Action Item: A safety program inventory is currently underway and will be posted in the coming year.

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

- Action Item: MDT maintenance has provided seasonal approved recommended suggestions for messages and topics to district staff. These messages can be rotated on the variable message

signs to continue the momentum and awareness and conversation of Vision Zero and reducing fatal and serious injuries on public roadways.

- Action Item: Brochures and website information explaining how to operate new traffic designs and signage have been developed and distributed (flashing yellow arrows, roundabouts - multi-lane and single lane, and pedestrian hybrid beacons)

*Implementation Step: Promote/support evidence-based teen peer-to-peer education regarding risky driving behavior, consequences of distracted driving, impaired driving, and not using seat belts, among others.*

- Action Item: Road Departure Media Campaign including radio PSAs and billboard ads to continue through 2017.

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

*Implementation Step: Develop and implement an Intersection Safety Plan.*

- Action Item: MDT's intersection safety plan will use analytical techniques to identify the magnitude of safety problems at various intersection types and will be refined through the use of Safety Performance Functions and the Level of Service of Safety. A training workshop is scheduled for November 2016.

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

*Implementation Step: Implement and support targeted enforcement to prevent intersections and roadway departure crashes.*

- Action Item : The Traffic Operations Section will be compiling speed limit data for the various segments on the interstate that were not raised to 80 mph to have it ready to be presented by Dwane Kailey at the upcoming Transportation Commission meetings.

***Announcements -***

Upcoming Dates/ Next Meeting & Adjournment

- Annual Transportation Safety Meeting, October 12 & 13, at the Radisson Colonial
- Tuesday, November 15, 10:30 a.m.- noon