

CHSP Advisory Committee Meeting

MDT Auditorium West

Helena, MT

Tuesday, May 9, 2017, from 1:00 to 3:30 pm



zero deaths | zero serious injuries

Attendees:

Marcee Allen, Safety Program, Federal Highway Administration (FHWA)

Audrey Allums, Grants Bureau (MDT)

Melinda Barnes, Executive Director, Bike Walk MT

Sergeant Greg Amundsen, City of Missoula Police Department

Patricia Burke, Safety Engineer (MDT)

Capt. Art Collins, (MHP)

Jim DeTienne, EMS & Trauma Systems (DPHHS)

Kevin Dusko, Impaired Driving Program (MDT)

Dave Gray, Missoula Metropolitan Planning Organization

John Healy, Transportation Director, Fort Belknap Tribes

Alyssa Johnson, Trauma Systems Manager (DPHHS)

Mark Keeffe, Data Analyst -Highway Traffic Safety Program, MDT

Janet Kenny, State Highway Traffic Safety, MDT

Pam Langve-Davis, CHSP Program Manager, (MDT)

Kraig McLeod, Multimodal Bureau, Rail, Transit, & Planning Division, MDT

Jessica Morriss, Missoula Metropolitan Planning Organization

Fran Penner-Ray, Traffic Education, OPI

Bobbi Perkins, Addictive & Mental Disorders Division, DPHHS

Roy Peterson, Traffic and Safety Engineering, MDT

Dave Prescott, Missoula Metropolitan Planning Organization

Dustin Rouse, Preconstruction, MDT

Patrick Sanders, Disability Employment & Transitions, DPHHS

Carol Strizich, Statewide & Urban Planning (MDT)

Jon Swartz, Maintenance Administrator (MDT)

Duane Williams, Motor Carriers (MDT)

Lynn Zanto, Planning Administrator (MDT)

Following introductions Kraig McLeod provided a brief overview of the 2016 preliminary data relative to the total fatalities and serious injuries and the emphasis areas.

- Total fatalities and serious injuries currently stand at 1027 compared to 1224 in 2015. This reflects a reduction of 197 people (16%) from 2015; and an overall reduction of 40 percent since the implementation of the Comprehensive Highway Safety Plan (CHSP) in 2007.
- Roadway departure fatalities and serious injuries are 585, compared to 735 in 2015 which is a decrease of 150 or 20 percent.

- Intersection fatalities and serious injuries stand at 204, down by 50 from 2015, and a decrease of 48 percent since CHSP inception in 2007.
- Impaired driving fatalities and serious injuries dropped from 461 in 2015 to 419 in 2016, reflecting a decrease of 9 percent.
- Unrestrained fatalities and serious injuries were down from 413 in 2015 to 362 in 2016, reflecting a 12 percent reduction and an overall reduction of 53 percent from 767 in 2007.

CHSP Overview and News

MDT Planning Administrator, Lynn Zanto provided an overview of the CHSP, implementation structure, advisory committee (AC) role & responsibility; updates on the FAST ACT requirements related to performance measures and the federal rule making. Zanto also discussed the importance of the three overarching strategies that are to be considered by safety stakeholders as part of our work to improve safety.

The CHSP update was developed under the Map-21 requirements and included performance targets for fatalities, fatality rates, serious injuries, and serious injury rates. An additional fifth performance measure, the number of non-motorized fatal & serious injuries, was included in the safety performance measures final rule in March 2016.

Performance Measure Target Setting

Carol Strizich reviewed the four current performance measures set in the CHSP with the committee and noted an additional measure is now required as of the release of the final rules which added a measure for non-motorized fatalities and serious injuries. Federal regulations set requirements for the targets including the use of FARS (fatal accident reporting system) for fatality data, and the use of state data systems for serious injury data, that annual targets be realistic and achievable, and that targets be based on a 5-year rolling averages with the baseline years for the 2018 target from 2012-2016.

The AC first reviewed the non-motorized crash data which Strizich noted fluctuates from year to year and are relatively small numbers. Strizich presented a couple scenarios for the target setting discussion based on methodology used to set the other 4 performance targets in the CHSP, using a 10-year trend and a 5-year trend. Using the 10-year trend of fatal and serious injuries we see a downward trend in our numbers, and when looking at the most recent 5 years of data the number of fatal and serious injuries is going up. A third methodology of not increasing our numbers was also discussed, with the recent five-year trend of increasing numbers and our overall goal of ***Vision Zero***, zero fatalities, zero serious injuries on Montana's public roads, changing our trend by not increasing any further was considered a third option. Zanto call for vote to approve a 2018 target for non-motorized fatal and serious injuries based on the 10-year trend, those in favor to say aye, and those opposed to say no. There was no opposition, motion passed. Jessica Morris also requested the AC vote to maintain the 10-year trend methodology from year to year, this motion also passed.

Status Update Highlights

CHSP Program Manager Pam Langve-Davis provided a six-month Emphasis Area status handout and highlighted a few strategy implementation activities.

- The Traffic Records Strategic Plan (TRSP) has been updated. The TRSP serves as the guiding document for the Traffic Records Coordinating Committee (TRCC) with strategies for future implementation. Individual state agencies within the State of Montana are collaborating on connecting factors of crash data. Improving the data in these areas can help lead to better decisions. The quality of the data is based on six attributes: Accuracy, Completeness, Integration, Timeliness, Uniformity and Accessibility. The five focus areas of the 20 strategies include: Crashes, Citation/Adjudication, Injury Surveillance, Data Integration, and the TRCC.
- DPHHS received Simulation in Motion-MT (SIM-MT) trucks trailer unit that extends so that the trailer is built to feature the inside of an ambulance and an emergency room and uses response manikins for mobile emergency care education. This was made possible through a \$4.6 m grant from the Helmsley Foundation. Program grant covers 3 years at which time the state becomes responsible for maintenance and education. An oversight committee has already been formed to develop program and sustainability plan.
- Emergency Medical Services Grant Program (MDT) awarded 12 successful grant applicants EMS equipment including vehicles, power cots, monitors, and radios in SFY 2016.
- The City of Billings developed a Community Transportation Safety Plan with the vision of achieving zero fatalities and serious injuries through a culture of safety for all travelers. It is the first community to adopt a vision of zero fatalities and serious injuries in Montana.
- Centerline media campaign was initiated to inform public on the safety benefits of centerline rumble strips. Every year, about 70 percent of the lives lost on Montana's roads occur from a vehicle leaving its designated lane of travel. Distracted, drowsy, impaired or other dangerous driving behaviors can cause roadway departure.
<http://www.mdt.mt.gov/visionzero/rumblestrips/>
- Montana Law Enforcement Academy (MLEA) approved the Liquor Law class will be held during the Law Enforcement Academies. Class is not only for new recruits, but for existing law enforcement personnel, attorneys' and judicial personnel. This will expand overall knowledge base on liquor laws for law enforcement officers. The Department of Revenue and the Montana Highway Patrol have worked to implement training with MLEA.
- The Northern Tribes DUI Task Force made up of members from the Blackfeet, Chippewa Cree-Rocky Boy's, Fort Belknap and Fort Peck Tribes recently formed and has developed a strategic plan. The Task Force has developed by-laws, elected officers, and developed a strategic plan. It is a diverse group of stakeholders consisting of community college staff, injury prevention specialists, law enforcement, transportation planners, judicial staff, and council members.
- HB 95 removes limitations on the establishment of chemical dependency treatment facilities and programs. This will help provide planning for the optimum use of funding and increase efficiency of services and establish standards and allows DPHHS to hold all state-approved facilities and programs to established uniform standards.
- Holiday High Visibility Enforcement – (HVE) was conducted from December 14-January 1. While enforcement activities are a focus on impairment, officers will also be looking at those stopped

to see if they are buckled up. A press release template will be available to LE that are conducting HVE through NHTSA funding. May mobilization and law enforcement public service announcements are running from May 15- June 5.

Safety Issues & Challenges

Emerging issues discussed at the 2016 annual transportation safety meeting and additional safety issues that the Executive Leadership Team (ELT) provided as recommendation for the Advisory Committee consideration were also presented:

- ELT members can include Vision Zero message and crash data with committees and groups when speaking opportunities arise.
- Start work earlier on primary seat belt law. Update, broaden distribution, share and post fact sheets and speaking points to state agencies and local communities.
- Send out newspaper fatality articles to community safety partners of those who oppose primary seat belt laws.
- Send out success stories as well, e.g. Saved by the Belt award
 - Revise and streamline the Saved by the Belt award/nomination process and share with EMS.

Announcements

- Annual Meeting, October 11 & 12, 2017
- ELT meeting October 26, 2017
- Advisory Committee, November 7, 2017

Meeting Adjourned