

Roadway Departure & Intersection Crashes CHSP Emphasis Area Meeting

MDT Planning Conference Room A
Les Schwab Building- 2960 Prospect Avenue, Helena, MT
Wednesday, January 24, 2018 from 10:00 am to noon



VISION ZERO
zero deaths · zero serious injuries
MONTANA DEPARTMENT
OF TRANSPORTATION

Attendees:

Roy Peterson, Chair - Traffic & Safety Engineering Bureau (MDT)
Melinda Barnes, Executive Director, Bike Walk MT
Danielle Bolan, Operations Engineer (MDT)
Dennis Hult, Motor Carriers-Operations (MDT)
Pam Langve-Davis, CHSP Program Coordinator, (MDT)
Chad Newman, Law Enforcement Liaison, (MDT)
Fran Penner-Ray, Traffic Education (OPI)
Michelle Wheat, State Bike/Ped Coordinator (MDT)
Via conference call:
Jim Morrow, Director Montana Motorcycle Rider Safety (MMRS)
Ann Svendsen, Federal Motor Carriers Safety Administration (FMCSA)

Approval of the December 12, 2017 Minutes

The meeting minutes were approved by consensus with the notation of the one comment received that the reference to 'Future 'be revised to 'Family' in the reference to the FCCLA organization. The correction has been made and the minutes will be posted to the website.

Data

The preliminary 2017 fatality data reflects 186 fatalities compared to 190 fatalities in 2016. As of January 22, 2018, there have been 7 fatalities on Montana's roadways.

Old Business

Rectangular Rapid Flashing Beacon (RRFB)-

Traffic Operations Engineer, Danielle Bolan provided a status update on RRFBs. On December 21, 2017, FHWA officially rescinds the RRFB interim approval issued on July 16, 2008 for RRFB due to proprietary patent. The Manual for Uniformed Traffic Control Devices (MUTCD) prohibits patented devices from the MUTCD. Allowing proprietary traffic control devices in the MUTCD violates the general prohibition against the Federal government endorsing a product or company. Existing RRFBs may remain in operation until they reach the end of their useful service life, but no new or replacement RRFBs may be installed. Alternatives include the pedestrian activated LED Flashing Pedestrian Signs or the circular flashing beacons with the pedestrian signs. Here is a website that shows other pedestrian safety countermeasure:

https://mutcd.fhwa.dot.gov/resources/interim_approval/ia11/informationalbrief/informationalbrief.pdf

New Business-

Roy Peterson provided an overview of the Intersection Study Plan. The safety analysis of intersection crashes is determined by a safety performance function (SPF) and level of service of safety (LOSS). A SPF models provides an estimate on the normal and the expected crash frequencies and severity based on average annual daily traffic (AADT) among similar intersections. LOSS provides a qualitative and quantitative degree of safety or unsafety of a road segments; communicates the magnitude of safety problems; and addresses

the perception of safety with historical crash data. LOSS also provides a point of reference for decision making on non-safety related projects and in corridor planning. The plan includes 15 different intersection models and 12 different crash patterns for scenario analysis. The next step will be to have the consultant complete safety reviews for 25 identified intersection in Montana that have a LOSS IV rating and provide recommendations for future Highway Safety Improvement Program (HSIP) projects. A minimum of three years after installation will be analyzed to determine effectiveness for these projects as well as other HSIP projects

Wave-shaped rumble strips-

Roy will be meeting the later part of February with a representative of sinusoidal rumble strips; sometimes called mumble strips. This design is different from the traditional rumble strip which produce a loud noise and adjacent land owners find disturbing on roads where rumble strips have been installed. The mumble strip provides a similar audio alert to the motor vehicle operator but produces a quieter external noise for residents. Roy will provide an update at the March meeting.

Legislative Issues-

The team needs to begin tracking potential bills of interest for the 2019 session. No specific bills have been identified. Melinda noted that she will be working on a safe passage by motorist bill.

New Strategy Updates-

Roy reported on the status of SB 182 and the hiring of four public involvement firms that will conduct outreach and inform public of significant projects and enhanced awareness of safety countermeasures, such as roundabouts and rumble strips, among others. This outreach effort will be managed out of MDT headquarters, Public Involvement Office and Kris Christensen. Roy noted that the new, improved centerline rumble strips will be installed in the Glendive District in the summer of 2018. Roy will be sure to include Jim Morrow with MMRS on public outreach.

Announcements-

- Executive Leadership Team – March 13
- 2018 Bike Walk Summit is scheduled for March 21-23. Registration is on site www.bikewalkmontana.org
- Advisory Committee – May 10

Next Meeting

Due to scheduling conflict the February meeting will be canceled, and the team will meet again on Wednesday, March 28, from 10 a.m.- noon in the MDT Conference Rm A.