



VISION ZERO ★

zero deaths · zero serious injuries

**MONTANA DEPARTMENT
OF TRANSPORTATION**

Highway Safety Improvement Program
Great Northern Hotel
Helena, MT

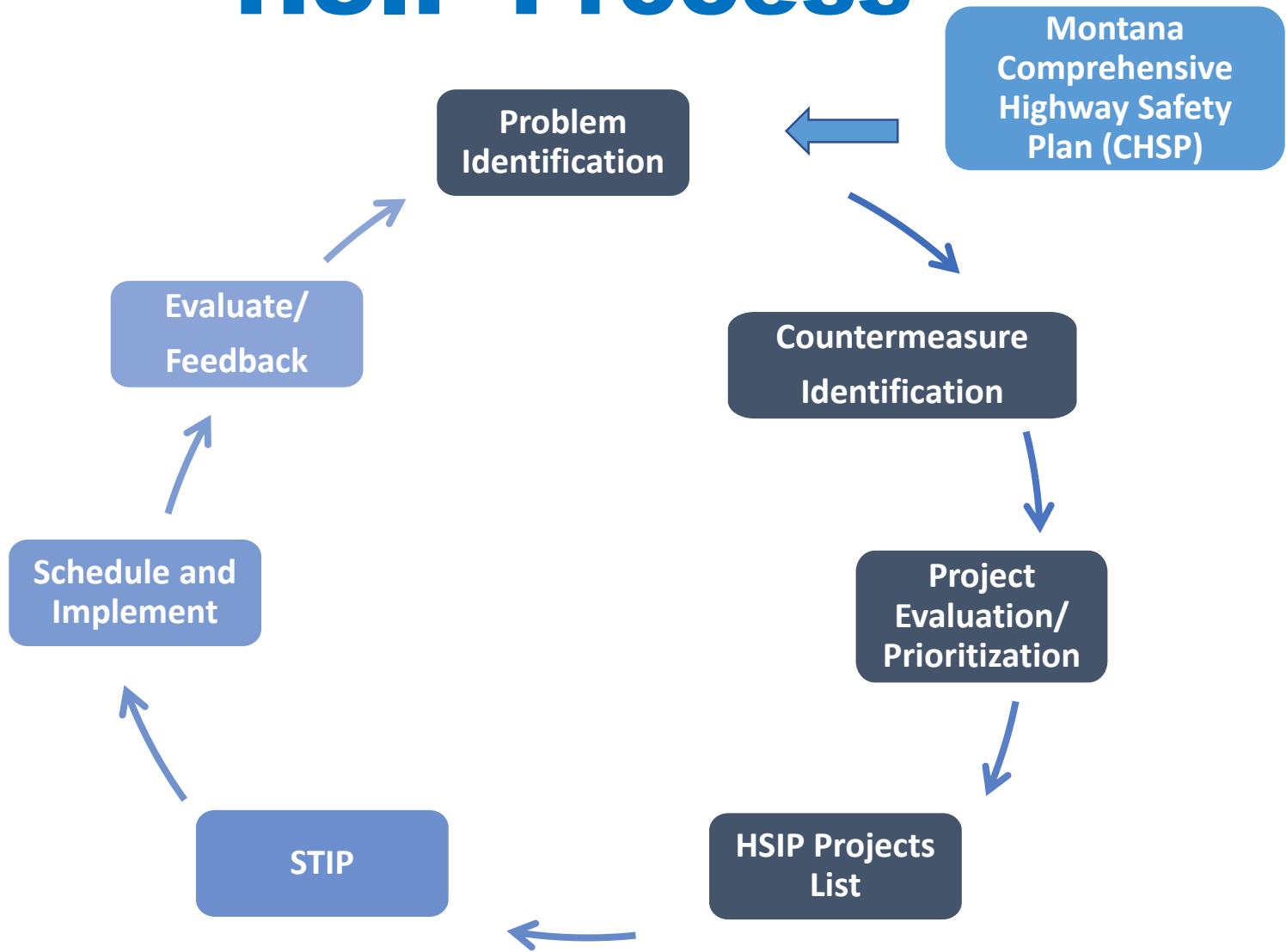
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Montana Department of Transportation

October 10, 2018

Overview

- **Federal Annual Program** – approximately \$18 Million/year
- **Traffic & Safety Bureau** Administers the Program
- **Program has defined objectives and selection process**
 - **Data - Driven & Strategic Approach** to Improving Highway Safety
 - **All public roads** eligible
 - Road entities **agree to maintain safety improvement**
 - Projects identified **state-wide**
 - Project selection is **competitive** – based on benefit cost
 - Those that have a higher safety benefit are moved forward first
- **Projects are designed and constructed through MDT Construction Process** (through agreements with Local/Tribal Governments to maintain improvements upon completion of construction)

HSIP Process



How are Projects Identified?

Three (3) Main Methods

- Re-active / Traditional Method
 - **Network Screening** of MHP's Crash Database – all public roads
- Pro-active
 - **Requests** from MHP, MDT District Offices or Local / Tribal Governments
 - Examples
 - City of Billings – intersection - roundabout
 - Gallatin County – intersection - roundabout
 - Lewis & Clark County – intersections, curves – signing, slope flattening, roundabout
 - Wibaux County – curve – road realignment
 - **Systemic Applications** of FHWA Proven Safety Countermeasures or other safety improvements (ie, delineation, sign reflectivity upgrades, rumble strips, flashing yellow arrows, centerline rumble strips, etc).

What happens next?

- Phase I - Sites are then analyzed by MDT Staff
 - **Office Review** – determine crash trends, potential safety improvements
 - i.e. rumble strips for roadway departure crashes
 - i.e. shoulder widening in a curve for roadway departure crashes
 - i.e. intersection improvements (signal, roundabout, reflective backplating, etc) for intersection related crash trends.
 - **Field Review** – meet with District Staff and other stakeholders (local officials for local routes) at the site to review crash data and potential improvements
 - **Back in office** – compute the benefit cost

What happens next?

- Phase I - Sites are then:
 - **Finalize list** based on benefit cost and funding availability
 - Projects confirmed with MDT management and local/tribal officials on non-state maintained routes.
 - **Projects nominated** for HSIP Funding and Commission Approval
 - Projects are then **programmed** by FHWA

What happens next?

- Phase II – Projects are then:
 - Designed through MDT's Engineering Program
 - Projects constructed through MDT's Construction Program
 - Through agreements with Local/Tribal Governments.

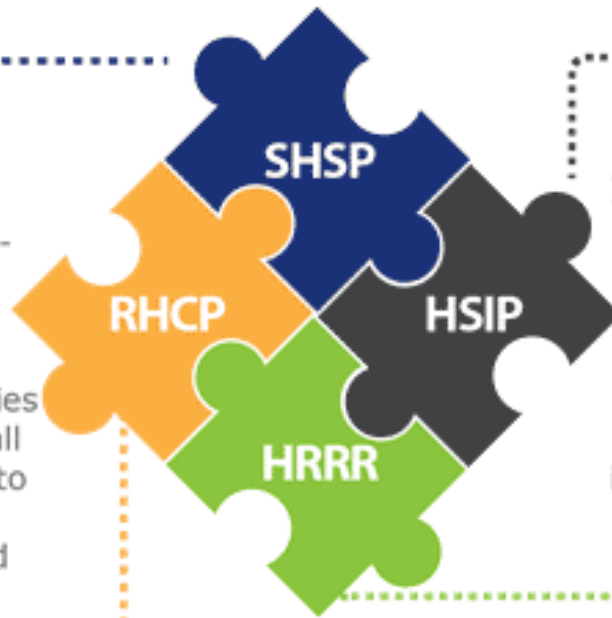
How does this align with CHSP?

STRATEGIC HIGHWAY SAFETY PLAN

The SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. Click here to learn how to develop, implement, evaluate and promote your SHSP.

RAILROAD-HIGHWAY CROSSINGS PROGRAM

The RHCP provides funds for the elimination of hazards at railway-highway crossings under 23 U.S.C. 130. Click here for more information to support RHCP efforts.



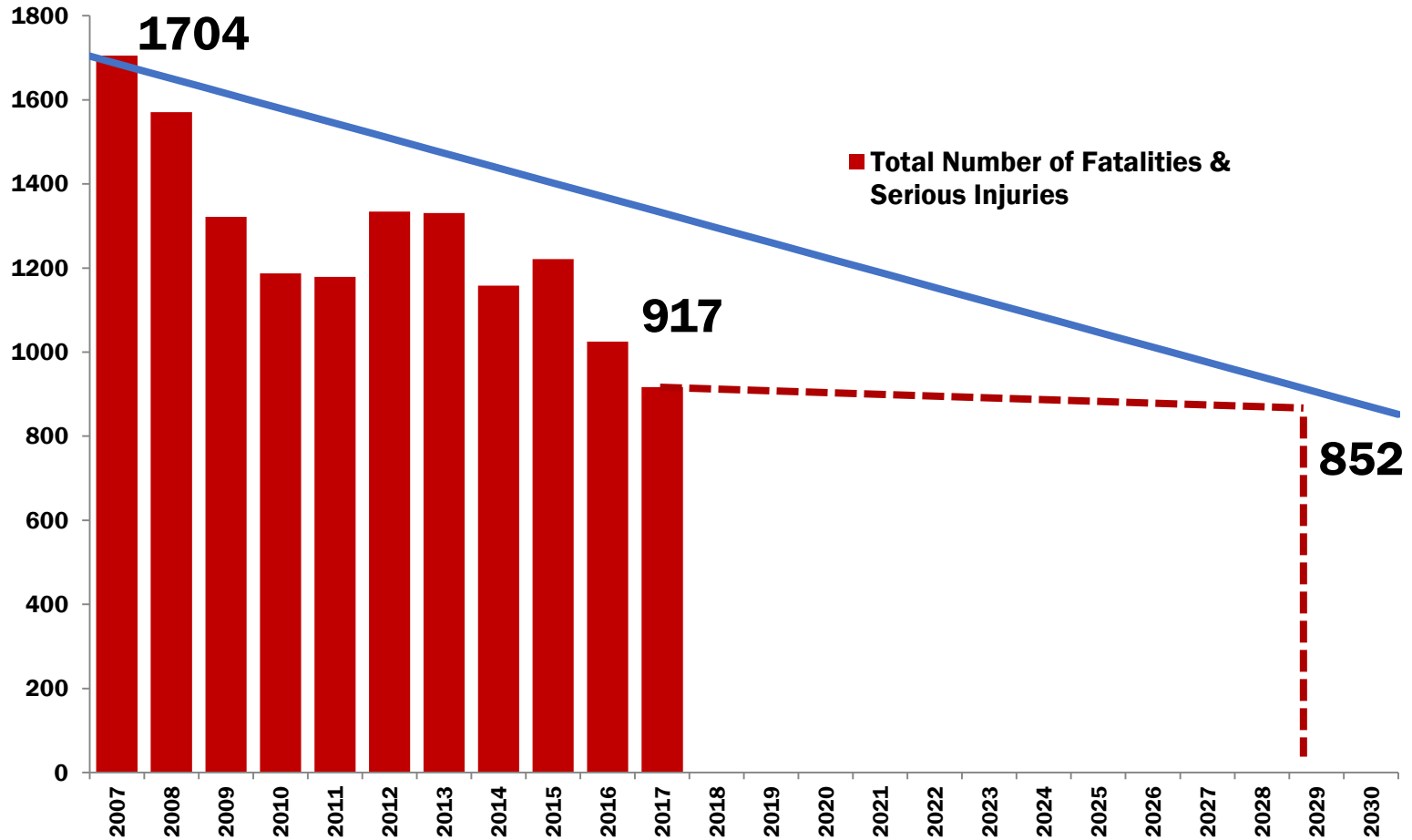
HIGHWAY SAFETY IMPROVEMENT PROGRAM

The HSIP is the projects, activities, plans, and reports carried out under 23 U.S.C. 148. Click here for resources to support State HSIP planning, implementation, evaluation and reporting efforts.

HIGH RISK RURAL ROADS

If the fatality rate on rural roads increase in a State, they are required to spend a portion of their HSIP funds on rural roads. Click here for more information to support HRRR efforts.

MT Highway Safety Goal



Montana Comprehensive Highway Safety Plan
2015-2020

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Eligibility / Criteria

- Public road (MDT, NPS, BLM, City, County, Tribal, etc)
- Identified Crash Trend
- Higher severity crashes - CHSP

Application

http://www.mdt.mt.gov/publications/docs/forms/hsip_application.pdf

Comprehensive Highway Safety Plan Highway Safety Improvement Program

What is the Highway Safety Improvement Program?

The Highway Safety Improvement Program (HSIP) is an element of the Montana Department of Transportation's (MDT) Comprehensive Highway Safety Plan. The HSIP funds infrastructure-related highway safety improvements. Some examples of the types of projects addressed with these funds are signing, striping, delineation, guardrail installation, slope flattening, intersection improvements, and roadway realignment.

Who manages the program?

MDT's Safety Engineering Section reviews investigated accidents of record and sites submitted by local agencies in order to develop a priority list of locations that could participate in this program.

Where does the money come from?

Ninety percent of the money for safety improvements at these locations comes from the federal government. Ten percent comes from the state or local governments.

What type of project is eligible?

Any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail is eligible for HSIP funding. The proposed improvement must not be a maintenance function.

What is the goal of the Highway Safety Improvement Program?

The purpose of the Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads. Montana's overall goal for the Comprehensive Highway Safety Plan is that all highway users arrive safely at their destination.

How are high-hazard locations identified?

High-hazard locations are identified by accident trends based on the number of crashes, accident rates, severity of crashes, or a combination of these factors.

How many locations can local road agencies submit from each city or county?

Applicants may submit up to five locations annually. These sites will be included in the overall statewide ranking and priority listing.

What information should a local road agency submit with the application?

Local road agencies will need to include a safety priority list; provide an accident analysis and traffic information (if available); and identify proposed improvements, including any site constraints (right-of-way acquisition, utility relocations, etc.). (See the application on the back of this page.)

What is the review and approval process?

After MDT receives the applications from local road agencies, the Safety Engineering Section develops an annual list of priorities according to a benefit/cost ratio analysis. MDT then develops a program for improvements subject to availability of funds and a benefit/cost ratio greater than 1.0. The Transportation Commission approves the list of safety improvement projects.

Where should local road agencies send the application?

Safety Engineering Section
Montana Department of Transportation
P.O. Box 201001
Helena, MT 59620-1001
(406)444-6256

What is the deadline for submitting applications?

End of the calendar year for projects to be reviewed during the spring of the following year.

Comprehensive Highway Safety Plan Highway Safety Improvement Program Application

Each local road agency should submit one application per intersection or high-hazard location to be considered for funding along with a copy of the safety priority list for their jurisdiction.

Send to: **Safety Engineering Section
Montana Department of Transportation
P.O. Box 201001
Helena, MT 59620-1001**

1. City, county, or road agency _____
2. Contact person (name, address, and phone number):

3. Location description for intersection or hazard area _____

4. Collision diagram of investigated accidents
 - a. Type (pedestrian, angle, rear-end, other, etc.)
 - b. Severity (fatal, injury, or property damage)
5. Time period for the data:
from _____ to _____
(date) (date)
6. Average daily traffic volume: _____
7. Accident trend and countermeasures
 - a. Identified accident trends
 - b. Corrective measures proposed to address the accident trends
8. Proposed improvements
 - a. Improvement to be considered and a sketch of the improvement
 - b. Cost estimate for the improvement
 - c. Site constraints (right-of-way required, utility relocations, irrigation impacts, etc.).

*** Please attach a diagram and analysis to the application.***

Montana Comprehensive Highway Safety Plan
2015-2020

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Completed

MHP Requested Site



Completed



**Gallatin County –
Roundabout at Stucky and Cottonwood intersection open**

Next Steps

- Currently developing our 2018 HSIP List
 - Includes 20+ requested sites from multiple entities
- Develop Local Roads Program
 - Begin looking at risk factors to identify systemic type safety improvements

Program Information & Contact:

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