

Executive Leadership Team
MDT Commission Room
Virtual Meeting
Helena, Montana
May 20, 2021
2:00- 4:00 p.m.



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

Attended by:

Chair Mack Long, Director, Montana Department of Transportation & Governor's Representative on Highway Safety

Superintendent Elsie Arntzen, Office of Public Instruction (OPI)

Eric Bryson, Executive Director, Montana Association of County Officials

Nanette Gilbertson, Montana County Attorney's Association

Brian Gootkin, Director, Department of Corrections

Captain Scott Van Dyken, Cascade County Sheriff Department & Montana Sheriffs & Peace Officers Association representative

Via Zoom:

Laurie Bakri, Motor Vehicle Division Administrator, Department of Justice (AG delegate)

Tim Burton, Executive Director, Montana League of Cities and Towns

John Iverson, Government Affairs Director, Montana Tavern's Association

Judge Mary Jane Knisely, Yellowstone County, 13th Judicial Court

Colonel Steve Lavin, Montana Highway Patrol

Rhonda Lindquist, Director, Office of Public Instruction

Tracy Morano, Operations Director, Department of Revenue (Director Betty's delegate)

Invited Attendees:

Christy Clark, Deputy Director, Department of Agriculture (Zoom)

Dwight Nelson, Traffic Education Director, OPI

Lucia Olivera, FHWA Montana Division Administrator (Zoom)

Eric Strauss, Operation Manager, Employee Relations Division, Department of Labor & Industry (delegate)

Staff:

Pam Langve-Davis, Comprehensive Highway Safety Plan (CHSP), MDT

Kevin Dusko, State Highway Traffic Safety Impaired Driving Safety Coordinator, MDT & CHSP Impaired Driving Emphasis Area Chair

CHSP Update

Pam Langve-Davis, MDT CHSP manager provided a brief overview of the Comprehensive Highway Safety Plan (CHSP) which was updated in December 2020 and is required to be updated every five years.

Other requirements include the process be data-driven; considers all transportation users; be developed with multiagency safety partners; include 4Es transportation safety disciplines- education, enforcement, emergency response and engineering; performance measures and targets; and strategies and activities be reported, tracked, and evaluated for meeting objective of reducing roadway fatalities and serious injuries. The Advisory Committee for the CHSP update identified the areas where the greatest opportunity to address safety issues and potential to reduce severe injuries as: Roadway Departures & Intersection Crashes, Impaired Driving, Unrestrained Vehicle Occupants, and a fourth to enhance awareness and need as Emergency Response - After-Crash Care.

The purpose of the CHSP is to facilitate collaboration, communication, and coordination among highway and traffic safety programs and partners to align goals and leverage resources across Montana to reduce deaths and life changing serious injuries resulting from roadway crashes.

The vision for Montana is Vision Zero. All travelers in Montana arrive safely at their destination with Zero deaths and Zero serious injuries on Montana's roads. The CHSP is Montana's plan to achieve this vision.

The CHSP has long standing safety partners whose involvement and coordination with their networks have been a key to successfully carrying out safety measures. The Executive Leadership Team is the lead in the three-tiered implementation process. As the decision makers the state agency leaders provide leadership to promote collaboration across agencies, delegate appropriate staff, commit resources, identify barriers, and incorporate safety strategies and implement Vision Zero initiatives within agencies and stakeholder networks.

Emphasis Area Accomplishments

A brief overview of emphasis area team activities over the course of the last six months provided members an insight of some of the programs and coordination done among safety partners.

Roadway Departure & Intersection Related Crashes

- Continues to implement the Highway Safety Improvement Plan, Roadway Departure Plan, the Intersection Safety Plan, and the Rail-Highway Crossing Program
- Currently installing sinusoidal centerline rumble strips in the Missoula District.
- In 2020 AARP Driver Skills Training refresher course covering rules of the road and defensive driving techniques conducted 25 classes/254 participants before COVID restricted in-person training. The educational program continued with 1,023 online participants.

Impaired Driving

- Continued implementation of the Highway Safety Program's Impaired Driving workplan, including supporting and sustaining the
 - Traffic Safety Resource Officer
 - Traffic Safety Resource Prosecutor
 - High-visibility Selective Traffic Enforcement Program (STEP)
- Continue to support high-visibility Tribal Selective Traffic Enforcement Program (STEP)
- Drive Safe Missoula, led by Missoula City-County prevention specialist in development of website and development of driver behavior education modules focused on high school & college aged students. [Drive Safe Missoula](#)
- Continue to provide technical support for stronger impaired driving laws.

Unrestrained Vehicle Occupants

Continue to implement the Occupant Protection workplan

- Sustain and grow the community-based Buckle Up Montana (BUMT) program.
 - Buckle Up coordinator provide educational outreach through a combination of in-person and virtual formats.
- Sustain and grow the Child Passenger Safety Certification Training Program & inspection stations in with increased focus on high-risk populations.
 - Montana's recertification rate is 59% compared to national rate of 48%

- Continue to support and sustain purchase and distribution of child passenger safety seats.
 - In FFY 2020, 541 convertible car seats were distributed to 33 locations throughout the state.
- Sustain and grow the Safe On All Roads (SOAR) Native American program focused on seat belt and child passenger seat use.
 - Contracts with all seven land-based tribes have been signed & “Why I Buckle up” youth campaign rolled out in February.

Emergency Response/ After-Crash Care

- Continue to support Emergency Medical Dispatch (EMD) training for all dispatch centers with 71% trained in 2020.
- Ongoing support of Traffic Incident Management Systems (TIMS) Training: This provides the FHWA-certified 4-hour Traffic Incident Management Responder Safety Training is available to all first responders in Montana. The goal for 2021 is 55% trained, as of March 2021= 52.3% have been trained.
- In FFY 2020, the MDT Emergency Medical Equipment grant awarded 12 grants, 3 being ambulances.
- Continue to support state law and enhance driver awareness of Montana's Mover Over Law, including tow operators and vehicles.
 - Team members and their stakeholder networks were happy to see HB 264 Revise Emergency Vehicle Passing Laws become Law during 67th Legislative Session.

2021 CHSP Workplan and Approval

The Workplan was provided in advance and a brief overview of the objectives and strategies was provided. The objectives of the emphasis areas are consistent with reducing fatalities and serious injuries. The strategies presented were correlated to the safety programs and plans in which they align.

Following discussion, a motion was made by Superintendent Arntzen to approve the 2021 CHSP Workplan as written with a request to meet again in October for a report on program development and activities conducted. The motion was second by Captain Van Dyken. There were no objections and the CHSP workplan was approved unanimously.

2020 Preliminary Data Crash Trends

A brief overview of the preliminary 2020 crash data was provided focusing on the total crashes, crashes related to the emphasis areas, and areas to watch. While the overall goal is zero fatalities and zero serious injuries, the CHSP interim goal measures annual progress in reducing fatalities and serious injuries on Montana’s roadways. The interim goal is to reduce deaths and life changing injuries on Montana’s roadways by half, from 952 in 2018 to 476 by 2030.

The 2020 preliminary data shows the total fatality and serious injuries were 945, which is an increase from the three previous years, yet the ten-year trend reflects a continued decrease.

- Roadway departure fatalities saw an increase from the previous three years, but the trend continues to decline. Lucia Olivera, FHWA Montana Division Administrator noted that from a national level this trend is also being seen in other states.

- Intersection related fatalities and serious injuries declined in 2020 from the previous two years and continues the downward trend.
- Impaired driving fatalities and serious injuries reflect a significant increase compared to recent four years. While the overall trend is still at a decline the next year or so will determine if this a one-year variance.
- Unrestrained vehicle occupant deaths and life changing injuries also increased compared to previous three years. There were 33 additional deaths in 2020 compared to 2019 due to either unrestrained or improper restraint of vehicle occupants.
- Nonmotorized fatality and serious injuries are relatively small numbers and tend to vary from year to year, making the 5-year trend particularly useful to understand. Overall, Montana is seeing a decrease in nonmotorized fatalities and serious injuries.
- Older drivers 65 + years of age are seeing a significant decrease compared to 2019. This may be related to COVID and sheltering in place and older drivers being encourages to shop and travel during off peak hours.
- Young drivers 14-20 years of age shows an increase of fatalities and serious injuries compared to 2019. This does not necessarily mean that young drivers are at fault just that they are involved. The trend continues to decline.
- Motorcyclist fatalities and serious injuries show a slight increase from 2019. This focus area includes the operator and riders, and again does not assign fault. This trend shows a continuous decline from 2015. Will watch closely while moving into summer season.

Overall, Montana continues to see a downward trend with deaths and life changing injuries decreasing.

Announcements and Adjournment

Chair Long noted that the Annual Transportation Safety Planning meeting has tentatively been set for October 13 and the next Executive Leadership Team meeting tentatively set for October 14. Pam Langve-Davis will check calendars and send an Outlook notice to block the dates.

Hearing no further business Chair Long asked for a motion to adjourn the meeting. Superintendent Arntzen made a motion to adjourn the meeting, MACo Executive Director Eric Bryson second the motion. All were in favor. The meeting was adjourned.