2013 Annual Transportation Safety Meeting

Report of Meeting Proceedings and Summary of 2013 Activities

prepared for

Montana Department of Transportation

prepared by

Cambridge Systematics, Inc.

December, 2013

CAMBRIDGE SYSTEMATICS

final report

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1.0 Introduction

The seventh Annual Transportation Safety Meeting was held on October 16 and 17, 2013 at the Gateway Center in Helena, Montana. This meeting is held as part of Montana Comprehensive Highway Safety Plan (CHSP) implementation. The CHSP has 12 emphasis areas (EA) on which progress is evaluated and reported at the meeting:

- Safety Belt Use;
- Alcohol- and Drug-Impaired Driving Crashes;
- Native American Crashes;
- Roadway Departure Crashes;
- Traffic Records Management;
- Young Driver Crashes;
- High-Crash Corridors/High-Crash Locations;
- Large Vehicle and Bus Crashes;
- Emergency Medical Services Delivery;
- Urban Area Crashes;
- Motorcycle Crashes; and
- Older Driver Crashes.

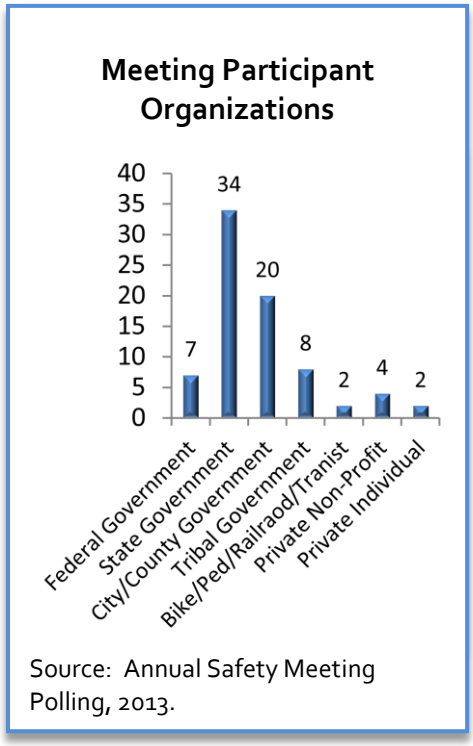
The format of the two-day meeting included annual evaluation of crash data and progress, presentations from the 12 emphasis area champions, open discussion, and use of keypad polling to obtain input from participants on specific questions. More than 100 individuals representing the 4 Es of safety (engineering, enforcement, education, and emergency response) attended the event. The agenda and list of attendees is available in the Appendices.

1.1 Meeting Purpose

MDT Rail, Transit, and Planning Division Administrator Lynn Zanto welcomed participants and described the objectives of the meeting. A primary purpose for the annual meeting was to review the state crash data with key stakeholders and document/evaluate/update the CHSP strategies and action items in the context of noted progress and issues. The meeting provided an opportunity to confirm the strategies included in the CHSP are the right ones to address existing safety issues and collaborate on new ideas. Ms. Zanto also presented an overview of the CHSP and Moving Ahead for Progress in the 21st Century (MAP-21) safety provisions.

Participants at the 2013 Annual Transportation Safety Meeting included Federal, State, and Tribal government partners including transportation professionals, stakeholder groups, representatives of nonprofit organizations and private citizens. For nearly 20 participants, this was the first Annual Transportation Safety Meeting they had attended.

Information on agencies represented, roles, and time dedicated to safety was collected via keypad polling. The majority of participants represented state government (34), with 20 from city or county government and 8 from Tribal governments. Thirty-five people participating in the meeting spend

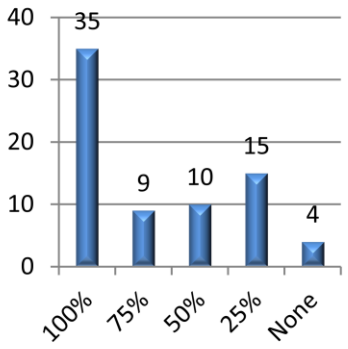


Source: Annual Safety Meeting Polling, 2013.

100 percent of their work time on safety, while 28 have part or none of their work time formally dedicated to safety.

The largest number of meeting participants focuses on education (28) while 23 were involved in engineering/maintenance or roadway infrastructure, 18 were with law enforcement or the judicial system, five with data collection and analysis, and one with EMS.

Percent of Work Time Dedicated To Safety by Meeting Participants



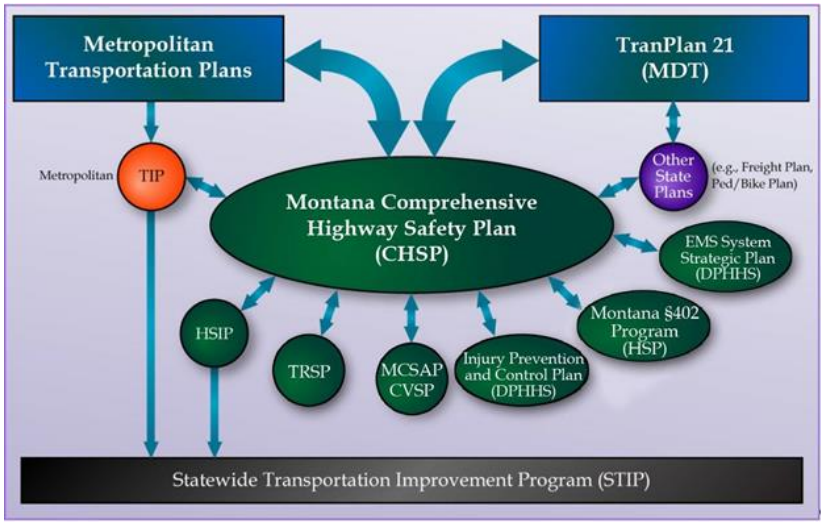
Source: Annual Safety Meeting Polling, 2013.

1.2 Comprehensive Highway Safety Plan

The CHSP was initiated in 2006 and amended in 2010. The vision for the Montana CHSP is that all highway users in Montana arrive safely at their destinations. The CHSP was developed and is implemented as a collaborative effort by multiple agencies and safety partners. As previously stated, safety partners focus efforts on 12 emphasis areas to reduce fatal and incapacitating injuries on Montana's roadways. Each partner agency has a plan that addresses safety in some form and the CHSP has become the central document providing overall coordination on transportation safety policies, programs and projects, as shown in Figure 1.1.

The Annual Transportation Safety Meeting is for partners to review current crash trends, evaluate and report on progress, and identify barriers and opportunities for continued and enhanced implementation of the CHSP. This annual safety meeting is a core element of the CHSP implementation process.

Figure 1.1 CHSP Relationship to Other Montana Plans



Source: Montana Comprehensive Highway Safety Plan, Amended 2010.

In anticipation of an update of the Montana CHSP in 2014, meeting participants were asked to fill in an evaluation form about the CHSP to identify what is working well, opportunities for improvement in the future, and potential new partners. Those results will be considered during the CHSP Update process over the coming months.

1.3 MAP-21

Lynn Zanto provided highlights of the Federal transportation bill *Moving Ahead for Progress in the 21st Century (MAP-21)* as related to safety. MAP-21 establishes seven national performance measures, of which one is safety. The Federal rulemaking to guide implementation of MAP-21 is likely to be released in early 2014. It is expected that the rulemaking will include guidance about CHSP updates and evaluation. MAP-21 also has new provisions requiring a state to monitor older driver fatalities and fatality rate and rural roads -- if these increase for two consecutive years the state will need to develop targeted strategies to address the issue.

1.4 Federal Perspectives

Paul Harker of the Federal Highway Administration noted that MAP-21 appropriated double the resources for safety compared to the previous transportation authorization and increased opportunities for linkages between different transportation administrations. The agency is implementing "Every Day Counts," an initiative to shorten project delivery and enhance the safety of the roadways. MDT is implementing FHWA's proven safety countermeasures such as the safety edge, which ensures the drop-off at the edge of a roadway is sloped so a driver that leaves the lane can recover more easily. Safety edge is a standard construction practice for Montana. High-friction surface course asphalt, which provides increased traction, has been applied in some Montana locations.

Bruce Holmes of the Federal Motor Carrier Safety Administration noted the importance of the people who work in safety. He encouraged everyone to meet the other safety partners in the room, noting that "what they do may affect your family and help someone you care about get home safely." The relationships developed among partners helps to sustain momentum in accomplishing various transportation safety activities after the Annual Meeting.

2.0 Statewide Safety Data and Updated CHSP Vision and Goals

Crash analysis is a critical part of the safety planning and evaluation process because it helps safety experts define problems and evaluate progress toward addressing those problems. Establishment of a vision and goals sets a path forward for safety partners and defines the progress the plan is designed to achieve. This section reviews statewide crash data as well as the vision and goals for the CHSP. Statewide Crash Data can be found at the Comprehensive Highway Safety Plan website http://www.mdt.mt.gov/safety/docs/chsp/2012-chsp-crash-data.pdf

2.1 CHSP Vision

In anticipation of a CHSP update in 2014, Montana decided to reevaluate its vision statement to make it even more relevant and motivating for safety partners.

The opening address provided by MDT Director Mike Tooley described how he had come to the realization that Montana needed to establish a vision of zero deaths. While Director Tooley said at first vision zero seemed unrealistic, he became a believer during his career as the Colonel of the Montana Highway Patrol when he had to bury three colleagues due to a preventable problem: alcohol-related crashes. These three deaths were preventable - there should have been zero deaths. He noted that when a crash occurs in Montana it is more likely to be catastrophic because victims will likely be far from a hospital. Many lives are changed because of fatalities or survivors requiring a lifetime of medical care. "The biggest challenge to reducing the number of fatalities and serious injuries is creating a culture of safety," said Tooley. He showed Maryland and Rhode Island's *Towards Zero Deaths* safety videos to demonstrate how communication tools can educate residents about why zero fatalities is a feasible safety goal. The key message in these videos is that nobody gets in the car planning to get into a fatal or serious injury crash; and everybody can agree that on a personal level their family's goal is to experience no fatal or serious injury crashes.

"The biggest challenge to reducing the number of fatalities and serious injuries is creating a culture of safety."

Mike Tooley, MDT Director

Meeting participants then used keypad polling to vote on whether to support a vision of Toward Zero Deaths (TZD) for Montana. With unanimous vote, the group decided to adopt TZD as an overarching vision for the Montana CHSP moving forward.

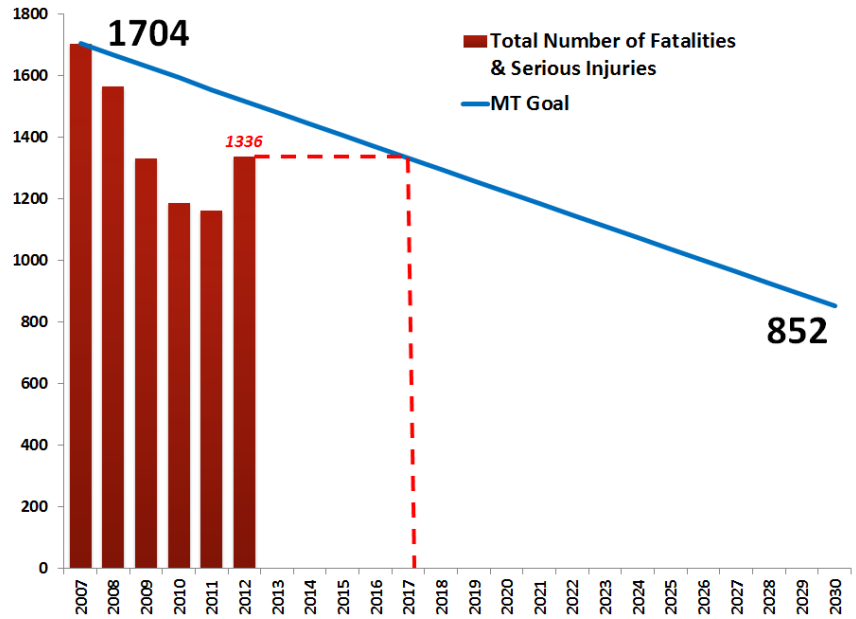
2.2 Recent Crash Trends

In her overview of the CHSP, Lynn Zanto noted the current Montana safety goal as defined in the CHSP is to reduce fatalities and injuries by half, from

1,704 in 2007 to 852 by 2030 as shown in Figure 2.1. As shown, fatality and incapacitating injuries have been trending down since 2007. However the number of severe injuries (fatal and incapacitating injuries) was higher in 2012 than it has been since 2008. Even so, the state is still well on its way to achieving its goal, as the 2012 level is equal to the interim target for 2017. Table 2.1 shows the distribution of 2012 fatal and incapacitating injuries by key emphasis areas. As shown, run-off-the-road crashes were most frequent in 2012.

Sixty percent of all severe injuries resulted from run-off-the road crashes.

Figure 2.1 Fatality and Serious Injury Trend and Target



Source: Comprehensive Highway Safety Plan, MDT Data Research Analyst, 2013.

Table 2.1 Emphasis Areas by Percentage of All Severe Injuries (Fatal and Incapacitating Injuries)

	2012 Percentage of All Fatal and Incapacitating Injuries
Urban Crashes	16%
Impaired Crashes	27%
Large Vehicle and Bus Crashes	7%
Motorcycle Crashes	12%
Young Driver Crashes	21%
Older Driver Crashes	13%
Run-off-the-Road Crashes	60%
Unbelted Crashes	47%

Source: MDT Data Research Analyst, 2013.

MAP-21 requires states to adopt targets for four safety performance measures: fatalities, fatality rate (fatalities per 100 million vehicle miles traveled), serious injuries, and serious injury rate. The current CHSP targets are:

- Reduce crash fatalities to 182 by 2015;
- Reduce the annual crash fatality rate per 100 million vehicle-miles traveled from 1.69 in 2010 to 1.31 by 2015; and
- Reduce the five-year average number of incapacitating injury crashes from 1,295 in 2010 to 1,002 by 2015.

MDT had not previously set a target for serious injury rate. Therefore, the group used keypad polling to set this target in the meeting, selecting a moderately aggressive target:

- Reduce the incapacitating injury rate per 100 million vehicle-miles traveled from 0.89 in 2010 to 0.81 by 2015

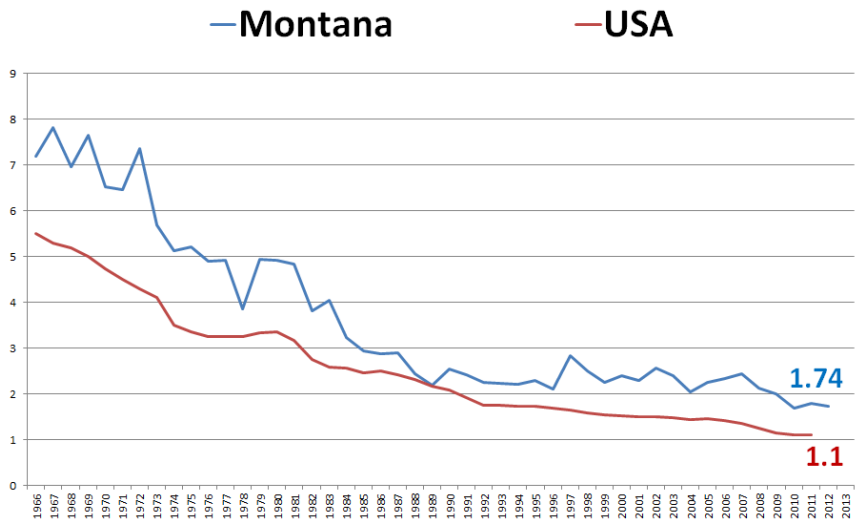
MAP-21 calls for aggressive yet achievable targets to be established. Making targets aggressive is very motivational, but may not be realistic to achieve; Montana may revisit the targets during the CHSP update.

Mark Keeffe, MDTs Research Data Analyst for traffic safety, presented crash data on overall crash trends and Montana safety targets. Analysis of crash trends is critical for identification of problems at the system wide level. MDTs Safety Management System enables identification of trends by crash type and enables identification of what other factors are involved in a specific crash type (i.e., driver behavior, roadway conditions, and vehicle conditions). This information helps target strategies more precisely to the safety problem. Use of targets is beneficial because it provides greater accountability, linkage of actions to intended outcomes, and understanding of progress.

Traffic fatalities have been tracked since the 1940s, and overall noticeable decreases have been observed as a result of national and statewide efforts such as the secondary seatbelt law and speed limits. In Montana, VMT is steadily increasing by just under one percent per year, which is in part due to the fact that new roadways contributing to the VMT count are added each year and traffic counting techniques continue to improve.

While as shown in Figure 2.2 the Montana fatality rate of 1.74 fatalities per 100 million vehicle miles traveled (100M VMT) is higher than the U.S. rate of 1.1 per 100M VMT, the relationship between Montana and U.S. fatality rate trends is similar. Montana's population is aging but, in 2012, fatalities were highest among ages 20 to 24 (32 fatalities) and ages 25 to 29 (25 fatalities).

Figure 2.2 Fatality Rates for Montana and the United States



Source: MDT Data Research Analyst, 2013.

The following Table 2.2 shows that the number of fatalities and incapacitating injuries in 2012 is higher than 2011, which is largely due to a 19 percent increase in incapacitating injuries. The table also shows 2015 targets for fatalities and incapacitating injuries. While incapacitating injuries were below the 2015 target in 2010 and 2011, they exceeded the target in 2012.

Table 2.2 2012 Crash Data Highlights

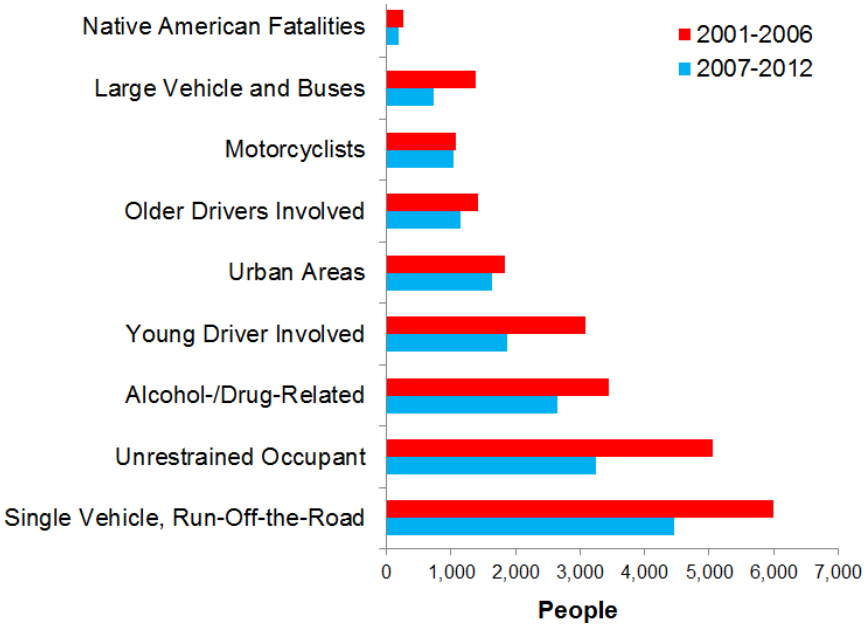
		2010	2011	2012	2015 Target	Percent Change 2011-2012
Injuries	Fatalities	189	209	205	182	-1.9%
	Incapacitating Injuries	996	953	1,132	1,002	18.8%
	Non-Incapacitating Injuries	6,036	5,870	6,432		9.6%
Crashes	Fatal Crashes	161	187	192		2.7%
	Injury Crashes	4,972	4,920	5,355		8.8%
	Property Damage Only Crashes	15,013	15,168	14,294		-5.8%

Source: MDT Data Research Analyst, 2013.

From 2011 to 2012, the statewide number of fatalities declined slightly, but the number of incapacitating injuries increased nearly 19 percent.

As shown in Figure 2.3, progress in reducing fatal and serious injuries is being made in the nine emphasis areas for which crash data is available. The improvements in safety since 2006 reflects progress since the implementation of the CHSP.

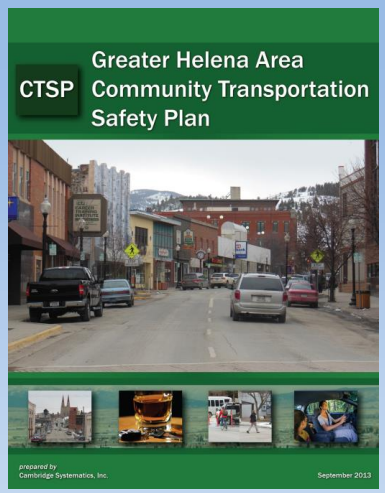
Figure 2.3 Fatal and Serious Injuries Associated with Key Emphasis Areas

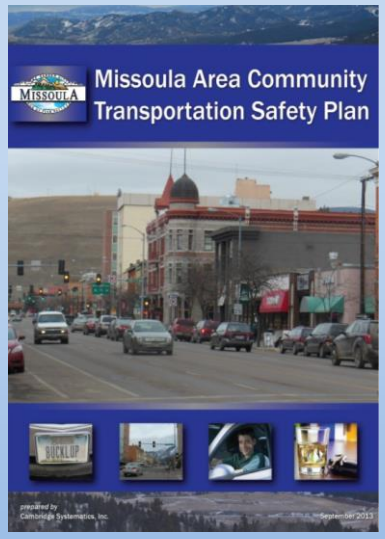


Note: Only fatalities are included in the Native American crash data.
Source: MDT Data Research Analyst, 2013.

3.0 Emphasis Area Progress

In the following sections, information is provided for each emphasis area that has been derived from the CHSP Annual Element, the 2013 Biannual Emphasis Area Progress Report, and the annual meeting.





3.1 Urban Area Crashes Emphasis Area

Champion: Local City and County Government and MPO representatives

Status of 2012 CHSP Performance Measures Compared to 2015 Target

- Although rural crashes make up the majority of crashes in Montana, over 50 percent of Montana's total crashes occur in urban areas. The targets for the Urban Area Crashes are:Reduce the five-year average of urban area fatalities and incapacitating injuries to 269 by 2015.
- Reduce the annual urban fatality rate per 100 million vehicle miles traveled to 0.33 by 2015.

Figure 3.1 shows urban area crash fatality and incapacitating injury trends. The solid black line shows the five-year average while the blue line shows annual values compared to the target in red.

Assuming the flat or decreasing trend continues, the Urban Area Crashes Emphasis Area 2015 target will be met.

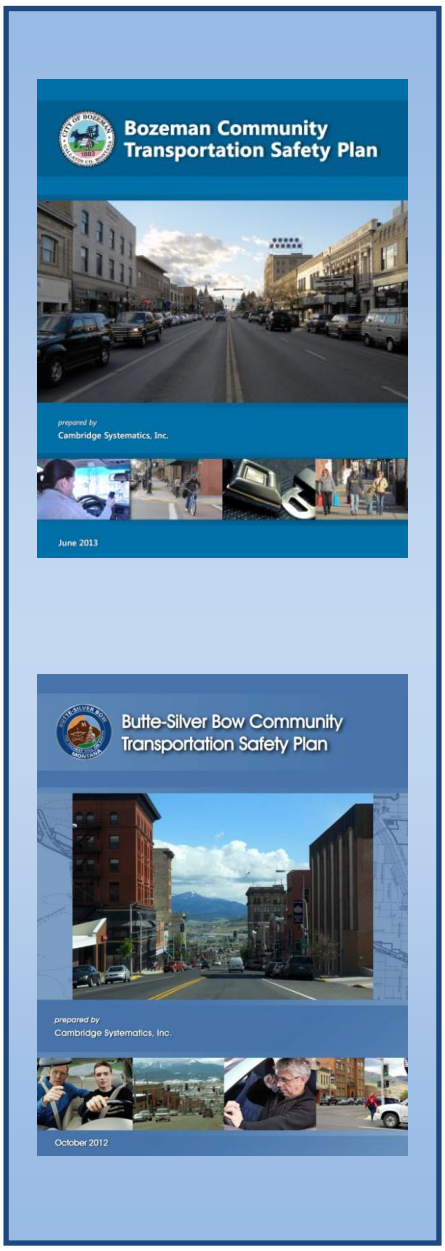
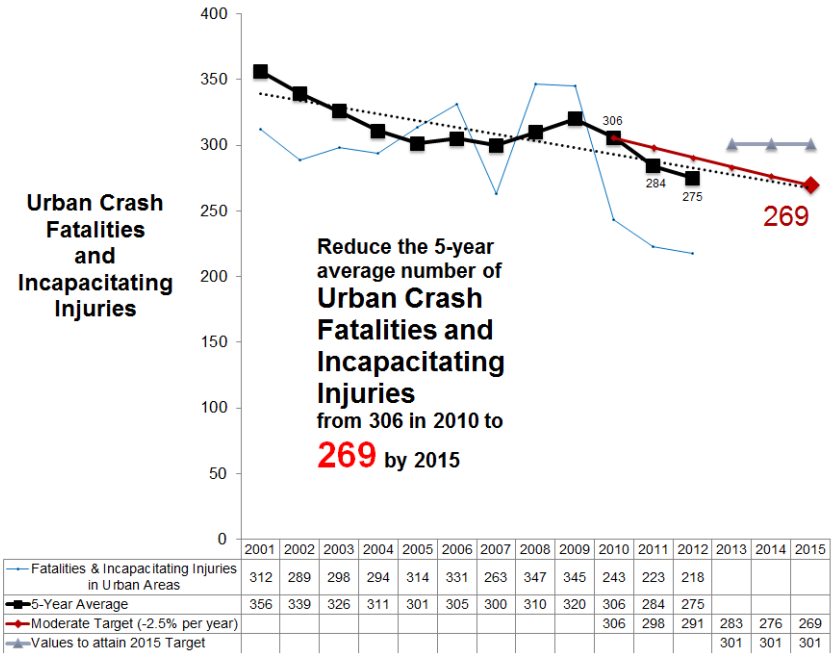


Figure 3.1 2012 Urban Crash Fatalities and Incapacitating Injuries



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatalities & Incapacitating Injuries in Urban Areas	312	289	298	294	314	331	263	347	345	243	223	218			
5-Year Average	356	339	326	311	301	305	300	310	320	306	284	275			
Moderate Target (-2.5% per year)										306	298	291	283	276	269
Values to attain 2015 Target													301	301	301

Source: MDT Data Research Analyst, 2013.

Audrey Wennink of Cambridge Systematics, Inc. presented on progress being done to address urban area crashes. MDT believes communities can best develop and implement safety strategies in urban areas. Therefore Urban Area Crashes emphasis area is addressed by Community Transportation Safety Plans (CTSP), which are developed and implemented by local communities. In 2010 MDT established a pilot program for individual communities to request technical and financial support to develop CTSPs. MDT supports the cost of each plan 100 percent, and provides crash data analysis and consultant support. The community commits to identifying a local point of contact to coordinate plan development with local government representatives and stakeholders, oversee implementation, and track and report progress annually.

This past year has been very active with four plans completed since the last annual meeting in 2012: the Butte-Silver Bow plan was completed in October 2012, and the Bozeman, Missoula, and the Greater Helena Area, plans were completed in 2013. The plans are for community areas, which mean they cover the urban area, including some areas outside the city limits, e.g., the Greater Helena Area plan includes East Helena and the North Valley. The first CTSPs in Montana were completed in Shelby-Toole County and the City of Hamilton 2011 and are in the implementation phase.

A similar process to that for the CHSP is used to develop CTSPs. Each community uses a data-driven process to identify emphasis areas, develop safety strategies in collaboration with safety partners, and establish performance measures and goals. The plans are designed to be very easy to

use, including detailed tables similar to the CHSP Annual Element. The plans have lists of resources and web site links to examples that can be customized by the community.

Community benefits of CTSPs are significant. The safety plans complement long-range transportation planning at the community level. For example Missoula recently finished its long-range transportation plan, and the safety plan expands upon the safety element of that plan. Helena is about to undertake its transportation plan update and will integrate the recently completed safety plan into it. The idea is for these plans to identify ways to use existing resources in a more targeted and more efficient way to focus on the biggest problems. The CTSP development process has increased communications among partners and may help a community save money if it identifies duplication of efforts or may help the community find resources it did not know could be directed to safety. The process also helps to engage local leadership such as the mayor, sheriff, and leaders in safety so they can demonstrate community commitment to these efforts.

3.2 Native American Crashes Emphasis Area

Champion: John Healy, Fort Belknap Tribal Transportation-Transit Director

Status of 2012 CHSP Performance Measure Compared to 2015 Target

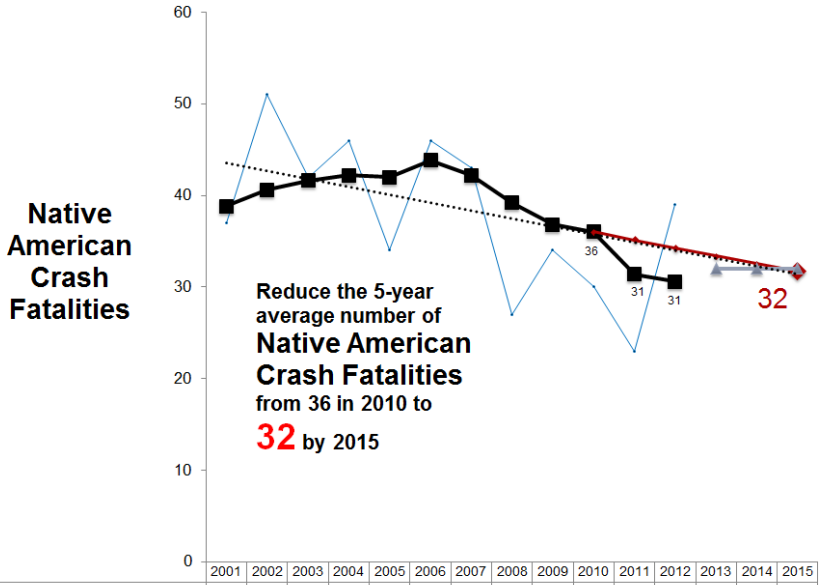
Native Americans make up 6.3 percent of Montana's population, yet in 2011 Native Americans accounted for 11 percent of the State's fatalities. From 2007 to 2011, Native Americans comprised from 11 to 20 percent of the state's fatalities. Approximately 67 percent of these fatalities were alcohol-related. During this same time period 76 percent of Native American occupant fatalities were not wearing seat belts. Montana's tribal nations recognize the critical importance of highway safety and actively participate in identifying and implementing safety strategies on tribal lands.

Figure 3.2 shows the trend of Native American crash fatalities. The solid black line shows the five-year average while the blue line shows annual values compared to the target in red. It is useful to track trends both annually and using five-year averages, which show a softer trend. The trend compared to the target was:

- The five-year average of Native American traffic fatalities was 31 in 2012 compared to a target of 32 by 2015.

Assuming the flat or decreasing trend continues, the Native American Crashes Emphasis Area 2015 target will be met.

Figure 3.2 Native American Crash Fatalities



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Native American Fatalities	37	51	42	46	34	46	43	27	34	30	23	39			
5-Year Average	39	41	42	42	42	44	42	39	37	36	31	31			
Moderate Target (-2.5% per year)										36	35	34	33	33	32
Values to attain 2015 Target													32	32	32

Source: MDT Data Research Analyst, 2013.

John Healey reviewed activities in the past year and issues discussed in the Tribal Transportation Safety Summit held the day prior to the Annual Meeting. At the Summit, the five strategy areas were discussed as follows.

NA-1 Systems/Policies to Support Data Sharing among Tribal, State, and Local Entities

Sgt. Cal Schock of Montana Highway Patrol (MHP) gave a presentation at the Tribal Safety Summit on the Montana Web-Based Crash Reporting System, which is available to all Tribal governments. Assuming computer and Internet access are available to a Tribe, this web-based crash reporting system makes it possible to electronically report any crash that tribal law enforcement responds to. As only fatal crashes are recorded in the system now, the addition of nonfatal crashes would greatly enhance Tribal crash problem identification. MHP will provide access and free training on the system to interested Tribes.

NA-2 Tribal Safety Plans for Each Reservation

Most Montana Tribes completed and adopted a safety plan in 2008. Several Tribes are seeking funds through the FHWA Tribal Transportation Program 2013 safety grant program to update their plans.

NA-3 Coordinate/Conduct Tribal Safety Summit

As noted earlier, a one-day Tribal Transportation Safety Summit was held on October 15, 2013, where Native American transportation safety issues and strategies were discussed in detail.

NA-4 Increase Seat Belt Use and Reduce Impaired Driving

The Safe on All Roads (SOAR) Program is designed to reduce fatal and incapacitating injury crashes among the Native American population, primarily through educational programs, focusing on the younger population about the need to use seat belts and the risks associated with impaired driving. All the Tribes have recently renewed contracts or hired SOAR coordinators, which develop public service announcements and media campaigns, promotional materials, and educational and training materials customized to their respective Tribes.

NA-5 Develop a Tribal Road Safety Audit Program

Through a Bureau of Indian Affairs (BIA) pilot program, Road Safety Audits (RSA) have been conducted on the Blackfeet, Crow, Fort Belknap, Fort Peck, Northern Cheyenne, and Wind River Reservations. Audits were conducted during October 2012- July 2013. RSA reports will be completed by a consultant and provided to respective Tribes for recommendations to incorporate into safety plans.

Ongoing Safety Issues

At the Tribal Summit, the group identified a number of ongoing safety issues, which the emphasis area will seek to address via ongoing and future strategies. The safety issues identified include:

- Open-range cattle graze freely on Native American land where fences are not present and can enter the roadway presenting a safety risk. Fencing is needed on the Blackfeet Reservation near Glacier National Park. Other areas that have similar problems are the Crow and Northern Cheyenne Reservations.
- Increased enforcement is needed, but manpower is a challenge. Coordination is needed across different jurisdictional areas (e.g., Tribal, County, and State). Consistent enforcement and education of Tribal laws and ordinances is needed.
- Railroad crossings lack gates in some locations.
- Non-use of seatbelts is prevalent.
- Road design in many locations is substandard and not consistent with current operating speeds.
- Due to lack of consistent and complete crash data reporting of community-known crash site locations it is difficult to provide data or provide information for safety program funding.
- Funding is needed for seat belt and driver education programs in schools.
- Resources for roadway maintenance activities are a challenge.

Progress Made But Still Needs Attention

Tribal representatives noted areas where progress had been made but where more work is still needed, including:

- Texting and driving;
- Use of seatbelts;
- Youth driver laws;
- Educational programs;
- Road design;
- Enforcement of all laws (i.e., speeding, driver age and licensing, vehicle insurance);
- Impaired driving and expansion of DUI Courts
- Increased presence of Montana Highway Patrol;
- Road Safety Audits;
- Revival of Safe on All Roads (SOAR) Program;
- Data collection and reporting; and
- Court enforcement of established fines.

Potential New Safety Strategies

The group identified potential new safety strategies listed below.

Engineering

- Establish and implement a policy on property fencing to reduce open-range livestock conflicts with vehicles.
    - MDT will include fencing as part of new projects but there is a need to retroactively place fencing on other stretches of road.
    - Obtain confirmation on state law regarding fencing and BIA's opinion on that law.
- Consider cell phone pullout signage on reservations.
- Consider cameras to determine roadway conditions for road closures and for traveling public.

Education

- Use family members to influence and to encourage good decisions regarding traffic safety.
- Promote DUI Task Forces.

3.3 Alcohol- and Drug-Impaired Crashes Emphasis Area

Champions: Lonie Hutchison, Missoula County DUI Task Force Coordinator and Erin Inman, Montana Traffic Safety Resource Prosecutor

Status of 2012 CHSP Performance Measures Compared to 2015 Target

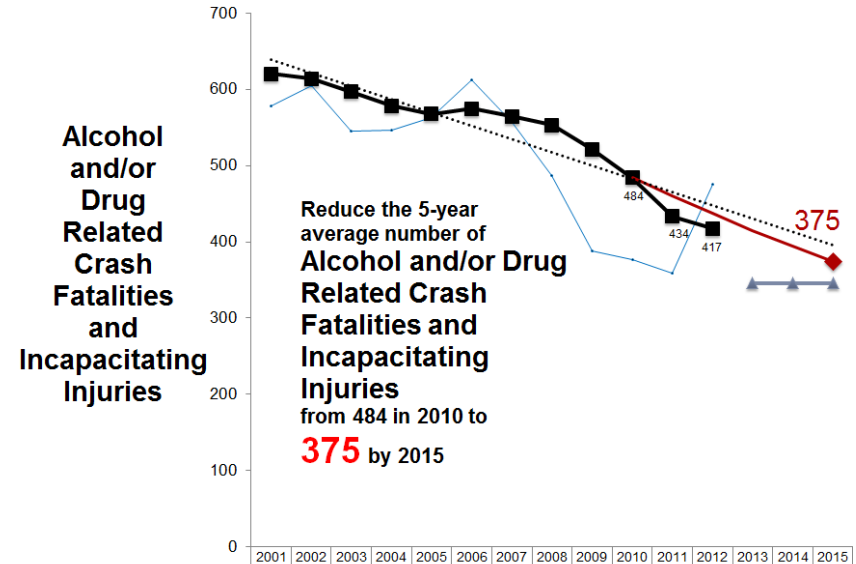
In 2012, there were 476 severe (fatal and incapacitating) injuries in Montana that were a result of motor vehicle drivers who were impaired by alcohol and / or drugs. Of the 205 motor vehicle crash fatalities in Montana, 113 were the result of an alcohol or drug impaired driver. Recognizing the severity of the problem in Montana, several programs are in place at the state and local levels, encompassing educational and awareness, enforcement, engineering, and treatment efforts.

The trends compared to the targets were:

- The five-year average of alcohol- and/or drug-related crash fatalities and incapacitating injuries was 417 in 2012 compared to a target of 375 by 2015.
- The five-year average of alcohol- and/or drug-related crash fatalities was 88 in 2012 compared to a target of 70 by 2015.

Figure 3.3 shows the trend of Alcohol- and Drug-Impaired crash fatalities and incapacitating injuries. The solid black line shows the five-year average while the blue line shows annual values compared to the target in red. It is useful to track trends both annually and using five-year averages, which show a softer trend. 2012 had an unusual spike in alcohol/drug related fatal and incapacitating crashes. Assuming the previous decreasing trend continues, the Alcohol and Drug Impaired Driving Crashes Emphasis Area 2015 target can still be met.

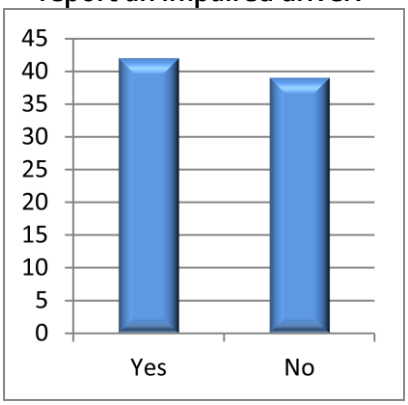
Figure 3.3 Alcohol- and/or Drug-Related Crash Fatalities and Injuries



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Alcohol-/Drug-Related Fatalities & Incapacitating Injuries	578	605	545	547	563	612	557	487	388	377	359	476			
5-Year Average	620	614	597	578	568	574	565	553	521	484	434	417			
Aggressive Target (-5.0% per year)										484	460	437	415	394	375
Values to attain 2015 Target													346	346	346

Source: MDT Data Research Analyst, 2013.

Have you ever called 911 to report an impaired driver?



Source: Annual Safety Meeting Polling, 2013.

Lonie Hutchison reported that the alcohol- and drug-related crash emphasis area team is comprised of 36 members. The group has restructured to a work group format for each strategy with quarterly meetings for the whole group. Activities undertaken during the past year are detailed below by strategy.

AL-1: Stronger Penalties for Blood Alcohol Content (BAC) Test Refusal, Including Consistency between Jurisdictions and States

According to the Biannual Emphasis Area Progress Report, from January to September 2013 the Standard Field Test Sobriety (SFTS), Advanced Roadside Impairment Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training program has expanded.

In the annual meeting, the champions noted that the goal of this strategy is to determine a driver's BAC and to use this information to help with sentencing and rehabilitation. Prior to 2011 if a person refused a blood alcohol test, the officer could not collect evidence, but now officers can get warrants to obtain blood samples.

Officers are being educated on how to obtain a warrant for a blood sample via one- to two-hour telephonic search warrant training. In the future, the training will be provided on-line, and officers will be able to get training in their vehicles. Information on the trainings is being developed and will be distributed.

As a result of the new law, the number of blood samples submitted to toxicology has doubled. However, a challenge is that no new crime lab staff have been added, so the workload is very high.

Fewer cases are going to court because people are pleading guilty more often. Therefore, law enforcement is spending less time in court but more time with paperwork. A remaining challenge is that blood evidence cannot be obtained from all offenders because it is still prohibited for first-time offender's first refusals.

AL-2: Enhance DUI Data Collection and Analysis

The DUI Detail Report provides information about adjudication of citations – it lists all cases and how they are charged. It is possible to access general DUI data on all law enforcement first contacts via the State of Montana Court of Crime Control web site, which is accessible by the public. It is possible to search cumulative data on DUI such as breakdowns on different types of DUIs. The presenters noted that one advantage to using the media report versus DUI report is that the media report includes all the other charges against an individual. The key is to know the details of the report being used and to understand its strengths and limitations.

MDT is in the process of updating the Safety Information Management System, (SIMS) and the new system is expected to be operational by the middle of 2014. One goal of the new system is to be able to incorporate safety data from different agencies seamlessly and submit queries. The upgrade will allow BAC data for nonfatal crashes to be collected and analyzed.

AL-3: Reduce Over service of Alcohol to Apparently or Obviously Intoxicated Persons

According to the Biannual Emphasis Area Progress Report, from January to September 2013 the strategy subcommittee explored a public media education campaign considering new stronger messaging as well as potential over service trainings at Montana Law Enforcement Academy.

In the annual meeting it was noted that Responsible Alcohol Sales and Service (RASS) training has been mandatory since 2011, and the state curriculum is now the standard for all server training curricula. The section of the training on over service was improved to clarify definitions and how the liquor law works.

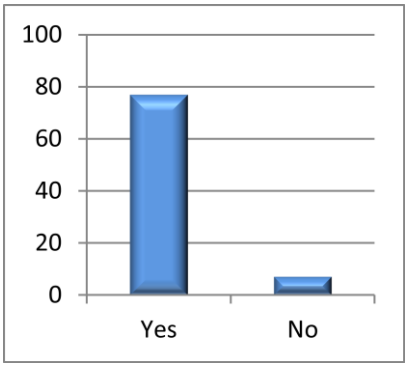
The delivery method of the training was overhauled to improve information retention by participants. Every trainee gets one server guide as part of the training, so trainers no longer have to copy materials. An application process for trainers was initiated with the goal of improving trainer qualifications. Once approved trainers participate in the training and get a lifetime certification. Prosecution of establishments that over serve is increasing.

A public information and education campaign was initiated on drink equivalency, which encourages patrons to monitor their own consumption.

AL-4: Expand DUI Courts

According to the Biannual Emphasis Area Progress Report, from January to September 2013, funding was received for activities including DUI/drug court expansion in Toole, Pondera, Glacier, and Teton Counties; DUI court support

Do you know it is appropriate to call 911 to report an impaired driver?



Source: Annual Safety Meeting Polling, 2013.

by the Office of Court Administrators; and DUI court teams at Fort Peck and Butte-Silver Bow County.

At the annual meeting it was noted that five DUI courts are in operation in Montana. In addition, two valuable judicial positions are in place for assistance with education and training of judges on safety issues:

- State Judicial Outreach Liaison – Judge Audrey Barger; and
- Regional Judicial Liaison – Judge Mary Jane Knisely.

The MDT highway safety office funds teams that provide training on how to run a DUI court. A judge or prosecutor who is interested can apply to attend – there will be funding for two teams in Fiscal Year 2014.

AL-5: Reduce Impaired Driving Crashes Related to Marijuana and Prescription Drugs

According to the Biannual Emphasis Area Progress Report, from January to September 2013 the team researched opportunities to increase public education regarding the impairment of prescription drugs and marijuana, including the combination with alcohol. The team is also exploring other opportunities to education caregivers, patients, and family members about the risks of prescription drug use and driving.

In the annual meeting, it was noted that Montana now has a prescription drug registry that tracks the sources of all drug prescriptions in the state.

Effective October 1, 2012, there is a "per se" law for marijuana: if a blood test shows a concentration of five nanograms per milliliter or higher for delta-9-tetrahydrocannabinol, the user can be charged for drug-impaired driving. Drug Recognition Enforcement (DRE) training had been increased; there are 72 DREs statewide. Significant Advanced Roadside Impaired Driving Enforcement (ARIDE) training is ongoing, which trains law enforcement on drug and alcohol impairment recognition.

AL-6: Reduce Underage Impaired-Driving Crashes

According to the Biannual Emphasis Area Progress Report, from January to September 2013 a subcommittee of college/university representatives was established to focus on reducing binge drinking and impaired-driving crashes. Increased coordination with the young driver crash emphasis area has been initiated. No-cost distance learning opportunities have been added to the Montana Traffic Resource Prosecutor web page.

At the annual meeting, it was noted that a subgroup of the emphasis area team is working with college classes in coordination with Linda Green from Curry Health Center-UM. However, funding for colleges has changed, and prevention programs now receive very little funding. More and more, colleges and universities are self-funding designated driver programs and outreach/ education.

Particularly among youth there is a need to correct misperceptions of norms, which affects both drivers and passengers. An approach that should be considered is changing culture by looking at norms and perceptions of norms around youth impaired driving. The Western Transportation Institute is conducting research in this area on what messages are effective.

Enforcement of Underage Drinking Laws (EUDL) funding for compliance checks has been greatly diminished. Now there is a maximum of $10,000 in funding possible for an agency, despite a continued need to fund overtime hours to do this type of enforcement. The emphasis area champions noted that peer-to-peer education is very important, which may be a more efficient use of EUDL dollars. There is also a need to continue to fund DUI Task Forces across the state.

New Legislation

New laws that have been passed in the past year are:

- Five nanograms per milliliter per se law for marijuana impairment – if a person is found via a blood test to have this concentration of the psychoactive ingredient in marijuana in their system, they can be charged with a DUI.
- The 5-year look-back period for alcohol and drug offenses has been extended to 10 years for a second DUI offense, and for a third DUI offense it has been extended to the full lifetime.
- Child protection laws – a person can be convicted of felony child endangerment if driving impaired with a child under age 14.

Research

A study of the 24/7 sobriety program is underway by the RAND Corporation in Yellowstone County to evaluate effectiveness.

Potential New Alcohol- and Drug-Impaired Safety Strategies

New ideas for safety strategies include:

- Tribal DUI Task Forces.
- Tools bar patrons and proprietors can use to track consumption – breweries use a tracking system to count how many drinks a patron consumes. This activity could be implemented in other forums.
- Screening Brief Intervention and Referral to Treatment (SBIRT) –hospitals are encouraged to implement this program to help high-risk individuals recognize the problem before they become dependent. The Affordable Health Care Act encourages earlier identification of risky behaviors and intervention such as through SBIRT programs.
    - All trauma facilities are strongly encouraged to test people who have injuries for alcohol and drugs. Those records can be obtained through the subpoena program.
- This community-based approach to reducing risk - On the Blackfeet reservation in Browning there is no service of alcohol in retail locations or at restaurants on high-risk days, such as graduation. This could be a model for other areas.
- Underage use – in 2011 a statewide social host ordinance was almost passed. Youth often obtain alcohol from family members and other youth

over 21; a social host ordinance provides penalties for those who provide the alcohol. While cities may already have municipal ordinances, counties would benefit from a statewide social host law.

- The Blackfeet Nation is reviewing Tribal liquor laws to mirror state law.
- There is a need for representatives from the alcohol and insurance industries on the impaired emphasis area team.
- There is a desire to know the percent of alcohol charges for which a reduced sentence is received ("pled down"). However, the data sources available have limitations in providing this information.

3.4 Large Vehicle and Bus Crashes Emphasis Area

Champion: Jeff Steeger, Montana Department of Transportation Motor Carrier Services

Status of 2012 CHSP Performance Measures Compared to 2015 Target

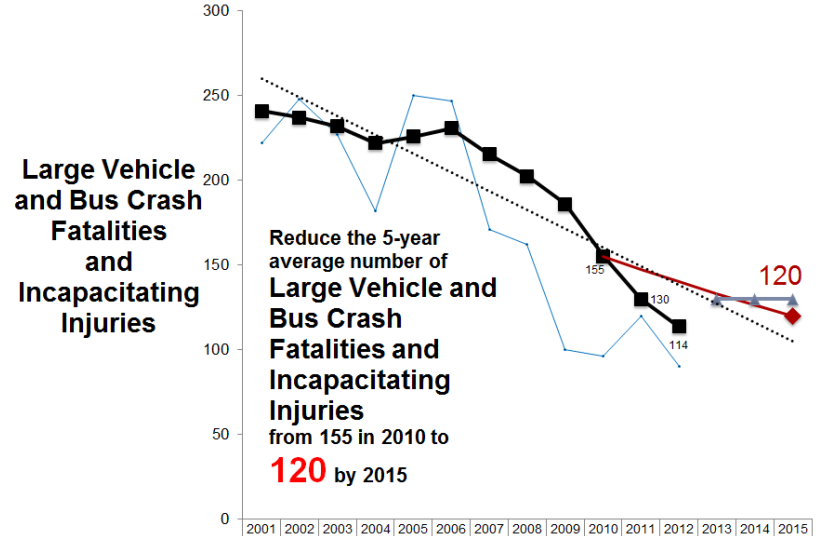
In Montana, large vehicles and buses have historically been involved in approximately 11 percent of all crashes but 11 to 16 percent of all fatal crashes. In 2012, 6.2 percent of the state's fatal crashes involved this class of motor vehicles. New strategies include increased enforcement and inspection and an expanded safety training program.

Figure 3.4 shows the trend of Large Vehicle and Bus crash fatalities and incapacitating injuries. The solid black line shows the five-year average while the blue line shows annual values compared to the target in red. It is useful to track trends both annually and using five-year averages, which show an overall trend. The trend compared to the target was:

- The five-year average of large vehicle and bus crash fatalities and incapacitating injuries was 114 in 2012 compared to a target of 120 by 2015.

Assuming downward or flat trends continue, Large Vehicle and Bus Crashes Emphasis Area is on track to meet the 2015 safety target.

Figure 3.4 Large Vehicle and Bus Crash Fatalities and Incapacitating Injuries



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatalities & Incapacitating Injuries Involving Large Vehicle and Buses	222	248	227	182	250	247	171	162	100	96	120	90			
5-Year Average	241	237	232	222	226	231	215	202	186	155	130	114			
Aggressive Target (-5.0% per year)										155	147	140	133	126	120
Values to attain 2015 Target													130	130	130

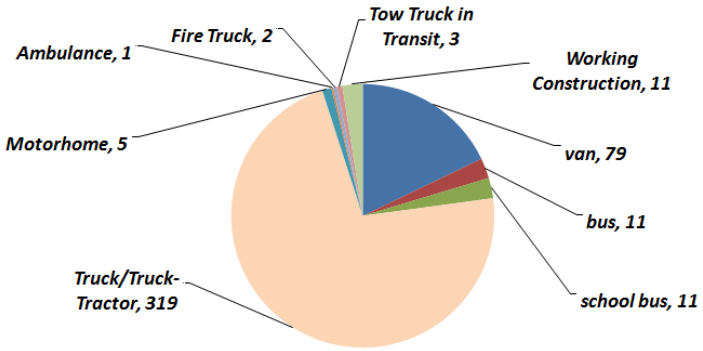
Source: MDT Data Research Analyst, 2013.

Jeff Steeger noted there has been a sharp decrease in large vehicle and truck crashes in the past seven years. Team members feel this is due to a combination of factors, including:

- Highway Patrol has increased the number of Level III inspections from 1,200 to nearly 3,000. A Level III inspection is based on the driver and may involve placing the vehicle or the driver "out-of-service" and /or issuing a citation.
- Many of the rules and regulations in recent years focus on the driver and this has resulted in improved driver awareness and behavior.

Figure 3.5 shows the number of severe crashes involving large vehicles by type. The majority involve trucks or truck-tractor combinations.

Figure 3.5 Number of Severe Crashes Involving Large Vehicles by Type, 2008-2012



Source: MDT Data Research Analyst, 2013.

LVB-1 Address Jurisdictional Issues Regarding School Buses

According to the Biannual Emphasis Area Progress Report, from January to September 2013 the emphasis area team has been collaborating with the Office of Public Instruction and various school districts on young driver education of operating safely around large trucks. Motor Vehicle Division-DOJ Commercial Drivers Licensing section, Federal Motor Carriers Safety Administration (FCMSA) and the Motor Carriers Services-MDT has provided statewide training and compliance programs to improve driver and carrier safety.

LVB-2 Reinvigorate Public Education Campaigns

According to the Biannual Emphasis Area Progress Report, from January to September 2013 emphasis area team has researched and provided educational brochures and other media regarding operating/awareness around large vehicles for CMV drivers and the traveling public. "No Zone" and "Teens in Trucks" outreach events have been conducted.

At the annual meeting it was noted that Two Operation Safe Driver enforcement efforts were held in northeast Montana (Bakken Oil Field). The activity involves law enforcement driving a truck along a corridor and citing cars driving unsafely around the truck.

Twenty education and safety classes were conducted with transportation providers and trucking companies. At each class representatives for all regulatory processes were present, including MDT, Federal Motor Carrier Safety Administration (FMCSA), roadside inspector, and Department of Motor Vehicles (DMV); this was a very effective approach to ensure all questions could be answered. To publicize the classes, 640 owners, managers, and drivers were contacted.

LVB – 3 Increase Numbers of Level III Inspections

At the annual meeting, Jeff Steeger reported 127 carrier inspections have been conducted in 2013 as of September. Over 50 percent of large truck inspections focused on the driver only.

LVB-4 Increase the Number of At-Risk Intrastate Carrier Investigations Performed by Motor Carrier Safety Assistance Program (MCSAP) Inspection Team

According to the Biannual Emphasis Area Progress Report, carrier investigations are a standard operating practice, and from January to September 2013, 68 carrier investigations were conducted.

Potential New Large Vehicle and Bus Safety Strategies

Ideas for new safety strategies addressing large vehicle and bus crashes include:

- Deliver presentations to bicycle, motorcycle and older driver groups on safe operations around trucks – "No Zone" training.
- Conduct refresher driving courses for older drivers, including information on driving around trucks.
- Office of Public Instruction (OPI) offers "Montana Drive" workshops for school bus and transit drivers, which can be promoted more widely. The training teaches evasive maneuvers, skid control. The training is funded by user fees.
- The Montana Sleep Society can provide resources on drowsy driving.

3.5 Motorcycle Crashes Emphasis Area

Champions: Jim Morrow, Montana Motorcycle Rider Safety; Sgt. Greg Amundsen, Missoula Police Department; Terry Funk, Rider Coach Trainer – Montana Motorcycle Rider Safety

Status of 2012 CHSP Performance Measure Compared to 2015 Target

Motorcycle crashes represent a relatively small proportion of Montana's total crashes, but because motorcyclists are at a greater risk than passengers in an enclosed vehicle, motorcycle crashes represent a significant share of Montana's fatal and incapacitating crashes. In 2012, motorcycle crashes

represented 15 percent of the state's fatal crashes and approximately 6 percent of all injury crashes.

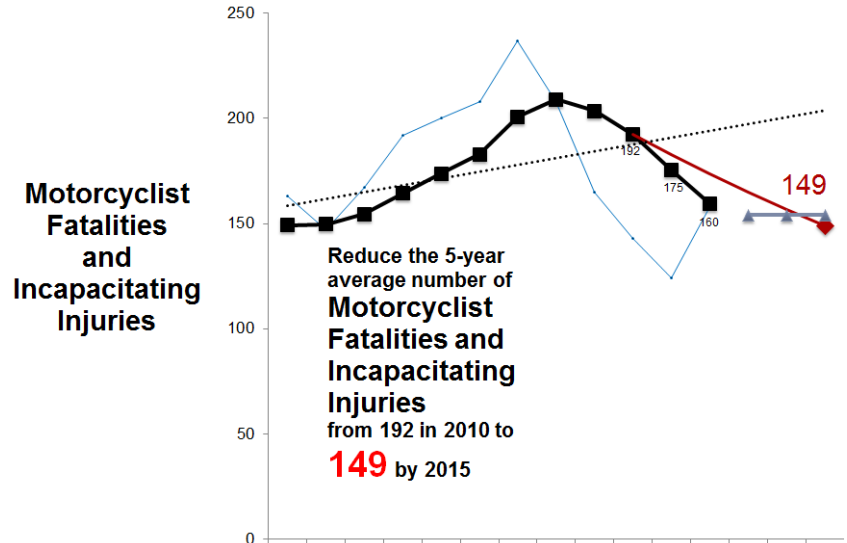
The trends compared to the targets were:

- The five-year average of motorcyclist fatalities and incapacitating injuries was 160 in 2012 compared to a target of 149 by 2015.
- The five-year average of motorcyclist fatalities was 27 in 2012 compared to a target of 23 by 2015.
- The five-year average of fatalities for motorcyclists not wearing helmets was 17 in 2012 compared to a target of 14 by 2015.

Figure 3.6 shows the trend of motorcycle crash fatalities and incapacitating injuries. The solid black line shows the five-year average while the blue line shows annual values compared to the target in red. It is useful to track trends both annually and using five-year averages, which show an overall trend.

In 2012 there was an unusual increase in fatal and incapacitating motorcycle crashes. Assuming the previous decreasing trend continues, it is feasible that the motorcycle fatal and incapacitating crashes 2015 target can still be met.

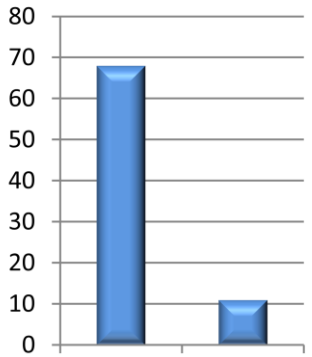
Figure 3.6 Motorcyclist Fatalities and Incapacitating Injuries



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Motorcyclist Fatalities & Incapacitating Injuries	163	147	167	192	200	208	237	208	165	143	124	158			
5-Year Average	149	150	154	164	174	183	201	209	204	192	175	160			
Aggressive Target (-5.0% per year)										192	183	173	165	157	149
Values to attain 2015 Target													154	154	154

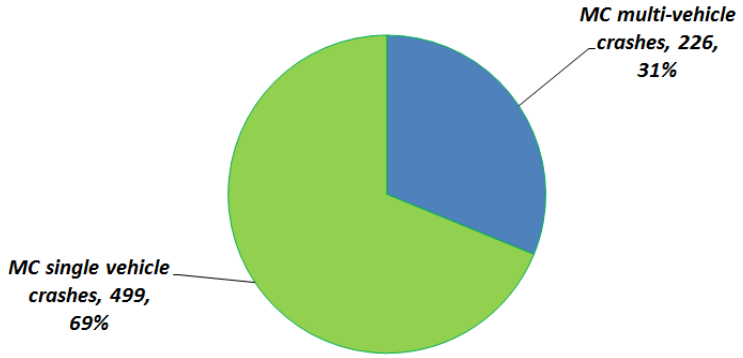
Source: MDT Data Research Analyst, 2013.

Should the completion of a nationally recognized Motorcycle Safety Course be mandatory for future motorcycle riders, prior to licensing?



As shown in Figure 3.7 two-thirds of severe motorcycle crashes were single vehicle crashes, which reaffirms that driver skills and education are critical.

Figure 3.7 Severe Crashes Involving Motorcycles, Single-Vehicle/Multivehicle, 2008-2012



Source: MDT Data Research Analyst, 2013.

The Montana Motorcycle Rider Safety (MMRS) is funded solely from a percentage of motorcycle endorsement fees. MMRSA provides three rider safety courses: Basic Rider Course (BRC), Basic Rider Course 2 (BRC2), and Advanced Rider Course (ARC). Upon BRC/BRC2 course completion participants receive a waiver for the state motorcycle riding skill test, but they still need to take written test. The Advanced Rider Course has no connection to endorsement. The military requires active-duty military to pass the ARC within a certain time of motorcycle purchase.

As part of all courses, instructors talk about the amount of alcohol in types of drinks, the impacts of fatigue, and critical thinking about risks and consequences for motorcyclist actions on the highway. Students are taught how to consider both their skill level and the environment.

Course enrollment has been down, believed to be due to the economy. Additional promotion needs to be done in advance of the upcoming season. Advertisement was conducted through a media consultant during a small window of time and there was little advertising done during late summer and fall.

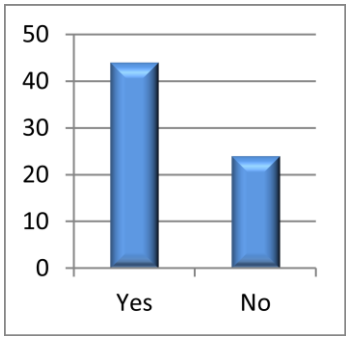
There are 42 rider coaches in Montana, 11 of which are advanced rider coaches. Eight training sites are in place across the state. Recently the Billings site ceased operations and a replacement location is being sought.

Activities related to each CHSP motorcycle strategy are described below.

MC-1 – Develop and Distribute Educational Information and Training to Young, New and Returning Riders

According to the Biannual Emphasis Area Progress Report, from January to September 2013 MMRS updated the 2013 training calendar as well as links on the MDT and MMRS web sites. The emphasis area team and the Governor's Office promoted "May is Motorcycle Awareness Month" in signing a letter of support of, and distributing motorcycle safety awareness media campaign materials and motorcycle safety training to rider groups and motorcycle dealers.

During the past six months have you seen any motorcycle safety awareness billboards in Montana?



Source: Annual Safety Meeting Polling, 2013.

MC-2 Cross Cutting Partnerships

According to the Biannual Emphasis Area Progress Report, from January to September 2013, outreach efforts included Montana Highway Patrol, MDT-State Highway Traffic Safety Section, motorcycle dealerships and rider group representatives, and Off Highway Vehicles-Fish Wildlife and Parks. Team members compiled a rider group distribution list and are working to identify safety officers/contacts to distribute safety information with groups. Speaking points are being developed for motorcycle safety talks and events.

MC-3 Review of Best Practices and Countermeasures

Training is being developed to educate judges regarding motorcycle issues, training, and laws.

MDT has a new rumble strip policy and design guidance. The new guidance gives the design team more flexibility on designing and implementing roadside or centerline strips.

Four-wheelers do not require a motorcycle endorsement as they are not intended to be driven on pavement. The Montana Fish, Wildlife, and Parks Department provides quad/ATV training for trail riding but currently there is no representative on the emphasis area team.

Potential New Safety Strategies

The group discussed potential new safety strategies, including:

- Change perception of "Poker Runs" to alcohol-free events. Potentially hold a Statewide Safety Poker Run with an emphasis on safety for motorcyclists and motorists.
- Conduct education and encouragement for judges to consider alternative sentencing to include safety course and/or gear purchase – e.g., as condition of citation require helmet purchase.
- Conduct public information and education to promote to motorcyclists that they use all the right gear all the time.
- Work with OPI to separate out motorcycle training from driver education.
- Since there is no motorcycle helmet law in Montana, many people remove helmets at the border of the State and strap them to the back of the bike. Potentially safety education could be provided at state border crossing locations.
- Radio and billboard ads are being run about "Watch for Motorcycles." This campaign is the first dedicated motorcycle safety campaign run in a long time. The ads are viewed as very successful and should be continued.

3.6 Roadway Departure Crashes and High-Crash Corridors Emphasis Area

Champion: Kraig McLeod, Safety Engineer, MDT Traffic and Safety Bureau

Montana Department of Transportation

Roadway Departure Crashes

Of note is that the Roadway Departure emphasis area represents a change from the previous Single Vehicle Run-Off-Road (SVROR) emphasis area. Moving forward, the roadway departure emphasis area includes any crash type that involves leaving the proper travel lane: SVROR, head-on, sideswipe, on-road rollover.

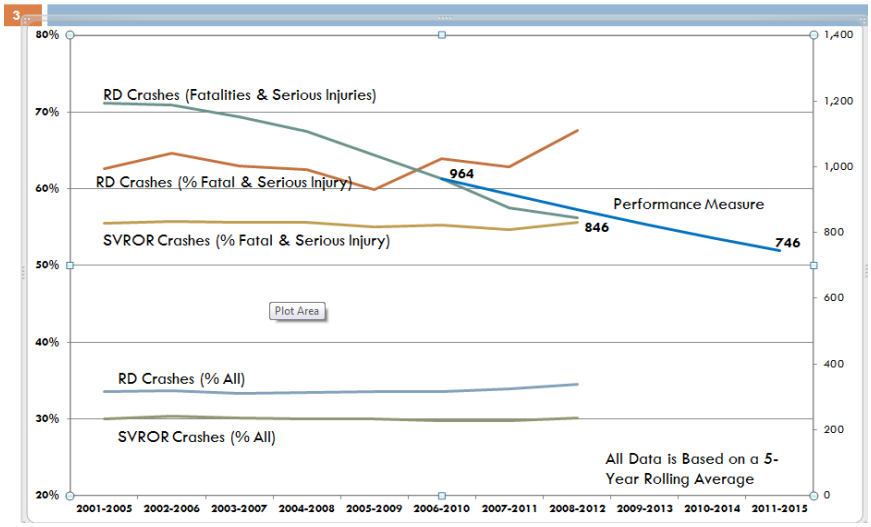
Status of 2012 CHSP Performance Measures Compared to 2015 Target

Figure 3.8 shows the trend for Roadway Departure severe injuries compared to single vehicle run-off-road severe injuries. The solid black line shows the five-year average while the blue line shows annual values compared to the target in red. It is useful to track trends both annually and using five-year averages, which show an overall trend. The trends compared to the targets are described below.

- The five-year average number of fatalities and incapacitating injuries of roadway departure crashes was 846 in 2012 compared to a target of 746 by 2015.

Assuming the downward trend continues it is likely that the Road Departure Crashes emphasis area will reach its target by 2015.

Figure 3.8 Road Departure Crashes versus SVROR Crashes, 2001-2012



Source: MDT Safety Management System, 2013.

Kraig McLeod emphasized that the definition for this emphasis area has changed from Single Vehicle Run-Off-Road (SVROR) to Roadway Departure (RD). The roadway departure emphasis area is more comprehensive and consistent with national definitions. RD includes any crash type that involves leaving the proper travel lane: SVROR, head-on, sideswipe, and on-road rollover. It important to note that there is an overlap of crash factors in RD crashes.

McLeod noted that while crashes are random, crash types are not. Roadway departure crash patterns include:

- Seventy percent of road departure crashes involve alcohol;
- Fifty percent of road departure crashes are unbelted crashes; and
- Fifty-three percent of motorcycle crashes are road departure.

RD-1: Review of Best Practices

MDT has completed the following strategies:

- Re-evaluation of the existing rumble strip policy, which allows more options for designers to consider rumble strips (both shoulder and centerline) on projects.
- Update of design guidance for placement of curve warning signs per the current Manual on Uniform Traffic Control Devices (MUTCD).
- Update of design guidance to use Type IX fluorescent yellow sign sheeting for curve warning and pedestrian signs only. This provides additional warning during the day but is not overly bright for all signs.

RD-2: Explore Educational Opportunities Regarding RD Crashes

According to the Biannual Emphasis Area Progress Report, from January to September 2013 a technical panel has been formed to research the safety impact of speed differential on rural two-lane roads.

At the annual meeting McLeod noted that education programs are now easier to implement since MAP-21 allows use of Highway Safety Improvement Program (HSIP) funds for advertising. MDT is researching best practices for a roadway departure crash media campaign that can be adapted for Montana. Examples include an Ohio campaign using a racecar driver and Idaho billboards about passing with caution. MDT is anticipating a yearlong media campaign to saturate the market.

RD-3: Roadway Departure Implementation Plan (RDIP)

MDT selected a consultant for development of a Montana RDIP, including predictive tools, Montana-Specific Safety Performance Functions (SPF), and Level of Service of Safety (LOSS) definitions. This project is underway and will be completed in the next year.

RD-4: Safety Management Software Upgrade

An RFP for a major upgrade of the Safety Information Management System (SIMS) was issued September 9 with submissions due October 25, 2013. Final vendor selection and contracting is anticipated by January 2014. Initial implementation and training is anticipated within six to nine months.

High-Crash Corridors/High-Crash Locations

Status of 2012 CHSP Performance Measures Compared to 2015 Target

- In FFY 2013 MDT identified sufficient safety projects to utilize the HSIP funds, which met the target of identifying sufficient improvements to encumber 100 percent of the annual HSIP funds.

For the High-Crash Corridors/High-Crash Locations efforts, MDT updated the high-crash severity corridor map in 2012, using 2007-2011 data. In general, high-crash corridors have been the same over the two evaluation periods. Activities under each of the strategy areas are listed below.

HC-1: Safety Management Software Upgrade

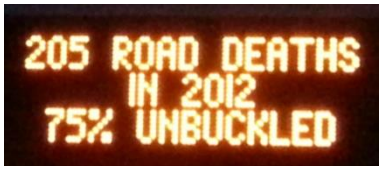
As noted previously, the SIMS system is being upgraded in the next year.

HC-2: Review of Best Practices

MDT has updated guidance on advanced warning flashers at signalized intersections. These provide a warning when a driver enters an urban area that they will be approaching the first traffic signal. This will improve consistency for drivers. The prototype installation is in East Helena.

MDT has recently initiated research on evaluating safety impacts of the statutory speed differential on rural two-lane roads in Montana. This has been studied on Interstates.

Variable Message Sign



MDT developed guidelines for deploying Variable Message Signs (VMS). MDT has been coordinating VMS signs with statewide campaigns and receiving a lot of positive feedback. One lesson learned is that the messages cannot be continuous or they lose their impact. It is best if VMS are coordinated with other statewide safety campaigns and used for shorter periods of time. The maintenance division is working toward developing centralized software to manage VMS at a system wide level. The Western Transportation Institute (WTI) has been studying culture, norms and how people interpret messages, which can inform the best messages to use on VMS.

MDT developed articles in *Newsline* soliciting safety projects for HSIP funding from local entities to solicit more applications in the future. This information has also been presented to public works directors and the Montana League of Cities and Towns.

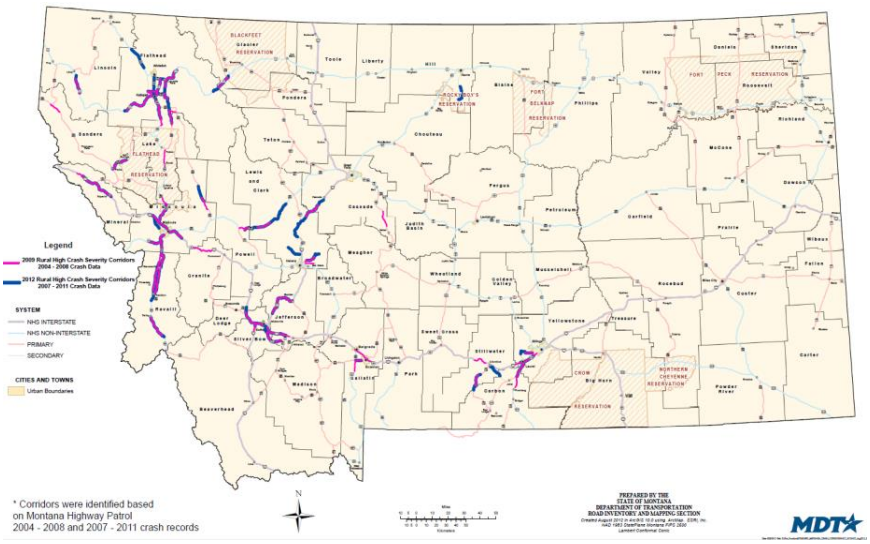
HC-3: High-Crash Corridor Sign Evaluation

MDT is undertaking systemic projects to upgrade horizontal curve warning signs to new MUTCD Standards. Upgraded signs will be installed in the Missoula area in 2014. MDT is evaluating alternative contracting methods to get projects built quickly. The new guidance is to use Type IX fluorescent yellow sheeting for all curve warning signs. MDT also constructed an experimental project in which LED lights embedded on every other chevron were activated to light up sequentially as a vehicle approaches and travels through the curve. Conceptually, the lights provide guidance for navigating the curve in dark or low-visibility conditions.

HC-4: Implement and Evaluate Corridor Safety Audit Process

As shown in Figure 3.9, Rural High-Crash Severity Corridors have been updated based on 2007-2011 crash data. Two Corridor Safety Audits (CSA) were completed since the last annual meeting: U.S. 212 on the Northern Cheyenne Reservation and U.S. 2 West of Kalispell. The goal is to conduct at least two high-crash corridor RSAs every year. If resources are available more RSAs will be conducted. Recommendations have included: increasing impaired-driving education, exploring expanded law enforcement collaboration, supporting Buckle Up Coalition Coordinators; and installing "passing area ahead" signs, centerline rumble strips and roundabouts.

Figure 3.9 Rural High-Crash Severity Corridors, 2004-2006 and 2007-2011



Source: MDT Safety Management System, 2013.

Potential New Safety Strategies

- There is a need for advance warning signs before work zones advising drivers of changes in travel patterns, e.g., on US-93 entering Missoula. MDT notes that a number of improvements have been made on this roadway but more education may be needed.
- Driver speed feedback signs. These are effective at reducing speed but they need to be used selectively and not overused. No regional studies have been conducted but national data suggests they are effective at managing speed.
- Tribes seek more delineation on secondary and BIA roads; even if they have low average daily traffic (ADT), especially in snowy conditions when roadway edges may not be visible. MDT has eliminated the ADT requirement from delineation procedures. If the Tribes can maintain delineation improvements, MDT would be open to installing them.
- There was discussion on how to reconcile "local people solve local problems" with data-driven decisions. To support the process of identifying high-risk locations, law enforcement or stakeholders can contact the MDT district office or Kraig McLeod in Helena. After input is received MDT will review data to evaluate possible infrastructure needs. Local input is valuable to raise potential issues.

3.7 Emergency Medical Services Delivery

Champion: Jim DeTienne, EMS and Trauma System Section, Montana Department of Public Health and Human Services

Status of 2012 CHSP Performance Measures Compared to 2015 Target

Although Emergency Medical Services (EMS) does not affect the number of crashes, it does play a critical role in addressing the results of crashes. EMS providers face particularly challenging conditions within Montana due to the size of the coverage areas, distances from dispatching and treatment facilities, and severe weather conditions. Additionally, the EMS system is experiencing a shrinking number of volunteers and problems specific to rural areas such as lack of training opportunities and inadequate communication systems.

- One hundred percent of ambulance services providing NEMSIS data to DPHHS.
- Annual progress on minimizing percentage of NEMSIS data elements reported with UNK or Not Available.

Jim DeTienne noted that crashes occur all over the State, and the response time to a crash scene is a critical factor in survival. In many cases, responders are not able to reach crash victims within the "golden-hour" given potentially long distances to/from crash scenes and to medical care. There are many facets to successfully responding to a crash and treating the patient appropriately, including handling the call properly, having the right team respond, treating the patient at the scene, and transporting the patient to the right hospital or between hospitals.

A common response to the situation in Montana with long distances to hospitals is to request more helicopters. However, helicopters are expensive and tend to be used more in urban centers with trauma hospitals. In rural areas helicopters are used to help transport patients between hospitals.

Montana has 130 quick-response ambulance units. Seventy-five percent of services are provided by volunteers who get training on their own (120-hour EMT course). Towns and counties fund law enforcement, but there is no legal commitment to fund EMS. Given that most jurisdictions are experiencing budget issues, funding for EMS is limited at best. Local fundraising is conducted to pay for many aspects of EMS, even gas for ambulances.

It is also difficult to find EMS volunteers. Even volunteers that want to be EMS responders face significant logistical challenges. It is difficult to find people whose employers are willing to allow staff to serve as volunteer EMS responders since responding to a call takes them away from work for a number of hours. Additionally, EMT providers are not covered under workmen's compensation insurance or retirement systems. The Montana Department of Health and Human Services EMS office has seven staff handling four functions: EMS, trauma, injury prevention, and EMS for children.

There is a state trauma advisory committee and three regional committees in place. The trauma system is divided into three regions:

- Eastern – Billings;
- West – Missoula; and
- North – Great Falls.

A mobile education unit has been developed under a grant from the Helmsley Charitable Trust. This large truck with ER and ambulance demonstration rooms can be used as a training tool all over the State. A budget is being sought to maintain the training unit.

An EMS culture change is underway to move to a mobile integrated health model of community para-medicine. Under this model, medical providers are hired staff and not volunteers. This is being spurred by the realization that chronic disease sufferers are best helped by local nursing staff. The goal is to stop sending ambulances for chronic disease, which reduces the burden on EMS staff.

Jim DeTienne also reported that a hospital rating system exists for trauma care. Level 2 systems are at large hospitals, and Level 3, 4, and 5 systems are at smaller hospitals and clinics in communities. Among Level 3 hospitals, 42 out of 60 hospitals are designated for trauma care.

EM-1: Provide for a Comprehensive Data Collection and Information System to Enable System Evaluation and Performance Improvement

According to the Biannual Emphasis Area Progress Report, from January to September 2013 activities were underway to implement new data collection requirements for ambulance services as well as to implement data reporting software to run reports on prehospital data. Work continues to develop tablet data entry functionality for the Health Information and Resource Management prehospital systems.

Jim DeTienne reported that under the EMS for Children Initiatives, a survey is being conducted on the level of pediatric training for EMS providers to assess hospital readiness for pediatric treatment. A separate survey of hospitals was performed to assess the extent of equipment, training, and policies for pediatric treatment (87 percent of 60 hospitals responded). A survey of the 130 EMS services is being done using the same questions as four years ago, to see what progress is being made.

EM-2: Preventable Mortality Study

Preventable mortality studies are conducted periodically. In 1992, 13 percent of patients died from preventable reasons in the trauma system. In 1995 a law was passed to allow development of trauma systems. In 1998, eight percent of deaths were due to preventable reasons in the trauma system. By 2008 preventable deaths were down to four percent, which is excellent for a rural state with a volunteer system.

EM-3 Advanced Automatic Crash Notification System

EMS System initiatives include the On-Line Prehospital Information System (OPHI) which will help in making decisions such as when to send a helicopter to

transport victims to a different hospital. This also includes pre-notification of the hospital of victim condition.

Emergency Medical Dispatch education is designed to help dispatchers get better information about a patient's needs and also what resources are available. Many dispatchers do not have EMD training, although it is free. EMS On-Line is an effort to make EMS education very accessible.

Advanced Crash Notification includes receipt of OnStar calls. A pilot project is underway in the Missoula area to test how OnStar data can be distributed directly to emergency responders. This system will provide probability of the severity of the crash so dispatchers can decide if they need a full team to race to the site or if local resources can be used.

EM-4: Review and Assessment of EMS National Research Strategies

Traffic Incident Management training (TIMS) is being provided around the State by MHP to reduce the risk to emergency responders. The process involves having EMS, law enforcement, MDT maintenance, fire and extraction teams, and tow truck drivers in the same room, which is very beneficial for site management. It was also noted that the EMS version of the national Toward Zero Deaths (TZD) document, *Emergency Medical Services, Considerations for "Towards Zero Death"*, prepared by the National Association of State Emergency Medical Services Officials is a referenced resource.

Potential New Safety Strategies

There is a need for culture change to support EMS system differently. Rural EMS are sustained by volunteers and resources are increasingly strained. For example, people that work on an ambulance have no retirement program or workman's compensation, so EMS can be a risky career choice. Bills to establish such programs have not passed legislature in previous years.

3.8 Safety Belt Use

Champion: Bobbi Perkins: Injury Prevention, Department of Public Health and Human Services

Status of 2012 CHSP Performance Measures Compared to 2015 Target

Montana has secondary law enforcement for safety belts use, meaning that there must be a reason for stopping a vehicle other than noncompliance with safety belt laws before a driver can be ticketed. Although Montana ranks relatively high for overall seat belt usage among states with secondary law enforcement (79 percent in 2013 for all roads; the National Highway Traffic Safety Administration (NHTSA) documentation shows that most states with a primary enforcement law have higher compliance rates.

.The trends compared to the targets are described below.

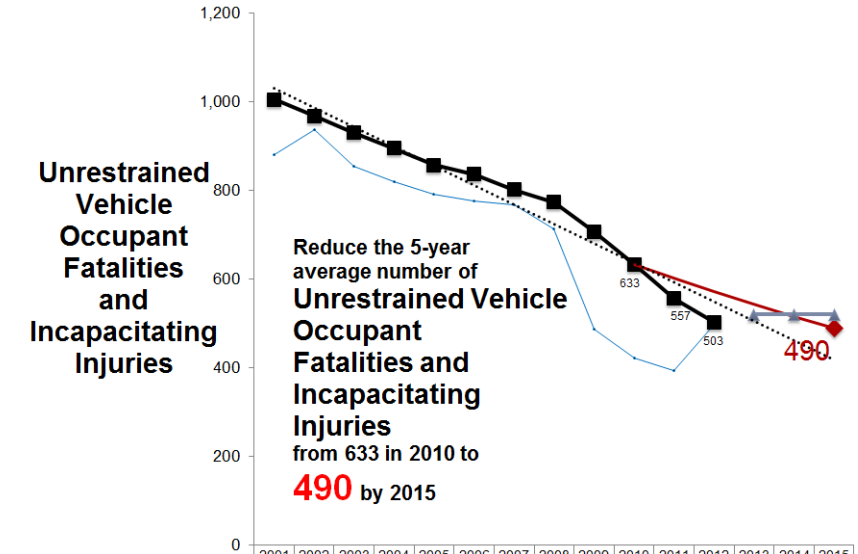
- The five-year average number of unrestrained vehicle occupant fatalities and incapacitating injuries was 503 in 2012 compared to a target of 490 by 2015.

- The five-year average number of unrestrained vehicle occupant fatalities was 112 in 2012 compared to a target of 98 by 2015.
- The annual observed rate of seat belt use of outboard, front seat vehicle occupants was 79 percent in 2013 compared to a target of 89.3 percent by 2015.

Figure 3.10 shows the trend for unrestrained fatal and incapacitating injuries. The solid black line shows the five-year average while the blue line shows annual values compared to the target in red. It is useful to track trends both annually and using five-year averages, which show an overall trend.

In 2012 there was an increase of unrestrained occupant fatalities and incapacitating injury crashes. Assuming the previous decreasing trend continues, it is feasible that the 2015 target can still be met.

Figure 3.10 Unrestrained Vehicle Occupant Fatalities and Incapacitating Injuries

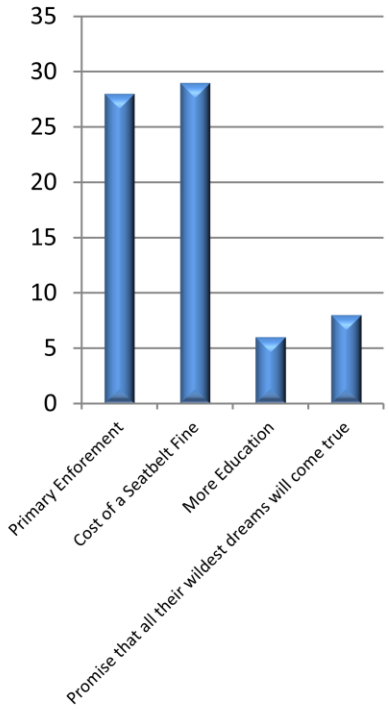


	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Unrestrained Occupant Fatalities & Incapacitating Injuries	880	937	855	819	792	777	767	714	487	422	393	497			
5-Year Average	1,004	968	930	895	857	836	802	774	707	633	557	503			
Aggressive Target (-5.0% per year)										633	602	572	543	516	490
Values to attain 2015 Target													520	520	520

Source: MDT Data Research Analyst, 2013.

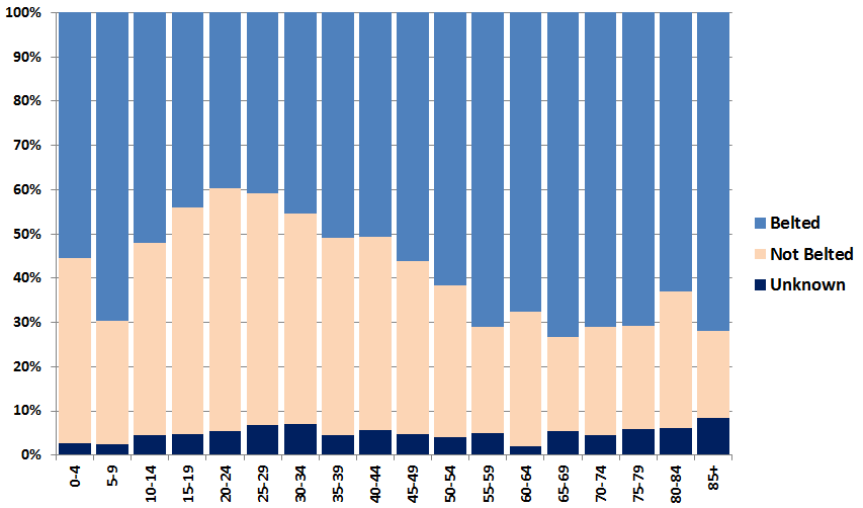
As shown in Figure 3.11 the numbers of unbelted vehicle occupants experiencing severe injuries are highest among those in their twenties.

What would get Montanans to Buckle Up?



Source: Annual Safety Meeting Polling, 2013.

Figure 3.11 Percent Belt Use by Occupant Age for Severe Injuries, 2008-2012



Source: MDT Data Research Analyst, 2013.

Bobbi Perkins noted that "Countermeasures that Work" is the primary resource for safety belt programs. This document rates behavioral safety countermeasures with one to five stars based on research about the effectiveness of the countermeasures. For programs with fewer stars in the rating this does not mean they should not be used; it just means less research is available.

SB-1 – Primary Safety Belt Law/Child Passenger Safety

According to the Biannual Emphasis Area Progress Report, from January to September 2013, the May and Labor Day Mobilizations were held, including seat belt surveys. The Child Safety Seat technician update was held September 25 and 26.

At the annual meeting Bobbi Perkins noted that According to the Behavior Risk Factor Survey (BRFS), two-thirds of Montana residents support a primary seat belt law. However, the legislature hears mostly from the people who do not support it. Senator Hamlet was the sponsor of a primary belt law in the last legislative session; he is very committed and will continue to support a primary law. Senator Hamlet sought bipartisan support for the bill. At the Senate Judiciary Committee hearing on a primary safety belt law in the 2012 session many supporters spoke. However, after two opponents spoke the committee voted to table the bill without discussion and the bill was dead.

SB-2 Targeted Education and Enforcement in Low Belt Use Locations and Population Groups

According to the Biannual Emphasis Area Progress Report, from January to September 2013, SOAR coordinators conducted multiple programs targeting young drivers, including school and community events, school signage, Teen Driver Safety Day, and distribution of Rodeo Buckle Up banners. Truck driver-targeted activities included education at community events, including Missoula Safety Fest. General outreach activities included use of variable

message signs, the Jaws of Life media campaign, and Child Safety Seat technician training.

At the annual meeting Bobbi Perkins reported that the Safety Enforcement Traffic Team (SETT) involves a team of six officers leading high-visibility enforcement at special events – e.g., Rainbow Gathering in Jackson. SETT has been distributing a brochure with a short number of safe driving behaviors (available on Plan To Live web site www.plan2live.mt.gov) since July 2013. Funding for SETT is $1.2 million annually.

The Special Traffic Enforcement Program (STEP) receives $800,000 annually in overtime funding for high-visibility law enforcement supported by media (TV and radio). Combined enforcement is conducted by Sheriffs, local agencies and the Montana Highway Patrol. There are 12,000 hours of overtime funds available each year with 50 agencies funded at $2,000 to $40,000 each. This effort occurs mostly in the summer and during special events, including May Mobilization, Labor Day, and St. Patrick's Day.

MDT is working on sign design modifications to address the misperception that secondary enforcement means there is no state safety belt law. There is interest in having signs about the safety belt law at state borders.

Native American efforts include Safe on all Roads (SOAR) education programs – contracts are in place with all seven Tribal representatives. The SOAR program has been in place on the Northern Cheyenne reservation for almost five years. A feature of the SOAR program is the customization of communications materials by using of images of local people, and the Tribe uses focus groups to develop messages targeting special high-risk groups. Messages distributed in the Head Start program are effective at reaching the entire family. Activities include providing infant car seats to expectant mothers in Lamaze classes so they can bring their baby home from the hospital. Fundraisers are also held to pay for car seats. The program also provides safety vests for fitness walkers. The Tribe has a primary seat belt law.

The ongoing Saved by the Belt Program recognizes a person who was in a crash that was saved by a seatbelt and promotes a positive story. Events are often held and media coverage is sought. The ongoing Alive at 25 Program is a course taught by MHP on safe driving considerations that addresses at-risk teens in different settings. Ongoing Buckle Up Coalitions organize local-level programs to coordinate outreach and education.

Community Transportation Safety Plans (CTSP) have resulted in implementation of new safety strategies. For example, as a result of its CTSP, the City of Shelby requires all employees to wear seat belts. Helena, which recently completed a CTSP, plans to work on a local seat belt ordinance as part of implementation of its plan.

Meeting participants commented, however, that a drawback of city ordinances is that the County Sheriff and MHP cannot enforce them; only local city police can enforce them. Local ordinances may take the pressure off state legislators and may work against getting a statewide primary law passed, so they should be considered carefully.

Missoula and Ravalli Counties are distributing Buckle Up signs to be posted in employer parking lots. This effort presents an opportunity to communicate with businesses about a workplace seatbelt policy. Through this program

coordinators introduce communities and businesses to many resources they can draw upon, including Save 11, Network of Youth Safety (NOYS), and Network of Employers for Traffic Safety (NETS).

SB-3 Provide Leadership and Expand Partnerships at the State, Regional, and Local Level to Promote Increased Seat Belt Use.

According to the Biannual Emphasis Area Progress Report, from January to September 2013 the seat belt use emphasis area's measureable objective increasing seatbelt use from 78.9 percent in 2010 to 89.3 percent by 2015 was incorporated into the State Health Improvement Plan by the Department of Health and Human Services. Information was displayed at the WorkSafe Montana Safety Fest conference to reach businesses. Seat belt use information was shared with various Tribal agencies, including Tribal health, injury prevention, local law enforcement, Tribal transportation planning, and schools.

Potential New Safety Programs

Primary Seat Belt Law

- When a primary seat belt law is introduced in future legislative sessions, it will be important to marshal a large number of advocates who are personally involved with their legislators and have advocates literally look the legislators in the eye when the time comes for a vote. The Montana Common Sense Coalition has a spot on its web site to highlight legislators who support good policies.
- Invite primary safety belt sponsors such as Senator Hamlet into the fold for traffic safety and collaborate to draft a bill with good potential for approval. Strategies may include pursuing a bill with a sunset of four years out that will allow time to collect data on effectiveness. Using the data from the initial bill, advocates could then pursue a permanent law (note: Rhode Island included a sunset of only two years and that was not enough time to obtain data).
- There is a need to increase the fine above the current level of $20 for a secondary seat belt violation. In Washington State, the fine is $100. There has been an argument not to increase the fine and to work toward a primary law first, to wait for the increase until after a primary law is passed. However increasing the fine should be considered in the short term. In the case of DUI, several bills were introduced at the same time and a majority got passed, so it may not pay to "put all the eggs in one basket."
- A key argument that can be used in future outreach is that if there were a primary seatbelt law, insurance costs would decrease dramatically. At the meeting it was mentioned that the only injury that is more costly than an unbelted crash is a bullet wound to the head.

Seat Belt Education

- There is a need to fund/provide driver education for students that cannot afford it.
- Youth should be encouraged to take the Alive at 25 course before there is a problem. Currently this is a reactive program by which youth participate under court order. Insurance companies should be engaged to offer safe driver discounts as an incentive for voluntarily participating in Alive at 25.
- The "Sound of Saving Lives" video targeting youth has been very effective and its use could be expanded; it is available at http://www.journeysafe.org.
- Stakeholders need to work to change the language used in traffic safety – the term "accidents" needs to stop being used. "Crashes" are caused by human factors. "Crashes" are preventable - "crashes" are not accidents. This is critical to the work on social norming.

Seat Belt Use Messaging

- Establishing personal "policies" about buckling up is effective, such as a driver refusing to move the car until everyone is buckled up. Potentially this could be used in a public education campaign.
- The SOAR Facebook page features a letter thanking MHP for writing a seat belt ticket since the author survived a crash two weeks later. This strategy could be expanded.
- Bumper stickers encouraging people to buckle up could be a good strategy.
- It may be more effective to use humor than shock to convey safety messages.
- Don't limit the affective approaches where humor works with some it doesn't work with others and may be perceived to not be a serious issue.
- Safety belt violations could be printed in the newspaper to "shame" offenders.

3.9 Young Driver Crashes Emphasis Area

Champion: Fran Penner-Ray, Montana Office of Public Instruction

Status of 2012 CHSP Performance Measures Compared to 2015 Target

In Montana, in 2013, 25 percent of all fatal and incapacitating crashes involved a young driver. New strategies focus on programs to support Graduated Driver's Licensing (GDL) requirements, expand driver's education programs, and support and awareness of current seat belt law.

The trends compared to the targets are described below:

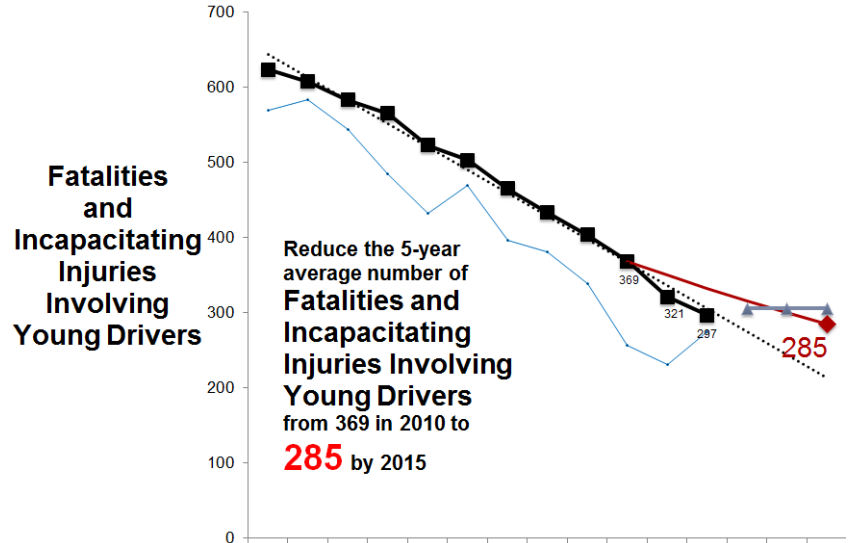
- The five-year average number of fatalities and incapacitating injuries resulting from crashes involving young drivers was 297 compared to a target of 285 by 2015.
- The five-year average number of young drivers involved in fatal crashes was 32 in 2012 compared to a target of 27 by 2015.

Figure 3.12 shows the trend for fatal and incapacitating injuries involving young drivers. The solid black line shows the five-year average while the blue line shows annual values compared to the target in red. It is useful to track trends both annually and using five-year averages, which show an overall trend.

There was an increase in fatal and incapacitating injury crashes involving young drivers in 2012. Assuming the previous decreasing trend continues, it is feasible that the 2015 target can still be met.

According to the Youth Risk Behavior Survey, 47 percent always wear seatbelt as a passenger.

Figure 3.12 Fatalities and Incapacitating Injuries Involving Young Drivers



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatalities & Incapacitating Injuries Involving Young Drivers	570	584	544	485	432	470	397	381	339	257	231	275			
5-Year Average	623	608	583	565	523	503	466	433	404	369	321	297			
Aggressive Target (-5.0% per year)										369	350	333	316	300	285
Values to attain 2015 Target													306	306	306

Source: MDT Data Research Analyst, 2013.

YD-1 Provide Education and Encourage Compliance with Seat Belt Laws

Montana Law (MCA 1-1-229) has established the third Tuesday in October as Montana Teen Driver Safety Day. This event focuses on the primary risks for young drivers: inexperience, speed, distractions, fatigue, alcohol (a factor in 16 percent of crashes), and lack of seat belt use.

Jerry Olson, a Great Falls coach, designed buckle up awareness signs for all high schools in the State. This campaign requires a performance measure of

the school to conduct a seatbelt survey before and after sign is installed. One effective element was that teachers then learned how many students were unbuckled as a result of the seatbelt survey.

YD-2 Affordable/Accessible Driver Education at All Schools

According to the Biannual Emphasis Area Progress Report, from January to September 2013 recruitment of traffic education teachers was ongoing. OPI is working with MSU-Northern to develop on-line elective courses that meet the renewal requirements for traffic safety education certification.

At the annual meeting Fran Penner Ray reported that 131 Montana schools teach driver education, of which 21 teach the course during the school day and others teach the course before or after school or during summer. In 2012, 70 percent of eligible teens participated. The State supports driver education through a percentage of driver license fees. To be a traffic education teacher in Montana, teachers must have instruction in adolescent brain development.

Each school district runs the driver education program – any student can enroll regardless of where they go to school. Job Corp sites sometimes offer driver education, usually for people over 18, but driver training other than at high schools is not very available.

There is a proposal to increase fees and financial support of driver education in partnership with the Montana Traffic Education Association. Those who cannot afford driver education sometimes find support to do a payment plan or find other funding. In Missoula the course costs $380.

The Office of Public Instruction (OPI) is upgrading the traffic education curriculum to make it more visual and learner centered. It is publicly available on the OPI driver education web page.

YD-3 Encourage Continued Participation with Law Enforcement in GDL

Montana was one of the last states to implement Graduated Driver Licensing (GDL). The current law requires teen drivers to acquire at least 50 hours of supervised driving experience, including 10 hours at night and be supervised by a licensed parent or guardian. Because GDL is hard to enforce, parents have been required to attend the first meeting of the driver education course beginning in 2012. Driver education teachers work with local law enforcement to present GDL laws to parents and teens including penalties for violating driving laws. This provides parents with the information to enforce the GDL laws at home. The Montana Sheriffs and Peace Officers Association and law enforcement academy use the GDL/seat belt law pocket cards as a tool to effectively enforce the laws when on patrol..

YD-4 Distracted Driving

According to the Biannual Emphasis Area Progress Report, from January to September 2013 OPI's consultant continued to update the Traffic Education Curriculum, which has 20 modules, including a vision module. The vision module update will include critical thinking questions and in-class activities that focus on the importance of vision and the risks of distracted driving.

The Montana High School Association is a partner in helping to reduce distracted driving. Students have been advocating for cell phone bans. One-third of the state population is covered by handheld cell phone bans.

MDT is funding a "Peer-to-Peer Traffic Safety Campaign research project.

There has been a 54 percent drop in drinking and driving since 1991. Programs such as Mariah's Challenge and Above the Influence in Butte have helped. It is important to recognize that if teens are engaging in one risky behavior they are more likely to be engaging in other risky behaviors. Statewide roll out of the *Above the Influence* is planned for 2014.

Potential New Safety Activities

- When considering if it is possible to improve the GDL law, one important question is if more progress can be made legislatively or by conducting more promotion to parents to enforce GDL. The Montana GDL was the best it could be when it was implemented in 2005 and as a three-stage GDL it is a good program.
- More opportunities to work with universities may exist. Curry Health Center at the University of Montana is involved in traffic safety education programs. Colleges are working on binge drinking education in partnership with DUI Task Forces on the enforcement side. However, it is important to remember that a lot of youth do not go to college. At-risk drivers are harder to address.

3.10 Older Driver Crashes Emphasis Area

Champion: Tara Jones, AAA Club Partners, Inc.

Status of 2012 CHSP Performance Measures Compared to 2015 Target

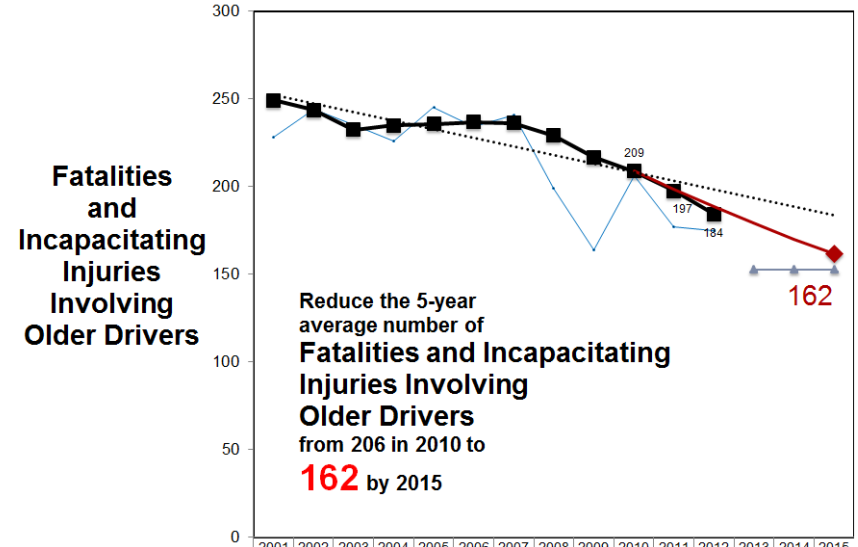
While not appearing in the statistics as a priority problem in Montana, demographic trends indicate over the next 15 years there will be a steady increase in the number of drivers over 60 years of age. While most older drivers are good drivers, the effects of aging can affect the safe driving ability of some seniors resulting in slower reaction time, and reduced visual acuity. Drivers ages 65 and older are more likely to sustain fatal injuries if involved in a crash because of physical frailty resulting from age. In 2012, nearly 13 percent of Montana's fatal crashes involved an older driver.

Figure 3.13 shows the trend for fatal and incapacitating crashes involving older driver crashes. The solid black line shows the five-year average while the blue line shows annual values compared to the target in red. It is useful to track trends both annually and using five-year averages, which show an overall trend. The trend compared to the target is described below.

- The five-year average number of fatalities and incapacitating injuries resulting from crashes involving older drivers was 184 in 2012 compared to a target of 162 by 2015.

Fatal and incapacitating crashes involving older drives continued to decrease in 2012. Assuming the previous decreasing trend continues, the Older Driver Emphasis Area Team is on track to reach the 2015 target.

Figure 3.13 Fatalities and Incapacitating Injuries Involving Older Drivers



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatalities & Incapacitating Injuries Involving Older Drivers	228	244	235	226	245	234	241	199	164	206	177	175			
5-Year Average	249	244	232	235	236	237	236	229	217	209	197	184			
Aggressive Target (-5.0% per year)										209	198	188	179	170	162
Values to attain 2015 Target													153	153	153

Source: MDT Data Research Analyst, 2013.

Tara Jones noted there have been huge declines in fatalities among older drivers in the past year. The focus of the team has been on assessment, education, and mobility. The group discussed and developed a five-year plan to address the stages of an older driver.

There are three primary stages for older drivers, and at each stage different tools and partners are needed. The stages are:

- Still Driving – Assessment and education; e.g., AAA CarFit; AARP assessment;
- Transition – Education on driving resources, transit alternatives; and
- Do Not Drive – Mobility alternatives: MDT transit and Montana Transit Association (MTA).

OD-1 Establish or Designate a Lead Agency/Organization Responsible for Older Drivers Mobility and Education

According to the Biannual Emphasis Area Progress Report, from January to September 2013, the emphasis area team is researching the possibility of drafting a cooperative agreement between agencies to support participation concerning the safety and mobility of older drivers and retired drivers.

OD- 2 Promote Safe Driving Practices for Older Drivers

According to the Biannual Emphasis Area Progress Report, from January to September 2013, a partnership with the MTA was established to promote transit availability. Information on traffic safety as related to older drivers was provided to the Governor's Council on Aging conference. Area Agencies on Aging Directors were invited to participate in team meetings.

In partnership with AAA the team has been promoting the CarFit program, which helps seniors evaluate how well their vehicle "fits" them, such as distance from the steering wheel, mirror position, and seat position. While usually done as an event, CarFit can also provide individual assessments. Education on driver safety has been conducted via outreach at health conferences and the Governor's conference on aging. A television segment aired on Aging Horizons.

The limitation of CarFit is that it only can work where technicians certified and occupational therapists (OT) are available and willing to participate. CarFit has been held only in Western and Central Montana thus far, largely because a trainer must be involved in one of the partner agencies. MDT also distributes some materials in licensing offices about driving self-assessment.

OD-3 Provide Public Information about Transportation Alternatives/ Mobility Options

Information about transit options is hard to communicate comprehensively because every system is different. A grant was awarded to develop software so information on all transit providers will be centralized, including social service providers. Any agency that provides transportation can post information. However, rides will not be booked via that system initially; users will need to contact providers directly. The TransADE program receives a fee from license plates which goes to senior and disabled transportation. New funding is being sought for increased senior options (i.e., fee from rental cars).

A challenge is that Councils on Aging are losing volunteer drivers. In addition the disabled veteran population is growing quickly – 16 people are injured for every fatality in Iraq. This results in an increased demand for paratransit.

Tribal groups have formed consortiums to collectively buy vehicles, which reduces costs.

Potential New Safety Programs

Potential new programs were noted:

- In Missoula there is a need for communication among social service providers. For example, Development Services, community medical centers, and assisted living homes do not communicate but need to do so.

- AARP teaches a safety course to older drivers – 3,000 to 4,000 older drivers take the class each year in Montana. Once incentive to take the class is that people over 55 can get a discount on their auto insurance by taking the class. The challenge is for people to recognize the need for continued training. Because judges often refer drivers to AARP classes, these courses could be promoted more to judges.

3.11 Traffic Records Management Emphasis Area

Champion: Mark Keeffe, Data Research Analyst, MDT

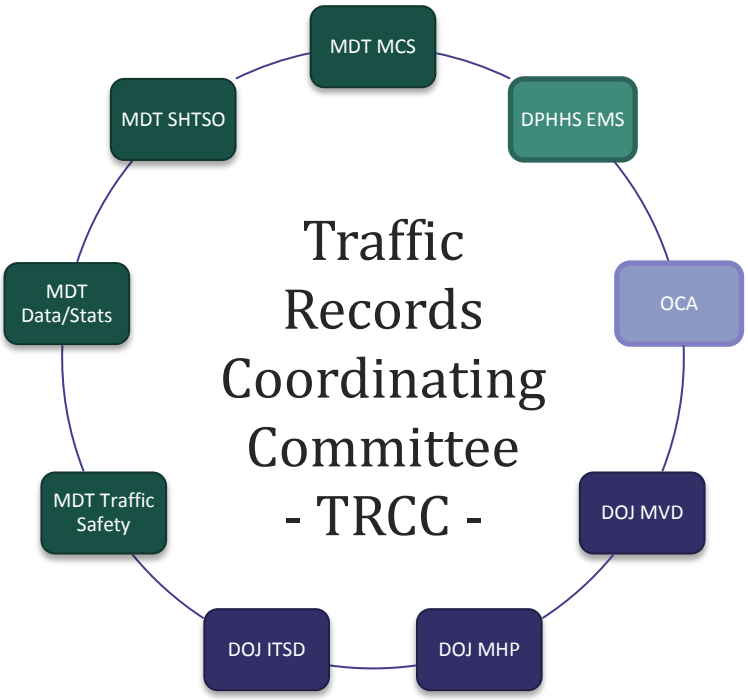
Status of 2012 CHSP Performance Measure

- Annual progress in the implementation of specific strategies contained in the Traffic Records Strategic Plan (TRSP) is being made.

The Traffic Records Coordinating Committee (TRCC) is a Federally required entity with the goal of organizing and improving crash data. The group, comprised of representatives of multiple agencies, (see Figure 3.14) meets every six weeks and has an annual budget.

The TRSP implementation is managed by the TRCC, and all data-related initiatives such as SIMS and web-based crash data training also go through the TRCC. In addition to SIMS, the TRCC is supporting a project to link EMS, crash, hospital, and post-hospital data, which will make it possible to learn more about crash severity in Montana.

Figure 3.14 Traffic Records Coordinating Committee



Source: MDT Data Research Analyst, 2013.

TR-1 Electronic Crash Data Capture

According to the Biannual Emphasis Area Progress Report, from January to September 2013 MHP trained the City of Billings Police Department on web-based crash reporting and conducted web-based training with the Confederate Salish and Kootenai Tribes. Web-based crash reporting is active in Miles City, Billings, Sidney, Glendive, Butte, and Great Falls.

At the annual meeting, Mark Keeffe noted that electronic crash data capture enables law enforcement personnel to collect information pertaining to Montana traffic crashes in a more uniform and timely manner. This system will allow all law enforcement agencies to submit records to the state repository (housed within Montana Highway Patrol) electronically, either through a web portal or by transmitting data from an agency's electronic system into the repository. The purpose of this strategy is to work towards all Montana traffic crashes being collected electronically using a standardized MMUCC (Model Minimum Uniform Crash Criteria) form. Currently the median time period from when a citation is issued until it gets into the system is 41 days.

TR-2 Tribal Data Sharing

Enhanced Tribal crash data reporting and sharing is needed because having data on only fatal crashes limits safety problem identification. The Montana Highway Patrol continues to reach out, as invited, to the individual Tribes to determine the best way to meet everyone's needs in sharing crash data. The ultimate goal is to electronically gather nonsensitive Tribal crash information using the system being developed for the rest of the state. MHP representatives attend the Native American Emphasis Area work group meetings where they provide support and field questions regarding crash data.

TR-3 Safety Management System Development

As noted previously the overhaul of the Safety Information Management System is currently being procured.

TR-4 Addition of Model Inventory Roadway Elements (MIRE) to Traffic Records Strategic Plan

MIRE includes a listing of roadway inventory and traffic elements critical to safety management and proposes standardized coding for each. MDT currently manages and maintains a subset of these items. The purpose of this strategy is to develop and maintain a comprehensive roadway geometrics database for Montana highways. MDT is purchasing and installing a more robust highway infrastructure data collection product into their data collection vehicles that will allow for the automatic collection of more MIRE data elements.

3.12 Applying for NHTSA Funds

MDT Grants Bureau Chief Audrey Allums presented information on applying for National Highway Traffic Safety Administration (NHTSA) funds under MAP 21. The Grants Bureau oversees National Highway Traffic Safety (NHTSA) funding, funding for EMS capital grants, and Federal Transit Administration (FTA) funding.

To be funded by MDT, a program or project must address be one of the strategies in the CHSP. Priority programs are focused on increasing seatbelt usage, reducing impaired driving, and improving data and traffic records systems.

Funding available includes:

- Section 402 – The Highway Safety Plan implements countermeasures addressing behavioral factors. It is the most flexible and can be spent on planning, administration, impaired driving, occupant protection, police traffic services, EMS, motorcycles, speed, aggressive driving, bicycles, pedestrians, and traffic records. Programs must be backed up by data.
- Section 405 Occupant Protection Grants – These funds are for occupant protection, data, impaired driving, and motorcycle safety.

Historically, public education campaigns have been conducted year-round. Because a large proportion of Montana fatalities occur in the summer – May through September –a significant summer campaign will be conducted in 2014.

Previously the process did not involve all contracts being initiated at the same time, but now all applications will be due to MDT on March 1. Mike Tooley is the Governor's Highway Safety Representative who will have final approval on project applications. The next cycle of applications to NHTSA is due July 1, 2014, and contracts will be executed with grantees on October 1, 2014.

The application process is competitive; there will be no continuing applications. Applicants will need to provide information on how they know a project will be effective. If a proposed project is not included in Countermeasures that Work, applicants will need to need to show how it has been evaluated for effectiveness. Applicants should avoid using state data and whenever possible they should use local data. Grantees should consider how they will make their programs sustainable as the funding may be discontinued at some point.

3.13 FullCourt Case Management System

At the lunchtime session on October 16, Lisa Mader, IT Director for the Montana Supreme Court Administrator's Office, provided an overview of FullCourt, the court's case management system, which is used by all district courts and courts of limited jurisdiction in the state. FullCourt was completely implemented in 2006 in districts courts and courts of limited jurisdiction.. Implementation was completed in district courts in 2009, and older paper records have been scanned into FullCourt.

The system tracks defendants through personal identifiers to avoid redundant records: it is a party-driven system. FullCourt tracks defendants' charges, all statutory and local reporting, and hearings on cases. The system tracks all fines and fees owed by the individual defendant and effects the monthly distribution of funds from fines and fees to the state/county treasurer, including statutory splits.

Users of FullCourt can search by person name and case number.

The case file includes elements such as:

- Judge;
- Filing date;
- Defendant's fees owed;
- Attorney;
- Officer;
- Criminal charges – charge number and statute number;
- Officer who wrote the notice to appear (NTA) – a scan of the NTA for each case is indexed to the file;
- Disposition page for each case – finding and date – which are reportable to DMV; and
- Register of actions page – record of each action that has occurred.

The central court database backs up all the systems in each of the counties. This is the central repository of all statewide data. Local records management systems need to work with their vendors to get the data into a form to import into FullCourt.

A budget request is anticipated in next legislative session to move to one central database in Helena in the future. Currently there is a staff of five technicians managing over 200 databases.

4.0 Summary and Next Steps

The Annual Transportation Safety Meeting is an important milestone for safety partners to report on successful strategy implementation, seek guidance from partner agencies on challenges, develop new ideas for the future, develop and strengthen relationships, build the knowledge base of newer safety practitioners, and understand what the crash data show in terms of safety trends and progress toward targets. This event is critical for the success of CHSP implementation because all practitioners come together to celebrate accomplishments of the past year, become reinvigorated in their commitment to safety, learn what other emphasis area teams are doing and how they can improve collaboration, and evaluate and refine the strategies and activities based on problem analysis using the latest crash data.

Montana safety partners plan to conduct a full update of the CHSP in 2014 and this meeting served to kickoff those efforts. A survey was distributed to meeting participants asking them about strengths of the current CHSP and opportunities for improvement. This information will be considered during the CHSP update process. In addition, at the meeting an additional safety target for the severe injury rate was set to meet MAP-21 requirements. The energy

and collaborative spirit demonstrated in the Annual Meeting will carry forward into the CHSP update and future implementation.

A. Agenda

2013 Annual Transportation Safety Meeting
Gateway Center, 1710 National Avenue, Helena, MT
October 16-17, 2013
8:00 a.m.-5:00 p.m.

Day 1

7:30 a.m.-8:00 a.m.	***Registration and Networking***
8:00 a.m.-9:00 a.m.	***Welcome and Introductions*** Lynn Zanto, MDT Planning Division Administrator ***Montana's Vision for Safety*** Mike Tooley, MDT Director, Federal Partners
9:00 a.m.-9:45 a.m.	***CHSP Overview/Map-21*** Lynn Zanto, MDT Planning Division Administrator
9:45 a.m.-10:30 a.m.	***Statewide Crash Data Analysis*** Mark Keeffe, Traffic Safety Data Analyst
10:30 a.m.-10:45 a.m.	**Break**
10:45 a.m.-11:30 a.m.	***Urban Crashes and Community Transportation Safety Plans (CTSP)*** Audrey Wennink Crash Data Summary/Target Progress – Mark Keeffe
11:30 a.m.-12:30 p.m.	***Native American Crashes*** John Healy, Chair Crash Data Summary/Target Progress – Mark Keeffe Tribal Summit Report/Emphasis Area Report
12:30 p.m.-1:30 p.m.	***Lunch*** (Breakout Room: Optional Presentation on Full Court System – Lisa Mader)
1:30 p.m.-3:00 p.m.	***Drug- and Alcohol-Impaired Driving Crashes*** Lonie Hutchison and Erin Inman, Co-Chairs Crash Data Summary/Target Progress – Mark Keeffe Emphasis Area Report Open Discussion – How can we reduce fatal serious injury crashes in this EA?
3:00 p.m.-3:15 p.m.	**Break**
3:15 p.m.-4:00 p.m.	***Large Vehicle and Bus Crashes*** Jeff Steeger Crash Data Summary/Target Progress – Mark Keeffe Emphasis Area Report Open Discussion – How can we reduce fatal serious injury crashes in this EA?
4:00 p.m.-5:00 p.m.	***Motorcycle Crashes*** Jim Morrow, Terry Funk, and Sergeant Greg Amundsen, Co-Chairs Crash Data Summary/Target Progress – Mark Keeffe Emphasis Area Report Open Discussion – How can we reduce fatal serious injury crashes in this EA?
5:00 p.m.	***Wrap-up*** Lynn Zanto, MDT Planning Division Administrator

2013 Annual Transportation Safety Meeting
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8:00 a.m.-5:00 p.m.

Day 2

7:30 a.m.-8:00 a.m.	***Registration and Networking***
8:00 a.m.-8:15 a.m.	***Welcome***
8:15 a.m.-9:00 a.m.	***Run-off-the-Road/High-Crash Corridors Locations and Crashes*** Kraig McLeod, Chair Emphasis Area Report Open Discussion – How can we reduce fatal serious injury crashes in this EA?
9:00 a.m.-10:00 a.m.	***EMS Delivery*** Jim DeTienne, Chair Emphasis Area Report Open Discussion – How can we improve EMS delivery?
10:00 a.m.-10:15 a.m.	***BREAK***
10:15 a.m.-Noon	***Seat Belt Use*** Bobbi Perkins, Chair Crash Data Summary/Target Progress – Mark Keeffe Emphasis Area Report Open Discussion – How can we reduce fatal serious injury crashes in this EA?
Noon-1:00 p.m.	***Lunch*** (Breakout Room: Optional Presentation on Trauma Registry and Hospital Discharge Data – Bobbi Perkins)
1:00 p.m.-2:00 p.m.	***Young Driver Crashes*** Fran Penner-Ray, Chair Crash Data Summary/Target Progress – Mark Keeffe Emphasis Area Report Open Discussion – How can we reduce fatal serious injury crashes in this EA?
2:00 p.m.-3:00 p.m.	***Older Driver Crashes*** Tara Jones, Kaelyn Kelly, and Lyn Hellegaard Crash Data Summary/Target Progress – Mark Keeffe Emphasis Area Report Open Discussion – How can we reduce fatal serious injury crashes in this EA?
3:00 p.m.-3:15 p.m.	**Break**
3:15 p.m.-4:00 p.m.	***Traffic Records Management*** Mark Keeffe, Chair Emphasis Area Report Open Discussion – What are our data needs?
4:00 p.m.-4:30 p.m.	***Applying for NHTSA Funds*** Audrey Allums, Grants Bureau Chief
4:30 p.m.	***Wrap-up*** Lynn Zanto, MDT Planning Division Administrator

B. List of Attendees

First Name	Last Name	Position	Agency/Organization
Marcee	Allen	Safety/Traffic/Design Engineer	FHWA
Audrey	Allums	Grants Bureau Chief	MDT – Planning Division
Lee	Alt	Traffic Engineer	MDT – Butte Construction
Greg	Amundsen	Sergeant	Missoula Police Dept.
Steven	Bailey	BUMT Coordinator	Dawson Co Health Dept.
Juli	Balenger	BUMT Coordinator	Mineral County
Ronda	Banik	Vice President	Banik Communications
Audrey	Barger	Montana State Judicial Outreach Liaison	
Melinda	Barnes	Executive Director	Bike Walk Montana
Eric	Belford	Administrative Captain	MDT-Motor Carriers Service
Gina	Beretta	Regional Program Manager	NHTSA
Schaff	Blain		Off the Wall Advertising
Derek	Brown	Sergeant – MHP	MT Motorcycle Safety Advisory Com
Pam	Buckman	Occupant Protection Program	MDT – Highway Traffic Safety
Mary Kay	Burns	City-County Health Department	Cascade County
Jenna	Caplette	Coordinator	Gallatin County DUI Task Force
Tim	Coleman	City of Helena	Police Department
Jim	Combs	Traffic Engineer	MDT - Great Falls District
Sheila	Cozzie	Cultural Liaison	MDT – Highway Traffic Safety
Barnie	Cummins	Maintenance Supervisor	Crow Nation
Thomas	Danenhower	Risk Management Specialist	MT Municipal Interlocal Authority
Lorelle	Demont	Impaired Driving Prevention Programs	MDT – Highway Traffic Safety
Candy	Felisha	Transportation Planner	Crow Nation
Ralph	Fleck	Account Executive	YESCO
Jeff	Friesz	Road and Bridge Foreman	Sanders County
Terry	Funk	Instructor	MT Motorcycle Rider Safety(MMRS)
Nanette	Gilbertson	Program Manager	MT Sheriffs and Peace Officers Association
Shari	Graham	Manager	DPHHS – EMS and Trauma Systems
Linda	Green	Director of Student Wellness	University of Montana
Steve	Hagen	Captain	Helena Police Dept.
Paul	Harker	Assistant Division Administrator	FHWA
John	Healy Sr.	Transportation Planner/Transit Director	Fort Belknap Tribes
Lyn	Hellegaard	Missoula Ravalli	Transportation Management Association
Bruce	Holmes	Administrator	Federal Motor Carrier Safety Admin
Cindy	Hotchkiss	Director Health Promotion	Missoula City-County Health

First Name	Last Name	Position	Agency/Organization
Dennis	Hult	Operations Bureau Chief	MDT – Motor Carriers Division
Lonie	Hutchison	BUMT Coordinator	Missoula City-Co Health Dept.
Erin	Inman	Traffic Safety Resource Prosecutor	
Mark	Keeffe	Data Analyst	MDT – Highway Traffic Safety
Kaelyn	Kelly	Assistant Manager Public Affairs	AAA Public Affairs
Janet	Kenny	Supervisor	MDT – Highway Traffic Safety
Tracie	Kiesel	BUMT Coordinator	Helena School District No. 1
Reginald	Killsnight	Transportation Planner	Northern Cheyenne Tribe
James	Kitchin	Captain	DOJ – Montana Highway Patrol
Karlita	Knight	Northern Plans Tribal Technical Assistance Program	United Tribes Technical College
Mary Jane	Knisely	District Judge, NHTSA Region 10	NHTSA
Doug	Lancon	Breath Alcohol Section	DOJ – Forensic Science Division
Pam	Langve-Davis	CHSP Program Coordinator	MDT – Planning Division
Scott	Larson	Toxicology Supervisor	DOJ – Forensic Science Division
Jeff	Linkenbach	Center for Health and Safety Culture	MSU – Western Transportation Institute
Lauren	Little	Yellowstone County DUI Coordinator	District Court/State
Thomas	Little Owl	Tribal Transportation Planning Director	Crow Nation
Taylor	Lonsdale	Mobility and Public Transportation	MSU – Western Transportation Institute
Dan	Lozar	Safety of Dams Coord./Roads Program Manager	Confederated Salish and Kootenai Tribes
Katy	Maki	Relief Driver Examiner	DOJ-MVD-Field Operations
Gary	McDonald	County Commissioner	Roosevelt County
Pat	McDuffie	Deputy Sheriff	Lewis & Clark County
Patrick	McGowen	Safety and Ops Program, Research Engineer	MSU – Western Transportation Institute
Patrick	McJannet	Commercial Drivers Licensing and Audit Section Supervisor	DOJ – Motor Vehicle Division
Kevin	McLaury	Division Administrator	FHWA
Kraig	McLeod	Traffic and Safety Management	MDT – Engineering Division
Sam	Miller	Registered Nurse	Bozeman Deaconess Hospital
Jim	Morrow	MT Motorcycle Rider Safety(MMRS Director	MSU – Northern
Gary	Neville	District Engineer	MDT – Billings District
Chad	Newman	Law Enforcement Liaison	MDT – Highway Traffic Safety
Greg	Noose	Records and Driver Control- Bureau Chief	DOJ – Motor Vehicle Division
Wendy	Olson	BUMT Coordinator	Flathead Co Health Depart
Mary	Owens	BUMT Coordinator	HELP Committee Boys and Girls Club
Charmell	Owens	BUMT Coordinator	Ravalli County

First Name	Last Name	Position	Agency/Organization
Bobbi	Perkins	Injury Prevention Coordinator	Dept. Public Health and Human Services
Roy	Peterson	Traffic and Safety Bureau	MDT – Engineering Division
Carl	Peil	Driving Instructor	AARP
Fran	Penner-Ray	Drivers' Education Director	Office of Public Instruction
Sarah	Price	U.S. Data Control Specialist-EP/Scientific Support	Dept. Public Health and Human Services
Cindi	Ptak	Tribal Transportation Program	FHWA
Barb	Reiter	Coordinator	Jefferson County DUI Task Force
Lori	Rowe	Family and Community Health Program Coordinator	Dept. Public Health and Human Services
Lloyd	Rue	Safety/Traffic/Design Engineer	FHWA
Kurt	Sager	Traffic Safety Resource Officer	DOJ – Montana Highway Patrol
Patrick	Sanders	Disability Transitions Program Coordinator	Dept. Public Health and Human Services
Cal	Schock	MHP IT Technician Specialist, Sgt.	DOJ – Montana Highway Patrol
Tina	Schmaus	Court Administrator	Missoula Municipal Court
Matt	See Walker	Northern Plans Tribal Technical Assistance Program	United Tribes Technical College
Alyssa	Sexton	EMS & Trauma System Manager	Dept. Public Health and Human Services
Frank	Smith		Fort Peck Assiniboine and Sioux Tribes
Jim	Smith		MT Sheriffs and Peace Officers Association
Janis	Spear	Transportation Planner	Northern Cheyenne Tribe
John	Spencer		Montana Highway Patrol
Spook	Stang	Executive Vice President	Motor Carriers of Montana
Laura	Stanley	Mechanical/Industrial Engineering Dept.	MSU – Western Transportation Institute
Jeff	Steeger	MCSAP Manager	MDT – Motor Carriers Service
Carol	Strizich	Statewide and Urban Planning Supervisor	MDT – Planning Division
Tom	Stuber	Transit	MDT – Planning Division
Rebecca	Sturdevant	Advanced Practice Registered Nurse	Mothers Against Drunk Drivers (MADD)
Robin	Suzor	EMS For Children, EMS and Trauma Systems	Dept. Public Health and Human Services
Rob	Taylor	Captain	Missoula County Sheriff's Dept.
Mike	Tooley	Director	Montana Department of Transportation (MDT)
William	Tuck	Grants Accountant	MDT – Highway Traffic Safety
Vicki	Turner	Prevention Resource Center	Dept. Public Health and Human Services
Anna	Walker	Senior Research Analyst/Statistician-Epidemiology/Scientific Support	Dept. Public Health and Human Services

First Name	Last Name	Position	Agency/Organi
Beth	Wemple	Senior Associate	Cambridge Systematics,
Audrey	Wennink	Senior Associate	Cambridge Systematics,
Brianna	Whitaker	Planner	MDT - Planning
Keicko	White		HDMO
James	Wilson	Safety Officer	Crow Nation
Yvette	Worman	VP, Clinical Director	Sleep Diagnostics, Inc.
Lynn	Zanto	Administrator	MDT – Planning Division