

**CHSP Roadway Departure & Intersection Related  
Emphasis Area Meeting  
July 21, 2020  
12-2 p.m.  
SKYPE Meeting Minutes**



**VISION ZERO**  
zero deaths - zero serious injuries  
**MONTANA DEPARTMENT  
OF TRANSPORTATION**

**Attendees:**

Marcee Allen, FHWA

Stan Brelin, Operations Engineer, MDT

Patricia Burke, Safety Engineer, MDT

Tara Ferriter-Smith, Traffic Education Director, OPI

Pam Langve-Davis, CHSP Program Manager

Gabe Priebe, Traffic & Safety Engineering Bureau Chief, MDT

Bill Squires, Highways Design Engineer, MDT

Ivan Ulberg, Traffic Design Engineer, MDT

Eric Belford, Motor Carriers Operations, MCS-MDT

Sheila Cozzie, SOAR/ Young Driver/ Motorcycle Program Manager. MDT

Chad Newman, Law Enforcement Liaison, MDT

**Meeting Purpose: Confirm Strategies**

**2020 CHSP Update**

A brief update on the 2020 CHSP update was provided by Pam Langve-Davis. The update process kicked off in February with an Advisory Committee (AC) meeting. The AC reviewed crash data to determine the areas in greatest need and where focused attention would have the greatest opportunity of reducing fatalities and suspected serious injuries on Montana's public roadways. Roadway Departures & Intersection related crashes continues to be an area of concern, and as such remains as an emphasis area. Upon discussion, it was determined that Patricia Burke, Safety Engineer with MDT would be the chair and Gabe Priebe, Traffic & Safety Bureau Chief, MDT would be the co-chair. Leading up to the AC meeting various strategy recommendations were discussed, researched, and developed with consideration of Montana and opportunities to refresh the emphasis area workplan.

**Strategies & Implementation Opportunities Discussion**

The draft strategies were refined in advance of the meeting and further discussed with the emphasis area team at the meeting. Attending team members participated in revising and updating the strategy purpose statements to further insure alignment with specific safety programs and activities and clarity for safety stakeholders. Strategy purpose statements for 2 & 3 will be further refined to ensure accurately. Due to timelines the CHSP program manager asked for a quick turn around on revisions. The confirmed seven strategies are as follows:

## Roadway Departure and Intersection Related Emphasis Area Strategies

- Strategy 1: Reduce and mitigate roadway departure crashes through data driven problem identification and the use of best practices.
- Strategy 2: Reduce and mitigate speed-related roadway departure and intersection crashes
- Strategy 3: Reduce roadway departure and intersection crashes through traffic safety education
- Strategy 4: Reduce and mitigate intersection crashes through data-driven problem identification and the use of best practices
- Strategy 5: Continue to improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of safety (fatality and serious injury, traffic, and roadway) data used in traffic safety analysis
- Strategy 6: Support and increase enforcement of proper road use behaviors by all road users (motorized and nonmotorized) identified through crash data
- Strategy 7: Explore and implement best practices for reducing roadway departure, including distracted and fatigued driving, in addition to other behavioral factors.

At the conclusion of the meeting, a few team members determined that additional time was needed to review and revise the purpose statements. The Team will review and confirm at a follow up meeting.

### Next Steps for Team

- Identify Team Members
- Develop Workplan Plan

### Outcome of Meeting

- *Confirmed Strategies only*