

Roadway Departure & Intersection Crashes
Emphasis Area Meeting
MDT Planning Conference Room A
Thursday, November 19, 2015, from 10:30 a.m. - noon

Vision Zero- Zero fatalities, Zero serious injuries

Attendees:

Marcee Allen, Safety Engineer, FHWA
Audrey Allums, Grants Bureau, MDT
Melinda Barnes, Executive Director. Bike Walk MT
Danielle Bolan, Operations Engineer, MDT
Capt. Art Collins, Montana Highway patrol
Sheila Cozzie, Cultural Liaison, MDT
Sgt. Brett Friede, Lewis & Clark Co Sheriff Dept.
Ann Svendsen, Federal Motor Carriers Safety Administration
Pam Langve-Davis, CHSP Program Coordinator, MDT
Patrick McLannet, Audit & CDL Section, DOJ-MVD
Kraig McLeod, Safety Engineer, MDT
Chad Newman, Law enforcement Liaison, MDT
Carl Peil, AARP
Fran Penner-Ray, Traffic Education, OPI
Carol Strizich, Statewide & Urban Planning, MDT
Lesly Tribelhorn, Highways Engineer, MDT
Jeremy Brokaw, Injury Prevention, DPHHS
Via Conference Call:
Don Matlock, Operation Lifesaver
Clark Wheeler, Operation Lifesaver

The chair, Roy Peterson, opened the meeting with an update on the strategies that Traffic and Safety Engineering Bureau are the leads, followed by the discussion of strategies that need leads to help facilitate prioritization and implementation.

Emphasis Area Progress Updates-

Strategy 1: Reduce and mitigate roadway departure crashes through data-driven problem identification and the use of best practices.

Lead: Roy Peterson & Kraig McLeod

Implementation Step 1: Implement MDT's Roadway Departure Plan including systemic and hot spot treatments on rural state routes.

Status: Continue the develop HSIP projects based the Roadway Departure Study/Plan. For the upcoming project cycle, over \$30 million of HSIP projects have been identified for review and programming.

Implementation Step 2: Construct infrastructure improvements to mitigate road departure crashes, both on and off the state system.

Status: Similar to priority number 1; continue to investigate locations (both on and off-system) that show a pattern of crashes that can be mitigated by an engineering solution.

Implementation Step 3: Evaluate new roadway departure prevention technologies on an ongoing basis for applicability to Montana's roadways.

Status: High friction surface treatment is being tested on several bridges; also, sequential lighted chevrons.

Implementation Step 4: Conduct Road Safety Audits on corridors or locations identified as having safety issues and implement appropriate recommendations.

Status: Locations for potential RSA will be reviewed and identified for 2016.

Strategy 2: Reduce and mitigate speed-related roadway departure/intersection crashes

Lead: Roy Peterson, Kraig McLeod and Danielle Bolan

Implementation Step 1: Complete the "Safety Impact of Differential Speed Limits on Rural Two-lane Highways in Montana" research study and consider implementation of appropriate recommendations.

Status: The research project is underway; data has been collected; the data is the analysis stage along with any recommendations as to what the data is showing. Estimated completion date is summer of 2016.

Implementation Step 2: Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.

Status: At this time, any safety analysis that shows a higher than average crash location report that has an enforcement component to it will be generated by Kraig McLeod and shared with law enforcement liaison Chad Newman who will further distribute it to the Montana Highway Patrol via Art Collins.

Strategy 4: Reduce and mitigate intersection crashes through data-driven problem identification and the use of best practices

Lead: Kraig McLeod & Danielle Bolan

Implementation Step 1: Develop and implement an intersection safety plan

Status: Working with consultant to develop a LOSS and safety performance functions for on-system intersections. This tool will be a diagnostic tool to identify locations that potentially could be developed into safety projects. A data model is anticipated spring 2016.

Implementation Step 2: Construct infrastructure improvements to mitigate intersection-related crashes.

Status: This is a future outcome of the intersection safety plan.

Strategy 6: Explore and implement best practices for reducing road departure, such as distracted driving and fatigued driving, in addition to other behavioral factors.

Lead: Roy Peterson & Danielle Bolan

Best Practice 1: Conduct speed study on those freeway segments that stayed at 75 mph to determine the appropriate speed limit.

Status: A speed study is planned for spring 2016 to be approved by the Commission during the summer.

Best Practice 2: Variable speed limits feasibility study.

Status: Traffic Operations & Maintenance are looking into the feasibility of implementing a variable speed limit system on I-90 from Idaho state line to St. Regis. Webinars have been conducted with Utah and Washington. A field trip is scheduled for December 7 and 8 with Wyoming DOT. MDT will be hiring an engineering consultant to develop this feasibility report that should be completed by May 2016.

Strategy Leader Identification-

The chair addressed the need for leaders for Strategies 3, 5, and 7

Strategy 3: Reduce roadway departure and intersection crashes through education.

In discussing implementation steps, Melinda Barnes volunteered to compile various education programs listed under implementation step 3 in support of implementation step 1; and as co-leader Jeremy Brokaw volunteered to co-lead implementation step 2.

Lead: Melinda Barnes

Implementation Step 1: Enhance awareness of and encourage increased participation of evidence-based roadway user skills training.

Status: Melinda will begin the task of compiling the various road user skills training.

Lead: Jeremy Brokaw

Implementation Step 2: Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels.

Status: Jeremy volunteered to research roadway departures of social –economic groups.

Implementation Step 3: Conduct public awareness and education about roadway conditions, operations and management strategies, such as yellow flashing signals, roundabouts, bicycle

lanes, pedestrian signals, operations around EMS responders, and right-of-way rules at stop-controlled and uncontrolled intersections.

Status: Melinda in conjunction with compiling different training will include public awareness campaigns and materials.

Implementation Step 4: Promote and support evidence-based teen peer-to-peer education and programs to address risky driving behavior, including the consequences of distracted driving, impaired driving, and not using seat belts, among others.

Status: A lead for this implementation step is needed to work with Roy Peterson. Volunteers were requested.

Strategy 5: Support and increase enforcement of proper road use behaviors by all users in high-crash corridors and high-crash locations.

Lead: Chad Newman

Priority 1: Implement technologies and equipment to aid law enforcement in conducting enforcement.

Status: Eleven, 2016 grant recipients were awarded funds October 1, for various equipment to conduct enforcement. Grantees will submit bi-annual equipment status reports.

Priority 2: Implement and support targeted enforcement efforts to prevent intersection and roadway departure crashes.

Status: 21 SETT/ STEP, 2016 grant recipients were awarded funds October 1, for targeted enforcement. Grantees will submit quarterly citation and grant compliance reports.

Strategy 7: Improve the prosecution and adjudication of all roadway user violations

Status: Leader, partners, and tasks to be identified to work with Roy Peterson.

It was decided that this strategy needs to be discussed in-depth to determine how agencies and organizations fit. The strategy was developed with consideration of the HSP and the stakeholder input at the 2014 CHSP Update Safety Summit.

Action Items-

- Melinda Barnes will contact various safety program managers and compile safety educational materials and trainings.
- Jeremy Brokaw will look at roadway departure crashes and the socio-economics of drivers involved in crashes.
- Chad Newman will work with Kraig McLeod to develop a user friendly crash location report for distribution to law enforcement.
- Peterson to discuss strategy leader(s) with stakeholder partners

Next Meeting

The next meeting is scheduled for Tuesday, January 19, 2016, from 10:30 a.m. to noon at MDT Planning Division Conference Room A. The conference call-in number will be provided in advance of the meeting.