

CHSP Overview

Executive Leadership Team

Malcolm Long, Director, Montana
Department of Transportation and
Governor's Highway Safety
Representative

May 20, 2021

Montana Comprehensive Highway Safety Plan



VISION ZERO
ZERO DEATHS - ZERO SERIOUS INJURIES
MONTANA DEPARTMENT
OF TRANSPORTATION

2020

Federal Requirements



- Data Driven



- Multiagency Coordination & 4Es



- Performance Measures



- Consistent safety targets



- Track and evaluation progress



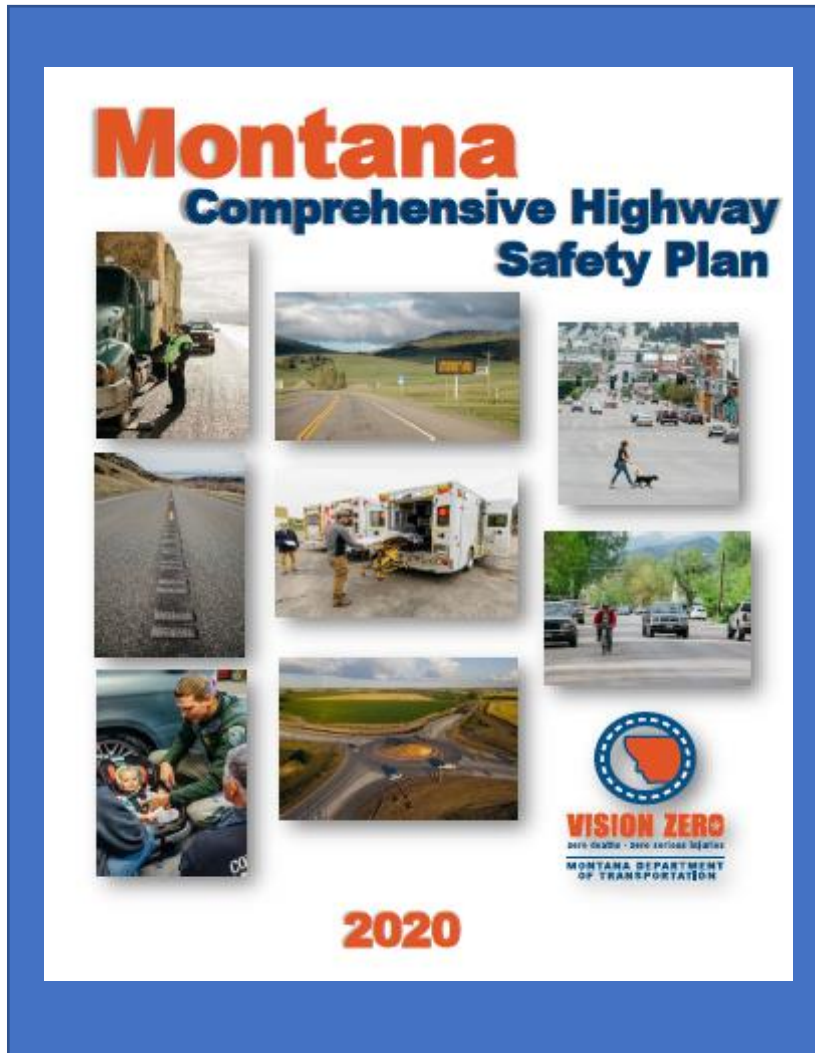
- Update every 5 years

CHSP Purpose

Implement a collaborative process to reduce fatalities and serious injuries in Montana utilizing education, enforcement, emergency response strategies and engineering.

The CHSP will seek to focus resources strategically, where opportunities for safety improvements are greatest.

Comprehensive Highway Safety Plan



Data Driven Emphasis Areas

- Roadway Departure & Intersection Crashes
- Impaired Driving
- Unrestrained Vehicle Occupants
- Emergency Response - After-Crash Care

Strategies to reduce fatalities and serious injuries

Vision Zero

***The Vision for Montana is
Zero-***

***Zero Fatalities and
Zero Serious Injuries –
on Montana's roadways.***

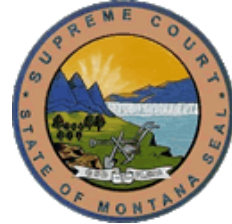
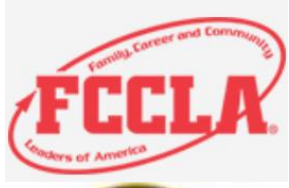


U.S. Department of Transportation
Federal Motor Carrier Safety Administration

BUCKLE UP MONTANA

MHA

A PROGRAM OF THE MONTANA
DEPARTMENT OF TRANSPORTATION



MONTANA
JUDICIAL BRANCH

MONTANA
DEPARTMENT
OF JUSTICE

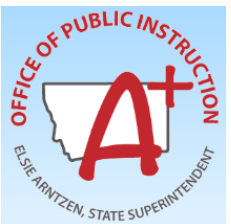


Montana Department of
REVENUE



MONTANA LEAGUE OF
CITIES AND TOWNS

COUNTY DUI TASK FORCES
preventing impaired driving and crashes

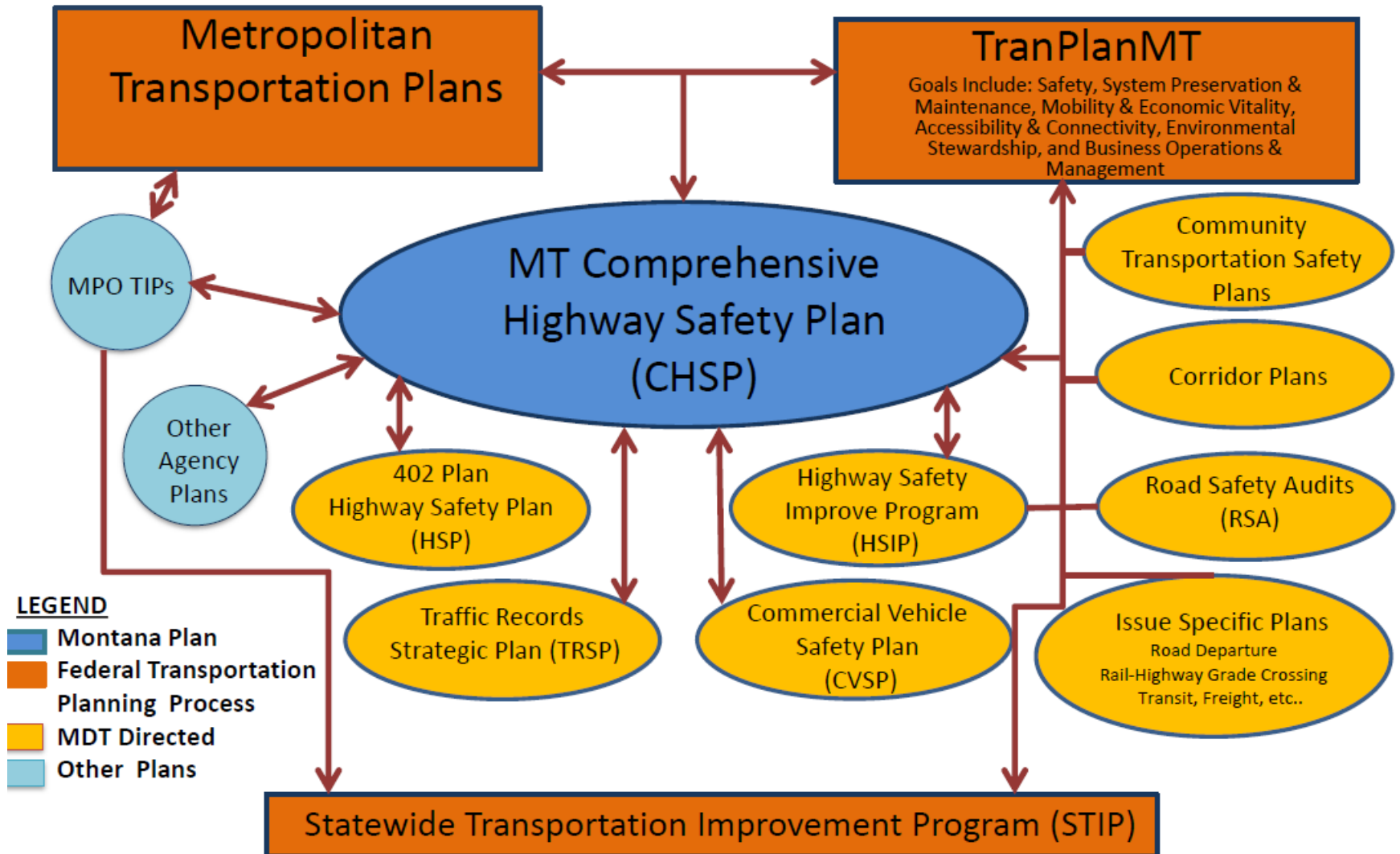


U.S. Department of Transportation
Federal Highway
Administration

GOVERNOR'S OFFICE OF
INDIAN AFFAIRS

Montana
Department of
Transportation
MDT
Native American Traffic Safety

Relationship of Montana's Safety Plan (CHSP) with Agency Safety Plans & Programs



Implementation Structure



Executive Leadership Team

- Prioritize & institutionalize Vision Zero across agencies
- Provide leadership & collaboration to address statewide safety needs
- Delegate appropriate staff to participate on Advisory Committee and the Emphasis Area Teams.
- Commit personnel, technical and financial resources to implement safety initiatives
- Identify & remove barriers within and between agencies to achieve Vision Zero
- Incorporate common safety strategies & initiatives into agency plans and policies

Emphasis Area Accomplishments

Roadway Departure & Intersection- Related Crashes Team Accomplishments

- Continuous implementation of the Highway Safety Improvement Plan, Roadway Departure Plan, the Intersection Safety Plan and the Rail-Highway Crossing Program
- Sinusoidal centerline rumble strip installation planned for Missoula District in 2021 construction season
- AARP Driver Skills Training refresher course covers current rules of the road and defensive driving techniques.
 - 2020 Online training= 1,023 & 25 classes/254 participants




Impaired Driving Team Accomplishments

- NHTSA Program technical and financial assistance for:
 - Traffic Safety Resource Officer
 - Traffic Safety Resource Prosecutor
 - Selective Traffic Enforcement Program (STEP) high-visibility enforcement (HVE) efforts
 - Statewide & Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts
- Drive Safe Missoula driver behavior education program focused on high school & college aged students.
- Continue to provided technical support for stronger impaired driving laws



What Will a
DUI Cost You?



death
serious injury
incarceration
job loss
search warrants
probation
court fines
fingerprinting
attorney fees
treatment
no access to Canada
embarrassment
loss of independence
name in local newspaper
daily alcohol screenings
increased auto insurance premium

IT'S MORE THAN JUST A TRAFFIC FINE.

If you drive impaired, expect to be arrested and taken to jail, then be prosecuted, and sentenced by a judge.

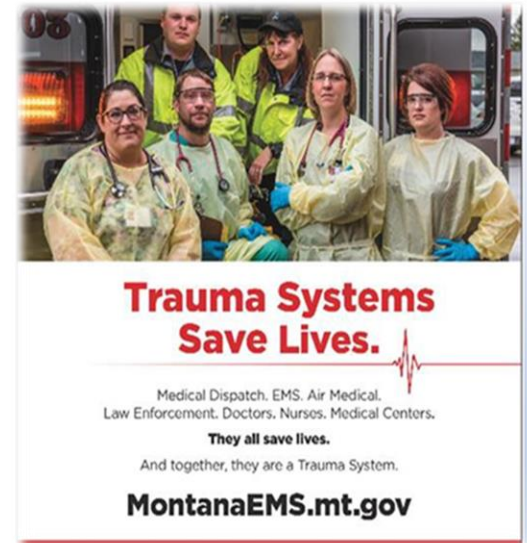
Unrestrained Vehicle Occupant Emphasis Team Accomplishments

- Buckle Up Montana (BUMT) program.
 - Educational outreach through a combination of in-person and virtual formats
- Child Passenger Safety Certification Training Program & inspection stations.
 - Recertification 59.4% compared to national rate of 47.5%
- Purchase and distribution of child passenger safety seats.
 - In FFY 2020, 541 convertible car seats were distributed to 33 locations throughout the state.
- Safe On All Roads (SOAR) Native American program focused on seat belt and child passenger seat use.
 - Contracts with all seven land-based tribes & “Why I Buckle up” campaign rolled out in February.



Emergency Response – After-Crash Care Team Accomplishments

- Emergency Medical Dispatch (EMD) training for all dispatch centers
 - 71% trained in 2020
- Education and training of emergency care responders.
 - 52.3% trained
- MDT Emergency Medical Equipment Grant Program
 - 12 grants awarded including 3 ambulances
- Enhance driver awareness of Montana's Mover Over Law, including tow operators and vehicles.
 - HB 264 Revise Emergency Vehicle Passing Laws passed during 67th Legislative Session



CHSP Work Plan

CHSP Emphasis Area Work Plan Objectives

Roadway Departure & Intersection- Related Crashes – 7 strategies

Measurable Objectives:

- Reduction of Roadway Departure Fatalities & Serious Injuries
- Reduction of Intersection-related Fatalities & Serious Injuries

Unrestrained Vehicle Occupants – 3 strategies

Measurable Objectives:

- Reduction of Unrestrained Vehicle Occupant Fatalities
- Reduction of Unrestrained Vehicle Occupant Serious Injuries

Impaired Driving - 6 strategies

Measurable Objectives:

- Reduction of Impaired Driving-related Fatalities
- Reduction of Impaired Driving-related Serious Injuries

Emergency Response – After-Crash Care – 6 strategies

Measurable Objective:

- Reduction of morbidity and mortality of the Montana motor vehicle crash victim

CHSP Emphasis Area Work Plan Strategies

Roadway Departure & Intersection- Related Crashes

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/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, & accessibility of safety (fatality and serious injury, traffic, and roadway) data used in traffic safety

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.



CHSP Emphasis Area Work Plan Strategies

Impaired Driving

Strategy 1: Deterrence and Enforcement

Strategy 2: Prevention and Education

Strategy 3: Criminal Justice System

Strategy 4: Communication Program

Strategy 5: Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

Strategy 6: Program Evaluation and Data



CHSP Emphasis Area Work Plan Strategies

Unrestrained Vehicle Occupants

Strategy 1: Laws & Enforcement

Strategy 2: Communication, Education & Injury Prevention

Strategy 3: Improve Unrestrained Vehicle Occupant Data



CHSP Emphasis Area Work Plan Strategies

Emergency Response – After-Crash Care

Strategy 1: Access to the Emergency Response System; On Scene Care Training & Education

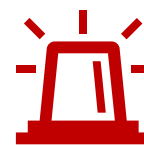
Strategy 2: Safe & Rapid Transport of Crash Victims and Training of Emergency Responders

Strategy 3: Hospital-Based Trauma Care

Strategy 4: Integrate Crash, EMS, Trauma and Roadway Surveillance Databases.

Strategy 5: Provide Statewide Injury Prevention Education to Communities Through A Collaborative Effort

Strategy 6: Support Laws, Policy Development and Legislation

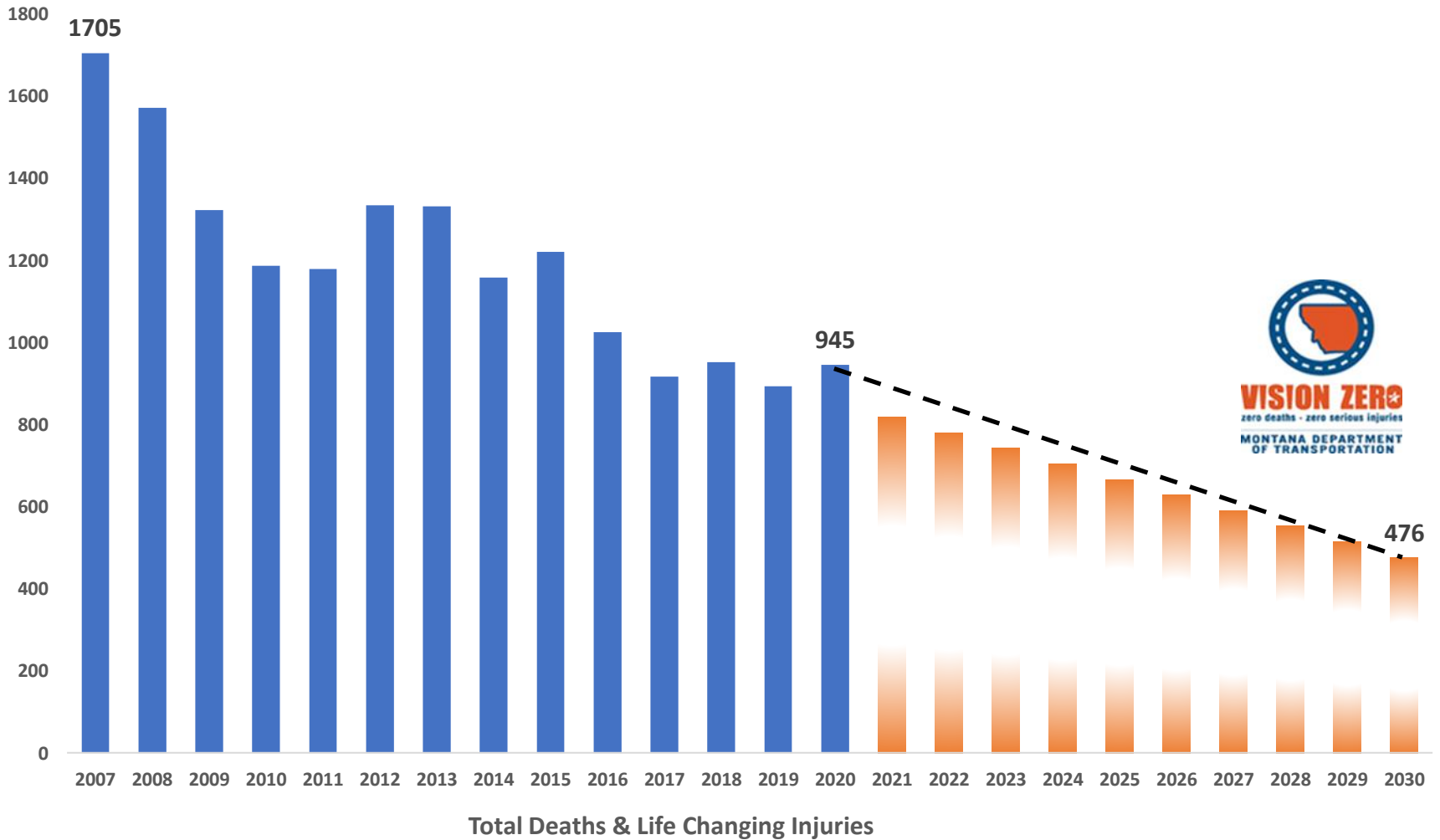


CHSP Work Plan Approval

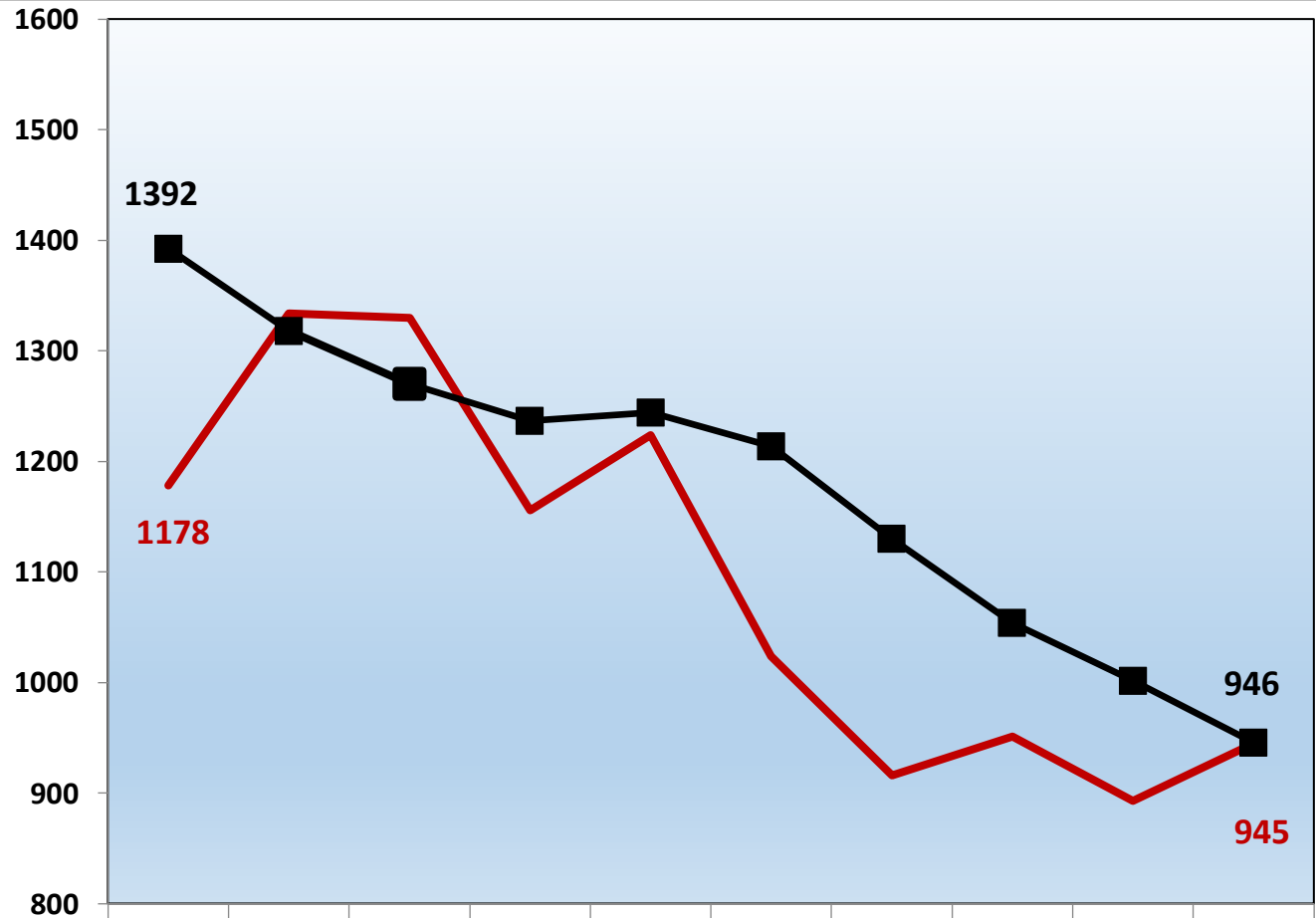
2020 Preliminary Crash Data

CHSP Interim Goal

Reduce deaths and life changing injuries on Montana's roads from 952 in 2018 to 476 by 2030.

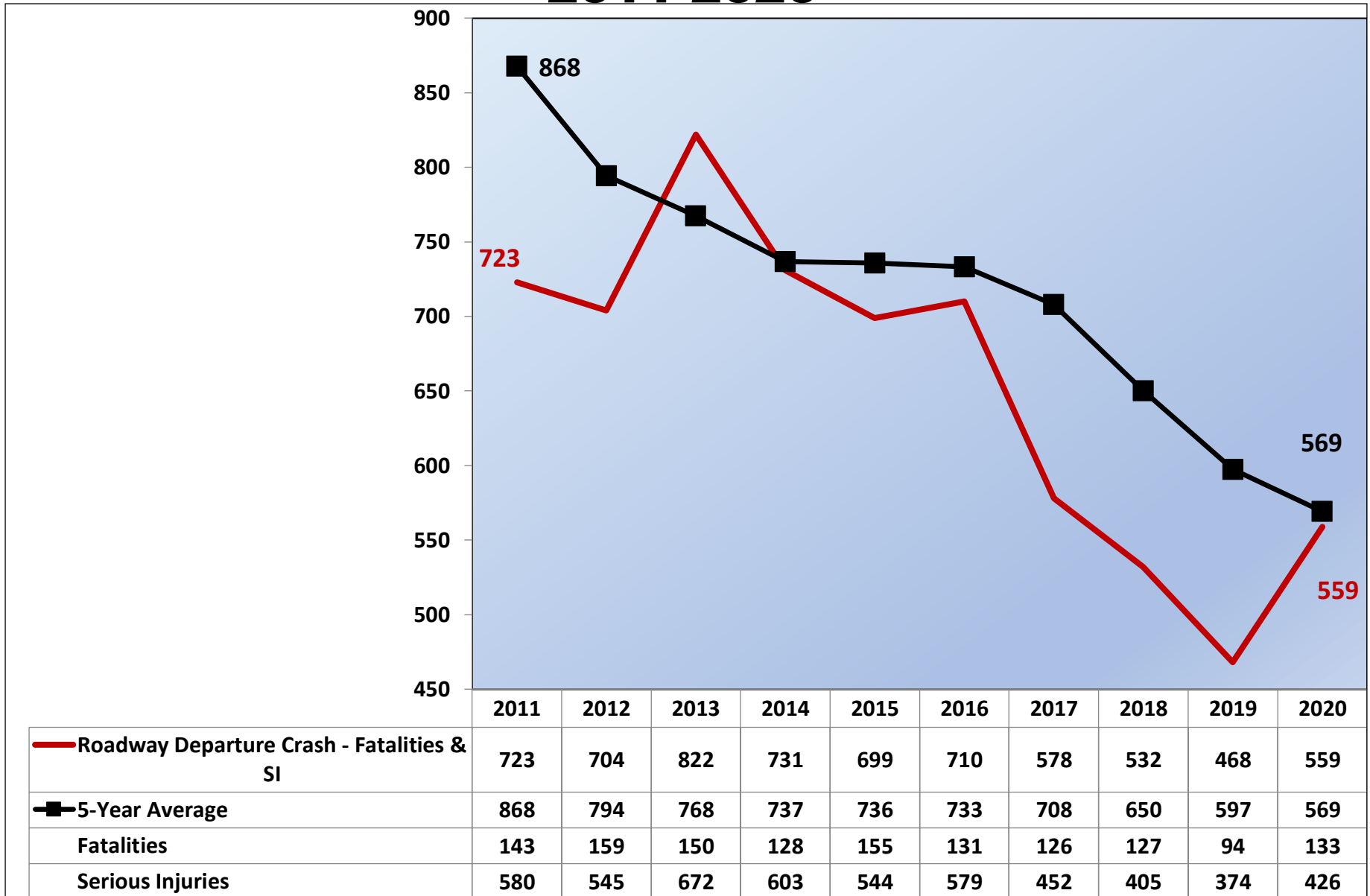


Total Fatalities & Serious Injuries, 2011-2020



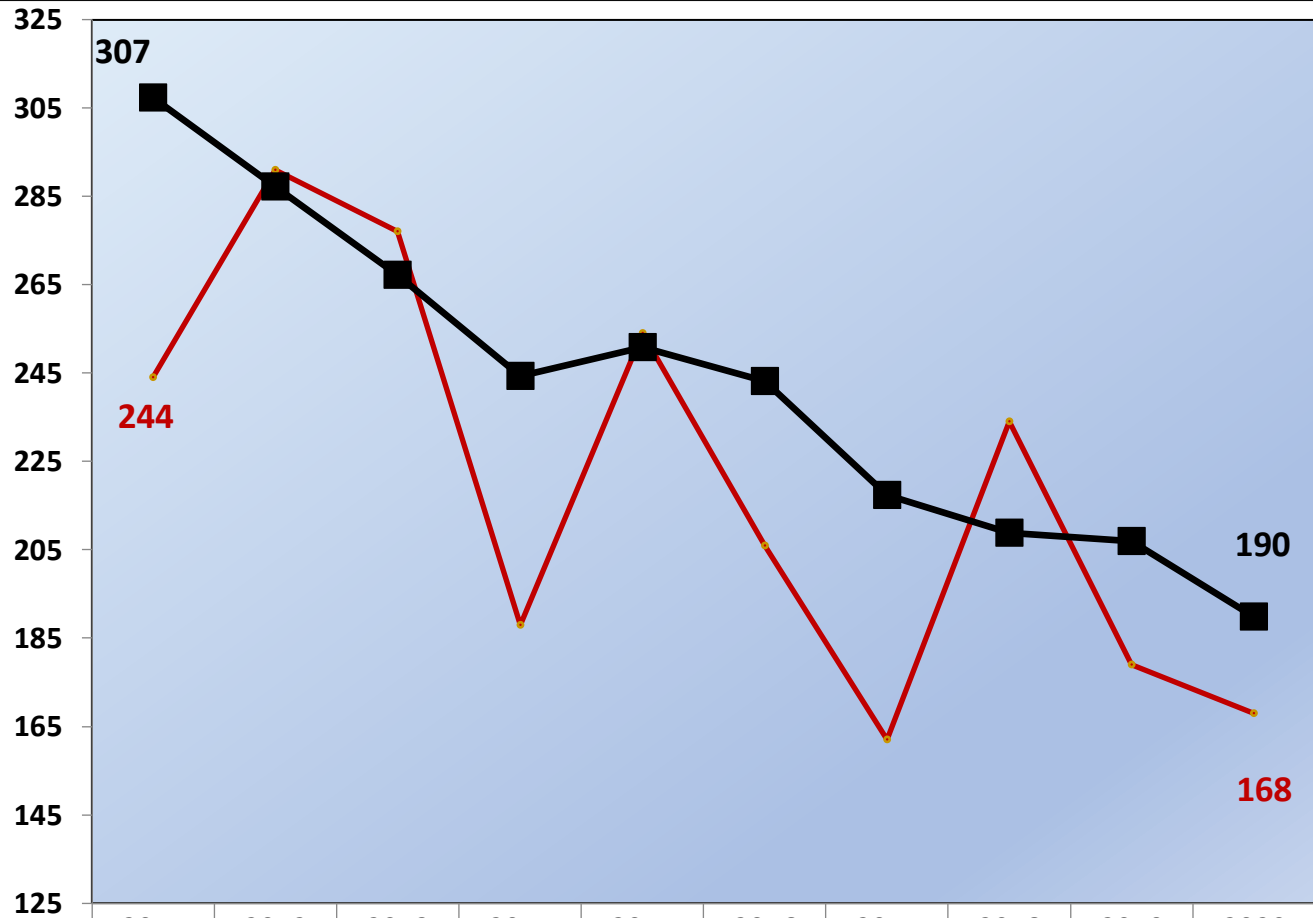
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
— All Crash - Fatalities & SI	1178	1334	1330	1156	1224	1024	916	951	893	945
■ 5-Year Average	1392	1318	1270	1237	1244	1214	1130	1054	1002	946
Fatalities	211	205	229	192	224	190	186	182	184	213
Serious Injuries	967	1129	1101	964	1000	834	729	769	709	732

Roadway Departure Fatalities & Serious Injuries, 2011-2020



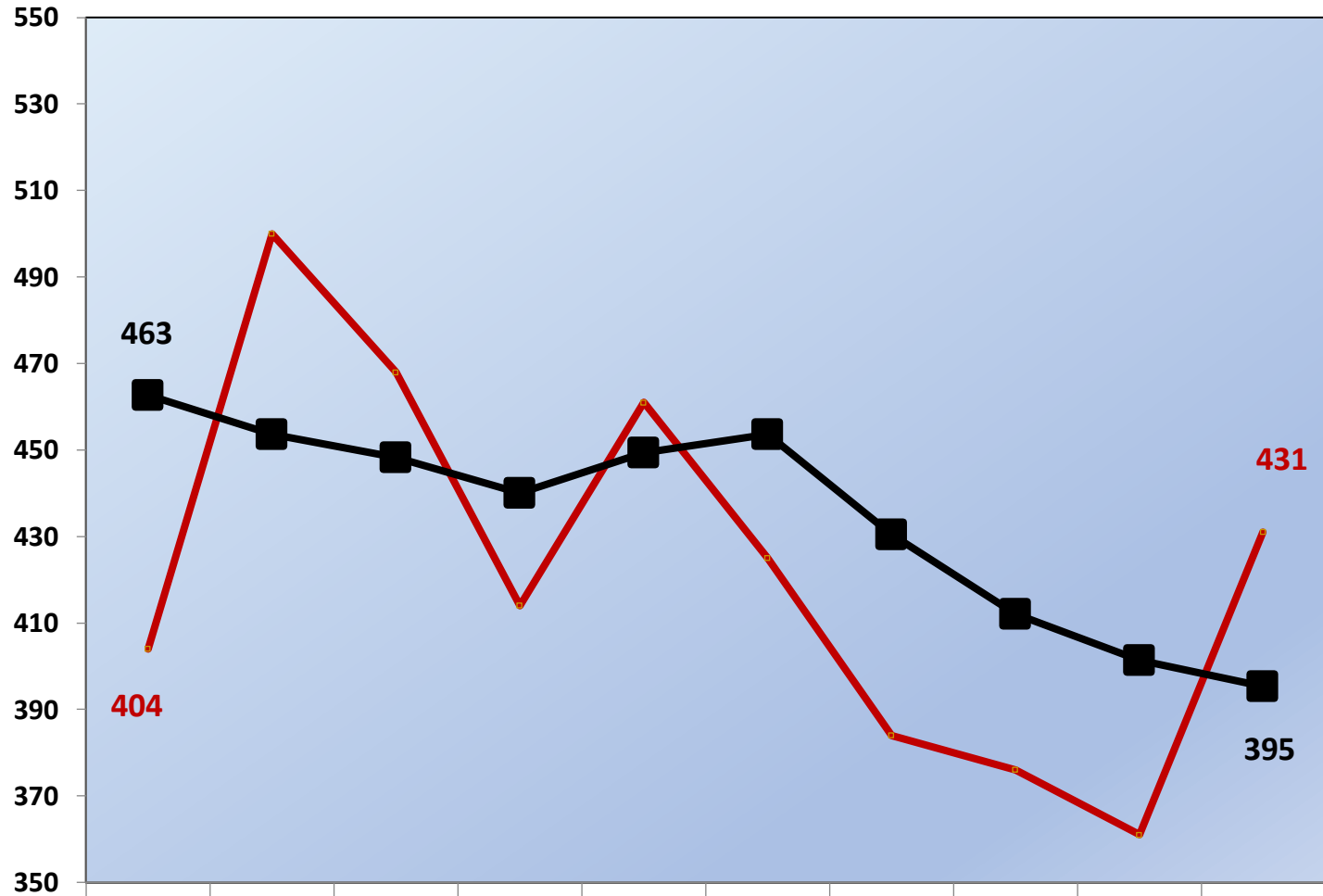
Preliminary Data, March 21, 2021

Intersection Related Fatalities & Serious Injuries, 2011-2020



	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Intersection Crash - Fatalities & SI	244	291	277	188	254	206	162	234	179	168
5-Year Average	307	287	267	244	251	243	217	209	207	190
Fatalities	29	18	27	20	30	15	17	21	21	16
Serious Injuries	215	273	250	168	224	191	145	213	158	152

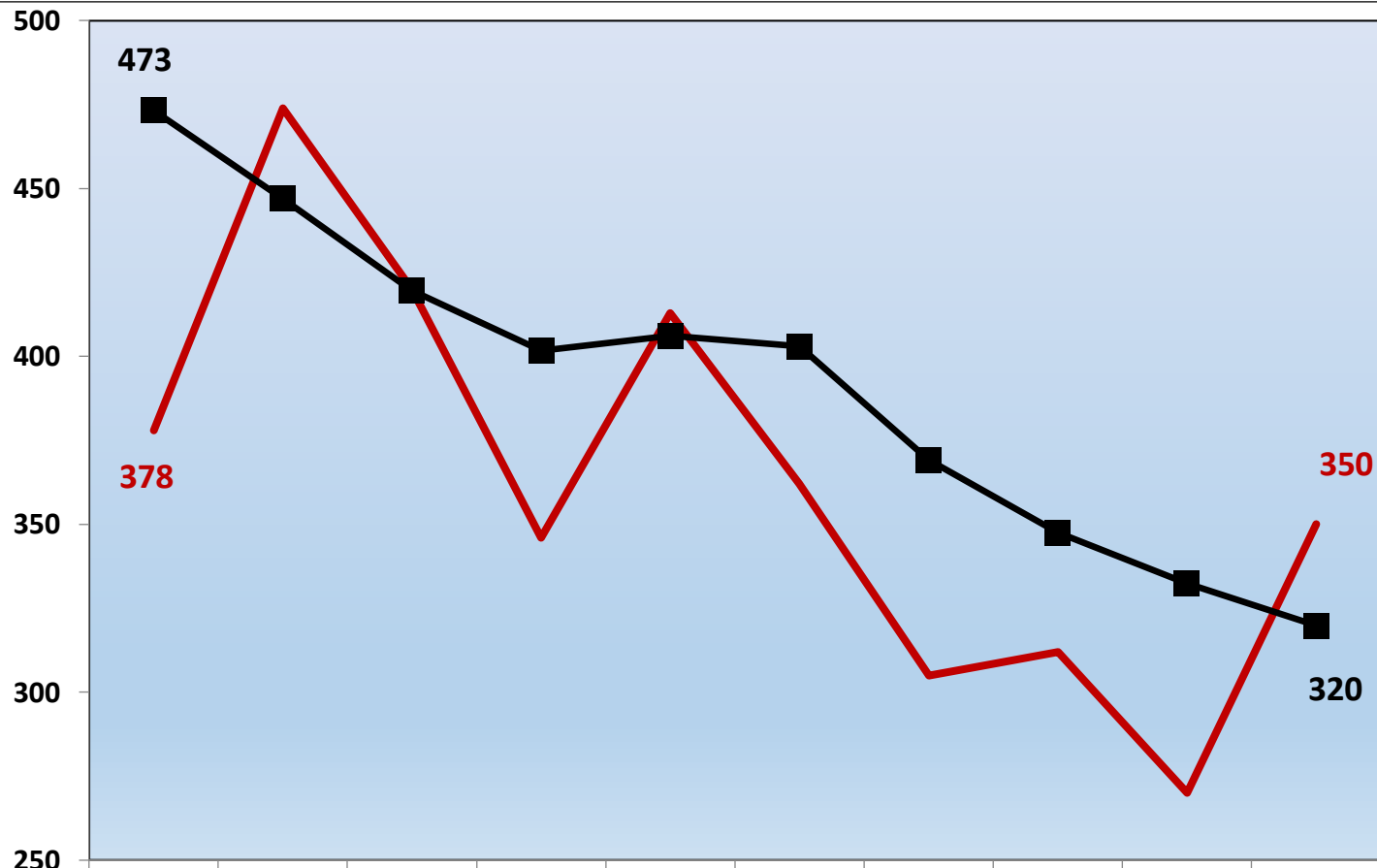
Impaired Driving Fatalities & Serious Injuries, 2011-2020



	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Impaired Driver - Fatalities & SI	404	500	468	414	461	425	384	376	361	431
5-Year Average	463	454	448	440	449	454	430	412	401	395
Fatalities	113	127	136	117	129	128	114	117	106	140
Serious Injuries	291	373	332	297	332	297	270	259	255	291

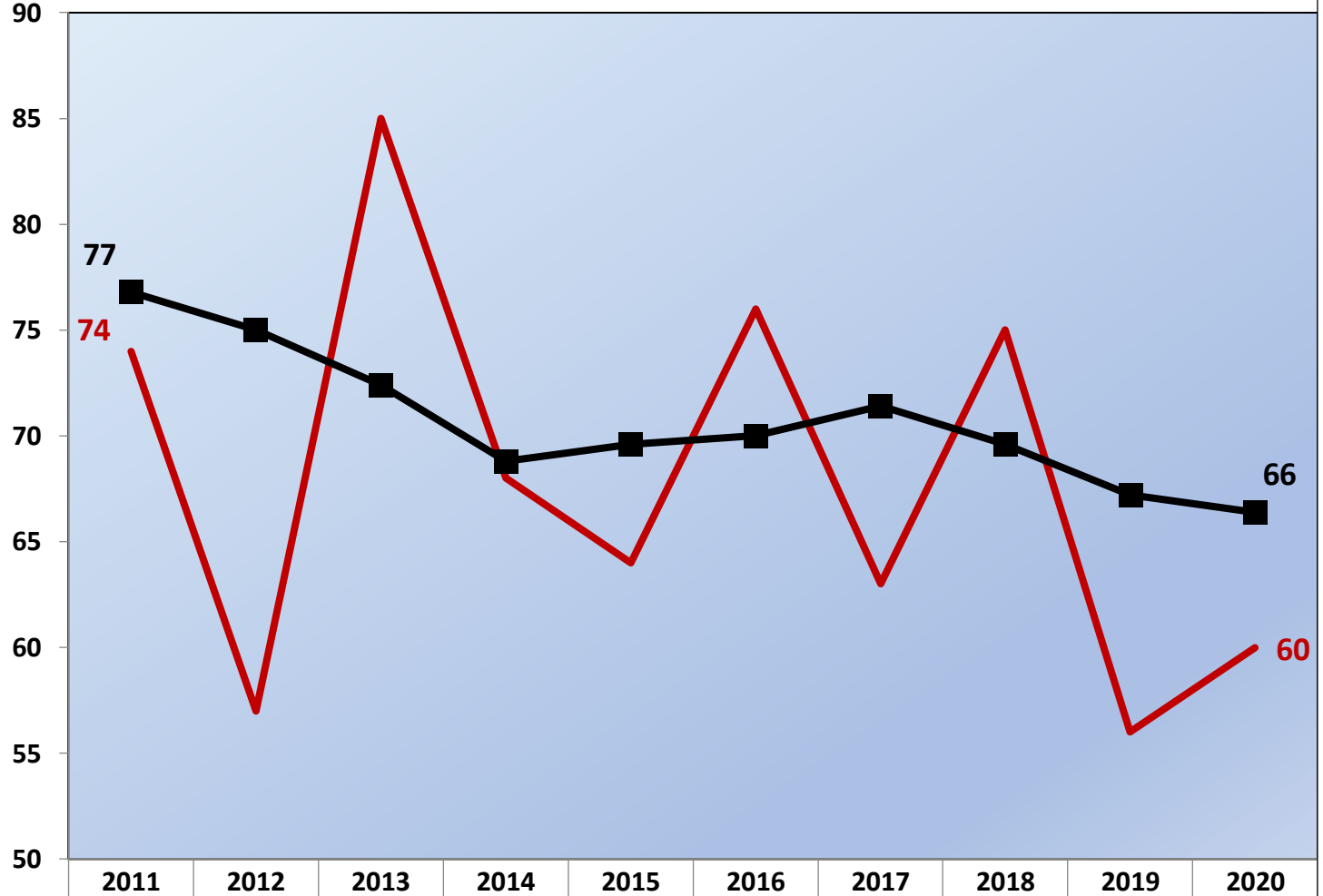
Preliminary Data, March 21, 2021

Unrestrained Vehicle Occupant Fatalities & Serious Injuries, 2011-2020



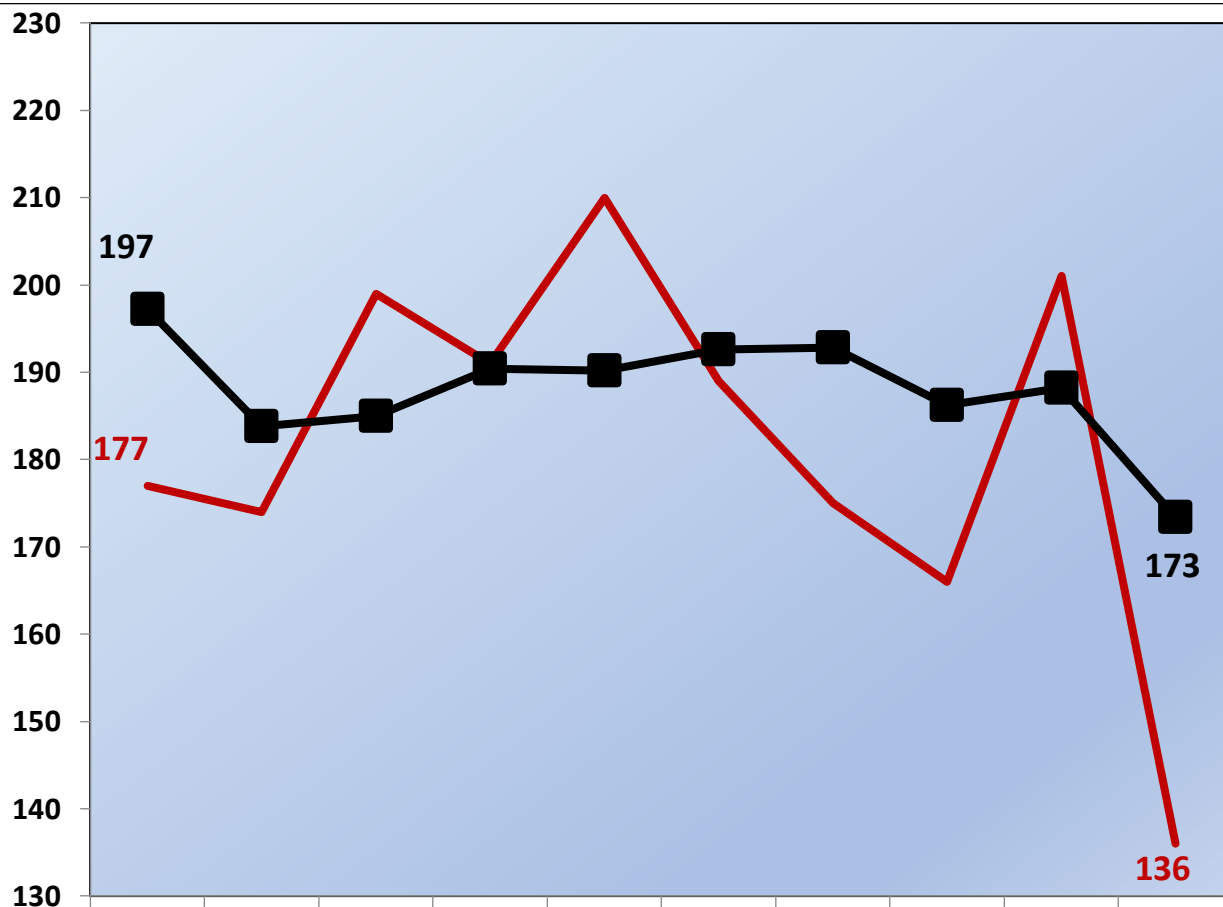
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Unrestrained Vehicle Occupant - Fatalities & SI	378	474	420	346	413	362	305	312	270	350
5-Year Average	473	447	420	402	406	403	369	348	332	320
Fatalities	110	114	105	100	118	95	84	91	74	107
Serious Injuries	268	360	315	246	295	267	221	225	196	243

Nonmotorized Fatalities & Serious Injuries, 2011-2020



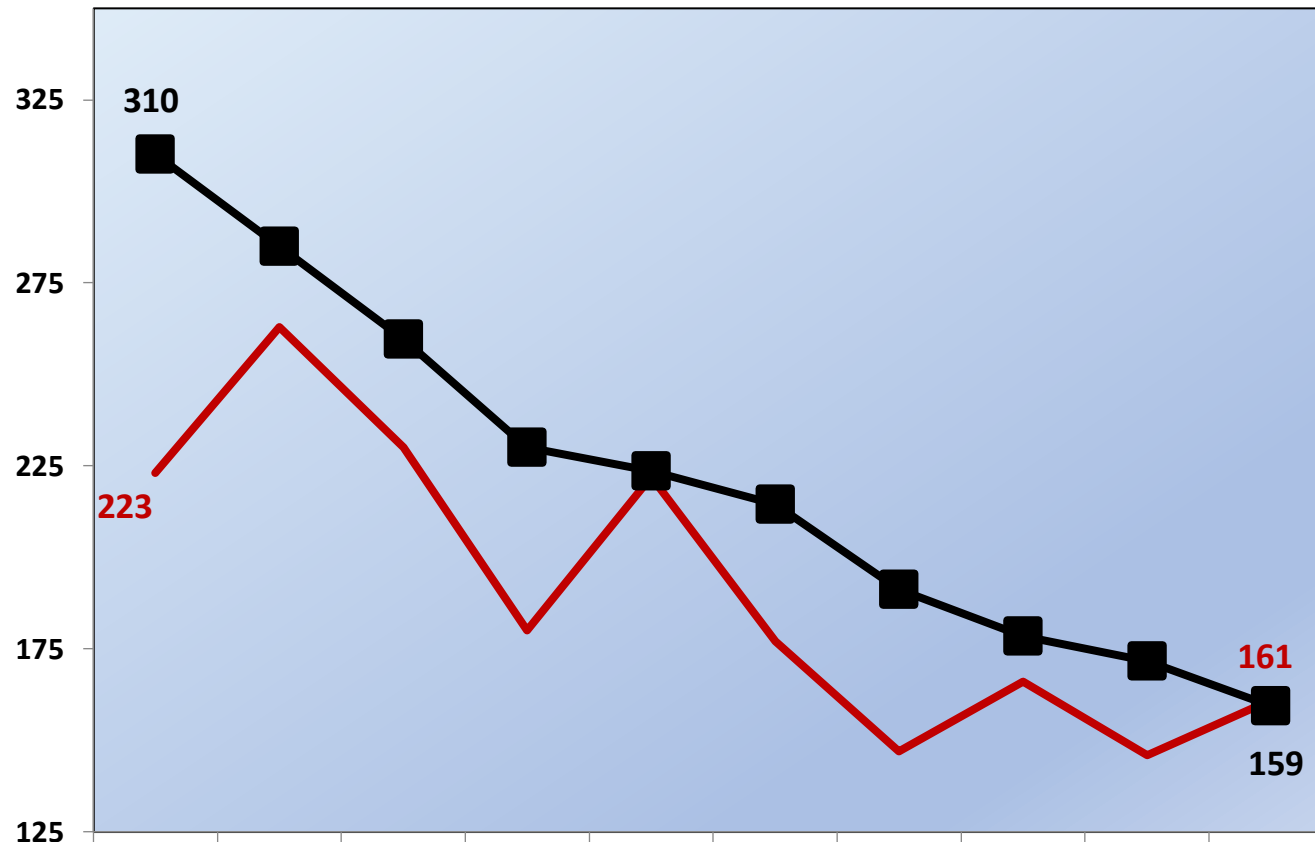
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Non-Motorist Fatalities & SI	74	57	85	68	64	76	63	75	56	60
5-Year Average	77	75	72	69	70	70	71	70	67	66
Fatalities	16	9	24	12	15	14	15	17	20	18
Serious Injuries	58	48	61	56	49	62	49	59	36	42

Older Driver 65 + YOA Fatalities & Serious Injuries, 2011-2020



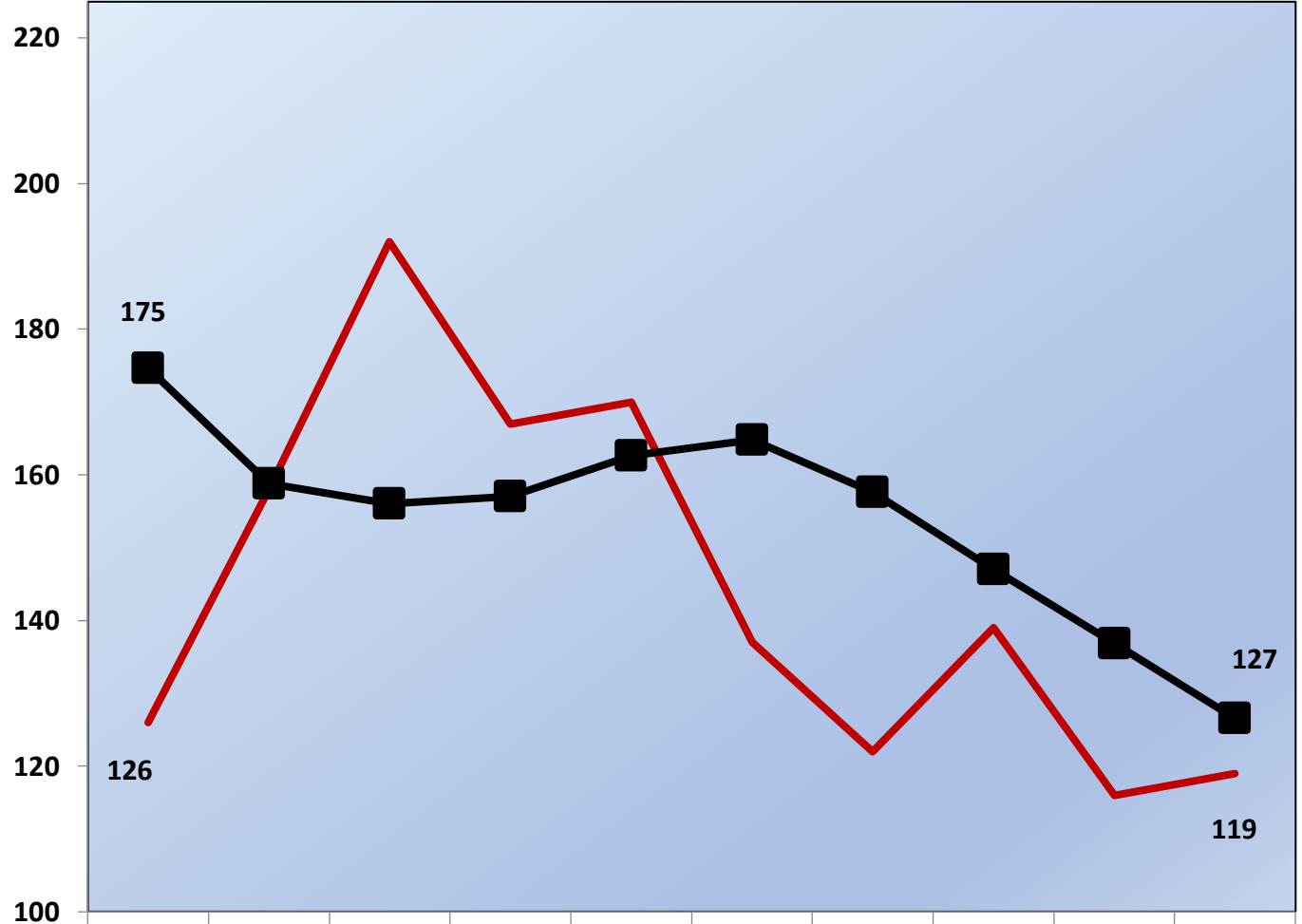
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Older Driver Age 65 Involved - Fatalities & SI	177	174	199	191	210	189	175	166	201	136
5-Year Average	197	184	185	190	190	193	193	186	188	173
Fatalities	39	26	51	32	46	34	37	29	54	33
Serious Injuries	138	148	148	159	164	155	138	137	147	103

Young Drivers 14-20 YOA Fatalities & Serious Injuries, 2011-2020



Young Driver 14-20 Involved-Fatalities & SI	223	263	230	180	222	177	147	166	146	161
5-Year Average	310	285	260	230	224	214	191	178	172	159
Fatalities	27	26	26	24	36	18	25	29	35	31
Serious Injuries	196	237	204	156	186	159	122	137	111	130

Motorcyclist Fatalities & Serious Injuries, 2011-2020



	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Motorcyclist -Fatalities & SI	126	158	192	167	170	137	122	139	116	119
5-Year Average	175	159	156	157	163	165	158	147	137	127
Fatalities	20	30	34	23	25	17	22	21	22	29
Serious Injuries	106	128	158	144	145	120	100	118	94	90

Contribution & Collaboration

Contribute to Safety

Coordinate & Collaborate Activities

Promote Grass-root Awareness

Cultivate Appropriate Traffic Safety Culture

Promote Vision Zero for Montana

Comprehensive Highway Safety Plan information

<http://www.mdt.mt.gov/visionzero/plans/chsp.shtml>

For questions or more information
please contact:

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