

**CHSP Roadway Departure & Intersection Crashes
Emphasis Area I Meeting**

Thursday, October 24, 2024



Attendees:

John Althof, Rail Highway Safety, Traffic & Safety (T&S) Engineering, Montana Department of Transportation (MDT)
Major Chan Barry, Montana Highway Patrol
Stan Brelin, Traffic Operations, MDT
Patricia Burke, Co-Chair & Safety Engineer, T&S Engineering, MDT
Shelby Clark, Statewide Bicycle & Pedestrian Coordinator, MDT
Will Cole, Safety Coordinator, Montana Trucking Association
Damian Krings, Highways Design Engineer, MDT
Pam Langve-Davis, CHSP Manager, MDT
Sheila Ludlow, Integrated Transportation & Publications Section Supervisor, Multimodal Planning Bureau, MDT
Gabe Priebe, Co-Chair & Traffic & Safety Engineering Bureau Chief, MDT
Casey Redder, Director, Montana Motorcycle Rider Safety (MMRS)
Matt Ulberg, Executive Director, LTAP- MSU
Curtis Weidow, Safety Program Manager, Federal Motor Carrier Safety Administration (FMCSA)

Meeting purpose- roundtable discussion of strategies for the coming year.

Matt Ulberg: Continue to work with locals to educate on safety issues and countermeasure improvements and share information with rural communities to be more competitive in applying for grants to improve roadway safety. Applied for a State Transportation Innovation Council (STIC) grant to enhance technical assistance but wasn't awarded. Matt plans to conduct training 40-42 weeks in the coming year. Matt would like to work with MDT to develop the safety circuit rider program to support the local road departments. Another leading focus is work zone signage packages, very few of Montana's 56 counties have work zone safety equipment and cones.

Shelby Clark: Continue to promote the Bikes & Runners on Road signage for events on roadways. Shelby Clark can be contacted directly at headquarters and can direct event coordinators to the appropriate MDT district/ maintenance section contacts. Working on increased focus on outreach & building networks to promote early education of pedestrian safety and bicycle safety with Head Start and small elementary schools. In the coming year Shelby will be working to increase MDT Bicyclist Pedestrian safety media .

John Althoff: Continues to work on MDT's Section 130 program, also known as the Highway-Rail Crossing Program

- Finished field collection for crossing inventories (photos, traffic counts, geometrics) Information is being sent to the Federal Railroad Administration
- Continue working on getting rail safety projects out the door. Nominations of new projects will be less.
- Amount of funding level has changed for Section 130 as our current obligation rate is at 98% in 2023. National average for same period is at 75%. National overall average has been increasing, so hopefully when a new transportation bill is drafted Rail Safety will see an increase.
- Project estimates have increased substantially
- Railway Highway Crossing Program Report was submitted to FHWA

Continue to create awareness and promote railroad safety with Operation Lifesaver

- Amplified Digital media company has been running the PSA that we developed this summer with the Fort Peck Tribe and BNSF Railway
- Continue to look for grant opportunities
- Continue to build a presenter group
- Working on a Railroad Investigation Safety Course for Law Enforcement in 2025, modules being
 - Rail Safety 101
 - On-Scene Safety & Situational Awareness
 - Rail Resources & Initial Report Information
 - Rail Incident Conclusion

Gabe Priebe: Continue outreach and education of proven safety countermeasures. HSIP program increased costs have been a challenge and will need to be scaled back to complete projects already prioritized. Outreach will focus on-

- roundabouts purpose and safety benefits of roundabouts,
- wrong-way driver flashing signage, cable median barrier installation, and
- video messaging on traffic operations

Casey Redder, MMRS: Short term 1-year to 2-year goals includes 1) increasing class locations in eastern Montana like Glendive and Havre and plans to go back to Havre for courses there; and 2) increase MMRS coaches. Other task items Casey is working on is finding additional training spots of flat, no obstructions asphalt being 200' x 300' for motorcycle operating course; and a mobile training unit consisting of a hitched and in-bed hitch to carry 14 bikes, under 400cc and less than 36 inches tall, an awning and a generator.

MMRS teaches a Basic Rider course (BRC), Basic Rider Course II (BRC2), and Advanced Rider Course (ARC) which participants use their own bikes. Last year's participants averages include 17–22-year-old males and 20-30 years of age females which made up 1/3 of all students. More information can be found at [Montana Motorcycle Rider Safety | Home](#) Training includes maneuvers, curves, speed, safety equipment, and filtering which is legal in Montana opposed to lane splitting which is illegal in the state.

Curtis Weidow showed that the Federal Motor carrier Safety Administration (FMCSA) has a lot of safety education and social media messaging available [Safety | FMCSA](#) . Pam requested that he share safety education and awareness campaigns, and she would send it out through the CHSP emphasis area groups.

Will Cole conducted several trainings in 2024 and plans to continue to provide Share the Roads – Teen Drivers and No Zone Training with high school students. Local carriers of the Montana Trucking Association are often involved which helps build local safety contacts within rural communities. Other safety partners involve local schools and OPI. Goal is to Go WEST of the ROCKIES in 2025! He has reached out to Kalispell and Missoula schools and Shelby as well and will be doing follow up. Share the Road information can be found at [MTA Newsletter | Montana Trucking Association | United States](#)

Stan Brelin shared an update on the Adaptive Traffic Signal Performance Measures (ASTPM) and Intersection Control Evaluation (ICE) projects that are underway. Intersection Control Evaluation (ICE) is a process that includes policies and tools to evaluate intersection traffic control options using both operations and safety as evaluation criteria. The process may consider other site specific conditions as needed to further refine the recommended treatment. In addition to traditional traffic control such as stop signs, traffic signals and roundabouts the process also evaluates innovative intersection and interchange options for diverging diamond interchanges (DDI) [Crossover Intersections | FHWA](#) which is an innovative design that improves safety by reducing left turn conflict points; and Restricted Crossing U-turns

(RCUTS) which modifies the direction of the left hand turn U-Turns by having motorist proceed through a major intersection, travel in the left lane and then making a left hand turn traveling with the flow of traffic. [Reduced Left-Turn Conflict Intersections | FHWA](#)

Stan shared that an ATSPM project is planned to be in place before Big Sky's ski season which will count vehicles and activation of pedestrian push buttons and monitor detection and inactivity and generate an alert need for a technician. Other planned locations are Reserve Street in Missoula, Main Street in Billings and US 93 through Polson

Pam Langve-Davis will be working with team members to update the CHSP, which is required every 5 years. The RFP has gone out and will be moving forward soon. The CHSP is required to be completed and to FHWA by December 2025.

Post-meeting tasking of the 2024 Annual Transportation Safety Meeting are ongoing, the presentations are planned to be posted by the end of October and can be found at [Annual Transportation Safety Planning Meetings | Montana Department of Transportation \(MDT\)](#)

The next meeting will be in 2025, and schedule has not yet been determined.

Meeting adjourned at 10:15 a.m.