

..... MONTANA 2025

# Comprehensive Highway Safety Plan (CHSP)



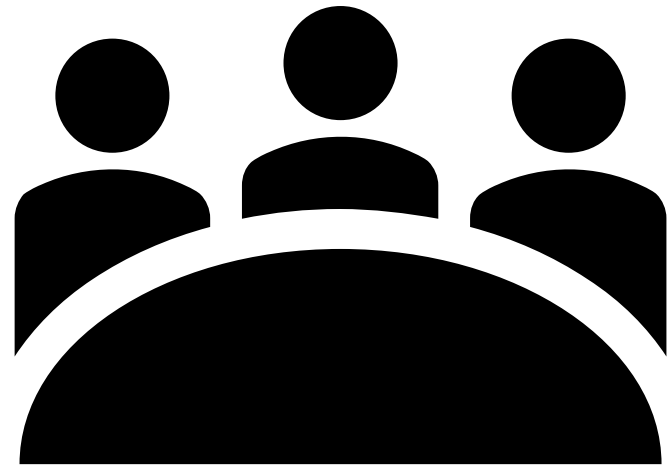
## *Advisory Committee Meeting #3 – Targets, Emphasis Areas, & Strategies*





# Meeting Overview

- Welcome and Introductions
- Safety Target Methodology
- Annual Meeting
- Emphasis Area Strategies
- Outcomes
- Next Steps





# Safety Target Methodology

Zero by 2050 Discussion



# Annual State Safety Performance Projections (Targets) Background

- Safety target methodology to be set within 2025 MT CHSP and be used for annual targets through 2030.
- FHWA Required State Safety Performance Targets:
  - Number of Fatalities
  - Number of Serious Injuries
  - Fatality Rate (per 100 million vehicle miles traveled (100MVMT))
  - Serious Injury Rate (per 100MVMT)
  - Number of Non-Motorized Fatalities and Serious Injuries



# Safety Target Setting Methodology

- 2020 CHSP used trend lines to set targets.
- Trend lines were reviewed for 2025 CHSP but are not appropriate for goal setting.
- Use the Advisory Committee approved target methodology for setting targets for the 5-year life of the plan.





# Reporting Precision

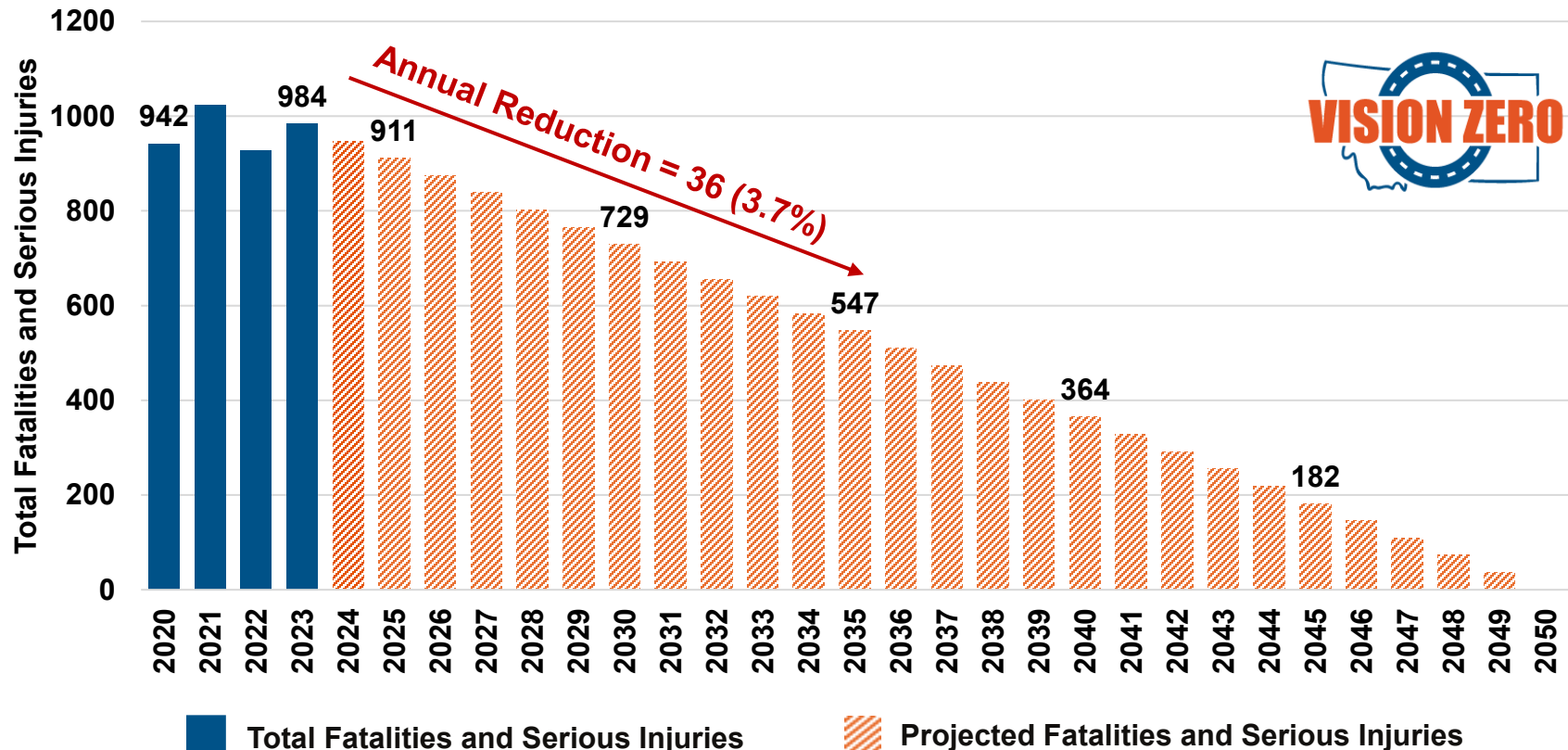
Per Code of Federal Regulations (49 CFR 490.207)

- Five-year averages are expressed as an annual number for fatalities, serious injuries and the non-motorized are rounded to the nearest tenth decimal place
- Five-year average rates are expressed as an annual number and rounded to the nearest thousandth decimal place



# Interim Goal - Zero by 2050

Reduce fatalities and serious injuries from 984 in 2023 to 729 by 2030.  
Actual and Projected Fatalities Through 2050



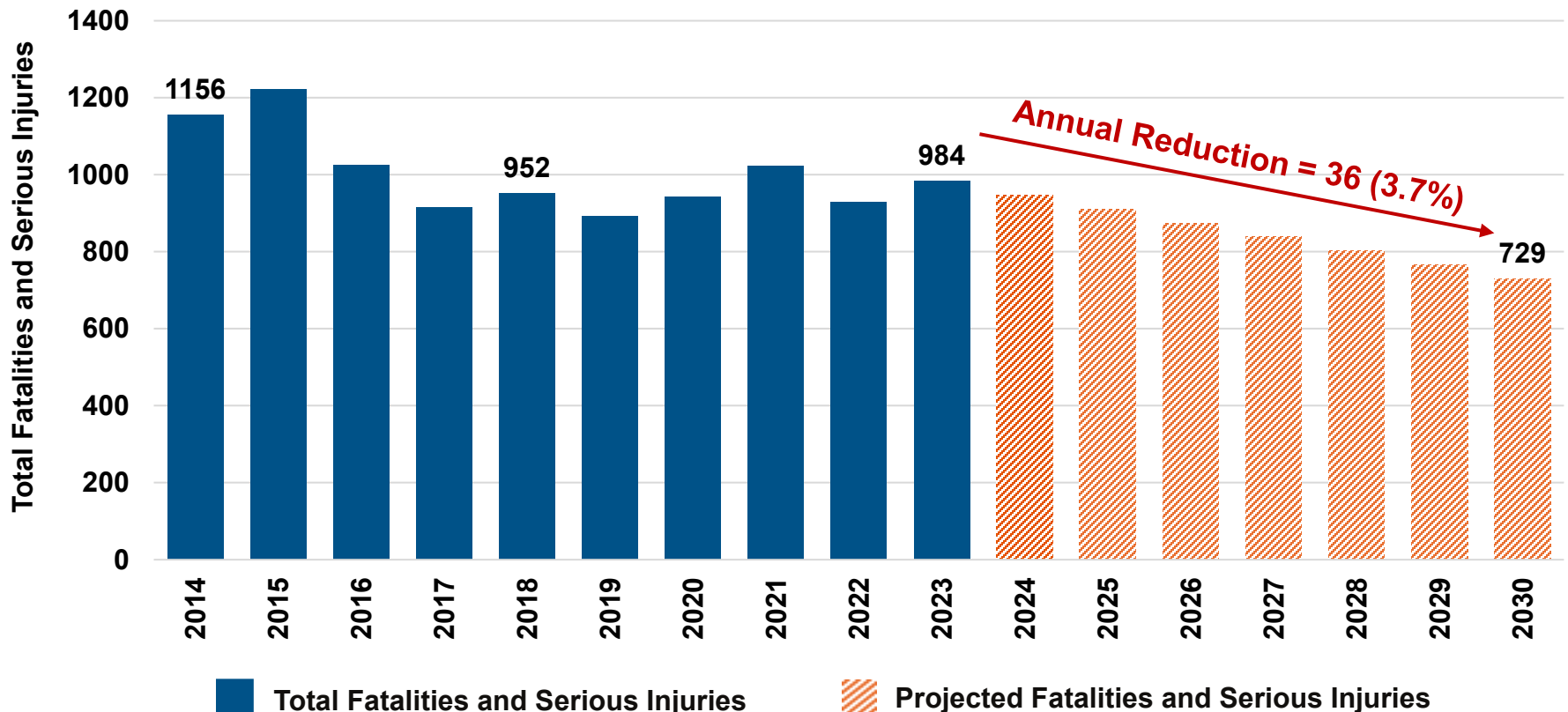
Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)

\*Data current as of February 2025 and subject to change with subsequent updates.



# Interim Goal: Zero by 2050

Reduce fatalities and serious injuries from 984 in 2023 to 727 by 2030.  
Actual and Projected Fatalities Through 2030

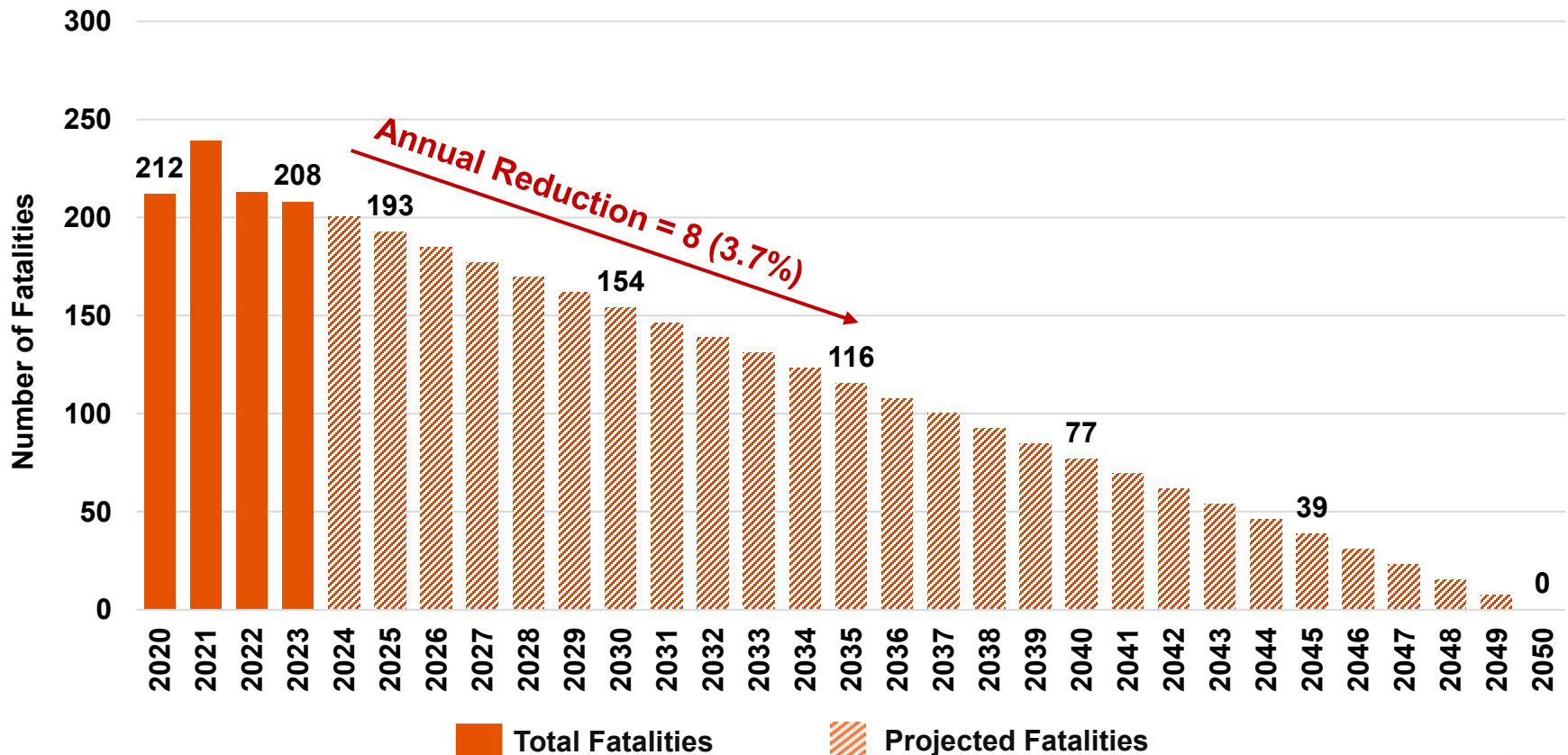






# Projected Fatalities (2050)

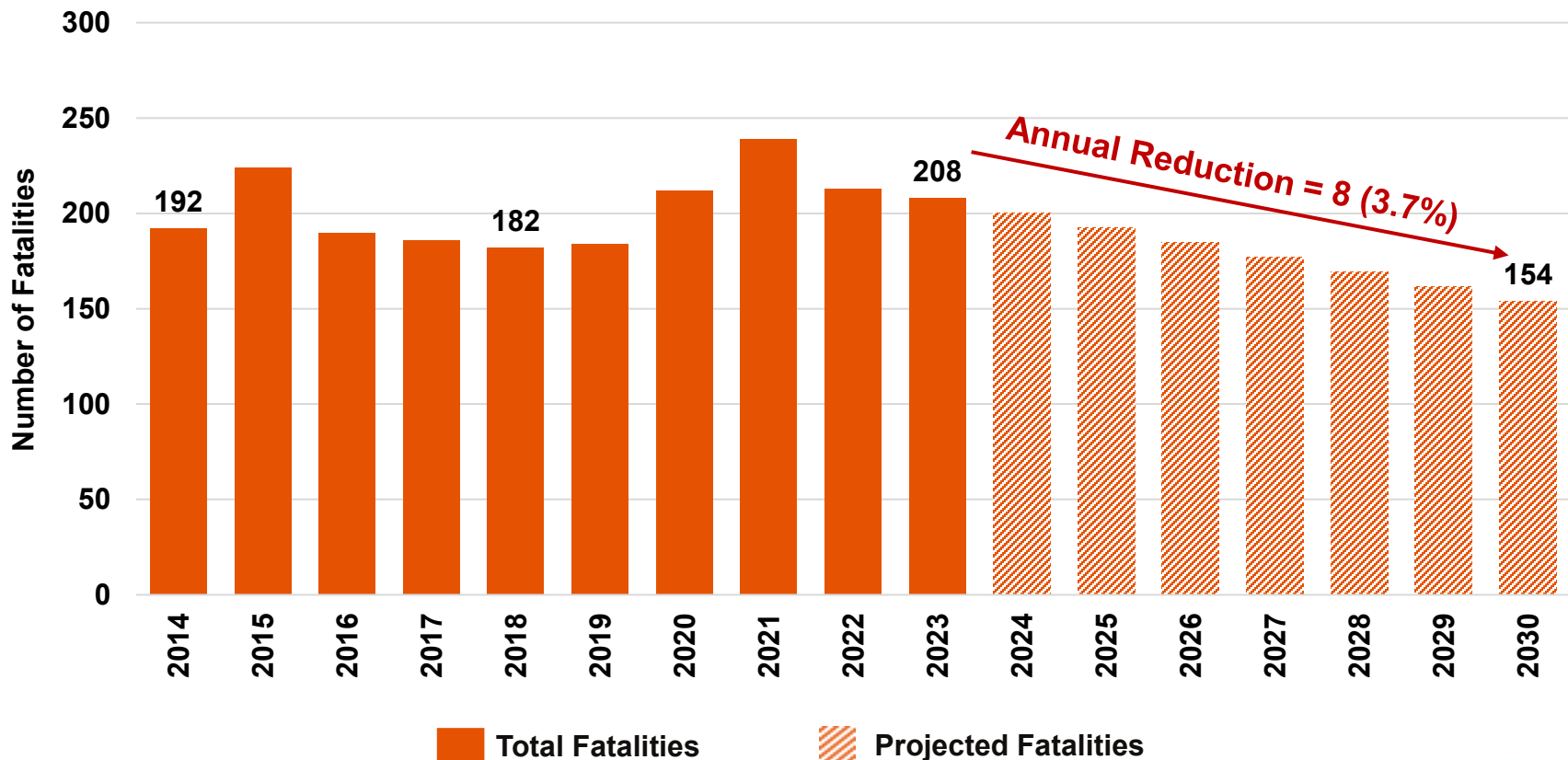
Actual and Projected Fatalities Through 2050





# Projected Fatalities (2030)

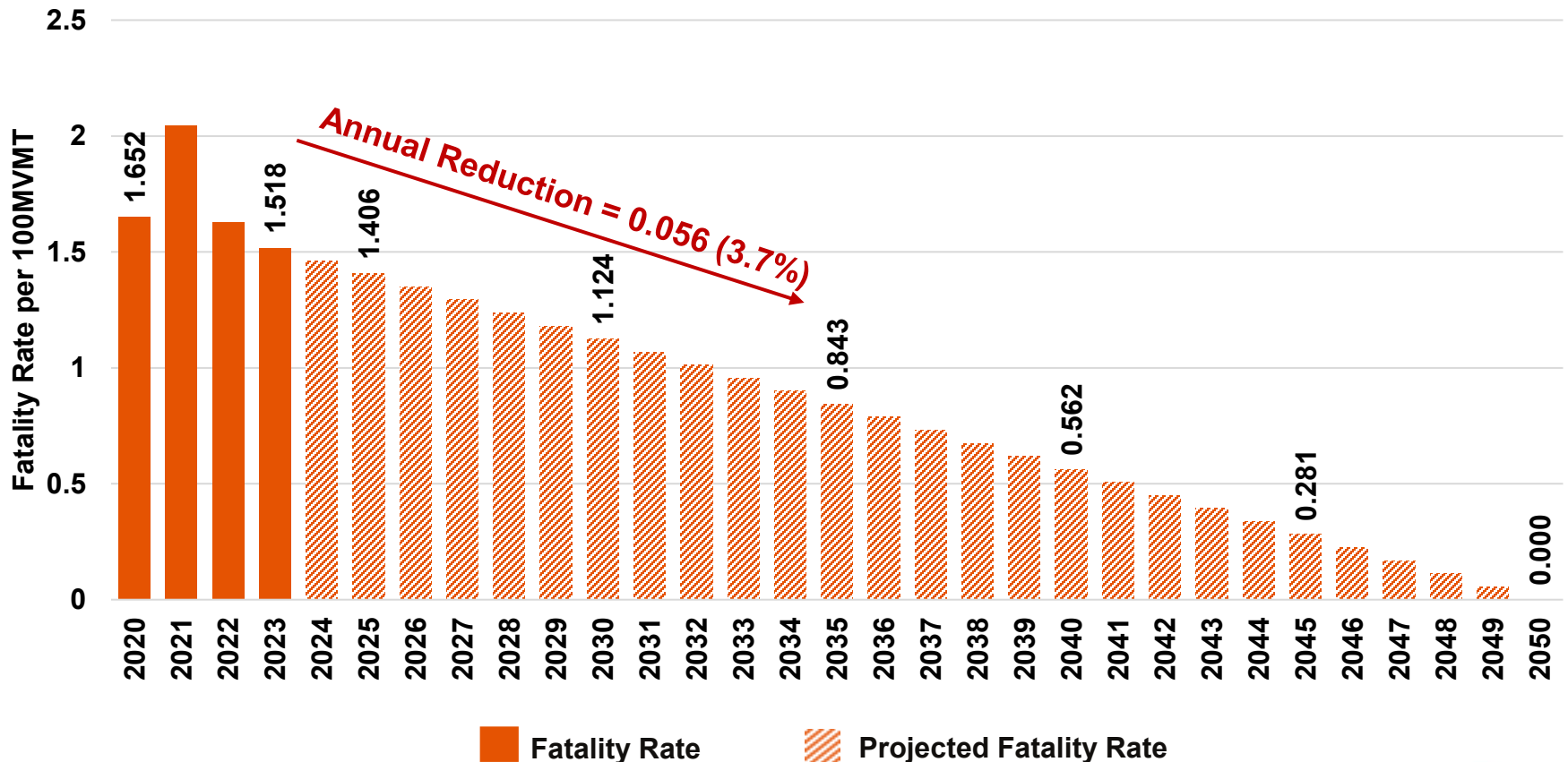
Actual and Projected Fatalities Through 2030





# Projected Fatality Rate (2050)

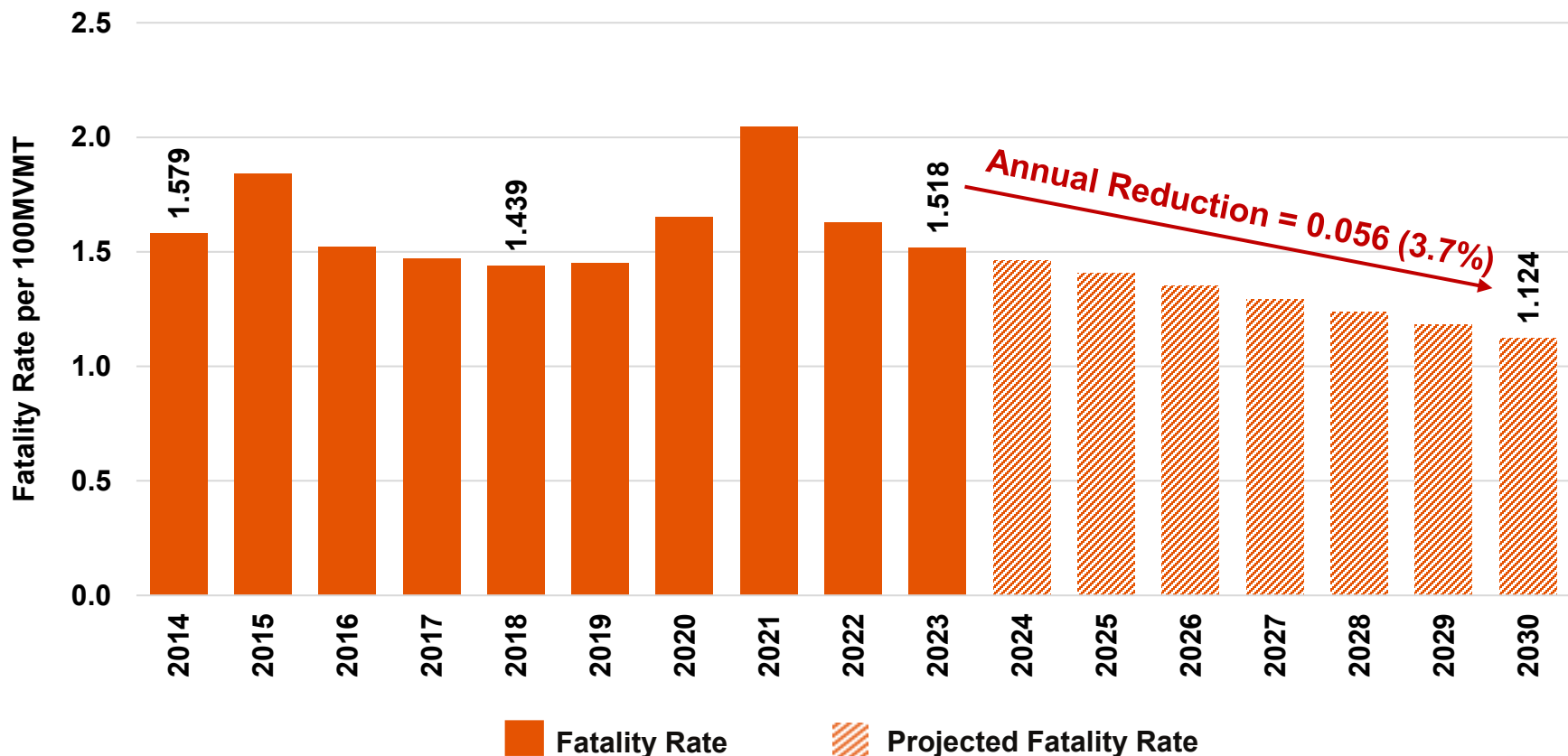
Actual and Projected Fatality Rate (per 100 MVMT) Through 2050





# Projected Fatality Rate (2030)

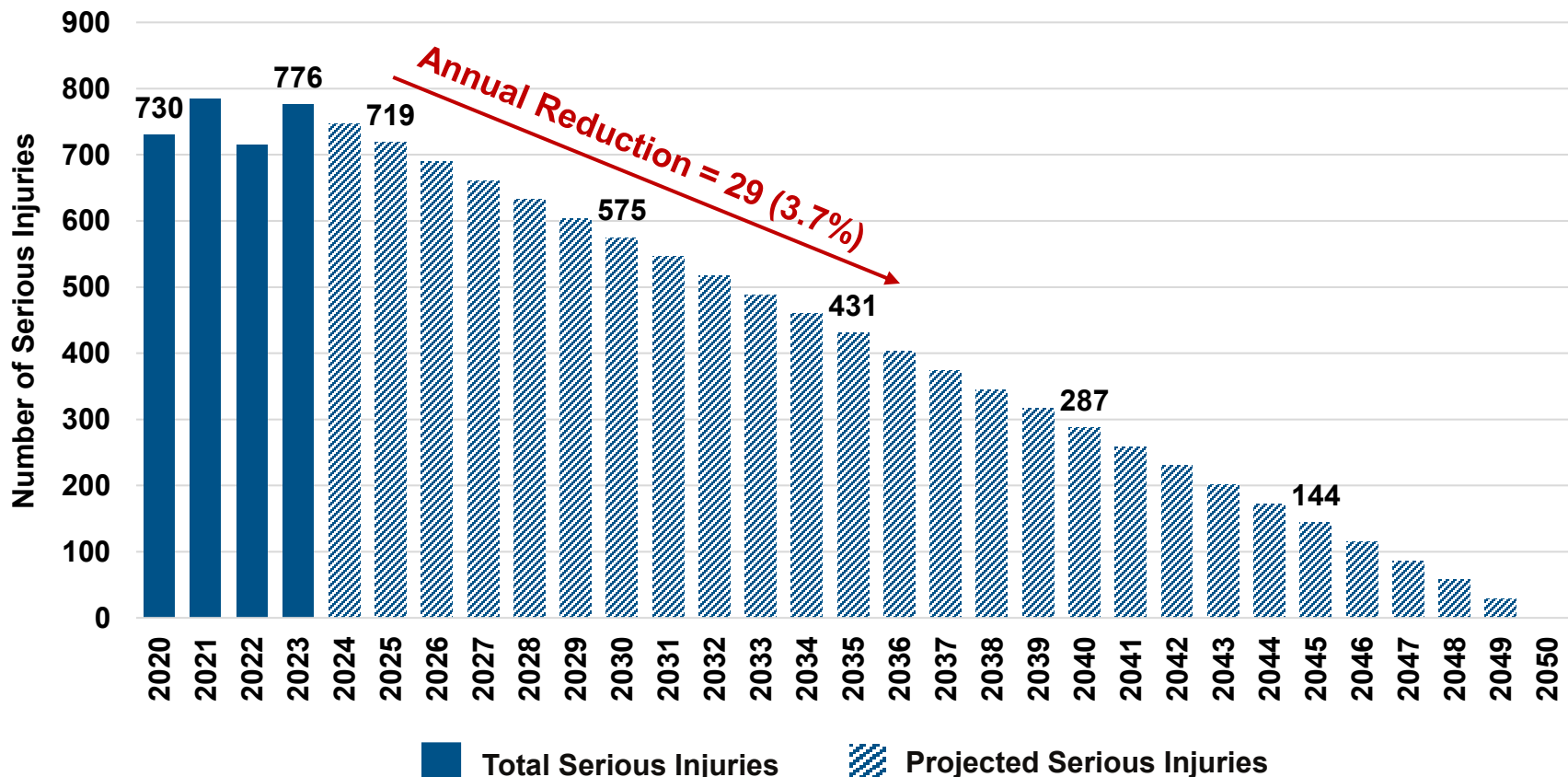
Actual and Projected Fatality Rate (per 100 MVMT) Through 2030





# Projected Serious Injuries (2050)

Actual and Projected Serious Injuries Through 2050

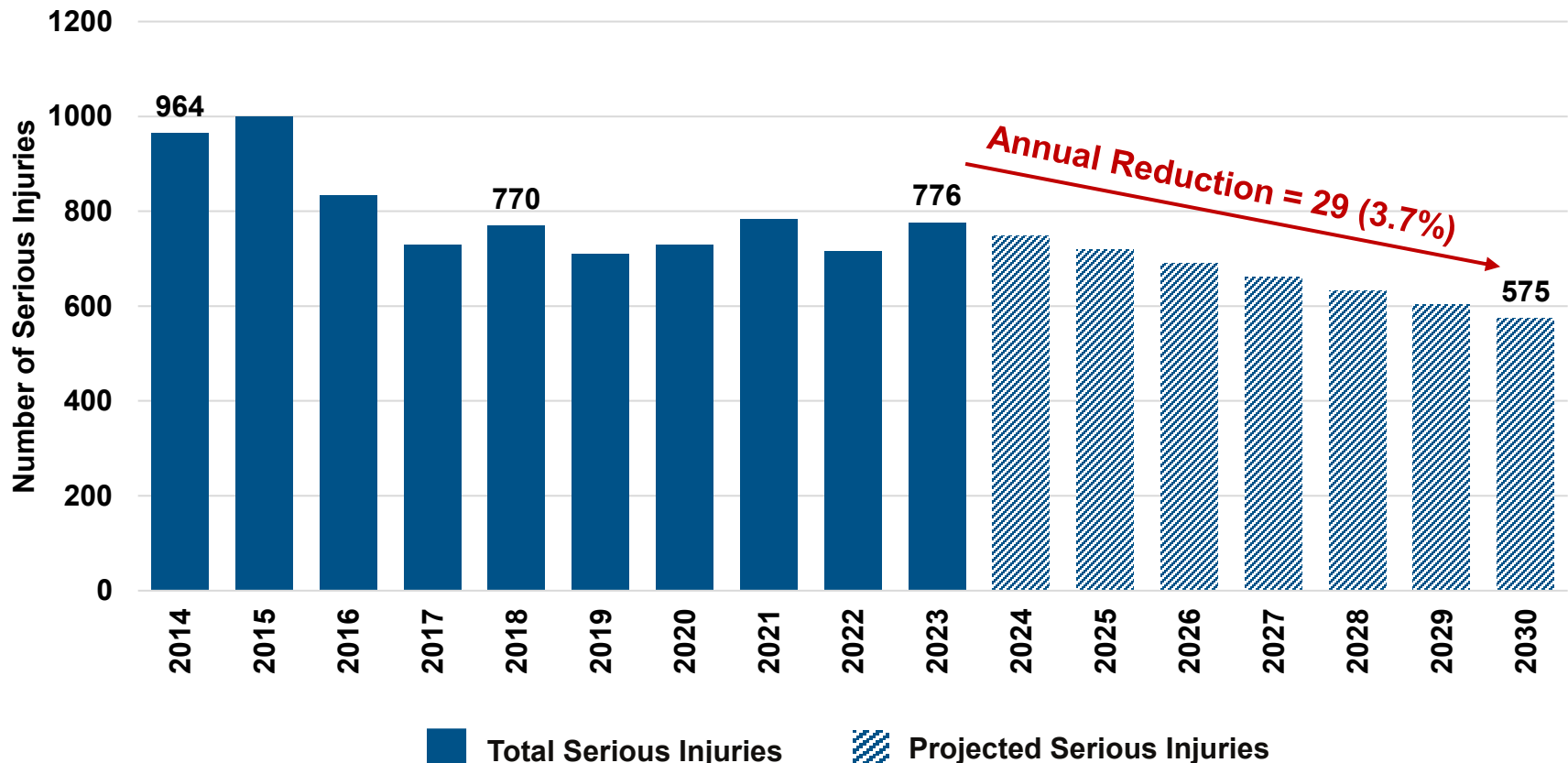






# Projected Serious Injuries (2030)

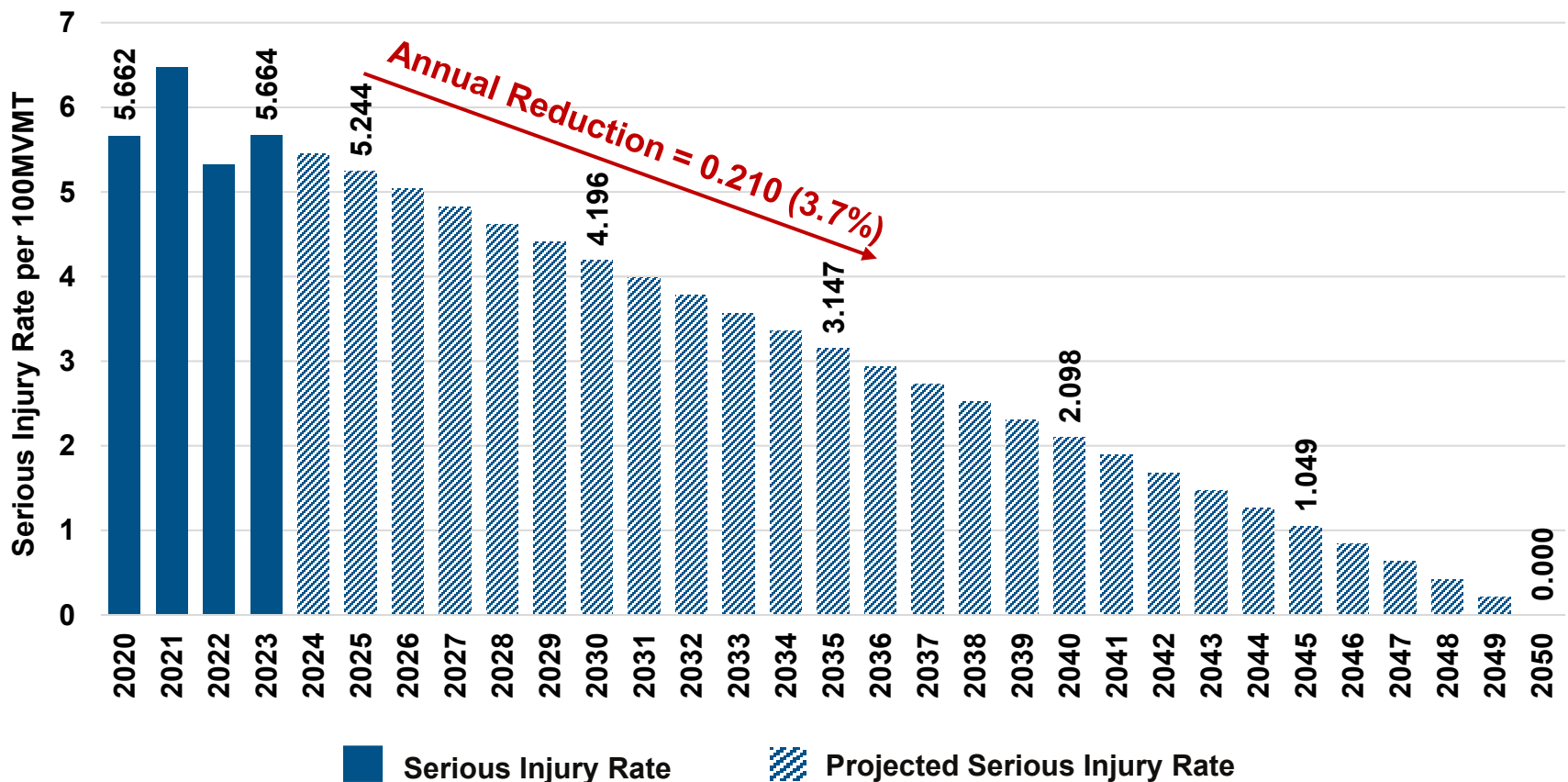
Actual and Projected Serious Injuries Through 2030





# Projected Serious Injury Rate (2050)

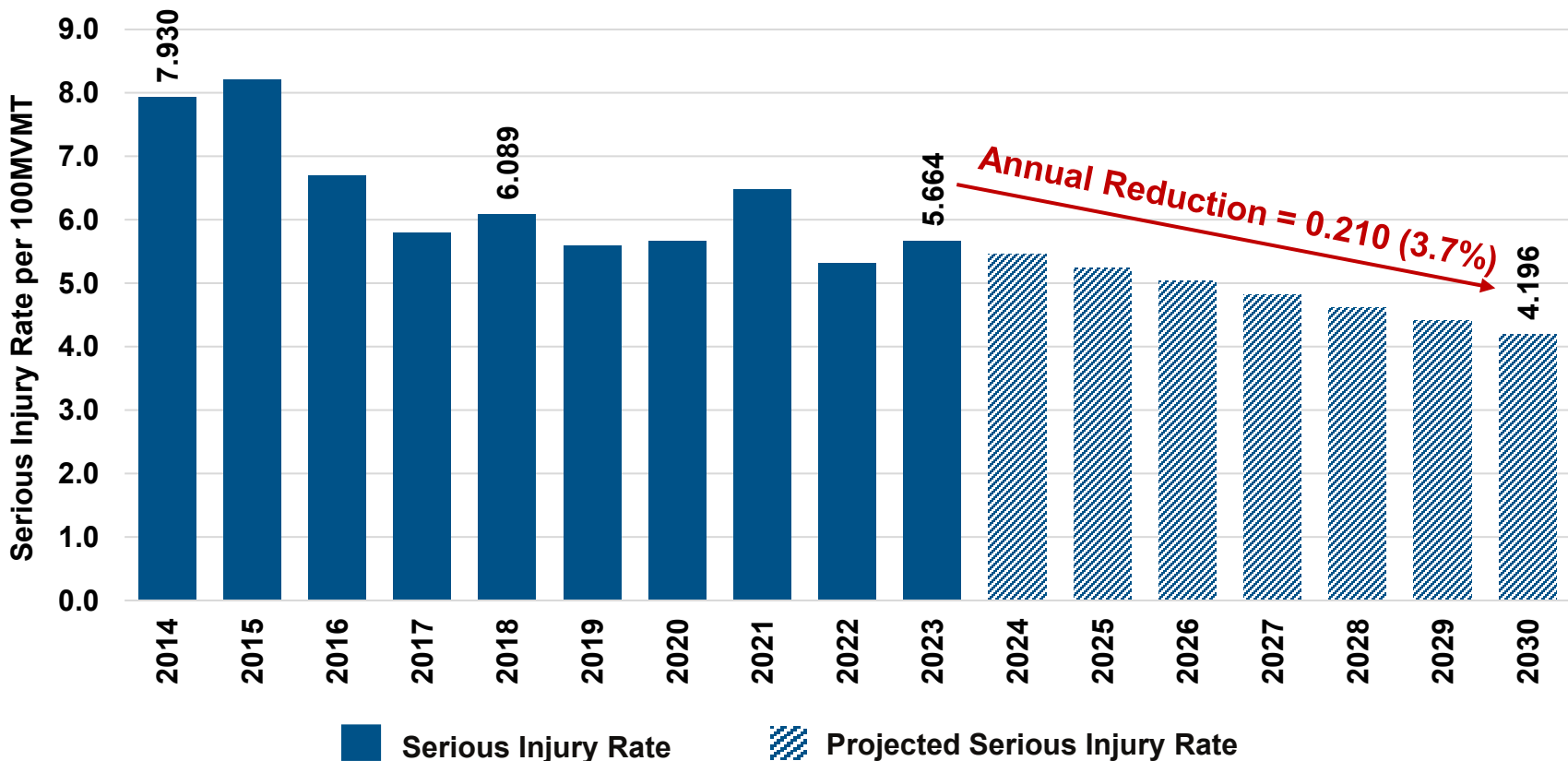
Actual and Projected Serious Injury Rate (per 100 MVMT) Through 2050





# Projected Serious Injury Rate (2030)

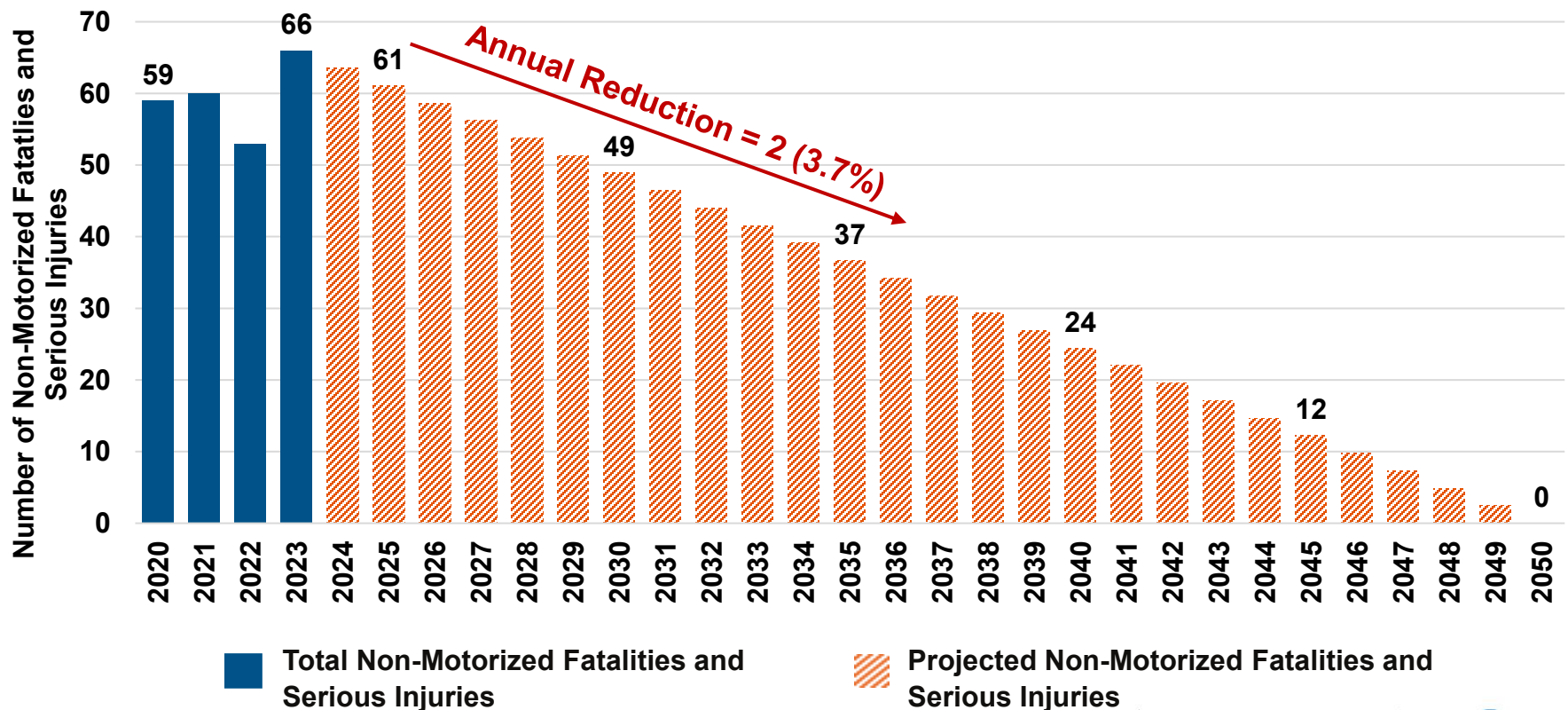
Actual and Projected Serious Injury Rate (per 100 MVMT) Through 2030





# Projected Non-Motorized Fatalities and Serious Injuries (2050)

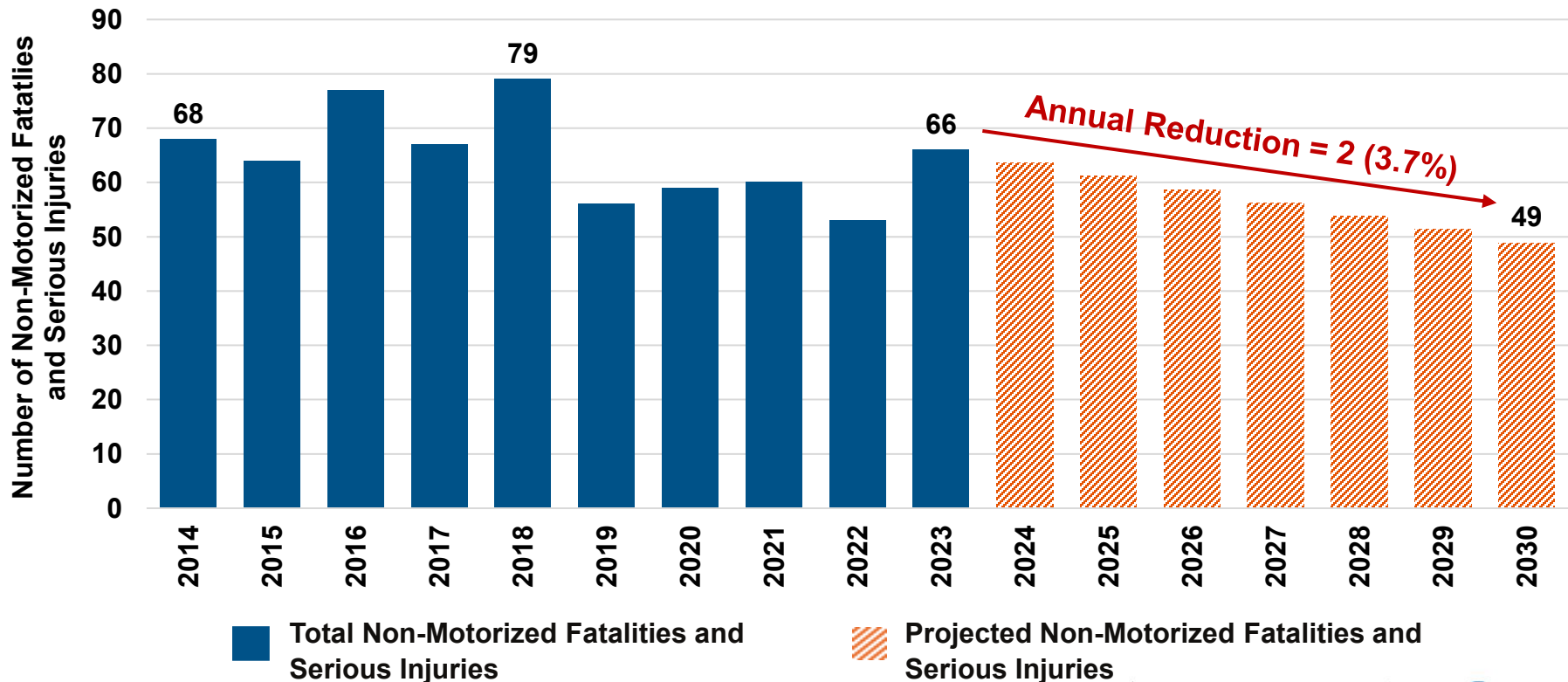
Actual and Projected Non-Motorized Fatalities and Serious Injuries Through 2050





# Projected Non-Motorized Fatalities and Serious Injuries (2030)

Actual and Projected Non-Motorized Fatalities and Serious Injuries Through 2030







# Performance Measures: Annual Reduction Per Year

Performance Measures	Annual Reduction Per Year
Number of Fatalities	8
Fatality Rate	0.056
Number of Serious Injuries	29
Serious Injury Rate	0.210
Non-Motorized Fatalities and Serious Injuries	2

*\*Fatality and Serious Injury Rates are defined per 100 MVMT*



# What Happens if Montana Does Not Meet Safety Targets?

- State must prepare a Highway Safety Improvement Program (HSIP) Implementation Plan that reviews why targets weren't met and how HSIP safety funding will be used to address the areas where it did not meet.
  - Minimal additional effort and evaluation assists with prioritizing safety funding allocation effectiveness
- State HSIP funding must be used only for safety projects.
  - No impact to Montana since this is already the case.



# Annual Meeting

## Agenda and Purpose



# Annual Transportation Safety Meeting: Purpose

- Overview of CHSP Update
- Emphasis Area Review
- Identify Goals & Objectives
- Determine Strategies
- Facilitate Discussion
- Develop Implementation Plan
- Networking & Collaboration

2025 Annual Transportation Safety Meeting  
Wednesday, August 13, 2025



7:30-8:30	Registration			
8:30 AM	Welcome -2024 Annual Transportation Safety Meeting Opening Remarks			
8:45 AM	Comprehensive Highway Safety Plan Overview			
9:00 AM	Purpose Strategy Development, Mike Colety, Kimley-Horn			
9:30 AM	Break			
9:50 AM	Emphasis Area Strategy Break out Session #1			
	Safe Road Users	Safe Roads	Safe Speeds/ Safe Vehicles	Emergency Response – Post-Crash Care
11:00 AM	Emphasis Area Strategy Break out Session #2			
	Safe Road Users	Safe Roads	Safe Speeds/ Safe Vehicles	Emergency Response – Post-Crash Care
12:15 PM	Lunch			
1:00 PM	Emphasis Area Strategy Break out Session #3			
	Safe Road Users	Safe Roads	Safe Speeds/ Safe Vehicles	Emergency Response – Post-Crash Care
2:30 PM	Break			
2:45 PM	Emphasis Area Strategy Break out Session #4			
	Safe Road Users	Safe Roads	Safe Speeds/ Safe Vehicles	Emergency Response – Post-Crash Care
4:00 PM	Regroup, Review			
4:30 PM	Meeting Adjourned – Day 1			

2025 Annual Transportation Safety Meeting  
Thursday, August 14, 2025



7:30-8:30	Registration			
8:30 AM	Welcome - Day 2 2025 Annual Transportation Safety Meeting			
8:45 AM	Importance of Integrating Traffic Safety Culture & Promoting Positive Public Safety Campaigns & Understanding Being a Part of the Bigger Picture – Our Role in Safety			
9:15 AM	Development of Emphasis Area Workplans: Objectives and Goals and Strategies, Mike Colety, Kimley Horn			
9:45 AM	Break			
10:00 AM	SMART Strategies and Role & Responsibilities of Emphasis Area Team			
10:45 AM	SMART Session #1			
	Safe Road Users	Safe Roads	Safe Speeds/ Safe Vehicles	Emergency Response – Post-Crash Care
Noon	Lunch			
1:00 PM	SMART Session #2			
	Safe Road Users	Safe Roads	Safe Speeds/ Safe Vehicles	Emergency Response – Post-Crash Care
2:15 PM	Break			
2:30 PM	SMART Session #3			
	Safe Road Users	Safe Roads	Safe Speeds/ Safe Vehicles	Emergency Response – Post-Crash Care
3:30 PM	SMART Session #4			
	Safe Road Users	Safe Roads	Safe Speeds/ Safe Vehicles	Emergency Response – Post-Crash Care
4:15 PM	Next Steps: Emphasis Area Workplan, CHSP Timeline			
4:45 PM	2025 Meeting Adjourned			





# Emphasis Area Strategies

Data Analysis and Strategies

# Emphasis Area Overview



Safe Roads



Emergency Response – Post Crash Care



Safe Speeds/Safe Vehicles



Safe Road Users



Roadway Departure



Data Coordination



Speed Related



Unrestrained Vehicle Occupant



Intersections



Training & Equipment



Erratic/Reckless/  
Negligent/Aggressive



Impaired Driver



Vulnerable Road  
User Infrastructure



Large Vehicle



Careless/Inattentive/Distracted



Emerging Technologies





# Strategies Areas – Five E's

- Engineering
- Education
- Enforcement
- Emergency Services
- Evaluation





# Strategy Areas – Safe Systems Approach

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-Crash Care





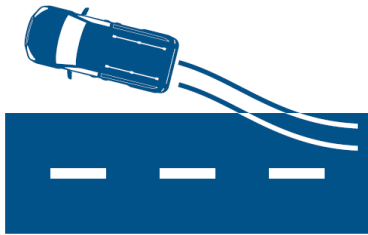
# Other National Strategies & Countermeasures

- Proven Safety Countermeasures [Proven Safety Countermeasures | FHWA](#)
  - Roadway Departure
  - Intersections
  - Pedestrian/Bicyclist
  - Crosscutting
  - Speed Management
- Countermeasures That Work [Countermeasures That Work | NHTSA](#)
  - Legislation and Licensing
  - Enforcement
  - Behavioral Changes
- National Roadway Safety Strategy [National Roadway Safety Strategy | US Department of Transportation](#)





# Safe Roads



Roadway Departure



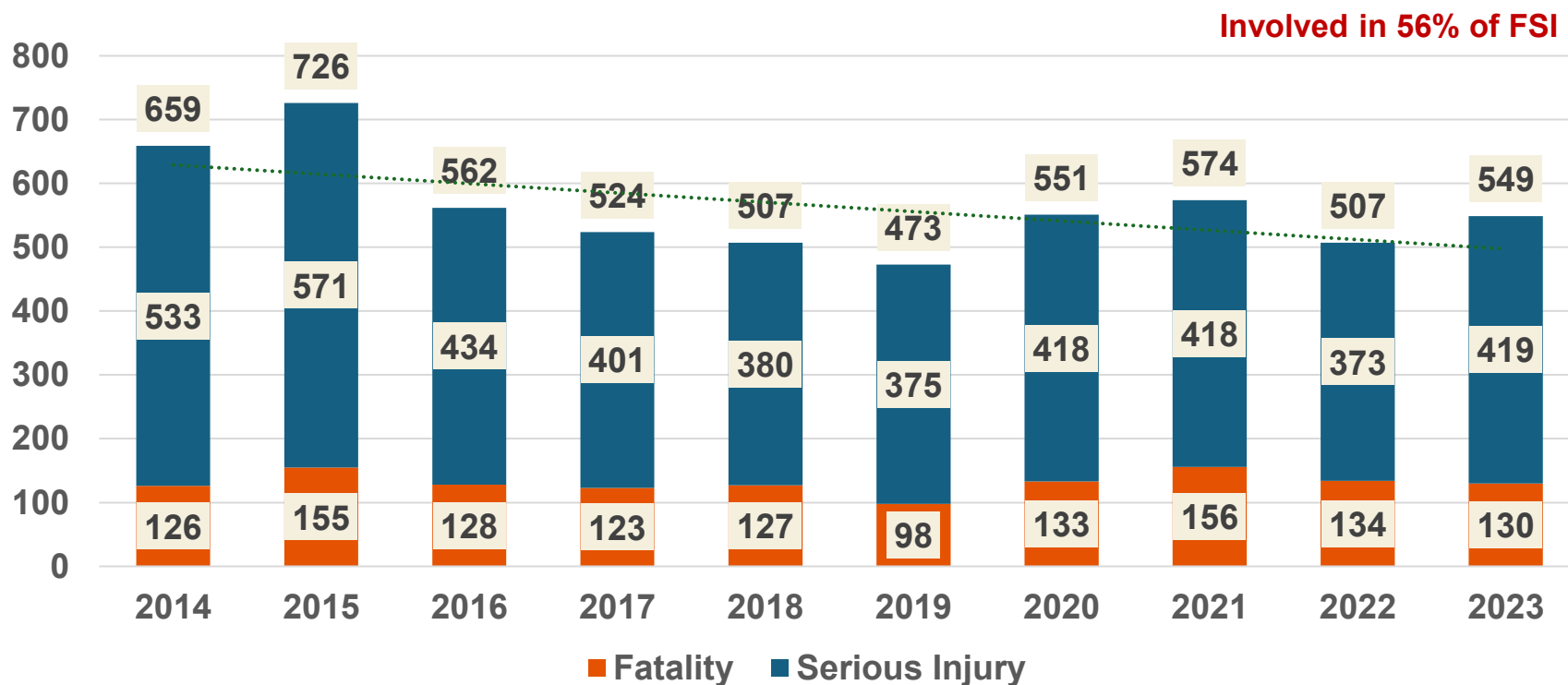
Intersections



Vulnerable Road User  
Infrastructure



# Roadway Departure Fatalities & Serious Injuries (FSI)

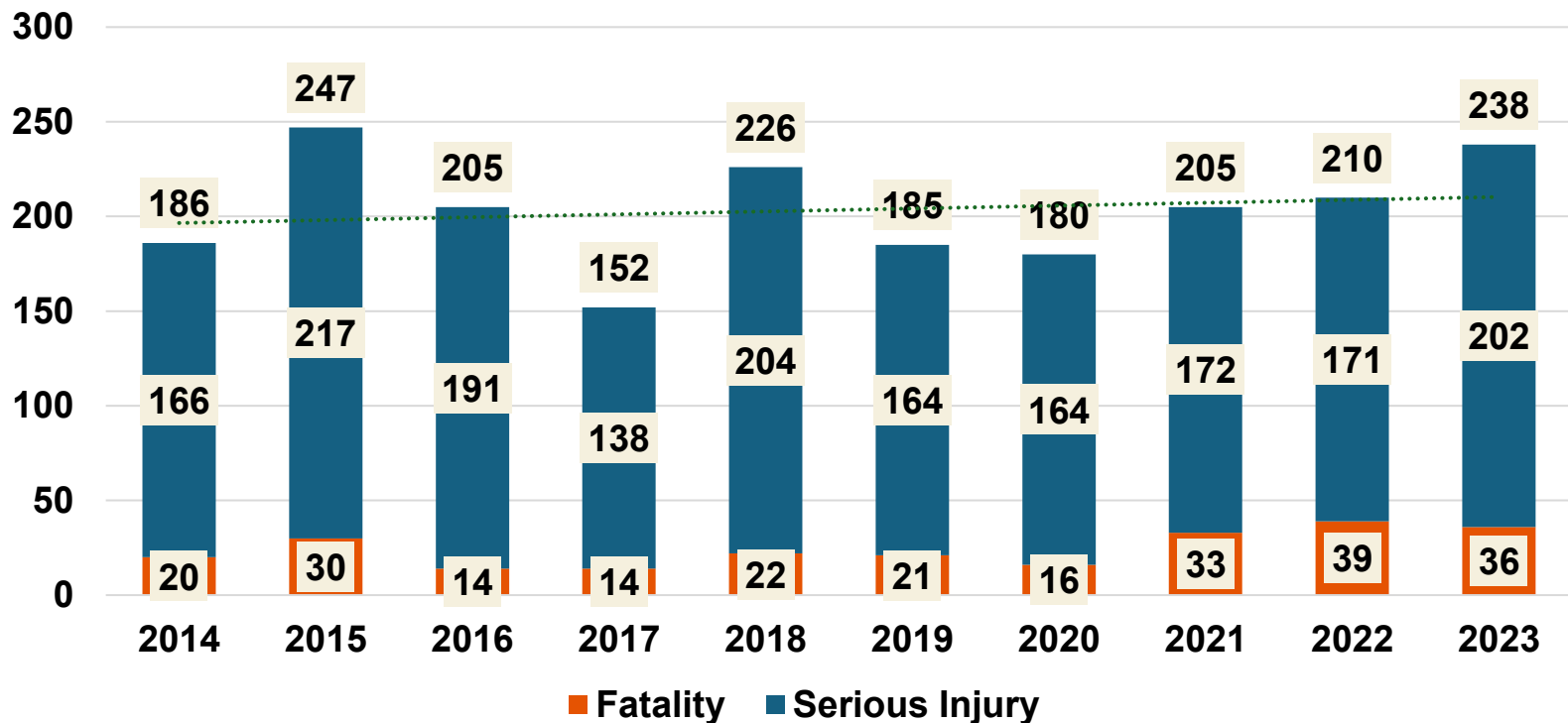


*\*MDT has defined roadway departure crashes as non-junction crashes resulting in one of the following crash types: overturning, fixed object, head-on; or sideswipe-opposite direction crashes.*



# Intersection-Related Fatalities & Serious Injuries (FSI)

Involved in 20% of FSI

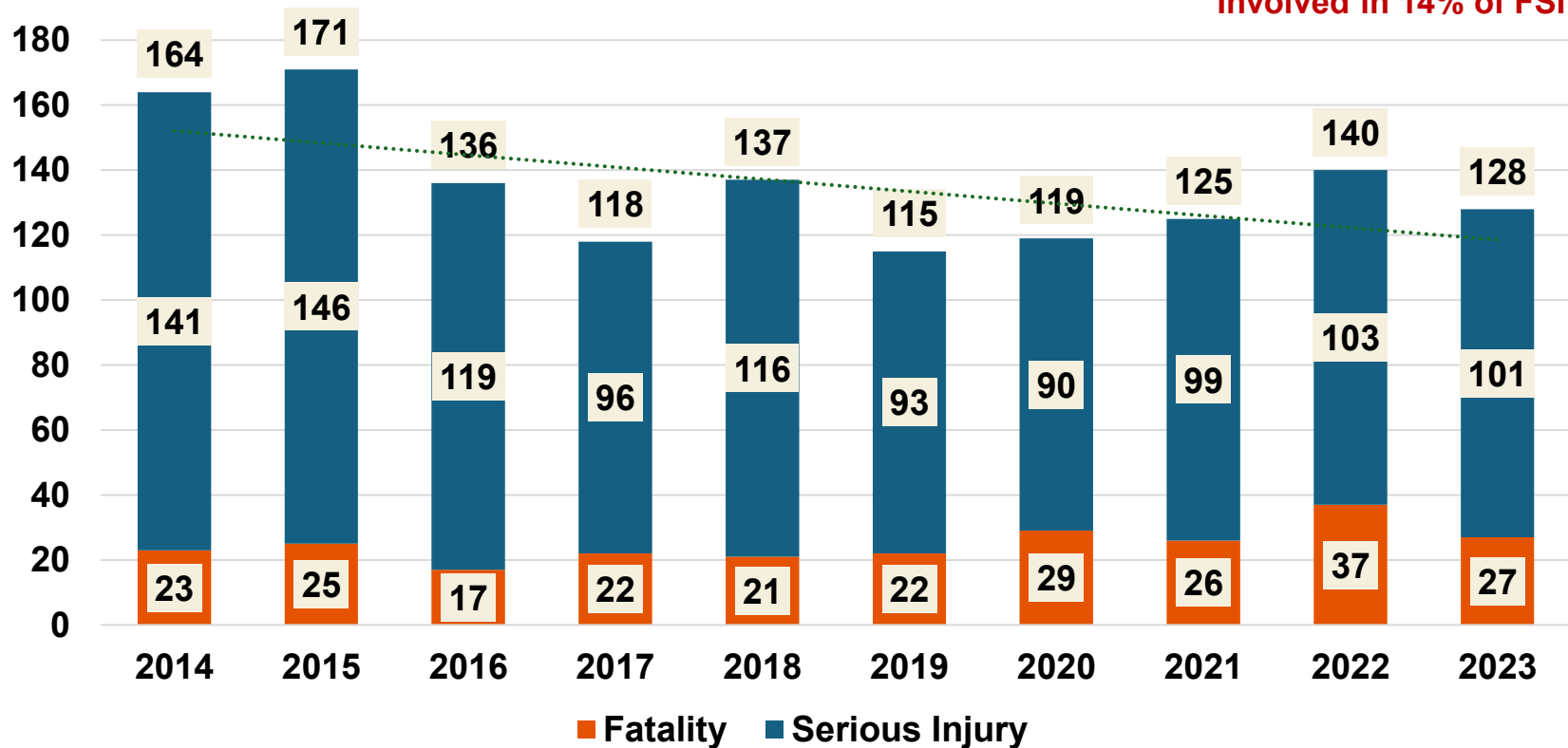


*\*MDT has defined intersection-related crashes as a crash occurring at an intersection, or near an intersection and judged to be related to the intersection by the reporting officer.*



# Motorcyclist Fatalities & Serious Injuries (FSI)

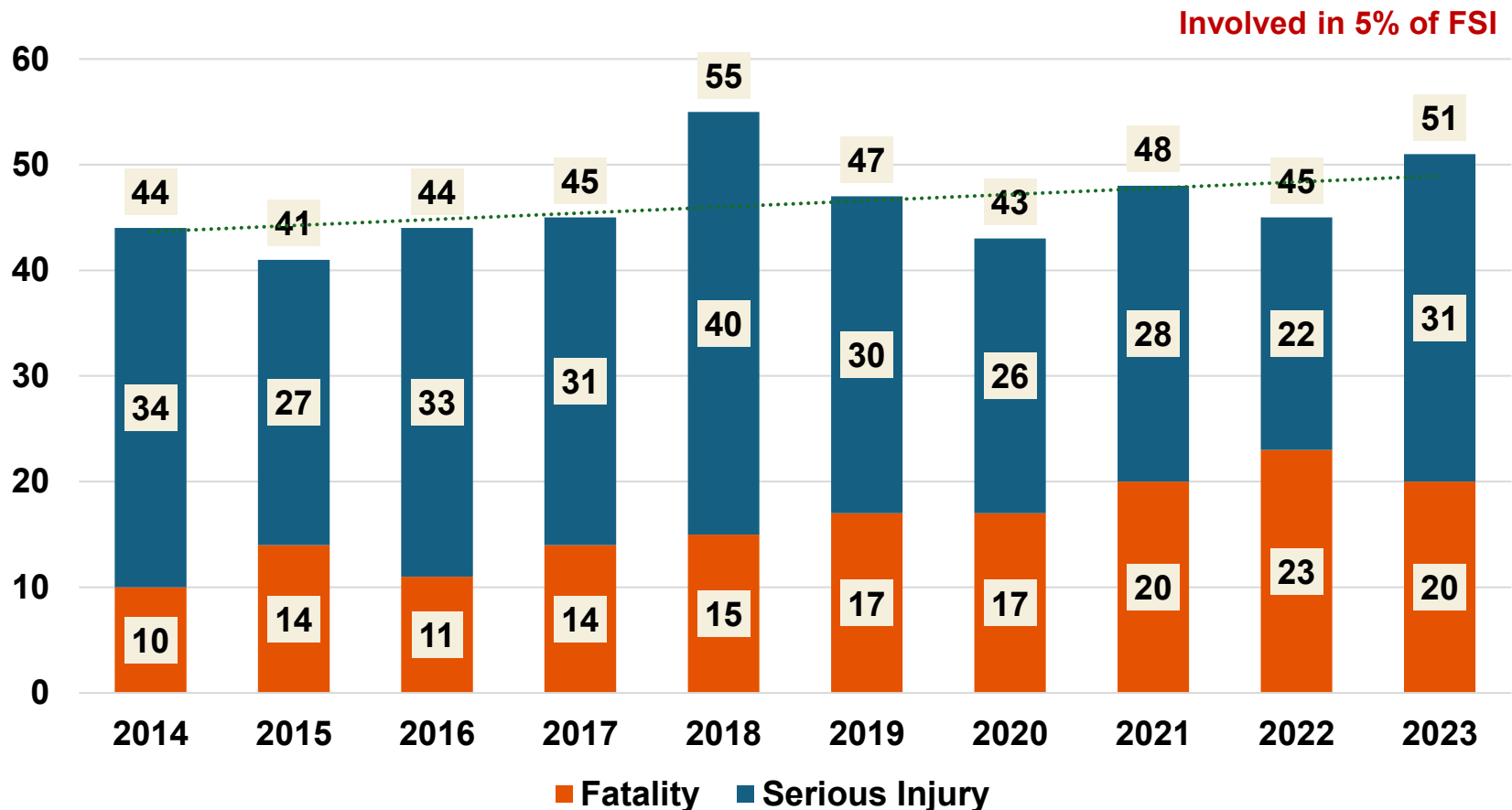
Involved in 14% of FSI



*\*MDT has defined motorcyclists as any person riding on a motorcycle (or moped), including the operator and any passengers.*



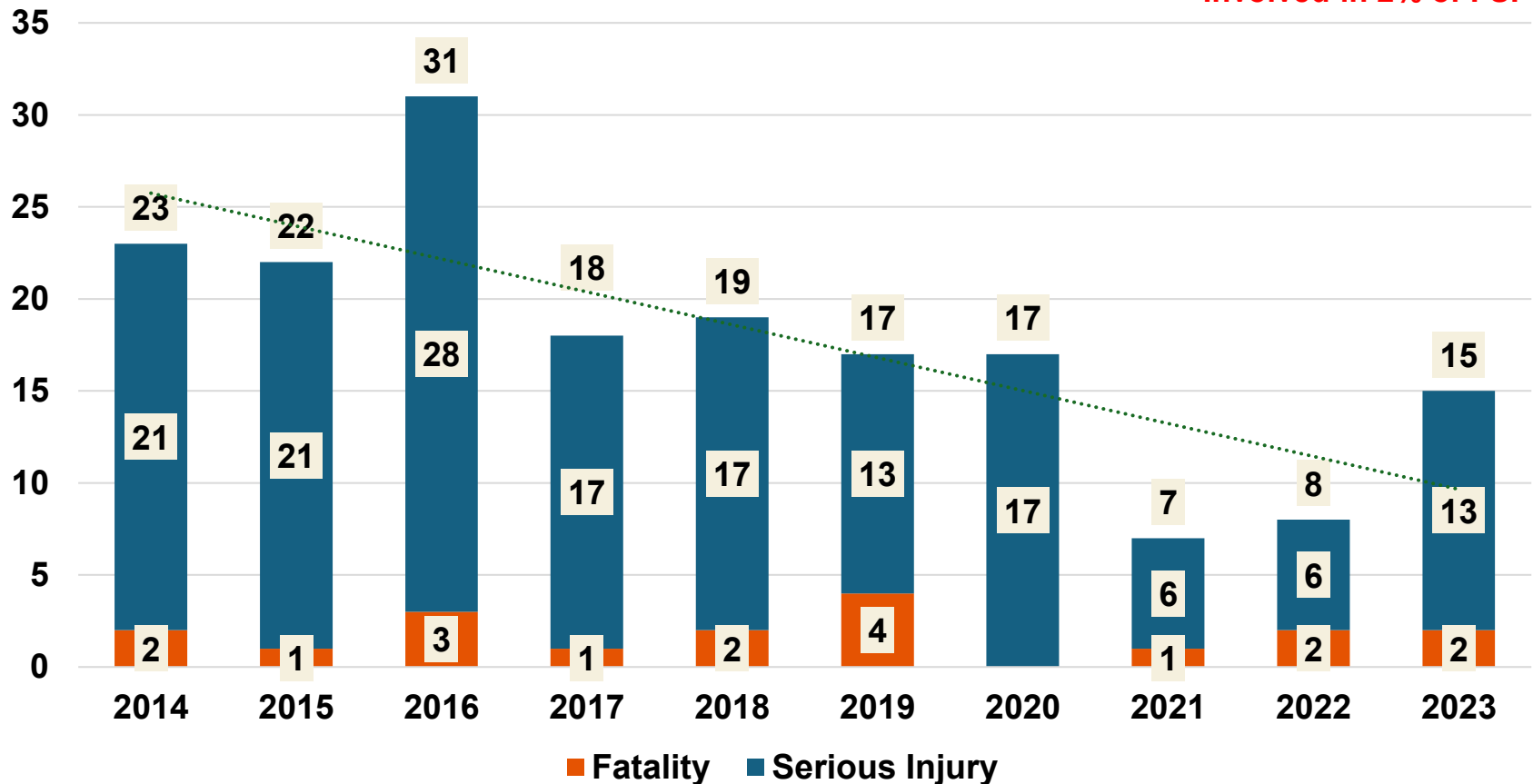
# Pedestrian Fatalities & Serious Injuries (FSI)





# Bicyclist Fatalities & Serious Injuries (FSI)

Involved in 2% of FSI







# Roadway Departure & Intersection - 2020 Strategies

- Reduce and mitigate roadway departure crashes through data-driven problem identification and the use of best practices.
- Reduce and mitigate speed-related roadway departure/intersection crashes
- Reduce and mitigate intersection crashes through data-driven problem identification and the use of best practices
- Reduce roadway departure and intersection crashes through traffic safety education



# Roadway Departure & Intersection - 2020 Strategies (Continued)

- Continue to improve the accuracy, completeness, integration, timeliness, collection, and accessibility of data used in traffic safety analysis
- Support and increase enforcement of proper road use behaviors by all road users (motorized and nonmotorized) identified through crash data
- Explore and implement best practices for reducing roadway departure, including distracted and fatigued driving, in addition to other behavioral factors.



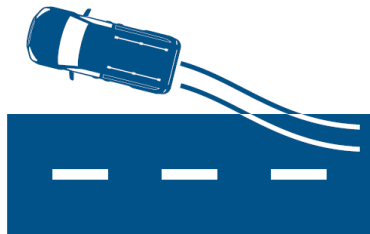
# National Strategies for Safe Roads

1. Update design standards that promote the safety, inclusion and mobility of all users.
2. Support the development of Complete Street policies and the funding of safer road infrastructure.
3. Launch a comprehensive Complete Streets Initiative.
4. Expand use of Proven Safety Countermeasures.



# Safe Roads Strategies Discussion

- Open Discussion



Roadway Departure



Intersections



Vulnerable Road User  
Infrastructure



# Emergency Response – Post-Crash Care



Data Coordination

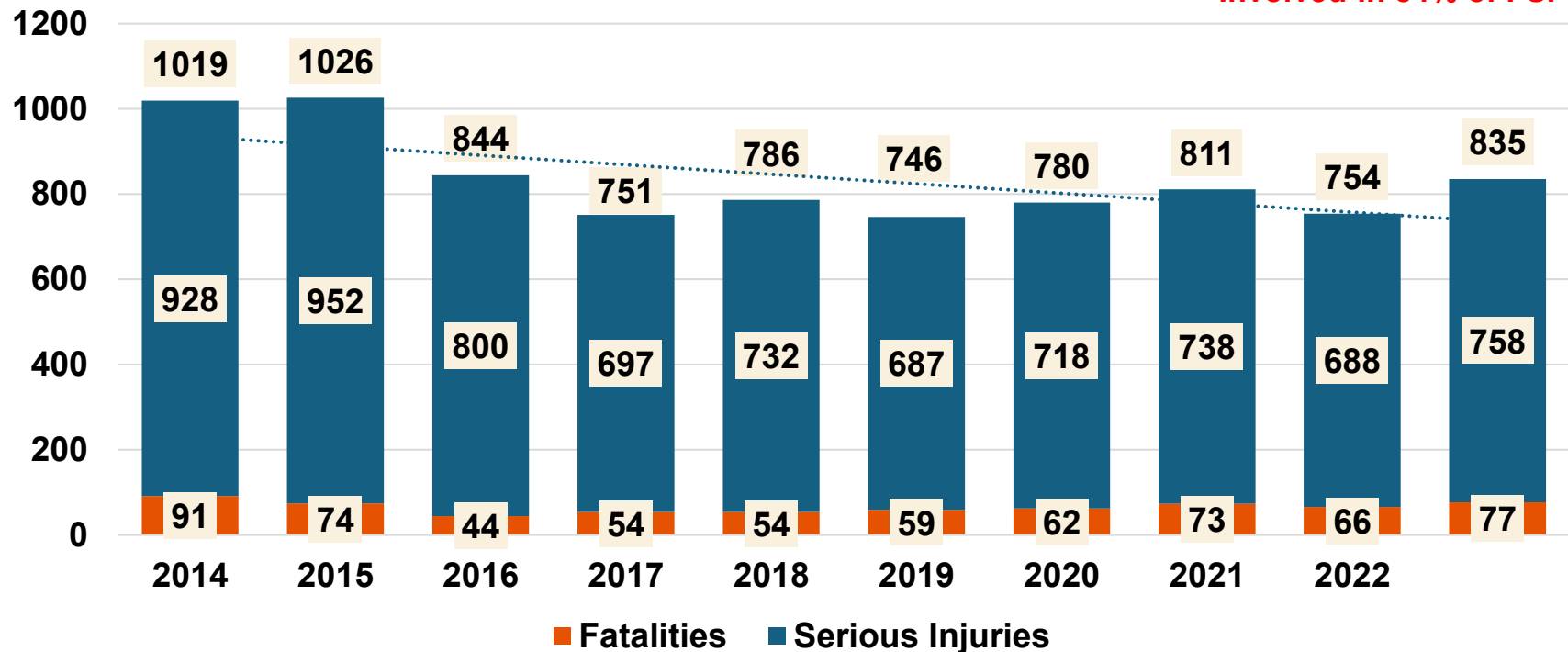


Training & Equipment



# Emergency Response – Post-Crash Care Fatalities and Serious Injury (FSI)

Involved in 84% of FSI



*\*Emergency Response – Post-Crash Care involves transporting people to a medical facility after a crash or crash-related incident, regardless of the transport method.*





# Emergency Response – After-Crash Care - 2020 Strategies

- Access to the emergency response system; on scene care training and education
- Safe and rapid transport of crash victims and training of emergency responders
- Hospital-based trauma care
- Integrate crash, EMS, trauma, and roadway surveillance databases
- Provide statewide injury prevention education to communities through a collaborative effort
- Support laws, policy development and legislation



# National Strategies for Emergency Response - Post Crash Care

1. Develop an outreach plan for EMS personnel for on-site scene safety.
2. Advance Traffic Incident Management training
3. Expand the use of National Emergency Medical Services Information System database.
4. Decrease ambulance response times.
5. Evaluate expansion/use of Stop the Bleed (tourniquets) and on-site blood transfusions.



# Emergency Response Strategies Discussion

- Open Discussion



Data Coordination



Training & Equipment



# Safe Speeds & Safe Vehicles



Speed Related



Erratic/Reckless/  
Negligent/Aggressive



Large Vehicle

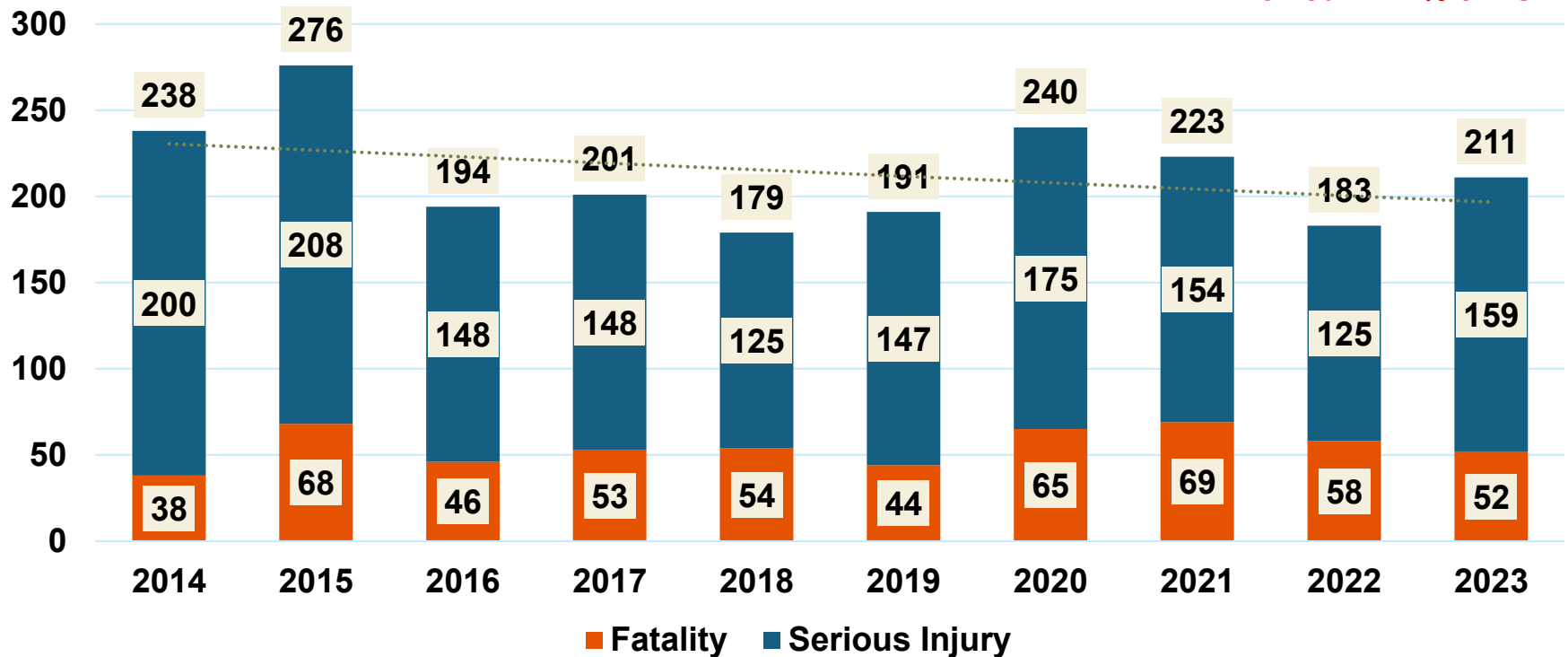


Emerging  
Technologies



# Speed Related Fatalities & Serious Injuries (FSI)

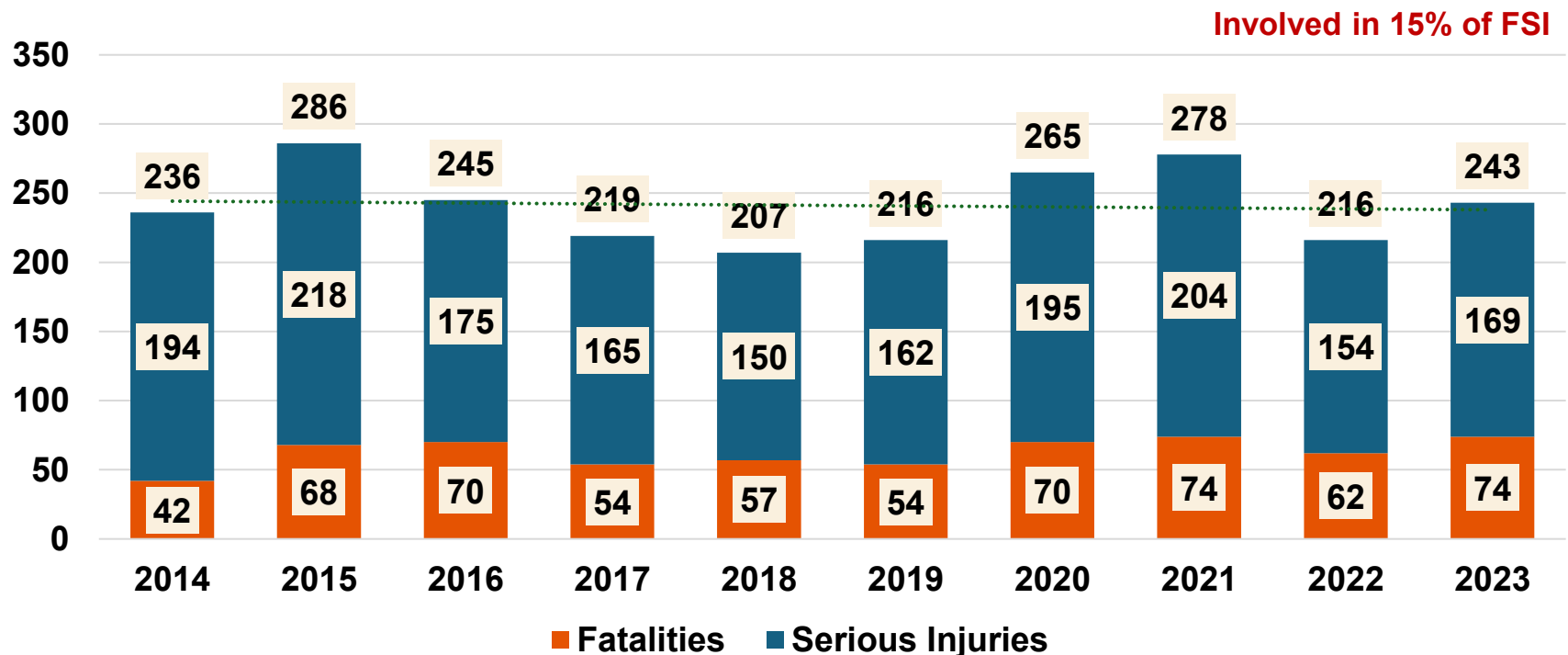
Involved in 21% of FSI



*\*MDT has defined speed related crashes as drivers suspected by the reporting officer to have exceeded the stated speed limit or to have been driving too fast for conditions prior to the crash.*



# Erratic, Reckless, Negligent and/or Aggressive Driving Related Fatalities & Serious Injuries (FSI)

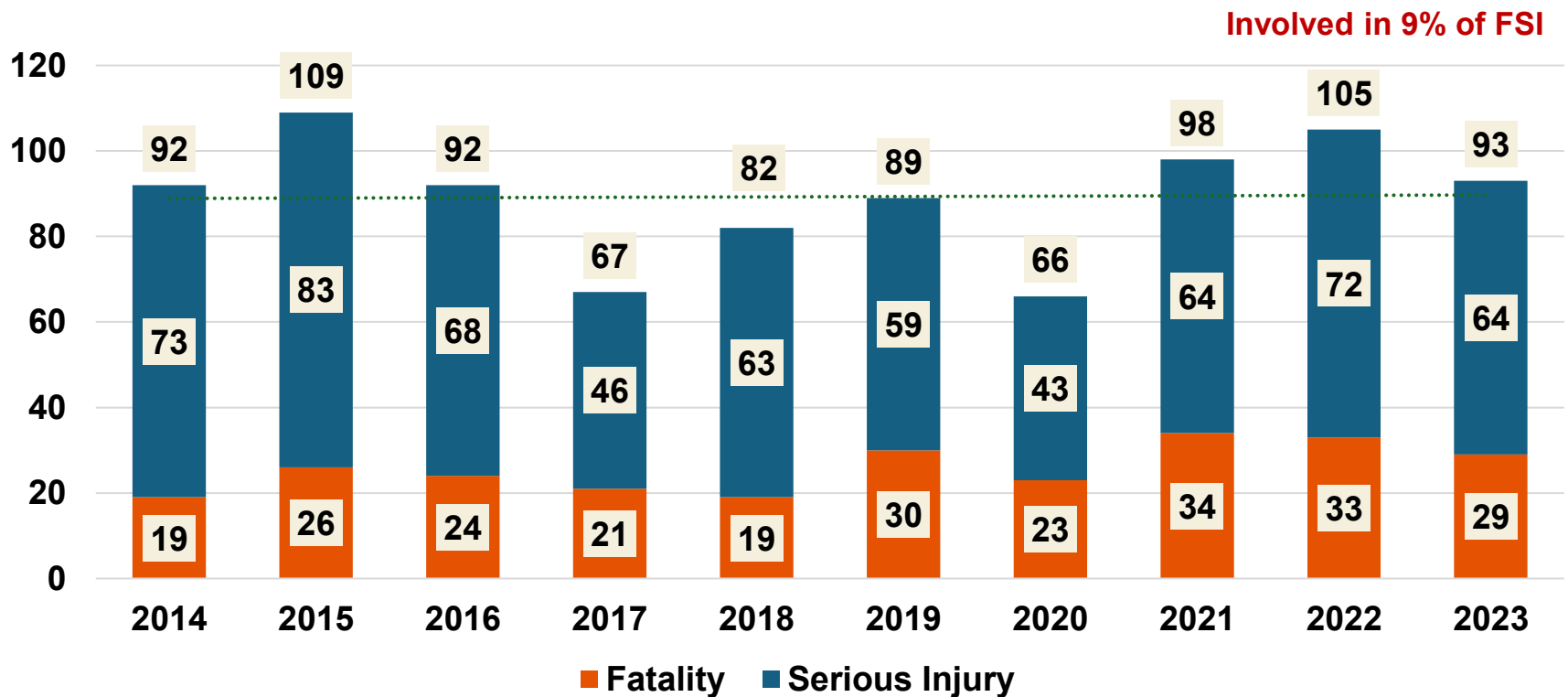


*\*MDT has defined erratic, reckless, negligent and/or aggressive driving as operating a vehicle with willful disregard for safety through behaviors like erratic lane changes, sudden speed variations, tailgating, cutting off others, or displaying extreme aggression toward other road users.*





# Large Vehicle Related Fatalities & Serious Injuries (FSI)



*\*MDT has defined large vehicles as all heavy trucks 10,000 + pounds, and busses. (i.e. a van, bus, large truck, motor home, ambulance, fire truck, tow truck, farm vehicle, or construction vehicle).*



# Safe Speeds / Safe Vehicles – 2020 Strategies

- Not an Emphasis Area in the 2020 CHSP



# National Strategies for Safe Speeds

1. Implement a robust speed management program.
2. Improve information available for speed limit setting.
3. Provide noteworthy practices on re-engineering roads to slow down vehicles.
4. Develop education materials about speed safety cameras as Proven Safety Countermeasure.



# National Strategies for Safe Vehicles

1. Encourage the adoption of advanced driver-assistance systems (ADAS) in commercial vehicles, such as automatic emergency braking, lane departure warning, and adaptive cruise control.
2. Enforce strong maintenance standards for commercial vehicles related to safety equipment, such as brakes and tires being in good working order.
3. Increase safety refresher and continued educational course training for maintenance staff.
4. Develop education materials about motor vehicle safety standards that save lives, such as:
  1. Automatic emergency braking
  2. Pedestrian automatic emergency braking
  3. Impaired driving detection
  4. Distracted driving detection
  5. Drowsy driving detection
  6. Rear impact guards on newly manufactured semi trailers



# Safe Speeds/Safe Vehicles Strategies Discussion

- Open Discussion



Speed Related



Erratic/Reckless/  
Negligent/Aggressive



Large Vehicle



Emerging  
Technologies



# Safe Road Users



**Unrestrained Vehicle  
Occupant**



**Impaired Driver**

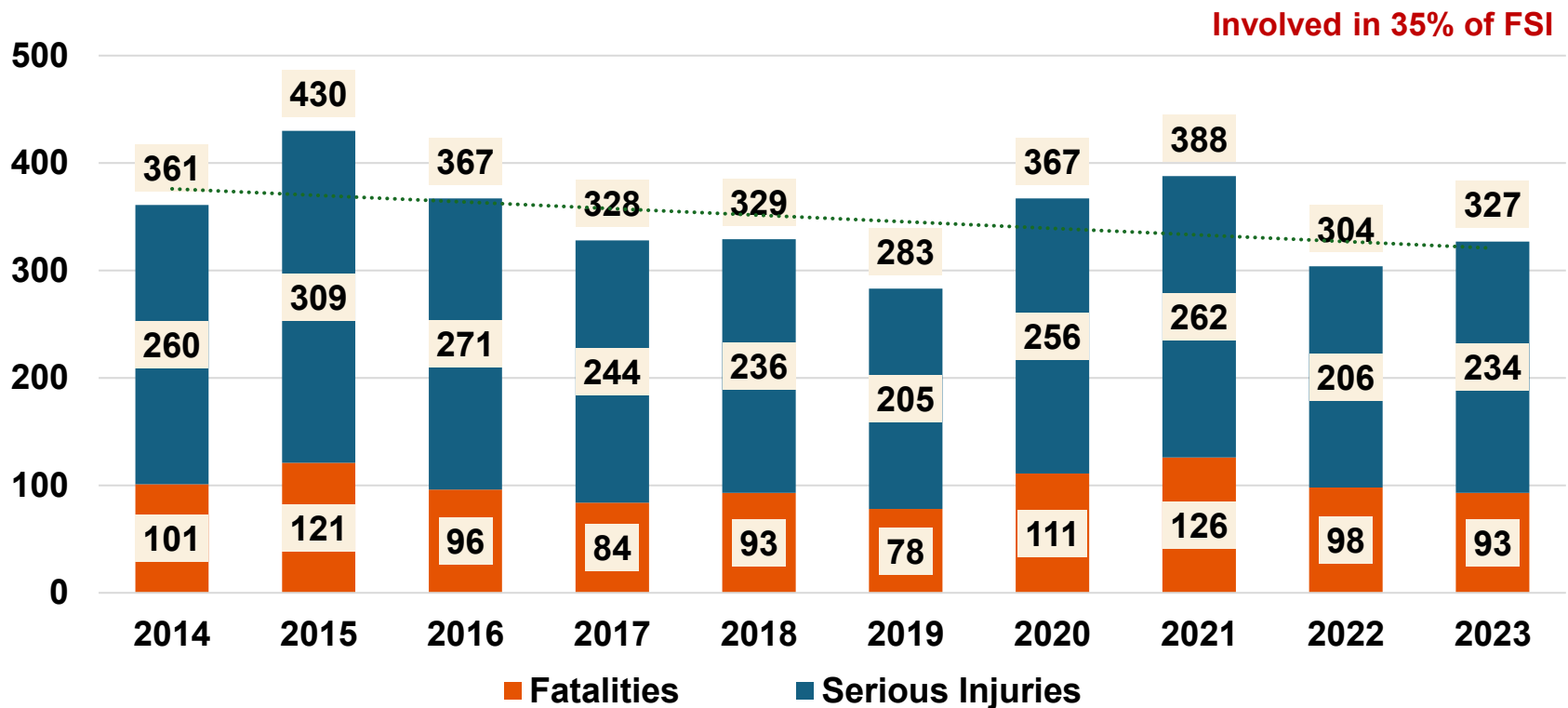


**Careless/Inattentive/  
Distracted**





# Unrestrained Vehicle Occupant Fatalities & Serious Injuries (FSI)

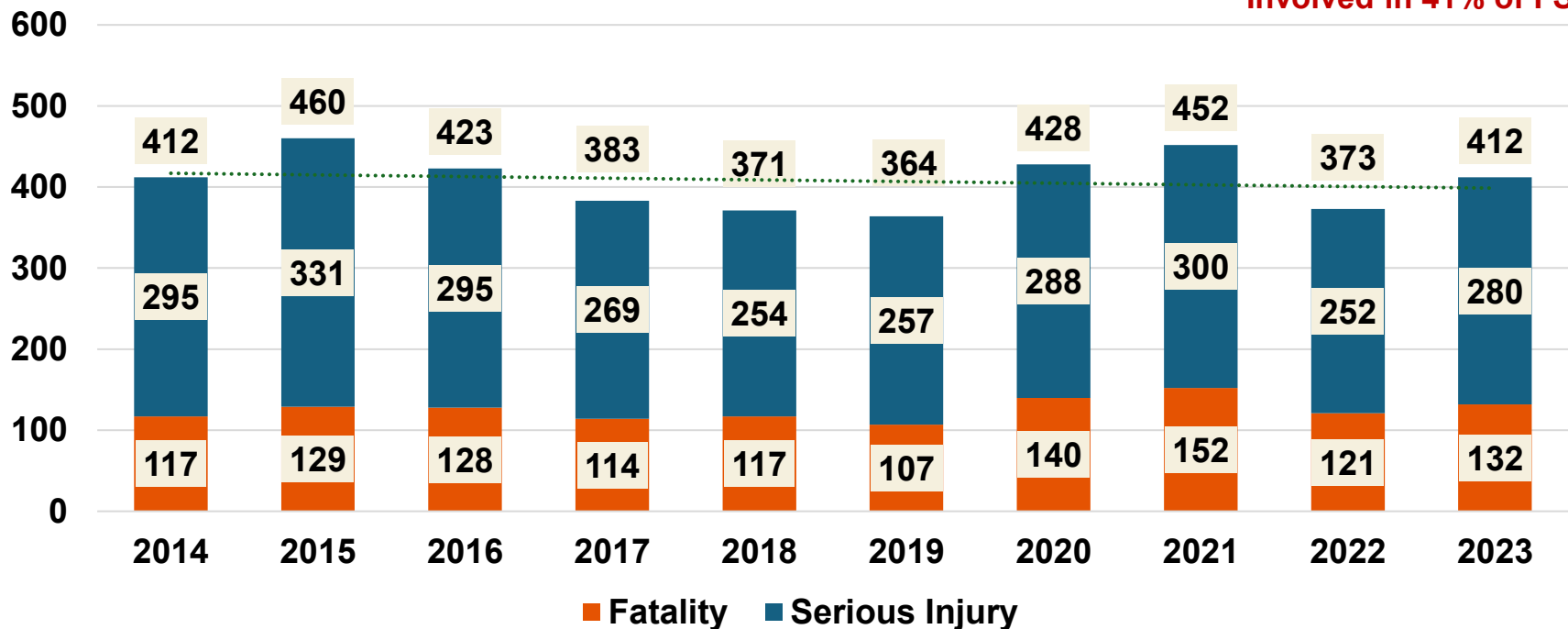


*\*An unrestrained vehicle occupant is defined as a vehicle occupant not using or improperly using available vehicle restraints, including lap belt, shoulder belt, or automatic belt.*



# Impaired Driver Related Fatalities & Serious Injuries (FSI)

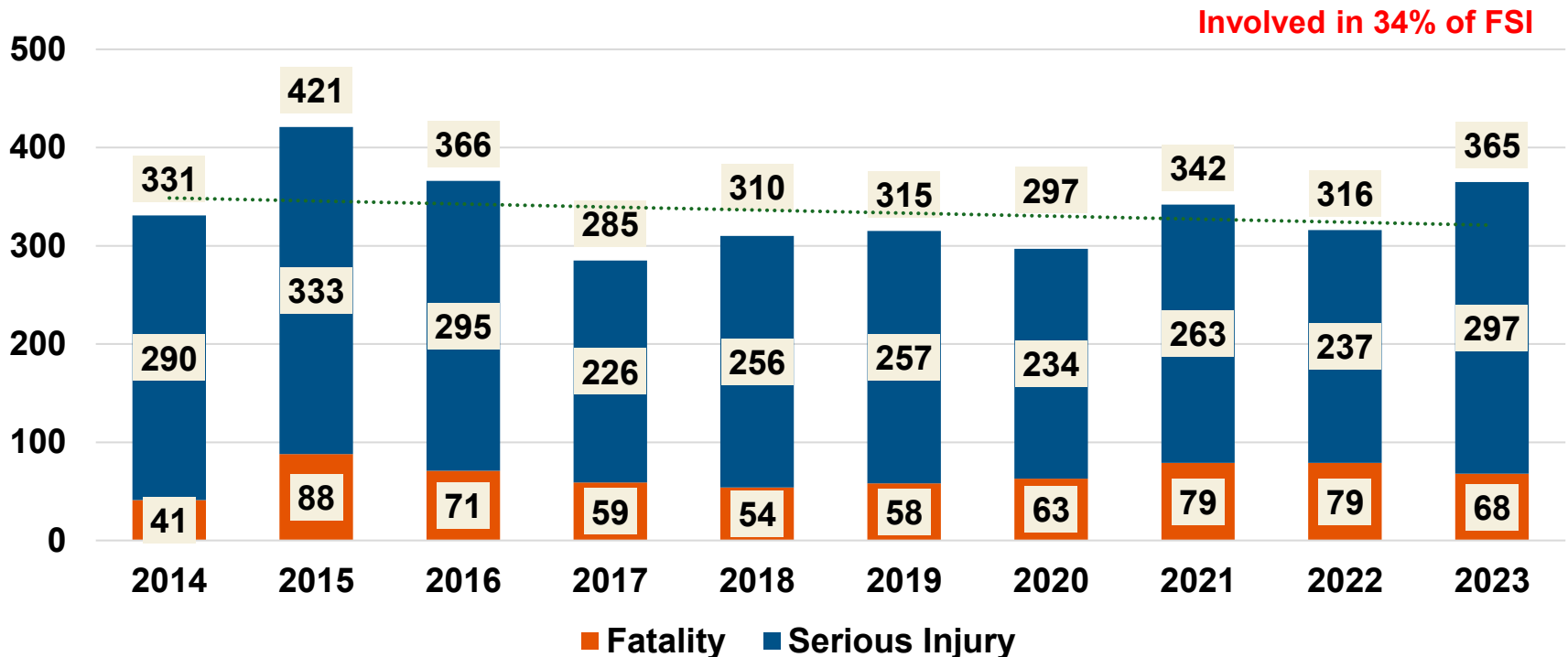
Involved in 41% of FSI



*\*MDT defines impaired driving as a motor vehicle driver or motorcycle operator suspected of drug or alcohol use by the reporting officer and a crash involving at least one impaired driver or more impaired drivers. MDT Impaired Driver data counts all fatalities and serious Injuries related to all persons involved and affected by an impaired driver.*



# Careless, Inattentive, and/or Distracted Driver Related Fatalities & Serious Injuries (FSI)



*\*A driver suspected by the reporting officer to have been inattentive, careless, improper driving or driving without due care or use of cell phone or other electronic device prior to the crash.*



# Impaired Driving – 2020 Strategies

- Deterrence and enforcement
- Prevention and education
- Criminal justice system
- Communication program
- Alcohol and other drug misuse: screening, assessment, treatment, and rehabilitation
- Program evaluation and data



# Unrestrained Vehicle Occupants - 2020 Strategies

- Laws and enforcement
- Communication, education, and injury prevention
- Improve unrestrained vehicle occupant data



# National Strategies for Safe Road Users

1. Ensure safety messaging reflects the Safe System Approach principle of human fragility.
2. Take licensing actions against commercial drivers who have drug or alcohol violations.
3. Support electronic exchange of driver history record information to support taking unsafe drivers off the road.
4. Identify and educate repeat offenders of impaired driving and other behavioral safety issues.
5. Increase commercial motor vehicle high visibility traffic enforcement against risky driver behavior focused on high crash locations.





# Safe Road Users Strategies Discussion

- Open Discussion



**Unrestrained Vehicle Occupant**



**Impaired Driver**



**Careless/Inattentive/  
Distracted**



# Outcomes

- Safety Target Setting Methodology
- Annual Meeting Overview
- Emphasis Areas & Strategies Review



# Next Steps

- Annual Transportation Safety Meeting, August 13 & 14
- Strategy Selection
- Implementation Plans

