

Roadway Departure & Intersection Crashes
CHSP Emphasis Area Meeting

MDT Planning Conference Room A
Tuesday, March 15, 2016, from 12:30 to 2:00 pm

Attendees:

John Althof, Rail Safety, (MDT)
Melinda Barnes, Executive Director, Bike Walk MT
Capt. Art Collins, Montana Highway Patrol
Sgt. Brett Friede, Lewis & Clark Co Sheriff Dept.
Dennis Hult, Motor Carriers-Operations (MDT)
Pam Langve-Davis, CHSP Program Coordinator, (MDT)
Don Matlock, Operation Lifesaver
Patrick McJannet, Audit & CDL Section, (DOJ-MVD)
Kraig McLeod, Safety Engineer, (MDT)
Chad Newman, Law Enforcement Liaison, (MDT)
Carl Peil, AARP
Roy Peterson, Traffic & Safety, (MDT)
Jeff Steeger, Motor Carriers Safety Assistance Program, (MDT)
Ann Svendsen, Federal Motor Carriers Safety Administration (FMCSA)



zero deaths | zero serious injuries

The chair, Roy Peterson, opened the meeting requesting approval of the January 19, 2016 meeting summary. Hearing no comments the chair asked for approval. A motion to approve the meeting summary as written was made by Don Matlock. The motion was seconded by Dennis Hult. All were in favor to approve the meeting notes.

Safety Presentation-

Strategy 3: Reduce roadway departure and intersection crashes through education. Step 3: Conduct public awareness and education about roadway conditions, operations, and management strategies.

Dennis Hult and Jeff Steeger provided an overview of the Operation Safe Driver program conducted through coordination with Motor Carrier Services and the Montana Highway Patrol. The purpose is to identify and educate motor vehicle drivers about risky driving behaviors around large vehicles, enhance awareness of large vehicles, and to reduce roadway crashes.

A call for volunteer safety presentation for May meeting was made by Peterson.

- Don Matlock of Operation Lifesaver said that they would be happy to provide a 20 minute presentation on railroad safety education under the Operation Lifesaver organization.

Strategy Progress Updates-

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

Lead: Kraig McLeod

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

Status: Roadway Departure Study has been developed for rural, on-system routes to identify locations for potential engineering improvements to address crash trends. The location of these various maps are now on the internet: <http://www.mdt.mt.gov/visionzero/roads/roadway-departure.shtml> Hult asked if elements of speeding and large commercial vehicles might be considered in future updates to these maps.

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

Status: Recommendations for potential RSA to 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 analysis will consider the differences of areas with consistent speeds vs differential speeds in recommendations.

Estimated completion date is summer of 2016.

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

Status: Maps have been developed based on crash factors to help identify areas for targeted enforcement.

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

Lead: Melinda Barnes

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

Status: Continuing. Melinda continues to compile various road user safety education and skills trainings. Addition resource should be forward to Melinda at melinda@bikewalkmontana.org

Implementation Step 3: Conduct public awareness and education about roadway conditions, operations and management strategies. Hult reported that Motor Carriers is working with MVD-DOJ to define "truck" to include weight, trailering, and speed.

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

Lead: Kraig McLeod

Implementation Step 1: Develop and implement an intersection safety plan

Status: Ongoing - 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 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: Received 13 mini grants. Grant awards to be announced by September 1.

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

Best Practice 1: Conduct speed study on those segments that stayed at 75 mph to determine the appropriate speed limit. Segments include urban areas and mountain passes.

Status: Ongoing- A speed study is planned for spring/summer of 2016 to be approved by the Commission during the fall of 2016.

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. An on-site visit was completed with Wyoming DOT in December 2015. The feasibility report that is being investigated and written by an engineering consultant should be completed by mid-June 2016.

Action Items-

- Safety presentation: Operation Lifesaver

Next Meeting

The next meeting is scheduled for Tuesday, May 17, 2016, from 12:30 p.m. to 2 p.m. at MDT Planning Division Conference Room A. The conference call-in number will be provided in advance of the meeting.