

# 2011 Annual Highway Safety Meeting Summary

June 8-9, 2011  
Gateway Center  
Helena, Montana

## Success Through Partnerships



Local law enforcement



Montana's sovereign tribal nations



The MONTANA LEGISLATURE

COUNTY DUI TASK FORCES  
preventing impaired driving and crashes



Governor's Interagency Coordinating Council



The 2011 Annual Transportation Safety Meeting was held at the Gateway Center in Helena on June 8 and 9 with over 100 participants. Participants represented a wide variety of organizations and agencies addressing all four E's of transportation safety.

MDT Director Jim Lynch opened and facilitated the meeting. This is the fifth year since beginning the implementation of the Comprehensive Highway Safety Plan (CHSP) in 2006 that an annual safety meeting has been held. This annual meeting provides an opportunity for local, state, federal, tribal agencies, individual stakeholders and organizations to discuss and work together to improve safety. The goal for all of us is to reduce injuries and save lives on Montana's roadways. Director Lynch noted that progress is being made in the reduction of fatalities and serious injuries in Montana. Even though state vehicle miles of travel (VMT) is increasing, there were fewer than 200 highway fatalities in 2010, the lowest number since 1997. Total crashes are down as well as alcohol-involved crashes. Director Lynch noted that 2011 is looking even better, compared to where we were at this same time last year, and we are on the right track to reaching our goal to reduce fatalities and incapacitating injuries by half by 2030.



Federal partners, Max Severeid, NHTSA; Kevin McLaury, FHWA; and Bruce Holmes, FMCSA; stressed the importance of Montana's safety efforts in reducing highway fatalities and injuries and the need to continue working together to make further progress. McLaury noted that Montana was one of the first states to develop a CHSP and that it has served as a model for other states in their safety efforts. Holmes noted that despite the progress being made that bus and passenger carrier (motor coach and school bus) crashes are increasing. He asked for input on solutions to this issue.

Safety program tabletop displays were included again this year and provided great information and resources for participants to take away from the meeting. Partners Creative did a presentation to the group showcasing MDT's new media clips to promote the Plan2Live safety campaign including new PSA videos and the Plan2Live Facebook page <http://plan2live.mt.gov/>

## **Montana Crash Data**

**Danielle Murphy, MDT-State Highway Traffic Safety Office (SHTSO) Data Specialist**

### **Highlights:**

- Fatalities were down by 32 (14.5%) from 221 in 2009 to 189 in 2010.
- Severe injuries were down by 146 (11.0%) from 1,331 in 2009 to 1,185 in 2010.
- 2010 had the lowest number of fatalities since 1997.

Danielle Murphy provided a comprehensive overview of statewide safety statistics and crash data analysis. In 2010, Montana's overall traffic fatalities and injuries declined. Fatalities and fatal crashes were at their lowest level since 1997. Preliminary results for 2011 show a continuing decline. The Crash Data Presentation from the meeting is posted on Montana's Comprehensive Highway Safety Plan web site, under the 2011 Annual Meeting, <http://www.mdt.mt.gov/safety/plans-programs/chsp.shtml> .

### **CHSP Emphasis Area Discussions**

Champions for each emphasis area presented a progress report on their team's efforts over the past year and led group discussions to obtain input and feedback from the meeting participants. Meeting participants evaluated progress in implementing strategies and reducing crashes at the end of each emphasis area discussion. One innovation in this year's meeting was the use of "i-Clickers," a system which enables meeting participants to provide immediate responses to questions electronically. Responses are then automatically tabulated and displayed to participants. Summary results of the Emphasis Area discussions are presented below. The assessment of the emphasis area progress, obtained through the use of i-Clickers by meeting participants, was based on a stoplight format.

**Green** = Crashes in the given Emphasis Area are going down; Implementation Team is active and most New Strategies are in progress or have been completed.

**Yellow** = Crashes in the given Emphasis Area are about the same; Implementation Team is established and some New Strategies are underway or completed.

**Red** = Crashes in the given Emphasis Area are increasing; no or few New Strategies are underway; no activity by implementation team

Emphasis Area assessments from 2009 and 2010 are shown for comparison in the following presentation summaries.

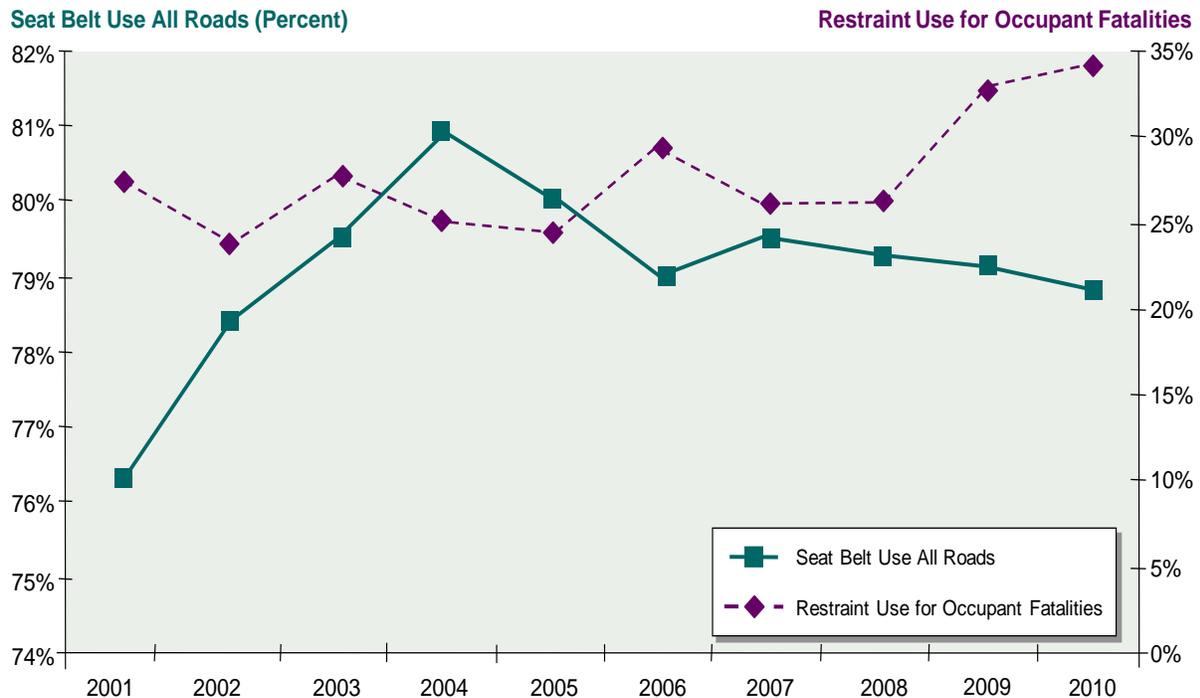
Also shown in each summary is the status of the performance measures for the emphasis area, compared to the base year of the CHSP. Because of Montana's relatively low crash numbers, a single year of data can show significant fluctuation. To get a more accurate picture of our status, a minimum of 5 years of data should be reviewed to identify an overall trend. Some of the data presented at the Annual Meeting are provided in this summary. The Annual Meeting's Emphasis Area Status Report handout provides additional data of the past ten years to better see trends and can be found at: <http://www.mdt.mt.gov/safety/docs/2011-emphasis-area-status-report.pdf>.

## Seat Belt Emphasis Area

Champion – Bobbi Perkins, Injury Prevention-Department of Public Health and Human Services (DPHHS)

### Status of Performance Measures in CHSP compared to base year:

- **Seat belt use on all roads**
  - 78.9% in 2010, compared to 80.0% in 2005
- **Seat belt use for occupant fatalities**
  - 34.4% in 2010, compared to 24.6% in 2005



Bobbi Perkins introduced participants in the Seat Belt Emphasis Area team and also members of the Montana Seat Belt Coalition which has been working for the past year to promote the passage of primary seat belt legislation in the Montana Legislature. Discussion focused on a number of the economic issues relevant to passenger restraint such as the cost of non-restraint use in Montana. Perkins introduced Steve Yeakel who discussed the past year's efforts to promote a primary seat belt law during the Legislative Session. The result of the process was a reinstatement of a primary child restraint law but not, as originally intended, a law applicable to adults. Yeakel recommended that an all-encompassing primary belt law be pursued in the next legislative session. It was noted that a number of individual communities as well as Native American reservations have their own primary belt laws. Adrian Spotted Bird of the Fort Peck Tribes Injury Prevention Program described the primary belt law which is in effect in Fort Peck for both children and adults.

### Ideas for new strategies include:

- Increased fines for current seat belt violations
- More information regarding the implications of "points" for violations on the cost of personal auto insurance

- More public education on the current requirements for compliance with Montana’s “secondary law” seat belt laws.
- Working with younger kids to reach a broader audience and change everyone’s behavior

**Seat Belt Evaluation (stoplight color defined on page 4):**

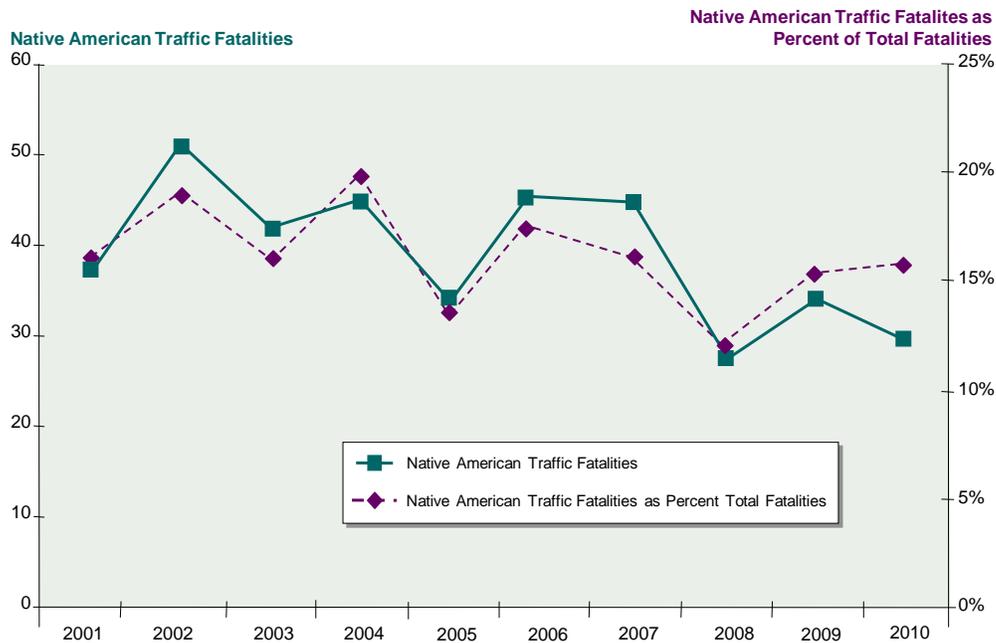
2009	2010	2011
Yellow/Green	Yellow/Green	Green

**Native American Crashes Emphasis Area**

**Facilitators: Sam Lawton, Cambridge Systematics and Henri Headdress, Fort Peck Transportation Planner**

**Status of Performance Measures in CHSP compared to base year:**

- **Total annual Native American traffic fatalities**
  - 30 in 2010, compared with 34 in 2005
- **Annual Native American traffic fatalities as a percentage of all Montana fatalities**
  - 15.9% in 2010, compared with 13.5% in 2005



Sam Lawton provided an overview of crash data relevant to Native American crashes in Montana and discussed apparent trends over the past ten years. Henri Headdress then gave an overview of recent activities at Fort Peck and the development of tribal transportation safety

plans. Tribal transportation safety plans have been established at five of Montana's seven Native American reservations. Headdress noted that the Tribal Nations are leading the way in the establishment of primary safety belt laws. Amelia Adams described safety activities conducted on the Flathead Reservation through SOAR (Safety on All Roads), including car seat clinics and a competitive seat belt observation survey at local high schools.

While there is great overlap in the various emphasis areas of Young Drivers, Seat Belt Use, Alcohol- and Drug-Impaired Driving and Single Vehicle Run-off-the-Road Crashes this emphasis area has not made significant progress in developing new strategies to specifically address Native American Crashes due to lack of champions. Champions are needed to lead team efforts to address crashes. The day previous to the 2011 Annual Safety Meeting participants at the 2011 Tribal Safety Summit were asked for interested parties to co-chair a Native American Emphasis Area Team. Interested parties provided contact information. Outreach will be undertaken to form a team to review strategies and efforts. Additionally participants at the 2011 Tribal Safety Summit expressed interest in holding an Annual Tribal Safety Summit to be held at different reservation every year. Past champion Henri Headdress would be willing to participate as an advisor. It was noted was that representation of tribal safety coordinators would be an asset to this team.

Ideas for new strategies include:

- Identify co-champions and reinvigorate emphasis team
- Establishment of DUI Task Forces on reservations
- Plan for Annual Tribal Safety Summit

**Native American Crashes Evaluation (stoplight color defined on page 4):**

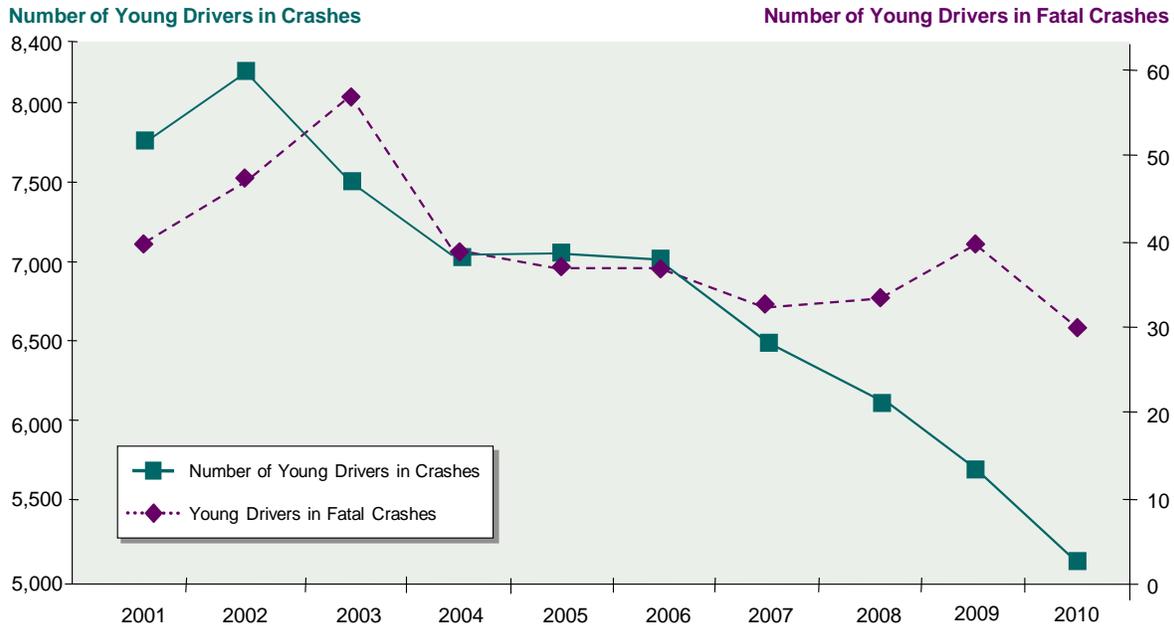
2009	2010	2011
Green	Yellow/Green	Yellow

**Young Driver Crashes Emphasis Area**

**Champion: Fran Penner-Ray, Office of Public Instruction (OPI)**

**Status of Performance Measures in CHSP compared to base year:**

- **Total annual young drivers in crashes**
  - 5,146 in 2010, compared with 7,096 in 2005
- **Annual young driver crash rate (per 1,000 licenses)**
  - 102 in 2010, compared with 117 in 2005
- **Total annual young drivers in fatal crashes**
  - 30 in 2010, compared with 37 in 2005
- **Annual young driver fatal crash rate (per 1,000 licenses)**
  - 0.60 in 2010, compared with 0.61 in 2005



Tawny Hoyt from the MSU-Western Transportation Institute discussed K-8 traffic safety education programs in the schools and recent Safe Routes to Schools (SRTS) efforts, including outreach to tribal communities. Fran Penner-Ray reviewed recent data relevant to young drivers noting that marijuana use is increasing among the youth and there is increasing concern that it contributes to impaired driving. Law enforcement faces the hurdle of not knowing what Graduated Driver's License (GDL) stage a teen driver may be at, which limits the ability to enforce GDL laws. Contributing to this problem is the lack of resources available for law enforcement. To address this OPI has developed a GDL instruction card for law enforcement and is in the process of determining the best ways to distribute the cards. Under the GDL program, parents of new drivers will be required to attend parent meetings. Traci Nielson, Tri-County Buckle Up Montana Coordinator discussed the program, materials and website (<http://buckleup.mt.gov/>) that have been recently produced. Spook Stang, Motor Carriers of Montana spoke about the "Teens and Trucks" program that promotes safe driving around trucks. The course material and video is available by request or to download at [http://www.cvsa.org/programs/teens\\_and\\_trucks\\_toolkit.php](http://www.cvsa.org/programs/teens_and_trucks_toolkit.php)

Ideas for new strategies include:

- Working with cell phone providers to encourage teens to not text and drive
- Deploying technology to block text messages if a cell phone user is driving
- Providing practical experience to teens in driving on Montana's gravel or icy roads; possibly incorporating information into drivers education programs
- Increase exposure to the Alive@25, the defensive driving program focus is to save lives and equip teens to drive more defensively. Focused efforts specifically on reservations; DUI task forces can help fund Alive@25  
<http://www.doj.mt.gov/enforcement/highwaypatrol/alive25.asp>

**Young Driver Crashes Evaluation (stoplight color defined on page 4):**

2009	2010	2011
Yellow	Yellow/Green	Yellow

**Traffic Records Management Emphasis Area**

**Champion: Danielle Murphy, MDT-SHTSO**

**Performance Measures in CHSP:**

- **Implementation of specific CHSP strategies for traffic records management**
- **Implementation of specific strategies contained in Traffic Records Strategic Plan**

As Data Analyst for the State Highway Traffic Safety Office, Danielle Murphy provided an overview of the activities and partners of the Traffic Records Management Emphasis Area Team. Data collection is based on Information Systems and Performance areas. Information Systems data includes crash, roadway, driver, vehicle, citation/adjudication and injury surveillance. Performance Areas data includes accessibility, accuracy, completeness, integration, timeliness, and uniformity. These coordinated efforts are managed through the Traffic Records Coordinating Committee which is represented by MDTs Motor Carriers Services, State Highway Traffic Safety Office, Data & Statics, and Traffic Safety; DOJ-Montana Highway Patrol, Motor Vehicle Division, and ITSD; and OCA.

The Traffic Records Strategic Plan active projects tie into the Emphasis Area strategies and are moving forward.

Ideas for new strategies include:

- Participation from local entities, e.g. city, county, tribal with possibility of subcommittees

**Traffic Records Evaluation (stoplight color defined on page 4):**

<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Yellow</b>	<b>Yellow/Green</b>	<b>Green</b>

**Urban Area Crashes Emphasis Area**

**Facilitator: Sam Lawton, Cambridge Systematics Inc.**

**Performance Measures in CHSP**

- **Total annual urban fatal crashes**
  - **12 in 2010, compared with 29 in 2005**

Sam Lawton presented an overview of the work conducted over the past year to develop Community Transportation Safety Plans in support of the Urban Area Crashes emphasis area. To address the issue of urban area crashes, particularly fatal crashes, MDT initiated a program in the past year to provide technical support to Montana cities to develop community transportation safety plans. These plans are structured similar to the CHSP but are tailored to target local safety issues. To develop these plans, communities discuss perceived safety issues and concerns, reviewed the crash data, identified safety emphasis areas, and hosted a community safety summit to identify strategies to implement and target their specific Community safety issues. Shelby-Toole County and Hamilton participated in the program over the past year. Both communities are actively pursuing the implementation of their plans and have undertaken various action steps in support of the strategies identified in their plans. Feedback from these communities has been enthusiastically positive. MDT intends to continue to support the community safety planning effort and any communities interested in obtaining technical

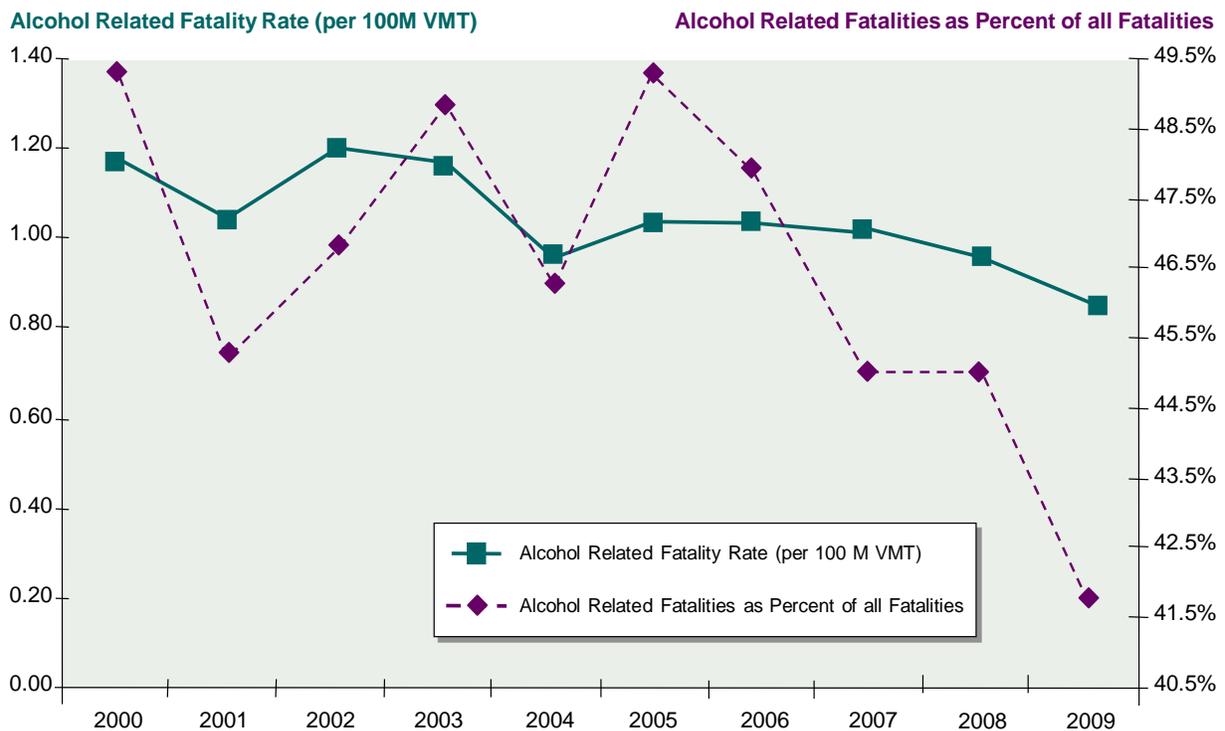
support to develop their own plans should contact either Carol Strizich or Pam Langve-Davis for further information. Additional information can be found at the Community Transportation Safety Plan web site <http://www.mdt.mt.gov/safety/plans-programs/community-plans.shtml>

**Alcohol- and Drug- Impaired Crashes Emphasis Area**

**Champion: Lonie Hutchinson, State DUI Task Force Facilitator**

**Status of Performance Measures in CHSP compared to base year:**

- **Total annual alcohol- and drug-related fatalities**
  - 88 in 2010, compared to 251 in 2005
- **Annual alcohol- and drug-related fatality rate (per 100M vehicle miles of travel)**
  - 0.84 in 2009, compared to 1.12 in 2005
- **Annual alcohol- and drug-related fatalities as a percent of all traffic fatalities**
  - 41.6% in 2009, compared to 49.4% in 2005



Colonel Mike Tooley, Montana Highway Patrol (MHP), provided an overview of legislative activities relevant to alcohol from the 2011 Legislative Session. Col. Tooley noted that the Attorney General Steve Bullock has taken personal responsibility to lead legislative efforts for transportation safety. 28 bills were introduced and eight were passed. A couple of notable bills are: SB 42 requires repeat DUI offenders to report twice a day for a breath test. If they fail, they will be incarcerated. HB 12 increases the court jurisdiction and potential jail time for DUI offenders. Unfortunately, the server training bill, SB 29 was modified and weakened by eliminating the Department of Revenue’s responsibilities for training. Department of Revenue is working on a transition plan to ensure consistency and creditable training for alcohol sales and servers.

Lonie Hutchison provided a status review of the various strategies and noted that there is a positive trend in the reduction of impaired driving crashes. Erin Inman, State Traffic Safety Resource Prosecutor, discussed Standard Field Sobriety Testing (SFST) refresher training and said that it has been well-received by law enforcement. Trooper Kurt Sager, MHP of the Advanced Roadside Impaired Driving Enforcement (ARIDE) program, said that over 200 officers have been trained since 2009. More drug impaired driving has been observed due to the training program. Montana does not have a standard for SFST but a curriculum is being developed through the POST program. Lisa Scates, Department of Revenue (DOR), discussed the changes in the RASS training program. A transition plan is being developed to sustain the program and preserve its existing infrastructure. Judge Mary Jane Knisely discussed the Yellowstone County Impaired Driving Court and said that as a result of expanded jurisdiction for Limited Courts, more people will get into the program. Participants in the program have only a 4 percent recidivism rate. A number of additional programs were discussed including Prime for Life, MADD's participation in legislative efforts, an advertising program using electronic billboards in cooperation with casinos in Helena, and the 24/7 program which will go into effect on July 1.

A new strategy, AL-6 Reduce impaired driving related to marijuana and prescription drugs, was added in May 2011. The group discussed possible action steps to implement the strategy. One problem that was noted is that there is no threshold for marijuana intoxication. Public education campaigns were discussed as a possible approach. Use of marijuana by the youth has increased but senior drivers are more likely to have problems due to prescription drugs. It was suggested that Minors in Possession (MIP) laws be reviewed because MIPs could be future DUIs. Additionally, doctors and pharmacists should be involved and educated regarding the correlation of patient prescription use and drug-impaired driving.

The session concluded with Bobbi Perkins providing an overview of the Screening, Brief Intervention, and Referral to Treatment (SBIRT) program.

Ideas for new strategies include:

- Consider updating emphasis area team to Impaired Driving Crashes
- Education/public awareness of the symptoms or characteristics of impairment
- Recruit doctors to the implementation team
- Review Minor in Possession (MIP) laws related to impairment other than alcohol
- PSAs regarding protection of medicine cabinets
- Prescription drug take backs (after expiration date or prescription no longer needed)
- Add prescription drugs to drivers' education and health curriculum
- Expand implementation of SBIRT

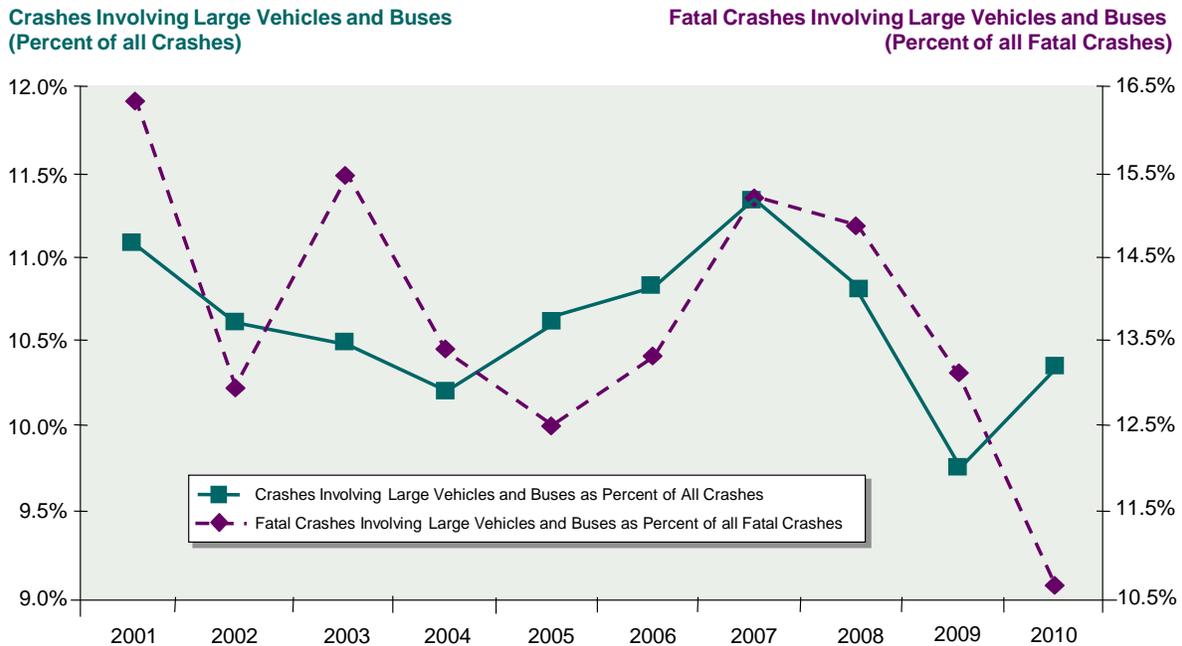
**Alcohol- and Drug-Impaired Driving Evaluation (stoplight color defined on page 4):**

<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Yellow/Green</b>	<b>Yellow/Green</b>	<b>Green</b>

**Large Vehicle and Bus Crashes Emphasis Area**  
**Champion: Dennis Hult, MDT- Motor Carriers Services (MCS)**

**Status of Performance Measures in CHSP compared to base year:**

- **Total annual crashes involving large vehicles and buses**
  - 2,101 in 2010, compared to 2,369 in 2005
- **Total annual fatal crashes involving large vehicles and buses**
  - 17 in 2010, compared to 28 in 2005
- **Annual crashes involving large vehicles and buses as a percent of all crashes**
  - 10.4% in 2010, compared to 10.6% in 2005.



Due to confusion over what types of vehicles were being addressed, Dennis Hult explained that this emphasis area has expanded and is now called Large Vehicle and Bus Crashes, rather than Truck Crashes. Vehicle types include: school buses, commercial buses, enclosed delivery vans/trucks, motor homes, and 9-15 passenger buses. A couple of vehicle types that are not included are pickup trucks, pickup trucks pulling a trailer, exempt vehicles, and heavy equipment. Hult noted that fatalities in this emphasis area have declined but that serious injuries have increased. Alcohol-related fatalities involving large vehicles and buses are also slightly up but these crashes are not necessarily the fault of the driver of this emphasis group. Hult reviewed the responsibilities and activities of MDT's Motor Carrier Services and noted the need for enhanced efforts for commercial bus safety. Bruce Holmes, Federal Motor Carriers Safety Association (FMCSA), explained how inspections of commercial buses need to be conducted and that MDT-MCS's responsibilities relevant to these vehicles is limited and additional stakeholders are needed to discuss various safety issues and concerns.

"No-zone" training is still available but is no longer funded through FMCSA. School bus crashes are increasing and 2010 had the highest number of school bus crashes in the past 10 years. This is similar to a national trend. Jeff Steger has been sending teams out to inspect school bus operators. School buses in Montana are scheduled twice a year for inspection by MHP. In

discussing strategies, Hult noted that a FMCSA study found that most large vehicle crashes were the fault of the driver, not the vehicle. So the emphasis on Montana inspections has shifted primarily to drivers and driver inspections can be conducted more quickly than vehicle inspections.

Ideas for new strategies included:

- Reinvigorate public education to include no-zone program with focus on motorists operating around buses, stopping distances for large vehicles, and incorporating information into driver’s education materials, and educating via bumper sticker “Give us time, we can’t stop on a dime”
- Review Commercial and Transit Bus Crash reports to determine common crash factors.

**Large Vehicle and Bus Crashes Evaluation (stoplight color defined on page 4):**

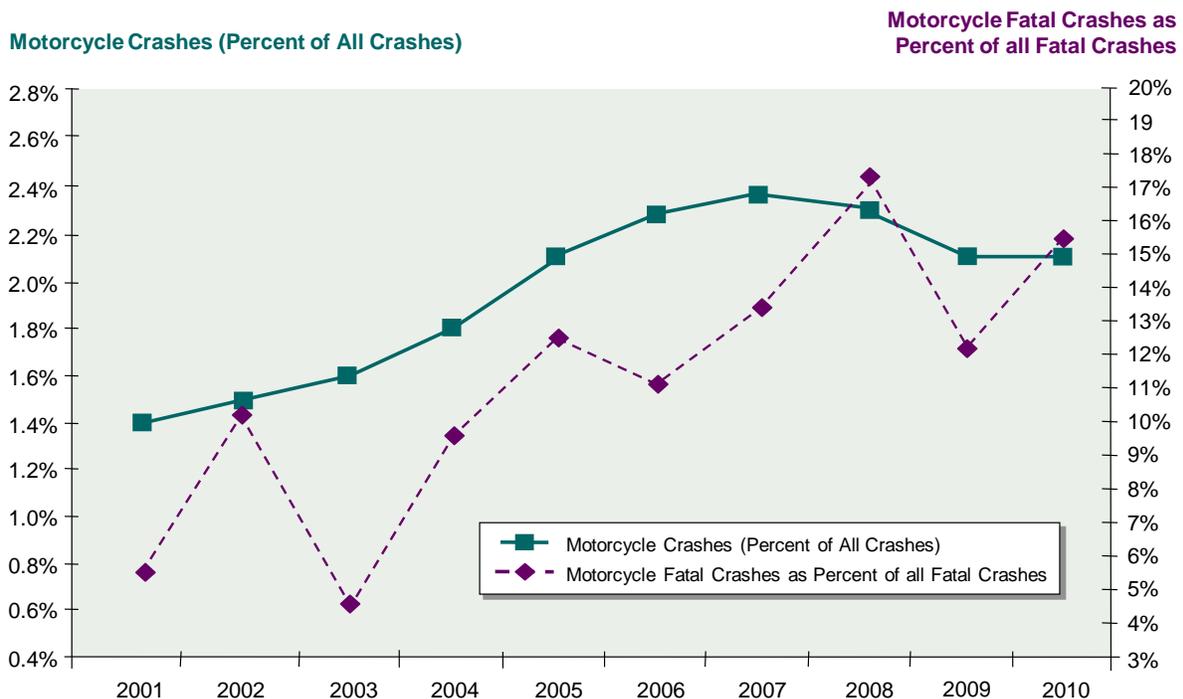
2009	2010	2011
Green	Yellow	Yellow

**Motorcycle Crashes Emphasis Area**

**Champions: Rob Davis, Montana Motorcycle Rider Safety (MMRS), Terry Funk, MMRS, and Sgt. Greg Amundsen, Missoula PD**

**Status of performance measures in CHSP compared to base year:**

- **Total annual motorcycle crashes**
  - 419 in 2010, compared to 473 in 2005
- **Total annual motorcycle fatal crashes**
  - 25 in 2010, compared to 28 in 2005



Angie Mullikin, MDT-SHTSO provided an overview of activities for the past year. The *Live to Ride-Ride to Live* education brochure has been updated and is waiting for approval by the MDT Director before distribution to dealers and licensing bureaus. The Montana Motorcycle Rider Safety course is certified by the Motorcycle Safety Foundation and is available in several locations in Montana. Ongoing partnerships continue with training information provided to industry stakeholders, driver's education classes, rider groups, and dealerships. Jurisdictional agencies have been and will continue to be added to team meeting to discuss ongoing issues.

Rob Davis provide an overview of motorcycle crash data noting that motorcycle fatalities were down by one (-3.8%) to 25 in 2010. Of the 25 motorcycle crash fatalities 24 were not using a helmet. Males make up over 83percent of all motorcycle fatalities. 73 percent of motorcycle fatalities were Montanans. The age group that reflected the highest number of motorcycle fatalities is 45-64. The full presentation of Motorcycle Crash Data can be found at <http://www.mdt.mt.gov/safety/plans-programs/chsp.shtml>

Terry Funk presented an overview of 2010 outreach efforts and training provided by Montana Motorcycle Rider Safety (MMRS) training courses. In 2010, MMRS had 1,215 participants take rider safety course, of those 64 percent were male and 36 percent were female. 30 percent of the participants reflected the 46-65 age group, 11 percent reflected riders under 21, 16 percent represented the 21-25 age group, and 13 percent reflected 26-30 years of age. MMRS provides two levels of training, basic understanding of riding maneuvers and mental skills necessary and experienced training for larger, more powerful bikes. Enhanced efforts have been made to inform public of course sites in Billings, Bozeman, Glendive, Great Falls, Havre, Helena, Kalispell, and Missoula, Additional information can be found on MMRS web site <http://motorcycle.msun.edu/index.htm>

Sgt. Greg Amundsen discussed strategy efforts the team has been working on over the past year. In addition to providing MMRS training information to various partners, it has also been included in the parent meeting of driver's education classes. The team is currently awaiting approval from the MDT Director to print and distribute the updated *Live to Ride- Ride to Live* brochure that will be distributed by MMRS and MDT-SHTSO in addition to training materials to dealerships, licensing sites, colleges insurance agencies, rider groups and other safety partners. Over the course of the year, the team has discussed issues and concerns and has invited various stakeholders to meet and discuss endorsement based on size and weight of motorcycles, problematic issues of one-time registrations, need for certified training, GDL for first time drivers, and economic and responsibility issues tied to not carrying motorcycle insurance.

Questions specific to these issues were presented to breakout group to determine if these would be worthwhile efforts to address in the future. 100 percent of the breakout group thought completion of a certified motorcycle safety course should be mandatory for all future motorcycle riders prior to licensing. 100 percent thought motorcycle endorsement should be a tiered program based on size of motorcycle. 100 percent felt motorcyclists should be required to carry insurance on their motorcycles.

Ideas for new strategies include:

- Require MMRS training
- Require motorcycle insurance-based on cost of motorcycle
- GDL for motorcyclists

- Raise the age limit for motorcycle permits & /or have a driver's license before obtaining a motorcycle permit.
- Require a motorcycle endorsement with a renewal test required at a defined intervals
- Require annual registrations and remove permanent tags on motorcycles

**Motorcycle Crashes Evaluation (stoplight color defined on page 4):**

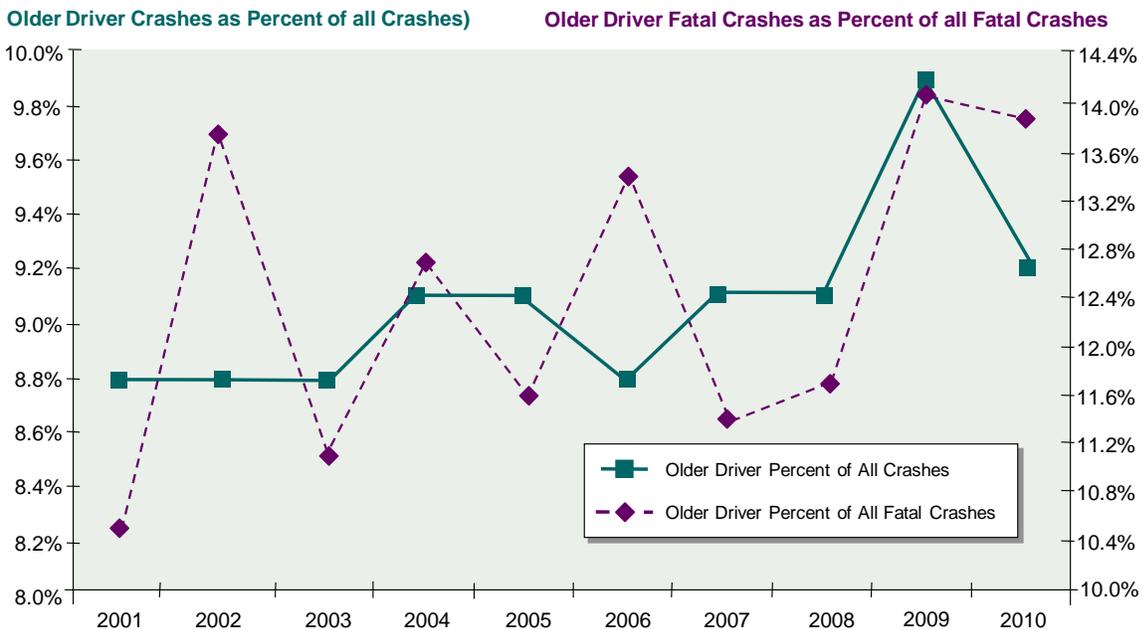
2009	2010	2011
Yellow	Yellow/Green	Green

**Older Driver Crashes**

**Champions: Patrick Sanders, Transportation Coordinator, Disability Transitions-DPHHS  
Theresa Gravitt, Relief Driver Examiner, Field Operations Bureau, DOJ-MVD**

**Status of performance measures in CHSP compared to base year:**

- **Total annual older driver crashes**
  - 3,042 in 2010, compared with 3,053 in 2005
- **Total annual older driver fatal crashes**
  - 29 in 2010, compared with 35 in 2005



Patrick Sanders gave an overview of the Older Driver strategies that were being implemented over the past year. Identifying a lead agency to oversee and validate efforts in this emphasis area is still a hurdle that needs to be addressed. Although discussions have been on-going at the staff level, there has been no discussion at the senior staff/director level on who should take the lead. One of the questions is how strategy activities would be funded. Currently, DPHHS compiles older driver education information and training programs, and is considering developing of a brochure and a PSA to disseminate the information. MVD-DOJ contacted The Hartford Company last year for various Older Driver brochures and provided set at all licensing

stations throughout the state. Efforts are also ongoing to provide access to public information of transportation alternatives. A third transportation summit was held in the past year and MDT's Transit Section is making website improvements to provide additional transit providers information. However, due to the rural nature of Montana, inclusion of complete information about the smaller transit providers has been a challenge. MDT continues to work on the development of a statewide transit plan. This plan is expected to be released in fall, 2011. As part of this effort, MDT is conducting an intercity transit study to identify corridors that should have intercity service.

A comment from meeting participants noted that one obstacle to transit use by seniors is that they simply have had limited experience in the use of transit and don't know how to use it. David Jacobs, MDT-Transit, responded that travel training is available through transit agencies and senior centers and, that MDT also provides trip planning assistance ("Bus Buddies"). Another comment stated that there is a lot of information available on the internet but that many seniors may not have access to the internet. Sanders responded that the Emphasis Area Team and DPHHS plan to develop "white sheets" with maps and agency contact information as an alternative to web-based information. It was also noted that unlike other emphasis areas, this one, in particular, requires a great deal of sensitivity. Therefore there is a need to educate the adult children of older drivers on how to discuss driving issues with parents, and include primary care physician in discussion about the possible need to give up the keys.

Ideas for new strategies include:

- Provide resource materials at 2011 Governor's Council on Aging Conference
- Work towards agency director's discussing validation of importance and support of emphasis area team

**Older Driver Crashes Evaluation (stoplight color defined on page 4):**

2009	2010	2011
NA*	Yellow	Yellow

\*Implementation of this emphasis area began in 2009

**Emergency Medical Services Delivery**

**Champion: Jim DeTienne, Emergency Medical Services & Trauma Systems, DPHHS**

**Performance Measures:**

- **Implementation of CHSP EMS strategies**
- **Implementation of EMS strategies contained in Montana EMS System Plan**

Jim DeTienne stressed that EMS is more than just providing an ambulance at a crash scene. It also involves preventing the incident in the first place and then getting the necessary medical treatment so that the victim can ultimately be transported back home. Within the EMS emphasis area, activities have focused on education, communication systems, a preventable mortality study, helping small hospitals improve their care, and better collection of crash data. DeTienne noted that DPHHS has been actively involved in instituting the EMS component of FHWA's national "Toward Zero Deaths" program.

DeTienne presented information on Emergency Medical Services Delivery noting that Montana has three regions with Level II Trauma Care. Efforts are underway to possibly combine paramedics with primary care providers in rural areas as “Community Para-Medi-Care”. EMS is working with MDT on an Advanced Automatic Crash Notification (AACN) project which will pull crash data from vehicle computers to determine crash severity and dispatch of the appropriate levels of response, e.g. EMS, law enforcement, fire and rescue, etc. This is especially critical in rural areas which have limited resources, leaving communities without EMS when dispatched. DPHHS is also working with ARMS to require minimum reporting from EMS as consistent and complete data is needed to help determine what needs are and how best to plan for EMS and Trauma . Another effort being researched is working on Android tablets to collect data in route to hospital that can be downloaded and will shorten the response time for patient transport and time EMS is out of service due to transport reporting processes.

Ideas for new strategies include:

- EMS Summit – add insurance providers, MACo, MMIA, to expand team stakeholders

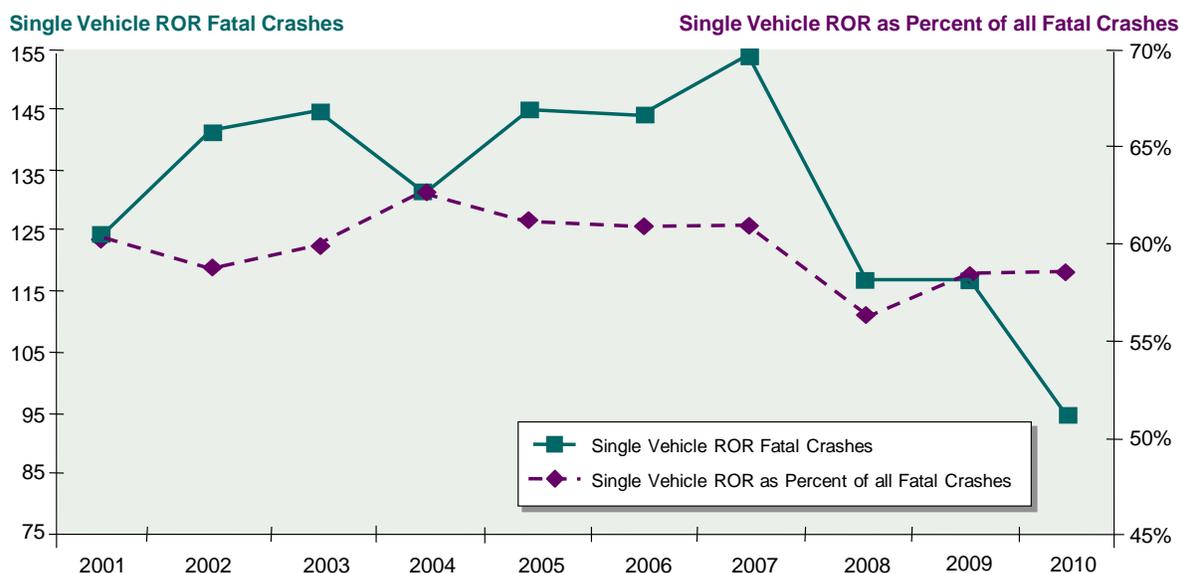
**Emergency Medical Services Evaluation (stoplight color defined on page 4):**

2009	2010	2011
Yellow/Green	Yellow	Yellow

**Run-Off-the-Road Crashes/High Crash Corridors Emphasis Areas**  
**Champion: Kraig McLeod, MDT- Traffic Safety Engineering**

**Status of Performance Measures – Run-Off-the-Road Crashes:**

- **Total annual single-vehicle run-off-the-road crashes**
  - 5,875 in 2010, compared to 6,808 in 2005
- **Total annual single-vehicle run-off-the-road fatal crashes**
  - 95 in 2010, compared to 139 in 2005



Because of the engineering focus and common strategies, these two emphasis areas were combined for the meeting presentation. Kraig McLeod stated that the majority of fatalities in Montana, about 60 percent, are the result of single-vehicle run-off-the-road crashes. The emphasis area team has met informally throughout the year and continues to monitor best practices throughout the country such as centerline rumble strips, edge line rumble strips, and roadway delineation. McLeod feels that the attributes of these crashes are problems that also affect other emphasis areas and that a holistic approach is needed to effectively address these issues. Cellphone pull-outs have been evaluated over the past year to determine where service is available. Some of these pull-outs have been established and further evaluation of potential locations will be undertaken this summer. Relevant to High Crash Corridors, McLeod noted that 614 miles of Montana’s highways, a tiny fraction of all state roadways, are responsible for 10 percent of all crashes. Efforts to address these crashes are on-going. MDT has a goal of conducting a minimum of two corridor safety audits (CSA) annually. A CSA was recently conducted near Columbus. MHP also periodically conducts saturation patrols in identified high crash enforcement corridors.

Ideas for new strategies include:

- Use variable messaging to promote taking a break (prevent fatigued driving crashes)

**Run-Off-the-Road Crashes/High Crash Corridors\_Evaluation (stoplight color defined on page 4):**

<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Yellow</b>	<b>Yellow</b>	<b>Green</b>

**Meeting Evaluations:**

95% of participants felt that attending the Annual Transportation Safety Meeting helped in their safety program efforts.

Emphasis Areas voted as the most important to participants:

- 19% Motorcycle Crashes
- 16% Run-off-the Road Crashes & High Crash Corridors/Locations
- 13% Emergency Medical Services
- 13% Traffic Records Management
- 13% Alcohol- and Drug-Impaired Driving Crashes
- 7% Seatbelt Use and child passenger seating
- 7% Large Vehicle & Bus Crashes
- 6% Native American Crashes
- 3% Older Driver Crashes
- 3% Young Driver Crashes

Emphasis area data and information provided by the champions was:

76% Very Satisfactory- prepared & informed

24% Somewhat Satisfactory- somewhat prepared and informed

Overall, how helpful were the meeting materials for this meeting?

72% Very helpful

28% Somewhat helpful

The breakout sessions were:

71% Very informative

29% Somewhat informative

Ability to participate in group discussion was:

95% Very Satisfactory

5% Somewhat Satisfactory

Overall, how satisfied with the information and data provided at the two day meeting?

61% Very Satisfied

21% Somewhat Satisfied

18% Not Very Satisfied

### **Conclusion/Next Steps**

Montana is making progress towards improving safety on all roads to ensure all highway users in Montana arrive safely at their destinations. Based on the participant polling evaluation the CHSP will retain its current long term goal and re-evaluate in 2012. Emphasis area efforts will be ongoing and new strategies will be considered by Emphasis Area Teams. Native American Emphasis Area Team outreach efforts will be made to include as much participation for tribal entities that are willing to participate with the goal of an Annual Tribal Safety Summit and to review individual tribal safety plans. Enhanced public awareness efforts to promote Alive@25, seat belt use, distracted or fatigued driving, and prescription and over-the-counter medication and the connection to impaired driving will be made. Older Driver, motorcycle, and GDL resource information will be developed and distributed to target groups.

**Attendees:**

Amelia Adams	Confederated Salish & Kootenai Tribes- SOAR Coordinator
Natale Adorni	DPHHS
Marcee Allen	FHWA
Brooke Amestoy	MDT-SHTSO
Sergeant Greg Amundsen	Missoula Police Dept
Steven Bailey	Dawson County Buckle Up Montana Coalition
Sean Benton	Partners Creative
Jackie Bonser	Pondera County Health Dept - Administrative Assistant
Mike Brown	Confederated Salish & Kootenai Tribes
Pam Buckman	MDT-SHTSO
Major Tom Butler	DOJ - Montana Highway Patrol
Jenna Caplette	Gallatin County DUI Task Force
Jim Combs	MDT Great Falls District- Engineering
Laura Conway	Blackfeet Nation, Planner
Rob Davis	MT Motorcycle Rider Safety
Lester 'Dale' Decoteau	Fort Peck Assiniboine & Sioux Tribes Tribal Executive Board
Lorelle Demont	MDT-State Highway Traffic Safety Office
Jodee Dennison	Billings Area Indian Health Service
Jim DeTienne	DPHHS-EMS & Trauma Systems
Kevin Fitzgerald	DPHHS
Terry Funk	MT Motorcycle Rider Safety
Craig Genzlinger	FHWA-Federal Lands
Brad Giffin	Missoula County Sheriff Office
Nanette Gilbertson	Montana Sheriffs & Peace Officers Association
John Granger	FT Peck Law & Justice Dept
Amiee Haffey	Butte Silver Bow Buckle Up Montana Coalition
Dan Haffey, Director	Butte-Silver Bow County
Richard Hall	MHA Nations
Tara Hanley	AAA Mountain West Public Affairs Assistant Manager
Lena Havron	Department of Corrections
Marie Haynes	Benefis Trauma Registrar/ IPC
Henri Headdress	Fort Peck Assiniboine & Sioux Tribes, Planner
Mary Hill	DPHHS
Bruce Holmes	FMCSA (Federal Motor Carrier Safety Administration)
Tawny Hoyt	MSU-Western Transportation Institute
Dennis Hult	MDT-Motor Carrier Services
Lonie Hutchison	Missoula Ci-Co Health Dept
Erin Inman	State Traffic Safety Resource Prosecutor
Lauri Jackson	Benefis Trauma Registrar/ IPC
David Jacobs	MDT-Transit
Rich Janssen	Confederated Salish & Kootenai Tribes Roads Program
Dave Jeseritz	Helena Police Department
Stacy Kendrick	Partners Creative

Ben Knaff	Broadwater DUI Task Force
Judge Mary Jane Knisely	District Court Judge
Jeff Kushner	Office of Court Administrator - Montana Supreme Court
Pam Langve-Davis	MDT-Statewide & Urban Planning
Sgt Kevin Larsen	Gallatin County Sheriff Office
Sam Lawton	Cambridge Systematics Inc
Dexter Levandoski	Compliance Monitoring System-Scram Bracelets
Lauren Little	Yellowstone Co District Court
Taylor Lonsdale	MSU - Western Transportation Institute
Dan Lozar	Confederated Salish & Kootenai Tribes Roads Program
Jim Lynch	MDT-Director
Paige Mandera	DOJ-Motor Vehicle Division
Doug McBroom	MDT-Multimodal Bureau Chief
Kevin McLaury	FHWA
Kraig McLeod	MDT- Traffic Safety Engineering
Chuck Michaud	DPHHS
Kris Minard	Youth Connections Coalition
Darrin Moser	Montana 7th Judicial District DUI Treatment Court
Angie Mullikin	MDT-State Highway Traffic Safety Office
Danielle Murphy	MDT-State Highway Traffic Safety Office-Data Analyst
Tracie Nielson	Buckle UP Montana Coordinator
Greg Noose	DOJ-Motor Vehicle Division
Wendy Olson	Flathead City-County Health Department
Mary Owens	HELP COMMITTEE-BG Club of Hi-Line
Carl Peil	AARP-Driving Instructor
Fran Penner-Ray	OPI
Bobbi Perkins	DPHHS
Roy Peterson	MDT-Traffic Safety Engineering
Suzan Phillips Scott	Healthy Mothers Healthy Babies
Dave Prescott	Missoula City-Co Planning
Lynette Raining Bird	Blackfeet Nation, Planner
Eileen Reddick	Buckle Up Montana, Custer County
John Robinson	FARS Analyst-State Highway Traffic Safety Office
Trooper Kurt Sager	Traffic Safety Resource Officer
Patrick Sanders	DPHHS
Lisa Scates	DOR
Sgt Cal Schock	DOJ-Montana Highway Patrol
Matt See Walker	Northern Plains TTAP
Max Severeid	NHTSA Region 10
Priscilla Sinclair	MDT-State Highway Traffic Safety Office
Siri Smillie	DOJ
Frank Smith	Fort Peck Assiniboine & Sioux Tribes Tribal Executive Board
Jim Smith	Montana Sheriffs & Peace Officers Association

Avis Spencer	Fort Belknap -Injury Prevention Specialist, SOAR Program Coord
Sgt John Spencer	DOJ-Montana Highway Patrol
Adrian Spotted Bird	Fort Peck Tribal Health Dept
Spook Stang	Motor Carriers of Montana
Laura Stanley, PhD CPE	MSU-Western Transportation Institute
Jeff Steeger	MDT-Motor Carriers Service
Carol Strizich	MDT-Statewide & Urban Planning
Sgt John Summers	Roosevelt County Sheriff Office
Peter 'Rusty' Tatsey	Vice Chair, Blackfeet Tribal Business Council
Sergeant Scott Tenney	DOJ-Montana Highway Patrol
Connie Thompson-Gourneau	Fort Peck Assiniboine & Sioux Tribes Transportation Planner
Colonel Mike Tooley	DOJ-Montana Highway Patrol
Dennis Trusty	Northern Plains TTAP
Vicki Turner	DPHHS
Bonnie Welch	AAA
Stacy Wesen	Child Care Connections
Don White	Blackfeet Nation, Planner
Duane Williams	MDT-Motor Carriers Division Administrator
Jim Wingerter	MDT-Work Zone Safety Coordinator
Steve Yeakel	Montana Council for Maternal & Child Health
Lynn Zanto	MDT-Rail, Transit & Planning Administrator
Mark Zitzka	FHWA