

Montana Comprehensive Highway Safety Plan

*2011 Annual Highway Safety Planning Meeting
June 8-9, 2011*



State of Montana Department of Transportation

in cooperation with:

**Emphasis Area
Status Reports
May 2011**

Federal Highway Administration
National Highway Traffic Safety Administration
Blackfeet Tribe
Confederated Salish and Kootenai Tribes
Crow Tribe
Chippewa Cree Tribe
Little Shell Tribe
Northern Cheyenne Tribe
Fort Peck Tribes
Montana Highway Patrol
Montana Motor Vehicle Division
Montana Office of Public Instruction
Montana Department of Justice
Montana Department of Revenue
Office of the Court Administrator
Federal Motor Carrier Administration
Montana Metropolitan Planning Organizations
Montana Department of Public Health and Human Services

prepared by:

Cambridge Systematics, Inc.

with the assistance of the

MDT State Highway Traffic Safety Office

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Montana Comprehensive Highway Safety Plan

2011 Annual Highway Safety Planning Meeting Emphasis Area Status Reports

- The tables and figures in this document present updated, most recent available data for the Montana Comprehensive Highway Safety Plan (CHSP).
- All data was provided by the Montana Department of Transportation's State Highway Traffic Safety Office.

This information includes data from crash reports submitted to the Montana Highway Patrol from their patrol officers and from local city/county law enforcement. Beginning in September 2008, the Montana Highway Patrol began to use an electronic data collection system. As that data continues to be reviewed, there may be discrepancies between this report and other, similar reports produced at a different time. Local city/county law enforcement continue to use the older, paper-based system.

The complete Montana Comprehensive Highway Safety Plan and CHSP Annual Element can be downloaded from the MDT safety web page at:

<http://www.mdt.mt.gov/safety/plans-programs/chsp.shtml>

- The crash data information contained in this report was assembled in April 2011. Other similar data provided at a different time may contain results with slight variances due to updates made to the crash reports as more information is collected.

Safety Needs of the State: General Statistics and Trends

Table 1: Crashes By Severity

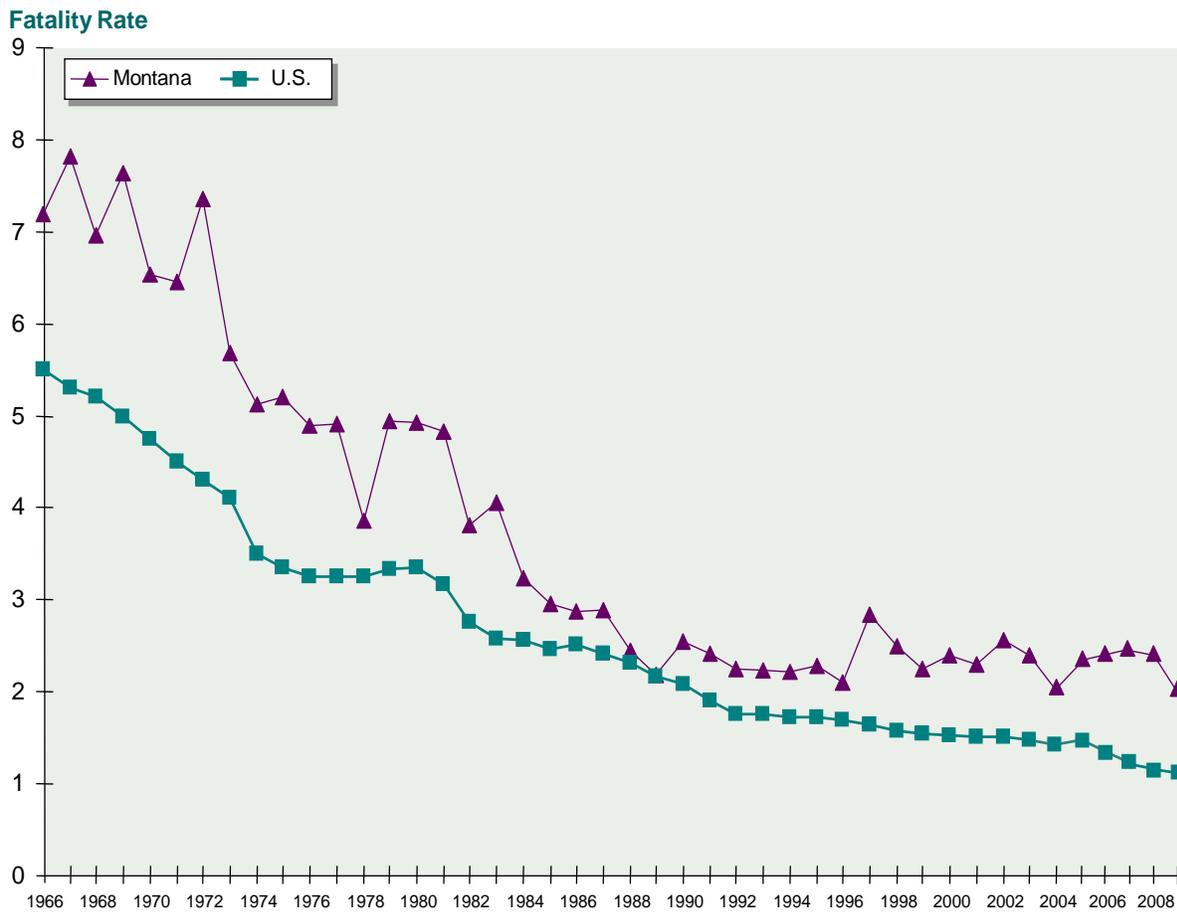
Year	All Crashes	Fatal Crashes	Injury Crashes	Property Damage Crashes	Fatalities	Injuries
2001	21,846	201	6,220	15,420	230	8,982
2002	23,527	232	6,479	16,816	269	10,086
2003	23,160	239	6,229	16,681	262	9,632
2004	21,783	209	6,000	15,570	229	9,263
2005	22,376	224	6,066	16,086	251	9,211
2006	22,186	226	6,245	15,712	263	9,470
2007	21,829	249	5,990	15,582	277	9,067
2008	21,971	208	5,793	15,926	229	8,465
2009	20,967	198	5,227	15,538	221	7,351
2010	20,146	161	4,972	15,013	189	7,032
Change 1 Year	-3.9%	-18.7%	-4.9%	-3.4%	-14.5%	-4.3%
Change 5 Year	-7.9%	-27.1%	-15.2%	-4.8%	-23.9%	-19.3%

Table 2: Statewide Crash Rates (Per Vehicle Miles Traveled)

Year	Fatality Rate (per 100 Million VMT)	Injury Rate (per 1 Million VMT)	Crash Rate (per 1 Million VMT)
2000	2.40	1.10	2.26
2001	2.30	0.90	2.18
2002	2.57	0.96	2.24
2003	2.40	0.88	2.13
2004	2.05	0.83	1.95
2005	2.26	0.83	2.01
2006	2.33	0.84	1.97
2007	2.45	0.80	1.93
2008	2.12	0.79	2.04
2009	2.01	0.67	1.90
Change 1 Year	-5.5%	-15.0%	-6.5%
Change 5 Year	-10.5%	-18.3%	-3.8%

Note: Final 2010 VMT not available at the time of this printing.

Figure 1: Fatality Rate – Montana versus U.S.



Note: 2010 Fatality Rate data not available at the time of this printing.

Table 3: Urban versus Rural Fatal Crashes

Year	Fatal Crashes	Rural Fatal Crashes	Urban Fatal Crashes	Percent Rural	Percent Urban
2001	201	192	9	95.5%	4.5%
2002	232	214	18	92.2%	7.8%
2003	239	214	25	89.5%	10.5%
2004	209	188	21	90.0%	10.0%
2005	224	195	29	87.1%	12.9%
2006	227	213	14	93.8%	6.2%
2007	250	237	13	94.8%	5.2%
2008	208	192	16	92.3%	7.7%
2009	198	180	18	90.9%	9.1%
2010	161	149	12	92.5%	7.5%

Table 4: Number of Involved Vehicles – Rural versus Urban Fatal Crashes – 2010

Vehicles	Rural		Urban		Total	
	Fatal Crashes	Percent	Fatal Crashes	Percent	Fatal Crashes	Percent
1	100	67.1%	6	50.0%	106	65.8%
2	45	30.2%	5	41.7%	50	31.1%
3	3	2.0%	1	8.3%	4	2.5%
4	1	0.7%	0	0.0%	1	0.6%
>=5	0	0.0%	0	0.0%	0	0.0%
Total	149	100.0%	12	100.0%	161	100.0%

CHSP Emphasis Areas and Strategies

Safety Belt Use

Figure 2: Seat Belt Use All Roads

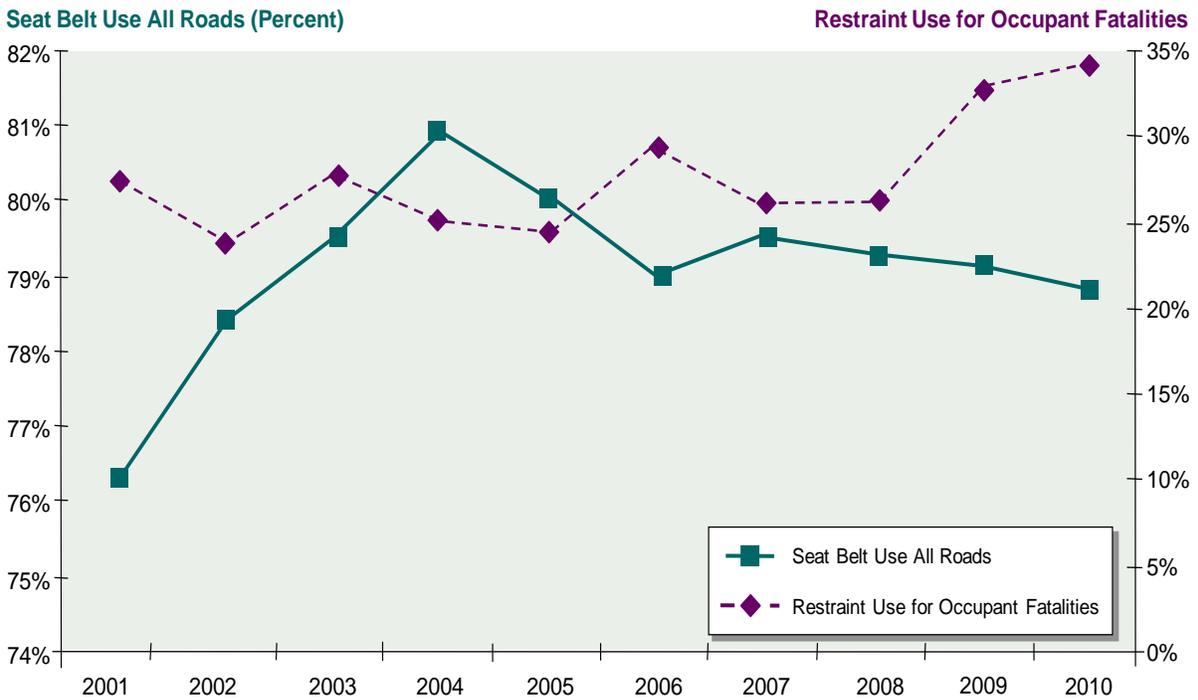


Table 5: Seat Belt Use

Year	Seat Belt Use All Roads	Restraint Use for Occupant Fatalities
2001	76.3%	27.9%
2002	78.4%	23.7%
2003	79.5%	27.9%
2004	80.9%	25.1%
2005	80.0%	24.6%
2006	79.0%	29.2%
2007	79.6%	26.3%
2008	79.3%	26.4%
2009	79.2%	33.3%
2010	78.9%	34.4%

Status

Emphasis Area: Safety Belt Use	
STRATEGY	STATUS
<p>SB-1 Primary Safety Belt Law/Child Passenger Safety</p>	<p>The Seat Belt Toolkit developed by the Emphasis Team is currently located on the DPHHS Injury Prevention webpage and can be linked to other webpages. This kit includes MT data, educational and informational resources, and links to other resources that support seat belt use. Additionally, team members participated in the MT Seat Belt Coalition (MSBC) meetings to provide technical support and information to assist in the MSBC's effort to promote passage of a primary seat belt law.</p> <p>The 2011 Legislature passed a primary law for children ages 6 and younger and 60lbs or less. This bill was revised from the original version that would have required a primary law for motor vehicle occupants under the age of 18. The primary seat belt bill for all occupants was tabled early in the session.</p>
<p>SB-2 Conduct Targeted Education/Enforcement in Low Belt Use Locations/Population Groups</p>	<p>Ongoing education and enforcement programs continue with coordination being done in targeted areas throughout MT. Safety efforts continue on all seven Indian reservations with the goal to increase overall seat belt usage, decrease impaired driving, and increase overall support for child safety seat use through the use of media and activities that are representative of individual reservation's culture.</p> <p>Buckle Up MT (BUMT) Program has nine coordinators representing 36 counties to provide leadership and lead discussions at the grassroots level regarding the importance of seat belt use by promoting the "Commit2buckleup" presentation.</p> <p>Montana Highway Patrol instructs the Alive @ 25 program targeting young drivers ages 16-24 and encourages seat belt use and other traffic safety strategies. In 2010, over 500 youth attended presentations.</p> <p>Respect the Cage exhibit targets young men ages 18-34, and consists of a rollover simulator, a vehicle involved in a fatal rollover and ejection, and a "Fastest Belt in the West" contest. The exhibit travels throughout MT communities from spring- fall.</p> <p>Sustained Enforcement (STEP) is being implemented by 62 law enforcement agencies to enforce seat belt and child safety seat use. May Mobilization Campaign targets Memorial Day weekend to promote use of seat belts.</p>
<p>SB-3 Adopt quantifiable objectives and performance measures for evaluation and review of all Occupant Protection Projects</p>	<p>The Seat Belt Emphasis Team is working towards promoting performance measures for and evaluation of safety / prevention programs to better determine effectiveness, feasibility, and sustainability. Two programs with performance measures being used are the Tri-County Program and the May Mobilization.</p>

Status (continued)

Emphasis Area: Safety Belt Use	
STRATEGY	STATUS
SB-4 Provide Leadership and expand partnerships at the state, regional and local level to promote increased seat belt use participation of Native Americans and teens to promote increased seat belt use.	Team provides support to the Montana Seat Belt Coalition. Efforts and promotes continued collaboration with the MT/WY Tribal Leaders Council and Tribal Health Injury Prevention Specialists, and Native American Safety Coordinators to increased seat belt use among the Native American and high risk populations in MT. In 2010, HMHB developed a comprehensive traffic safety presentation package called "Commit2Buckleup" for Buckle-Up MT (BUMT) coordinators to providing talking points and video when speaking to general audiences about seat belt use. BUMT coordinators continue to identify key stakeholders within communities to promote occupant protection.

Safety Belt Use - Implementation Team Members

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Alcohol- and Drug-Impaired Driving Crashes

Figure 3: Alcohol-Related Fatalities

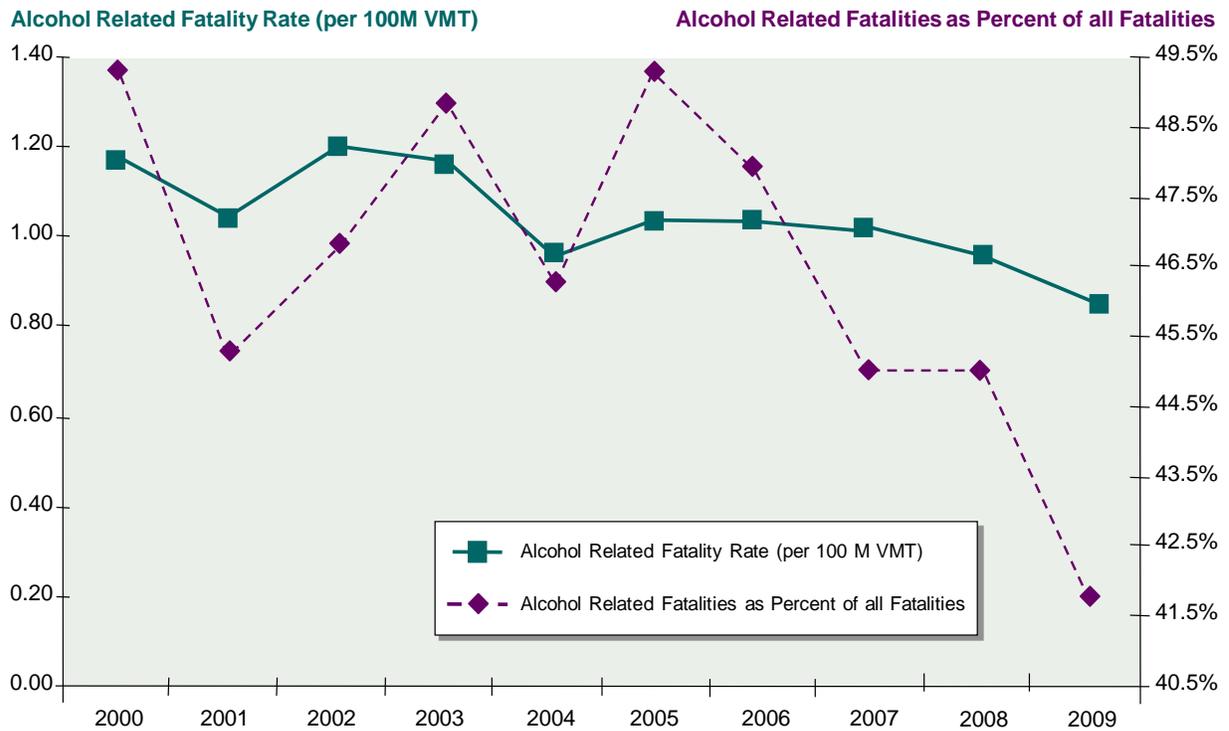


Table 6: Alcohol-Related Fatalities

Year	Alcohol-Related Fatality Rate (per 100 M VMT)	Alcohol-Related Fatalities as Percent of all Fatalities
2000	1.18	49.4%
2001	1.04	45.2%
2002	1.20	46.8%
2003	1.17	48.9%
2004	0.95	46.3%
2005	1.12	49.4%
2006	1.12	47.9%
2007	1.10	44.8%
2008	0.96	45.0%
2009	0.84	41.6%

Status

Emphasis Area: Alcohol- and Drug-Impaired Driving Crashes	
STRATEGY	STATUS
<p>AL-1 Stronger Penalties for BAC Test Refusal Including Consistency Between Jurisdictions and States</p> <p>Establish stronger penalties for BAC test refusal than for test failure, current penalty for refusal is 6 month mandatory license suspension. BAC test refusal results in a higher incidence of citations being challenged in District Courts.</p>	<p>BAC test refusal is addressed in Standard Field Sobriety Testing (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training. Officers are trained to investigate a DUI consistently, regardless of whether or not a BAC is provided.</p> <p>Traffic Safety Resource Prosecutor (TSRP) has traveled throughout the state giving DUI legal updates and working with the Traffic Safety Resource Officer/State SFST Coordinator to facilitate SFST refresher trainings throughout the state. TSRP now provides an annual "Prosecuting the DUI" training for law enforcement and prosecutors. In training, it is emphasized that BAC is only one piece of evidence in a case and that DUIs can successfully be prosecuted whether or not BAC is available as evidence.</p> <p>SB 42 passed during the 2011 Montana legislative Session. Effective April 28, 2011, the law allows law enforcement officers to request a search warrant to obtain blood/breath test in DUI cases where repeat DUI offender refuses to provide breath test. Does not apply to first-time refusal or first-time DUI offender.</p> <p>Support local jurisdictions that adopt BAC refusal penalties. Red Lodge, Darby, and Missoula passed BAC refusal ordinances during 2010.</p>
<p>AL-2 Enhance DUI data collection and analysis</p> <p>Provide for monitoring of DUI offenses and improved tracking of DUI arrests, adjudication, sentencing, treatment, and recidivism.</p>	<p>DUI data needs to be compiled, coordinated, and analyzed from various sources to better monitor and track history of DUI offenses to provide enhanced and comprehensive data for law enforcement, the courts, and treatment programs. This would help determine the extent of diversion programs and plea bargains to non-alcohol offenses.</p> <p>MT Community Change Project conducted yearlong data gathering project among many counties in the state (Jan-Dec 2010) to be completed in 2011.</p>
<p>AL-3 Reduce sales or service of alcohol to apparently or obviously intoxicated persons</p> <p>The average BAC (of those arrested for DUI that provided a breath sample) in Montana is 0.154, almost twice the legal limit.</p>	<p>Trainer certification by Department of Revenue (DOR) over the past several years has resulted in over 430 trainers for "Let's Control It" responsible sales and service (RASS) training. DOR's website www.alcoholservertraining.mt.gov lists current trainers, upcoming classes, and compliance check results reported to DOR. DOR Director sends commendation letters to establishments that pass compliance checks. DOR is using RASS training as a bargaining tool for 1st time liquor violations.</p> <p>At request of law enforcement, DOR developed a form for law enforcement to report citations made during compliance checks. Ongoing efforts include bar checks by law enforcement looking for service to intoxicated persons, and DOC Probation & Parole officers doing felon bar checks and reporting observed service to intoxicated persons.</p> <p>DOR released an enhanced RASS training curriculum with separate training for on and off-premise audiences with the 2011 update. The curriculum update includes exam materials attendees must pass in order to receive a certificate from DOR. DOR created and distributed a video entitled "Last Call" with the 2011 curriculum update. The 8-minute video tells a Montana story of service to an intoxicated person at a Big Fork establishment that was directly related to two deaths, and the legal consequences.</p> <p>Upcoming efforts include "master trainers" to teach the train-the-trainer courses statewide, promote support for sellers/servers of alcohol through the development and publicizing of a DOR-RASS training curriculum specifically for establishment owners, and collection and posting of sample house policies on DOR's website for use by establishments.</p>

Status (continued)

Emphasis Area: Alcohol- and Drug-Impaired Driving Crashes	
STRATEGY	STATUS
<p>AL-4 Increased merchant education Significantly increase capacity to provide merchant education to servers and sellers of alcohol. The Montana Department of Revenue's server training program would be made available statewide. Training educates participants regarding responsible alcohol sales and service.</p>	<p>Continue implementing training program and publicizing merchant training. Ensure consistency of training program statewide by recertifying trainers every two years. Trainers are successfully recertifying by taking online test. To help publicize training programs, the Department of Revenue has established a website, http://revenue.mt.gov/revenue/AlcoholServer and a newsletter.</p> <p>SB 29 passed the 2011 Legislature and became law. The bill requires that DOR no longer have a RASS training program, effective October 1, 2011. DOR is working on a transition plan.</p>
<p>AL-5 Expand DUI courts Traditional sanctions have little effect on drivers with a prior DUI conviction and those with high BAC. Specialized DUI courts provide a system that specifically addresses high-risk offenders and the addiction that keeps them from changing their behavior. DUI courts that operate according to the National Drug Court Institute's 10 guiding principles are proven to reduce DUI recidivism.</p>	<p>MDT-SHTSO is currently funding DUI court implementation in the following jurisdictions: Yellowstone County Impaired Driving Court (District Court), Kalispell Municipal DUI Court, Fort Peck Tribal DUI Court, 7th Judicial District DUI Court, and Mineral County DUI Court. MDT will fund a team from the 9th Judicial District to attend DUI court training in the summer of 2011.</p> <p>The 2011 Montana Legislature passed HB 102 and HB 69 which incentivize participation in DUI court:</p> <p>HB 102 (Effective April 20, 2011) incentivizes participation in DUI courts by revising probationary driver's license provisions for DUI court participants.</p> <p>HB 69 allows that jail time (other than the mandatory minimum) may be suspended for DUI court participants. Effective April 20, 2011.</p> <p>DUI (§ 61-8-401, MCA)</p> <ul style="list-style-type: none"> • 1st offense – minimum 24 consecutive hours in jail • 2nd offense – minimum 7 days in jail • 3rd offense – minimum 30 days in jail <p>BAC (§ 61-8-406, MCA)</p> <ul style="list-style-type: none"> • 1st offense – no minimum jail time • 2nd offense – minimum 5 days in jail • 3rd offense – minimum 30 days in jail <p>The mandatory minimum jail sentences may not be suspended unless serving the minimum risks the physical or mental well-being of the offender. The mandatory minimum may no longer be partially served on house arrest.</p> <p>HB 12 increases the court jurisdiction and potential jail time for a first offense BAC infraction (61-8-406) to 6 months (previously 10 days). For a second offense, the potential jail time is increased to 1 year (previously 30 days) and for a third offense, the time is also increased to 1 year (previously 6 months). Potential jail time for a second offense DUI (61-8-406) is increased to 1 year (previously 6 months). Length of court jurisdiction is important for allowing participants enough time to complete the DUI court program.</p>
<p>AL-6 Reduce impaired driving related to marijuana and prescription drugs Crashes and fatalities related to marijuana and prescription drugs have risen over the past few years.</p>	<p>New strategy added in 2011. Will work towards identifying partners and increase public awareness regarding impairment from marijuana and prescription drugs, especially in combination with alcohol.</p>

Alcohol- and Drug-Impaired Driving Crashes - Implementation Team Members

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Native American Crashes

Figure 4: Native American Traffic Fatalities

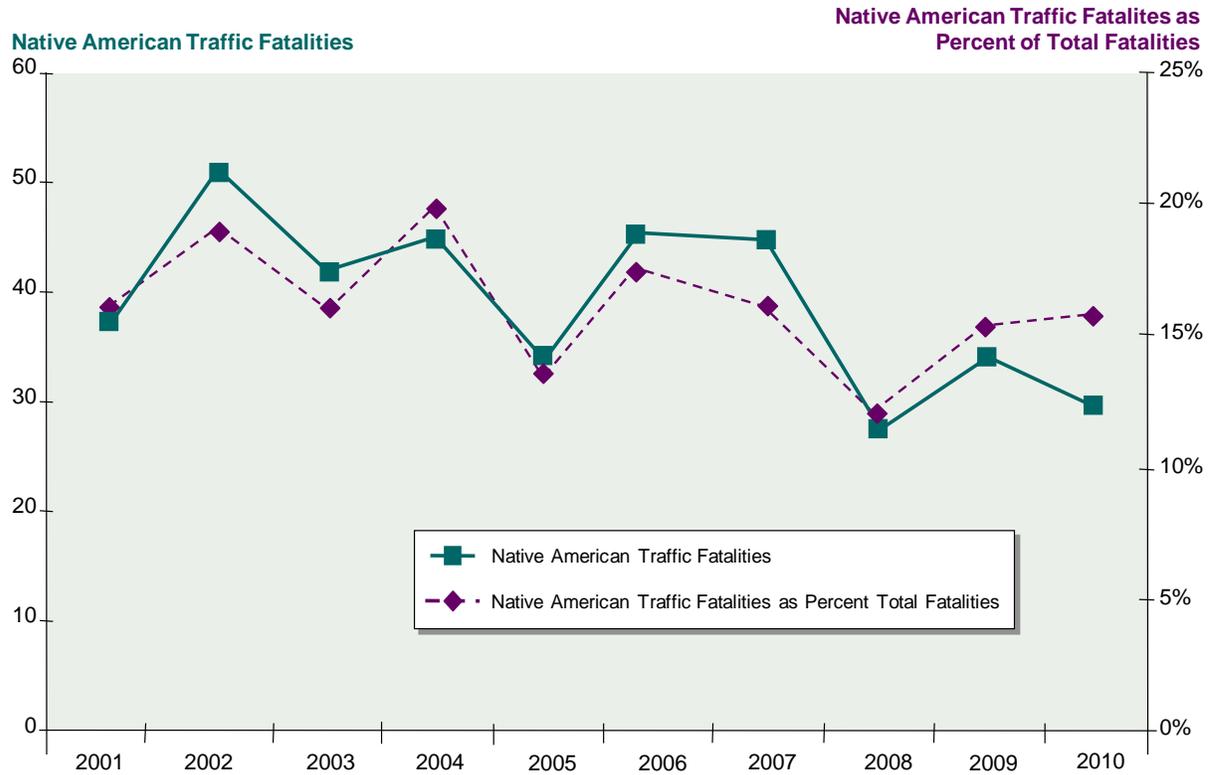


Table 7: Native American Traffic Fatalities

Year	Native American Traffic Fatalities	Native American Traffic Fatalities as Percent Total Fatalities
2001	37	16.1%
2002	51	19.0%
2003	42	16.0%
2004	45	19.7%
2005	34	13.5%
2006	46	17.5%
2007	43	15.5%
2008	27	11.8%
2009	34	15.4%
2010	30	15.9%

Status

Emphasis Area: Native American Crashes

STRATEGY	STATUS
<p>NA-1 Systems/Policies to Support Data Sharing among Tribal, State, Local</p> <p>Pursue procedures, systems, and policies to support sharing and utilization of crash data among state, local, and tribal entities. Incorporate tribal data into statewide databases.</p>	<p>MHP's Colonel Tooley has been visiting each reservation working to build the government-to-government relationships that will be crucial to moving this project forward.</p> <p>Due to the requested anonymity of tribal members involved in crashes, a modified crash data capture solution will have to be reached with the tribes. Discussions surrounding this issue are on-going.</p> <p>Once tribal data is being collected, the State can help each reservation evaluate the crash data that is being captured in the system.</p>
<p>NA-2 Tribal Safety Plans for Each Reservation</p> <p>Encourage each reservation to develop their own Tribal safety plan to strengthen traffic safety coordination on the reservations and improve their ability to access grant funds.</p>	<p>Safety plans have been established on Fort Peck, Blackfeet, Northern Cheyenne, Crow, and Flathead Reservations. The purpose of Safety Plans is to assist tribal governments to set objectives that address the tribal safety issues and promote safety throughout Tribal communities.</p>
<p>NA-3 Coordinate/Conduct Tribal Safety Summit</p> <p>Summit will be conducted to foster communication and collaboration among Montana's seven tribal reservations, MT Governor's Office, MDT, FHWA, and NHTSA – focus to save lives and reduce over-representation of American Indians in Montana's crash statistics; and learn more about safety problems in and around the reservations and begin discussion of potential counter measures.</p>	<p>2011 Tribal Safety Summit was held on June 7. The purpose of the Summit was to identify and confirm specific transportation safety issues and concerns facing tribal governments.</p> <p>The tribal safety issues and concerns identified at the Summit will provide direction and focus for the Native American Emphasis area team. The Summit also provided coordination and participation from all tribal governments and safety partners in the effort of reducing Native American fatalities and incapacitating injuries.</p>

Native American Crashes - Implementation Team Members

CHAMPIONS:
To Be Determined

Implementation Team: Craig Genzlinger (FHWA), Henri Headdress (Fort Peck Tribes), and representation from the MT Tribes on specific tasks, Tribal Safety Committees, MDT staff, and FHWA staff (Team needs to be reestablished.)

Single-Vehicle Run-Off-The-Road Crashes

Figure 5: Single Vehicle ROR Crashes

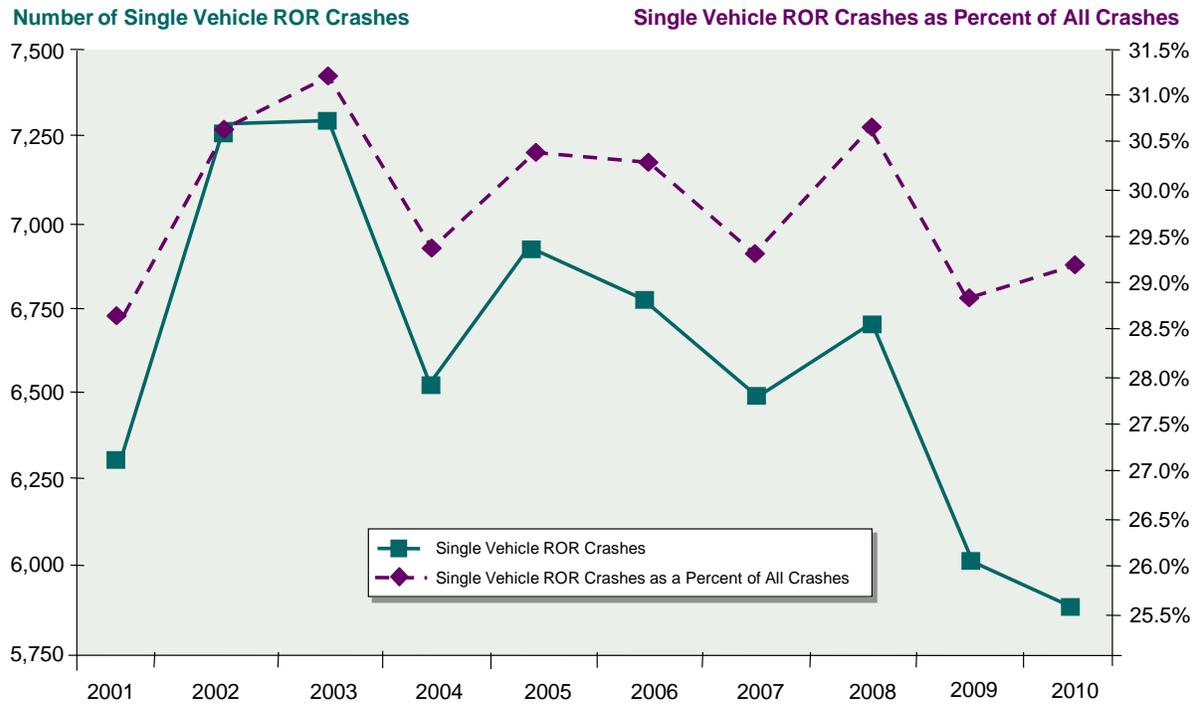


Figure 6: Single Vehicle ROR Fatal Crashes

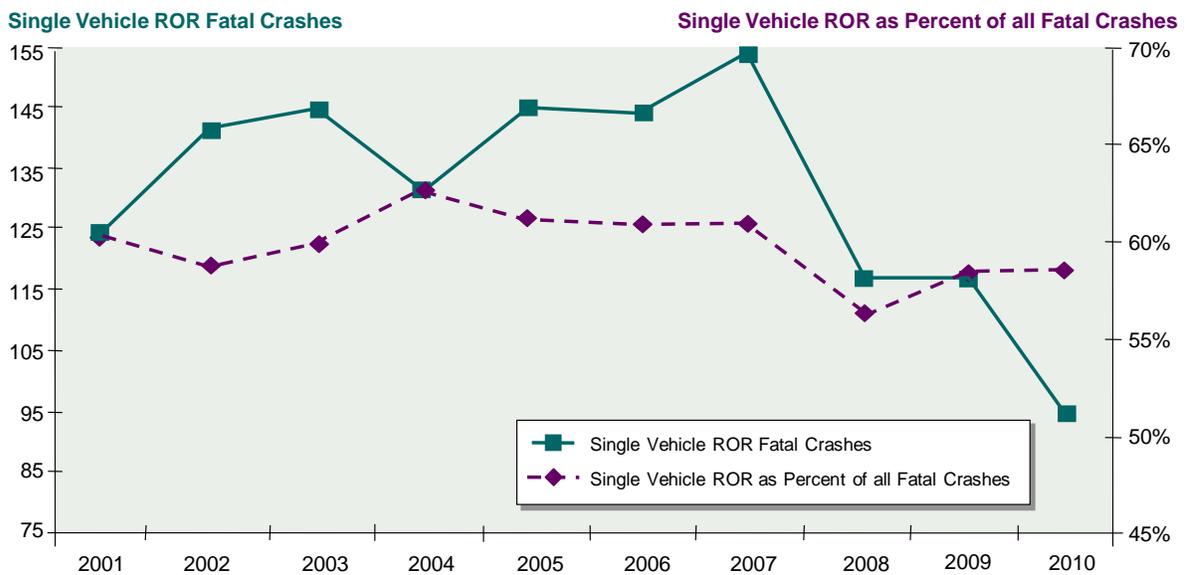


Table 8: Single Vehicle ROR Crashes

Year	Single Vehicle ROR Crashes	Single Vehicle ROR as Percent of All Crashes
2001	6,265	28.7%
2002	7,211	30.6%
2003	7,216	31.2%
2004	6,395	29.4%
2005	6,808	30.4%
2006	6,727	30.3%
2007	6,406	29.3%
2008	6,740	30.7%
2009	6,054	28.9%
2010	5,875	29.2%

Table 9: Single Vehicle ROR Fatal Crashes

Year	Single Vehicle ROR Fatal Crashes	Single Vehicle ROR as Percent of All Fatal Crashes
2001	122	60.7%
2002	139	59.9%
2003	144	60.3%
2004	131	62.7%
2005	139	62.1%
2006	138	61.1%
2007	154	61.8%
2008	117	56.3%
2009	117	59.1%
2010	95	59.0%

Status

Emphasis Area: Single Vehicle Run-Off-The-Road Crashes

STRATEGY	STATUS
<p>ROR-1 Review of Best Practices Implement best available engineering practices for roadway improvement such as: centerline rumble strips, edge line rumble strips/stripes, pavement marking and signing, etc. and keep current with design and engineering principles and practices in guiding documents (Manual of Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), etc.)</p>	<p>This is an ongoing function of the Engineering Division. Staff reviews current and proposed changes to national standards and incorporates changes into MDT guidelines where appropriate.</p> <p>Changes have included sign retro reflectivity, sign sheeting policy, No-passing zone pennant signing, new MUTCD updates, centerline rumble strips, friction course pavements, and rumble strips/stripes.</p> <p>Currently under consideration is systematic centerline rumble strips within high crash corridors as well as exploring opportunities for installation of additional delineation.</p>
<p>ROR-2 Explore educational opportunities regarding Single-Vehicle ROR Crashes in Montana Identify educational opportunities to address the issue of single-vehicle ROR crashes in Montana and their contributing factors including dangers of cruise control.</p>	<p>This is an ongoing effort and includes Respect the Cage program and link to Buckle Up MT on Road Report web page.</p> <p>Will continue to explore and identify new educational opportunities for target groups and contributing factors and to relay the message “Sixty percent of Montana’s crash fatalities are single vehicle run off the road crashes”.</p>
<p>ROR-3 Cable Median Barriers To be installed as median barriers in areas providing minimal recover distance between separate lanes of opposing directions of traffic.</p>	<p>Cable median barrier has been installed on one project (Laurel to Billings). Cable median barrier is also being considered on other projects.</p>
<p>ROR-4 Cell Phone Pullouts Develop cell phone pullouts as an alternative to distracted driving.</p>	<p>Pullouts have been determined based on size, cell service, and gaps in pullout locations. Pullouts have been signed. Pullouts will be monitored to determine their usage.</p>
<p>ROR-5 Safety Management Software Upgrade Obtain software upgrades in order to establish qualitative safety norms for roadways by considering several contributing factors (roadway geometrics, terrain, ADT, classification of roadway, etc.).</p>	<p>A business plan to acquire necessary software has been completed. Ongoing effort to secure funding.</p> <p>Software factors will need to reflect the end users’ needs and analysis to identify systematic roadway improvements.</p>

Single-Vehicle Run-Off-The-Road Crashes - Implementation Team Members

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Traffic Records Management

Status

Emphasis Area: Traffic Records Management	
STRATEGY	STATUS
<p>TR-1 Implement Action Plan in Traffic Records Strategic Plan Bring together stakeholders of traffic records to identify deficiencies, and upgrade and integrate the data systems used to conduct highway safety analyses. These data systems include crash records, roadway data, driver, and vehicle information, injury tracking information, and conviction and disposition data, as well as tribal data. Traffic Records Strategic Project (#002)</p>	<p>The Traffic Records Coordinating Committee (TRCC) continues to meet every six weeks to provide status updates for each project in the Traffic Records Strategic Plan (TRSP).</p> <p>The TRSP has been fully updated with each project given a priority based on the funding availability, the resources available, and the impacts to other systems.</p> <p>Work continues to improve each data system in the traffic records area.</p>
<p>TR-2 Electronic Crash Data Capture Implement MHP electronic crash database at the local level so that it can receive electronic submission of crash reports. MHP will offer method to local law enforcement for submitting crash reports. Traffic Records Strategic Project (#034)</p>	<p>Contract is in place with the Department of Justice to develop and implement a web based crash form for local law enforcement. A supplemental contract has been implemented with MHP to do outreach with local police and sheriff's offices and to train the locals on the use of the web based crash form. Contact has been made with the state's largest communities (which produce 81 percent of the state's crash records). Strategies are being considered to develop interfaces with the existing local records management systems rather requiring locals to input crash forms into two different systems. MHP continues to work with their contractor to develop the web-based crash reporting interface which the majority of local law enforcement agencies will use for crash data input. Beta testing has begun by MHP and once it is complete the product will move to a production test site for final testing.</p> <p>Relatedly, XML protocols have been published for the local law enforcement agencies that have their own crash data systems. This will allow those agencies to develop a mechanism to electronically submit their data to the MHP (state) database.</p>
<p>TR-3 Tribal Data Sharing Crash data collection and data sharing can help provide access to funding for road improvements, enforcement and education countermeasure support, and EMS deployment. Traffic Records Strategic Project (#017)</p>	<p>MHP's Colonel Tooley has been visiting each reservation working to build the government-to-government relationships that will be crucial to moving this project forward.</p> <p>Due to the requested anonymity of tribal members involved in crashes, a modified crash data capture solution will have to be reached with the tribes. Discussions surrounding this issue are on-going.</p> <p>Once tribal data is being collected, the State can help each reservation evaluate the crash data that is being captured in the system.</p>

Status (continued)

Emphasis Area: Traffic Records Management	
STRATEGY	STATUS
<p>TR-4 Safety Information Management System Development Creating an enhanced Safety Information Management System (SIMS) that extends the current Safety Management System features by accepting data from additional sources beyond crash, roadway inventory, and traffic. Traffic Records Strategic Project (#036)</p>	<p>In August 2009, MDT completed a feasibility study to evaluate alternatives for implementing a new SIMS. This study was a high-level review of our system and does not capture new technologies that have been implemented since that time.</p> <p>MDT is currently working on a business case to determine if this project can move forward at this time, and if so, what the best approach is.</p>
<p>TR-5 Addition of Model Inventory Roadway Elements (MIRE) to the Traffic Records Strategic Plan Develop and maintain a more comprehensive roadway geometrics database for the highways in Montana. Traffic Records Strategic Project (#035)</p>	<p>There has been some initial work done on a proposed process for the MIRE project, but further discussions are needed. There is some concern about getting too far into the process without having the federal guidelines in hand.</p> <p>There are approximately 180 elements and currently MDT's Data & Statistics Bureau collects about one-third of those (perhaps not in the way MIRE recommends).</p>

Traffic Records Management - Implementation Team Members

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Young Driver Crashes

Figure 7: Young Driver (under 21) Crashes and Fatal Crashes

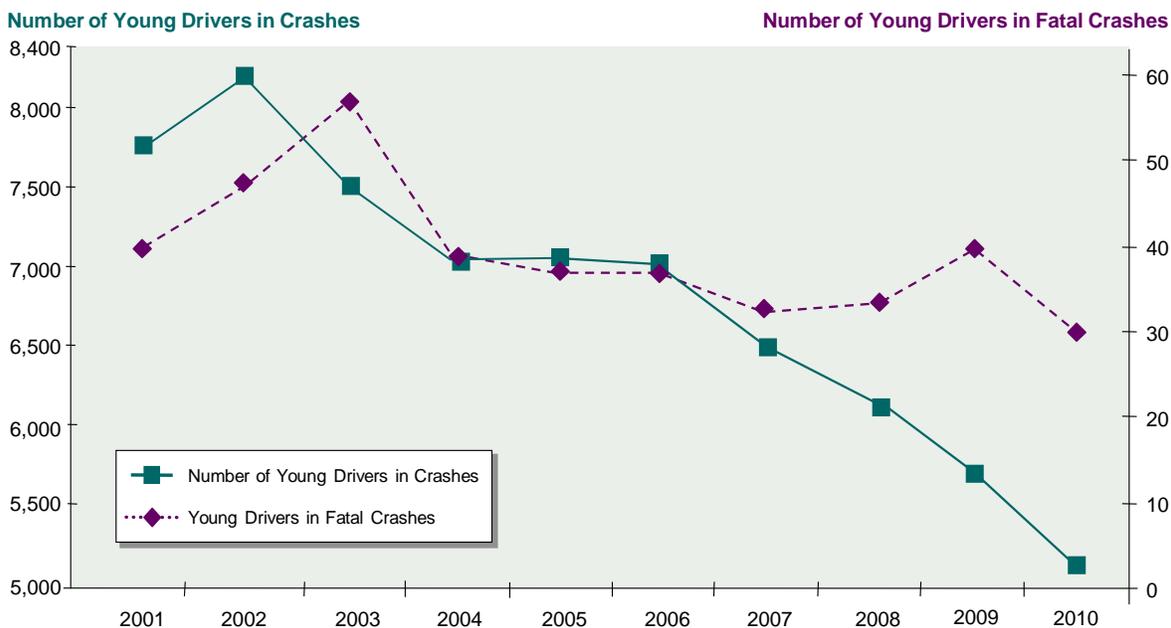


Table 10: Young Driver Crashes and Fatal Crashes

Year	Young Drivers in Crashes and Rate (per 1,000 Licenses)	Young Drivers in Fatal Crashes and Rate (per 1,000 Licenses)
2001	7,781 (121)	40 (0.62)
2002	8,224 (129)	47 (0.74)
2003	7,551 (121)	57 (0.91)
2004	7,090 (114)	39 (0.63)
2005	7,096 (117)	37 (0.61)
2006	7,080 (119)	37 (0.62)
2007	6,534 (119)	32 (0.58)
2008	6,120 (115)	33 (0.62)
2009	5,721 (111)	40 (0.77)
2010	5,146 (102)	30 (0.60)

Status

Emphasis Area: Young Driver Crashes	
STRATEGY	STATUS
<p>YD-1 Provide Tools and Incentives to Incorporate Traffic Safety Education in Elementary and Junior High Schools</p>	<p>Traffic safety education programs have been reintroduced into some elementary and middle school curriculum. Education at the younger level is important in addressing traffic safety to children before being eligible for driver education. The 2011 OPI curriculum review for Health Enhancement and Safety standards will include a discussion of K-8 traffic safety. Supplemental safety program information is used in some driver's education courses, i.e. Teens and Trucks-Share the Road program FMCSA-Motor Carriers of Montana, Montana Motorcycle Rider Safety training program, AAA KEYS2 DRIVE, Children's Hospital of Philadelphia-teendriversource.</p>
<p>YD-2 Primary Safety Belt Law/Child Passenger Safety Enact primary safety belt law</p>	<p>Assisted MT Seatbelt Coalition in efforts to educate the public on issues surrounding the passage of Primary Seatbelt Legislation through dissemination of informational materials to various stakeholders.</p> <p>The Traffic Education (TE) community continues to distribute information educating on seatbelt use. GDL requires seatbelt use for all, all publications and education promote use of seatbelts.</p>
<p>YD-3 Affordable/Accessible Drivers Education at all Schools</p>	<p>Continue to support legislative bills to increase reimbursement to schools for traffic education to 50% average costs. Work with OPI, MDT, and DOJ-MVD to explore need and funding options and put forth funding proposal.</p> <p>Board of Public Education has approved new educator licensure rules to provide additional options to become a state aproned traffic education teachers and updated the TE administrative rules. OPI is exploring new approaches to train traffic education teachers. Traffic Education curriculum updates anticipated in 2011/2012.</p> <p>Traffic Education Scholarships were funded by MDT from 2008 – 2010 for recruitment of teachers for traffic education in schools on or near reservations. The program was successful in starting driver education in Lodge Grass and Heart Butte.</p> <p>Currently, OPI is working with the AAA Foundation for Traffic Safety in a collaborative large scale evaluation of driver education. The study includes Montana, the State of Oregon, and Province of Manitoba. Study results are anticipated in 2012.</p>
<p>YD-4 Develop a Role and Strategy for Law Enforcement in GDL</p>	<p>Based on recommendations from law enforcement, OPI researched and developed a GDL education card. This ticket book-sized card will enable law enforcement to educate teens and parents and enforce GDL laws. OPI also provided the GDL updates to the citation 2010 Bond Book to assist and enable law enforcement to cite and courts can adjudicate GDL offenses properly. GDL Restrictions are included on Montana Driver Licenses.</p>

Status (continued)

Emphasis Area: Young Driver Crashes	
STRATEGY	STATUS
YD-5 Encourage Parent Involvement in Driver Education	Continue to develop and promote traffic safety materials to be used in driver education classes to educate parents and student driver of the need to provide supervised practice and enforcement of GDL laws with teen drivers. i.e. KEYS, Alive @ 25
YD-6 Distracted Driving	<p>Montana Teen Driver Safety Day is the third Tuesday in October. Information about the dangers of texting and messaging while driving are posted on OPI website.</p> <p>Western Transportation Institute (WTI) is testing the distracted and drowsy driving module of the Montana driver education curriculum with Bozeman school district students. Testing involves using "drive cams" in retrofitted automobiles to develop training for young drivers to deal effectively with distractions. Results are expected in 2011.</p>

Young Driver Crashes - Implementation Team Members

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High-Crash Corridors/High-Crash Locations

Status

Emphasis Area: High-Crash Corridors/ High-Crash Locations	
STRATEGY	STATUS
<p>HC-1 Develop Level of Service of Safety (LOSS) for all roads in Montana</p> <p>Establish qualitative safety norms for roadways by considering several contributing factors (roadway geometrics, terrain, ADT, classification of roadway, etc.).</p>	<p>A business plan to acquire necessary software has been completed. Ongoing effort to secure funding.</p> <p>Software factors will need to reflect the end users' needs and analysis to identify systematic roadway improvements.</p> <p>Once successful with identifying funding and acquiring software, it can be used to develop level of service safety (LOSS) to include prioritization of construction and reconstruction projects and identify other systematic roadway improvements. User needs for interface application need to be developed for software application.</p>
<p>HC-2 Review of Best Practices</p> <p>Implement best available engineering practices for roadway improvement such as: centerline rumble strips, edge line rumble strips/stripes, pavement markings and signing, etc., and keep current with design and engineering principles and practices in guiding documents (MUTCD, AASHTO, etc.).</p>	<p>Ongoing effort to review current and proposed changes to national standards and incorporate changes into MDT guidelines where appropriate is standard practice.</p> <p>FHWA has completed the installation of high friction slurry mix on two test sites. Installation was completed in fall of 2009. Additional time is needed to fully evaluate the effectiveness of this non-skid treatment.</p> <p>Advanced warning flashers for Traffic Signals have been installed in a number of locations. Ongoing efforts are being made to conduct a human factors research project on these types of installations.</p>
<p>HC-3 HCC Sign Evaluation</p> <p>Evaluate signage to ensure consistency throughout corridors of similar curves, speed zones, and narrow widths</p>	<p>Safety evaluation and review of high crash corridor signage began in Missoula District (2010). Chevron sign placement is determined based on speed differential.</p>
<p>HC-4 Incorporate New Technology</p> <p>Identify new technology being used in other states to identify high crash corridors</p>	<p>On-going effort to research how high crash corridors are determined in other rural states and how new technology is used as countermeasures.</p>

High-Crash Corridors/High-Crash Locations - Implementation Team Members

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Large Vehicle and Bus Crashes

Figure 8: Crashes Involving Large Vehicles and Buses

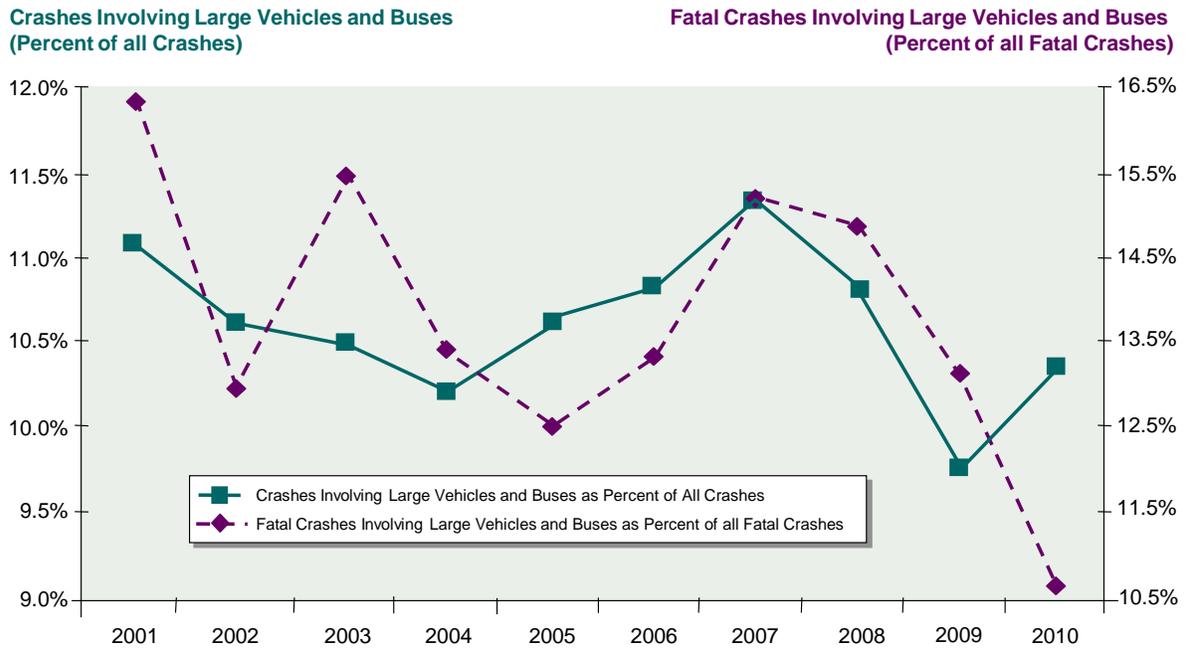


Table 11: Crashes Involving Large Vehicles and Buses

Year	Crashes Involving Large Vehicles and Buses as Percent of All crashes	Fatal Crashes Involving Large Vehicles and Buses as Percent of All Fatal Crashes
2001	2,419 (11.1%)	33 (16.4%)
2002	2,497 (10.6%)	30 (12.9%)
2003	2,432 (10.5%)	37 (15.5%)
2004	2,224 (10.2%)	28 (13.4%)
2005	2,369 (10.6%)	28 (12.5%)
2006	2,396 (10.8%)	30 (13.3%)
2007	2,491 (11.4%)	38 (15.3%)
2008	2,378 (10.8%)	31 (14.9%)
2009	2,038 (9.7%)	26 (13.1%)
2010	2,101 (10.4%)	17 (10.6%)

Table 12: Large Vehicles and Buses Involved in Crashes by Vehicle Type

Year	Cargo- Style Van	Bus	School Bus	Truck/Truck- Tractor	Motor- home	Ambulance	Fire Truck	Tow Truck	Work Construction
2001	958	70	66	1296	56	8	12	6	50
2002	1,032	76	83	1266	57	13	5	18	68
2003	920	66	68	1333	51	11	10	11	62
2004	892	65	66	1201	51	13	7	13	41
2005	930	71	80	1306	54	3	7	19	35
2006	961	78	71	1271	49	15	11	21	43
2007	1066	85	60	1275	54	13	11	15	46
2008	953	87	67	1272	51	9	16	21	62
2009	813	77	69	1091	58	18	15	10	26
2010	847	87	89	1036	65	13	14	2	50

Status

Emphasis Area: Large Vehicle and Bus Crashes	
STRATEGY	STATUS
<p>LVB-1 Increase Number of Level III Inspections Results of the Large Truck Crash Causation Study and additional state-specific accident data analysis, Montana commercial motor vehicle (CMV) crashes are up to 10 times more likely to be caused by the drivers than other factors such as weather, road conditions, or vehicle performance. Based on these findings by the FMCSA, MDT-MCS is working towards increasing its focus on drivers. By increasing the number of Level III inspections, MDT-MCS expects to have a greater reduction in CMV-related crashes, as driver issues have a higher correlation with CMV crashes.</p>	<p>Motor Carrier Services has begun the process of collecting the Inspection Selection System (ISS) score of carriers at the time of inspection for 2011.</p> <p>Inspection data will be used to track the effectiveness of screening process by comparing 2012 and 2011 roadside carrier inspections scores.</p> <p>During 2010 Motor Carrier Services and the Montana Highway Patrol completed 30,872 roadside commercial motor vehicle inspections. 58% of these inspections focused on the driver. These inspections resulted in 13.06% of the drivers inspected being placed out of service because of hours of service violations</p>
<p>LVB-2 Increase the Number of at-Risk Intrastate Carrier Investigations Performed by MCSAP Inspection Team MCSAP inspection team will increase the total number of carrier investigations, thus improving safety compliance of Montana intrastate carriers.</p>	<p>Motor Carriers Safety Assistance Program (MCSAP) establish intrastate carrier selection process based on CSA 2010 selection criteria to target at-risk carriers who fail in one or more of the seven BASIC's. The Motor Carrier and Driver BASIC (Behavioral Analysis Safety Improvement Categories) monitored by the program include: unsafe driving, fatigued driving, driver fitness, controlled substances and alcohol, vehicle maintenance, cargo-related, and crash indicator.</p> <p>MCSAP evaluates and assigns the selected carriers for CSA 2010 investigations. These investigations are completed by MCSAP inspectors throughout the State. Carriers are audited and assigned a rating with these results uploaded to Federal database and any noncompliance fines are assessed at the State and/or Federal level.</p> <p>MCSAP investigators completed 82- intrastate carrier investigations during the 2010 calendar year.</p>
<p>LVB-3 Address Jurisdictional Issues regarding School Bus crashes</p>	<p>Currently there are four different agencies responsible for school bus safety in Montana. In late 2010, Motor Carrier Services, Office of Public Instruction, the Montana Highway Patrol and the Department of Justice's Records and Driver Control met and discussed individual responsibility regarding student transportation. It was agreed these stakeholders should work together to improve the safety of Montana's student transportation system. Additional meetings are planned for 2011 to discuss roles and responsibilities of stakeholders to improve safety.</p>

Large Vehicle and Buses Crashes - Implementation Team Members

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Emergency Medical Services Delivery

Status

Emphasis Area: Emergency Medical Services Delivery	
STRATEGY	STATUS
<p>EM-1 Improve EMS Education System – Sufficient, Quality Education for EMS Personnel Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State.</p>	<p>Training of the Health Information Resource Management System (HIRMS) is being provided to local EMTs and EMS Services using the web-based LearningZen training module.</p> <p>This training module is also used to provide various distance learning education courses and conduct trainer courses.</p> <p>Workshops and WebEx sessions to educate EMS service managers are also provided.</p>
<p>EM-2 Public Access & Communications Provide for a communications system that encompasses public access to EMS, interagency communications</p>	<p>Hospital Preparedness funding was utilized to assure all hospitals have P-25 digital radios. Continuing to use funds to help EMS services obtain digital mobiles for ambulances.</p>
<p>EM-3 Preventable Mortality Study</p>	<p>In process of data collection for all trauma deaths in 2008. A panel will be convened in 2011 to review each case to review preventability. Results will be reported in 2012. A comparison of results with prior preventable mortality studies conducted in 1992 and 1998 will be done to determine if trauma mortality rates are declining.</p>
<p>EM-4 Advanced Automatic Crash Notification (AACN) Project</p>	<p>In the process of investigating options for collecting crash telemetry in identifying severe crashes before dispatching EMS and other responder resources. These options will be piloted at selected Montana sites. An evaluation will be conducted to determine recommendations for future AACN development in Montana.</p>
<p>EM-5 EMS Review and Assessment of National Research Strategies and studies for application and adoption in Montana.</p>	<p>Distribution and Evaluation of Towards Zero Deaths, (TZD), NHTSA EMS paper to determine and prioritize what strategies would be applicable and work in Montana. Work towards incorporating priorities into EMS&TS strategic plan and Comprehensive Highway Safety Plan.</p>

Emergency Medical Services Delivery - Implementation

Team Members

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Motorcycle Crashes

Figure 9: Motorcycle Crashes

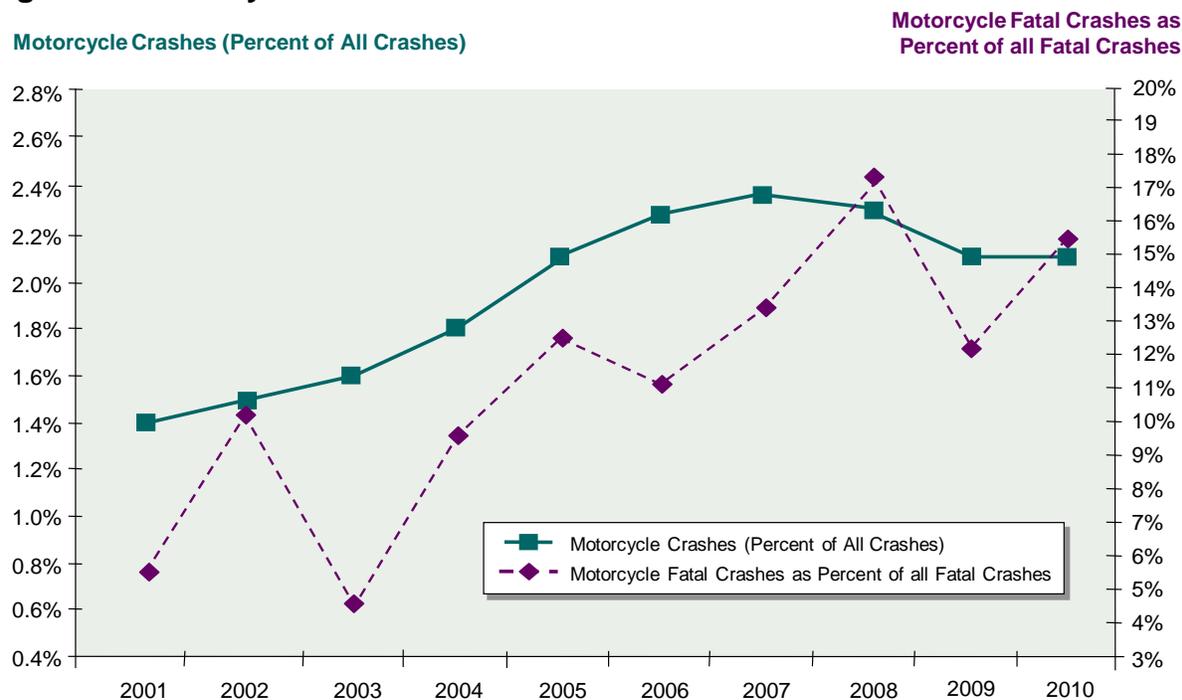


Table 13: Motorcycle Crashes

Year	Crashes	Percent of All Crashes	Fatal Crashes	Percent of all Fatal Crashes	Injury Crashes	Percent of all Injury Crashes
2001	302	1.4%	11	5.5%	236	3.8%
2002	347	1.5%	24	10.3%	251	3.9%
2003	375	1.6%	12	4.6%	314	5.0%
2004	400	1.8%	20	9.6%	325	5.4%
2005	473	2.1%	28	12.5%	362	6.0%
2006	501	2.3%	25	11.1%	402	6.4%
2007	522	2.4%	33	13.3%	424	7.1%
2008	503	2.3%	36	17.3%	370	6.4%
2009	435	2.1%	24	12.1%	333	6.4%
2010	419	2.1%	25	15.5%	330	6.6%

Status

Emphasis Area: Motorcycle Crashes	
STRATEGY	STATUS
<p>MC-1 Develop educational materials to encourage the use of proper riding gear and helmets, with additional information provided on how riders can choose the most appropriate motorcycle for their size and skill level. Information for returning riders will be addressed as well.</p>	<p>Updating <i>Ride to Live & Live to Ride</i> brochure to include information on the use of proper riding gear and helmet use, choosing the appropriate motorcycle for rider's size and skill level, and training information for new and returning riders.</p>
<p>MC-2 Cross-Cutting Partnerships Expand partnerships within the motorcycling and traffic safety stakeholder groups such as MMRS, MHP, SHTSO, retailers, alcohol industry, insurance industry and rider clubs, etc.</p>	<p>Efforts continue with partnerships established between MDT's Traffic Safety Office, MMRS, ABATE, Christian rider groups, and Law Enforcement Riders Club.</p>
<p>MC-3 Review of Best Practices Implement best available engineering practices for roadway improvement relative to motorcycles.</p>	<p>Ongoing effort as Engineering continues to incorporate best engineering practices. Facilitator continues to stay abreast of new, innovative practices.</p>
<p>MC-4 Motorcycles and Young Drivers Awareness of and need for young driver motorcycle training, restrictions, etc. and parental responsibility</p>	<p>Motorcycle safety information and MMRS driving course information included in required Driver's Education Parent meeting.</p>

Motorcycle Crashes - Implementation Team Members

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Older Driver Crashes

Figure 10: Percent of Older Drivers in Crashes

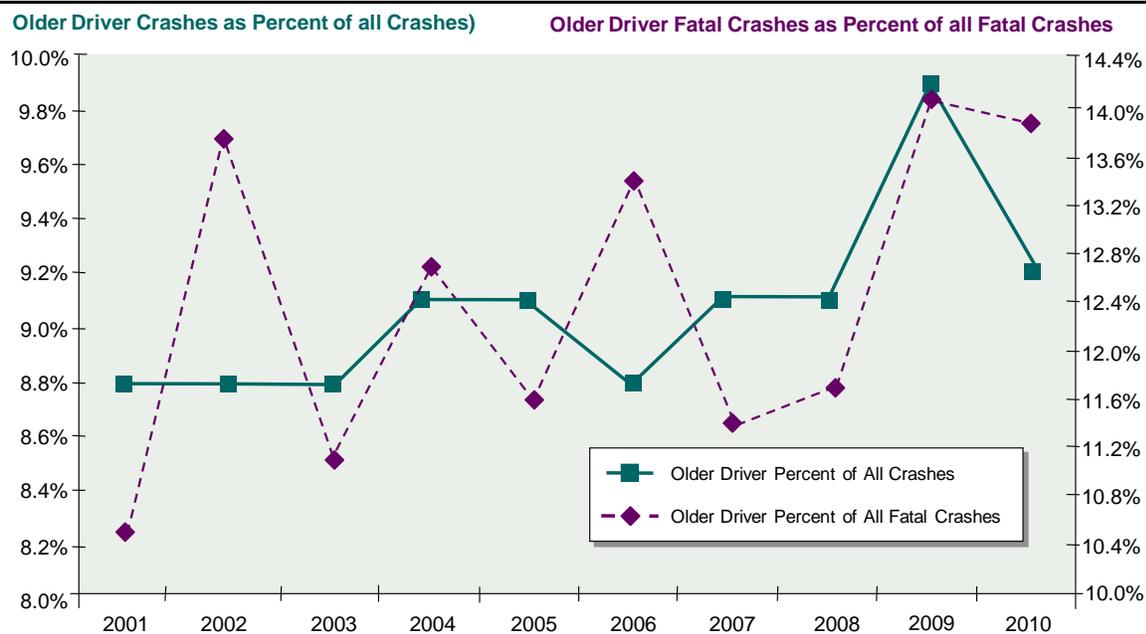


Table 14: Older Drivers Involved in Crashes

Year	65 to 74 Year Old Drivers		75 and Above Drivers	
	Crashes	Fatal Crashes	Crashes	Fatal Crashes
2001	1,566	16	1,278	15
2002	1,810	26	1,348	18
2003	1,719	20	1,361	17
2004	1,689	17	1,311	19
2005	1,682	18	1,371	17
2006	1,571	18	1,322	21
2007	1,745	27	1,211	10
2008	1,709	18	1,214	15
2009	1,830	21	1,165	16
2010	1,830	21	1,212	8

Table 15: Older Drivers Involved in Crashes as Percent of All Crashes

Year	Older Driver Crashes	Percent of All Crashes	Older Driver Fatal Crashes	Percent of Fatal Crashes
2001	2,844	8.8%	31	10.5%
2002	3,158	8.8%	44	13.8%
2003	3,080	8.8%	37	11.1%
2004	3,000	9.1%	36	12.7%
2005	3,053	9.1%	35	11.6%
2006	2,893	8.8%	39	13.4%
2007	2,956	9.1%	37	11.4%
2008	2,923	9.1%	33	11.7%
2009	2,995	9.9%	37	14.1%
2010	3,042	9.5%	29	13.9%

Status

Emphasis Area: Older Driver Crashes

STRATEGY	STATUS
<p>OD-1 Establish or Designate a Lead Agency/ Organization Responsible for Older Drivers Safety and Mobility A single agency or organization will be designated with statutory authority for programs and policies which affect or are provided to older drivers and support the safety and mobility of older adults in Montana.</p>	<p>There is no agency or organization in Montana with the responsibility to address the needs and issues of older adults with regard to transportation safety. The team recognizes that statutory authority is required for an agency to have that responsibility. The discussion about the need for a lead agency and which agency is the most appropriate to take on that role must occur at the department head level. The lead agency would provide programs and policy direction for older adult transportation safety. Agencies identified as having a possible role on this strategy are OPI, DPHHS, MDT, DOJ, AARP, and AAA.</p>
<p>OD-2 Promote Safe Driving Practices for Older Drivers Establish a centrally coordinated source of information and encourage/promote expanded availability and participation in formal courses to support and maintain the driving skills of older drivers. Provide material to older drivers and their families such as information on driving risks, assessment of driving, knowledge and capabilities, methods to adapt for changing capabilities, and safe driving strategies and avoidance of unsafe driving situations.</p>	<p>Information on public transportation options and contacts was provided to Agencies on Aging Directors in July 2010</p> <p>Older Driver informational brochures from The Hartford Company distributed to all licensing sites and presented at the 2010 Annual Examiner Training Seminar.</p> <p>Continue to maintain and update an inventory of programs, courses, and educational material currently available in Montana and nationally.</p> <p>In 2010, AARP provided 240 classes in Montana with over 3600 participants. Additionally, there were 351 participants that took the on-line course in Montana in 2010. Both AARP and AAA Mountain West are planning CarFit training for coordinators and technicians in fall 2011.</p> <p>Will be providing informational displays at the upcoming 2011 Governor's Conference on Aging both in Billings and Havre.</p> <p>Development is underway for older driver educational materials on commonly asked questions and answers.</p>
<p>OD- 3 Provide Public Information About Transportation Alternatives/Mobility Options Review public information and education programs currently being provided relevant to public transportation and alternative transportation services to support the mobility of older adults. Identify mechanisms and opportunities to improve the quality of this information and its dissemination.</p>	<p>The MDT-Transit Section is currently updating the public transit information website and brochure, in collaboration with DPHHS, as a result of feedback received at the March 2010 Transportation Summit. http://www.mdt.mt.gov/travinfo/public_trans.shtml will include individual local websites, contact information, schedules and routes, and current information from the Statewide Transit Plan, etc.</p> <p>Efforts are currently underway to include local taxi company information as an alternative transportation mode for seniors on the website as well.</p>

Status (continued)

Emphasis Area: Older Driver Crashes	
STRATEGY	STATUS
OD-4 Encourage Expansion and Availability of Transportation Services Encourage/promote the expansion of transit services within Montana to meet the needs of older drivers and senior citizens who need public or specialized transportation services to be mobile.	Support MDT Transit Section in the implementation of the 2011 Statewide Transit Plan to identify transit needs of older drivers and senior citizens; and also help to identify and prioritize areas/communities that should be considered for the expansion of services. MDT and DPHHS have coordinated and held 3 Transit Summits to bring people together to discuss public awareness, coordination of services, and options for coordination relative to funding within State agencies, public and private providers, and non-profit agencies. A forth Transit Summit is planned for Aug 2011.

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