

CHSP Strategy Number	Comprehensive Highway Safety Plan Strategy Description
Emphasis Area: Safety Belt Use	
Strategy SB-2	Primary Safety Belt Law/Child Passenger Safety. Enact primary safety belt enforcement law. Specific action items to support a legislative initiative were developed by Action Team.
Strategy SB-5	Targeted Education/Enforcement in Low Belt Use Locations/Population Groups. Identify and target enforcement and education to low belt use locations/corridors with a high incidence of unbelted fatal and injury crashes and population groups.
Strategy SB-6	Incentive Programs. Establish incentive programs for safety belt use. Rewards include cash, coupons for merchandise or food, T-shirts, and raffle tickets.
Emphasis Area: Alcohol & Drug Impaired Driving	
Strategy AL-4	Stronger Penalties for BAC Test Refusal Including Consistency Between Jurisdictions and State. Establish stronger penalties for BAC test refusal than for test failure. Current penalty for 1 st refusal is 6 month mandatory license suspension.
Strategy AL-8	Monitoring of DUI offenders. Monitor all convicted DWI offenders closely. Develop an Impaired Driver Tracking System including data on all DWI offenders' actions in the criminal justice, drivers licensing and treatment systems. – as it applies to all drivers including commercial motor vehicle drivers.
Strategy AL-15	Add Notice onto CMV License for any Incidence of Failed Drug/Alcohol/DUI Test. Develop mechanism and process to be implemented that will identify to potential employers any incidence of failed drug/alcohol or DUI testing of applicant both in Montana and outside the State.
Emphasis Area: Native Americans	
Strategy NA-2	Systems/Policies to Support Data Sharing among Tribal, State, Local Entities. Facilitate procedures, systems, and policies to support sharing and utilization of crash data among state, local, and tribal entities. Incorporate tribal data into statewide databases.
Strategy NA-3	Cross-Deputization of Law Enforcement among Tribal, State, Local Entities. Develop sample agreements/policies to support cross-deputization of law enforcement among state, local, and entities. This will need to be addressed by the individual Tribal Governments for each tribe. Note: This will require an individual tribal team to be established by each tribe to address and consider this initiative.
Strategy NA-6	Encourage adoption of Tribal Traffic Codes by all tribes. Encourage all tribes to implement uniform traffic statutes that incorporate tribal statutes that are comparable with the Montana state statutes governing DUI, Per Se violations, and the suspension of driving privileges upon conviction or for refusal to comply with the Montana implied consent law. Note: This will require an individual tribal team to be established by each tribe to address and consider this initiative.
Strategy NA-13	POST Credits for Tribal and BIA Officers Through Consideration of Tribal/MHP Agreements. Improve communication with Police Officers Standards and Training (POST) so that Tribal and BIA officers receive Montana POST credits for their training.
Strategy NA-11/15	Comprehensive Safety Plans for Each Reservation Incorporating or being led by DUI Task Forces. Encourage all reservations to develop their own comprehensive safety plan to strengthen traffic safety coordination on the reservations and improve ability to access grant funds.
Emphasis Area: Single Vehicle Run-off-the-Road Crashes	
Strategy HC-1/HC-2	Review Guidelines for Pavement and Shoulder Widths/Review side Slopes. Review guidelines/design standards for pavement and shoulder widths on reconstruction projects on state-maintained highways with speed limits greater than 45 mph. Provides recovery area and allows installation of rumble strips, safety for bikers/joggers, and reduction in run-off-the-road crashes. (MDT Engineering suggestion) Review design standards for side slopes to allow for better recovery and less chance of rollover. Review side slopes on reconstruction and slope flattening projects on state-maintained highways.
Strategy HC-4/HC-5	Six-Inch Pavement Markings/Longer-lasting pavement markings. Develop guidelines (that consider functional classification, ADT, crash history, etc.) for application of six-inch pavement markings that will increase roadway delineation. (MDT Engineering suggestion) Apply longer-lasting pavement markings that better withstand anti-icing, sanding, deicing, and snow plowing. Research project has been recommended.
Strategy LD-1	Comprehensive, Multiagency Policy in High-Incidence Locations. Develop a comprehensive, multidisciplinary, multiagency policy for addressing areas with a high incidence of lane departure crashes to be implemented during 3R projects, new construction, and during routine maintenance. The policy should address lane width, pavement marking, etc. by facility type. The safety features also should be implemented in areas not identified as "high-accident locations and corridors" as other issues, e.g., "maintenance, restoration, etc. are being addressed.
Strategy LD-6	Targeted Public Awareness Campaigns Re: Single Vehicle ROR Crashes in Montana. Conduct targeted public awareness campaigns to publicize the unique issue of single-vehicle ROR crashes in Montana and their contributing factors, including dangers of cruise control.
Emphasis Area: Traffic Records Management	
Strategy DM-1	Implement Action Plan in TRSP. Implement Action Plan recommended in new Traffic Records Strategic Plan. Facilitate support and cooperation necessary to submit grant application to NHTSA to fund implementation of Traffic Records Strategic Plan. Ensure that the policy and funding support necessary are available to implement Traffic Records Strategic Plan.
Strategy DM-2	Electronic Data Capture. Electronic data capture. An initial program could be established by MDT with an agreement with MHP. MDT could buy the equipment and provide training. Perhaps a university or community college would want to take on this task – provide equipment installation, training, and on call technical assistance. Negotiations should begin with the largest police departments. Perhaps a goal of 85% electronic data capture over a couple of years. Ultimately, MHP could presumably take over the program and provide maintenance since all their personnel would be trained and out in the field anyway.
Strategy DM-3	Data Warehouse. A data warehouse or linkage of some sort to provide "one stop shopping" so everyone knows where the data are. Then develop a program for local access by the MPOs, PDs, and others who would need access to the data to define their own problems and program their investments where the most serious safety problems exist. This would presumably necessitate MDT providing training on how to access and analyze the data. A community college or university might be available that has this capability.
Strategy DM-4	Tribal Data Sharing. Keep working with the tribes to get 100% agreements in place to share crash data (without personal identifiers if need be). The agreements could be between MHP and the tribal police, MDT, or whomever. Even if they could get location, severity, and contributing factors, it would help a lot. This would entail first of all a "marketing program." Crash data collection and data sharing can be linked with access to funding for road improvements, enforcement and education countermeasure support, and EMS deployment. The tribes might feel differently about sharing data if they understood that their people don't need to die in traffic crashes. A key element to all this is a continuing partnership.
Emphasis Area: Young Drivers	

Strategy YD-9	Provide Tools and Incentives to Incorporate Traffic Safety Education in Elementary and Junior High Schools. Reintroduce traffic safety education programs back into elementary and junior H.S. curriculum. Junior high is important as it addresses the kids before they are even eligible for driver education.
Strategy YD-10	Primary Safety Belt Law/Child Passenger Safety. Enact primary safety belt law.
Strategy YD-14	Affordable/Accessible Drivers Education at all Schools.
Strategy YD-16	Develop a Role and Strategy for Law Enforcement in GDL.
Emphasis Area: High Crash Corridors/High Crash Locations	
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Strategy HC-8	Road Safety Audits. Evaluate procedures utilized for road safety audits and revise procedures for future audits to provide MDT, law enforcement, and other stakeholders with best possible information to implement safety improvements/enhancements.
Strategy HC-11	ITS Technologies. Explore the use of, and implement, ITS technologies to enhance highway traffic safety.
Strategy HC-12	Proactive Safety Efforts. Develop guidelines that will allow MDT to proactively and rapidly rather than reactively implement quick turn-around safety betterments. <ul style="list-style-type: none"> • Reduce and mitigate the consequences of crashes, injury crashes and fatal crashes on high-risk rural roads. • Reduce and mitigate the potential for crashes at rail/highway intersections.
Emphasis Area: Truck Crashes	
Strategy TC-1	Survey Motor Carrier Industry to Develop Training Program. Survey Montana's commercial motor carrier industry and other individual and group "truck" stakeholders to learn what no cost MDT-provided safety training is desired and how to most effectively provide the desired training. Develop a statewide safety training program based on survey results and begin providing training statewide during spring 2008.
Strategy TC-2	CVSA Safety Inspection Certification. Improve truck enforcement by reducing the average time needed for an MCS Officer to attain Commercial Vehicle Safety Alliance (CVSA) safety inspection certification from 24 to 12 months.
Strategy TC-3	CVSA Safety Compliance Certification. Improve truck enforcement by reducing the average time needed for a Motor Carrier Safety Assistance Program (MCSAP) inspector to attain Commercial Vehicle Safety Alliance (CVSA), safety compliance review and safety audit certification from 24 to 16 months.
Strategy TC-4	Train New Commercial Carriers. Train new commercial carriers to comply with state and Federal safety laws and regulations. Professionally evaluate the benefits of training provided over a five-year period. Report evaluation findings.
Emphasis Area: Emergency Medical Services Delivery	
Strategy EM-1	System Component – Infrastructure. Develop and implement an EMS System Plan. Provide legislation and regulation to adequately support the EMS System.
Strategy EM-2	System Component – Human Resources. Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State.
Strategy EM-3	System Component – Education System. Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State.
Strategy EM-4	System Component – EMS Services. Ensure that Emergency Medical Services personnel and equipment are delivered to the scene in a safe and timely manner; and, as necessary, patients are transported at an appropriate level of care to and between appropriate facilities
Strategy EM-5	System Component – Communications. Provide for a communications system that encompasses public access to EMS, interagency communications, medical control, and coordination of resources.
Strategy EM-6	System Component – Public Education and Information. Increase public awareness of the role of Emergency Medical Services, the appropriate means to access and utilize the system, and effective ways to prevent injury and acute illness.
Strategy EM-7	System Component – Injury Prevention. Increase public awareness of the role of Emergency Medical Services, the appropriate means to access and utilize the system, and effective ways to prevent injury and acute illness.
Strategy EM-8	System Component – Trauma System and Facilities. Provide a quality, effective system of trauma care and injury prevention integrated with the overall EMS system. Assure that patient needs are identified early and transfer to an appropriate level of care is accomplished in a timely manner. Evaluate how to facilitate better integration of the EMS and trauma systems.
Strategy EM-9	System Component – Information System. Provide for a comprehensive data collection and information systems to enable system evaluation and performance improvement.
Emphasis Area: Urban Area Crashes	
Emphasis Area: Motorcycle Crashes	
Emphasis Area: Older Driver Crashes	