

State Health Improvement Plan: Motor Vehicle Crashes Workgroup

Meeting Minutes: Tuesday, May 21, 2019, 1:00-2:30 PM, via GoToMeeting

Workgroup Lead:

Maureen Ward, DPHHS PHSD Injury Prevention Program

Workgroup Facilitator:

Anna Bradley, DPHHS PHSIO Plans Coordinator

Workgroup Members Present:

- Tracie Kiesel, Buckle Up Program: Lewis & Clark County
- Jordan Vandjelovic, Billings Area IHS
- Wendy Olson Hansen, Buckle Up Program: Flathead County
- Lonie Hutchison, Buckle Up Program: Missoula County
- Cindia Ellis, oneHealth
- Lora Wier, Montana Public Health Association
- Mark Keefe, Dept of Transportation, State Highway Traffic Safety Section
- Kevin Dusko, Dept of Transportation, State Highway Traffic Safety Section
- Shelia Cozzie, Dept of Transportation, State Highway Traffic Safety Section
- Janet Kenny, Dept of Transportation, State Highway Traffic Safety Section
- Hannah Yang, Dept of Public Health and Human Services, EMS/Trauma Section
- Alyssa Johnson, Dept of Public Health and Human Services, EMS/Trauma Section
- Tracy Moseman, Office of Public Instruction
- Chibuzor Abasilim, Rocky Mountain Tribal Epidemiology Center

Discuss workgroup purpose

1:05 to 1:15 PM

Anna Bradley reviewed the agenda for today's call, and then provided information about the development of the State Health Assessment (SHA) and State Health Improvement Plan (SHIP). The SHA is a state-level community health assessment that utilizes data collected in 2017 from national, state, and local sources. Locals Community Health Assessments (CHAs) and Community Health Needs Assessments (CHNAs) were also used, which represented 54 of 56 counties and 3 tribal health departments. Findings from the SHA were shared at 12 meetings and conferences across Montana to collect feedback on the content and data in the assessment.

The State Health Improvement Plan contains what were ranked as the top five health concerns in Montana, selected by a steering committee known as the State Health Improvement Coalition. The SHIP was shared in tribal consultations and underwent a public feedback period.

Both documents can be accessed at <https://dphhs.mt.gov/ahealthiermontana>.

The State Health Improvement Coalition is a subcommittee of the Public Health System Improvement Task Force, which has 14 members appointed by the Director of DPHHS to ensure implementation of the SHIP and provide input on and contribute to the improvement of the public

health system in Montana. The State Health Improvement Coalition consists of an additional 12 members. The four priority area workgroups are subcommittees of the State Health Improvement Coalition, containing subject matter experts to guide implementation and regular updates of the SHIP.

Public Health System Improvement Task Force (14 members appointment by Director of DPHHS)

State Health Improvement Coalition
(A subcommittee of the PHSITF with an additional 12 members)

Behavioral
Health

Chronic Disease
Prevention and
Self-Management

Motor Vehicle
Crashes

Healthy
Mothers, Babies,
and Youth/ACEs

The purpose of the workgroup is to:

- Promote alignment of resources and activities to improve the health of Montanans and promote strong partnerships;
- Provide recommendations to the State Health Improvement Coalition on what, if anything, to edit during annual SHIP updates; and
- Collaboratively implement a shared workplan.

Workgroups members provided feedback on what they would like to get out of the workgroup, which included:

- Prevent duplication of efforts and partnerships already underway at the Montana Department of Transportation
- Avoid meeting for the sake of meeting, as many people are involved with the implementation groups working on the [Comprehensive Highway Safety Plan](#) already, such as Occupant Protection and Impaired Driving

Discuss workgroup structure

1:15 to 1:25 PM

Maureen Ward led a conversation about the existing workgroups in MDT and proposed a meeting schedule for the workgroup.

- Many people in the DPHHS EMS and Trauma section sit on existing workgroups at MDT for the implementation of the Comprehensive Highway Safety Plan (CHSP)
- The intention of the SHIP is to be complementary to the work already being done by MDT and investigate how a wider net of public health partners can play an intentional role in what is already happening
- The outcome measures, goals, and strategies in the SHIP are directly linked in many ways with the CHSP

- Propose meeting only three to four times a year in order to effectively address the various strategies in the plan, and members can think about how many representatives from their organizations need to attend. Maureen can act as a liaison between the existing MDT workgroups, which she will be attending, and the SHIP workgroup, to ensure information flows between the two.
- Inclusion of MDT in the data collection and analysis process, not just program implementation, will be an important piece of the group's success.
- The SHIP states our goals, what we are currently working on, and will allow for conversation from the public health perspective on what we can do to provide additional resources to complement existing work so that we can maximize our effectiveness.

Workgroup member feedback included:

- Part of the work the group will be doing is comparing the commonalities and find areas where both plans can align and explore a little further
- Existing Native American traffic safety program called Safe On All Roads (SOAR), which has coordinators in every tribal community—avoid duplication in communities
- The SHIP is designed to be a collaboratively-owned document that recognizes organizations and agencies across the state have an impact on the health of our communities, and these workgroups will hopefully provide an opportunity for learning, networking, and building awareness of current work and opportunities for future work.
- The strategies in the SHIP don't intend to reflect new programs being considered for development, but rather to describe what organizations and groups across the state are already doing so that we can have conversations about ways we might be able to work together or combine efforts.

Discussion ended with an emphasis on the importance of collaborative work and avoiding duplication. Motor Vehicle Crashes has been identified in two of the state's top planning documents as a major issue. Workgroup members are encouraged to reach out with feedback at any time with recommendations on how the group can improve in its efforts.

Workplan review

1:25 PM to 2:20 PM

Anna Bradley described the SHIP as a "living document" meant to be updated as we move forward. One of the goals of the group is to provide meaningful feedback on the content of the plan, such as the objectives and strategies.

Recommendations for improving the document:

- Add page numbers
- Add resources as hyperlinks, like the Comprehensive Highway Safety Plan (CHSP)
- Agreement that adding additional context as to how individual members are approaching the strategies they say are being implemented by their organizations would be useful for the group. Maureen Ward will review existing MDT CHSP updates to reduce reporting burden on MDT members.

Workgroup goal

Group consensus to recommend updating the goal to read: “Prevent deaths and traumatic injuries due to motor vehicle crashes (MVCs) by mitigating the pre-crash, during crash, and post-crash factors among Montanans overall and among American Indians.”

- Previous language stated “serious traumatic injuries,” and Pam Langve-Davis had recommended an updated to “suspected serious injuries.”
- Discussion on the specific definition of “suspected serious injuries,” as it isn’t a term used in IHS datasets. IHS doesn’t differentiate between serious and not serious injuries.
 - “Suspected serious injuries” is language from federal highways and NHTSA, update from the past: incapacitating injury, but they’ve updated it to suspected serious injury on the crash reports. Law enforcement isn’t trained to make that assessment as an EMT would be. They changed the name in the column, and it is at the discretion of the officers at the crash scene to use that.
- If we aren’t confident that we are getting at serious injuries, we can add submetrics related to hospitalizations and ED visits. You know the injury was serious enough to cause a hospital admission. You can know what the main cause of the admission was, and that’s a way to know how serious the injuries were.
- Using “serious suspected injuries” might be encouraging us to set a definition for something that is subjective and could result in us starting to measure something slightly differently or be confusing to other perspectives.
- We should keep the goal from sounding too prescriptive. It would allow for the inclusion of more datasets.
- It’s important to include the word “traumatic.”

Workgroup objectives

Objective #1: Decrease age-adjusted mortality rate due to MVCs

- Add morbidity submetrics specific to hospitalization and ED admission to monitor serious injuries, as stated in the goal of the workgroup
- The target of 12 deaths per 100,000 people is the Healthy People 2020 goal

Objective #4: Decrease the proportion of MVC fatalities that involve impaired drivers

- Should this say alcohol-impaired drivers? FARS typically looks at alcohol involved, as opposed to general impairment, which involves everything else.
- This is a good opportunity to think about looking at just alcohol or alcohol and drug involved, we could look at each type of impairment if we wanted to.
- Hannah can work with Kevin Dusko and Mark Keefe on the recommendation for this metric.

Workgroup members

Discussion on missing members—the goal is not to recreate partnerships where they already exist through other means, like the CHSP groups.

- Dept of Justice MT Highway Patrol and Information Technology Services Division works extensively with Kevin Dusko’s group at MDT, as well as MDT’s Traffic Records Coordinating Committee, and communication with them can be run through existing MDT groups
- Add Tracie Kiesel, Buckle Up Program Coordinator in Lewis & Clark County
- Add Kira Huck from the Montana Safe Kids Coalition in Missoula

- Lonie Hutchison will be retiring August 30th and will make sure her replacement is aware of the workgroup
- Identify which of the Buckle Up Coordinators also sit on their county DUI Task Force—would appreciate both perspectives.

Workgroup strategies

Reviewed and approved recommending wording updates in the following strategies:

- Promote MDT's CHSP's Vision Zero: zero deaths and zero serious injuries on Montana roadways
- Support efforts of MDT SOAR program, which focuses on reducing American Indian traffic fatalities and serious injuries
- Support improved surveillance of Motor Vehicle Crashes through data linkages
- Support efforts of the MDT Teen Peer-to-Peer Traffic Safety program and campaigns
- Support increasing age requirements on child passenger restraints from aged 5 years to 8 years
- Support increasing age requirements for graduated licensing learners permit from aged 14 years to 16 years
- Support increasing age requirements for graduated licensing unrestricted license from aged 16 years and 6 months to 18 years
- Encourage the use of alcohol and drug monitoring, such as the 24/7 Program, for DUI offenders.

Anna and Maureen will reach out to Kira Huck about defining what the strategy “Encourage community design and policies that keep all road users safe” means by “design” and “policies.”

Action steps:

- Anna will set a meeting date for September 2019
- Workgroup members will update the workplan to include the ways in which they are addressing the strategies in their organization to provide a more complete picture
 - Maureen will take the lead on including MDT work based on CHSP updates already developed by Pam Langve-Davis
 - Send the updates to Anna, who will compile into one workplan document
- Maureen will coordinate with Hannah to lead the conversation about updating the metrics:
 - Update metric for fatalities related to impairment (alcohol vs general impairment)
 - Include morbidity metrics to get at traumatic injuries from hospital admission and ED data
- Anna will send new members the survey link to start to include their work in the workplan
 - Four Buckle Up Program Coordinators (Wendy, Mary Kay, Tracie, and Lonie)
 - Kira Huck, Safe Kids Coalition