

Bozeman Community Transportation Safety Plan Meeting #2

presented to

Transportation Safety Advisory Committee

presented by

Cambridge Systematics, Inc.

Audrey Wennink

November 27, 2012

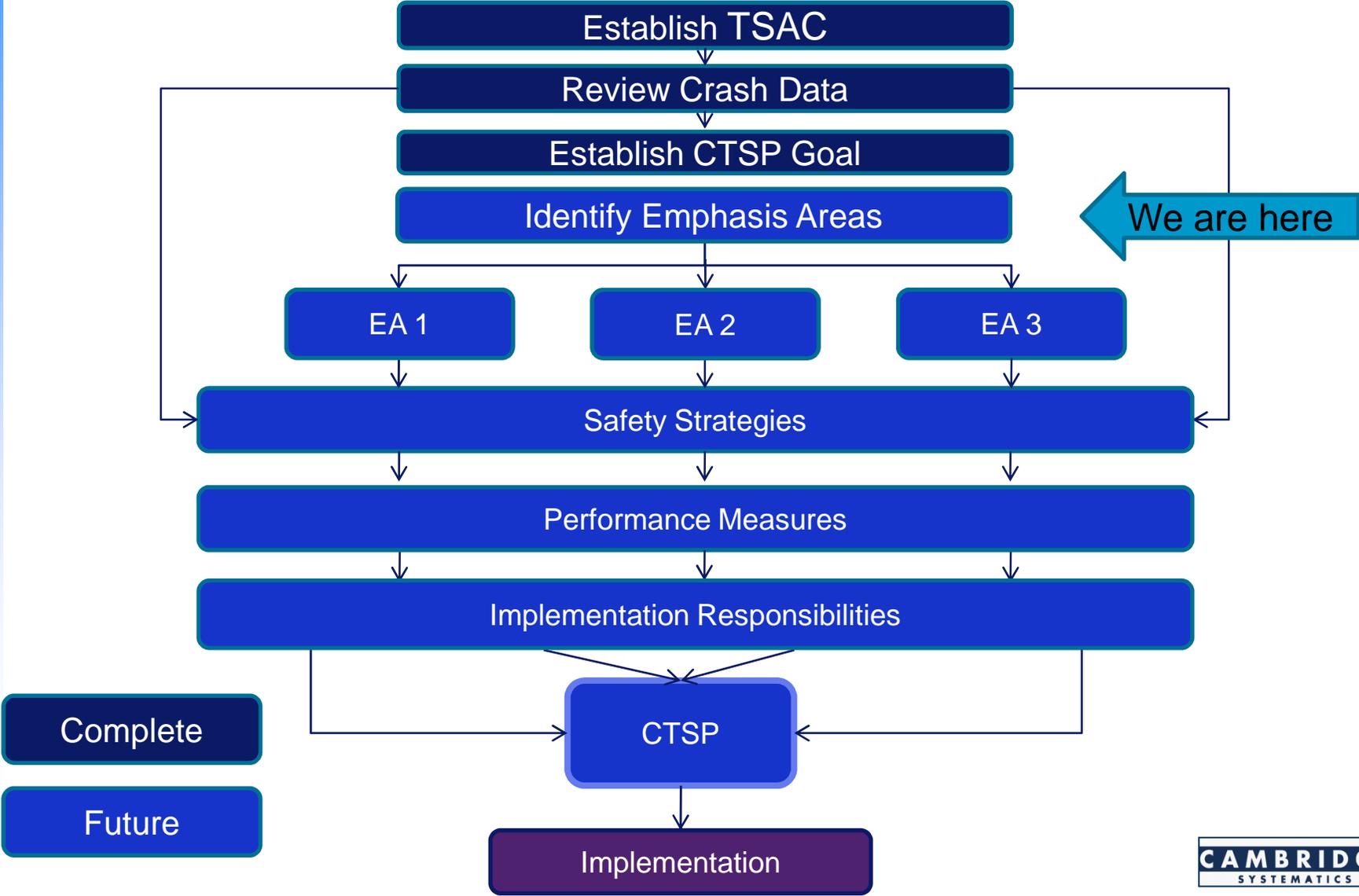


Agenda

- **Planning Process**
- **TSAC Vision and CTSP Goal**
- **Crash Data Overview**
- **Emphasis Area Selection**
- **Safety Summit Planning**
- **Existing Strategies**



Plan Development Process



Work Plan and Timeline

Kickoff Meeting	October 16, 2012
Select Emphasis Areas	November 27, 2012
Plan Safety Summit/Existing Safety Programs	January 2013
Safety Summit	February 2013
Draft Plan	March 2013
Final Plan	April 2013



Plan Website

<http://www.mdt.mt.gov/pubinvolve/bozemanctsp/>

- Plan Focus
- Schedule
- Presentations
- Other Resources

The screenshot shows the website for the Bozeman Community Transportation Safety Plan. At the top, there is a navigation bar with the Montana Department of Transportation logo and menu items: About MDT, Traveler Information, Public Involvement, Doing Business, Publications, and Search/Index. The main content area is titled "Bozeman Community Transportation Safety Plan" and includes a sub-section "Community Transportation Safety Plan" with links for Plan Focus, Schedule, FAQs, Documents, Public Involvement, and Related Links. Below this is a "Local Plan Contact" section for Rick Hixson, City Engineer, with contact information and an email link. There is also an "Other Contacts" section listing Pam Langve-Davis (MDT Statewide and Urban Planner), Audrey Wennink (Cambridge Systematics Senior Analyst), and Sam Lawton (Cambridge Systematics Project Manager), each with contact information and an email link. The right side of the page features a "Plan Focus" section with a photograph of a city street and text explaining the project's goals and the role of Cambridge Systematics.



TSAC Vision

All travelers arrive
safely at their
destinations

Bozeman CTSP Goal

Reduce fatalities and injuries by 25 percent between 2013 and 2018, from 213 to 160 fatalities and injuries.

CTSP Goal Calculation

	<u>Fatality</u>	<u>Incapacitating Injury</u>	<u>Non-Incapacitating Injury</u>	<u>Other Injury</u>	<u>TOTAL</u>
2009	1	7	36	156	200
2010	2	7	58	148	215
2011	1	5	50	169	225
3 Year Average	1	6	48	158	213

Source: MDT Safety Management System

**Three Year
Average 2009-2011**

213 fatalities
and injuries



Goal 2018

160 fatalities and
injuries

What is an “Emphasis Area?”

- **A priority safety issue for Bozeman based on data and community input**
- **A safety issue for which community focus and resources will be applied with the intention of improving transportation safety and achieving the goal(s) of the CTSP**
- **Emphasis Areas can change over time – to reflect progress and changing conditions or needs**

Selection of Emphasis Areas

- **Impact** – Where can the biggest impact be made? Will strategies in this area significantly reduce the number of fatalities and serious injuries?
- **Data Availability** – Are there enough reliable data available to accurately identify, prioritize, and articulate the problem?
- **Cost** – Is the cost to implement effective strategies in this area prohibitive? Do we have the resources (people, technical expertise, and/or funding) needed to address the problem?

Selection of Emphasis Areas

Consider . . .

- Loss of Life – What is the extent of loss of life related to this emphasis area?
- Serious Injuries – What is the extent of serious injuries related to this emphasis area?
- Where have there been significant increases in the last several years?
- Where has the level of fatalities and injuries reached a plateau?

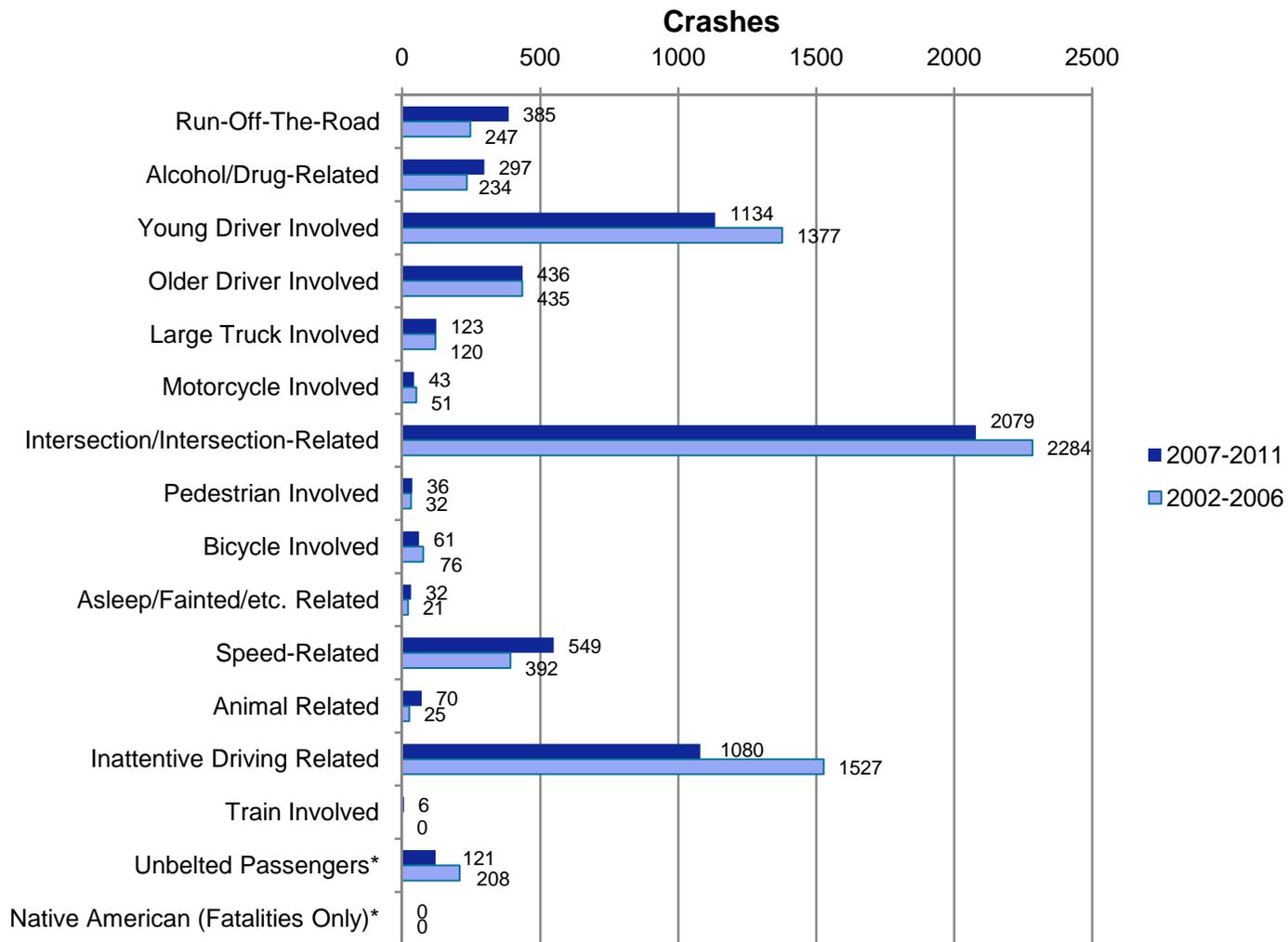
Selection of Emphasis Areas

● Feasibility

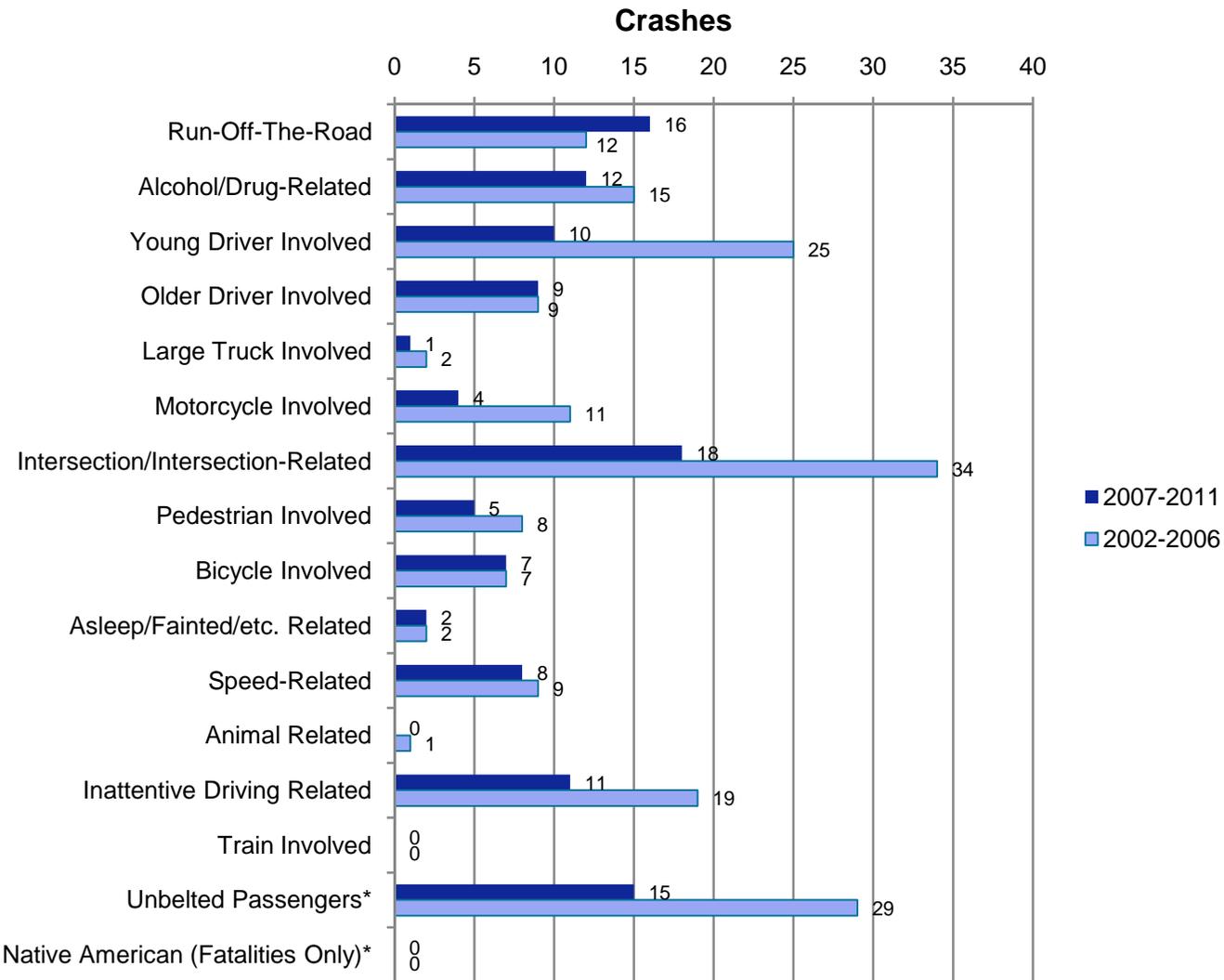
- » What can realistically be accomplished over the next 3 to 5 years?
- » Are there enough resources and tools?
- » Will the TSAC have safety stakeholder support?
- » Do safety stakeholders have the necessary technical expertise?
- » Will there be public support?



All Crashes by Emphasis Area



Fatal and Incapacitating Injury Crashes by Emphasis Area



Young Drivers (Age 16 to 24)

Drivers By Age	Age		
	SEVERE Injury Crashes	NON-SEVERE Injury Crashes	Property Damage Only Crashes
	2007-2011	2007-2011	2007-2011
14 YRS AND UNDER		15	9
15 - 17 YRS	4	76	228
18 - 20 YRS	8	218	708
21 - 24 YRS	1	60	150
TOTAL	13	369	1,095

Drivers By Sobriety	Impairment		
	SEVERE Injury Crashes	NON-SEVERE Injury Crashes	Property Damage Only Crashes
	2007-2011	2007-2011	2007-2011
NO ALCOHOL OR DRUGS PRESENT	22	555	1586
YES ALCOHOL AND/OR DRUGS PRESENT		24	35
NOT REPORTED	1	3	9
UNKNOWN		3	5
NOT STATED			12
TOTAL	23	585	1,647

Young Drivers (Age 16-24)

Type of Roadway

Crashes By Roadway Functional Classification	SEVERE Injury Crashes	NON-SEVERE Injury Crashes	Property Damage Only Crashes
	2007-2011	2007-2011	2007-2011
INTERSTATE		10	30
US HIGHWAY	1	66	152
STATE HIGHWAY	1	7	14
COUNTY ROADS			
LOCAL STREET	8	196	649
TOTAL	10	279	845

Safety Belt Use

Occupant Protection	SEVERE Injuries	NON-SEVERE Injuries
	2007-2011	2007-2011
PROPER USE	5	280
NO OR IMPROPER USE	1	49
HELMET USED	2	3
USE UNKNOWN		18
NON-MOTORIST	2	23
TOTAL	10	373

Intersections – Traffic Controls

Crashes By Traffic Controls	SEVERE Injury Crashes	NON-SEVERE Injury Crashes	Property Damage Only Crashes
	2007-2011	2007-2011	2007-2011
NONE	8	126	430
TRAFFIC SIGNALS	7	260	601
SIGNALS NOT WORKING			
SIGNALS FLASHING FLASHER		2	
FLASHER NOT WORKING			
STOP SIGN	3	141	461
YIELD SIGN		2	7
RAILROAD SIGNAL			
RAILROAD SIGNALS NOT WORKING			
RAILROAD GATES			4
RAILROAD GATES NOT WORKING			
RR X-BUCK			
SIGNS & PAVEMARK		5	4
TRAFFIC SIGNS			3
PAVEMENT MARKINGS		3	3
TRAFFIC CONTROL DOWN/MISSING			1
NO PASSING ZONE			
NO SIGNS, NO PAVEMARK			2
OTHER		1	5
TOTAL	18	540	1521

Source: MDT-Safety Management System 2012

Intersections – Driver Contributing Circumstances

Contributing Circumstances Involving Driver	SEVERE Injury Crashes	NON-SEVERE Injury Crashes	Property Damage Only Crashes
	2007-2011	2007-2011	2007-2011
NONE	16	552	1453
OTHER*(DRIVER)	3	20	52
DRUGS	1	16	16
ALCOHOL	2	40	56
FAILED TO YIELD RIGHT OF WAY	7	191	505
DISREGARDED TRAFFIC SIGNS		74	171
EXCEEDED STATED SPEED LIMIT	1	12	9
TOO FAST FOR CONDITIONS		58	247
MADE AN IMPROPER TURN		7	50
WRONG SIDE OR WRONG WAY	1	9	7
FOLLOWED TOO CLOSELY	3	35	81
IMPROPER LANE CHANGE		2	21
IMPROPER BACKING OPERATION			10
IMPROPER PASSING		3	11
IMPROPER SIGNALS			1
IMPROPER PARKING			2
FELL ASLEEP, FAINTED ETC.	1	4	4
LIC. REST. NOT COMPLIED		1	2
INATTENTIVE DRIVING	10	186	493
CELL PHONE		6	7
CARELESS DRIVING	6	200	460
NOT STATED			
TOTAL	51	1416	3658

NOTE: There may be 0-5 contributing circumstances identified per vehicle.

Source: MDT-Safety Management System 2012

Safety Belt Use by Age

Injuries By Age	SEVERE Injuries	NON-SEVERE Injuries	SEVERE Injuries	NON-SEVERE Injuries
	PROPER USE	PROPER USE	NO or IMPROPER USE	NO or IMPROPER USE
0 - 14 YRS	3	56	1	11
15 - 19 YRS	9	120	2	33
20 - 24 YRS	11	187	5	43
25 - 34 YRS	9	194	4	39
35 - 44 YRS	2	120		17
45 - 54 YRS	4	131	3	13
55 - 64 YRS	8	91	2	10
65+ YRS	11	78		5
NOT STATED		10		5
TOTAL	57	987	17	176

Source: MDT-Safety Management System 2012

Safety Belt Use by Roadway Type

Crashes By Roadway Functional Classification	SEVERE Injuries	NON-SEVERE Injuries	SEVERE Injuries	NON-SEVERE Injuries
	PROPER USE	PROPER USE	NO or IMPROPER USE	NO or IMPROPER USE
INTERSTATE	6	47	4	5
US HIGHWAY	3	162	1	24
STATE HIGHWAY	2	20	1	5
COUNTY ROADS				
LOCAL STREET	19	528	6	88
TOTAL	30	757	12	122

Source: MDT-Safety Management System 2012

Inattentive Driving - Age

Drivers By Age	SEVERE Injury Crashes	NON-SEVERE Injury Crashes	Property Damage Only Crashes
	2007-2011	2007-2011	2007-2011
0 - 14 YRS		4	2
15 - 18 YRS	3	44	141
19 - 24 YRS	3	159	421
25 - 34 YRS	4	116	318
35 - 44 YRS	4	65	179
45 - 54 YRS	3	67	214
55 - 64 YRS	1	47	150
65+ YRS	3	47	107
NOT STATED		2	10
TOTAL	21	551	1,542

Source: MDT-Safety Management System 2012

Inattentive Driving

Crashes by Roadway Type

Crashes By Roadway Type	SEVERE Injury Crashes	NON-SEVERE Injury Crashes	Property Damage Only Crashes
	2007-2011	2007-2011	2007-2011
INTERSTATE		10	25
US HIGHWAY	2	62	132
STATE HIGHWAY	3	2	19
COUNTY ROADS			
LOCAL STREET	18	197	622
TOTAL	23	271	798

Number of Vehicles

Single Versus Multiple Vehicle	SEVERE Injury Crashes	NON-SEVERE Injury Crashes	Property Damage Only Crashes
	2007-2011	2007-2011	2007-2011
SINGLE VEHICLE	2	22	28
MULTIPLE VEHICLE	9	249	770
TOTAL	11	271	798

**EMPHASIS AREA PRIORITY
VOTING**

Emphasis Area Priority Voting and Results

- **Bicycle/Pedestrian - 30**
- **Unbelted - 25**
- **Inattentive - 22**
- **Intersections - 22**
- **Young Drivers - 22**
- **Alcohol/Drug – 20**

Note: *emphasis areas listed in red were selected as priorities for the Bozeman Community Transportation Plan*

SAFETY SUMMIT PLANNING

Safety Summit Planning – Purpose and Format

- **Purpose**

- » To provide an opportunity for public input to ensure the community is in agreement with and supports CTSP goals, emphasis areas, and strategies

- **Format**

- » Overview presentation
- » Conduct 3 discussions simultaneously, depending on attendance
 - Define Emphasis Area team leaders
- » Emphasis Area groups report out
- » Facilitators Guide and handouts to be provided in advance

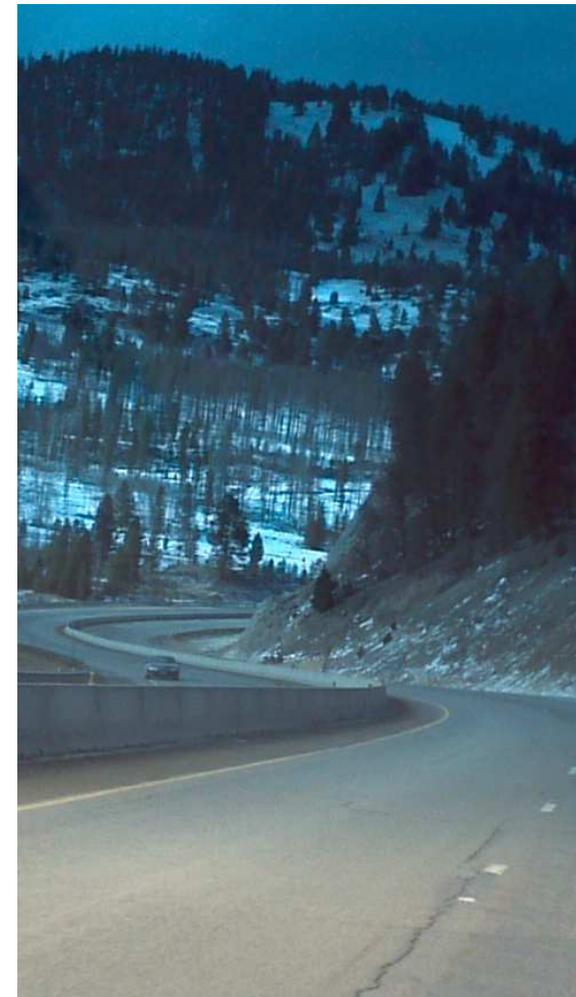
Safety Summit Planning – Date and Time

- **Date: February 2013**
- **What time allows most invitees to participate?**
 - » **For many people, transportation safety will not be their primary job responsibility**
 - » **Summit will be 2.5 - 3 hours**



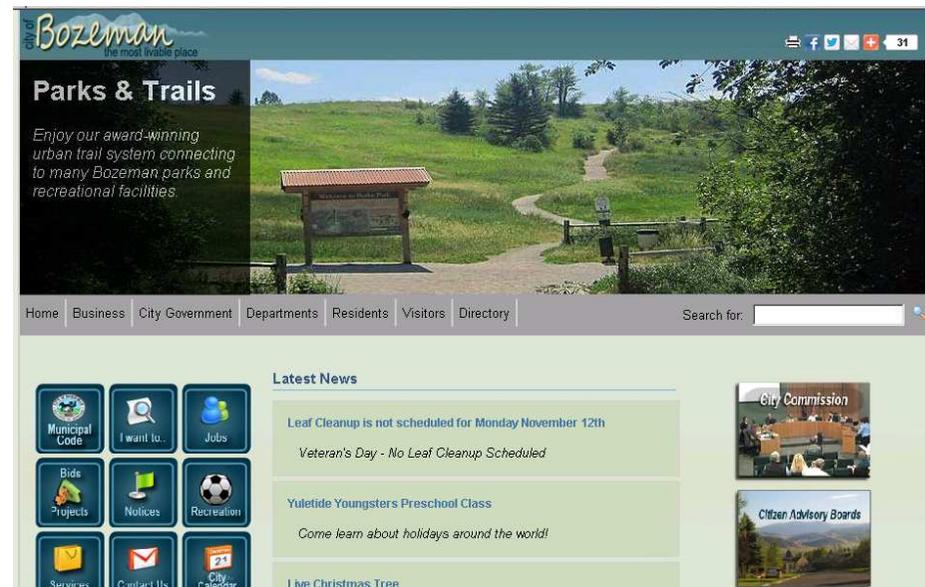
Safety Summit Planning - Location

- **Need to accommodate up to 40-50 people**
- **Tables for 3 breakout group discussions**
- **PowerPoint presentation capabilities**
- **Easily accessible**



Safety Summit Planning Promotion to the Public

- Newspaper
 - » Article on CTSP process?
 - » Calendar of events
- Radio/TV
- Email distribution lists
- City website
- Other ideas?



Safety Summit Planning

- **Information to guide Safety Summit**
 - » **Where are there obvious gaps in safety activities?**
 - » **Are there specific safety strategies you want to consider?**



Next Steps – Community Safety Summit

- **Secure Safety Summit venue**
- **Distribute invitations to Safety Summit**
- **Promote Safety Summit to public**



Existing Safety Strategies in Bozeman

- What safety strategies are currently underway?
- Who is taking the lead?
- What is working?
- What is not working?

