

BOZEMAN COMMUNITY TRANSPORTATION SAFETY PLAN

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What is a Community Transportation Safety Plan?

A Community Transportation Safety Plan is a data-driven process of identifying what causes crashes in order to determine what strategies are needed to target the most significant safety issues. Once that is accomplished, it is possible to identify areas with the greatest potential for improvement.

This planning process will document the area's transportation safety issues and identify a comprehensive set of strategies to reduce the number and severity of traffic crashes, as shown in Figure 1.

The plan will define specific action steps that the City of Bozeman can implement in moving forward to increase transportation safety in the community and improve quality of life.

The Bozeman CTSP will serve as a guide for Bozeman to work towards in reducing incapacitating and fatal crashes in the Bozeman community.

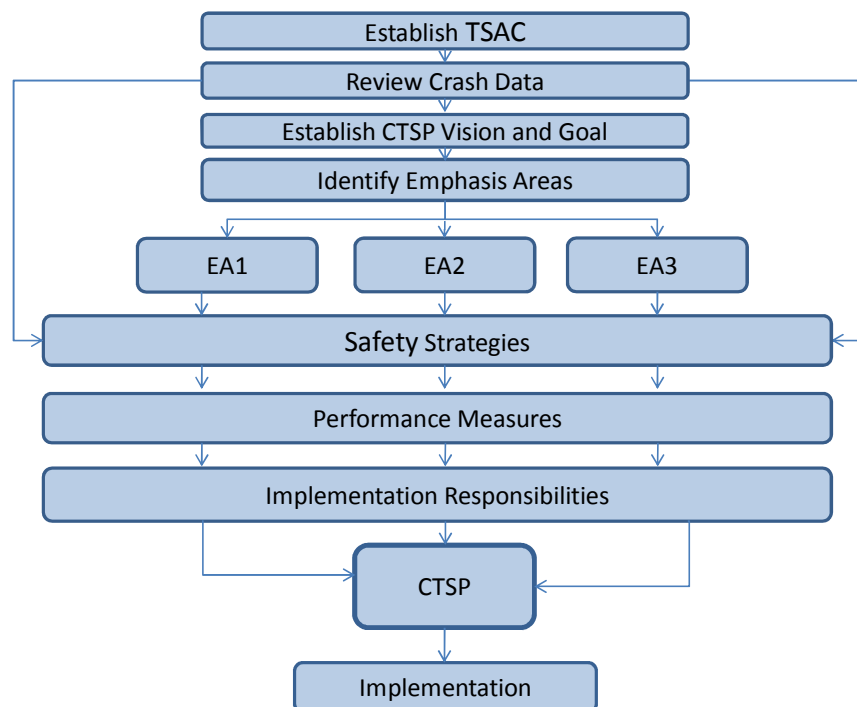
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For more information:

Visit the MDT safety web site at:
www.mdt.mt.gov/safety/

Figure 1. Community Transportation Safety Planning Process



Bozeman TSAC

Vision:

***All Travelers Arrive
Safely at Their
Destinations***

Safety Planning Assistance

In support of reducing urban area crashes, the Montana Department of Transportation (MDT) offers technical and financial transportation safety planning assistance to communities interested in developing a Community Transportation Safety Plan.

In working together, communities can identify, address, and track specific transportation safety issues

to reduce the number of severe and fatal crashes within their communities.

Community Transportation Safety Plans are developed to provide strategies and an action plan to reduce crashes and injuries.

Once the Plan is developed, the community will implement the plan's strategies and activities.

Transportation Safety Advisory Committee

Development of the CTSP is led by a Transportation Safety Advisory Committee (TSAC). The TSAC is comprised of local safety stakeholders, each with an expertise in transportation safety that will help guide the plan's development and implementation.

The TSAC will review and analyze the Bozeman crash data, provided by the MDT Safety Management System.

The proven way to improve transportation safety is to employ a multidisciplinary approach and to engage representatives from the 4Es of transportation safety – education, enforcement, engineering, and emergency response.

The Bozeman Transportation Safety Advisory Committee (TSAC) held its first Community Transportation Safety Plan development meeting on October 16.

Attending the TSAC meeting were community stakeholders representing the 4 E's of transportation safety:

- DUI Task Force;
- City of Bozeman Engineering;
- Bozeman Area Bicycle Advisory Board;
- Montana State University;
- Bozeman School District;
- Safe Routes to Schools;
- Bike/Walk Montana; and
- Bozeman Public Works Department.



Wearing a safety belt reduces the likelihood of death or injury in the event that a person is involved in a crash. Twenty percent of people injured in Bozeman crashes were not wearing a safety belt.

Safety Vision and Goal

When developing a strategic plan, it is important to define what a community wants to accomplish with the plan.

At the initial Transportation Safety Advisory Committee meeting the group established the vision for the Bozeman Community Transportation Safety Plan as:

All travelers arrive safely at their destinations.

This vision encompasses all modes

of transportation and includes both residents of and visitors to Bozeman.

It sets an expectation that, long-term, no one in Bozeman will experience a serious traffic crash.

A quantitative goal for what the plan will achieve over its five-year time horizon was also set by the TSAC. The plan goal is to:

Reduce fatalities and injuries by 25 percent between 2013 and 2018.



Crash Data

For every crash involving an injury or property damage over \$1,000, the responding law enforcement officer fills out a detailed crash form. Crash forms capture details about the characteristics of the crash, including:

- Driver age;
- The type of crash (i.e., rear-end, sideswipe, collision with tree, etc.);
- Weather conditions;
- Crash location;
- Time of day and day of week;
- Safety belt use;
- Impairment (alcohol or drugs);
- Driver distraction; and
- Type of vehicle.

The CTSP process will use Bozeman crash data trends to define the most significant safety issues in the community and help guide the development of customized strategies to improve transportation safety in Bozeman.



The plan will consider ways to increase the safety of both infrastructure and the behavior of transportation system users.

Bozeman Safety Issues

In the five years from 2006 to 2010, there were 3,646 reported crashes in the City of Bozeman. These crashes included nine fatalities and 857 injuries.

On average each year, two people are killed, nine people experience incapacitating injuries, and 189 people suffer non-severe injuries in traffic crashes in Bozeman.

As with most crashes in Montana, from 2006-2010 the majority of crashes in Bozeman occurred on clear days, in daylight, and on dry roads. Only 10 percent of crashes occurred during snowy conditions.

Three quarters (77 percent) of crashes occurred during daylight; 11 percent occurred during the dark in lighted conditions, and 8 percent occurred in the dark where there was no overhead lighting.

Young drivers were involved in a large number of crashes in Bozeman, with 23 percent of crashes involving drivers ages 20 to 24 years. This is likely reflective of the large college age population in Bozeman.

Drivers 15-19 years of age were involved in 15 percent of crashes and those ages 25-29 were involved in 12 percent of crashes.

More than half of crashes (54 percent) involved males and 44 percent involved females (1 percent were unreported).

4 percent of crashes involved driving while impaired.

Half of Bozeman crashes (51 percent) involved a passenger car, 24 percent involved a pickup, and 16 percent involved a SUV.



Visit the Bozeman Community Transportation Safety Plan web site: www.mdt.mt.gov/pubinvolve/bozemanctsp

Next Steps in Development of the CTSP

The process for development of the CTSP is expected to take approximately six to eight months. At upcoming meetings the TSAC will conduct the following activities:

- Define the Emphasis Areas that will form the basis of the plan, based on crash data showing the most significant safety problems in Bozeman.
- Identify current transportation safety activities in Bozeman. Determine which programs can be enhanced, and where there are gaps.
- Conduct a Safety Summit, to which the public will be invited, to confirm emphasis areas, define safety strategies, and identify new stakeholders for addressing the specific safety issues in Bozeman.
- Develop a draft Plan, including strategies, action steps, and potential resources. The plan will include an implementation structure and recommended format for reporting annually to MDT on results.
- The final Bozeman Community Transportation Safety Plan will be presented for adoption by the local governing body.

How To Get Involved

Public involvement in the development and implementation of the CTSP is critical. The success of the Bozeman CTSP is dependent on the participation, support, and implementation of the community and the TSAC.

Bozeman residents can provide input into the plan in a number of ways:

- A web site has been established where meeting presentations and information will be posted (www.mdt.mt.gov/pubinvolve/bozemanctsp).
- Residents can submit comments directly to the local plan contact.
- A Community Safety Summit will be held on **March 20, 2013**.

Plan to Participate in the Bozeman Community Safety Summit

An important step in the development of the Bozeman Community Transportation Safety Plan will be the Safety Summit, to be held the evening of **March 20, 2013**.

At the Summit community members will participate in identifying safety strategies, confirm emphasis areas, and identify new stakeholders in addressing safety issues in Bozeman.

Public participation and input is critical. Check the plan website for additional information, including the location of the Summit.



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