

Butte-Silver Bow TSAC Meeting

presented to

Butte-Silver Bow Transportation Safety Advisory Committee

presented by

Cambridge Systematics, Inc.

Audrey Wennink

April 19, 2012



Transportation leadership you can trust.



Agenda

- **Welcome and Introductions - Roger Ebner**
- **CTSP Goal - All**
- **Safety Data Presentation by Emphasis Area – Audrey Wennink**
- **Emphasis Area Selection – All**
- **Setting a Summit Date – All**
- **Next Steps – Audrey Wennink**
- **Questions and Open Discussion - All**

Project Team

- Montana Department of Transportation
 - » Carol Strizich
 - » Pam Langve-Davis
- Consultant Team from Cambridge Systematics, Inc.
 - » Audrey Wennink – Senior Analyst
 - » Sam Lawton – Project Manager



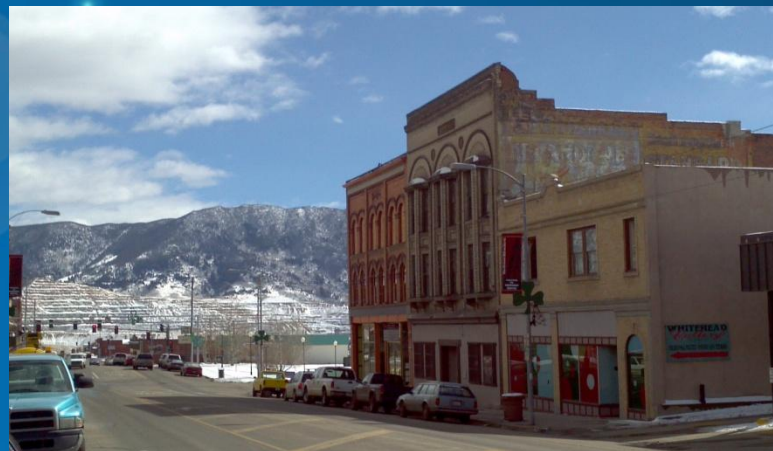
Plan Development Process

- Establish TSAC
- Collect and review data
- Establish Goal
- Identify Safety Emphasis Areas
- Identify strategies to address emphasis areas
- Define performance measures and means of monitoring progress
- Assign implementation responsibilities
- Review and finalize plan



Work Plan and Timeline

| | |
|---|-----------------------------------|
| Kickoff Meeting | March 21, 2012 |
| Establish Goal and Select Emphasis Areas | April ← We are here |
| Identify Current Strategies | May |
| Safety Summit | June |
| Draft Plan | July |
| Final Plan | August |



Safety Goal

What do you intend to accomplish through the Butte-Silver Bow CTSP?

Crash Severity (2006-2010)



Source: MDT-Safety Management System, 2012

Butte-Silver Bow Five -Year Averages (2006-2010)

Crashes

| Fatal Crashes | Incapacitating Injury Crashes | Injury Crashes | PDO Crashes | Total Crashes |
|---------------|-------------------------------|----------------|-------------|---------------|
| 5 | 23 | 118 | 526 | 671 |

Fatalities/Injuries

| Fatalities | Incapacitating Injuries | Injuries |
|------------|-------------------------|----------|
| 5 | 28 | 168 |

Source: MDT-Safety Management System, 2012

CTSP Goals - Sample Approaches

- 20 percent reduction in current severe injuries (fatalities + incapacitating injuries)
- Reduction of a specific number of severe injuries, based on a 3 to 5-year average
- One death is one too many – zero fatalities
- Reduce fatal and incapacitating injuries by half by 2030 (MT CHSP)

Goal Characteristics

- SMART Goals are
 - » Specific
 - » Measurable
 - » Achievable
 - » Results-focused
 - » Timebound



Examples - Traffic Safety Goals

Iowa

To reduce motor vehicle fatalities to a ten-year annual average of less than 400 deaths by 2015 (45 lives saved per year).

Michigan

Reduce traffic fatalities from 1,084 in 2007 to 850 in 2012.

Reduce serious traffic injuries from 7,485 in 2007 to 5,900 in 2012.

Cheyenne, WY

Reduce fatal and serious injury crashes by 10 percent from 2008 to 2020 (Reduction of 3.5 fatal and serious injury crashes per year)

Butte-Silver Bow Safety Goal

- Develop during meeting

Potential Emphasis Areas

What is an “Emphasis Area?”

- A priority safety issue for Silver Bow County 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 we have the biggest impact? 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 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**?

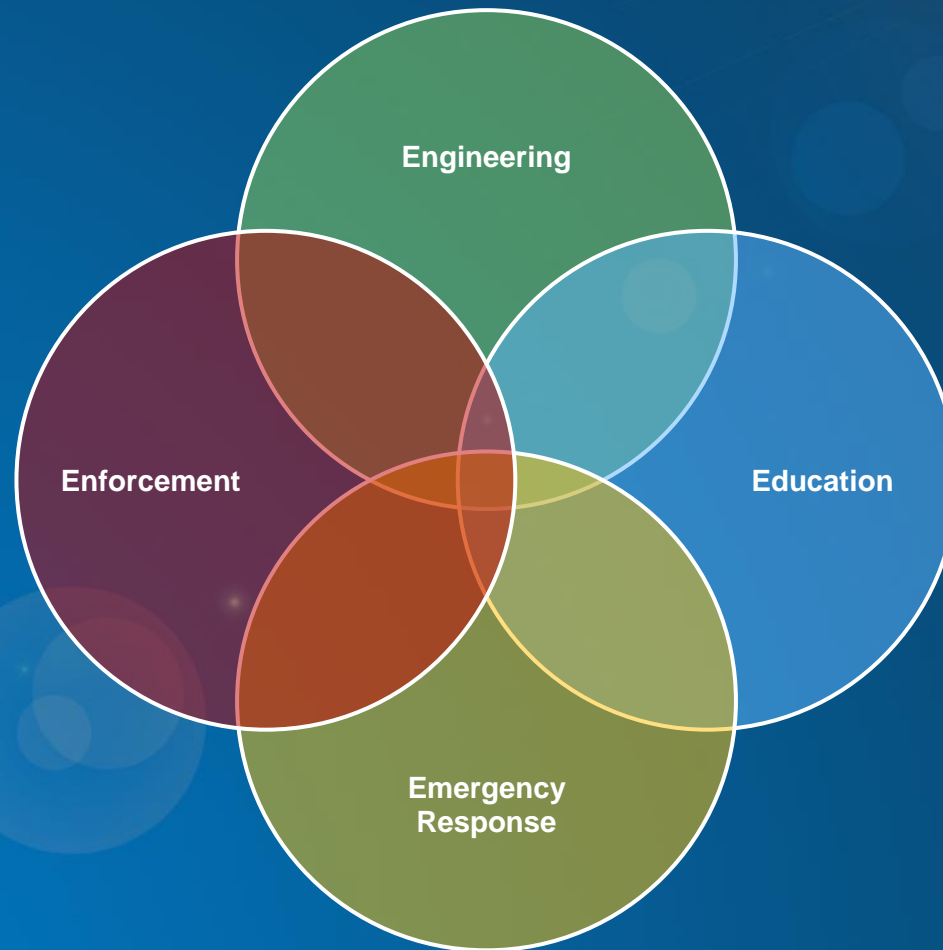
Selection of Emphasis Areas

● Feasibility

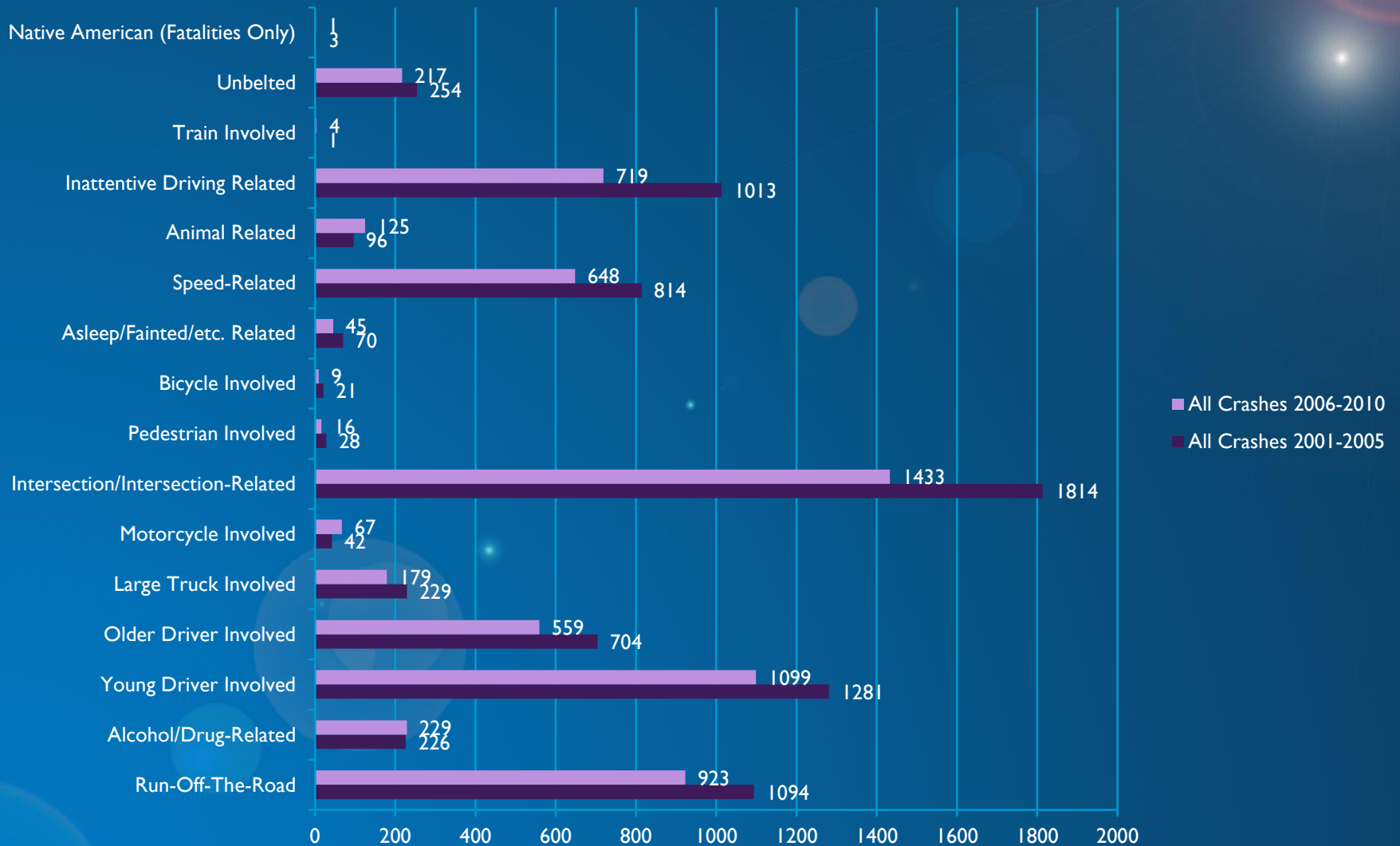
- » What can realistically be accomplished over the next 3 to 5 years?
- » Are there enough resources and tools?
- » Will the TSAC have stakeholder support?
- » Do safety stakeholders have the necessary technical expertise?
- » Will there be public support?



“The 4 E’s of Safety”

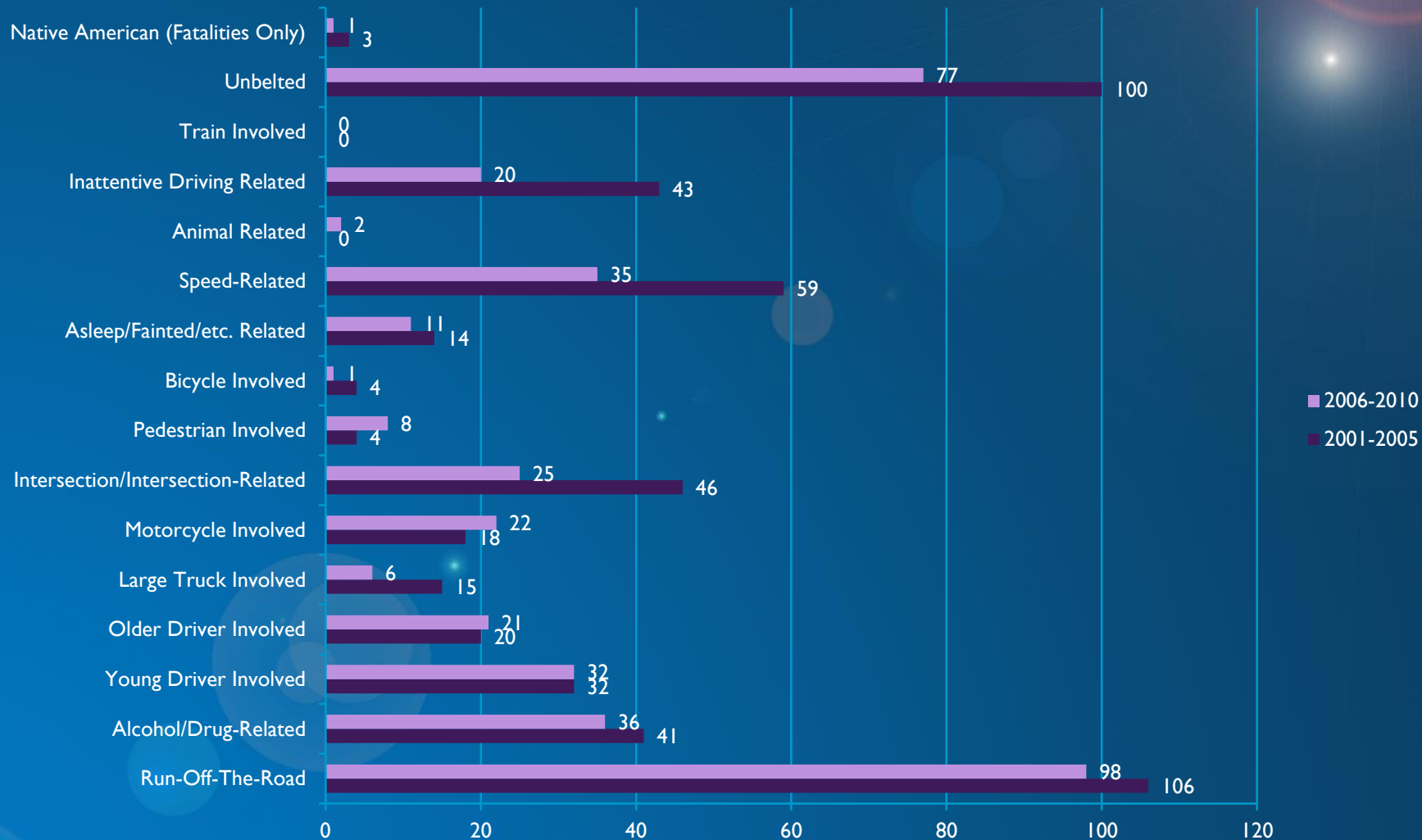


Butte-Silver Bow - All Crashes by Emphasis Area



Source: MDT-Safety Management System, 2012

Butte-Silver Bow Fatal/Incapacitating Crashes by Emphasis Area



Note: Unbelted and Native American data represent number of people, not crashes

Source: MDT-Safety Management System, 2012

Butte-Silver Bow Injury Crashes by Emphasis Area



Note: Unbelted and Native American data represent number of people, not crashes

Source: MDT-Safety Management System, 2012

Potential Emphasis Area Detail

Roadway Departure

- Of 98 roadway departure fatal/incapacitating crashes, only 9 occurred in snowy weather; 14% of injuries occurred during snow
- One-third of fatal/incapacitating roadway departure crashes and 15% of injury crashes involved alcohol
- More than 50% of fatal/incapacitating injury roadway departure victims were not belted; 27% of injury crash victims were unbelted
- Majority of roadway departure crashes are on interstates; 15-19% on county roads
- 1/3 of injury crashes (roadway departure) involve young drivers' 16% of fatal/incapacitating involve age 45-49
- Factors involved: speed, careless/inattentive driving, alcohol

Potential Emphasis Area Detail

Young Drivers (17-24)

- Among young drivers ages 18-20 experienced the most serious crashes
- Almost 1/4 of young driver injury crashes involved alcohol or drugs (14% of fatal/incapacitating)
- Young Driver crash factors: speed, alcohol, careless/inattentive driving, failed to yield, disregarded traffic signs
- 41% of fatal/incapacitated young driver occupants were unbelted
- 17% of injured young driver survivors were unbelted

Potential Emphasis Area

Intersections

- Intersection fatal/incapacitating crashes – 36% at unsignalized intersections, 36% at stop sign
- Intersection injury crashes – 34% at uncontrolled intersections, 36% at signals, 26% at stop sign
- 26% of fatal/incapacitating crashes at intersections involve ages 55-64
- 32% of injury crashes at intersections involve young drivers (age 15-24)



Potential Emphasis Area

Older Drivers (65+)

- Older driver factors:
 - » Failure to yield
 - » Disregarded traffic signs
 - » Speed
 - » Careless/inattentive
- More than a third of fatal/incapacitated older driver victims were not belted
- Most older fatal/incapacitating crashes involve single vehicle
- Older first harmful event – collision with another vehicle
- Most older injury crashes involve multiple vehicles

Potential Emphasis Area

Inattentive

- Most inattentive fatal/incapacitating crashes on Interstates (9) and County roads (5)
- Largest age groups for inattentive fatal/incapacitating:
 - » 45-49 (5)
 - » 20-24(4)
- Largest age group for inattentive injury crashes: 15-19 (59)
- Most inattentive injury crashes on local streets (67) and U.S. Highways (46)
- Slightly more males involved in inattentive crashes

Potential Emphasis Area

Occupant Protection

- Nearly 50% of fatal/incapacitated victims were unbelted
- 68% of fatal/incapacitated unbelted victims were male; majority of unbelted injuries (56%) involved males
- 25% of injury victims were unbelted
- Age 15-19 largest category of unbelted injuries



Emphasis Area Voting

- Each person gets 10 sticker “dots”
- Use them to select your preferred emphasis areas for Butte-Silver Bow, based on data presented
- You can put them all on one area or across multiple areas
- The goal is to select up to 3 Emphasis Areas



Summary of Emphasis Area Voting Results

- Add following voting

Next Steps

Safety Summit

- Set Date
- Identify potential locations

Next Steps

- Define current safety activities in emphasis areas
- Safety Summit
 - » Finalize date/location for Safety Summit
 - » Determine how to promote Safety Summit
 - » Determine groups individuals to invite to Safety Summit
- Homework:
 - » What safety programs are currently in place?
 - » What more should or could be done?

Open Discussion

Pedestrian/Bicycle Issues (2006-2010)

- 8 fatal/incapacitating, 7 injury pedestrian crashes
- 1 fatal/incapacitating, 6 injury bicycle crashes
- Pedestrian fatalities and injuries have occurred on all roadway classifications (Interstate, State Highway, County Road, Local)
- Most pedestrian fatal/incapacitating/injury crashes during daylight
- Four pedestrian fatalities involved walking in roadway
- Serious bicycle crashes occurred on local streets or U.S. highways

Property Damage Only Crashes by Emphasis Area

