

# Butte-Silver Bow Community Transportation Safety Plan

*presented to*

**Butte-Silver Bow Transportation Safety  
Advisory Committee**

*presented by*

**Cambridge Systematics, Inc.**

**Audrey Wennink**

**October 17, 2012**



Transportation leadership you can trust.



# Agenda

- **Community Transportation Safety Plan Development Process**
- **TSAC Role and Responsibilities**
- **Crash Data Review**
- **Emphasis Areas**
- **Safety Strategies and Performance Measures**
- **Implementation and Reporting**

# MT Comprehensive Highway Safety Plan

- Developed through a coordinated, comprehensive, data-driven process
- 12 Emphasis Areas including Urban Area Crashes

## Montana Comprehensive Highway Safety Plan

Amended 2010



### State of Montana Department of Transportation



*in cooperation with:*

Federal Highway Administration  
National Highway Traffic Safety Administration  
Blackfeet Tribe  
Confederated Salish and Kootenai Tribes  
Crow Tribe  
Chippewa Cree Tribe  
Little Shell Tribe  
Northern Cheyenne Tribe  
Fort Peck Tribes  
Montana Highway Patrol  
Montana Motor Vehicle Division  
Montana Office of Public Instruction  
Montana Department of Justice  
Montana Department of Revenue  
Office of the Court Administrator  
Federal Motor Carrier Administration  
Montana Metropolitan Planning Organizations  
Montana Department of Public Health and Human Services

*prepared by:*

**Cambridge Systematics, Inc.**

# Addressing Transportation Safety In BSB

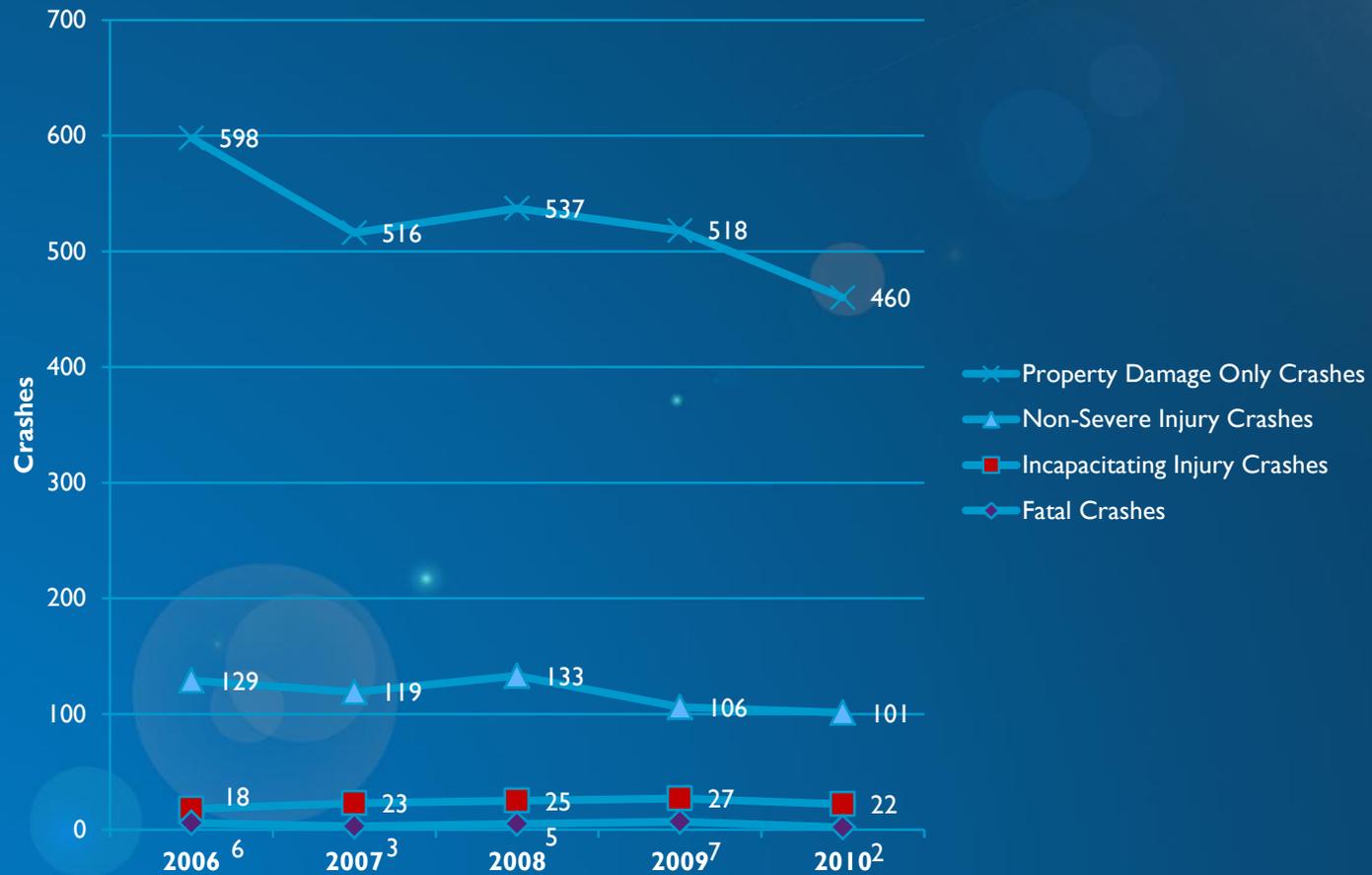
- Butte-Silver Bow submitted a letter of request to MDT for planning assistance in developing a CTSP
  - » Reduce traffic crashes resulting in injury & death
  - » Improve quality of life
- Designed to be a comprehensive data-driven process to address transportation safety issues



# The Community Transportation Safety Plan Development Process



# BSB Crash Data



Source: MDT-Safety Management System, 2012

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

## Annual Crashes

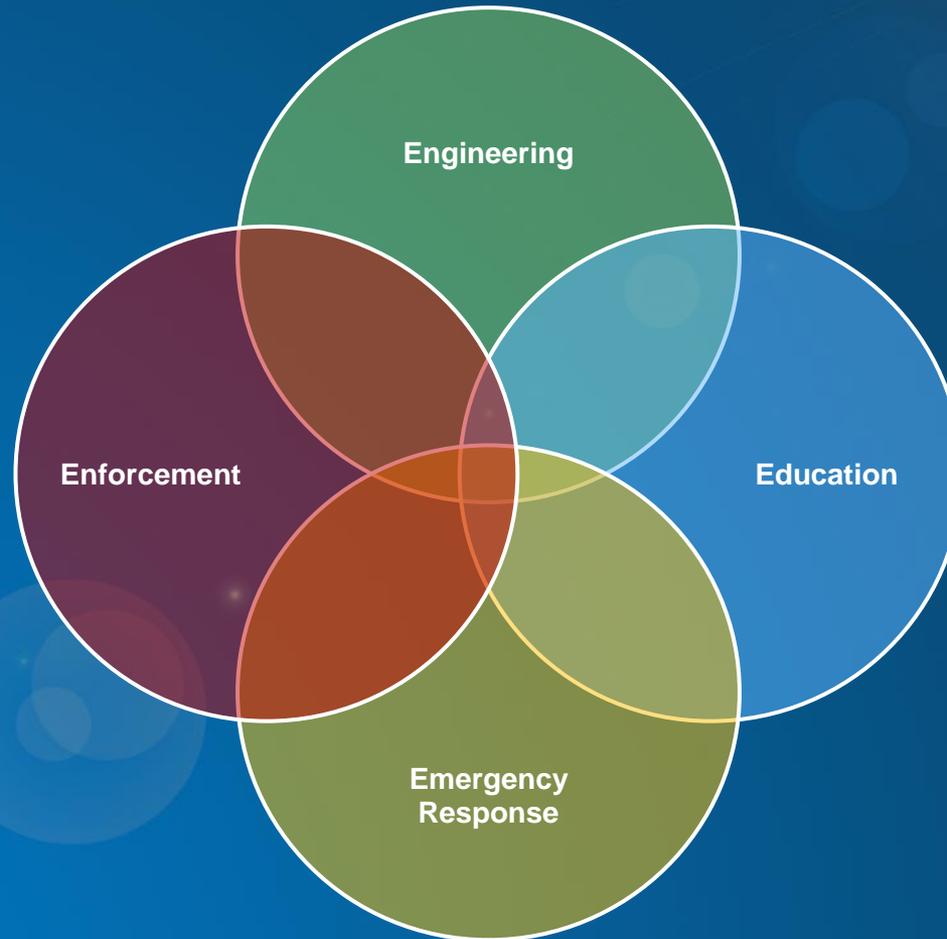
Fatal Crashes	Incapacitating Injury Crashes	Non-Severe Injury Crashes	Property Damage Only Crashes	Total Crashes
5	23	118	526	671

Source: MDT-Safety Management System, 2012

# Safety Goal

Reduce all crashes in BSB  
by 20% by 2017, from an  
average of 671 per year to  
an average of 537 per year

# “The 4 E’s of Safety”



# What is an “Emphasis Area?”

- A priority safety issue for Butte-Silver Bow 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

# Butte-Silver Bow - All Crashes by Emphasis Area



Source: MDT-Safety Management System, 2012

# Selected Butte-Silver Bow Safety Emphasis Areas

- Distracted Drivers
- Occupant Protection/Safety Belt Use
- Intersections
- Young Drivers



# BSB Safety Strategies

- Customized to address the safety problem in BSB
- Developed by TSAC and community members during BSB Safety Summit
- Low Cost Strategies
  - » Increased coordination
  - » Increased staff focus on safety
  - » Low direct costs
  - » Funding opportunities
- Support of community members for implementation

# **Distracted Driving Strategies**

# BSB Safety Strategies

## Distracted Driving

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| <p>I. Increase public information about cell phone ban and risks of distracted driving</p> | <ul style="list-style-type: none"><li>• Install signs at BSB entrances about handheld cell phone ban (underway).</li><li>• Conduct outreach using educational materials from USDOT and other sources.</li><li>• Conduct field survey of people violating ban and report results, potentially as school project, public service activity (e.g., Eagle Scouts).</li><li>• Conduct public survey of beliefs about distracted driving and release results, potentially in combination with field survey results.</li><li>• Develop letter to the editor in “Reader Speak”.</li><li>• Distribute NHTSA calendar of statewide safety communications campaigns to all safety partners in BSB. Distribute Key Messages to all safety partners during specific campaigns to ensure all communications with media are consistent.</li><li>• When possible, incorporate traffic safety messages about inattentive driving into BSB Sheriff’s daily enforcement press briefing, e.g., note if a serious crash involved inattention or other behavioral factor.</li><li>• Develop education program involving simulation of distraction while driving. Target high school students.</li></ul> |
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# BSB Safety Strategies

## Distracted Driving

<p>2. Continue enforcement of cell phone use while driving ban, in combination with education</p>	<ul style="list-style-type: none"><li>• Continue to enforce cell phone citations and other distracted driving violations.</li><li>• Coordinate increased enforcement blitzes with education campaigns in strategy 1.</li><li>• Conduct positive reinforcement program (including awards and incentives) at high school by which students not using cell phones while driving are rewarded.</li></ul>
<p>3. Conduct outreach to business community on risks of distracted driving/pursue corporate policies</p>	<ul style="list-style-type: none"><li>• Customize available materials on the risks of distracted driving for use in BSB.</li><li>• Conduct educational program with Chamber of Commerce on distraction with discussion of costs to employer.</li><li>• Potentially initiate effort with large local employer such as Northwest Energy.</li></ul>

# **Occupant Protection/Safety Belt Use Strategies**

# BSB Safety Strategies

## Occupant Protection/Safety Belt Use

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|---|--|
| <p>I. Support enactment of a local primary safety belt law countywide</p> | <ul style="list-style-type: none"><li>• TSAC to conduct outreach to state legislators to express support for state primary safety belt law in upcoming legislative sessions.</li><li>• If statewide belt law does not pass in next legislative session, research legal requirements to establish a local ordinance (can include outreach to other Montana communities who are also considering a local law).</li></ul> |
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# BSB Safety Strategies

## Occupant Protection/Safety Belt Use

2. Conduct increased community-wide public information and education on the importance of safety belt use (including peer-to-peer)
  - Continue emphasis in driver's education course.
  - Offer Alive@25 safety class at Montana Tech and Butte High School.
  - Engage MT Tech and utilize their organizational structure and communications vehicles in the promotion of transportation safety.
  - Potentially hold a "Seatbelt Award" event (given to someone who has survived a crash due to wearing of a safety belt) at MT Tech; engage college radio station and newspaper to promote/support.
  - Encourage safety belt use at senior centers and AARP/CarFit events.
  - Seek increased publicity for safety belt enforcement campaigns.
  - Distribute NHTSA calendar of enforcement and outreach campaigns and coordinate publicity among safety partners.
  - Seek to integrate messages into Sheriff's daily media briefings as possible.

# BSB Safety Strategies

## Occupant Protection/Safety Belt Use

### 3. Improve coordination between enforcement and prosecution

- Initiate a discussion between local judges and law enforcement on the traffic safety problem and the impacts of dismissing safety belt tickets. Coordinate with State Traffic Safety Resource Prosecutor and utilize her services within BSB to support this meeting/discussion.
- Encourage continued enforcement of secondary safety belt law.

# Young Drivers Strategies

# BSB Safety Strategies

## Young Drivers

### I. Promote parent participation in driver's education and Graduated Drivers Licensing (GDL)

- Continue emphasis on safety in existing curriculum with particular emphasis on impaired driving and safety belts as appropriate. Ensure safety information is presented in parent meeting.
- Determine extent of current parent participation in initial GDL meetings.
- If parent/guardian does not attend parent meeting at initiation of driver's ed. Training, student's participation in class will be discontinued and registration fee will be forfeited. As of 2012, meeting is required at beginning of driver education class under Montana Administrative Rule.
- Promote AAA Keys2Drive to program for parents, which provides materials to support parents' role while children are novice drivers.

# BSB Safety Strategies

## Young Drivers

2. Incorporate education on traffic safety into existing pre-high school classes and programs

- Include parents in education program.
- Review Safe Journeys Home curriculum and incorporate appropriate transportation safety messages as appropriate.
- Sustain SJH program through Train the Trainers training program every two years.
- Introduce into junior high school.
- Pursue alternative venues such as community youth organizations, i.e., YMCA, after school groups.

# BSB Safety Strategies

## Young Drivers

### 3. Establish a peer-to-peer high school safety education program

- Establish peer-to-peer safety program in Butte High School.
- Identify existing student group (e.g., club or student government) to lead the initiative or establish new group.
- Establish peer-to-peer education messages, events, communications methods (e.g., social media).
- Sustain the program by planning activities through school year.

# BSB Safety Strategies

## Young Drivers

### 4. Develop peer youth court for minor infractions

- Reach out to Lawrence County Teen Court (South Dakota) to research procedures currently in place.
- Coordinate with BSB Attorney and court system.
- Determine what legal issues need to be addressed (assuming youth court would not hear criminal or felony violations).
- Recruit volunteer attorneys who can act as Judge.
- Recruit youth volunteers who serve as prosecuting attorney, defense attorney.
- Establish protocols and schedules.
- Identify appropriate community service activities to be performed as sentences.
- Identify and coordinate with appropriate support programs (chemical dependency counseling, etc.).

# Intersection Strategies

# BSB Safety Strategies

## Intersections

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| <p>I. Conduct review of stop signs along key corridors</p> | <ul style="list-style-type: none"><li>• Review sign inventory to identify the needs for marking stop signs as 4 way vs. 2-way.</li><li>• Develop plan for stop sign improvements (ensuring all are marked as all-way or 2-way). Focus on intersections with limited visibility.</li><li>• Advocate for funding for sign upgrades.</li><li>• Consider developing corridors with few stop signs for better traffic flow and other corridors with the same type of stop signs throughout.</li></ul> |
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# BSB Safety Strategies

## Intersections

2. Improve process by which the public can report maintenance and safety needs

- Increase clarity and visibility on web site of phone number for maintenance department, and explanation of the process for resolving them. Promote public input on maintenance needs to use as data-gathering mechanism.
- Establish a mechanism for feedback to residents on reported issues, (e.g., potentially collect the e-mail from the person reporting the problem and send an e-mail when improvement is made).
- Provide weekly web posting of scheduled maintenance projects.

# BSB Safety Strategies

## Intersections

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| <p>3. Develop a Road Safety Audit program</p> | <ul style="list-style-type: none"><li>• Train local staff and community transportation advocates (engineering, public works, bike/pedestrian advocates, emergency response, law enforcement) on the RSA Process.</li><li>• Conduct RSAs on intersections defined in the 2005/2006 transportation plan and other high risk locations. Include local stakeholders, i.e., law enforcement, school representatives, EMS, and local residents.</li><li>• Through Safe Routes to School elementary school bike/walk audits were done .These results can be used to identify low cost safety improvements to be implemented.</li></ul> |
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# BSB Safety Strategies

## Intersections

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| <p>4. Continue process for integrating safety considerations into ongoing maintenance and construction program</p> | <ul style="list-style-type: none"><li>• Continue dedicated safety review as part of the maintenance program and project development process. Review safety resources to determine anticipated safety benefits of improvements.</li><li>• Establish construction process that explicitly considers safety, including ensuring that when sidewalks are closed for construction, notice is provided to pedestrians at the preceding corner.</li><li>• Establish process for tracking before/after crash results at locations where safety improvements are made.</li></ul> |
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# BSB Safety Strategies

## Intersections

5. Enhance process for maintaining vision clearance at intersections

- Promote public reporting of locations with vision clearance issues via enhanced DPW reporting process. Increase visibility of information for property owners on the web site.
- Aggressively enforce ordinance prohibiting snow storage in roadway near intersections where intersection sight distance is compromised by private property owners. Modify ordinance to prohibit clearance of snow such that it is placed in a travel lane.
- Conduct increased public communications on snow clearance ordinance, highlighting safety impacts of reducing intersection visibility, e.g., radio public service announcements, BSB web site postings

# BSB Safety Strategies

## *Intersections*

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| <p>6. Establish policy for consideration of roundabouts when intersections undergo rehabilitation or construction</p> | <ul style="list-style-type: none"><li>• Establish policy that consideration of a roundabout alternative is a requirement of all intersection analyses, including those privately funded by special increment financing. Construction of roundabouts has been officially encouraged by the Montana Legislature.</li></ul> |
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# BSB Safety Strategies

## Intersections

7. Conduct ongoing public education on good driving practices

- Conduct an editor's briefing with news media outlets to present findings of CTSP and strategies for public education. Seek to collaborate on series about safe driving practices.
- Conduct communications on key driving issues, including:
  - Requirement to yield to pedestrians in crosswalks
  - Proper use of headlights after sunset and during inclement weather.
  - Use of turn signals when changing lanes and turning at intersections.
  - Correct turn procedures at intersections.

# BSB Safety Strategies

## *Intersections*

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| <p>8. Conduct speed, red-light running and stop sign enforcement at targeted locations</p> | <ul style="list-style-type: none"><li>• Establish a process for law enforcement (BSB Law Enforcement Department) identification of target intersections for increased enforcement, potentially quarterly or monthly.</li></ul> |
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# BSB Community Transportation Safety Plan Implementation



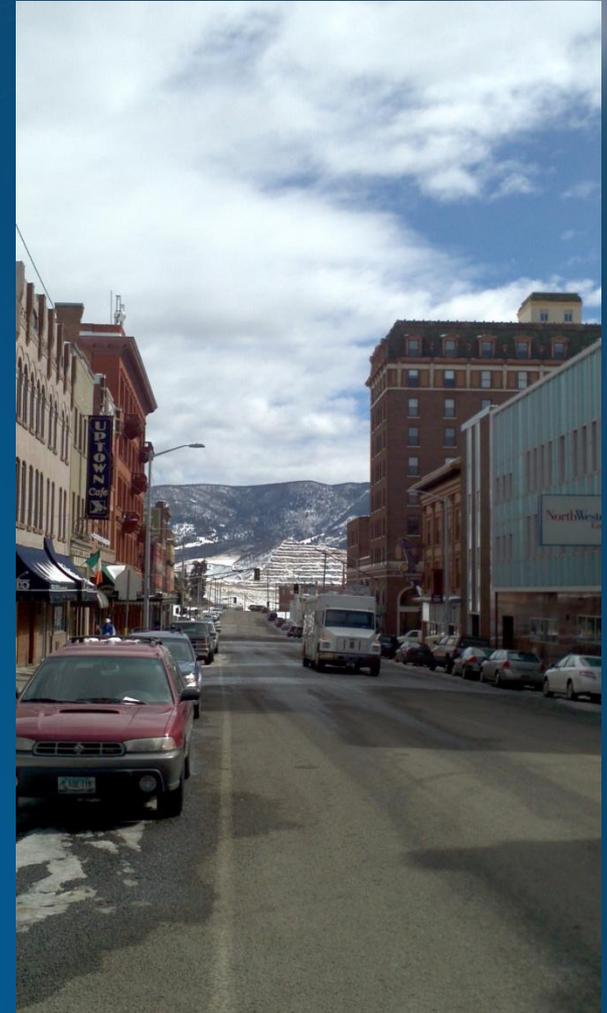
# Implementation Process

- Emphasis Area Teams will
  - » Assign responsibilities for action steps
  - » Undertake the action steps for each strategy
  - » Meet regularly to assess progress and relevant developments
  - » Report to LEPC quarterly
  - » Modify or develop new strategies as appropriate depending on resources and progress toward achieving goals

# Community Transportation Safety Plan

## *Butte-Silver Bow Annual Reporting*

- Track Performance Measures in each Emphasis Area, e.g.
  - » Number of total crashes
  - » Number of fatal/incapacitating injury crashes
  - » MDT can assist with crash data and analysis
- Plan Sponsor will report progress to MDT Annually



**Questions?**