

PROJECT: Community Transportation Safety Plan Update DATE: 9/16/2021
PROJECT NUMBER: 4051.21884.01 TIME: 10:30 am
ORGANIZER: Lisa Olmsted SUBJECT: AC Check-in Meeting
LOCATION: 1st Floor Conference Room; 222 N. 32nd St./Teams CONTACT INFORMATION: lolmsted@dowl.com
ATTENDEES:

Pepper Valdez, Billings Fire Department	Zach Kirkemo, Montana Department of Transportation – Billings District
Brian Korell, Billings Police Department	Parker Osterloh, Montana Department of Transportation Planning
Danny Choriki, City Council	Darrell Tunncliff, Yellowstone County Planning Board
Mac Fogelsong, Billings Public Works	Melissa Henderson, RiverStone Health
Dakota Martonen, Billings Public Works	Eric Fisher, St. Vincent Healthcare
Wyeth Friday, Billings/Yellowstone County Planning Division	Lanny Orr, Billings Clinic
Lora Mattox, Billings/Yellowstone County Planning Division	Dan Brooks, Billings Chamber of Commerce
Scott Walker, Billings/Yellowstone County Planning Division	Doug Enderson, DOWL
Pam Langve-Davis, Montana Department of Transportation Planning	Lisa Olmsted, DOWL

Welcome

Crash data presentation

- Review of crash data
 - Review of serious injury – Requires hospitalization, is incapacitated, or is life-altering
 - Suspected serious injuries: unconscious, burns, broken extremities, severe laceration, severe
 - Five-year rolling average – normalizes data for trending
 - Should population changes be considered?
 - Strategies to identify where crash victims are from
 - Personal identification is not included with crash data
 - Would be interesting to see timeline of other campaigns and whether they were successful
 - Reports to the state do include some of that data (Lora will send to Lisa to distribute)
- Emphasis area data of focus:
 - Young driver
 - Discussed impaired – and associated age
 - Possible strategies to address young drivers
 - Lack of restraint use

MEETING MINUTES

- Rural-Montana culture of no restraint
- High percentage of impairment
- Need for education
- Is there data on motorcycle helmet use? Yes, but not analyzed
- Not a primary law – 35 other states have seatbelt use as a primary law
- Impaired drivers
 - High percentage of unbelted
 - High percentage of young drivers
 - Doesn't include drowsy or medical condition-related crashes
 - Does include drug and alcohol
- Inattentive driving
 - Includes drowsy, cognitive, cell phone distractions
 - Sometimes physical factors (age)
 - High percentage of young, unbelted, intersection
- Speed related
 - No specific guidance on when to check this box on crash reports (typically 10-15 mph over posted speed limit)
 - High percentage of young, unbelted, intersection, impaired, inattentive
- Pedestrian involved
 - Use of bike and pedestrian trails have exploded in recent surveys
 - Assuming pedestrian and vehicle are colliding
 - High percentage of intersections, young, and older drivers
 - "Run off road" means leaving travel lane
- Bicyclist involved
 - Predominantly at intersections

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
Young	X	32.7%	50.0%	31.5%	23.4%	34.3%	29.8%	16.1%	9.3%	1.6%	5.2%	1.6%	0.4%	0.0%
Unbelted	37.3%	X	43.3%	47.9%	31.8%	35.9%	29.5%	28.1%	0.0%	2.8%	10.1%	1.8%	0.5%	0.0%
Intersection	44.1%	33.5%	X	23.1%	6.0%	30.6%	22.1%	18.9%	9.6%	4.3%	16.0%	2.8%	0.0%	0.0%
Impaired	41.9%	55.9%	34.9%	X	39.2%	34.9%	38.7%	20.4%	11.4%	2.2%	5.9%	3.2%	0.0%	0.0%
Run off Road	43.6%	51.9%	12.8%	54.9%	X	41.4%	33.8%	16.5%	8.3%	1.5%	5.3%	3.0%	0.0%	0.0%
Inattentive	41.3%	37.9%	41.7%	31.6%	26.7%	X	29.6%	20.9%	4.9%	6.3%	10.7%	1.9%	0.5%	0.0%
Speed	52.1%	45.1%	43.7%	50.7%	31.7%	43.0%	X	23.9%	0.7%	4.9%	6.3%	0.0%	0.0%	0.0%
Motorcycle	31.5%	48.0%	41.7%	29.9%	17.3%	33.9%	26.8%	X	0.0%	0.0%	11.0%	0.0%	3.9%	0.0%
Pedestrian	32.4%	0.0%	38.0%	15.5%	15.5%	14.1%	1.4%	0.0%	X	4.2%	19.7%	0.0%	0.0%	0.0%
Large Truck	12.9%	19.4%	38.7%	12.9%	6.5%	41.9%	22.6%	0.0%	9.7%	X	29.0%	0.0%	0.0%	0.0%
Older Driver	15.5%	26.2%	53.6%	13.1%	8.3%	26.2%	10.7%	16.7%	16.7%	10.7%	X	2.4%	1.2%	0.0%
Bicycle	20.0%	20.0%	40.0%	15.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	10.0%	X	0.0%	0.0%
Animal	16.7%	16.7%	16.7%	33.3%	0.0%	16.7%	0.0%	83.3%	0.0%	0.0%	16.7%	0.0%	X	0.0%
Railroad	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	X

Note: View data by Emphasis Area rows

Discussion

- Are there seasonal trends?
 - Data does track time of crashes
 - Montana trend of 100 deadliest days of summer – recreational season and false sense of security
- What are your first impressions? What sticks out?

- Young drivers
- Speed
- Inattentive drivers
- Unrestrained occupant
- Intersections are a need, but potentially not able to be addressed by these efforts
 - What are contributing factors involved in intersection crashes?
 - Need to pull out intersection data, review in two different cross-tabs
- Young drivers
 - When we move into emphasis areas, need to have a champion/chair to carry forward – last time it was difficult to engage the school district
 - Instead identified strategies
- Per capita discussion – should data be reviewed based on population base, or is Vision Zero the goal regardless of population?
- Are there notable changes that have occurred in the last five years?
 - Data?
 - Societal behaviors?

Next steps

- Vote on emphasis areas – will send out online poll
 - Prompt for thoughts related to vision and goal(s)
- Develop a Vision Statement and Goals for the CTSP
 - 2016 Vision: The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.
 - 2016 Goal: Based on a 5-year rolling average, reduce fatalities and serious injuries by 20% from 70 to 56 by 2020.