
BILLINGS • YELLOWSTONE COUNTY



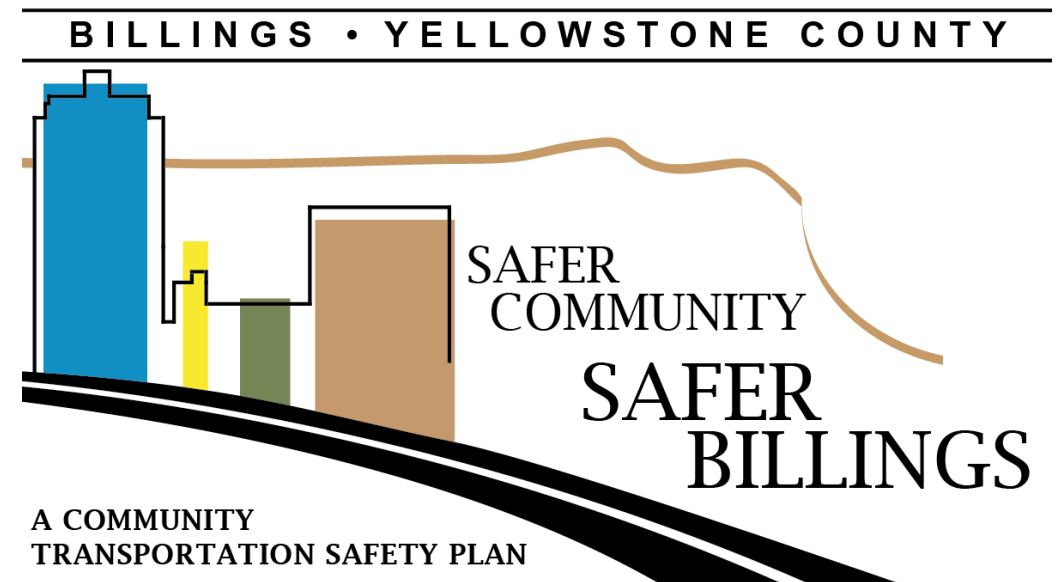
**A COMMUNITY
TRANSPORTATION SAFETY PLAN**

Opening Remarks

Mayor Bill Cole

Agenda

- Welcome and Introductions
- Overview Presentation
 - Summit Purpose
 - Recap of 2016 Community Transportation Safety Plan (CTSP)
 - CTSP Development Process
 - Crash Data
 - Emphasis Areas
 - Vision and Goal
- Break
- Team Strategy Discussions
- Team Reports
- Next Steps





WELCOME AND INTRODUCTIONS

Introductions



CTSP Advisory Committee Members

- **Dan Brooks**, Billings Chamber of Commerce
- **Danny Choriki**, Billings City Council
- **Lanny Orr**, Billings Clinic
- **Pepper Valdez**, Billings Fire Department
- **Neil Lawrence** and **Brian Korell**, Billings Police Department
- **Scott Reiter** and **Megan Trevino**, Billings Public Schools
- **Mac Fogelsong** and **Dakota Martonen**, City of Billings Public Works Department
- **Pam Langve-Davis**, **Parker Osterloh**, and **Zach Kirkemo**, Montana Department of Transportation
- **Tony Beehler**, Montana Highway Patrol
- **Melissa Henderson**, Healthy by Design
- **Eric Fischer** and **Dr. Barry McKenzie**, St. Vincent Healthcare
- **Darrell Tunnicliff**, Yellowstone County Planning Board
- **Mike Linder**, Yellowstone County Sheriff's Office

Introductions



CTSP Lead

Billings-Yellowstone County MPO

Lora Mattox

Scott Walker

Wyeth Friday

Elyse Monat

Consultant

DOWL

Lisa Olmsted

Doug Enderson

Hannah Olson



SAFETY SUMMIT PURPOSE





RECAP OF 2016 CTSP

Process

The purpose of the CTSP process is to identify transportation safety issues within the Billings MPO planning area:

- Using a data-driven approach
- Working together toward common goals through a collaborative planning effort
- Reduce fatal and serious injuries resulting from motor vehicle crashes

This plan is focused on community-wide issues and strategies to improve safety and does not identify specific roadway locations or projects in the Billings MPO planning area.

2016 Emphasis Areas

Unrestrained Occupants

1. Support and enhance enforcement of seat belt and child safety laws
2. Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor trip
3. Strengthen and support occupant protection laws to increase compliance

Impaired Driving

1. Expand awareness and access to safe ride options to decrease impaired driving
2. Reduce impaired driving through prevention education and training
3. Establish communication lines with safety partners to identify opportunities and increase probability of earlier intervention

Inattentive Driving/Speeding

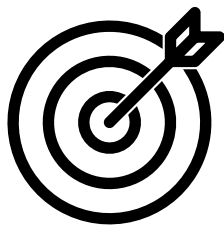
1. Increase law enforcement staff to proactively enforce speed limits and current distracted driving laws
2. Reduce speeding and distractive driving crashes through enhanced education
3. Encourage the development of a statewide law banning the use of electronic devices while driving

2016 Vision & Goal



Vision Statement

The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.



Goal

Based on a 5-year rolling average, reduce fatalities and serious injuries by 20% from 70 to 56 by 2020.

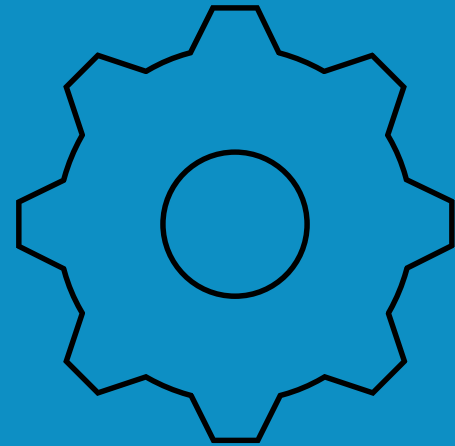
Result

- Identified proven countermeasures and safety strategies for each emphasis area
- Developed an implementation process
- Held the 2016 Billings Safety Summit to discuss CTSP vision, goals, and implementation process



Ongoing Efforts

- **MHP:** Impaired Driver lead
- **Billings PD:** Distracted/Speeding Driver lead
- **Billings MPO:** Seatbelt lead





**COMMUNITY TRANSPORTATION
SAFETY PLAN UPDATE
DEVELOPMENT PROCESS**

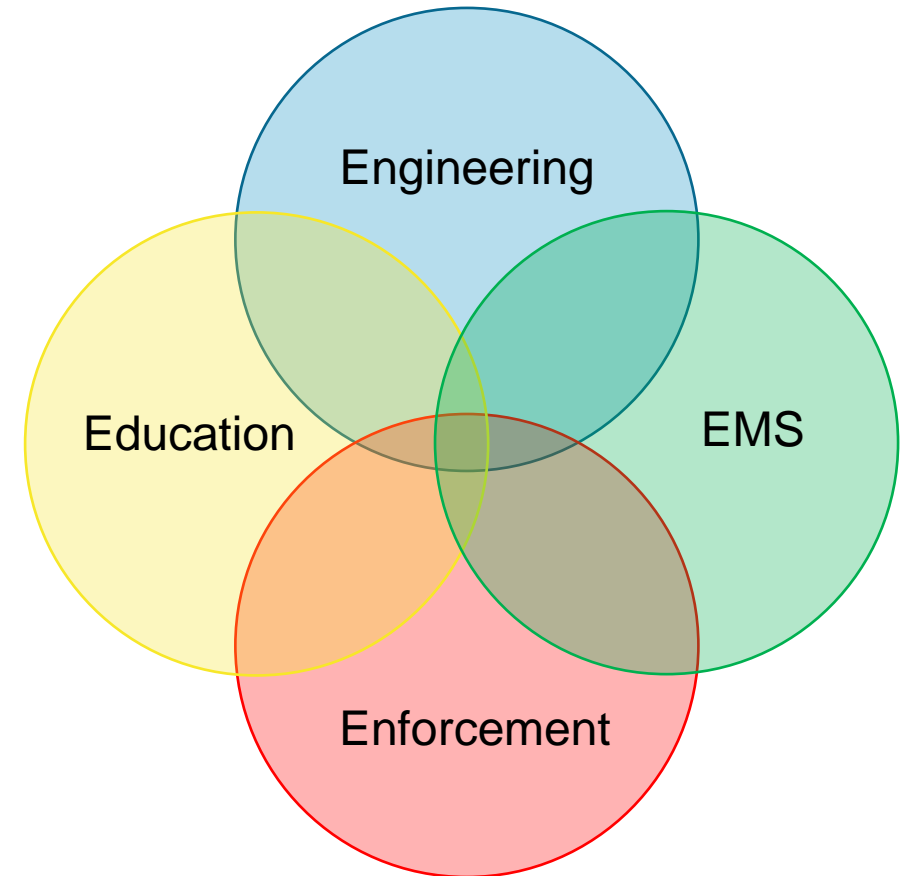
The 4 Es of Transportation Safety

Education

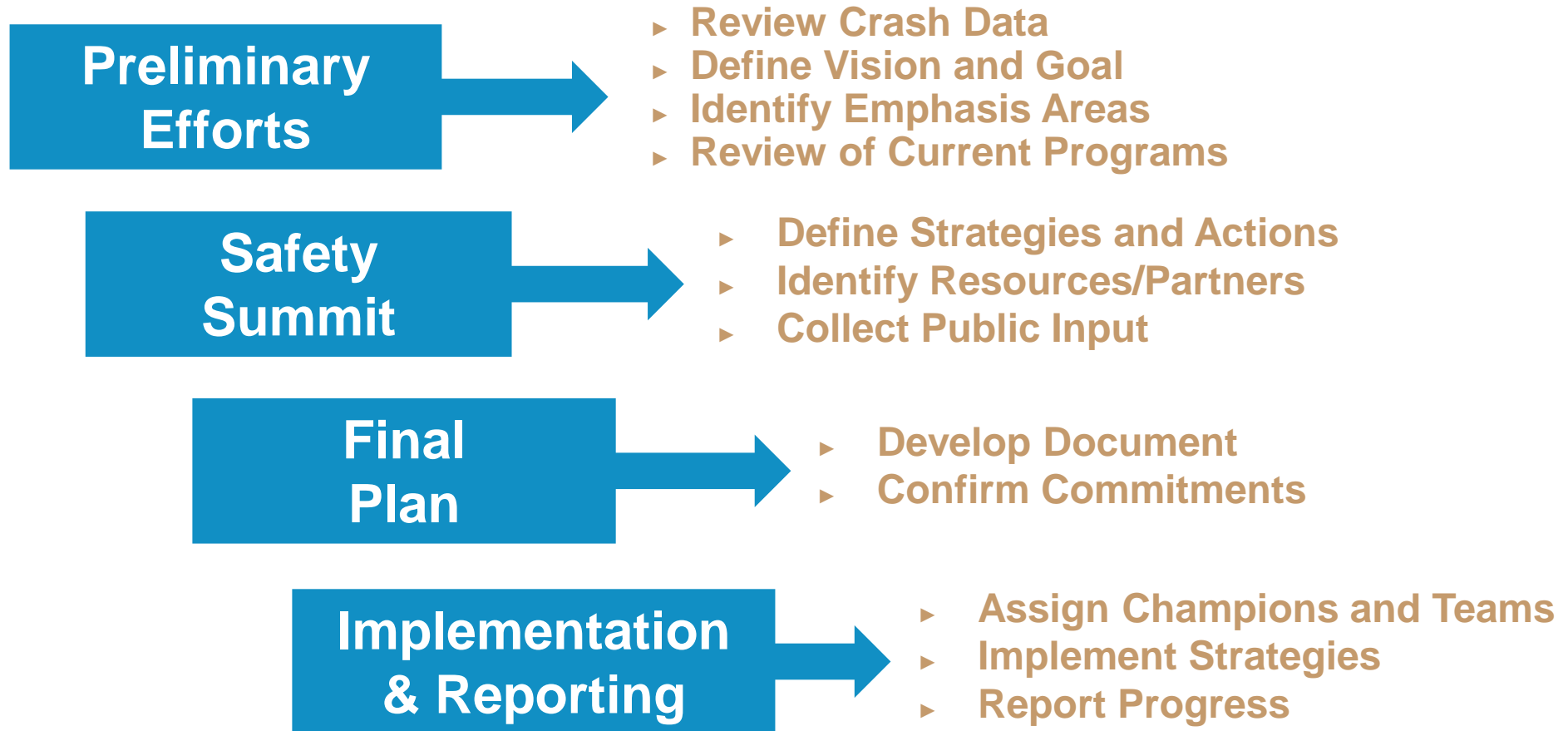
Enforcement

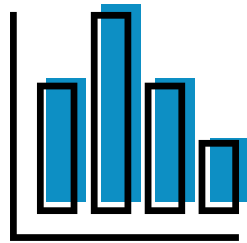
Emergency Medical Services

Engineering



CTSP Development Process

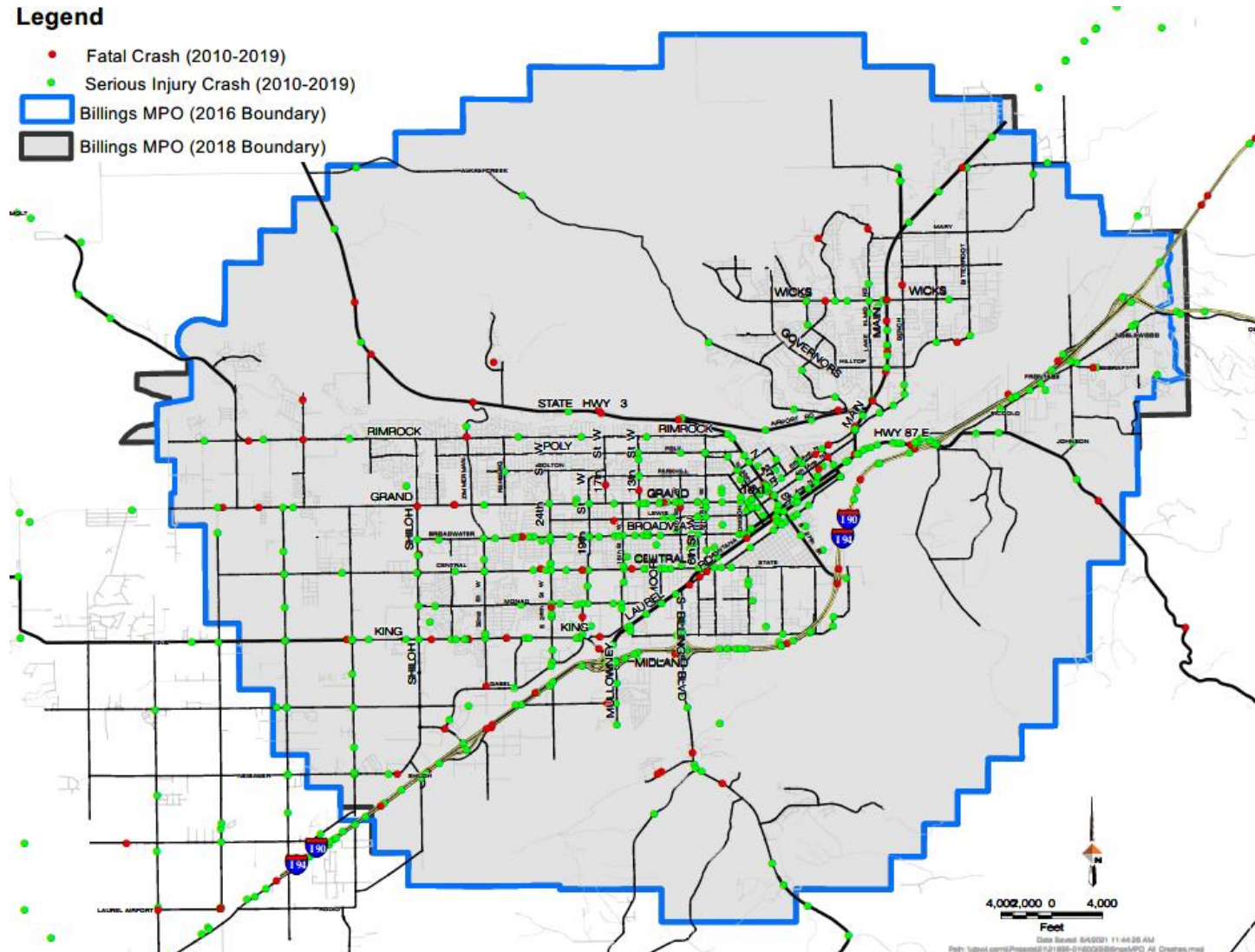




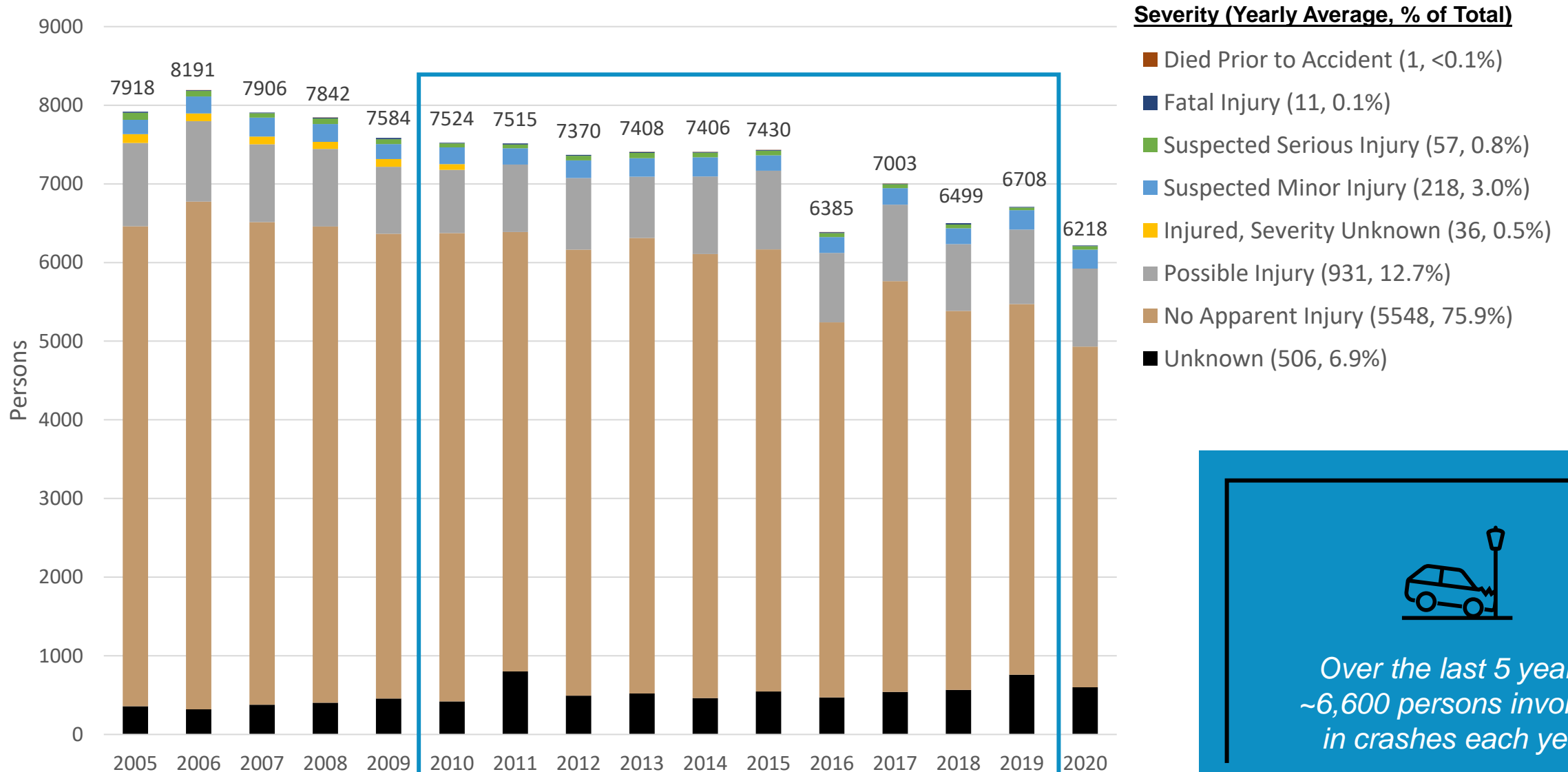
CRASH DATA

Notes on Crash Data Analysis

- Crash reporting procedures change over the years.
- MPO Boundary changed in 2016 and 2018.
- Data reported here summarizes 2010-2019 crashes, analyzed using latest MPO boundary.
- Reporting slightly different number of crashes, compared to prior CTSP.
- What qualifies as a Serious Injury?



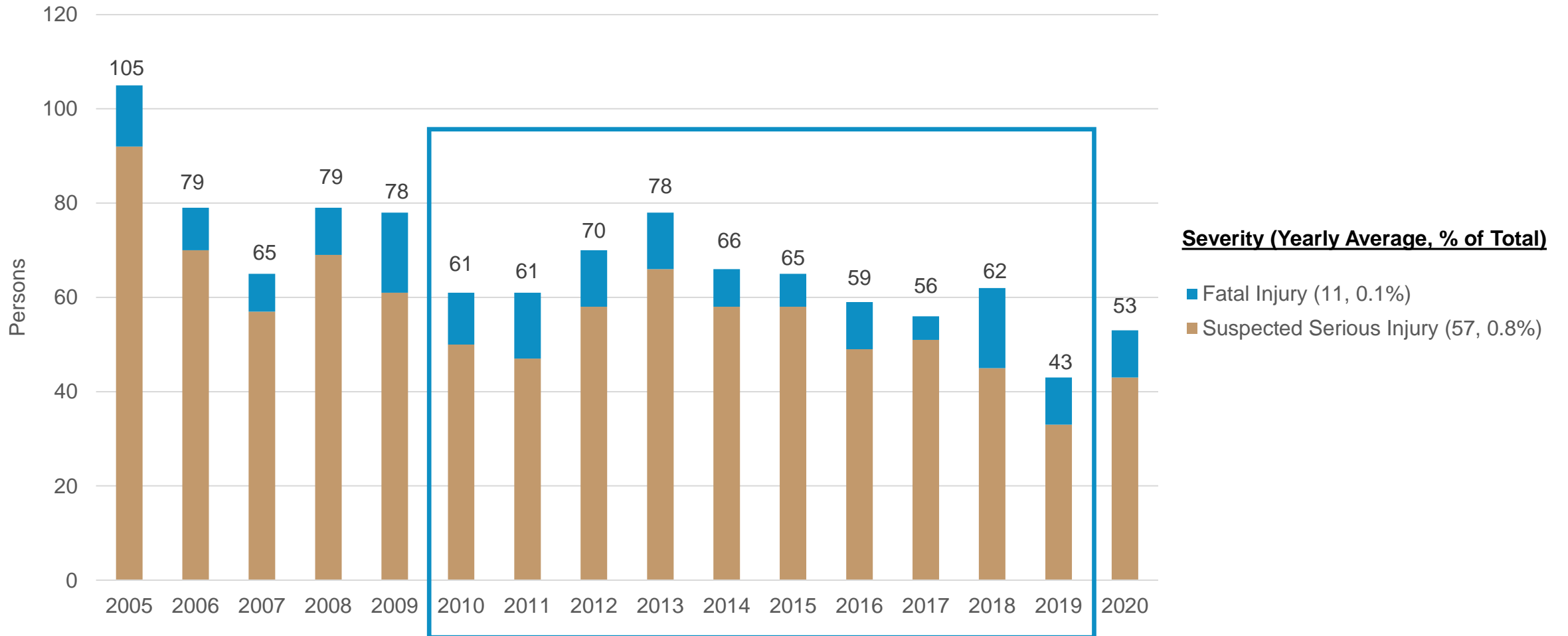
Number of Persons Involved in Crashes Each Year in Billings MPO



*Over the last 5 years,
~6,600 persons involved
in crashes each year*

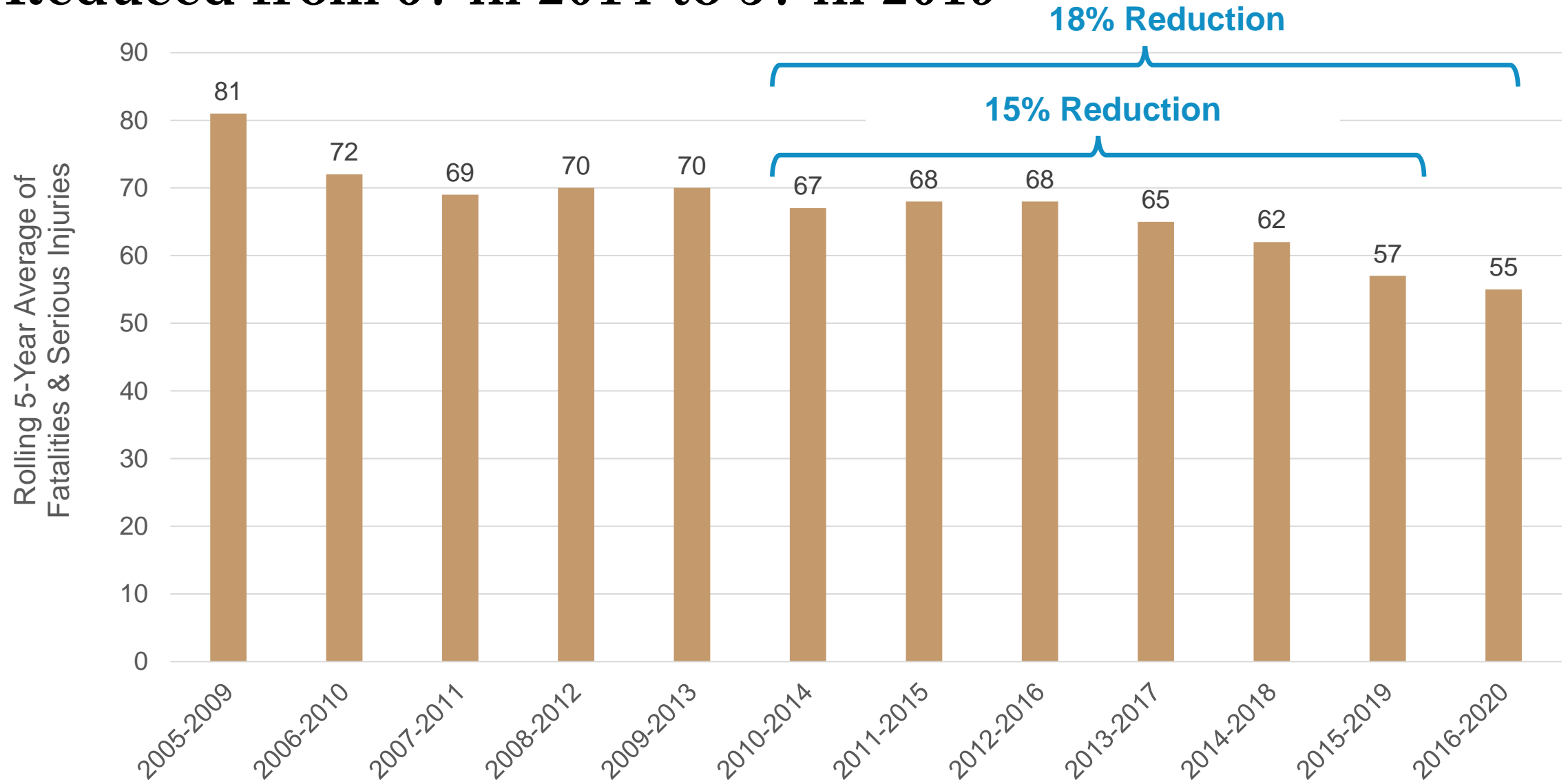
Number of Persons Involved in Serious Crashes Each Year in Billings MPO

Serious and Fatal Injuries (Billings MPO)

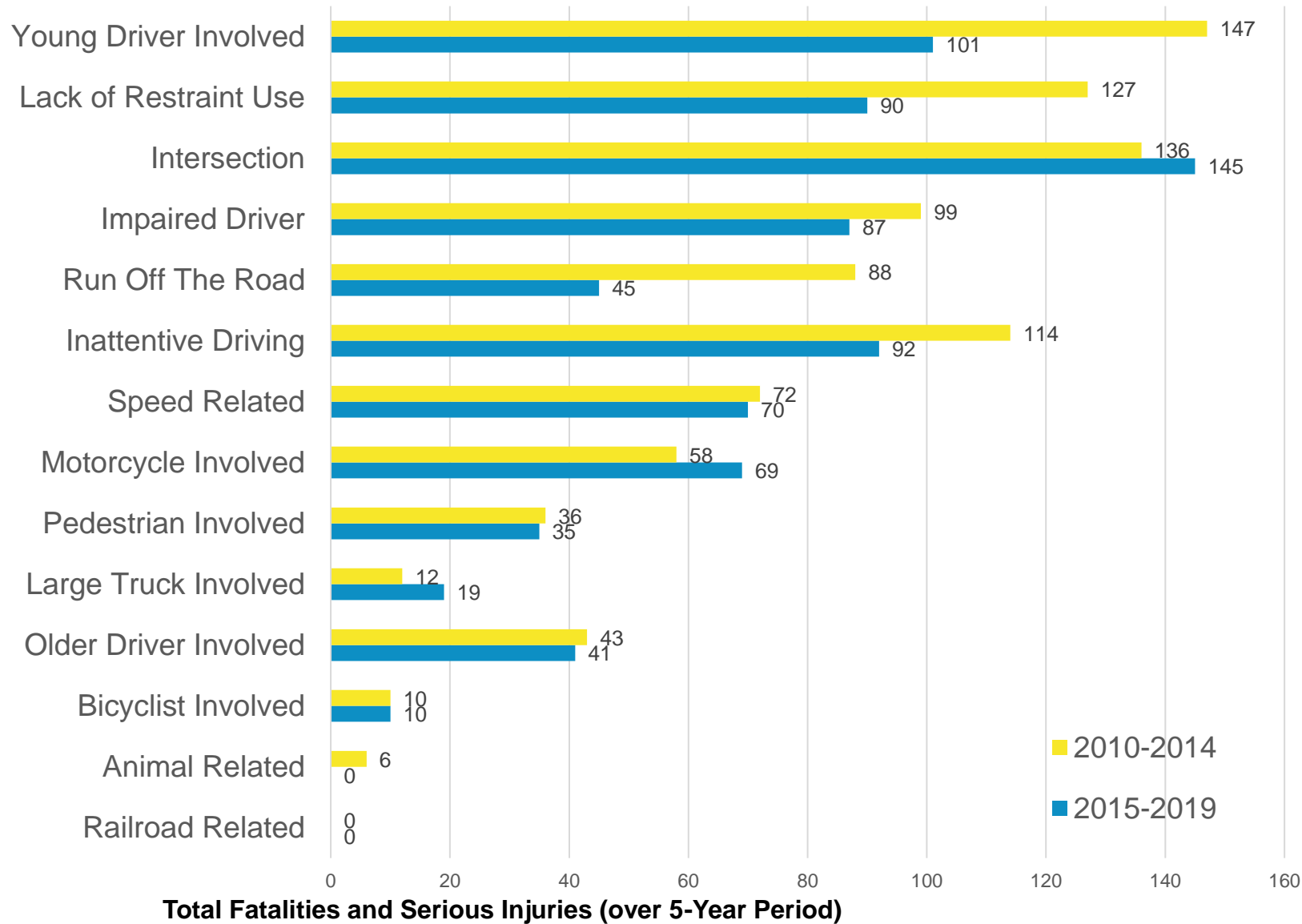


Achieved 15% Reduction

Reduced from 67 in 2014 to 57 in 2019



5-Year Comparisons: Crash Factors



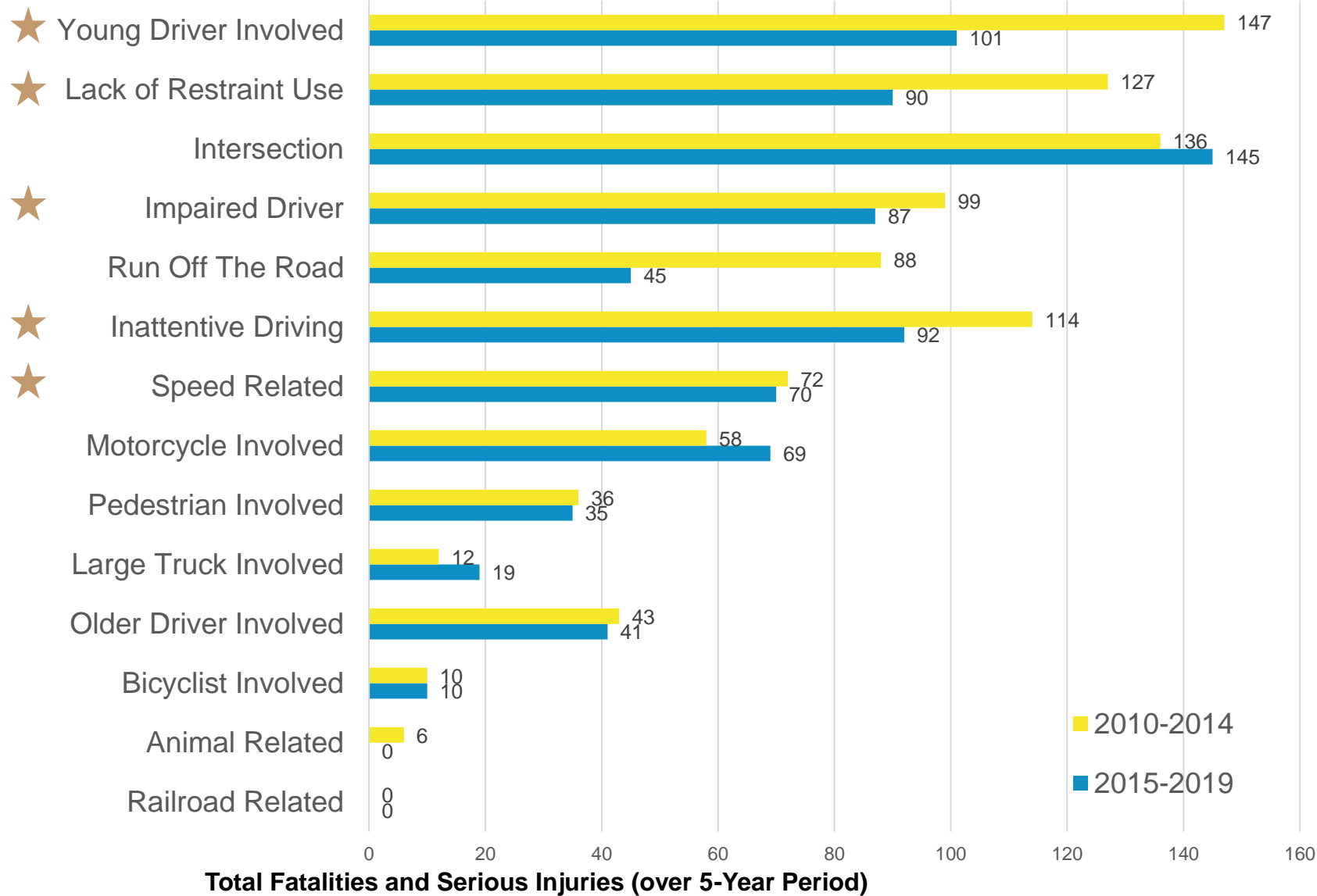
Declining:

- Young Driver
- Unbelted
- Impaired
- Run off Road
- Inattentive

Plateau/Increase:

- Intersection
- Speed Related
- Motorcycle
- Pedestrian
- Large Truck
- Older Driver
- Bicyclist

5-Year Comparisons: Crash Factors



Declining:

- Young Driver
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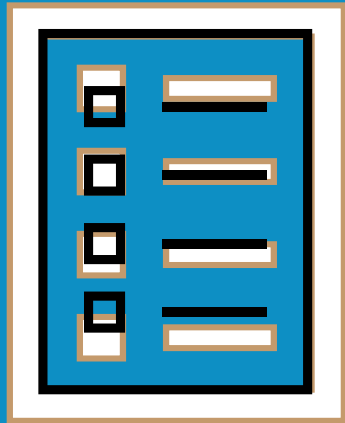
Plateau/Increase:

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EMPHASIS AREAS

Emphasis Areas



- Impaired Driving
- Inattentive Driving
- Lack of Restraint Use
- Speed Related

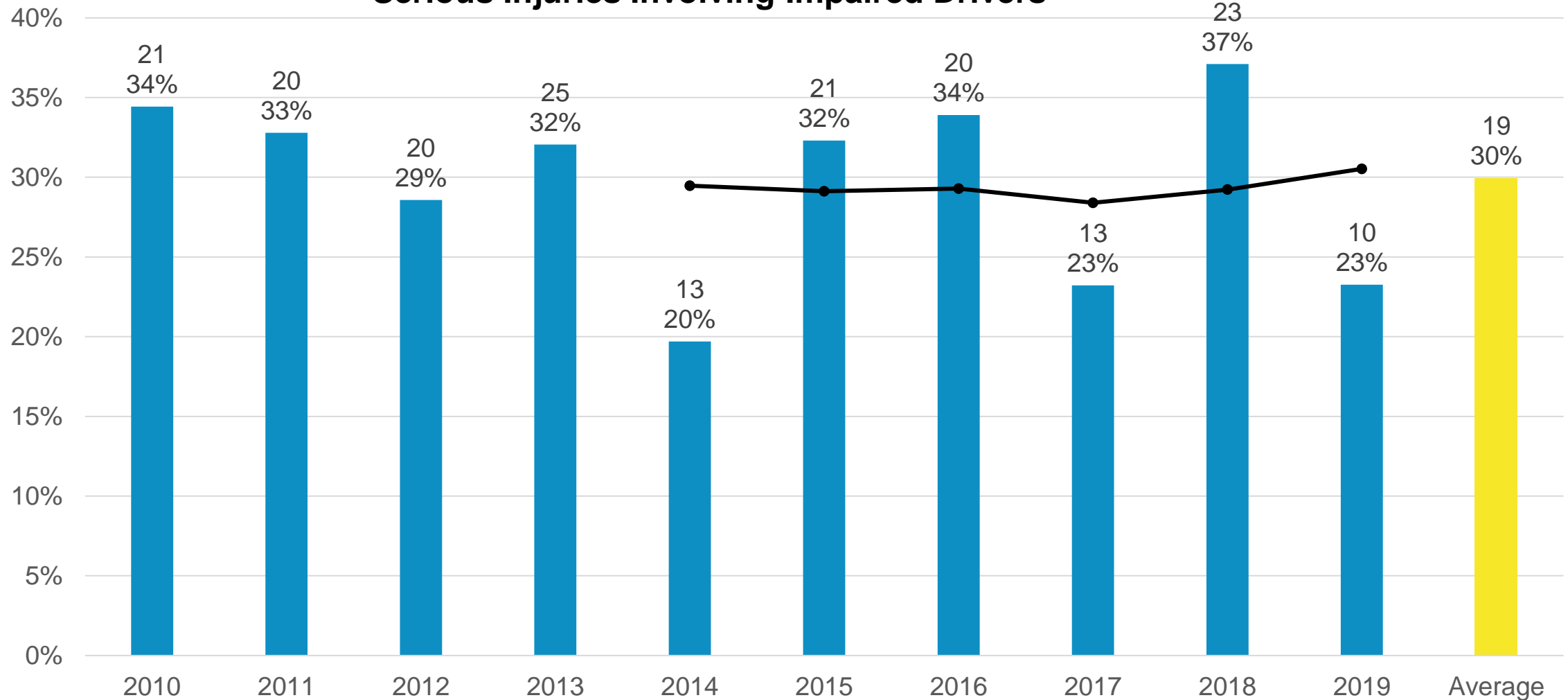
Attention to:

- Young Drivers

Impaired Drivers

— 5-Year Average

Number and Percent of Traffic Related Fatalities and Serious Injuries Involving Impaired Drivers



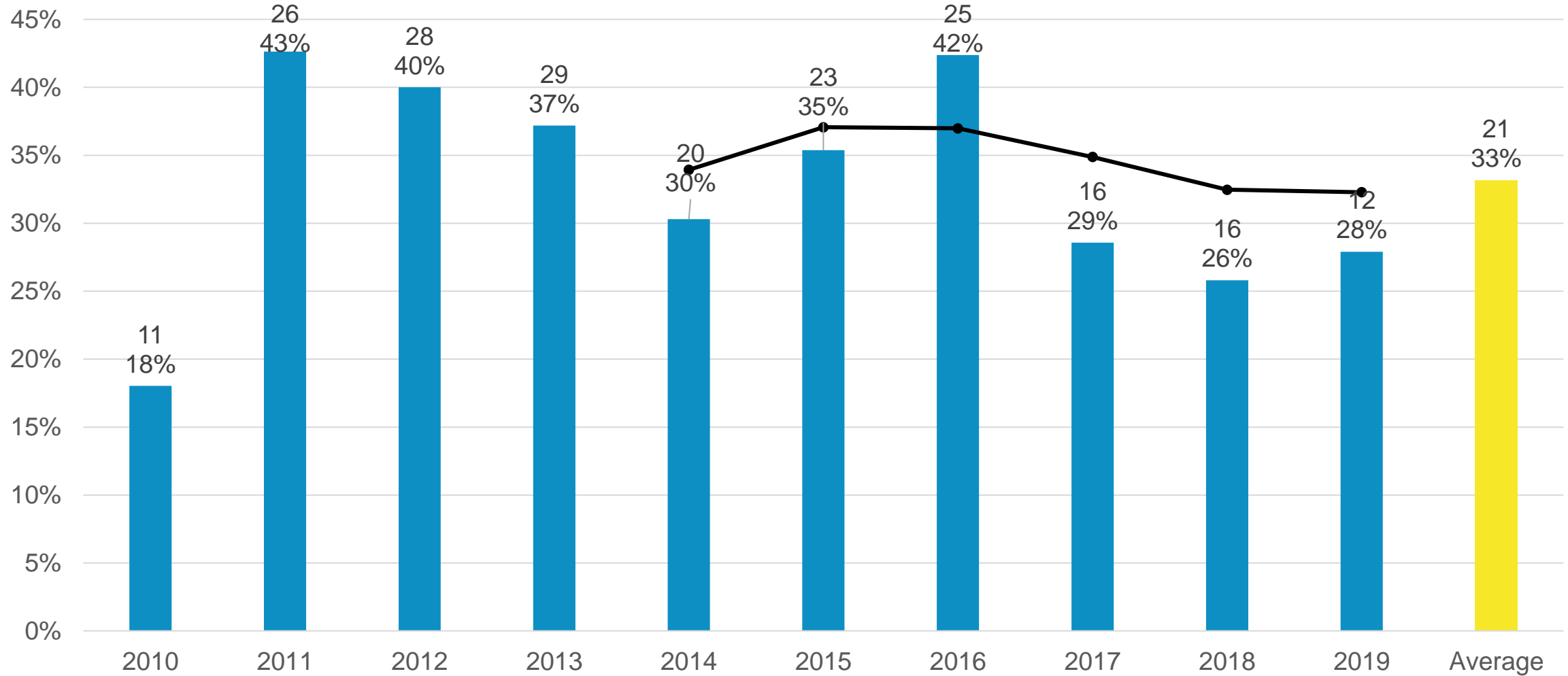
Impaired Drivers

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
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%

Inattentive Driving

— 5-Year Average

Number and Percent of Traffic Related Fatalities and Serious Injuries Involving Inattentive Driving



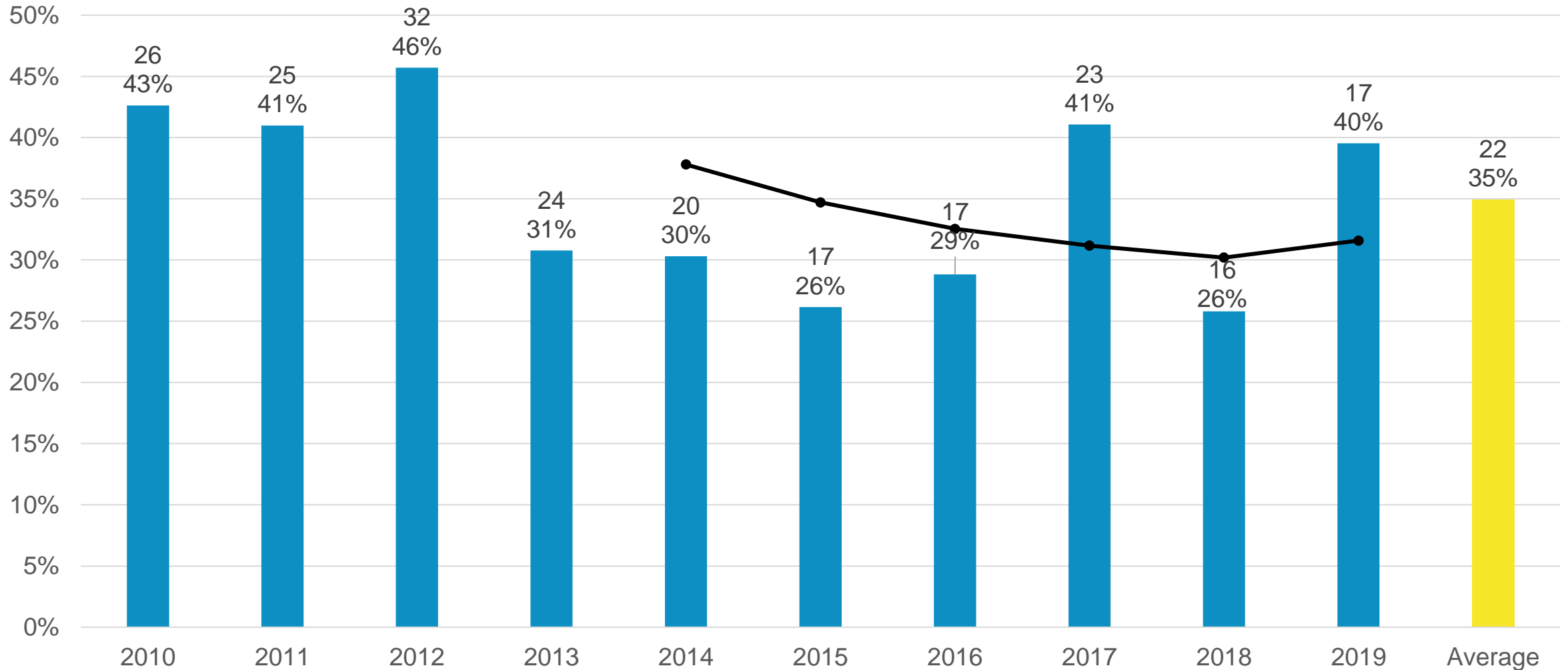
Inattentive Driving

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
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%

Lack of Restraint Use

— 5-Year Average

Number and Percent of Traffic Related Fatalities and Serious Injuries Involving Lack of Restraint Use



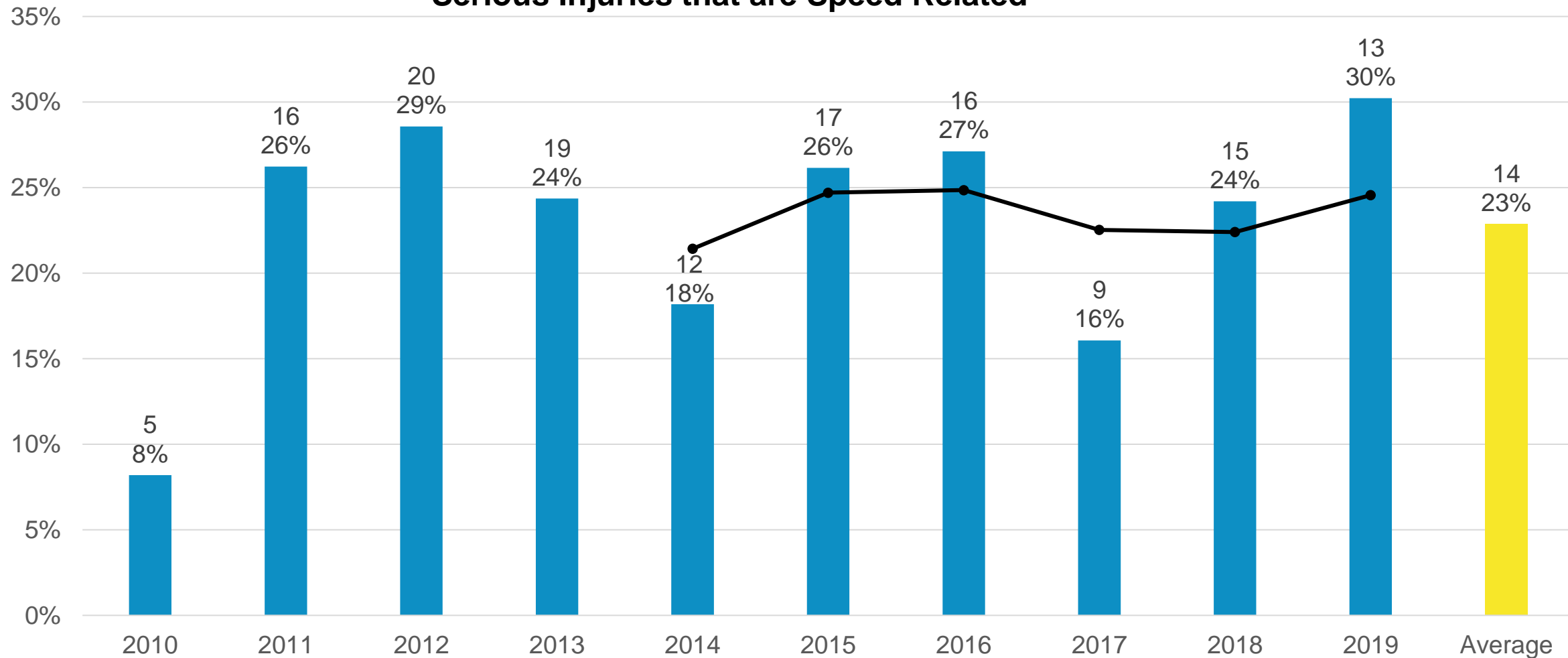
Lack of Restraint Use

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
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%

Speed Related

— 5-Year Average

Number and Percent of Traffic Related Fatalities and Serious Injuries that are Speed Related



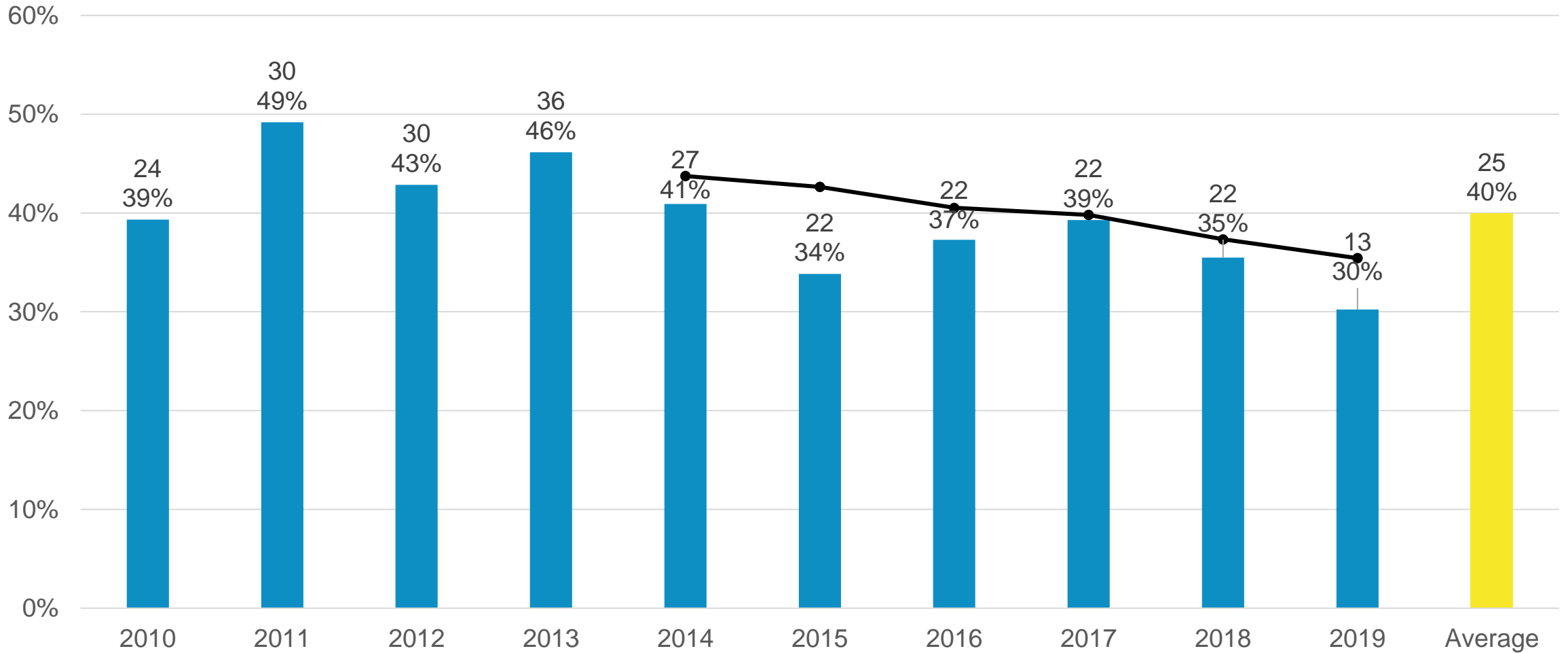
Speed Related

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
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%

Young Driver Involved

— 5-Year Average

Number and Percent of Traffic Related Fatalities and Serious Injuries Involving Young Drivers (Ages 14 to 25 Years)

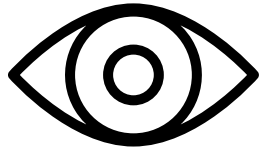


Young Driver Involved

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
Young Driver Involved	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%

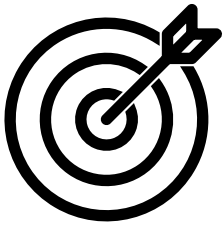


VISION AND GOAL



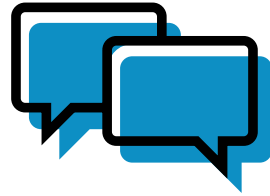
Vision Statement

The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.



Goal

Based on a 5-year rolling average, reduce fatalities and serious injuries by 20% from 57 to 46 by the end of 2024.



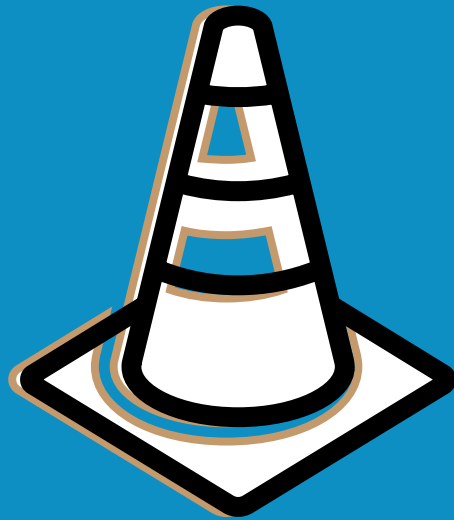
COLLABORATIVE TEAM CONVERSATIONS

Break-out Teams



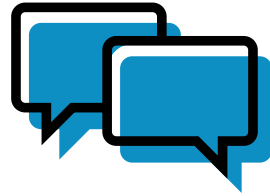
1. Impaired Driving
2. Distracted Driving
3. Lack of Restraint Use
4. Speed Related

Existing Safety Programs



Please reference the handouts to:

- Identify available resources
- Identify engagement gaps
- Avoid redundancies



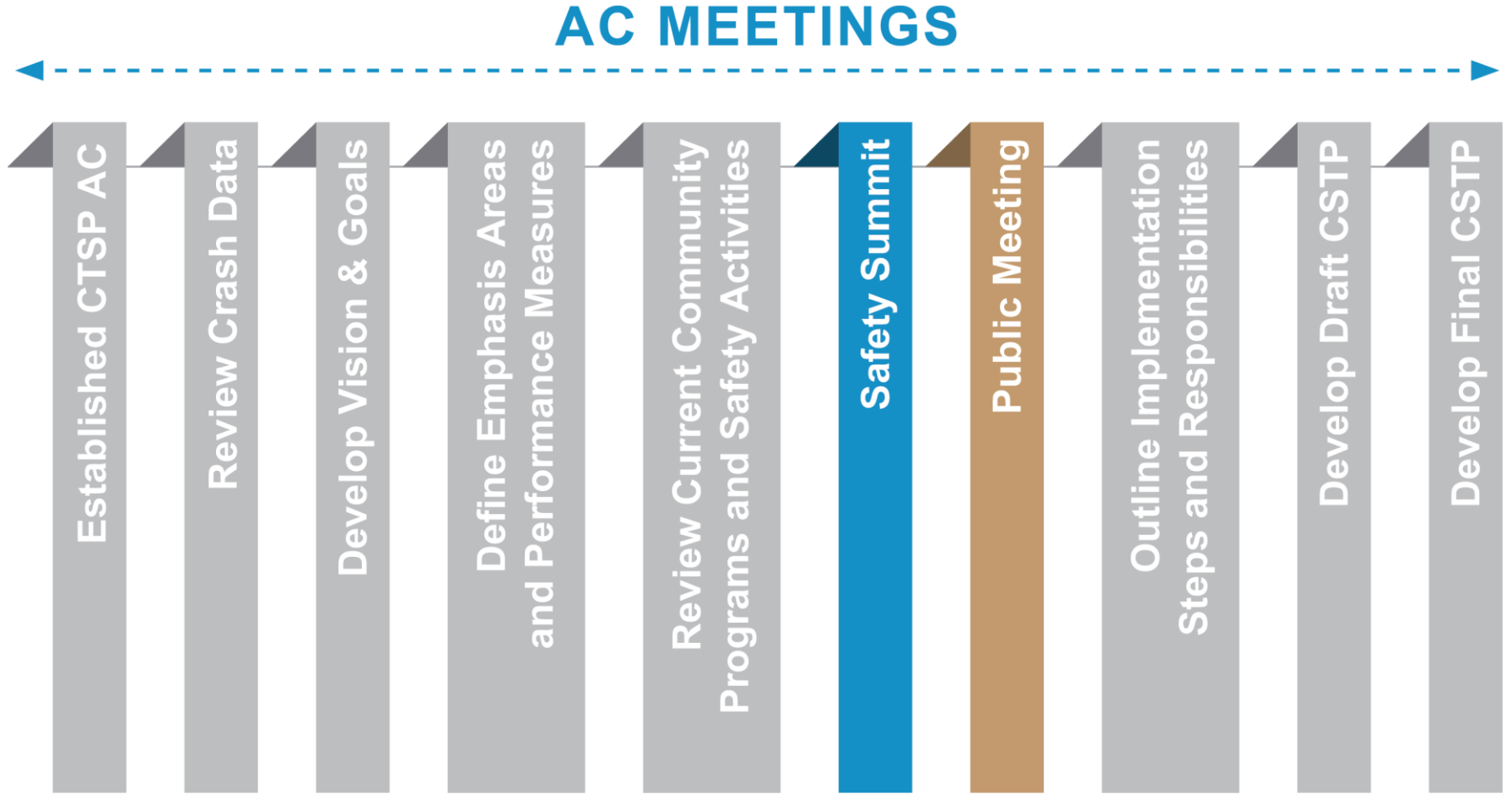
BREAK-OUT TEAM RECAPS

Break-out Teams



1. Impaired Driving
2. Distracted Driving
3. Lack of Restraint Use
4. Speed Related

Next Steps



Public Participation: www.BillingsCTSP.com