

*"Preserve and enhance the quality of life
by improving transportation safety for all
users."*

HAMILTON COMMUNITY TRANSPORTATION SAFETY PLAN



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City of Hamilton

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**With Funding and Technical
Assistance Provided By:**

Montana Department of
Transportation



March 25, 2011

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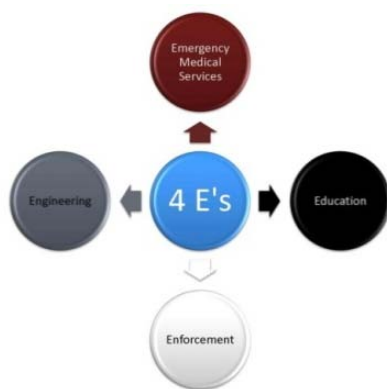
EXECUTIVE SUMMARY

Executive Summary

The development of the Hamilton Community Transportation Safety Plan (CTSP) sends an important message that the community feels that improving transportation safety is a priority. It reflects a strong commitment of Hamilton elected officials and stakeholders in the value to strive to improve transportation safety conditions for its residents. Transportation safety is much more than fixing a road or writing more citations. Transportation safety has to be a multi-faceted, coordinated effort that includes Education, Enforcement, Engineering, and Emergency Medical Services in order to be most effective. To that end, the Hamilton CTSP addresses the “Four E’s” in striving to reach their goal to “*Preserve and enhance the quality of life by improving transportation safety for all users*” and also to reduce crashes.

The planning process utilized for this effort was focused on data analysis and community input, and generally included the following sequential steps:

- Identification of Goals for Safety,
- Review and Analysis of Crash Data and Reports,
- Identification of Problems and/or Areas of Concern,
- Development of Emphasis Areas and Completion of Gap Analysis,
- Identification of New Strategies and Actions, and
- Development of Implementation Suggestions and Reporting Plan



The structure of the plan is grounded in the reality that in small communities like Hamilton, there are limited staff, time and resources available. Hamilton already does quite a lot to address safety. In fact, Hamilton should be celebrating their success as they already implement many of the ideas and strategies for improving transportation safety being used across the country. The Hamilton Police Department is extremely proactive in enforcing traffic laws, participating in community outreach events, and facilitating transportation safety education within the community. Likewise, the Hamilton School District is at the forefront of educating young people as to their roles and responsibilities within the transportation system through classroom training and driver education. With the community fresh off the completion of its multi-modal Transportation Plan, Hamilton is already making strides at improving infrastructure such as Fairgrounds Road and pedestrian crossing opportunities at the intersection of State Street and 4th Street.

The role of the SOC to oversee and guide the development of the plan was instrumental in the success of this plan.

Executive Summary

To develop the CTSP, stakeholders were asked to identify perceived transportation safety-related problems facing the City of Hamilton. Because the intent of the CTSP is a data-driven planning process, crash data available through MDT and the Hamilton Police Department was analyzed and reviewed to validate the stakeholders' safety concerns and to look for additional safety outliers demonstrating the need for additional or extended safety efforts in the community. The safety data showed that there were identifiable problems and trends to be addressed in Hamilton. The crash trends include high incidents of older and younger driver crashes, high incidences of inattentive and careless driving and multiple-vehicle crashes. Comprehensive analysis of this crash data resulted in identification of three emphasis areas as the focus of the Hamilton CTSP: Vulnerable Users, User Behavior, and Problem Locations.

Emphasis Area #1: **Vulnerable users**

- Older drivers
- Younger drivers
- Bicyclists
- Pedestrians

The driver's with the highest percent involvement in crashes in Hamilton are 15- to 19- year olds, which is typical in Montana city crashes for communities of similar size. After this user group, there is a higher involvement of drivers over the age of 65 in Hamilton crashes compared to communities of similar size. The younger driver and the older driver user groups have been identified as users that have certain trends that may be resolved through mitigation.

Emphasis Area #2: **User behavior**

- Alcohol and drug impaired
- Safety device usage
- Distracted driving

The Hamilton Police Department does a remarkable job of citing impaired drivers but the number of citations being issued indicates people are still choosing to drive while impaired so there is room for improvement in addressing this safety area. Accordingly, tools and strategies have been identified to address user behavior in the CTSP.

Emphasis Area #3: **Problem locations**

Like many small Montana communities, infrastructure improvements are needed, but funding has historically been lacking. The City is in the process of implementing many of the recommendations contained in their recently completed *Hamilton Area Transportation Plan, 2009 Update*. Many of these improvements will serve to address safety issues such as lack of sidewalks, improved roadway crossings, and better channelization of vehicles at intersections and along roadways.

The CTSP includes opportunities to piggy-back on the recently completed *Hamilton Area Transportation Plan, 2009 Update* and the proposed *Hamilton Non-Motorized Transportation Plan*.

Current safety programs offered within Hamilton were then identified and analyzed in order to determine any potential “gaps” in their efforts in each of the above problem areas.

For each of the emphasis areas, a champion has been identified to lead a team of stakeholders in implementing strategies and tracking progress to achieve the overall goal of the plan. For “Emphasis Area 1 – Vulnerable Users”, the champion is Dennis Stranger, Hamilton Community Development and Planning Department. For “Emphasis Area 2 – User Behavior”, the champion is Ryan Oster, Hamilton Police Department. For “Emphasis Area 3 – Problem Locations”, the champion is Keith Smith, Hamilton Public Works Department.

An implementation plan has been developed for each emphasis area that includes potential actions steps for implementation, the stakeholder groups needed for successful implementation, the resources needed to implement the strategies, timelines and performance measure to determine success.

Special thanks go out to members of the Safety Oversight Committee (SOC) assembled for this planning effort. The membership of the SOC is shown in Appendix B. The role of the SOC to oversee and guide the development of the plan was instrumental in the success of this plan. The SOC should continue to meet regularly to continue guiding the safety plan and strategy efforts.

The champion for each Emphasis Area team will be responsible for convening quarterly team meetings. These meetings should include the SOC membership. For potential strategies related to each Emphasis Area, a strategy leader will need to be identified such that the leader can execute the strategy with the assistance of willing stakeholders. On a regular basis, the Emphasis Area champions should report the strategy progress to the SOC and CTSP sponsor. Regular progress tracking and reporting is essential to ensure success. Monitoring progress allows the SOC to assess and modify strategies as necessary to accomplish the CTSP’s goal. Tracking and reporting implementation progress of emphasis area strategies and performance measures to MDT will be done by the Plan Sponsor on an annual basis. The Plan Sponsor will update the CTSP as warranted to improve safety and reduce the number and severity of crashes in Hamilton.

Every two years it is suggested that crash data be obtained from the MDT by the sponsor such that a comparison of the results can be made and overall progress of improving safety and reducing crashes and injuries can be assessed.

Implementation and Reporting Steps

Champions and SOC Convene Quarterly Meetings

Identify Strategy Leaders

Champions Report Progress Annually to SOC and Local Sponsor

Local Sponsor Reports Progress Annually to MDT

Obtain Crash Data from MDT Every Two Years to Monitor Success

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INTRODUCTION

Introduction

Car crashes occur in every community across the nation and can be devastating to families, friends, communities, and the State of Montana. In 2005, 22,376 crashes were reported on Montana roadways. Of these crashes, 224 involved a fatality and 6,066 involved an injury. It is estimated that these crashes cost the State of Montana approximately \$595 million in wage loss, medical expenses, insurance administration, and property damage. This figure does not account for the indirect costs of human suffering and loss resulting from these tragedies (MT CHSP 2006).

Suffering and economic loss caused by crashes are not inevitable. Since crashes are preventable the City of Hamilton recognized a need to work to reduce crashes and improve safety, and thereafter applied for assistance from MDT for the development of a Community Transportation Safety Plan (CTSP). The City of Hamilton was selected to receive technical and financial support from MDT during the Summer of 2010.

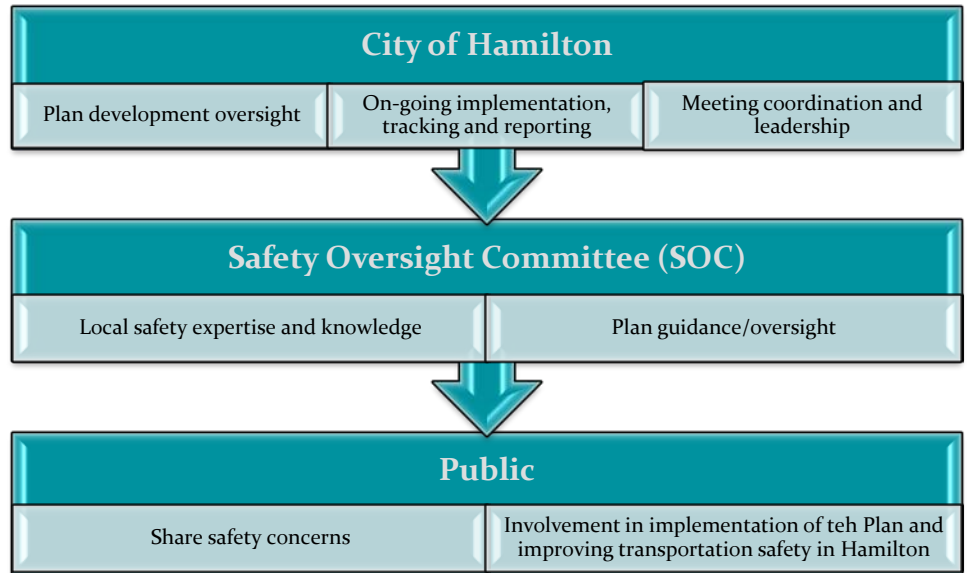
The purpose of the transportation safety plan is intended to assess and identify the safety problems in the community and develop an action plan to address them.

In order to fully evaluate safety concerns within the City of Hamilton, a well thought out planning process for the CTSP was followed. To start the CTSP process in addressing the City of Hamilton's safety needs, the City of Hamilton, as the project sponsor, led the development of the Hamilton Community Transportation Safety Plan involving many community safety stakeholders with specific responsibilities for managing and supporting safety at the local level. The first step in developing the CTSP was to form a Safety Oversight Committee (SOC), composed of these community officials and stakeholders with expertise in the 4E's of safety to oversee and guide the CTSP process.

Public meetings also fostered open communication with the public in order to identify additional transportation safety perceptions, concerns and needs. The figure below shows roles of each entity.

In addition to forming and structuring the SOC, another early step in the process was the formulation of goals and objectives for the planning effort and transportation safety in general. An early task was to query the SOC membership for their desired goals and objectives for the CTSP (see Goal for Safety section). These were captured appropriately and helped inform the development of the CTSP.

Suffering and economic loss caused by crashes are not inevitable.



Because the intent of the CTSP is a data-driven planning process, crash data available through MDT and the Hamilton Police Department was analyzed and reviewed to validate the stakeholders' and public's safety concerns and to look for additional safety outliers demonstrating the need for additional or extended safety efforts in the community (see Problem Identification section). The stakeholders then identified emphasis areas in which to focus their efforts to most efficiently reduce crashes within the City of Hamilton (see Emphasis Area Development section). Current safety programs offered within Hamilton were then identified and reviewed in order to determine any potential "gaps" in community efforts in each of the above problem areas. Finally, strategies for implementing these areas were developed (see Strategies for Success). An implementation plan was developed for each emphasis area that includes potential action steps for implementation, the stakeholder groups needed for successful implementation, the resources needed to implement the strategies, timelines and performance measures to determine success.

It should be noted that that the State of Montana does have a statewide safety plan called the *Montana Comprehensive Highway Safety Plan (CHSP)*. The CHSP was prepared in compliance with Federal transportation legislation requirements, and contains implementation suggestions and strategies for measuring and monitoring progress toward achieving the goals of the plan. A fundamental component of the CHSP is the recognition that safety partners must be identified and established throughout the State of Montana to maximize resources and to focus on the safety problems that have the greatest opportunity for improvement.

GOAL FOR SAFETY

Goal for Safety

During the first SOC meeting, the committee discussed their overall goal and objectives for the CTSP and what they hoped the process would address. The establishment of the overall goal is important because the community and the SOC must articulate what it is striving for relative to comprehensive transportation safety. The development of the goal was based on a facilitated discussion of the public's and the SOC's safety areas to be considered in the overall goal for the CTSP and were as follows:

During the first SOC meeting, the committee discussed their overall goals of the CTSP.

- Increase education of older population
- Incorporate cell phone/electronic crash statistics into the safety plan
- Increase education regarding texting and driving
- Identify who should educate the elderly and young
- Target seat belt usage
- Continue education through the fire department and Peer Choice program
- Continue education with Montana Behavioral Initiative (MBI) and Drivers' Education programs in the high school
- Address problem intersections and areas throughout Hamilton
- Address animal crashes in the area
- Recognize that some issues are public "Quality of Life" issues
- Address traffic safety issues associated with double parking, using the center turn lane as a merge lane or a travel lane, lack of marked crosswalks near Super 1, and excessive amount of business accesses onto US 93
- Increase bicycle/pedestrian awareness and rules
- Educate the public regarding unmarked intersections
- Address increased speeds around schools
- Identify alternate routes for EMS/Fire providers away from school areas
- Increase education for middle schools
- Continue the Safe Routes to Schools (SRTS) effort
- Identify/explore the potential for an opticom system at signalized intersections for emergency vehicles, especially at Pine Street/US 93

"Preserve and enhance the quality of life by improving transportation safety for all users."

Goal for Safety

- Evaluate the potential for a traffic signal at State Street/US 93

To capture all the elements discussed and provide an overarching safety goal for the community of Hamilton to strive for, the SOC identified the following goal for improving safety in their community Goal/Vision

"Preserve and enhance the quality of life by improving transportation safety for all users."

In order to achieve this goal, the SOC developed emphasis areas that would guide their efforts and achievement through implementation of strategies.

PROBLEM IDENTIFICATION

Problem Identification

The CTSP is a plan to identify and address safety issues in Hamilton. The CTSP was a community led effort that relied on input from the general public, safety stakeholders, elected officials, and the SOC. The SOC provided oversight in the development of the CTSP, and provided input on what they perceived to be safety issues that existed within the Hamilton area. In conjunction with these perceptions, a detailed crash data analysis was performed that helped confirm and/or refute perceived from actual safety problems. The SOC identified the following safety issues and concerns during the first meeting:

- older drivers
- young drivers
- bicycle/pedestrian safety
- cell phones/texting and driving
- safety belt usage
- animal/vehicle crashes
- emergency services delivery
- problem locations

Because the CTSP process is a data-driven process, data from the MDT State Highway Traffic Safety Office and City of Hamilton Police Department was analyzed in order to confirm these safety concerns and to identify any additional safety-related problems. The Safety Oversight Committee reviewed this crash data.

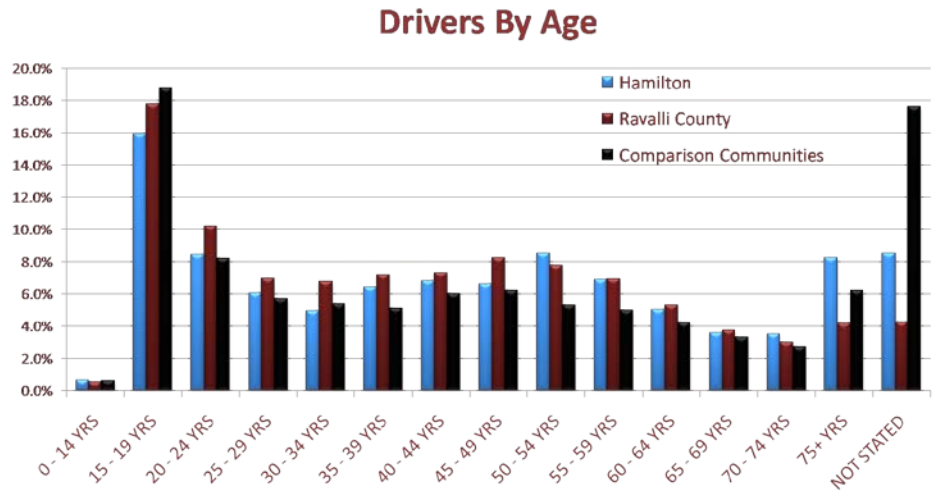
The following charts provide a snapshot of crash data analyzed that illustrates Hamilton's safety problem areas when compared to the data for Ravalli County, cities of comparable size, and the general crashes that occurred in Hamilton. This information does not take into account any crashes that may have occurred close to, yet outside, the Hamilton city limits which may have an impact on the greater community. More detail regarding specific crash trends is discussed later in this document.

An area of interest to the SOC from the start was the age of drivers involved in crashes in Hamilton. By analyzing the age of drivers, the intent was to identify any trends with certain age groups that may be more vulnerable than others. According to crash data analysis relative to age of drivers, when a driver's age is known, the drivers with the highest percent involvement in crashes are 15- to 19-year-olds, which is typical in Montana city crashes.

Problem Identification

There is a large drop off after that with drivers from 20- to 34-years old having less involvement in crashes than seen in other cities. There is higher involvement of drivers over the age of 65 in Hamilton crashes when compared to communities of similar size. Figure 1 shows the “Drivers by Age” of the crashes recorded during the five year period of 2005-2009.

Figure 1: Driver by Age

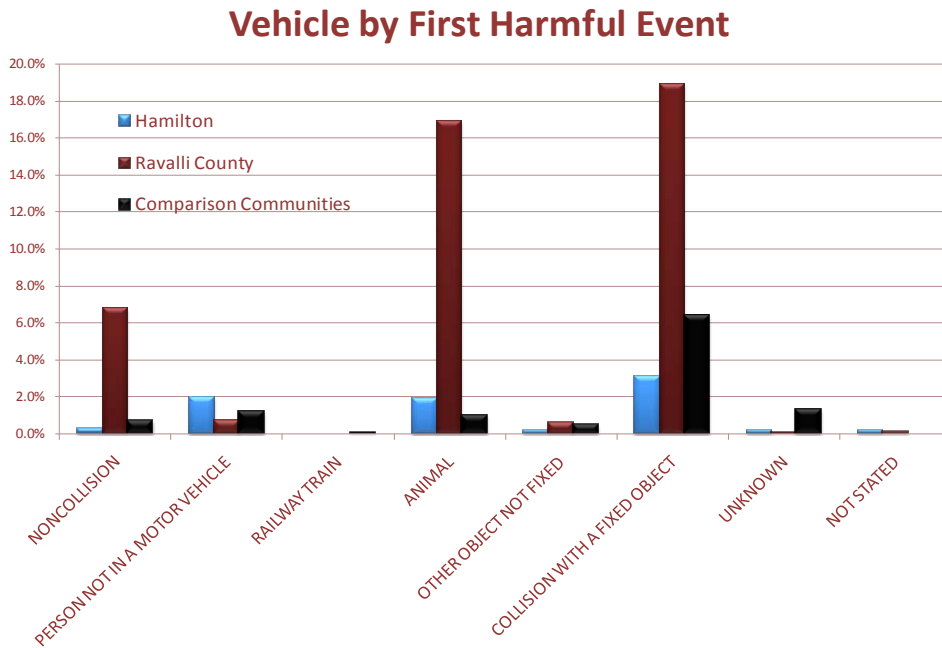


Source: MDT State Highway Traffic Safety Office, 2010.

Another interesting query of importance when analyzing crashes is the “vehicle by first harmful event” category. This data is important because it identifies collision types. The data confirmed that the majority of crashes in Hamilton were multi-vehicle crashes. After this trend, there was an observable trend of higher animal collisions and collisions when a person is not in a motor vehicle, both when compared to cities of similar size in Montana. Figure 2 shows the percent of vehicles by the reported first harmful event but excludes collisions with another motor vehicle in order to show the variations in other collision types.

The highest percent involvement in crashes (in Hamilton) is 15- to 19-year olds.

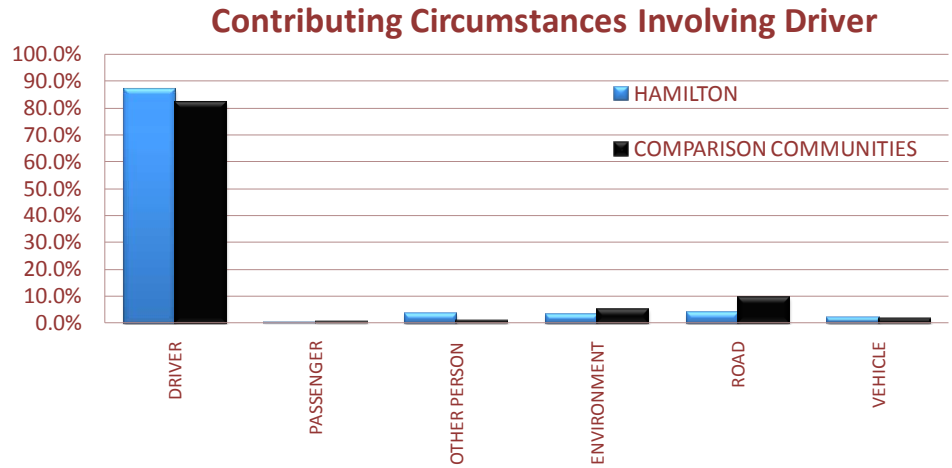
Figure 2: Vehicle by First Harmful Event



Source: MDT State Highway Traffic Safety Office, 2010.

Knowing if the contributing circumstances of Hamilton crashes involve the roadway, the environment or the driver is important because it can help inform the development and implementation of safety strategies. Figure 3 shows the higher proportion of crashes in the Hamilton area with driver behavior as a predominant contributing circumstance to the crash when compared to other cities of similar size. This leads to developing strategies that are education based in nature, rather than focusing solely on roadway and/or other infrastructure improvements.

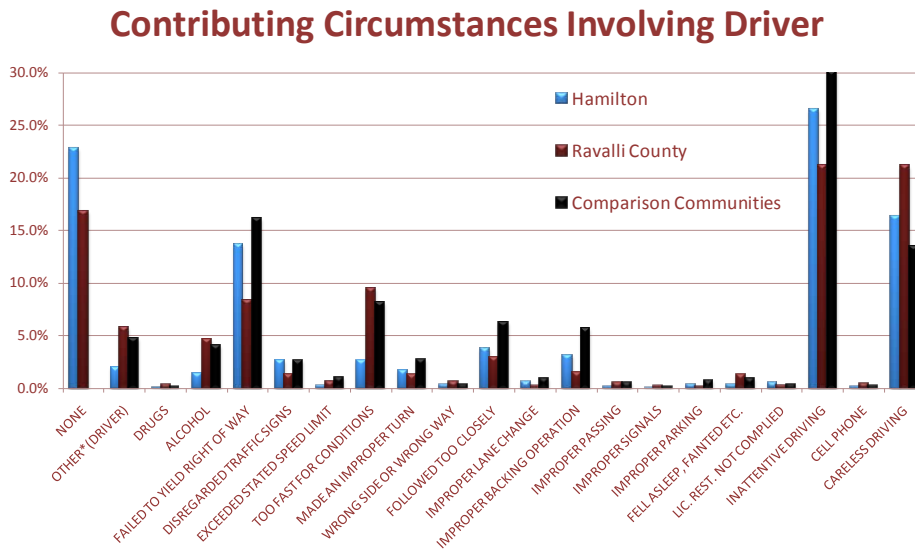
Figure 3: Contributing Circumstances



Source: MDT State Highway Traffic Safety Office, 2010.

Since contributing circumstances involving drivers are predominant in Hamilton crashes, it is important to know if there are trends associated with the drivers. Failing to yield the right of way, inattentive driving (use of a cell phone, eating, adjusting music, etc.) and careless driving crashes were the highest contributing circumstances in Hamilton area crashes from 2005-2009. This suggests a targeted education strategy may be needed to reach those drivers most susceptible to these types of behaviors. Since cell phone-related crashes were recently added to the standard law enforcement crash reporting procedures, the reported cell phone-related crashes for 2005-2009 were minimal. Figure 4 shows all contributing circumstances to crashes in Hamilton, Ravalli County and communities of comparable size.

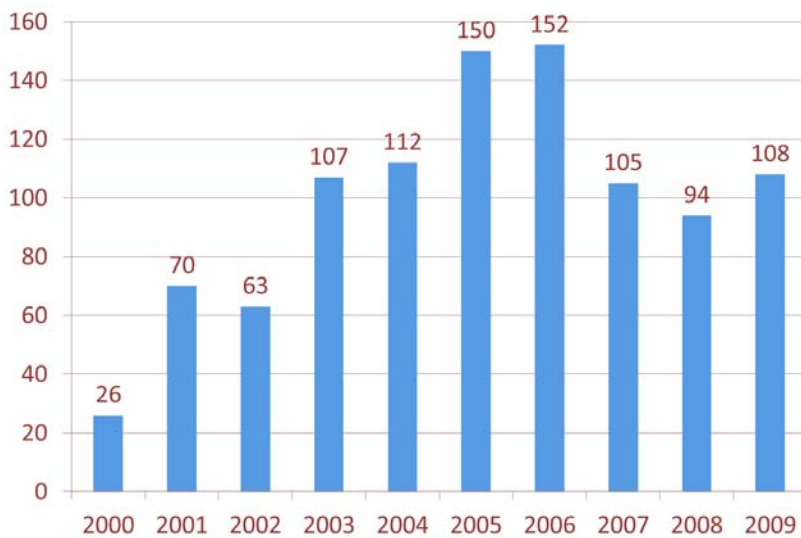
Figure 4: Contributing Circumstances



Source: MDT State Highway Traffic Safety Office, 2010.

Lastly, the SOC and community thought it important to try and understand whether impaired driving is an issue within the community. Crash data from the MDT’s Safety Management System for Hamilton shows that between 2005 and 2009, 89.7% of the drivers involved in crashes did not have the presence of alcohol and/or drugs. High law enforcement efforts and DUI arrests (as shown in Figure 5) help contribute to the lower percentage of impaired driving crashes in Hamilton.

Figure 5: DUI Arrests in Hamilton (2000-2009)



Source: Hamilton Police Department, 2000-2009.

Problem Identification

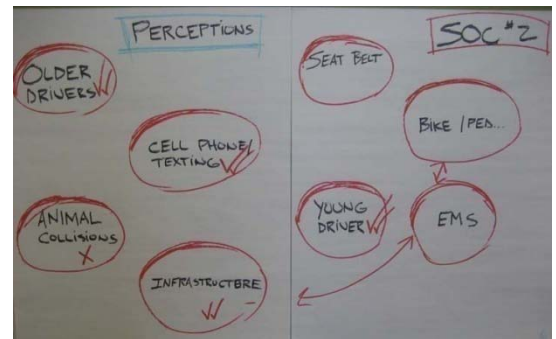
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EMPHASIS AREAS AND GAP ANALYSIS

Emphasis Areas and Gap Analysis

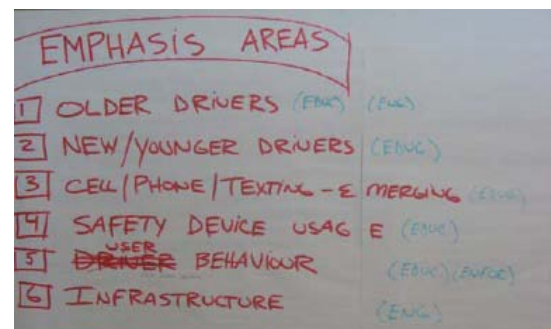
The process of identifying emphasis areas for the Hamilton CTSP was data driven, and was developed through data analysis and input of the Safety Oversight Committee (SOC) and the public. As discussed earlier, the SOC initially identified a list of eight safety concerns in the community. These concerns were as follows:

- older drivers
- young drivers
- bicycle/pedestrian safety
- cell phones/texting and driving
- safety belt usage
- animal/vehicle crashes
- emergency services delivery
- problem locations



The concerns listed above were perceived safety issues offered by the SOC. They were reviewed by analyzing the available data to confirm that the perceptions met actual conditions. Data available through the Montana State Highway Traffic Office and Hamilton City Police Department was analyzed to show the existing trends in the City of Hamilton and coincidentally confirmed their concerns. It was suggested that eight emphasis areas was too many to focus on for the small community of Hamilton. Therefore, during the second SOC meeting, the eight emphasis areas were refined to six.

- older drivers
- new/young drivers
- cell phone usage
- safety device use
- user behavior
- infrastructure



Among these six emphasis areas it made sense to group them further into three broader areas. These emphasis areas and subtopics are as follows:

Emphasis Areas and Gap Analysis

- Vulnerable Users
 - Older Drivers
 - Young Drivers
 - Bicycle/Pedestrian
- User Behavior
 - Distracted driving
 - Safety device usage
 - Alcohol/drug impaired driving
- Problem Locations

The next step in the planning process was to conduct “gap analysis”. By knowing what the crash data tells us the problem areas are, and knowing what the community is already doing we can determine where there are gaps in the efforts or areas from the 4E’s that can be enhanced. Hamilton stakeholders are already proactive in attempting to address transportation safety. The following strategies were identified by the SOC as strategies already being implemented within the community. Note that some of the existing strategies shown in Tables 1 thru 3 have also been carried forward later in this document, as there were several that can be enhanced.

Table 1: Existing Strategies Addressing Vulnerable Users

Existing Strategy	
Older Drivers	
Formal Courses for Older Drivers	AARP
General Communications and Education	local
Law Enforcement Outreach	Drivers training and education of traffic laws
Younger Drivers	
Graduated Driver’s Licensing (GDL)	Hamilton Driver’s Education program
Bicyclists/Pedestrians	
Outreach to Varied Users	Safety fairs, seasonal bicycle officer, driver’s education

Table 2: Existing Strategies Addressing User Behaviors

Existing Strategy	
Alcohol and Drug Impaired	
Saturation Patrols	Hamilton Police Department, Montana Highway Patrol
Responsible Alcohol Sales & Service (RASS)	Ravalli Co DUI Task Force
Designated Drivers	Local
Zero-Tolerance Law Enforcement of Underage	Hamilton Police Department
Minimum Drinking Age Law Enforcement	Hamilton Police Department
Bar Patrols	Hamilton Police Department
School Education Programs	Driver's Education Course
DUI Task Force	Ravalli County
Law Enforcement Training	Hamilton Police Department, Montana Highway Patrol
Law Enforcement Equipment	Hamilton Police Department
Safety Device Usage	
Short-Term, High Visibility Seat Belt Law Enforcement	Hamilton Police Department
Employer and School Programs	Driver's Education
Incentive Programs	Helmet use Coupons- Hamilton Police Department

Table 3: Existing Strategies Addressing Problem Locations

Existing Strategy	
Infrastructure	
Implementing Transportation Projects	Hamilton Public Works
SRTS Program Development	Hamilton Public Works
Analyzing Congestion Issues	Hamilton Public Works
Completing Traffic Signal Warrant Studies	Hamilton Public Works

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STRATEGIES FOR SUCCESS

Strategies for Success

The process of identifying emphasis areas for the Hamilton CTSP was data driven, and was developed through data analysis and input of the Safety Oversight Committee (SOC) and the public. As discussed earlier, three emphasis areas were identified by the SOC for pursuit in this plan: vulnerable users, user behavior, and problem locations.

Strategies are suggested programs, policies and/or discrete efforts that stakeholders may be able to utilize as they work towards improving transportation safety. The steps of identifying potential strategies that may work in Hamilton included:

- the identification of problems and/or areas of concern,
- an inventory of existing strategies currently being used in the community,
- a review of national strategies that have been used successfully in other communities and may be successful in Hamilton, and
- a facilitated discussion with the SOC of what strategies could be feasible and applicable and should be selected for use in Hamilton.

The strategies listed in this section are based on strategies that have a proven effectiveness and are found in the publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, published by the US Department of Transportation – National Highway Traffic Safety Administration. The strategies listed in this section were reviewed by the SOC and chosen based on their applicability in Hamilton and their ability to improve safety in each emphasis area. New strategies are described for the three emphasis areas listed below:

- **Vulnerable Users** (older drivers, younger drivers, bicyclists and pedestrians),
- **User Behavior** (alcohol and drug impaired, safety device usage and distracted driving), and
- **Problem Locations.**

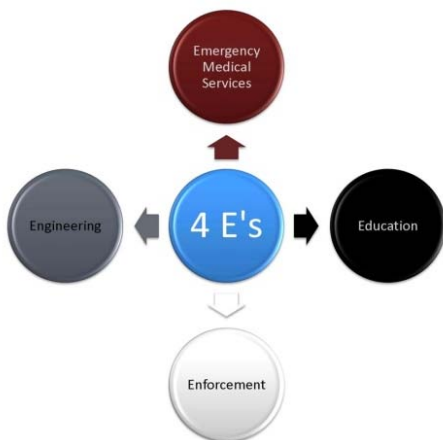
New strategies contained have been developed with attention to addressing the **Four E's** of a successful transportation safety program, which includes: Education, Enforcement, Engineering and Emergency Medical Services. The strategies that have been developed are included herein in narrative and tabular format. The tables in this section also portray suggested stakeholders, available resources, timeframes, potential performance measures, and potential action steps.

Emphasis Areas

Vulnerable Users

User Behavior

Problem Locations



The **CHAMPION** for Emphasis Area 1: Vulnerable Users is Dennis Stranger, **Hamilton Community Development & Planning Department**

Hamilton has a higher occurrence of crashes involving the older driver population when compared to other Montana communities of similar size.

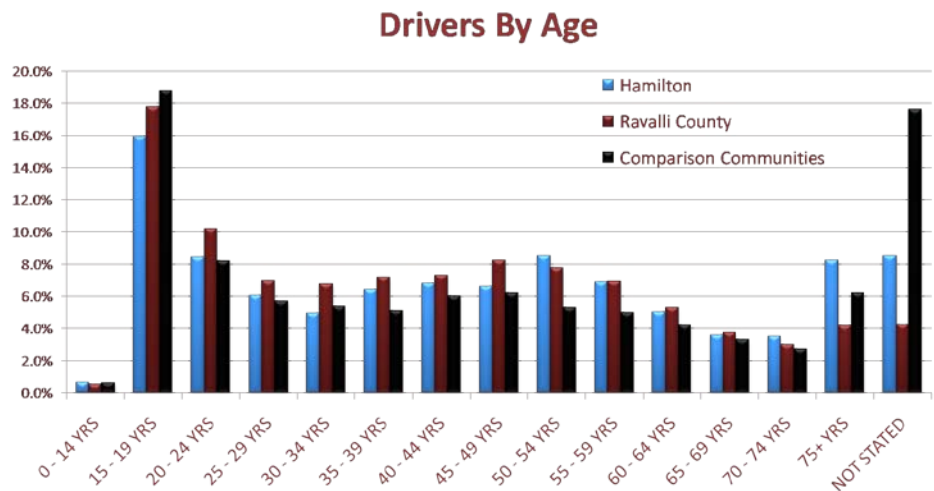
EMPHASIS AREA 1: VULNERABLE USERS

Based on data analysis and input from the SOC and the public, a focus area of this plan is the community’s vulnerable users including such groups as older drivers, young drivers and bicycle/pedestrians. Certain trends with some vulnerable users were observed in the data sets as described earlier in this report. Some of this data is summarized here as appropriate.

Older Drivers

Older drivers tend to have unique limitations such as a limited range of motion, slower reaction/decision making times and may also take more medications than other drivers. These factors can impair driving abilities. Older drivers are also at a higher risk for injury during a crash event due to physical attributes such as frailness and muscle atrophy. The examination of data shows that Hamilton has a higher occurrence of crashes involving the older driver population (65 years old or greater) when compared to other Montana communities of similar sizes. Older driver crashes are spread out evenly over the course of the week, and are quite low on the weekend. Eighty-two percent (82%) of the older driver crashes occur under dry road conditions on clear or cloudy days. Figure 6 shows the “Drivers by Age” of the crashes recorded during the five year period of 2005-2009.

Figure 6: Drivers by Age



Source: MDT State Highway Traffic Safety Office, 2010.

New Strategies – Older Drivers

Strategies likely to succeed at improving older driver safety in Hamilton build upon efforts currently in place, and also include some that are not. Strategies have been developed and given unique identifiers (ID) for strategy identification purposes. The strategies are primarily education based, with

some infrastructure components, and include the following strategies which are also presented in Table 4.

- ID 1: Older driver education

Improve communication efforts in relaying education opportunities and incentives to seniors, and senior providers by the following measures:

- Increase and enhance the informational materials located at senior citizen centers, public places (libraries), city hall, church bulletins, and public service announcements to address older driver safety issues and education.
- Increase attendance and participation in the existing older driving training program known as the AARP Driver Safety Program (formerly known as “55-Alive”).
- Distribute the NHSTA’s *Physician’s Guide to Assessing and Counseling Older Drivers* to primary care physicians and occupational therapists and other medical personnel within the community. The guide is prepared in cooperation with the AMA and provides detailed information for physicians and medical professionals to monitor changes in older patients and provide counseling on the reduction of their cognitive abilities and how it may affect their driving ability.

- ID 2: Transit Service –Availability and Expansion

Develop and implement an aggressive public awareness campaign for transit availability by the following measure:

- Build upon existing transit services by aggressive public outreach and education of transit availability including informational material and public service announcements. Lend support to potential expansion of transit service in the community.

Younger Drivers

Montana, like many states in the nation, currently has a three-phase graduated driver’s licensing (GDL) requirement. The three phases consist of a learner’s permit, a provisional (or intermediate) license, and a full license. The learner’s permit allows driving only while supervised by a licensed parent or guardian. A one-year restricted license allows unsupervised driving under certain restrictions. These include limits on driving at night and with teenage passengers. The learner’s permit and provisional license each must be held for a specified period of time. Law enforcement in Hamilton have relayed the difficulty in knowing the current GDL phase of a young driver due to data issues when in the field.

Efforts to improve safety for this vulnerable user group primarily revolve around continued and enhanced education through the formal driver’s



The highest percentage of younger driver crashes occurs during the months of July and August.

education program, and also increasing parental education about younger driver rules and responsibilities. The data analyzed shows that the highest percentage of younger driver crashes occurs during the months of July and August, and also on Fridays followed by Wednesdays. Seventy-six percent (76%) of younger driver crashes occurred under dry road conditions on clear or cloudy days.

New Strategies – Younger Drivers

The following new strategies were identified to address safety issues for this group:

- ID 3: School Based Education

Enhance school-based education and incentive programs through the existing quarterly driver's education program and health education offered in the Hamilton School District, by

- Coordinating other safety programs including Operation Lifesaver, Motor Carriers of Montana *Share the Road* program, MDTs *Respect the Cage* program, and other resources to address various safety topics including video, audio, and posters.
- Build upon existing school education programs with an increased focus on alcohol and impaired driving. A strong component should be the education of young drivers, and their parents, as to risks, penalties and liabilities of impaired and inattentive/distracted driving.
- Pursue inclusion of transportation safety topics (i.e. texting/cell phone use while driving, impaired driving, seat belt use etc.) in existing school programs such as health education rather than only during drivers education curriculum.

- ID 4: Parental Education

Enhance educational opportunities to include parental involvement to ensure student's successful completion of skills test and understanding of driver's responsibilities. Improve and increase parent education.

- Parents are in the best position to enforce and support the success of GDL restrictions for provisional drivers, and many parents may impose additional driving restrictions on their teenagers. Strong parent participation and support of the GDL may help parents understand the dangers of high-risk situations, such as driving with teenage passengers.

- Parental attendance of other safety program presentations should be strongly encouraged. Programs to assist parents in the involvement of teaching their teenage drivers include OPI's KEYS program (KeeP Encouraging Young drivers Safety).

Bicyclists and Pedestrians

Public input included concern for bicycle and pedestrian safety; however, the crash data analysis completed for this planning effort did not show trends or issues associated with bicyclists or pedestrians. The community has initiated non-motorized planning activities through the development of the Hamilton Area Transportation Plan, which includes an assessment of potential non-motorized facilities within the city of Hamilton and just outside the city. The city will be furthering their planning in this area through the development of a non-motorized transportation plan. The non-motorized plan will build on previous efforts and will identify non-motorized projects, costs, design guidelines, and implementation steps to realize improvements on the ground.

New Strategies – Bicyclists and Pedestrians

The following new strategies were identified to address safety issues for this group:

- ID 5: Develop a Non-Motorized Transportation Plan that will build upon the initial work of non-motorized facilities assessment in the *Hamilton Area Transportation Plan, 2009 Update*.

The city will be furthering their planning through the development of a non-motorized transportation plan.

Table 4: Potential Strategies for Vulnerable Users

<p>Emphasis Area: Vulnerable Users</p> <p>Champion: Dennis Stranger, Hamilton Community Development & Planning Department</p> <p>Strategy and Description</p>	<p>Stakeholder Group</p>	<p>Leader</p>	<p>Resources</p>	<p>Timeframe</p>	<p>Performance Measures</p>	<p>Potential Action Steps</p>
<p>OLDER DRIVERS</p>						
<p>ID 1: Older Driver Education</p> <p>Improve communication efforts in relaying education opportunities and incentives to seniors, and senior providers</p>	<p>Ravalli County Council on Aging, Montana Highway Patrol, Hamilton Police Department, Ravalli County Transportation Coordinating Committee, Senior Centers, AARP, Marcus Daly Hospital, Chamber of Commerce, Jones-Korman Insurance and other local insurance agencies</p>	<p>TBD by Champion</p>	<p>AARP, AMA, Hartford Insurance, Operation Lifesaver, NHSTA's <i>Physician's Guide to Assessing and Counseling Older Drivers</i></p>	<p>Fall 2011 or Spring 2012</p>	<p>* Number of crashes involving drivers age 65 and older * Number of fatal/serious injury crashes involving drivers age 65 and older * Number of AARP classes taught, and number of participants</p>	<p>*Enhance coordination and publicity for older driver trainings *Order and distribute Physician's Guide to primary care providers, occupational therapists, and other medical staff *Disseminate older driver educational materials to a broader distribution to include various target audiences such as older drivers, families, physicians etc. *Schedule Operation Lifesaver training *Add training to COC and City Calendars *Enhance awareness of changing traffic environment</p>
<p>ID 2: Transit Service - Availability and Expansion</p> <p>Develop and implement an aggressive public awareness campaign for transit availability</p>	<p>Ravalli County Council on Aging, Ravalli County Transportation Coordinating Committee, Senior Centers</p>	<p>TBD by Champion</p>	<p>Bitterroot Bus Transit Coordination Plan, Identification of alternative Funding mechanism</p>	<p>Fall 2011 or Spring 2012</p>	<p>* Increase in transit ridership.</p>	<p>*Identify information outlets *Identify potential stops/schedules * Increase in available services *Increase in public awareness</p>

YOUNGER DRIVERS

<p>ID 3: School Based Education</p> <p>Enhance educational opportunities for young drivers to incorporate other safety programs</p>	<p>Hamilton School District, Hamilton Police Department, Montana Highway Patrol, Insurance Agencies, School Health, County Health Department, parent councils student councils</p>	<p>TBD by Champion</p>	<p>National, State, Local</p>	<p>Review school health programming for 2011-2012 school year</p>	<p>* Number of inattentive crashes involving drivers age 21 and under. * Number of inattentive fatal/serious injury crashes involving drivers age 21 and under *Number of students taken drivers education courses *Number of safety related topics taught annually. * Number of impaired crashes involving all drivers.</p>	<p>*Coordinate use of existing training available in Hamilton in new and innovated ways. * Work to incorporate new safety topic education into school curriculum. * Assemble materials for education program for distribution. *Inventory resource materials for young drivers</p>
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<p>ID 4: Parent Education</p> <p>Enhance educational opportunities to include parental involvement to ensure student's successful completion of skills test and understanding of driver's responsibilities.</p>	<p>Hamilton School District, Hamilton Police Department, Montana Highway Patrol, insurance agencies, parent council, student council</p>	<p>TBD by Champion</p>	<p>National, State, Local</p>	<p>Review drivers education programming for 2011-2012 school year</p>	<p>* Number of crashes involving drivers age 21 and under * Number of fatal/serious injury crashes involving drivers age 21 and under</p>	<p>*Schedule other safety program presentations-with Operation Lifesaver and Motor Carrier's of Montana, <i>Share the Road</i> program, MDT- Respect the Cage * Assemble educational materials for program(s) distribution * Schedule annual safety presentations of other safety related programs for parents *Strongly recommended participation in KEYS program</p>
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BICYCLE and PEDESTRIAN

<p>ID 5: Develop Non-Motorized Transportation Plan</p> <p>Coordinate stakeholders input in developing and accessing needs of non-motorized uses</p>	<p>City of Hamilton, Parks and Recreation Board, Hamilton School District, Senior Centers, Marcus Daly Hospital, Chamber of Commerce</p>	<p>TBD by Champion</p>	<p>Hamilton Area Transportation Plan (2010 Update)</p>	<p>Summer or Fall 2011</p>	<p>*Complete and implement the NM Plan</p>	<p>*Identify users *Determine needs *Secure funding *Issue RFP *Develop plan & implement recommendations</p>
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The **CHAMPION** for Emphasis Area 2: User Behavior is the Ryan Oster, Hamilton Police Department

Hamilton law enforcement does an excellent job of citing impaired drivers.

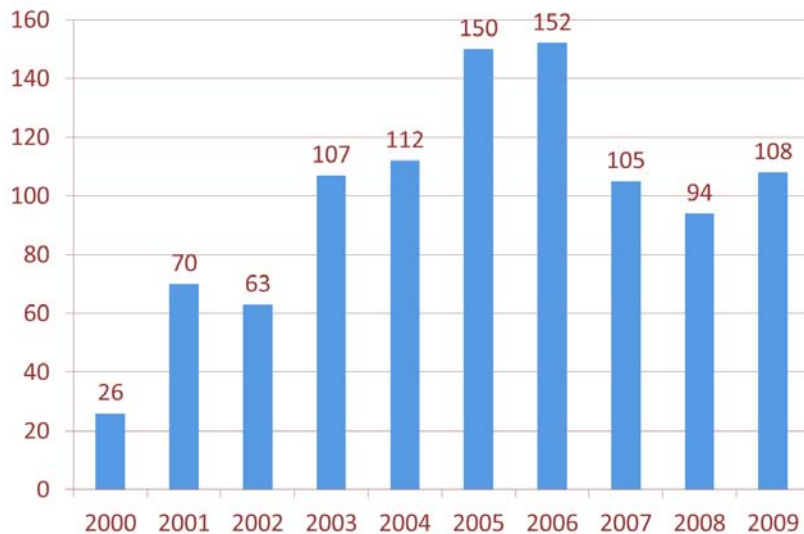
EMPHASIS AREA 2: USER BEHAVIOR

Based on crash data analysis and input from the SOC and the public, another focus area for this plan is user behavior. Certain trends were observed in the crash data sets as described earlier in this report. Some of this data is summarized below. Table 5 depicts strategies identified to address user behavior within the community.

Impaired Driving

Hamilton law enforcement does an excellent job of enforcing impaired driving laws (see Figure 7). As such, crashes involving driver impairment within Hamilton are less than other Montana cities of comparable size (see Figure 8). Although impaired driving crashes are not particularly high, a review of the DUI citation data shows a significant number of impaired driving citations are being issued annually. This indicates a safety problem area in Hamilton as it shows people are still choosing to drive while impaired. The community and the SOC recognized a need to address this and identified driver impairment as a potential focus area under the user behavior emphasis area.

Figure 7: DUI Arrests in Hamilton (2000-2009)



Source: Hamilton Police Department, 2000-2009

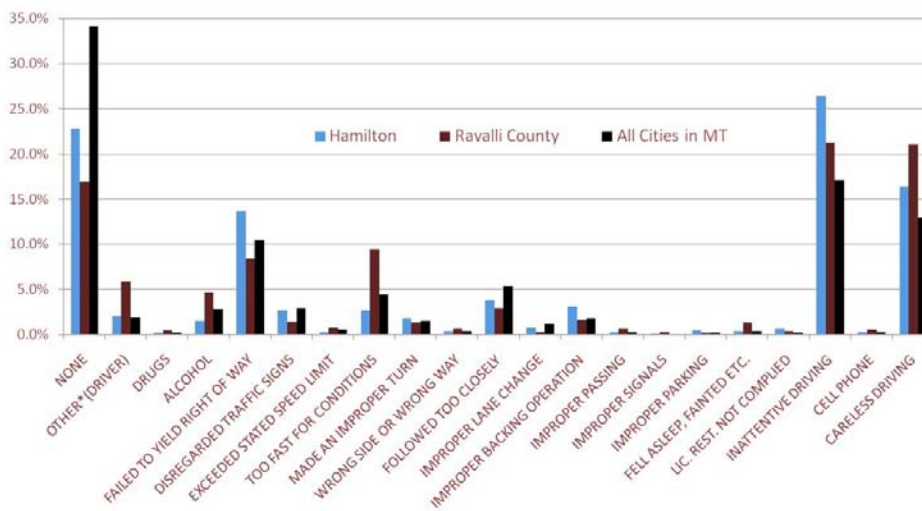
Most of the successful programs used nationally are already used at some level within the community as described earlier in this document. The SOC felt that the most appropriate approach to addressing this issue was enhancing education and incentives.

New Strategies – Impaired Driving

The following strategies were identified as new strategies to target the impaired driving population:

- ID 6.A: Expand Public Outreach activities to include a more robust mass media campaign addressing such things as impaired driving. This can include:
 - public service announcements,
 - billboards targeting high risk groups,
 - print advertising,
 - promoting designated driving programs, and
 - advertising of free ride homes and taxi service.

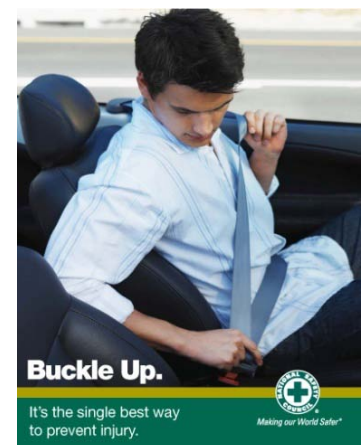
Figure 8: Contributing Circumstances Involving Driver (2005-2009)



Source: MDT State Highway Traffic Safety Office, 2010.

Safety Device Usage

Safety device usage includes seat belts, child restraints, bicycle helmets, and motorcycle helmets. Montana’s seatbelt law is a secondary law, which prohibits law enforcement from stopping drivers for not wearing seat belts. However law enforcement does take every opportunity to educate drivers during traffic stops as to the need and benefits for seat belt usage. The SOC decided the best strategy to realize increased seat belt usage is through the use of incentives, whereby coupons or free items are given to those drivers that are otherwise stopped but do have their seat belt in use. Some form of incentives have been used with great success in the past, and the SOC felt a more aggressive campaign to secure donations for law enforcement would be the most viable strategy in the community.



New Strategies – Safety Device Usage

- ID 6.B: Solicit Community Incentive Donations.
 - Implement a program that provides incentives in the form of fast food retail coupons, car wash coupons, free music downloads, and/or retail discounts such that law enforcement can have these incentives at their disposal to encourage safety device usage.
- ID 6.C: Develop Top Ten Excuses Campaign
 - Develop a print and radio advertisement campaign of the top ten excuses and disprove them for not wearing a safety device, impaired driving, and distracted driving.

Distracted Driving

Figure 8 shown previously identifies “inattentive driving” as one of the largest contributing circumstances of crashes in Hamilton. Distractions present to vehicle drivers include cell phones, iPods, radios, DVD players, eating food, pets, and vehicle passengers. These are all potential distractions that can prevent the driver from paying attention to the task of driving, the biggest complaints from the public centered on cell phone usage. Unfortunately, there is no concrete data to support a conclusion that cell phone usage is a safety issue and therefore in need of mitigation.

New Strategies – Distracted Driving

The following strategies were identified by the SOC and the public as potentially being successful within Hamilton.

- ID 6.D: Employer Programs on the Risks of Distracted Driving
 - This can be tested with the community’s larger employers such as Rocky Mountain Lab, Glaxo Smith Kline (GSK), Marcus Daily Hospital, USFS, local insurance agencies, and the City of Hamilton. The employer programs can be structured to provide incentives for safe driving and crash free driving.
 - Coordinate school based education to include awareness of young drivers in both health education and driver’s education in using students and school groups to develop and present safety messages.

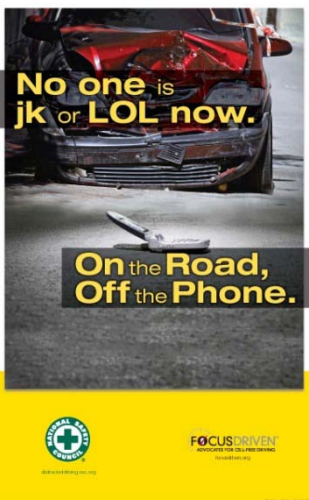


Table 5: Potential Strategies for User Behavior

<p>Emphasis Area: User Behavior</p> <p>Champion: Ryan Oster, Hamilton Police Department</p> <p>Strategy and Description</p>	<p>Stakeholder Group</p>	<p>Leader</p>	<p>Resources</p>	<p>Timeframe</p>	<p>Performance Measures</p>	<p>Action Steps</p>
<p>ID 6.A: Expand Public Outreach</p> <p>Target behaviors of</p> <ul style="list-style-type: none"> -Impaired Driving -Seat belt Use -Distracted Driving 	<p>Hamilton Police Department, City of Hamilton, Montana Highway Patrol, Ravalli County DUI Task Force, Chamber of Commerce, Ravalli Republic, fraternal groups, Buckle Up Montana coordinator, student council</p>	<p>TBD by Champion</p>	<p>Local, State, National</p>	<p>Fall 2011 and/or Spring 2012</p>	<ul style="list-style-type: none"> * Number of impaired crashes involving all drivers. * Number of impaired fatal/serious crashes involving all drivers. *Number of annual DUI citations 	<ul style="list-style-type: none"> *Incorporate Operation Lifesaver, Motor Carriers of MT- Share the Road program, MDT= Respect the Cage in public events, *Develop materials for education program for distribution.
<p>ID 6.B: Community Incentive program</p> <p>Develop a program to provide incentive coupons for recognized safe behavior as related to transportation safety related issues.</p>	<p>Hamilton Chamber of Commerce, Hamilton Police Department, City of Hamilton, Montana Highway Patrol, Ravalli County DUI Task Force, Chamber of Commerce, student council</p>	<p>TBD by Champion</p>	<p>Local, State, National</p>	<p>Fall 2011 and/or Spring 2012</p>	<ul style="list-style-type: none"> * Number of incentives distributed. 	<ul style="list-style-type: none"> *Develop and manage incentives program *Solicit incentive materials from local businesses for law enforcement *Develop plan for distribution *Quarterly school assemblies' recognition. *Annual Chamber of Commerce recognition.
<p>ID 6.C: Develop Top Ten Excuses Campaign</p> <ul style="list-style-type: none"> -Seat Belt Use -Impaired driving -Distractive driving 	<p>Hamilton Police Department, City of Hamilton, Montana Highway Patrol, Student Council, Chamber of Commerce</p>	<p>TBD by Champion</p>	<p>Varies (see App. A)</p>	<p>Fall 2011 and/or Spring 2012</p>	<ul style="list-style-type: none"> * Increase in seat belt use. 	<p>Assemble materials for education program for distribution</p>
<p>ID 6.D: Employer Program on Risks</p>	<p>Rocky Mountain Labs, Marcus Daly Hospital, Glaxo Smith Kline, USFS, City of Hamilton, Chamber of Commerce, local insurance agencies</p>	<p>TBD by Champion</p>	<p>Local, State, National</p> <p>Adapt existing materials from www.distraction.gov</p>	<p>Fall 2011 or Spring 2012</p>	<ul style="list-style-type: none"> * Number of distracted crashes on the job. * Number of overall distracted/inattentive crashes 	<ul style="list-style-type: none"> *Assemble and distribute education materials for distracted driving risks *Explore policies of other local business * Distribute materials electronically.

The **CHAMPION** for Emphasis Area 3: Problem Locations is the Keith Smith, **Hamilton Public Works Department**

The Hamilton Area Transportation Plan identifies a comprehensive mix of short-range and long-range infrastructure improvement projects.

EMPHASIS AREA 3: PROBLEM LOCATIONS

The third emphasis area pertains to addressing problem locations. Hamilton recently adopted their multi-modal transportation plan. The transportation plan identifies a comprehensive mix of short-range and long-range infrastructure improvement projects based on needs and safety. These projects range from low-to-high cost, and are prioritized to offer the community the most benefit for the expenditure of scarce dollars. It is expected that implementation of the infrastructure improvements recommended in the transportation plan will address the majority of transportation problem locations.

New Strategies – Problem Locations

The following new strategies were identified for this emphasis area. They are also presented in Table 6.

- ID 7: Implement Transportation Plan Recommendations
 - These recommendations are contained in the *Hamilton Area Transportation Plan, 2009 Update*.
- ID 8: Continue to develop Safe Routes to School (SRTS) projects in accessing areas of proximity for SRTS access.
 - Continue to pursue opportunities to develop SRTS projects with community partners.
- ID 9: Review Congested Areas
 - Periodically review and address congested areas on community roadways, such as those related to parking, emergency routes, traffic flow and access to public facilities.
- ID 10: Traffic Signal Warrant Studies
 - Periodically review community intersections for traffic signal warrant studies.

Table 6: Potential Strategies for Problem Locations

<p>Emphasis Are: Problem Locations</p> <p>Champion: Keith Smith, Hamilton Public Works Department</p> <p>Strategy and Description</p>	<p>Stakeholder Group</p>	<p>Leader</p>	<p>Resources</p>	<p>Timeframe</p>	<p>Performance Measures</p>	<p>Action Steps</p>
<p>ID 7: Implement Transportation Plan Recommendations</p>	<p>City of Hamilton, Ravalli County, Montana Department of Transportation</p>	<p>TBD by Champion</p>	<p>Hamilton Area Transportation Plan (2010 Update)</p>	<p>1-3 years</p>	<p>* Implement recommendations *Annual report on implementation</p>	<p>*Prioritize projects *Secure funding for recommended projects and studies</p>
<p>ID 8: Develop SRTS Projects Continue to look for opportunities to develop SRTS projects in and around Hamilton area schools.</p>	<p>City of Hamilton, Hamilton School District, Ravalli County, Montana Department of Transportation,</p>	<p>TBD by Champion</p>	<p>MUTCD, Hamilton Area Transportation Plan-2009 Update, Montana Safe Routes to School (SRTS) Statewide Guidebook</p>	<p>1 year</p>	<p>*2012 nomination *Annual Report *Submit annual SRTS application</p>	<p>*Identify needs *Prioritize projects *Identify additional funding sources</p>
<p>ID 9: Review Congested Areas</p>	<p>City of Hamilton, Montana Department of Transportation, Ravalli County</p>	<p>TBD by Champion</p>	<p>MUTCD, Hamilton Area Transportation Plan</p>	<p>1-5 years</p>	<p>*Identify locations</p>	<p>*Review congestion areas as needed * Analyze Data *Determine needs *Prioritize for safety audit</p>
<p>ID 10: Traffic Signal Warrant Studies</p>	<p>City of Hamilton, Hamilton Police Department, Ravalli County, Hamilton Fire Department, Marcus Daly Hospital, Hamilton School System, Montana Department of Transportation</p>	<p>TBD by Champion</p>	<p>MUTCD, Hamilton Area Transportation Plan</p>	<p>1-5 years</p>	<p>*Identify & prioritize intersections</p>	<p>*Compile inventory of traffic signals *Complete traffic signal warrant studies at congested intersections as needed</p>

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IMPLEMENTATION AND NEXT STEPS

Implementation and Next Steps

The City of Hamilton has committed to improving transportation safety.

Implementation and Reporting Steps

Champions and SOC Convene Quarterly Meetings

Identify Strategy Leaders

Champions Report Progress Annually to SOC and Local Sponsor

Local Sponsor Reports Progress Annually to MDT

Obtain Crash Data from MDT Every Two Years to Monitor Success

The commitment by the City of Hamilton is vital to ensure a successful CTSP and to experience a reduction of severe injury crashes in Hamilton. The creation of the CTSP is only the first step to move towards improving safety in the community. The CTSP identifies trends associated with transportation safety through crash data analysis and community outreach, accounts for what the community is already doing, and offers additional strategies for implementation to enhance these efforts.

To maintain momentum, Hamilton must continue this process to improve safety. The strategies shown in this document are achievable with the commitment of active stakeholders operating under the designated Emphasis Area “Champion”.

As there are three identified Emphasis Areas, it is recommended that each Emphasis Area champion convene quarterly meetings beginning in June, 2011 to review potential strategies, identify potential stakeholders, and search for strategy leaders that may be willing to lead particular strategies. For example, the “Emphasis Area 1: Vulnerable Users” team may choose to focus their efforts on reaching out to educate the older driver population as their initial charge. In this scenario, a strategy leader needs to be identified and may be selected from the Council on Aging, Bitterroot Bus, a medical professional, and/or other. A primary consideration is that there has to be flexibility, but progress must continue to carry forward the CTSP momentum that has been established as the Emphasis Area teams begin their dialogue and work to implement the strategies.

The champion for each Emphasis Area team will be responsible for convening quarterly team meetings. These meetings should include the SOC membership. For potential strategies related to each Emphasis Area, a strategy leader will need to be identified such that the leader can execute the strategy with the assistance of willing stakeholders. On a regular basis, the Emphasis Area champions should report the strategy progress to the SOC and CTSP sponsor.

Regular progress tracking and reporting is essential to ensure success. Monitoring progress allows the SOC to assess and modify strategies as necessary to accomplish the CTSP’s goal. Tracking and reporting implementation progress of emphasis area strategies and performance measures to MDT will be done by the Plan Sponsor on an annual basis. The Plan Sponsor will update the CTSP as warranted to improve safety and reduce the number and severity of crashes in Hamilton.

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APPENDIX A - RESOURCES

Appendix A - Resources

Resources

Impaired Driving

Impaired Driving- US Department of Labor;

http://www.dol.gov/asp/programs/drugs/workingpartners/sp_iss/idhome.asp

Impaired Driving- NHTSA; <http://www.nhtsa.gov/Impaired>

NOYS (National Organizations for Youth Safety) - underage drinking, distracted driving, seatbelt awareness; <http://www.noys.org/>

MADD (Mothers Against Drunk Driving) - Media Releases, Social Hosts, under aged drinking, drinking and driving; <http://www.madd.org/drun-driving/>

Governor's Highway Safety Association (GHSA) - safety media; <http://www.ghsa.org/>

MT Department of Revenue, Alcohol Beverage Control- Responsible Alcohol Sales and Service;

http://revenue.mt.gov/forbusinesses/alcohol_beverage_control/Alcohol_Server_Training/default.mcp

MDT- Highway Safety Office, Impaired Driving;

<http://www.mdt.mt.gov/safety/impaired.shtml>

MDT- Sober Friend; http://www.plan2live.mt.gov/plan_your_ride.shtml

MDT- Christine's Story- impaired video;

<http://www.mdt.mt.gov/safety/john.shtml>

Inattentive Driving

NETS (Network of Employers for Traffic Safety) – distracted driving, impaired driving, employer information; <http://trafficsafety.org/>

National Safety Council- Distracted Driving, Driver Safety, Teen Driving (Alive @ 25); http://www.nsc.org/safety_road/Pages/safety_on_the_road.aspx

NOYS (National Organizations for Youth Safety) - underage drinking, distracted driving, seatbelts; <http://www.noys.org/>

Distracted Driving - <http://www.distraction.gov/>

Texting & Driving-Utah video; <http://ut.zerofatalities.com/texting.php>

Teen Drivers - <http://www.nhtsa.gov/Teen-Drivers>

Insurance Institute for Highway Safety – brochures –GDL, teen drivers, insurance loss by make and model <http://www.iihs.org/brochures/default.html>

SADD (Students Against Destructive Decisions) - underage drinking, other drug use, impaired driving and other destructive decisions;
<http://www.sadd.org/>

Hands Free Info; <http://handsfreeinfo.com/>

State Farm – Teen Driving Site- tips, facts, discount funding;
<http://www.betterteendriving.com/>

Motor Carriers of Montana (MCM) – Share the Road program, be aware of the No-Zone around large trucks; <http://www.mttrucking.org/>

Operation Lifesaver- know your signs, distracted driving;
<http://www.oli.org/>

MDT- Highway Safety Office, Hazardous Actions;
http://www.mdt.mt.gov/safety/haz_actions.shtml

Bicycle and Pedestrian

Bicycles- NHTSA; <http://www.nhtsa.gov/Bicycles>

Pedestrian and Bicycle Information Center;
<http://www.pedbikeinfo.org/index.cfm>

National Center for Safe Routes to School;
<http://www.saferoutesinfo.org/index.cfm>

MDT Bicycle and Pedestrian Coordinator- resource brochures;
<http://www.mdt.mt.gov/travinfo/bikeped/>

MDT- Safe Routes to School;
<http://www.mdt.mt.gov/pubinvolve/saferoutes/>

Montana SRTS Guide Book;
http://www.mdt.mt.gov/pubinvolve/saferoutes/docs/safe_routes_guidebook.pdf

Young Drivers

Alive @ 25- training course (MHP instructors),
http://www.nsc.org/products_training/Products/MotorVehicleSafety/Pages/TeenDriving.aspx

Graduated Driver's License- OPI program information,
<http://www.opi.mt.gov/Programs/DriverEd/GDL.html>

MDT- State Highway Traffic Safety Office website,
http://www.mdt.mt.gov/safety/young_drivers.shtml

Montana D.R.I.V.E. Teen Workshops-OPI program,
http://www.opi.mt.gov/Programs/DRIVE/Index.html#gpm1_4

Montana D.R.I.V.E. Advanced Driver Education-OPI program,
<http://www.opi.mt.gov/Programs/DRIVE/Index.html>

N.O.Y.S. (National Organizations for Youth Safety)-underage drinking, distracted driving, seatbelts-, <http://www.noys.org/>

Operation Lifesaver-railroad safety, <http://www.oli.org/>

Teen Buckle Up Brochure,
http://www.mdt.mt.gov/safety/docs/teen_seatbelt_brochure.pdf

Teen Work zone Safety- website,
<http://www.workzonedriver.org/Teens/index.htm>

Traffic Education-OPI program,
<http://www.opi.mt.gov/Programs/DriverEd/Index.html>

Insurance Institute for Highway Safety-safety brochures,
<http://www.iihs.org/brochures/default.html>

State Farm-Community Commitment, <http://www.betterteendriving.com/>

Share the Road- Motor Carriers of Montana,
<http://www.mttrucking.org/Articles.aspx?ID=7>

Students Against Destructive Decisions (SADD), national student chapters- Driving Issues, <http://www.sadd.org/issues.htm>

Teen Drivers- National Safety Council-website,
http://www.nsc.org/safety_road/teendriving/pages/teen_driving.aspx/

Teen Drivers- National Safety Council – Family guide,
http://www.mdt.mt.gov/safety/docs/family_guide_teen.pdf

Teens and Trucks, http://www.cvsa.org/programs/teens_and_trucks.aspx

Text Messaging- handout,
http://www.opi.mt.gov/PUB/PDF/DriverEd/RR/Texting_while_Driving.pdf

State Farm-Learning: Just for Parents website
<http://www.farmers.com/parents.html>

Older Drivers

AAA- Senior Drivers, <http://www.seniordrivers.org/home/toppage.cfm>

AARP Drivers Safety, <http://www.aarp.org/home-garden/transportation/>

CarFit-Helping Mature Drivers Their Safest Fit, <http://www.car-fit.org/>

Driving Safely While Aging Gracefully-website, brochure,
<http://www.nhtsa.gov/people/injury/olddrive/Driving%20Safely%20Aging%20Web/index.html>

The Hartford Insurance-website and brochure resources,
<http://hartfordauto.thehartford.com/Safe-Driving/Expertise-On-Getting-Older/?KEY=DIRECT&PLCode=640054>

How to Help an Older Driver-AAA booklet,
<http://www.aaafoundation.org/pdf/ODlarge.pdf>

Keeping Seniors Safe and Mobile-Florida Department of Transportation,
<http://www.safeandmobileseniors.org/>

Public Transportation-MDT Transit website-
http://www.mdt.mt.gov/travinfo/public_trans.shtml

Montana D.R.I.V.E. Advanced Driver Education-OPI program,
<http://www.opi.mt.gov/Programs/DRIVE/Index.html>

Physician's Guide to Assessing and Counseling Older Drivers-American Medical Association-website, <http://www.ama-assn.org/ama/pub/physician-resources/public-health/promoting-healthy-lifestyles/geriatric-health/older-driver-safety/assessing-counseling-older-drivers.shtml>

Older Driver Safety-American Medical Association- website,
<http://www.ama-assn.org/ama/pub/physician-resources/public-health/promoting-healthy-lifestyles/geriatric-health/older-driver-safety.shtml>

Operation Lifesaver-railroad safety, <http://www.oli.org/>

Safe or Unsafe-Transportation Research Board-document,
http://www.trb.org/Main/Blurbs/Older_Drivers_Safe_or_Unsafe_163334.aspx?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+04-20-2010&utm_content=Customer&utm_term=

Seniors for Safe Driving- website,

<http://www.seniorsforsafedriving.com/main.stm>

Travel Better, Travel Longer- FHWA brochure,

<http://mutcd.fhwa.dot.gov/pdfs/pocketguide0404.pdf>

MDT- State Highway Traffic Safety Office website,

http://www.mdt.mt.gov/safety/senior_drivers.shtml

Other Resources

MDT Community Transportation Safety Plan;

<http://www.mdt.mt.gov/safety/plans-programs/community-plans.shtml>

MDT Comprehensive Highway Safety Plan;

<http://www.mdt.mt.gov/safety/plans-programs/chsp.shtml>

MDT Highway Safety Grants & Funding;

<http://www.mdt.mt.gov/safety/grants.shtml>

Billings Cell Phone Ordinance;

<http://bloximages.chicago2.vip.townnews.com/billingsgazette.com/content/tncms/assets/editorial/1/2e/f23/12ef23a4-ce36-11df-9ce1-001cc4c002e0-revisions/4ca7498563dfb.pdf.pdf>

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APPENDIX B – SOC MEMBERSHIP

Appendix B – SOC Membership

SOC Membership Roster

Name	Organization
Dennis Stranger	Hamilton Community Development & Planning
Keith Smith	Hamilton Public Works Department
Al Mitchell	Hamilton City Council
Ryan Oster	Hamilton Police Department
Steve Snavely	Hamilton Police Department
Brad Mohn	Hamilton Fire Department
Ken Breidenbach	Montana Highway Patrol
Becky Brough	Hamilton School District
Lance Turner	Hamilton School District
Lynette Helgeland	Hamilton City Council
Glen Cameron	Montana Department of Transportation
Scott Reesman	Montana Department of Transportation
Carol Strizich	Montana Department of Transportation (Helena)
Pam Langve-Davis	Montana Department of Transportation (Helena)

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APPENDIX C – DATA DEFINITIONS

Appendix C – Data Definitions

Data Sources

All the data contained in this report was gathered from reports run in October 2010 from the MT Department of Transportation, Safety Management System.

Timeframe

Two five-year increments: 2000 – 2004; 2005 – 2009.

Injury Severity

Fatal Injury: any injury that results in death.

Incapacitating Injury: any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

Crash Severity

Fatal crash: any injury crash that results in one or more fatal injuries.

Incapacitating injury crash: any injury crash, other than a fatal crash, that results in one or more incapacitating injuries.

Property damage only crash: any non-injury crash in which damage to the property of a person exceeds \$1,000.

Run-Off-The-Road

Any crash where the first harmful event was overturn, immersion, other non-collision, collisions with motor vehicle on another roadway or collision with any fixed object. There is no specific code for road departure in the Montana crash report, so this provides a way to estimate the number of run-off-the-road crashes where a vehicle.

Alcohol/Drug-Related

Any crash where at least one driver involved in the crash is determined to have had a BAC of 0.01g/dL or higher OR if police indicate on the crash report that there is evidence of alcohol and/or drugs present. This does not necessarily mean that the driver was tested for alcohol and/or drugs.

Young Drivers

Any crash involving at least one driver from 14- to 20-years-old. This does not imply the young driver is at fault in the crash.

Older Drivers

Any crash involving at least one driver over the age of 64 years. This does not imply the older driver is at fault in the crash.

Trucks

Any crash involving at least one vehicle with a truck body-type and over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors. This is not limited to commercial vehicles. This does not imply the driver of the truck is at fault in the crash.

Motorcycles

Any crash involving at least one motorcycle. This does not imply the motorcyclist was injured, nor does it imply the motorcyclist was at fault. The definition of a motorcycle includes motor-scooters, mini-bikes and mopeds; it excludes all terrain vehicles (ATVs) and snowmobiles.

Intersection/Intersection-Related

Any crash where the first harmful event occurs within the limits of an intersection OR where the first harmful event occurs on an approach to or exit from an intersection and results from movement through the intersection.

Pedestrians

Any crash involving at least one pedestrian. This does not imply the pedestrian was at fault in the crash.

Bicycle

Any crash involving at least one bicycle. This does not imply the bicyclist was at fault in the crash.

Asleep/Fainted/etc.

Any crash with at least one driver-related contributing circumstance being fell asleep, fainted, etc.

Speed-Related

Any crash with at least one driver-related contributing circumstance being exceeded stated speed limit or too fast for conditions.

Wild Animals

Any crash where the first or most harmful event was wild animal. Crashes involving domestic animals are excluded.