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Welcome back! Thanks for taking the time to learn about the Gallatin County Safe Streets for All, or SS4A, Action Plan and our draft recommendations. Public engagement is essential to this process, so we encourage you to take some time to explore our website and provide your feedback. In this brief video I'll give a high-level overview of the proposed recommendations in the Action Plan.

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First, just a brief reminder that the planning area for this effort includes all parts of Gallatin County outside the city limits of Bozeman and Belgrade. Both cities are also recipients of SS4A funds and have recently launched their own planning efforts. If you live in either of those cities, we encourage you to visit their websites to provide feedback.

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Over the 2019 to 2023 period, we saw a total of 38 fatalities and 192 serious injuries within the study area. The overarching goal of the SS4A program is to eliminate roadway fatalities and serious injuries. Gallatin County is fully committed to this goal and has set an interim target to reduce fatalities and serious injuries by 50% over the next 10 years through implementation of the Action Plan.

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To address these fatalities and injuries, we've identified four key focus areas:

- **Run-off-the-road crashes**
- **Intersection crashes**
- **Driver age** (including younger and older drivers)
- **High-risk behaviors**, such as speeding, distracted driving, impaired driving, and seatbelt use.

These focus areas reflect both the most significant crash trends and the public priorities we've heard through community feedback.

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Our recommendations fall into four main categories:

First, **strategies.** Think of these as the "toolbox" for future implementation efforts. They offer a variety of ideas for projects, programs, and policies that we can use to make roads safer.

Recommended **Projects** include physical implementation actions that result in changed infrastructure and can range from simple signing or striping to larger-scale reconstruction. Projects are prioritized based on scale, complexity, need, support, and competitiveness for future funding under the SS4A program.

Programs include ongoing efforts that can incrementally improve safety over time, like annual safety reviews or educational campaigns.

We also recommended a few **policies** which are intended to strengthen existing laws and procedures or introduce new ones to support safer driving practices.

Each of these categories directly supports the four focus areas and works toward the ultimate goal of improving safety.

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First, a quick overview of the strategies.

Run-off-the-road crashes occur when a vehicle unintentionally leaves its lane, either crossing the centerline or veering off the roadway, due to things like poor weather, low visibility, design flaws, or risky driving. Key strategies include enhancing road infrastructure, through curve and roadside design, and incorporating visibility and surfacing treatments to help prevent these crashes and lessen their impact when they do occur.

To address **Intersection** crashes, we focused on enhancing unsignalized intersections, which may include stop control or roundabouts, as well as installing new traffic signals or enhancing existing signals where appropriate. We also identified strategies to improve overall visibility at intersections.

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To address crashes involving **younger drivers**, we identified strategies that focus on education, training, and enforcement to build young drivers' skills and encourage safe driving behaviors. For **older drivers**, strategies involve assessing fitness to drive, providing educational resources, and adapting vehicles to ensure they can continue driving safely. We also identified strategies to improve roadway design to accommodate users of all ages and abilities.

As for **high-risk behaviors**, we've outlined strategies to address impaired driving, speeding, distracted driving, and seatbelt use as well as an overarching strategy focusing on promoting safe driving behaviors through education, enforcement, and legislation.

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On the map here, you can see an overview of the 19 recommended projects. Some of these projects involve multiple subcomponents, like project #1 - curve signing enhancements, which covers 14 individual locations. The projects range from simple improvements like signage and striping to larger-scale reconstruction efforts that could take several years to complete. We've also made sure these recommendations align with ongoing planning efforts and reflect the feedback we've received over the past few months.

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We've proposed 8 programs to improve road safety across Gallatin County. These include improving curve signage, widening shoulders in key areas, and managing vegetation to keep sightlines clear. We also want to review passing zones for compliance with safety standards. Additionally, we recommend creating a systemic safety program to address high risk areas during routine maintenance and conducting an annual crash data review to stay ahead of emerging crash trends. We've also identified several educational programs for younger and older drivers and initiatives to reduce high-risk behaviors like speeding and distracted driving.

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We've also suggested a few policy changes to strengthen safety. One is to identify specific snow removal routes to ensure the public is aware of which roads will be cleared first in the winter. We also recommend developing street lighting standards for rural areas to improve visibility at night. Finally, we propose a county-wide cell phone ordinance, similar to Bozeman's, to reduce distracted driving.

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One of the key requirements of the SS4A program is prioritizing the projects for implementation. We used a comprehensive set of criteria to score each project, considering factors like past planning efforts, safety needs, community support, and cost. This helps ensure we focus our resources on the projects that will have the greatest impact on safety. I encourage you to check out the materials on our website for more details.

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As the Action Plan is implemented, recommended projects will move from the planning As the Action Plan is implemented, recommended projects will move from the planning stage to development and, eventually, construction. Public involvement will continue to be a key part of all phases.

The successful implementation of this plan requires cooperation between safety partners, local and state agencies, and—importantly—you, the public. Safety is a shared responsibility, and we need everyone to be involved.

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We're targeting adoption of the Action Plan shortly after the 30-day public review period and virtual open house ends. Then, we'll dive into the supplemental reporting step in which we'll address specific areas of concern identified by the Task Force, with another round of public outreach planned for later this fall.

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Thank you so much for your participation so far. We would really value your feedback on the draft Action Plan. To submit comments, please use the comment box on the right side of your screen, or you can email the project manager, Scott Randall, directly at **srandall@rpa-eng.com**.