

BOZEMAN^{MT}

Engineering Division

Transportation Demand Management, Mobility, and Transportation Safety

+What do you want your community to look like?

May 9, 2023

**Did you use an active mode
of transportation to get to
work today?**

A. Yes

B. No

What are the barriers to you using active modes?

A. Live too far away

B. Don't feel safe

C. Route is unclear

D. The bus stop is too far from my house

E. I don't like to get sweaty

“maximize the
people-moving
capacity of the
transportation
system”
-2017 TMP

What is TDM?

- Improved efficiency of our transportation system
- Combination of physical, programmatic and policy oriented strategies to encourage trips by means other than single-occupancy vehicles

Associated benefits or factors:

- Improved access to transportation
- More predictability
- Range of commute choices
- Enhanced system performance
- Cost savings
- Livable communities

Examples of TDM actions:

- Enhanced transit
- Enhanced AT facilities
- Carpooling incentives
- Cash-out for not driving
- Teleworking (multi-benefit)
- Active Commuting
- Flex-time (for life and commute)
- TDM Plans

Guiding Principles

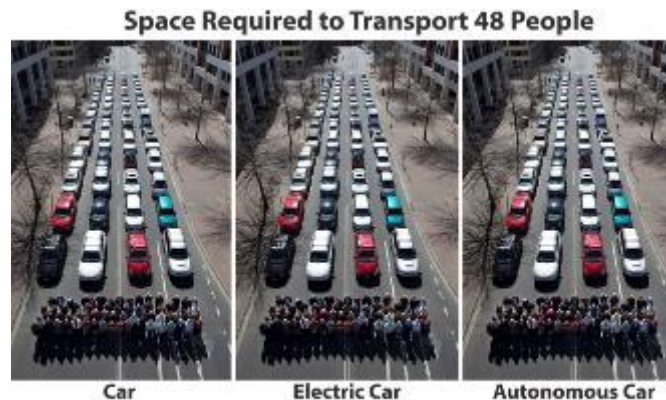
PEOPLE FIRST

- A place where people thrive
- A vibrant downtown
- Access to essential services
- Walkable and bikeable neighborhoods
- Access to parks and recreation
- Affordable transportation options



CLIMATE AND SUSTAINABILITY

- Increase access to safe and functional infrastructure to use active modes
- Plan regionally (MPO)
- Support trip reduction programs
- Support EV technology and future investment



Source: Cycling Friends Fund

CITY OF VANCOUVER

EQUITY

- Plan for the least mobile in the community
- Remove barriers to using transportation system
- Outreach and education



Goals and Objectives

Efficient Use of Resources

- *Collaborate with partners*
- *Enhanced Regulatory Review*
- *Outreach and Education*

Healthy and Safe Community

- *Increase level of comfort for active modes**
- *Create walkable and bikeable neighborhoods*
- *Ensure access to parks and open space*

Provide Transportation Options

- *Support local transit service and programs*
- *Fund multi-modal programs and projects*
- *Increase Active Mode Share*

Promote Economic Opportunity

- *Prioritize Regional Collaboration*
- *Support Parking Services*
- *Collaborate with developers and consultants*
- *Collaborate with workplaces*

**Level of comfort = multi-modal level of comfort (recent ITE forum discussion)*

TDM Approaches – The Three P's

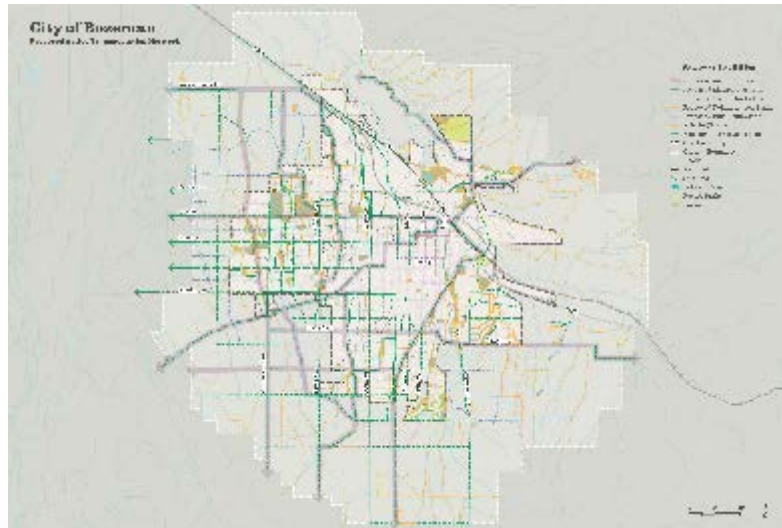
PHYSICAL

- *Enhanced Project Review*
- *Park and Ride Lots*
- *Infill gaps in network*
- *Wayfinding elements*
- *City-initiated projects*
- *Grant applications for community improvements*



POLICY

- *PRAT Plan*
- *TMP Update*
- *Engineering Standards Update*
- *UDC Revisions*
- *PDZ regs and admin manual*



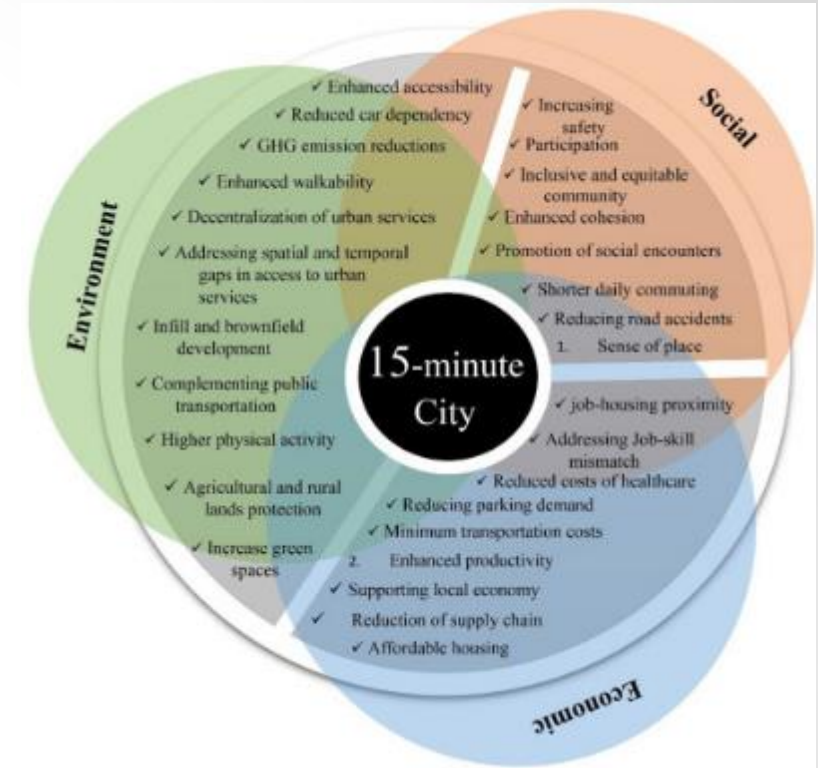
PROGRAMMATIC

- *Safe Routes to Schools*
- *GoGallatin*
- *GRH Program*
- *Work place incentives*
- *Seasonal Challenges*
- *Community outreach*
- *Education and Awareness campaigns*



The “Intersection” of Planning and Engineering

- Professional paths crossing and collaborating
- Innovation and advancing through changing the status quo
- Planners may be more apt to use anecdotal vs. performance measure based evaluation
- Common goal of accommodating all users of transportation system



*The 15-Minute City: Urban planning and design efforts toward creating sustainable neighborhoods.
-Khavarian-Garmsir, Sharifi and Sadeghi*





Bozeman's Streets Are For Everyone

➔ **“SAFE”**



THE FOUR P'S

of the Bozeman "SAFE" Plan - Streets Are For Everyone

- Prioritize round-a-bouts
- Increase # of planned bike/ped projects
- Safety updates to Engineering standards

- Increase in enforcement efforts on safety-critical transportation and intersection related areas



- Lower speed limits to 35 mph or less
- UDC Updates
- Engineering standard updates
- LOS consideration
- More \$ to bike/ped projects

- Communications campaign around traffic safety education
- Partner with community organizations for outreach and education

Intentional Plan Actions

- Prioritize round-a-bouts
- Focused enforcement
- Communications campaign
- Partner with community organizations
- Increase # of and \$ for stand alone bike/ped projects
- Lower speed limits
- Update Engineering Standards
- Update UDC
- Expand Traffic Calming program
- Separate or integrate AT



None of the Safe Systems matter if:

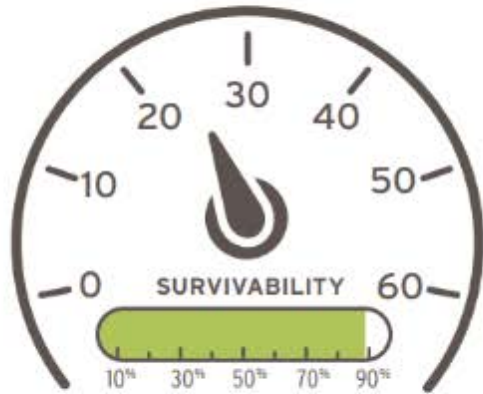
- We design cities, towns and communities around the motor vehicle
- Communities don't prioritize funding for infrastructure
- Users continue to disregard laws of the road
- We build larger and larger vehicles
- We prioritize driving our cars without regard for other members of our community



Reality Check For All Users...

A pedestrian hit by a vehicle traveling at

25 MPH



HAS AN **89%**
CHANCE OF SURVIVAL

A pedestrian hit by a vehicle traveling at

35 MPH



HAS A **68%**
CHANCE OF SURVIVAL

A pedestrian hit by a vehicle traveling at

45 MPH



HAS A **35%**
CHANCE OF SURVIVAL

What consultants can do:

- Explore ever changing industry best practices
- Innovate new practices
- Educate clients on alternatives
- Design for people, not cars
- Make connections both literally and physically
- Volunteer for community events
- Become a *Bicycle Friendly Business* in Bozeman
- Input at City Commission and Transportation Advisory Board
- Help us make streets **SAFE!**



Feedback from ITE Members

- How can we work together collaboratively to achieve goals?
- What are the barriers for transportation engineers and professionals within our community?
- What are your personal priorities as a community member?
- What would make TDM easier to implement in Bozeman?



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Be on the lookout:

- **June 5 thru 23 – GoGallatin Commuter Challenge**
- **June 23 – Bike to Work Day**
- **June 23 – Festival of Bikes**
- **Fall 2023 – School Bike Rodeos and more Walking School Buses**
- **Fall 2023 – Workplace outreach!**

