Missoula Community Transportation Safety Plan

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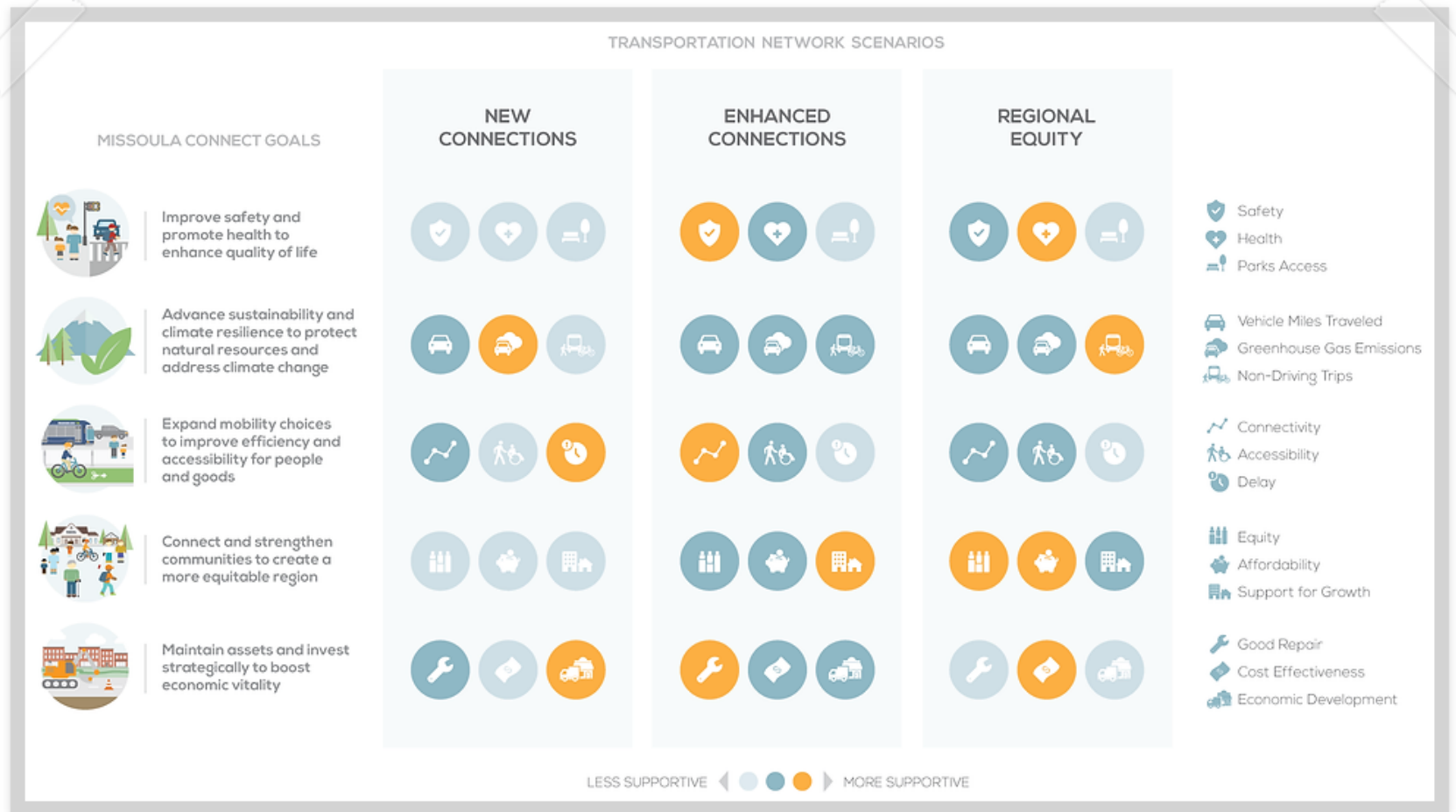
What are we covering today?

1 **Missoula Context**

2 **Safety Plan**

3 **Define Solutions**

4 **Implementation**

Missoula Context – Planning

- **Using data to prioritize projects**
- **LRTP**
- **Community Investment Program**
- **Focus on Safety & Equity**

Missoula Context – Safety

VISION ZERO

Toward Zero Deaths™
National Strategy on Highway Safety

RESOLUTION 8633

A resolution establishing a Vision Zero policy to work towards zero traffic deaths and zero severe injuries

CTSP Update

- 5-years Later → Check Status

- Data Driven Approach

- Public Involvement
  - Perception vs. Data

- Set Path for Next 5 Years

MISSOULA
Community Transportation Safety Plan
ENGINEERING • ENFORCEMENT • EDUCATION • EMERGENCY SERVICES

DRAFT

Transportation Safety Advisory Committee

- Representatives from 4 E's of Safety
- Oversaw development of the CTSP
- Responsible for implementation of CTSP over next 5 years

Table 2.1: TSAC Meeting Schedule

MEETING	KEY OBJECTIVES
TSAC Meeting #1 *September 10, 2018*	• Review scope of work • Discuss plan development • Confirm TSAC members • Define TSAC mission and CTSP goals
TSAC Meeting #2 *October 29, 2018*	• Review crash data • Discuss key safety issues in Missoula • Discuss public meeting preparation
TSAC Meeting #3 *January 31, 2019*	• Share findings of first public meeting • Establish Emphasis Areas for CTSP • Inventory current and planned safety activities • Identify potential safety strategies • Prepare for Community Safety Summit
TSAC Meeting #4 *May 14, 2019*	• Review recommended safety strategies • Review the draft CTSP • Review public comments and input received

Crash Data Analysis

Crash and Injury Trends

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Total Fatalities	12	7	9	15	5	7	5	5	8	13
Total Serious Injuries	194	198	145	124	82	98	83	84	72	69
Total Crashes	2,208	2,085	1,958	1,906	1,687	1,832	2,180	2,280	2,539	2,446
Crashes 5-Year Rolling Average				2,052	1,969	1,894	1,913	1,977	2,104	2,255
Fatalities 5-Year Rolling Average				11	10	9	8	7	6	8
Serious Injuries 5-Year Rolling Average				160	149	129	106	94	84	81

Crash Trends by Emphasis Area

Total Crashes, Fatalities, Serious Injuries by Emphasis Area (2013-2017)
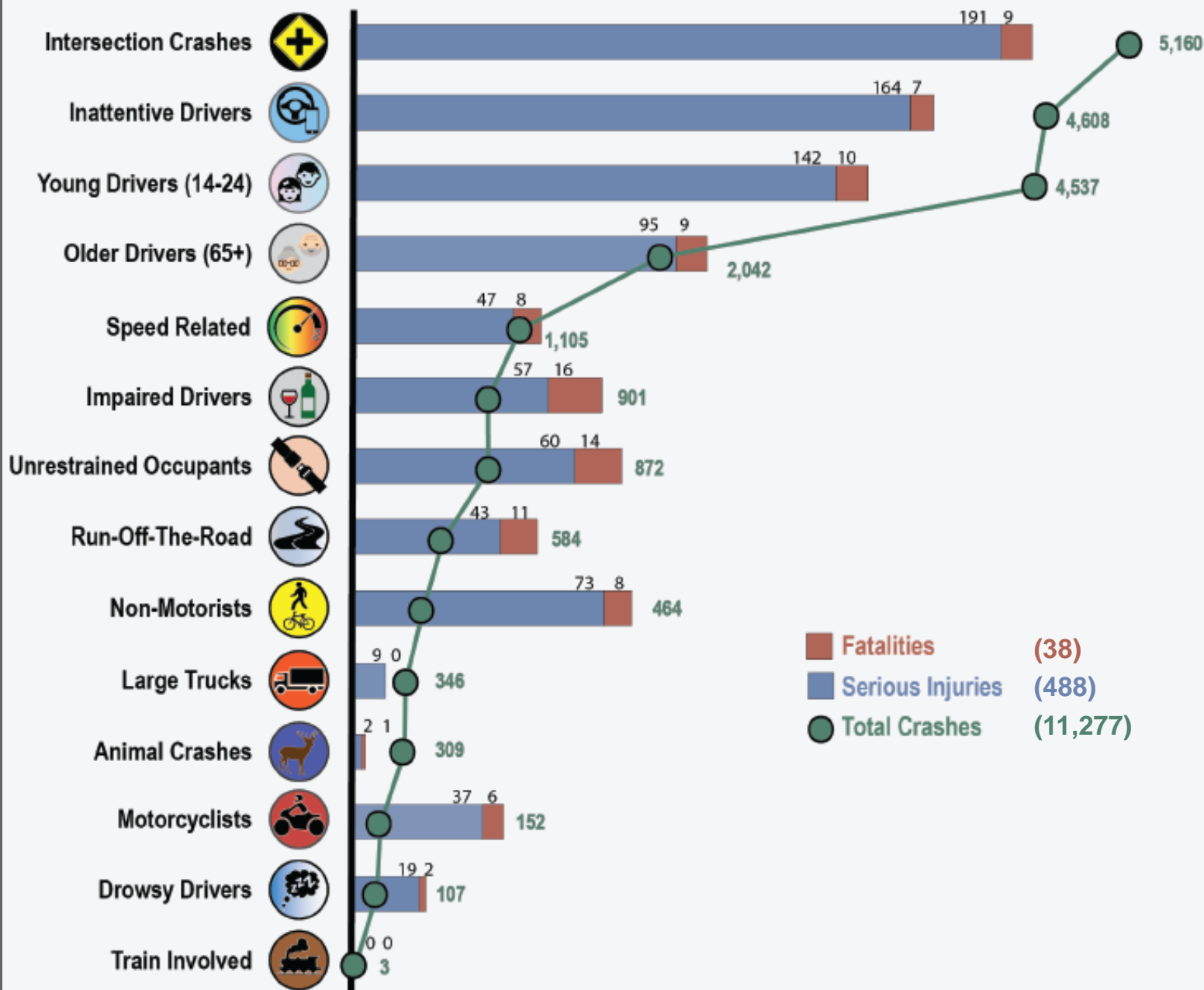
Selection of Emphasis Areas

2013 CTSP

- Intersection Related

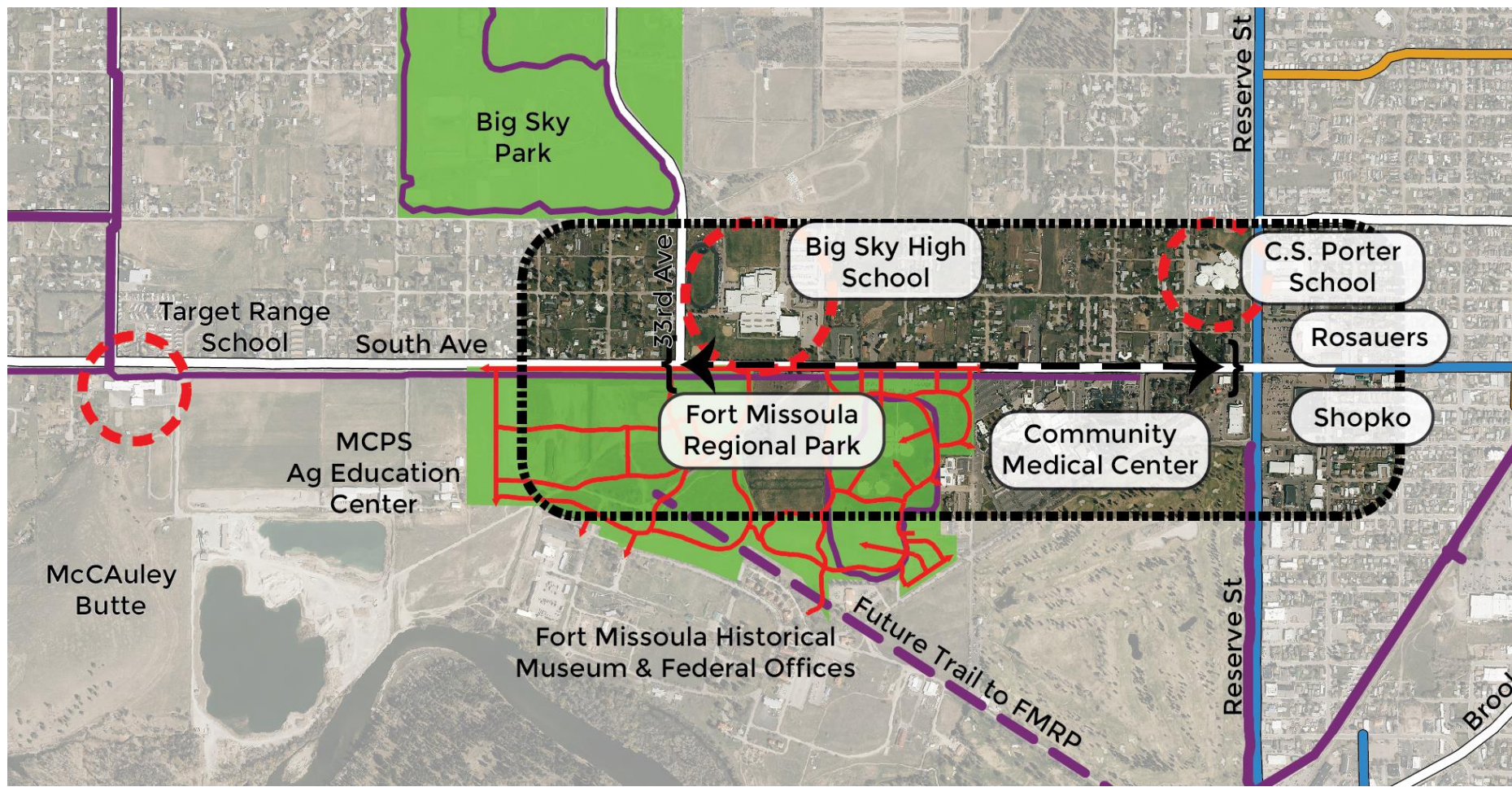- Occupant Protection

- Impaired Driving

2018 CTSP

- Intersection Crashes

- Non-motorized Users

- High Risk Behavior
  - Impaired Driving
  - Unrestrained Occupants
  - Inattentive Drivers
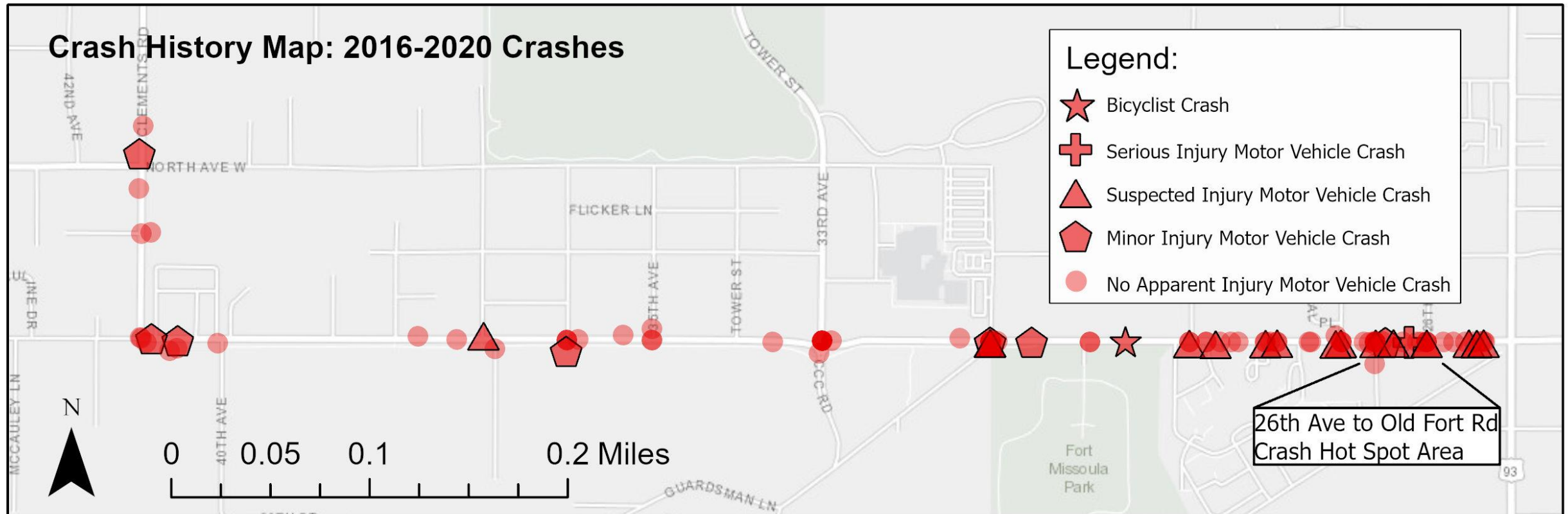
Implementation

Setting the stage

- **Using data to support a broader narrative**

- **Find the project that best meets the criteria**

- **Looked for more than just a crash history – why is safety important here**

- **Project readiness**

Define the problem

- **Quantitative Data**

Crash History Map: 2016-2020 Crashes

Legend:

- ★ Bicyclist Crash
- ✚ Serious Injury Motor Vehicle Crash
- ▲ Suspected Injury Motor Vehicle Crash
- ⬟ Minor Injury Motor Vehicle Crash
- ● No Apparent Injury Motor Vehicle Crash

26th Ave to Old Fort Rd Crash Hot Spot Area

N

0   0.05   0.1   0.2 Miles

Define the problem

- **Qualitative Data**
  - Schools
  - Vulnerable populations
  - Medical campus
  - Transit users
  - Multimodal transportation corridor
  - Recreation users
  - Healthy environment

Dangerous passing into shoulder

Left-turning Vehicle

Heavy daytime traffic

Exposed cyclist

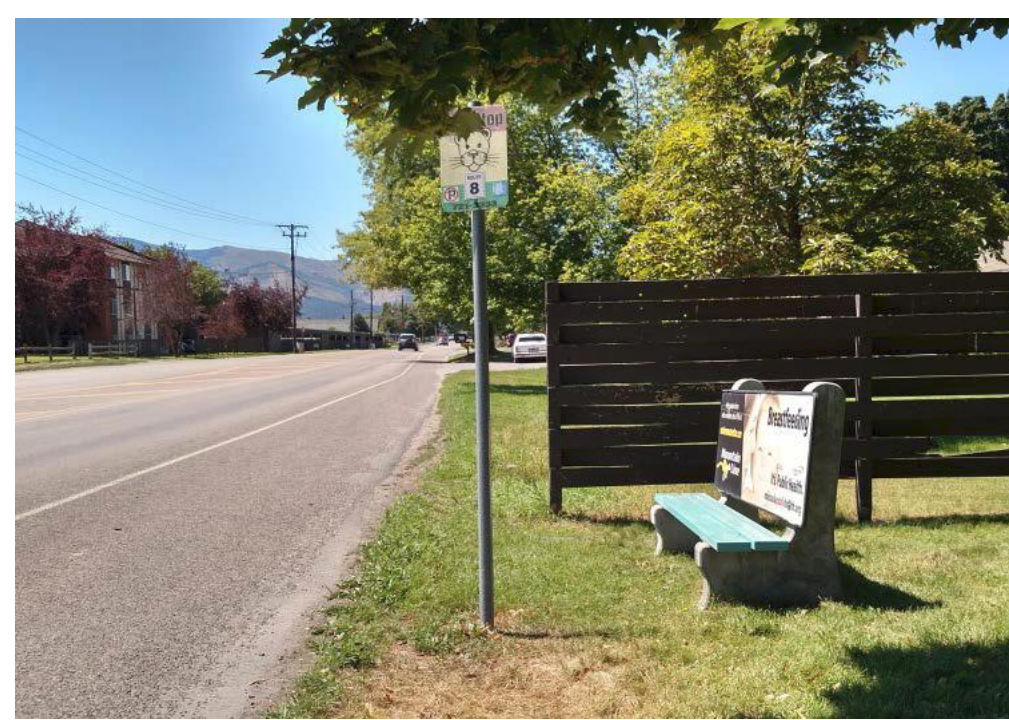Variable width shoulder, degraded asphalt & gravel

Define the problem

- **Qualitative Data**

"There is no sidewalk area in this block, and the side of the road had snow build-up, forcing the pedestrian to walk in the roadway..."
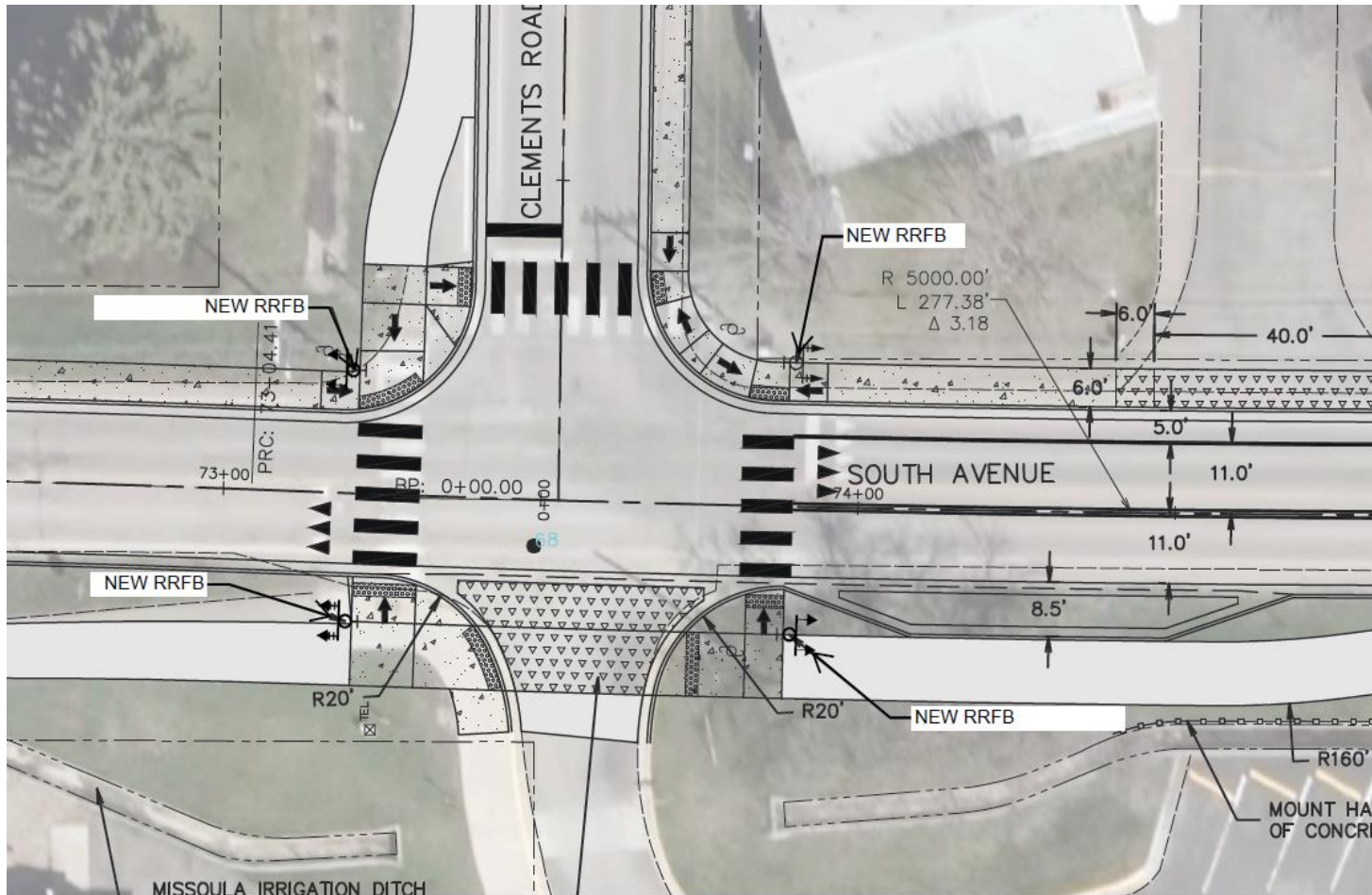-Missoula PD Crash Report

Data sources: Police reports, partner interviews, interdisciplinary inclusive walk audits

Identify Solutions

- **Proven Safety Countermeasures**
  - **Project readiness & design**

Safety Benefits:

High-visibility crosswalks can reduce pedestrian injury crashes up to[1]

40%

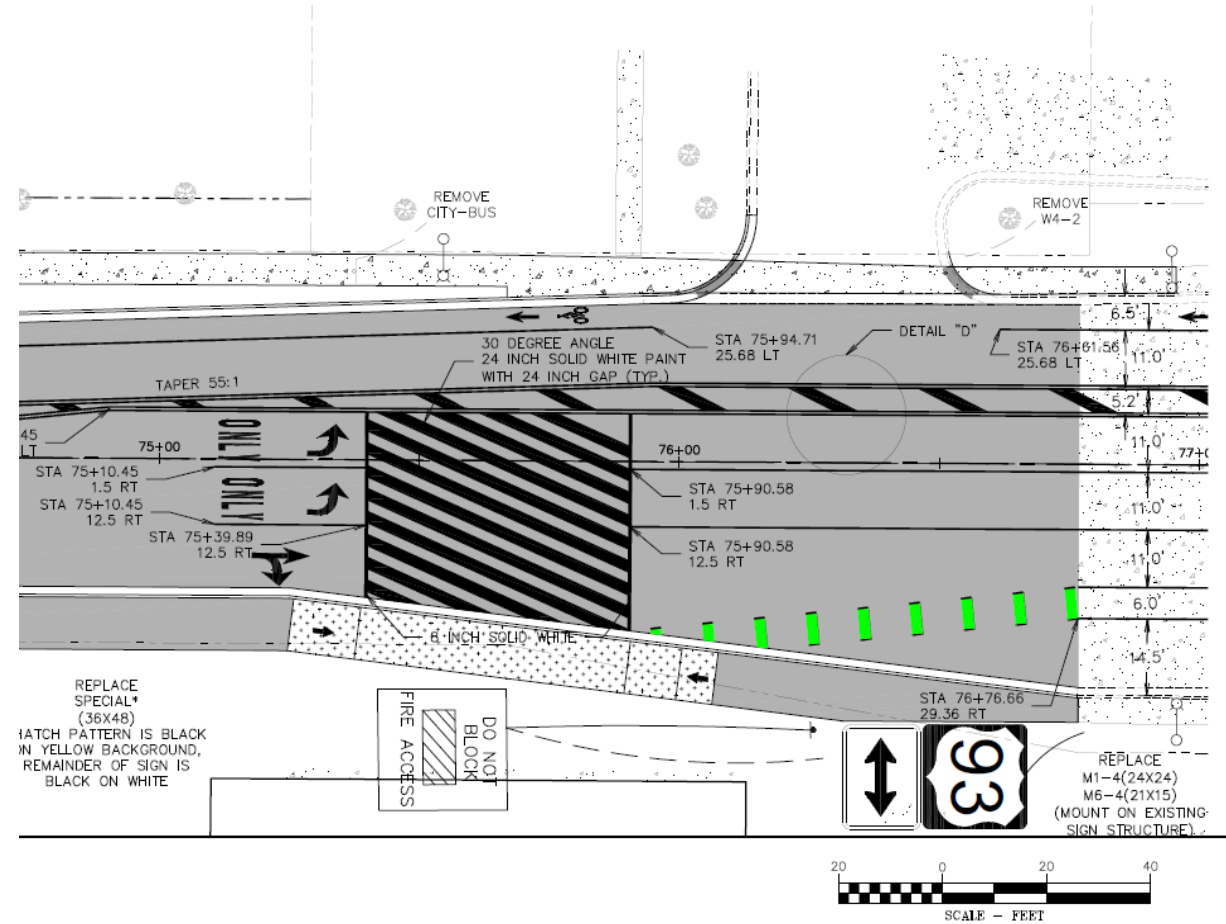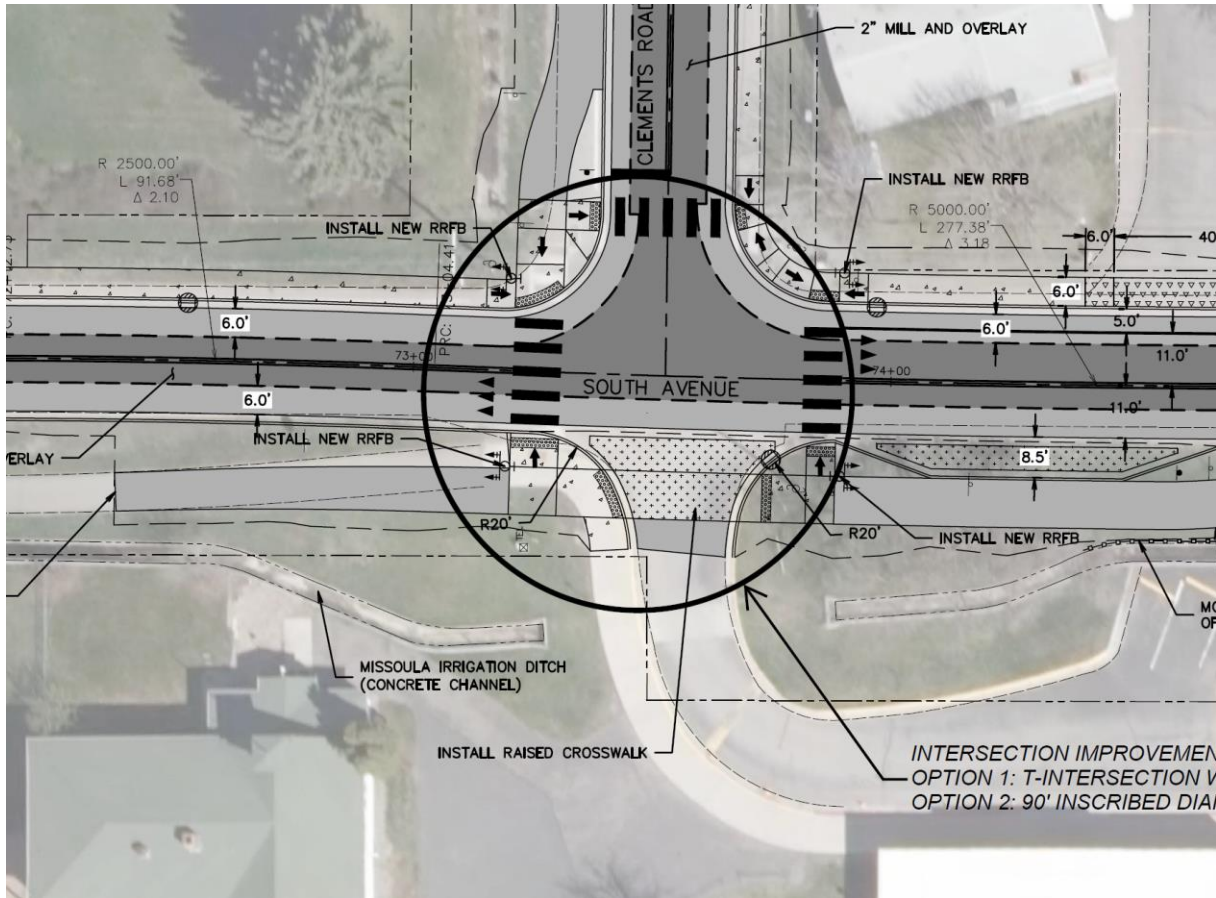Intersection lighting can reduce pedestrian crashes up to[2]

42%

Advance yield or stop markings and signs can reduce pedestrian crashes up to[3]

25%

Identify Solutions

- **Active Transportation**

Identify Solutions

- **Equity & Engagement**
  - **Foster relationships: City, County, School District**
  - **Don't stop at jurisdiction lines**
  - **Track engagement & don't avoid community discussions**
  - **Track citizen complaints and requests**

Data source: Census data, partner statistics, schools, citizen complaints/requests for service

Quick Builds for Slow Speeds

Missoula-specific conditions

Wide streets

Uncontrolled Intersections

Large Truck Traffic

Lack of consistent & connected bike/ped infrastructure

Changing weather and sun/shade conditions

Neighborhood Greenways

<20 mph is the appropriate speed on low volume and residential streets

How to Reduce Speeds?
Engineering and Design?

Traffic Calming is...

- Very Effective
- Historically onerous, inequitable, and cost prohibitive

Neighborhood Traffic Management Program

Locally-owned, Residential Streets

Interdepartmental Work Team

Coordinated with CIP & TST

Clear Workflow (Proactive & Reactive Response)

6 Es + Quick Build Traffic Calming

Data-Driven Analysis

Proactive Approach

1 — **2** — **3** — **4**

Collect and Analyze Data

Identify any major contributing factors to safety concerns along greenway

Assess Neighboring Streets

1 block in either direction

Avoid pushing traffic problems one street over

Select an Appropriate Intervention

Quick Build traffic calming

6 Es

Implement and Evaluate

Public engagement

Collect data and revisit as needed

Engineering - Traffic Calming

- Fast, malleable.

- Low Cost

- Blank canvas for neighborhood placemaking

"Quick Build"

- Generates diverse public and private interest

- Serves underserved spaces

- Informs best practices for later efforts
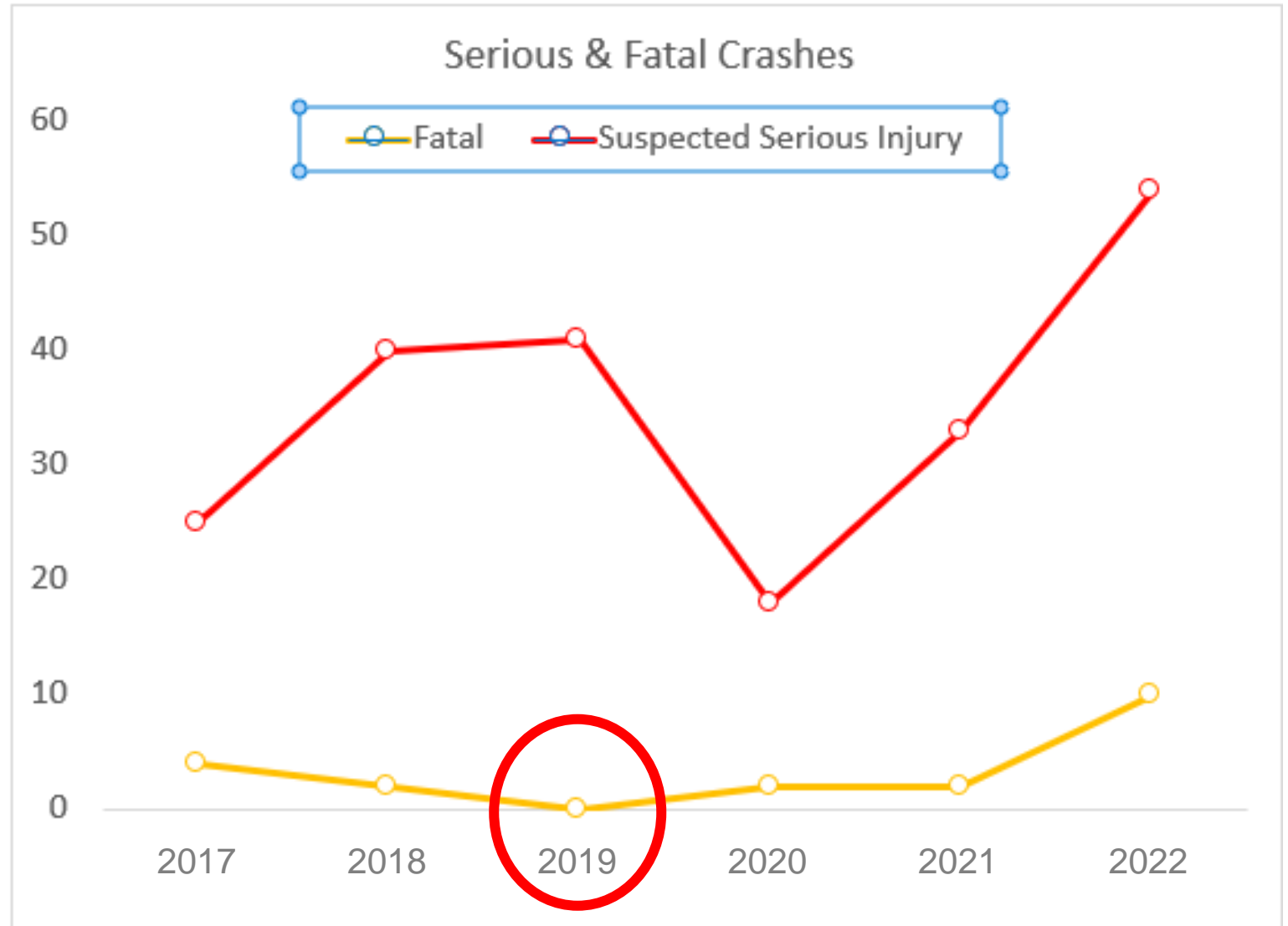
Results – key metrics

- 24 Quick-build traffic calming/safety projects to date

- 25 - 60% volume reduction

- 5 - 30% speed reduction

Quick-Build Projects

Year	Projects
2020	4
2021	4
2022	4
2023	12
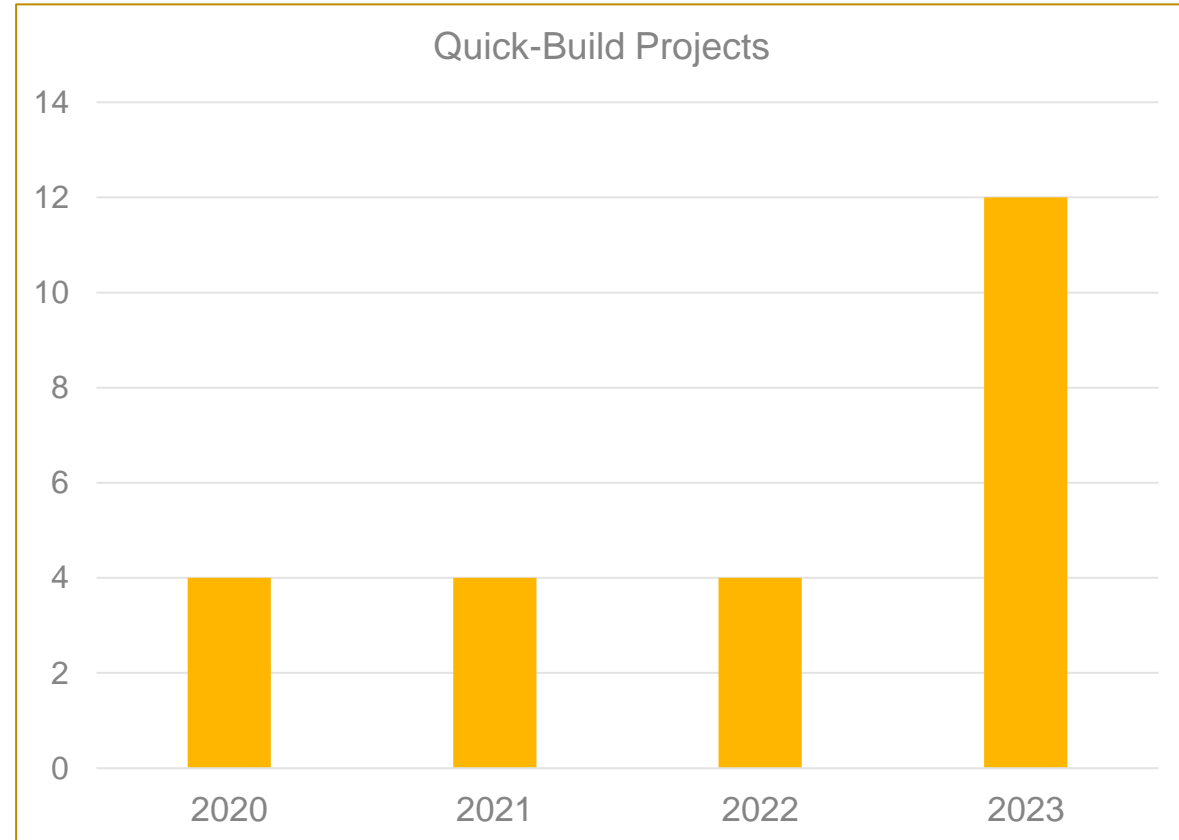
"Quick Build"

Successes

- **Vision Zero: no fatalities on City streets in 2019**

- **Reduced speeds on local streets**

- **Continuing effort – success doesn't mean we stop**

- **Safety as a core message in project design**

bike salmoning/ˈbīk saməning/ v.

1. A Cyclist that puts themselves at risk by cycling into traffic or "against the stream."

https://www.ci.missoula.mt.us/CivicMedia?CID=Road-Safety-Channel-6#player

Thank you!

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