



Complete Streets & Neighborhood Traffic Management Program 2022 Project Updates

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Transportation Policy and Goals

- Long Range Transportation Plan (LRTP)
- Complete Streets Policy
- Neighborhood Traffic Management Program (NTMP)



In our 2016 Long-Range Transportation Plan, we set some important mode-share goals:



Reduce drive-alone commute share to **34% by 2045**



Reduce drive-alone commute trips by **20,000 by 2045**



Triple bike and walk shares and **quadruple** transit share by 2045



Achieve a **small increase** in carpool and work from home

Developing Projects

- Community Plans
- Citizen Requests
- Ongoing Maintenance
- Community Investment Program - CIP



Complete Streets Policy

“The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users.”

-2016 City Council Adopted Complete Streets Policy

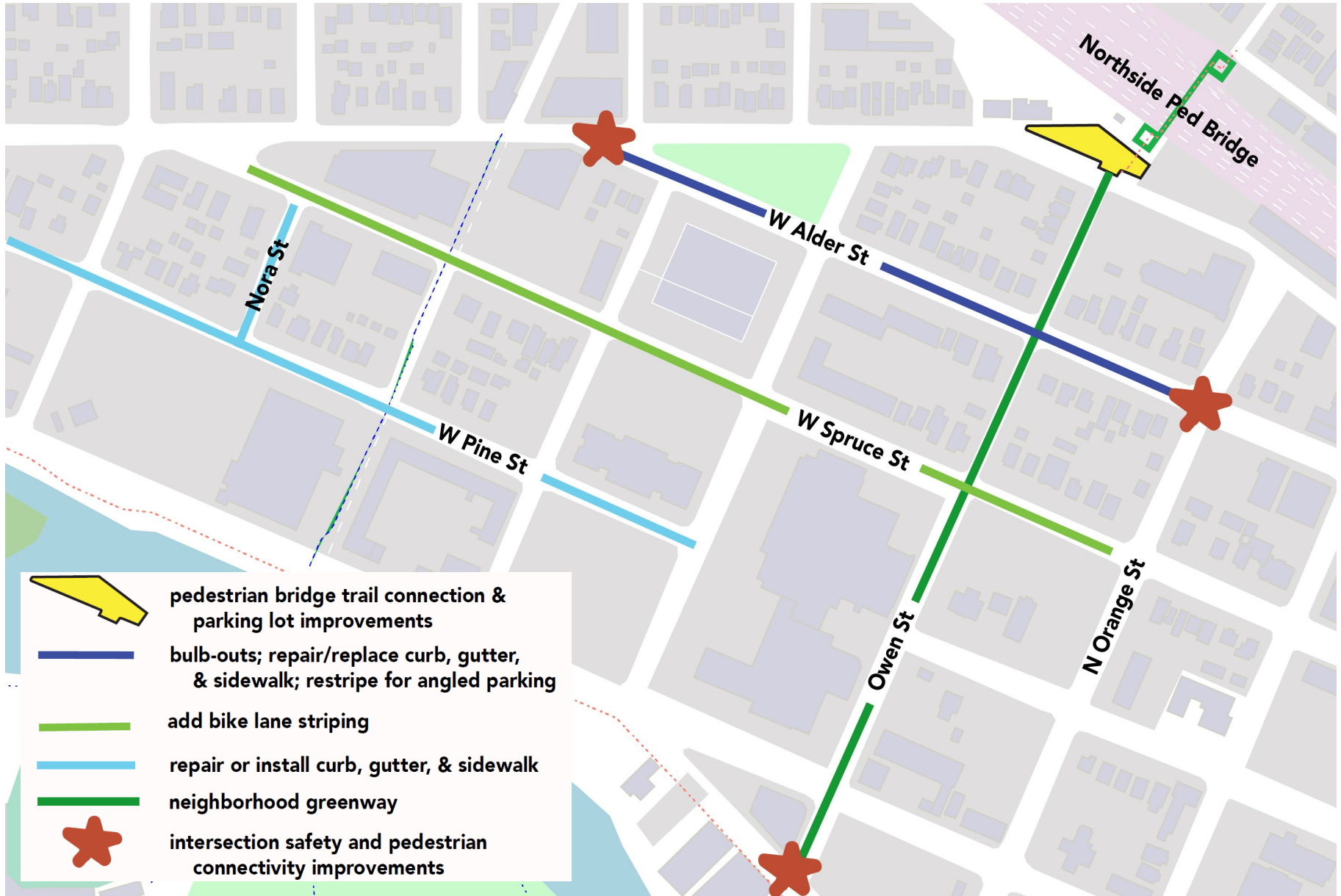
Neighborhood Traffic Management Program (NTMP)

- Process for responding to Traffic Safety Requests:
 1. Citizens report a traffic safety concern
 2. Transportation Safety Team (TST) looks into the concern
 3. Data are analyzed: traffic speed & volume, crash history, contextual considerations
 4. Staff reviews results to decide if traffic management tools are appropriate
 5. NTMP utilizes quick-build engineering solutions to address the initial concern

Street Types and Missoula's Operational Goals

Street Type	Goal	Target Speed	Target Volume	Design Vehicle	Stop Signs	Other Considerations
Neighborhood Greenway	Prioritized for people of all ages & abilities to bike and walk safely, comfortably, & conveniently	15mph	<1,000 vpd, up to 1,500 vpd acceptable if speeds are low	Su30-40	As few as possible	Intersections should include wayfinding elements if possible
Local Street	Safe & comfortable for all users	20mph	<1,000 vpd, up to 2,000 acceptable if speeds are low	School bus	Acceptable	Coordinate with Mtn Line & Beach to ensure transit-friendly interventions
Residential Collector	Vehicular through street, still comfortable for residents & most non motorized users	25mph	1,000 - 6,000 vpd	WB50	Only at intersections with higher speeds & volumes	Sidewalks & bike lanes strongly recommended

Westside Area Mobility - CIP Project



Spruce/Alder Concept

NOTES:

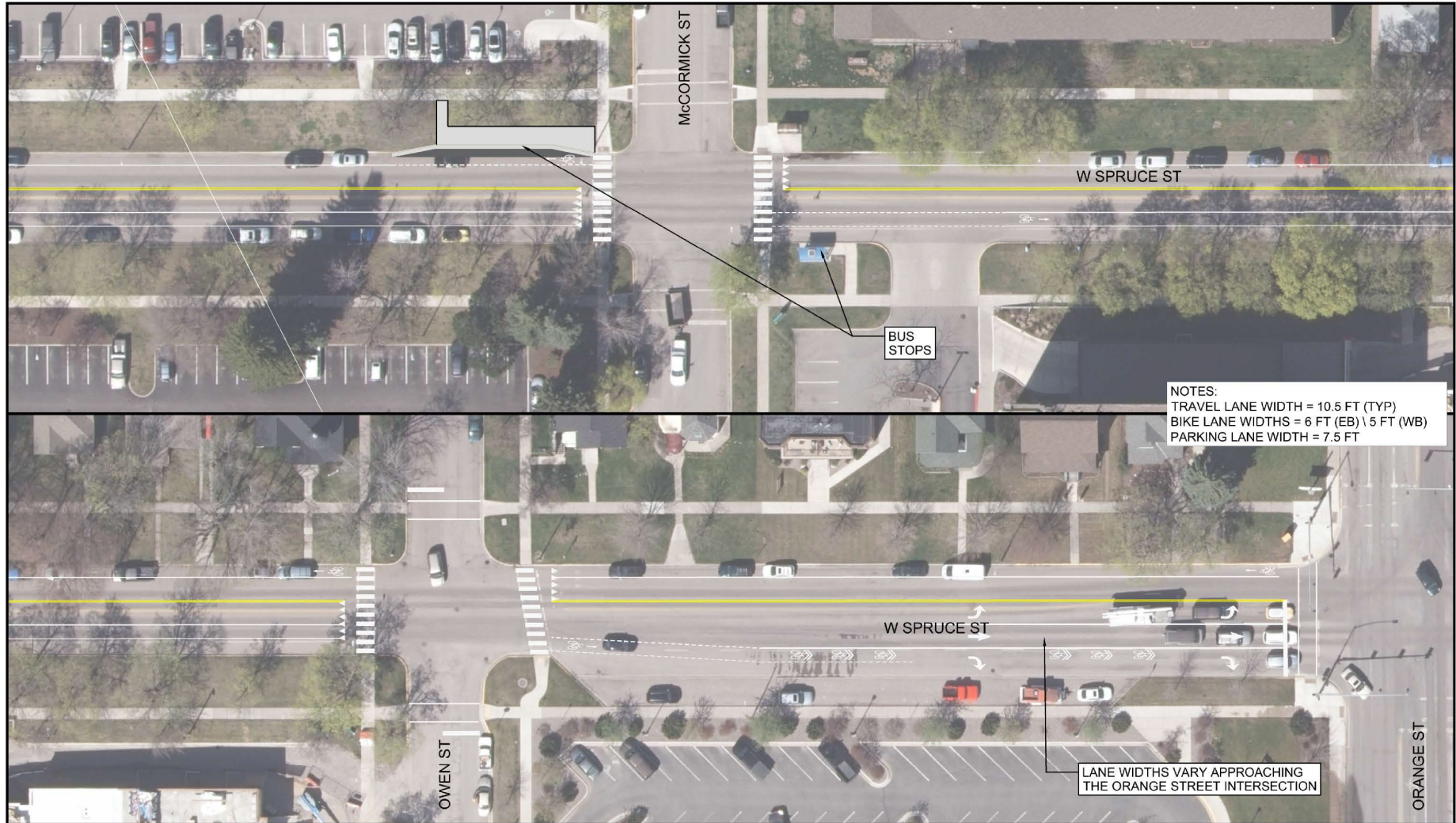
- NET **GAIN OF 15 PARKING SPACES** BETWEEN THE CHANGES TO W SPRUCE STREET AND THE PERMANENT CHANGES TO W ALDER STREET (NET GAIN OF 11 SPACES WITH INTERIM CHANGES TO W ALDER STREET).
- PERMANENT W ALDER STREET PARKING RECONFIGURATION ADDS SIX ADA-COMPLIANT SPACES.



Spruce St Striping Plan



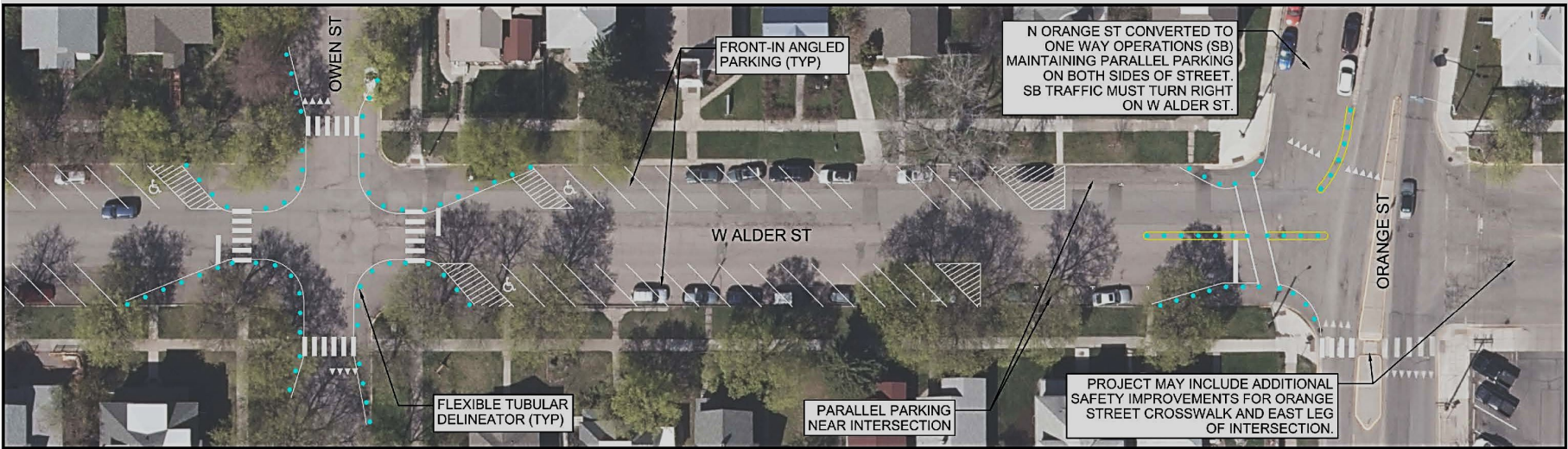
Spruce St Striping Plan



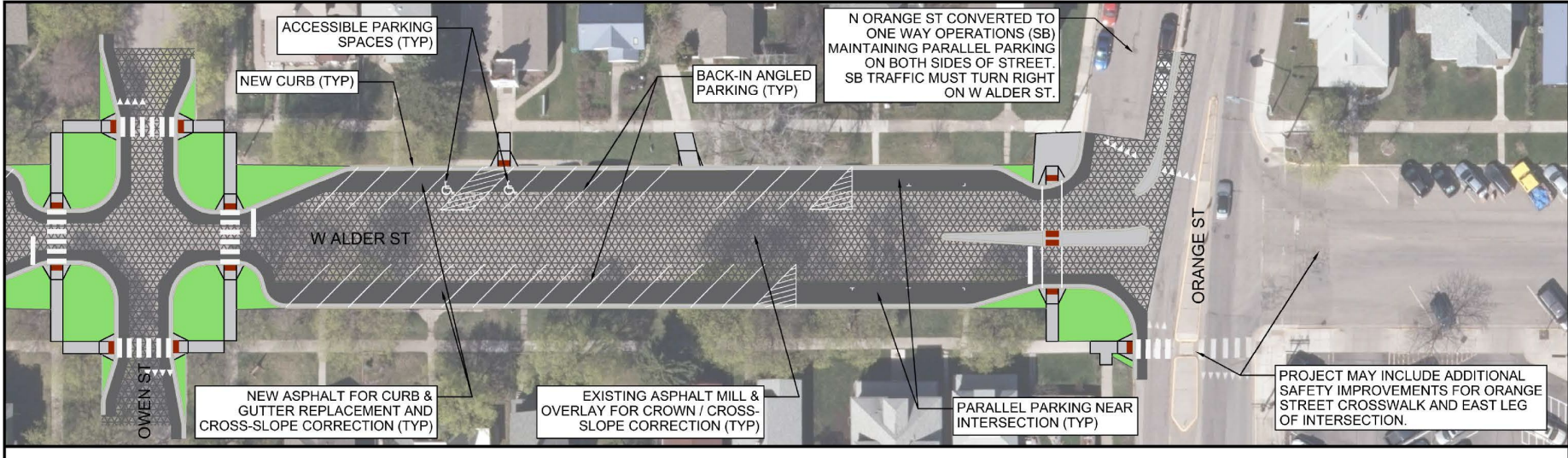
Alder St Interim Striping Plan



W Alder Interim Striping Plan



W Alder Permanent Improvements, Conceptual Plan

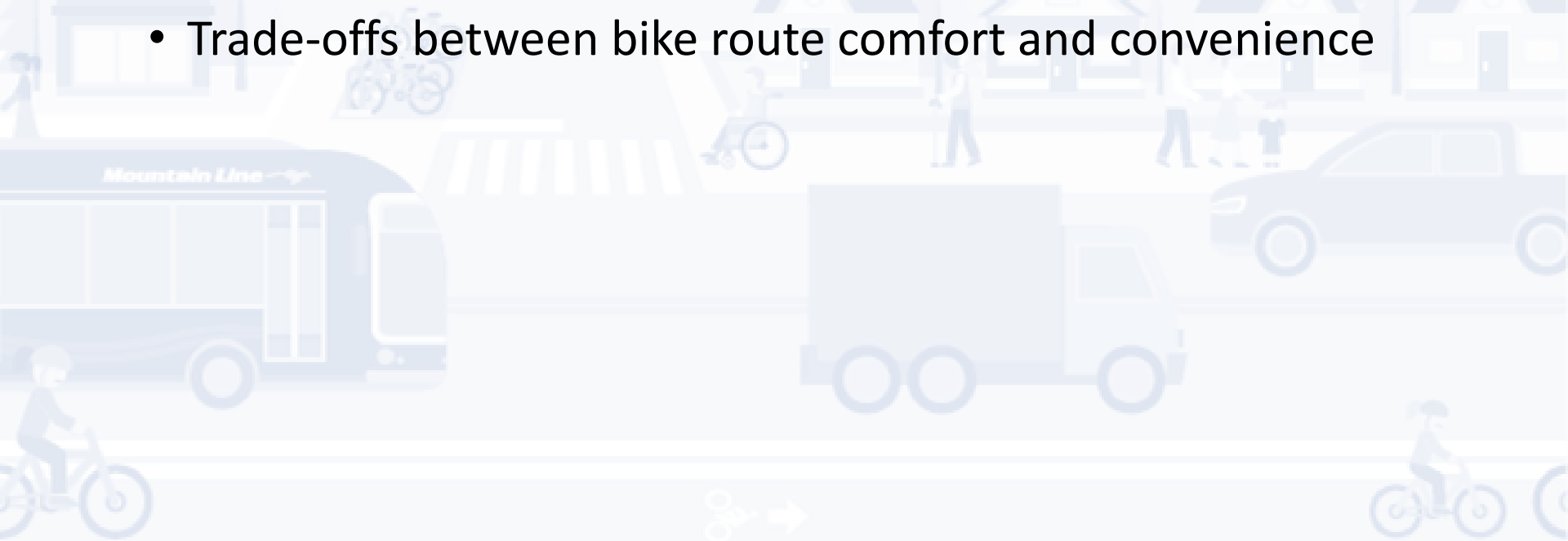


W Alder Permanent Striping, Conceptual Plan



Spruce/Alder Public Process

- Overall gratitude for attention to neighborhood
- General appreciation of City's goals
- Concerns
 - Angled parking on residential street
 - Parking removal on Spruce St
 - Trade-offs between bike route comfort and convenience

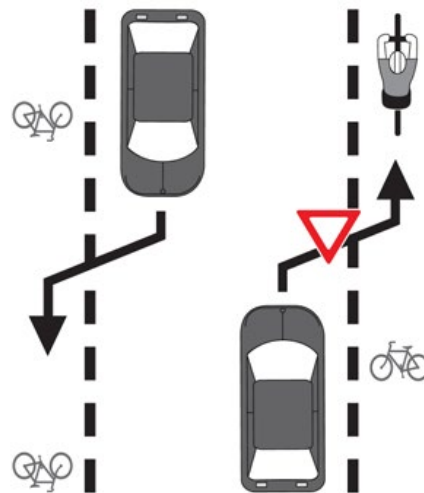


Spruce/Alder Course of Action

- Stripe proposed interim configuration following this summer's chip seal
- Measure speeds, volumes, and parking utilization before and after installation
- Maintain communication with neighborhood post-installation
- Use data to inform construction project design (~2024)



Lolo St Chip Seal & Restriping: Edge Lane Road



Lolo St: Why an Edge Lane Road?

Existing Conditions...

- Speeding (85% 30-32mph; 2/3+ exceeding 25mph)
- Volume (~2500 AADT)
- Crashes (5, 2015-2019)
- Lack of bicycle facilities

Edge Lane Road should...

- Calm traffic
- Provide bicycle space without reconstructing roadway
- Maintain current emergency service response time
- Work well on Lolo St due to volume, width, and function within the network

Lolo St Public Process

- Rattlesnake Transportation Committee meetings
- Feedback
 - General appreciation of City's goals and willingness to creatively address right-of-way and geographical challenges
 - Mixed responses
 - Enthusiasm for edge lane road trial
 - Confusion and skepticism of edge lane road operation



Lolo St Course of Action

- Minimal striping to be added this Summer
- Further data collection Fall 2022/Spring 2023
- Maintain communication with neighborhood post-installation
- Monitor performance and adjust design as needed



Simons Dr & Normans Ln: What's the problem?

- Citizen requests for speed control
- High speeds
 - Simons 85%: 30-35mph, max: 75mph
 - Normans 85%: 30-32mph, max: 45mph
- High crash rates on low volume streets
- Topography considerations
- Lack of continuous sidewalks

Simons Dr & Normans Ln

NTMP Proposal



SPEED HUMPS / TABLES



Photo Credit: https://i.nacto.org/wp-content/uploads/2013/07/USDG_SIDesEI_Speed-table-640x640.jpg

Midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Longer than speed bumps, speed tables and humps are typically 3-4" high and 12-22' wide. Can reduce speeds to 15-20 miles per hour.



https://safety.fhwa.dot.gov/speedmgmt/ePrimer_modules/module3pt2.cfm#mod312

APPLICATION

- When speeding problems are the primary concern
- Where: Local, residential streets; Neighborhood Greenways

PRO

- Average crash rate reduced by 13%

CON

- May delay emergency vehicles by 3-10 seconds

COST

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Simons Dr & Normans Ln

Public Process

- Simons Dr feedback
 - Lots of engagement
 - Mixed response
 - General support to slow traffic
 - Confusion and skepticism of speed hump design, operation, and location
- Normans Ln
 - Minimal response
 - Support for project as proposed

Simons Dr & Normans Ln

Course of Action

- Develop specific speed hump placement location recommendations
- Communicate with neighborhood prior to implementation
- Install speed humps as material availability allows
- Collect data & revisit if needed



Discussion & Questions

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