

Draft Resolution
Drafted 9/19/2022

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

Whereas, according to data from the National Highway Traffic Safety Administration each year approximately 40,000 people are killed in traffic collisions in the United States; and

Whereas, in a study comparing 19 peer nations the Center for Disease Control and Prevention found that the United States has the highest traffic death rate per person; and

Whereas, from 2010 to 2020 40 people died and 763 suffered serious life changing injuries on City of Missoula's streets; an average of 4 deaths and 69 serious injuries per year; and

Whereas, 15 of the fatalities and 145 of the serious injuries during this period were walking or riding a bicycle; and

Whereas, one death on City streets is one too many and City and departmental leadership are dedicated to strategies that aim to reduce and eliminate deaths and serious injuries on City streets; and

Whereas, seniors, children, people of color, people with disabilities, people in low-income communities, people walking and people bicycling face a disproportionate risk of traffic injuries and fatalities; and

Whereas, Vision Zero is a public health-based traffic safety strategy to reduce and eventually eliminate traffic deaths and serious injuries using a data driven multi-disciplinary and safe systems approach that also increases safe, healthy and equitable mobility for all; and

Whereas, Vision Zero recognizes that while human error will always occur a combination of engineering, education and enforcement measures can reduce collisions and can prevent collisions from causing death or severe injuries; and

Whereas, increasing real and perceived safety for people walking and bicycling is a key step in enabling more people to choose these sustainable modes of transportation that will support the City's climate and mode-shift goals; and

Whereas, the Federal Highway Administration has made a commitment to eliminating fatalities and serious injuries on the nation's roadways using a data driven interdisciplinary approach modeled after Vision Zero; and

Whereas, the Montana State Department of Transportation has adopted the goal of moving toward zero deaths with a focus on using proven effective strategies and countermeasures; and

Whereas, Metropolitan Planning Organization (MPO) developed a regional Vision Zero Action Plan in the 2018 Community Transportation Safety Plan (CTSP), that summarizes specific changes to policies, standards, enforcement procedures, education efforts, infrastructure improvements and other action items to be taken by City, County and state departments and that will reduce speeding, reduce collisions, and move the Missoula region towards zero fatalities and serious injuries;

Whereas, the MPO's Long-Range Transportation Plan includes goals to improve safety, particularly for non-motorized and other vulnerable populations, and which used safety as a primary project prioritization measure; and

Whereas, the City Council adopted a Complete Streets Policy in 2009, followed by a comprehensive update in 2016, which also prioritizes safety as the highest priority when designing and modifying public streets;

Now therefore be it resolved, that the City of Missoula adopts the Vision Zero goal to plan and design its transportation system with the overriding goal of eliminating fatalities and serious injuries among all system users, as detailed in the 2018 CTSP; and

Be it further resolved, that the City Council declares that Vision Zero is a core citywide guiding principle for transportation planning the design of streets and sidewalks and the maintenance of the public rights of way; and

Be it further resolved, that the City Council directs City staff to consider safety as the highest priority when balancing competing needs and demands for space within the public right of way; and

Be it further resolved, that the City Council supports and directs staff to develop a set of policies and standards for surface transportation improvements on locally maintained streets that prioritizes safety, urban context, equity and multi-modal travel throughout the City, ; and

Be it further resolved, that modern single lane roundabouts be considered upon any improvements to or installation of intersection control, due to the proven safety benefit of modern roundabouts; and

Be it further resolved, that the City shall continue to participate in and support the implementation of the CTSP safety goals through the MPO's Transportation Safety Advisory Committee (TSAC) and the Emphasis Area teams formed to address the priority crash trends identified in that plan; and

Be it further resolved, City staff will continue to evaluate, prioritize and implement solutions to known transportation safety issues through the Transportation Safety Team; and

Be it further resolved, the City will continue to evaluate, prioritize and implement quick-build transportation safety improvements through the Neighborhood Traffic Management Program; and

Be it further resolved, that Vision Zero will be implemented in part through the City's Community Investment Program (CIP) prioritization and funding, which emphasizes safety and equity outcomes of projects to address historic inequities in transportation and safety investments across the community; and

Be it further resolved, that the City accepts the National Association of City Transportation Officials NACTO guides as nationally accepted best design practices and will reference and use as applicable these guides in the design of all transportation projects; and

Be it further resolved, that staff shall develop an annual report on progress toward the Vision Zero goals tracking process and outcome metrics as defined in the CTSP, Complete Streets Policy, and the City's Community Investment Program (CIP) and shall present this report each year to the City Council

Passed and adopted _____.

ATTEST:

APPROVED:

Martha L. Rehbein
Legislative Services Director/City Clerk

Jordan Hess
Mayor