

2021 Transportation Safety Projects

S. 3rd St. and Myrtle St. Intersection - Safety Improvements Project – COMPLETED

When local business owners brought safety concerns about this intersection to the TST, we determined that several parking spaces in the vicinity violate federal, state, and local laws about parking too close to crosswalks. Instead of just pulling the parking, City staff and neighborhood advocates envisioned a people-first intersection that improves safety while enhancing the charming character of the neighborhood. This project includes high visibility marked crosswalks with temporary curb ramps to enhance accessibility, curb extensions to shorten crossing distances, and colorful parklets with bike parking, public seating areas, and art. Preliminary drawings of the current site and proposed changes can be found [here](#).



Figure 1 Preliminary drawing

In August 2020, the project was awarded a grant for \$12,500 from the AARP Community Challenge.

Project construction began May 17, 2021, with replacement of a water main under the intersection and installation of a new fire hydrant. Paving, painting, and installation of other facilities will begin thereafter.

Franklin to the Fort Traffic Calming Project—Completed

Following requests from Franklin to the Fort residents to consider traffic calming along Schilling St. and Kemp St., City staff collected data on vehicle speeds, volumes, crashes, and other factors to determine if there are verifiable issues and potential solutions. We found that speeds, volumes, and crashes on Kemp St. are all higher than we want to see. Additionally, Schilling St. is a Neighborhood Greenway, which is a local street prioritized for non-motorized travel. The proposed solutions aim to reduce vehicle speeds and instances of cut-through traffic on Kemp St. and enhance the safety and comfort of people biking and walking on Schilling St.

Project Details:

Installation of the following “quick build” traffic calming and control measures:

Kemp Street

- New traffic calming circles installed at 4th St., 12th St., Burlington Ave, and Central Ave., and
- New 4-way stops at 10th St. and North Ave.

Schilling Street

- New traffic calming circles at 5th St., 13th St., Strand Ave, and Sussex Ave, and
- New bulb outs at 4th St., 12th St., and Central Ave.

Project Map (Installation Types & Locations)

Project Dates: Installation is expected to begin the week of June 1, 2021, and is weather dependent.

Project Contact: Ben Weiss, Senior Transportation Planner, (406) 552-6352 or WeissB@ci.missoula.mt.us

Missoula Avenue Traffic Calming Project—Completed

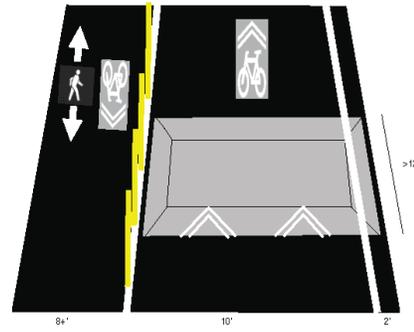
The Public Works & Mobility Department will be performing pavement maintenance work on Missoula Ave. this summer. Several neighbors have expressed concerns about safety for people who bike and walk on Missoula Ave., and the existing conditions (one northbound travel lane, bike lanes in each direction, and no pedestrian facilities) may not provide adequate space for all users. It is beneficial to address these issues when maintenance happens.

Project Details:

Following the milling and paving work on Missoula Ave., Public Works & Mobility is proposing a new configuration along with traffic calming features.

- Instead of a bike lane and a travel lane in the northbound direction, we are proposing a northbound travel lane that is shared by people driving and biking on the east side of the street. It will be 10 feet wide (as narrow as we can go) and will include shared lane markings (“sharrows”).
- To the west of this lane we are proposing a space designated for bi-directional pedestrian traffic and southbound bicycle traffic.
- Additionally, we are proposing installing four raised speed tables along Missoula Ave. in the shared northbound lane. These traffic calming features will be well-marked and will have delineators alongside to keep drivers from veering into the pedestrian space to avoid the speed tables.

Speed Table Concept Design



Width varies between just under 20' to over 23'. Shared NB driving lane will be 10' wide with a 2' shoulder/bike zone to the east. Pedestrian area will have the remainder of the space and be 9'.

Speed humps are at least 12' long, with the tapered slopes running at a ratio of 1:6 up to a height of 3.5' - 4'. The speed hump should only traverse the driving lane due to ADA and not wanting to put an unlighted obstacle in pedestrians' paths.



Approximate Speed Table Locations

- 1693 Missoula Ave
- 1909 Missoula Ave
- 2020 Missoula Ave
- 2209 Missoula Ave

Project Dates: Milling and paving works is scheduled to begin the week of June 8 but is weather dependent. City Streets crews will follow up with a chip and seal application to increase the lifespan of the new pavement. Approved striping, painting, and other traffic safety devices (as described above) will then be installed.

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