

# Memo

**To:** Kevin Slovarp, City of Missoula – Engineer for Surface Transportation

**From:** Donny Pfeifer, P.E. DJ&A Project Manager - Mullan BUILD Project

**Cc:** Andy Daleiden, P.E. Kittelson and Associates, Inc. (K&A) – Senior Principal Engineer

**Date:** May 26, 2023

**Re:** Mary Jane Blvd and Flynn Lane – Post Speed Recommendations

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This memorandum provides a project overview, analysis summary, and recommendation related to posted speeds on Mary Jane Blvd and Fynn Lane in Missoula, Montana.

## **Relevant Overview of Mullan BUILD Project:**

The Mullan BUILD Project completed design in 2021 and was constructed in 2022 and 2023. The project included the construction of two new sections of Mary Jane Blvd that connected the street between Mullan Road and Broadway. This connection allowed Mary Jane Blvd to function as a Collector through a residential area, which has always been the City of Missoula’s intention. It also allowed Flynn Lane to correctly function as a Local Street. Since the project has been designed, the City of Missoula has published the *Safe Speeds on City Streets guidance*. This document provides additional information and vision to inform Posted Speeds (i.e. speed limits) on streets in the Missoula Urban Area. These include Mary Jane Blvd and Flynn Lane.

## **Summary of Traffic Analysis, Design Criteria, and Updated Guidance:**

The overarching design intention of Mary Jane Blvd (and other collector streets completed with the Mullan BUILD Project, was to construct safe multi-modal streets. Page 5 of the Mullan BUILD Design Basis Report (DBR) states that the design speed for Mary Jane Blvd is 30-mph. Posted speeds for the project were selected at the lower end of available guidance. The DBR also states, “30-mph on any of the collector streets and posted as low as 25-mph in certain areas, such as on Mary Jane Blvd, may be implemented to increase safety”.

The Mullan BUILD Technical Memo #4 (see Table 1 and Table 2 below), which provided the final findings, recommendations, and future traffic growth for the area provided data confirming Flynn Lane’s classification as a Local Road and Mary Jane Blvd as a Collector.

Table 3 from the Safe Speeds on City Streets and associated guidance shows target speeds for three different street types. Target speeds represent:

- Mary Jane BLVD – 25 mph

- Flynn Lane – 20 mph

Table 1 Roadway Network Characteristics

ROADWAY	EXTENTS	EXISTING CROSS-SECTION	PROPOSED FUNCTIONAL CLASSIFICATION & CROSS-SECTION	POSTED SPEED (MPH)
George Elmer Drive	W Broadway Street to England Boulevard	N/A	Two Lane Collector with Turn Lanes	30
	England Boulevard to Pius Way	N/A	Two Lane Collector with Turn Lanes	30
	Pius Way to Mullan Road	Two Lanes	Two Lane Collector with Turn Lanes	30
Flynn Lane	W Broadway Street to Mullan Road	Two Lanes	Two Lane Local	25
England Boulevard	George Elmer Drive to Flynn Lane	N/A	Two Lane Collector with Turn Lanes	30
Mary Jane Boulevard	W Broadway Street to Camden Street	N/A	Two Lane Collector with Turn Lanes	30

Table 1 – Copy of Table 1 From Mullan BUILD TM#4

Table 5 Roadway Level of Service (2050)

ROADWAY (LIMITS)	LANES	ADT (2050)	POSTED SPEED (MPH)	FUNCTIONAL CLASS	LEVEL OF SERVICE
West Broadway Street (Aviation Drive to Flynn Lane)	Four Lanes with Turn Lanes	30,780	55	Principal Arterial	C
George Elmer Drive (W Broadway Street to Pius Way)	Two Lanes with Turn Lanes	11,950	30	Collector	B
George Elmer Drive (Pius Way to Mullan Road)	Two Lanes with Turn Lanes	7,050	30	Collector	B
England Boulevard (George Elmer Drive to Flynn Lane)	Two Lanes with Turn Lanes	10,300	30	Collector	C
Mary Jane Boulevard (W Broadway Street to Camden Street)	Two Lanes with Turn Lanes	5,725	30	Collector	C
Mary Jane Boulevard (Camden Street to Melrose Place)	Two Lanes with Turn Lanes	5,910	30	Collector	C
Mary Jane Boulevard (Melrose Place to Mullan Road)	Two Lanes with Turn Lanes	6,840	30	Collector	C
Mullan Road (George Elmer Dr. to Mary Jane Blvd.)	Two Lanes with Turn Lanes	19,820	45	Minor Arterial	C
Mullan Road (Mary Jane Boulevard to Reserve St.)	Four Lanes with Turn Lanes	24,045	45	Minor Arterial	C

Table 2 – Copy of Table 5 from Mullan BUILD TM #4

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

Table 3 – Copy of Table 2 from Safe Speeds on City Streets

**Updated Posted Speed Recommendation:**

Based on the summary, analysis, and guidance in the above section, it is recommended that changes be made to Mary Jane Blvd to have posted speeds as shown below in Figure 1. Mullan BUILD plan sheets I.23 through I.43 should be referenced to make these changes, speed limit signs should still be installed in the show location on these plans.

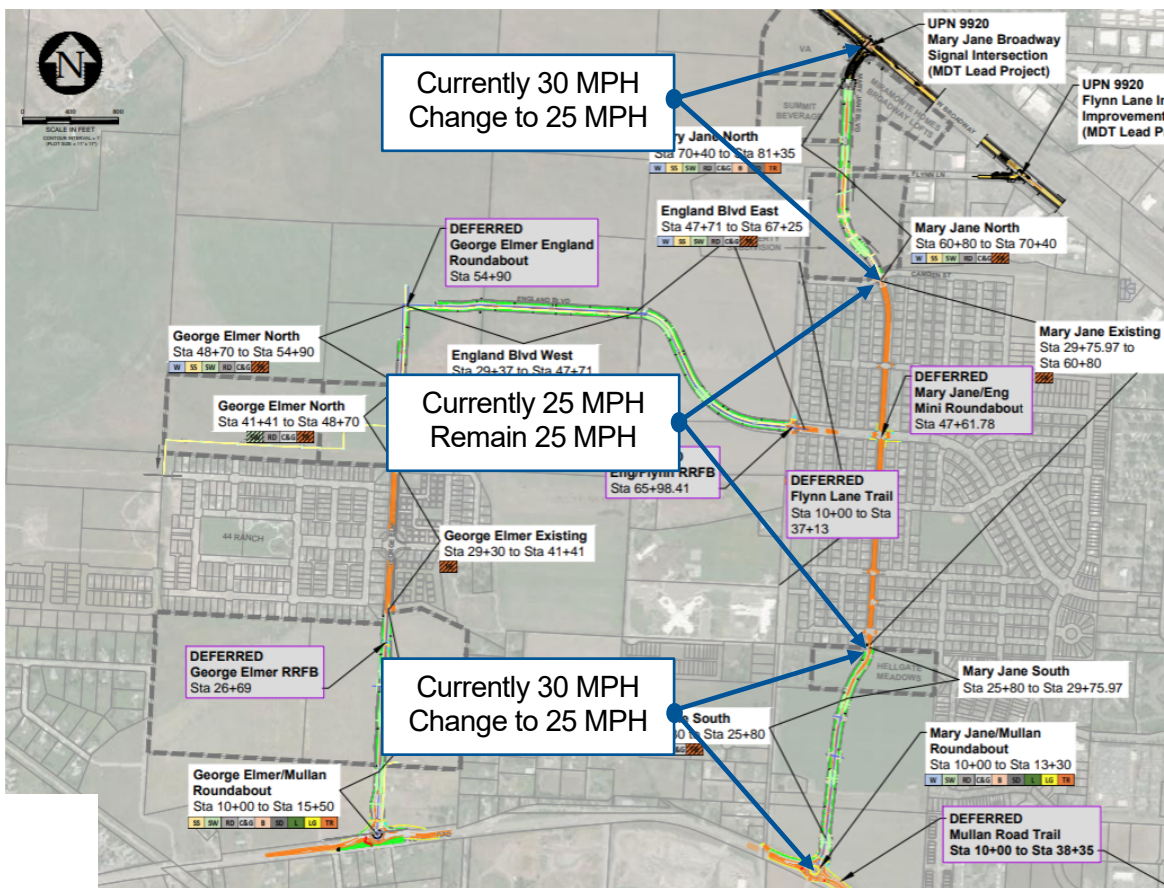


Figure 2 – Summary of Proposed Posted Speed Limit Changes on Mary Jane BLVD

Based on the guidance and analysis summary in the above section, it is also recommended that changes be made to Flynn Lane to have posted speeds as shown below in Figure 2. It must be noted that the recommended posted speed in the School Zone is 20 MPH. However, this memo acknowledges that due to the City's Speed Zone Policy, a posted speed of 25 MPH is more likely and acceptable. Flynn has functioned as a local collector for over 20 years. Since the street is classified as a local street, in compliance with the City Speed Zone Policy, the speed limit would be 25 MPH.

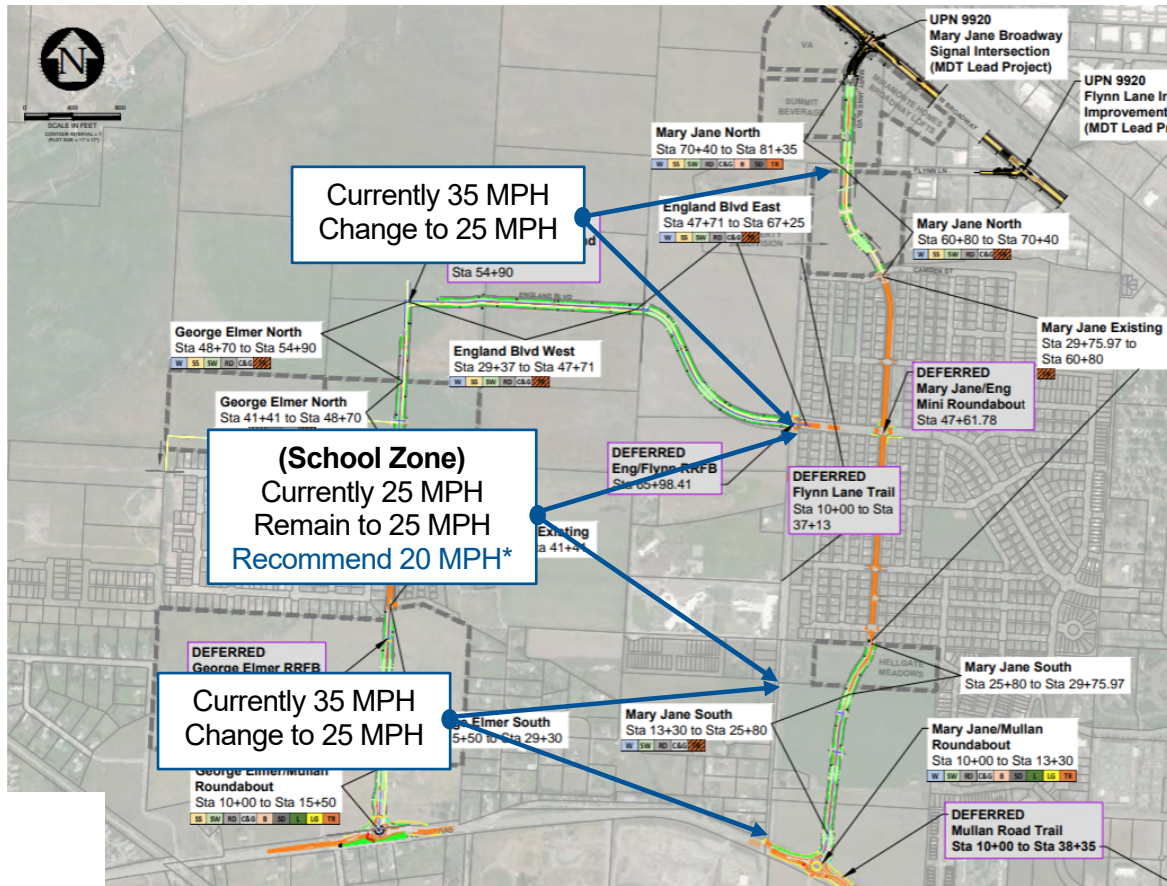


Figure 3 – Summary of Proposed Speed Limit Changes on Flynn Lane

**References:**

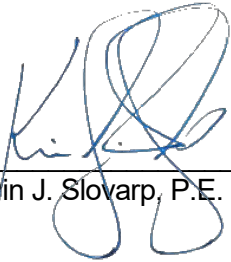
The following documents should be referenced in conjunction with this memo:

- Mullan BUILD RFC Design Basis Report (DJ&A 2021)
- Mullan BUILD RFC Design Plan Set (DJ&A 2021)
- Mullan BUILD Technical Memorandum #4 (K&A 2020)

- City of Missoula School Zone Policy (adopted date unknown)
- City of Missoula Safe Speeds on City Streets  
(<https://www.engagemissoula.com/neighborhood-traffic-safety-program>)

**Acceptance:**

This memorandum is being provided to the City of Missoula City Engineer of Surface Transportation for ultimate acceptance and approval, as all of these facilities are under the jurisdiction of the City of Missoula. It is provided to summarize for the basis of and recommendation for the posted speed limit changes.



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Kevin J. Slovark, P.E. (City of Missoula City Engineer for Surface Transportation)

5/26/2023

Date