

From: [Aaron Wilson](#)
To: [Emily Gluckin](#); [Ben Weiss](#)
Cc: [Dave DeGrandpre](#)
Subject: RE: Protected Bike Lanes on Abby Lane - Mcnett Flats
Date: Monday, February 22, 2021 8:13:29 AM

Emily,

On further review of the revised traffic impact and the final McNett Flats subdivision submittal, I have the following clarifications:

- The projected volumes for Abbey Lane west of George Elmer are at the upper end of an urban local street, and lower end of an urban collector. Due to this overlap, adequate non-motorized transportation could be achieved in a number of ways.
- If the roadway is to be classified as a local street, design could accommodate people on bikes and walking if sufficiently designed to calm traffic to speeds and allow for mixed traffic on the street. The relatively short 1-block distance of Abbey Lane in this location, if there is on-street parking and curb bulb-outs as shown on the preliminary plat, means shared on-street facilities may be appropriate in this context. If shared roadway design is the preferred option, consider other elements to calm traffic such as reduced turn radii and adequate bulb-out widths.
- If bike lanes are desired and the section of roadway is considered a collector, they could be either on-street or protected. If on-street, care should be taken to tie into the protected intersection design at George Elmer Blvd. If protected bike lanes are required, the t-intersection of Briar Way and Abbey Lane should be designed with appropriate transitions from on-street shared roadway to the protected lanes, and the lanes should be integrated into the protected intersection at George Elmer Blvd.
- The trade-off with bike lanes along this section of Abbey Lane is the widening and potential increase in vehicle speeds. This will be offset with dedicated space for people biking, however it will also affect pedestrian crossing distances.
- For Abbey Lane east of George Elmer Blvd, the volumes will likely be impacted by how property to the east develops. The Sx*tpqyen Master Plan and form-based code indicate that this roadway should be considered a neighborhood yield street. While the master plan and form-based code do not apply to this subdivision, we can get closer to achieving that vision by limiting the width of Abbey Lane and keeping it designed as a local street. Sufficient attention needs to be placed on narrow travel lanes, curb bulb-outs, and other traffic calming features to ensure this roadway is comfortable for mixed vehicle and bicycle traffic.
- Non-motorized travel east of George Elmer Blvd will also be accommodated by the new trail connection proposed along Pius Way. This shared-use path is located only one block south of Abbey Lane, and will provide a protected space for people biking and walking, including as a safe route to school once the connection is completed to Flynn Lane.
- George Elmer Blvd is being designed with high quality protected bike lanes, and will create a complete non-motorized connection. We should design streets and developments that support the vision of this area in the master plan, and ensure that our investment in quality transportation facilities is maximized. In order to do that, we should be thoughtful about connecting street designs so that they support safe, accessible connections from developments to the main thoroughfare. This can be accomplished via a number of different

designs, but each has slightly different requirements in order to ensure the facilities are comfortable for all modes.

Thanks for the opportunity to follow up. Please reach out if you have any additional questions or need clarification on these comments.

-Aaron

From: Emily Gluckin

Sent: Thursday, February 18, 2021 5:18 PM

To: Aaron Wilson <wilsona@ci.missoula.mt.us>; Ben Weiss <WeissB@ci.missoula.mt.us>

Cc: Dave DeGrandpre <DeGrandpreD@ci.missoula.mt.us>

Subject: Protected Bike Lanes on Abby Lane - Mcnett Flats

Hi all,

At the Planning Board hearing for Mcnett Flats on 2/2, the Board recommended amendments to a subdivision condition of approval (#14) and a variance request (#3) to require Abby Lane to have an 80' right of way instead of the requested 64' and 6' protected bike lanes on both sides. This decision was based on the agency comment provided by Aaron (attached), stating that the projected volumes on Abby Lane would extend it into the urban collector classification, rather than urban local street, and that there will likely need to be bike lanes and that the street designs should consider these improvements.

When presenting the project at LUP yesterday, Council requested input from Transportation regarding Planning Board's proposed amendment and if you support it. Aaron's comment was from the first round of sufficiency and the applicant submitted a revised traffic impact study, so I'm curious if these comments remained following that revision.

Thank you!

Emily Gluckin, AICP Candidate | She/Her/Hers | Associate Planner

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