



June 20, 2022

Alex Bramlette  
City of Missoula  
435 Ryman Street  
Missoula, MT 59802

RE: Hillview Subdivision TIS Comment Responses

Dear Alex,

On May 24<sup>th</sup> ATS met with the Department of Public Works & Mobility to discuss the City of Missoula Comments regarding the Hillview Subdivision on Hillview Way. The original TIS for this project was prepared by Cushing Terrell in December 2021. The City of Missoula provided comments requesting additional information and analysis for the project in an email dated February 23, 2022. Due to personnel changes at Cushing Terrell during this time, Abelin Traffic Services was hired to help address the questions for this ongoing project.

The first question from the city was regarding the proposed pedestrian and bicycle facilities in and around the Hillview Subdivision. The development will include internal sidewalks throughout the project which will connect with the existing sidewalks and bike lanes along Hillview Way. The existing pedestrian facilities in this area include sidewalk and bike connections along the corridor to the south and north along Hillview Way and to the west onto Clearview Way. Currently Hillview Way has bike lanes for uphill traffic in both directions and pedestrian sidewalks along the east side of the road adjacent to the Hillview Subdivision. The roadways in this area have sufficient grades for bike traffic to flow with vehicular traffic in the downhill directions from the site. Uphill biking along Clearview Way for eastbound traffic will be difficult due to the consistently steep grade of this road.

The City of Missoula also requested information regarding the potential traffic impacts to Clearview Way from the proposed development. The original TIS did not attribute any traffic from the Hillview Subdivision onto Clearview Way as part of the project's vehicle trip distribution. While it is likely that Clearview Way would not be a major traffic path from the development, some traffic would obviously use this route on occasion.

Clearview Way is a two-lane, local roadway. The road has a paved width of 42 feet and has on-street parking and sidewalks on both sides. The roadway connects to 39th Street at 23rd Avenue via a serpentine route of local roads through residential neighborhoods. The road has a consistent grade uphill to the east and rises 163 feet over a length of 1,742 at an average grade of 9%. The distance from Hillview Way to 23rd Avenue is 2,400 Feet. Clearview Way currently has a traffic calming feature installed 1,000 feet

west of Hillview Drive intended to decrease traffic volumes and vehicle speeds along the route. Based on peak hour volume data, Clearview Way currently carries 300-500 VPD.

Based on the traffic data collected by Cushing Terrell at the intersection of Hillview Way and Clearview Way, the amount of cut-thru traffic on Clearview Way is relatively low. The traffic data indicates that 3-5% of existing traffic on Hillview Way turns onto Clearview Way. The Hillview Subdivision will not connect directly to Clearview Way and will have the primary connection to the south at Village View Way. It is likely that most of the existing traffic in this area uses 23<sup>rd</sup> Avenue to connect to the areas around the southern end of Reserve Street rather than using Clearview Way.

The Cushing Terrell TIS predicted that 20% of traffic would flow to the south along Hillview Way to reach 23<sup>rd</sup> Avenue and 80% would flow to the north into Missoula along Hillview Way. Based on the existing traffic volumes in this area, a more likely split would be 10-15% to the south to 23<sup>rd</sup> Avenue, 5-10% to the west on Clearview Way, and 75%-80% to the north of Hillview Way. With the predicted daily vehicle trip generation of 4,437 VPD trip generation, the total traffic impact on Clearview Way will be additional 300 to 500 VPD bring the total traffic volumes on this route to 500, 1,000 VPD. These volumes are well within the capacity of a local two-lane roadway. Due to the existing width of Clearview Way with the existing travel lanes, parking lanes, and traffic calming features, it would not be possible to add bike lanes for uphill traffic within the existing cross-section. However, it is not likely this will be the preferred route uphill to the Hillview Subdivision for bicyclists due to the consistent up-hill 9% grade of Clearview Way.

If you have any questions or need any additional information about this project please feel free to contact me at (406) 459-1443 or email me at [bob@abelintraffic.com](mailto:bob@abelintraffic.com).

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Abelin".

Bob Abelin, P.E. PTOE  
Abelin Traffic Services, Inc.