

February 28, 2008

To: Bicycle Pedestrian Advisory Board
From: Bike Walk Alliance for Missoula
Re: Comments on 'Guidelines' and 'Phase II Bicycle Infrastructure Improvements' Documents

The 3P's (projects, policies and programs) subcommittee has reviewed the 'Guidelines' document and the 'Phase II Bicycle Infrastructure Improvements' document and suggests the following changes:

- Orange (River to Stephens): Agree with Bike Ped Board that best option is 3-lane roadway with bike lanes and that the second best option is changing motor vehicle lane widths to 10' to allow 4.5' bike lanes. We understand that the southbound curve just south of 6th St. may prohibit a bike lane at this time. Rather than re-routing traffic to Cottonwood, as suggested by the Bike Ped Board, BWAM proposes a sharrow be placed in the center of the rightmost lane on southbound Orange.
- Broadway (Orange to Madison): We propose sharrows until bike lanes can be striped.
- Broadway (Madison to Van Buren): We propose bike lanes with either a 3-lane or 5-lane scenario.
- Brooks (Mount to Reserve): We support the Midtown Report proposing 10' motor vehicle lanes and bike lanes in both directions. We do not support sharrows on this segment of road due to higher speeds and higher volumes of motor vehicle traffic. We do support alternative routes (e.g. complete Bitterroot trail).
- Bancroft (39th to South): Propose 8' parking- 6' bike lane- 11'- mv lane on both sides.
- Bancroft (South to Brooks): Support Bike Ped Board proposal to remove parking on one side. BWAM proposes to stripe as: 8' parking- 6' bike lane- 10' mv lanes- 10' mv lane- 6' bike lane.
- Mount (Higgins to Reserve): Propose removing parking on north side and striping same as Bancroft (South to Brooks) proposal above.
- We do not support sharrows on 4th, Plymouth or University as these routes seem to work well as is.
- We suggest removing the last bullet point at the bottom of the page titled 'Draft Application of Sharrows in Missoula'. We do not think that a cyclist should be expected to pull over to let motorists pass on a road marked with Sharrows because an unsafe condition can result from a cyclist trying to 're-enter' the traffic stream if they pull over to let cars pass, presumably at an intersection. Creating such situations by placing sharrows on unsuitable streets can negate the whole concept of sharrows as a place where bicyclists share the lane.

We thank the bicycle pedestrian advisory board for their work on these documents and look forward to continued cooperation and communication.