



Proposed Amendments to City Subdivision Regulations

City Council Work Session
August 5, 2024

Public Meetings

February 13, 2024 - Public Discussion Meeting
March 12, 2024 - Planning Board Public Discussion
March 21, 2024 - BAR Presentation
March 26, 2024 - Planning Board Public Hearing
April 23, 2024 - Public Coffee Talk
May 7, 2024 - Public Coffee Talk
May 29, 2024 - Planning Board Public Hearing
June 3, 2024 - City Council Work Session
July 1, 2024 - City Council Work Session
August 5, 2024 - City Council Work Session
TBD - City Council Public Hearing

Staff Memo 7/25/2024

Issue and Section	Page	Staff Recommendation	City Council Recommendation
1) Sec 23-403 Improvement Design. (Traffic Studies)	42	Delete reference to all studies must be completed by professional traffic operations Engineer (PTOE)—See Section 43-406 B. for more information	
2) Section 23-405 Blocks. (Traffic Calming)	45	Add 7. Where block lengths exceed 500 feet, traffic calming shall be included in the design	
3) Section 23-406 B. Streets and Roads. 4. Traffic Impact Study (Traffic Studies)	50	Provide a two-tier checklist review of traffic mitigation 1) Require PTOE for 100 peak-hour or 1000 trips per day 2) Developments generating less traffic have simplified review elements Proposed language allows traffic SDF or impact fee if they are developed and approved	
4) Section 23-406 B. Streets and Roads. 6. Right-of-way and Street Widths (Traffic Speed and Road Cost)	52	For local residential streets, maintain 34-foot width. Variance process could be used for specific reductions in width, to maintain fire code required travel lanes.	
5) Section 23-406 B. Streets and Roads. 11. Street Grades (Traffic Speeds)	53	Denote maximum collector speed as 25-35 mph Denote maximum local access street as 25 mph	
6) Section 23-406 B. Streets and Roads. 12. Curbs and Gutters (Allow more curb choice)	53	Since City Engineering currently allows ribbon curb in certain applications, amend to allow ribbon curb upon City Engineering approval as part of the storm water management design	
7) Section 23-406 B. Streets and Roads. 13. Sidewalks (Sidewalks)	53	Require boulevard sidewalk on both sides of the street, but allow approved multi-use trail that provides ADA access to all lots	
8) Section 23-406 B. Streets and Roads. 14. Street Lights (Promote CPTED)	53	Propose requiring street lights on residential streets, Policy Decision by City Council	

ISSUES 1 & 2

Page 42 – Delete reference to all studies must be completed by professional traffic operations Engineer (PTOE)—See Section 43-406 B. for more information

Page 45 – Add 7. Where block lengths exceed 500 feet, traffic calming shall be included in the design.

ISSUE 3

Traffic Impact Studies

- ▶ Staff has received incomplete or inadequate studies
- ▶ Development Community Small Studies
 - ▶ Cost versus Outcomes
- ▶ The Solution:
 - ▶ Two Tier Review
 - ▶ Traffic Study Checklist (minimizes surprises)
 - ▶ Reviewed subdivision traffic studies from 2016-2023

ISSUE 3

Traffic Impact Studies

- ▶ Two Tier System
- ▶ 100 Peak-Hour or 1000 trips Per Day---Full Traffic Study
 - ▶ Threshold to likely impact operations (ITE)
- ▶ Less than 100 Peak-Hour or 1000 Trips Per Day
 - ▶ Short Memo
 - ▶ Basic elements to document smaller impacts
 - ▶ Historically, only outcome was cash contribution to intersections

ISSUE 3

Traffic Impact Studies

► Background

- Other Montana cities do not require Professional Traffic Operations Engineer (PTOE)
- Authors need some level of qualification in traffic

► Solution

- Traffic Studies 100 Peak-Hour and 1000 trips: Certified by PE with experience in traffic and transportation engineering
- Greater than 5000 trips per day require PTOE
 - Costco 12,800 Trips
 - Zimmerman Home Place 18,000 Trips
 - Annafeld Subdivision 10,000 Trips



Traffic Impact Study Checklist

1. **Project Description** – Include location, horizon year, phasing (if applicable), type, size and site plan of the development
2. **Access Plan** – include access points or approaches, circulation patterns, modifications and any mitigation techniques
3. **Existing Conditions and Operations** – describe existing transportation network and summarize study area traffic volumes
 - a. and pedestrian pathways, lanes or routes and those to be installed with the development.
 - b. Speed data and analysis if determined at the pre-application meeting
4. **Trip Generation** – in the form of a table of each type of land use, the number of units or square footage, as appropriate, the trip rates used (daily and peak) and resulting trip generation using the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual
5. **Trip Distribution**
6. **Traffic Assignment**
7. **Traffic Graphics**, which show:
 - a. AM peak hour site traffic
 - b. PM peak hour site traffic
 - c. Total daily site traffic
 - d. AM peak hour total traffic
 - e. PM peak hour total traffic
 - f. Total daily traffic
8. **Capacity Analysis** - Indicate the levels of service (before and after development) of existing and proposed roads, including appropriate intersections, to safely handle any increased traffic.

AM and PM peak hour capacity analysis provided for:

 - a. All major drive accesses that intersect collector or arterial streets or roads; and
 - b. All arterial-arterial, collector-collector, and arterial-collector intersections within one mile of the site, or as required by the City Engineer during the pre-application review.
9. **Traffic Calming** – detailed drawings of any proposed traffic calming installations, including locations and turning radius templates.
10. **Drive-thru Queuing Analysis** (if applicable)
11. **Evaluation** – Summarize development generated traffic impacts to the adjacent transportation network included in the study. Provide mitigation alternatives and recommendations for improvements based on the analysis results. Include information on the location and type of any proposed traffic control devices.



ISSUE 4

Street Width

Page 52 – For local residential streets, maintain 34-foot width. Variance process could be used for specific reductions in width, to maintain fire code required travel lanes.

Residential Local



Just west of the intersection of N 32nd Street and Avenue F.



Annafeld



Annafeld



31-Foot Street Example-Whitefish



PARKING ENFORCEMENT SUMMARY

Parking Complaints: 1 yr – 7/23 thru 7/24

571 calls for service

*includes BPD, CSOs, & CPC Volunteers

Tickets Issued: 1 yr – 7/23 thru 7/24

479 tickets issued

*BPD & CSOs - 258

*CPC Volunteers – 221

Narrow roadway may decrease speeding; however, it will not stop it completely

Wider roadway may increase speeding; however, it allows a driver more time to react to a potential hazard (ex. Child running into the roadway)

No parking on one side of the roadway: potential for parking complaints in the no parking zones & parking complaints in the area (ex. Driveways being blocked)

Narrow roadway increases parking issues for 1st Responders. BPD, BFD, AMR, & supporting vehicles on the scene of a critical incident together creates problems for the vehicles needing to be as close to the incident as possible. (ex. Number of vehicles & size of vehicles)

MULTIPLE UNIT RESPONSE

July 26, 2023 – July 26, 2024:

12,321 incidents requiring AMR, BFD apparatus, or multiple BFD apparatus.

ORI	Incident Type	Calendar 2023	Calendar 2024	Grand Total
03001	EMS Code Response	3,528	5,008	8,536
	EMS No Code Response	1,552	1,973	3,525
	Structure Fire	74	106	180
	Vehicle Fire	38	42	80
03001 Total		5,192	7,129	12,321
Grand Total		5,192	7,129	12,321

1,605 incidents requiring BPD, BFD, and AMR response.

ORI	Incident Type	Calendar 2023	Calendar 2024	Grand Total
MT0560100	Accident w/Injuries	321	329	650
	Shooting	18	15	33
	Sick/Injured Person	395	494	889
	Stabbing	11	22	33
MT0560100 Total		745	860	1,605
Grand Total		745	860	1,605

ISSUES 5&6

Page 53 – max collector speed 25-35mph
max local access speed 25 mph

Page 53 – Ribbon curb allowable upon City engineering approval as part of storm water management design

ISSUE 7

Page 53 – Boulevard sidewalk on both sides of street, but allow multi-use trail that provides ADA access to lots with City Engineering approval

ISSUE 8

Page 53 – Require street lights on residential streets

LIGHTING

Good lighting is one of the most effective crime deterrents. When used properly, light discourages criminal activity and enhances surveillance, reducing fear

One of lightings main purposes is to illuminate human activity.

If criminals are in well lit areas causing them the feeling that they are able to be seen, they are less likely to commit crime.

Proper lighting also helps individuals observe their surroundings. Benefits of this are observing potential threats, identifying avenues of escape, or being able see and report criminal or suspicious activity.

EFFECTS OF IMPROPER LIGHTING

Light pollution-The human made alteration of outdoor light levels from those occurring naturally.

Glare-Excessive brightness that causes visual discomfort.(Improper light and fixture, too many lights in one area).

Sky Glow-Brightening of the night sky over inhabited areas.(Improper fixtures, allowing wasted light in unneeded directions-up)

Light Trespass-Light falling where it is not intended, or needed.(Residential street lights illuminating residential properties.)

Clutter-Bright, confusing, and excessive grouping of light sources.(Too many light sources in one area) Quality not quantity.

These issues were introduced and exist in our older areas and neighborhoods in our community-we can fix this going forward!

All of these issues can be avoided by using the proper equipment, planning, and standards-"DarkSky" Compliant.

PUBLIC PERCEPTION - SAFETY

2021 National Police Services Survey

8% feel unsafe in their neighborhood during daytime hours

This stat increases to 25% feeling unsafe in their neighborhood during night time hours-substantial increase.

In correlation to this increase- 47% indicated they do not have adequate lighting in their neighborhood at night.

This seems to be a clear indication that people who live in areas that are not adequately lit do not feel safe in their neighborhood during night time hours.

As community leaders, it is our duty and responsibility to make the citizens of our community feel safe.

71% of people indicated they do not feel safe in major recreational areas(parks, trails, pathways) during night time hours.

Page 47- No- access strip

At the previous work session, July 1st, a discussion developed about fences along arterial roads and no maintenance of the property between the fence and the street, safety and appearance.

Although staff understands the concerns of this issue, this particular concern falls into the zoning requirements of the city. The subdivision regulations do not control use of land, only the division of land.

Sec. 25-204. - Responsibility for trees and vegetative care.

In addition to caring for trees and vegetative growth on owned property, the person in control of the property is charged with care, maintenance and full responsibility for trees and all vegetative growth on adjacent streets, alleys, boulevards and public ways; provided, that to maintain rights-of-way, clear vision zones and unobstructed view, traffic-control signs and devices, the city may in its discretion prune and remove trees and other vegetative growth.

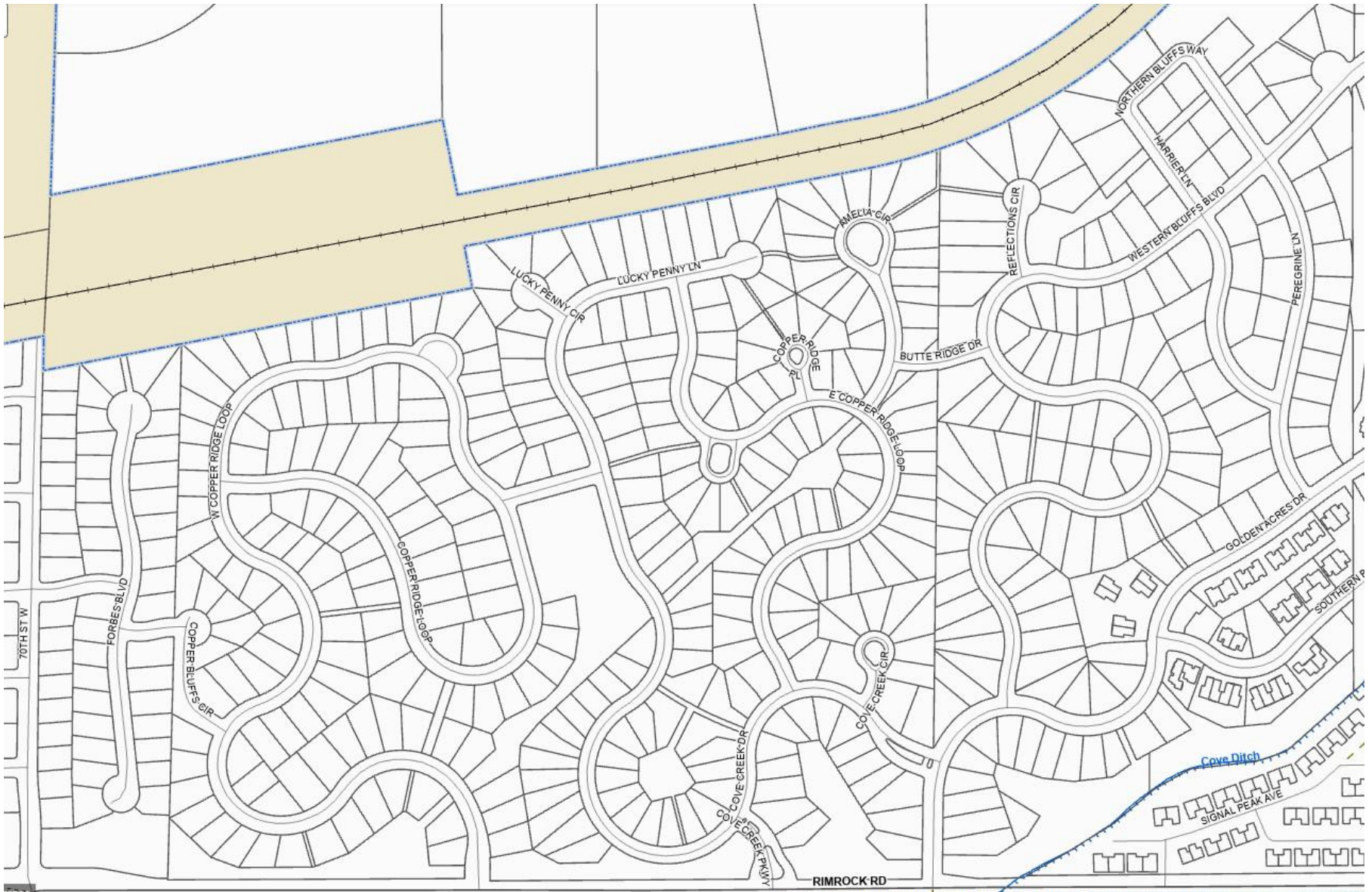
Page 54- Permanent Cul-de-Sacs

16. Permanent cul-de-sac streets may not represent more than 20% of total roadway miles in a subdivision unless approved by a variance.

a. Exceptions to this do not require a variance but can be approved administratively. Exception provision are:

1. Infill projects where a dead-end cul-de-sac is the only viable road option.
2. Long narrow lots that are not wide enough for more than a single road that is less than 1,000 feet long.
3. Topography that does not allow for a grid system as outlined in the subdivision regulations.

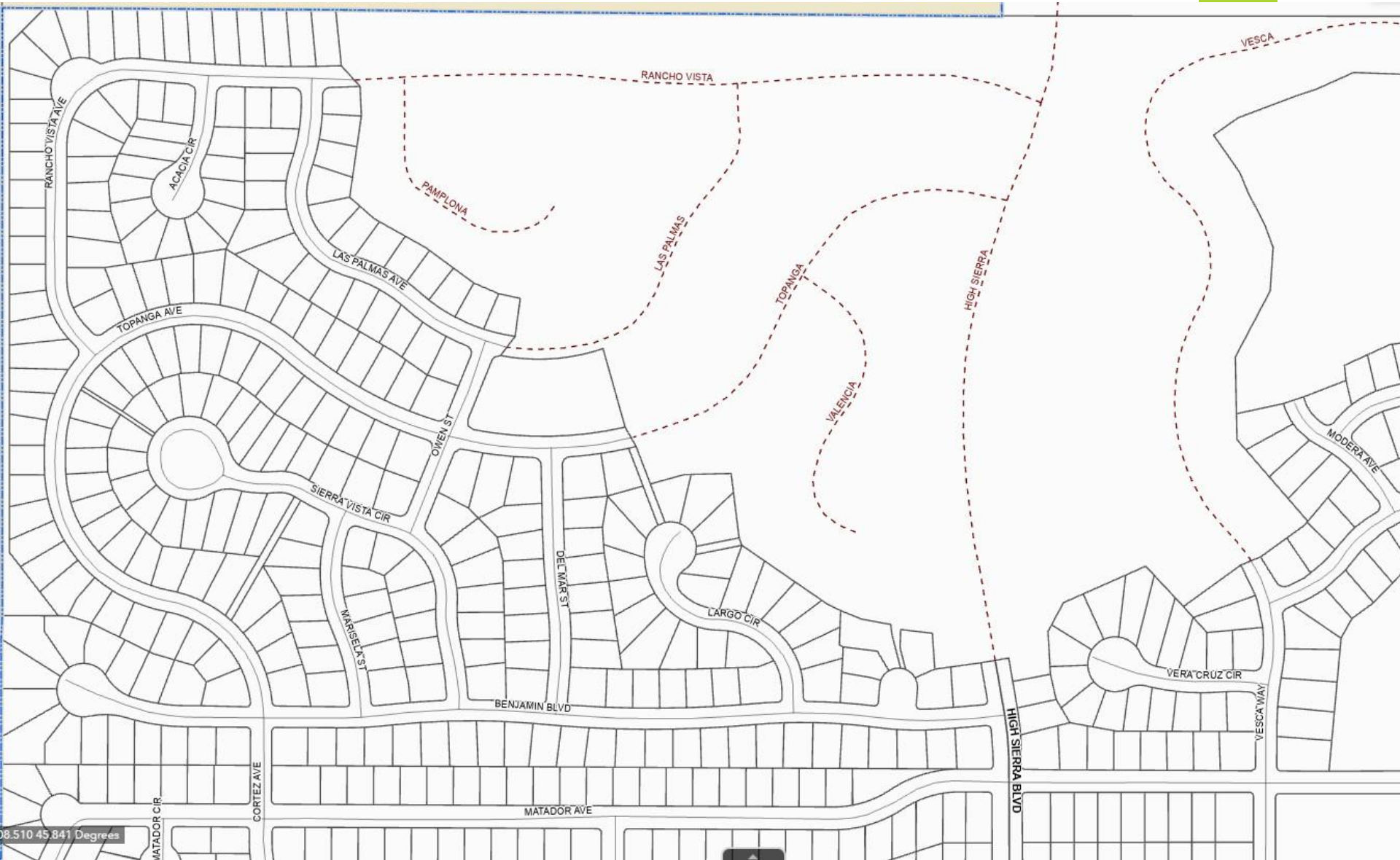
PORTION OF COPPER RIDGE SUBDIVISION



PORTIONS OF KIMBERLY, GALAXY, AND TERRACE ESTATES SUBDIVISIONS



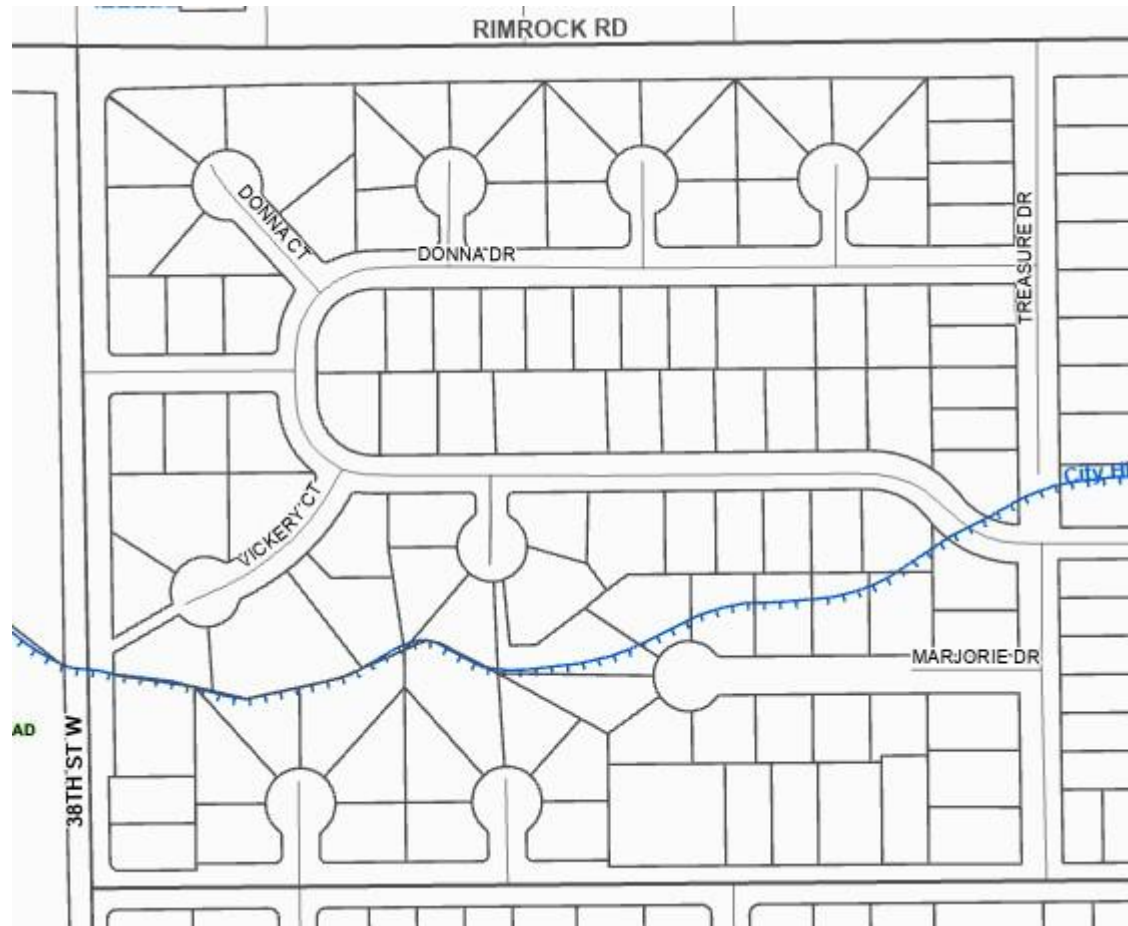
PORTION OF HIGH SIERRA SUBDIVISION



PORTION OF IRONWOOD SUBDIVISION



Portion of Poly Vista Subdivision



Portion of Rim Point Subdivision



Portions of Shiloh Point and Rush Subdivisions



Wilshire Heights Subdivision

