

Upper and Lower Rattlesnake Transportation Committee

Meeting Minutes

Date: November 8, 2017
Time: 5:30 – 7:00 PM
Location: Rattlesnake Market & Café
2501 Rattlesnake Dr.
Missoula, MT 59802

Attendees: Bob Giordano (Co-chair), Emily Jensen (Co-chair), Tom Carlson (Secretary), Hans Hoffman, Fred Rice, Tom Jenkins, Eric Edlund, Kristin, Teri, Ralph, Donna Gaukler (Parks and Recreation Director), Karen Gasvoda (Office of Neighborhoods)

Next Meeting: December 12, 2017, 5:30-7:00 pm at Messiah Lutheran Church, 3718 Rattlesnake Drive

Public Comment on Non-Agenda Items –

Kristin: urban deer as public traffic hazard

1. Approval of [October 10, 2017](#) meeting minutes. - approved
2. Approval of Agenda – approved with the following comments:
*Fred prioritized discussion items (reflected by * below)*
Kristin suggested discussion of agenda item #25, driver confusion at the Rattlesnake Drive/Creek Crossing intersection.
Ralph suggested discussion of agenda item #16 and suggested that the existing bulbouts near the Rattlesnake School should be trimmed back or removed.
Ralph also suggested discussion of agenda item #24 and that, in lieu of a roundabout, a four-way stop arrangement should be considered for the Lolo Street/Rattlesnake Drive intersection
The committee agreed to address these agenda items if time permitted but wanted to prioritize the agenda to take advantage of Donna Gaukler’s time to address agenda item #4.
3. * Connecting trails, Clark Fork to Recreation Area – Donna Gaukler, Missoula Parks and Rec –
The goal for the discussion was to identify the process for designating bike and pedestrian route(s) from the Clark Fork River to the Rattlesnake NRA. Donna provided information on existing routes and trails and possible connections and relocations using the Missoula Open Space and Trails map as well as a smaller map of the Rattlesnake neighborhood produced by the city. The routes (existing and planned) include both commuter routes, which can include travel on roads, and recreation trails, which can include off-road segments. The following is a summary of segment specific information:
 - *Mtn. View west of the Rattlesnake Creek bike/ped. bridge: city engineering would prefer to open this section to vehicle traffic to eliminate the dead ends on Mtn. View and Woodland Ave. and complete the grid system for vehicle traffic. Currently this short stretch is unpaved and serves as a bike and pedestrian connector.*
 - *Rattlesnake Creek trail north of Lincolnwood: This segment would benefit from tree removal and realignment of metal fence along “hobby farm.” New options may be possible with city ownership of water system and Rattlesnake Creek dam. Concerns*

include potential dam removal and wildlife habitat.

- *Rattlesnake Drive east and north of Creek Crossing intersection: opportunities include trail along road, Syringa Park improvements, and Hellgate practice field access to facilitate safe route to Rattlesnake School*
- *Rattlesnake Greenway trail: A possible route exists from current dead-end (near Carcass Corner) north to trailhead at the end of Duncan Drive. Needs easement, right-of way, or land sale from current property owners. Some owners are new since last effort was made.*
- *Lincoln Hills to Mt. Jumbo saddle: Insufficient width along road and steep grade for bike/ped. route. No public use overlay for HOA trails.*
- *Tom Green Park trail: Not ideal due to wildlife and riparian area concerns, managed by county park board. Pineview Park is managed by city.*
- *Routes south of Tom Green Park trail: Can use quiet streets.*
- *Holly Street to Missoula Ave. along Van Buren Street: Reconstruction in 2018 should include a 12' sidewalk on west side of Van Buren enabling use of Jackson Street south to Vine Street.*
- *Route from existing RUX Trail (south of RR tracks and I-90) under I-90 and RR tracks north to Greenough Park: Options exist, may include MT Rail Link property, needs further study.*
- *Greenough Drive to Alvina Street and/or Vine Street: Options may exist to realign road and allow for bike/ped. route. Needs engineering study, and identification of utility corridors and rights-of way. (Note – The committee has asked Ben Weiss to conduct a design charrette for this route and Ben has agreed to move this idea forward.)*

Donna suggested that the committee explore the following actions:

- *Prepare a collaborative map indicating currently used routes and needed connections. Eric offered to work with city GIS staff to prepare an electronic map for the committee's use.*
- *Identify low hanging fruit or potentially feasible and timely projects such as short connecting routes.*
- *Review landownership, utility corridors and other relevant information. Ask city GIS, Metro Planning Organization staff and/or county surveyor to pull maps and help with information gathering.*
- *Identify route segments that could be designated as neighborhood greenways (quiet streets that have features installed to calm vehicle traffic and encourage bike and pedestrian travel) and work with Ben Weiss and MPO staff to move these proposals forward.*
- *Use neighbor to neighbor contacts to determine feasibility of routes that involve private land easements, donations, rights-of way, etc. (Note – Hans provided a list of landowners along possible trail connection routes.)*
- *Integrate committee work with the city plans:*
 - *Bicycle Facilities Master Plan*
<http://www.ci.missoula.mt.us/DocumentCenter/View/39172>
 - *2011 Missoula Active Transportation Plan*
<http://www.ci.missoula.mt.us/DocumentCenter/View/23281>
 - *2016 Missoula Long Range Transportation Plan*

- Do committee homework first and then ask city staff (i.e. Ben Weiss and Donna or Parks and Rec. staff) for working session.

The committee agreed that a working session was needed to identify priorities, additional information needs, and tasks.

Karen offered to provide links to the city plans and the map used by Donna.

Note - The meeting ended without discussion of the following agenda items:

4. * Bicycle and pedestrian mobility and safety – Broadway/Van Buren – Ben Weiss, Bicycle/Ped Program Manager: *No discussion. Ben was unable to attend the meeting but shared the following information by e-mail: "I shared the committee's letter and design concepts (discussed at the committee's 10/10/17 meeting) with MDT. They have taken it under advisement and will monitor the situation. They do not seem willing to expand the scope of the interchange project."*
5. * Intersection of Greenough, Spruce, Madison, 2nd Ave. / railroad tracks: *No discussion at the meeting but prior to the meeting Ben Weiss provided the following update by e-mail: "Traffic Services had a chance to review the neighborhood request for "Do not block tracks" signage. Kevin thought "Do Not Block Intersection" signs would be more appropriate and requested that Chad install one on Greenough before the N. 2nd St. intersection and on Spruce west of Madison. Chad said the signs will likely be installed today (10/31)."*

Traffic Services also thought a dedicated left and right turn lane NB on Madison may improve conditions at this intersection and will bring back this topic in the spring to consider it (painting is done for the year). We will also keep an eye on this intersection once construction starts on the Van Buren interchange to make sure there are no issues due to the increased traffic."
6. Concerns for traffic during the 2018 summer reconstruction of Van Buren Street and the I-90 interchange
7. Transit service improvements, including snow issues at bus stops
8. * Alvina to Lolo Street (on Greenough Drive) bike and walkways: *No discussion but Ben Weiss shared the following information by e-mail: "I received a request (from the committee) to offer and help facilitate a charrette with the neighborhood. I am working with other city staff members to insure the charrette can be the most effective. I will be in touch with the committee and the neighborhood at large soon about how I think we can move forward."*
9. * Van Buren/Front intersection safety: *No discussion but Ben Weiss shared the following information by e-mail: "We are continuing the double yellow lines up to and on the west side of the crosswalk to try and direct traffic better at this location. We are also adding chevron markings typically reserved for raised crosswalks on the EB approach of the crosswalk, due to the issue of not being able to see the crosswalk markings with the slight rise in elevation. If the weather breaks we will do it this year, but more than likely it will be next year. We captured 12 hours of video of this intersection in the spring. ASUM has offered to watch the*

video for us to both count users and identify behavior concerns. We have not yet received a report from them. There has not been a reported crash at this location. The City continues to monitor the intersection.”

10. * Vine/Greenough trail entry safety
11. * Psyllium and sustainable paving Greenough Park
12. * Pentachlorophenol safety issue on Greenough Bridge
13. Madison pedestrian bridge to Greenough Park connection
14. * Improve the turnoff for northbound bikes from Van Buren onto Missoula Avenue
15. Bulbouts and bicycle safety at Rattlesnake School
16. Bicycle and pedestrian safety along Lincoln Hills.
17. Lack of parking for the Syringa Park bike park and the soccer fields along Lincoln Hills Drive
18. Discussion of Long Range Transportation Plan and Bicycle Facilities Master Plan letters
19. Winter walkway and bikeway maintenance
20. Madison Street Bridge Rehabilitation Project
21. Moving of the railway yard out of its present location
22. Need for Griz game day parking restrictions
23. Need for roundabout at the intersection of Lolo Street and Rattlesnake Drive
24. Driver confusion with the three-way stop at the Rattlesnake Drive/Lincolnwood intersection:
No discussion but Ben Weiss shared the following information by e-mail: “We discussed this intersection at Traffic Services. There has only been one crash here in 10 years. It was a single vehicle (motorcycle) fatality. Speed and alcohol may have been factors. The dominant movements through the intersection are NB>EB and WB>SB. Since Lincolnwood’s only outlets are Creek Crossing and Lincoln Road, the vast majority of traffic at this approach is local and should be familiar with the conditions. Perhaps a neighborhood education campaign can be organized if people need help understanding the stop sign?”

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