

Upper and Lower Rattlesnake Transportation Committee

Meeting Minutes

Date: February 12, 2019

Time: 5:30 – 7:00 PM

Location: Hal Fraser Conference Room
140 W Pine
Missoula, MT 59802

1. Introductions – *Bob Giordano (Co-chair), Tom Carlson (Secretary), Marley Merchen (Office of Neighborhoods), Ben Weiss (Bicycle and Pedestrian Program Manager), Ike Moody, Dan Doyle, Fred Rice, Joan Steelquist, Mark Steelquist*
2. Approval of Agenda – *Approved with priorities for items # 4, 5, 9, 14d.*
3. Approval of [January 8, 2019 draft](#) meeting minutes - *Approved*
4. Public Comment on Non-Agenda Items

Deer vs. cars - City has a long standing committee and has tried warning signs and speed studies. Signs have been vandalized. The committee previously worked on this for the Greenough Drive – Duncan Drive corridor with Chad Pancake (Traffic Services) and Bill Ruediger (wildlife collision avoidance expert). Lower speed limits were suggested but city speed study indicated no reason for a change.

Train whistle noise – from Spruce Street and/or Taylor Street crossings. New directional technology may be useful here. Dave Strohmaier (county commissioner) has worked on this before and Mark will look into this.
5. Bringing Plans Together (this includes a proposal to update the Rattlesnake Valley Transportation Summit Study, item #14g) – *This will likely be a multi-month process requiring public input including a call for new projects and city council buy-in.*

It may be useful to use or revise the project criteria and scoring system from the 2011 plan or develop a new process.

The committee will prioritize this topic for the March meeting.

Ben will review revised priorities.
6. Mountain View Drive/Woodland Drive – make path at the west end of Mountain View a permanently pedestrian-only right-of-way or conversion to an official city “trail”
7. Speed Study on Lolo Street
8. Van Buren Street Interchange
9. Van Buren Street Construction Phase III, improve the turnoff onto Missoula Avenue

The committee described perceived problems and safety concerns resulting from the Van Buren Street Phase III reconstruction.

Ben described city plans for 2019 to relocate the sidewalk on the west side of Van Buren to the northwest to reduce the sharpness of the road curve to provide more taper distance and allow for a defacto bike lane for southbound bicyclists. Ben will look into moving the southbound 25mph speed limit sign north of the intersection across from the northbound 30mph sign,

10. Missoula Ave. one-way to Lolo and one-way to Van Buren at Richard Street
11. Removing Double Yellow Center Lines on Low Volume Streets, to Decrease Speeding and Increase Safety
12. Brainstorm ways to increase awareness of this committee
13. Identify next meeting date, place and time and prioritize discussion items. – *March 12, 5:30-7:00 pm, Hal Fraser Conference Room, 140 W. Pine Street.*
14. The following items may be discussed:
 - a. Connecting trails, Clark Fork to Recreation Area
 - b. Bicycle and pedestrian mobility and safety – Broadway/Van Buren
 - c. Concerns for traffic during the 2018 summer reconstruction of Van Buren Street and the I-90 interchange
 - d. Alvina to Lolo Street (on Greenough Drive) bike and walkways – *includes from sidewalk end on Greenough Drive north to Mtn. View.*

This project is a high priority in the 2011 neighborhood plan and is a relatively high unfunded priority in the current CIP Plan but no design has been done. This portion of the roadway was previously outside the city and the Greenough Drive segment has a narrow R-O-W.

City proposes to involve neighborhood and the committee in a design charrette process to recognize constraints and trade-offs and identify solutions.

Ben will work with city staff to get the process started in early spring 2019.

Measuring success could include speed studies before design and after project implementation, crash reports, and public feedback.

One possible action could be to remove the double yellow line as a way to reduce vehicle speed. The standard requires the double yellow for traffic volumes greater than 6000 vehicles per day. Currently traffic volume averages about 4500/day on Greenough Drive and 2100/day on Duncan Drive.

- e. Van Buren/Front intersection safety
- f. Vine/Greenough trail entry safety
- g. Updating the Rattlesnake Valley Transportation Summit Study
- h. Psyllium and sustainable paving Greenough Park
- i. Pentachlorophenol safety issue on Greenough Bridge
- j. Madison pedestrian bridge to Greenough Park connection
- k. Bulbouts and bicycle safety at Rattlesnake School
- l. Bicycle and pedestrian safety along Lincoln Hills.
- m. Lack of parking for the Syringa Park bike park and the soccer fields along Lincoln Hills Drive
- n. Winter walkway and bikeway maintenance, and transit service improvements, including snow issues at bus stops
- o. Moving of the railway yard out of its present location
- p. Need for Griz game day parking restrictions
- q. Need for roundabout at the intersection of Lolo Street and Rattlesnake Drive
- r. Driver confusion with the three-way stop at the Rattlesnake Drive/Lincolnwood intersection

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