

Upper and Lower Rattlesnake Transportation Committee

Meeting Minutes

Date: February 11, 2020

Time: 5:30 – 7:00 PM

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

1. Introductions (present): *Bob Giordano (Co-chair), Emily Jensen (Co-chair), Tom Carlson (Secretary), Jane Kelly (Office of Neighborhoods), Ike Moody, Dan Doyle, June Siple, Ben Weiss (Bicycle Pedestrian Program Manager)*
2. Approval of Agenda: *Approved with priority items for discussion # 1,2,3,4,5,6,8,9, and 14). No other items were discussed. Discussion notes appear in italics.*
3. Approval of [January 14, 2020](#) meeting minutes: *Approved without modification*
4. Public Comment on Non-Agenda Items:
 - *Ike shared his recent experience from a MOLLI class on climate change and referenced the text for the class: Drawdown. Takeaway messages are examples of walkable school buses, the importance of separated bike lanes, ride sharing, and e-bikes. Ben pointed out that the Missoula City Council did not approve a vendor for e-bike rentals because of a desire to not allow e-scooter rentals.*
 - *Jane introduced an opportunity to participate in a community bus tour with neighborhood council leadership members mostly in Ward 2 and 6 on April 16 from 4:45 – 8pm.*
 - *Bob discussed his recent e-mail exchange with Brian Hensel (Deputy Director of Public Works - Streets) regarding the dust problem and hazards for bikers and pedestrians that stems from road sanding. The dialogue about possible mitigation is on-going.*
5. Feedback on recent requests for service on Lolo and Lincoln Hills Blvd.—Ben Weiss
 - a. Lolo Street – *The committee had previously requested a speed study and, after reviewing the results, suggested installation of an electronic speed monitoring sign.*

Ben reported that city staff has reviewed data from the October 2019 speed study which found that, while some vehicles are speeding, 85% of those are within 5 mph of the speed limit (which is the city standard). Ben also stated that police have monitored for speed but haven't written any tickets and that the examples of excessive speeds (e.g. 60 mph) for a few vehicles recorded during the speed study could have been a police car. Based on this evidence and the fact that the speed limit on Lolo Street is constant and does not transition from a higher speed, staff has determined that a electronic speed monitoring sign is not the appropriate solution.

Ben did state that Kevin Slovarp (city engineer) believes that the last reconstruction (2011) may not have utilized the best design but there are no funds currently available to implement anything other than low cost solutions.

Ben identified one possible future solution which incorporates advisory bike lanes (delineated with dashed pavement stripes) that are usable by vehicles when bikes are not present in the lanes. Ben also acknowledged that not re-painting the double yellow

center stripe (except for the bridge deck) could be considered and said he would suggest this.

- b. Lincoln Hills Drive – *City staff has received requests for measures (i.e. crosswalks, sidewalks, bike lanes, etc.) to address safety concerns for bikers and pedestrians on Lincoln Hills Drive especially at or near the Syringa Bike Park, and the Sunflower and Applehouse/Columbine intersections.*

Ben stated that city staff has determined that no action will be taken at this time due to the following existing conditions:

- *The standard to justify sidewalks is a volume of over 25 people (bikers and peds.) per hour, which does not occur currently.*
- *The city standards dictate that crosswalks cannot be painted where there is no sidewalk or receiver curbs on either side of the roadway.*
- *Funds to implement improvements are not available.*

Ben also revealed that the city would like to redesign and reconstruct Lincoln Hills Drive, including the Rattlesnake Drive intersection) but it is not a current priority. He stated that the developers of the property on the SE corner of Lincoln Hills Drive and Rattlesnake Drive are required to fund sidewalks along the street sections that border that development but that sidewalk construction has been deferred until re-design and reconstruction of the road can take place.

Ben also identified the city standard for sight distance at intersections (15' for controlled and 50' for uncontrolled). The intersection of Columbine and Lincoln Hills Drive currently has vegetation that blocks a clear view of the intersection which may not conform to the standard. Jane stated that code violations can be reported using information found on the city website.

6. Bringing Plans Together (this includes a proposal to update the Rattlesnake Valley Transportation Summit Study, item #14g)

- a. Identifying data gaps –

- *Crash Data - Ben stated that he might be able to provide information through 2018 for some priority intersections. Previously, an e-mail request had been sent to Aaron Wilson asking for crash data for the entire neighborhood from 2010 through 2019 but no data has yet been received.*
- *Density – No action was identified to obtain this data. A previous e-mail from Karen Gasvoda (3/19/19) to the committee on this topic reads: “Also, we spoke with Laval about the section on Density. She said that as far as **zoning** goes the 0-2, 3-7, and 8 dwelling units per acre would still apply. She said, however, that if this criteria is based on **land use**, it would need to be updated to reflect the new growth policy. She thought it most likely refers to zoning. Are you able to confirm that it refers to zoning and not land use?”*

- b. Reconfirming scoring criteria -

- *Ben explained that the project list in the 2016 Long Range Transportation Plan (LRTP) are priorities dating back to 2008 and that city staff is currently working on*

an update to be completed by 2021. Public input will be accepted and an open house is planned.

- *Ben displayed the eight goals used to score projects for the 2016 Long Range Transportation Plan and suggested that it be used to prioritize projects in the update of the 2011 Rattlesnake Valley Transportation Summit Study (RVTSS). After discussion and a review of Ben's 3/18/19 and 4/9/19 e-mails there was agreement that using the LRTP criteria may be best for scoring arterial route projects but that the revised criteria from the 2011 RVTSS may be better for scoring spot safety improvements. Arterial routes were identified as Rattlesnake Drive/Van Buren Ave., Greenough Drive/Duncan Drive, Lolo Street, and possibly a Monroe Street/Jackson Street greenway.*
 - *Ben stated that a prioritized neighborhood project list is useful for city staff when it comes to selecting and funding projects.*
 - *The committee agreed to continue working on the task of assessing public input from the 2019 questionnaire, as delegated during the January meeting, by accomplishing the following tasks:*
 - *identify problems by location, recognizing that it may be necessary to lump multiple and similar comments and taking note of how many mentions a problem received in the questionnaire responses*
 - *use the criteria checklist to rate the identified problems to the best of our abilities recognizing that there are data gaps*
 - *rate the projects using a 0-5 scale*
 - *be prepared to display the results of this assessment using a memory stick and the city computer and screen at the next meeting (March 10)*
7. 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”
 8. Speed Study on Lolo Street: See 5a. above
 9. Van Buren Street Interchange –
 - *June updated Ben on concerns and thanked the committee for input to the letter she is developing for MDT, Montana Rail Link and the city engineer.*
 - *Ben stated that the city has a 2 year warranty on MDT projects and recommended that any crash/accident information be forwarded to the city engineer and the police.*
 10. Van Buren Street Construction Phase III, improve the turnoff onto Missoula Avenue
 11. Missoula Ave. one-way to Lolo and one-way to Van Buren at Richard Street
 12. Removing Double Yellow Center Lines on Low Volume Streets, to Decrease Speeding and Increase Safety
 13. Brainstorm ways to increase awareness of this committee

14. Identify next meeting date, place and time and prioritize discussion items:

March 10, 2020, 5:30 – 7:00 pm, Hal Fraser Conference Room, 140 West Pine Street

15. The following items may be discussed:

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

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