

Upper and Lower Rattlesnake Transportation Committee

Meeting Minutes

Date: February 7, 2017

Time: 5:30 PM

Location: Break Espresso

432 N. Higgins
Missoula, MT 59802

Committee members present: Bob Giordano—co-chair; Tom Carlson—secretary; John Adams, Malinda Gaudry, Hans Hoffman, Fred Rice

Committee members not present: Emily Jensen—co-chair

Others: Jane Kelly—City of Missoula Neighborhood Coordinator

1. The minutes of the November 1, 2016 meeting were approved.
2. How to communicate and share information among committee members – A one hour meeting held quarterly is not sufficient time for discussing the number and complexity of the meeting agenda items. State law prohibits discussion among committee members via e-mail or website. Information sharing is OK.
Actions: Jane will create an e-mail list from the meeting attendance log and distribute to committee members. The next committee meeting is scheduled for March 8, 5:30 – 7:00 pm at the Rattlesnake Market and Café.
3. Van Buren/I-90 interchange roundabouts safety and landscaping – The design of the roundabouts includes long radius curves for the entrance ramps which can encourage greater vehicle speeds through the pedestrian crossings. The safety concerns about this design have previously been forwarded to both the city and state (MDT) with no response.
Actions: Bob will invite Shane Stack (MDT) and Hans will invite Brian von Lossberg (city council) to the next committee meeting.
4. Connecting Trails- Clark Fork to Recreation Area – See agenda item #17: Long Range Transportation Plan and Bicycle Facility Master Plan letters.
5. Transit Service (Mountain Line) Improvements, including snow at bus stops – Emily located and shared via e-mail information on Mountain Line's Master Plan for the Rattlesnake Valley. Currently the plan does not include any stops or access on Duncan Drive, which is an issue brought up in Rattlesnake Neighborhood Meetings. The plans for future routes and stops in the neighborhood can be found on pages 9 and 10 at:
<http://www.mountainline.com/wp-content/uploads/2015/08/BSMP-FINAL-DRAFT-8-13-15-CHARTS-MAPS.pdf>. Mountain Line updates their Bus Stop Master Plan regularly, however the current plan was adopted last fall (Sept. 2015).
There is also a concern for snow limiting access at bus stops and an opportunity to place bike racks at certain bus stops. Jane identified an opportunity to pursue grant funding.

Actions: Bob will contact the city about snow issues. Tom will contact Amy Cilimburg (Mountain Line Board) to ask about the process for determining the need for bus service on the west side of Rattlesnake Creek.

6. I-90 sound wall at Van Buren Street interchange – The status of this project is unknown but the committee is concerned about possible tree removal.
Action: Bob will request the design plan for the wall construction.
7. Alvina to Lolo Street (on Greenough Dr) bike and walk ways – The Bicycle Facilities Master Plan (BFMP) does not identify any actions for this area except for painted lines on Greenough Drive. The Rattlesnake Valley Transportation Summit Study, May 2011, had identified priority projects, including this area, that are not identified in either the current draft BFMP or the Transportation Master Plan. All plans are available on the city website.
Actions: Hans will request a progress report through Mike Hines, Development Services, or Ben Weiss, Bicycle Program Manager, for the next committee meeting.
8. Missoula Avenue, Monroe Street, and Duncan Drive speeding and safety – Discussion of need to contact Missoula Ave. residents about potential for speed study to address safety concerns. Malinda has contacted all residents along Monroe Street about requesting a lower speed limit to address safety concerns. Duncan Drive speeding and safety – Discussion of speed/safety concerns.
Action: Malinda will contact city to investigate process and determine need for a speed survey.
9. Deer and vehicle collisions on Greenough – Tom had contacted Bill, Ruediger, a Rattlesnake neighborhood resident and wildlife biologist with expertise on techniques to address these situations. Several alternatives were discussed including trapping, moving, sterilizing, or archery hunting as well as fencing, signing, and roadside headlight reflectors. Bill suggested the most effective approach would be to reduce vehicle speed and investigate opportunities to increase sight distance through vegetation clearing or thinning in certain areas.
Actions: Jane will identify who to contact in the city organization about process to change the speed limit. Tom will follow up with city contact.
10. Van Buren/ Front Intersection safety – No discussion
11. Vine/Greenough trail entry safety – No discussion
12. Psyllium and sustainable paving in Greenough Park – No discussion
13. Pentachlorophenol safety issue on Greenough Bridge – No discussion
14. Madison pedestrian bridge to Greenough Park connection – No discussion
15. Improve the turnoff for northbound bikes from Van Buren onto Missoula Avenue – Identified concern for lack of signing to warn drivers of bike route crossing.
16. Bulb-outs and bicycle safety at Rattlesnake School – No discussion

17. Bicycle and pedestrian safety along Lincoln Hills – Identified need for protected bike and pedestrian lanes/routes.
18. Discussion of Long Range Transportation Plan letter and Bicycle Facility Master Plan letters - Fred reviewed the Transportation Plan, including the appendices, and determined that only two projects in the neighborhood received priority and likely future funding: the Van Buren Street roundabouts and possibly a designated trail along Rattlesnake Drive from Missoula Ave. to Lincolnwood. Funding limits other projects and there is no support for efforts outside the city or MDT processes.
Actions: Fred will create a letter containing John's comments from his 2/3/17 e-mail and submit to city.
19. Winter walkway and bikeway maintenance – No discussion
19. Madison St. Bridge rehabilitation project – No discussion
20. Moving the rail yard out of downtown – No discussion
21. Public comment on non-agenda items – No comments received

Rattlesnake Transportation Committee Project List with Goals

- 1. Discuss ways to communicate and share information effectively between Committee members:** People are willing to spend time to better the transportation system in the Rattlesnake Valley. Methods need to be found that build consensus and add value to each other's work on various issues. These methods need to be transparent and readily accessible to all, while meeting public notice rules.
- 2. Van Buren roundabouts safety and landscaping:** The Orange St. and Van Buren roundabouts are currently designed with 'fast exits.' This is being recognized world-wide as an unsafe design; it also makes people on foot and bicycle feel unsafe and uncomfortable as motor vehicles are moving too fast through and out of the roundabout. Goal- change the design to slow exiting vehicles at the upcoming roundabouts.
- 3. Connecting trails – Clark Fork to Recreation Area:** Urban trails provide transportation options for all ages and abilities. The Rattlesnake Valley has good trails yet lacks continuity. Goal- identify and remove trail gaps.
- 4. Transit service improvements, including snow issues at bus stops:** Good transit is frequent, affordable, convenient and environmentally sounds while serving all populations. Goal- identify transit improvements that are needed; also ensure that transit stops are accessible for foot, bicycles, wheel chairs and canes.
- 5. I-90 sound wall:** A sounds wall will be built as part of the Van Buren roundabout project. Goal- ensure an effective and aesthetic wall.
- 6. Alvina to Lolo Street (on Greenough Drive) bike and walkways:** Alvina has a trail connection into Greenough Park while Lolo Street has a wide sidewalk. In between, Greenough Drive does not have a sidewalk. Goal- create a sidewalk, pathway or other creative and effective connection.
- 7. Missoula Avenue, Monroe Street, and Duncan Drive speeding and safety:** Residents have witnessed excessive speeding on these streets. Speeding is recognized as a severe safety hazard. Goal- reduce speeds.
- 8. Deer on Greenough Drive:** Deer are routinely killed by motor vehicles on Greenough Drive. This is not good for the deer nor drivers. Goal- end deer being struck by motor vehicles.
- 9. Van Buren/Front intersection safety:** This intersection does not flow well and often feels unsafe. Possible solutions include: rebuilding the intersection with different geometry, adding a small urban roundabout, or closing Front Street to motor vehicles. Goal- rework the intersection for better safety and flow.
- 10. Vine/Greenough trail entry safety:** The current intersection of Vine with the trail often feels unsafe and does not flow well. Goal- rework this intersection for better flow and safety.
- 11. Psyllium and sustainable paving Greenough Park:** A 500' section of trail had asphalt removed and a psyllium/decomposed granite mixture was laid instead. This seems to be an improvement as the trail is now organic, non-toxic and meets ADA guidelines. Some sections of this trail have low spots and were not mixed correctly however. Goal- monitor the trail and work with Parks and Rec to make improvements.
- 12. Pentachlorophenol safety issue on Greenough Bridge:** Penta, a substance banned in most countries around the world due to toxicity, was inadvertently used as a preservative for the wood decking on the lower bridge in Greenough Park. Children often sit on this bridge and birds and other wildlife can be found

on the bridge. Rain and snow are likely washing the toxins into Rattlesnake Creek. Goal- remove the penta-infused wood and replace with cedar or other natural surfaces that require no toxins for preserving.

13. Madison pedestrian bridge to Greenough Park connection: The current river front trail, at the Madison Bridge, is very disjointed from Greenough Park. Goal- connect the Madison under bridge to Greenough Park with a trail.

14. Improve the turnoff for northbound bikes from Van Buren onto Missoula Avenue: People on bike going north on Van Buren that want to turn left to continue on Missoula Avenue do not have a safe place to wait to make the left turn. This is made more difficult by blind spots due to a curve. Residents have rejected a left turn pocket for motor vehicles as this would likely increase motor traffic on Missoula Avenue. Goal- Seek a safe left turn method for people on bikes at this location or consider having people on bikes make a left turn one block to the south.

15. Bulbouts and bicycle safety at Rattlesnake School: The bulbouts at the school project into the bike lane. Proper bulbouts only extend to a parking lane edge and not into a bike lane. Goal- Cut back or rebuild the bulbouts to maintain or increase pedestrian and bicycle safety and comfort.

16. Bicycle and pedestrian safety along Lincoln Hills: People walking and biking need dedicated space on busy roads in order to feel safe and comfortable. Lincoln Hills has very little shoulder, no sidewalks, no bike lane and no pathways. This route leads to many homes and a recreation area. Goal- provide safety and comfort for people walking and cycling on Lincoln Hills.

17. Discussion of Long Range Transportation Plan and Bicycle Facilities Master Plan letters: The City of Missoula is finalizing plans for the future of transportation in the Missoula Valley. Goal- ensure the Rattlesnake Valley is adequately addressed in these plans.

18. Winter walkway and bikeway maintenance: Walkways and bikeways need to be maintained year round in order to be safely utilized. This winter there have been many sidewalks and bike lanes that have been unusable in the Rattlesnake. Goal- find ways to maintain the walkways and bikeways year round.

19. Madison Street Bridge Rehabilitation Project: The Madison Street Bridge is an important connection for the Rattlesnake Valley to the rest of the City that is south of the river. Goal- ensure the bridge provides for safe and comfortable walking, bicycling and driving facilities.

20. Moving of the railway yard out of its present location: The current rail yard, on the edge of the Rattlesnake, contains dangers such as fuel spills and ongoing air pollution. Moving the rail yard would also provide for a community redevelopment opportunity. This agenda item can also be combined with an effort to bring back passenger rail service. Goal- explore possibilities of moving the rail yard and returning passenger rail service to Missoula.

**Van Buren I-90 Interchange: Roundabout A Good Choice,
Yet 3 Main Safety Issues Need Addressing; From: MIST, 2-12-13**



