

# Riverfront Neighborhood Council Leadership Team

## Meeting Minutes

Date: December 11, 2017

Time: 5:30 pm

Location: Bernice's Bakery  
90 S 3rd St W  
Missoula, MT 59801

Present: Jim Whitney, Janet McMillan, Will McLauchlan, Ramona, Bob Giordano, Jessica Morriss, Jon Van Dyke, Jane Kelly (Office of Neighborhoods)

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1. Approval of the minutes of the leadership team meeting on November 13, 2017 was tabled.
2. Bob Giordano spoke about the [5<sup>th</sup> and 6<sup>th</sup> street project](#) and possible support of the LT with letter to city council. The leadership team voted unanimously to support reconfiguration of S 5<sup>th</sup> Street W and S 6<sup>th</sup> Street W, and to have Jim draft a letter of support to send to City Council.
3. Will gave an update on Brownfields letter for grant. He is working on a letter of support.
4. Update on reviewing bylaws – Will McLauchlan  
Item was tabled
5. Update on California Street – Ed Nolder  
Item was tabled
6. Update on URD 2 – Ed Nolder  
Item was tabled
7. Update on traffic light at corner of Orange and Clegg Lane – Ed Nolder  
This item will be kept on the agenda, and Will will report back on it.
8. New Business  
None
9. Public comment on non-agenda items  
Jon commented on Willard School.
10. Jim gave the Community Forum Report.
11. Jane gave the Office of Neighborhoods Report.
12. Announcements  
None

Jane Kelly, Neighborhood Coordinator  
Karen Gasvoda, Neighborhood Assistant  
Riverfront Council Leadership Team

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## Transportation Planning Issues for the Rattlesnake Valley, October 2016

**Big Picture:** Missoula is in process of creating a Long Range Transportation Plan. This plan guides future street and trail development. See [www.activatemissoula.com](http://www.activatemissoula.com) for info and to give input. Public meeting: Oct. 20<sup>th</sup>, 5pm, Council Chambers.

**Issues in the Rattlesnake:** Residents have continually expressed desire for safe streets, connected trails, walkways and bikeways, improved bus service and transportation that integrates with our natural setting. A joint transportation committee of the upper and lower Rattlesnake Neighborhood Councils has formed and will meet Tues. Nov. 1<sup>st</sup>, 5:30pm at Rattlesnake Gardens to develop projects to benefit our valley.

**Van Buren/ I-90 Roundabouts** (planned for 2017): The neighborhood has supported the roundabouts with the stipulation that walking and bicycling routes are improved. A unanimous letter was submitted one year ago to the City & State concerning the speed of travel for motor vehicles through the roundabout. There has been no response to the letter. (See back for diagram). Well-designed roundabouts have proven to be safe and efficient. Each of Missoula's 70 stop lights averages two injuries per year while Missoula's 7 modern roundabouts average zero injuries per year.

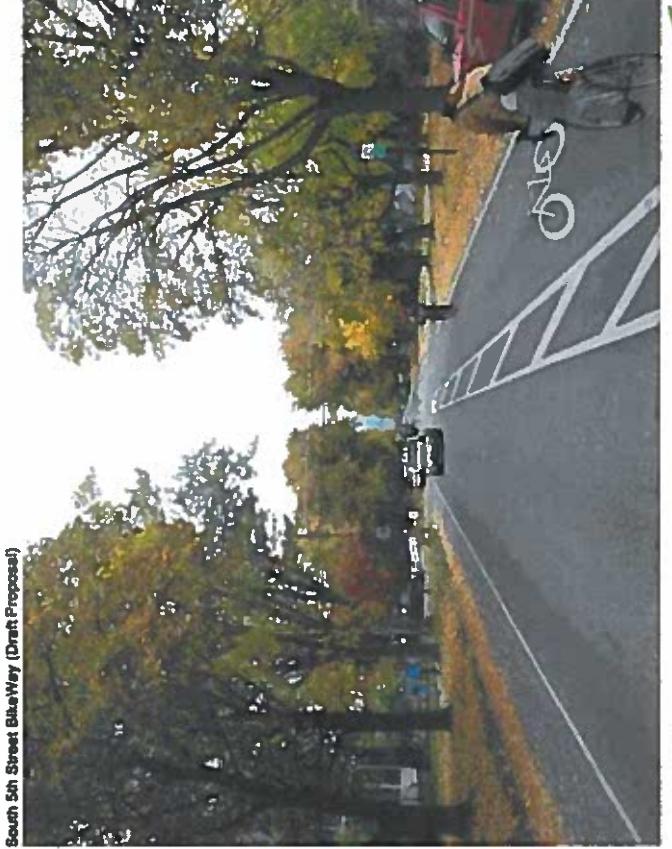
**S. 5<sup>th</sup> & 6<sup>th</sup> St:** These two roads in the heart of Missoula help connect us to the rest of the City. The proposal (Russel to Higgins) aims to calm traffic, greatly enhance pedestrian crossings, gain safe bikeways and improve overall livability of Missoula. Turn lanes would be maintained/improved for motor vehicles at the existing traffic lights. Public meeting: 11-3, Senior Center

South 5th Street (Draft Proposal)



Hickory & 5th Street  
Facing West

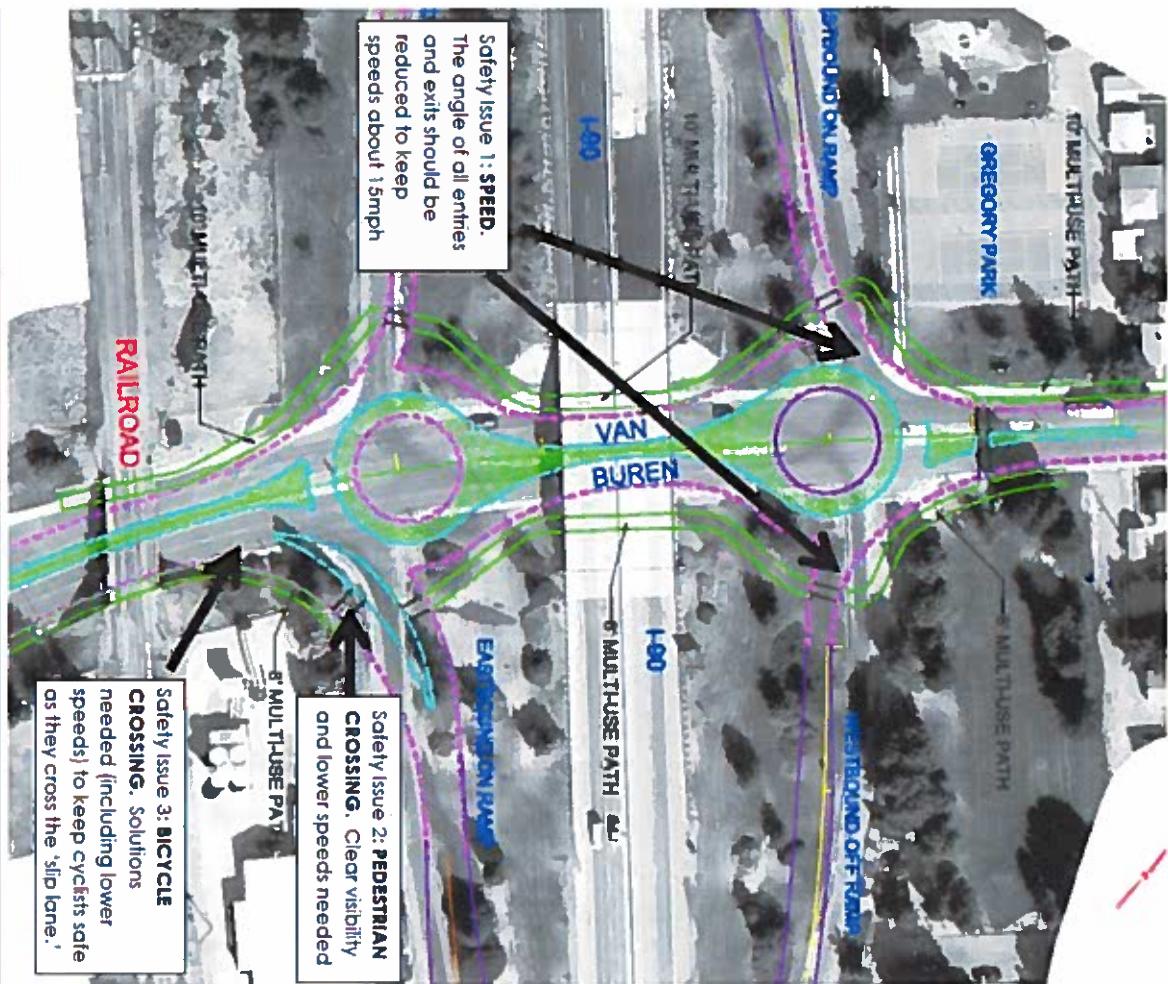
South 5th Street Bikeway (Draft Proposal)



Hickory & 5th Street  
Facing West

miss

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



Contact: Bob Giordano, MIST, 880-6834, [mist@strans.org](mailto:mist@strans.org); Shane Stack, MDI, 523-5830, [sstack@mi.gov](mailto:sstack@mi.gov)

The roundabout (top) has almost no 'deflection', allowing drivers to speed. The roundabout was retrofitted (bottom) to change the entry and exit angles to ensure lower speeds and better safety. Deflection is a powerful tool for making roundabouts safe, especially for people walking or biking.





## Riverfront Neighborhood Council

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December 18, 2017

To: Missoula City Council, MDT, Jessica Morriss, and Ben Weiss

Re: 5<sup>th</sup> and 6<sup>th</sup> Street Reconfiguration

The Riverfront Neighborhood Council Leadership Team would like to express our unanimous enthusiasm for the reconfiguration of S 5th Street W and S 6th Street W (Russel to Higgins) to single-lane operation with auxiliary left and right-turn lanes at each of the signalized intersections. Buffered bike lanes would be configured as either a through bike lane on S 5th Street W or a shared bike/turn lane on S 6th Street W. The buffered bike lane will be located on the right side of the street and removes some parking on the approaches to the signalized intersections in order to fit a right turn lane on 5th street and a left turn lane on 6th street. This requested action is also known as Option 1C in the 5th and 6th Streets Function and Safety Analysis Memorandum completed by Alta Planning and Design on 10/28/2016.

Quantitative data analysis referenced in this memorandum show that both streets have substantial excess capacity which will allow motor vehicle traffic to continue to flow virtually unimpeded once Option 1C is implemented.

As for the current Riverfront Neighborhood residents, over 80 percent of respondents to a 2015 survey supported this proposal and in another separate survey over 68 percent of general city residents were also in support.

Several other design options were included in the Memorandum. After reviewing all options, the Riverfront Neighborhood Council Leadership Team concurred that Option 1C was the best way to calm traffic on both streets, enhance pedestrian crossings and gain safe bikeways while minimizing taxpayer expense.

Sincerely,

Jim Whitney  
Riverfront Neighborhood Council Leadership Team