

# Upper and Lower Rattlesnake Transportation Committee

## Meeting Minutes

Date: January 8, 2019

Time: 5:30 – 7:00 PM

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

1. Introductions - *Bob Giordano (Co-chair), Emily Jensen (Co-chair), Tom Carlson (Secretary), Karen Gasvoda (Office of Neighborhoods), Ike Moody, Dan Doyle, Tom Javins, Bill Ruediger, Bill Clarke, Colin Sorenson*
2. Approval of Agenda - *approved*
3. Approval of December 11, 2018 meeting minutes - *approved with the following modifications:*
  - *Correct the city fiscal year to be Jan. 1 – Dec. 31*
  - *Replace Karen's name with Jane Kelly*
4. Public Comment on Non-Agenda Items –
  - a. *Tom J.: There has been no progress since spring of 2018 with development of a non-profit for the Rattlesnake Area Trail System. Tom will contact Hans Hoffman about moving the process forward.*
  - b. *Bill C.: Vehicle traffic on Lincoln Hills Drive around blind curve below September Drive is seen as a safety hazard by pedestrians. The current speed limit is 25mph but safety could be enhanced with an appropriate sign to make drivers aware of pedestrians. Also, the street sign at the intersection of Rattlesnake Drive and Lower Lincoln Hills Drive reads "Lincoln Hills Drive" and not "Lower Lincoln Hills Drive." Karen will contact Chad Pancake (city Traffic Services) about the signs.*
  - c. *Colin: Vehicles on Duncan Drive north of the Lolo Street intersection often exceed the posted 25 mph speed limit causing a concern for peds. and bikers including kids accessing the Mtn. View Drive Walk to School Route which runs from Duncan Drive across the pedestrian bridge to Rattlesnake Elementary School. The city monitored traffic and has data confirming the speeding issue. A speed monitoring sign (similar to the one on Van Buren Ave.) has been requested through Ben Weiss (city Bicycle and Pedestrian Program Manager) but no action has been taken. Ben had previously agreed to lead a design charrette to address multiple issues along the Greenough-Duncan route this winter. Bob will contact Ben to schedule a date for this effort to begin.*
  - d. *Bill R.: The existing path in the borrow pit (dry ditch) along the north and west sides of Rattlesnake Drive from the Creek Crossing intersection north to Fox Farm Road should be developed into a bike/ped. path to help avoid safety conflicts with vehicles on Rattlesnake Drive. This project is included in the 2011 Rattlesnake Valley Transportation Summit Study as a High priority and the Upper Rattlesnake Neighborhood Council recommended that this committee consider the need and priority for the project. It is believed that the existing path could be converted to a trail with minimal cost, possibly using the small grants program (less than \$1500). The committee will review the priority of this project as part of the 2011 plan revision process.*

6. Bringing Plans Together (this includes a proposal to update the 2011 Rattlesnake Valley Transportation Summit Study, item #14g) – *The committee reviewed pages 15 – 19 and identified possible draft revisions for further discussion. The revisions are captured below in Track Changes:*

## PRIORITIES BY QUADRANT

### NORTHWEST {N.W.) QUADRANT

#### **Urgent Priority**

~~N.W. 1 Appropriate non-motorized infrastructure on the incomplete sections of Lolo Street. (Same area as S.W. 1)~~

#### **High Urgent Priority**

N.W. 2 1 Appropriate non-motorized infrastructure north on Duncan Drive from Lolo Street to Mountain View Drive.

#### **Medium High Priority**

N.W. 3 2 Appropriate non-motorized infrastructure from pedestrian bridge on Mountain View to Duncan Drive for connectivity.

N.W. 4 3 Appropriate non-motorized infrastructure north on North Duncan Drive from Mountain View Drive to Castle Pines trailhead at end of road.

N.W. 4 Expand the existing trailhead parking lot and add bike racks on the west side of Duncan Drive (between Teddy Turn and Game Trail) to serve the Water Works Hill trails.

### SOUTHWEST {S.W.) QUADRANT

#### **Urgent Priority**

~~S.W. 1 Appropriate non-motorized infrastructure on the incomplete sections of Lolo Street~~

#### **High Urgent Priority**

S.W. 2 1 Appropriate non-motorized infrastructure on Greenough Drive from Lolo Street south to Alvina Drive.

#### **Medium Urgent Priority**

S.W. 3 2 Appropriate non-motorized infrastructure from Alvina Drive south on Greenough Drive to connection with completed sidewalks.

#### **High Priority**

S.W. 3 Construct a bike/ped. path east of the existing sidewalk from Vine Street to connect with the RUX Trail under the I-90 and railroad bridges.

*Note – The committee may want to consider adding a S.W. 4 project to re-design the entrance to Greenough Park of Vine Street near the intersection with Greenough Drive.*

## **NORTHEAST {N.E.) QUADRANT**

### **Urgent Priority**

N.E. 1 Appropriate non-motorized infrastructure in missing segments along both sides of Upper Rattlesnake Drive from Lolo Street to Rattlesnake Elementary School

### **High Urgent Priority**

N.E. 2 Appropriate non-motorized infrastructure on both sides of Upper Rattlesnake Drive from Rattlesnake Elementary School north to Creek Crossing

N.E. 3 Appropriate non-motorized infrastructure on Rattlesnake Drive from Creek Crossing to Tamarack

### **High Priority**

N.E. 4 Appropriate non-motorized infrastructure on Lower Lincoln Hills Drive from Rattlesnake Drive to Applehouse Lane

N.E. 5 Appropriate non-motorized infrastructure along Lincoln Hills Drive from Applehouse Lane to Contour Lane

N.E. 6 Appropriate non-motorized infrastructure along east side of soccer fields connecting all neighborhoods above Rattlesnake Court with the fields and Lincoln Hills Drive

N.E. 7 Appropriate non-motorized infrastructure on Gilbert Ave. from ~~Gilbert Avenue~~ and Lolo Street to Rattlesnake Elementary School

## **SOUTHEAST {S.E.) QUADRANT**

### **Urgent Priority**

S.E. 1 Appropriate non-motorized infrastructure ~~on Lower Van Buren Drive, Poplar to 1800 Van Buren and traffic control on Van Buren Ave at and just north of the Missoula Ave. intersection.~~ S.E. 2. Appropriate non-motorized infrastructure from 1800 Van Buren/Rattlesnake Drive to Wylie Street.

### **High Priority**

S.E. 3 Appropriate non-motorized infrastructure on Missoula Ave

*There was no discussion of the following items except for #8:*

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
9. Van Buren Street Interchange – *A safety concern was identified for pedestrians crossing the west bound I-90 entrance ramp. Currently there are no Rectangular Rapid Flashing Beacons (RRFBs) here but they are present on the eastbound ramp. Karen will contact Shane Stack of MDT.*

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.
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
  - 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
  - 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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