

Rattlesnake Transportation Committee Meeting Minutes

October 14, 2025, 4pm-5:30pm,
Missoula Public Library, Blackfoot Room

Attendees: Peter Lesica (LRNCLT), Terry Roach, Maureen, Laura Fox, Russ, Marta Meengs (LRNCLT), Ken Brown, Bob Giordano (chair), Dan Doyle, Fred Rice, Jim Carlson, Adam Cook, John Beltrane.

public comment: several comments mentioned the need for slowing down dangerous driving in the Rattlesnake, and the need for better education, enforcement and street design, as well as the need for connected trails. Terry talked about people parking on the street at Syringa Park and creating a hazard. Dan talked about the recent curb extension near Syringa Park and the crosswalk on Rattlesnake and that it was a good step forward yet more safety was needed in the area. John B. talked about the importance of connected trails and that he had worked on some projects in Colorado. Ken talked about the danger of unregulated e-bikes in relation to pedestrians.

Discussion on the draft landuse and street design code from the City of Missoula:

-the discussion centered on the need for thoughtful density, mixed use development and the need for alternatives to driving. The discussion was brief in order to save the time for talking about the future of Prescott School.

A vision for Prescott school and transportation impacts:

-There is strong desire to retain much of the existing open space, the sledding hill, the trailhead and maybe the building itself. A land trust was suggested. Development that supported walking, biking and transit was supported by all. Other suggestions included a coffee shop, artist residences, housing for teachers, classrooms, a neighborhood center or community center. Several comments focused on the need for play space, so kids and the community can be active.

connecting walk/bike trails:

-the committee strongly supports more trails and connected trails and a vision to connect the Clark Fork river trails to the Rattlesnake Wilderness, without crossing the path of a car. This is a vision project. One critical connection would be connecting Greenough Park to the Clark Fork river, and one possibility is to have the trail go under: Vine, the Interstate, the railroad, Broadway, and Front Streets. Several of the existing bridges will need to be rebuilt in the near to medium future and new bridges could be raised slightly which would allow an under trail. Under trails are desirable to overpasses, as an under trail only needs to be 9' under a street versus an over trail needing to be 20' over a street. An over trail/ overpass would need ramps nearly 400' long, whereas an under trail/ underpass for walkers and bikers could much better fit into the natural terrain, be magnitudes cheaper and more pleasant for trail users.

stopping dangerous driving in the Rattlesnake: -this item was held until a further meeting.

Adjourned at 5:30pm

Kalina Pritchard, Neighborhood Specialist
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