

Upper and Lower Rattlesnake Transportation Committee

Meeting Minutes -

Date: March 13, 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), Marley Merchen (Office of Neighborhoods), Fred Rice, Terry Roach, Kay Hoig, Dan Doyle*
2. Approval of Agenda – *Items were prioritized by consensus and are indicated with a * in these minutes.*
3. Approval of [February 12, 2019](#) meeting minutes – *Approved with one typographic correction: change Mike Steelquist to Mark Steelquist.*
4. * Public Comment on Agenda and Non-Agenda Items –

14q.: The Lolo Street and Rattlesnake Drive intersection is challenging for drivers due to traffic volume and limited sight distance for vehicles turning from eastbound Lolo Street to northbound Rattlesnake drive. The fence and trees installed with the recent development on the southwest corner further block the driver's view.

In addition, the lane width and left turn lane designation on Lolo Street create a tight turn for larger vehicles turning west onto Lolo Street from southbound Rattlesnake Drive.

The committee suggested that concerned neighborhood residents send comments to Kevin Slovarp, City Engineer. This issue will also be considered in the update of the Rattlesnake Valley Transportation Summit Study.

8. The I-90 westbound entrance ramp from Van Buren Ave. is unusually short and steep making merging with traffic on I-90 challenging and potentially dangerous. Shane Stack (MDT) indicated that a reconstruction project to address this problem was 7 years away. A committee member has previously suggested a temporary solution using signs on I-90 to move through traffic to the left lane but received no response from MDT. A suggestion was made to add this concern to any future interchange study.

Tom will draft a letter to MDT and cc the City Engineer to illustrate the problem and suggest the temporary signing solution.

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

The committee reviewed and edited the Criteria Checklist for Road Sections (pages 12-13) from the 2011 Rattlesnake Valley Transportation Summit Study. A motion was passed to capture the proposed changes (see draft attached to the end of these minutes).

The committee also discussed how to obtain public input for the planning process

and identified these potential methods:

- *Following an invitation from the leadership teams a committee member could attend the general meetings of both the Upper and Lower Neighborhood Councils to describe the process and alert residents to a link on the city website for submitting comments and project proposals. Dan may be able to attend the April Upper meeting. Bob is a member of the Lower council leadership team.*
- *The postcard mailed to all neighborhood residents announcing the general meetings could include a link to the city website to gather input. Emily will consult with Marley and possibly Jane to see what is possible and when.*
- *Postings with the link to the city website can be made on the Nextdoor Neighborhood website.*

The committee also suggested that members review the rest of the plan for necessary updates and revisions. Maps and proposed updates for projects by quadrant and an additional list of projects found in other city plans were made available to the committee for review.

6. 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”
7. Speed Study on Lolo Street
8. * Van Buren Street Interchange – See #4 above.
9. Van Buren Street Construction Phase III, improve the turnoff onto Missoula Avenue
10. Missoula Ave. one-way to Lolo and one-way to Van Buren at Richard Street
11. Removing Double Yellow Center Lines on Low Volume Streets, to Decrease Speeding and Increase Safety
12. Brainstorm ways to increase awareness of this committee
13. Identify next meeting date, place and time and prioritize discussion items:

April 9, 2019, 5:30 pm – 7:00 pm. in the Hal Fraser Conference Room, 140 West Pine Street.

14. 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 – *See #4 above.*
- r. Driver confusion with the three-way stop at the Rattlesnake Drive/Lincolnwood intersection

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The following material was reviewed and edited by the committee with proposed changes shown in BLUE, **bold**, and underlined text:

CRITERIA CHECKLIST FOR ROAD SECTIONS (NUMERICAL RATING)

This checklist is designed so that the higher the number, the higher the degree or probability of risk. The guiding principles (e.g., doing the most good for the most people, noting cumulative effects, examining the current roadways and sidewalks, etc.) are meant to be reflected here. This checklist can be used to determine the order in which projects of High Priority will be completed. Use the rating system below to answer to the questions.

Identify the segment being studied:

Ratings system- *In answer to the questions below, select the number that best describes the project area.*

- 4** = Yes, definitely, a serious problem in one or more locations.
- 2** = Somewhat, seldom, or present but not a serious problem.
- 0** = No, not a problem or concern

ROAD CHARACTERISTICS: (25% of total)

Is the road dangerous for bike/peds and vehicles to travel together?

Is the road rough or does it have an irregular surface?

Is the line-of-sight seriously blocked by parked cars, curves or buildings or other obstructions?

Are there any magnet destinations along or near the roadway such as commercial enterprises, schools, parks, etc.?

How heavy is the vehicle traffic? (Heavy = 4, Moderate = 2 and Low = 0)

How heavy is the bicycle and pedestrian traffic? (Heavy = 4, Moderate = 2 and Low = 0)

Are one or more intersections ambiguous, dangerous or difficult to see?

SIDEWALKS OR PEDESTRIAN/BIKE SPACE: (25% of total)

Does the road lack sidewalks or pathways needed for safety?

Are sidewalks available, but lacking curbs?

Are the sidewalks chipping apart, irregular, collecting mud/water/ice?

Do cars park on the sidewalks or into the road, crowding out bike/ped?

Does the road lack flat shoulders or space for bike/peds to get out of the path of vehicles?

Are ADA (for the disabled) ramps missing at crossings and intersections?

Are speed-mitigating ~~bumpouts~~ bulbouts creating hazards? (Consider a raised crosswalk?)

Are there any magnet destinations along or near the roadway such as commercial enterprises, schools, parks, etc.?

APPROPRIATE SPEED, SIGNAGE OR TRAFFIC CALMING DEVICES: (10% of total)

- Does the area need signs warning of school children crossing or other hazards?
- Do vehicles pick up speed because of grade?
- Is the **posted** speed appropriate for the **safe** usage?
- Would traffic-calming devices improve safety in the area? Explain.

DEGREE OF RISK: (15% of total - lower because there is overlap with other topics)

- Is there frequent use by the young, elderly, parents with children or other vulnerable people?
- Does the segment pass busy locations requiring egress and entrance or picking up and dropping off passengers?
- Are there many deer or other large mammal crossings and/or animals killed?

Note – Marley will check into how risk data is tracked and used by city staff, police department, etc.

The following are to be answered by city personnel.

- Is there a record of accidents **crashes** over the last 10 years?
- How many? (Two or more = 4, 1 = 2, 0 = 0)
- Injuries? (A
- fatality should be given a 6.)

Locations:

DENSITY (25% of total to be calculated by city personnel)

- Eight or more dwelling units per acre (4)
- Three to seven dwelling units per acre (2)
- Zero to two dwelling units per acre (0)

Desired of Future density score ???

Note – Marley will check with city planners to see about updating density criteria and adding future planning goals.

Comments by the examiners on any aspect of this criteria or the road segment it is applied to: