

City Clerk Staff

From: J Nielsen <jn@jennipha.com>
Sent: Tuesday, January 24, 2023 1:08 PM
To: Grp. City Council and City Web Site
Subject: Higgins corridor project

Honorable Members of the City Council

Thank you for taking the time and the diligence for the community voices to be heard concerning the Higgins Avenue project.

We've all seen how the size of trucks and SUVs have increased over the decades, and so has their footprint within their lane, making cars closer together on the same road.

I have often felt stress driving across the bridge next to a large truck and fear an accident because of the limited space available between vehicles, especially in the snow and ice.

“Since 1990, U.S. pickup trucks have added almost 1,300 pounds on average. Some of the biggest vehicles on the market now weigh almost 7,000 pounds — or about three Honda Civics. These vehicles have a voracious appetite for space, one that's increasingly irreconcilable with the way cities (and garages, and parking lots) are built.”



What Happened to Pickup Trucks?
bloomberg.com

On multiple occasions, while going to the post office on Broadway. I've seen a bicycle and vehicle accidents, one that caused serious injury.

Raised bike lanes would add an extra barrier for pedestrians, and avoid any confusion with drivers unfamiliar or from out of town, mistaking a bicycle lane for an early turning lane.

There's an aspect of the community the city Council may not be aware is avoiding Higgins, my mother (74), for example, who grew up on Front Street went to central school now, avoids the Higgins area because she feels the cars are too densely packed and is forced to meet her friends and other parts of town.

This, as a result reduces the customer base that local restaurants and shops would be benefiting from if the streets were more open and accessible for our senior population.

Running a bed-and-breakfast locally and providing bicycles, maps, and other marketing material for downtown area. I can tell you this would only be another shining star to our growing and thriving downtown area and attract more visitors.

You have my full support in the proposed project. I encourage all the members of council to please vote in support of this not only will we be making our downtown more accessible and more attractive. We will be making it safer for everyone.

Jennipha Nielsen
This Old Frat House
1221 ARTHUR AVE

@Jennipha
www.Jennipha.com

City Clerk Staff

From: Joe Baker <joe@joebaker.us>
Sent: Tuesday, January 24, 2023 9:56 AM
To: Grp. City Council and City Web Site
Subject: Higgins Corridor

I'm writing to support the preferred alternative for the South Higgins Corridor. There are a lot of great businesses along the corridor - Missoula Bicycle Works, Rockin' Rudy's, the Big Dipper, the Cambie Taphouse, my dentist and optometrist, and more.

When I lived in the Hip Strip, the businesses were an easy walk and I went frequently.

Now that I live in the Rattlesnake, I avoid biking south of the Beartracks Bridge. The mixed use sidewalk on the bridge doesn't really work for biking when there are a lot of pedestrians, and biking on South Higgins is risky. I've had some very close calls with cars turning left from Higgins or nearly getting doored by parked cars. Moving from the right lane to continue south on Higgins at Brooks always raises the heart rate. Since parking is also a challenge along South Higgins, I largely avoid the area entirely and go somewhere else where the biking is safer or parking is easier.

Separated bike and pedestrian lanes will make access to the area safer and easier for everyone. Maintaining single lanes of traffic in both directions throughout the Higgins corridor should smooth traffic flow by removing the multiple merge points currently in place. A separate turn lane will also smooth traffic.

The South Higgins corridor is a key entrance to Missoula's center. The preferred alternative will be a showcase for the city.

Joe Baker
joe@joebaker.us
406-304-8449

City Clerk Staff

From: Dan Burden <dan.burden@bluezones.com>
Sent: Tuesday, January 24, 2023 8:52 AM
To: Grp. City Council and City Web Site
Subject: Missoula's Hip Strip preferred concept for Higgins

As an original author of Missoula's first bike plan (circa 1977), developed by the School of Forestry, which sparked my career, which included becoming the nation's first state pedestrian/bicycle coordinator, and authoring the first article on road diets, I am solidly behind the quality of thought, process, and care that has resulted in this preferred alternative design.

Today I am often asked to be a peer reviewer of the nation's best street designs. This design for Higgins should not be watered down, it meets every criterion to become a great street, focusing on people and place first, and the speed of cars second. Bravo!



DAN BURDEN

DIRECTOR OF INNOVATION AND INSPIRATION

BLUEZONES.COM | M: 614.595.0976

[WHAT WE DO](#) | [WALKABILITY](#)



@BLUEZONES