

Rattlesnake Greenway 2021 March & April Responses

Positive Comments

1. I like that it will make a safe and connected trail system.
2. No through traffic on Missoula Ave.
3. I like that the neighborhood will be quiet and clam with no thru-traffic speeding down Missoula Ave, or cars going the wrong way on a one-way street.
4. I love and support both of these projects. Reducing traffic and drivers speeding down Missoula Ave is long overdue, as it should be treated as a residential neighborhood, not a major traffic artery in the Rattlesnake. And connecting the pedestrian trails is a huge benefit to all trail users in Missoula, as this location is the logical route and complimentary addition to the existing trail network. Let's make it happen!
5. I like that it slows traffic in Missoula Ave. With this being a street having so many families it will be nice to have it be less of a through way.
6. I think this is the one connecting the Greenway to Missoula Ave and making Missoula Ave safer for pedestrians by limiting traffic/speeders? If so, I love it! Missoula Ave is already used as a greenway of sorts with tons of bikers, hikers, park-goers, etc. At best on the other hand, it's a shortcut for motor vehicles that could otherwise more safely use van Buren. The city/community has a great opportunity to make a unique/safer linkup through the neighborhood to the greater wilderness area. As Missoula continues to grow this will be vitally important for those wishing to not only safely bike/hike/run through town, but also access the wild spaces beyond. I'm all for it.
7. I like that it will slow traffic down on Missoula Avenue and that the bike trail will connect to Tom Green. I don't like Richard St being the only way into some of the homes.
8. Amazing! Must be done!!! I will help. I co-chair the Rattlesnake Transportation Committee. Missoula Ave (still a draft) scored a '5 out of 5,' the most urgent fix needed! Missoula Ave to be repaved this summer! Now is the time to get proposals on the table. The design is important! More via email...
9. We live on Missoula Ave and autos use this street as a short cut. Most are going above the speed limit. We see narrow misses with pedestrians and bicyclists on a daily basis. Missoula Ave is a popular route for walkers, runners and bicycles. We really like the Project and support the changes even though access to our home will be limited. We think the city is planning on repaving Missoula Ave and cars will no longer have to slow down for potholes making the situation even worse.
10. As a resident who lives on Missoula Ave I am in full support. I dislike the heavy traffic on Missoula Ave and currently don't feel safe riding my bike or walking my dog to and from my house. These changes would greatly improve the quality of life in the neighborhood and reduce conflict among pedestrians, cyclists, and vehicles.
11. As a Missoula Ave resident, I love this project!! It will help keep the kids and dogs who like to play on our street safer.
12. I love the idea of limiting traffic on Missoula Ave--helping to keep cyclists and pedestrians safe. I also agree that the left-hand turn onto Missoula Ave is very dangerous. I have had near misses a couple of times.
13. I LOVE the idea of a complete connection through the Rattlesnake for non-motorized users that removes potential collision points with motorized vehicles.

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14. I think that both proposals are great and that they would benefit bikes and walkers in making the Rattlesnake easier and safer to traverse.
15. Dylan loves this project!
16. #1: I hate that dangerous corner at Missoula Ave and Rattlesnake Drive! #2 is also a great idea and I have long dreamed of a seamless corridor up the Rattlesnake.
17. I'd actually like to see both proposals go in. However, I really like proposal to with that connection this way you can go all the way at the top of Greenough and connect to Missoula Ave without either having to cut it short or add on.
18. I like how it creates a continuous walking/biking pathway - particularly that it connects Greenough Park with Pineview and beyond.
19. The rerouting of the bike trail is perfect. We are very concerned about driving/parking for Missoula Ave residents. In the Winter Richards Street is essentially a single lane with cars parked on both sides of the road. It's an icy mess in Winter. How is traffic to be routed?

Neutral Comments

1. I like the idea and the plan. I live on Missoula Ave. However, there are a few things I ask you to consider: Unless one has an all-wheel or 4-wheel drive car, it is very difficult or at times impossible to get onto Rattlesnake Drive when there is winter ice and snow. You would need to grade these if they are going to be used as exits for those living on the street. On Richard, for instance, one must wait on a hill at the entry to Rattlesnake Drive, a then is it doubly difficult to get up on to Rattlesnake Drive.
2. I don't like the idea of eliminating traffic on Missoula Ave but could see a reduction in speed perhaps? Better signage as designated to school route. Love the opening of Charis Lane corridor to Greenough
3. Project 1 does nothing to connect the Upper and Lower Rattlesnake. Missoula Ave is already a low-traffic road. Adding a bike path that eliminates the need to be on Van Buren or even side streets in the Lower Rattlesnake would be desirable over a cul-de-sac.
4. As a homeowner on Missoula Ave, I think I'd be all for it but the plan lacks details. Reading between the lines, I assume the cul-de-sac to Richard would be two-way traffic. Would traffic between Richard and Lolo St still be one way? The plan is sparse on words. The map makes it look like no one can drive on Missoula Ave which obviously isn't the case. A blown-up map insert would have been helpful. I imagine houses on Herbert and Richard St will not like this. Agree bike route needed and this is likely place. Will the road be upgraded? Will it be widened? Will there be bike and pedestrian on both sides like now or just the park side?
5. Do the stated problems actually exist? What is the rate of accidents involving non-motorists and motorists? Reducing through traffic on Missoula Ave will only result in increased traffic on other streets. I really like the idea of connecting Missoula Ave directly to Greenough. I feel that these proposals are only a Band-Aid and that there are more effective solutions to making Missoula Ave more bike friendly like regular road maintenance, better enforcement of speed limits, and better lane markings. These are examples of changes that will address the root cause and hopefully influence behavior that will carry over to other neighborhoods. In summary, this individual is against eliminating thru traffic.

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6. Have the groups hyperlinked in your transportation proposal document given their feedback on this idea? Are Missoula in Motion, The U.S. Forest Service, Rattlesnake Watershed Group, and the City of Missoula in favor of this proposal? What are your plans for the use of the data from this survey?
7. Your proposal introduction implies that a number of groups support your proposal. The Rattlesnake Creek Watershed Group has not been approached about this project nor has it endorsed it.
8. I have lived in the area for 40 years. I am unaware of any pedestrian/vehicle conflict. I believe closing Missoula Ave would increase traffic on Greenough, Rattlesnake and Lolo streets and increase danger for pedestrians and cyclists who chose to take those routes. If we are interested in pedestrian safety, I would suggest installing a sidewalk as was done on Lolo street. The 7' of sidewalk there is wide enough to accommodate all pedestrians and cyclists. Missoula Ave used to be two-way traffic. There is plenty of room there for a 7' sidewalk.
9. Leave Missoula Avenue as is. It is already a single lane 1-way street. Fire and emergency services access will be impaired as will deliveries.
10. I'm confused on how the local traffic would move on Missoula Ave. Does it become two way? I imagine it would have to be in some cases for people on the southern end to reach and exit their homes. I do love the idea of connecting Greenough to Charis. I don't see the need for the Mountain View to Spruce corridor, as the Rattlesnake already has a disproportionate amount of bicycle infrastructure and green space, and I would much rather see that investment focused in neighborhoods such as F2F, NS/WS, and River Road.

Negative

1. As someone who lives at the head of Missoula Avenue, the cul-de-sac proposal would complicate my drive home from the highway interchange and from the Eastgate shopping center. The bile route proposal, on the other hand, would make my bike ride home from downtown safer and faster.
2. I live on Wylie and use Missoula Ave to get home a lot. It's the most direct route. I am respectful and go about 10 miles per hour. I am against closing Missoula Ave to traffic. The only people who use it are people who live in the immediate vicinity and closing it to them feels unfair. I would like to live on a private drive too but since I live in a city with public streets that's just not in the cards. What about speed bumps to ensure drivers slow down? I've never seen a head-on collision at the intersection of Missoula Ave and Rattlesnake drive. I would argue that we have other streets in the Rattlesnake that should be prioritized for safety... namely Lolo and the bridge, which is like a game of chicken on a daily basis... saw the school bus almost go off into the creek one day. And Gilbert where late parents are constantly speeding to get kids to school. I think the Charis lane part makes sense since it's not a thruway for locals.
3. I am completely AGAINST your proposal to open up Charis Lane for a path/bikeway. I live on Charis Lane and this would utterly change the entire neighborhood for the worst. Most of us chose to live and raise families on Charis Lane because it is a quiet cul-de-sac. It is all private property and the houses are close together. Whose private property would you take to make a trail? Do you know half of Charis Lane is also a private road? The traffic from this trail would ruin our neighborhood and likely decrease the safety for our property and families. I also fail to see how a "nearly car-free" Missoula Ave would work for all us folks who have to have access to our homes. I am an avid biker and would like safer routes to town and the Rattlesnake rec area, but taking people's property and disrupting their homes is not right.

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4. proposal 2: access Greenough park through Charis Lane cul-de-sac would send a constant stream of bicyclists, dog walkers, joggers, and other pedestrians past my home in a very quiet dead-end neighborhood with no sidewalks. I am very opposed to this idea as a home owner and resident of the neighborhood for more than 20 years.
5. I dislike Missoula Ave being turned into a no-traffic zone. Missoula & Wylie used to be 2-way streets and now they are inconvenient one-way streets with higher traffic from non-Missoula Ave residents who speed down the street.
6. Proposal #1. Car-free Missoula Avenue: This is poorly thought out. It is not clear what problem is trying to be addressed. The proposal to create a cul-de-sac contradicts transportation connectivity. No cars on Missoula Avenue is unreasonable. There are likely at least 60 households that along Missoula Avenue, including 17 on Charis Lane. Those of us who live here are entitled to vehicle access. Sharing the road with bicycles and pedestrians does mean ceding the road. If it remains one way, Missoula Avenue can accommodate both cars and bike/ped lanes. Proposal #2. This is not feasible and not desirable. The lower part of Charis Lane is a private road. There is not easement between the house on Charis or the houses near Greenough that would allow public ped access. The increased bike/ped traffic would have major impacts on the neighborhood. We are strongly opposed to both proposals.
7. This a statement opposing this proposal for the following reasons: 1) the huge expense for people to walk and bike. 2) the massive impact on the residents on Missoula Avenue which I am one of. 3) the city does not own enough right-of-way for two-lane traffic on Missoula Avenue and the Bugbee conservation and adjacent landowners won't allow for two-lane traffic or land purchase due to house position in relation to roadway. 4) as one the land owners in the area of Bugbee conservation area I have no intention of selling my land to have a two-lane street in front of my house not to mention even for problems with walker and cyclists especially when the city doesn't patrol or maintain the road to begin with. In short, how is this proposal even in motion when no one has even talked to all the homeowners being directly affected?
8. As residents of Charis lane, my daughters and I value the quiet safe space of the neighborhood. Adding hundreds of bikers and pedestrians to this area, through my backyard, would in my view, detract from a safe place to raise children, add risk of theft, and increase noise. I strongly oppose the idea to use our private property for a public thoroughfare. Additionally, it would have been a good idea to go door-to-door on Charis Lane to let homeowners know what your ideas were before the signs went up. While I enjoy biking from town to the Rattlesnake, I oppose this idea in my backyard.
9. I am absolutely opposed to both your proposals. Cutting a major bike and pedestrian path through numerous private properties on City Drive and Charis Lane would destroy the character of these neighborhoods. There is little space between the houses. Also, Charis Lane is mostly a private road. I live on Charis Lane and this proposal is offensive. Furthermore, Bugbee Nature Preserve would be altered forever with the massive increase in people cutting through this wild area. This is not a park. It was donated by the Bugbee family to be a nature preserve.

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