

# **Riverfront Neighborhood Council Leadership Team Meeting Minutes**

**January 12, 2015**

## **Currents Recreation Center**

Leadership Team Members Attending: Emily Sullivan, Caleb Kasper, Mary LaPorte

Other Attendees: Jane Kelly, Neighborhood Coordinator, Gwen Hoppe, Bob Giordano and Jennifer Bernosky, Republic Services.

### **I. Report from 5<sup>th</sup>/6<sup>th</sup> St. Subcommittee: Caleb Kasper**

Caleb provided a summary of the meeting held just prior to this meeting. Attending the meeting were Alex Taft, Councilman, Ben Weiss, Kevin Slovarp, John and Dagny Shirey, Bob Giordano, Jane Kelly, Mary LaPorte, and Caleb Kasper. Discussion items included presentation of the on-line survey regarding the previous traffic calming proposal from RFNC. The response to date: 222 comments in favor, 128 not in support, and 2 not sure. The subcommittee recommended that the survey be re-posted between now and the General Meeting, and the summary should be tightened up, in order that the data can be included as part of a packet that will be submitted to the city.

Alex indicated that he could support a request from RFNC to undertake a study regarding options for traffic calming. He provided suggestions about how a packet could be structured. A study, undertaken by an engineer, could cost as little as \$10,000. Bob will be following up with Joe Gilpin to obtain an estimate.

The Leadership Team was in favor of moving forward with an official request to the City of Missoula to commission a study for recommendations. This will be presented to the upcoming General Meeting on January 26.

Caleb will prepare the resolution.

Included will be a statement of values from the neighborhood, the traffic and safety problems and issues, history of recommendations submitted to date, a starting list of problems & questions to be addressed in the study.

### **II. Planning for January 26 General Meeting**

**Location: Free Cycles**

**Time: 5:30 – 7:00 pm**

**Agenda to include:**

- Code Compliance: Wade Humphries
- Traffic Calming Discussion & Recommendations
- Leadership Team Update
- Small Grant Request
- Office of neighborhoods Update
- Republic Services Curbside Recycling: Jennifer Bernosky

**Key Tasks:** Mary will moderate, Caleb will take the minutes, Mary will organize refreshments, Gwen, Caleb and Mary will post signs, and Gwen will get the key and lock up FreeCycles, as Bob has another meeting.

### **III. Zoning Overlay**

Mary didn't have the opportunity to do more thinking about this. Jane provided some background on what the South Gate Triangle neighborhood has accomplished on a zoning overlay for their neighborhood. Elements could include density, development, sustainability, neighborhood character recommendations, etc. It was agreed that the Leadership Team should consider continuing this discussion; a subcommittee may be helpful.

### **IV. Small Grant Request: Gwen Hoppe**

Gwen worked with another artist, Joanne Nasvik, to design a "Winter Art Studio Night," to be held at Free Cycles. The concept is a neighborhood crafts/ makers space, as a means to have fun, promote community and build community. This is a pilot program and there is potential for building this program beyond the experiment. There will be 4 workshops, followed by an art show. The request is for \$425. There will be a report back to the Riverfront Leadership Team.

***The Leadership Team voted to support this request.***

Next steps will be a presentation at the General Meeting. If approved, the grant will be considered at the February 26 Missoula Community Forum.

### **V. Office of Neighborhoods Report: Jane Kelly**

A.) Outstanding Volunteer of the Year Award nominations are requested. Gwen will resubmit her 2014 nomination.

B.) Neighborhood Project Funds are available for proposals, both for small and large grant requests.

C.) There will be a Neighborhoods Night at the Ospreys on August 18.

### **VII. New Business/Public Comment on Non-Agenda Items**

**Jennifer Bernosky** provided information about a new curbside recycling program that will be rolled out by Republic Services. Jennifer was invited to the January General meeting to share this with all.

Respectfully Submitted,  
Mary LaPorte  
January 23, 2015

**Please Note: Comments are listed under the commenter's name.**

Are you in support of the proposal?

<u>Submission Date</u>	<u>First Name</u>	<u>Last Name</u>	<u>Address</u>	<u>Phone</u>	<u>Email address</u>	
5/21/2013 5:31	liz	dye	531 south 6th west, missoula mt	406-531-4508	liz@lizardye.com	In support
5/31/2013 10:26	Bob	Giordano	732 S 1st St W		mist@strans.org	In support
We have nearly 20,000 people a year coming through the Free Cycles community bike shop on S. 1st St in the Riverfront neighborhood. There is overwhelming support for this proposal from the people that come to our shop. While many support this proposal for the bicycle improvement, many like the idea of safer pedestrian crossings and the potential for much less speeding by drivers.						
Thanks						
5/31/2013 10:56	sally	painter	1608 phillips st		sally.painter@umontana.edu	In support
heck yeah!						
5/31/2013 11:12	Cameron	Best	708 Monroe street	3609810936	Cameron.best.1.1@gmail.com	In support
5/31/2013 11:18	Evan	Langston	296 East Front Street	4065525529	evanzan@yahoo.com	In support
5/31/2013 11:33	drew	larsen	141 S Third St W		drew.larsen83@gmail.com	In support
5/31/2013 11:48	Laura	Weingartner	2 Craig Hall 213 Missoula MT	9073477718	lauragracey6@gmail.com	In support
5/31/2013 11:59	Tressa	Langford	838 South 5th Street West	406-670-6888	langford.tressa@gmail.com	In support
5/31/2013 12:04	Greg	Ragan	147 s 5th w		Gregory.ragan@gmail.com	In support
5/31/2013 12:21	Savas	Kansier	1837 S. 8th St. W. Apt. A	406-360-6554	sk1842@gmail.com	In support
5/31/2013 12:35	Joshua	Eamon	3811 Stephens #31 Missoula MT 59801	(406)8807865	joshuamon@hotmail.com	In support
5/31/2013 12:53	Aaron	Nicholson	1721 Phillips St.		NicholsonE.Aaron@gmail.com	In support
5/31/2013 13:02	jon	thomas	959 1/2 s 1stw		joncthomas@gmail.com	In support
5/31/2013 13:40	Emily	Prag	518 S. 6th Street E. Missoula, MT 59801		emilyprag@gmail.com	In support
When I lived further up sixth street, I almost got hit multiple times on my way to school. TOTALLY IN SUPPORT!						
5/31/2013 13:53	Matt	McGady	877 evans avenue missoula, MT 210 North Second Street East, Apartment C,		matthew.mcgady@umontana.edu	In support
5/31/2013 13:56	Josh	Meny	Missoula, MT 59802	4062738359	joshmeny@gmail.com	In support
5/31/2013 14:03	Foster	Caffrey	540 south 1st street west	3154027064	foster.caffreys@gmail.com	In support
5/31/2013 14:04	Rebecca	Stone	405 S 3rd st. W		becca_stone14@hotmail.com	In support
5/31/2013 14:55	Alex	King	409 W. Artemos	406-370-9656	a.kingbrew@gmail.com	In support
5/31/2013 15:35	chris	frahn	115 turner court #3		frahm@gmail.com	In support
5/31/2013 15:39	Alison	Reintjes	420 56th Street W	330-806-2478	alisonreintjes@hotmail.com	In support
I am especially supportive of this proposal around the Sacajawea Park area because of the number of young children who visit the park. It would be a real safety benefit.						
5/31/2013 15:47	Michal	Bernier	409 West Sussex Ave	5390531	michalbernier@gmail.com	In support
5/31/2013 15:51	Liane	Stevens	430 S 6th St E, Missoula, MT 59801		lianeestevens@gmail.com	In support
5/31/2013 16:23	Shalene	Valenzuela	123 South 5th St East	549-0980	shalenev@hotmail.com	In support
5/31/2013 16:40	Karen	Shimoda	1815 S. 4th St. W	406-546-6888	mcalistershimoda@yahoo.com	In support
5/31/2013 17:18	Thomas	Helgersen	1216 S 2nd St W	406-552-3233	oartopia@gmail.com	In support
5/31/2013 17:21	Chelsi	Jovin	1859 S. 9th St. W.		chelsi.soleil@gmail.com	In support
5/31/2013 17:42	Kyle	Verhovshek	1229 S 3rd St. W	5037419174	kyle.verhovshek@gmail.com	In support

5/31/2013 17:50	c	w	430 e sussex ave		walle623@yahoo.com	In support
5/31/2013 18:05	Rachel	Ochoa	2034 W Kent		ra.ochoa@yahoo.com	In support
5/31/2013 18:51	Kate	Morris	712 Myrtle Street	406 552 2230	Morriskaterebecca@gmail.com	In support
5/31/2013 21:05	Shay	Lae	1000 BURNS ST	406-493-8908	Shamonlaw@gmail.com	In support
5/31/2013 21:43	Kevin	Scott	548 Edith		kevinpsscott@yahoo.com	In support
6/1/2013 9:26	Patricia	O'Brien	634 S 5th W	4063701169	Patricia.obrien@live.com	In support
6/2/2013 10:57	Greg	Seitz	807 S 6th W		gregseitz@hotmail.com	In support
6/3/2013 9:24	Christy	Meurer	940 South 6th Street West	214-5215	christymeurer@hotmail.com	In support
6/3/2013 9:25	David	Meurer	940 South 6th Street West	214-5215	dmeurer@hotmail.com	In support
6/3/2013 14:49	Reese	Morrison	1232 Vine St. Missoula, MT 59802		Reese.Morrison@gmail.com	In support
6/4/2013 9:26	Ben	Sullivan	819 Scott St		bsully613@gmail.com	In support

I think this is a great idea! Even non-residents in the area will benefit from safer bike/car lanes on those two streets. I used to live on 5th between Orange and Russel, and the two-lane design sometimes seemed to lead to a "drag-race" condition in the evenings. Not fun or safe!! Thanks for pursuing this!!

6/4/2013 14:07	Rachael	Hall	631 s California		Rachael@facial@gmail.com	In support
6/4/2013 16:59	Gabriel	Furshong	305 E. Alder ST.	406 461 6897	gfurshong@gmail.com	In support
6/6/2013 9:35	Douglas	Grisson	620 Walnut		dwgrisson@msn.com	In support

6/6/2013 9:40 Robert Wachtel 646 Livingston Ave. 406-728-6398 quailr@msn.com In support  
 I strongly support this reconfiguration of this neighborhood set of streets. This provides a significant corridor for improved bicycle commuting and encourages residents of this neighborhood to explore bicycles as a transportation mode.

6/19/2013 19:44	Alex	Rodriguez	924 S. 6th St. W., Missoula, MT 59801	493-1418	arod1956@bresnan.net	In support
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I am a year-round bicyclist (for the past 4 years) and live on 6th St. between Russel and Orange Streets, right across the street from Willard School. The traffic just zooms by at a high rate of speed, even though there are several posted yellow pedestrian-crossing street signs and painted crosswalks. Just try getting a driver to stop for you to cross in the painted crosswalk - good luck. I FULLY SUPPORT this proposal to make 5th and 6th Streets into one traffic lane, one bike lane, and one "lane" for parked cars. When I did have a car, (I currently occasionally get rides in a car), I have to carefully and VERY QUICKLY exit the car and quickly close the door, as the door would get clipped off by a passing motorist. This is difficult for me, as I have an artificial leg (right leg) and I must push the car door open with my artificial "foot," as to have enough room to exit the car. This all takes some time. I am constantly worried about the car door getting bashed off, and myself getting seriously injured. As for 5th St., that is one street where I was hit by a car while I was riding my bicycle. It is a terrible street where people zoom down WAY over the posted - is it 35 mph? Anyway, it's too fast, and most drivers are speeding, and the police know it because they sit and wait to stop speeding motorists on 5th Street. As a side note: I HAVE BEEN HIT BY CARS 5 TIMES in the past 4 YEARS IN THE CITY OF MISSOULA. I thought this was supposed to be a "bike-friendly town." Most drivers are a hit and run, and flee the scene after they've knocked me and my bicycle over. Once, during the winter, the speeding car was making a right turn and ran me OFF of the road and I luckily reacted quickly. I KICKED the car door with my shoe, to keep me from sliding beneath the car, and it threw me back onto a snowbank. I surely dentied the new car, and the driver heard the bang on the car rear door, and hurriedly drove off. Out of the 5 accidents where I was riding my bike and was hit by a car, only ONE have I been able to report, because the driver did not drive off. In fact, my wife was standing with her bike in front of the car that hit me and yelled, "Stop!" and there were cars behind this driver (near Tremper's Shopping Center) on Brooks and Oxford Street light. During this accident, it was a clear and sunny day (a busy, impatient-traffic Friday), I was knocked unconscious and I was taken by ambulance to the hospital. I was diagnosed with a head injury. The woman driving the car had no insurance - said the Missoula Traffic Officer, in a later letter to my wife. My bicycle was totaled, by the way, and unsafe to ever drive again, despite my hours spent at Free Cycles trying to fix it, with their help. My efforts to find a personal injury lawyer, by the way, 3 weeks after my Mother's death due to strokes, was unsuccessful. No lawyer was interested in taking a case where there was no insurance money to go after. Later, however, some 8 months+ after in Missoula Municipal Court, however, I found out that the car WAS insured. The Missoula Municipal Court had "made an error" and this information never got back to me. I was saddled with medical bills and the cost of a new bike, and a never-ending fear of my safely biking in town. And because of the statute of limitations with the law in regards to personal injury, I was unable to recoup any losses. By the way, I subpeoned the driver and one witness, who never showed up in court. And at the time of the accident, I was IN A CROSSWALK. The law states that bicyclists on sidewalks are like pedestrians. My wife and I avoid riding in the street as much as is possible, and ride on the sidewalk. However, this is a hindrance to pedestrian traffic. However, I'll ride on the sidewalk and stay off the street if it'll save my life. PLEASE PASS THE 5TH AND 6TH STREET BIKE-FRIENDLY SAFETY PROPOSAL.

6/19/2013 20:23 Tamara

King

924 S. 6th St. W., Missoula, MT 59801

493-1418

hamster@bresnan.net

In support



6/20/2013 8:51	Meredith	Printz	722 Howell St.		meredith88@yahoo.com	In support
6/20/2013 8:51	Daniel	Hathaway	3405 Stephens Ave Missoula MT 59801		daniel.hathaway@gmail.com	In support
6/20/2013 9:02	Thomas	Bassett	1402 Khanabad Way	(406) 546-7967	tbassett@adventurecycling.org	In support

I am interested to see a copy of the plan for the transition from one lane streets to two lane intersections. The Dutch design for cyclist friendly intersections is much better than the current designs recommended for use in the United States. Here is a link for an video explaining how dutch intersections work: <https://www.youtube.com/watch?v=FlApbXz6pA> It would be awesome to see this incorporated into our intersection design in Missoula.

6/20/2013 9:04	Leif	Bjelland	129 south 4th st w		Leif@lepetitoutre.com	In support
6/20/2013 9:05	Jake	Koplen	435 Keith Ave		Jckoplen@gmail.com	In support

I'm a strong advocate of better bicycle protection, and this is a great step in the right direction!

6/20/2013 9:13	Tuline	Kinaci	1319 Sherwood		shortycanwink@yahoo.com	In support
6/20/2013 9:16	Peter	Young	528 Daly #4 Missoula, MT 59801	208-760-0143	PeterYoungsMailbox@Gmail.com	In support

This would be great for students and faculty of the university!

6/20/2013 9:18	Michael	Deme	1509 S 4th St W	406-546-6079	mjademe1965@mac.com	In support
6/20/2013 9:19	Julie	Huck	312 E. Kent	549-2226	msbicycle@gmail.com	In support

It is dangerous cycling on those streets now between the parked cars and two lanes of auto traffic. It would be nice to see slower auto traffic on 5th and 6th also.

6/20/2013 9:32	Madeline	McKiddy	1525 Tamarack	4065294938	mmckiddy@adventurecycling.org	In support
6/20/2013 9:32	Derek	Gallagher	1809 S. 6th St. W., Apt. A		derekgal@hotmail.com	In support

I commute by bicycle to work using these routes (I live on 6th (west of Russell) and work downtown). I strongly support changing 6th street from two lanes to one lane and a bike lane, since no bike lane currently exists. I am happy with the bike lane that currently exists on fifth street, but am certainly not opposed to a buffered lane, and more space to separate cyclists from traffic and parked cars. I feel that the buffered lanes would increase bicycle commuting among the teenage population, especially since these routes will almost be a direct route to and from Hell Gate High School. Younger populations are willing to commute by biking/walking, but often need safe routes to encourage them, and to encourage parents that their children will be safe on these routes.

6/20/2013 9:40	Russ	Fletcher	339 S. 5th St. E.		russ@matr.net	In support
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Yes, Yes, Yes!!!!

6/20/2013 9:43	cody	stekly	532 north ave w	281-222-7649	stekly@gmail.com	In support
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is there any room for a boulevard to separate the lanes? This would help slow traffic and improve aesthetics.

6/20/2013 9:49	Amy	Corbin	115 Saranac		corbin.amy@gmail.com	In support
6/20/2013 9:53	Patrick	Finley	350 W Central Ave	503-231-8269	ahabinthebits@yahoo.com	In support

This will be a greatly appreciated improvement!

6/20/2013 10:10	Emily	Lincoln	613 Defoe St		emily_lincoln@hotmail.com	In support
6/20/2013 11:11	Mariah	Crossland	920 Taylor Street Missoula, MT 59802		mxcland@hotmail.com	In support
6/20/2013 11:28	Alison	Riley	936 Liac St. Missoula		ariley@adventurecycling.org	In support

Thank you, City of Missoula, for the great work in coming up with this proposal. This has been on a lot of people's wish lists for a long time. What a wonderful potential improvement to the University and Slant St. neighborhoods, and a great way to connect the neighborhoods past Russell to the downtown infrastructure. This is so exciting. I really hope you are able to go through with it. As a cyclist myself, I know that popping out on 3rd and Russell to connect with the businesses on Russell can be scary, and based on the errands I'm running, taking the river trail generally isn't as practical as using the roadway in terms of time efficiency when making lots of stops between downtown and Russell. Often I find myself biking on 6th heading home and feel quite at risk. This will hopefully encourage more families and more timid bike riders to take to the streets on market days, and to bike to school, etc. THANK YOU!



6/20/2013 11:39	Mel	Thompson	720 Edith St.		mtthompsl@hotmail.com	In support
This would be great particularly on 6th St. which, with no bike lane at all, could really use some safety enhancements for a road that is very commonly used by cyclists.						
6/20/2013 11:44	Casey	Schenker	545 S 2nd St W		406-624-9874 casey.schenker@gmail.com	In support
This will be excellent for cyclists, as well as pedestrians, because it will decrease the speed at which cars travel through intersections in what are essentially neighborhoods.						
6/20/2013 12:49	Nathan	McLeod	1943 S 7th St W Missoula, MT 59801		406 370-2842 n8.mcleod@gmail.com	In support
I am in support of the proposed bike lane and traffic re-configuration on 5th and 6th st. I think this will make bicycle commuting easier, more efficient, and safer for traveling east and west in Missoula. I live between Russell and Reserve on 7th st, and utilize 5th and 6th regularly for bicycle commuting. Although I could bike north and meet up with the river trail, the added distance and effort is enough that I find myself on the road the majority of the time. This proposal would greatly enhance my commute to and from downtown and the university.						
6/20/2013 12:49	Amy	Climburg	1601 tamarack St		728-7650 amycli@gmail.com	In support
6/20/2013 13:13	Morgan	Luce	1943 s 7th st missoula, mt		5417607366 Morgan.luce@umontana.edu	In support
I wholeheartedly support the proposed action to fifth and sixth streets. As a student that lives in central Missoula I often ride on those streets to and from the university.						
6/20/2013 13:32	Sarah	Castle	700 Rollins St.		3038078301 sarah.c.castle@gmail.com	In support
6/20/2013 14:24	Robin	Saha	14 September Dr		rsaha32@yahoo.com	In support
I drive and bike these stretches of 5th and 6th. As a driver, I'd appreciate not having to switch lanes to go around bikers and don't feel that my progress would be impeded by having just one lane for cars. In fact, I and other drivers might be inclined to slow down a little, which is a good thing. As a biker, I would feel much much more safe. This is a long-overdue and welcome change that will improve safety and traffic flow.						
6/20/2013 14:28	becca	titus	658 utah ave, msla, mt	59802	btitus@sonic.net	In support
6/20/2013 15:54	Ross	Carlson	700 Hilda Apt 4		Deltakru@gmail.com	In support
6/20/2013 16:09	Emily	Harrington	645 S 2nd St W		Emilyharrington@hotmail.com	In support
I live in the riverfront neighborhood and think this would be a wonderful addition! Fully enthusiastically support this plan!						
6/20/2013 16:19	keegan	eisenstadt	22 greenbrier dr		4062073947 keegan_eisenstadt@yahoo.com	In support
6/20/2013 16:35	Bradley	layton	8 Columbine Rd		203-2365 blay@alum.mit.edu	In support
6/20/2013 16:42	Rebecca	Fletcher	303 E. Spruce St. Missoula, MT 59082		beckyfletcher4@gmail.com	In support
6/20/2013 16:51	andrew	machain	101 39th st		batterydoctorsofmont@gmail.com	In support
6/20/2013 17:07	John	Wolverton	1637 S 8th St W		yodelingdog@hotmail.com	In support
I commute by bike on 6th and 5th almost everyday. At signalized intersections, there should be dedicated right turn (only) pockets for cars and a bike slip lane with a bike box between the right turn lane and the through lane. The bike box should also be in-front of the through lane to accommodate left turning bikes.						
6/20/2013 17:53	Virginia	Sullivan	717 Jackson Street		406-721-1776 sullygin@msn.com	In support
6/20/2013 18:10	Thomas	Sullivan	727 Jackson		sullyman142003@yahoo.com	In support
Great addition to bike system						
6/20/2013 18:18	Bob	Leach	105 Applehouse Ln		406-544-2764 Powerleach@aol.com	In support
6/20/2013 19:42	Eva	Dunn-Froebig	1205 Idaho St.		544-3150 Evapdf@gmail.com	In support
6/20/2013 20:56	Elizabeth	Austen	330 West Kent Avenue, Missoula, MT 59801		(406) 543-3252 oohay_4100@yahoo.com	In support
6/20/2013 21:21	Darci	Thorsrud	628 S. 2nd. St. W.		406-549-8409 darci@voicsoft.com	In support
6/20/2013 22:12	Jodi	Allison-Bunnell	418 Woodford, Missoula		jallibunn@yahoo.com	In support

This would be a great improvement! The bike lanes are currently much too narrow.



6/20/2013 22:39	Kevin	Dohr	1017 Sherwood Street, Missoula 59802		kevindohr@yahoo.com	In support
6/20/2013 22:59	Kathleen	Humphries	814 Poplar Street	396 1033	khumphries@goodnutritionideas.com	In support
6/20/2013 23:08	Tom	Robertson	1125 Cherry St.		Randertson@mac.com	In support
6/21/2013 7:16	Leslie	Anderson	1390 Harrison St. , Missoula, MT 59802	4067287856	sombrs@centric.net	In support
6/21/2013 7:59	Robert	Hopkins	1915 Montana St Unit D Missoula, MT 59801	406 926-2564	aardvark1649@gmail.com	In support

This concept represents a paradigm shift in which we hope lots of people will change their way thinking about transportation. Obesity has become a serious problem in America and one way to alleviate this problem is to increase our minutes of daily exercise. Riding a bicycle is an excellent option - it reduces pollution, helps reduce or maintain my weight, and encourages increased interaction with my neighbors. I see this as a great opportunity to improve our health, our environment, and build stronger communities.

6/21/2013 8:34	Matt	Shryock	1342 Van Buren St.	406-694-3428	mattshryock@hotmail.com	In support
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Let's make Missoula a bike friendly capitol! It's a huge asset to community.

6/21/2013 8:49	Donovan	Power	920 Evans		spearski@hotmail.com	In support
6/21/2013 8:57	Jennifer	White	1505 Phillips St., Missoula MT 59802		adkwriting@gmail.com	In support
6/21/2013 8:59	Carla	Majernik	1420 S. 4th St. W.		1020.carla@gmail.com	In support
6/21/2013 12:36	Sarah	Pinto	1645 12th St		sarah.pinto@umontana.edu	In support
6/21/2013 13:06	Jeff	Cuncoski	2004 s 4 th st w	6512081822	jcincoski@gmail.com	In support
6/21/2013 14:00	John	Wood	1120 N Dickens	207-4039	laughingiohn@yahoo.com	In support
6/21/2013 14:00	Andrew	Valanis	416 Hartman St.		andrew.valanis@gmail.com	In support
6/21/2013 14:01	Geraldine	Carter	2240 South 14th St		geraldinedcarter@gmail.com	In support

Hooray!

6/21/2013 14:06	Logan	Jones	2211 Benton Ave		LKJlones83@gmail.com	In support
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"Motorists have smoother flow..." really sounds like an opinion. How is this quan tifiable? I would like to see diagrams illustrating the phrase: "Motorists... retain two lanes at intersection." Does that mean at all intersections the bike lane disappears?

6/21/2013 14:08	Sydney	Sweltzer	Pob 1942	5298575	Sydney@visi.com	In support
6/21/2013 14:16	norm	verworn	820 stephens	406-210-9965	normv45@yahoo.com	In support

Good job! Its great somebody is looking out for us. Norm

6/21/2013 14:23	Alex	Stokman	3209 Meagher	406-542-7656	astokman@gmail.com	In support
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all roads should be made equal for all users, from 8-80 years.

6/21/2013 14:26	Robin	Spaziani	PO Box 4593	406-531-0149	rspaziani@bresnan.net	In support
6/21/2013 14:39	maek	vosburgh	722 locust	406.370.8140	mark.vosburgh@gmail.com	In support
6/21/2013 14:51	Adam	Switalski	1175 Jackson St.		aswit@hotmail.com	In support

I bicycle with my daughter in a bike trailer on those streets every day and this project would greatly improve our safety. Also, lots of college kids use these streets to ride to school.

6/21/2013 14:55	Samantha	Hines	8 Virginia Dr		samhines@gmail.com	In support
6/21/2013 16:12	erin	switalski	1175 jackson st		erin.switalski@gmail.com	In support

i always bike my daughter to school on this route. would love to see it safer for her.

6/21/2013 17:43	Stephanie	Millar	433 Plymouth, Missoula	406-241-1057	stephaniemillar62@gmail.com	In support
6/21/2013 20:36	Kevin	Maher	428 S. 2nd St. E. Missoula MT 59801	8473372556	t.kevinmaher@gmail.com	In support
6/21/2013 20:53	Lynn	Purl	611 Cleveland St.	721-0517	lynnpurl@gmail.com	In support

This worked really well in the town where I finished college. I would be thrilled to have a safer route to run errands and ride with my kids. This would give them a straight shot to Hellgate High when they're older. And it would make driving safer. Right now if someone is riding on Sixth cars have to veer around them. This would be better for everyone!

6/21/2013 21:36	Kathy	Showers	1540 crest haven drive	406-531-1136	showersclan@msn.com	In support
6/21/2013 21:48	Debbie	Hirschberg	207 Speedway Ave Missoula, MT 59802		debbiehirschberg@gmail.com	In support
6/21/2013 22:10	Rebecca	Weston	705 Plymouth Street		Rebeccaweston@gmail.com	In support
6/21/2013 22:44	Susan	Ridgeway	P.O. Box 8242, Missoula 59807		sridgeway@bresnan.net	In support
6/22/2013 0:37	Jeff	Rottschäfer	1833 Stoddard Apt, 4		jeffrey.rotschafer@gmail.com	In support
6/22/2013 1:27	Ben	Weiss	700 Palmer St	531-3889	ben.a.weiss@gmail.com	In support
6/22/2013 17:08	wicki	watson	509 Daly	549-7149	h20shed1@hotmail.com	In support
6/23/2013 7:04	Katie	Michels	530 Big Flat Road, Missoula mt 59804	406-529-6186	kzmichels@gmail.com	In support
6/23/2013 8:47	jon	Thomas	959 1/2 so 1st w		joncthomas@gmail.com	In support
6/24/2013 2:58	Doug	Murray	521 n Higgins	274-4490	dugitup@gmail.com	In support

right kind of "diet"

6/24/2013 8:41	Erin	Seehof	1115 Shakespeare St.		membership_assistant@adventurecycling.org	In support
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This could be a great addition to that area!

6/24/2013 9:51	Winona	Bateman	1419 Cooper Street	406-370-6848	winonas@gmail.com	In support
6/24/2013 10:34	Pam	Walzer	1329 Sherwood St. 59802		pamwalzer@gmail.com	In support
6/24/2013 11:01	Saara	Snow	927 W Spruce St #3		saarasnow@gmail.com	In support
6/24/2013 11:17	Janet	Fiero	812 S. Garfield St.	2032164	janetfiero77@gmail.com	In support

Great idea!

6/24/2013 17:28	Nicholas	Littman	2039 S. 13th St. W.		nickrlittman@gmail.com	In support
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I use 5th and 6th street frequently to commute to the University. Adding in a buffered bike lane would make this commute safer and would encourage more people to bike to the University.

6/24/2013 18:19	David	Schaad	1023 Arthur Ave #4	5034536480	david.schaad@umontana.edu	In support
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Although I come from a big city and am relatively accustomed to biking on busy streets without bike lanes, I am wholly in support of increasing cycling infrastructure with a wider bike-only lane / dedicated bike lane in this area. I believe that doing so will increase the use of these streets by cyclists who are either more novice or simply less comfortable dealing with motorized traffic.

Reducing the motorized lanes from two to one will also encourage more cycling in general, which brings a myriad of benefits to individuals and the city / air quality. Thanks for taking comments and I look forward to seeing this come to fruition!

- David S., University Student

6/24/2013 18:57	Micah	Sewell	232 S 6th St E		micah.g.sewell@gmail.com	In support
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This would be wonderful for cyclists, pedestrians, and residents of this neighborhood (I am one). Traffic can be very loud at times, and the traffic volume I typically see doesn't require 2 lanes. My only concern is what the 2-lane portions at intersections will look like - will they encroach on the cycling lane, or will they be contained to the driving lane? Encroachment on the cycling lane would be a step backwards. Thanks for your time and efforts!

6/24/2013 21:27	Gabrielle	Ostermaer	1229 Ronald Ave	5708784489	g.ostermayer@gmail.com	In support
6/25/2013 11:01	Richard	Darne	1931 Dixon Ave		rdarne@mail.com	In support
6/25/2013 23:11	Emily	Withnall	204 Dixon Ave.		emilywithnall@gmail.com	In support
6/26/2013 11:53	Peter	Walker-Keleher	3203 S. Russell St.	721-4320	peter@djanda.com	In support

I think this proposal would be of great benefit to the residents and cyclists. By keeping two lanes at intersections, I suspect this proposal will have minimal impacts on traffic flow. Seems like a low-cost change with wide-spread benefits.

7/6/2013 19:07	Colin	Millar	3216 Clark St. Missoula MT 59801	241-4607	colinalexmillar@hotmail.com	In support
<p>This is great! We really need to consider what will happen on 6th to all of the bikes when the protected or "wide" bike lane ends at Higgins. According to the drawings below and my memory, there is no bike lane on 6th from Higgins to Arthur currently. This proposal will encourage both bike commuters and family riders headed toward the university and hellgate canyon to use this route. I would suggest reducing the lane widths between Higgins and Arthur to incorporate a bike lane for commuters and directions/signage over to Eddy ave. for youth and family riders. Thanks!</p>						
7/8/2013 10:08	Geraldine	Wolf	1144 S. 4th St. West		vegan23@int.net	In support
<p>About time! I don't see anything negative about this proposal. Thanks!</p>						
7/10/2013 6:59	Kelly	DuPont	1220 S 6th St W, Missoula		kgdups09@gmail.com	In support
7/11/2013 0:35	Caryn	Ludwig	405 So. 5th West	542-5252	carynludwig@aol.com	In support
<p>Think it will be an improvement in many ways! Lots of pedestrian and biking traffic in this area, and most of the time the second lane driver doesn't stop when you are half way in the street crossing. Perhaps doesn't see, or driving too fast, I don't know. Would like to see this happen....I live on 5th and Chestnut, and sure would be nice if this helped reduce the cars speeding by!!!</p>						
7/11/2013 7:51	Mark	Vosburgh	722 Locust	4063708140	mark.vosburgh@gmail.com	In support
<p>Its appears to be worth a try. East West travel on a bike is a challenge. The new bike path (old railroad grade) out to Reserve is awesome (except the Russell St crossing). My observation is that the path was at or over capacity very soon after it opened. This proposal looks like it would help the east west travel bottle neck a bit. I am opposed to the \$60,000 study... I would much rather have these dollars spend on actual projects such as this one. Thanks</p>						
7/11/2013 8:00	Chris	Carlson	2125 Livingston Ave		chcarlson@gmail.com	In support
<p>As an avid biker who has lived in the both the Boyce Lumber and Franklin to Fort neighborhoods, there is a dire need for another East-West route south of the River trail. Currently, bikers are limited to a number of unsafe, and slow ways to get across Russell/Orange or Brooks. I fully support efforts to make a designated bike lane on 5th and especially 6th streets west of Orange - I rarely see enough traffic in this neighborhood to warrant two lanes, and there are many churches, schools, and small businesses in this area. Win win situation in my mind for pedestrians, bikes and I don't see traffic patterns suffering as a result.</p>						
7/11/2013 8:02	Jenny	Daniel	322 Burlington Ave.	406-531-3464	gearbetsy@gmail.com	In support
<p>Sixth street is especially tight and difficult to drive in two lanes anyway, this would allow more room and make it safer for bikers and pedestrians.</p>						
7/11/2013 8:35	Jeri	McGrew	712 S Garfield Street		catlinmcgrew@gmail.com	In support
7/11/2013 8:47	Mary	McCrea	412 North Ave E, Missoula, MT 59801		cawtermcreea@msn.com	In support
<p>For pedestrian and bike safety this makes alot of sense. Automobiles will not be inconvenienced much. As a driver I am willing to be slightly inconvenienced if it provided additional safety for bicyclists and pedestrians.</p>						
7/11/2013 9:40	Lane	Coddington	628 S 2nd St W	406-549-8409	lane@voisoft.com	In support
<p>Fantastic idea. It's basically one lane now with people moving left or right to make turns at the major intersections. Perfect.</p>						
7/11/2013 9:57	Sarah	Mulligan	310 W Franklin	370-3995	sarah.a.mulligan@gmail.com	In support
<p>I want to express major support for this proposal and remind folks that during the school year we have many Hellgate Students heading to school on their bikes and the current bike lane situation is very scary. I don't agree that a slow care in the single lane will hold up traffic any more than what happens now. As someone who regularly drives 5th and 6th, there are often times when it is impossible to move around a slow car because with parked cars and bikes there simply isn't enough room.</p>						
7/11/2013 10:55	Babak	Rastgoufard	Rollins Street		babak2@rocketmail.com	In support
<p>Thanks.</p>						
7/11/2013 11:19	Steven	Allison-Bunnell	418 Woodford		docswab@gmail.com	In support

I ride my bike west on 5th and east on 4th between Orange and Inez every day for my commute to work. The current bike lane on 5th is almost adequate as it is now. The lack of a bike lane on 6th is not at all desirable, since it forces cars coming from behind me to go around me. Without a bike lane on 6th, I have to use 4th east bound, and then turn down to 6th to have a light to cross with. It's a lot more winding around than should be necessary. The other route I take is from 6th and Catlin across Russell, and across Orange to turn south at Sacajawea park, and West on 5th across Russell to Catlin. In that case, I definitely don't want to have to go up to 4th and then back to 6th again later. I have ridden these routes at all times of day, including morning, noon, and afternoon rush hour, and never observed both lanes being heavily used by car traffic in this corridor. Slowing traffic through these residential streets and making biking safer and more appealing seems quite useful with little downside.

7/11/2013 11:53	Casey	Smith	350 Colorado gulch.	Caseysmithmt@me.com	In support
7/11/2013 13:29	Chris	Moyles	5300 Elk ridge Road	chris.p.moyles@gmail.com	In support
7/11/2013 15:03	Shaun	Gant	216 Woodford	workingpoet@gmail.com	In support
7/11/2013 21:21	Greg	Oliver	341 North Ave. E. Missoula	gregory.d.oliver@gmail.com	In support
7/11/2013 22:04	Scott	Pankratz	315 S 4th Street E	396-4805 3960889 scott.pankratz@gmail.com	In support

I travel this route frequently and would love to more safety and security to do so on my bicycle. More people will bike in the community with safer and efficient options. Slowing down traffic through these residential areas is a benefit to everyone. Safer pedestrian conditions is a benefit to everyone. I strongly support this proposal. Thank you.

7/12/2013 9:24	carol	sajor	503 south 6th st. east	549-7026 maxvanhuss@live.com	In support
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I am hoping you plan on resurfacing the roads from orange to Higgins, fixing all the potholes. also, these roads will need good markings, probably on the road stating one-way and evident turn lanes for bikers. I notice while driving, especially at the change of semesters or summer time with tourists, there is more of a tendency for drivers to be driving the wrong way or when they make a turn, their thinking is "this is a two way"

7/12/2013 11:19	Tamara	McGinley	202 Lawrence st	artemis_1113@hotmail.com	In support
7/12/2013 11:21	Jack	Carrell	1220 juniper lane alberton MT	406 722 6648 rattlinjack@blackfoot.net	In support
7/12/2013 11:35	Jennifer	Anthony	201 S 4th W	72107833 fearlessengineers@msn.com	In support
7/12/2013 14:13	Logan	Blank	229 S 2nd ST W	Logan.blank@gmail.com	In support
7/12/2013 14:32	Heath	Carey	1650 S. 10th W.	hncarey@gmail.com	In support
7/12/2013 15:51	Ray	lanfear	245 Woodford	4065435728 rlanfear2@bresnan.net	In support
7/12/2013 20:48	Alex	Rich	321 W. Spruce St. Apt. 2	alexandranych16@gmail.com	In support

Share the road.

7/12/2013 22:30	Gary & Mary	Barnett	103 E. Crestline Dr.	721-6667 Gabmarybarnett@peoplepc.com	In support
7/12/2013 22:48	Blake	Ludwig	405 So. 5th West	542-5252 blakew381@gmail.com	In support
7/14/2013 8:24	connie	running	1419 Khanabad dr	4067215096 steven.running@gmail.com	In support

I drive that section everyday and support the proposal 100%. The sooner it gets done the better.

7/14/2013 10:50	Mary	Halloran	2810 Felton Lane	marykhaloran@gmail.com	In support
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I own a home in both the city and county so please do not disregard my vote based upon my address. Like the 'Broadway Diet' and the North Higgins project, this plan is a fiasco-in-the-making. The feel-good buzzword of 'livability' is once again being attached to a project meant simply to force our community into becoming a bicycle mecca. I have nothing against bicyclists mind you (my family rides)... but Missoula has done enough to accommodate their needs/demands. Additionally, I can't imagine the ensuing congestion on a Griz game day should this absurd, unnecessary, waste-of-tax-payer-money plan be implemented. ENOUGH ALREADY!

7/15/2013 10:50	Nathan	VrzARRY	804 Chestnut St	406-243-4652 nathan.vrzarry@yahoo.com	In support
7/15/2013 14:27	Tanner	Baumgartner	110 Grandview Way	tbaumgartner@saintpatrick.org	In support
7/15/2013 17:07	Joan	Elmore	2308 Raymond Ave.	406-542-2547 Elmore.j3@gmail.com	In support
7/15/2013 20:24	dan	jensen	1001 e broadway 2-509	406.531.3018 dwjens@gmail.com	In support

GREAT IDEAL

7/15/2013 21:35	Paeth	808 S. 6th W	544-2024	petpa@blackfoot.net	In support	
sounds like a good idea to me...slower traffic speed is always appealing						
7/18/2013 21:13	Ethel	MacDonald	316 west Central	406-549-9722	ethelmacd@gmail.com	In support
7/19/2013 13:20	Kyle	Balke	312 David Court	406-626-3174	balke13@gmail.com	In support
I believe that this reconfiguration is essential to both pedestrian and bicycle safety for both the neighborhood and cyclists throughout Missoula. Based on the current traffic setup I rarely if ever use 5th or 6th Street as legitimate bicycle route despite the designation as a bike route. I hope to see this reconfig happen in a timely and cost effective manner!						
7/19/2013 13:28	Alison	Gadbow	959 s 1st St W		agadbow@gmail.com	In support
7/26/2013 9:42	Gretchen	Hooker	1809B S 6th St W		gretchen.hooker@biomimicry.net	In support
7/31/2013 13:06	Tim	Skufca	107 North Avenue West	207-9300	tmskufca@gmail.com	In support
I lived in a neighborhood in Denver that converted a standard two-way road into a 2-lane 1-way arterial. It destroyed our neighborhood. Fast-paced commuters and even a death from an accident at the corner. Denver saw the problems and realized 2-lane, 1-way roads is old-school transportation planning. It has since become a 1-lane, 1-way road with a bike lane (as proposed here in Missoula) and has transformed the neighborhood. Traffic still gets through fine, but it is much calmer. This is in an area that has a light-rail station, which means it is busy. But bust slow is much better than busy fast. Hopefully Missoula will rid our neighborhoods of this old-school transportation design. thanks, Tim Skufca						
8/1/2013 8:50	Wayne	Vandeberg	856 Woodworth Ave	406 721 6330	w.vandeberg1@gmail.com	In support
8/2/2013 10:04	Mark	Dvarishkis	4323 N Ave W	4065433532	Markd@bresnan.net	In support
I think this would be a great improvement and make access to and from the west side of town safer and easier.						
8/2/2013 11:57	Cate	Sundeen	628 W Kent Avenue		csundeen66@hotmail.com	In support
I am thrilled that the city is considering this change to the way bicycles and motorized vehicles travel together. I hope it inspires the same design on more Missoula streets that are dangerous to cyclists. As a cyclist, I know that streets designed like 5th and 6th create incredible animosity between cyclists and motorists. There isn't enough room for 2 cars, a bike and a parked car. A cyclist can't win against a 4000 lb. car especially if the driver doesn't understand how dangerous it is to drive so close to a cyclist. I don't think drivers are maliciously putting bikes in danger, I just don't think they have the same perspective unless they are cyclists themselves. The painted bike symbols that indicate a bike can use a motorized vehicle traffic lane mean nothing to drivers. If you try to exercise your right to use that lane, drivers honk or whip around you infuriated that you've slowed them down for 5 seconds. I won't ride bike on Higgins between Brooks and the bridge because I've had too many close calls. Thank you for continuing to try to make our city bike friendly.						
8/6/2013 14:37	Kassia	Randzio	1333 Sherwood St.		k.randzio@gmail.com	In support
This proposal will improve bike and pedestrian access to downtown and university areas from Riverfront, Slant Street, and "Good Food Store" neighborhoods. It will make our community an even better place to live and work, and will encourage non-motorized transportation.						
8/9/2013 20:52	Zack	Porter	1333 Sherwood St.		zack.porter@gmail.com	In support
As a recent resident in the Riverfront neighborhood, and now as a Westside resident who works downtown and regularly commutes by bike along 5th and 6th to go to and from Orange Street Food Farm, I wholeheartedly support this proposal. Thank you for this opportunity to comment.						
8/14/2013 13:43	Kate	Devino	1328 Stanley, Missoula	406-360-7980	kathryn617@yahoo.com	In support
8/14/2013 13:46	Diego	Bejarano	532 S 3rd St W	509-990-0004	diego.bejarano@gmail.com	In support
8/14/2013 17:28	David	Morris	2120 Missoula Ave.		dascmo@yahoo.com	In support
This is a GREAT idea, I would be very glad to have a safer and more efficient route through this area both by bike and by car. PLEASE enact this proposal!						
8/14/2013 18:54	Marlah	Crossland	920 Taylor St Missoula, MT	406-550-7046	mjxland@hotmail.com	In support
8/15/2013 14:12	Michael	Woods	633 S. 5th E		woods2010@gmail.com	In support
8/15/2013 14:15	Colleen	Kane	1744 S 5th St W		cekane@yahoo.com	In support

8/15/2013 14:22	Brennen	Cain	500 South Ave.	406-314-1519	bpcain50@gmail.com	In support
8/15/2013 14:24	Nathaniel	Goodburn	510 S 6th St E Apt. B		ndgoodburn@gmail.com	In support

Between Russell and Higgins, 5th and 6th street do not get enough traffic to need two lanes. This would greatly improve bike travel East-West across Missoula. NOTE: The more pressing issue is 6th street. It has no bike lane at this point, and is virtually "un-bikeable."

8/15/2013 14:27	jesse	hannifin	1646 5th 9th S West		ultfriz@gmail.com	In support
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I use 5th street often and do not see the problem with 5th street. It has a bike lane from Russell to Higgins and few if any pot holes. The real problem is 6th street where there isn't a bike lane and the road is covered in pot holes. 6th is very impractical for bike users as it is now. I believe a campaign for just 6th street is more realistic. Either way I'm in support.

8/15/2013 14:40	Miki	Suzuki	215 North ave. W		m.enthoozymoozy@song.ocn.ne.jp	In support
8/15/2013 14:47	Brooklyn	Walter	345 W Central Apt. A		brooklynm.walter@gmail.com	In support
8/15/2013 14:49	David	Fulton-Beale	534 Woodworth Ave		david.fulton-beale@umontana.edu	In support
8/15/2013 14:56	Allison	Mueller	345 Brooks St		almueller32@yahoo.com	In support
8/15/2013 15:42	Leydon	Thornton	734 Monroe St, Missoula MT		lthorntonster@gmail.com	In support

This seems like a wonderful alternative to the current traffic configuration and is a smart use of these one-way streets.

8/15/2013 17:03	Jake	Egelhoff	130 Kensington	618-535-3791	egelha@gmail.com	In support
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I've lived in Missoula for three years and have always dreaded traveling by bike on 5th and 6th streets. I think that the above proposal would help alleviate the fear many cyclists have while, and prior to, biking on these streets.

8/15/2013 17:45	Kevin	Ryder	722 Taylor St	6362366698	kevin.ryder@umontana.edu	In support
8/15/2013 17:45	Shane	Morrissey	242 W. Addison		shanem@mwmarchitects.com	In support
8/15/2013 21:42	Chelsea	Elwood	2208 Applewood Ln.	4062740970	c.k.elwood1@gmail.com	In support
8/19/2013 10:52	patrick	wayne	645 s. 1st w. #1		patway2004@hotmail.com	In support
8/19/2013 12:01	Mason	Wagner	102 East Kent		mason.wagner@yahoo.com	In support
8/26/2013 20:59	Kimberly	Olson	619 S. 2nd St W.	728-2030	n_tro_p@hotmail.com	In support

I STRONGLY support this proposal. As a cyclist who has lived in Missoula for over 15 years, I have witnessed the steady and consistent improvement and expansion of bike lanes and paths. I now see more cyclists than ever before, meaning fewer cars on the road, cleaner air and healthier residents! Missoula is an amazing place to live because of its dedication to ensuring and facilitating safe transportation by bicycle throughout the city. When I was buying a house in 2010, one of the reasons I did NOT want to consider the many homes available on 5th and 6th Streets at that time was precisely because of the high speeds of vehicles on these one way streets. As a resident, cyclist and car owner that frequently uses 5th and 6th streets, I can also attest to the fact that both lanes are rarely used simultaneously by multiple cars west of Orange St. I look forward to being part of the steady stream of cyclists on these streets when they become single lanes!

8/30/2013 10:51	Melanie	Jeffs	602 River Street	406-543-1516	melaniejeffs@email.com	In support
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This is a great idea. I have been truly frightened getting in and out of my car when parked on 5th - and more importantly when my children enter or exit the parked car. The traffic whizzes by so close that you risk getting hit by a car, just trying to get in or out of your own car. Some extra space would definitely improve safety. Plus it would be safer for bikes too. Both 5th and 6th Street are very dangerous as they are currently designed. For bikes', pedestrians', and motorists' safety this plan needs to be implemented ASAP, before someone gets hit by a car.

9/1/2013 14:21	robert	jeffs	602 river st. missoula, mt.	na	robertjeffs@email.com	In support
9/5/2013 11:33	Robert	Lindner	1624 Hilda Ave		lindner24@yahoo.com	In support
9/5/2013 14:14	Jennifer	Meyer-vaughan	2014 29th Ave		tinydancerjen@hotmail.com	In support

I am in support of this proposal, but would like to see a drawing of the intersection transition from one lane to two.



9/5/2013 15:10	Thomas	Deuring	1036 Cowper St.	952-836-7063	tdeuring@gmail.com	In support
More bike lanes are better. A wholly inter-connected bike travel system would be ideal.						
9/5/2013 19:52	Jay	Skovin	320 Mary Ave	406-493-1099	skovin@hotmail.com	In support
9/6/2013 18:28	TinaMarie	Eker	1025 S. 5th W., Missoula	406-926-2474	mtstorms@earthlink.net	In support
I have qualified support for this proposal. My home is one of the few on 5th Street with a driveway for parking. This means I have to back out into traffic on 5th. Cars parked up the street along the curb can semi-block my visibility while backing out. My one concern is that funneling all motor vehicles into the one lane that I back out into may increase my collision risk and/or my wait time while waiting for enough space to back out safely. Also, my vehicle is longer (a Toyota Tacoma truck) so I have to back farther out into the street than a compact car would need to. I am wondering if this would put me dangerously close to the bike lane when I'm backing out. I prefer to park in my driveway because I've seen scratches and sideswipes on vehicles that are parked along the curb. My visibility while backing out has improved after I asked the city arborist to trim some lower branches from a couple trees a couple houses up from me to the east. I also asked the city transportation folks to repaint the no-parking zone on the curb at the end of my driveway to discourage people from parking their cars right up next to my driveway, which was also hindering my visibility. Both these actions have improved my visibility but I do worry a bit about a relentlessly steady flow of traffic if all cars are funneled into the south lane on 5th, making it harder to leave my driveway, especially during the evening "rush hour." However, I do tend to walk a lot of places such as the Food Farm and I do think the proposal would be a big benefit for the safety of Missoula's many bicyclists. Would be curious to learn if other residents with driveways have similar concerns about backing out into the southern lane with doubled the vehicle traffic, or, for residents with driveways on the north side of 5th, they would now have to back out all the way across the bike lane to reach the vehicle lane on the south side of the street. So, in a way, residents on the north side of 5th who need to back out of their driveways probably would face even more peril of colliding with a bicycle or vehicle than I would. Whether located on the north or south side of 5th, the potential risks are compounded by the fact that the street is lined with cars parked at the curb, which decreases visibility when backing out as well as requiring you to back much farther out to clear the curbside vehicles. It would help if the no-park zone was extended an extra foot or two beside any residential driveway, to provide a little more buffer space while backing out and to improve visibility. Thank you for this opportunity to provide input.						
9/7/2013 8:08	Katie	Mikelsons	410 Brooks Street	544-4264	kmikelsons@gmail.com	In support
9/11/2013 18:33	PATRICIA	METZ	347 SOUTH 2ND ST W	4065462180	patricia.metz@mso.umt.edu	In support
We definitely need this. It's good for business and it's good for people!						
5/12/2014 13:06	Kristine	Paulsen	837 S. 5th St. W.		kristinepaulsen@gmail.com	In support
I am a huge fan of this idea. The lanes feel too narrow for two cars anyway, and I think the two-lane configuration encourages motorists to speed to &quot;get ahead&quot; of the car in the adjacent lane. Also, as a bicyclist, I think this idea is fantastic. A protected, dedicated bike lane would be so very welcome. Upon moving into the neighborhood last year, I was advised to never park on the street because it was likely that my car would be hit. I'd like to think this proposal would alleviate those risks and provide a safer atmosphere for those using non-car transportation.						
9/30/2014 18:36	Kevin	Nelson	635 s 4th st w Missoula, MT	4062746666	kbnel05@gmail.com	In support
Absolutely necessary. I live in this neighborhood and bike 5th and 6th between Higgins and Russell daily. Drivers are not cautious of bicyclists and I have had many close calls. Please go through with this. My neighborhood would be a much happier place; traffic flow would not suffer as long as turn lanes were provided when needed. Also bus stop pull outs would be nice as to not stop traffic.						
5/31/2013 17:43	Chris	Anderson	905 Rimini Ct.		halfthealphabet@gmail.com	Not in support
What happens when there is a game, or major event on the campus and people are driving towards and away from the event? I understand the push to "mode shift from driving to cycling, walking, and transit", but the reality says we need to have lanes serve dual functions for when the need for two driving lanes is necessary, perhaps with police on site management during heavy times (or perhaps university on site management). Why not use the current plan, but at times the university is hosting a major event make it two driving lanes with traffic police managing the traffic better?						
6/1/2013 13:48	Jonah	Vaughan	460 Kensington Ave	4065314702	Jonah.Vaughan@gmail.com	Not in support
Worst idea ever.						



6/20/2013 8:48 Josh

Tack

2119 S 10th St W

jytack@gmail.com

Not in support

I commute by bike on these roads nearly every day and they seem to be some of the safer roads I ride on as they're setup now. I think money could be spent better elsewhere. The only problem I've ever noticed while biking is that the road surface on 6th Street is beyond terrible. On the days I do happen to drive, it seems as though traffic on 5th Street at the Russell intersection is often backed up two blocks on my drive home from work. If it's one lane, and someone at the light is trying to turn left, I feel as though I would be sitting at that light all day. What about throwing down some money on putting up stop signs on some of Missoula's unsigned intersections? I feel that would provide a much greater benefit to bicyclists, vehicles, and pedestrians.

6/20/2013 18:18 Debra

Sension-Hall

11200 Mullan Road

360-6349

smiley\_mt@msn.com

Not in support

The commuter cyclist already has a wide lane if they ride in the right lane. Take out the bike lanes that are currently there. They are not safe as 2/3 of the lane is in the door zone! Keep the wide parking. (You will have more space with the bike lane gone.) In the right most lane - mark with sharrows. I am a cyclist and have ridden these roads. They are great roads because when I take my lane (as I am allowed to do) traffic flows around me. I am visible and motorists change lanes to pass. When I need to make a left turn, I signal and use that lane and overtaking motorists can take the right lane. I am FAR safer out controlling my lane than I am in the bike lane! In the bike lane I must contend with doors of parked cars - some which park with their wheels right on the bike lane line. If I ride "tightrope" the bike lane line closest to the road in order to avoid these potential dooring hazards I risk "close passes" by motorists when they try to squeeze by me since they do not consider me to be in the traffic lane ahead of them. These bike lane simply marginalize me as a cyclists. I would far prefer to ride in the right lane of traffic where overtaking traffic has the option to change lanes to pass me. This is how traffic functions and I am part of traffic. I do not like the concept of a stand alone bike lane because it sends the inappropriate message that bicycles and motorized traffic do not belong on the same roadway. These roads are low speed roads with parts posted 25 mph. Traffic flows smoothly around slower moving vehicles because there are two lanes. I would much rather travel on these two roads with my bike than to take 3rd street. Third street is a parallel road a few blocks to the North. It has one lane of traffic in each direction and little or no bike lane to speak of. If I were to take the lane on this road, traffic would back up and I would cause a delay which makes for disgruntled motorists. With 5th and 6th the way they are - there is no delay when a motorist comes up behind me as they have a passing lane. If you want to undertake a "treatment" of these two roads I suggest the following: 1. Pave the potholes - there are many! 2. Mark the right lane with sharrows. 3. Signage along the sharrowed lane - "bikes may use full lane". This is an educational service to those motorists who do not understand why we cyclists are using "THEIR" lane. (Not e: The lane is not owned by motorized traffic.) Please reconsider this perceived fix. It is well intentioned but it is a disservice and DOES NOT make people safer. It only lets the novice cyclist mistakenly THINK they are safer simply because they have their "very own space." That is not right.

6/21/2013 19:29 Bryce

Young

821 Hazel St.

tbyoung@yahoo.com

Not in support

Infrastructure for bicycle commuting supports more than just healthy living - it supports a healthy community, and Missoula's bike-friendly attitude is part of the reason we Missoulians love our town. As a daily bicycle commuter, my initial thought was that I should be in support of the "one driving lane - one bike lane" proposal for 5th and 6th St., but I'm not. My reasons are threefold: firstly, 5th and 6th street do not receive enough bike traffic to warrant an entire car-sized lane. I live at the corner of 6th and Hazel and am a student at the university, so I ride my bike on both streets daily and have never encountered a "bicycle congestion" issue. Any time you need to pass another biker, you have quite enough room in the current bike lanes, and a cyclist can even swing into the traffic lane briefly if no cars are coming. Most Missoulian drivers are courteous enough to make room for a double-wide bike group. Secondly, 5th and 6th street receive too much vehicle traffic to crunch them down to one lane. 5th St. is part of US - Highway 12, and 6th St. is by far the most practical road to the Adams Center, which is probably the biggest parking lot east of Russell. Most Grizzlies and Missoulians have seen 5th and 6th Sts. during orientation, graduation, and football games. Yes, converting the streets would certainly encourage bike commuting for locals, but most of the traffic on these occasions is from out-of-staters who are going to be driving no matter what. Reducing traffic to one lane would just be a huge inconvenience both to visitors and locals alike. Finally, whoever has lived in Missoula for any large amount of time has seen cars going the wrong direction on both streets. It happens all the time. What if this happens and the confused motorist drives in the bike lane? A sober cyclist in the middle of the day might easily get out of the way and shake his fist at the oblivious driver cruising past, but an intoxicated cyclist riding at night without a headlamp (let's be honest, this also happens all the time) might stand less of a chance. The traffic lane is also a concern since cars going the right direction will have nowhere to move except the bike lane. This could be mitigated with increased road signs. I have no strong argument against the posting of signs, but I do know that too many road signs can make a neighborhood look eerily industrial. These are my concerns - take them for what they are worth from a senior Grizzly, but do take them into consideration when weighing the costs and benefits of this project.

6/21/2013 23:22	Travis	Hoffman	1430 Eaton	travis.hoffman10@gmail.com	Not in support
In my opinion, the primary focus should be on the Russell Street reconfiguration project before any of these side projects get taken on. I am also not sure how this would add to property values or allow motorists to have a smoother flow.					
6/24/2013 9:09	Mike	Mayer	2370 Village Square, Missoula, MT 59801	406-544-8136 mmayer@summitlc.org	Not in support
There is too much traffic in this area to reduce vehicle travel to one lane only. Also, the money would be better spent filling potholes and generally making 5th and 6th Streets more passable for all traffic. Right now, these streets are in bad need of repair.					
6/25/2013 7:52	Jeremey	Manning	231 S Grove st.	skyhighsidng@hotmail.com	Not in support
That's not gonna do anything but congest car traffic. Another big waste of money!					
7/5/2013 15:54	Geoff	Badenoch	336 s 5th St	Geoffb@ism.net	Not in support
The current bike lane configuration is adequate for me as a cyclist. The idea of how the cars would move under this proposal seems ill-conceived and dangerous.					
7/10/2013 17:13	Jess	Neidigh	2143 Trail St.	jesse.neidigh@gmail.com	Not in support
While I think 5th and 6th streets are two of the most dangerous streets in Missoula for bikers, narrowing to one-lane already congested arterial streets seems like a bad idea. It will frustrate drivers and increase traffic through currently quiet primarily residential streets on either side. I believe something could, and probably should, be done to help these streets, but I do not think the proposed plan will be any better than the current situation.					
7/11/2013 8:09	Dax	Kuehn	619 Lafray Lane	daximus@yahoo.com	Not in support
I believe this is a terrible idea! Please stop trying to restrict traffic flow throughout the city (Broadway diet, etc)...traffic is bad enough in this town! These streets will be vital to traffic flow and will need both lanes when the Russell street project is complete. I spent an inordinate amount of time and effort to complete the Milwaukee trail so there is a bike and ped connection through the entire city...USE THAT!!!!					
7/11/2013 8:18	Kara	Tortorich	123 S Curtis	stambuca@yahoo.com	Not in support
7/11/2013 8:19	Rocky	Sehnert	13911 Turah Road, Clinton MT	880-8522 turahcat@earthlink.net	Not in support

The contention that communities are "more livable" by catering to the tiny minority of people who now and in the future use bicycles to commute to work, run errands and recreate is debatable at best. Bicyclists contribute nothing directly to the provision or maintenance of streets and roads, have no licenses, no registration and no insurance, yet they are afforded complete use and privileges of all other vehicles on Missoula streets. Not only that, they ride on sidewalks, ignore traffic rules and regulations, scoff at stop signs and traffic lights, and generally make a nuisance of themselves all over town. If the city were to write some rules of the road for use of bicycles on city streets such as no riding without hands, no carrying bags suspended from handlebars, no cell phone use, mandatory use of bike lanes when present instead of sidewalks, etc, then maybe the vast majority of road uses in motor vehicles would have some respect of the freeloading bike users. Until this happens expect constant friction and animosity between the freeloaders and the rest of us. As far as this next project to make it as difficult as possible to get around Missoula in a motor vehicle, all I can say is that no matter what the energy source for power for the individual motor vehicle, gas, diesel, electric, natural gas, the development and use of this personal mode of transportation is critical to the notion of individual freedom especially in the Western US. Not only that, Missoula's economy is dependent on the patronage of shoppers and service seekers from a huge regional area in western MT. And all of these people get here in private motor vehicles. Why not think of these folks too when you are busy enacting the smart growth agenda you seem to relish so. Also, if you want more room on the street, why not just get rid of on street parking in the problem areas? After all, the property owner has no legitimate claim to use the commonly owned public ways to accommodate their private parking needs. These are supposed to be provide in off-street parking spaces on the owner's lot. The fact that Missoula has failed to enforce this requirement in a proactive way is reprehensible and a neglect of the duty of see that the laws and regulations are duly enforced. A complaint driven enforcement system is really a policy of no enforcement at all. All the evidence that there are problems on 5th and 6th is purely anecdotal. You have no empirical data to justify and public expense at this point. All you appear to have is the biased opinion of a few residents of one neighborhood. but remember that Missoula have few E/W arterials to connect up with the pitiful N/S routes in place. Streets like 5th and 6th that have functions that serve the wide majority of other city residents as well as non-residents are not properly designed and regulated only by the people who happen to live nearby. That is DEMOCRACY as opposed to the NIMBY special interest politics that seem to guide most policy in Missoula. Try it, you might like it.

7/11/2013 8:52	Justin Burke	1706 S 10th St W	nez.burke@gmail.com	Not in support
Broadway diet was a failure. Rush time traffic produces a ridiculous line of traffic on Broadway, and was not successful in creating a safer pedestrian/cyclist path. Your initial problem with pedestrian issues was the trails end bar. Cyclist don't use the bike path on Broadway, they use the sidewalk on the southside of the road. I nearly get hit everyday walking out of my work office by a bicycle. Lets not repeat the same waste of funds restricting these 2 streets that serve as a main artery during University sporting events. have you seen the traffic on these roads during that time? This is really a horrible idea and waste of tax payer money. Surely we can figure out a better use of funds than to make traffic issues worse in Missoula.				
7/11/2013 9:08	Carter Briggs	501 N 3rd W	4064915725 Carter_briggs@hotmail.com	Not in support
7/11/2013 9:20	Vickie Honzel	805 Highland Park Drive, Missoula MT 59803	406-542-2015 Vickiehonzel@aol.com	Not in support
7/11/2013 9:21	Michael quillin	226 beverly	406-880-0704 mikeq1973@yahoo.com	Not in support
There are seriously educated people in Missoula that think this is a good idea? You guys have screwed our streets up bad enough...STOP IT!!!!				
7/11/2013 9:37	Karl Moritz	932 A Huntington Place	406-830-5430 karlmoritz@gmail.com	Not in support
As a driver and a biker, This is a silly idea, the pollution doesn't change, the road will be more dangerous from people that are used to driving 30 trying to pass grandma who is driving 19 for fear of hitting a "crazy biker"				
7/11/2013 9:57	Shelly Lingscheit	PO box 16186	327-6813 Slingscheit@msn.com	Not in support
7/11/2013 9:59	Becca Courson	p.o. box 26 milltown mt 59851	beccacourson@gmail.com	Not in support
7/11/2013 10:08	Kurt Schallock	5515 Bonanza Place	kschallock@yahoo.com	Not in support
The city needs to think long term...30 years or more. Vehicle traffic in Missoula is already horrible. Taking 5th and 6th streets and narrowing them down to 1 lane could be very problematic. When I pull up to the light at 5th and Higgins, in my vehicle, both lanes have at least 6-10 cars in them before a light change. If you put all of them in 1 lane you would have 12-20 cars waiting to get through the light, a whole city block of cars backed up. Imagine in 5, 10, 20 or 30 years from now. You will have bumper to bumper traffic for blocks. Imagine how bad the griz games will be with only 1 lane going into the University and 1 coming out...its already bad enough. The bikers have the ability to currently use the trail system along the river to move East and West across the city. Why do they need two streets dedicated to them. I strongly oppose this proposal. Thank you for your time and consideration of my comments. Sincerely, Kurt Schallock Missoula Resident				
7/11/2013 10:21	Ashley Kuehn	2609 Diamond Meadows Ct.	ashley.sparano@gmail.com	Not in support
Seems like a colossal waste of money. Additionally, choosing to drive, walk or bike should be a personal choice, not one dictated by frustration caused by a reduction in vehicle lanes.				
7/11/2013 10:25	Sarah Bryan	111 Addie Court	251-8734 pinkybryan@msn.com	Not in support
I believe this is a HORRIBLE idea. I fail to understand how funneling traffic down to one lane will decrease pollution. It's already difficult enough to move in a north-south or south-north direction during "rush" hours in Missoula. Why on earth would we want to do the same to east-west/west-east? In addition, I can only imagine the back-ups that would occur during Griz games, either football or basketball, as there is already congestion at that time. My traffic comments do not come without experience. I spent 20 years driving in Chicago before moving to Missoula. The first week we moved here, 12 years ago, I could not believe how awful the traffic was during peak travel hours. The Broadway "diet" was bad enough. PLEASE do not do the same to 5th and 6th.				
7/11/2013 10:30	carmen himnaland	1520 N Russell, Apt 63, Missoula Mt 59808	carmenhinnaland@gmail.com	Not in support
7/11/2013 10:39	Sarah McDougall	1914 C Wyoming Street	ss2cats@yahoo.com	Not in support
There should NOT be any bike lane on those two streets. Bikes get in the way of the cars and think they own the road. I get tired of all the PSA's about sharing the roads with bikers. That shouldn't happen. Missoula would be a safer place for cyclists if they road on the sidewalks were they belong and not on the roadways. Besides these narrow streets get very crowded with the parked cars and moving ones so to add bikes is just ridiculous.				
7/11/2013 10:41	Katie Cortright	509 Westview Dr	kveronica949@gmail.com	Not in support

It is difficult for me to understand how making this "mode shift" will positively affect the events this city hosts which occur in the evenings. It is unsafe to bike in the dark. Our transit does not operate in the evenings/nights. You will never convince me to walk three miles at night up the south hill to my home. This plan only benefits those biking to and from campus, during the day and in fair weather, (ironically when campus is in summer break). Spend the money on improving transit and biking safety such as teaching everyone how to share the road.

7/11/2013 10:45	Carissa	Jenkins	440 Game Trail	clenkins101@hotmail.com	Not in support
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Bikes do not belong on the road with vehicles. I have seen too many accidents and too many bikers that do NOT follow the rules of the road. I cannot count how many times irresponsible bikers have pulled out in front of my car causing me to slam on my brakes. Not only is that a hazard to the biker, but to myself and anyone traveling behind me. Why don't you put the money towards road maintenance-pot holes? Or taking care of the weed filled boulevards you require all across the city? Those in office should remember who they work for and that is the people of Missoula. The senior citizens, grandmothers & grandfathers, that cannot ride bikes. The men & women that have to drive across town to get to and from work to support their families. Remember, we don't all live in the downtown area and are able to ride bikes.

7/11/2013 11:00	Justin	Bendel	1435 Harrison	justin@picassobrspainting.com	Not in support
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As someone who both drives a car and rides a bike through the neighborhoods in question, the benefits of this proposal are dubious in the short term and reckless in the long term. Our bike trail system is wonderful, but can be improved with more trails that spur from the riverfront trail. 5th and 6th are the best means for crossing town during rush hour, and traffic will only increase in the future. It is so easy to pedal up to 3rd street as it is or take the railroad corridor trail. Let's focus on improving our bike trails, without jeopardizing the only roads that make sense for motorists to use. Where is the "very not in support" button?

7/11/2013 11:16	CAROL	MINIARES	6460 MULLAN RD	7287994 CAROLM36@MSN.COM	Not in support
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I am not in support of these roadway reconfigurations that are meant to discourage driving. I am a driver and a biker both, but I do not need nor request this. There are other ways to get across town on a bike - hello, Milwaukee Trail? These one ways are meant to handle a lot of traffic efficiently and works fine the way they are now. There is a lot of traffic to and from UM on 5th so please don't mess it up.

7/11/2013 11:29	Traci	Shaffer	1213 McDonald Ave Apt D	Traci_jensen@hotmail.com	Not in support
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7/11/2013 11:30	Jeff	Shaffer	1213 McDonald Ave Apt D	jdshaffer23@bresnan.net	Not in support
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7/11/2013 12:30	Anna	Satake	2043 S 13th St W	dragonflyr9@gmail.com	Not in support
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7/11/2013 13:06	Jeff	Hainline	1430 Stoddard Street Unit A	203-4121 j_dh@live.com	Not in support
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Correction to the last sentence. Infrastructure "forces" a mode shift from driving to cycling, walking and transit. Enough already. I'm sick and tired of this never ending effort to eliminate private vehicular travel.

7/11/2013 15:52	Rachel	Dykstra	126 Tahoe Dr	RDAD146@aol.com	Not in support
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7/11/2013 15:55	Lynsey	Bourke	320 N Easy Street	4062036362 lynseybourke@gmail.com	Not in support
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This proposal will only work to further clog 4th and 3rd street- in areas where traffic already gets markedly bad.

7/11/2013 17:25	Vicky	Gordon	4795 Miller Creek	copperfelt@aol.com	Not in support
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I have done some research and find that according to data compiled by Missoula in Motion, bicycle riders account for just 131 traffic trips per day compared to the many thousands of trips made by other commuters living in Missoula. This reinforces my own observations as I travel around Missoula, since I often pass just one bicycle in a cross-town journey. The cyclists have unjustifiably become a favored class within City government circles. Keeping this in mind as well as the fact that Missoula has 7-8 months of inclement weather which does not encourage bicycling, it seems foolish and needlessly expensive to devote half of Fifth and Sixth Streets solely to bicycle traffic. There are only a handful of streets in Missoula which can handle east west traffic for a good share of the distance across Missoula. Meddling with these will create further congestion and accomplish little. This plan also reduces parking for an area of town which is heavily represented by rentals. A town with 50,000 people, most of whom travel by car several times a day, cannot devote such a large share of its traffic acreage to a fringe group of bicycle riders. This ideology over common sense attitude is a hallmark of the Missoula New Party which would like to see Missoula create a Luddite paradise which has nothing to do with the needs of the greater population and which instead serves the whims a demanding and miniscule fringe.



7/11/2013 17:31	Kelly	Henkel	5136 Cattle Drive Missoula, MT		Henkelkelly@gmail.com	Not in support
7/11/2013 21:23	Carole	Ulrigg	3914 Bellecrest Dr	549-3921	raoke@aol.com	Not in support
Let's see what happens after a Griz Football game! The first game, block one lane and see what happens.						
7/11/2013 23:10	Gloria	Roark	10079 Miller Creek Road	(406)251-5961	zibec@optimum.net	Not in support
People that drive have far more money invested in their vehicles, must be licensed as drivers, and carry insurance. We pay for the privilege of driving on roads that are well-maintained, having no obstacles or diversions to obstruct this choice of transportation. Bikers having no investment, criteria equal to motorized vehicles, or oversight. Therefore bikers should not be given preferential treatment. Bikers present a distraction to drivers. Also, the weather in Mt. is not suitable for year round biking.						
7/12/2013 0:05	Nancy J	Engelbreton	29777 Southside Road	406-722-3167	davenandnancy@blackfoot.net	Not in support
Who in the Hell do they think they are fooling?!! We know the real reason for this proposal and it is not the lie that they are telling! Leave we auto drivers alone! Soon I will be doctoring and shopping in Spokane instead of my home town of Missoula. I am a county resident and must drive to my destinations. Get rid of the Mayor of my city and also the city council!!						
7/12/2013 6:34	Whit	Olds	101 Passage Ct	(406)240-7038	whitolds@gmail.com	Not in support
7/12/2013 6:36	Monica	Olds	101 Passage A#t	(406)529-6896	whitolds@gmail.com	Not in support
7/12/2013 6:40	Doug	Hadnot	PO Box 278 Lolo, MT	406-273-6979	dshadnot@hotmail.com	Not in support
This will only lead to further traffic congestion, and increase the difficulty of traveling from one side of town to the other. It will have a negative impact on the businesses along the route.						
7/12/2013 7:20	Jeff	Seaton	945 S 5th W		jseaton73@yahoo.com	Not in support
As year-round, daily bicycle commuter, I'm typically a fan of the City's efforts to expand bike/ped amenities. In this case, however, I believe this is a solution looking for a problem. Living on 5th street and riding it multiple times per day, it's one of the safest on-road features in the city. I believe the accident data is largely clustered around vehicles & intersections near the Orange Street Food Farm. Additionally, I have concerns, based on City Public Works limited budget and the reality that bike lane striping rarely lasts more than one year due to wear, that this proposed "solution" will end up as a de facto two lane road after that striping wears off and vehicles utilize the entire road. Finally, if the problem for the 5th/6th couplet is vehicle speed, I'm not sure that the addition of a bicycle lane fixes that problem, for these are long, uninterrupted straightaways that connect to our busiest corridors. All you need to do is ride down 3rd street & you'll experience that a single lane neither reduces speed nor increases rider safety.						
7/12/2013 8:06	Lyn	Hellegaard	3828 Bellecrest Drive	327-8707	mrtma2@montana.com	Not in support
7/12/2013 8:07	marsha	frey	100 Hillview Way missoula	406-251-2000	mfrey@ksu.edu	Not in support
this is a terrible idea... it would increase traffic congestion... this is as bad as the Broadway diet.						
7/12/2013 8:35	Steve	Brezenski	2214 37th Avenue		jbrezenski@bresnan.net	Not in support
7/12/2013 8:36	Jill	Brezenski	2214 37th Avenue		jbrezenski@bresnan.net	Not in support
7/12/2013 8:37	Scott	Brezenski	2214 37th Avenue		jbrezenski@bresnan.net	Not in support
7/12/2013 8:38	Rachel	Brezenski	2214 37th Avenue		rachelb1@bresnan.net	Not in support
7/12/2013 8:47	Donna	Grinde	4606 Aspen Drive		d.grinde@yahoo.com	Not in support
This is yet another "mode shift" that adversely affects the majority in favor of the minority.						
7/12/2013 8:47	Brittini	Hertz	6513 E Kiki Court	406-5468904	brittinhertz@re-mg.com	Not in support
Absolutely not! There are sidewalks for bikers to use if need be. There are also plenty of other bike friendly streets that can be used in this town to get the biker to their desired destination. It is not necessary to make every street one lane just so we can squeeze in a bike lane. I also must say the bikers don't even stay in the bike lane to begin with. I think before we raise taxes (once again) to fund unnecessary bike lanes, maybe spend the money on a traffic class for bikers, clearly this has never been addressed. If a license is required to drive a car, a license should be required to "drive" a bike. Essentially, we are all "one" with the road so educate EVERYONE on how to operate in traffic.						
7/12/2013 8:59	Brian	Hughes	1510 Angelina Way	406-531-1599	brianh@mocmt.com	Not in support

7/12/2013 9:07	DANE	JENSEN	775 DISCOVERY WAY	406-360-9625	dane_jensendcc@hotmail.com	Not in support
7/12/2013 9:25	Alice	Tully	PO Box 3282	406-370-5300	atully44@msn.com	Not in support
I travel this daily to and from work at the University. When school starts in the fall and we once again have 14,000+ students in town, 6th Street is always backed up for the early morning commute. The number of bike riders are few and I have always observed cars being courteous to the bike traffic. The bikers do NOT obey traffic signs and often make bad choices crossing streets, etc. but the cars take the blame. I enjoy riding my bike and am not against bike riders. Fifth and Sixth streets are quick, easy east/west routes that do not need to be bottle-necked down. Cars will be sitting in line at stoplights, idling away trying to get to the University. I will be driving another route which will increase my driving costs. Bikers can go a few blocks north and get on the bike/walking trail that takes them totally away from the traffic. Cars can pick different routes with numerous stop lights and take twice as long to get to work. I grew up in this town and I'm disgusted that because of a few, the rest of us are forced to make changes.						
7/12/2013 9:44	Bev	Jensen	3917 Lancaster Rd		bjensenm@hotmail.com	Not in support
This would add to Missoula's insane traffic "solutions" like W Broadway and N Higgins.						
7/12/2013 9:54	Dick	Wilder	289 Bull Run Florence, MT	273-2345	dhwilder77@msn.com	Not in support
Slowing motor traffic for departing university events while bike lanes remain relatively empty.						
7/12/2013 9:58	Clancy	Kenck	2813 Queen St.	406-728-3871	cbkenck@yahoo.com	Not in support
7/12/2013 10:58	Duane	Petersen	1208 Ponderosa Dr.		inspete1@gmail.com	Not in support
I understand the description of the proposal. Seems once again like the city has more tax dollars than they know what to do with. LETS LOOK AT BENEFITS! "more livable" - what's it mean? "lower speeds" --means that lower speed limits will be posted? Doesn't say so in description. "less noise and pollution" is accomplished by doing what? Reducing the amount of traffic? Where will the traffic go? The final sentence says the reason for spending tax dollars: GET RID OF THOSE DAMN CARS! Finally an honest answer. Just look at what has happened on Lolo street in the rattlesnake and what happens (on a yearly basis) on Van Buren street. We just have to spend the tax dollars we are getting from tax payers--local, state and federal taxes all come back to my taxes paid. We are holding drivers of cars responsible--their driving behavior and what they do in their cars. When will we hold cyclists responsible?						
7/12/2013 11:16	Franklin R	Muth	P.O.Box 3905	406-728-1321	fmuth@muthengrs.com	Not in support
The bikes should be using the Old Milwaukee Rail road alignment. This provides a safe trail under the major vehicular routes. I use 5 th & 6 th Streets every day to get to my office, since there is not another East/ West corridor my observation is a one lane would cause a traffic bottleneck. Right now we are running on a skinny two lane and both lanes are full!!!!						
7/12/2013 11:39	catherine	gawelko	3509 BrandonWayMissoula Mt		ccatdancers@msn.com	Not in support
7/12/2013 12:51	Nyla	Sternner	1509 So FIFTH 5th St. Missoula	406-549-9210	nsternner@bresnan.net	Not in support
I LIVE ON THE CORNER OF THIS ROUTE....5TH AND RUSSELL. Please don't allow this...what is going to happen when they redo Russell if they ever and also how about traffic from this huge apartment complex near 3rd Russell--??? I can't beleive this will happen, I'll never be able to use my alley or driveway!!!!!!						
7/12/2013 13:11	Susan	Flanagin	727 Longstaff		susanmeadowlark@optimum.net	Not in support
7/12/2013 13:23	Kim	latrielle	1408 Khanabad way	4065449722	klatrielle@gmail.com	Not in support
7/12/2013 14:33	Linda	Frey	100 Hillview		lfray@bigsky.net	Not in support
It would just push traffic onto other streets and the current system works well						
7/12/2013 14:34	Jo	Cameron	7651 Becca Lane, Missoula, MT	406-258-5446	jcameron@centric.net	Not in support
I don't like what happened to Broadway when it was taken to one lane. It makes traffic back up and the same thing will happen to this situation. There are more cars in Missoula than bikes. Most people don't ride bikes in the winter!						
7/12/2013 14:39	Karl	Hughes	1510 Angelina Way, Missoula, MT	406-531-6640	karlilhughes@re-mg.com	Not in support

I do not see bene fits from this proposed change, other than accommodating cyclists for the short time we have a decent cycling/walking climate. Below are reasons why I oppose this proposal. Cycling season is a short 3-5 mon this out of the year, resulting in 6+ mon this of rarely used bike lanes. The roads are already considered narrow and with an increasing population, narrowing roads does not make sense. The only reason speeds will be lower is because traffic will be congested, meaning more pollution with the time it will take to reach your destination. The roads will not be quieter due to honking and idle engine sounds from overcrowded traffic. Residents on these streets will be forced to wait in line to pull out of their driveway due to slow traffic flow. Lastly, I highly disagree with the goal of a mode shift to cycling, walking, and transit (buses). It's impractical. If this is intended for UM students I may understand, but not all Missoula residents. I cannot perform my job without my vehicle, and I know I am not the only person who relies on independent transportation to make a living. I hope for the sake of this city, the proposal is not implemented and an encouragement of mode shift to metropolitan transportation is aborted.

7/12/2013 14:47 Brandon Long PO Box 5918 406-550-1900 branden.long@gmail.com Not in support  
I think this idea is dangerous, and we don't need to spend \$60K for someone to tell us what the counsel wants to hear. These streets have worked fine for years, start messing with them, and you'll have a bike/pedestrian fatality. Is the city liable if it initiates a dangerous traffic environment via policy that causes loss of life? When bikes/pedestrians and cars are forced to share the road, the bikes/pedestrians always lose. The city should be pursuing a policy that creates dedicated bike/pedestrian trails, completely separate from motorized vehicular traffic. The Rivertrails and parts of the Railroad Trail are perfect examples (except for the lack of easement between North Ave and South Ave near the mall).

7/12/2013 15:12 Derek Hubbard 210 Inez St dhubb928@yahoo.com Not in support  
7/12/2013 15:32 Judith Ann Harvey 3526 Connelly Way Unit A Missoula, Montana 406-721-2691 allegrojh@hotmail.com Not in support  
This would cause my friend, Nyla, difficulty with getting out of her property.

7/12/2013 15:40 Bruce Stell 6290 Timothy Court bstell@bresnan.net Not in support  
7/12/2013 15:42 Diane Oman 4217 Larkspur Drive diane.oman@gmail.com Not in support  
It's time for the bicyclists to have some ownership in the "bike missoula" project. Too many times I have almost hit a bicyclist riding the wrong way on these one way streets on the sidewalks. It is time for bicyclists to be tested, and licensed, and some money come out of their pockets for all of the bike improvements they demand. Look to Eugene Oregon for your example. Let's get serious about it - bicyclist cops to ticket the bicyclist that goes the wrong way on the one-way. It is the only way to legitimately proceed down this path any further. Riding the backstreets works fine for me. Uncontrolled intersections on backstreets ARE NOT problematic Mr. Jaffe. You can hear the intersection long before you get there. Crossing a busy street IS NOT problematic either, get off the bike, the car is obligated to stop. Missoula bicyclists need to start to take ownership for themselves. Tested, licensed, Patrolled.

7/12/2013 15:51 Marshall Taylor 210 Inez ST S marshalljtaylor@gmail.com Not in support  
7/12/2013 16:33 Ruth Link 2200 Garland, #4 ruth.link@gmail.com Not in support

I know Missoula has done a lot to be bike friendly, but this is overkill. As a biker who lives on the south side of town, it is not difficult to navigate through trails and side streets across town. I also work near 3rd/Russell and have seen how backed up those two streets can get...especially during rush hour or any event at the University of Montana. Have you ever tried to leave campus after a game? I love riding my bike in the summer, but it isn't always feasible and winter is real in Montana. Can we please stop designing our streets for the exception instead of the rule? Thank s!

7/12/2013 17:06 Ralph Sample 828 S. 6th W. Missoula, Mt. dirtybike74@msn.com Not in support  
Horrible idea, there is a great trail along the river that goes the same places 5th and 6th goes. We spend money to create bike paths and they still want the streets. I have lived on 6th for 50 yrs. I raised 3 kids there with no problems. I have parked on 6th and have never had any car damage from vandals or traffic. I also ride a bike, the river trail and the trail along RR tracks are great places to ride. 5th and 6th are main through-fares to the U of M and Hellgate Highschool and uptown Missoula. Believe it or not automobiles are still the main mode of transportation in Missoula.

7/12/2013 18:24 Patricia Lamb 107 COHOSSET DRIVE 406-251-4108 patlamb@juno.com Not in support



a. who would believe that changing 5th & 6th to one lane will cause motorists to slow down. I walk 5 to 7 miles every day and I can tell you that the majority of bikers are on the sidewalk and most are heading the wrong way for legal traffic. We do not need more of this agenda 21 stuff..We need the city to repair our streets.

7/12/2013 18:27 Bryan Berquist 701 Longstaff St Not in support

7/12/2013 18:30 Shannon Bell 2517 Galena Court Not in support

7/12/2013 19:38 Joyce Sample 3 Holiday Lane 406-493-0482 adamante@yahoo.com Not in support

I do not support this Proposal. I don't like the bike lanes. Most bikers don't follow the laws. I thought that bikers had to stop for traffic lights and stop signs which they don't. There have been to many bike lanes that have screwed up the flow of traffic already. Just look what lane changes have already done to the traffic flow on North Higgins. I whole town has been changed to make traffic move better but I don't see where any of these changes have done that. Please stop changing our streets as some of us don't have a choice of biking, walking and transit as we need our cars for our jobs. Changing 5th and 6th streets is an awful idea.

7/12/2013 20:22 Wally Sept P.O. Box 8602 Missoula, Montana wsept@q.com Not in support

This is another Smart (stupid) Growth proposal right out of the UN Wildlands Project! ICLEI will continue to tighten the chains around our necks until we have "FREEDOM IN CHAINS" The slumbering public needs to wake up, if it isn't too late already. What is next, check stations on all roads leading out and coming in to the major cities? Or, is Missoula going to ship in additional "NEW PARTY" (COMMUNISTS) individuals from New York? It is amazing what apathy and indifference does to a society!

7/13/2013 7:45 LINDA FERRELL 10200 ORAL ZUMWALT WAY jllferrell49@msn.com Not in support

7/13/2013 8:51 Janet Schwartz 4895 N. Wornath Rd. 251-3816 vern@montana.com Not in support

this road flows just fine without any tampering with. No matter what bicyclists say they and walkers are some of the rudest people I have ever run across. You are infringing on my rights to have a safe route to take to the University..

7/13/2013 9:08 Jesse Larson 1260 s 1st st w #E jllcmspr@gmail.com Not in support

7/13/2013 9:21 Tammy Larson P.O. Box 5155 406-240-2771 Gtj04@gmail.com Not in support

7/13/2013 10:03 John Greytak 112 Bannack Pl 4065312998 Jpgreytak@aol.com Not in support

Please quit restricting the flow of traffic in Missoula. Most growing cities realize the flow of traffic is key. In reality 5th and 6th are under utilized and should be extended to Reserve St. These two streets could provide great east/west corridors. Look at Gt Falls, they utilize their one ways & they are awesome. Speed limits are 30 mph & people use them a lot. And finally I would just add... How did the Broadway lane reduction work? It didn't. It is a total joke & is actually dangerous. How did the Higgins reconfiguration work? Again it didn't it is another Missoula joke. Are we flush with money as a community? Then quit wasted HARD earned tax payer money on bad experiments. Again let the traffic flow... seems so obvious that even people in power could understand that concept. Besides there's already a bike lane on these streets and the Kim Williams Trail runs parallel just a few blocks to the north. What else do you need? Again stop wasting money on these ridiculous traffic restricting plans. They are expensive, they don't work and one day with proper leadership we will pay to reverse all of the mistakes. You even got Reserve wrong. Frankly heads should roll for these expensive, poorly thought out plans. The question should be: How do we get traffic to flow seamlessly? Hint: nothing you have done to date works!

7/13/2013 11:02 Lawrence Anderson 6573 MacArthur Dr. 239-6721 anderson915@brennan.net Not in support

Rather than narrowing these and other streets such as Broadway with narrowing attempts there should be a plan to create bike only streets that focus on getting to and from campus and directing folks to the river front trails. We need to focus on creating paths that have no at grade crossings for bikes and vehicles. Focusing on the campus and riverfront trails would eliminate encounters between bikes, pedestrians and vehicles. Campus, downtown and North Reserve should be major hubs. Focus on creating at least one segment of the transportation complex as a successful mode of transportation. Stop limiting commercial traffic with these traffic sharing concepts. They do not work.

7/13/2013 12:13 Shaun Raunig 2420 Woodland Ave 4065316739 sraunig1@gmail.com Not in support

Before anymore bike lanes are put in place I think a traffic congestion study should be conducted. The downtown area is more congested than ever and the growing population of vehicles and the local bike unfriendly climate for over the winter months does not compute the benefits of adding more pedestrian bike lanes. The carbon foot print of the congested downtown area without turn signals and backed up traffic is now greater than ever. Please preform a study I'd love to see the results of the how these bikes lanes are negatively affecting our local community and air quality in our beautiful Missoula Valley.

7/13/2013 17:30 Cynthia Kirk P.O. Box 7632 Missoula Montana 406-274-1687 cynfulkirk@rocketmail.com Not in support  
As a child I was taught not to ride my bicycle in the road, as an adult I find it difficult to drive with bicyclists in the road. I do not feel the cyclists belong anywhere near the road as they are a real hazard.

7/13/2013 20:03 Fredericka I Thompson 4014 Timberlane St. 406-721-4353 butterflies@bresnan.net Not in support  
There is nothing safe about the hodgepodge of bicycle lanes/bulbouts/ped crossings that the city is forcing on its citizens. We hear bicycle riders and vehicle drivers complain constantly about how unsafe it is. It is only a matter of time until an accident happens, for which the city will be responsible. We know of one individual -- 20-year bike/bus commuter -- that you converted to a vehicle commuter because of almost being hit by a car twice in 2 weeks. Too much risk involved in biking around Missoula! This is ONLY about "mode shift" and it isn't going to work. The bus system has become increasingly unreliable also ... and now they want more \$\$ to "improve" services ... for whom? More bad ideas from city hall!

7/14/2013 16:05 Anna Weida 6920 Nettlewood Pl (719) 548-9102 weidacr@aol.com Not in support  
Having lived in Missoula I am 100% against this proposal

7/14/2013 18:33 georgiann braten 2324 gilbert 829 1389 gigieug@peoplepe.com Not in support  
7/14/2013 20:03 Dave Strom 106 Woodbine Place dstrom00@gmail.com Not in support

I see the City is maintaining it's well establish anti-business tradition. The next time you nuanced secular progressives are in the star chamber nuancing (or what ever it is you do in there) you might consider making some streets wider. Just a thought.

7/14/2013 20:56 Jim Weatherly 2001 35th Avenue, Missoula, MT 406-549-5697 jweatherly@bresnan.net Not in support  
7/15/2013 10:30 Ryan Sharkey 4265 Birdie Ct #9 na@na.com Not in support  
7/15/2013 15:35 David Mihalic 908 Polaris Way davemihalic@bresnan.net Not in support

I bike on both of these streets and the current configuration is just fine. The amount of traffic in spring or fall is not as much as summer and bicycle use diminishes. During the winter, there will be plowing and consequent issues with lanes when snow/ice covered. By the way, our community is already "livable." Making this change does not AUTOMATICALLY mean something is "safer" as the proposal states, above.

7/15/2013 16:35 nancy van allen 4655 n wornath rd pippy@bresnan.net Not in support

Why is it, Missoula seems to want to create more accidents just to support bikes. More and safer motorized traffic streets need to be added. Bikes are around a short time each year, cars are used 12 months out of the year. Not every one is capable of using bikes, due to age, health, etc., yet the big push for bikes some how makes motorist out to be ogre's when we aren't. I've lived my life in and around Missoula, the first 10 years on 5th Street, which was busy with two way traffic in the 50's, its a busy street still and doesn't need to be made more dangerous by this cockamammy idea.

7/15/2013 20:42 Dorothy J. Deschamps 4332 Expressway #13, Missoula, MT 406-541-4772 dldayshaw@aol.com Not in support  
7/16/2013 5:48 Dennis Gordon 2113 36th St. oddpilot@aol.com Not in support

Too few bicycle riders vs the traffic impact this would have.

7/16/2013 10:23 raymond wilson 1800 s 3rd st w, missoula, mt 406-207-6628 ray@mountainimports.com Not in support  
there are hundreds of vehicles a day using these roads, less than 20 bikes per day, since when does the minority have precedence. very bad idea.

7/16/2013 11:08 PAM CLARK 410 SPEEDWAY AVENUE 406-721-3395 pam@mountainimports.com Not in support  
7/16/2013 15:07 Mary Archibald 2315 Sunlite Lane 406-529-2687 maryarchibald@bresnan.net Not in support  
7/16/2013 17:01 Robert Bell 2517 Galena Court rob\_bell@ymail.com Not in support

This is a terrible idea. While we are all for bicycle transportation, it's a little tough for me to move my family of 5 around on bikes in January. Automobiles are a necessary form of transportation as well. This proposal will only increase congestion (and pollution) and make it more difficult for drivers to get around town. Furthermore, I can't begin to imagine what 5th and 6th streets will look like before and after University events like Griz games. The rework of the Van Buren bridge already creates a big mess on game day. This will magnify the problem.

7/17/2013 22:28 Claudi Lund 406 Zimmerman Lane (406) 353-0249 claudi@lund@yahoo.com Not in support  
I understand the need for a cyclist and pedestrian facilities, However, with the increase in Missoula's population, the increase also effects 5th and 6th due to it's usage for University of Students. I also don't like the way the motorized traffic will return to 2 lanes at controlled intersections. I believe this will create a huge, new safety issue for the motorized traffic.

7/19/2013 9:09 Brian Furey 1861 e broadway btf40782@gmail.com Not in support  
Seems as if reducing the driving to 1 lane will cause more congestion on 5th and 6th streets, especially during higher traffic times. A thorough traffic study should be completed to determine the impacts of reducing the lanes. I am an avid biker and rarely find myself taking 5th and 6th streets because the riverfront trails take me to the same places that 5th/6th would, making this a considerable expenditure that might be unnecessary.

7/20/2013 20:23 Carl Anderson 1244 S 6 W sasas@live.com Not in support  
The river-front trail provides a safe, direct route to downtown or the university. Fourth Street also provides a direct, safe route that parallels Fifth and Sixth Streets. Fifth and Sixth Sts move vehicles safely and efficiently. For the sake of common sense, please do not make these streets single lane.

7/20/2013 20:38 Keith Baer pmb 335, 2814 Brooks 406-251-2237 KeithB@Montana.com Not in support  
I drive this street on an almost daily basis for work and pleasure goals. As it is now, it is one of the few streets in town where it is easy to travel east to west. It is also very easy to accommodate bikers and I am more than happy to do that. As a working roadway as is, please leave it alone and please do not mess up the traffic flow as has happened to Broadway. (Also as a result of the Broadway project, I am finding more snarled traffic on Toole. This proposal will result in more snarled traffic on 3rd)

7/22/2013 13:43 Gloria Roark 10079 Miller Creek Road (406)251-5961 zibec@optimum.net Not in support  
7/22/2013 15:26 Pauline Dean 2840 Santa Fe Ct. 406/3277490 pollyspace@bresnan.net Not in support  
A ridiculous idea, a breach of our rights as local auto drivers, complete selfishness from our City Fathers. Your plans to follow Obama's Agenda 21 because you think it will benefit you financially and powerfully, you are mistaken. It will all come crashing down on you in the end. I beg you to reconsider these demonic plans. We, as Americans, do not deserve such abuse from our government. Sincerely, Local, Honest, Committed Citizen.

7/25/2013 10:00 Kim Latrielle 1408 Khanabad Way 406-549-0857 klatrielle@gmail.com Not in support  
7/27/2013 9:41 Heather Lounsbury 6975 Linda Vista Blvd hlounsbury@bresnan.net Not in support  
7/29/2013 12:00 Darr Tucknott 3905 Concord 406-240-0621 darrtucknott@hotmail.com Not in support  
First, on this site you should list more than the benefits. You are leading people to supporting it, instead of staying unbiased. Please don't reduce lanes. Lower the speed limit and enforce it, encourage folks to slow down. People have to drive, I live across town, have to drop my kid off and get to work by 9AM. I would love to bike, but it's not feasible. You can't force people to bike; but encourage them to get on the trail. I lived in the neighborhood before when renting, and would always bike on 4th street. Please don't narrow! We need to move traffic!

8/2/2013 9:46 Pat Boyle 519 Daly Ave 4065525119 pat@bdcnpa.com Not in support  
I live in the University. The City has already made it difficult enough to easily get access across town with the Broadway road diet and the Higgins Street changes downtown cause traffic delays. 5th and 6th street will only further restrict access around town. I see Trucks using Brooks to 6th street as an easy way to get to East Missoula. Now they will be forced to go down Reserve which is already backed up.

8/2/2013 9:57	Tammy	Yedinak	2776 Grassland Drive	tammy.yedinak@gmail.com	Not in support
traffic in these areas is already busy and many of us live far enough from our work that it is not viable to ride a bike or walk. If the bus service to outlying areas was better I would not have to drive my car. (from Mullan area to the University)					
8/2/2013 10:13	Drew	Rieker	2731 Dublin Street	drewrieke@gmail.com	Not in support
I am against this idea as I believe this will create more traffic congestion in an already busy area of town. I understand the City would like to make our streets more bike friendly, but it should not be at the expense of vehicle congestion. Please don't make the same mistake the City made on streets like Broadway from Orange St. to Toole Ave.					
8/2/2013 14:23	Doug	Lawrence	14455 Heligate Ln	406-258-6780 doug@mtwestbank.com	Not in support
In my opinion this would be another wrong decision by City Council. Transportation problems are on the increase because of self serving decisions by government. Higgins is a mess, Broadway is a mess all a result of personal desires and not in the best interest of our wonderful community. This is Montana and our geographic locations makes it impossible to live in a bicycle world year around. Look at the facts of the percentages that drive and stop favoring the few. 5th Street is a major exit from UM and needs to be two lanes. Maybe everyone could ride their bikes to the games especially the basketball season. Leave will enough alone. Make the street wider and take out the trees if it is that big of a problem. Do something constructive and get Russell Street done.					
8/4/2013 15:14	Brent	Greer	2792 Sheffield Drive, Missoula, MT	406-251-8033 btagreer@yahoo.com	Not in support
I often work and travel these two roads and changing them to one lane of traffic would be a conjested mess. Can not even picture what it would be like after a Griz game??? All for only a small percentage of the cycling population?					
8/6/2013 11:06	Molly	Boyle	519 Daly Avenue	molly.grinnell@gmail.com	Not in support
8/7/2013 10:56	Ruth	Johnson	836 Dakota	ruth.johnson@umontana.edu	Not in support
I have observed the one lane on 5th and 6th street by the University...and how traffic is affected with University activities. It is backed up all the way to E Broadway and Higgins trying to get into the University. Why would we want to add to that? I get so disgusted that traffic seems to flow smoothly going north and south, but not east and west. It is already difficult enough to get through 5th and 6th street signal lights on Russell, Orange and Higgins, and I can only begin to imagine the increase difficulties when it is reduced to just one lane. In regards to the bike lanes, I honestly do not see that many bike riders in the winter time. many of them already ride on the sidewalks anyway...(and, yes, I am both a driver AND a bicyclist)					
8/9/2013 8:55	Gina	Swensen	1225 Cleveland #2	geetz2005@gmail.com	Not in support

I do not support changing the roadways on 5th and 6th Streets. Just consider Griz game days or any days with large functions at the University, some of which have 5,000-10,000 attendees. 5th and 6th Streets are major arteries getting traffic to and from those events and cutting down the amount of traffic they can handle by half is irresponsible. It will cause overwhelmingly huge traffic flow problems to every other major roadway that no one, in any neighborhood, will want to have.

Also, I do not feel that these proposals will cause any kind of "mode shift" as most people who use these roadways do not live there, but must travel from outside the area to get to their destinations. That's very unfair to force people, many of whom are unable to ride a bicycle for various health and distance reasons, to ride a bike, walk extremely far (and in weather conditions that are often brutal) or take the bus which does NOT go far enough out for many who do not live in the heart of the city nor at convenient times.

As for myself, when I grew up in this town, in the late 1980's, I biked all over without the need of dedicated bike lanes, as did everyone I know. We knew the rules of the road and followed them. As I travel around this city today, I notice that maybe 1 in 20 cyclists follow any of the rules of the road. Every day I see cyclists ignoring traffic signals, ride across pedestrian crossings (and when you're on a bike, you're not considered a pedestrian), drive across lanes of traffic to turn without using any hand signals to indicate what they're doing, and cutting off vehicles in traffic situations.

I honestly feel that the best solution for this city is better and more bicycle training. Teach those who cycle around town how to obey the same laws that we who drive vehicles follow.

Taking a poll of people who only live on these streets is also bias. Of course people who live on these streets would want to hear "property values will increase". However, that will not be the case. Property values do not increase when traffic flows are slowed and volume forced to increase. Property values rise when neighborhoods take care of the property they own and the infrastructure is maintained to provide the best options. This is not the best option. The responsible and correct thing to do would be to poll people who travel on these streets daily, who do not live in the area, to see how they would feel about the proposed changes. Ask people who use these streets to get to Griz games in the fall, or University employees and students who commute every day from outside the area what they think. Then you will get a true picture of what the people in this city would feel best serves them.

Once again, I feel that cutting the traffic capacity of these major streets in half is irresponsible and will cause more problems than it would ever solve.

8/14/2013 14:49 Susan Bradford 708 N. 4th W.

sub@wildrockies.org

Not in support

I think this is the wrong approach. 5th and 6th are already very busy streets with University traffic and events and reducing these to a single lane of traffic will cause backups and eliminate the advantages of the new turn lanes near the Monroe St. bridge. It would be better to route bike traffic onto a safe adjacent street that runs parallel to these, such as 4th St. or Eddy St. Establishing a clearly marked bike route on nearby streets with less heavy traffic is far more sensible than this proposal, which seems likely to create new backups and congestion. Without 5th and 6th as clear arterials, it is also quite likely that more cars drivers would choose to cut through on other side streets, creating new traffic hazards for pedestrians and bicycles in the residential areas around University. I support the idea of creating a bike safe community, but I think it makes much more sense to accomplish this by mapping out safe and efficient travel routes that take advantage of lower traffic streets than attempting to convert every main artery into a bike route. As it is now, 5th and 6th are good motorized routes -- which encourages most car drivers to favor these rather than cutting through the residential area -- all of which is available to bicycles. We can also do more to improve education and outreach to bicyclists and new students so they are aware of the best routes.

9/16/2013 17:31 CARL BASNER 1301 S. 4TH ST. W.

cbasner@bresnan.net

Not in support

Parking along 5th and 6th is already a problem especially in the winter. Making 5th and 6th one lane for vehicles and one lane for bicycles is absolutely the most ridiculous suggestion ever made for this town. With no restriction on the amount of people allowed to move here and the number of cars they may have, you are now suggesting to make the 2 most used East-West streets one lane for cars, buses, trucks, and semi's, and one lane for bicycles. This is a total move backwards in the twenty-first century. In no way will motorists have a smoother flow and what about emergency traffic -ambulances and fire engines. At the rate of out-of-control growth in this city, which can't handle traffic at it's current rate, making it less viable for traffic is clearly a thought from some damaged minds. Take a morning or late afternoon trek through this congested place and then make your proposals after having to get somewhere in less than 30-45 minutes in what used to be a charming place to live. Wake-up and get real, and then you're going to add traffic circles. There are more people living in these neighborhoods than the bicycles that will ever use their new "full" lane on both streets making a bad situation worse. Patrolling these streets for speeders would make them safer and profitable, like they do in other cities and towns. There are many days a week, at certain times that the one lane theory on 3rd St. has traffic backed up bumper to bumper from Russell to Orange heading in both directions.



10/9/2013 13:22	Lorie	Johnson	225 Kensington Ave	mtngf137@yahoo.com	Not in support
3/4/2014 11:32	CARL	BASNER	1301 S 4TH ST W.	549-5580 cbasner@bresnan.net	Not in support
This is one of the more backwards in progress ideas this city an dream of. These are and have been the 2 major east-west cross streets in the town. Move the parking to off street and leave the bike lane which will never be used 24 hours a day, as it is with emergency, delivery, university, and all other vehicle traffic. To make 5th and 6th one lane for vehicles and one wide lane for bicycles is backwards and will cause more injury and problems than anything that happens now. You could use 4th St as a bicycle route and never interfere with the traffic flow on 5th and 6th. This is simply wrong and blind sided, this is not Europe and will never be. I urge you to think forward and not backward, with all the uncontrolled growth of apartments and influx of masses of cars makes this ideas of bikes as the future is just plain ignorant anyway you look at it. To have a bike lane sit primarily empty for the greater part of the average day and night, makes no sense in any thinking society, see what happens when there is an emergency that blocks the one lane, or a break down, or one of the many people who continuously turn the wrong direction on the one way street as they do now. This is not just fantasy, it is a nightmare in the making.					
6/21/2013 7:18	Lauren	Waller	731 Cooper Street	lauren.waller@umontana.edu	See comments
I am a bike commuter in Missoula, who is extremely leery of any "improvements" to bike safety in town. My perspective is based on the multiple decisions that have been made thus far to improve biker safety. I am in strong opposition of anything that might resemble the 1. Higgins Street bike lane "improvement", 2. The University "improvement" near the Gallagher business building and the connector between the river trail and Madison Street, or 3. the Phillips Street, Rattlesnake Drive, and other streets where bulbouts have been constructed. These constructions have put mine and my child's (who rides in a bike trailer with me) in jeopardy. I drive 50% more than I used to because of these "improvements". The only two improvements that I support so far are 1. the new rotary near Grizzly Grocery. Here, bikers can clearly enter and exit motorized traffic safely. Well done on that one. 2. I support painting the bike icons in the street so drivers know that bikes are in the flow of traffic. However, this has only been done in a few spots. Most are completely worn out (i.e. Orange Street). So, in conclusion, if the new "improvement" to 5th and 6th street bears any resemblance to the aforementioned "improvements" that predominate around town, color me a NONSUPPORTER!					
6/24/2013 15:04	Nancy	Wilson	332 S 1st St W Apt A	nancy.wilson@mso.umt.edu	See comments
I truly think returning fifth and sixth to two way traffic and making them more like 4th and 2nd would be a better solution for the community.					
7/8/2013 8:52	Jessica	Mayer	317 S. Orange	jmayrer@missoulanews.com	See comments
7/11/2013 11:14	Vincent	Pavlish	609 Rollins Street	vpavlish@gmail.com	See comments
I am a steady bike commuter (when weather permits) and driver through this area, because my home is adjacent to 6th and I work on Mullan Drive. My wife and I often talk about how it would be nice to have a bike lane on 6th, but I don't think the time is right for this proposed change. I am hopeful that the council will fix the Russell Street/Bridge to 3d Street problem. When that happens, driving and biking habits may change significantly along this corridor. I would suggest focusing on this problem before making changes designed to accommodate or change traffic along these routes, which seem like a smaller problem, if possibly easier to fix. Though the existing situation is not perfect, it works all right, and I have doubts that anything will work any better until the bigger traffic problem is fixed. Thanks for your consideration.					
7/11/2013 11:23	Michael	Painter	840 Woodford	406-251-6680 paintns@hotmail.com	See comments
I would support this project, depending on the projected cost. If the changes can be implemented as part of the City's Public Works' Department's regular maintenance / repainting at minimal additional cost, I would strongly support the change. If, however, a traffic study (the cost of which is apparently estimated to be in the \$50,000 range) and/or additional approval / authorization by MDOT is required, I don't think the benefit is worth the cost.					
7/11/2013 12:33	Karin	Wolff	PO Box 128, Milltown, Mt 59851	flamingokarin@aol.com	See comments
Even though you would like to pretend it isn't happening, Missoula is a growing city and we can't keep taking driving lanes away just to accommodate 7 - 8% of the population. If anything, we need more driving lanes to keep traffic flowing and prevent traffic jams. I think there are already plenty of bike/walk trails and bike lanes that allow bikers to get safely across town.					
7/11/2013 23:59	John	Torma	314 Connell Ave.	(406) 360-1166 john.torma jt@gmail.com	See comments

The times during the day when motorists may be inconvenienced would be very few. But the enhanced safety would be around the clock.

7/13/2013 7:33 r w m mtmrox@gmail.com See comments  
It's a wonderful idea for pedestrians walking across two lanes. I almost hit someone when I thought car on my left slowed down to turn left but was slowing down to stop. I didn't see why till pedestrian started to walk across. They need tall flags to cross street..:) bikes. Sure that's great also. BUT holy smokes! Can you imagine the road rage driving to university during events! Or rush hour! I guess they will find other quiet streets to use.

7/13/2013 7:53 Gary Sanders 105 Tyler way 406-240-1573 sandersoh6@yahoo.com See comments  
This is an atrocious idea, you will be congesting traffic on these streets and the overload will be migrating to other side streets increasing danger on otherwise quiet streets. This proposal will spread the problem and not fix anything.

7/16/2013 11:59 Theresa Brown-Fritz 1105 Haaglund Drive #1 406-370-7545 tfritz@mso.umt.edu See comments  
7/19/2013 8:26 marie root po box 8923 residence: 508 so. 3rd west mroot@mt.gov See comments  
hugely in support. even though 4th street from higgins to russell is known as "hippie highway" used by many bicyclists and pedestrians, and cars in no hurry, 4th street doesn't have the safety features of the stop signs from the side streets that 5th and 6th have. this plan would provide more reliably safe east/west bicycle and pedestrian movement.

7/22/2013 17:01 Judy McKinney 18427 Mullan Road 406-626-0148 judy\_h\_mconcrete@yahoo.com See comments  
It is already challenging to go east/west in Missoula with Broadway already limited to one lane with a bike lane (which most bicyclists I've observed travel in the vehicle lane and drift back and forth between the vehicle lane and the bicycle lane, as it suits them. You cannot rely on them to stay in one lane or the other, often switching lanes and then looking behind themselves to see if there is traffic. Please do not make it more difficult by turning 5th & 6th streets into another Broadway diet.

7/26/2013 9:17 Linzie Norman 97 arrowhead dr 907-723-1711 linzie790@gmail.com See comments  
I am 100% in support of putting in removing a lane of vehicle traffic in place of a bike lane on both 5th and 6th street. However, the bike lane needs to be placed on the other side of the parking so that the parked cars are acting as a buffer, separating the vehicle traffic and the bike traffic. They use this model in Portland, OR and it works very well at making bikers feel safer riding without the worry of colliding with a car.  
<http://www.treehugger.com/bikes/portland-state-creates-independent-bicycle-track.html>

8/8/2013 9:59 Dan Shirley 2315 Duncan Dr shirleydan@gmail.com See comments  
As a daily bicycle commuter, I'm in complete support of increased bike infrastructure, however this one doesn't make a lot of sense to me. Cyclists can easily use adjacent streets that are non arteries. There is no reason for cyclists to ride on 5th and 6th. Save the money and put it towards improving areas where there are no other options for cyclists, for example Brooks St.

8/14/2013 15:19 Susann Bradford 708 N. 4th W. sub@wildrockies.org See comments  
Correction: My previous comments were made under the false impression that the design would extend to Arthur St. rather than only from Higgins to Russell. I would like to retract my concerns specific to the University area, but my general concerns remain intact. However, I would like to add that do think the stretch from Orange to Russell is less problematic due to lower traffic. Also, I think the need for new mandatory turn lanes at Higgins and 5th would create back-ups and confusion in the proximity of Hellgate HS, potentially increasing hazards to pedestrians and congestion on 5th and Higgins as some cars are forced to turn or attempt to merge into one lane traffic. This interface needs careful consideration and does not appear in the diagrams below.

Thank you!

8/16/2013 9:02 Celeste Bickford 400 W Broadway Suite 101-225 Missoula MT celestebickford@yahoo.com See comments  
I am unclear on which intersections will have two lanes of traffic to facilitate turning and traffic flow. The left turning lane from orange to 6th street is already a congested area, and having only one lane on 6th would increase that congestion. So, if that is one of the places where motorized traffic will return to two lanes, then I fully support this proposal.



1/21/2014 8:50 Julie

Walsh

212 South 5th Street West

406-690-4863

walsh.julie.k@gmail.com

See comments

While I support a mode shift, I worry that having only one lane of car traffic just west of Higgins would congest traffic too much after events at the Adams Center or on campus (i.e. football games). Perhaps the reconfiguration should happen only west of Orange Street, where 5th and 6th become a little quieter. Bicyclists are barely two blocks west of the Kim Williams Trail, and can use that as an alternate Higgins-to-Orange route if they feel unsafe. The place I feel most unsafe as a biker is on the Hip Strip, between Brooks and 3rd.

## Proposal for S. 5<sup>th</sup> and 6<sup>th</sup> Streets

- How this proposal improves the neighborhood:
  - **Community** is more livable with safer walker and cyclist facilities
  - **Residents** benefit from lower speeds, less noise and pollution, fewer crashes
  - **Cyclists** gain a connected east/west bike lane
  - **Pedestrians** cross only one lane of cars
  - **Motorists** have smoother flow and increased parking width
- The strong support of the people living on 5<sup>th</sup> and 6<sup>th</sup> has inspired forward momentum on the project, including unanimous support at a 2013 Riverfront Neighborhood Council meeting.
- There have been countless stories about speeding vehicles and crashes involving cars, bikes and pedestrians. Police reports indicate S. 5<sup>th</sup> and S. 6<sup>th</sup> as one of the highest crash areas in Missoula. From the 2012 Missoula Long Range Transportation Plan (p.3-17), “Of the top 30 road segments with the highest crash rates, seven locations are along Reserve Street, five along Brooks St, **4 along 5th and 6th Streets**, 3 along I-90, and three along Mullan Road.”
- Two-way traffic is a possibility yet there would not be enough room to include bike lanes.
- Current and projected traffic volumes will likely flow better with this proposal than the current roadway configuration: this proposal keeps two turn lanes at the intersections with Russell, Orange and Higgins (a left/straight lane and a right turn lane). Note: a City traffic model that predicted slight traffic shifting erroneously did not include two lanes at the traffic signals.
- This proposal is inexpensive and would only involve shifting painted lines, possible signal head adjustment and parking adjustments at the signals. Both roads are likely to be chip sealed in summer 2015, creating a ‘blank canvas’ and an ideal time to implement this proposal.
- This proposal is for the sections of S 5<sup>th</sup> and S 6<sup>th</sup> between Higgins and Russell, which have the lowest volumes of traffic. The combined traffic volume is roughly 8,000 cars a day. This type of proposal is generally suitable for combined traffic up to about 20,000 cars a day. Observations and counts of ‘game day’ traffic from UM show this proposal to work (more than half of cars at 5<sup>th</sup> and Higgins turned south onto Higgins).

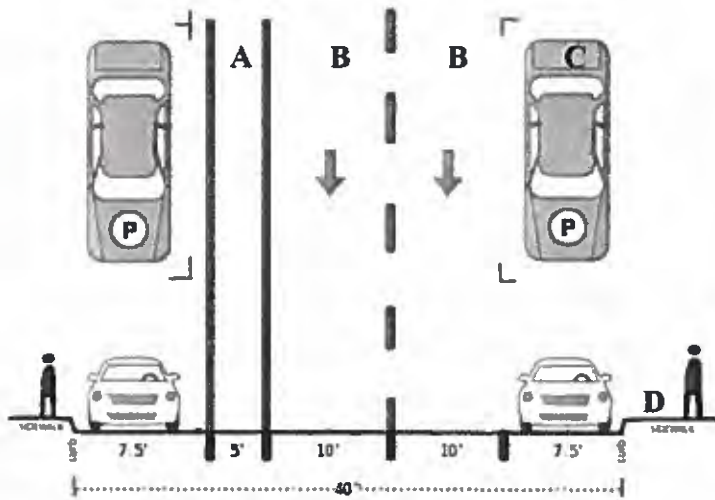
### Proposal Contact Information:

**River Front Neighborhood Council** (<http://ci.missoula.mt.us/283/Riverfront>)

**Missoula Institute for Sustainable Transportation** 880-6834, [mist@strans.org](mailto:mist@strans.org)

## S. 5<sup>th</sup> & S. 6<sup>th</sup> Street Current Configuration and Proposal (Russell to Higgins)

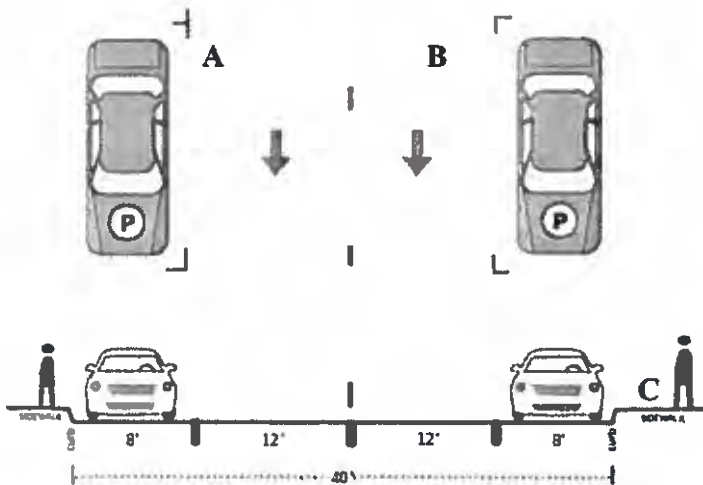
### Current S. 5<sup>th</sup> Street Configuration



- A. Minimum widths for bike lane, parking lane and travel lane creates danger for cyclists from passing cars and opening doors
- B. Dual travel lanes promote speeding and dangerous lane changing
- C. Parked cars more likely to be hit due to minimum width lanes, and passengers put in danger when exiting vehicle.
- D. Pedestrians in danger when one lane stops and other does not

*Note: All lanes at minimums on S. 5<sup>th</sup> currently*

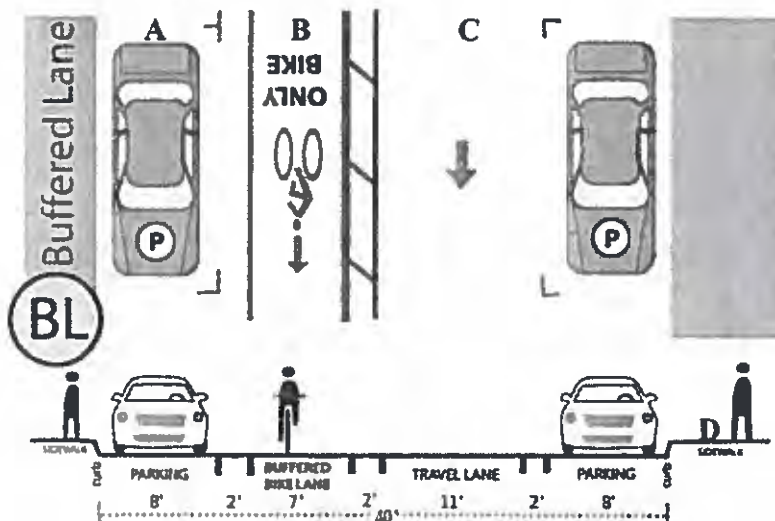
### Current S. 6<sup>th</sup> Street Configuration



- A. Cyclists must 'take the lane' or ride in door zone
- B. Dual travel lanes promote speeding and dangerous lane changing
- C. Pedestrians in danger when one lane stops and other does not

*Note: Parts of S. 6<sup>th</sup> only have one parking lane (this would stay the same with below proposal)*

### Proposed S. 5<sup>th</sup> and S. 6<sup>th</sup> Street Configuration



- A. Parking gains a buffer from cyclists and moving cars to ensure safety when opening doors.
- B. Cyclists gain bike lane with a buffer, providing safer separation from moving and parked cars.
- C. Motorists get smoother speeds, allowing for efficient and safe travel (right turn lane added at signals).
- D. Pedestrians only have to cross one lane of motorized traffic.

Overall- can expect calmer traffic (less speed, noise, dust and crashes) and more enjoyable walking and cycling experience

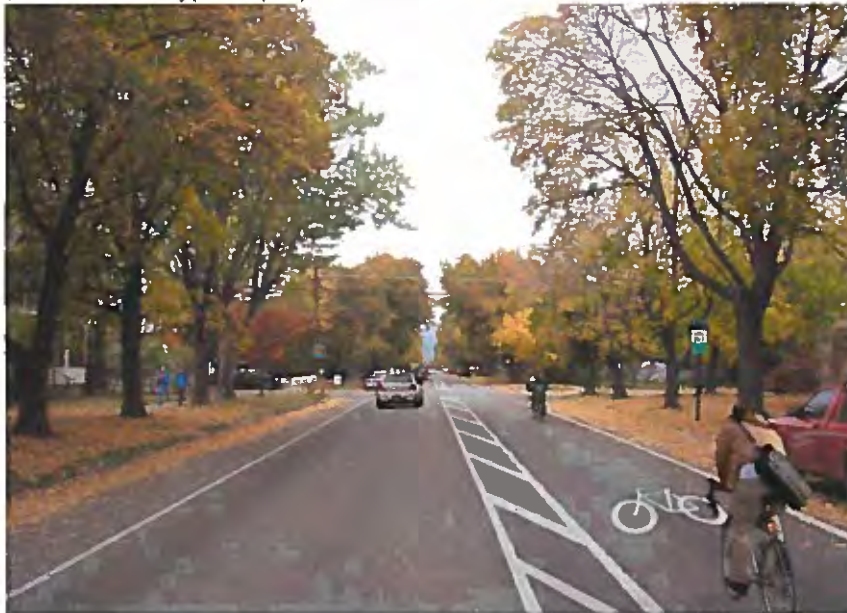
South 5th Street (Existing)



Hickory & 5th Street  
Facing West

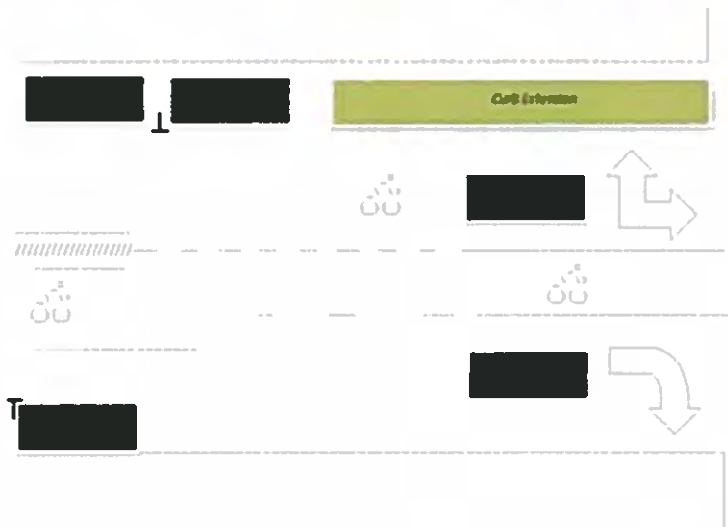
mist

South 5th Street BikeWay (Draft Proposal)



Hickory & 5th Street  
Facing West

mist



Possible intersection treatment: the buffered bike lane would narrow slightly and a right turn lane would be added for motor vehicles