

Greenough Heights Subdivision and Rezoning  
Engage Missoula Public Comments  
March 9<sup>th</sup>, 2022 through March 11<sup>th</sup>, 2022

Comment	Date	Name
<p>The addition of single family homes is a positive one to meet the needs of young working families who want to live and work in the City of Missoula.</p> <p>I will repeat this over and over again: All new construction must be offset by attention to transportation planning.</p>	3/9/22	Carol Limahelu
<p>We're in the middle of a housing crisis. One that's getting worse every day. Make this mixed use, apartments + small businesses instead. Then bathe in the tears of the rich nimby assholes.</p> <p>So, I'm not proposing this entirely out of spite. It's mostly because of the housing crisis. Why add 20 homes when you could add 80?</p>	3/10/22	Fiona Jallings
<p>What is going to be done about wildlife/wetland protection. Riparian safety and other environmental concerns. How is traffic congestion going to be dealt with. Is there any room for affordable living are these homes going to be the typical \$million dollar homes selling in what is described in the subdivision announcement as the 'highly coveted lower rattlesnake'.</p>	3/10/22	Brett Gordon
<p>'Hello, the Rattlesnake Transportation Committee (RTC) would like to submit comments on the proposed Greenough Heights subdivision. The RTC is a subcommittee of the Upper and Lower Rattlesnake Neighborhood Councils.</p> <p>The RTC is finalizing a Rattlesnake Transportation Plan, and that plan has a large emphasis on safer walking and biking in the Rattlesnake, and this includes Greenough Drive. In fact, Greenough Drive has emerged as an 'urgent priority' for the Rattlesnake neighborhoods, to gain better safety for people that walk and use a bicycle. Here are some more comments from our committee:</p> <ul style="list-style-type: none"> <li>-please work with the City and the Streets department as Greenough Drive is scheduled to be repaved in the summer of 2022. This repaving project makes for an opportunity to improve safety for all.</li> <li>-please find a way to connect the proposed new sidewalk along Greenough Drive to the existing sidewalk on the hill.</li> <li>-please minimize the width of any new streets or driveways that enter onto Greenough Drive. There would be little need to have any widths greater than 20'. Widths that are greater than 20'</li> </ul>	3/11/22	Bob Giordano

will lengthen the time and distance that pedestrians and bicycles are exposed to turning motor vehicles. Greater widths also tend to increase the speeds of vehicles entering or exiting out of the subdivision. If guidelines allow it, we would greatly support widths of less than 20'.

-please minimize the turning radius onto Greenough Drive, in order to lower speeds and to increase bike and ped safety.

-we have not had time to fully discuss the addition of a curb on to Greenough Drive, however we would be supportive of having no curb, as this is a more natural and rural area of the Rattlesnake, and water can naturally be absorbed by the adjacent lands.

-please consider removing the gaurdrail at Cherry Gulch, as there seems to be national guidance that a gaurdrail is not needed nor appropriate in this location.

-overall, there is a great need for improvements along Greenough Drive, from Lolo St. south to the existing sidewalk at the Water Works Hill turn off (top of the hill). During our Rattlesnake Transportation Plan development, we had several dozen commenters identify hazardous conditions while traveling along Greenough Drive. Many people travel this corridor by foot or bike, with children. Drivers tend to go fast and there is no protection for vulnerable street users. Most commenters have a strong desire for some kind of barrier between the motor vehicles and the walk/bike space.

Please further consider these possible solutions for Greenough Drive: Edge Lane Road with no center yellow line and as much space as possible on both sides of the street for walking and biking. A shared path protected from motor vehicles is an option. A path combined with an Edge Lane Road treatment could be an important step towards realizing safer, more equitable transportation in the Rattlesnake corridor.

We include some quotes from recent plan comments to illustrate the concerns and the support for making positive safety changes on Greenough Drive:

"We need some way for a human being to get from Greenough Park to the Waterworks trailhead that does not involve saying a prayer and dashing across Greenough Drive."

"Every resident from age 8 to 80 should be able to safely walk and bike from their residence to downtown, on the west side of the valley"

"Greenough/Duncan needs to include protected bike lanes.

Painted bike lanes do not protect bicyclists – they do not physically separate bicyclists from the 2000 pounds vehicles speeding past them and they disappear for roughly three months per year. Accordingly, these collector streets require protected bike lanes."

"You can try to walk to town by post-holing in the plowed up snow on the shoulder or by skidding on the road edge, reaching out to touch trucks as the speed by at 35 mph. You can bike in the tire tracks after snowfall, while impatient cars skid around you. You can bike on the shoulder and hope you don't meet a pedestrian desperately walking the opposite direction, forcing you out into traffic. But you cannot walk or bike safely to town on the west side of the Rattlesnake."

"I live on Greenough Court West and use Greenough Drive for walking and biking with my grandchildren. I highly support a defined walking /biking path along one side of the street, from Lolo Street to the present sidewalk at the base of Waterworks Hill. However, I would encourage the addition of some barrier between the traffic and path. It is too easy for cars to wander and young bikers to edge over the line. The present path is far too narrow. Let's get this done now for the safety of our children."

"As someone who lives in a neighborhood off Duncan and travels the roads and trails of the Rattlesnake frequently on foot, on a bike, and in a car, the biggest priority for me would be: A safer bike and walk route along Greenough from Lolo Street to Waterworks trailhead."

"Greenough Drive from Waterworks Hill parking area to the end of Duncan Drive needs bike/walk lanes on both sides of the road."

"Please make adding safe bike/pedestrian lanes an urgent priority." (Greenough/Duncan reference)

"The proposed Rattlesnake Transportation plan provides many important needs in our neighborhood for bikers, motorists and hikers. The entire drainage is heavily used by many in Missoula - not just Rattlesnake residents."

"I would prioritize adding a safe bike lane to Greenough Drive below Lolo. The road is very narrow in places on this stretch."

"W Greenough Dr from Vine to Lolo is in urgent need of improved bike facilities. This is another area where bike traffic funnels in, and improved infrastructure will increase safety for kids and commuters and encourage more use. There are significant improvements planned for the Waterworks trailhead, so now is such a great time to provide safe multi-modal access! My kids and I bike from every day, year-round, from Lolo to Vine. It's pretty

consistently a narrow shoulder with poor (winter) maintenance and high-speed vehicles."

These quotes are a sampling of the residents desire for safer walk and bike conditions on Greenough Drive. Let's make basic safety improvements to Greenough Drive as a part of the proposed Greenough Heights subdivision. Thank you for your attention to these concerns and comments.

Sincerely,

Bob Giordano, Rattlesnake Transportation Committee Co-Chair  
Emily Jensen, Rattlesnake Transportation Committee Co-Chair

--	--