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**DATE:** December 7, 2010  
**PROJECT NAME:** U OF M 5<sup>th</sup> 6<sup>th</sup> Arthur Improve Study  
**PROJECT NO.:** 08-01-17  
**SUBJECT:** Questions and Answers  
**BY:** EMB

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### Questions

Q. North traffic on bridge, how does it merge?

A. Not merge rather converge.

Q. How can trucks turn at Broadway? Inside to outside shift lanes?

A. Actually, we measured quite a distance-enough to change lanes easily.

Q. Protected bike lane end of Maurice. How do bikes get into that lane?

A. You are third leg. Bike lane goes through the intersection coming from bike path.

Q. Where does the bike lane east bound on 6<sup>th</sup> begin?

A. It begins on the West side of Arthur. Bike way in front of law building.

Q. Protected bike lane. Is there a barrier?

A. No.

Q. Why not a raised medium?

A. Cost, snow removal, drainage.

Q. Why do you mention CAOX?

A. Certain levels of improvements don't require environmental documentation.

Q. Construction time over-all?

A. Hope to build it all this summer! At least substantially.



Q. Arthur – Madison. How much are going to widen. Is it cutting into park too much?

A: 15 Ft. cut into park because shared bike/car lane.

Q. 5 Ft or 6 Ft bike lanes?

A. 6 feet when next to parallel parking. 5 feet when just bike lanes.

Q. Unintended consequences. Do you perceive shortcuts? i.e. Go on Conell instead to avoid 2 traffic lights?

A. I can't say for sure. Yes, there will be some negatives. i.e. Some people may elect Higgins St. Bridge of Madison.

Q. What happens if it doesn't work? Contingency plan?

A. Safety improvement project, not capacity improvement project.

- Future is unknown. Park Ride, Fuel prices, and enrollment have an impact.
- We are always able to make tune ups.
- The key is we are NOT reducing capacity.
- What we do is intertwined with all the rest of Missoula.
- Capacity for all modes.

Q. Concern about safety with speeds coming over the hill? Bikes switching over, distracted drivers?

A. No ideal solution. We tossed around many things. Put all bikes on sidewalks? City may have to make that a way in the future.

Q. When do you need comments by?

A. ASAP, not after holidays.

Q. Bike turning right on 5<sup>th</sup>, how do they merge back into traffic if choose to go onto sidewalk?

A. Have to take the lane with cars or get off as pedestrians and get back on.

Q. Is Janette Rankin a park?

A. Officially NOT a park. So, not losing parkland dedication. Belongs to state Right of Way.

- We believe the park will be used more, although it will be smaller, because more available to foot traffic.
- MDT probably won't give up right of way.

Q. What if 5<sup>th</sup> were two way so entire campus loop is two way. Did you try to make it park of this project?

A. Yes, we considered it. Ultimately it wasn't park of this project area. Not preventing from happening in the future.

- This is a very bare bone safety project that only costs \$1.7 Million

Q. What is Universities long-term goal for the block with all the houses?

A. Own all but 4 private homes. Don't really have a plan at this point.

Q. Alternative signal for blind folks? More noise is not safer. Fiber tactile is better. Bulb Outs should be more grooved than they are downtown.

A. New draft federal document called PROWAG – This project will be the 1<sup>st</sup> ever in Montana to adopt its recommendations. Fiber tactile will be included in signal design.

Q. Snow. Where will it go?

A. Big boulevards in most areas. Snow will go in middle for rest then removed.

Q. Why not bike cross over where they converge in Madison.

A. We considered it, but just too unsafe. Bikes should go around the block and enter Madison from Maurice. Do not go straight from Arthur onto Madison.

Q. MDT has traditionally been invested in Southbound over bridge going fast. Is MDT loosening up a bit on this?

A. Yes, they have been very helpful on this project. Very willing to work with us on this system. Many non-standard improvements for MDT/innovations accepted. They are receptive. i.e. green paint/bike boxes.

Q. Street intersection closures during construction?

A. Yes, we need to get a good contractor on board ASAP. We prefer lane closures not street closures. Meetings every 2 weeks very helpful for downtown, will do them again.

Q. Final decision. Who makes it?

A. MDT has final approval of design approval. City Council makes final contract approval.

Q. Bulb outs out of bike lanes?

A. Yes.

END OF NOTES

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