

SUMMARY OF COMMENTS - OCTOBER 2015 PUBLIC MEETING

First Name	Last Name	Parcel	City	State	TWO-WAY-LEFT TURN LANE	LEFT TURN LANES AT MAJOR INTERSECTIONS	WIDER SHOULDERS	ROUNDABOUT(S)	FLATTEN CURVE AT RATHBUN	FLATTEN CURVE AT MOISE	SHARED-USE PATH	SHIFT CENTERLINE TO AVOID/REDUCE IMPACTS TO MY PROPERTY	INCLUDE WILDLIFE CROSSING STRUCTURES/ FENCING	OTHER
Steve & Bonnie	Amo										Yes			You need it important to build a walking/bicycling path along the route of the reconstructed East Side Highway. We use the present bike path along Highway 93 and are well aware of how popular it is. There are many people who get some healthful exercise in a convenient and safe outdoor environment, which is a great service to the public at large.
Randy	Arnold (Dept. of Fish, Wildlife & Parks)	Missoula	MT										Yes	Montana Fish, Wildlife & Parks (FWP) believe the proposed improvement project for this stretch of the highway is a great opportunity to install wildlife crossing structures at key points, mitigating the effects of increased traffic on populations of both game and nongame, and leaves passing activities. FWP identifies those stretches of the Eastside Highway between Action Point and the Bitterroot River (around Sleepy Hollow Trail north to Bullfinch Road, and the area where the highway narrowly crosses agricultural fields from near Hamlet to the area between Foster Hill Road north to Gault Road). These areas are currently minimally subdivided and would likely produce greater risks for wildlife-vehicle collisions. The Threatened Creek drainage offers a narrow riparian corridor through a mixture of agricultural land and subdivisions to connect the Bitterroot River with habitats in the foothills of the Selkies. Providing bridges or a much larger culvert at Threatened Creek may help facilitate wildlife movement across (or under) the highway in this area. However, FWP recognizes that MDT is currently conducting a wildlife-vehicle collision study, and we would ultimately support focusing larger wildlife crossing structures at those locations where collision rates are highest.
Becky	Barker	Stevensville	MT		No		No		No	No				Concerning the proposed widening of 203 and corners on J mile and emboss rd. I have lived in this area my whole life. I can tell you that the only thing slowing down the amount of accidents on the road is the current state. If you widen the road and the corners it will, without question give people more time to increase speed, pass where there do now on double yellow right before the distance a driver can see is cut in half. I have seen a lot of accidents on this road, and I have seen a lot of people who have been killed, until an accident occurs, I am sure that this looks great on your papers, google earth roads, but live here, it would be a grave mistake. More people will pay the price, and not just in lives. This is about the fact that when you give people more room than before, without constant supervision you will see more fatalities. This may be a project to those proposing it, building it and profiting from it, but this will not benefit the lives of the people who live in this area, it is not a project in their honor or back yard whenever may be left of it.
Malinda	Barnes	Helena	MT								Yes			Request that this project be designed to safely accommodate pedestrians and bicycles by including a separated path along the Eastside Highway. While a shoulder may be satisfactory for some more confident bicycle riders, it is not safe for families, children, pedestrians, and people using mobility devices.
Theresa	Blazevich	Stevensville	MT								Yes			Please include the bike walking path for this project. Please log the trees and chip the brush, please do not let your contractors burn. Please address the air pollution it will cause if you let the contractor burn debris.
Vicky Hodges	Bohlig				No	Yes					Yes			I believe a two lane road with turning lanes installed when needed is a much better design when coupled with a dedicated pedestrian/bike path. It seems like a big oversight for the MDT not to include bike lanes along scenic rural highways when the demand for such use is getting stronger each year. The MDT should consider future positive economic impacts the availability of such a path will have on Stevensville. I do not like the plan of a continuous center turn lane flanked by the two single lanes. There is plenty of road width to include a bike/pedestrian path instead of a continuous center left turn lane. The left turn lane in Hamilton is used by heavy, close-call and accidents. I can't imagine such a design for the Eastside Highway. Please put in a path for bicycles and walkers. It is a beautiful scenic roadway for that use.
Jean	Belange Nye (Bike Walk Alliance for Missoula)	Missoula	MT		No	Yes					Yes			Bike Walk Alliance for Montana fully endorses a need for a pathway on the Eastside Highway for seven miles from the completed Florence section. 1. The Eastside is often chosen by cyclists as another scenic route to ride, unfortunately the narrow shoulders and high speeds leave little leeway in terms of safe riding. A pathway would separate the cyclists, pedestrians, and horseback riders from the motorized vehicles. 2. As the Bitterroot continues to grow more people will move there as part of a choice for a healthy place to live. A pathway will provide a safe resource for recreation and commuting to work, school, and shopping. 3. The Bitterroot will continue to grow. Many of the subdivisions are planned for the Eastside. As folks move into these areas the need for safe places to walk and ride will become a necessity. This is not a pathway for the next few years. It is a pathway for the future and will still be utilized in future. It is the first segment in a path that will extend all the way to Hamilton. 4. BWM understands that the issue is money. So how can the design be changed to provide for a wider, safe highway with turn lanes and a pathway? Is it necessary to have seven miles of three lanes in a largely rural area? Which is more important - safety for all users or safety for a few?
Cint	Carlson	Florence	MT								Yes			... Please plan on finishing the shared use path at the same time the rest of the project is finished. Existing bike paths on Hwy 93 are used extensively by not only bikers, but by walkers, runners, ... and others as well. Phase One was an excellent piece of work & the shared use path there was done in great fashion. Please continue Phase 2 as you did in Phase 1.
Sally	Carlson	Florence	MT								Yes			The Florence community was so involved in getting the MDT to put a bike path from Lolo to Florence, and from Florence to the river. The bike path (shared use path) was a great asset for everyone. With the newest construction of the Eastside Hwy, it was even better with the connection to Hidden Valley. Now I would like to encourage you to continue the shared use path all the way to Willow Lane. It opens up so many of highway areas for people to bike on & provides access for those people to Florence & along Hwy 93. P.S. Please find the funds, it was the same story for Lolo too.
Jeff & Janet	Crane	Stevensville	MT		No									We live directly east of parcels 41 & 43, at 4637 Donaldson Drive, Stevensville, MT, 59870. We are concerned about the proposed three-lane road being used by operators to speed up the road. We do not want to see a road that look at Hwy 93 in downtown Hamilton. Scary. We wish there was more enforcement of the current speed limit and fear the road "improvements" will only make the road worse.
Roger	Dibilo	Florence	MT								Yes			Also, the house on the corner of Foxhall and Eastside Highway--no parcel number on your materials, the house was constructed after your maps were prepared. How can you place the highway closer to that residence?? The road is already too close. There are real people who live there and they are distressed. There is a big hay field across the road that you could use!
Pamela	Erickson				No	Yes					Yes			Your lack of regard for resident's safety, comfort, life style, and property value is showing. Have you talked to those owners? What you have planned is harming them. You told the owner you would move his fagpots, maybe you should move YOUR ROAD. Oh, wait...it supposed to be OUR ROAD.
Margaret Caroline	Gonski Grandstaff (Bitterrooters for Planning)	Covallis	MT					Yes			Yes		Yes	Please include a non-Motorized Path!
Ed	Greef	Florence	MT		No	Yes					Yes			Please do not build another road with a turn lane down the middle. We need to slow down traffic, not encourage it to speed up. A few strategically placed turn lanes should suffice. The land that the continuous turn lane would use could instead be used for the shared path. The path will serve the residents and visitors for decades to come. We need to think more about the health of the residents who will be served by a path. Also the safety of the children should be a top priority. Bus turn outs need to be included in your plan. Wait for the funding to do this project correctly.
Arfen	Hall	Missoula	MT								Yes			While we understand some property owners may oppose a bike lane as an intrusion, we also do not understand how a bike lane would be more of an intrusion than a high-speed highway. Why prevent something that will benefit everyone now and into the future? The cost of adding a bike lane is minor compared to the overall cost of the project. We believe that bike lanes actually increase public safety, enhance the quality of life and increase property values over time. With the inevitable increase in housing density in this area, it seems like a wonderful idea to be able to ride a bike safely to the river or be able to connect to the road along Highway 93 and even ride to Hamilton, and soon to Missoula. As the valley develops and increases in density the easiest way for MDT to plan for safety is to construct a three-lane road the entire route. Reducing the property encroachment caused by a three-lane road with a bike lane calls for a more creative approach. There is a "cookie cutter" design along the entire route. We also question MDT's abandonment of the roundabout originally proposed at Ambrose Creek Road. As MDT knows, transportation studies show that roundabouts are safer than traffic lights, reduce air pollution, don't require electricity, and enhance the smooth flow of traffic. ... It appears that MDT is not proposing to install any wildlife crossings or directional fencing. Considering the proximity to the Lee Metcalf National Wildlife Refuge and Bitterroot River, the wildlife usage of Antenn Peak, Dry Gulch, and Trenches Creek, and the fact that there are a significant number of deer collisions along this stretch of road, we should take every opportunity we can to reduce the likelihood of collisions between wildlife and vehicles.
Ed	Greef	Florence	MT		No	Yes					Yes			My request is that the project include a separated paved path the entire length of this phase. Your long range plan from a few years ago included this in the master plan. I think it is important that it remain in the current plan as well. Providing safety for pedestrians, bicycles and all other users of the path must remain the highest goal. Connecting to and continuing with the existing path from Florence is essential to serving the large population that lives in the Eagle Watch and Lone Rock areas that will be served by this project. Not providing the path for the future of our east side of the Bitterroot Valley would be a travesty in my opinion.
Arfen	Hall	Missoula	MT								Yes			I attended the public hearing meeting in Florence and I heard many landowners express interest in the path as well and several of them said they would favor MDT having a full 3 lanes, but would rather see turn lanes placed at the major roads, which are five as I recall. I have talked with many that live and use this highway daily and this option is popular with a large majority.
Paul	Hayes	Stevensville	MT		No	Yes					Yes		Yes	The money saved by taking away road of the 3rd lane might be enough to offset the overrun cost of today's estimates. Citizens in all neighborhoods are looking for and wanting to live in areas that are safe to walk, live and play. This will be nicely accomplished by revising your project plan to using turn lanes as needed and then including and continuing the separate paved path.
Paul	Hayes	Stevensville	MT		No	Yes					Yes		Yes	I support the shared use path as proposed for this project. Although the HWY93 provides easy access to the corridor, the scenic beauty of the valley is exposed by the Eastside Hwy. Access to local farms & the hillsides can be better provided by a safer multi-use path along the road. As the Missoula - Lolo trail is completed, the valley businesses will be open to greater tourism \$\$, more safer trails built make for a greater economic boon for the valley. Local resident trail use will increase the health of the citizens of the valley. Build it and they will come!
Paul	Hayes	Stevensville	MT		No	Yes					Yes		Yes	There are five considerations to examine for the construction of two 12 foot lanes instead of the proposed three 12 foot lanes. 1) Total cost of project could be reduced by 25 to 30%. 2) Deer and other wildlife would have to negotiate 36 feet of pavement instead of 24 feet, resulting in additional road kills. 3) Funding - "We are being forced to evaluate what amenities we can build into projects and can we afford to maintain them after construction" Obviously snow removal, chemical or removal, chip sealing and pavement striping are all additional maintenance cost of 36 feet of pavement versus 24 of pavement. 4) A center turn lane for turns only for 5.8 miles combined with 2.1 miles from the existing STPS BR 203 (110110) recently completed project would mean 7.9 miles of no passing. School buses could become a major traffic obstruction backing up 10 to 20 vehicles at school bus activity. 5) MOST IMPORTANT OF ALL SAFETY OF SCHOOL BUSES CHILDREN BEING DISCHARGED FROM A SCHOOL BUS. There are reports of 2-3 vehicles per week that pass a stopped school bus now with just two lanes of traffic, the risk of ignoring a stopped school bus is greatly increased. A proposed alternative to the 12-foot center/turn lane would be a left turn lane at the five county road intersections: Ambrose Creek Rd., Three Mile Creek Rd., Center Hill Rd., Dry Gulch Rd., and El Capitan Lolo. SHARED USE PATH. At the info only held on Oct.17 (Sat) 2014, MDT stated the shared use path could be constructed within the ROW that will be required for the reconstruction project. The proposed SUP would start at Wild Fox Ln. Sta. 21+84 to Sta. 31+50 on the west side of the Hwy via an underpass structure. This structure could be designed to accommodate a pedestrian crossing. The SUP would then join the existing SUP at Sta. 51+24. DEER FENCING - Install Deer fencing on the East side, and the west side from Sta. 31+50 to Sta. 38+00. The area on the west side is adjacent to the Lee Metcalf NWR, with numerous Deer killed each year along this stretch of the Hwy. WILDLIFE VIEWING AREA - Station 38+15 to 38+00 on west side. No additional RW would be required. Comment - The reconstruction of this section of Eastside Hwy will be the only opportunity in the foreseeable future to upgrade the road to a higher standard.
Colleen	Hoffman				No	Yes								I recommend a two-lane road with turning lanes installed at major roads (both left and right side) instead of a continuous center/turn lane on the Eastside Highway Project. I've been on the road when a school bus is in front of me and was able to safely pass it. I have also been on it when slow equipment or other slower moving vehicles backed up traffic. I do not like the continuous lane between Florence and the Bitterroot River now but locally it is a shorter distance. There should have been more right turn lanes such as by the fishing access and the storage buildings.
Sally	Schindler Hoover				Yes		Yes		Yes	Yes	Yes			I for one, am thrilled with the proposed revisions. I have not one negative comment. I wish the project would begin immediately.
Julie	Huck										Yes			A multi-use path should be a part of the Eastside Hwy MDT project. The Eastside Hwy connects homes to businesses and schools. There should be a safe way for people to travel along the Eastside Highway in their cars. The distances are relatively short and their perishes are in the area. There are properties without a road access.
Karen	Hughes										Yes			Please include a multi-use pathway as part of the improvements to Eastside Highway for this project. These pathways are in high demand in the County, the region and the State. They contribute to the economic vitality of the region and our local communities. They provide opportunities for all types of users in addition to vehicular traffic to use the transportation facility for both transportation and recreational purposes. Such a pathway also supports community health.
Kristine	Komar										Yes			It is critical that this project include a multi-use path and there seem to be several ways that the project could be reconfigured to include a path in the budget. A multi-use path is a viable mode of transportation as well as an excellent way to get doors for healthy exercise. It means a great deal to young people who do not yet drive, and to older folks and parents with strollers and other toddler's baggage, who value a consistent carriage. It provides tangible interconnectedness for a string of communities that make up the social context of the Bitterroot Valley.
Kerri	Leavell										Yes			In future, all roads will include multi-use accommodation as a baseline. Yes, we still need to figure out ways to support maintenance and other amenities along the trail, but wanting to include the multi-use path until this issue is solved will mean going without a path for a very long time. Work on more southerly sections of this route will come next. The issue of a multi-use path will be part of the discussion of design for each segment. Let us decide now that we will have a multi-use path and put future energy in figuring out how to enhance and take care of it.
Mark & Pam	Lewing				No	Yes	No	No	No	No				A multi-use path would be a wise and welcome addition to the North of Stevensville - North project. The Eastside Highway gets a lot of use by bicyclists etc., and is in serious need of a path to make it safer for everyone. Thank!
Paul	Maroske						Yes				Yes			First, Thank you very much for scrapping the idea of any roundabouts. I really wish you go back and at least mostly the rest of eight mile corner and remove it entirely. ... it is impossible for a trailer or vehicle of any length to safely make that little turn without jumping the curb to a major degree. ... please leave the Eastside Highway alone. There is nothing wrong with the way it is. It is a rural area and it is a good stage and it is a safety concern anywhere along the length of the proposed project. As for the project itself, please do not make it a three lane road. A center turn lane is not needed from Lightmeat to the Refuge Road. I agree that it is a good idea to put in the lanes at high traffic points such as Ambrose Creek Rd., Trenches Creek Rd., Dry Gulch Rd or even Goshute Loop. ... the other thing we are opposed to is the degree of curve widening at Ambrose and Rathbun. ... do it reasonably which means far less drastic than you have planned. You are grabbing too much land from people. ... and it is necessary to make curves super and increase the speed of traffic around there. ... Rathbun has such little traffic that it is inconsequential. Ambrose has a lot more. ... a turn lane to both bound traffic would be a definite improvement to north bound traffic going onto the Ambrose Road should have the straight shot and right of way to proceed as it does now.
Bill	McChesney	Stevensville	MT		Yes		Yes		Yes	Yes	Yes			Two lane wide shoulders with bike path a must
Tom	Monaco	Stevensville	MT											Good design - long overtake - Please keep the bike - pedestrian path in the plan!
Jean	Belange-Nye	Lolo	MT		No	Yes	Yes				Yes			I hope you will put in a passing lane between the 6 mile marker and the 10 mile marker. It is real frustrating to get behind people who will drive no faster than the 10 mph and you cannot pass. Every now and then there is farm equipment on the Highway and they go even slower. When this happens traffic really back and there is a lot of frustration and anger built up among all the drivers. If you do not put a passing lane in there will be approximately 9 miles where a person cannot pass. Please Put In A Passing Lane!!!
Jean	Belange-Nye	Lolo	MT		No	Yes	Yes				Yes			I highly recommend the construction of a multi-use pathway extending for seven miles from the end of the Florence Pathway. The pathway provides a safe alternative for recreation and commuting to school and near-by communities.
Sally	Orr	Stevensville	MT					Yes						I agree that the highway needs three-lane turns at major intersections, but the remainder of the highway should have wide shoulders coupled with a pathway. The highway does not need three lanes so that every pasture and gate has a turn-lane access. When Highway 93 was constructed as a four-lane highway, an access plan was developed. There were major areas without access except by the side roads. That access plan might act as a guide, especially in lieu of the absence of planning by Ravalli County.
Taylor	Orr	Stevensville	MT					Yes						I understand that the construction of the pathway needs a million dollars in addition to the allocated funds. So the question is how can the design be changed so that the Eastside Highway is safe for all users, not just cars, trucks, and farm machinery?
John A.	Peters Jr.	Stevensville	MT		Yes			Yes						Most interested in the Eastside Hwy - Ambrose Cr Road Junction. A round about would be preferable. If it is too expensive then Mountain Safety turning onto Ambrose from the North & South. 1) Mountain Safety Ambrose Cr Road Junction. 2) Side Junction 20 All of Eastside Hwy should be 55 mph. Speed 3) limit future direct driveways entering multi use path is a good idea. The 4) Occasional pull outs.
John A.	Peters Jr.	Stevensville	MT		Yes			Yes						1) The intersection of Eastside Highway and Ambrose Cr. Road is very dangerous. I would like to see a round about at this location. 2) The speed limit on Eastside Hwy should be reduced to 55 mph.
John A.	Peters Jr.	Stevensville	MT		Yes			Yes						By having a turn lane is the best thing you could do, not only cost wise but safety wise - keep up the good work - Rdabout was one of the best things ...
Jean	Prather, Director (Stevensville Main Street Association)	Stevensville	MT		No	Yes					Yes			I am writing to you ... in objection to not including the paving and finishing of the multi-use trail for pedestrians and bicyclists. The time to do that is now with the Missoula Lolo section near completion. Bicycle tourism is an economic boost to any community and Stevensville would stand to gain if the multi-use trail is completed. Bicycling is a mode of transportation that needs to be addressed for safety reasons alone.
Aaron	Riley										Yes			The Lee Metcalf Wild Life Refuge is a National refuge that receives a tremendous amount of visitors each year. Having the bicycle trail or multi-use trail completed to encourage and enable bicyclists to ride is a perfect connection of Florence and Stevensville to be able to add a variety of rides. The connection there makes for a perfect loop from Florence to Stevensville looping through the Wild Life Refuge and into Stevensville or vice versa.
Robbie	Springs	Stevensville	MT								Yes			We would love to see a multi-use path along Eastside Highway. Countless benefits prevail an active community. This dramatically increases the safety of the highway for all users including the vehicle traffic. Used to be the stretch to Missoula a decade ago but stopped doing so after nearly being hit numerous times. It's become so populated and traffic is increasing steadily. When I drive Highway 93 I am amazed at the number of smiling people using the path, rain, cold, morning or in complete darkness. If this stretch of Highway 933 contains a multi-use path it will be even more successful than 93 highlighting one of the best scenic byways of the Bitterroot!
Wayne & Karin	Stanford										Yes			I strongly support adding a multi-use path along the Eastside Highway project from Florence toward Stevensville. As the corner of the Stevensville Hotel for 17 years, I have seen the positive impacts of having multi-use paths in our communities for both our residents and our many bicycling tourists.
Tod	Trimble	Stevensville	MT								Yes			This includes the North Stevensville Eastside Highway project (number UPR18138). We have been residents of the area for the last 46 years. We have lived near Rathbun Lane and currently live on Dry Gulch Road. We use the Eastside Highway on a daily basis. Getting on and off the highway in the morning and afternoon is extremely dangerous due to the amount of traffic. Whether we like it or not, the increased number of subdivisions and new homes continues to put more and more pressure on the highway system. The Eastside Highway is no longer a 55 mph scenic drive or used primarily for hauling ones farm products to market.
Cassie	Volkamp	Stevensville	MT		No	Yes	Yes				Yes			People need to admit that a more modern updated road is needed, including a bike/pedestrian path. Please consider building a road that is looking toward the future to meet the needs of our transportation system, the people in this area, and visitors passing through. Thank you for your consideration.
John	Wolfeaton	Missoula	MT											We really hope there will be a paved bike path. There needs to be better better outflow for the NE corner of the intersection w Goose Lane. Please include areas for school bus turnaround and waiting.
Heidi	Zielinski				No	Yes	Yes							Let's keep the Hwy 2 lane with left hand turns at major intersections and widen shoulders
Michael	Zielinski				No	Yes	Yes							I have a friend who owns property in the Mills area and she's very excited about the new bike/ped path connecting into Florence. Now is an opportunity to connect the path further south on the Eastside Highway. It is very important that a bike/ped path be included in this project. Bike/ped paths are good for public health, good for tourism and/or improved safety.
Heidi	Zielinski				No	Yes	Yes							Re: the Eastside Hwy north of Stew. I disagree with the proposal to put in a center lane the entire length of this project. I live on a side street off the Hwy and drive it almost every day and have never seen a need for this. I consider it a waste of private property that will be continued to accommodate the future needs of our transportation system, the people in this area, and visitors passing through. Thank you for your consideration.
Heidi	Zielinski				No	Yes	Yes							People have purchased homes along the Eastside Highway knowing where the road and easements are. The state then comes along and changes the rules and moves all the property lines. There are properties with homes that are outside of the current easement. This project now has new easement lines running up to and through homes. This changes makes these homes near worthless for resale. If this project goes through as designed, the state should be purchasing these properties at fair market value based on the current easements.
Heidi	Zielinski				No	Yes	Yes							Having a center turn lane the entire length of highway is overkill, especially along Lee Metcalf. Having left turn lanes for major subdivisions or higher use roads would be logical. We have lived in the Three Mile area for 23 years. 15 of that immediately off the Eastside Highway. I have lived in Three Mile area. In that time span, I have never seen a collision due to a person making a left or right hand turn. We live near the Ambrose Creek curve and modifications here would be useful. Though in the last 15 years, accidents in this curve have not occurred as frequently as one would expect.
Heidi	Zielinski				No	Yes	Yes							Having some of shoulder would be useful if a driver forgets to come aside, but the four foot shoulder does not serve much of a purpose other than to widen the road. A four foot shoulder does not allow for a driver to safely park off the road. Instead the driver will still need to exit the road way in case of a vehicle problem. With the addition of the bike path, pedestrians and bicyclists will not need to use the shoulders.
Heidi	Zielinski				No	Yes	Yes							In Covallis along the Eastside Highway the state flattened those curves, but very small, nearly non-existent, shoulders were put in. Why would the Covallis project need so small shoulders, but the Stevensville project warranted a total of 8 feet of shoulders?

Yes - 3 No - 14 Yes - 12 No - 0 Yes - 7 No - 2 Yes - 4 No - 1 Yes - 2 No - 2 Yes - 2 No - 2 Yes - 27 No - 0 Yes - 0 No - 0 Yes - 3 No - 0