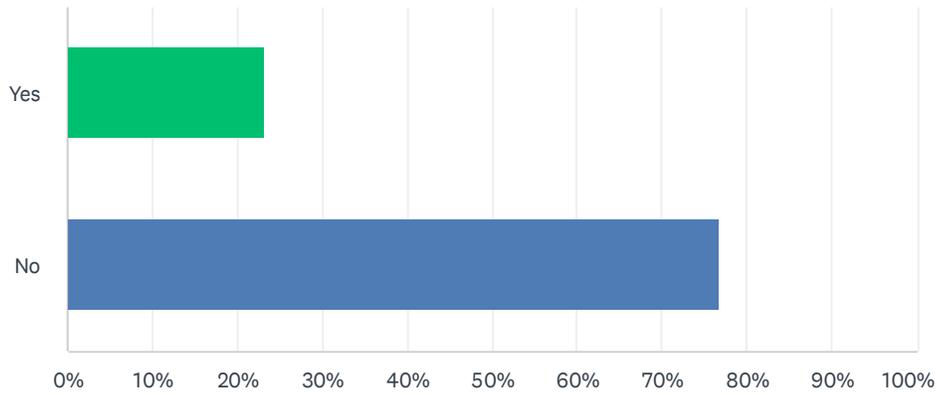


Q1 As a business owner in and around Downtown Missoula, do you feel you have been included in the conversations about the Higgins Street Road-Diet?

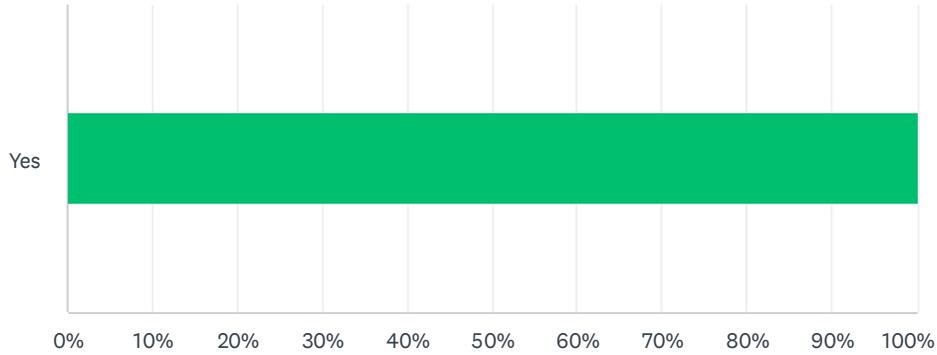
Answered: 164 Skipped: 5



ANSWER CHOICES	RESPONSES
Yes	23.17% 38
No	76.83% 126
TOTAL	164

Q2 Yes, I am in support of the Beartracks Bridge proposed reduction concept.

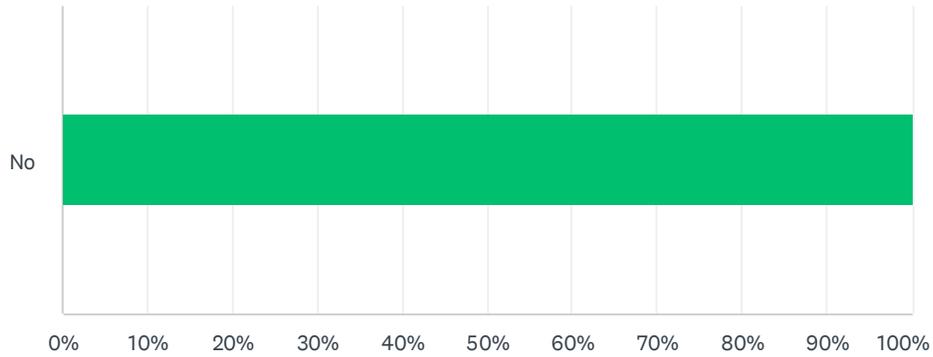
Answered: 36 Skipped: 133



ANSWER CHOICES	RESPONSES
Yes	100.00% 36
Total Respondents: 36	

Q3 No, I am against the Beartracks Bridge proposed reduction concept.

Answered: 121 Skipped: 48



ANSWER CHOICES	RESPONSES	
No	100.00%	121
Total Respondents: 121		

Q4 Additional Comments

Answered: 95 Skipped: 74

#	RESPONSES	DATE
1	We already have traffic issues in this town. I've heard nothing good about the bridge "diet", only that "I won't go downtown anymore because the traffic is already bad and will be worse. This is the most inane, ridiculous concept ever. Brand new wide, beautiful bridge designed for safety and better traffic management and now we are going to shrink it down? When will the city/county government start being held responsible for this frivolous waste of our tax payer dollars???	2/10/2023 1:57 PM
2	Things to consider. This will likely negatively affect the current employee commuting routes. The one lane restriction will likely really slow down traffic, which will be nice for pedestrian traffic but not for drivers. We have daily commuters who travel down Higgins across the Beartracks to Main Street in key busy hours of the day – 8:15 am and 5:15 pm. If traffic is really slowed, they will have to choose a new route from particularly the South Hills area, possibly Higgins to Beckwith to Orange to Broadway and back around again. That adds 5 more minutes to commute time under normal conditions, and if other people are making the same choice, probably more, if the bridge lanes are reduced. Plus, on Beckwith to Orange, we are dealing with school traffic, parents dropping kids off, etc, and the commuters from other sides of town. With the resentment from drivers, and slow commute times, this is only going to irritate drivers more, in locations where safety should be first. Some employees could make a change in how they commute, but not all; nor does it seem fair to assume that this is possible for everyone. Bus to downtown. If you really want to encourage South Hills residents to take the bus to go downtown instead of driving a car, make bus travel frequency every 15 minutes instead of every 30-40 minutes, with more stops and sheltered stops. Some employees work in a professional environment, and not really wanting to walk a quarter mile from a residence to the nearest stop to stand at a sign in the cold, and then be subject to a 30+ minute drive downtown, when the existing commute takes ten. A bus commute shouldn't be a sacrifice; it should be a convenience. So again, make it more convenient for South Hills residents to use. Bike downtown. Further in my opinion (and from living downtown on Levasseur Street prior to where I live now and utilizing my bike and walking at that time) there are already adequate crosswalks in the hip strip area and sidewalks (especially the new, extra wide walkway on the Beartracks Bridge). City biking takes some skill and city driving demands some tolerance. But if you really want to shrink down the roads, create huge bike lanes, and encourage people to ride a bike or walk from various areas around town to Higgins and Broadway, give more options for people to utilize which provide convenience and safety. Also note, that people are only walking and biking in the late spring, summer, and early fall. Otherwise, we are bound to our cars... which means more backed up traffic on a one lane bridge (that is brand new and built for two lanes each direction) with no people utilizing the sidewalks or bike lanes for walking or biking. They barely use them now, and 90% of the time during the winter, they aren't even plowed for a cyclist to utilize... turning the bridge into a one-lane in either direction is a waste of infrastructure in a growing community where traffic is already a huge problem.	2/10/2023 1:01 PM
3	Parking is already a challenge in the area. With the reduction in street parking, this will burden the remaining parking lots / structures. What is the city's solution for residents coming into this area for parking? Also, with the narrowing of the street, there is a safety concern with remaining parking / street parking spaces and people do not watch out for bicyclists.	2/9/2023 12:17 PM
4	It's already hard to access downtown businesses due to a lack of parking and slow traffic flow. Moving to one lane in each direction will make even harder. This idea seems to be aimed at helping only those people with the ability to ride a bike. It discriminates against people with special needs who can't ride bikes and depend on motorized transportation.	2/9/2023 9:51 AM
5	I don't have enough information to be in favor or opposed to this item	2/8/2023 4:49 PM
6	This is the first I have heard of this initiative.	2/8/2023 3:36 PM
7	Leave Higgins Ave and the Higgins Ave bridge alone....do not reduce the bridge or Higgins Ave	2/8/2023 2:37 PM
8	It's a horrible idea to bottle neck traffic on a main road in msla - please RE-evaluate amount of	2/8/2023 12:50 PM

	drivers and access through town	
9	none	2/8/2023 11:58 AM
10	Not sure calling this a "road diet" reflects an unbiased survey. Hope you can do better than to adopt positional rhetoric in your poll next time.	2/8/2023 10:46 AM
11	Not opposed to all of it, but the bridge being reduced to two lanes appears to be a massive over reaction to data that doesn't appear to reach a true safety concern. There other alternatives if bikes is one if the perceived priorities, but in no way should reducing the car traffic flow to one lane on the bridge ever be considered a viable solution.	2/8/2023 10:42 AM
12	I think the City of Missoula has issues that require a much higher priority than the Beartracks Bridge reduction. The reduction itself doesn't bother me, but I think it is ignorant for the city to put all of its marbles into this instead of other pressing issues. How does this specific project address housing and homelessness?	2/8/2023 10:38 AM
13	I am unfamiliar with the Beartracks Bridge	2/8/2023 10:36 AM
14	The backbone of any community, state, or nation is small business. Proposed changes that can have a negative impact (as this proposed change most certainly will), should be considered with extreme care. The pictures shown with the changes vs current situation are disingenuous at best (who would want, what appears to be newly paved streets with nice and bright road marking in the middle of the summer, compared to a road with potholes, barely visible lane and crosswalk markings). Perhaps the city should concentrate on maintaining the streets, keep up on the road marking. This just may get the reductions in accidents and more comfort/confidence for walkers and bikers you seem to be looking for. With out the negative impact and cost associated with this plan.	2/8/2023 10:35 AM
15	We have invested in parking garages but seem to do all we can to limit traffic downtown.	2/8/2023 10:27 AM
16	There is not enough North-South lane capacity as it is and this will further deteriorate what we have	2/8/2023 10:11 AM
17	I do not have enough info to be in favor or against.	2/8/2023 10:08 AM
18	Missoula is growing and the last thing we need to do is to make it more difficult for vehicles to move through downtown. Reducing vehicles ability to get downtown is going to have a negative impact on the businesses downtown. Most of the people doing business downtown are driving, not riding bikes.	2/7/2023 4:10 PM
19	Stop shrinking the roads!!!	2/7/2023 4:05 PM
20	My business isn't located in the downtown area. However, I am against any reduced traffic lanes. I frequent the downtown area and dealing with the construction issues over the last several years was not pleasant. I don't wish to go backwards. Craig Best	2/6/2023 11:11 AM
21	Traffic is terrible in this town. Reducing the # of lanes will make it worse. No to all the Agenda 2030 crap.	2/6/2023 8:10 AM
22	My understanding is that the reduction is reversable. That seems to mean that the opposite is also true. Let's try the current configuration, as was planned for several years, before we start correcting it.	2/4/2023 4:51 PM
23	This will be a significant improvement to safety and will actually enhance business. The sky did not fall 15 years ago when West Broadway was converted to three lanes. Also, it is erroneous for the Chamber to just reference this as a Beartracks Bridge proposal. The lane configuration extends beyond the bridge and is a Higgins Corridor proposal.	2/4/2023 9:42 AM
24	I don't necessarily feel the need to be included in conversations, however, I think a public vote for any community member is appropriate and needed.	2/3/2023 8:22 PM
25	One of the most wasteful and irrational ideas ever. Do you not remember traffic bottleneck during construction one lane traffic? Vanburen bridge had traffic jams into university area, creating air pollution and inconvenience, There is a perfectly safe bike lane on both sides of the Beartracks bridge. No need to change anything.	2/3/2023 6:40 PM
26	Traffic is already congested enough, changing the lanes to 2 rather than 4 will negatively impact businesses, customers, pedestrians, and bicyclists.	2/3/2023 6:35 PM

27	<p>What community that is growing in population would reduce traffic lanes? That is backwards thinking and it's proven to be a mess on W Broadway. Communities that are growing add traffic lanes, not reduce them. Have 1 sidewalk for bikes and the other for pedestrians. I feel like we the public have been bamboozled and all along this was the plan from certain agendas, but it was never made public until after the bridge was finished.</p>	2/3/2023 4:53 PM
28	<p>At this time the priority of switching from under construction back to fully open is the priority. This bridge has seen limited traffic and congestion because of that for the past two years. At this point because Sletten and MDT were inaccurate with their assumption of cutting supports and not properly rebuilding that to code, they do not get to escape that mistake. This bridge reconstruction was done to support 4 lanes of traffic along with wide enough pedestrian and bike side areas. This is only to cover up their mistake, but this proposal. At no point would reducing traffic to two lanes, speed up the flow of essential customer, business owners and tourist traveling into and out of downtown Missoula. This bridge needs to support four lanes of traffic along with wide enough side area for bike and pedestrians. Gone is the four foot wide sidewalk that a bike and a pedestrian couldn't fit. This is now replaced with a 12 to 15 foot side walk that promotes multiple different travelers at the same time along with providing protection for any pedestrian or biker that wouldn't be comfortable traveling at 25 to 35 miles per hour on the bridge. 66"3" wide with four driving lanes of 11' feet each and a 4' bike land in either directions along with a 5' sidewalk for pedestrians New dimensions are 75'4" feet. They can move the rail if they need to create a bike lane. The shared path is 13' to 10' intended to protect the pedestrians and bikers for the motor vehicles (buses and trucks). That is what the additional 8' was for, separations and protection.</p>	2/3/2023 4:20 PM
29	<p>The late nature and sudden alarm for engagement by the Chamber is frustrating. Ample information about the Higgins Analysis project has been available via direct communications from the city and MDA. The project has been on the radar for multiple long-range plans and I had hoped that the Chamber would be actively aware and engaged. In the Chamber's letter to the City Council, you claim to "stand ready" to deploy a survey, yet I didn't receive any communication from the Chamber until well after the Wednesday City Council Committee meeting. Further, the bias and poor format of the survey truly reflect the unprofessional approach that the Chamber took on this issue. This alone is embarrassing for Chamber members. That aside, regarding the issue of the Higgins Analysis, I support the proposed concept. While I am not a person who will take advantage of bicycle infrastructure, I do use Higgins to access my business. As a driver, the existing conditions are inadequate. It is the most stressful portion of my daily drive because of the unsafe conditions and widths on the Hip-Strip. I'll happily sacrifice an additional 2 minutes a day for a safer corridor that provides Downtown access for my neighbors and community. In my view, this proposal is not a road diet, but a way to be more inclusive of ALL the people who use this space. There are studies and research on 4-to-3-lane conversions and how these projects support business development and a healthy business environment. I would hope that the chamber would be privy to this research and use the evidence to be an advocate, rather than a voice of disruption. I'm grateful that organizations like the City and the Missoula Downtown Association are engaged early and appropriately present the facts.</p>	2/3/2023 2:36 PM
30	<p>Not only do you not provide any information to your members about what is actually being proposed, the name of the proposed concept is not identified as a "road-diet" your survey is filled with survey bias. I'm curious what you have done to engage your members in helping them to make an educated decision on the matter. From my perspective, it seems the Chamber has only have attempted to engage your members at the very last minute. Perhaps you should refer to your mission statement one more time: "We preserve and advance the quality of life in Missoula by advocating for a healthy, responsible and diverse business environment and by providing resources that help businesses succeed." If you are truly an advocate, where have you been advocating for businesses on this matter? What information have you provided them? How are you advancing the quality of life in Missoula, if you aren't in the community planning process and engaged to begin with?</p>	2/3/2023 2:18 PM
31	<p>When the road diet was completed on W. Broadway, it snarled traffic and that continues to this day - especially during "rush hours." I feel that this road diet for Higgins will similarly snarl traffic and make people much less likely to visit downtown Missoula. I strongly object to it! (Thank you for asking!)</p>	2/3/2023 1:30 PM
32	<p>As a Downtown business/MDA member and a Chamber member, I appreciate your organization connecting with members on this subject; it is imperative that leaders within our community stay engaged with projects the City of Missoula, and others, are working on. However, this outreach feels ill timed. Your stakeholders would have benefitted from outreach</p>	2/3/2023 12:06 PM

and connection throughout the process of the Higgins Corridor Plan. To my knowledge, this is the first outreach and information sharing the Chamber has done. The "Higgins Road Diet" and "Beartracks Bridge proposed reduction concept" you are inaccurately referring to in this survey is called the Higgins Avenue Corridor Plan: Brooks to Broadway. It is unfortunate that the Chamber has chosen to circulate a biased and ill-informed survey among the members. As community leaders, and an organization your members, in theory, rely on to provide information and support on, it is a disservice to them to put forth an inaccurately worded survey. I acknowledge that your email with this survey refers to the plan correctly and provides means by which folks can get more information about the plan, but I am at a loss why the survey would not carry forth the language/information used for the actual plan. I traveled the Higgins corridor regularly during the Beartracks Bridge construction and never found significant delays or was burdened traveling through the corridor while there were two lanes - why would reallocation of travel all of a sudden cause a huge surge in traffic delays and congestion as some are expounding? The City of Missoula and the Public Works team has done extensive research, simulations, and designed concepts with experts in the field around ways to properly manage traffic flow and travel throughout the corridor. While the plan is reporting some increase in delays during the heaviest travel periods - which happens regardless - we should trust their expertise, knowledge, and the process by which the proposed plan has gone through. We cannot build our way out of congestion in Missoula. Around the country and world this fact has been proven time and time again. One way planners address this is by developing infrastructure that allows for individuals to choose their mode of transportation. We are a City that generally has greater levels of accessibility for various modes of transportation, but the demand for options continues to rise. This plan addresses providing an increase in transportation options for our community members. The Higgins corridor in the plan remains unsafe and unwelcoming to anyone but a vehicle, but even traveling via a vehicle can be precarious. Our own City admits that the travel lanes currently along the Hip Strip are narrower than their own standards. This plan is not a matter of pitting one mode of transportation against another, it is about creating a more equitable infrastructure for all. Above and beyond safety, the plan also addresses improving access to businesses. How frustrating is it to not be able to safely turn left into the arterial streets around Downtown? Many times businesses in those arteries are passed by out of sheer frustration of trying to navigate turning left (or even turning right during the height of Market season). How many times does backup occur because of someone turning left? Pretty regularly for anyone who travels the Higgins corridor with any kind of consistency. Alleviating the stress and strain by reallocating space along the Higgins corridor to provide for a left turn lane feels like a viable solution to a travel barrier Missoulians have on a daily basis. No plan is ever perfect for everyone all the time. City leaders are tasked with taking into account all types of citizens and their needs and must also look to the future of our community. If reallocating the space along the Higgins corridor means greater safety and less stress for walkers, bikers, and vehicles traveling into and from our Downtown, that feels like a win for everyone. Higgins Ave is not a means to simply travel through and leave Downtown. Higgins is used as a destination corridor and individuals aren't looking to quickly get out of the space; they are coming Downtown with a purpose. Typically that purpose is to spend money with local businesses and experience the Heart of Missoula. If we improve the infrastructure for walkers, bikers, and vehicles, we can also improve the amount of commerce circulating within our Downtown.

33	Higgins is flowing smoothly right now after the completion of the bridge. Reducing lanes will slow people's commutes, discourage patrons from driving downtown, and add unnecessary traffic to an already crowded street.	2/3/2023 11:47 AM
34	I think slowing traffic down and prioritizing safe pedestrian and cyclist passage is absolutely in the best interest of our community's wellbeing. A few people's annoyance at having to plan ahead by a few minutes is worth it.	2/3/2023 11:22 AM
35	I think it'll be awful for the business community which has already been hurt so much by the pandemic. Why make it more difficult for more Missoulians to access our great downtown?	2/3/2023 10:41 AM
36	there is already enough safety lanes and precautions for cyclists in Missoula, autos must be allowed better access to downtown. Stop the madness!!!	2/3/2023 10:26 AM
37	Why would you try to FIX something that is working?	2/3/2023 9:50 AM
38	Redirecting and reducing lanes sends a message that you want traffic go to elsewhere. With population growth you cannot manage by reducing the incidence of traffic. Find a better way to encourage people to come spend time and visit the Downtown, not discourage those who choose to drive. Furthermore, the fact that we're even entertaining this as an option after all the	2/3/2023 9:31 AM

funds have been spent and improvements to the bridge have been made is disappointing and sparks the trend that this type of municipal government spending is appropriate.

39	There is not enough alternative traffic to justify the local government continuing to waste funds on unnecessary projects. By changing the makeup of 2 lanes it slows down the majority of traffic (vehicular) and creates additional spending on upkeep which will be passed onto good taxpayers. The city should stop figuring out its transportation system that is broken and without adequate means, and start working on other more meaningful projects.	2/3/2023 9:27 AM
40	We've already invested in enhanced bike lanes in downtown and very few bikers actually use what we've already spent tax dollars on to make it safer. Until we enforce usage of these spaces that we've spent so much money on investing in bikers safety and their use of designated bike lanes (and their usage of sidewalks right next to them), why would we invest even more into what isn't utilized?	2/3/2023 9:26 AM
41	Pedestrian & bicycle traffic can safely be accommodated without restricting vehicle traffic to a single lane. The life blood of all businesses depend on unrestricted access to a destination for employees & customers. Regardless of a philosophical desire among a small progressive group to reduce vehicle use, the truth is that travelers and customers who support business in this area depend on easy access and the ability to park within a reasonable distance.	2/3/2023 9:22 AM
42	I am very concerned with this idea. It seems like the city council does not pay attention to what the city needs to improve infrastructure. The Broadway "diet" has been one of the worst traffic updates and now they are doing it to other heavily used streets. This is not a good thing for Missoula.	2/3/2023 9:15 AM
43	The Missoula Downtown area demands that automobile traffic be maximized in the area. Our winter months are 7-8 months of the year, and 99% of the traffic in the area is auto. Bike and pedestrians already have a considerable usable area on Beartracks. There is absolutely ZERO reason to adjust or reduce 4 lane vehicle traffic.	2/3/2023 8:47 AM
44	As a 30-year Missoula resident and local business person, I'm completely offended that the city would consider wasting the recent investment of taxpayer dollars in the Beartracks Bridge. The current design is beautiful and provides significantly improved access to downtown for all of us.	2/3/2023 8:43 AM
45	The bridge was rebuilt under with four lanes and is now proposed to go to two. This is to follow our local "leaders" agenda of we all walk, bike or bus to work and home. Not realistic at all. This appears to be a bait and switch by city politicians and lends to zero trust. I do not feel that public or business input has any weight with the politicians. They are going to push their unrealistic agenda.	2/3/2023 8:25 AM
46	You just spent millions of dollars to fix the bridge over the past three years and inconvenience everyone in this community, and now you want to do it all over again but make it even more inconvenient on a daily basis? NO.	2/3/2023 8:23 AM
47	It doesn't make sense to me to reduce driving lanes as we are increasing in population and 99% of those moving here will be using a vehicle for 99% of their transportation. Bike and pedestrian use pales in comparison to vehicles, so we should make it easier for people to drive in Missoula. Missoula is one of the worst designed traffic systems in the world. China sent a delegation to Missoula two years ago to study our road design and how not to design streets in their country. That says something when a country sends an entire group here, to Missoula Montana as what not to do....	2/3/2023 7:42 AM
48	I am generally supportive but still question some of the concepts. It seems very beneficial for the Hip Strip but problematic for north of Higgins Bridge.	2/3/2023 7:27 AM
49	This proposal is an example of why the general public loses confidence in elected and other "leaders" Why would we spend the time and money to re-do the bridge with four lanes only to turn around and put it on a "diet?" It feels like just another example of bait and switch which could have been avoided if it had been talked about earlier.	2/3/2023 7:22 AM
50	Worst idea ever. This abusive plan is being crammed down our throats with no input whatsoever. What's next, Marshall Mtn purchase?	2/2/2023 9:54 PM
51	This would be a total mess for downtown.	2/2/2023 6:08 PM
52	traffic in downtown is congested enough, why restrict it any further?	2/2/2023 5:56 PM

53	Broadway, Orange, Front, Main, and even Russell all have multiple lanes going the same direction. Higgins/Beartracks isn't special. It is an artery to Downtown. The pedestrian space on the bridge is more than adequate. I know IDA loves the idea of a "road diet" but this just doesnt seem to be the right application & terrible use of tax \$\$\$.	2/2/2023 5:53 PM
54	Already spent too much money	2/2/2023 5:40 PM
55	I feel the additional "commute" time reflected in the study is vastly understated. Having one lane of traffic flow in and out of downtown on Higgins in addition to West Broadway being one lane west of Orange does not make Downtown an easy place to access via a vehicle. Part of the plan is to make downtown safer for pedestrians. Cracking down on the high volume of "jay walkers" in the downtown and hip strip areas would go a long way to making these areas a safer place for those on foot.	2/2/2023 5:36 PM
56	Unless we make our entire downtown vehicle-free, reducing the capacity of the roads downtown (and elsewhere) does not make sense in the face of a rising population. I am not against a vehicle-free downtown if we also included other amenities, like ample parking and a hop-on-hop-off trolley taking people up and down downtown.	2/2/2023 5:26 PM
57	Our business community patiently supported the reconstruction of the Higgins Street bridge. Many businesses and community members were impacted with reduced earnings and profound inconvenience during construction. Further expenses to remodel the bridge and further impacts on the community aren't necessary. The current bridge design is safe and effective.	2/2/2023 5:19 PM
58	Important plan to the growth and sustainability of our community.	2/2/2023 5:08 PM
59	More traffic congestion is not the answer.	2/2/2023 4:56 PM
60	This is one of the most ridiculous proposals I can imagine, and is the EXACT opposite of what Missoula needs. Traffic is already overwhelming our town, so purposely reducing the number of driving lanes and extending citizens' commute times is absurd.	2/2/2023 4:56 PM
61	I believe we need a 3 lane concept to provide free flow of traffic, traffic to turn and not cause traffic to back up and allows for safer pedestrian and cyclist traffic.	2/2/2023 4:54 PM
62	As a local business owner, I'm growing ever-concerned about the ability of local government to include the voices of the business community in the decision making process. We pay a lot of taxes, yet our voice does not seem to have any influence on these major decisions. Additionally, I question the 2 week extension on garnering input from local business. In the private sector we first get consensus from all of the stakeholders before making major decisions; seems that was missed here. Reducing the Beartracks Bridge and South Higgins to 2-lane traffic will only increase, the already congested traffic situation in the downtown area. My business operates many large trucks that make deliveries in the area on a daily basis and this will further exacerbate an already dangerous situation by adding fuel to the frustration that motorists experience with increased traffic congestion. One final point, here on my opposition to reducing traffic lanes. Reducing the lanes of traffic will only further entrench consumer deterrence to the downtown area (due to traffic congestion, parking, etc.) and will potentially hurt businesses.	2/2/2023 4:50 PM
63	Traffic is already an issue in the downtown area, why would we reduce the lanes on a bridge we just used taxpayer money to build??	2/2/2023 4:46 PM
64	The city of missoula needs to stop their communist policies by trying to force us into a bus or ride a bike.! The reduction on the bridge is terrible policy	2/2/2023 4:46 PM
65	With increased traffic from a growing Missoula and visitors it is imperative that we provide the infrastructure necessary for traffic flow. This reduction will only further frustrate an already congested traffic area and cause unnecessary backups and safety issues.	2/2/2023 4:38 PM
66	I believe the bridge changes will force vehicles not to use the Downtown area. Eliminating parking is a mistake.	2/2/2023 4:37 PM
67	Customers already complain about getting downtown and this will only make it more difficult. The new bridge already has expanded pedestrian lanes. Going to 2 lanes will continue to add to traffic congestion. I really hope this doesn't go through for the downtown businesses!	2/2/2023 4:24 PM
68	It seems like a huge waste of tax payer money to spend 3 years on making the bridge 4 lanes to now have a plan to change it again. There are so many other streets and issues that could be dealt with. Additional bike lanes are actually NOT safer and cause more traffic issues.	2/2/2023 4:19 PM

6th/5th are nightmares and get so incredibly backed up. It does not work and it a huge waste of time and money. STOP ADDING MORE BIKE LANES!

69	I am appalled at Scott Billadeau and Travis Mateer's attitude at the recent council meeting. I don't want to be involved with Scott, and if the chamber co-opts his ridiculous messaging I will not renew my chamber membership.	2/2/2023 4:18 PM
70	What a waste of taxpayers' money. The bridge was just widen to accomodate pedestrians & bikers. Downtown needs to improve parking & driving not lessen & make more difficult.	2/2/2023 4:17 PM
71	We don't need vehicle sized bike lanes.	2/2/2023 4:08 PM
72	It is important as business owners that we acknowledge business is moving faster; city/county business too. For this reason, like so many others in business, we must self manage our involvement and engagement. Engage Missoula is informative, allows public comment, and provides contact information should further discussion be desired. Missoula County Voice allows for the same amount of interactivity. Each of these sights are easily accessible. 5 minutes once a week is perhaps all that is necessary to feel informed unless a deep dive into details and time for public comment is needed. I would encourage us sharing these sights and accessibility with members.	2/2/2023 4:07 PM
73	At this time I would like time to absorb the most current information regarding the changes that are being suggested.	2/2/2023 4:05 PM
74	I feel that we need to make sure we have multiple options for motor vehicle use that are more than one lane each direction and I feel like Higgins is one of the major arteries that has options in place for other modes of transpertation, such as sidewalks, bike lines that can be utilized leaving the road intack for vehicle traffic.	2/2/2023 4:03 PM
75	I am not a business owner but feel this is going to cause more congestion on an already busy road. If we don't want people to drive downtown where should they park. The parking structures are already full especially during peak summer months.	2/2/2023 4:03 PM
76	Now that we finally have a completed Beartracks Bridge which includes additional space for biking and walking, shouldn't we at least wait a year or two and assess its effectiveness before immediately constricting it?	2/2/2023 4:01 PM
77	Creating a multi modal pedestrian downtown will keep the downtown vibrant!	2/2/2023 3:58 PM
78	I am unsure—I don't have enough information to decide.	2/2/2023 3:57 PM
79	I understand the thought to make the bridge bike friendly but they did that by expanding the walkways so bikers can easily get into that area. Restricting access to downtown will just force traffic to other bridges and streets. You will not change people's habits by making it two lanes.	2/2/2023 3:55 PM
80	As soon as bike riders start paying a tax for bike lanes and bike racks, street painting, snow removal and road maintenance then they can have a say in what goes on with our streets . Bikers don't pay their way yet feel they must be catered to. Time to pay up bike enthusiasts pay your fair share or get out of the way !!!	2/2/2023 3:55 PM
81	This is a direct capitulation to the walking and biking crowd. Reducing Higgins, either the Beartracks Bridge or Higgins north of the bridge is counter productive to moving traffic (cars and trucks) through downtown. A committee approved the Higgins Street diet at their meeting on Wednesday 10-2. Step 1. I appreciate the safety issue (up to 50% reduction in bike/pedestrian and vehicle incidents), but downtown would lose a fair amount of parking which will further exacerbate downtown retailers ability for people who drive (most of Missoula) to park near their retail store. I agree with Scott Billadeau, the business community has recently been aware of this issue and we're are just getting involved. It sounds like this plan has been in the works for several years. Thank you. Pat Corrick	2/2/2023 3:53 PM
82	These decisions should be put up to the voters because the city council and the county commissioners do what they want not what the people want.	2/2/2023 3:53 PM
83	Survey questions 2 and 3 should be one question - either yes or no. I have written to be against this project. Given the timing of the bridge completion and this "proposal" the city did not act in good faith. They have been planning this long before the bridge re-construction. Their plan is flawed, at least for the bridge. Use one side for pedestrian traffic and one side for bikes/other modals of transport OR leave it alone. This bridge works perfectly well as a 4-lane vehicular bridge and there are adequate & safe means for bikes to travel the bridge (bikes are	2/2/2023 3:52 PM

a vehicle, last I've heard). A center turn lane & reduction of north and south traffic to one-lane each way is way, way worse than the Broadway diet.

84	Do not reduce to 2 lanes.	2/2/2023 3:49 PM
85	I can't believe the city is even thinking about reducing this with the amount of traffic that comes too and from the downtown.	2/2/2023 3:48 PM
86	If a city is going to grow and continue to thrive, reducing access to a main hub (downtown) and the university is not logical to me.	2/2/2023 3:47 PM
87	You can say it all you want, but it doesn't make it true. Using Higgins and this bridge is not only for those who are making downtown Missoula their destination. It is a major road, with cars/people trying to get from one place to another, and downtown is neither location. Traffic needs to flow and that means 4 lanes where possible, including the bridge. It is no longer fun or attractive to go downtown. The Broadway diet, one way streets, the traffic, the parking, the parking meters, the homeless camped on some streets. This is not the way to get people to come down town. On the other hand, I'm super pleased with the multi-use bike/pedestrian paths on each side of the bridge. That was well done.	2/2/2023 3:43 PM
88	3 years spent widening it to make it 4 lanes and now we're going to reduce it to 3 or back to 2 lanes? WHY???	2/2/2023 3:42 PM
89	This is ridiculous. We spent all this money to replace the 4-lane bridge and now we want to spend more to reduce it to a 2-lane?? We have a limited number of bridges across the Clark Fork and reducing this capacity is a terrible idea!!	2/2/2023 3:38 PM
90	After enduring 3 years of construction on Higgins street. We as business owners can not endure anymore . The projects have hurt the downtown business district. Just as the Broadway diet and North Higgins reduction had in the past. Those projects can be seen as nothing but a total failure. As someone who has been doing business in downtown for 20 + years I have seen the decline these projects caused. The new project and its extended drive time will hurt business further. This will result in closing businesses and the continued decline to our downtown area. As someone who works with the public daily I can tell you....the community simply does not want this. The colossal waste of money from the Breaktracks expansion being reduced would just be too much to swallow in our community.	2/2/2023 3:37 PM
91	Downtown traffic is increasing with the growth of the area. It is congested enough. Don't make it more of a challenge for people to navigate traffic downtown.	2/2/2023 3:35 PM
92	This only reduces traffic to the downtown businesses.	2/2/2023 3:33 PM
93	Making the Downtown/Hip-strip more pedestrian friendly would increase safety and help develop the idea that it is a destination vs. a transportation corridor.	2/2/2023 3:32 PM
94	How does lane reduction help with downtown community growth in the future? Please keep it four lane.	2/2/2023 3:31 PM
95	This is a horrible idea. As our city grows we need more lanes not less.	2/2/2023 3:25 PM