

Reserve Street Community Input Form

January 29, 2020

DECISION POINTS OF A PUBLIC PROJECT



STEP 1 PLANNING

PUBLIC INPUT
↓
COMMUNITY VALUES

OTHER PLANS

GOALS

DATA ANALYSIS

STEP 2 POLICY

LEADERSHIP

PUBLIC INPUT
LOCAL NEEDS + PRIORITIES

PLANS

funding

GOALS

STEP 3 PROJECT DESIGN

PUBLIC INPUT
PUBLIC VISION

STANDARDS

SAFETY

interest GROUPS

ENGINEER EXPERTISE

STEP 4 EXECUTION

ENGINEERING

CONSTRUCTION

PROJECT PROCESS

PUBLIC INPUT
PUBLIC EVAL

Purpose:

- **Educate**
- **Gather input**



Welcome To The Reserve Street Missoula Community Input Forum

January 29, 2020
Best Western Plus Grant Creek Inn
5280 Grant Creek Rd

TONIGHT IS JUST THE BEGINNING

The Reserve Street Community Input Project is a project of the Missoula Metropolitan Planning Organization (MPO) and 5th House Consulting. The Project is an opportunity to gather community input around the question, “What will improve people’s experience with the Reserve Street area?” The information gathered in this project will be used to inform future projects of the MPO.

Facilitated event

- **3 “Learn” stations: Safety, Land use & traffic, Planning context**
- **2 input stations: What is your current experience on Reserve? What would you like that experience to be?**



How is Missoula approaching transportation safety on Reserve Street

Expert: David Gray

Description: Safety is one of the most important issues or needs that the City, County, State DOT, and Metropolitan Planning Organization are committed to addressing. Transportation safety can impact frequency as well as severity of crashes, for people of all ages, mobility, and economic status. Crashes can result in significant individual and community impacts on health, social and economic costs. In order to address this issue, the MPO has a community-wide Transportation Safety Plan that will lead us to effective, efficient solutions. Within that plan, there are three primary emphasis areas based on a comprehensive analysis of 10 years of crash data. Reserve Street is a state highway that accommodates a high level of pass-through and external to retail vehicle trips. The sheer volume of traffic on Reserve Street increases the probability of crashes occurring. However, there may be countermeasures that could be implemented to reduce crash severity. Based on the analysis in the safety plan, staff look for the most cost-effective solutions to known safety issues. The safety session will give an overview of how staff are looking to improve Reserve Street traffic safety through this strategic approach.

Plans for Reserve Street

Expert: Aaron Wilson

Description: Land use and transportation connections are essential ingredients for understanding and solving the problems related to future growth pressure. Planning for growth means identifying development locations and patterns that support a compact, walkable, and connected urban environment. Establishing the land use and transportation systems necessary for multi-modal travel will be vital for accommodating new residents and the trips they will need to take for jobs, services and recreation. In Missoula, the foundation for land use and transportation is underway, as detailed in various plans and policies. Reserve Street is a key component of many of these plans, and remains a central focus of all City, County and MPO planning processes.

In order to accomplish our ambitious goals, we must be strategic as a community in how we invest scarce transportation dollars. We must recognize that we cannot build our way out of congestion simply by widening streets and increasing speeds. There is a better, more efficient approach, as outlined in the LRTP and the City and County Growth Policies, that envisions compact, mixed-use development served by multi-modal transportation facilities that are accessible by all ages and all abilities. Reserve Street will be one of many key corridors to achieving that future.

Land Use and Traffic

Expert: Andrew Hagemaiier

Description: There is a lack of general understanding of the relationship between development patterns and congestion. Certain types of development patterns are much more likely to result in congestion than others. The development patterns along Reserve Street are among the most auto-centric development patterns in the city. As long as the development pattern along Reserve Street favors the automobile, congestion will be a problem. Small changes to infrastructure can help with safety, but any investment to the roadway to alleviate congestion will yield very little in return. But, changes throughout the city that favor walkability, biking and transit will help alleviate congestion community wide.

EXIT

★ THE FUTURE OF RESERVE ★



Reduced light pollution @ night (lights off)

More uses on Reserve- line, work, play

Roadway is well-maintained

Fast-Inject safer