



City of Missoula, Montana
Item to be Referred to City Council Committee

Committee: Public Works

Item: East Missoula and Highway 200 Corridor Plan Presentation

Date: March 4, 2021

Sponsor(s): Aaron Wilson

Prepared by: Katie Emery

Ward(s) Affected:

<input checked="" type="checkbox"/> Ward 1	<input type="checkbox"/> Ward 4
<input type="checkbox"/> Ward 2	<input type="checkbox"/> Ward 5
<input type="checkbox"/> Ward 3	<input type="checkbox"/> Ward 6
<input type="checkbox"/> All Wards	<input type="checkbox"/> N/A

Action Required:

No Action Required – Informational Only

Recommended Motion(s):

I move the City Council: No Recommended Motion – Informational Only

Timeline:

Referral to committee:	March 8, 2021
Committee discussion:	March 10, 2021
Council action (or sets hearing):	N/A
Public Hearing:	N/A
Deadline:	N/A

Background and Alternatives Explored:

In the 2016 Long Range Transportation Plan identified the Highway 200/East Missoula corridor as a high priority project, and a need to complete a full corridor plan and conceptual design. Several other plans and studies were completed, such as a corridor safety analysis and community planning and visioning process that established the framework for issues and goals that a conceptual plan should address.

The extent of this plan begins at the East Broadway/ Van Buren intersection and terminates at Tamarack Road. The portion of Highway 200 running through this corridor has created significant barriers for the community due to uncontrolled access and insufficient pedestrian and bicycle facilities. The lack of designated or controlled driveways, pedestrian walkways, and other safety concerns has led to conflicts between vehicles, pedestrians, and cyclists travelling throughout the area. Through the adoption of the East Missoula/ Highway 200 Corridor Plan, long-discussed community goals of reshaping and managing transportation options can be achieved within the Highway 200 corridor.

A Corridor Plan is needed to address significant safety issues in the portion of Highway 200 from Van Buren Street to Tamarack Road, including:

- Congestion around Van Buren intersection and Eastgate
- Sight and safety issues at the railroad tunnel/I-90 intersection

- Poorly defined road edges and access points, no paths or sidewalks for bikes and pedestrians in East Missoula
- Seasonal congestion with river recreationists at ShaRon
- Incomplete bike and pedestrian connections along length of the corridor

Project Goals and Objectives

Improve safety for all users

- Reduce crash frequency/severity
- Reduce conflicts among modes
- Increase safe pedestrian and bicycle facilities

Improve roadway operation and access management

- Create designated spaces for non-motorized transportation
- Provide safe and convenient access between public roadways and adjacent land
- Develop parking solutions
- Educate landowners on the benefits of access management
- Reduce intersection congestion for existing and future demands
- Preserve roadway capacity
- Utilize complete streets design principles
- Incorporate flexibility for future change and redevelopment

Expand multimodal transportation

- Improve pedestrian facilities
- Improve bicycle facilities
- Reduce conflicts between transportation modes
- Provide accessible transportation facilities that improve mobility
- Improve connections to businesses, neighborhoods, recreational amenities, and downtown
- Improve transit stop amenities
- Facilitate pedestrian access to transit
- Minimize adverse impacts on traffic flow and intersection operations
- Design with flexibility for changing

Preserve, protect, & enhance the unique character of each segment

- Recognize the environmental, cultural, recreational, and agricultural nature of individual segments
- Promote livability
- Consider attractive, pedestrian friendly design features
- Focus on place and place making
- Improve streetscape aesthetics
- Increase public spaces and amenities
- Support area economic vitality and growth of commercial and residential areas

Financial Implications:

None. This is a conceptual plan that does not commit the City to any funding obligation. However, implementation recommendations include several potential City funding sources that could be leveraged to help complete various elements of the project. Currently, only the westernmost portion of the project, from Van Buren to I-90 is within City limits.

Links to external websites:

N/A