EAST MISSOULA-HIGHWAY 200 CORRIDOR PLAN

SHORT SUMMARY OF PUBLIC PREFERENCES FOR ALTERNATIVES

Aug 10, 2020

CORRIDOR-WIDE ALTERNATIVES

|  |  |  |
| --- | --- | --- |
| Alternative A: Complete Streets | 17 | 28% |
| Alternative B: Shared-Use Path | 40 | 66% |
| Alternative C: Sidewalks and Parking | 4 | 7% |
| No Response | 3 |  |
| Total # of Responses | 64 |  |

* Highest # of votes: Alternative B: Shared Use Path
* Why like it?
  + Safety – separation from vehicles -- the apparent reason for why it scored better than Option 1
  + Continuous path for length of corridor
  + Like Mt Jumbo trail concept
  + Greenery, boulevards, landscaping
* Shared Use Path was included as suggested improvement for both the other Alternatives
* Concerns
  + Some bike/walk will still use hwy 200 esp. from Van Buren to East Msla
  + Maintenance
  + Keep it all on one side – south side preferably – where hwy crossings necessary – make them well-marked

VAN BUREN FOCUS AREA

|  |  |  |
| --- | --- | --- |
|  | Responses | % |
| Bicycle Amenity |  |  |
| Option 1: On-Street Bike Lane | 2 | 9% |
| Option 2: Shared-Use Path | 20 | 91% |
| Pedestrian Amenity |  |  |
| Option 1: Boulevard Sidewalk | 7 | 32% |
| Option 2: Curbside Sidewalk | 1 | 5% |
| Option 3: Shared-Use Path | 14 | 64% |
| Total # of Responses | 22 |  |

Highest # of votes: Shared-Use Path for both bike and pedestrian amenities

* Suggested improvements
  + Add sidewalk too
  + Need a 12’ wide path

RAILROAD AND I-90 INTERCHANGE FOCUS AREA

|  |  |  |
| --- | --- | --- |
|  | Responses | % |
| Option 1: Two Roundabouts and Improved Railroad Underpass | 24 | 57% |
| Option 2: Mount Jumbo Shared-Use Path | 15 | 36% |
| Option 3: One Roundabout | 3 | 7% |
| Total # of Responses | 42 |  |

Highest # of Votes: Two Roundabouts and Improved Railroad Underpass

* Many people who voted for this option seemed to generally like roundabouts, but there was a split on which one was really necessary
* Widen the Underpass was suggested to improve both the other options

Option 2 – Mount Jumbo Shared-Use Path: comments

* + safest
  + NO roundabouts (an issue for bicyclists)
  + will still want to improve bike/ped on highway as people will still bike/walk that way

Option 3 – One Roundabout: comments

* + This is the biggest problem interchange
  + Prefer No roundabouts
  + Needs bike lanes

EAST MISSOULA FOCUS AREA

|  |  |  |
| --- | --- | --- |
|  | Responses | % |
| Bicycle Amenity |  |  |
| Option 1: Raised Cycle Track | 9 | 29% |
| Option 2: Curbside Sidewalk | 6 | 19% |
| Option 3: Shared-Use Path | 16 | 52% |
| Pedestrian Amenity |  |  |
| Option 1: Boulevard Sidewalk | 14 | 45% |
| Option 2: Curbside Sidewalk | 2 | 6% |
| Option 3: Shared-Use Path | 15 | 52% |
| On-Street Parking Type |  |  |
| Option 1: Parallel Parking | 17 | 59% |
| Option 2: Angle Parking | 8 | 28% |
| Option 3: Back-in Angle Parking | 4 | 14% |
| Total # of Responses | 31 |  |

Bike Amenities Highest # of Votes – Option 3 Shared-Use Path

* differing options on the value/safety of raised cycle track

Pedestrian Amenity – Option 3 Shared-Use Path and Boulevard Sidewalk – top two (separated by one vote), comments:

* + Sidewalk on one side only, not both
  + Shared-Use path on south side
  + Concerns about shared-use path congestion and conflict dogs, strollers, stray kids, bikes

On-Street Parking Highest # of Votes: Option 1 Parallel parking

* + Many questioned NEED for ANY on-street parking

Other comments:

* landscaping – several comments in favor of vegetation/trees in boulevard; also maintenance concerns

SHA-RON FOCUS AREA

|  |  |  |
| --- | --- | --- |
|  | Responses | % |
| Option 1: On-Street Protected Parking | 15 | 41% |
| Option 2: East Parking Lot | 22 | 60% |
| Total # of Responses | 37 |  |

Highest # of votes: Option 2 – East Parking Lot

* + Provides more spots and gets cars off the hwy
  + Enforcement concerns?
  + Do both Option 1 and 2

Option 1 – On-Street Protected Parking

* + Closer to the put-in so more likely to be used; people won’t want to walk with their gear from east lot

Other

* Don’t like either option, but had to pick one, neighbors may have voted for Option 2 because of concern for impact from Option 1
* Bus-Shuttle pull-through – people really liked that and wanted to expand it to other put-in locations
* Marked crossing at Sha-Ron and a west side shared use path from Sha-Ron to Marshall Canyon to accommodate high volume of bike traffic in Marshall Canyon
* How much demand? Will either option be big enough?
* Sha-Ron mgmt. issues --- relocate put-in to some other area or reduce/limit pressure here?
* Trailer parking???