

MEETING RECORD - DRAFT

DATE/TIME: February 6, 2020, 5:30-7:30
East Missoula Fire Hall

PROJECT NAME/NO: East Missoula-Hwy 200 Corridor Plan
#190517

SUBJECT: Meeting Description and Comments Received

BY: Anne Cossitt

ATTENDEES: **Staff:** Missoula Metropolitan Planning Organization (MMPO): Aaron Wilson, Tara Osendorf, David Gray; WGM Group: Kate Dinsmore, Trevor Iman, Anne Cossitt, Anna Vickers;

General Public: 25 persons signed in, a head-count during the meeting showed approximately 5 additional persons who did not sign in

The meeting was set-up with a welcome station, a comment station, and three stations – one for each corridor segment, “West,” “East Missoula,” and “East.” Staff were at all five stations, available to take comments and answer questions. Comments were written directly on comment cards (posted directly on the walls near each corridor segment, large maps for each segment, and on poster boards. There were two posters for each corridor segment – one asking for short descriptions of the corridor today and the other asking for what people would like it be like in the future.” Scans of the maps are attached separately.

At 5:45, Aaron Wilson, MMPO Transportation Planning Manager, gave a short welcome, project background, and introduced Kate Dinsmore from WGM, Inc. Kate reviewed results of work to date and initial findings.

The comment station included an active link to the “Social Pinpoint” comment forum and interactive map on the MMPO website. The main portal for the public to submit comments, the social pinpoint map is located at:
<https://wgmgroupp.my-socialpinpoint.com/highway-200-corridor-plan>.

Attendees were reminded to submit comments by March 15 in order for those comments to be considered in the development of Design Alternatives.

Western Segment Comments:

- Would like to see multi-use trail with bicycles and pedestrians
- Lots of pedestrians using the corridor at all times of the day and at night
- Parking issues along railroad - lighting would help
- Homeless/sleeping in cars along the railroad
- Parking during Griz games is an issue
- Parking and bike lanes are priority projects
- Lighting - issues with driving into bright lights of trains
- Overall, segment is very dark
- Striping is hard to follow

Other:

- Bike connections to amphitheater
- East Missoula School is hoping to reopen - this consideration is important
- East Missoula is growing and "busting at seams" compared 20 years ago, but Highway 200 is the same.
- When will funding for projects be available? When will projects start?

Eastern Segment:

- Traffic at Sha-Ron is a major problem during the summer months. I live in the area and have counted over 100 cars parked outside the designated parking area. This is very common on hot days. Also Sha-Ron has no sanitary facilities.
- Priorities:
 - Drop speed limit ("Seasonal" speed limit)
 - Parking
- No speed limit signs along much of Hwy 200 in this area
- Road bicyclists need redefined space on the highway
- Tamarack
 - River access parking
- Sha-ron
 - Access
 - Facilities
 - Transit
- Bike trail would be great but the problem is Brickyard Hill itself.
- If no trail, wide shoulders are almost as good, but not if they have rumble strips.

East Missoula Segment:

- Sumps for storm water?
- Detention/filtration
- Groundwater Impacts?
- Edge of travelled way striping
- A sidewalk on one side would "drive" people to crosswalks
- Sommers street/Highway 200 connects at a skew, that is challenging.
- Dark skies, compliant lighting

- Speed limit change in the middle of a grade (brickyard) does not facilitate truck traffic
- Roundabout at Clyde Street
- Center boulevard through East Missoula with turning pockets
- Delineate spaces, i.e. road, grass, trail
- Ability to cross highway
- Curb and gutter – serviceable for business
- Bike lanes
- Sidewalk
- Signal – goal would be to provide gaps in traffic – no specific location
- Sidewalks: both sides of the street, wider sidewalk on the south side
- Hwy 200: West-bound – Truck pullout – a way to pull over and check straps, or walk to Oles
- Enter only off 200 to Minnesota, no exit on Minnesota
- Flashing beacons at crosswalks (“Rectangular Rapid Flashing Beacon” systems)
- Lighting on ramps frequently burns out
- Snow storage is key
- Snow berms impede pedestrians