

EAST MISSOULA HIGHWAY 200 CORRIDOR PLAN



Western



East Missoula



Eastern

Preferred
Alternative

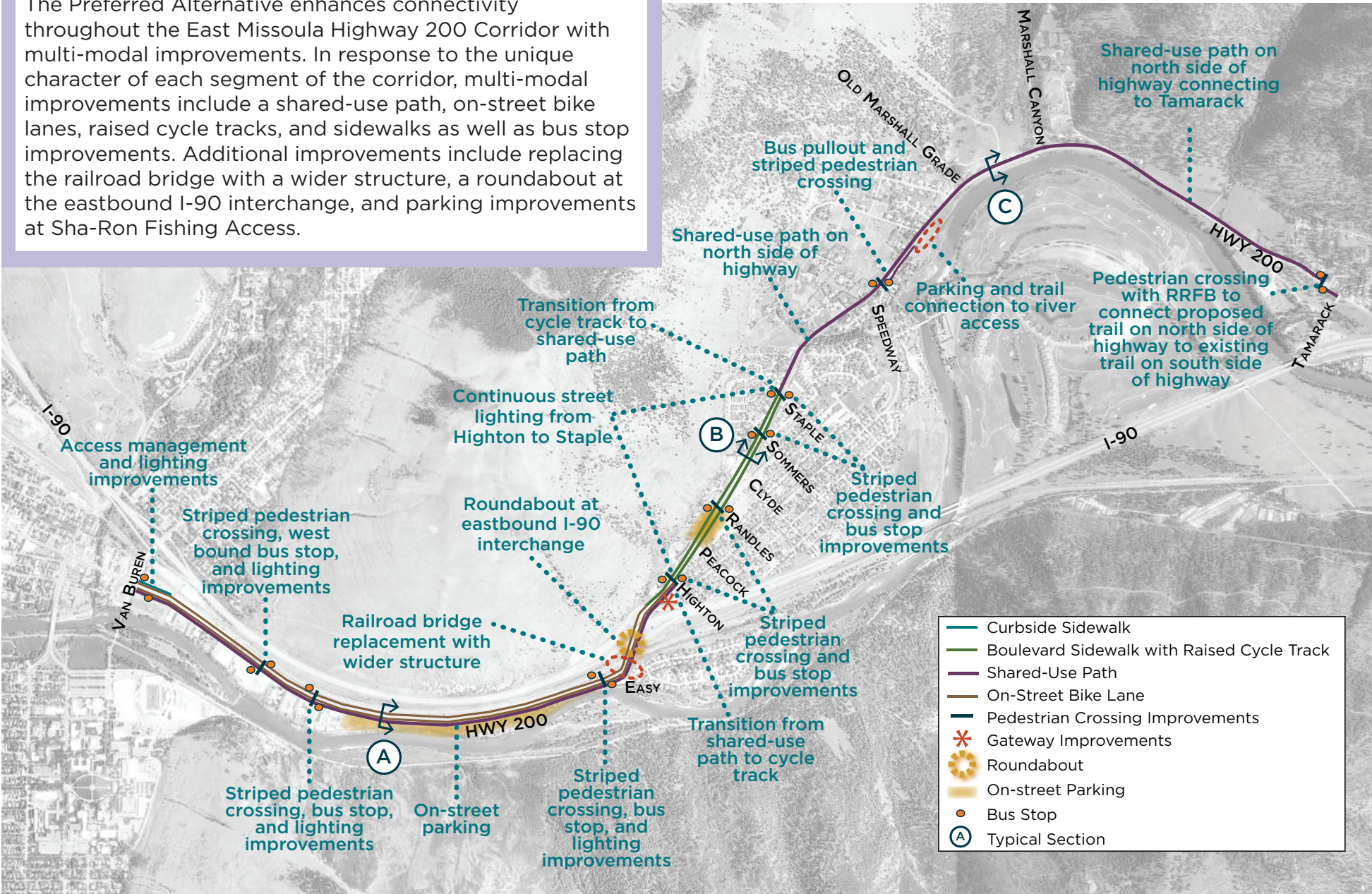


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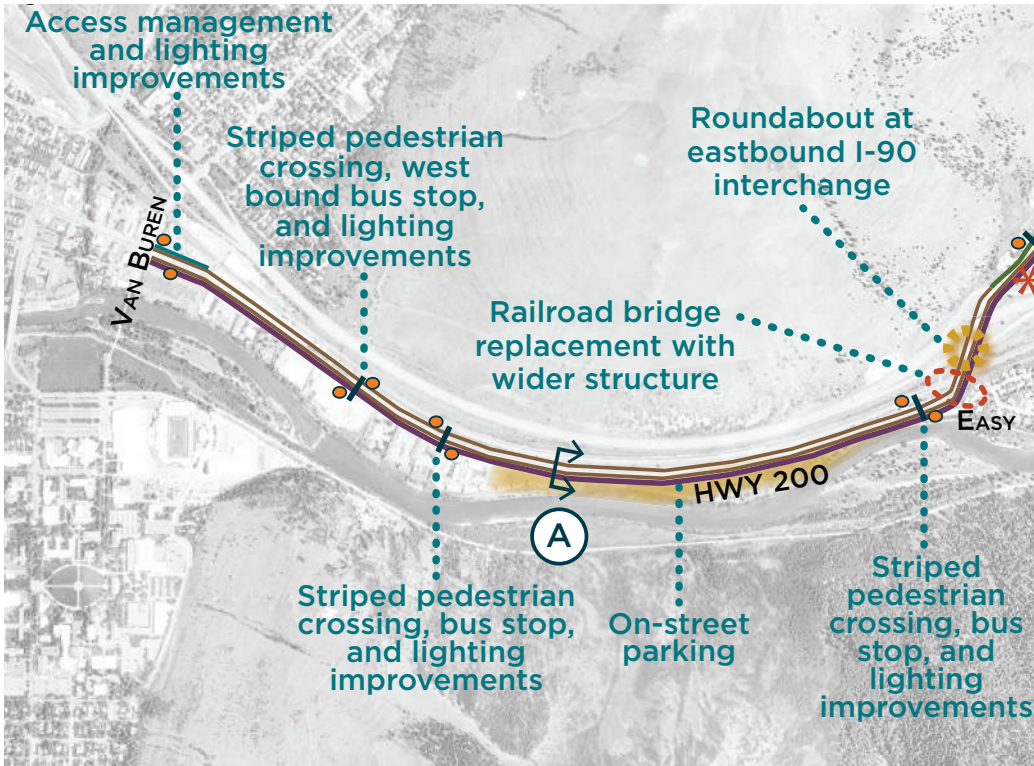
October 22, 2020

Preferred Alternative

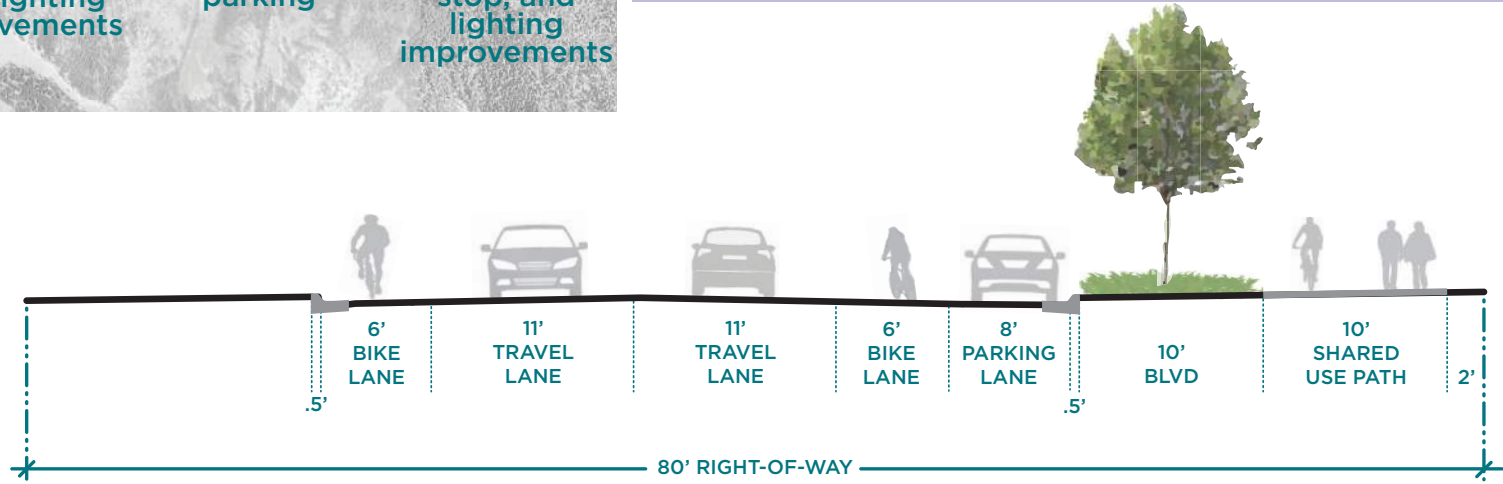
The Preferred Alternative enhances connectivity throughout the East Missoula Highway 200 Corridor with multi-modal improvements. In response to the unique character of each segment of the corridor, multi-modal improvements include a shared-use path, on-street bike lanes, raised cycle tracks, and sidewalks as well as bus stop improvements. Additional improvements include replacing the railroad bridge with a wider structure, a roundabout at the eastbound I-90 interchange, and parking improvements at Sha-Ron Fishing Access.



East Broadway Segment



A shared use path and on-street bike lanes are provided from Van Buren to I-90. The shared-use path provides a two-way connection for users that only want to access locations on the south side of Highway 200, such as students living in apartments along the river and going to classes at the University. The on-street bike lanes cater to commuter bicyclists from East Missoula traveling into Downtown for work. On-street parking is provided where existing right-of-way width allows, providing overflow parking for apartment complexes and events. Street crossings and bus stops are improved and will include lighting. Access management near Van Buren is addressed by extending the median to the east and eliminating the left turn lane at Van Buren for vehicles traveling west. This allows for better access control while creating space for improved bicycle and pedestrian amenities.



A East Broadway Segment
Typical Section
Looking East

*Right-of-way width varies from 60' to 80'.

Railroad Bridge Improvements

The railroad bridge is replaced to accommodate on-street bike lanes and a shared-use path. The roundabout at the eastbound I-90 interchange improves safety and intersection operations while addressing the challenging geometry of the intersection.



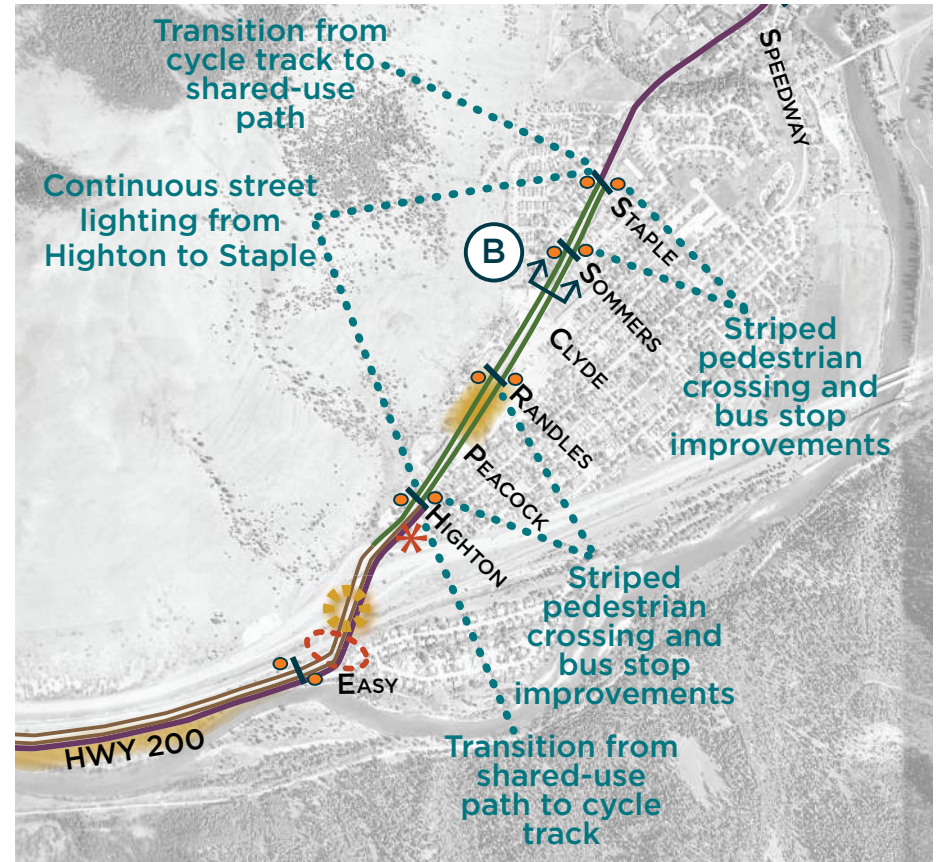
Existing Railroad Bridge



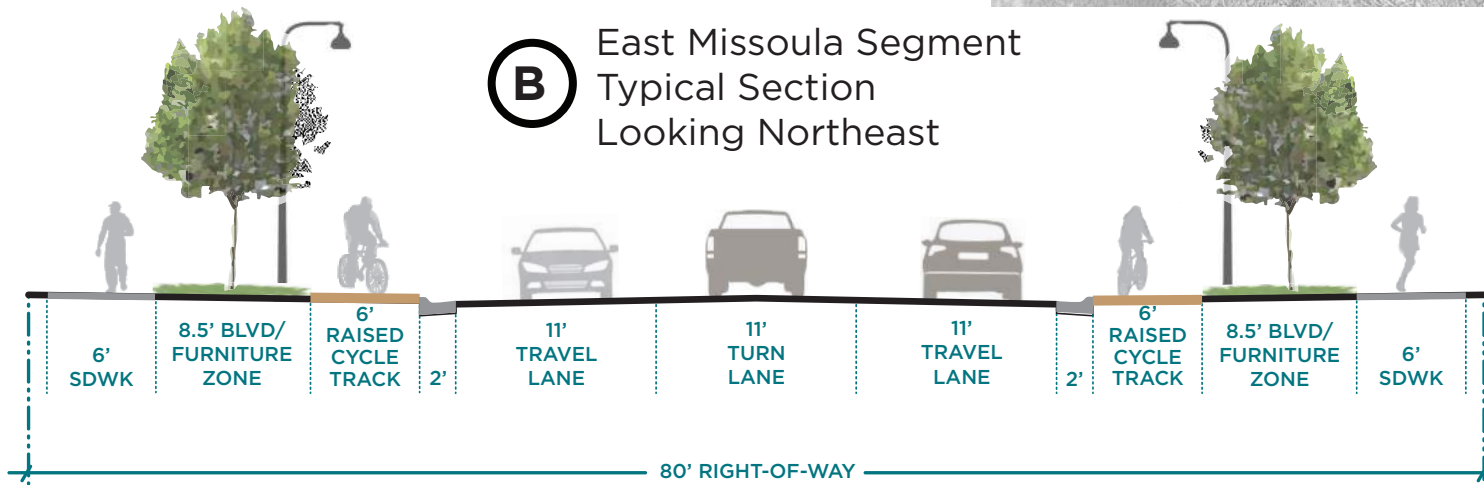
Proposed Railroad Bridge Replacement and Roundabout at Eastbound I-90 Interchange

East Missoula Segment

Improvements through East Missoula include sidewalks, landscaped boulevards, raised cycle tracks, and curb and gutter on both sides of Highway 200. Continuous street lighting is provided from Highton Street to Staple Street. Bus stop and striped crossing improvements are planned for Highton Street, Randles Street, Sommers Street, and Staple Street. With the street improvements, the entire 80' right-of-way will be utilized. This will affect parking for some businesses that currently use the right-of-way for parking. In these areas, on-street parking can be accommodated by eliminating the landscaped boulevards.



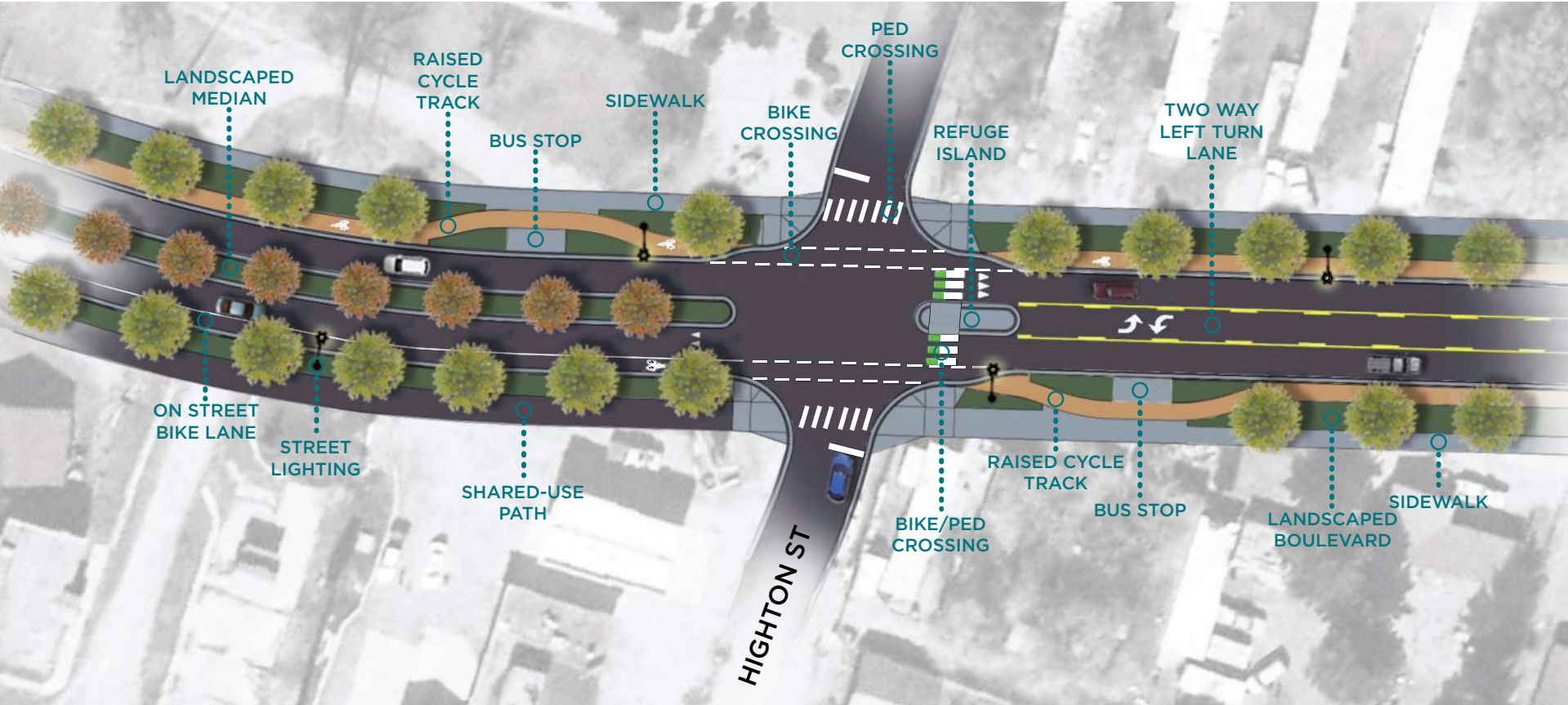
B East Missoula Segment Typical Section Looking Northeast



Highton Street Crossing

Transition from Shared Use Path to Cycle Track

The two-way shared-use path will transition to one-way raised cycle tracks on the north and south of Highway 200 through East Missoula. This transition includes a bicycle and pedestrian crossing at Highton Street with a refuge island to allow pedestrians to stop before finishing crossing the street. Bus stops are located at this intersection so users have access to the street crossing.



East Missoula Improvements

Improvements through East Missoula include raised cycle tracks, landscaped boulevards, sidewalks, and street lighting. This will create a new look for East Missoula while improving safety for vehicles, pedestrians, and bicyclists.



Existing Highway 200 Improvements through East Missoula

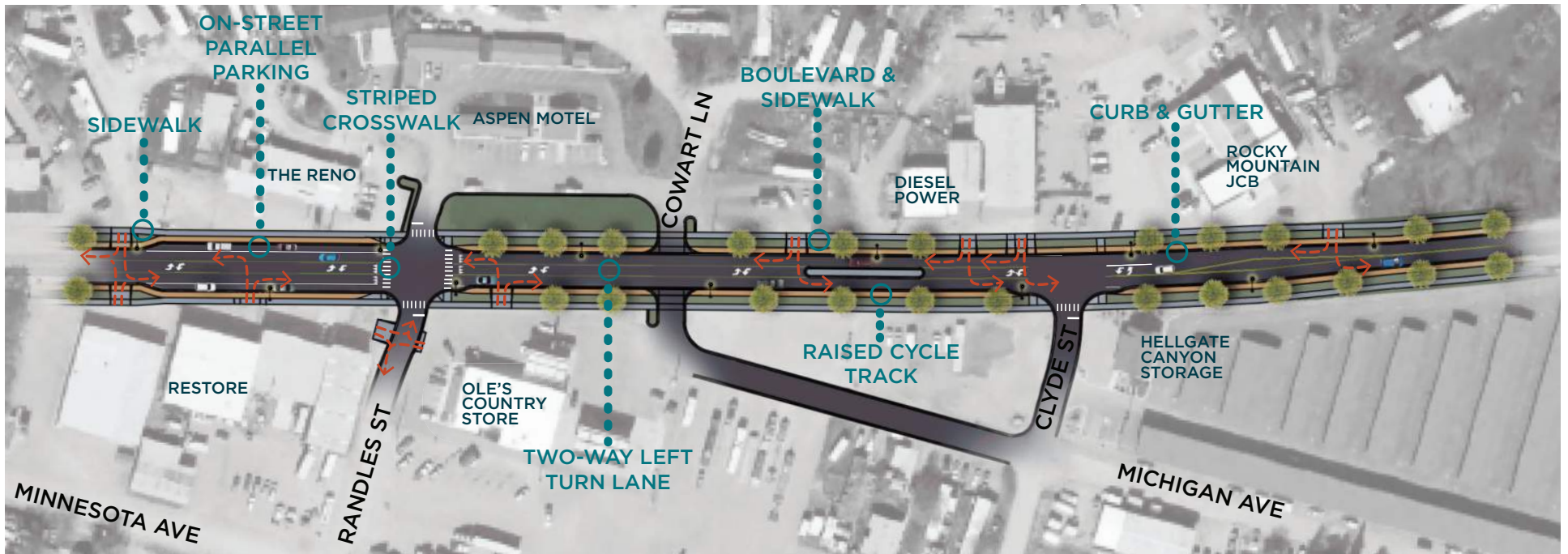


Proposed Highway 200 Improvement through East Missoula

East Missoula Access Management

This area lacks curb, gutter, and sidewalk as well as having numerous approaches and large areas of continuously paved property abutting the road that result in nearly continual access with few restrictions in place. This causes safety and stormwater issues. To address these issues, curb and gutter will be installed along the entire length of Highway 200 through East Missoula. This will address stormwater and drainage issues and delineate access to businesses and residences as well as street connections. Intersecting streets will be better aligned for more perpendicular street intersections.

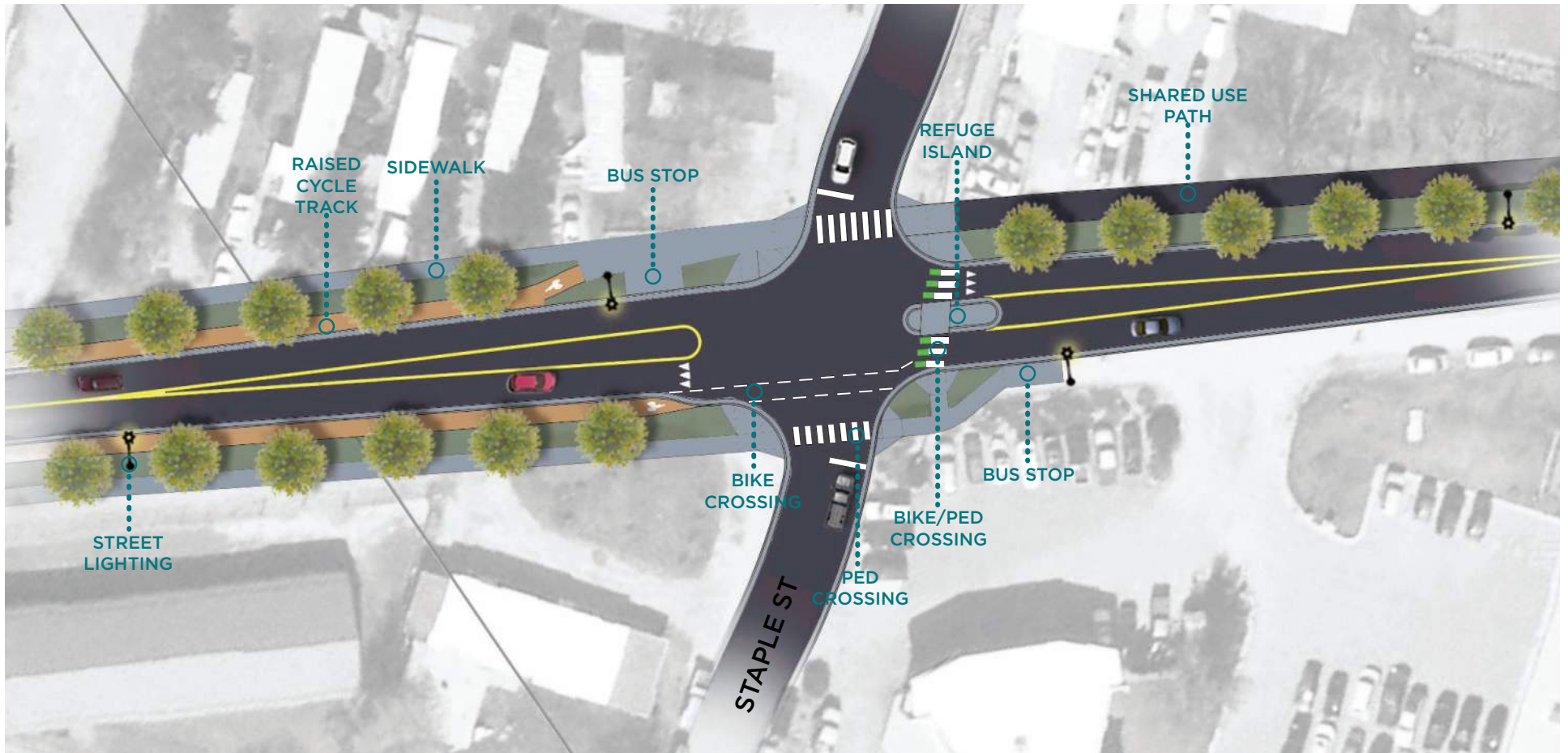
A two-way left turn lane is shown through most of East Missoula, which removes stopped or slow left-turning vehicles from the through lanes and stores those vehicles in the median area until an acceptable gap in opposing traffic is available. Additional driveway access is provided to existing businesses and residences.



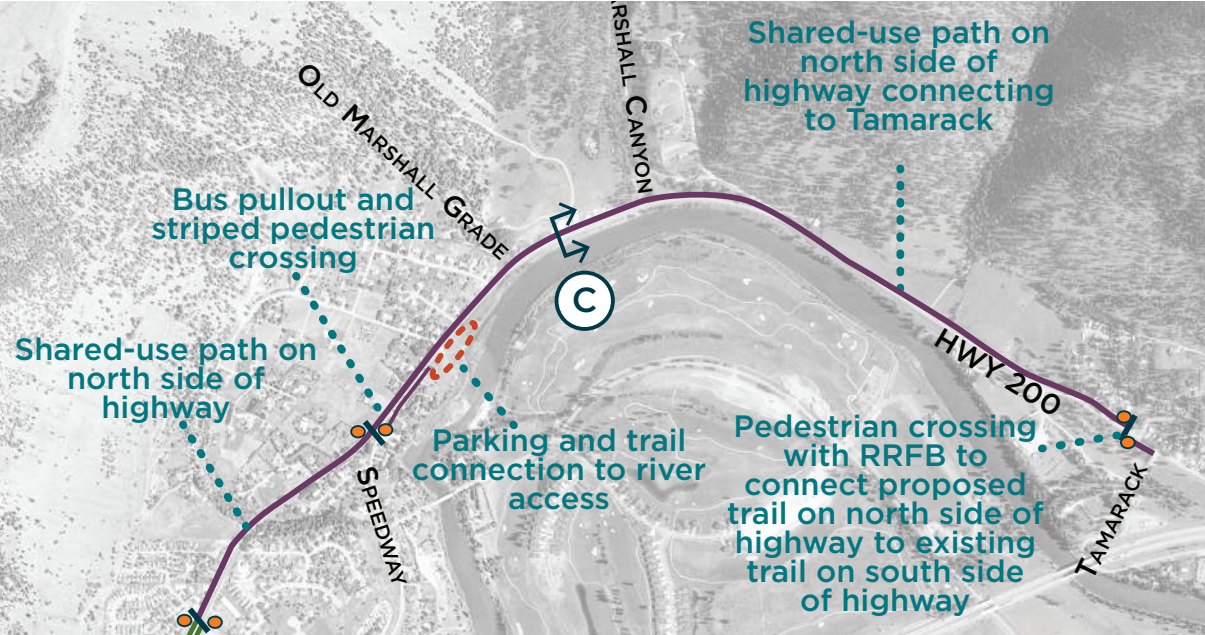
Staple Street Crossing

Transition from Cycle Track to Shared Use Path

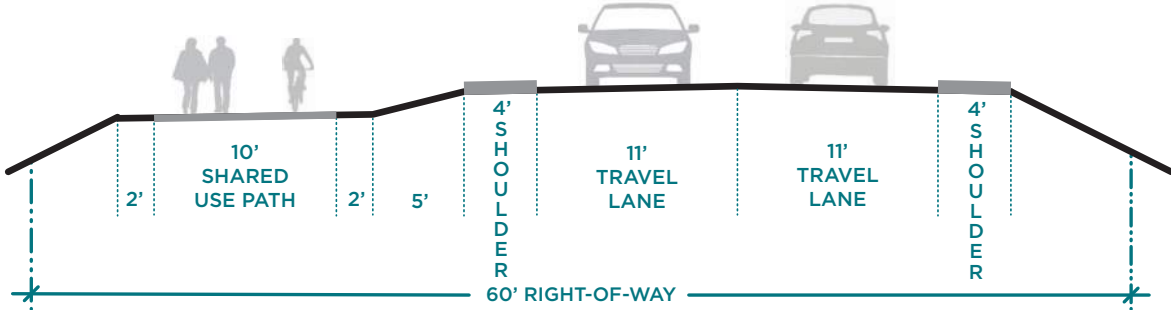
At Staple Street, the raised cycle tracks transition to a shared-use path on the north side of the highway. This transition includes a bicycle and pedestrian crossing with a refuge island to allow pedestrians to stop before finishing crossing the street. Bus stops are located at this intersection so users have access to the street crossing.



Sha-Ron Marshall Segment

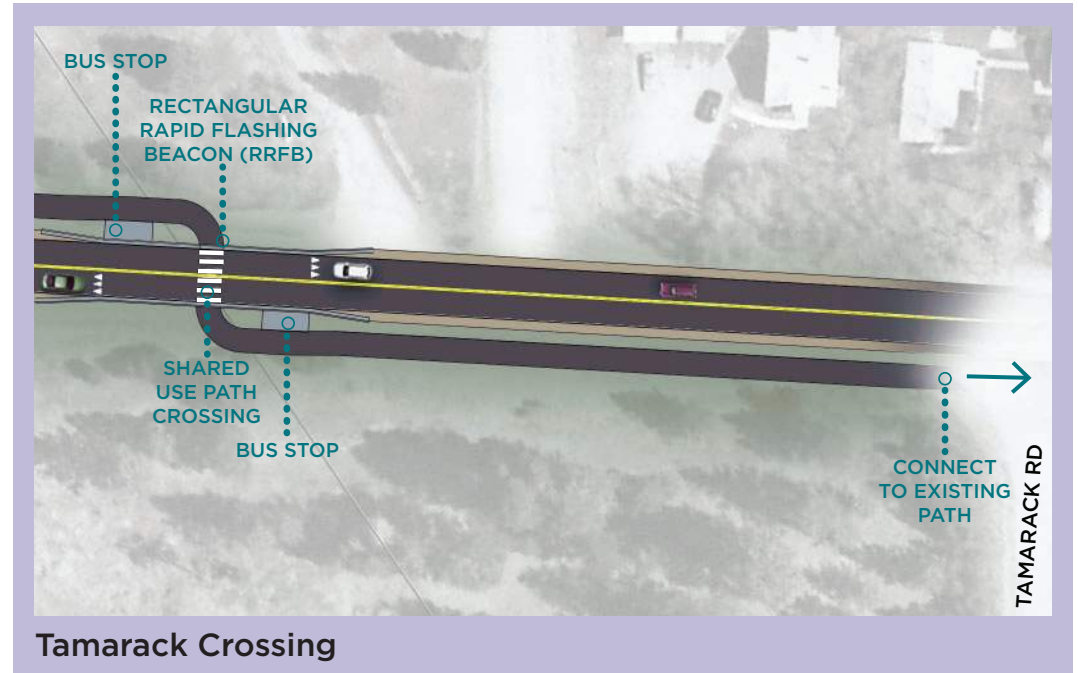
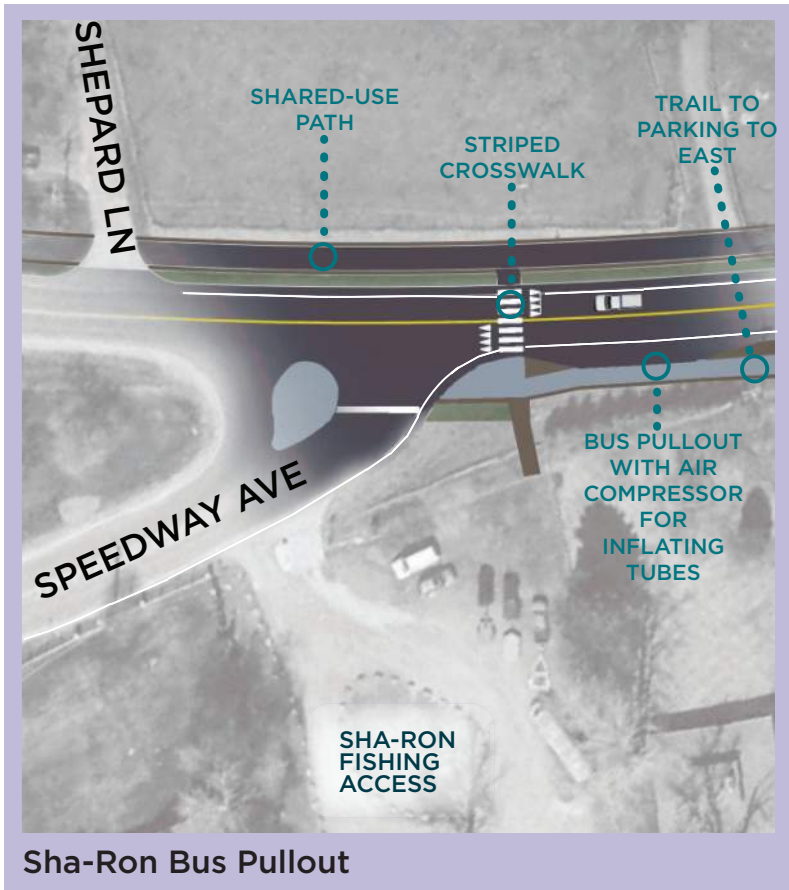


A shared-use path is located on the north side of the highway through the Sha-Ron Marshall segment connecting to the existing path at Tamarack. The path is located on the north side of the highway to provide better access to existing residences and to address construction feasibility issues where there is limited space between the river and hillside. A rectangular rapid flashing beacon (RRFB) is provided near Tamarack for users to cross Highway 200 and connect to the existing trail east of Tamarack. A new parking lot is provided east of the Sha-Ron fishing access with a trail connecting parking to the river access. A bus pullout is also provided at Sha-Ron that can accommodate shuttle service.



C Sha-Ron Marshall Segment
Typical Section
Looking East

Sha-Ron Bus Pullout & Tamarack Crossing



At the Sha-Ron fishing access, a bus pullout is provided to serve Mountain Line as well as to provide shuttle service for “tubers” accessing the river. An air compressor will be provided at the bus pullout for inflating tubes. A trail will connect to a new parking lot located east of Sha-Ron to minimize parking along Highway 200. A striped crosswalk connects the shared-use path on the north side of Highway 200 to Sha-Ron.

To transition the shared-use path from the north side of Highway 200 to the existing trail east of Tamarack on the south side of Highway 200, a striped crossing is provided with a rectangular rapid flashing beacon to alert drivers to users crossing the highway. The crossing is coordinated with bus stop locations.