

## Graphic Recorder, Reserve Now Station Discussions

1

- Broken signal lights – Miller creek, Reserve & 93 (N-bound)
  - Group 3: Lack of clarity in turning lanes & outdated lights
- England & Reserve: (making left turn onto Reserve) – dangerous
  - Middle lane (left turn lane but no right turn; vehicles turning right go on sidewalk)
  - Pedestrians on England – turning into Costco (right turn); traffic backs up onto Reserve
- Pedestrians ||
  - Limited crosswalks (dangerous)
  - Walking at night (not enough lighting for safety)
- Mullan & Reserve – the straight goes first (this is good! +)  
↓
- Bridge (not enough lighting & median paint reflective not visible in winter) – median wall too short to block blinding lights
- School zones
  - Lack of marking & end of school zones
  - More school zone signal lights needed
  - School zone speed too fast (35 mph)
- + opportunity for better utilization of space (Room for better bike & ped lanes)
- How using Reserve now?
  - Destination (shopping, dr. offices) – when leaving town many avoid Reserve (group 1 & 3 – use side streets and parking lots)
  - (brought up in 2<sup>nd</sup> group) isolation from MSO on W. side neighborhoods
  - People living on Mullan have limited other ways to get to Missoula (Reserve is only options) → results in traffic going through residential neighborhoods to avoid Reserve
    - Examples: Eaton & 27<sup>th</sup>; Spurgin & 14<sup>th</sup>

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2

- The mindset of current Reserve drivers:
  - || Lack of awareness for ped & bike || (drivers on a mission)
  - Lack of interaction between people in general
- Positives of Reserve
  - ||| + all errands are conveniently located in one place (reflected in group 3)
  - Traffic is relative (really not bad compared to big metro areas)
- What do you think of when you think of Reserve?
  - Frowny faces
  - Exhaust
  - People rushing to get through
  - New cookie cutter housing (high density/lack of character)
  - “it’s a highway” → Just a pass through
  - Sacrifice zone
- || Fear: \* high alert when driving Reserve
  - Rear-ended twice
  - Avoid biking in street ||

- Not safe when walking or biking to cross street
- Mullan & Reserve scary as a driver (concerned of hitting someone)
- West vs. East side of Reserve (see group 1 last point)
  - Perception that East is industrial
  - West side housing is isolated due to Reserve (new neighborhoods)
    - Lower quality of livability due to Reserve barrier
      - (Reserve = river that isolates these neighborhoods)
      - + West side – less traffic on roads & more access to wild lands (older Reserve housing)
- Positives
  - Large box stores have white roof (not dark energy absorbing)
  - Orchard Homes area has rural feel
  - + S. of 3<sup>rd</sup> Street not as condensed as N. Reserve & smaller scale

3

- Not energy efficient → feel like cars are the way to travel on Reserve (would like for other transport to be friendly)
  - Too much blacktop = heating | |
  - Reserve is not helping with goals of Climate Action Plan
- Many travelers only see Reserve when passing through MSO → not a pretty representation of the city
- Car accidents are too frequent – fear
- Bikes would be a good option to relieve traffic – but not safe now | |
- Reserve makes people mad – most upset drivers seen on Reserve of anywhere in Missoula – road rage
- Currently not good options to avoid Reserve when getting b/w businesses on W. Side (east side has Great Northern St. behind businesses)
- Reckless speeds (people go too fast & then slam on breaks)
- Driving in bike lane to get to right turns

4

- Dangerous – high speed limits (see groups 1 & 3)
  - Pedestrian crossing (too many lanes)
  - Wrecks & too many rear-endings
- Try to avoid Reserve when possible (reflected in other groups)
  - (Don't eat at those restaurants)
  - (Lack of accessibility b/w residential & commercial)
  - Road rage
  - Not pretty
- Valuable retail options – convenient (one stop shop) (see other groups)
- The problem area is b/w Mullan & Broadway – the rest of Reserve is not bad yet (planning needed to make rest of Reserve this way)
- Lack of public access to the river or public lands for recreation
- + The pedestrian/bike underpass near River Road is good but other areas not safe to bike (reflected in other groups)
- Mullan & Broadway South – a problem intersection
- Lack of safe crossing areas (reflected in other groups)

- No other options when trying to get across Missoula (have to use Reserve) (reflected in other groups)
- Turning left is scary → people use turning lanes too fast
- Lack of homeless services
- Reserve construction is artifact of time when built (big box stores)
  - Will be interesting to see how changes in vehicle use change Reserve

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5

- Positives of Reserve
  - + MT drivers more considerate than drivers in other places
  - Access to shopping (one-stop-shop)
    - Reserve is for shopping (reflected in other groups)
  - Short stretch of road that is strip compared to larger metro areas (reflected in other groups)
  - Transportation Corridor b/w Lolo & I-90
  - Driving on Reserve is necessary
- Walmart exit → should be additional exit instead of exiting from parking lot to Reserve being only option
- Shopping carts & barriers to pedestrian use
- Hard to turn left onto Reserve & off Reserve (reflected in other groups)
- Residents on west side housing developments – no safe way to enter Mullan (reflected in other groups)
- Pedestrian not safe b/c of turning vehicles (reflected in other groups)
- Turn lights & lanes not long enough for demand (lines waiting to turn)
- Alternative routes used to avoid travel on Reserve (reflected in other groups)
- Frustrated drivers are willing to take more chances
  - Long wait times lead to more risks
- If Reserve were prettier, would be more pleasant & could lead to less frustration
- S. end by Honda dealer – train tracks – are these used? If they are, there should be more info to drivers
- Make overpasses so that traffic flows better on Reserve
- Peak times are congested – other times flows well
- Light in front of elementary school runs too long