

Graphic Recorder, Future Reserve Station Discussions

- Reduced light pollution at night (lights off)
- More uses on Reserve – live, work, play (mixed use)
- Higher density development make use of “empty” space
- More side streets
- Bicycles/peds off Reserve to quieter area
- Better connected public transport w/ bike trails (Amsterdam is good example)
- Sidewalk – btw Lowes and Costco – more walkability
- Better signs for cyclists- know where to turn, etc.
- ↑ driver and biker ed. (bikers geared up)
- Elevated crosswalks for safer ped passage (textured and colored – make it visible) – For cross-streets and between parking lots
- Synchronized lights according to traffic flow
- Decorative sidewalks, ex: paving stones
- More law enforcement on Reserve – so people obey traffic laws
- Continuous street behind 1st row of stores on W. Reserve
- Better traffic signs (R turn only) esp. @ River Rd
- Infrastructure to match development and precede it
- More traffic cameras | |
- Roadway is well maintained
- East-West safer passages for pedestrians
- Mountain views (setbacks, lower buildings)
- Continuous turning lanes to keep traffic flowing (service roads, frontage roads) | |
- Protected bike lanes
- Trolley to connect to other parts of town
- Access to secondary networks/connectivity i.e. Grant Creek
- Small off-ramp (slip lane) to get off Reserve (to Expressway)
- More mixed-use development – community feel - green space
- Solar arrays in parking lots
- Underpass for bikes – Reserve – Mullan
- Hiawatha Trail
- Commuter trails – non-motorized
- More attractive – a better welcome to Missoula
- BRT – bus rapid transit – 15 min service
- Addressing homelessness – having more options to deal w/ trash, etc. (equity)
- More secondary travel networks are developed (relieved congestion)
- N. Reserve/Scott St master plan enacted
- Medians – better landscaping or management
- Clearer light signals
- Reserve St as buy-pass | | | (additional streets for businesses; side streets; elevated streets; and to help replace parking lots – easier to walk/bike)

- Safety improved!
- More scenic – like a postcard
- Shuttles to move shoppers around btw stores
- Improved drivers ed – so drivers are safer drivers, obey laws ||
- Ski-lift/gondola public transport
- Standardized traffic signals (green arrows, synchronized, etc.)
- Easier transport around parking lots (wider lanes)
- More bikeable and walkable
- Improved landscaping in parking lots – more trees!! |||
- Connectivity on W. Reserve (i.e able to cross Mullan Walmart – Home Depot)
- “Conveyor belt” transport for bikes & W. of Reserve in neighborhoods
- Very clearly defined and noticeable bike lanes and continuous routes for bikes ||
- Spend leisure time on Reserve (not just in & out shopping)
- Special sectors, like business neighborhoods, along Reserve
- Centralized shopping/business districts
- Well-planned, fewer exceptions, → in advance of development
- More trees! Parking lots, etc. }
- Reserve St is pretty }
- More traffic signage that is clear }
- Clear turning lanes }
- Easy access to Airport }
- Better parking – make better use of space, not more parking }
- Traffic signals at cross-streets → esp River Rd (& pedestrian crossing) }
- Re-think parking lots (garages w/ green space → urban thinking) }
- Traffic lights are well-timed and long enough }
- Left turns are easy }
- Safe intersections }
- Roundabouts – to eliminate left turns- @ major intersections (well-designed roundabouts) }
- N-S bus route along Reserve }
- Pullouts for buses }
- More bus stops on Reserve & in communities surrounding Reserve }
- Bus hub on or near Reserve (more than 1 in city) }
- Reinstate buses on Mullan Rd corridor }
- Remove pedestrian countdown timers – safer ped passage & so people don’t speed through intersection }
- Roll-on-Roll-off for bikes on public transit – faster bus schedules }
- More artwork – sculptures, murals }
- Knockouts in road so buses can safely pull to side }
- Fewer panhandlers → safer for people and cars }
- Use wasted space on Reserve (shoulders) to optimize for more modes of traffic }
- More right-hand turn lanes into busy areas }
- Taller median on bridge over river (block headlights) }
- Improved reflectors – they are always clean }

Reserve is designed for people as well as cars

- Better lighting
- Wider sidewalks – 10' – 2-way wheelchair traffic
- Better sensors at lights- better traffic flow, safer
- More pedestrian crossings across Reserve
- Commuter train down metro link rail – connected routs for alternate transportation
- Use vacant land to improve traffic flow
- More law enforcement to enforce traffic laws
- Courteous drivers, drive @ speed limit
- Greater separation for bicyclists & pedestrians
- Crosswalks are well-lit
- Crossing sections are shorter- more islands
- Access onto Grant Creek
- Streets are well-lit, esp. N. N. Reserve [sic] (Grant Creek)