

RUSSELL
S T R E E T

WELCOME TO THE
RUSSELL STREET
OPEN HOUSE



RUSSELL S T R E E T

The Russell Street Corridor in Missoula is being reconstructed to support traffic rates, growth, and non-motorized improvements. In 2020 the project's first phase, from Broadway to Dakota Street, was constructed.

Now, the Montana Department of Transportation and project partners are making progress on the final design for Russell Street, from Dakota Street to Mount Avenue, as well as for West Broadway Street between Mullan Road and Toole Avenue.

STAY IN THE KNOW

Email: Becca at becca@bigskypublicrelations.com

Call: 406-207-4484, Monday – Friday,
9 a.m. to 5 p.m.

Visit: mdt.mt.gov/pubinvolve/russell/

***Text:** RUSSELL to 41411

To visit the webpage quickly, use a smartphone, open the camera, and hover over the code to the right. A prompt will show up and direct you to the website.

*Texting alerts are not managed by MDT and may have different privacy and security policies. For more information read the SimpleTexting Privacy Policy.



PROJECT MAP





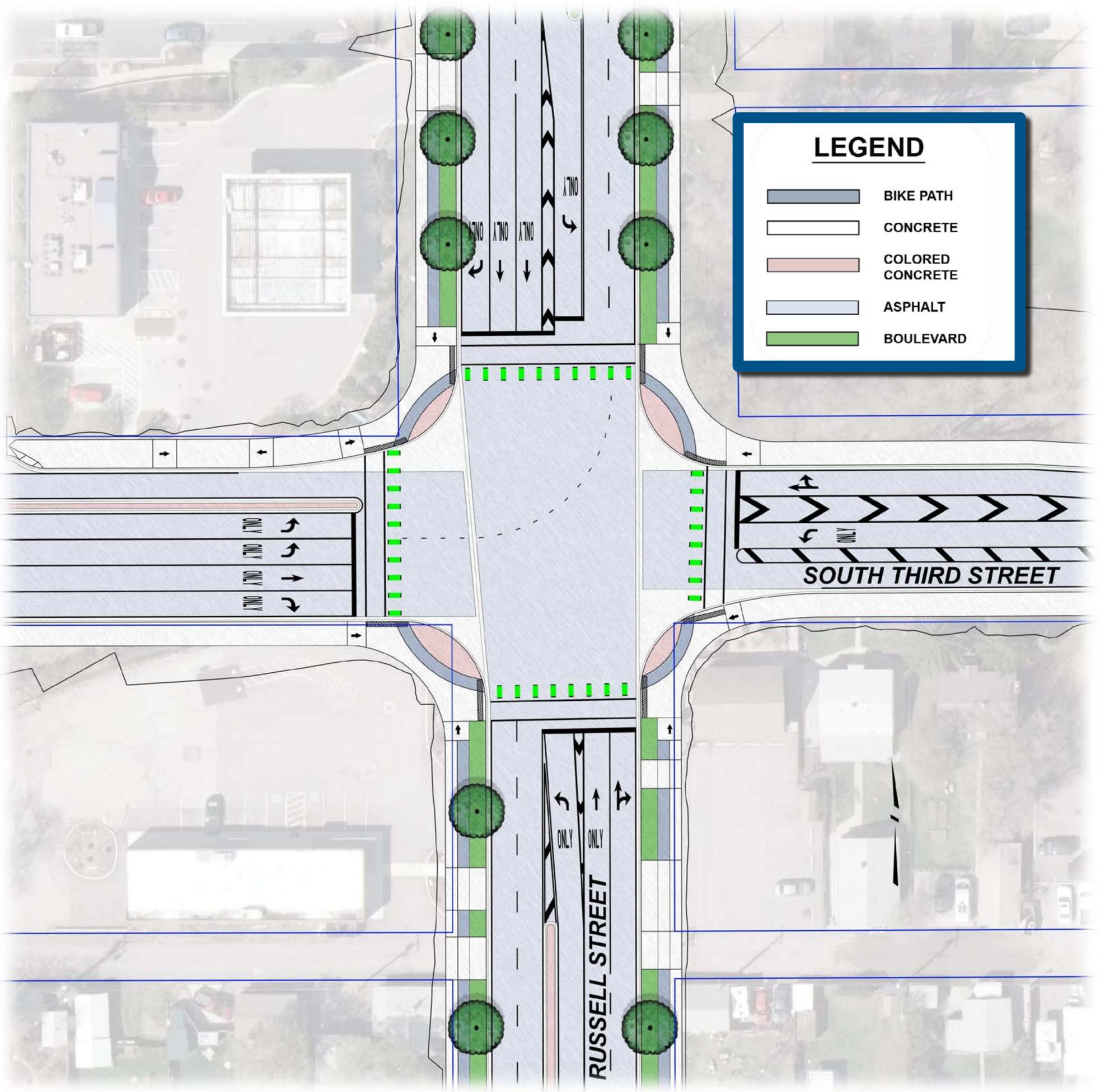
MDT is committed to Vision Zero – the goal of zero deaths and zero serious injuries on Montana’s roadways.

Our approach to improving safety on our roadways focuses on key elements of traffic safety – also known as the four “Es”:

- 1 EDUCATION** through public information and traffic safety outreach campaigns.
- 2 ENFORCEMENT** of Montana’s traffic laws through the presence of law enforcement.
- 3 ENGINEERING** of Montana’s roadways to ensure best practices are implemented and maintained with safety as the priority.
- 4 EMERGENCY MEDICAL RESPONSE** to support emergency services so they are adequately funded and equipped to respond to crashes.

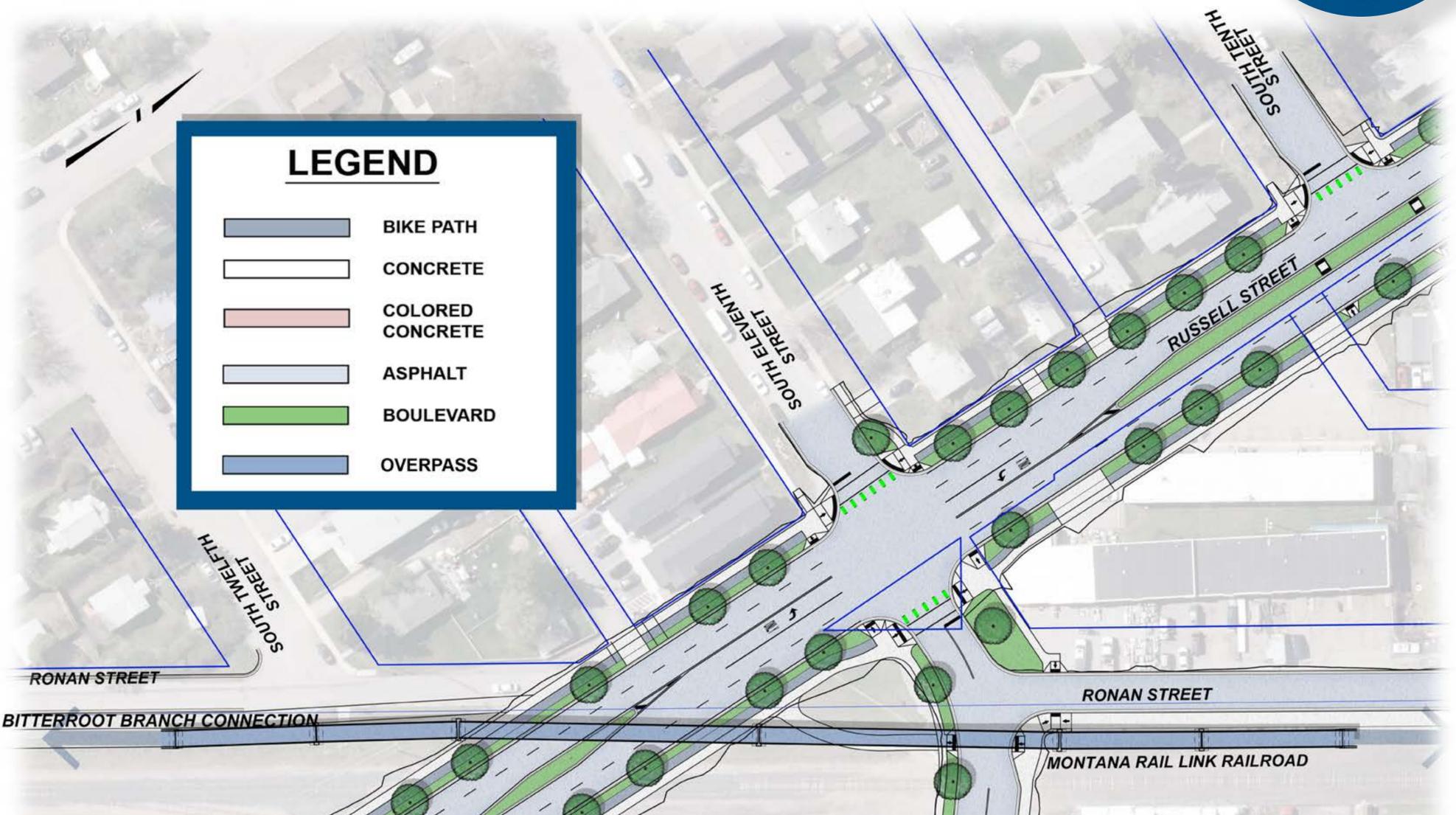


THIRD STREET AND RUSSELL STREET

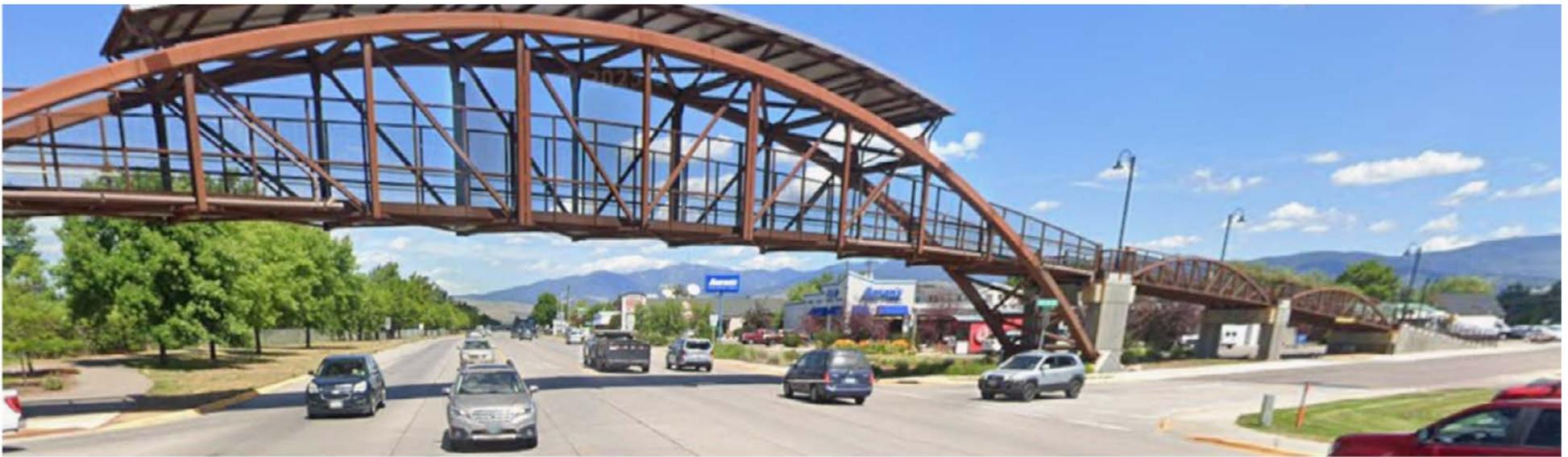


BITTERROOT TRAIL CONCEPTUAL ALTERNATIVES

RUSSELL
S T R E E T



GRADE SEPARATED CROSSING



Pros:

- Provides the greatest degree of safety for both trail users and drivers.
- Eliminates delay for all drivers and most trail users.
- Provides trail users of all ages and abilities the lowest-stress crossing option which promotes increased pedestrian/bicycle usage.

Cons:

- Increased project cost (currently included in the established project budget).
- Requires trail users to travel up/down to cross over the roadway.
- Visual impact.



BITTERROOT TRAIL CONCEPTUAL ALTERNATIVES

RUSSELL
S T R E E T

RECTANGULAR RAPID FLASHING BEACON (RRFB) CROSSING



PEDESTRIAN HYBRID BEACON (PHB) CROSSING



AT GRADE CROSSING ALTERNATIVES: RRFB OR PHB

Pros:

- Lower design, construction, and maintenance costs.
- Reduced impact to surrounding area.

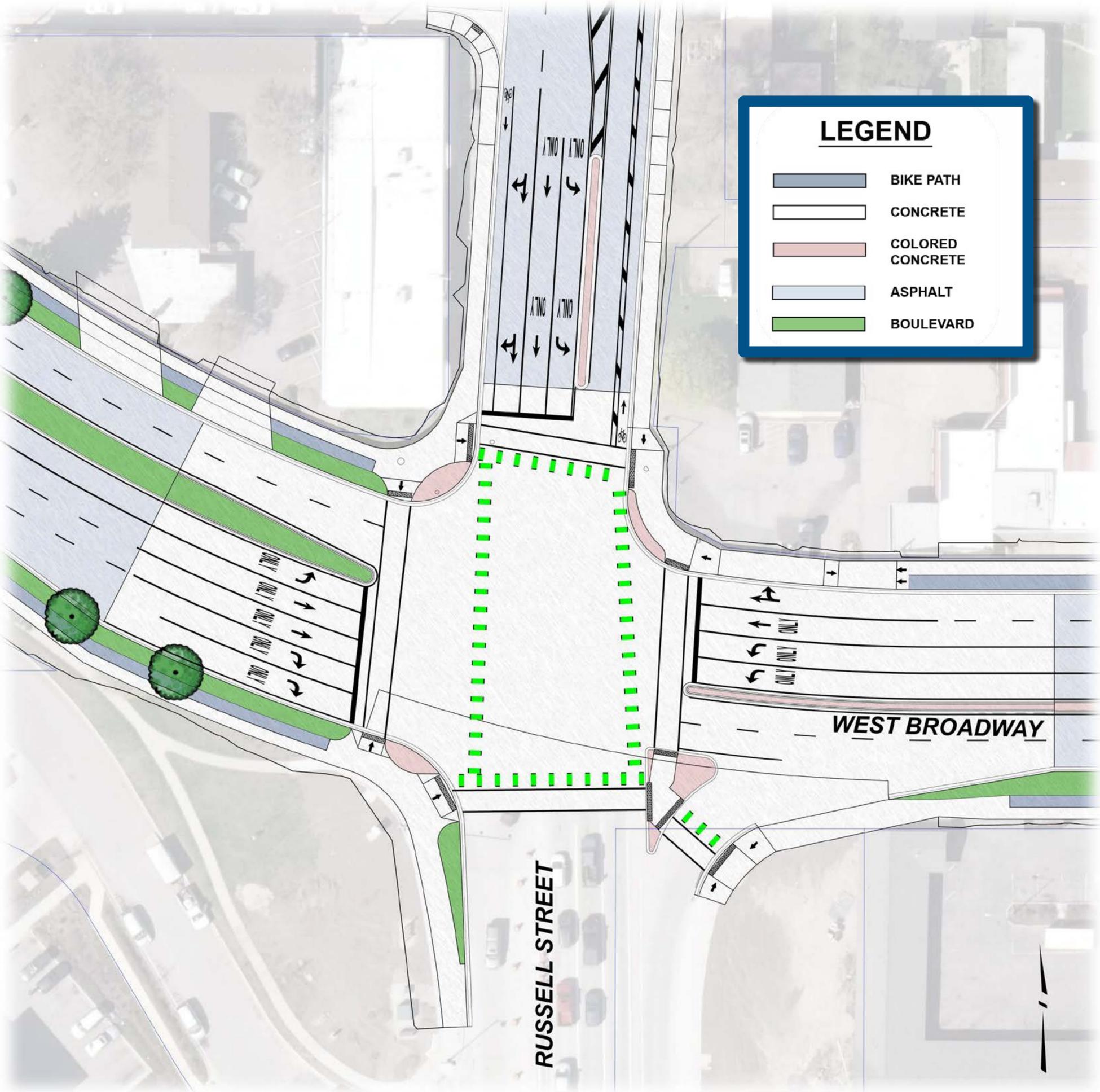
Cons:

- Inherently less safe for all users than a grade-separated crossing.
- Frequent interruption of Russell Street traffic, resulting in delays.
- Introduces risk of “double threat” to pedestrians (where driver in first lane stops for pedestrian to cross but driver in second lane does not).
- PHB Specific - Causes delays to trail users, potentially resulting in increased risk-taking behavior where trail users choose to cross through traffic rather than wait for the signal to activate.

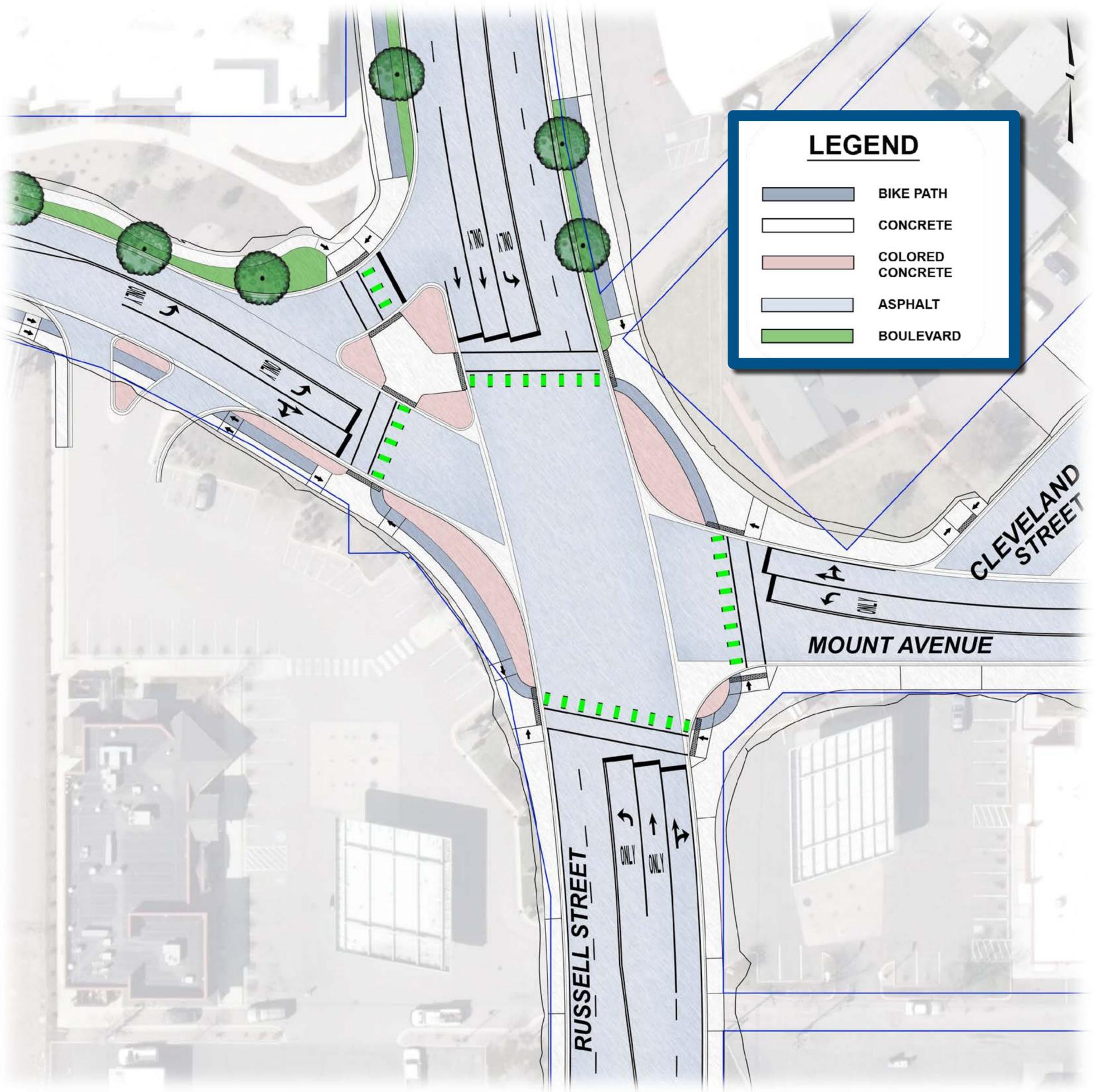




RUSSELL STREET AND WEST BROADWAY STREET

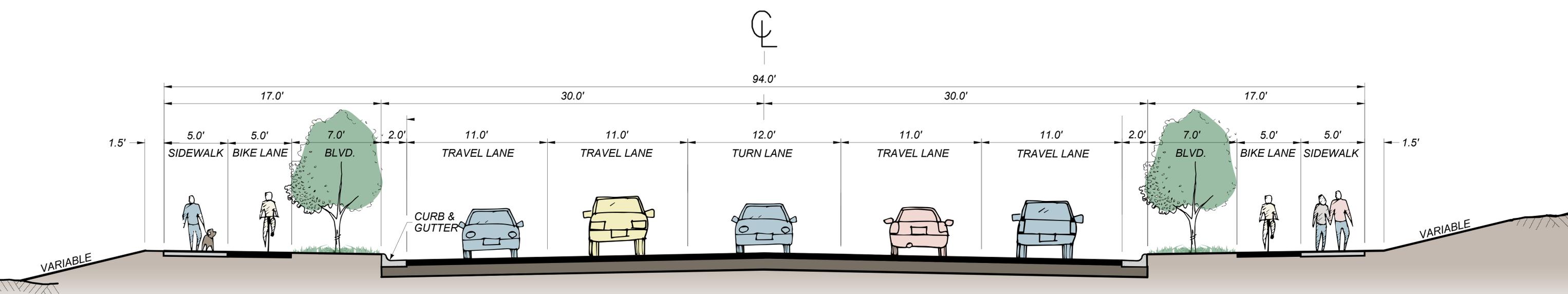
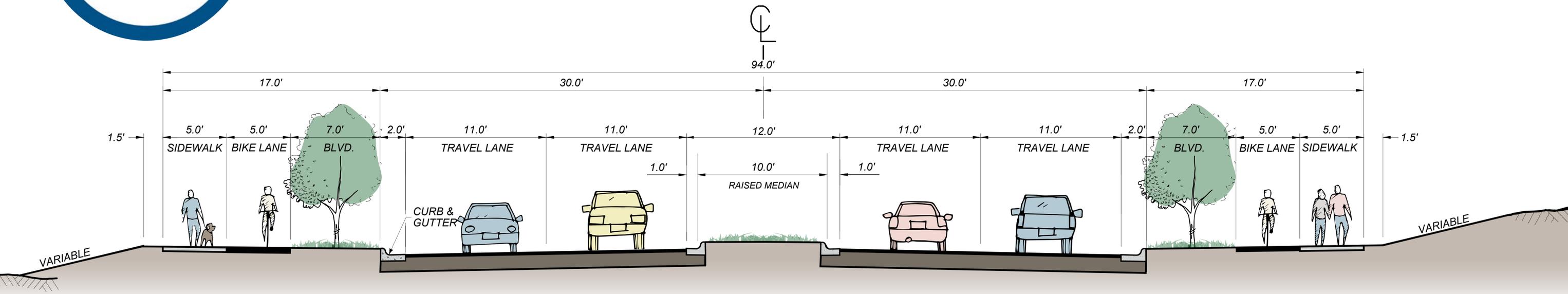


RUSSELL STREET AND MOUNT AVENUE



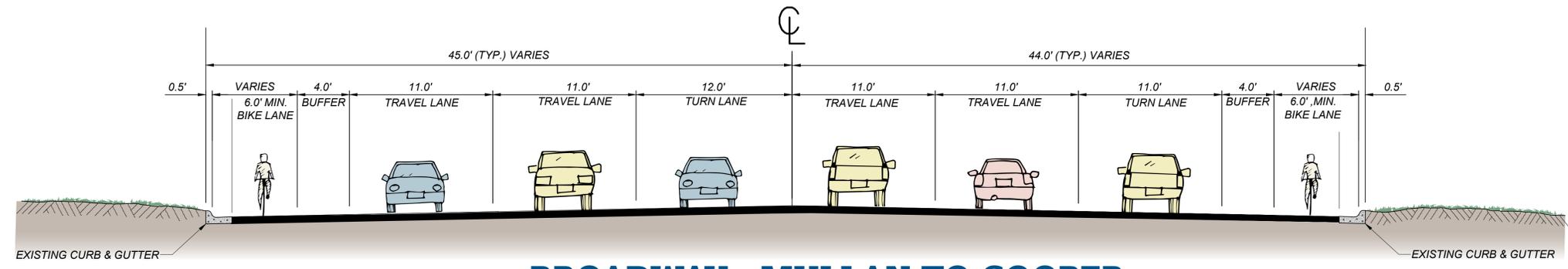


RUSSELL STREET TYPICAL SECTION

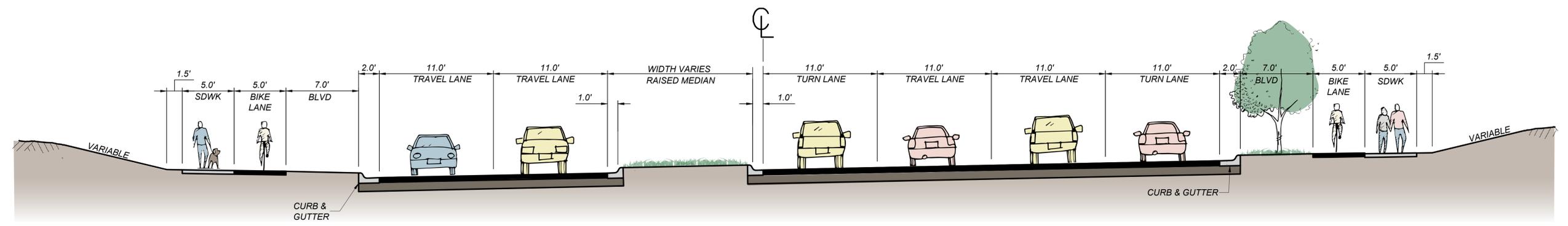




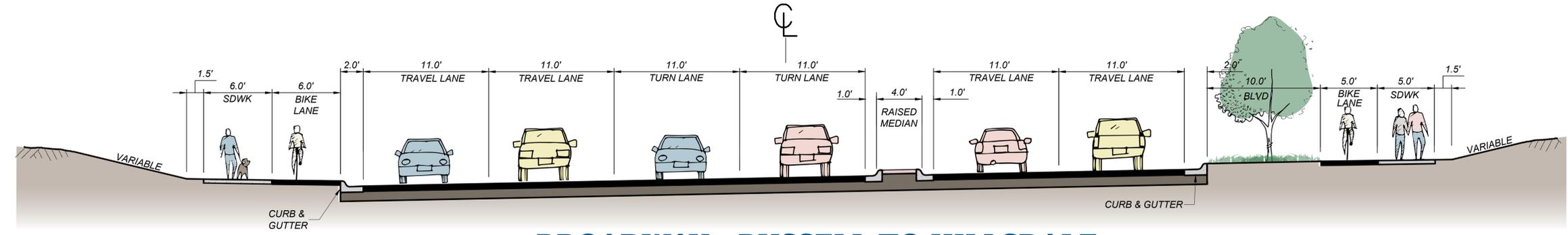
BROADWAY STREET TYPICAL SECTION



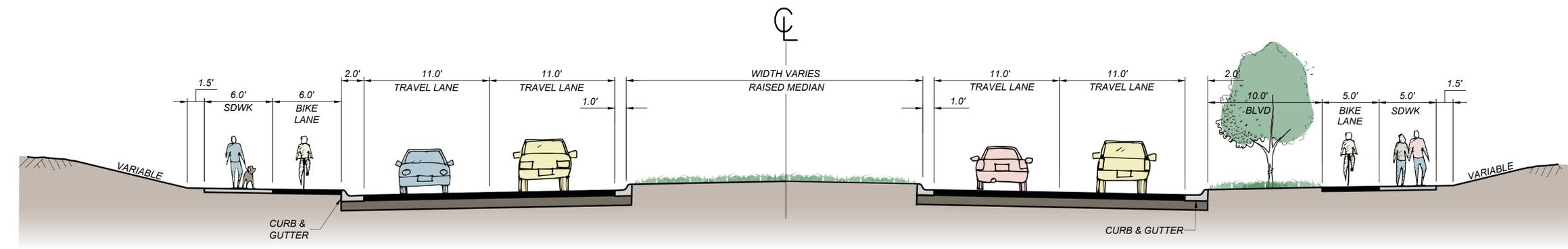
BROADWAY - MULLAN TO COOPER



BROADWAY - COOPER TO RUSSELL



BROADWAY - RUSSELL TO HILLSDALE



BROADWAY - HILLSDALE TO TOOLE



SAFETY STRATEGIES



Russell Street, Mount Avenue to Dakota Street and Broadway Street from Mullan Road to Toole Avenue will include safety enhancements at appropriate locations along the corridor.



BUS STOP UPDATES:

Accessible and safe bus stops allow for public transportation efficiency and better rider experience. Russell Street bus stops will be perpetuated northbound and southbound near South 1st Street. Broadway bus stops will be perpetuated eastbound and westbound at Hillsdale Street and the westbound bus stop will be perpetuated at Sherwood Street.



BIKE FACILITIES:

Improving bicycle lanes enhances safety not only for cyclists, but also for drivers and pedestrians. Clearly delineated lanes reduce congestion and promote efficient and protected space for all roadway users. Russell Street and West Broadway Street will include bike lane updates.



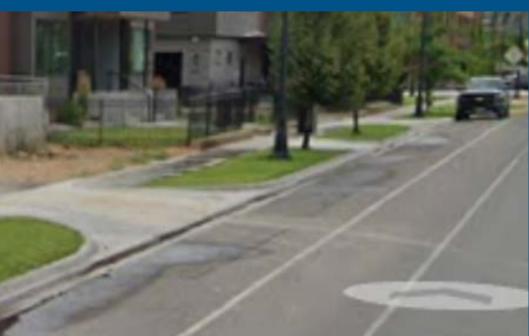
MEDIANS:

Medians are reserved areas within a roadway that act as buffers, physically separating opposing lanes of traffic. By providing a physical barrier, medians enhance safety by reducing the risk of head-on collisions and offering space for additional lighting, signage, or other safety features. The clear separation of traffic lanes and added visual cues can also encourage drivers to reduce speed, further improving overall roadway safety.



LEADING PEDESTRIAN INTERVALS:

Leading Pedestrian Intervals (LPI) at traffic signals give pedestrians a head start to enter the crosswalk before vehicles get a green light. This reduces pedestrian and vehicle conflicts by increasing visibility of pedestrians as they begin to cross the street. LPIs are designed for all signalized intersections on Russell Street from West Broadway to Mount Avenue.



ROADSIDE BOULEVARDS AND SIDEWALKS:

Roadside boulevards are typically landscaped areas located between the roadway and the sidewalk that separate vehicular traffic from pedestrians. These boulevards serve as a buffer to enhance pedestrian safety and are also often used for snow storage and utilities. Sidewalks, in turn, provide a dedicated, separated space along the roadway for pedestrian travel, offering an additional layer of protection from vehicular traffic.



STREETLIGHTS:

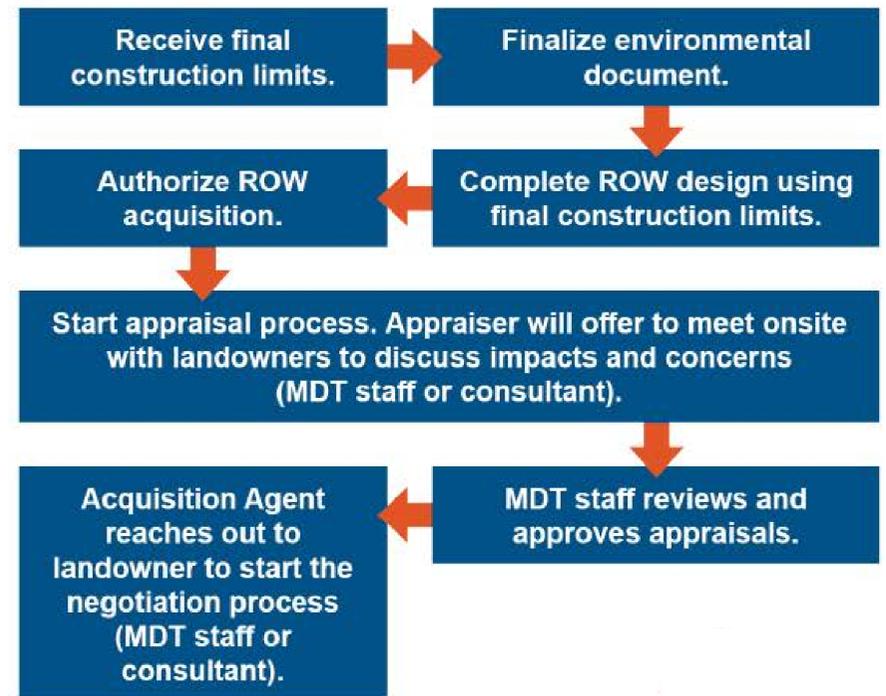
Streetlights along roadways, such as Russell Street and Broadway Street, provide lighting to ensure safety for vehicles, drivers, and pedestrians. This includes reducing the risk of a crash and creating better visibility for drivers. This project will include streetlight enhancements.

RUSSELL STREET RIGHT-OF-WAY PROCESS



- Right-of-way acquisition is anticipated throughout the project limits to accommodate the wider roadway, sidewalks, and bike facilities.
- Impacts to improvements (i.e., fences, mailboxes, etc.) will be addressed during the appraisal and negotiation process.

Process



Russell Street Right-of-Way progress:

**WE ARE
HERE**

10% DESIGN COMPLETED

30% DESIGN COMPLETED

60% DESIGN COMPLETED

90% DESIGN COMPLETED

100% DESIGN COMPLETED

RIGHT-OF WAY-ACQUISITION: 2026 - 2028

This project is in the design phase. Construction is tentatively planned for 2029 and is subject to change on completion of all project developmental activities.



HISTORY & TIMELINE

RUSSELL S T R E E T

Environmental Impact Statement.

2001

An EIS analyzes significant environmental effects of major proposed projects, help decision-makers and the public understand impacts.

2017

Russell Street Phase 1 Bridge project awarded.

2018 - 2019

Russell Street Bridge and surrounding area under construction.

2024

Funding acquired for Russell Street, Mount to Dakota, and Broadway, Mullan to Toole.

2025 - 2029

Design and right-of-way on Russell Street, Mount to Dakota, and Broadway, Mullan to Toole.

2029 - 2030
(Tentatively)

Russell Street, Dakota Street to Mount Avenue and Broadway Street, Mullan Road to Toole Ave under construction.

