

Citizens Advisory Committee

Missoula Connect: 2050 Long-Range Transportation Plan

Thursday, October 29, 2020 | 2:30 – 4:30 p.m.

Meeting Goals

- Provide overview of work completed to date
- Review proposed transportation scenarios and illustrative projects
- Discuss preliminary results of scenario analysis and key findings
- Describe approach to engagement and identify priority topics for community discussion
- Confirm next steps and timing for Meeting #5

Agenda

Time	Topic	Lead/Materials
10 min	Welcome & Introductions <ul style="list-style-type: none">▪ Review meeting goals and agenda▪ Introduce CAC members and staff▪ Hold small group icebreaker activity▪ Provide overview of recent work <p><i>What do you hope to get out of today's meeting?</i> <i>What questions do you have about work underway?</i></p>	Aaron Wilson, MPO Jennifer Wieland, NN
30 min	Proposed Transportation Scenarios <ul style="list-style-type: none">▪ Review approach to scenario development▪ Describe three transportation scenarios and projects included in each▪ Discuss impressions of the scenarios <p><i>Does the approach to developing scenarios make sense? Are the differences between the scenarios clear? How well do the scenarios capture your needs and interests?</i></p>	All Scenario Planning Approach & Proposed Scenarios
40 min	Scenario Analysis & Key Findings <ul style="list-style-type: none">▪ Review metrics for reporting on scenario outcomes▪ Describe tools and methods used▪ Share preliminary analysis results and differences between scenarios <p><i>Do the scenarios perform in the ways you might expect? What surprises you? Are there additional metrics you feel are important?</i></p>	All Summary of Key Findings <i>(to be shared at the meeting)</i>

MISSOULA CONNECT | CITIZENS ADVISORY COMMITTEE

Meeting #4 – October 29, 2020

Time	Topic	Lead/Materials
30 min	Engaging the Community	Jon Sand, MPO Katie Klietz, Big Sky PR
	<ul style="list-style-type: none">Describe the approach to engagement, including tools and timelineDiscuss priority topics for education and feedbackIdentify neighborhood-, organization-, or area-specific opportunities for reaching people <p><i>Are there additional tools or venues for outreach we should consider? What topics or questions will be most important to address?</i></p>	Draft Engagement Calendar
10 min	Questions & Next Steps	Aaron Wilson, MPO
	<ul style="list-style-type: none">Review additional information needsDiscuss timing for Meeting #5Confirm action items and next steps <p><i>What additional information do you need as Missoula Connect moves forward? What outstanding questions do you have about today's agenda topics?</i></p>	

Attendees

LRTP Citizens Advisory Committee Members

- Bob Giordano, Missoula Institute for Sustainable Transportation
- Laurel Farrell, Community Forum
- Toffer Lehnherr, Partnership Health Center
- Dwight Easton, Missoula Area Chamber of Commerce
- John Corwin, Missoula Downtown Partnership
- Clint Burson, Missoula Organization of Realtors (MOR)
- Paul Forsting, Missoula Building Industry Association (MBIA)
- Andrea Davis, homeWORD
- Jessica Goodburn, Bike-Ped Advisory Board
- Travis Hoffman, Summit Independent Living Center
- Amy Cilimburg, Climate Smart Missoula
- Jean Belangie Nye, Lolo Community Council

- C. Burt Caldwell, Bonner/Milltown Community Council
- Susan Kohler, Missoula Aging Services
- Anne Rupkalvis, Target Range HOA
- Terry Phelan, Missoula County Public Schools
- Greta Bates, Soft Landing
- Eva Rocke, University of Montana
- Andrew Meyers, Northside/Westside Neighborhood

Missoula MPO Staff

- Aaron Wilson, Project Manager
- David Gray
- Jon Sand

Consultant Team

- Jennifer Wieland, Nelson\Nygaard
- Zachary Zabel, Nelson\Nygaard
- Monique Ho, Nelson\Nygaard
- Katie Klietz, Big Sky PR

DRAFT ENGAGEMENT CALENDAR FOR MISSOULA CONNECT SCENARIO OUTREACH (AS OF 10/23/20)

Date	Deliverable
11/16/20	Scenario Launch
11/16/20	Scenario Webpage Live
11/17/20	Display boards printed
11/17/20	Flyer/brochure printed
11/18/20	Press Release Distributed
11/20/20	Media educational session
11/23/20	Start weekly neighborhood meetings
11/23/20	Deliver display/handouts to: <ul style="list-style-type: none"> ▪ PHC ▪ Missoula Urban Indian Health Center ▪ Food Bank ▪ Missoula Aging Services ▪ Missoula Senior Center ▪ MCPS ▪ UofM ▪ Grocery stores
11/23/20	Mountain Line door hangers delivered
11/23/20	Trailhead materials placed
11/23/20	Start stakeholder meetings/small group conversations
11/23/20	Mailer Out
11/23/20	QR code added to MDT's Higgins Avenue Bridge sandwich boards
11/25/20	Provide community partners language for their materials to share website launch
11/26/20	Thanksgiving
11/30/20	Coordination with MDA for Parade of Lights
12/1/20	Second media push
12/4/20	Virtual open house
12/7/20	Move brochures and materials to new businesses
12/7/20	Develop fun holiday messaging
12/14/20	Follow up with partners on status and holiday message

MEMORANDUM

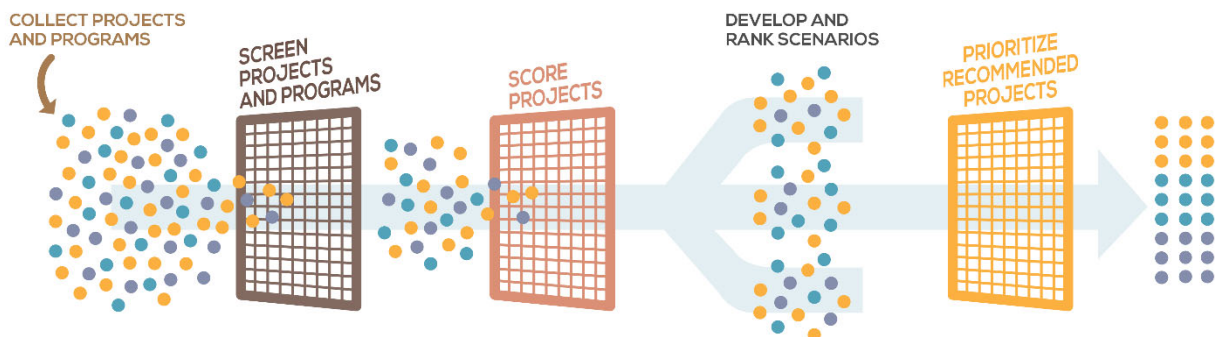
To: Missoula Citizens Advisory Committee
From: Missoula MPO & Nelson\Nygaard
Date: October 23, 2020
Subject: Scenario Planning Approach & Proposed Scenarios

This memorandum describes the approach to scenario planning to inform the development of the Missoula region's long-range transportation plan (LRTP), Missoula Connect, and summarizes the land use and transportation network scenarios that are proposed for 2050.

MISSOULA CONNECT EVALUATION FRAMEWORK

Missoula Connect is using a five-step evaluation framework to screen, score, and prioritize projects for funding and implementation. The figure below describes the steps in this process, and more detail is available in the *Missoula Connect Project Evaluation Framework (8/5/20)*.

Figure 1 Evaluation Framework Process



The development of Missoula Connect is strongly rooted in community values. Drawing from conversations and input from the public, the Transportation Technical Advisory Committee (TTAC), the Transportation Policy Coordinating Committee (TPCC), the LRTP Technical Advisory Committee (TAC), and the LRTP Citizens Advisory Committee (CAC), the scenarios help to illustrate how projects that scored well in Step 3 of the evaluation process can meet the Missoula region's values and desired outcomes in different ways. The key steps are outlined below:

1. **Collection:** Gather potential project and program concepts, using recommendations from the 2016 LRTP as well as new input from committees and the public.
2. **Screening:** Filter concepts for LRTP eligibility and appropriateness. Local projects that do not meet eligibility for federal funding will be referred back to the City and County for consideration in future capital improvement programs.
3. **Scoring:** Use geographic criteria to score projects based on metrics that will advance Missoula Connect goals.
4. **Scenarios:** Use better scoring projects to develop scenarios that illustrate relative value, tradeoffs, and potential futures; identify a preferred scenario based on quantitative and

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qualitative analyses, including using the regional travel demand model and off-model spreadsheet tools to test network performance. Review these results with the public.

- 5. Prioritization:** Collaborate with the Technical Advisory Committee (TAC), Citizen's Advisory Committee (CAC), Transportation Technical Advisory Committee (TTAC), and Transportation Policy Coordinating Committee (TPCC) to create a recommended scenario, prioritize projects within that scenario, and develop a recommended project list.

When these steps are complete, the project team will establish a fiscally constrained list of final projects and programs for the long-range plan based on the preferred scenario, supported by a financial plan and implementation strategy.

WHY SCENARIO PLANNING

A key opportunity in developing Missoula Connect is to evaluate and communicate the benefits of a future multimodal transportation system. A scenario planning approach supports analysis of possible investments to illustrate how the Missoula region can make choices to maximize value in its transportation investments. Scenario planning will help Missoula stakeholders:

- Understand how combined transportation networks and growth decisions interact to improve performance and help Missoula meet its long-range transportation goals.
- Illustrate the relative tradeoffs associated with transportation performance goals and targets.
- Identify performance measures, develop baseline data, and confirm methodologies Missoula can use for long-term monitoring.

The scenario development and evaluation process is objective, transparent, and informative. The process responds to stakeholder input to foster productive dialogue about potential futures and tradeoffs. The scenario planning process is one part of a data-driven evaluation framework that will provide quantitative and qualitative ways for Missoula to identify and prioritize investments.

The Missoula MPO has historically used scenario planning as part of the LRTP. While the process proposed for Missoula Connect is somewhat different from that used in the 2016 LRTP, there are also similarities to provide consistency between plans.

DEVELOPING SCENARIOS

The Missoula MPO values community and stakeholder input in the planning process, and takes a nimble approach to respond to community direction. At the same time, Missoula Connect requires a solid quantitative process for justifying future investments. The LRTP scenarios are multimodal, tailored to advance community goals, and fiscally constrained. They explore different modal investment and policy changes required to meet the mode share targets, goals, and performance measures established for Missoula Connect.

The scenarios are shaped in ways that create measurable results and differences between them to help the project team and stakeholders understand what actually “moves the needle” when it comes to transportation and land use investments. The scenarios hold constant external factors beyond growth and the transportation system (e.g., economic or population trends not already represented in the model assumptions) to best illustrate the outcomes of the analysis. The sections below describe the growth scenarios and transportation network scenarios.

GROWTH SCENARIOS

The City of Missoula and Missoula County have identified an anticipated growth rate for population and employment, which is approximately 1.5% to 2050. Missoula Connect is using this single growth rate, holding it constant across two growth scenarios. While it is possible the region's growth will be faster than anticipated—especially as people reconsider their ability to work remotely as a result of COVID-19—growth has generally held steady between 1.2% and 1.5%. If the region does grow faster, it simply means Missoula will hit the growth target faster than expected, not that growth will be happening in unanticipated places.

Therefore, using a consistent growth rate but using two scenarios for siting that growth is an appropriate and meaningful approach to support LRTP scenario planning. The Missoula Connect project team met with Missoula City and County long-range land use planners in September 2020 to shape an alternative growth scenario that will be used to test how different growth patterns have an impact on transportation.

To support this exercise, population growth was translated into households, which were allocated in the *Our Missoula Development Guide (OMDG)* areas. (Those households were distributed throughout Transportation Analysis Zones [TAZs] for modeling purposes.) Employment distribution was assumed to follow households and was allocated throughout TAZs as the additional scenario was coded into the travel demand model.

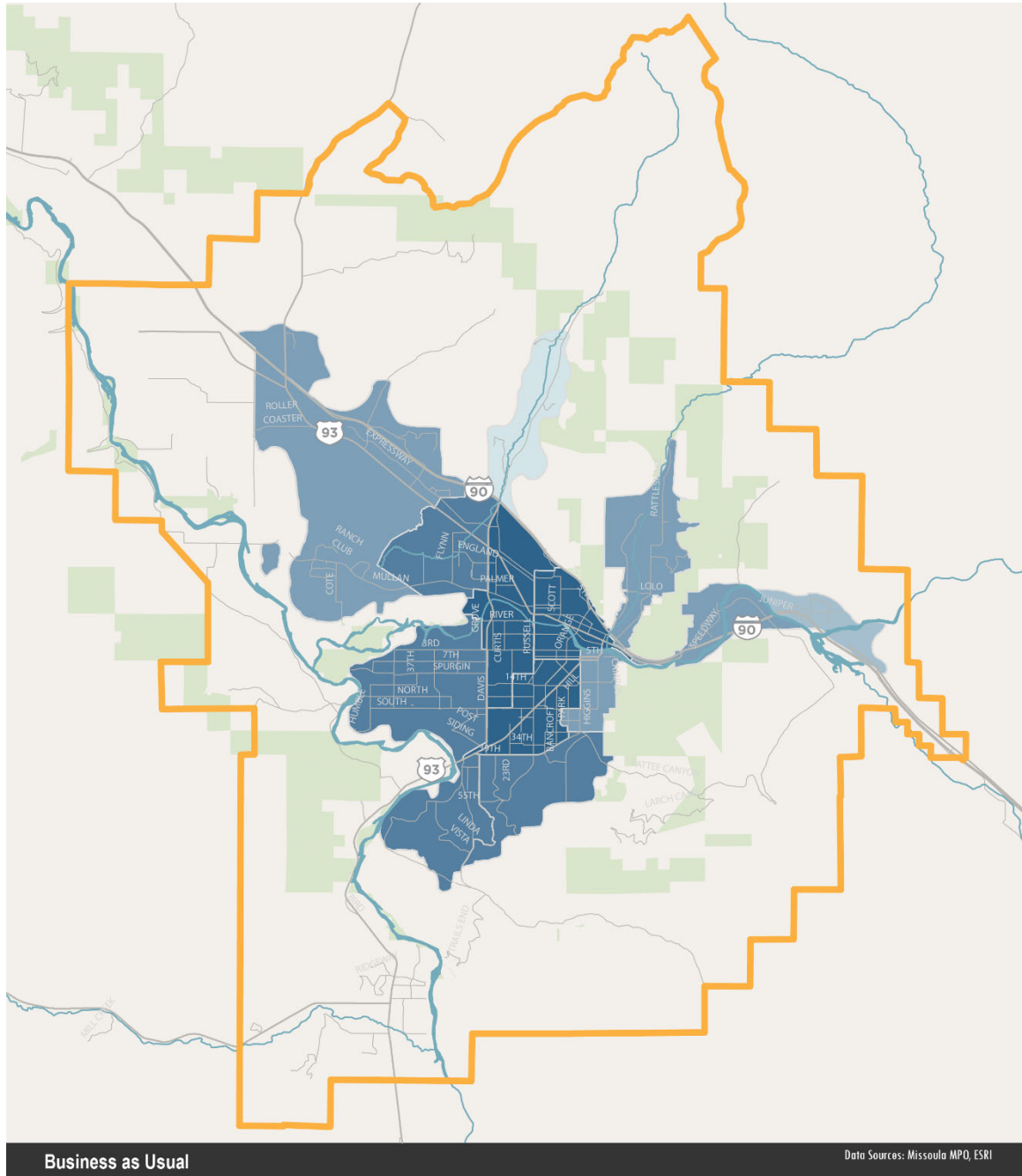
The LRTP is using two growth scenarios to test the transportation scenarios against different growth patterns: Business as Usual Growth and Strategic Growth. These scenarios are described below, and the maps in Figures 2 to 6 illustrate the areas where growth is anticipated to occur.

Business as Usual Growth

This scenario is the 2050 base in the regional travel demand model. It assumes that future households will be located where current City and County Growth Policies have identified areas for future growth. It does not direct growth in particular areas but locates growth where there is capacity in each area, considering entitled lots and Urban Fringe Development Area (UFDA) allocations. Capacities are determined by underlying land use and zoning, and 25% of the growth is anticipated outside of the urban service area. See Figure 2 for a map of the 2050 household allocations and Figure 3 for the change between 2018 and 2050.

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Figure 2 Business as Usual: 2050 Households

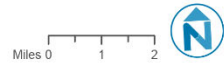


Business as Usual Data Sources: Missoula MPO, ESRI

2050 Households

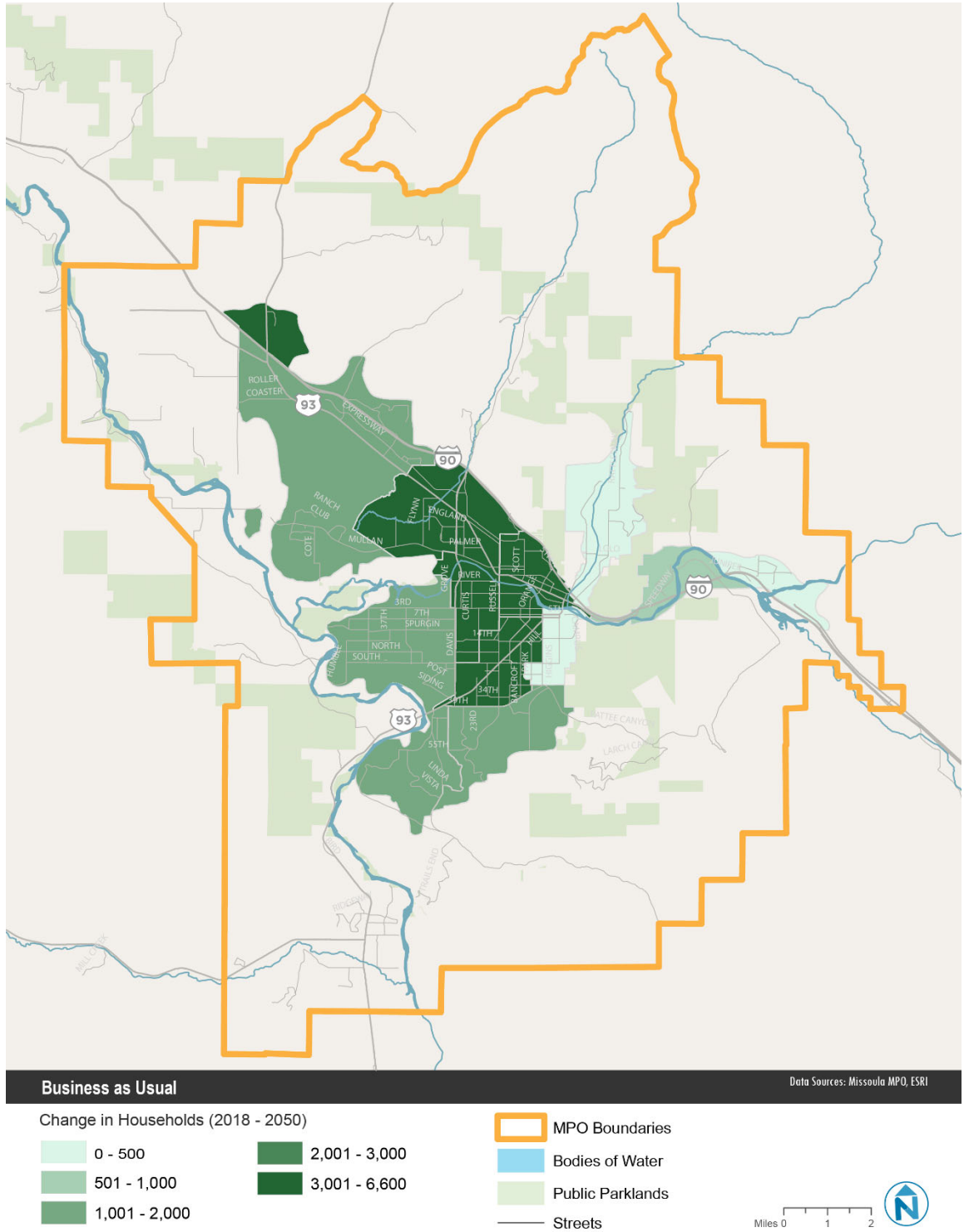
- | | |
|---|---|
| <ul style="list-style-type: none"> 1 - 1,100 1,101 - 2,000 2,001 - 4,000 | <ul style="list-style-type: none"> 4,001 - 8,000 8,001 - 10,000 |
|---|---|

- MPO Boundaries
- Bodies of Water
- Public Parklands
- Streets



SCENARIO PLANNING APPROACH & PROPOSED SCENARIOS
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Figure 3 Business as Usual: Change in Households (2018 to 2050)



Strategic Growth

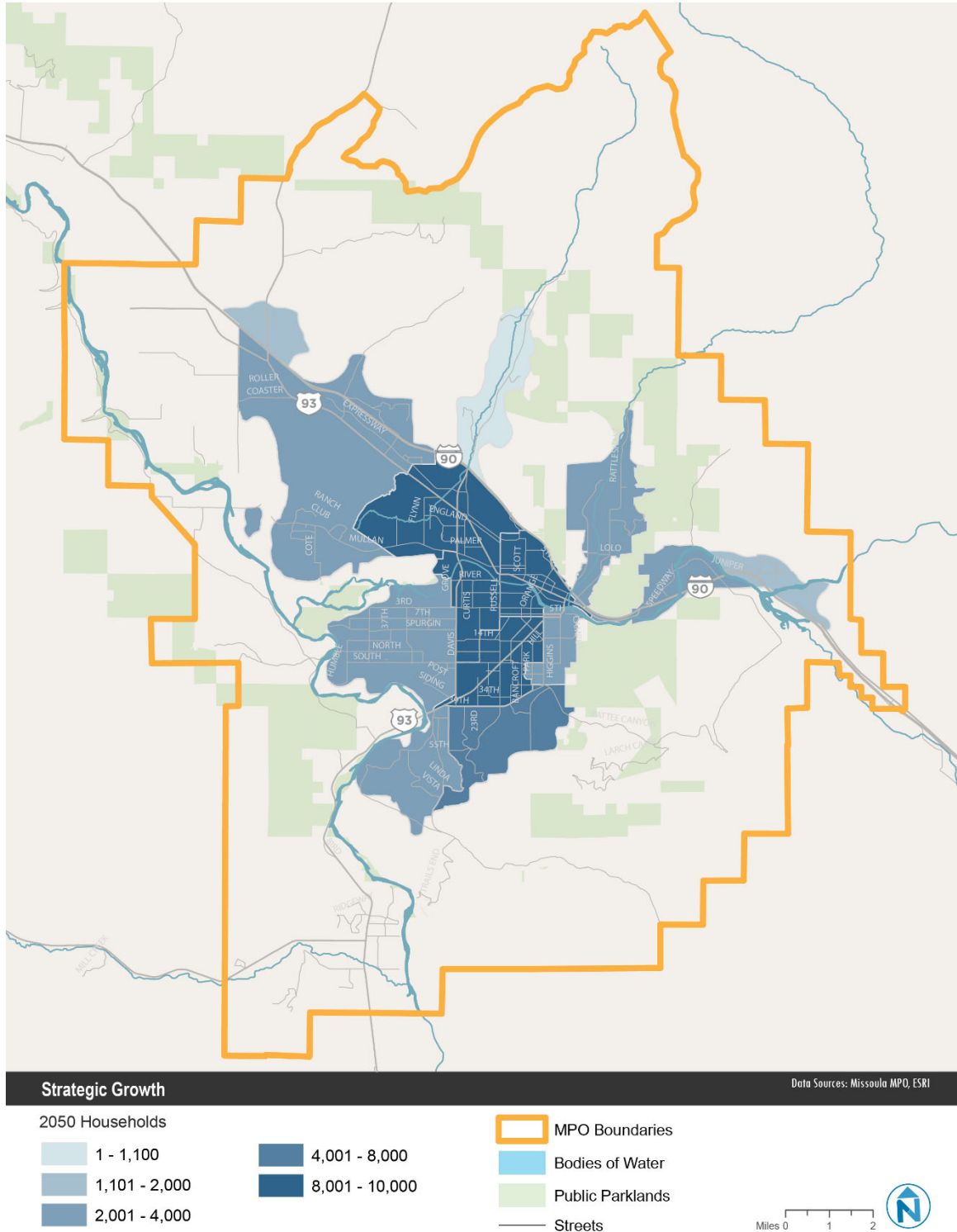
Aligned with other recent and ongoing planning efforts, this scenario maximizes focused inward development. It targets growth in specific areas, including places that have existing services and proximity to good transit, mixed-use development, and transportation network connectivity. This scenario assigns growth to areas where increased household capacity could be expected to have the largest effect on transportation infrastructure. It also decreases the households outside the urban service area by 15%. See Figure 4 for a map of the 2050 household allocations and Figure 5 for the change between 2018 and 2050.

Differences from the Business as Usual scenario include the following:

- The Strategic Growth scenario assumes more focused growth within the urban core, with much of that growth happening in the Mullan Master Plan area.
- Mullan East was increased to match the master plan—an additional 3,000 households—which includes much higher densities and mixed use, more typical of a compact traditional neighborhood.
- Growth was shifted to the Brooks Corridor, Central, and Russell to Reserve areas due to high suitability, good transit service, and available capacity given current zoning and land use. These areas are also the most walkable and compact and are served by existing bike and trail facilities.
- Some of the shift in growth to central neighborhoods reflects an emphasis on the potential for accessory dwelling units (ADUs), with reduced barriers to development.
- Growth was shifted away from Grant Creek, Miller Creek, Target Range, South Hills, and West Mullan due to lack of suitability, lack of existing or planned transit service, and other challenges like single point of access (e.g., Miller Creek, Grant Creek).

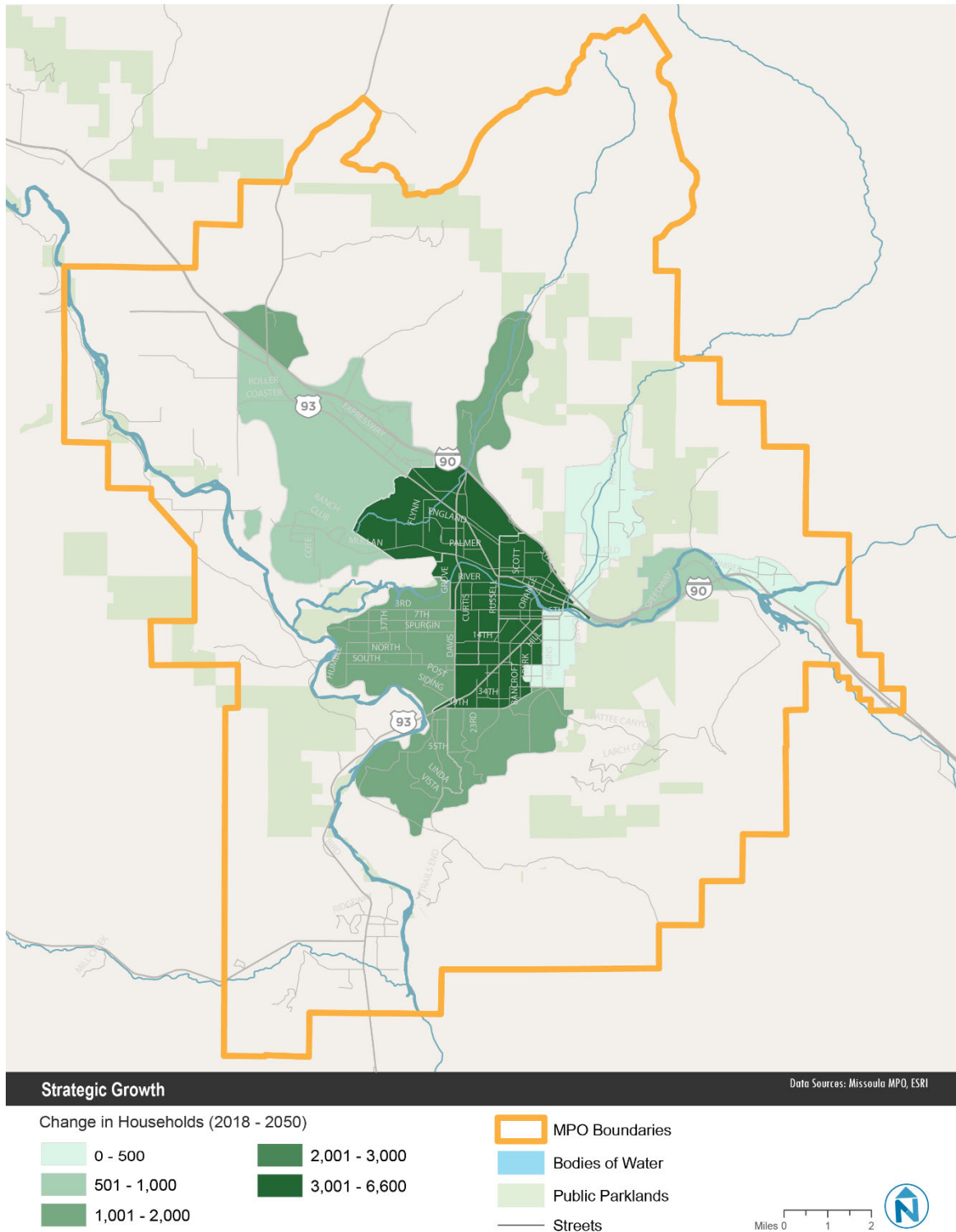
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Figure 4 Strategic Growth: 2050 Households



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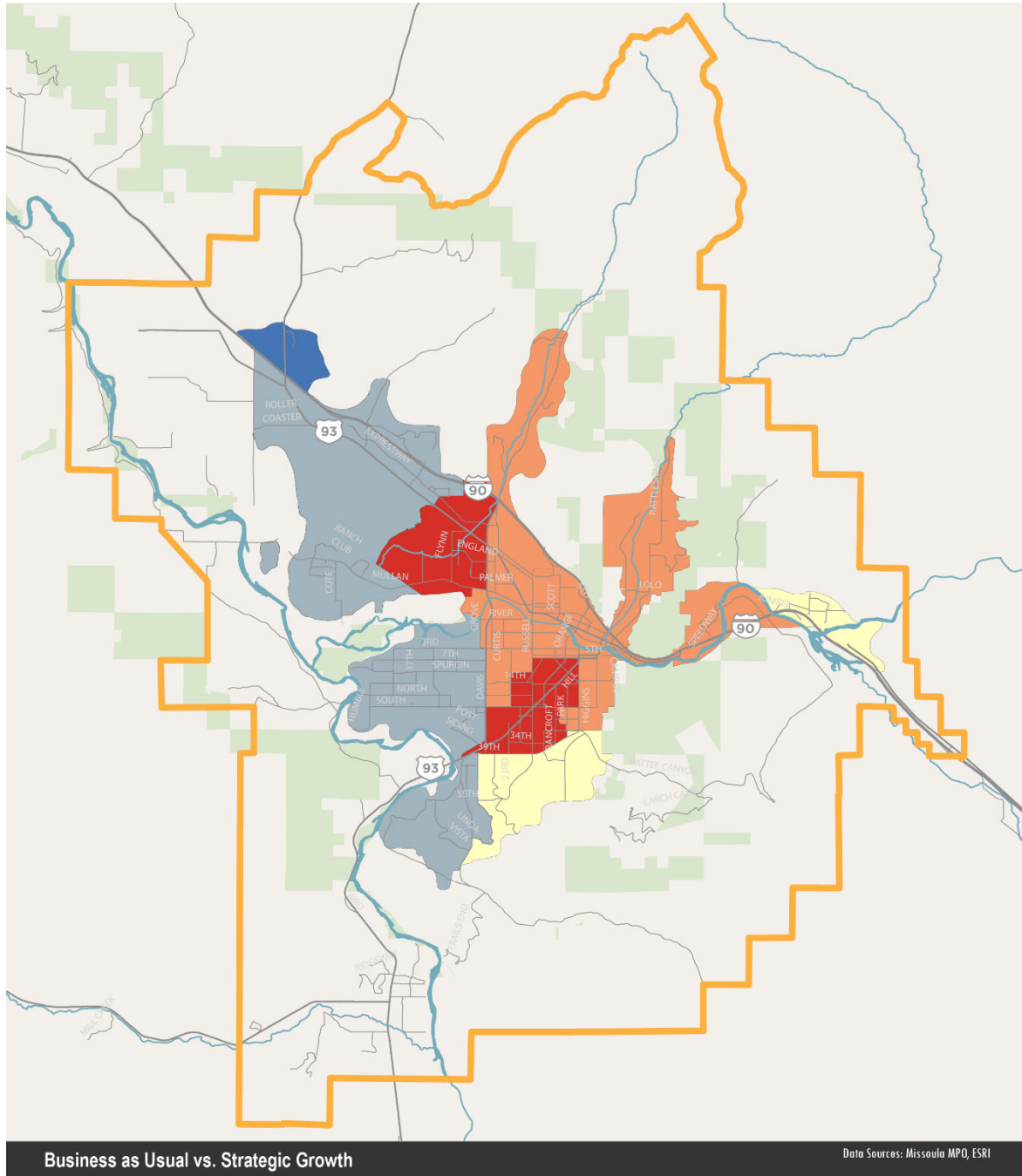
Figure 5 Strategic Growth: Change in Households (2018 to 2050)



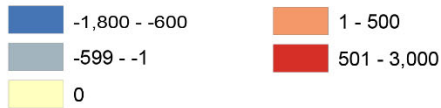
To help illustrate the differences between the Business as Usual and Strategic Growth scenarios, Figure 6 shows only the change in household allocation by UFDA. The red areas are those with additional households in the Strategic Growth Scenario.

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Figure 6 Difference in Allocation of Households by UFDA between Scenarios



Difference in Households (2018 - 2050)



TRANSPORTATION NETWORK SCENARIOS

Because Missoula Connect is a multimodal plan, the transportation network scenarios must help to envision a multimodal future and explore different combinations of modal investments and programmatic and policy changes. We have developed three transportation network scenarios that will be tested against the different growth patterns represented in the Business as Usual and Strategic Growth scenarios.

Transportation network scenarios include potential capital investments within the transportation system ranging from construction of new roads, bridges, and shared-use paths to the enhancement of existing active transportation facilities, streets, intersections, and crossings of major barriers. By assigning projects to one or more scenarios, the project team can test the combinations of projects that will best achieve the region's goals and accommodate future growth. There are many more potential projects than future funding can support, and creating project scenarios helps to explore the tradeoffs inherent in funding different types of projects within a fiscally constrained plan. In scenario planning, investments in a scenario can lean more heavily toward one type of project vs another depending on which goals are prioritized within that scenario.

Developing the Scenarios

The project team worked with the LRTP and MPO committees and solicited feedback from the public through a call for projects to generate a list of potential transportation projects and programs. The project team screened the full list of committee and public project ideas for suitability and separated capital project suggestions from program and policy suggestions.

All projects that remained following the screening step were scored using a GIS-based tool. The tool assigned point values across 15 metrics based on project type and description to assess a project's ability to advance the five goals of Missoula Connect and achieve the associated desired outcomes. More detail on the specific scoring criteria is in the *Missoula Connect Project Evaluation Framework Memo*. Using the final scores, each project was assigned into four equally proportioned tiers, with Tier 4 projects being those with the highest overall score. The project team also developed two sets of weighted scores and tiers, first tripling the weight for the safety and equity metrics and then also weighting the equity metrics by a multiple of 10. This step helped to illustrate how projects performed relative to specific objectives as opposed to their aggregate scores.

Projects were assigned to three scenarios based on the intent described in the following section. Committed projects—those included within the TIP and CIP to which funding has already been allocated—were assigned to all three scenarios. All projects that ranked within Tier 3 or Tier 4 were included in at least one scenario. Once projects within the top two tiers were allocated, the scenario lists were rounded out by adding projects that specifically address the intent of the New Connections, Enhanced Connections, or Equity scenarios. Select projects were added to scenarios to increase geographic diversity, particularly in outlying areas with greater need for local investments, and to support ongoing planning efforts, such as the Mullan Area Master Plan.

To prioritize projects further, each project was reviewed to determine if it would greatly enhance connectivity to or operations of transit or has been previously expressed as a priority for the MPO, the City or County, or the community. The team also estimated high-level planning costs for each project using average per mile/intersection unit costs for the region, which were adjusted with references from comparable recent projects where needed.

To bind the scenarios, the team developed revenue forecasts and assigned a fiscal constraint of \$178M (for all non-committed projects). The revenue forecasts are based on a conservative estimate

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of MPO revenues available for capital projects in the 30-year LRTP horizon. This estimate does not include Federal or State funds that are not programmed by the MPO, CMAQ funding currently earmarked for specific programs, STP funds through 2028 committed to the Russell Street project, and local funding through 2024.

Where tradeoffs were required to fit within the fiscal constraint, projects that build on other projects within the scenario were included rather than projects with limited potential network benefits or with significant feasibility constraints related to design and/or right-of-way. The full list of projects with weighted and unweighted scores, preliminary costs, and scenario assignments is available at the end of this memo.

Three Proposed Scenarios

Described below are the three proposed transportation network scenarios. Each scenario is designed to meet the goals of Missoula Connect but achieve these outcomes in different ways. All three scenarios include projects that are considered “committed” due to allocation of available funding with the current 5-year Transportation Improvement Program (federal funds) or the City’s Capital Improvement Program (local funds). Including these projects in each scenario reflects the commitment to see the projects completed within the next five years. Committed projects include multimodal improvements on Higgins Avenue and South Avenue, reconstruction of Russell Street, enhanced crossings on Russell Street, Burton neighborhood greenways, replacement of the MacClay Bridge, US-93 widening north of Wye, and BUILD Grant Roads in support of the Mullan Plan.

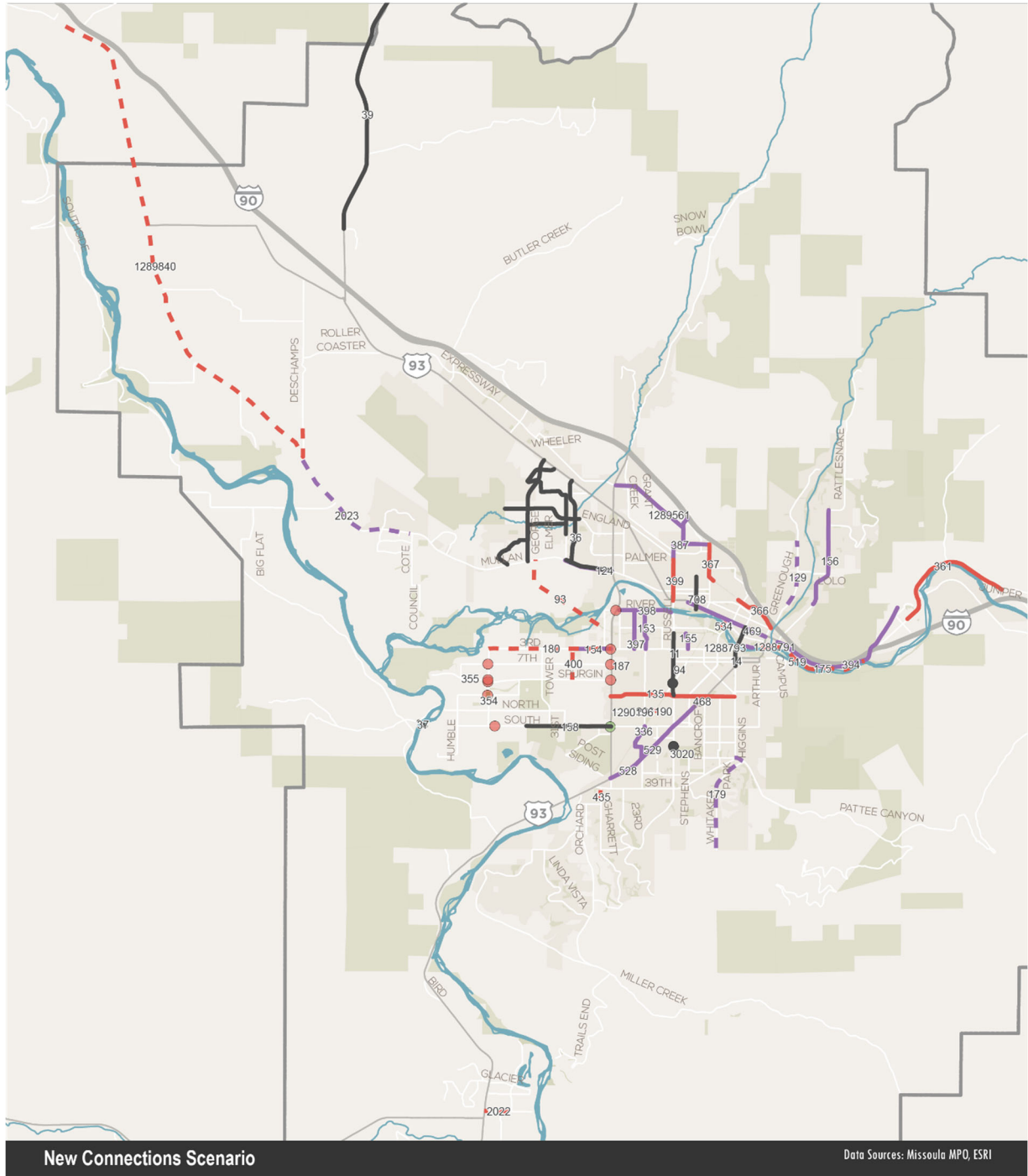
New Connections

This scenario focuses on expanding the roadway network and creating new routes for all modes. The New Connections scenario includes larger projects like complete street reconstruction and extensions and new trails and bridges. Projects that expand or significantly alter the collector/arterial network tend to come at a higher cost, thus this scenario has fewer projects and more limited “quick-wins” compared to the other scenarios.

Examples of projects assigned to this scenario include the extension of Russell Street to I-90, a non-motorized bridge from McCormick Park to the Riverfront Triangle development, and reconfigurations of Brooks Street and Mullan Road to accommodate complete streets elements in certain areas. Figure 7 illustrates the projects included in the New Connections Scenario, and the list of projects is available at the end of this memo.

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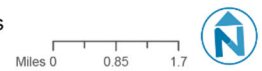
Figure 7 New Connections Scenario Map



- Intersection Projects**
Excluded / Included in Scenario
- Committed
 - Safety
 - Active Transportation

- Corridor Projects**
Excluded / Included in Scenario
- Committed
 - - - Safety
 - - - Active Transportation
 - - - Complete Streets and Roadway

- MPO Boundaries
- Bodies of Water
- Public Parklands
- Streets



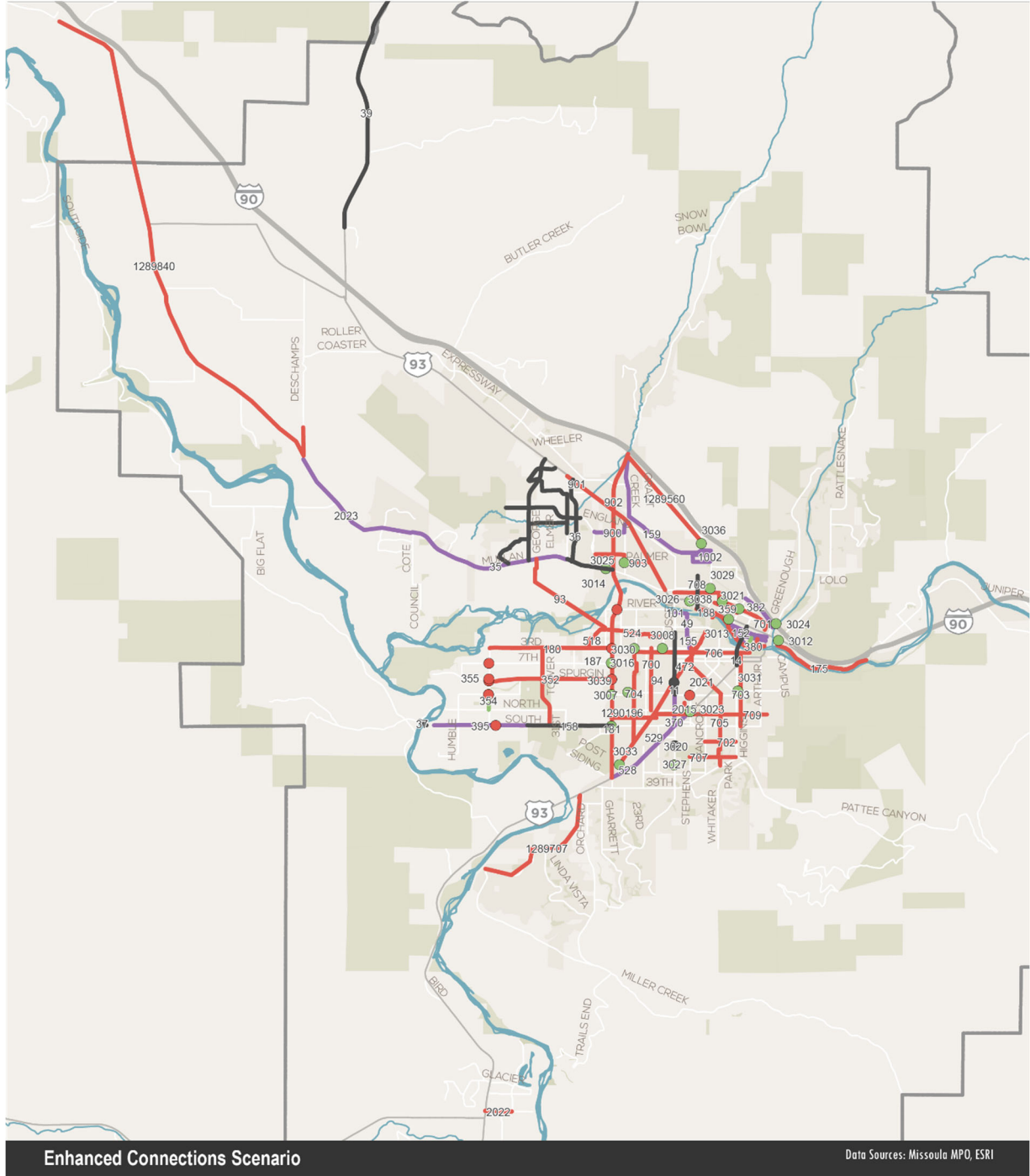
Enhanced Connections

This scenario focuses on maintaining and improving the existing transportation network rather than creating new routes or additional vehicular capacity. The Enhanced Connections scenario includes smaller key connection projects, such as closing trail gaps, establishing greenways, and completing intersection improvements. This scenario is more closely tied to a strategic approach to growth that looks toward focusing more density inward and opportunities for infill than the New Connections scenario.

Examples of projects assigned to this scenario include widening and reconfiguring Ron's River Trail, certain neighborhood greenway projects, and numerous projects that improve intersection safety, such as crossing improvements, multimodal signals, and roundabouts. In addition, the project team created four new projects that enhance existing routes with protected bicycle lane and intersection treatments to complete this scenario. Figure 8 illustrates the projects included in the New Connections Scenario, and the list of projects is available at the end of this memo.

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Figure 8 Enhanced Connections Scenario Map



Intersection Projects

Category

- Committed
- Safety
- Active Transportation

Corridor Projects

Category

- Committed
- Safety
- Active Transportation
- Complete Streets and Roadway

□ MPO Boundaries

■ Bodies of Water

■ Public Parklands

— Streets

Miles 0 0.85 1.7



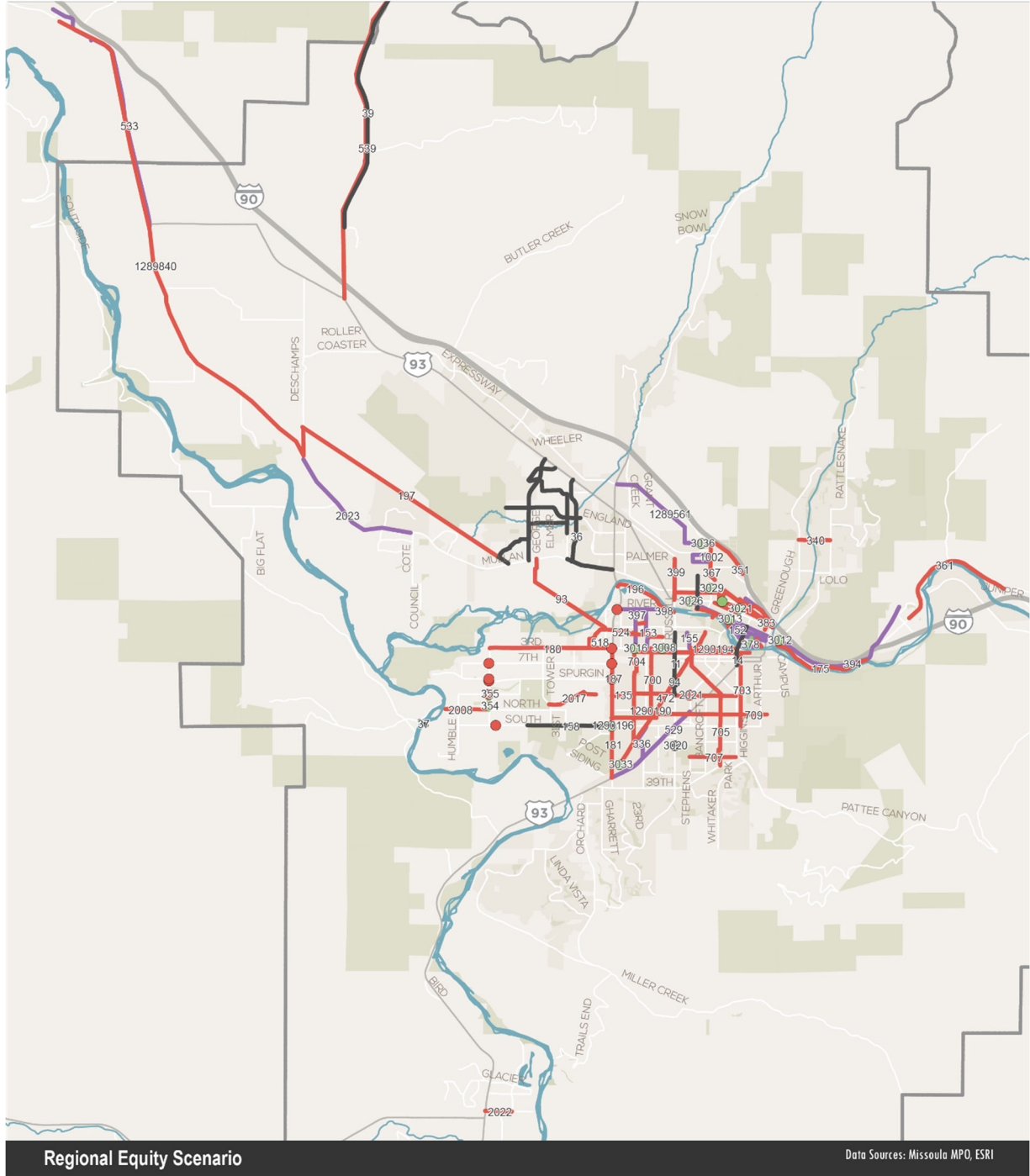
Regional Equity

This scenario focuses on projects that specifically advance the objective of creating a more equitable region. The Regional Equity scenario is comprised of projects that ranked in the higher tiers when additional weight was added to the equity metrics, as well as projects in Invest Health neighborhoods. Missoula Invest Health neighborhoods identify areas within the community that experience persistent poverty or poor outcomes related to social determinants of health. Additional factors used to assign projects to this scenario include consideration of projects that represent a more equitable use of transportation funding.

Projects in this scenario lean away from investments that prioritize private automobiles and focus instead on those that help to reduce household transportation costs (e.g, supporting transit operations) or facilitate greater connectivity to services within historically disadvantaged areas and neighborhoods. Examples of projects assigned to this scenario include the Westside Greenway Trail, Inverness Place Shared-Use Path, and Northside Greenway Connector. Figure 9 illustrates the projects included in the New Connections Scenario, and the list of projects is available at the end of this memo.

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Figure 9 Regional Equity Scenario Map



Intersection Projects

Category

- Committed
- Safety
- Active Transportation

Corridor Projects

Category

- Committed
- Safety
- Active Transportation
- Complete Streets and Roadway

□ MPO Boundaries

■ Bodies of Water

■ Public Parklands

— Streets

Miles 0 0.85 1.7



NEXT STEPS

The transportation network scenarios have been coded into the regional travel demand model and analyzed against the two regional growth scenarios to assess how well each scenario performs against key metrics. The project team is evaluating alternatives based on the following factors:

- Safety / crashes
- Transit, walking, and/or biking trips
- Vehicle miles traveled
- Single occupancy vehicle trips
- Delay and travel time
- System reliability
- Greenhouse gas emissions
- Jobs accessibility (number of jobs reachable within 30 minutes)
- Access to schools, parks, and community places
- Affordability (demographic overlays of mode split)
- Ability to support growth
- Network condition (projections for need to reach state of good repair)

The team will perform select post-processing of the model runs to account for project benefits that may not be understood by the travel demand model, such as an increase in traveler comfort and safety attributed to projects like neighborhood greenways, intersection and crossing improvements, and increasing levels of protection on bicycle facilities.

Evaluation results will be absolute as well as relative, comparing the scenarios to one another. To shape the final recommended scenario, the project team will work closely with the Transportation Technical Advisory Committee, the Transportation Policy Coordinating Committee, the LRTP Technical Advisory Committee, and the LRTP Citizens Advisory Committee to review the results and determine if any weighting of key outcomes is needed to best express community priorities.

We anticipate that the final recommended scenario will take a “mix-and-match” approach to identify the set of recommended projects, using input from the public and the various committees to further refine the combination of transportation projects based on analysis and feedback.

Transportation Scenarios: Lists and Maps

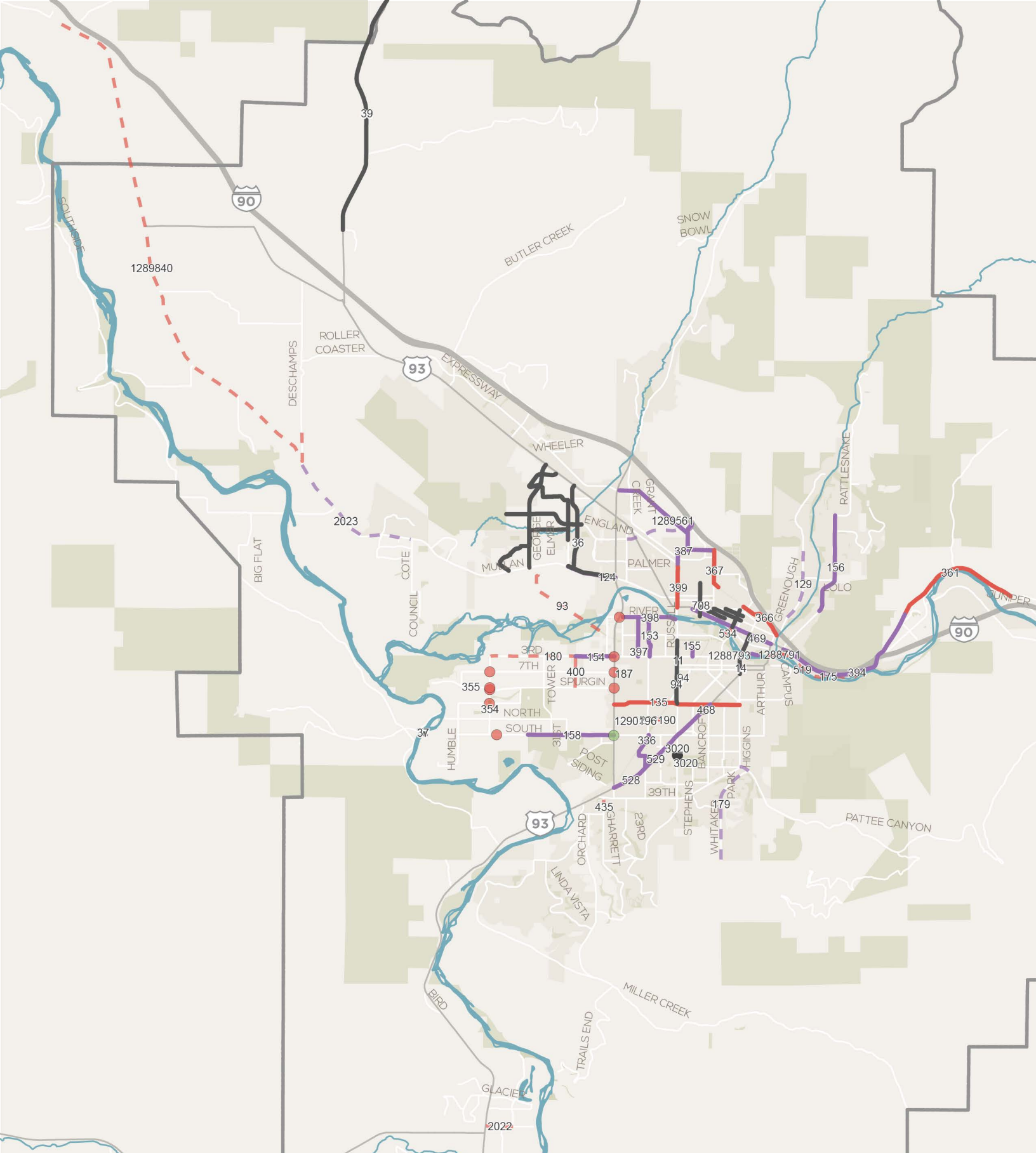
Transportation Scenarios: Lists and Maps

Project Scenarios - New Connections

Project ID	Project Title	Extent To	Extent From	Project Description	Estimated Cost
469	Broadway Complete Street	Madison St	Toole Ave	Realign roadway per the Downtown Master Plan, with improvements potentially including bike facilities (lanes or protected cycle tracks), improved intersections for pedestrian access and safety, two-way center left turn lane, enhanced curbing, street lighting, and landscaping/streetscape improvements	\$4,378,294
14	Higgins Ave Multimodal Improvements	Broadway St	Brooks St	Project (from Downtown Plan) could include realignment of parking, bicycle facilities for all ages and all abilities, intersection improvements, enhanced curbing at intersections, transit improvements, and two-way left turn lane or left-hand turn pockets at intersections	\$2,115,623
394	E Broadway St/Hwy 200 Complete Street	Staple St	Van Buren St	Reconstruction of E Broadway St and Hwy 200 from Van Buren St to Staple St to include multimodal transportation improvements, curb/gutter, safe crossings, access management, multi-modal access through RR underpass, and intersection improvements at I-90 interchange	\$8,157,405
336	Johnson Street Extension	South Ave	Brooks St	Extend Johnson Street along the west side of Southgate Mall, from South Ave to Brooks Street, including multimodal facilities such as sidewalks, bike and transit facilities, and street lighting	\$2,606,004
529	Brooks St Complete Street and Transit Improvements	Paxson St	Stephens Ave	Improve Brooks Street to accommodate Bus Rapid Transit, and multimodal transportation options, potentially including a center two-way dedicated bus line, center island bus stops, improved bike/ped facilities, street lighting, and additional safe non-motorized crossing locations	\$30,000,000
135	Mount/S 14th Ave Bike Lane	Reserve St	Higgins Ave	Add bike facilities along S 14th St and Mount Ave from Reserve St to Higgins	\$10,066
708	Burton Neighborhood Greenway	Stoddard St	Riverfront Trail	Greenway connection	\$202,637
528	Brooks St Complete Street and Transit Improvements	Reserve St	Paxson St	Improve Brooks Street to accommodate Bus Rapid Transit, and multimodal transportation options, potentially including a center two-way dedicated bus line, center island bus stops, improved bike/ped facilities, street lighting, and additional safe non-motorized crossing locations	\$20,000,000
153	Johnson St Extension and Complete Street	River Rd	S 3rd St	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$2,060,525
366	N 1st St Shared-Use Path	Madison Ave	Northside Pedestrian Bridge/Grand Ave	Trail from Northside Pedestrian Bridge to Madison Ave/Rattlesnake Creek	\$1,076,396
158	South Ave Complete Street and Shared-Use Path	36th St	Reserve St	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$4,372,476
359	Westside Area Mobility Enhancements	Multiple	Multiple	Mobility improvements for the Westside area between Orange, Broadway, and Toole. Improvements include bike lanes on Spruce Street between Orange and Toole, greenway improvements to Owen St, ADA ramp improvements, replacement and repair of sidewalks. Intersection safety and crossing improvements at Orange/Alder, Toole/Alder, Broadway/Owen, and McCormick/Spruce. Also may include angled parking on Alder St and improvement of parking lot and ped bridge access on the north side of Owen & Railroad intersection.	\$1,800,000
398	River Rd Complete Street	Reserve St	Russell St	Project may include center turn lane, sidewalks, improved crossings, bike lanes, streetscaping	\$2,693,673
397	Curtis St Complete Street	S 3rd St	River Rd	Project may include center turn lane, sidewalks, improved crossings, bike lanes, streetscaping	\$2,000,504
1290190	North Ave Bike Lanes	Johnson St	Bitterroot Trail	Create bi-directional bike lanes to connect Bitterroot Trail, Grant St Greenway, and Johnson St bike lanes	\$5,548
11	Russell Street Reconstruction	Mount Ave	Dakota Ave	Reconstruct with added capacity, including W Broadway from Mullan to Toole. Includes multi-modal improvements such as sidewalks and bike facilities.	\$38,300,000
1289561	Howard Raser Ave Complete Street	Old Grant Creek Rd	Scott St	Complete Howard Raser per the North Reserve Scott Street Master Plan	\$8,032,170

Project Scenarios - New Connections

Project ID	Project Title	Extent To	Extent From	Project Description	Estimated Cost
155	California St Complete Street	S 3rd St	River St	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$4,000,000
367	Northside Shared-Use Path Connection	Defoe St	Otis St	Trail along Scott St or through future White Pine Sash development area joining the Grand St/Scott St Rail Greenway to the Interstate Greenway	\$898,964
1288793	Levasseur St Complete Street	Clay St	Dead End	Convert to "woonerf" and extend trail east to connect to Kiwanis St, per North Riverside Parks and Trails Master Plan	\$296,415
399	Russell St Bike Lanes	Railroad	Broadway St	Stripe bicycle lanes	\$3,306
156	Rattlesnake Dr Complete Street	Creek Crossing	Missoula Ave	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$5,217,848
124	Mullan Rd Complete Street	Mary Jane Blvd	Reserve St	Create 4-5 lanes cross-section, including sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$3,122,115
154	S 3rd St Complete Street	Hiberta St	Reserve St	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$1,986,743
468	Brooks St Complete Street	Stephens Ave	Mount Ave	Reconfigure roadway section to 2 travel lanes plus a center turn lane, including bike lanes in both directions	\$1,122,684
534	Riverfront Triangle Non-Motorized Bridge	Riverfront Triangle	McCormick Park	Non-motorized bridge connection from McCormick Park to Riverfront Triangle development	\$8,000,000
1288791	Northside Riverfront Trail Extension	Madison St	Van Buren St	Extend Northside Riverfront Trail from Madison to Van Buren and construct foot bridge over Rattlesnake Creek	\$750,000
36	BUILD Grant Roads - Wye/Mullan Plan Collector Routes	Multiple	Multiple	Roadway improvements: Extend and improve George Elmer Dr, England Blvd, and Mary Jane Blvd, including intersection improvements at Broadway and Mullan. New trail connections: Tipperary Way, Flynn Lane, and Mullan Road.	\$34,967,414
387	Russell St Extension	I-90	Railroad	Project would include bridge/underpass of train tracks, routing around the Missoula cemetery, and an interchange with I-90	\$70,000,000
361	Hwy 200 Shared-Use Path	Tamarack Rd	Staples St	Add path from bottom of Brickyard Hill to Bonner to complete connection from East Missoula to Turah	\$3,285,572
3020	Russell St and Fairview Ave Crossing Improvements	Russell St	Fairgrounds Trail	Add rapid-flash beacon and center median crossing of Russell St at new Fairgrounds Trail	\$200,000
2007	1st St Shared-Use Path	US 200	W Riverside Dr	Sidewalk or shared use path from US 200 to W Riverside Dr	\$351,184
39	US 93: North of Desmet Interchange	Waldo Rd	Evano Rd	Add a lane and seal and cover; project number: NH 5-1(33)1.4	\$10,351,100
37	Bitterroot River Crossing (South Ave Bridge - MacClay Bridge)	South Ave	River Pines Rd	Replace single lane bridge with new alignment connecting North Ave or South Ave and River Pines Rd	\$18,488,500



New Connections

Data Sources: Missoula MPO, ESRI

Intersection Projects

Excluded / Included in Scenario

- Committed
- /● Safety
- /● Active Transportation

Corridor Projects

Excluded / Included in Scenario

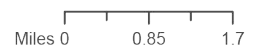
- Committed
- - / - - Safety
- - / - - Active Transportation
- - / - - Complete Streets and Roadway

□ MPO Boundaries

■ Bodies of Water

■ Public Parklands

— Streets



Project Scenarios - Enhanced Connections

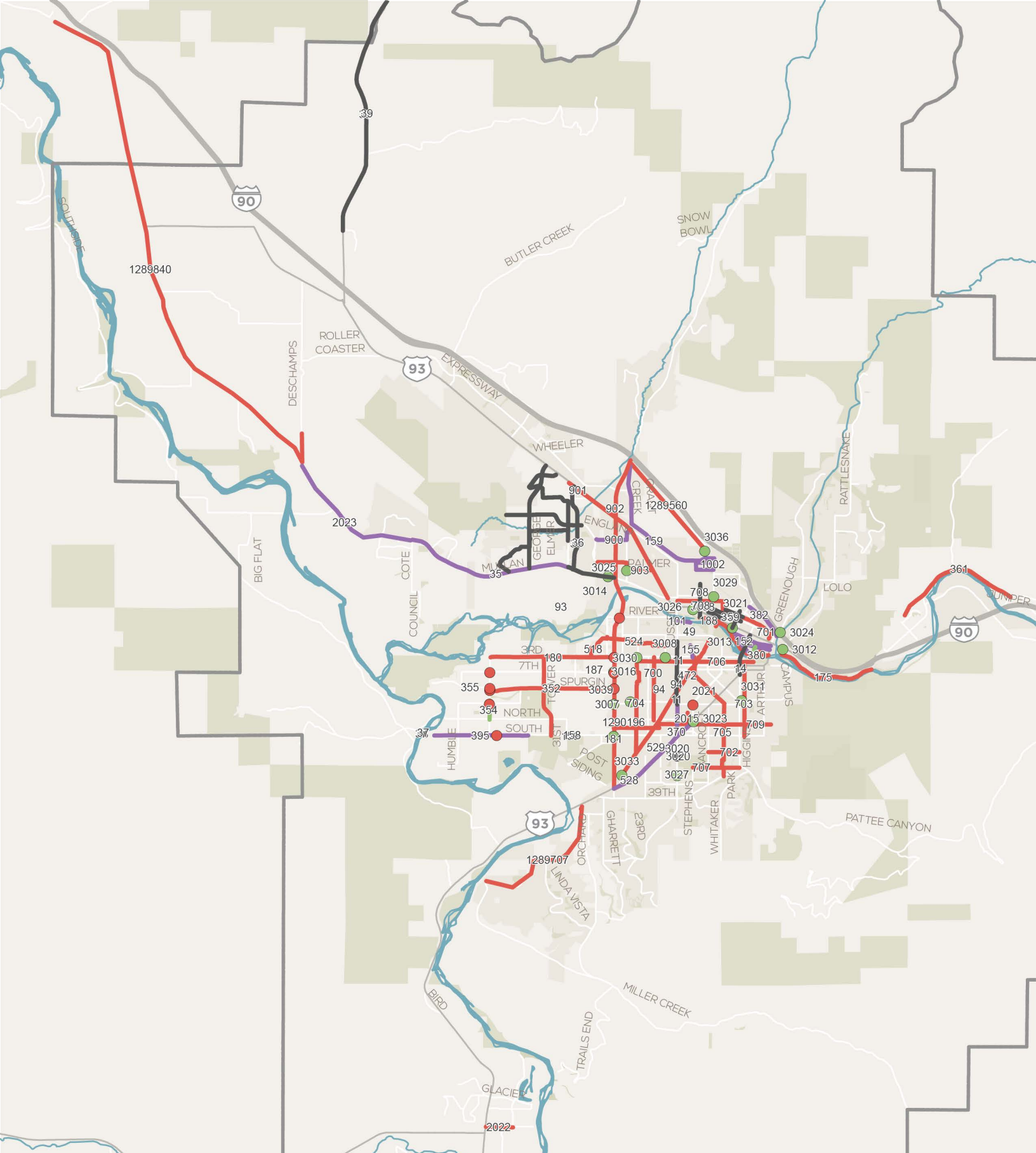
Project ID	Project Title	Extent To	Extent From	Project Description	Estimated Cost
14	Higgins Ave Multimodal Improvements	Broadway St	Brooks St	Project (from Downtown Plan) could include realignment of parking, bicycle facilities for all ages and all abilities, intersection improvements, enhanced curbing at intersections, transit improvements, and two-way left turn lane or left-hand turn pockets at intersections	\$2,115,623
152	Front/Main 2-Way Conversion and Multimodal Improvements	Madison St	Orange St	Convert Front St and Main St to 2-way streets and include multimodal improvements	\$3,916,629
701	Sherwood Neighborhood Greenway	Russell St	Pine St	Greenway connection	\$109,040
382	N 2nd St Complete Street	Madison St	A St	Add sidewalks, bike lanes, and streetscaping	\$2,080,431
703	Gerald Neighborhood Greenway	4th St	South Ave W	Greenway connection	\$105,923
706	4th St Neighborhood Greenway	Schilling St	Toole Park	Greenway connection	\$409,282
181	Reserve St Protected Bike Lanes	US Hwy 93	S 3rd St	Protected bike lanes	\$125,431
529	Brooks St Complete Street and Transit Improvements	Paxson St	Stephens Ave	Improve Brooks Street to accommodate Bus Rapid Transit, and multi-modal transportation options, potentially including a center two-way dedicated bus line, center island bus stops, improved bike/ped facilities, street lighting, and additional safe non-motorized crossing locations.	\$30,000,000
708	Burton Neighborhood Greenway	Stoddard St	Riverfront Trail	Greenway connection	\$202,637
709	Kent/Central Neighborhood Greenway	Maurice Ave	Reserve St	Greenway connection	\$1,212,489
359	Westside Area Mobility Enhancements	Multiple	Multiple	Mobility improvements for the Westside area between Orange, Broadway, and Toole. Improvements include bike lanes on Spruce Street between Orange and Toole, greenway improvements to Owen St, ADA ramp improvements, replacement and repair of sidewalks. Intersection safety and crossing improvements at Orange/Alder, Toole/Alder, Broadway/Owen, and McCormick/Spruce. Also may include angled parking on Alder St and improvement of parking lot and ped bridge access on the north side of Owen & Railroad intersection.	\$1,800,000
379	Carousel Dr Reconfiguration	Front St	Higgins Ave	Reconfigure Carousel Dr as a through street and replace parking lot at Caras Park with additional park space	\$1,674,160
472	Bitterroot Trail Lighting	Reserve St	Milwaukee Trail	Add trail lighting	\$1,600,000
524	Milwaukee Trail Lighting	Reserve St	Catlin St	Add trail lighting	\$350,000
528	Brooks St Complete Street and Transit Improvements	Reserve St	Paxson St	Improve Brooks Street to accommodate Bus Rapid Transit, and multi-modal transportation options, potentially including a center two-way dedicated bus line, center island bus stops, improved bike/ped facilities, street lighting, and additional safe non-motorized crossing locations.	\$20,000,000
704	Shilling Neighborhood Greenway	3rd St	Benton Ave	Greenway connection	\$407,812
705	Ivy/Franklin/Park Neighborhood Greenway	S 3rd St	Pattee Creek	Greenway connection	\$710,633
11	Russell Street Reconstruction	Mount Ave	Dakota Ave	Reconstruct with added capacity, including W Broadway from Mullan to Toole. Includes multi-modal improvements such as sidewalks and bike facilities.	\$38,300,000
188	Ron's River Trail Extension	Burton St	Orange St	Create trails that extend the Shady Grove Trail west of Burton to the Fox Site, following riverfront as much as possible, and developing trails and access points on the island in the river	\$923,344
370	Russell St Complete Street	Brooks St	Mount Ave	Project may include additional right-of-way acquisition, bike lanes, improved sidewalk, transit, and crossing facilities, and roadway resurfacing	\$1,606,414
380	Ron's River Trail - widening, reconfiguration and relocation	Madison St	Orange St	Relocate North Riverfront Trail along Kiwanis Park adjacent to the Clark Fork River; widen and reconfigure Ron's River Trail through Bess Reed Park and Caras Park per the Downtown Riverfront Parks & Trails Master Plan	\$2,000,000
700	Grant St Neighborhood Greenway	3rd St	North Ave W	Greenway connection	\$105,033
155	California St Complete Street	S 3rd St	River St	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$4,000,000
378	Clay St Streetscaping and Intersection Control	Levasseur St	Front St	Include streetscaping on Clay St south of Front St along with a traffic circle capping the southern end of the street	\$200,000
3013	Owen St and Broadway St Enhanced Crossing	Owen St	Broadway St	Hawk beacon crossing of W Broadway for people traveling on Owen St	\$300,000
159	Old Grant Creek/Cemetery Rd/Rodgers St Multimodal Improvements	Shakespeare St	Howard Raser Ave	Complete street reconstruction, to include bicycle and pedestrian facilities	\$6,800,000
2015	Regent St Greenway	Mount Ave	Kent Ave	Greenway connection	\$100,898

Project Scenarios - Enhanced Connections

Project ID	Project Title	Extent To	Extent From	Project Description	Estimated Cost
1288792	Kiwanis Park Trail Widening	Ron's River Trail	Front St	Widened trail to connect the library to Ron's River Trail as included in Kiwanis Park proposed master plan	\$260,082
36	BUILD Grant Roads - Wye/Mullan Plan Collector Routes			Roadway improvements: Extend and improve George Elmer Dr, England Blvd, and Mary Jane Blvd, including intersection improvements at Broadway and Mullan. New trail connections: Tipperary Way, Flynn Lane, and Mullan Road.	\$34,967,414
707	Pattee Creek Neighborhood Greenway	S Higgins Ave	Bitterroot Trail	Greenway connection	\$303,711
3012	E Broadway St and N Van Buren St Intersection Improvements	E Broadway St	N Van Buren St	Increase safety, visibility, and predictability of people biking and walking at the intersection of Van Buren with Broadway through the intersection with Front St. Designs could include curb extensions, moving the west curb eastward to separate right turning vehicles from through moving bike/ped traffic, widening trail on SE corner to shared use path standards, right turn on red prohibition, access control at driveway entrances, and raised medians.	\$450,000
175	Northbank Riverfront Trail	Easy St	Van Buren St	Complete the Northbank Riverfront Trail between Van Buren and Easy Street	\$2,318,467
180	S 3rd St Bicycle and Pedestrian Facilities	Clements Rd	Hiberta St	Separate boulevard trail on 3rd St and connect to trail on Clements Rd	\$2,862,611
3008	Catlin St and 3rd St Intersection Improvements	Catlin St	3rd St	Signalized pedestrian/bicycle crossing to connect to Milwaukee Trail	\$200,000
3016	3rd St and Schilling St Intersection Improvements	3rd St	Schilling St	Relocate crosswalks and add rapid-flash beacon	\$125,000
3033	McDonald Ave and Clark St Enhanced Trail Crossing	McDonald Ave	Clark St	Enhance trail crossing at intersection and consider all-way stop	\$75,000
93	Milwaukee Trail Extension and Bridges	Mullan Rd (via Schmidt Rd)	Grove St	Extend Milwaukee Trail from Reserve St to Mullan Rd, including right-of-way acquisition and several bridges over the Clark Fork River	\$8,518,009
101	River Rd Complete Street	California St	Russell St	Upgrade River Rd from west side of California St bridge to proposed Russell St bridge, including planned trail crossing	\$688,615
187	Reserve St Intersection Improvements	Spurgin Rd	River Rd	Create signalized crossing at 7th or 3rd. Improve at-grade crossing conditions at Spurgin and River intersections	\$450,000
349	Bitterroot Trail Bridge at Clark Fork River	McCormick Park/Ogren Field	Broadway St	Create Bitterroot Branch Trail bicycle and pedestrian crossing On or next to existing rail bridge	\$6,000,000
352	Spurgin Rd Shared-Use Path	Clements Rd	Reserve St	Create shared-use paths in Target Range	\$4,805,294
395	South Ave Complete Street	Hanson Dr	36th St	Project may include center turn lane, sidewalks, improved crossings, bike lanes, streetscaping	\$4,779,096
518	Hawthorne School to Milwaukee Trail Shared-Use Path	S 3rd St/Hawthorne School	Grove St	Create shared-use path connection	\$1,084,836
1002	Scott St Complete Street	Palmer St	Pullman St	Consider multimodal improvements and egress on Scott St for new development with traffic calming and re-route of landfill traffic	\$2,506,055
2021	Stephens Bike Lane Intersection Improvements	Stephens Ave	Mount Ave	Finish connect of north-south bike lanes through intersection with bike boxes	\$75,000
3023	Brooks St and Stephens Ave Intersection Improvements	Brooks St	Stephens Ave	Implement signal and striping adjustments	\$125,000
1289560	I-90 Trail (Alternative 2)	Grant Creek Rd	Coal Mine Rd	Trail along I-90	\$2,525,489
1289707	Lower Miller Creek Rd Shared-Use Path	Briggs St	Jordan Ct	Separated bicycle/pedestrian facility along Lower Miller Creek from Briggs St to J Rankin School, connecting to Marilyn Park and Maloney Park	\$3,547,925
1289840	Mullan Rd - Frenchtown Trail	Deschamps Ln	Hamel Rd	Shared-use path from end of proposed trail at Deschamps Ln along Mullan Rd connecting to trails in Frenchtown	\$13,062,052
702	Benton Neighborhood Greenway	Higgins St	Bancroft St	Greenway connection	\$102,489
3020	Russell St and Fairview Ave Crossing Improvements	Russell St	Fairgrounds Trail	Add rapid-flash beacon and center median crossing of Russell St at new Fairgrounds Trail	\$200,000
3026	California St/Toole Ave/Broadway St Intersection Improvements	Broadway St	Toole Ave/California St	Add roundabout, realign intersection, eliminate slip lane, add crosswalk to west leg, and ensure bike access through intersection	\$450,000
3029	Philips St and Scott St Intersection Improvements	Philips St	Scott St	Add signal or roundabout and crosswalks	\$450,000
3031	Beckwith Ave and Higgins Ave Intersection Improvements	Beckwith Ave	Higgins Ave	Provide multimodal circulation improvements and signs or markings to support merging bicycles and vehicles	\$75,000

Project Scenarios - Enhanced Connections

Project ID	Project Title	Extent To	Extent From	Project Description	Estimated Cost
1290196	South Ave and Reserve St Intersection Improvements	South Ave	Reserve St	Add bike lanes through Reserve St intersection and reduce turning movement conflicts	\$150,000
35	Mullan Rd Widening	Chuckwagon	Mary Jane Blvd	Widen to 2 lanes plus auxiliary (Flynn/new collector to Cote Ln)	\$10,692,243
3027	McDonald Ave and Russell St Intersection Improvements	McDonald Ave	Russell St	Add roundabout	\$450,000
2022	Lewis & Clark Dr Shared-Use Path	Hwy 93	Lakeside Dr	Shared use path from neighborhoods to school in Lolo	\$625,807
3007	14th St and Eaton St Intersection Improvements	14th St	Eaton St	Install roundabout	\$450,000
3024	Greenough Dr and Vine St Intersection Improvements	Greenough Dr	Vine St	Add crossing improvements for people walking and biking	\$200,000
3030	Reserve St and 7th St Enhanced Bicycle Crossing	7th St	Reserve St	Signalized bicycle crossing	\$400,000
3036	Shakespeare St and Otis St Intersection Improvements	Otis St	Shakespeare St	Add traffic calming to reduce speeds	\$75,000
354	Clements Rd Shared-Use Path	North Ave	Mount Ave	Relocate path from east to the west side of street to reduce crossings along high-use school and neighborhood route	\$443,453
355	Clements Rd Intersection Improvements	South Ave W	S 7th St	Establish pedestrian crossings at Mount, Spurgin, and S 7th; include a pedestrian crossing in the proposed traffic circle at South Ave W and 40th	\$200,000
2023	Mullan Rd Shared-Use Path	Deschamps Ln	Cote Ln	Shared-use path	\$3,304,449
3014	Clark Fork Ln and Mullan Rd Intersection Improvements	Clark Fork Ln	Mullan Rd	Improve turning movements	\$450,000
3025	Great Northern Ave and Palmer St Intersection Improvements	Great Northern Ave	Palmer St	Add roundabout	\$450,000
3039	14th St and Mount Ave Intersection Improvements	14th St	Mount Ave	Widen or repaint 14th St and Mount Ave westbound and adjust signals to provide right-turn lane, through lane, and left-turn lane	\$75,000
39	US 93: North of Desmet Interchange	Waldo Rd	Evaro Rd	Add a lane and seal and cover; project number: NH 5-1(33)1.4	\$10,351,100
37	Bitterroot River Crossing (South Ave Bridge - MacClay Bridge)	South Ave	River Pines Rd	Replace single lane bridge with new alignment connecting North Ave or South Ave and River Pines Rd	\$18,488,500
903	Union Pacific - Palmer Protected Bike Lanes	Clark Fork Ln	Broadway St	Create protected bikeway connection from Mullan Area to Broadway including safe crossing of Reserve	\$4,000,000
900	England Blvd Protected Bike Lanes	Connery Way	Great Northern Ave	Protected bike lanes with intersection improvements at Reserve and Great Northern	\$2,558,717
901	Broadway Protected Bike Lanes	Mullan Rd	Mary Jane Blvd	Protected bike lanes with intersection improvements at Mullan and Palmer	\$548,484
902	Reserve St Protected Bike Lanes	3rd St	I-90	Add protected bike lanes	\$194,398



Enhanced Connections

Data Sources: Missoula MPO, ESRI

Intersection Projects

Category

- Committed
- Safety
- Active Transportation

Corridor Projects

Category

- Committed
- Safety
- Active Transportation
- Complete Streets and Roadway

- MPO Boundaries
- Bodies of Water
- Public Parklands
- Streets

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Project Scenarios - Regional Equity

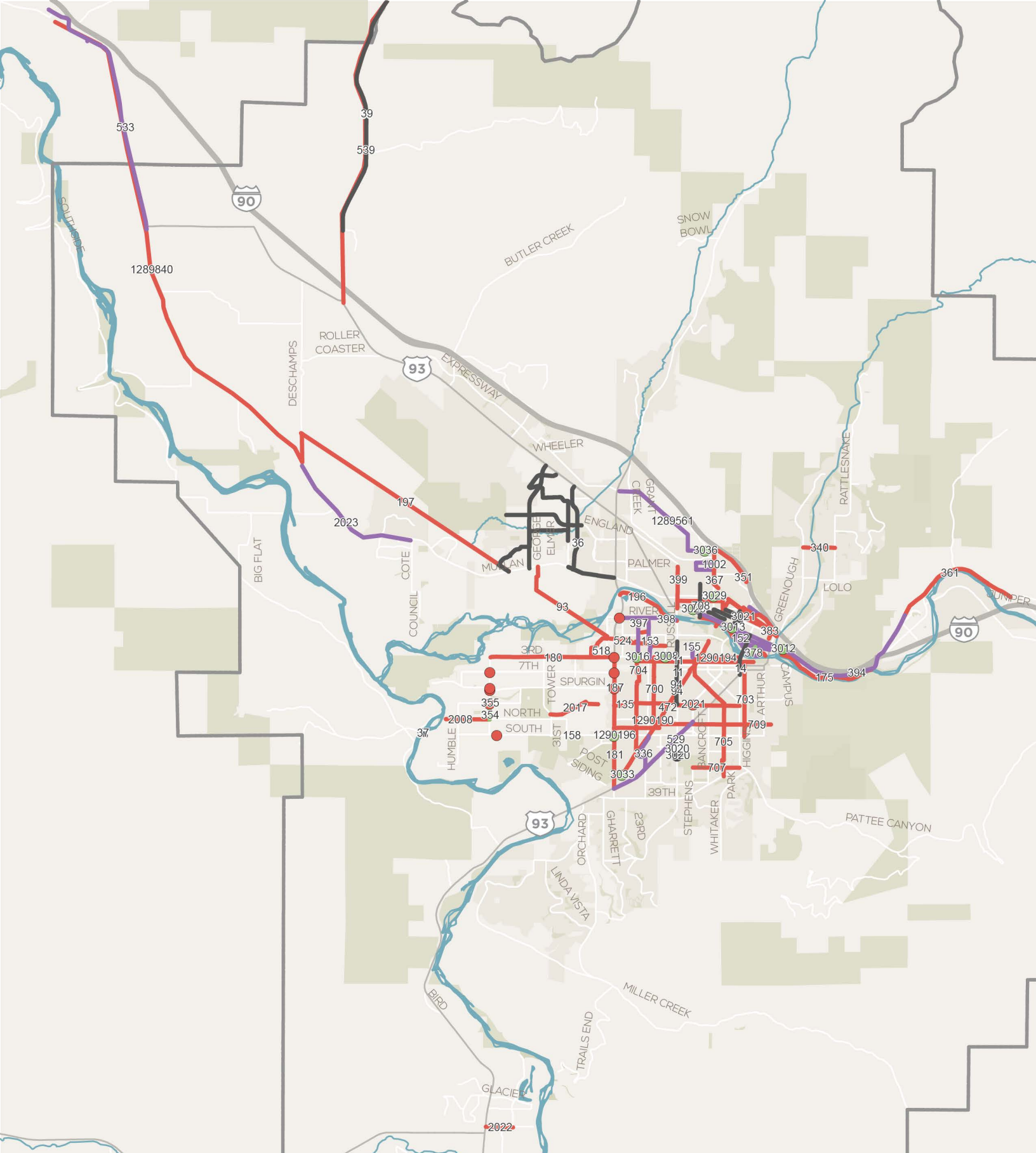
Project ID	Project Title	Extent To	Extent From	Project Description	Estimated Cost
469	Broadway Complete Street	Madison St	Toole Ave	Realign roadway per the Downtown Master Plan, with improvements potentially including bike facilities (lanes or protected cycle tracks), improved intersections for pedestrian access and safety, two-way center left turn lane, enhanced curbing, street lighting, and landscaping/streetscape improvements.	\$4,378,294
152	Front/Main 2-Way Conversion and Multimodal Improvements	Madison St	Orange St	Convert Front St and Main St to 2-way streets and include multimodal improvements	\$3,916,629
14	Higgins Ave Multimodal Improvements	Broadway St	Brooks St	Project (from Downtown Plan) could include realignment of parking, bicycle facilities for all ages and all abilities, intersection improvements, enhanced curbing at intersections, transit improvements, and two-way left turn lane or left-hand turn pockets at intersections	\$2,115,623
383	Northside Bikeway	RUX Trail	Toole Ave/Bitterroot Trail	Protected bikeway along the northside of the railway, connecting with the northshore Bitterroot Trail extension to the west and Van Buren foot bridge	\$1,678,731
701	Sherwood Neighborhood Greenway	Russell St	Pine St	Greenway connection	\$109,040
394	E Broadway St/Hwy 200 Complete Street	Staple St	Van Buren St	Reconstruction of E Broadway St and Hwy 200 from Van Buren St to Staple St to include multimodal transportation improvements, curb/gutter, safe crossings, access management, multi-modal access through RR underpass, and intersection improvements at I-90 interchange.	\$8,157,405
706	4th St Neighborhood Greenway	Schilling St	Toole Park	Greenway connection	\$409,282
703	Gerald Neighborhood Greenway	4th St	South Ave W	Greenway connection	\$105,923
181	Reserve St Protected Bike Lanes	US Hwy 93	S 3rd St	Add protected bicycle lanes	\$125,431
379	Carousel Dr Reconfiguration	Front St	Higgins Ave	Reconfigure Carousel Dr as a through street and replace parking lot at Caras Park with additional park space	\$1,674,160
524	Milwaukee Trail Lighting	Reserve St	Catlin St	Add trail lighting	\$350,000
188	Ron's River Trail Extension	Burton St	Orange St	Create trails that extend the Shady Grove Trail west of Burton to the Fox Site, following riverfront as much as possible, and developings trails and access points on the island in the river	\$923,344
11	Russell Street Reconstruction	Mount Ave	Dakota Ave	Reconstruct with added capacity, including W Broadway from Mullan to Toole. Includes multi-modal improvements such as sidewalks and bike facilities.	\$38,300,000
336	Johnson Street Extension	South Ave	Brooks St	Create new entrance to Southgate Mall *Revise: extend Johnson Street along the west side of Southgate Mall, from South Ave to Brooks Street, including multi-modal facilities such as sidewalks, bike and transit facilities, and street lighting (AW)	\$2,606,004
529	Brooks St Complete Street and Transit Improvements	Paxson St	Stephens Ave	Improve Brooks Street to accommodate Bus Rapid Transit, and multi-modal transportation options, potentially including a center two-way dedicated bus line, center island bus stops, improved bike/ped facilities, street lighting, and additional safe non-motorized crossing locations.	\$30,000,000
709	Kent/Central Neighborhood Greenway	Maurice Ave	Reserve St	Greenway connection	\$1,212,489
135	Mount/S 14th Ave Bike Lane	Reserve St	Higgins Ave	Add bike facilities along S 14th St and Mount Ave from Reserve St to Higgins. (AW)	\$10,066
1290194	3rd St Bike Lane Extension	Ash St	Higgins Ave	Continue bike lanes east from where they currently end (at railroad tracks) to Higgins	\$3,251
708	Burton Neighborhood Greenway	Stoddard St	Riverfront Trail	Greenway connection	\$202,637
528	Brooks St Complete Street and Transit Improvements	Reserve St	Paxson St	Improve Brooks Street to accommodate Bus Rapid Transit, and multi-modal transportation options, potentially including a center two-way dedicated bus line, center island bus stops, improved bike/ped facilities, street lighting, and additional safe non-motorized crossing locations.	\$20,000,000
153	Johnson St Extension and Complete Street	River Rd	S 3rd St	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$2,060,525
472	Bitterroot Trail Lighting	Reserve St	Milwaukee Trail		\$1,600,000
366	N 1st St Shared-Use Path	Madison Ave	Northside Pedestrian Bridge/Grand Ave	Trail from Northside Pedestrian Bridge to Madison Ave/Rattlesnake Creek	\$1,076,396
359	Westside Area Mobility Enhancements	Multiple	Multiple	Mobility improvements for the Westside area between Orange, Broadway, and Toole. Improvements include bike lanes on Spruce Street between Orange and Toole, greenway improvements to Owen St, ADA ramp improvements, replacement and repair of sidewalks. Intersection safety and crossing improvements at Orange/Alder, Toole/Alder, Broadway/Owen, and McCormick/Spruce. Also may include angled parking on Alder St and improvement of parking lot and ped bridge access on the north side of Owen & Railroad intersection.	\$1,800,000
700	Grant St Neighborhood Greenway	3rd St	North Ave W	Greenway connection	\$105,033

Project Scenarios - Regional Equity

Project ID	Project Title	Extent To	Extent From	Project Description	Estimated Cost
3013	Owen St and Broadway St Enhanced Crossing	Owen St	Broadway St	Hawk beacon crossing of W Broadway for people traveling on Owen St	\$300,000
378	Clay St Streetscaping and Intersection Control	Levasseur St	Front St	Include streetscaping on Clay St south of Front St along with a traffic circle capping the southern end of the street	\$200,000
350	Westside Greenway Trail	Owen St	Bitterroot Railroad Spur Line	Westside Greenway Trail, subject to property owner coordination	\$390,502
1288792	Kiwanis Park Trail Widening	Ron's River Trail	Front St	Widened trail to connect the library to Ron's River Trail as included in Kiwanis Park proposed master plan	\$260,082
175	Northbank Riverfront Trail	Easy St	Van Buren St	Complete the Northbank Riverfront Trail between Van Buren and Easy Street	\$2,318,467
3008	Catlin St and 3rd St Intersection Improvements	Catlin St	3rd St	Signalized pedestrian/bicycle crossing to connect to Milwaukee Trail	\$200,000
349	Bitterroot Trail Bridge at Clark Fork River	McCormick Park/Ogren Field	Broadway St	Create Bitterroot Branch Trail bicycle and pedestrian crossing On or next to existing rail bridge	\$6,000,000
382	N 2nd St Complete Street	Madison St	A St	Add sidewalks, bike lanes, and streetscaping	\$2,080,431
705	Ivy/Franklin/Park Neighborhood Greenway	S 3rd St	Pattee Creek	Greenway connection	\$710,633
704	Shilling Neighborhood Greenway	3rd St	Benton Ave	Greenway connection	\$407,812
398	River Rd Complete Street	Reserve St	Russell St	Project may include center turn lane, sidewalks, improved crossings, bike lanes, streetscaping	\$2,693,673
397	Curtis St Complete Street	S 3rd St	River Rd	Project may include center turn lane, sidewalks, improved crossings, bike lanes, streetscaping	\$2,000,504
1290190	North Ave Bike Lanes	Johnson St	Bitterroot Trail	Create bi-directional bike lanes to connect Bitterroot Trail, Grant St Greenway, and Johnson St bike lanes	\$5,548
155	California St Complete Street	S 3rd St	Dakota Ave	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$3,000,000
1288793	Levasseur St Complete Street	Clay St	Dead End	Convert to "woonerf" and extend trail east to connect to Kiwanis St, per North Riverside Parks and Trails Master Plan	\$296,415
399	Russell St Bike Lanes	Railroad	Broadway St	Stripe bicycle lanes	\$3,306
3012	E Broadway St and N Van Buren St Intersection Improvements	E Broadway St	N Van Buren St	Increase safety, visibility, and predictability of people biking and walking at the intersection of Van Buren with Broadway through the intersection with Front St. Designs could include curb extensions, moving the west curb eastward to separate right turning vehicles from through moving bike/ped traffic, widening trail on SE corner to shared use path standards, right turn on red prohibition, access control at driveway entrances, and raised medians.	\$450,000
340	Mountain View Drive Multimodal Improvements	Duncan Dr	Rattlesnake Dr	Sidewalks, curbs, gutters, and bike lanes along Mountain View Dr from Rattlesnake Dr across footbridge to Duncan Dr, including sidewalk improvements to address deficiencies in Walk to School Route	\$352,316
707	Pattee Creek Neighborhood Greenway	S Higgins Ave	Bitterroot Trail	Greenway connection	\$303,711
36	BUILD Grant Roads - Wye/Mullan Plan Collector Routes	Multiple	Multiple	Roadway improvements: Extend and improve George Elmer Dr, England Blvd, and Mary Jane Blvd, including intersection improvements at Broadway and Mullan. New trail connections: Tipperary Way, Flynn Lane, and Mullan Road.	\$34,967,414
180	S 3rd St Bicycle and Pedestrian Facilities	Clements Rd	Hiberta St	Separate boulevard trail on 3rd St and connect to trail on Clements Rd	\$2,862,611
3016	3rd St and Schilling St Intersection Improvements	3rd St	Schilling St	Relocate crosswalks and add rapid-flash beacon	\$125,000
93	Milwaukee Trail Extension and Bridges	Mullan Rd (via Schmidt Rd)	Grove St	Extend Milwaukee Trail from Reserve St to Mullan Rd, including right-of-way acquisition and several bridges over the Clark Fork River	\$8,518,009
361	Hwy 200 Shared-Use Path	Tamarack Rd	Staples St	Add path from bottom of Brickyard Hill to Bonner to complete connection from East Missoula to Turah	\$3,285,572
187	Reserve St Intersection Improvements	Spurgin Rd	River Rd	Create signalized crossing at 7th or 3rd. Improve at-grade crossing conditions at Spurgin and River intersections	\$450,000
3020	Russell St and Fairview Ave Crossing Improvements	Russell St	Fairgrounds Trail	Add rapid-flash beacon and center median crossing of Russell St at new Fairgrounds Trail	\$200,000
1289561	Howard Raser Ave Complete Steet	Old Grant Creek Rd	Scott St	Complete Howard Raser per the North Reserve Scott Street Master Plan	\$8,032,170
367	Northside Shared-Use Path Connection	Defoe St	Otis St	Trail along Scott St or through future White Pine Sash development area joining the Grand St/Scott St Rail Greenway to the Interstate Greenway	\$898,964
196	Southbank Riverfront Trail Extension	Reserve St	Russell St	Assumes the MonRock Site is acquired by the City as a public park	\$1,532,236
3033	McDonald Ave and Clark St Enhanced Trail Crossing	McDonald Ave	Clark St	Enhance trail crossing at intersection and consider all-way stop	\$75,000
1289840	Mullan Rd - Frenchtown Trail	Deschamps Ln	Hamel Rd	Shared-use path from end of proposed trail at Deschamps Ln along Mullan Rd connecting to trails in Frenchtown	\$13,062,052
518	Hawthorne School to Milwaukee Trail Shared-Use Path	S 3rd St/Hawthorne School	Grove St	Create shared-use path connection	\$1,084,836
2021	Stephens Bike Lane Intersection Improvements	Stephens Ave	Mount Ave	Finish connect of north-south bike lanes through intersection with bike boxes	\$75,000

Project Scenarios - Regional Equity

Project ID	Project Title	Extent To	Extent From	Project Description	Estimated Cost
3026	California St/Toole Ave/Broadway St Intersection Improvements	Broadway St	Toole Ave/California St	Add roundabout, realign intersection, eliminate slip lane, add crosswalk to west leg, and ensure bike access through intersection	\$450,000
1290196	South Ave and Reserve St Intersection Improvements	South Ave	Reserve St	Add bike lanes through Reserve St intersection and reduce turning movement conflicts	\$150,000
351	Northside Greenway Connector	Scott St	Northside Park	Create interstate greenway system on south side of I-90 with connecting access to North Hills via Coal Mine Road; explore loop trail system	\$1,083,392
337	Inverness Place Shared-Use Path	Inverness Place cul-de-sac	N Johnson St/Montana St	Continue shared-use path in Inverness Place eastward across the Rice Addition via the public right-of-way easement that extends east from the present cul-de-sac	\$140,645
3029	Philips St and Scott St Intersection Improvements	Philips St	Scott St	Add signal or roundabout and crosswalks	\$450,000
2007	1st St Shared-Use Path	US 200	W Riverside Dr	Sidewalk or shared use path from US 200 to W Riverside Dr	\$351,184
2017	Mount Ave Trail Connection	27th Ave	Tower St	DNRC trail connection	\$1,190,134
355	Clements Rd Intersection Improvements	South Ave W	S 7th St	Establish pedestrian crossings at Mount, Spurgin, and S 7th; include a pedestrian crossing in the proposed traffic circle at South Ave W and 40th	\$200,000
533	Mullan Rd Multimodal Improvements	Frenchtown	Pulp Mill Rd	Construct shared-use path and active transportation crossings	\$6,120,331
539	People's Way Trail Phase 1	Evano	I-90	Construct off-road trail	\$11,875,407
1002	Scott St Complete Street	Palmer St	Pullman St	Consider multimodal improvements and egress on Scott St for new development with traffic calming and re-route of landfill traffic	\$2,506,055
2022	Lewis & Clark Dr Shared-Use Path	Hwy 93	Lakeside Dr	Shared use path from neighborhoods to school in Lolo	\$625,807
2008	North Ave Shoulderway Improvements	Clements Rd	Edward Ct	Shoulderway improvements	\$480,587
354	Clements Rd Shared-Use Path	North Ave	Mount Ave	Relocate path from east to the west side of street to reduce crossings along high-use school and neighborhood route	\$443,453
197	Milwaukee Trail Extension	Deschamps Ln	Mullan Rd	Extend Milwaukee Trail	\$5,759,611
39	US 93: North of Desmet Interchange	Waldo Rd	Evano Rd	Add a lane and seal and cover; project number: NH 5-1(33)1.4	\$10,351,100
3036	Shakespeare St and Otis St Intersection Improvements	Otis St	Shakespeare St	Add traffic calming to reduce speeds	\$75,000
2023	Mullan Rd Shared-Use Path	Deschamps Ln	Cote Ln	Shared-use path	\$3,304,449
37	Bitterroot River Crossing (South Ave Bridge - MacClay Bridge)	South Ave	River Pines Rd	Replace single lane bridge with new alignment connecting North Ave or South Ave and River Pines Rd	\$18,488,500



Regional Equity

Data Sources: Missoula MPO, ESRI

Intersection Projects

Category

- Committed
- Safety
- Active Transportation

Corridor Projects

Category

- Committed
- Safety
- Active Transportation
- Complete Streets and Roadway

- MPO Boundaries
- Bodies of Water
- Public Parklands
- Streets

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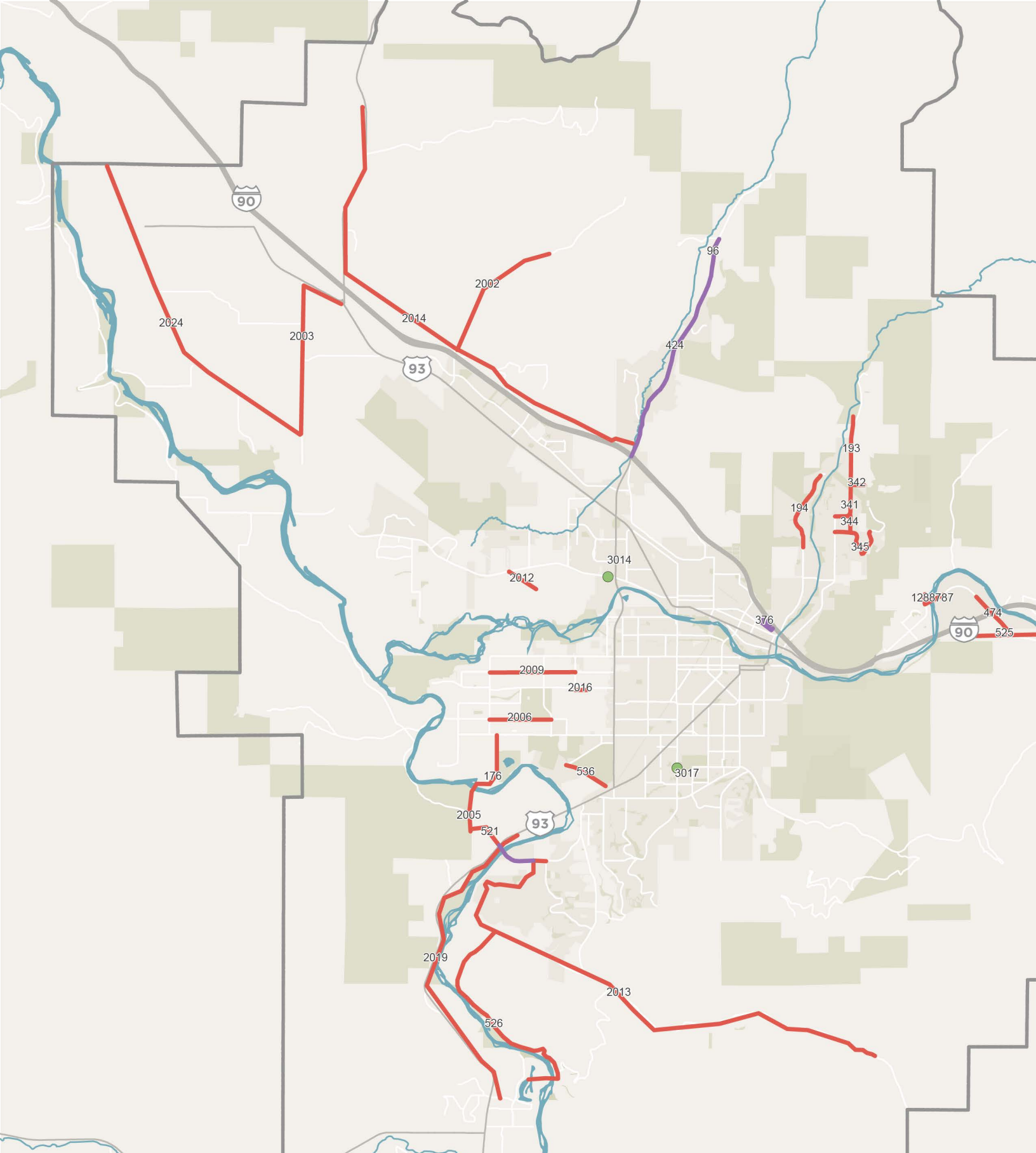


Project Scenarios - Master Project List

Project ID	Project Title	Extent To	Extent From	Project Description	Estimated Cost	Enhanced Scenario	New Connections Scenario	New Connections Excluded	Equity Scenario	Committed	Illustrative	Feasibility Constraints	Total Score (Equal Weighting)	Total Score Tier (Equal Weighting)	Total Score (Weighting - Safety & Equity x3)	Total Score Tier (Weighting - Safety & Equity x3)	Total Score (Weighting - Equity x10)	Total Score Tier (Weighting - Equity x10)
14	Higgins Ave Multimodal Improvements	Broadway St	Brooks St	Project from Downtown Plan) could include realignment of parking, bicycle facilities for all ages and all abilities, intersection improvements, enhanced curbing at intersections, transit improvements, and two-way left turn lane or left-hand turn pockets at intersections	\$2,115,623					x			29	4	57	4	92	4
152	Front/Main 2-Way Conversion and Multimodal Improvements	Madison St	Orange St	Convert Front St and Main St to 2-way streets and include multimodal improvements	\$3,946,629	x			x				29	4	57	4	92	4
469	Broadway Complete Street	Madison St	Toolie Ave	Realign roadway per the Downtown Master Plan, with improvements potentially including bike facilities (lanes or protected cycle tracks), improved intersections for pedestrian access and safety, two-way center left turn lane, enhanced curbing, street lighting, and landscaping/streetscape improvements.	\$4,378,294		x		x				29	4	57	4	92	4
383	Northside Bikeway	Nix Trail	Toolie Ave/Bitterroot Trail	Protected bikeway along the northside of the railway, connecting with the northshore Bitterroot Trail extension to the west and Van Buren foot bridge	\$1,678,731				x				28	4	54	4	91	4
701	Dinnerwood Neighborhood Greenway	Jussell St	Jussell St	Greenway connection	\$109,040		x						28	4	56	4	91	4
336	Johnson Street Extension	South Ave	Brooks St	Create new entrance to Southgate Mall "Reveal": extend Johnson Street along the west side of Southgate Mall, from South Ave to Brooks Street, including multi-modal facilities such as sidewalks, bike and transit facilities, and street lighting (see)	\$2,606,004		x		x				27	4	53	4	81	4
382	N 2nd St Complete Street	Madison St	A St	Add sidewalks, bike lanes, and streetscaping	\$2,080,431	x			x				27	4	49	4	72	3
394	E Broadway St/Hwy 200 Complete Street	Staple St	Van Buren St	Reconstruction of E Broadway St and Hwy 200 from Van Buren St to Staple St to include multimodal transportation improvements, curb/gutter, safe crossings, access management, multi-modal access through MI underpass, and intersection improvements at I-90 interchange.	\$8,157,405		x		x				27	4	55	4	90	4
703	Gerald Neighborhood Greenway	4th St	South Ave W	Greenway connection	\$105,933	x			x				27	4	55	4	90	4
706	4th St Neighborhood Greenway	Schilling St	Toolie Park	Greenway connection	\$405,282	x			x				27	4	55	4	90	4
155	Mount/US 14th Ave Bike Lane	Reserve St	Higgins Ave	Add bike facilities along S 14th St and Mount Ave from Reserve St to Higgins.	\$30,066		x						26	4	52	4	80	4
181	Reserve St Protected Bike Lanes	US Hwy 99	S 3rd St	Add protected bike lanes	\$125,431	x			x				26	4	54	4	89	4
529	Brooks St Complete Street and Transit Improvements	Paxson St	Stephens Ave	Improve Brooks Street to accommodate Bus Rapid Transit, and multi-modal transportation options, potentially including a center two-way dedicated bus line, center island bus stops, improved bike/ped facilities, street lighting, and additional safe non-motorized crossing locations.	\$30,000,000	x	x		x				26	4	52	4	80	4
708	Burton Neighborhood Greenway	Woodard St	Riverfront Trail	Greenway connection	\$202,637					x			26	4	52	4	80	4
709	Kent/Central Neighborhood Greenway	Naurice Ave	Reserve St	Greenway connection	\$1,712,489	x			x				26	4	52	4	80	4
1200194	3rd St Bike Lane Extension	Ash St	Higgins Ave	Continue bike lanes east from where they currently end (at railroad tracks) to Higgins.	\$3,351				x				26	4	50	4	80	4
153	Johnson St Extension and Complete Street	River Rd	S 3rd St	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$2,060,525		x		x				25	4	51	4	79	4
158	South Ave Complete Street and Shared-Use Path	36th St	Reserve St	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$4,372,476		x						25	4	51	4	79	4
359	Westside Area Mobility Enhancements	Multiple	Multiple	Mobility improvements for the Westside area between Orange, Broadway, and Tools. Improvements include bike lanes on Spruce Street between Orange and Tools, greenway improvements to Owen St, ADA ramp improvements, replacement and repair of sidewalks, intersection safety and crossing improvements at Orange/Alder, Toolie/Alder, Broadway/Owen, and McCormick/Spruce. Also may include angled parking on Alder St and improvement of parking lot and ped bridge access on the north side of Owen & Railroad intersection.	\$1,800,000					x			25	4	49	4	79	4
366	N 1st St Shared-Use Path	Madison Ave	Northside Pedestrian Bridge/S 2nd Ave	Trail from Northside Pedestrian Bridge to Madison Ave/Rattlesnake Creek	\$1,076,396		x		x				25	4	49	4	79	4
379	Carrousel Dr Reconfiguration	Front St	Higgins Ave	Reconfigure Carrousel Dr as a through street and replace parking lot at Caras Park with additional park space	\$1,674,160	x			x				25	4	53	4	88	4
472	Bitterroot Trail Lighting	Reserve St	Milwaukee Trail	Add trail lighting	\$1,400,000	x			x				25	4	51	4	79	4
524	Milwaukee Trail Lighting	Reserve St	Captin St	Add trail lighting	\$190,000	x			x				25	4	53	4	88	4
528	Brooks St Complete Street and Transit Improvements	Reserve St	Paxson St	Improve Brooks Street to accommodate Bus Rapid Transit, and multi-modal transportation options, potentially including a center two-way dedicated bus line, center island bus stops, improved bike/ped facilities, street lighting, and additional safe non-motorized crossing locations.	\$20,000,000	x	x		x				25	4	49	4	79	4
704	Shilling Neighborhood Greenway	1st St	Burton Ave	Greenway connection	\$407,812				x				25	4	49	4	70	3
705	Hwy/Franklin/Park Neighborhood Greenway	S 3rd St	Pattee Creek	Greenway connection	\$710,633	x			x				25	4	49	4	70	3
11	Russell Street Reconstruction	Mount Ave	Dakota Ave	Reconstruct with added capacity, including W Broadway from Mullan to Toolie. Includes multi-modal improvements such as sidewalks and bike facilities, and improved trail access at Bitterroot Trail and Reserve St	\$38,300,000					x			24	4	52	4	87	4
188	Ron's River Trail Extension	Burton St	Orange St	Create trails that extend the Shady Grove Trail west of Burton to the Fox Site, following riverfront as much as possible, and developing trails and access points on the island in the river.	\$623,244	x			x				24	4	52	4	87	4
189	Northbank Riverfront Trail	Reserve St	Russell St	Construct 10' paved trail between the Russell St Bridge undercrossing and Reserve St; include connection from Reserve St bike lanes and sidewalks	\$1,644,753							x	24	4	48	4	69	3
338	Johnson St Shared-Use Path Connection	Johnson St	Curtis St	Provide a bicycle/pedestrian connection between the Emma Dickson Learning Center, the Council Grove Apartments, and a future segment of Johnson Street (north from 3rd St)	\$770,859							x	24	4	50	4	78	4
370	Russell St Complete Street	Brooks St	Mount Ave	Project may include additional right-of-way acquisition, bike lanes, improved sidewalk, transit, and crossing facilities, and roadway reurfacing	\$1,606,414	x							24	4	46	3	69	3
380	Ron's River Trail - widening, reconfiguration and relocation	Madison St	Orange St	Relocate North Riverfront Trail along Kwanis Park adjacent to the Clark Fork River; widen and reconfigure Ron's River Trail through Bous Reed Park and Caras Park per the Downtown Riverfront Parks & Trails Master Plan	\$2,000,000	x							24	4	52	4	87	4
397	Curtis St Complete Street	S 3rd St	River Rd	Project may include center turn lane, sidewalks, improved crossings, bike lanes, streetscaping	\$2,000,504		x		x				24	4	48	4	69	3
398	River Rd Complete Street	Reserve St	Russell St	Project may include center turn lane, sidewalks, improved crossings, bike lanes, streetscaping	\$2,693,673		x		x				24	4	48	4	69	3
700	Grant St Neighborhood Greenway	1st St	North Ave W	Greenway connection	\$105,033	x			x				24	4	50	4	78	4
902	Reserve St Protected Bike Lanes	1st St	80	Protected bikeways	\$194,998	x							24	4	50	4	78	4
3010	Madison St and Front St Intersection Improvements	Madison St	Front St	Convert to a 3-lane cross-section and replace signal with a modern single-lane roundabout	\$460,000							x	24	4	50	4	78	4
1200190	North Ave Bike Lanes	Johnson St	Bitterroot Trail	Create bi-directional bike lanes to connect Bitterroot Trail, Grant St Greenway, and Johnson St bike lanes	\$5,548		x		x				24	4	48	4	69	3
155	California St Complete Street	S 3rd St	River St	May include sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$4,000,000	x	x		x				23	3	43	3	68	3
367	Northside Shared-Use Path Connection	Defoe St	Olis St	Trail along Scott St or through future White Pine South development area joining the Grand St/Scott St Rail Greenway to the Intertaste Greenway	\$886,964		x		x				23	3	45	3	59	2
378	Clay St Streetscaping and Intersection Control	Levesieur St	Front St	Include streetscaping on Clay St south of Front St along with a traffic circle capping the southern end of the street	\$200,000	x			x				23	3	49	4	77	4
399	Russell St Bike Lanes	Railroad	Broadway St	Striped bike lanes	\$3,306		x		x				23	3	45	3	68	3
3013	Owen St and Broadway St Enhanced Crossing	Owen St	Broadway St	Hawk beacon crossing of W Broadway for people traveling on Owen St	\$300,000	x			x				23	3	49	4	77	4
1288793	Levesieur St Complete Street	Clay St	Dead End	Convert to "women's" and extend trail east to connect to Kwanis St, per North Riverside Parks and Trails Master Plan	\$296,415				x				23	3	47	4	68	3
1288822	Burlington Ave Complete Street	Reserve St	Reserve St	Turn unpaved portion of Burlington Ave into a complete street, including sidewalk, curb, gutter, and paving	\$543,148						x		23	3	47	4	77	4
1289561	Howard Raser Ave Complete Street	3rd Grant Creek Rd	Scott St	Complete Howard Raser per the North Reserve Scott Street Master Plan	\$8,032,170		x		x				23	3	45	3	59	2
124	Mullan Rd Complete Street	Mary Jane Blvd	Reserve St	Create 4-5 lanes cross-section, including sidewalks, grade separated trails, crosswalks, pedestrian buttons, dedicated bike lanes, bike routes, and sharrows	\$3,122,115		x						22	3	44	3	67	3

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519	Missoula College Non-Motorized Bridge	Missoula College	Kim Williams Trail	Construct bicycle/pedestrian bridge	\$8,000,000			x					14	1	30	1	32	1
526	Miller Creek to Lolo Trail Connection	Lolly/Lakeside Dr	Lower Miller Creek Rd	Construct shared-use path connection to Lolo Trail	\$5,685,537						x		14	1	28	1	23	1
533	Mullan Rd Multimodal Improvements	Frenchtown	Pulp Mill Rd	Construct shared-use path and active transportation crossings	\$6,120,331				x				14	1	32	1	41	1
525	Kim Williams Trail Extension and Bridge	Milliken State Park	Kim Williams Trail End	Create trail extension and bridge	\$8,998,075						x		15	1	27	1	31	1
539	People's Way Trail Phase 1	Evans	I-90	Construct off-road trail	\$11,875,407				x				13	1	27	1	40	1
2002	Butler Creek Rd Trail	Angus Ln	Covenant Rd	Complete trail connection	\$1,271,740						x		13	1	25	1	22	1
2003	Deschamps Ln Shared-Use Path	Lafschich Ln	Brains Ln	Create shared-use path connection to Wye	\$4,397,402						x		13	1	25	1	31	1
2012	Mullan Rd Connection Trail	Mullan Rd	Schmidt Rd	Mullan connection	\$24,358						x		13	1	29	1	31	1
89	US 93 North of Deenert Interchange	Waldo Rd	Evans Rd	Add a lane and seal and cover; project number: NH 5-11331.4	\$10,951,000					x			12	1	24	1	30	1
96	Grant Creek Trail Phase II	Snowbowl Rd	Melior Ln	Create 3.5 mile, 12' wide paved or gravel trail parallel to Grant Creek Rd, connecting to I-90 and Reserve St	\$1,000,000						x		12	1	20	1	12	1
2005	Blue Mountain Rd Trail	Forest Hill Ln	Future Bridge	Trail connection from Blue Mountain Rd to future bridge	\$425,388						x		12	1	22	1	21	1
37	Bittecoot River Crossing (South Ave Bridge - MacClay Bridge)	South Ave	River Pines Rd	Replace single lane bridge with new alignment connecting North Ave or South Ave and River Pines Rd	\$18,488,500					x			8	1	20	1	17	1
1000	Deschamps Ln Re-Surfacing	Hellercoaster Rd	Mullan Rd	Improve pavement	N/A							x	7	1	15	1	7	1
905	England Blvd Extension	Great Northern Ave	I-90	Create a new connection and extension of England Blvd from Great Northern Ave to a new I-90 interchange, including a bridge over the railroad.	\$70,000,000			x					18	2	38	2	54	2
906	Lower Miller Creek Bridge	Lower Miller Creek Rd	Hey 93	New bridge connecting Lower Miller Creek Rd to Hey 93 across the Bittecoot River, connecting to the Blue Mtn Road intersection.	\$20,000,000						x		11	1	27	1	29	1



Illustrative Projects

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