

Technical Advisory Committee

Missoula Connect: 2050 Long-Range Transportation Plan

Friday, September 18, 2020 | 10:00 a.m. – 12:00 p.m.

Meeting Goals

- Provide overview of work completed to date
- Review preliminary scoring of draft LRTP project list
- Discuss approach to scenario development, including preliminary land use scenarios and potential transportation scenarios
- Confirm next steps and additional opportunities for input

Agenda

Time	Topic	Lead/Materials
15 min	Welcome & Introductions <ul style="list-style-type: none">▪ Review meeting goals and agenda▪ Introduce LRTP TAC members, MPO Transportation Technical Advisory Committee (TTAC) members, and staff▪ Hold small group icebreaker activity▪ Provide overview of recent work <i>What do you hope to get out of today's meeting?</i> <i>What questions do you have about work underway?</i>	Aaron Wilson, MPO Jennifer Wieland, NN Final Goals and Desired Outcomes Final Evaluation Framework
45 min	Preliminary Scoring: Draft LRTP Project List <ul style="list-style-type: none">▪ Review approach to developing and scoring project list▪ Discuss preliminary results▪ Present opportunities for weighting and develop preferred TAC approach <i>What surprises you about the scoring results? Does anything feel "off"? Are any projects missing? What weights would you recommend we give to the goals?</i>	All Project Identification and Refinement Memo Draft LRTP Project List Link to Project Map

MISSOULA CONNECT | TECHNICAL ADVISORY COMMITTEE

Meeting #3 – September 18, 2020

Time	Topic	Lead/Materials
45 min	Land Use & Transportation Scenarios <ul style="list-style-type: none"> Review approach to scenario development, focusing on key principles Share preliminary land use scenarios and potential transportation scenarios (by theme) Identify metrics for reporting on scenario outcomes <i>Does the approach to scenario planning make sense?</i> <i>What reactions do you have to the potential land use scenarios? What is most important to measure?</i>	All Scenario Development Memo
15 min	Questions & Next Steps <ul style="list-style-type: none"> Share preliminary ideas for fall engagement Review TAC requests for information Confirm action items and next steps <i>What additional information do you need as Missoula Connect moves forward? What outstanding questions do you have about today's agenda topics?</i>	Aaron Wilson, MPO Katie Kietz, Big Sky PR

Attendees

LRTP Technical Advisory Committee Members

- ☐ Kevin Slovarp, Missoula City Engineer
- ☐ Troy Monroe, City Assistant Engineer
- ☐ Ellen Buchanan, Missoula Redevelopment Agency
- ☐ Corey Aldridge, Missoula Urban Transportation District
- ☐ Donna Gaukler, Missoula Parks & Recreation
- ☐ Neil Miner, Missoula Parks & Recreation
- ☐ Ben Weiss, Missoula Bicycle/Pedestrian Program Manager
- ☐ Sarah Coefield, Missoula City-County Air Quality Specialist
- ☐ Ben Schmidt, Missoula City-County Air Quality Specialist
- ☐ Juniper Davis, Missoula County Parks & Trails Manager
- ☐ Erik Dickson, Missoula County Public Works
- ☐ Shane Stack, Missoula County Public Works

- ☐ Jacquelyn Smith, Montana Department of Transportation – Missoula District
- ☐ Ben Nunnallee, Montana Department of Transportation – Missoula District
- ☐ Vicki Crnich, Montana Department of Transportation – Helena
- ☐ Emily Gluckin, Development Services, Current Planning/Land Use
- ☐ Laval Means, Development Services, Long Range Planning
- ☐ Karen Hughes, CAPS
- ☐ Andrew Hagemeyer, CAPS
- ☐ John Stegmaier, CAPS
- ☐ Diana Maneta, CAPS Sustainability Program Manager
- ☐ Montana James, Housing & Community Development
- ☐ Lisa Beczkiewicz, Health Department
- ☐ Tiffany Brander, Parking Commission

MISSOULA CONNECT | TECHNICAL ADVISORY COMMITTEE

Meeting #3 – September 18, 2020

Missoula MPO Staff

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

Consultant Team

- ☐ Jennifer Wieland, Nelson\Nygaard
- ☐ Monique Ho, Nelson\Nygaard
- ☐ Katie Kietz, Big Sky PR

MISSOULA CONNECT FINAL GOALS & DESIRED OUTCOMES

To support Missoula Connect 2050, the update to our region's long-range transportation plan (LRTP), the project team created draft goals and desired outcomes that build on federal requirements, previous planning work, and the public's feedback about Missoula's mobility values.

The team presented the draft goals and desired outcomes to the MPO's Transportation Technical Advisory Committee (TTAC) and Transportation Policy Coordinating Committee (TPCC), to the Long-Range Transportation Plan Technical Advisory Committee and Citizens Advisory Committee, and to the Specialized Transportation Advisory Committee (STAC) in June 2020. The public was also invited to review and comment on the draft goals through an online survey. Feedback was generally supportive of the goals and outcomes, and each group offered suggestions for refinements. The majority of comments focused on the sustainability and connected communities goals, with recommendations to expand both goals to capture a more complete picture of Missoula's needs.

Committee members appreciated having fewer goals (five instead of eight in the previous LRTP). They recommended targeted revisions, including addressing contradictions between goals; better connecting housing, land use, and transportation; using language more inclusive of all modes, including single-occupancy vehicles (SOVs); and focusing on the connections between transportation and equitable communities. The team reviewed all feedback and made changes to the goals and desired outcomes, including the following specific revisions:

- **Safety and Health:** Added a desired outcome to focus on lower-income neighborhoods. Recognized the role of walking and biking in supporting human connections.
- **Sustainability and Resilience:** Reshaped goal to include "community resilience" and broaden the focus beyond resources to better incorporate climate change. Added desired outcomes related to urban tree canopy and stormwater as well as resilient infrastructure. Clarified focus on responding to climate change by specifying a move toward carbon neutrality. Referenced protection of agricultural lands in preservation of resources.
- **Mobility Choices:** Stressed importance of people and goods. Incorporated more active language and specific mention of people driving.
- **Connect Communities:** Amplified discussion of integrated land use and transportation planning, focusing on infill development and responsible growth. Added language about complete communities and essential services as well as specific mentions of affordable and senior housing. Incorporated importance of engagement with historically underserved communities.
- **Invest Strategically:** Added mention of mixed-use development to focus on inward growth. Created new outcome to address expanding revenue sources that are more equitable and sustainable.

The revised goals are presented on the following page for TTAC consideration and approval. When approved, the project team will revise the draft evaluation and prioritization process for capital projects and programs to align with the final goals. We will then create performance measures that can be used to track the region's progress toward the goals over time.

Final Goals & Desired Outcomes



Improve safety and promote health to enhance quality of life

- Eliminate traffic-related fatalities and serious injuries
- Improve safety for people walking and biking
- Enhance active transportation and transit linkages to lower-income neighborhoods
- Increase physical activity and human connections by making walking and biking convenient modes of travel
- Improve access to recreational facilities and trails to support healthy lifestyles



Advance sustainability and community resilience to protect natural resources and address climate change

- Improve climate resilience and advance toward carbon neutrality
- Reduce transportation-related air emissions
- Minimize sediment, nutrients, and litter entering surface water
- Expand the urban canopy and green stormwater infrastructure
- Protect and enhance natural, cultural, and historic resources, including agricultural lands
- Create adaptable and resilient infrastructure to respond to changing needs



Expand mobility choices to improve efficiency and accessibility for people and goods

- Build complete streets and increase access to multimodal options
- Increase street, trail/greenway, and sidewalk network connectivity for all ages and abilities
- Optimize the efficiency and accessibility of the transportation system
- Reduce person hours of delay for people driving and improve freight movement
- Improve access to high-quality and high-frequency transit stops and routes



Connect and strengthen communities to create a more equitable region

- Increase affordability and reduce overall household transportation costs
- Develop an integrated mobility system that connects destinations with sustainable travel options
- Integrate land use and transportation planning to support infill development and create complete neighborhoods
- Improve access to schools, jobs, parks, essential services, affordable and senior housing, and basic life needs
- Engage with and invest in historically disadvantaged areas and in neighborhoods that have been adversely impacted by transportation decisions



Maintain assets and invest strategically to boost economic vitality

- Bring existing infrastructure and transit assets into a state of good repair to support the regional economy, local industry, and goods movement
- Balance cost-effective, implementable projects with high-impact projects
- Plan for a transportation system that makes the best use of public financial resources
- Provide a network that targets growth inward to support existing centers and mixed-use development
- Support access to businesses and commercial and industrial centers to enhance economic recovery and growth
- Explore more equitable and sustainable funding sources for transportation projects and programs

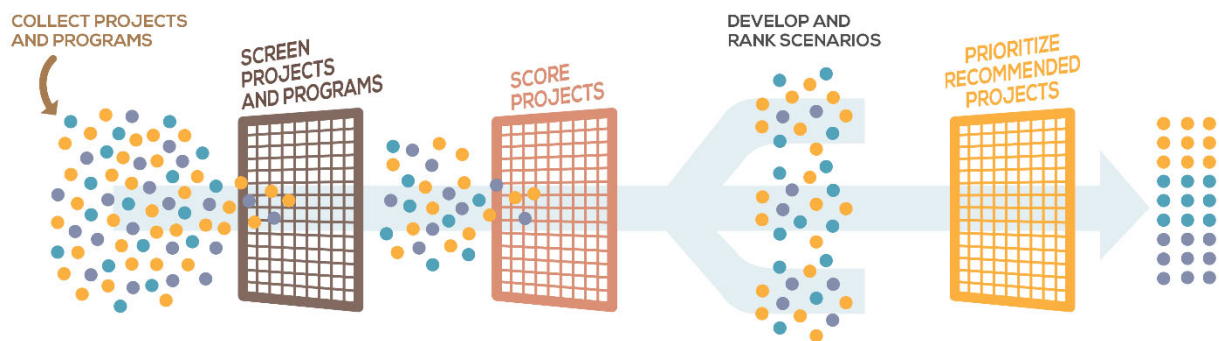
MISSOULA CONNECT: PROJECT EVALUATION APPROACH

RECOMMENDED FRAMEWORK (8/5/2020)

This memo recommends a five-step evaluation framework to help screen, score, and prioritize projects for funding and implementation through Missoula Connect. The steps and the criteria associated with each are described in more detail below:

1. **Collection** – Gather potential project and program concepts, using recommendations from the 2016 Long-Range Transportation Plan (LRTP) as well as new input from committees and the public.
2. **Screening** – Filter concepts for LRTP eligibility.
3. **Scoring** – Use geographic criteria to score projects based on metrics that will help achieve Missoula Connect goals.
4. **Scenarios** – Use the regional travel demand model to test network performance.
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 prioritize high-scoring projects based on descriptive criteria to develop a recommended project list.

Figure 1 Evaluation Process



Step 1: Collect Projects & Programs

The project team will work with the project committees and the public to develop a comprehensive list of transportation projects and programmatic needs for the Missoula area. The list, which will include unbuilt recommended and illustrative projects from the previous LRTP, will be supplemented by a three-pronged Call for Projects:

Interactive Map

An [interactive map](#) illustrates existing in-progress, recommended, and illustrative projects and invites members of the public to identify locations where they would like to see new projects. People are required to provide a brief description of their project, including articulating how it helps to advance Missoula Connect goals. Participants are also able to submit comments on existing projects or those recommended by others.

Call for Projects Form

The public is also invited to submit project ideas through a simple [online form](#). This mobile-friendly tool asks people to provide a project type, location, and description; explain how the project meets Missoula Connect goals; and share their contact information.

Virtual Workshops

The purpose of workshops is to gather feedback on the draft evaluation framework and to identify new projects. Due to restrictions on public gatherings as a result of COVID-19, the workshops will occur virtually on Zoom. Members of the LRTP TAC and CAC have detailed knowledge of or ideas about projects that could address critical gaps, advance Missoula Connect goals and desired outcomes, and offer high potential for successful implementation.

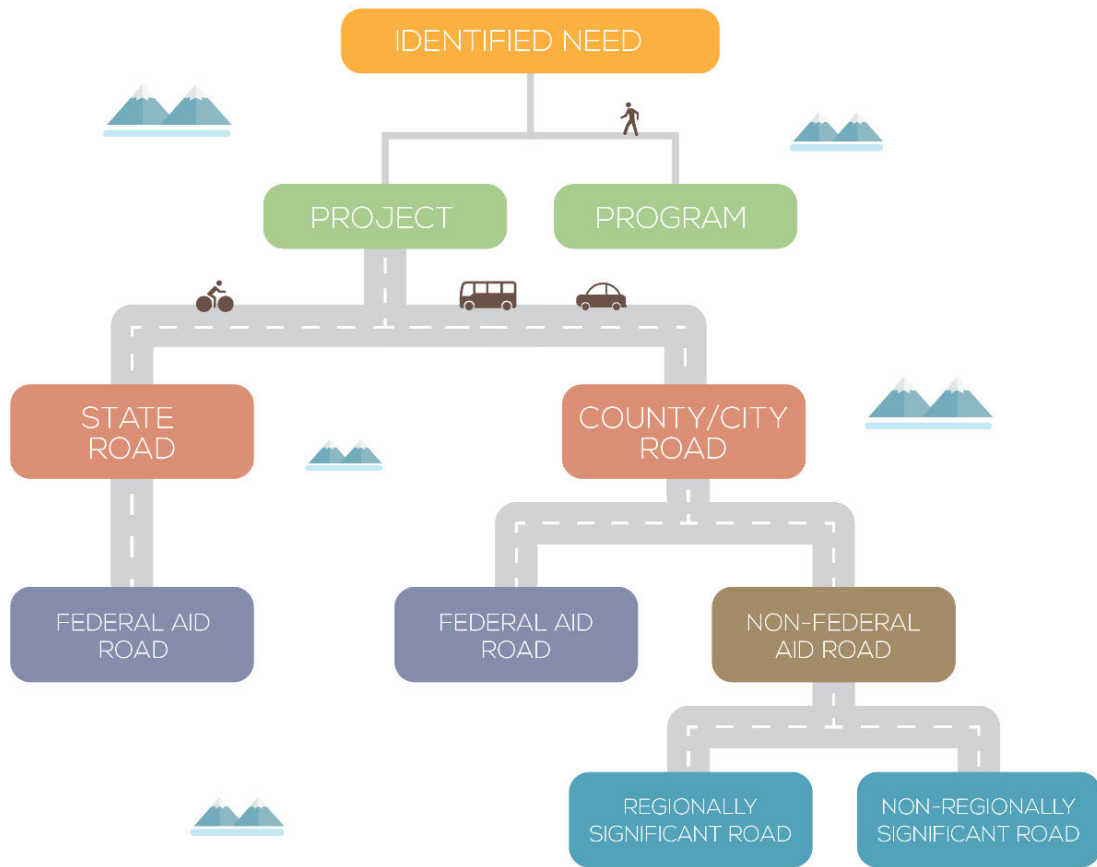
Step 2: Screen Projects & Programs

Once the collection phase is complete, the project team will develop a master list of suggested projects. This list will be screened to ensure that projects are eligible for the LRTP prioritization process. Proposed screening criteria are as follows:

- a. **Is the concept a project or a program?** Submissions classified as Transportation Options will be considered programs. Projects continue through the process, and programmatic needs are included in a separate section of the LRTP.
- b. **Is the project on a State road or County road?** Projects located on State or County roads continue through the process. A list of non-regionally significant projects identified on local roads will be compiled for scoring separately and then prioritized through the City's framework for CIP development.
- c. **Is the project on a Federal Aid Road?** Only projects on Federal Aid Roads are eligible for funding through the MPO and will continue through the process.
- d. **Is the project on a regionally significant road?** Select Non-Federal Aid Roads or off-road paths may be regionally significant or may be classified as Federal Aid Roads in the future. Projects that are deemed regionally significant will continue through the process.

The flow of the screening process is shown in Figure 2 below.

Figure 2 Screening Process



Step 3: Score Projects

With a screened list of projects, the Missoula Connect team will use geographic criteria to score the remaining projects. A focus on geographic criteria at this stage makes it possible to evaluate many projects quickly, adjusting weighting of goals or criteria as needed to match the community's values, needs, and technical priorities.

For consistency with the previous LRTP, all projects, regardless of mode, will be scored with the same criteria. This approach recognizes that roadway projects can incorporate complete street elements that benefit all modes while non-motorized projects can contribute to overall system performance and safety. The revised scoring criteria—based on the draft Missoula Connect goals—are described in Figure 3.

Figure 3 Revised Project Scoring Criteria

Goal	Desired Outcomes	Geographic Criteria
Improve safety and promote health to enhance quality of life	<ul style="list-style-type: none"> ▪ Eliminate traffic-related fatalities and serious injuries ▪ Improve safety for people walking and biking ▪ Enhance active transportation and transit linkages to lower-income neighborhoods ▪ Increase physical activity and human connections by making walking and biking convenient modes of travel ▪ Improve access to recreational facilities and trails to support healthy lifestyles 	Crash Reduction (all modes): 1 point – Project is located within ¼ mile of a high crash frequency corridor or intersection 2 points – Project is located at a high crash frequency corridor or intersection
		Bicycle/Pedestrian Safety: 1 point – Project will improve bicycle/pedestrian safety within ¼ mile of a high crash frequency/high level of stress corridor or intersection 2 points – Project will improve bicycle/pedestrian safety and is located at a high crash frequency/high level of stress corridor or intersection
		Economic Equity: 1 point – Project is located in an Invest Health neighborhood or a high LMI (low to moderate income) census tract
		Access to Recreational and Active Facilities: 1 point – Project provides multimodal access within ½ mile of a public recreation facility, park, playground, or trail 2 points – Project directly connects to or expands multimodal access to a public recreation facility, park, playground, or trail

Project Evaluation Approach | Recommended Framework (8/5/20)

Missoula Connect Long-Range Transportation Plan

Goal	Desired Outcomes	Geographic Criteria
Advance sustainability and community resilience to protect natural resources and address climate change	<ul style="list-style-type: none"> ▪ Improve climate resilience and advance toward carbon neutrality ▪ Reduce transportation-related air emissions ▪ Minimize sediment, nutrients, and litter entering surface water ▪ Expand the urban canopy and green stormwater infrastructure ▪ Protect and enhance natural, cultural, historic resources, including agricultural lands ▪ Create adaptable and resilient infrastructure to respond to changing needs 	Climate Change: 1 point – Project will reduce VMT, SOV trips, or carbon emissions
		Natural Preservation: 1 point – Project is outside a floodplain, protected wetland, or critical species habitat area
		Historic and Cultural Resources: 1 point – Project enhances multimodal access to a site(s) listed on the National Register of Historic Places
		Agricultural Preservation: 1 point – Project is outside land designated for agricultural preservation
		Emergency Response: 1 point – Project is located on an evacuation corridor or provides a second route for areas with 1-way emergency access
Expand mobility choices to improve efficiency and accessibility for people and goods	<ul style="list-style-type: none"> ▪ Build complete streets and increase access to multimodal options ▪ Increase street, trail/greenway, and sidewalk network connectivity for all ages and abilities ▪ Optimize the efficiency and accessibility of the transportation system ▪ Reduce person hours of delay for people driving and improve freight movement ▪ Improve access to high-quality and high-frequency transit stops and routes to advance local plans 	Modal Density: 1 point – Project increases network density for one out of three non-auto modes (sidewalk, bike/trail, transit network) 2 points – Project increases network density for two or more non-auto modes (sidewalk, bike/trail, transit network)
		Network Connectivity: 1 point – Project increases the link-node ratio ¹
		Freight: 1 point – Project is located on a designated truck route or is located within ½ mile of an industrial or manufacturing center

¹ See <https://www.cnu.org/our-projects/street-networks/street-networks-101>

Project Evaluation Approach | Recommended Framework (8/5/20)

Missoula Connect Long-Range Transportation Plan

Goal	Desired Outcomes	Geographic Criteria
		<p>Transit Access:</p> <p>1 point – Project closes a gap, removes a barrier, or improves transit operations within ½ mile of a Mountain Line or UDASH stop</p> <p>2 point – Project closes a gap, removes a barrier, or improves transit operations within ½ mile of an existing Bolt! Route stop or future high-frequency stop identified in Mountain Line’s Strategic Plan</p>
<p>Connect and strengthen communities to create a more equitable region</p>	<ul style="list-style-type: none"> ▪ Increase affordability and reduce overall household transportation costs ▪ Develop an integrated mobility system that connects destinations with sustainable travel options to create complete neighborhoods ▪ Integrate land use and transportation planning to support infill development and responsible growth, and to create complete neighborhoods ▪ Improve access to schools, jobs, parks, essential services, affordable and senior housing, and basic life needs ▪ Engage with and invest in historically disadvantaged areas and in neighborhoods that have been adversely impacted by transportation decisions 	<p>Equity:</p> <p>1 point – Project improves multimodal access within a high threshold census tract in the Equity Index</p>
		<p>Access to Essential Services:</p> <p>1 point – Project improves multimodal access within ½ mile of an essential service, school, childcare facility, hospital, or health/social service provider</p> <p>2 points – Project directly connects to or expands multimodal access to an essential service, school, childcare facility, hospital, or health/social service provider</p>
		<p>Sustainable Growth:</p> <p>1 point – Project is located within one or more Tier 3 Composite Suitability hexagons in Our Missoula Development Guide</p> <p>2 points – Project is located within one or more Tier 4 Composite Suitability hexagons in Our Missoula Development Guide</p>
		<p>Access to Affordable or Senior Housing:</p> <p>1 point – Project is within ½ mile of existing or planned affordable or senior housing units</p> <p>2 points– Project provides direct access to existing or planned affordable or senior housing units</p>

Project Evaluation Approach | Recommended Framework (8/5/20)

Missoula Connect Long-Range Transportation Plan

Goal	Desired Outcomes	Geographic Criteria
Maintain assets and invest strategically to boost economic vitality	<ul style="list-style-type: none"> ▪ Bring existing infrastructure and transit assets into a state of good repair to support the regional economy, local industry, and goods movement ▪ Balance cost-effective, implementable projects with high-impact projects ▪ Plan for a transportation system that makes the best use of public financial resources ▪ Provide a network that targets growth inward to support existing centers and mixed use development ▪ Support access to businesses and commercial and industrial centers to enhance economic recovery and growth ▪ Explore more equitable and sustainable funding sources for transportation projects and programs 	Facility Preservation: 1 point – Project improves pavement, bridge, or transit facility with fair condition rating 2 points – Project improves pavement, bridge, or transit facility with poor condition rating
		Revitalization: 1 point – Project is located within an Urban Renewal District.
		Access to Employment: 1 point – Improves access to key commercial and industrial employment centers for one mode 2 points – Improves access to key commercial and industrial employment centers for two or more modes

Step 4: Develop and Rank Scenarios

The project team will compile scenarios that combine projects based upon scoring results, geographic distribution, and project types. The scenarios will be structured in ways that maximize differences and help to illustrate the types of projects and programs that will move the needle on Missoula's goals.

The *Missoula Connect Scenario Approach Memo (8/5/20)* provides more information about the proposed approach to scenario planning. It is anticipated that there will be two land use scenarios and three or four transportation network scenarios. The scenarios will be fiscally constrained and will be evaluated across metrics that respond to the project's goals.

Scenarios will be tested within the regional travel demand model and select off-model tools to assess future network performance and other outcomes for 2050. Factors to consider include network congestion, person trips, multimodal levels of service, shift toward mode share goals, vehicle miles traveled, and air quality, among others.

Step 5: Prioritize Recommended Projects

With a preferred scenario, the project team will hold an internal working session and collaborate on a shared matrix to answer questions about each project. This work session will help to determine which projects are the highest priority given their need and potential return on investment for the community. Members of the TAC and other relevant stakeholders will be included in this work session, as appropriate. The results of the prioritization process will be an appendix to the final LRTP. The appendix will include a column for scoring rationale that also provides space for comments submitted as part of the public Call for Projects process. Potential prioritization questions include the following:

Goal 1: Improve safety and promote health to enhance quality of life

- i. Does the project include proven countermeasures to reduce driver fatalities and serious injury crashes?
- ii. Does the project include proven countermeasures to reduce bicycle or pedestrian fatalities and serious injury crashes?
- iii. Is the project likely to increase bicycle or walking mode share or support increased physical activity?
- iv. Does the project include placemaking elements like public art, street furniture, or new lighting?

Goal 2: Advance sustainability and community resilience to protect natural resources and address climate change

- i. Is the project likely to decrease single-occupancy vehicle (SOV) mode share?
- ii. Is the project likely to decrease vehicle miles traveled (VMT)?
- iii. Would the project contribute to improved air quality outcomes?
- iv. Does the project help achieve the goal of carbon neutrality in the Missoula urban area? Does the project include adaptive or green infrastructure features such as street trees, native landscaping, or bioswales?

Missoula Connect Long-Range Transportation Plan

- v. Does the project include adaptable or resilient elements to future-proof the investment for changing needs?
- vi. Does the project strengthen the transportation system to provide safe travel during a natural disaster?

Goal 3: Expand mobility choices to improve efficiency and accessibility for people and goods

- i. Does the project fill a network gap?
- ii. Does the project address existing deficiencies in Americans with Disabilities Act (ADA) access or facilities?
- iii. Does the project reduce person hours of delay for people driving?
- iv. Does the project improve freight movement by improving truck route operations?

Goal 4: Connect and strengthen communities to create a more equitable region

- i. Does the project support the needs of a local social service organization?
- ii. Does the project have the potential to reduce household transportation costs by supporting non-automobile trips?
- iii. Does the project improve multimodal access in an outlying area with a need for more regional connectivity?
- iv. Does the project support infill development and help create more complete neighborhoods?
- v. Does the project expand connectivity to create more attractive neighborhoods for the development of affordable housing?
- vi. Does the project have stated support or previous engagement with historically disadvantaged areas that have been adversely impacted by transportation decisions?

Goal 5: Maintain assets and invest strategically to boost economic vitality

- i. Is the project in an advanced state of readiness (e.g., shovel ready, preliminary design)?
- ii. Will the project significantly increase roadway preservation costs?
- iii. Does the project have an identified public funding source or potential for a public-private partnership?
- iv. Does the project address a long-standing deferred maintenance issue?
- v. Does the project support efforts for revitalization of an area for local business or mixed-use development (e.g., consistent with Downtown Master Plan or supports community cores outside of Downtown)?
- vi. Does the project expand access and development potential for necessary industrial and commercial employment centers?

MISSOULA CONNECT: APPROACH TO PROJECT IDENTIFICATION AND REFINEMENT

This memo documents the process the Missoula Connect team used to collect and screen potential transportation projects for the Missoula area (Steps 1 and 2 of the Missoula Connect Evaluation Framework). The projects on the attached spreadsheet have been scored using geographic criteria (Step 3) and will be further evaluated in a scenario planning process (Step 4) to establish recommended projects for the Missoula Connect 2050 Long-Range Transportation Plan (LRTP).

Collection (Step 1)

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. Participants were asked to consider the following questions when submitting their project ideas:

- Which intersections or streets should feel safer or more comfortable?
- Where are crossings difficult for people walking and biking?
- Where would you like to see bicycle facilities added?
- Where are there needs to fill gaps or widen facilities in the sidewalk network?
- Where could transit stops be added, improved, or served by new/expanded routes?
- Where are complete streets and maintenance projects needed?
- How does your project idea address the draft goals of Missoula Connect?

Online Tools

The project team created two tools for people to share input on project ideas: an interactive map and a text form. People generated nearly 150 new project ideas during June and July 2020.

An [interactive map](#) offered the opportunity for people to identify locations throughout the Missoula area where they have specific ideas for new transportation projects. The map included projects in the Missoula area that are either underway or were identified in the previous LRTP. People were able to zoom in on an area of interest and draw a line (i.e., corridor) or drop a point (i.e., intersection or spot improvement) to show where a project is needed. They indicated the type of improvement as well, selecting from walking and biking projects, complete streets, transit service or amenities, safety, maintenance, and transportation options or programs. Project submittals required a brief description, including rationale for how the project could advance the LRTP goals. People were also invited to provide comments on existing projects or those recommended by others.

The second option for submitting projects was a simple [Google Form](#) that asked people to describe the elements of their desired improvements (e.g., signal, bike lanes, sidewalks) and the location they are needed. Images and descriptions were used to help people identify the most relevant project type. The form also asked for a description of how the project would help to achieve the Missoula Connect goals and provide community benefits.

Virtual Workshops

To comply with COVID-19 restrictions, the project team held virtual workshops to gather input from members of the LRTP Technical Advisory Committee and Citizens Advisory Committee. The team convened additional small group discussions with department and agency staff to review potential

projects in greater detail. These sessions focused on specific topic areas, including land use, parks and trails, transit, and parking. The staff discussions generated nearly 50 additional project ideas.

Screening (Step 2)

The project team screened the full list of committee and public project ideas list for suitability and separated capital project suggestions from program and policy suggestions. Submissions were removed from the list of projects to be scored if they fell into one of the following categories:

- The submission is a **policy or program** recommendation. Suggestions more suitable for consideration as LRTP non-infrastructure recommendations were categorized for future review outside the scoring process. These included ideas to address issues beyond a specific intersection or corridor, such as area-wide needs. Examples include:
 - E-bike policy signs on trails
 - Sidewalk maintenance
 - Bikeshare program
 - Posted speed limit adjustments and speed cameras
 - Passenger rail
- The submission is **not suitable** for the fiscally constrained list of projects to be included in the LRTP. Examples include:
 - Projects on the University campus
 - Projects that require significant right-of-way acquisition from private land owners or railroads
 - Projects with significant design feasibility concerns
- The submission is **duplicative** of other project suggestions or projects carried over from the previous LRTP.

This screening step also included a thorough review and update of unbuilt recommended and illustrative projects from the 2016 LRTP. MPO staff met with City and County, Mountain Line, and Montana Department of Transportation staff to update project descriptions and refine geographic extents of projects. In a few cases, staff removed projects from the list based on recent planning efforts, feasibility, and regional needs that have shifted since 2016. Some past project ideas, such as enhancements to the Complete Streets Policy and a wayfinding program, were removed from the capital list and will be evaluated with other policy and program recommendations.

In some cases, projects from both the 2016 LRTP and from the call for projects were consolidated or separated into individual projects. Smaller projects, such as intersection improvements, were typically combined with larger roadway projects. BUILD Grant projects included in the Wye/Mullan Plan were consolidated into to a single project. Some larger projects were split into multiple projects to support more accurate scoring and evaluation, such as the single Neighborhood Greenways Project from the 2016 LRTP. That project was divided into segments based on the prioritization used in the most recent City of Missoula Capital Improvement Program (CIP) and through consultation with City staff.

Scoring (Step 3)

The filtered and refined list of projects is shown in the attached spreadsheet. This list has been scored using the criteria described in Step 3 of the Missoula Connect Evaluation Framework. The Citizens Advisory Committee and Technical Advisory Committee will review the list and the initial results and discuss next steps at their September 2020 meetings.

Draft Missoula Connect Project List and Preliminary Scoring Results (9/12/20)

Project ID	Project Title	Extent To	Extent From	Project Description	Category	Source	Total Score	Total Score Tier
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	Complete Streets	Project List 2016	29	4
14	Higgins Ave Multimodal Improvements	Broadway St	Brooks St	Project (from Downtown Plan) could include realignment of parking, protected cycletrack or standard bike lane, intersection improvements, enhanced curbing at intersections, and left-hand turn pockets at intersections	Complete Streets	Project List 2016	29	4
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	Active Transportation	Project List 2016	28	4
701	Sherwood Neighborhood Greenway	Russell St	Milton St	Greenway connection	Safety	Project List 2016	28	4
706	4th St Neighborhood Greenway	Schilling St	Toole Park	Greenway connection	Safety	Project List 2016	27	4
469	Broadway Complete Street	Madison St	Toole Ave	Realign roadway section to 4 travel lanes, including bike lanes or protected cycle tracks, improved intersections, enhanced curbing, streetlighting, and landscaping	Complete Streets	Project List 2016	27	4
703	Gerald Neighborhood Greenway	4th St	South Ave W	Greenway connection	Safety	Project List 2016	27	4
382	N 2nd St Complete Street	Madison St	A St	Add sidewalks, bike lanes, and streetscaping	Complete Streets	Project List 2016	27	4
1290194	3rd St Bike Lane Extension	Ash St	Higgins Ave	Continue bike lanes east from where they currently end (at railroad tracks) to Higgins	Active Transportation	Wikimap	26	4
708	Burton Neighborhood Greenway	Stoddard St	Riverfront Trail	Greenway connection	Safety	Project List 2016	26	4
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, and access management through East Missoula core	Complete Streets	Project List 2016	26	4
709	Kent/Central Neighborhood Greenway	Maurice Ave	Reserve St	Greenway connection	Safety	Project List 2016	26	4
181	Reserve St Buffered Bike Lanes	US Hwy 93	S 3rd St		Active Transportation	Project List 2016	26	4
472	Bitterroot Trail Lighting	Reserve St	Milwaukee Trail		Active Transportation	Project List 2016	25	4
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	Roadway	Project List 2016	25	4
705	Ivy/Franklin/Park Neighborhood Greenway	Riverfront Triangle	Pattee Creek	Greenway connection	Safety	Project List 2016	25	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	Complete Streets	Project List 2016	25	4
524	Milwaukee Trail Lighting	Reserve St	California St		Active Transportation	Project List 2016	25	4
366	N 1st St Shared-Use Path	Madison Ave	Northside Pedestrian Bridge/Grand Ave	Trail from Northside Pedestrian Bridge to Madison Ave/Rattlesnake Creek	Active Transportation	Project List 2016	25	4

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Project ID	Project Title	Extent To	Extent From	Project Description	Category	Source	Total Score	Total Score Tier
704	Shilling Neighborhood Greenway	3rd St	Benton Ave	Greenway connection	Safety	Project List 2016	25	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	Complete Streets	Project List 2016	25	4
359	Spruce St Bike Lanes	Scott St	Orange St	Install bike facilities on W Spruce St, west from Orange to the railroad tracks	Active Transportation	Project List 2016	25	4
1289845	5th St Restriping	Russell St	Arthur Ave	Increase frequency of separation lane markers between vehicle lane and bike lane	Safety	Wikimap	24	4
528	Brooks St Complete Street and Transit Improvements	Reserve St	Paxson St		Complete Streets	Project List 2016	24	4
529	Brooks St Complete Street and Transit Improvements	Paxson St	Stephens Ave		Complete Streets	Project List 2016	24	4
1289832	Catlin St Restriping	3rd St	14th St	Paint center lane striping on Catlin Street to calm traffic; consider moving curbline inward between 10th St and 11th St to calm traffic	Safety	Wikimap	24	4
397	Curtis St Complete Street	S 3rd St	River Rd	Project may include center turn lane, sidewalks, improved crossings, bike lanes, streetscaping	Complete Streets	Project List 2016	24	4
700	Grant St Neighborhood Greenway	3rd St	North Ave W	Greenway connection	Safety	Project List 2016	24	4
1289561	Howard Raser Ave Complete Steet	Old Grant Creek Rd	Scott St	Complete Howard Raser per the North Reserve Scott Street Master Plan	Complete Streets	Wikimap	24	4
338	Johnson St Shared-Use Path Connection	Johnson St	Curtis St	Provide a bicycle-pedestrian connection between the Emma Dickinson Learning Center, the Council Grove Apartments, and a future segment of Johnson Street (north from 3rd St)	Active Transportation	Project List 2016	24	4
336	Johnson Street Extension	South Ave	Brooks St	Create new entrance to Southgate Mall	Roadway	Project List 2016	24	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	Safety	Wikimap	24	4
135	Mount/S 14th Ave Bike Lane	Reserve St	Russell St		Active Transportation	Project List 2016	24	4
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	Active Transportation	Wikimap	24	4
189	Northbank Riverfront Trail	Reserve St	Russell St	Construct 10' paved trail between the proposed Russell St Bridge undercrossing and Reserve St; include connection from Reserve St bike lanes and sidewalks	Active Transportation	Project List 2016	24	4
398	River Rd Complete Street	Reserve St	Russell St	Project may include center turn lane, sidewalks, improved crossings, bike lanes, streetscaping	Complete Streets	Project List 2016	24	4
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	Active Transportation	Project List 2016	24	4

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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	Active Transportation	Project List 2016	24	4
370	Russell St Complete Street	Brooks St	Mount Ave	Project may include additional right-of-way aquisition, bike lanes, improved sidewalk and crossing facilities, and roadway resurfacing	Complete Streets	Project List 2016	24	4
11	Russell Street Reconstruction	Mount Ave	Dakota Ave	Reconstruct with added capacity, including W Broadway from Mullan to Toole	Roadway	Project List 2016	24	4
1289846	6th St Restriping	Russell St	Arthur Ave	Increase frequency of separation lane markers between vehicle lane and bike lane	Safety	Wikimap	23	3
1288822	Burlington Ave Complete Street	Margaret St	Reserve St	Turn unpaved portion of Burlington Ave into a complete street, including sidewalk, curb, gutter, and paving	Complete Streets	Wikimap	23	3
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	Complete Streets	Project List 2016	23	3
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	Safety	Project List 2016	23	3
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	Complete Streets	Wikimap	23	3
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	Complete Streets	Project List 2016	23	3
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	Active Transportation	Project List 2016	23	3
3021	Orange St and Adler St Intersection Improvements	Orange St	Alder St	Pedestrian crossing	Safety	Wikimap	23	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	Safety	Wikimap	23	3
2015	Regent St Greenway	Strand Ave	Kent Ave	Greenway connection	Active Transportation	Small Group	23	3
399	Russell St Bike Lanes	Railroad	Broadway St		Active Transportation	Project List 2016	23	3
1288790	7th St Bike Lane Extension	Kemp St	Reserve St	Extend Orchard Homes 7th St bicycle lanes into Franklin to the Fort neighborhood	Active Transportation	Wikimap	22	3
3003	Brooks St and Holborn St Enhanced Crossing	Brooks St	Holborn St	Pedestrian crossing	Safety	Wikimap	22	3
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	Complete Streets	Project List 2016	22	3
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	Active Transportation	Wikimap	22	3

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339	Mullan Rd Bicycle and Pedestrian Bridge	Monroc	Cooper St/Riverfront Trail	Add a bicycle/pedestrian bridge from Mullan Rd over the Clark Fork River to the Missoula Ready Mix site, about halfway between Reserve St and Russell St	Active Transportation	Project List 2016	22	3
159	Old Grant Creek/Cemetery Rd/Rodgers St Multimodal Improvements	Shakespeare St	Howard Raser Ave		Complete Streets	Project List 2016	22	3
377	Pedestrian Undercrossing Connecting Downtown to Northside	Railyard/B St/N 1st St	Higgins Ave	Construct a pedestrian facility under the railroad tracks connecting downtown at Circle-Square Plaza with the new development of the railyard north of the tracks	Active Transportation	Project List 2016	22	3
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	Complete Streets	Project List 2016	22	3
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	Complete Streets	Project List 2016	22	3
350	Westside Greenway Trail	Owen St	Bitterroot Railroad Spur Line	Westside Greenway Trail, subject to property owner coordination	Active Transportation	Project List 2016	22	3
1289828	Brooks St and Regent St Enhanced Crossing	Brooks St	Regent St	Pedestrian crossing	Safety	Wikimap	21	3
3012	E Broadway St and N Van Buren St Intersection Improvements	E Broadway St	N Van Buren St	Pedestrian crossing	Safety	Wikimap	21	3
347	Higgins Ave Bridge Improvements - UPN 8807	S 3rd St	Front St	Replace structurally deficient bridge and enhance bicycle and pedestrian facilities	Roadway	Project List 2016	21	3
2001	Higgins Pedestrian Bridge	Ron's River Trail	Milwaukee Trail	Create bank-to-bank pedestrian bridge within 75 yards of Higgins Bridge	Active Transportation	Google Forms	21	3
372	Madison St Underbridge to Arthur Street Shared-Use Path	Southside Riverfront Trail	S 5th St E	Connection from underbridge to Arthur St (southbound)	Active Transportation	Project List 2016	21	3
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	Active Transportation	Project List 2016	21	3
1288791	Northside Riverfront Trail Extension	Madison St	Van Buren St	Potential future trail extension	Active Transportation	Wikimap	21	3
3028	Owen St and Spruce St Enhanced Crossing	Owen St	Spruce St	Hawk beacon crossing of Spruce St for people traveling on Owen St	Safety	Wikimap	21	3
707	Pattee Creek Neighborhood Greenway	S Higgins Ave	Bitterroot Trail	Greenway connection	Safety	Project List 2016	21	3
534	Riverfront Triangle Non-Motorized Bridge	Riverfront Triangle	McCormick Park		Active Transportation	Project List 2016	21	3
3034	Ryman St and Front St Intersection Improvements	Ryman St	Front St	Add stop signs or roundabout	Safety	Wikimap	21	3
196	Southbank Riverfront Trail Extension	Reserve St	Russell St	Assumes the MonRock Site is acquired by the City as a public park	Active Transportation	Project List 2016	21	3
1005	Union Pacific Complete Street	Clark Fork Ln	Great Northern Ave	Restripe to include bike lanes (eliminate two-way left turn lane)	Complete Streets	Wikimap	21	3

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3016	3rd St and Schilling St Intersection Improvements	3rd St	Schilling St	Relocate crosswalks and add rapid-flash beacon	Safety	Wikimap	20	2
3005	5th St and Higgins Ave Intersection Improvements	5th St	Higgins Ave	Improve pavement markings and adjust signs to clarify lane transition	Safety	Wikimap	20	2
3038	Adler St and Toole Ave Intersection Improvements	Alder St	Toole Ave	Reconfigure intersection to 90 degree angle	Safety	Wikimap	20	2
94	Bitterroot Branch Trail Improved Crossing at Russell St	Bitterroot Branch Trail	Russell St	Consider at-grade crossing instead of underpass	Active Transportation	Project List 2016	20	2
3032	Bitterroot Trail and South Ave Enhanced Trail Crossing	Bitterroot Trail	South Ave	Improve crossing with retimed bike signal	Safety	Wikimap	20	2
3015	California St and River St Intersection Improvements	California St	River St	Install urban mini roundabout	Safety	Wikimap	20	2
3008	Catlin St and 3rd St Intersection Improvements	Catlin St	3rd St	Signalized pedestrian/bicycle crossing to connect to Milwaukee Trail	Safety	Wikimap	20	2
435	Gharrett St Bike Lanes	39th St	Briggs St		Active Transportation	Project List 2016	20	2
400	Hiberta St Bike Lanes	Spurgin Rd	S 3rd St		Active Transportation	Project List 2016	20	2
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	Active Transportation	Project List 2016	20	2
3033	McDonald Ave and Clark St Enhanced Trail Crossing	McDonald Ave	Clark St	Enhance trail crossing at intersection and consider all-way stop	Safety	Wikimap	20	2
175	Northbank Riverfront Trail	Easy St	Van Buren St		Active Transportation	Project List 2016	20	2
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	Active Transportation	Project List 2016	20	2
3004	Russell St and 4th St Intersection Improvements	4th St	Russell St	Add HAWK crossing signal with center islands to limit turns	Safety	Wikimap	20	2
3020	Russell St and Fairview Ave Crossing Improvements	Russell St	Fairview Ave	Add rapid-flash beacon and center median crossing of Russell St at new Fairgrounds Trail	Safety	Wikimap	20	2
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	Roadway	Project List 2016	20	2
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	Active Transportation	Project List 2016	20	2
369	Strand Ave to Burlington Ave Shared-Use Path	Strand Ave	Burlington Ave	Install a shared-use path between Russell St and Stephens Ave through the redevelopment process	Active Transportation	Project List 2016	20	2
179	Whitaker Dr Complete Street	Ben Hogan Dr	Higgins Ave		Complete Streets	Project List 2016	20	2
3037	6th St and Ronan St Enhanced Trail Crossing	6th St	Ronan St	Add sensors to trigger trail crossing flashing beacons and move push-button stands near pathway	Safety	Wikimap	19	2
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	Active Transportation	Project List 2016	19	2
3023	Brooks St and Stephens Ave Intersection Improvements	Brooks St	Stephens Ave	Consider left-turn light or other safety improvements	Safety	Wikimap	19	2
49	California St Complete Street	Dakota Ave	River Rd	May include sidewalks, grade separated trails, crosswalks, and pedestrian buttons	Complete Streets	Project List 2016	19	2

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1288787	Deer Creek Rd/Speedway Ave Trail	Canyon River Rd	US Hwy 200	Connect long-proposed "Bonner Streetcar Trail" with Canyon River Trail to provide safe pedestrian/bicycle route from the I-90 Turah exchange (Piltzville pedestrian trail) to existing Kim Williams Trail	Active Transportation	Wikimap	19	2
518	Hawthorne School to Milwaukee Trail Shared-Use Path	S 3rd St/Hawthorne School	Grove St	Create shared-use path connection	Active Transportation	Project List 2016	19	2
1289560	I-90 Trail (Alternative 2)	Grant Creek Rd	Coal Mine Rd	Trail along I-90	Active Transportation	Wikimap	19	2
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	Active Transportation	Wikimap	19	2
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	Active Transportation	Project List 2016	19	2
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	Active Transportation	Wikimap	19	2
376	Railyard St Grid Construction	Ryman St	Madison St	Create six new north/south streets and two new east/west streets for Northside Railyard Redevelopment	Roadway	Project List 2016	19	2
187	Reserve St Intersection Improvements	Spurgin Rd	River Rd	Create grade-separated crossing at 7th or 3rd. Improve at-grade crossing conditions at Spurgin and River intersections	Active Transportation	Project List 2016	19	2
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	Complete Streets	Project List 2016	19	2
3009	Russell St and 6th St Intersection Improvements	S 6th St	Russell St	Consider signalized pedestrian/bicycle crossing to connect to Bitterroot Trail	Safety	Wikimap	19	2
3019	Russell St and River Rd Intersection Improvements	Russell St	River Rd	Improve crossings	Safety	Wikimap	19	2
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	Complete Streets	Small Group	19	2
395	South Ave Complete Street	Hanson Dr	36th St	Project may include center turn lane, sidewalks, improved crossings, bike lanes, streetscaping	Complete Streets	Project List 2016	19	2
2021	Stephens Bike Lane Intersection Improvements	Stephens Ave	Mount Ave	Finish connect of north-south bike lanes through intersection with bike boxes	Active Transportation	Wikimap	19	2
1289817	4th and Orange Enhanced Crossing	4th St	Orange St	Add HAWK crossing signals at Russell St and Orange St, explore center islands limiting vehicles to right in/right out turns	Safety	Wikimap	18	2
3031	Beckwith Ave and Higgins Ave Intersection Improvements	Beckwith Ave	Higgins Ave	Add signs or markings to support merging bicycles and vehicles	Safety	Wikimap	18	2
702	Brenton Neighborhood Greenway	Higgins St	Bancroft St	Greenway connection	Safety	Project List 2016	18	2
36	BUILD Grant Roads - Wye/Mullan Plan Collector Routes			Extend George Elmer Dr, England Blvd, and Roundup Dr	Roadway	Project List 2016	18	2
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	Safety	Wikimap	18	2

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345	Lincoln Hills Dr Bicycle and Pedestrian Improvements	Contour Ln	Applehouse Ln	Bicycle/pedestrian facilities connecting to trailhead on Lincoln Hills Dr	Active Transportation	Project List 2016	18	2
2010	Lower Miller Creek Bike Lanes	Jordan Ct	Christian Dr	New bike lanes	Active Transportation	Small Group	18	2
3029	Philips St and Scott St Intersection Improvements	Philips St	Scott St	Add signal or roundabout and crosswalks	Safety	Wikimap	18	2
536	Post Siding Road Shared-Use Path	Old Hwy 93	Fort Missoula Rd		Active Transportation	Project List 2016	18	2
3006	Russell St and 7th St Intersection Improvements	7th St	Russell St	Add HAWK crossing signal with center islands to limit turns	Safety	Wikimap	18	2
3017	Russell St and Ernest Ave Enhanced Crossing	Ernest Ave	Russell St	Move signal from current midblock location to Ernest Ave; consider HAWK signal	Safety	Wikimap	18	2
1290196	South Ave and Reserve St Intersection Improvements	South Ave	Reserve St	Add bike lanes through Reserve St intersection and reduce turning movement conflicts	Safety	Wikimap	18	2
352	Spurgin Rd Shared-Use Path	Target Range	Reserve St	Create shared-use paths in Target Range	Active Transportation	Project List 2016	18	2
2007	1st St Shared-Use Path	US 200	W Riverside Dr	Sidewalk or shared use path from US 200 to W Riverside Dr	Active Transportation	Small Group	17	2
129	Duncan Dr/Greenough Dr Complete Street	Mountain View Dr	Minckler Loop	Improvements will consist of new curbs, sidewalks, bike lanes, drainage, pavement and utility reconstruction	Complete Streets	Project List 2016	17	2
2014	I-90 Trail (Alternative 2)	Grant Creek Rd	Oliver Rd	Trail along I-90	Active Transportation	Small Group	17	2
344	Lincoln Hills Shared-Use Path	Rattlesnake Ct	Lincoln Hills Dr	Bicycle/pedestrian facilities along east side of soccer fields connecting all neighborhoods above Rattlesnake Ct with the fields and Lincoln Hills Dr	Active Transportation	Project List 2016	17	2
3027	McDonald Ave and Russell St Intersection Improvements	McDonald Ave	Russell St	Add roundabout	Safety	Wikimap	17	2
3002	MRL Underpass Improvement	Hankins Dr	Highton St	Improve underpass	Safety	Small Group	17	2
35	Mullan Rd Widening	Chuckwagon	Mary Jane Blvd	Widen to 2 lanes plus auxiliary (Flynn/new collector to Cote Ln)	Roadway	Project List 2016	17	2
353	North Ave Shared-Use Path	Clements Rd	37th Ave	Improve bike path	Active Transportation	Project List 2016	17	2
2006	North Ave Trail Connection	37th Ave	Tower St	Complete trail connection	Active Transportation	Small Group	17	2
341	Rattlesnake Dr Bicycle and Pedestrian Facilities	Tamarack St/Fox Hollow	Creek Crossing Rd	Bicycle/pedestrian facilities	Active Transportation	Project List 2016	17	2
3007	14th St and Eaton St Intersection Improvements	14th St	Eaton St	Install roundabout	Safety	Wikimap	16	1
2009	7th St Shoulder Improvements	Clements Rd	Tower St	Shoulder path improvements	Active Transportation	Small Group	16	1
521	Blue Mountain Rd Shared-Use Path	Bitterroot Trail	Blue Mountain Recreation Area		Active Transportation	Project List 2016	16	1
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	Active Transportation	Project List 2016	16	1
194	Duncan Dr Shared-Use Path	Duncan Dr Trailhead	Mountain View Dr	Create path from Greenough Park to end of Duncan Dr	Active Transportation	Project List 2016	16	1
176	Fort Missoula to McClay Shared-Use Path and Bridge	Blue Mountain Rd	South Ave	Trails connecting Fort Missoula, Target Range School on 40th Ave, McClay Flats, and Blue Mountain Rd; need bridge over Bitterroot River	Active Transportation	Project List 2016	16	1

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3024	Greenough Dr and Vine St Intersection Improvements	Greenough Dr	Vine St	Add crossing improvements for people walking and biking	Safety	Wikimap	16	1
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	Active Transportation	Project List 2016	16	1
2022	Lewis & Clark Dr Shared-Use Path	Hwy 93	Lakeside Dr	Shared use path from neighborhoods to school in Lolo	Active Transportation	Small Group	16	1
343	Lincoln Hills Dr Bicycle and Pedestrian Improvements	Rattlesnake Dr	Applehouse Ln	Bicycle/pedestrian facilities	Active Transportation	Project List 2016	16	1
710	Maurice Neighborhood Greenway	Beckwith Ave	South Ave	Greenway connection	Safety	Project List 2016	16	1
2013	Miller Creek Shared-Use Path (Lower Miller Creek Connection)	Linda Vista Blvd	Bear Mountain Creek Rd	Miller Creek open space connection	Active Transportation	Small Group	16	1
2008	North Ave Shoulderway Improvements	Clements Rd	Edward Ct	Shoulderway improvements	Active Transportation	Small Group	16	1
3011	Park St and Mount Ave Intersection Improvements	Park St	Mount Ave	Enhance crossing with rapid-flash beacons and bulb outs	Safety	Wikimap	16	1
193	Rattlesnake Dr Shared-Use Path	USFS Trailhead	Tamarack St/Fox Hollow	Extends from UTP project p. 88 #3	Active Transportation	Project List 2016	16	1
3030	Reserve St and 7th St Enhanced Bicycle Crossing	7th St	Reserve St	Signalized bicycle crossing	Safety	Wikimap	16	1
3036	Shakespeare St and Otis St Intersection Improvements	Otis St	Shakespeare St	Add traffic calming to reduce speeds	Safety	Wikimap	16	1
342	Tamarack St Bicycle and Pedestrian Improvements	USFS Trailhead	Rattlesnake Dr	Bicycle/pedestrian facilities	Active Transportation	Project List 2016	16	1
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	Safety	Wikimap	15	1
2019	Bitterroot Spur Connection	Glacier Dr	Yumas Ranch Ln	Complete trail connection	Active Transportation	Small Group	15	1
3014	Clark Fork Ln and Mullan Rd Intersection Improvements	Clark Fork Ln	Mullan Rd	Improve turning movements	Safety	Wikimap	15	1
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	Safety	Project List 2016	15	1
3022	George Elmer Dr and Mullan Rd Intersection Improvements	Mullan Rd	George Elmer Dr	Install traffic signal	Safety	Wikimap	15	1
2024	Great American Trail	Loiselle Ln	Deschamps Ln	Great American Rail Trail from Milwaukee County line to county line	Active Transportation	Small Group	15	1
3025	Great Northern Ave and Palmer St Intersection Improvements	Great Northern Ave	Palmer St	Add roundabout	Safety	Wikimap	15	1
2017	Mount Ave Trail Connection	27th Ave	Tower St	DNRC trail connection	Active Transportation	Small Group	15	1
2023	Mullan Rd Shared-Use Path	Deschamps Ln	Cote Ln	Shared-use path	NonMotor	Small Group	15	1
2016	Spurgin Rd Trail Connection	Hibertha St	Maverick Ln	DNRC trail connection	Active Transportation	Small Group	15	1
2004	West Riverside Trail	Anaconda St	Cowboy Trail Rd	Trail connection from state land to Bonner Bridge	Active Transportation	Small Group	15	1
424	Grant Creek Rd Complete Street	Snowbowl Rd	Prospect Dr	Improvements would include capacity and safety enhancements	Complete Streets	Project List 2016	14	1

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474	Kim Williams Trail Connector	Canyon River Rd	Bandmann Trail	Create a public bicycle and pedestrian trail connection	Active Transportation	Project List 2016	14	1
Project ID	Project Title	Extent To	Extent From	Project Description	Category	Source	Total Score	Total Score Tier
526	Miller Creek to Lolo Trail Connection	Lolo/Lakeside Dr	Lower Miller Creek Rd		Active Transportation	Project List 2016	14	1
197	Milwaukee Trail Extension	Deschamps Ln	Mullan Rd	Extend Milwaukee Trail	Active Transportation	Project List 2016	14	1
519	Missoula College Non-Motorized Bridge	Missoula College	Kim Williams Trail		Active Transportation	Project List 2016	14	1
533	Mullan Rd Multimodal Improvements	Frenchtown	Pulp Mill Rd		Complete Streets	Project List 2016	14	1
2018	Booner Streetcar Connection (US 200 Trail)	Tamarack Rd	Tremper Dr	Complete Bonner Streetcar connection	Active Transportation	Small Group	13	1
2002	Butler Creek Rd Trail	Angus Ln	Covenant Rd	Complete trail connection	Active Transportation	Small Group	13	1
2011	Cowboy Trail Rd Shared-Use Path	Zaugg Dr	Bitterroot River	Create neighborhood access to river from W Riverside Dr	Active Transportation	Small Group	13	1
2003	Deschamps Ln Shared-Use Path	Laflesch Ln	Bruins Ln	Create shared-use path connection to Wye	Active Transportation	Small Group	13	1
525	Kim Williams Trail Extension and Bridge	Milltown State Park	Kim Williams Trail End	Create trail extension and bridge	Active Transportation	Project List 2016	13	1
2012	Mullan Rd Connection Trail	Mullan Rd	Schmidt Rd	Mullan connection	Active Transportation	Small Group	13	1
539	People's Way Trail Phase 1	Evaro	I-90		Active Transportation	Project List 2016	13	1
2005	Blue Mountain Rd Trail	Forest Hill Ln	Future Bridge	Trail connection from Blue Mountain Rd to future bridge	Active Transportation	Small Group	12	1
96	Grant Creek Trail Phase II	Snowbowl Rd	Mellot Ln	Create 3.5 mile, 10' wide paved or gravel trail parallel to Grant Creek Rd, connecting to I-90 and Reserve St	Active Transportation	Project List 2016	12	1
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	Roadway	Project List 2016	12	1
1003	George Elmer Dr Extension		Pius Way	Extend roadway	Roadway	Wikimap	10	1
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	Roadway	Project List 2016	8	1
1000	Deschamps Ln Re-Surfacing	Rollercoaster Rd	Mullan Rd	Improve pavement	Roadway	Small Group	7	1

MEMORANDUM

To: Missoula Connect Citizens Advisory Committee & Technical Advisory Committee

From: Missoula MPO & Nelson\Nygaard

Date: September 14, 2020

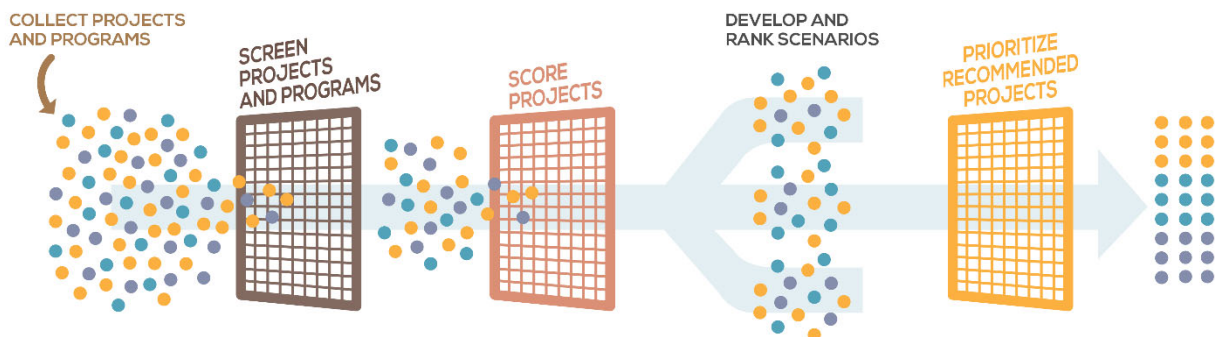
Subject: Scenario Planning Approach & Draft Scenario Descriptions

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 draft land use 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* (7/31/20).

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 will help to illustrate how projects that score 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.

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 prioritize projects within the best performing scenario to develop a recommended project list.

When these steps are complete, the project team will establish a 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 multimodal strategies 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 (shown in Figure 2), there are also similarities to provide consistency between plans.

Figure 2 Scenario Development Process in 2016 LRTP



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 will be multimodal, tailored to advance community goals, and fiscally constrained. They will explore different modal investment and policy changes required to meet the mode share targets, goals, and performance measures established for Missoula Connect.

The scenarios must be 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. If the scenarios are too similar, it will be difficult to understand which packages of improvements have the potential for the greatest positive impact. The sections below describe the assumptions that are guiding scenario development.

The scenarios should...

Hold constant external factors beyond land use and the transportation system

In scenario planning, it is important to hold externalities beyond land use and transportation constant. If too many variables are in play, it becomes especially difficult to understand which are contributing to the outcomes of the analysis. For example, if we were to assume that the region was to enter a deep economic recession—or another similar regional condition were to shift dramatically from what is anticipated in the travel demand model—we would have a difficult time assessing whether a significant shift to transit, for example, was a result of transportation or land use changes or a result of different economic conditions. Therefore, we are holding constant external factors (e.g., economic or population trends not already represented in the model assumptions) beyond the land uses and regional transportation system scenarios.

Take a fiscally constrained but mode-agnostic approach to funding

The project team will take a mode-agnostic approach to funding to create fully integrated scenarios. This means that we will establish a total amount of anticipated funding, and develop scenarios that fit within that amount of revenue. But we will not shape the scenarios based on the funding streams by mode. This approach allows the team to fully test the combinations of projects that will best achieve the region’s goals, and program the funding to support that scenario rather than the other way around. This is consistent with the City of Missoula’s recent process for establishing a five-year Capital Improvement Program. We anticipate identifying additional projects within each scenario that would be “next in line” for funding should unexpected revenues become available.

Maintain Missoula’s current mode share targets

The 2016 LRTP set ambitious mode-share goals for the region:

- Reduce drive-alone commute share to 34% by 2045
- Reduce drive-alone commute trips by 20,000 by 2045
- Triple bike and walk shares and quadruple transit share by 2045
- Achieve a small increase in carpool and work from home

Despite continued investments in a multimodal transportation system, the Missoula area's drive-alone rate has remained relatively constant, and carpool, walk, and telecommute shares have stayed mostly the same. Trips by transit and bicycle have both increased slightly.

Missoula Connect will maintain these mode share goals, setting 2050 as the new horizon. While they are ambitious, there is great value in having long-term goals that force the region to think critically about how transportation funds are programmed and land uses are planned.

Test two growth scenarios using a consistent growth rate

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 land use 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 early September to shape an alternative land use 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 will be distributed throughout Transportation Analysis Zones [TAZs] for modeling purposes.) Employment distribution was assumed to follow households and will be allocated throughout TAZs as the additional scenario is coded into the travel demand model.

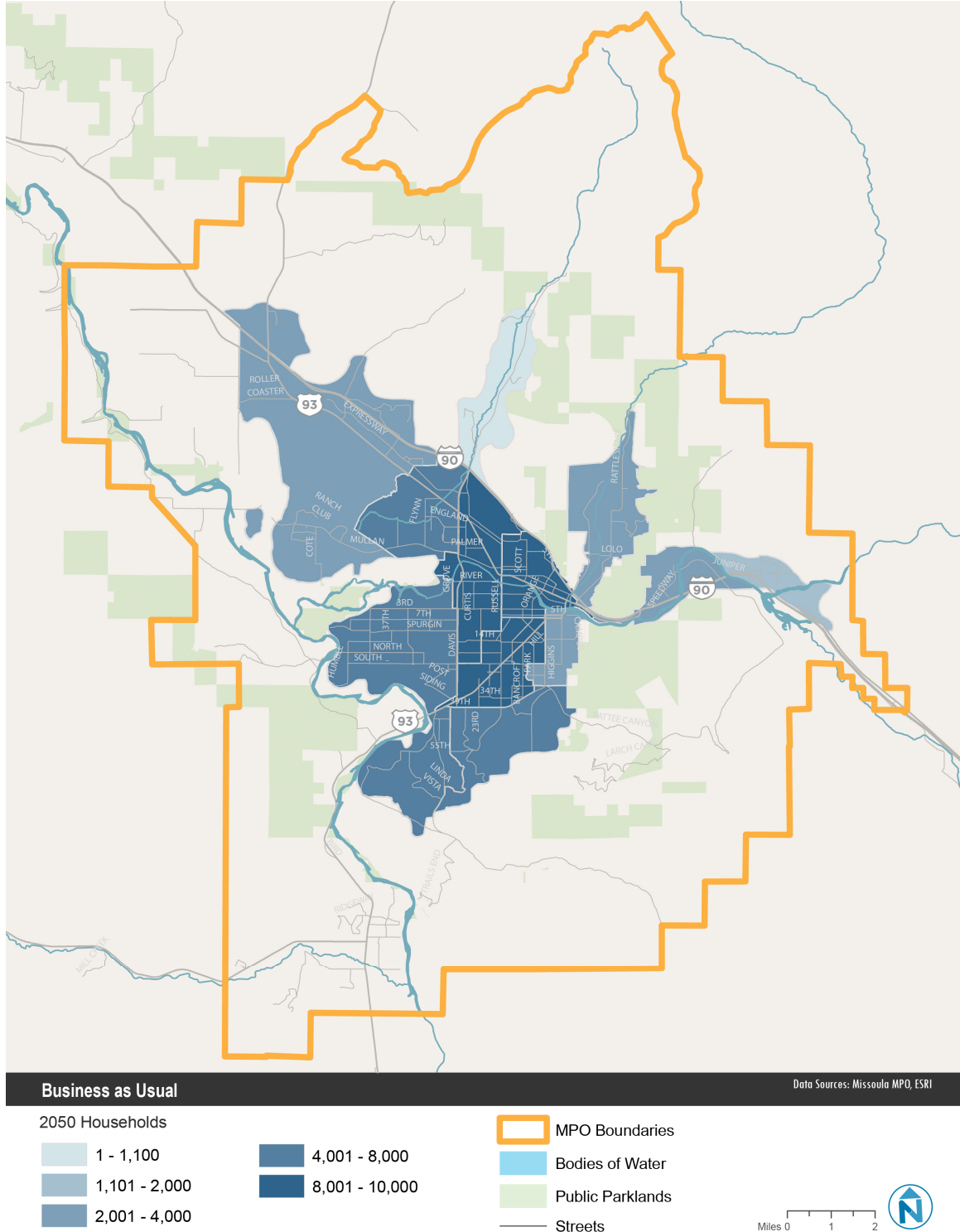
The LRTP will use two growth scenarios: Business as Usual Growth and Strategic Growth. These scenarios are described below, and the maps in Figures 3 to 7 illustrate the areas where growth is anticipated to occur.

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 3 for a map of the 2050 household allocations and Figure 4 for the change between 2018 and 2050.

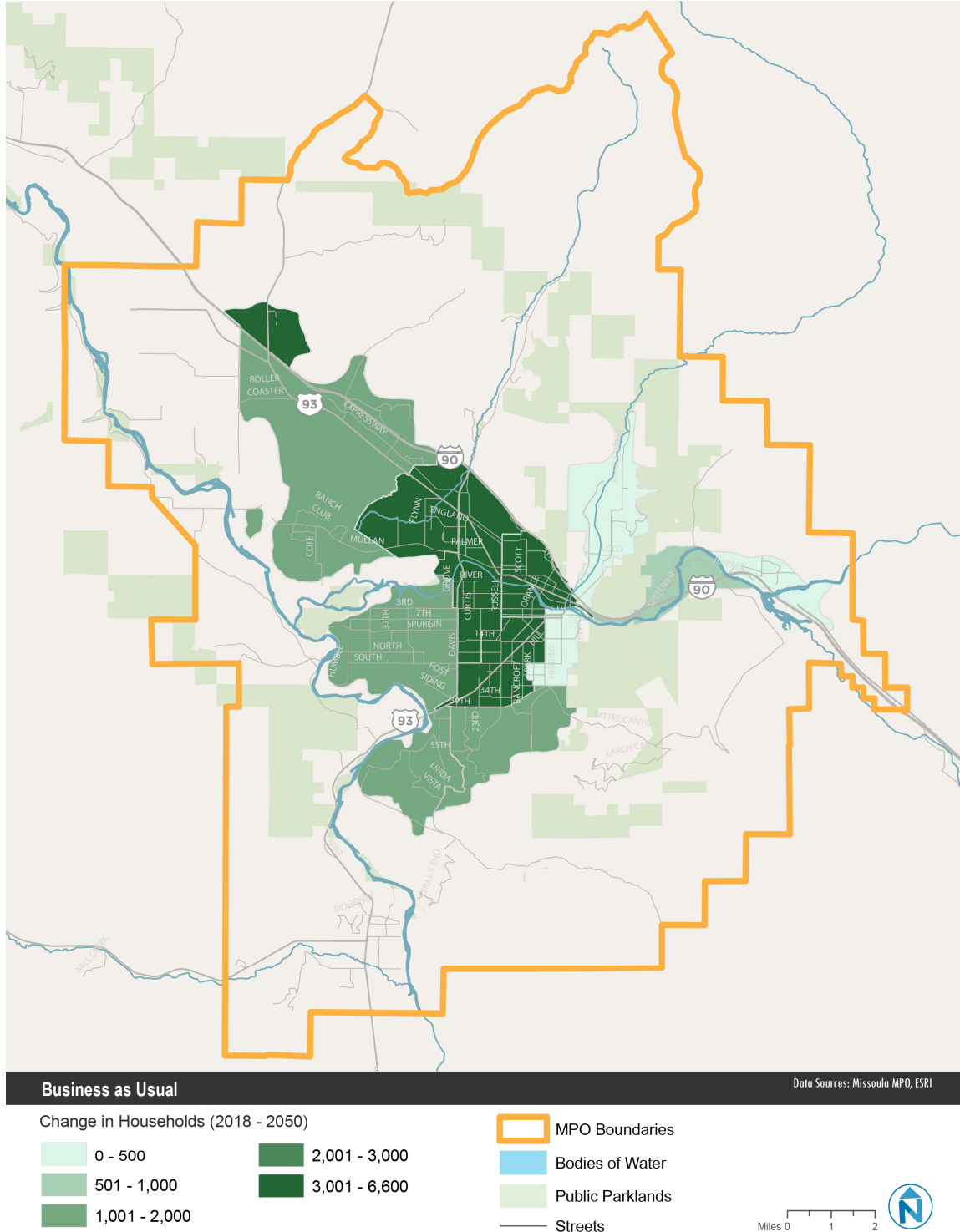
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Figure 3 Business as Usual: 2050 Households



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Figure 4 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 5 for a map of the 2050 household allocations and Figure 6 for the change between 2018 and 2050.

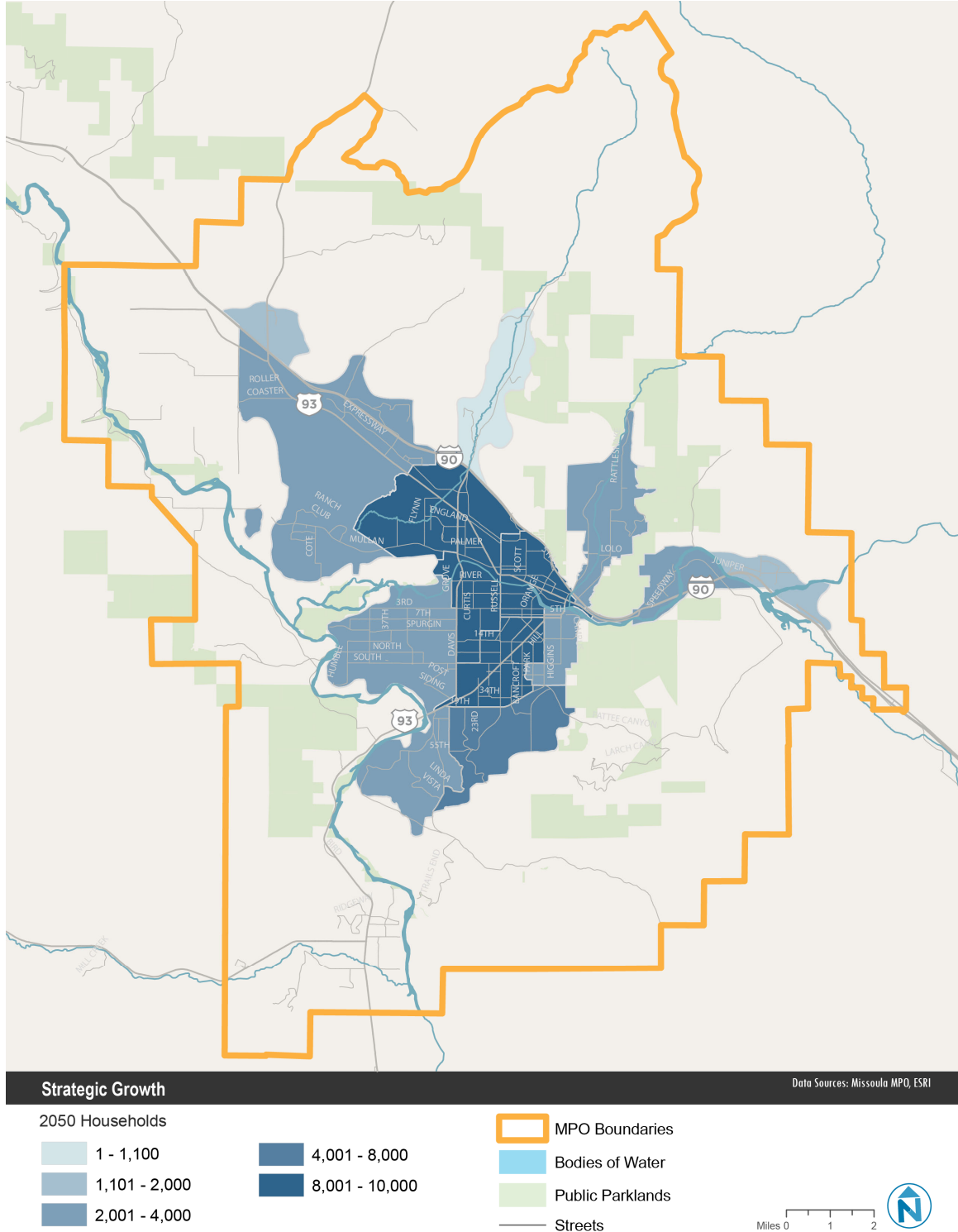
Differences from the Business as Usual scenario include the following:

- 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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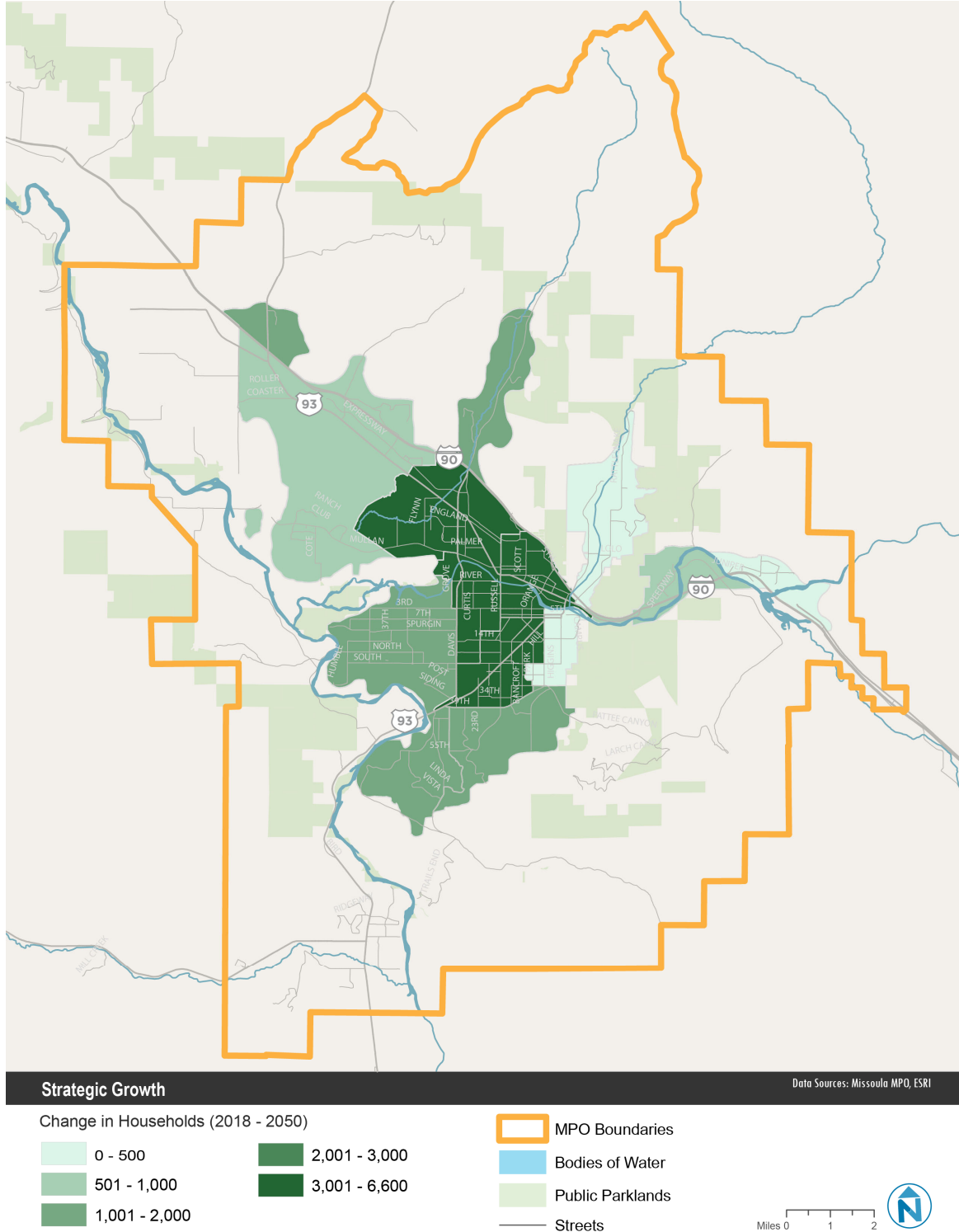
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Figure 5 Strategic Growth: 2050 Households



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Figure 6 Strategic Growth: Change in Households (2018 to 2050)

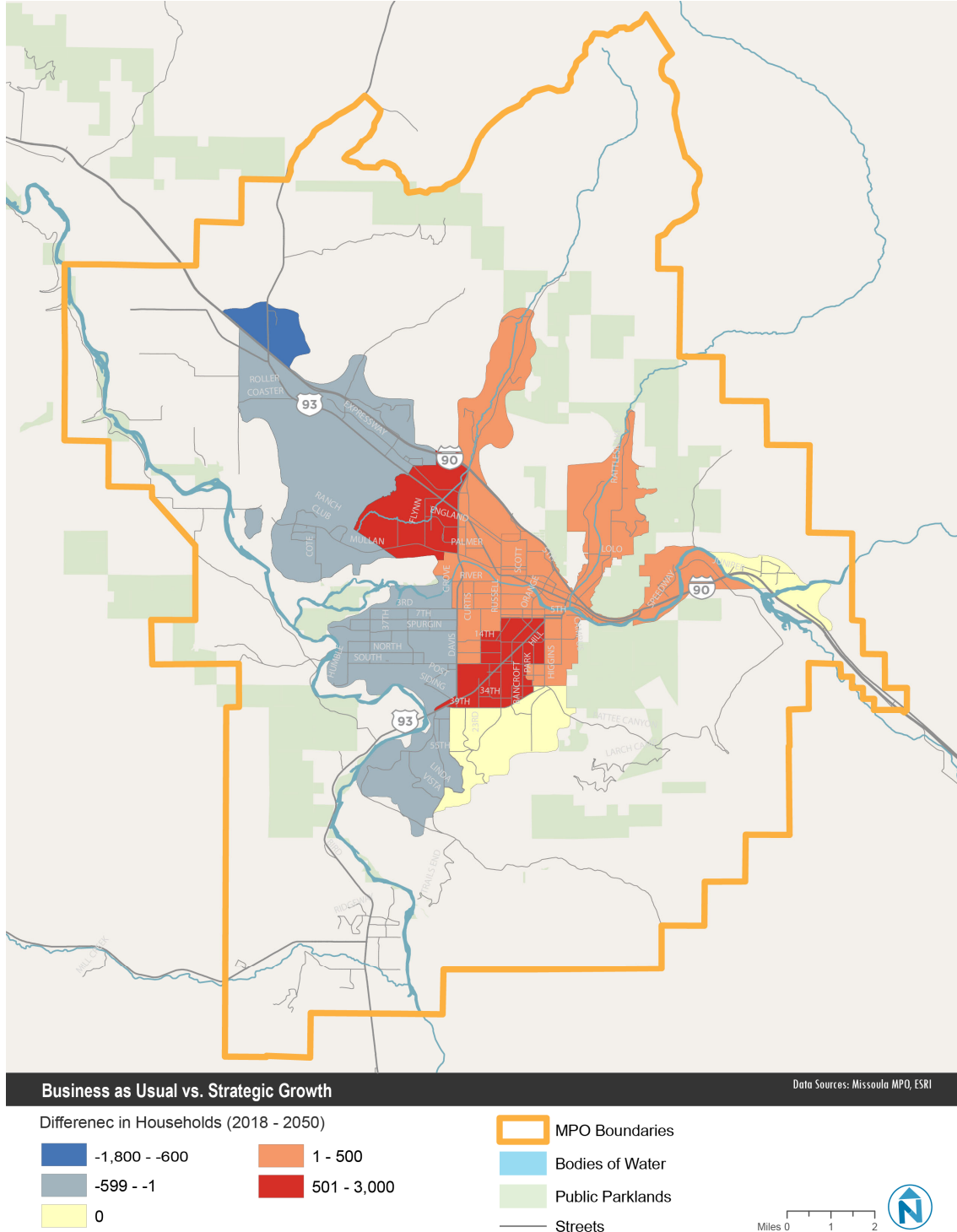


To help illustrate the differences between the Business as Usual and Strategic Growth scenarios, Figure 7 shows only the change in household allocation by UFDA. The red areas are those with additional households in the Strategic Growth Scenario.

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Figure 7 Difference in Allocation of Households by UFDA between Scenarios



Focus transportation network scenarios around what is most important to people

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 will develop two or three transportation network scenarios and overlay each with the Business as Usual and Strategic Growth land use scenarios.

The scenarios will include a combination of strategies that encompass the following:

- **Projects:** capital infrastructure like sidewalks, bus-only lanes, and protected bike lanes
- **Programs:** grouped activities, projects, or investments over a longer time period or general geographic area (e.g., transportation options marketing, Safe Routes to School)
- **Policies:** formal guidelines adopted by the City or County to support staff, stakeholders, and leaders (e.g., complete streets, minimum parking requirements, street classifications)

The strategies and scenarios will incorporate all modes:

- Walking
- Bicycling
- Public transit and shuttles
- Highways, regional corridors, and local roads
- Intelligent Transportation Systems and technology
- Shared mobility services
- Parking policy and parking management practices
- Transportation demand management
- Goods movement and freight
- Other policy and pricing approaches

Missoula Connect's goals are based on community values and priorities, and these goals will guide the development of the transportation network scenarios. The five priorities at the heart of our goals are shown in Figure 7.

The project team has heard very strong support for three of these priorities from the beginning of our work: safety, equity and affordability, and climate. Therefore, the approach to establishing the transportation network scenarios will use modal packages to maximize desired outcomes. While the scenarios have not yet been developed, examples of the potential project types that could be included in each scenario include the following:

- **Safety Scenario** — This might include a particularly heavy emphasis on active transportation projects, especially those that provide physical separation between modes or advance a slow-speed network for walking and biking. This scenario could also include a focus on intersection improvements at high-crash locations, including crossing projects, new signals or roundabouts, and lighting.
- **Equity and Affordability Scenario** — This scenario could place a significant focus on transit investments, including new service, connections to transit, and stop and station amenities.

Figure 7 Missoula Connect Priorities



Projects that feature accessibility improvements, such as ADA curb ramps and filling network gaps, might also be prioritized for this scenario.

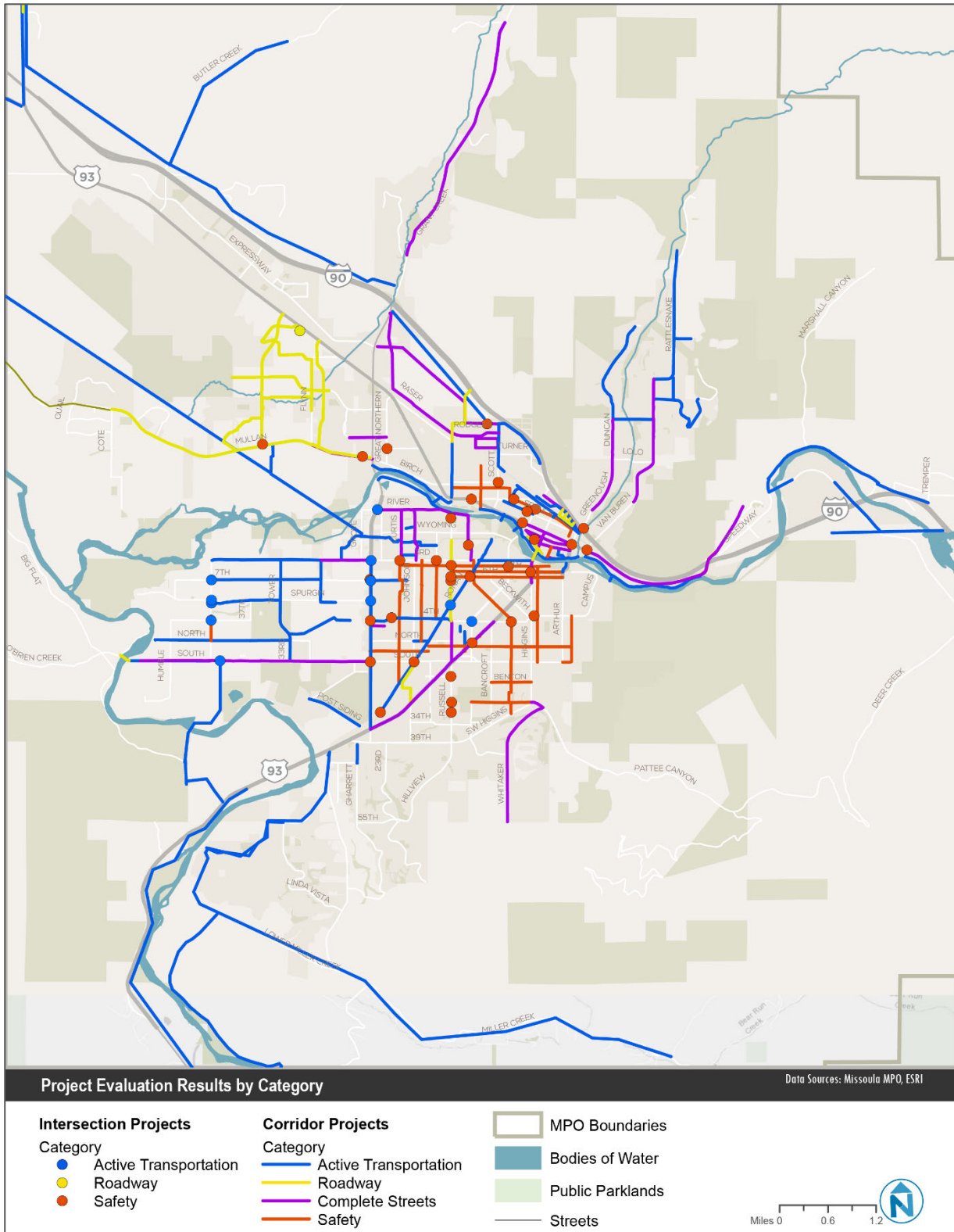
- **Climate Scenario** — While this scenario would include projects that support all modes, it could focus on higher levels of investment in intelligent transportation system (ITS) projects to reduce congestion and keep traffic and freight moving, as well as programmatic investments such as demand management. Other project types for this scenario might include electric vehicle charging infrastructure and maintenance projects to preserve existing infrastructure.

The transportation network scenarios will be developed when the project scoring (Step 3 of the evaluation framework) is finalized in early October and will focus on projects in the higher scoring tiers to maximize their impact. The map of capital projects under consideration for inclusion in the transportation network scenarios is shown in Figure 8. Programs and policies are not represented on the map, as most are region-wide.

Figure 8 **Capital Projects for Scoring**

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Be compared across a consistent set of metrics tied to Missoula Connect goals

The scenarios will be evaluated using core metrics—tied to the project goals—across the scenarios. The final set of metrics will be refined with input from the CAC and TAC, but the project team anticipates that each scenario will be evaluated based on its ability to:

- Decrease crashes
- Increase transit, walking, and/or biking trips
- Decrease vehicle miles traveled
- Decrease single occupancy vehicle trips
- Decrease delay and travel time
- Increase system reliability
- Decrease greenhouse gas emissions
- Increase jobs accessibility (number of jobs reachable within 30 minutes)
- Increase access to schools, parks, and community places
- Increase affordability (demographic overlays of mode split)
- Increase ability to support growth
- Improve network condition (projections for need to reach state of good repair)

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 TTAC, TPCC, the LRTP TAC, and the LRTP CAC to review the results and determine if any weighting of key outcomes is needed to best express community priorities.

SCENARIO EVALUATION TOOLS

The scenario evaluation will be supported by both quantitative and qualitative tools and methods. Scenarios will be tested within the regional travel demand model to assess future network performance and outcomes for 2050. However, like most regional travel demand models, the MPO's model must be supplemented by additional tools to best evaluate shorter trips, transit trips, active transportation modes, and impacts of various policy and programmatic investments. The project team will use a variety of off-model tools to adjust travel model results using industry standards, observed local data, and other well-supported assumptions. Potential tools include spreadsheet-based analysis of transit ridership, active transportation mode shift, and parking or transportation demand management (TDM) program outcomes, as well as GIS analysis of accessibility and equity performance measures.

NEXT STEPS

The Missoula Connect team is using the approach described above to begin development of scenarios, focusing on the land use scenarios and scoring projects to inform the transportation network scenarios. The project team will engage the MPO committees and the LRTP committees to elicit feedback on the scenario approach and contents. The information will be used to finalize scenarios and advance into scenario evaluation.