missoula connect

2050 Long-Range Transportation Plan

Missoula City Council

October 25, 2021

Agenda Items

- **Adopt/Deny** the Long Range Transportation Plan, *Missoula Connect*, as an issue plan to the 2035 City of Missoula Growth Policy

Proposal

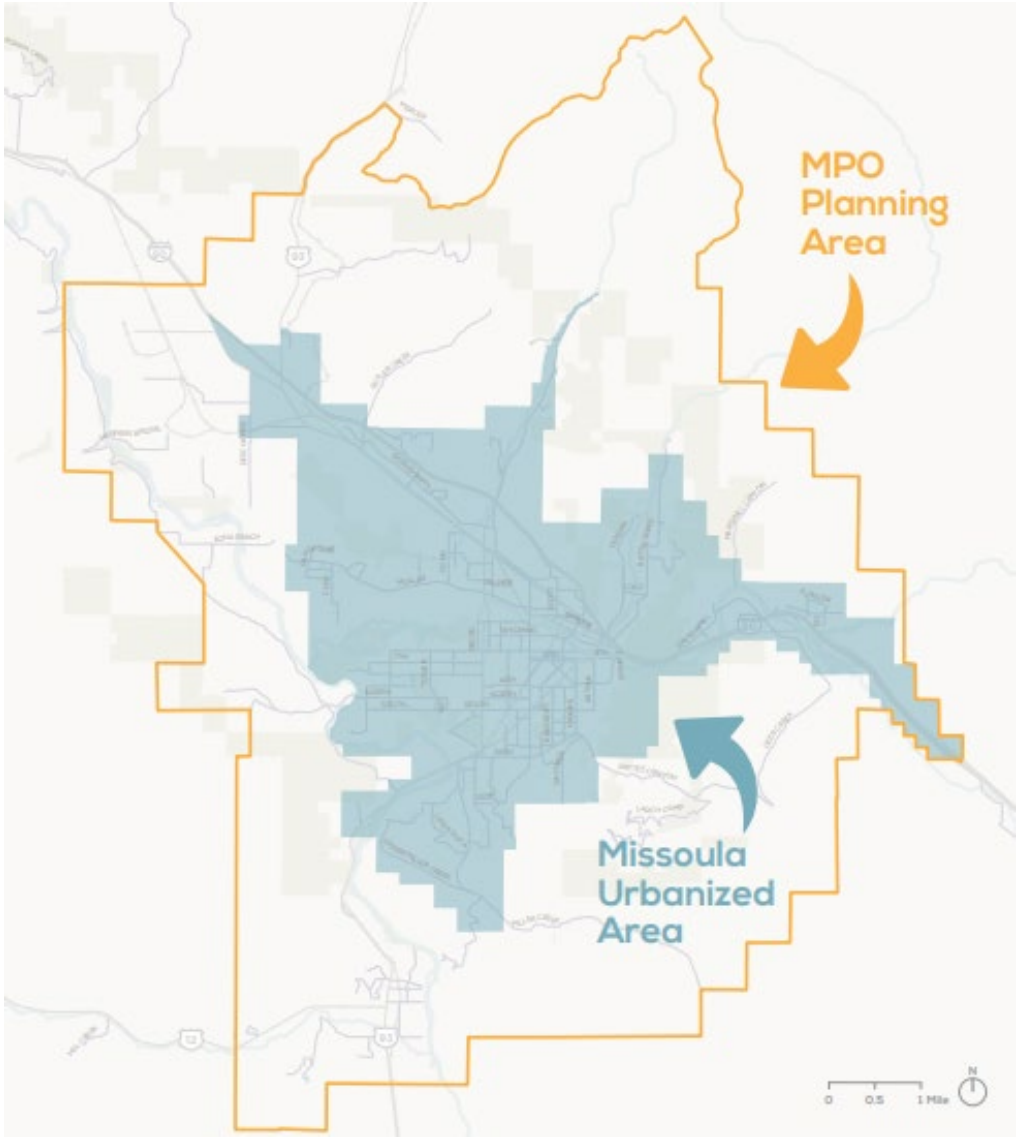
The Missoula Long Range Transportation Plan (LRTP) is a comprehensive policy document aimed at guiding transportation investment within the Missoula Metropolitan Planning Area (MPA). Missoula Connect supports comprehensive planning for Missoula, as an Issue Plan, as described in the 2035 Missoula City Growth Policy.

Issue plans provide detailed analyses and policy guidance on specific infrastructure, facilities, development, or conservation issues identified in the Growth Policy

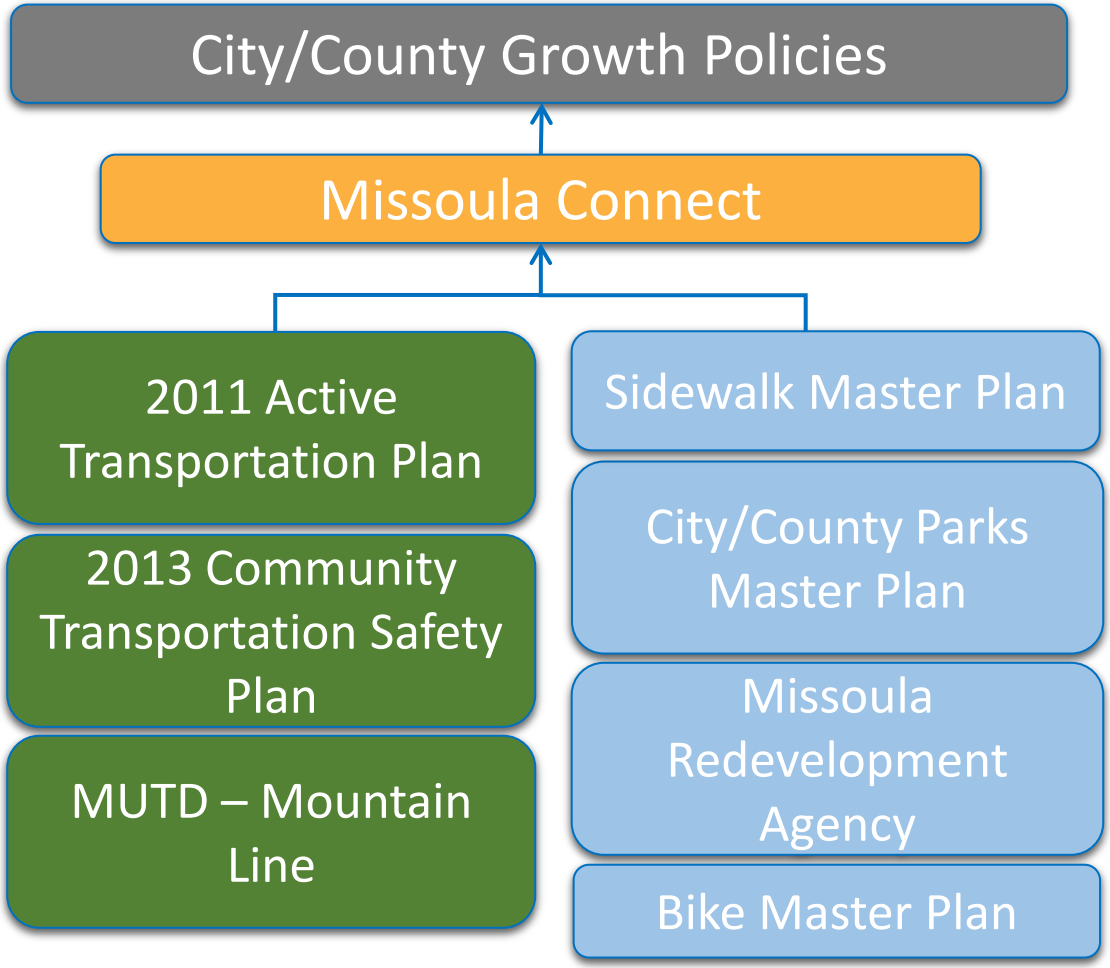
MPO Purpose

- Conduct continuing, comprehensive, & coordinated ("3-Cs") regional transportation planning program;
- Meet regional transportation planning needs of state & local agencies & help them secure federal funds for the region;
- Encourage intergovernmental cooperation;
- Provide information for government agencies, public and private sector organizations; and
- Ensure development & implementation of a fully integrated multimodal transportation plan that meets all Federal mandates.

MPO Purpose and Planning Area



Plan Relationship



How the LRTP Works

- Updated every 4 years
- 30-year planning horizon
- The Plan is fiscally constrained and cannot allocate funding to committed and recommended projects beyond the estimated funding available over the next 30 years (2050).

THE PROCESS

Ongoing Community Engagement

2020

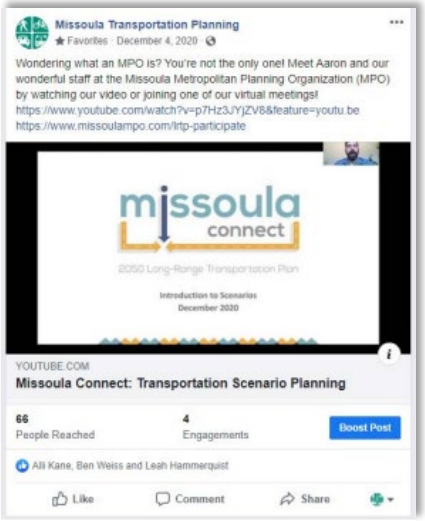
JAN - APR	MAY - JUN	JUL - SEP
Community Values & Existing Conditions	Project Goals & Evaluation Framework	Call for Projects & Project Prioritization

2021

OCT - DEC	JAN - MAR	APR - JUN
Project Prioritization & Scenario Development	Recommended Scenario & Implementation Plan	Draft & Final Long-Range Transportation Plan

Community Outreach

- 2019 Missoula Area Transportation Survey
- Outreach Online
- Surveys & Mapping Activities
- Workshops & Events
- Virtual Engagement
- Printed Materials



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Missoula County - City of Missoula
MPO
METROPOLITAN PLANNING ORGANIZATION

LRTP Goals

- Improve Safety and promote health to enhance quality of life
- Advance sustainability and community resilience to protect natural resources and address climate change
- Expand mobility choices to improve efficiency and accessibility for people and goods
- Connect and strengthen communities to create a more equitable region
- Maintain assets and invest strategically to boost economic vitality




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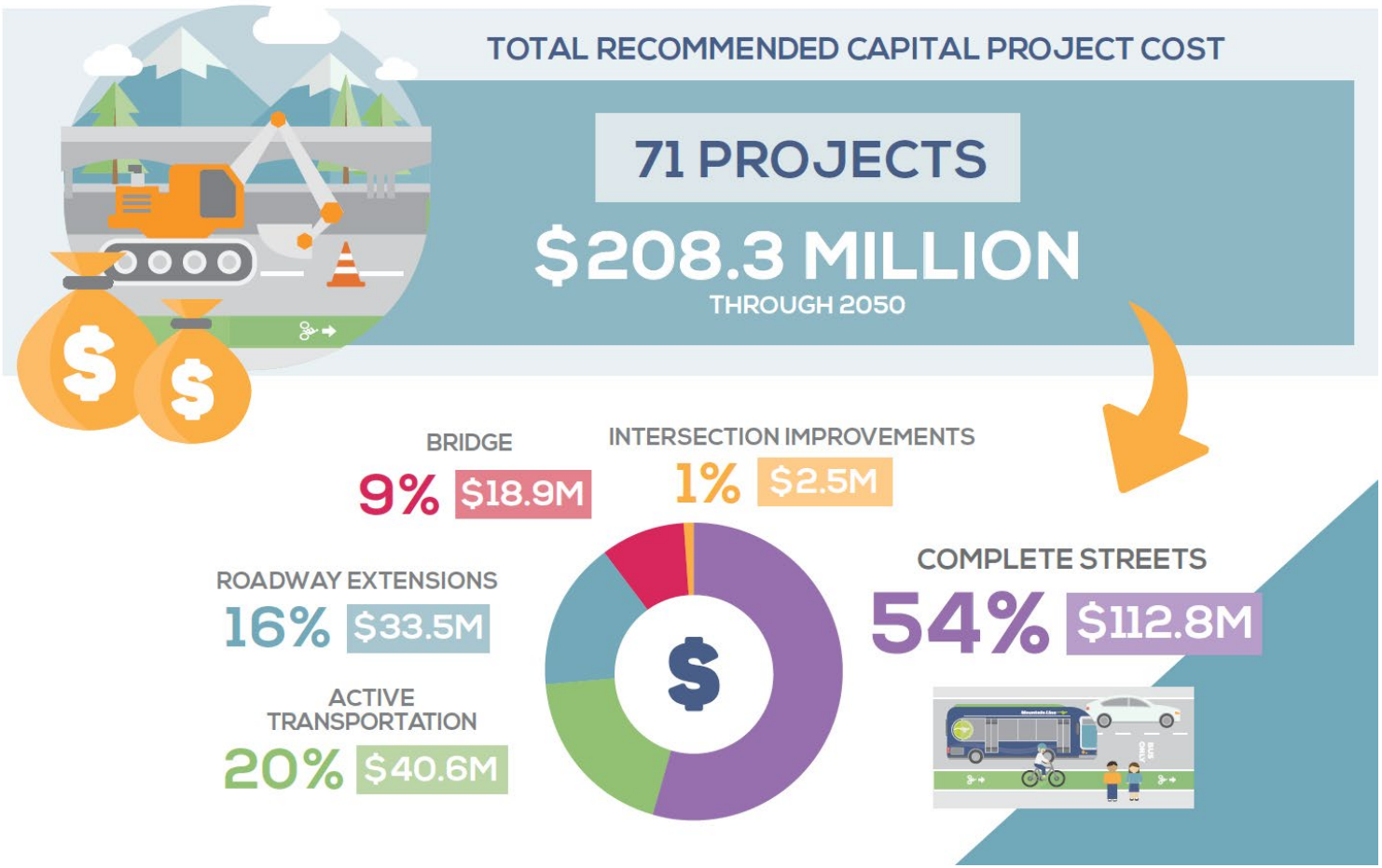
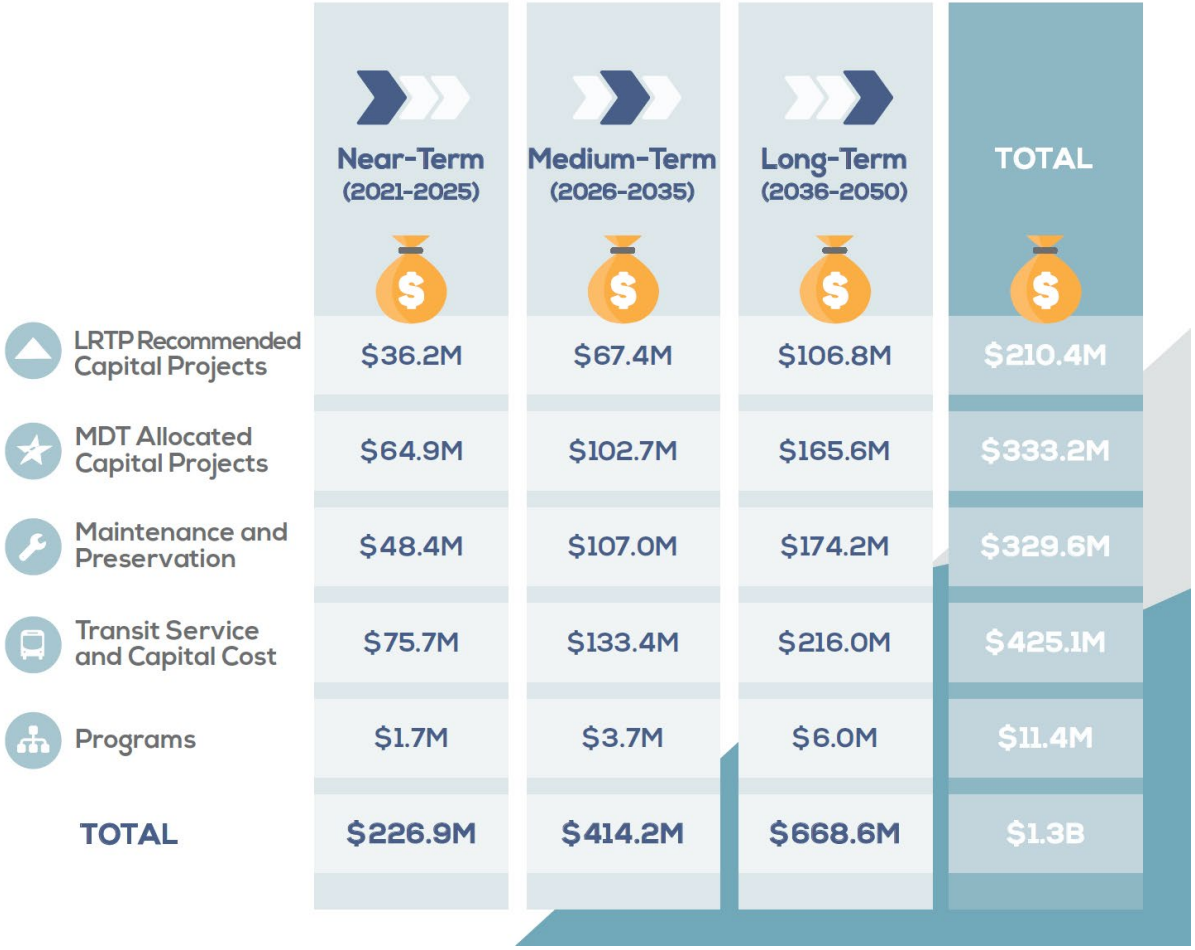
Funding the Plan



Funding the Plan



Example Programs & Policies

- **Community Car Share**
- **Zero-Emissions Fleet Conversion**
- **Transportation Options Policy**
- **Parking and Curbside Management Plan**
- **Freight and Goods Delivery Management**
- **Safe Routes to Transit**

Growth Policy Goals & Objectives

Active Transportation Systems

There is a need to enhance the mobility of our community by increasing active transportation choices to improve the health and wellness of the population. Transportation services and systems can be improved to provide increased access for underserved populations and increased connectivity throughout the city.

Goal SW1: *Encourage healthy lifestyles by having a complete active transportation and transit network for all abilities and recreational opportunities that are safe, clean, beautiful, and navigable.*

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

Growth Policy Goals & Objectives

Built Environment

Missoulians recognize the close connection between the built environment and their health. A healthy built environment supports physical, mental and social health and wellbeing. Key components of a healthy built environment are good connectivity, appropriate mixed-uses of land, a range of affordable housing choices, and a variety of active transportation options. Additionally, by understanding the needs of a changing demographic and the rising costs of unhealthy community design, we can be more efficient with use of our existing infrastructure and other community resources.

Goal SW8: *Missoula encourages the close connection between development patterns, community infrastructure and the environment as well as the importance of a healthy environment to our sense of social, economic, and physical well-being.*

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

Growth Policy Objectives Supported by the LRTP

- Formulate land use policy that supports compact development, transit and multi-modal accessibility
- Support land use policy based upon transit and multi-modal transportation alternatives, and Focus Inward concepts
- Continue to build and maintain the core transportation facilities that contribute to Missoula's overall quality of life and economic advantages, including streets/roads, Interstate highway, and non-motorized trail and pathway system;

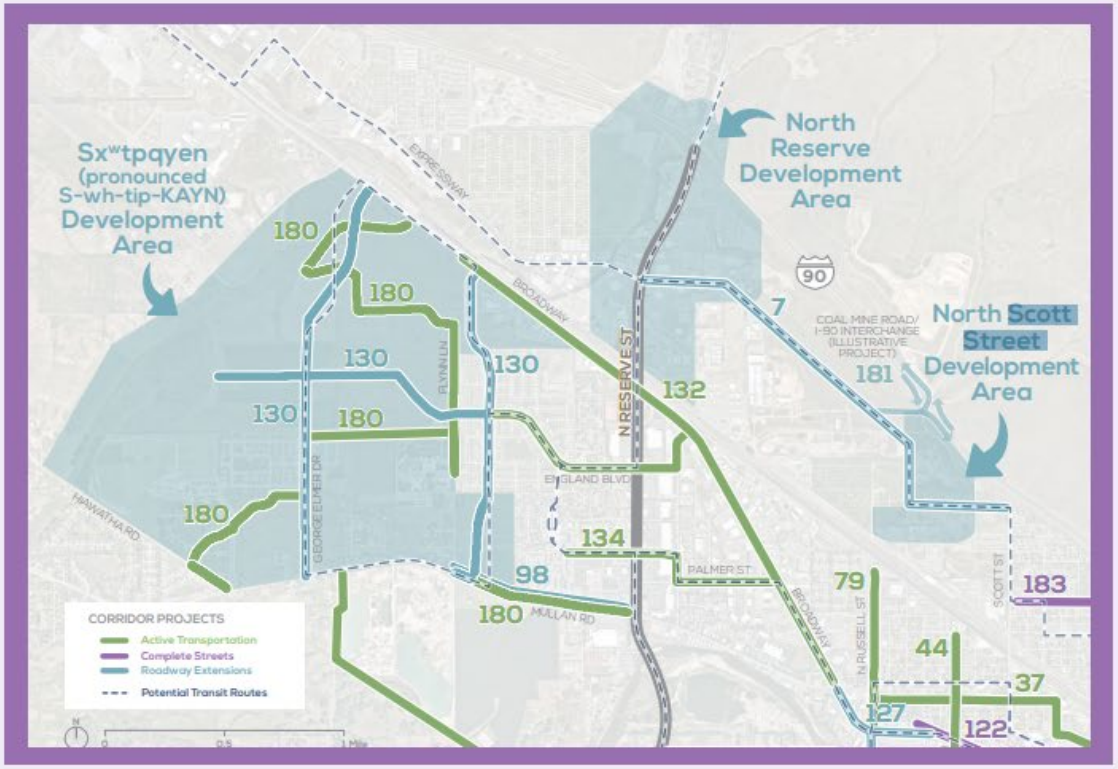
RESERVE STREET AREA PROJECTS (MULLAN ROAD TO I-90)

Phases: Near-Term, Medium-Term

Complete Streets | Active Transportation | Roadway Extensions

The Reserve Street corridor (U.S. Highway 93) serves Missoula area residents as well as people living in adjacent counties, making it a regionally significant road. The proposed land use changes for the North Reserve/Scott Street Urban Renewal District and the Sxʷtpqyen (pronounced S-wh-tip-KAYN) Area are expected to significantly change travel patterns on the northern part of Reserve Street. New housing and more jobs will increase transportation demand along Reserve Street and on perpendicular roads, such as England Boulevard, creating challenges at existing intersections. As land use changes progress, changes to the roadway—including protected bike lanes, right-turn pockets, and signal upgrades with intelligent transportation system (ITS) capability—will be needed.

The proposed land uses at the northern end of Reserve Street will require connections to the North Reserve/Scott Street area and to the regional system. Multimodal facilities, including complete streets improvements, high-quality transit stops, and intersection improvements must be built along with new housing and commercial development. Improvements such as the Howard Raser Drive complete street and the I-90 interchange at Coal Mine Road are examples of the added connectivity necessary to accommodate our future growth in the area.



BROOKS STREET COMPLETE STREETS AND TRANSIT IMPROVEMENTS

Project Numbers	Cost	Phase
124, 125	$58.5M	Long-Term

Complete Streets

Brooks Street is the spine of Midtown Missoula and the most direct route between Downtown and the Bitterroot Valley. Maintaining Brooks Street as a strong, vibrant transportation and commercial corridor is important to Missoula businesses, adjacent neighborhoods, the entire Missoula region, and the State of Montana.

Today, the corridor is ripe for investment and redevelopment. But heavy traffic volumes, numerous driveways, high crash rates, and limited pedestrian and bicycle facilities mean that Brooks Street is not functioning as the community resource it needs to be. This vital corridor is ready for a transformation that can guide sensible and proactive redevelopment, reallocating the right-of-way to accommodate the needs of all travelers while serving the access needs of adjacent land uses.

The Brooks Corridor Transit-Oriented Development (TOD) Infrastructure Study, completed in May 2020, identifies the transportation infrastructure needed to transform Brooks Street into a destination corridor with vital development nodes in the heart of Midtown Missoula. The study proposes a single, center-running bus rapid transit (BRT) lane on Brooks Street, with center-platform stations. It includes two traffic lanes in each direction, new sidewalks, raised cycle tracks on both sides of the street, controlled left-turn lanes, street trees, pedestrian-scale lighting, and other amenities. The center-lane BRT station platforms would be extended to provide pedestrian refuge areas to make crossing Brooks Street safer and more comfortable. The areas near BRT stations would become focused development nodes.

The vision for the Brooks Street Corridor includes center-running BRT and improved pedestrian and bicycle accessibility

Source: Brooks Street Corridor Transit-Oriented Development (TOD) Study

Create a Mobility Hubs Program

Serving as a community anchor, a mobility hub is a welcoming environment that connects multimodal transportation options and supportive amenities. Built on a backbone of transit routes, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer between travel modes. Mobility hubs can help to reduce emissions, increase affordability, and enhance connections across the region, while seamlessly integrating public and private mobility services.

Mobility hubs are important in many different contexts, from a dense, transit-oriented development to a more suburban or rural park-and-ride. Wherever they are located, mobility hubs should be tailored to the needs of the people and communities they serve. A mobility hub in downtown Missoula, for example, would have different design features than a mobility hub at a the Dornblaser Park and Ride. A traveler might find a mix of the following features at mobility hubs throughout the Missoula area:

- Bus shelters and waiting areas
- Real-time traveler information
- Secure bike parking
- Shared bikes and scooters
- Dedicated car-share parking
- Loading zones for pick-up and drop-off
- Charging stations for electric vehicles and bikes
- High-quality walking and biking connections
- Amenities such as lighting, street furniture, wayfinding, and kiosks

Source: Nelson\Nygaard MTC Regional Mobility Hub Report

To create a Mobility Hubs Program, the MPO should first develop a typology of mobility hubs based on land use and travel characteristics. After identifying the different types of hubs that are right for the region—such as rural, neighborhood, and downtown hubs—the second step is to determine which elements and amenities are best for each type of hub. This "kit of parts" might include those shown in the graphic above as well as community-designed features. With the typology and kit of parts in hand, the MPO could then establish a set of regionally significant mobility hubs for a pilot program.

Adoption & Growth Policy Conformity

- The Transportation Technical Advisory Committee recommended TPCC Plan adoption on June 3, 2021.
- The Transportation Policy Coordinating Committee adopted the Plan on June 15, 2021.
- The final fiscal constraint and air quality conformity requirements were approved by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA) and the Montana Department of Transportation (MDT) on July 26, 2021.
- Planning Board recommended adoption of conformity to 2035 Missoula City Growth Policy, as an Issue Plan on September 7, 2021
- **Request City Council approval of the LRTP as an Issue Plan to the 2035 Missoula City Growth Policy**

Staff Recommendation

Recommended Motion:

Adopt the Long Range Transportation Plan, *Missoula Connect*, as an issue plan to the 2035 City of Missoula Growth Policy