

# MEMORANDUM

**To:** Missoula MPO Transportation Technical Advisory Committee  
**From:** Nelson\Nygaard  
**Date:** November 30, 2020  
**Subject:** Missoula Connect Scenarios Overview & Analysis Highlights

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This memorandum provides a brief recap of the growth and transportation scenarios developed for Missoula Connect. It also provides highlights of the scenario analysis completed by the project team, which is the focus of the current community engagement activities.

## MISSOULA CONNECT SCENARIOS OVERVIEW

Missoula Connect includes **two growth scenarios** that were tested against **three transportation scenarios**. We call the growth scenarios “Business as Usual Growth” and “Strategic Growth.” While the same growth rate is used in both scenarios, *where* the growth happens in the region differs.

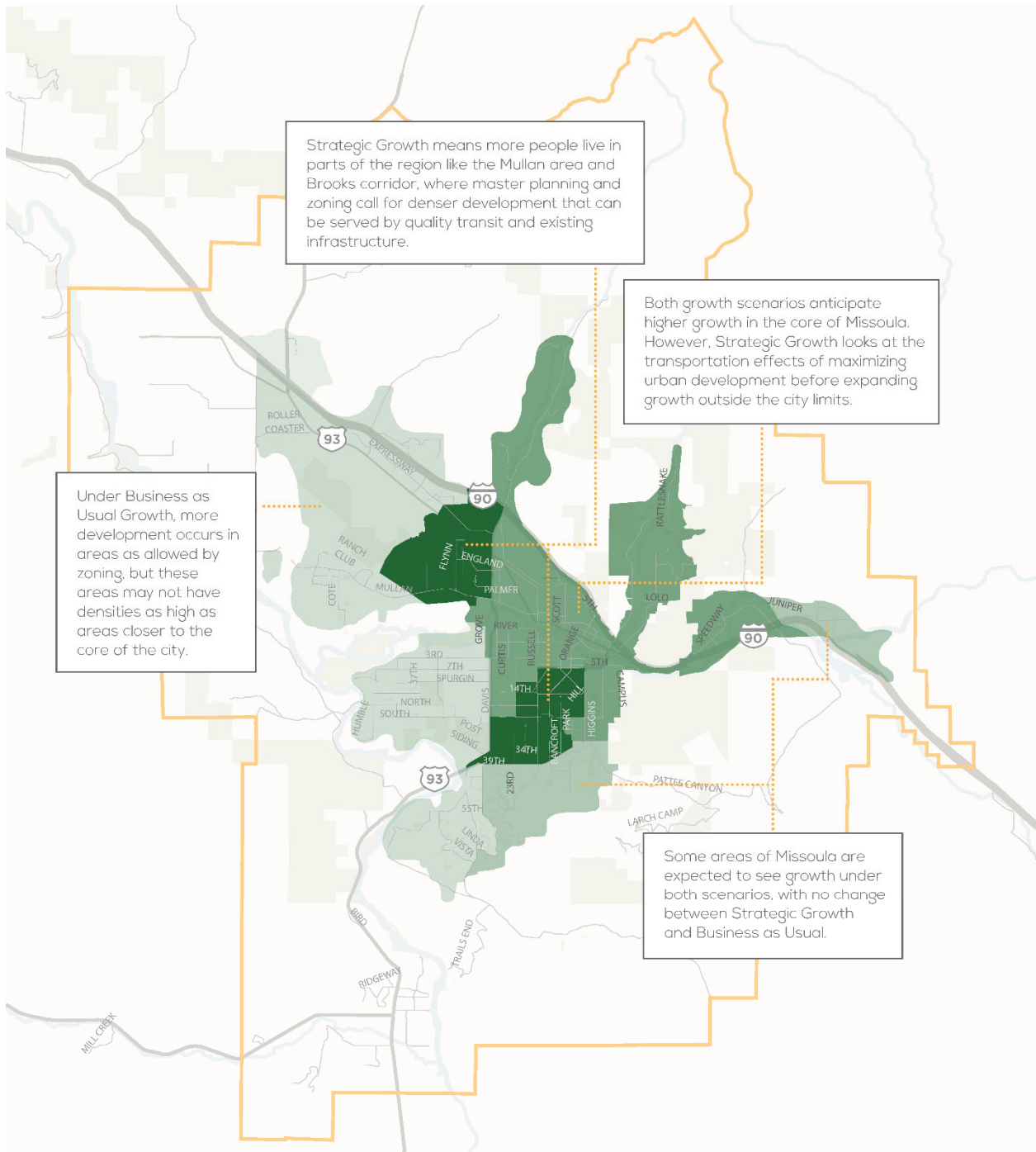
- The **Business as Usual** scenario assumes that future households will locate in areas where our City and County growth policies have identified capacity. This scenario lets growth happen as it will and doesn’t necessarily focus growth in a particular part of the region.
- The **Strategic Growth** scenario targets growth in specific areas like the core of Missoula, as well as areas with existing transit service, and pedestrian, bike, and trail facilities. This scenario also works within our current growth policies, but it concentrates more growth in areas that have more capacity.

We are using these two growth scenarios to understand whether a more inward-focused growth pattern, like the Strategic Growth scenario, does more to advance our transportation goals than our current approach to growth in the Business as Usual Scenario. Figure 1 illustrates the differences between the two growth scenarios.

## SCENARIOS OVERVIEW & ANALYSIS HIGHLIGHTS

### Missoula Connect

**Figure 1** Differences in Business as Usual and Strategic Growth



#### BUSINESS AS USUAL GROWTH VS STRATEGIC GROWTH

Difference in Households (2018-2050)



MPO Planning Boundary  
Bodies of Water  
Public Parklands



## SCENARIOS OVERVIEW & ANALYSIS HIGHLIGHTS

### Missoula Connect

To help describe the focus of our **three transportation scenarios**, we named them “New Connections,” “Enhanced Connections,” and “Regional Equity.” While there are a few projects that are included in all three scenarios, each one generally includes a different mix of projects. This approach helps us test the combinations of projects that will best achieve our goals and accommodate future growth.

The projects in each scenario range from construction of new roads, bridges, and shared-use paths to improving existing active transportation facilities, complete streets, intersections, and crossings of major barriers. Each scenario includes non-committed projects that total \$178 million, which is our estimate of the funds that will be available for regional transportation projects in the next 30 years.

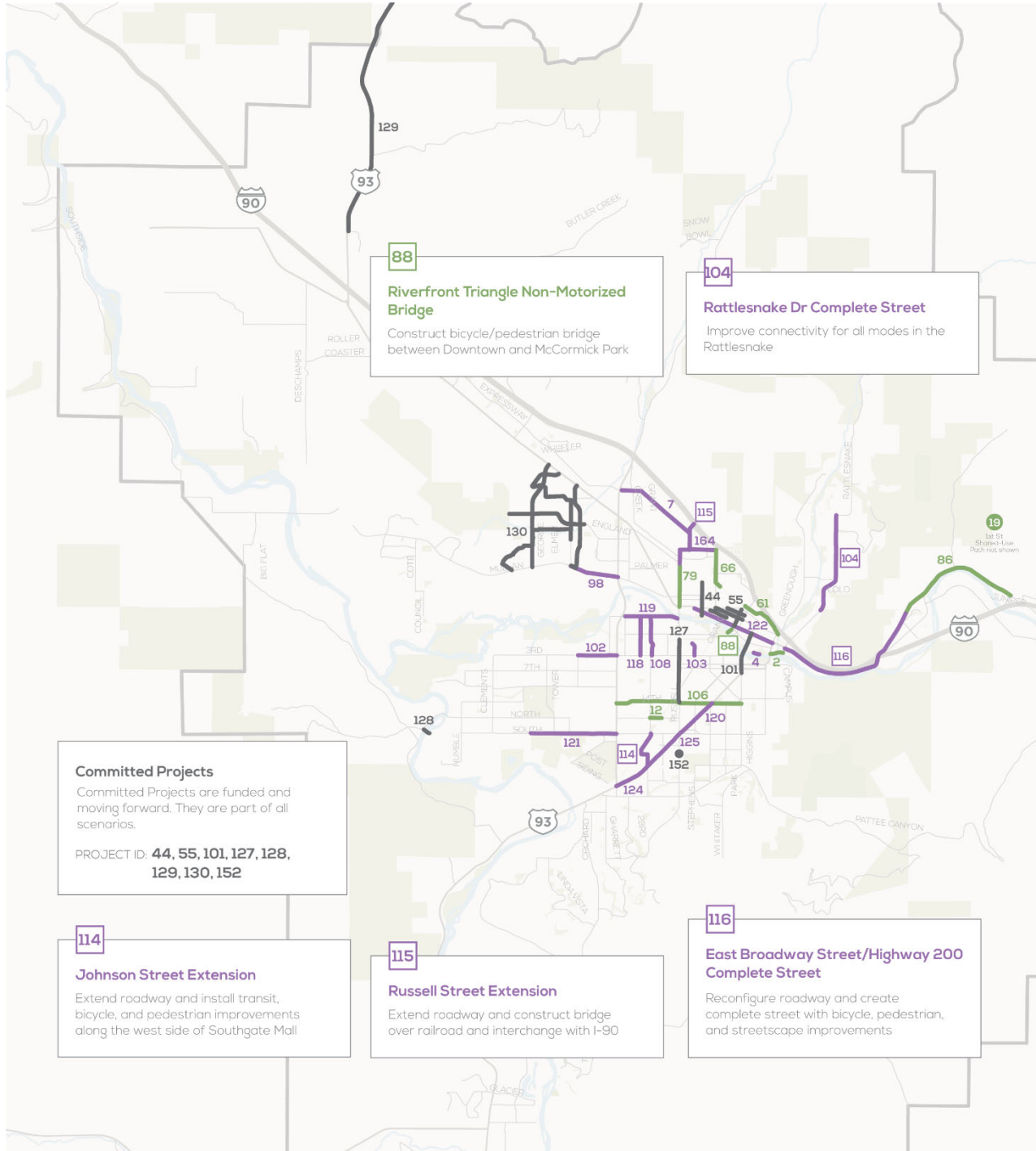
The three scenarios are described briefly below, followed by maps of each scenario in Figures 2, 3, and 4. Full scenario project lists are available at the end of this memo. The project team has also developed an [interactive map](#) to allow the public to explore the projects for all three scenarios in greater detail.

- **New Connections** expands the roadway network through complete street reconstruction and creates new trails and bridges for all modes. It includes larger projects, such as the extension of Russell Street to I-90 and a new non-motorized bridge from McCormick Park to the Riverfront Triangle development.
- **Enhanced Connections** maintains and improves our current networks to support inward growth. It focuses on closing gaps and completing investments. This scenario includes many lower-cost projects, such as neighborhood greenways and targeted intersection improvements. It also includes Reserve Street protected bike lanes and the River Road complete street.
- **Regional Equity** focuses on projects that scored high on our equity criteria and those in [Invest Health](#) neighborhoods. This scenario connects people to affordable transportation options like transit, walking, and biking. It represents a more equitable use of transportation funds, with projects like the Howard Raser Drive connection between the Northside neighborhood and North Reserve and the Highway 200 complete street.

## SCENARIOS OVERVIEW & ANALYSIS HIGHLIGHTS

### Missoula Connect

**Figure 2 New Connections Scenario**



### NEW CONNECTIONS SCENARIO

#### Intersection Projects

- Committed

#### Corridor Projects

- Committed
- Active Transportation
- Complete Streets and Roadway

#### MPO Planning Boundary

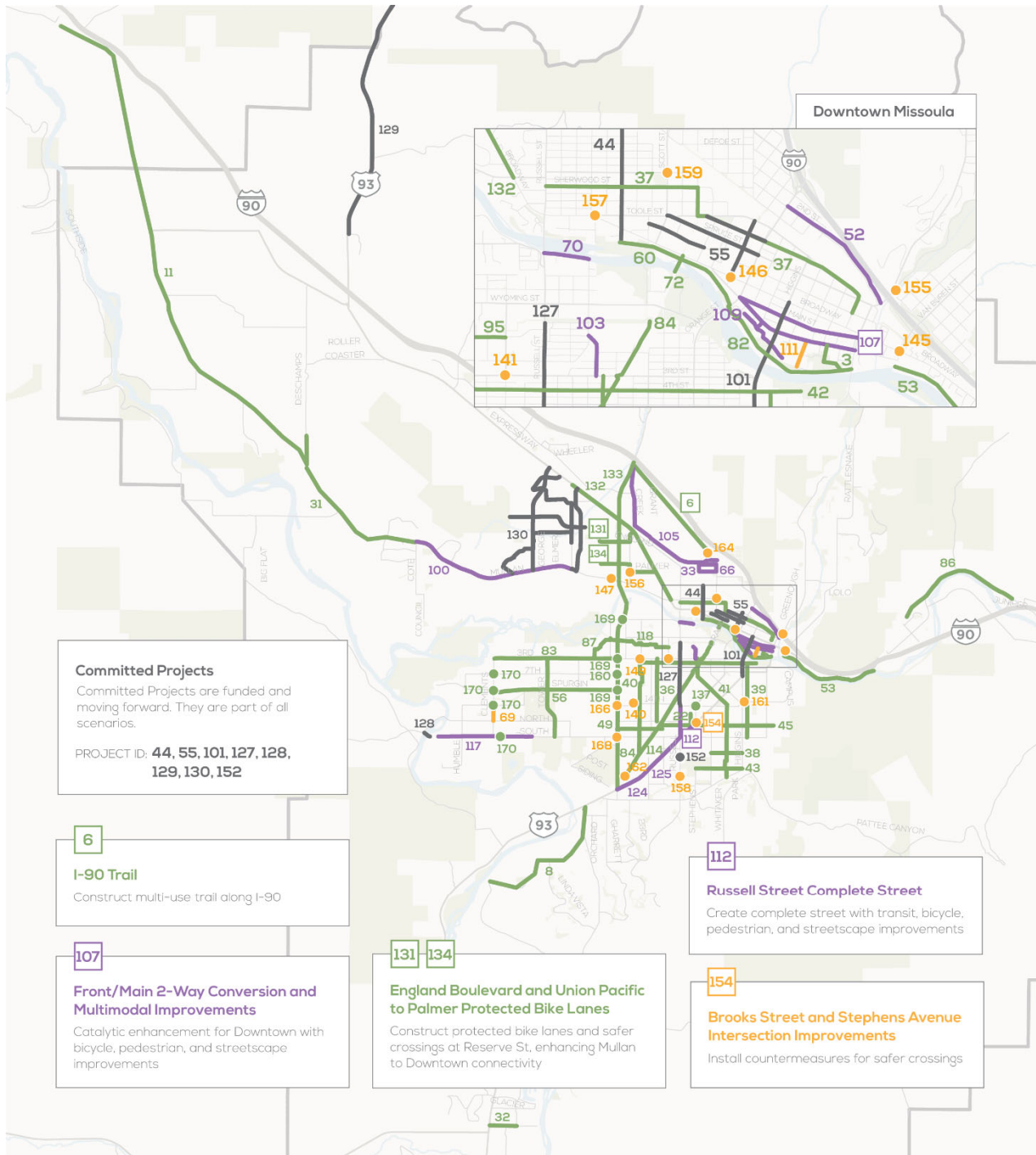
- Bodies of Water
- Public Parklands



## SCENARIOS OVERVIEW & ANALYSIS HIGHLIGHTS

### Missoula Connect

Figure 3 Enhanced Connections Scenario

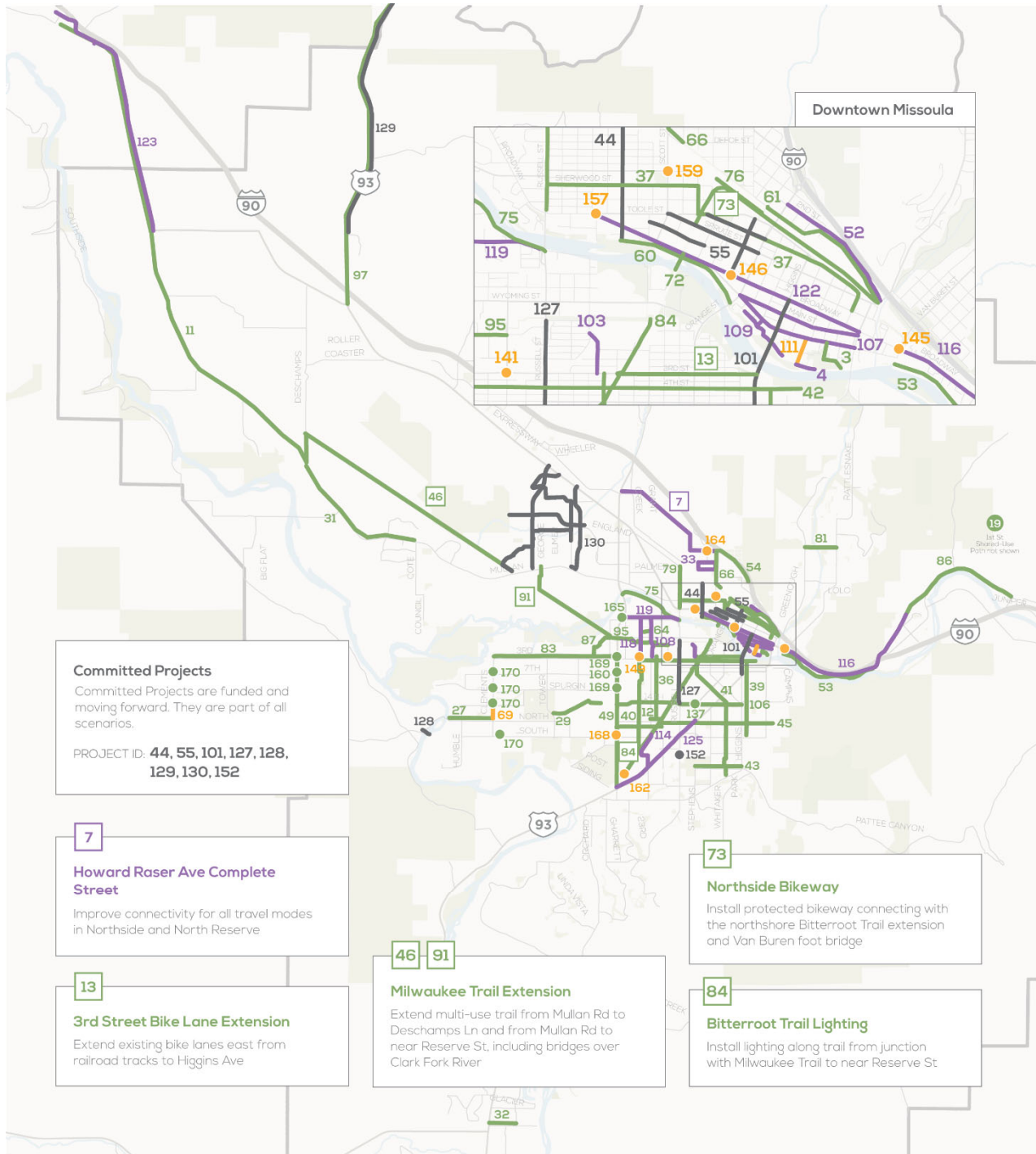




# SCENARIOS OVERVIEW & ANALYSIS HIGHLIGHTS

## Missoula Connect

Figure 4 Regional Equity Scenario



### REGIONAL EQUITY SCENARIO

#### Intersection Projects

- Committed
- Safety
- Active Transportation

#### Corridor Projects

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

- MPO Planning Boundary
- Bodies of Water
- Public Parklands



## SCENARIO ANALYSIS HIGHLIGHTS

We used more than a dozen metrics to evaluate the scenarios and compare them against each other. The metrics tie to Missoula Connect's goals and reflect what we hope our transportation investments will help us achieve. Figure 5 describes the metrics and shows how the scenarios performed relative to one another. In the following sections, we have provided highlights of the key metrics to better explain where each scenario does more to achieve our goals.

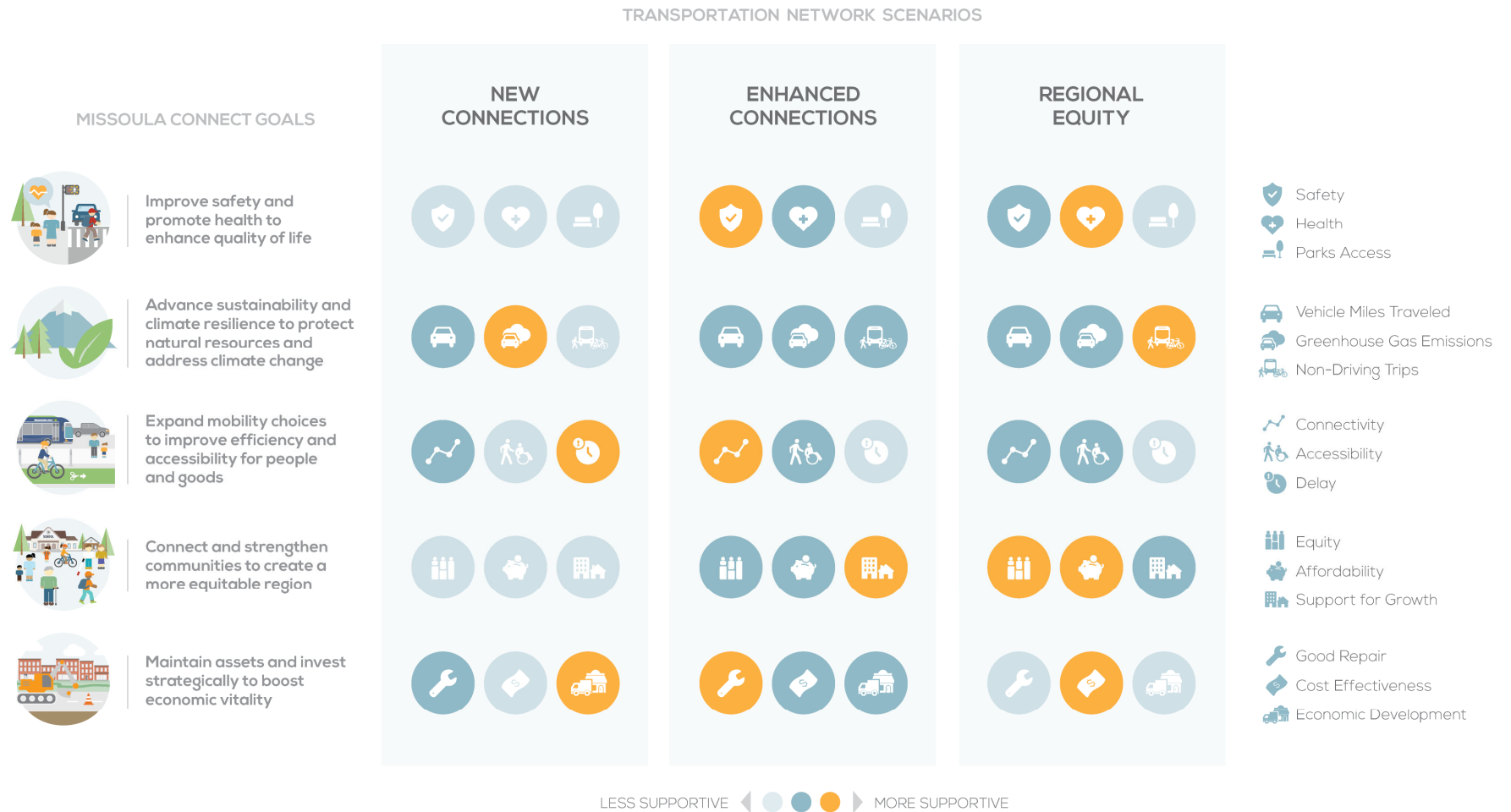
In the Missoula region, there's a lot to build upon, which means that we don't always see a lot of difference when we model new improvements. But the good news is that all three of the transportation network scenarios move us toward the Missoula Connect goals. They each have their strengths, and they often achieve the goals in different ways. For example, the New Connections scenario improves access for freight and goods movement in key corridors, and the Enhanced Connections scenario makes it easier for people walking and biking to connect to schools.

Another important finding is that the Strategic Growth scenario amplifies the benefits of each transportation network scenario. Across most metrics—and especially accessibility, equity, and the sustainability measures—we see more positive outcomes with Strategic Growth. There are more jobs within a 15- to 30-minute walk or bike ride; there are more people who have access to affordable transportation options; and there are fewer vehicle miles traveled and more trips made by walking and biking as people live closer to the places they want to go.

## SCENARIOS OVERVIEW & ANALYSIS HIGHLIGHTS

### Missoula Connect

Figure 5 Scenario Analysis Summary





## Safety, Connectivity, & Accessibility

All three scenarios improve safety, connectivity, and accessibility. To assess safety benefits, we looked at the number of locations with a history of collisions that might be improved with each scenario. We expect each scenario to have positive benefits, but Enhanced Connections and Regional Equity include more intersection improvements that could be designed with safety countermeasures.

We looked at connectivity in two ways: vehicle and multimodal connectivity and connectivity for people walking and biking. With its focus on expanding the current network and creating new roadways and complete streets, the New Connections scenario has important benefits for the overall network. For example, connecting Russell Street to I-90 would relieve some traffic congestion on Reserve Street and West Broadway. However, the multimodal connectivity improvements are limited to a handful of key corridors. The Enhanced Connections and Regional Equity scenarios provide some multimodal connectivity benefits as well, particularly related to complete streets and transit improvements, but they do not relieve congestion in the same way.

Our second analysis related to connectivity was based on the network of bike facilities that would be comfortable for people of all ages and abilities. The Regional Equity scenario includes more improvements focused on low-stress and connected facilities—including neighborhood greenways that prioritize people walking and biking—but all three scenarios would improve connectivity for people biking from today's conditions.

Accessibility included a network view of the jobs, schools, parks, and social services that someone can reach by walking or biking 15 or 30 minutes. When focusing specifically on biking access to jobs, the Regional Equity and Enhanced Connections scenarios include more projects that would improve the connectivity of the bicycle network within the central core, as well as in Hellgate, Lower Rattlesnake, and near the University, where there is anticipated job growth. The Regional Equity Scenario also provides connections to Wye and Frenchtown, where there is anticipated job growth.

All three transportation scenarios improve walking access to schools in the Grant Creek, South 39<sup>th</sup> Street, and Lower Rattlesnake neighborhoods. Regional Equity shows a slight increase the number of households within a 15-minute walk of schools compared to the other scenarios. All three scenarios show modest improvements in access to parks and social services, most of which are concentrated in central Missoula. The exception is the Enhanced Connections scenario, which improves walking access to parks by about 15% over the base network.

In general, the transportation network scenarios improved access to jobs, schools, parks, and social services by a small measure, with Enhanced Connections and Regional Equity providing greater accessibility than New Connections. But the bigger contributor to increased accessibility was the Strategic Growth scenario.

## Equity & Affordability

The Missoula region is facing significant challenges with affordability. Job losses due to COVID-19, coupled with significant in-migration, have exacerbated the effects of high housing prices on our region's most vulnerable residents. The region is focused on increasing affordability and reducing overall transportation costs; improving access to essential services; and elevating the needs of historically disadvantaged communities, including the [Invest Health](#) neighborhoods.

To understand the ways the transportation scenarios could improve affordability, we identified the number of affordable housing locations that would be served by the projects in each scenario. All three scenarios connect to key sites in the Franklin to the Fort and River Road neighborhoods, and New

## SCENARIOS OVERVIEW & ANALYSIS HIGHLIGHTS

### Missoula Connect

Connections and Regional Equity provide better connectivity to affordable housing options in East Missoula. Overall, Regional Equity provides the greatest multimodal accessibility to affordable housing opportunities across the region. It serves 71% more affordable housing sites than New Connections and 17% more than Enhanced Connections.

Beyond connections to affordable housing sites, we analyzed the ways the scenarios might change travel behavior in the Invest Health neighborhoods and in other neighborhoods with higher concentrations of people who often experience social and economic disparities. These “equity zones” are those that have more Black, Indigenous, and people of color, lower-income households, people with disabilities, older and younger people, English-language learners, and households without access to a vehicle. Areas that fall within equity zones include the western half of Downtown, Franklin to the Fort, Riverfront, Rose Park, Lewis and Clark, and the University District.

Both the Enhanced Connections and Regional Equity scenarios include more projects in the equity zones and Invest Health neighborhoods, and Regional Equity has the most improvements focused in these neighborhoods. The Enhanced Connections and Regional Equity networks both show a reduction in auto person trips in these areas, which means that the scenarios are providing people with options to walk, bike, and take transit. These are the most affordable means of transportation. These findings also suggest that both scenarios can improve health outcomes as people make more trips by active modes.

An important factor in creating more a more affordable and equitable region is the completeness of neighborhoods and opportunities for infill growth and affordable housing development. The interaction of the growth scenarios and the transportation network scenarios is particularly important to meeting the equity and affordability goals of Missoula Connect. The Strategic Growth approach coupled with the Enhanced Connections scenario or the Regional Equity scenario provides better coverage to higher density housing areas in the core of the region.

## Sustainability: Vehicle Miles Traveled (VMT), Greenhouse Gas (GHG) Emissions, & Walking/Biking/Transit Trips

Enhancing sustainability and resiliency to reduce the impacts of climate change are important objectives for Missoula Connect. The region has aggressive mode share targets that strive to dramatically decrease the number and proportion of drive-alone trips and increase the percentage of trips made by walking, biking, and transit.

By estimating how each scenario increases or decreases the number of trips made by each mode of travel, we developed an estimate of how the scenarios could help to reduce the share of regional trips made by automobile and associated externalities like carbon emissions.

All three transportation scenarios could be expected to decrease regional vehicle miles traveled (VMT). However, we found that the growth scenarios have a larger impact on reducing VMT than the transportation network scenarios, with Strategic Growth generating less VMT than Business as Usual across all three transportation scenarios.

Because estimates of greenhouse gas (GHG) emissions are based largely on VMT, the land use scenarios also have a greater impact on reducing GHGs than the transportation scenarios. However, New Connections showed a greater potential to increase GHG emissions than the other two transportation scenarios due to a decrease in localized congestion associated with key projects such as the Russell Street to I-90 extension.

## SCENARIOS OVERVIEW & ANALYSIS HIGHLIGHTS

### Missoula Connect

In all scenarios the mode share for walking and biking increases, and auto trips decrease. Transit mode share stays constant under all three transportation scenarios due to the way the model estimates trips and the types of transit projects included in the scenarios (i.e., corridor capital projects rather than service improvements). We would expect to see an increase in transit ridership and transit trips/mode share as service is improved. Investments in faster and more frequent service, longer hours of service, and additional routes could all significantly improve the attractiveness of transit in the region.

Overall, the Enhanced Connections scenario showed the greatest reduction in auto trips and the greatest increase in biking trips among the three scenarios. Regional Equity showed the greatest potential to increase walking trips among the transportation scenarios.

## Transportation Scenarios: Project Lists

# NEW CONNECTIONS SCENARIO

## PROJECT LIST

PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION
2	Northside Riverfront Trail Extension	Extend multi-use trail and construct footbridge over Rattlesnake Creek
4	Levasseur St Complete Street	Install pedestrian and streetscape improvements and extend trail
7	Howard Raser Ave Complete Steet	Create complete street with pedestrian and streetscape improvements
12	North Ave Bike Lanes	Install on-street bicycle facilities
19	1st St Shared-Use Path	Construct shared-use path
44	Burton Neighborhood Greenway	Install neighborhood greenway
55	Westside Area Mobility Enhancements	Install greenway, bicycle, pedestrian, and streetscape improvements
61	N 1st St Shared-Use Path	Construct shared-use path
66	Northside Shared-Use Path Connection	Construct shared-use path
79	Russell St Bike Lanes	Install on-street bicycle facilities
86	Hwy 200 Shared-Use Path	Construct shared-use path
88	Riverfront Triangle Non-Motorized Bridge	Construct bicycle/pedestrian bridge
98	Mullan Rd Complete Street	Reconfigure roadway and create complete street with bicycle, pedestrian, and streetscape improvements
101	Higgins Ave Multimodal Improvements	Create complete street with transit, bicycle, pedestrian, and streetscape improvements
102	S 3rd St Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
103	California St Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
104	Rattlesnake Dr Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
106	Mount/S 14th Ave Bike Lane	Install on-street bicycle facilities
108	Johnson St Extension and Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
114	Johnson Street Extension	Extend roadway and install transit, bicycle, and pedestrian improvements
115	Russell St Extension	Extend roadway and construct bridge/I-90 interchange
116	E Broadway St/Hwy 200 Complete Street	Reconfigure roadway and create complete street with bicycle, pedestrian, and streetscape improvements
118	Curtis St Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
119	River Rd Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements

### PROJECT TYPE

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

PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION
120	Brooks St Complete Street	Reconfigure roadway and install bicycle facilities
121	South Ave Complete Street and Shared-Use Path	Create complete street with bicycle, pedestrian, and streetscape improvements
122	Broadway Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
124	Brooks St Complete Street and Transit Improvements	Create complete street with bus rapid transit, bicycle, pedestrian, and streetscape improvements
125	Brooks St Complete Street and Transit Improvements	Create complete street with bus rapid transit, bicycle, pedestrian, and streetscape improvements
127	Russell Street Reconstruction	Reconfigure roadway and install bicycle and pedestrian facilities
128	Bitterroot River Crossing (South Ave Bridge - MacClay Bridge)	Construct bridge
129	US 93: North of Desmet Interchange	Widen and improve roadway
130	BUILD Grant Roads - Wye/Mullan Plan Collector Routes	Extend roadways and install trail connections
152	Russell St and Fairview Ave Crossing Improvements	Install crossing safety countermeasures

#### PROJECT TYPE

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



# ENHANCED CONNECTIONS SCENARIO

## PROJECT LIST

PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION
3	Kiwanis Park Trail Widening	Extend and widen multi-use trail
6	I-90 Trail (Alternative 2)	Construct multi-use trail
8	Lower Miller Creek Rd Shared-Use Path	Construct shared-use path
11	Mullan Rd - Frenchtown Trail	Construct shared-use path
22	Regent St Greenway	Install neighborhood greenway
31	Mullan Rd Shared-Use Path	Construct shared-use path
32	Lewis & Clark Dr Shared-Use Path	Construct shared-use path
33	Scott St Complete Street	Create complete street with traffic calming, bicycle, pedestrian, and streetscape improvements
36	Grant St Neighborhood Greenway	Install neighborhood greenway
37	Sherwood Neighborhood Greenway	Install neighborhood greenway
38	Benton Neighborhood Greenway	Install neighborhood greenway
39	Gerald Neighborhood Greenway	Install neighborhood greenway
40	Schilling Neighborhood Greenway	Install neighborhood greenway
41	Ivy/Franklin/Park Neighborhood Greenway	Install neighborhood greenway
42	4th St Neighborhood Greenway	Install neighborhood greenway
43	Pattee Creek Neighborhood Greenway	Install neighborhood greenway
44	Burton Neighborhood Greenway	Install neighborhood greenway
45	Kent/Central Neighborhood Greenway	Install neighborhood greenway
49	Reserve St Protected Bike Lanes	Install on-street bicycle facilities
52	N 2nd St Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
53	Northbank Riverfront Trail	Extend multi-use trail
55	Westside Area Mobility Enhancements	Install greenway, bicycle, pedestrian, and streetscape improvements
56	Spurgin Rd Shared-Use Path	Construct shared-use path
60	Ron's River Trail Extension	Extend multi-use trail
69	Clements Rd Shared-Use Path	Construct shared-use path
70	River Rd Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
72	Bitterroot Trail Bridge at Clark Fork River	Construct bicycle/pedestrian bridge

### PROJECT TYPE

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

PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION
82	Ron's River Trail - widening, reconfiguration and relocation	Relocate, widen, and extend multi-use trail
83	S 3rd St Bicycle and Pedestrian Facilities	Construct shared-use path
84	Bitterroot Trail Lighting	Install lighting
86	Hwy 200 Shared-Use Path	Construct shared-use path
87	Hawthorne School to Milwaukee Trail Shared-Use Path	Construct shared-use path
95	Milwaukee Trail Lighting	Install lighting
100	Mullan Rd Widening	Widen roadway
101	Higgins Ave Multimodal Improvements	Create complete street with transit, bicycle, pedestrian, and streetscape improvements
103	California St Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
105	Old Grant Creek/Cemetery Rd/Rodgers St Multimodal Improvements	Create complete street with bicycle, pedestrian, and streetscape improvements
107	Front/Main 2-Way Conversion and Multimodal Improvements	Reconfigure roadway and install bicycle, pedestrian, and streetscape improvements
109	Carousel Dr Reconfiguration	Reconfigure roadway and install open space
111	Clay St Streetscaping and Intersection Control	Install streetscape and traffic safety countermeasures
112	Russell St Complete Street	Create complete street with transit, bicycle, pedestrian, and streetscape improvements
117	South Ave Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
124	Brooks St Complete Street and Transit Improvements	Create complete street with bus rapid transit, bicycle, pedestrian, and streetscape improvements
125	Brooks St Complete Street and Transit Improvements	Create complete street with bus rapid transit, bicycle, pedestrian, and streetscape improvements
127	Russell Street Reconstruction	Reconfigure roadway and install bicycle and pedestrian facilities
128	Bitterroot River Crossing (South Ave Bridge - MacClay Bridge)	Construct bridge
129	US 93: North of Desmet Interchange	Widen and improve roadway
130	BUILD Grant Roads - Wye/Mullan Plan Collector Routes	Extend roadways and install trail connections
131	England Blvd Protected Bike Lanes	Install on-street bicycle facilities and improved crossings
132	Broadway Protected Bike Lanes	Install on-street bicycle facilities and improved crossings
133	Reserve St Protected Bike Lanes	Install on-street bicycle facilities

#### PROJECT TYPE

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

PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION
134	Union Pacific - Palmer Protected Bike Lanes	Install on-street bicycle facilities and improved crossings
137	Stephens Bike Lane Intersection Improvements	Address bicycle facility gaps through intersection
140	14th St and Eaton St Intersection Improvements	Install roundabout
141	Catlin St and 3rd St Intersection Improvements	Install pedestrian/bicycle crossing to connect to trail
145	E Broadway St and N Van Buren St Intersection Improvements	Install crossing safety countermeasures
146	Owen St and Broadway St Enhanced Crossing	Install crossing safety countermeasures
147	Clark Fork Ln and Mullan Rd Intersection Improvements	Improve turning movements
149	3rd St and Schilling St Intersection Improvements	Install crossing safety countermeasures
152	Russell St and Fairview Ave Crossing Improvements	Install crossing safety countermeasures
154	Brooks St and Stephens Ave Intersection Improvements	Install crossing safety countermeasures
155	Greenough Dr and Vine St Intersection Improvements	Install crossing safety countermeasures
156	Great Northern Ave and Palmer St Intersection Improvements	Install roundabout
157	California St/Toole Ave/Broadway St Intersection Improvements	Reconfigure roadway and install roundabout
158	McDonald Ave and Russell St Intersection Improvements	Install roundabout
159	Philips St and Scott St Intersection Improvements	Install traffic safety countermeasures
160	Reserve St and 7th St Enhanced Bicycle Crossing	Install signalized bicycle crossing
161	Beckwith Ave and Higgins Ave Intersection Improvements	Install traffic safety countermeasures
162	McDonald Ave and Clark St Enhanced Trail Crossing	Install pedestrian/bicycle crossing to connect to trail
164	Shakespeare St and Otis St Intersection Improvements	Install traffic safety countermeasures
166	14th St and Mount Ave Intersection Improvements	Reconfigure roadway and install traffic safety countermeasures
169	Reserve St Intersection Improvements	Install crossing safety countermeasures
170	Clements Rd Intersection Improvements	Install crossing safety countermeasures

PROJECT TYPE

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

# REGIONAL EQUITY SCENARIO

## PROJECT LIST

PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION
3	Kiwanis Park Trail Widening	Extend and widen multi-use trail
4	Levasseur St Complete Street	Install pedestrian and streetscape improvements and extend trail
7	Howard Raser Ave Complete Steet	Create complete street with pedestrian and streetscape improvements
11	Mullan Rd - Frenchtown Trail	Construct shared-use path
12	North Ave Bike Lanes	Install on-street bicycle facilities
13	3rd St Bike Lane Extension	Install on-street bicycle facilities
19	1st St Shared-Use Path	Construct shared-use path
27	North Ave Shoulderway Improvements	Install roadway improvements to create a shoulder pathway
29	Mount Ave Trail Connection	Extend multi-use trail
31	Mullan Rd Shared-Use Path	Construct shared-use path
32	Lewis & Clark Dr Shared-Use Path	Construct shared-use path
33	Scott St Complete Street	Create complete street with traffic calming, bicycle, pedestrian, and streetscape improvements
36	Grant St Neighborhood Greenway	Install neighborhood greenway
37	Sherwood Neighborhood Greenway	Install neighborhood greenway
39	Gerald Neighborhood Greenway	Install neighborhood greenway
40	Schilling Neighborhood Greenway	Install neighborhood greenway
41	Ivy/Franklin/Park Neighborhood Greenway	Install neighborhood greenway
42	4th St Neighborhood Greenway	Install neighborhood greenway
43	Pattee Creek Neighborhood Greenway	Install neighborhood greenway
44	Burton Neighborhood Greenway	Install neighborhood greenway
45	Kent/Central Neighborhood Greenway	Install neighborhood greenway
46	Milwaukee Trail Extension	Extend multi-use trail
49	Reserve St Protected Bike Lanes	Install on-street bicycle facilities
52	N 2nd St Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
53	Northbank Riverfront Trail	Extend multi-use trail
54	Northside Greenway Connector	Construct multi-use trail
55	Westside Area Mobility Enhancements	Install greenway, bicycle, pedestrian, and streetscape improvements
60	Ron's River Trail Extension	Extend multi-use trail

### PROJECT TYPE

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

PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION
61	N 1st St Shared-Use Path	Construct shared-use path
64	Inverness Place Shared-Use Path	Extend shared-use path
66	Northside Shared-Use Path Connection	Construct shared-use path
69	Clements Rd Shared-Use Path	Construct shared-use path
72	Bitterroot Trail Bridge at Clark Fork River	Construct bicycle/pedestrian bridge
73	Northside Bikeway	Install on-street bicycle facilities
75	Southbank Riverfront Trail Extension	Extend multi-use trail
76	Westside Greenway Trail	Construct multi-use trail
79	Russell St Bike Lanes	Install on-street bicycle facilities
81	Mountain View Drive Multimodal Improvements	Install pedestrian, bicycle, and streetscape improvements to create Safe Route to School
83	S 3rd St Bicycle and Pedestrian Facilities	Construct shared-use path
84	Bitterroot Trail Lighting	Install lighting
86	Hwy 200 Shared-Use Path	Construct shared-use path
87	Hawthorne School to Milwaukee Trail Shared-Use Path	Construct shared-use path
91	Milwaukee Trail Extension and Bridges	Extend multi-use trail and construct bicycle/pedestrian bridges
95	Milwaukee Trail Lighting	Install lighting
97	People's Way Trail Phase 1	Construct multi-use trail
101	Higgins Ave Multimodal Improvements	Create complete street with transit, bicycle, pedestrian, and streetscape improvements
103	California St Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
106	Mount/S 14th Ave Bike Lane	Install on-street bicycle facilities
107	Front/Main 2-Way Conversion and Multimodal Improvements	Reconfigure roadway and install bicycle, pedestrian, and streetscape improvements
108	Johnson St Extension and Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
109	Carousel Dr Reconfiguration	Reconfigure roadway and install open space
111	Clay St Streetscaping and Intersection Control	Install streetscape and traffic safety countermeasures
114	Johnson Street Extension	Extend roadway and install transit, bicycle, and pedestrian improvements
116	E Broadway St/Hwy 200 Complete Street	Reconfigure roadway and create complete street with bicycle, pedestrian, and streetscape improvements

PROJECT TYPE

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

PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION
118	Curtis St Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
119	River Rd Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
122	Broadway Complete Street	Create complete street with bicycle, pedestrian, and streetscape improvements
123	Mullan Rd Multimodal Improvements	Construct shared-use path and crossings
124	Brooks St Complete Street and Transit Improvements	Create complete street with bus rapid transit, bicycle, pedestrian, and streetscape improvements
125	Brooks St Complete Street and Transit Improvements	Create complete street with bus rapid transit, bicycle, pedestrian, and streetscape improvements
127	Russell Street Reconstruction	Reconfigure roadway and install bicycle and pedestrian facilities
128	Bitterroot River Crossing (South Ave Bridge - MacClay Bridge)	Construct bridge
129	US 93: North of Desmet Interchange	Widen and improve roadway
130	BUILD Grant Roads - Wye/Mullan Plan Collector Routes	Extend roadways and install trail connections
137	Stephens Bike Lane Intersection Improvements	Address bicycle facility gaps through intersection
141	Catlin St and 3rd St Intersection Improvements	Install pedestrian/bicycle crossing to connect to trail
145	E Broadway St and N Van Buren St Intersection Improvements	Install crossing safety countermeasures
146	Owen St and Broadway St Enhanced Crossing	Install crossing safety countermeasures
149	3rd St and Schilling St Intersection Improvements	Install crossing safety countermeasures
152	Russell St and Fairview Ave Crossing Improvements	Install crossing safety countermeasures
157	California St/Toole Ave/Broadway St Intersection Improvements	Reconfigure roadway and install roundabout
159	Philips St and Scott St Intersection Improvements	Install traffic safety countermeasures
162	McDonald Ave and Clark St Enhanced Trail Crossing	Install pedestrian/bicycle crossing to connect to trail
164	Shakespeare St and Otis St Intersection Improvements	Install traffic safety countermeasures
168	South Ave and Reserve St Intersection Improvements	Address bicycle facility gaps through intersection
169	Reserve St Intersection Improvements	Install crossing safety countermeasures
170	Clements Rd Intersection Improvements	Install crossing safety countermeasures

PROJECT TYPE

 Committed
  Safety
  Active Transportation
  Complete Streets and Roadway