

# Citizens Advisory Committee

## Missoula Connect: 2050 Long-Range Transportation Plan

**Meeting #2 | Thursday, June 18, 2020 | 11:00 a.m. – 1:00 p.m.**

### Meeting Goals

- Provide overview of work completed to date
- Review draft project goals and desired outcomes and discuss proposed project evaluation framework
- Identify areas of opportunity for new projects and approaches to engagement
- Confirm next steps and additional tools for input

### Agenda

Time	Topic	Lead/Materials
15 min	<b>Welcome &amp; Introductions</b>	<b>Aaron Wilson, MPO</b> <b>Jennifer Wieland, NN</b>
	<ul style="list-style-type: none"><li>▪ Review meeting goals and agenda</li><li>▪ Introduce CAC members and staff</li><li>▪ Hold small group icebreaker activity</li><li>▪ Provide overview of recent work</li></ul> <p><i>What do you hope to get out of today's meeting?</i> <i>What questions do you have about work underway?</i></p>	<a href="#">Existing Conditions Report</a>
25 min	<b>Draft Goals &amp; Desired Outcomes</b>	<b>Jennifer Wieland, NN</b>
	<ul style="list-style-type: none"><li>▪ Review approach to developing draft goals</li><li>▪ Discuss and revise draft goals and outcomes</li></ul> <p><i>What changes would you recommend to the goals or outcomes? Is anything missing? Which goals are most important?</i></p>	<a href="#">Draft Goals &amp; Outcomes</a>
15 min	<b>Preliminary Evaluation Framework</b>	<b>Jennifer Wieland, NN</b> <b>Zach Zabel, NN</b>
	<ul style="list-style-type: none"><li>▪ Discuss what worked well in the 2016 LRTP prioritization process</li><li>▪ Review proposed approach for Missoula Connect</li><li>▪ Identify opportunities for changes to criteria</li></ul> <p><i>What questions do you have about the preliminary framework? Should the criteria be revised?</i></p>	Preliminary Evaluation Framework

MISSOULA CONNECT | CITIZENS ADVISORY COMMITTEE

Meeting #2 – June 18, 2020

Time	Topic	Lead/Materials
35 min	<b>Identifying and Engaging on Projects</b> <ul style="list-style-type: none"><li>▪ Use network overlay maps and interactive map to identify potential areas of focus for new projects</li><li>▪ Provide demonstration of public Call for Projects tools and resources</li><li>▪ Brainstorm approaches to engaging community members in responding to the call for projects</li></ul> <i>What parts of the region need special focus in thinking about new projects and programs? How can we most effectively engage your communities in helping to identify projects and providing input?</i>	All Network Overlay Maps Call for Projects: <a href="#">Wiki Map</a> and <a href="#">Online Form</a>
20 min	<b>Funding Tradeoffs</b> <ul style="list-style-type: none"><li>▪ Consider potential tradeoffs in funding allocations</li><li>▪ Discuss relative priorities for investment</li></ul> <i>How should we spend limited dollars? What considerations shape your decisions?</i>	All
10 min	<b>Questions &amp; Next Steps</b> <ul style="list-style-type: none"><li>▪ Review requests for information</li><li>▪ Confirm action items and next steps</li></ul> <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

## Attendees

### **L RTP Citizens Advisory Committee Members**

- Bob Giordano, Missoula Institute for Sustainable Transportation
- Laurel Farrell, Community Forum
- Toffer Lehnerr, Partnership Health Center
- Dwight Easton, Missoula Area Chamber of Commerce
- John Corwin, Missoula Downtown Partnership
- Clint Burson, Missoula Organization of Realtors (MOR)
- Paul Forsting, Missoula Building Industry Association (MBIA)
- Andrea Davis, homeWORD
- Jessica Goodburn, Bike-Ped Advisory Board
- Travis Hoffman, Summit Independent Living Center
- Amy Cilimburg, Climate Smart Missoula
- Jean Belangie Nye, Lolo Community Council
- C. Burt Caldwell, Bonner/Milltown Community Council
- Susan Kohler, Missoula Aging Services
- Anne Rupkalvis, Target Range HOA
- Terry Phelan, Missoula County Public Schools
- Greta Bates, Soft Landing
- Eva Rocke, University of Montana
- Sam Duncan, Northside/Westside Neighborhood & North Missoula Community Development Corporation

### **Missoula MPO Staff**

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

### **Consultant Team**

- Jennifer Wieland, Nelson\Nygaard
- Zachary Zabel, Nelson\Nygaard
- Marlo Kapsa, Nelson\Nygaard
- Katie Klietz, Big Sky PR

We Need Your Input!

# Missoula Connect Goals & Outcomes

## How did we develop the goals?

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



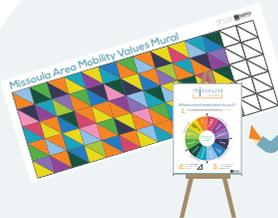
Federal Goals  
and Planning  
Factors



Other Missoula  
Plans



**ACTIVATE**  
MISSOULA 2045  
2016 LRTP



Mobility  
Values



## How will the goals be used?

When they're final, we'll use these goals to develop an evaluation and prioritization process for capital projects and programs recommended in the long-range plan. And we'll create performance measures that we can use to track our region's progress toward the goals over time.



## Share your thoughts!

Did we get these goals and outcomes right? What's missing?  
Is there another goal or outcome that should be part of our focus?  
And which of these are most important to you? Take our quick  
survey to share your thoughts by June 30, 2020 at:  
[missoulampo.com/long-range-transportation-plan](http://missoulampo.com/long-range-transportation-plan) ✨



2050 Long-Range Transportation Plan



# Draft 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
- Increase physical activity by making walking and biking convenient modes of travel
- Improve access to recreational facilities and trails to support healthy lifestyles



## Advance sustainability and climate resilience to protect natural and historic resources

- Improve climate resilience and adaptability of infrastructure
- Reduce transportation-related air emissions
- Minimize sediment, nutrients, and litter entering surface water
- Protect and enhance natural and historic resources



## Expand mobility choices to improve efficiency and accessibility

- Promote 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 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
- Improve access to and resilience for neighborhoods, schools, jobs, parks, health services, and basic life needs
- 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
- Support access to businesses and commercial and industrial centers to enhance economic recovery and growth

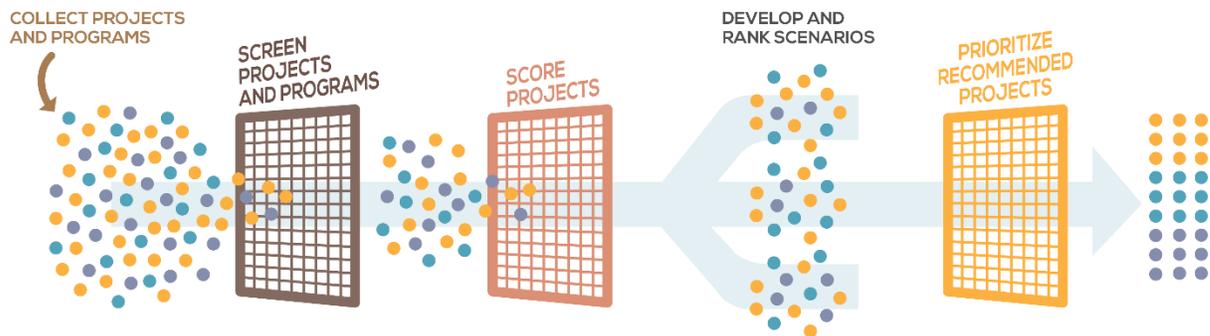
# MISSOULA CONNECT: PROJECT EVALUATION APPROACH

## PROPOSED FRAMEWORK (6/8/20)

This memo proposes 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 Framework 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**

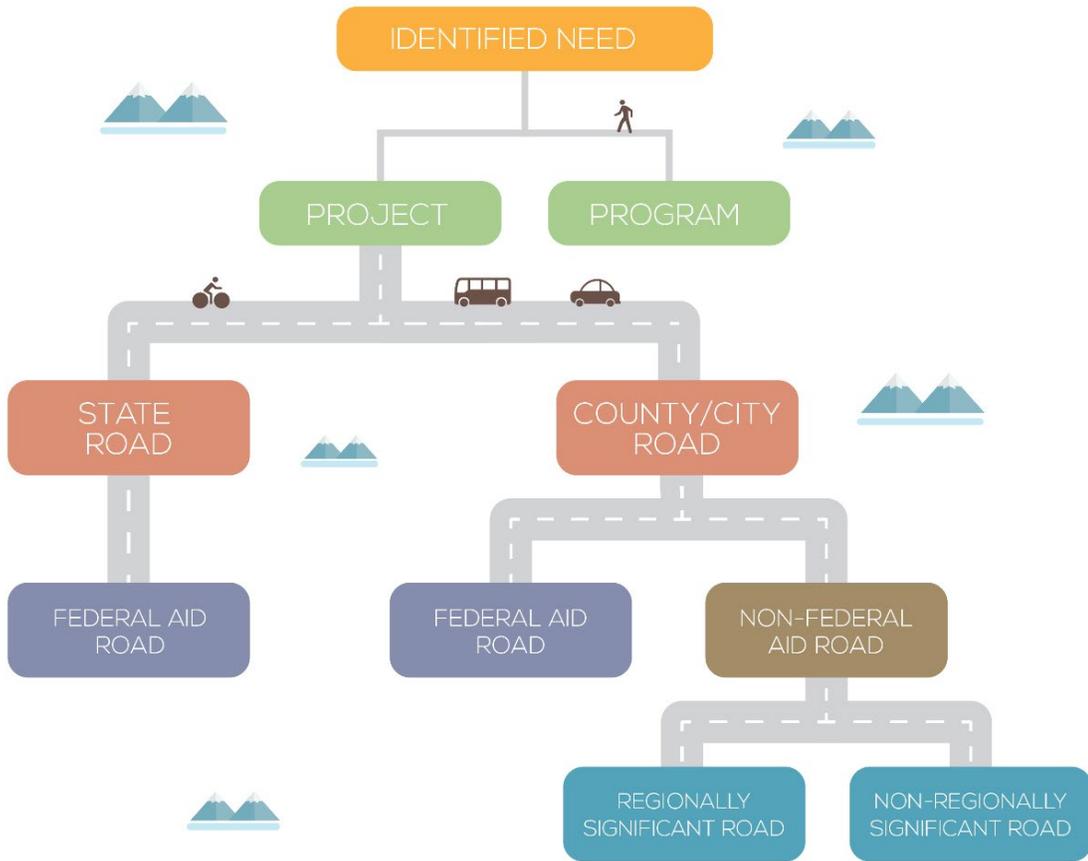
Once the collection phase is complete, the project team will develop a master list of suggested projects. This list will be screened to ensure that projects are eligible for the LRTP prioritization process. Proposed screening criteria are as follows:

- 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 simplified 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 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.

Project Evaluation Approach | Proposed Framework (6/8/20)  
Missoula Connect Long-Range Transportation Plan

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 goal or criteria weighting as necessary to best 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 overall system performance and safety. The preliminary scoring criteria—based on the draft Missoula Connect goals—are described in Figure 2.

Figure 3 Draft Project Scoring Criteria

Goal	Desired Outcomes	Geographic Criteria
<p><b>Improve safety and promote health to enhance quality of life</b></p>	<ul style="list-style-type: none"> <li>▪ Eliminate traffic-related fatalities and serious injuries</li> <li>▪ Improve safety for people walking and biking</li> <li>▪ Increase physical activity by making walking and biking convenient modes of travel</li> <li>▪ Improve access to recreational facilities and trails to support healthy lifestyles</li> </ul>	<p><b>Crash Reduction (all modes):</b></p> <p>1 point – Project is located within ¼ mile of a high crash frequency corridor or intersection</p> <p>2 points – Project is located at a high crash frequency corridor or intersection</p>
		<p><b>Bicycle/Pedestrian Safety:</b></p> <p>1 point – Project will improve bicycle/pedestrian safety within ¼ mile of a high crash frequency corridor or intersection</p> <p>2 points – Project will improve bicycle/pedestrian safety and is located at a high crash frequency corridor or intersection</p>
		<p><b>Access to Recreational Facilities:</b></p> <p>1 point – Project provides multimodal access within ¼ mile of a public recreation facility or trail</p> <p>2 points – Project directly connects to or expands multimodal access to a public recreation facility or trail</p>

Project Evaluation Approach | Proposed Framework (6/8/20)

Missoula Connect Long-Range Transportation Plan

Goal	Desired Outcomes	Geographic Criteria
<p><b>Advance sustainability and climate resilience to protect natural and historic resources</b></p>	<ul style="list-style-type: none"> <li>▪ Improve climate resilience and adaptability of infrastructure</li> <li>▪ Reduce transportation-related air emissions</li> <li>▪ Minimize sediment, nutrients, and litter entering surface water</li> <li>▪ Protect and enhance natural and historic resources</li> </ul>	<p><b>Natural Preservation:</b> 1 point – Project is outside a protected wetland or critical species habitat area</p> <p><b>Historic Resources:</b> 1 point – Project enhances multimodal access to a site(s) listed on the National Register of Historic Places</p> <p><b>Resilience:</b> 1 point – Project is located on an evacuation corridor or provides duplicity for areas with 1-way emergency access</p>
<p><b>Expand mobility choices to improve efficiency and accessibility</b></p>	<ul style="list-style-type: none"> <li>▪ Promote complete streets and increase access to multimodal options</li> <li>▪ Increase street, trail/greenway, and sidewalk network connectivity for all ages and abilities</li> <li>▪ Optimize the efficiency and accessibility of the transportation system</li> <li>▪ Reduce person hours of delay and improve freight movement</li> <li>▪ Improve access to high-quality and high-frequency transit stops and routes</li> </ul>	<p><b>Modal Density:</b> 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)</p> <p><b>Network Connectivity (Roadway/Active projects):</b> 1 point – Project increases the link-node ratio<sup>1</sup></p> <p><b>Freight:</b> 1 point – Project improves operations on a designated truck route</p> <p><b>Transit Access:</b> 1 point – Project closes a gap, removes a barrier, or improves transit operations within ¼ mile of a Mountain Line or UDASH stop 2 point – Project closes a gap, removes a barrier, or improves transit operations within ¼ mile of an existing Bolt! Route stop or future high-frequency stop identified in Mountain Line’s Strategic Plan</p>

<sup>1</sup> See [https://www.pacebus.com/guidelines/05b\\_street\\_network\\_design.asp](https://www.pacebus.com/guidelines/05b_street_network_design.asp)

**Project Evaluation Approach | Proposed Framework (6/8/20)**

**Missoula Connect Long-Range Transportation Plan**

Goal	Desired Outcomes	Geographic Criteria
<p><b>Connect and strengthen communities to create a more equitable region</b></p>	<ul style="list-style-type: none"> <li>▪ Increase affordability and reduce overall household transportation costs</li> <li>▪ Develop an integrated mobility system that connects destinations with sustainable travel options</li> <li>▪ Improve access to and resilience for neighborhoods, schools, jobs, parks, health services, and basic life needs</li> <li>▪ Invest in historically disadvantaged areas and in neighborhoods that have been adversely impacted by transportation decisions</li> </ul>	<p><b>Equity:</b> 1 point – Project improves multimodal access within a high threshold census tract in the Equity Index</p> <hr/> <p><b>Access to Essential Services:</b> 1 point – Project improves multimodal access within ½ mile of a school, childcare facility, hospital, or health/social service provider 2 points – Project directly connects to or expands multimodal access to a school, childcare facility, hospital, or health/social service provider</p> <hr/> <p><b>Access to Affordable Housing:</b> 1 point – Project is within ¼ of existing or planned affordable housing units</p>
<p><b>Maintain assets and invest strategically to boost economic vitality</b></p>	<ul style="list-style-type: none"> <li>▪ Bring existing infrastructure and transit assets into a state of good repair to support the regional economy, local industry, and goods movement</li> <li>▪ Balance cost-effective, implementable projects with high-impact projects</li> <li>▪ Plan for a transportation system that makes the best use of public financial resources</li> <li>▪ Provide a network that targets growth inward to support existing centers</li> <li>▪ Support access to businesses and commercial and industrial centers to enhance economic recovery and growth</li> </ul>	<p><b>Facility Preservation:</b> 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</p> <hr/> <p><b>Inward Growth &amp; Revitalization:</b> 1 point – Project is located within an Urban Renewal District</p> <hr/> <p><b>Access to Employment:</b> 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</p>

#### **Step 4: Develop and Rank Scenarios**

The project team will compile two or three scenarios that combine projects based upon scoring results, geographic distribution, and project types.

One scenario may be an update of the 2016 LRTP adopted scenario. Other scenarios may consider land use patterns and future growth. In previous long-range transportation plans, the project team has developed scenarios with separate model runs for inward focused growth and outward sprawling growth. In the context of Missoula, this could be a model run that assumes historic growth patterns and one that considers a smart growth pattern rooted in the adopted growth policy and specific area plans. To support scenario development, the project team and relevant stakeholders will gather for a Land Use Workshop to identify TAZs for future growth based on both a status quo and inward growth trajectory, which will reveal where to assign future population based on County growth projections.

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

#### **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 workshop 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 or relevant stakeholders will be asked for input, as needed. 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 climate resilience to protect natural and historic resources**

- i. Is the project likely to decrease single-occupancy vehicle (SOV) mode share?
- ii. Does the project improve air quality by supporting the reduction of vehicle miles traveled (VMT)?
- iii. Does the project help achieve the City of Missoula's climate neutrality goal?

## Project Evaluation Approach | Proposed Framework (6/8/20)

### Missoula Connect Long-Range Transportation Plan

- iv. Does the project include adaptive or green infrastructure features such as street trees, native landscaping, or bioswales?
- v. Does the project support or impede the preservation of areas with natural or historic sensitivity?

#### **Goal 3: Expand mobility choices to improve efficiency and accessibility**

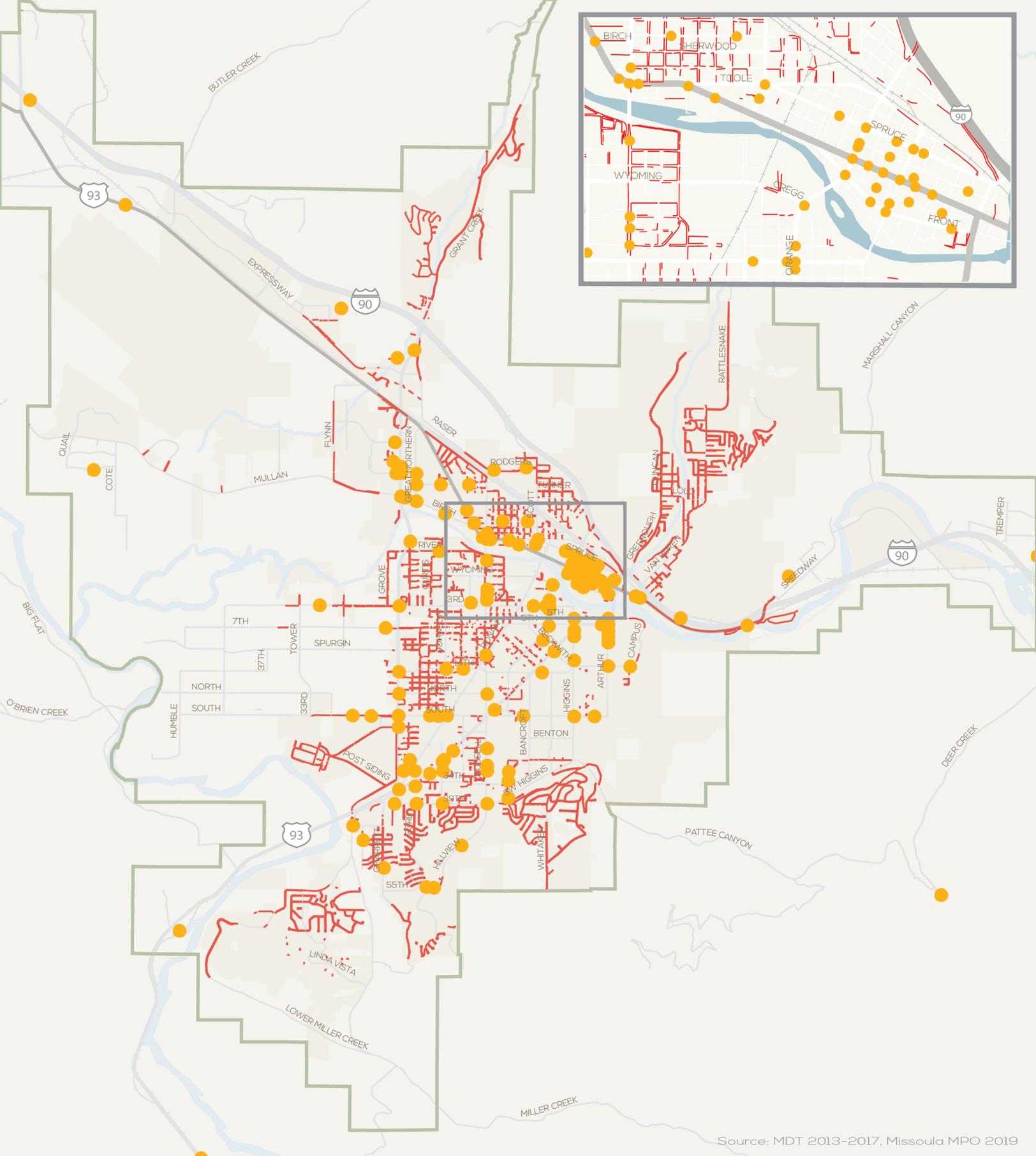
- i. Does the project fill a network gap?
- ii. Does the project address existing deficiencies in Americans with Disabilities Act (ADA) access or facilities?
- iii. Does the project improve access to an existing or planned mixed-use development?
- iv. Is the project located within an inward growth TAZ identified in the Land Use Workshop from Step 4?

#### **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?

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

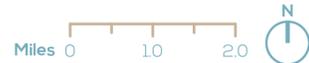
- i. Is the project in an advanced state of readiness (e.g., shovel ready, preliminary design)?
- ii. Will the project significantly increase maintenance liabilities by adding new roadway?
- iii. Does the project have an identified public funding source or potential for a public-private partnership?
- 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 (e.g., consistent with Downtown Master Plan or supports community cores outside of Downtown)?



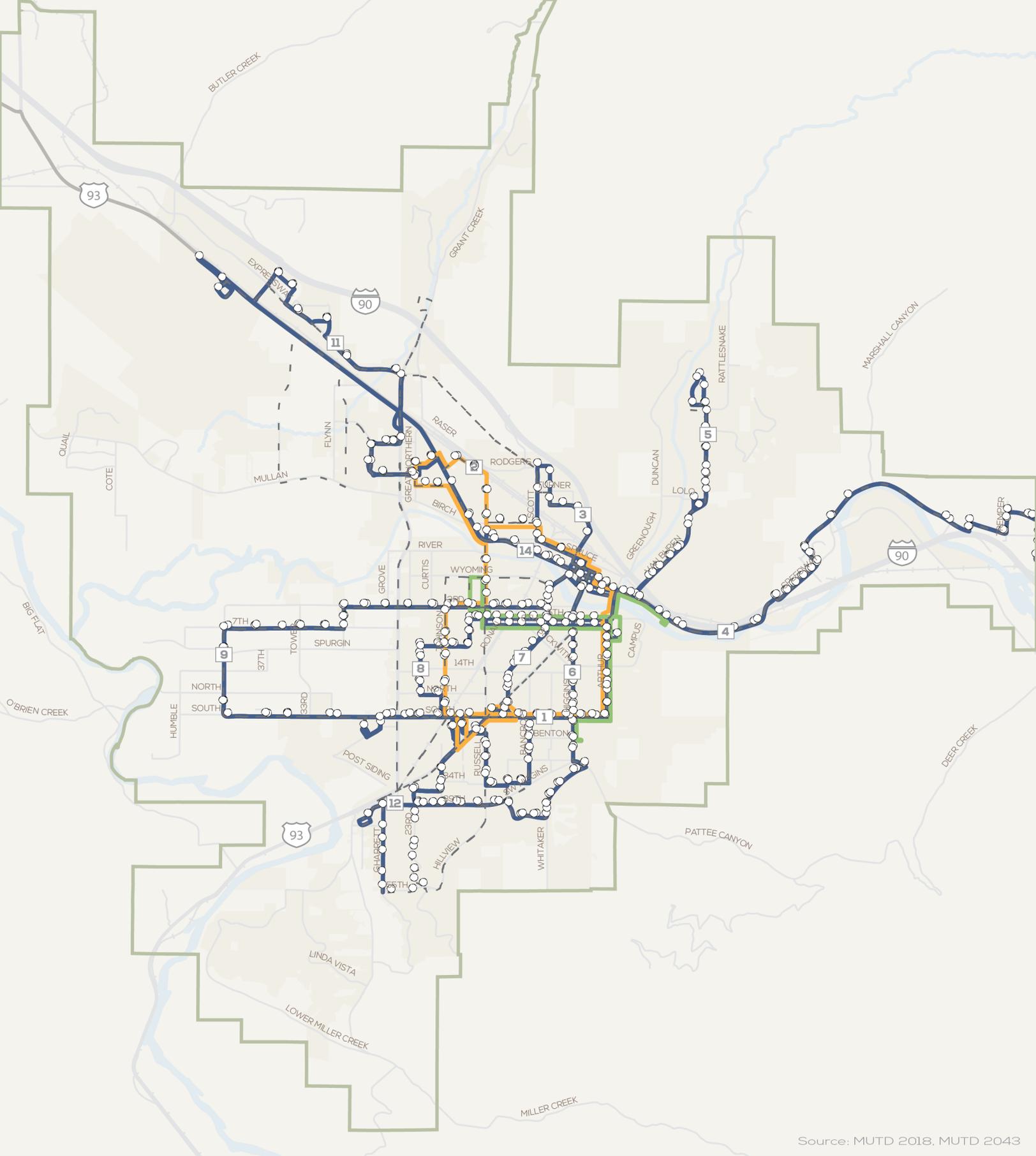
Source: MDT 2013-2017, Missoula MPO 2019

## Pedestrian-Involved Crashes and Missing Sidewalks

- Pedestrian Crash
- Missing Sidewalk
- Missoula City Boundary
- UZA Boundary



2050 Long-Range Transportation Plan



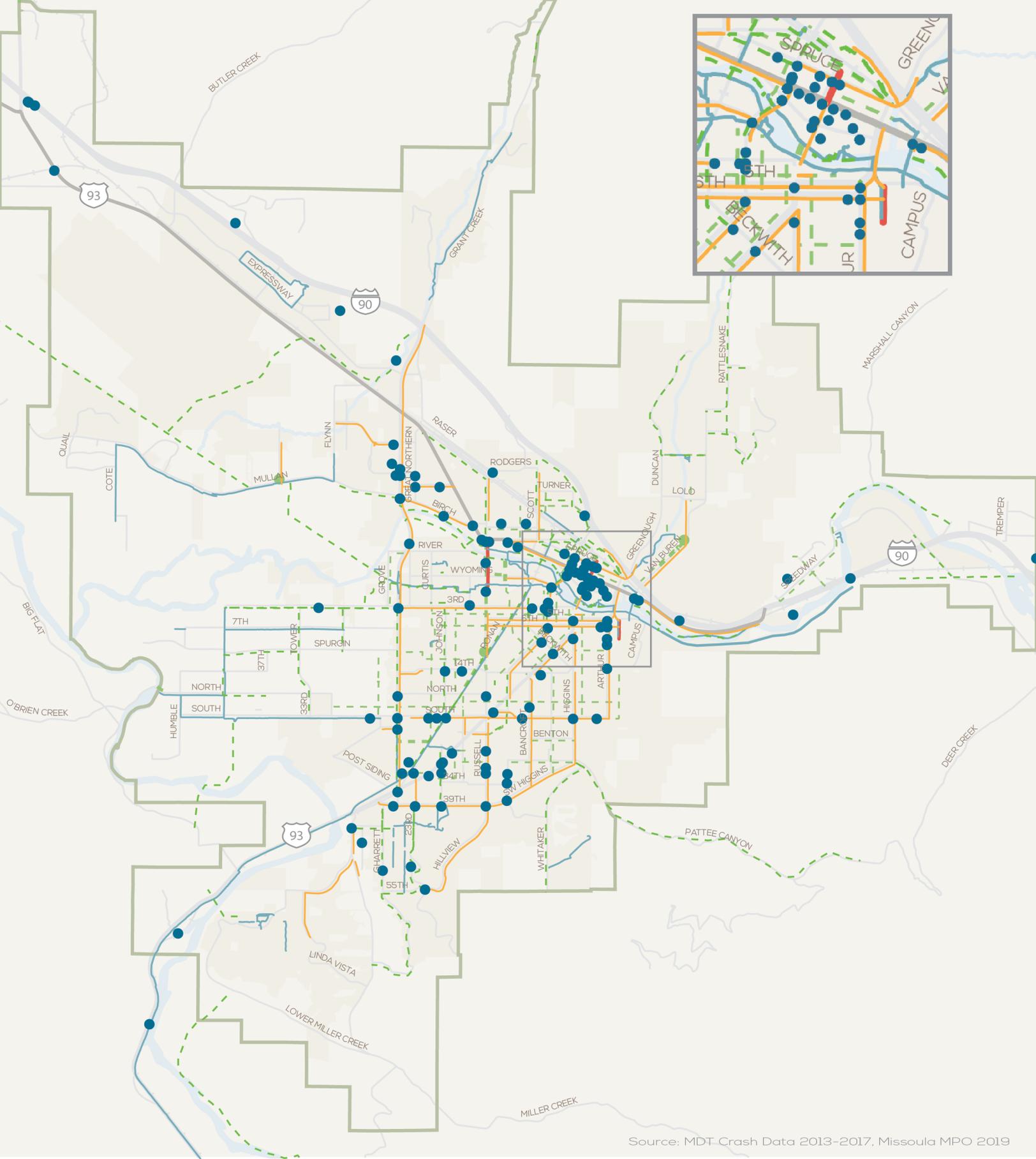
Source: MUTD 2018, MUTD 2043

## Existing and Future Transit Network

- Mountain Line Stop
- Future Mountain Line Route
- Mountain Line Route
- BOLT! Route
- UDASH Route
- Missoula City Boundary
- UZA Boundary



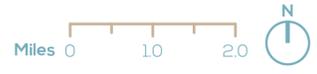
2050 Long-Range Transportation Plan

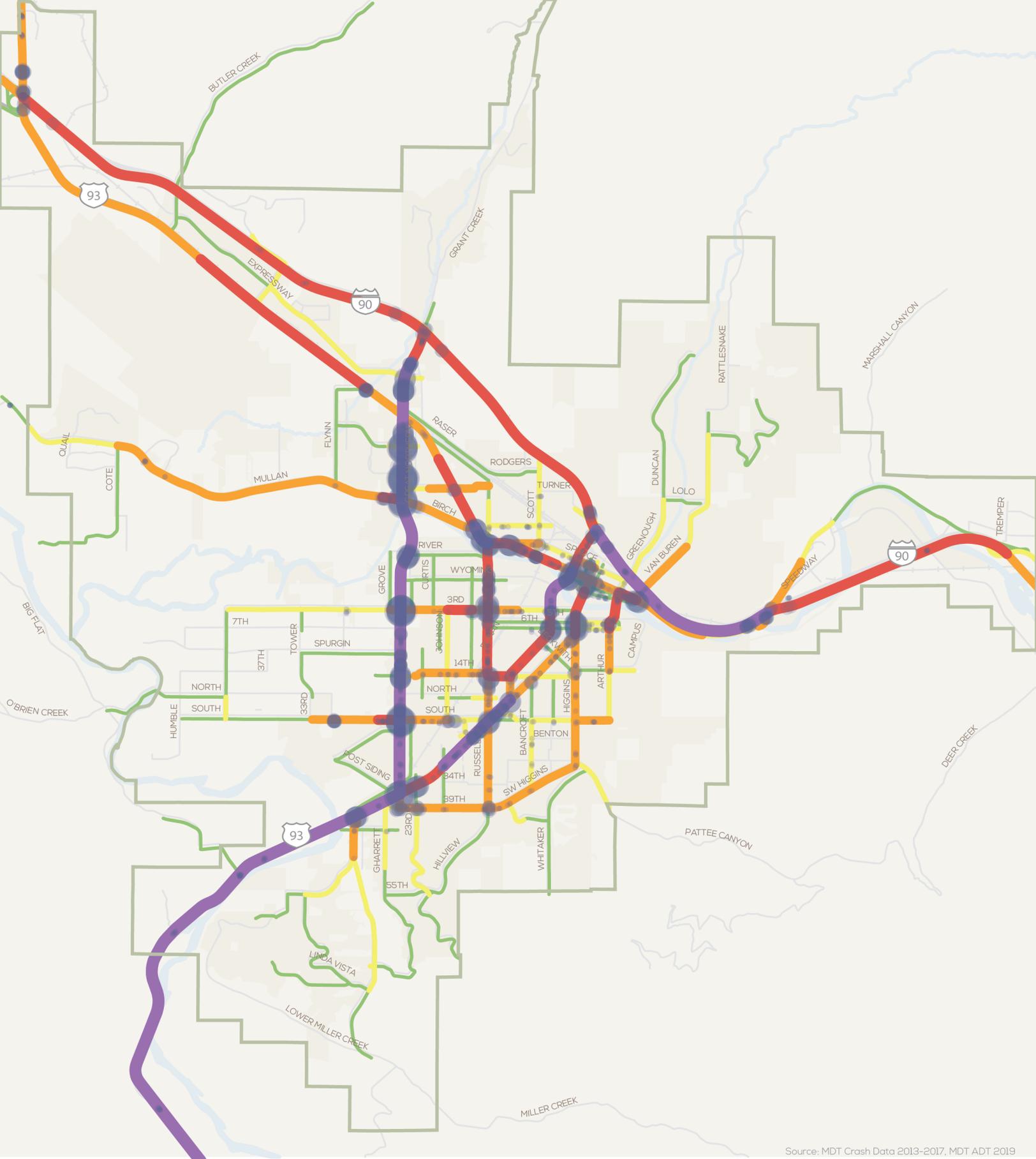


Source: MDT Crash Data 2013-2017, Missoula MPO 2019

## Bicyclist-Involved Crashes & Bicycle Facilities

- Bicyclist Crash
- Shared Use Trail
- Cycle Track
- Bike Lane
- - - Planned Facility
- Missoula City Boundary
- UZA Boundary





Source: MDT Crash Data 2013-2017, MDT ADT 2019

## Roadway Volumes and Crash Instances

- 0-1,500
- >1,500-4,200
- >4,200-8,300
- >8,300-14,100
- >14,100-23,000
- >23,000-44,200

### Number of Collisions

- 0-20
- 20-40
- 40-80
- 80-170
- 170-350

- ▭ Missoula City Boundary
- ▭ UZA Boundary

