				PLAN CONFORMITY: Project is included in adopted plans. Higher scores for LRTP committed projects, high priority areas in the PFMP, recommended new low stress bike connections in BFMP, MUTD priority projects, neighborhood plans (including Downtown Masterplan), previously approved CIPs and Complete Streets policy adherence. Medium scores for lower scoring recommended projects and	CONNECTIVITY – Project provides connections to other facilities such as existing sidewalks, bike lanes, trails, neighborhood greenways, bus routes, AND/OR provides connections where few/none exist (isolated routes). Higher scores for connections to low stress bike routes; high-frequency bus routes (1, 2, 6, and 7), multiple	ACCESS – Project provides access to ked destinations. Higher scores for nearby hospitals, downtown, elementary schools grocery and regional parks. Medium score for nearby commercial, food and drink,	improve safety on higher speed, higher volume roads, places with fatal and serious injury crashes or known crash history. Lower scores for projects that don't address safety, or in	EQUITY – Project addresses underserved neighborhoods and impacts of development. Higher scores for Invest Health neighborhoods, projects that facilitate affordable housing (as defined in Housing Plan) and serve vulnerable populations, and areas with missing infrastructure (i.e. no sidewalks). Lower		READINESS – Project is ready for	
Project # Name P	Project Limits Type	Description			can add points. (0 = no improvement, 10 = CO	major employment centers, local parks, multifamily residential, group living. Lower scores for less density and single family housing. (0 = no improvement, 10 = significant improvement)	Routes. Safety is weighted 2x in project scoring. (0 = no improvement, 10 = significant SAFI	scores for projects in higher income and/or lower density neighborhoods, or where investment has recently taken place. Equity is weighted 2x in the project scoring. (0 = no equity benefit, 10 = significant equity benefit)	LEVERAGE: Project builds on recent/ upcoming projects, supports redevelopment, and/or brings other funding sources. (0 = no leverage, 10 = significant leverage)  LEV	, · · · · · · · · · · · · · · · · · · ·	PROJECT SCORE Notes  HIGH LEVEL COST ESTIMATE (Thousands) Public Comment?
	Scott/Toole/RR/ Sidewalk, Road maintenance, Orange/Broadway reconfiguration, spot improvement	Combines multiple lower scoring projects and higher scoring projects with some challenges into a very high scoring project that addresses safety, connectivity, and access for all modes. Fix curb and gutter, some sidewalk repair and replacement, mostly on Alder and Pine. Add ADA ramps where missing and bulb outs on Alder. Convert some streets to angled parking (Alder at least). Stripe Bike lanes on Spruce (chip seal needed). Crossing enhancements at Broadway/Owen, Alder/Orange, McCormick/Spruce. Neighborhood greenway markings and signage on Owen and Alder. Redesign parking lot by Northside Ped Bridge to improve parking and bridge access.	Improved multimodal connectivity, safety for all users, and connections between downtown and northside/		missing bike lane on Spruce, northside bridge, ADA corners make the entire neighborhood accessible. Owen and Alder Greenways, hi freq transit. truck routes. Project seeks to improve connectivity and circulation	hospital, mixed use, mixed income residential, health care, little mccormick 9 park, downtown	multiple requests for service at 3 intersection locations and bike lanes on Spruce. Collector/ arterial network would be beter articulated. truck routes. crash history includes serious injuries, bike fatality at Toole/Alder/RR	10 high equity, high infill, high redevelopment	builds on St Pats redevelopment and Rivefront redevelopment. Opportunity to bring in MRA and Parking Commission. Also coordinate with Parks with the ped bridge project. asphalt in varying conditions, no immediate paving plans except Alder.	Design concepts for Alder St parking project, Owen/Broadway intersection. Some engineering work on W Pine. Needs comprehensive planning and public process around a project of this sope and scale. Individual components may be more ready than others  6	this project incorporates some high priority projects (Spruce bike lanes, W Pine sidewalks, Owen/Broadway intersection) with others that do not score highly on their own (RR parking lot, Alder parking): Owen/Broadway intersection, Pine St sidewalk, and some others that are not on the list currently but would likely score highly (Orange/Alder, Spruce/McCormick).  The individual pieces like the angled parking project or bike lanes on Spruce do not bring the benefits that considering the entire area does. Project of this scale and scope is unprecedented and so would require some planning 2000 Spruce restricting
38 Higgins B	Broadway to Brooks Reconfiguration	Rconfigure to meet Complete Streets policy and objectives. Refer to Downtown Master Plan for scenarios.	Improved bike connectivity, increased safety for all modes. Improved retail environment	LRTP - recommended (moderate score), PFMP - moderate, BLTS 3 to 1-2 (depending on design) - potentially high, Downtown Master Plan high priority, Parking Commission 8	major gap in bike network. high ped connectivity despite substandard facilities. transit, SRTS, truck route. Trails, Greenways, bike lanes on most intersecting streets	downtown, hip strip, high school, senior center, etc	13 ped crashes including at least 3 serious injuries, 34 bicycle injuries including at least 6 serious injuries	10 moderate equity, significant infill/development potential	builds on N Higgins project and MDT's bridge project. High priority from downtown master plan. asphalt in moderate condition with rutting, could use mill/pave/chip or crack seal/chip. may be able to work with MDT on pavement in 1-3 years. MPO funding available	Needs study before a project is funded. will need MDT to participate. needs to be driven by Downtown Partnership and business community 3	The hip strip portion of this is the most important gap in the bike network, period. High priority in many plans, including the Downtown Master Plan. Will require study to ensure MDT approval. We've already pledged significant investment into the bridge. Now is the time to prioritize each side of the bridge, with the bridge project about to begin.  The hip strip portion of this is the most important gap in the bike network, period. Will among the Downtown Master Plan. Will among top 2 or 3 most requested bike connections in city
	River Rd to 3rd Full Reconstruction		Improved safety, increased connectivity, creates city owned developable parcel for affordable housing, encourage private development	LRTP - committed, PFMP - moderate, BLTS 2 to 1 - moderate, no planned transit. MRA paid for design already 9	new infrastructure on Wyoming, ADA to bridge, trail and 3rd. Plus it is a n. greenway. MRA building intersecting sidewalks	,		major equity and redevelopment potential, including the creation of a city-owned parcel for affordable housing	builds on investment in Wyoming, Silver Park, Sawmill District, Russell St, other development along California. asphalt in poor condition, work has been postponed due to possible project	9 plans at least at 30% 9	this project helps lots of goals, including affordable housing by creating a city- owned city block. Intersection with 3rd needs a little design work to conform to BFMP and Greenway goals  500 (potentially double including
	Maurice to Neighborhood Greenway - Safety crossir Reserve and sidewalks	south side of Kent. New cut through center median. curb extensions or west side. Reserve intersection: remove midblock full signal. Add user activated ped signal (HAWK) at Central. Some ADA needed on Kent. Sidewalks needed on Central (curb and gutter exist). Wayfinding and shared lane markings. Consider traffic calming.		LRTP - recommended (high score), PFMP - low/high, BLTS 4 to 1 - high. Previous grant applications 10	bike lanes on Arthur, Higgins, Bancroft, Reserve. Bitterroot Trail, multiple hi freq transit routes. Other Greenways. E-W bike/ped connectivity doesn't really exist in this part of town	multifamily, multiple retail areas (Higgins, Brooks, Russell, Reserve) several parks and schools,	today, especially across Brooks and Russell (high speed, high volume)	higher equity and redevelopment potential as project moves west, including MRL park. even where neighborhood is higher income, there are not other E-W connections	builds on MRL park project, previous investments at Russell, URD. Central has had some asphalt repair, needs more within 1-3 years	Needs coordination with MDT, designs finalized and engineered. Intersections are expensive relative to other greenways projects 3	Reserve signal work, cost estimate does not include sidewalk project)
	Stoddard to Neighborhood Greenway - Safety crossing Riverfront Trail and sidewalks	Broadway intersection: extend median on east side to fully prohibit left turns, RRFB (including push button for people on bikes in center of Burton). Toole intersection: curb extensions/parking preventers. Wayfinding and shared lane markings. Sidewalks north of Toole	Improved bike/ped connectivity and safety to access trail system, westside neighborhood  Increased safety for motorists	LRTP - recommended (high score), PFMP - high, BLTS 2 to 1 - moderate 8	Riverfront trail, bike lanes on Broadway, Toole. Westside to Riverfront Neighborhood. Sherwood Greenway. Transit on Philips and Broadway	commercial, POV, multifamily, mixed incom housing, community center. one block from Lowell/Westside park. new island park and downtown lions park	Broadway and Toole are high speed, high volume.	8 high equity, high redevelopment potential	major intersection improvements are in MRA URD II. builds on recent island project, redevelopment. asphalt in mostly poor condition. no immediate paving plans  could be completed as part of the Russell project (not currently shown on roll plot), but	design concepts need finalizing, engineering. 8 need to work with MDT 4	significant crossing of 2 high volume roadways. needs to be safe and accessible requests for enhancement of Broadway crossing
69 Broadway/Cooper In	Intersection Only Spot Improvement	Right in right out only - MDT will fund	(project can single-handedly decrease severe crash averages by a noticeable amount area-wide)  Improved safety and access for pedestrians, motorists, and transit	(will improve with Russell project) - N/A. Safety Plan - identified 9	site already has connectivity challenges. project will likely diminish them for drivers. unclear if it will add any pedestrian connectivity	multifamily, commercial, subsidized housing  1 hotel, restaurant	high volumes for a local collector. crash history	some equity (some might argue the project is inequitable), some redevelopment potential. lots nearby	MDT has offered to fund separately. within a URD. Cooper St approached in poor condition, no paving planned.  Recent development has filled some gaps, some URD III work, CDBG. South to Mount mod to poor condition, could save with thin-lift spot repairs	funding is in place, design evaluated and supported by MDT. buy-in from adjacent  10 businesses will be difficult 8	should be included in Russell St at the very least  300  citizen request for traffic calming at 7th intersection. residents/neighbors at least 2 phases. section that serves transit probably scores higher, ROW issues on north end, irrigation ditch. Complete Streets would call for bike lanes, about high density
	7th to South Ave Sidewalk, Road maintenance  36th to Reserve Full Reconstruction	Mostly new curb/gutter/sidewalk. Some existing (mostly on west side).  Reconstruction to complete street must include bike, ped, and transit facilities	users. Improved connectivity for	LRTP - generally recommended, PFMP - high, BLTS 3 - low. Previous CIP. Bus Stop Mater Plan 9  LRTP - recommended (high score), PFMP - High, BLTS 4 to 1 - high, Previous CIP, CS adherence 10	transit, grid but without ped connection, recent connectivity on 14th, Spurgin, CDBG  Transit stops (rt 6 plus some others), No intersecting BLTS 1,2 nearby, intersecting sidewalk at Old Fort and Guardsmen, Isolated Route	high density, some commercial on South, parto north, Benson's, Reserve, grocery, churched Hospital, regional park, elementary, middle and high schools nearby, grocery, multifamily group living	includes serious injuries, bicycle at South ave, narrow road with transit, high density housing  2, 35mph, AADT between 5K-15K, concentrated	8 significant equity and redevelopment  High equity due to nearby vulnerable populations, historically underserved. low redevelopment potential	and chip seal. Mount to 8th very poor. 8th to 7th good. No immediate paving plans.  builds on FMRP, roundabout, new bridge. mostly good asphalt, no paving planned. potential TA project with design finalized	some prelim work done with CDBG, challenges with ROW/ditch  consultant working on this already, some ROW challenges  8	however ROW likely prevents them. Consider completing alongside Shilling greenway?  project already underway. unsuccessful TA grant history. Would score even higher if project addresses safety and non motorized connectivity at/through Reserve St  nifill without infrastructure  project already underway. unsuccessful TA grant history. Would score even higher if project addresses safety and non motorized connectivity at/through 8000
16 BUILD Grant A	Mullan Master Plan Area Full Reconstruction	Build complete street connections through Mullan Master Planning Area on arterials	Improve access, safety, and connectivity for motorist, bike, and ped	LRTP - illustrative, PFMP - low, BLTS 3 to 1,2 depending on design - moderate, planned transit (long ways out). Mullan Area Master Plan. Previous CIP, grid road resolution, sewer SID 8	Creates good localized connectivity where none exists today. Potential benefitto regional connectivity	Hellgate Schools, other neighborhoods nearb  8 VA, Broadway employment, airport	Crash trends on Mullan, creates much safer facilities on major roads within development. Trail connections  Crash history includes serious injury at Scott, ped fatality on N 5th (drunk and on curbside sidewalk	8 Low equity. High development potential	6 Huge federal grant. Subdivisions  Some redevelopment, builds on Orange St roundabout. Asphalt condition: Turner poor to very poor. Suggest milling and overlay in 1-2	10 Being engineered and planned already 9	Project's importance seems higher with each new development taking place in the area. Will provide state-of-the-practice street sections and facilitate connections that would otherwise go unmade  more of a safety project due to truck route. should be looked at with (or some requests from
	Scott to Orange Sidewalk, Road maintenance	Mostly new curb/gutter/sidewalk. road needs maintenance  Complete missing section (Orange to Beaver St), widen trail through	Increased pedestrian connectivity, safety  complete north side river front trail system, full loop through entirety of	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	transit on Scott, Dickens, N 5th. bike lanes and sidewalks on Scott. truck route, collector  california st bridge, bike lanes on Broadway, Orange, Russell, Burton and Owen greenways, creates/	northside park, community gardens, white pine park, cemetery. commercial at Orange downtown, hospital, university, residential	tho). Truck route and multifamily housing without sidewalks.  W Broadway in this section has bike/ped crash	8 high equity, some infill. high redevelopment on west end	years. Worden moderate to poor condition, no immediate paving plans. N. 5th mod to good condition no paving plans.  builds on recent W Broadway redevelopment,	8 no work done yet 2 will need bank stability work and/or	before) Turner/Palmer extension. Frequent requests for service from Council members and neighborhood and ward rep  could be separated by section, i.e. Caras and Bess Reed widening could happen before or after western connection is made, but scoring might change depending on section looked at. For example, the missing connections to the neighborhood and ward rep  among top 2 or 3 most requested bike/ped infrastructure pieces
	Madison to Russell Trails  Puscell to Poserve Sidowells	some repair/replacement, some new with curb/gutter. creates full E-V		LRTP - generally recommended, PFMP - high, BLTS 1,2 - no	Reserve, hi freq transit on Johnson, other transit on	Franklin School, Franklin Park, multifamily	some crash history, transit route without sidewalks. SRTS. higher volumes due to recent	8 high equity, some redevelopment potential	8 Russell St project. within URDs. Drift  builds on recent redevelopment projects, portion of Eaton done with CDBG. Mostly poor asphalt condition, intermittent curb on 10th. Needs full width/mill, thin-lift overlays and new sump installations. No immediate plans to do	7 coordination with MDT 1  prelim engineering completed for CDBG, not a	69 west provide more connectivity and safety benefits than existing trails 2000 in city  Requests for greater predictability at  69 pot much work required to complete a key E-W connection through E2E Nhood 200 Spurgin/Eaton
	Russell to Reserve Sidewalk  Intersection Only Spot Improvement	connection made with relatively little work considering length  Curb extensions, center median, RRFB	Increased safety for all users, especially pedestrian	change. Previous CIP 8  LRTP - illustrative, PFMP - moderate, BLTS 3 to 1 - high, Missoula County Fairgrounds Plan, Bus Stop Master Plan 8	Connects bike lanes on Russell to new trail. Provides access for SGT neighborhood and creates permeability on Russell. Not located at a cross street though	<ul> <li>8 housing, preschools</li> <li>7 Fairgrounds, commercial, YMCA, ORI</li> </ul>	7 infill projects  project addresses safety for transit users, other vulnerable pops, and is proposed in response to serious ped crash	6 significant equity and high infill area  9 some equity, low redevelopment potential	work.  within a URD. builds on recent fairgrounds trail project and they will partially fund, could coincide with future FG project. HSIP eligible (at least 3 years out though). will be chip sealed this summer. county pledging funds	7 lot of design required 9  concept design and cost estimates. needs MDT approval and funding 9	not much work required to complete a key E-W connection through F2F Nhood 200 Spurgin/Eaton  temporary RRFB installed at existing crosswalk. seeking MDT approval for new crossing location 200
	Maple to Broadway Reconfiguration	Complete bike lanes on N Russell Street. South of Maple (40 feet of width) this yields two options: 1) prohibit parking on one side then provide one 8' parking lane, two 11' travel lanes and two 5' bike lanes 2) eliminate all parking as there are no significant business or residential frontages present. Buffered bike lanes with 6' bike lanes and 3' buffers would be possible. Protected intersection with Broadway would be ideal.		LRTP - recommended (moderate score), PFMP - high, BLTS 3 to 2 (1 with protected intersection) - moderate. Bus stop master plan. Russell St project  8	bike lanes on Russell on either side of this section, Sherwood is NG, Broadway will have bike lanes when Russell is complete. Hi freg transit	high density multifamily, low income housingsome commercial and employment	multiple bike/ped crashes, including seriously injured bicyclist at Cooper. medium volume and speed.	High equity, high redevelopment potential. Vulnerable users	DJ&A, MRA, Russell (opportunity Zone). good candidate for chip seal, no immediate plans	should be relatively easy - not much, if any, construction required to complete bike lanes 8	Despite high score, might make sense to see if it can be accomplished between DJ&A and the Russell St project  40 (includes some design/engineering)
	River Rd to Pattee Creek Neighborhood Greenway - Safety crossir	Sidewalk on Ivy (~2 blocks), Franklin (~6 blocks). 3rd/Ivy Intersection: curb extensions, two way bike facility on south side of 3rd to Ivy. Stephens intersection: no current recommendation. Brooks intersection: curb extensions. Mount intersection: curb extensions, shared use path on east side. ADA ramps needed on Park. Full reconstruction of California is considered a separate project. Wayfinding and shared lane markings. Consider traffic calming.	Crosstown bike connectivity - safety and convenience - in a direction	LRTP - recommended (high score), PFMP - low/high, BLTS 3 to 1 - high.	riverfront trail, milwaukee trail, bitterroot trail, bike lanes on 3rd, 5th, 6th, Stephens, Brooks. multiple transit routes. One of only SE-NW routes in entire city	Elms Park, L&C Elementary, Washington Park Rose Park, Silver Park, mixed use, mixed 10 income development.	notable crash history on California, high crash number at arterial crossings, where this project improves safety	high equity high redevelopment on north end. less so as the project moves south	Builds on recent traffic calming project. most expensive and hardest part is a committed project in LRTP and in a URD. These streets are in good condition except for Franklin: Brooks to Stephens, which is poor, and California, which is being delayed for potential construction project.  7 No paving plans.	30% (at least) engineering docs for good percentage. Mount/Park/Plymouth interaction needs final design, engineering 5	Some of Franklin improvements have been made. Project has benefits without the full rebuild of California. Sidewalks would make the entire project safer for everyone  some requests for traffic calming, intersection at 250 Mount
	Shilling to Toole Park  Neighborhood Greenway - Safety crossir	Higgins intersection: radar detection to include bikes. Orange intersection: right in/right out, center median. User activated signal. Russell intersection: similar to Orange, to be designed with next phase of Russell project. Wayfinding and shared lane markings. Consider traffic calming. Sidewalks west of Russell St	e Improved bike connectivty, increased bike/ped safety	LRTP - recommended (high score), PFMP - moderate/high, BLTS 1	Milwaukee Trail, Bitterroot Trail, bike lanes on Higgins, Russell, crosses 2 transit routes. a little redundant with	riverfront parks, commercial hub (hip strip food farm), employment, good food store,	notable crash history at major intersections, including bike/ped. these will be mitigated with		builds on Russell project, redevelopment on east end. Asphalt: very poor condition Shilling to Russell has intermittent curb, no immediate paving plans. Russell to Park mostly curbed in poor condition, no plans. neighbors have requested traffic calming/control between	Russell crossing will happen. Orange will be difficult to coordinate with MDT. Detection at Higgins could happen irrespective of this	a lot of potential with Russell St project. Needs Orange St to make it rally work. Priority needs to be weighed against other recent E-W projects in Riverfont Neighborhood (5th/6th, Wyoming, etc)  Requests for traffic calming/control, include Russell)
	Orange to California		Improve bike access, safety, and	LRTP - illustrative, PFMP - high, BLTS 3 to 1 - high. MRA Project Recommendations, Downtown Master Plan 7	bike lanes on Orange, Greenway on Owen, bike lanes on Scott, Greenway on Burton, bike lanes on Russell.  Transit on Broadway, Orange and Russell. Trail connections at Burton. Owen	hospital, grocery, downtown, community services, POV, commercial, low income housing		8 good equity, some infill and redevelopment potential  8 high equity, high redevelopment potential	Duilds on Russell, Drift, St Pats. Opportunity Zone. asphalt condition good, potential chip seal in a few years at MDT's discretion	needs engineering, MDT approval, last time we asked the answer was no, due to increased maintenance costs	50 (includes study of options, perhaps Ron's River Trail can accomplish these this yet). Also should potentially look at combining with Ron's River Trail goals instead? or requests for buffered
	(Russell?) Reconfiguration  McCormick Park to Orange Full Reconstruction		Increased pedestrian safety and access. Improved park entrance. Improved motorist access, safety.	Recommendations. Downtown Master Plan 7  LRTP - doesn't't exist, PFMP - low/moderate, BLTS 2 to 1 - moderate, planned transit. Parks plan, downtown master plan 6	bike lanes on Orange, Wyoming, center of the trail system, transit stop on Orange, new collector roadway.	9 housing  regional park, new mixed use neighborhood 9 baseball stadium, recreation access	new collector (speeds and volumes unknown). no crash history other than Orange intersection. project will narrow roadway and likely slow traffic. Signal should reduce crashes at Orange	8 high equity, high redevelopment potential  8 limited equty, high redevelopment nearby	8 in a few years at MDT's discretion  builds on first two Cregg lane phases, Sawmill development, McCormick Park plan. no paving plans. Developer signal contribution	first two phases constructed, plans for this phase nearly finalized. waiting for developer to construct signal 6  needs improvements at 2 ditch crossings to	65 extension  the main benefit of this project is the signal at Orange. Project should only move forward when that is funded. pathway connection to Milwaukeee Trail needs to be included. perfectly good street right now with curbs, gutters, sidewalks  65 sidewalks  vice versa?) bike lanes  will likely increase calls for signal at Orange
22 Grant St 3	3rd to North Ave Neighborhood Greenway	Bridges over ditches need widened and ADA compliance. Wayfinding. Shared lane markings. May want to address stop sogn configuration/traffic calming	Improved bike connectivity	LRTP - recommended (high score), PFMP - moderate/high, BLTS 1 - no change 8	bike lanes on 3rd to Bitterroot Trail. Other greenways (4th/12th) Safe Route to School. intersects transit at 10th	safe route to school, multifamily, low incom housing (Council Groves), churches, some 7 commercial (North Ave), MRL park		5 high equity, infill happening	builds on MRA sidewalk project, CDBG, MRL park, Franklin School. Sections need chip seal, but no plans.	meet ADA and really be high level for everyone, though it functions well today for many. consideration of traffic calming can likely happen in house  8	does not need a lot of work to create this great N-S connection through F2F does not need a lot of work to create this great N-S connection through F2F neighborhood  5 (w/o ditch crossings), 100 (w/ditch crossings)  already had extensive public process/comment
42 Front/Main	Madison to Orange Reconstruction	Convert streets back to 2-way travel. Signal upgrades. Curb extensions marked crosswalks, intersection redesign at Front/Ryman, Front/Main/Orange, Front/Main/Madison, bike facilities per DTMP  New curb/gutter/sidewalk on south side of street, some repair/		LRTP - recommended (high score), PFMP - high, BLTS 3 to 1,2 - moderate, Downtown Master Plan - high priority, Complete Streets policy  9  LRTP - generally recommended, PFMP - high, BLTS 2 - no change,	existing bike lanes on Orange, Higgins, Madison, hi freq transit routes. 2-way is more connected than 1-way  missing pieces are crucial to area. transit, B/S/R, truck	downtown, university, Drift, hopsital  dense commercial incl. mall, some	visibility and offset will be corrected. 2-way streets lower speeds. relatively low volume and speed today  high volume, truck route, crash history includes	some equity, high recent redevelopment, some 7 redevelopment potential	lots of redevelopment, MRA priority, Downtown Master Plan priority  builds on previous South Ave project, MRA investment in surrounding area (including MRL	design concept and feasibility study done. just 4 needs final design and funding at this point 4	this project has been a priority for awhile and has benefits outside of transportation. any opportunity for private/public partnership?  8000  some comments from business owners who wish for
S	Russell to Garfield Sidewalk  Scott St to Reserve Full Reconstruction	replacement on north side	Improved bike/ped safety. Improved motorist convenience	Complete Streets policy. Previous CIP 8	Not many other facilities but very isolated route - only road across entire part of town. connects Expressway bike lanes to Scott St, Grant Creek trail	7 residential,  Some employment and commercial at NW end, some multifamily on east end. not muce in between	7 seriously injured pedestrian	8 some equity and significant redevelopment potential  high equity, some redevelopment potential. affordable housing nearby	8 park). Minimal asphalt work for 5-7 years  Builds on Villagio, other redevelopment. within URD, SS/NR-MP calls for extension of Howard Raser and not this project. asphalt needs some intermittent repairs, none planned. joint SID with county?	7 parking lot challenges and existing ROW 2  topo and ROW survey completed, working on preliminary design. major ROW constraints (RR and cemetery). part of the road is County. 6	to the mall (needs connection through SGM property)  100 more parking  some requests, including ADA, for sidewalks
48 Wyoming C	Catlin to Davis Sidewalk	Sidewalk - mostly new curb/gutter/sidewalk  South Ave intersection: "Minneapolis Median" creates both an island refuge for non-motorized users and a single vehicle turn pocket. 3rd St intersection: consolidate crosswalks to middle of offset of Curtis and Shilling, make hi-viz and add RRFBs. Trail through Franklin Park and	Improved pedestrian connectivity and safety, motorist safety	LRTP - generally recommended, PFMP - moderate, BLTS 2 - no change 5	only E-W thru route in middle of RR 'hood, isolated route, bike lanes on Russell and points east. surrounding area is disconnected. some redundancy with Milwaukee Trail	multifamily, commercial corridor (Russell), 8 entertainment, food bank	isolated collector. crash history includes several 7 serious injuries. Narrow ROW creates challenges	high equity, limited infill, other redevelopment nearby, especially at eastern end	builds on recent Russell and Wyoming projects. Asphalt condition moderate to poor, intermittent curb. Plan to fill sunken utility trench between Davis and Curtiss, No additional paving planned.  builds on URD III sidewalks, some infill. sidewalks needed to the north. Moderate and poor asphalt condition from 14th to South Ave would benefit from intermittent overlays and	narrow ROW and parking constraints. needs engineering 3	considered a collector from Russell to Curtis, this means we need to look at how it may or may not be able to be a complete street 500 calming
Ir	3rd to Benton Neighborhood Greenway - Safety crossing Intersection and		Improved bike connectivity, pedestrian access  Improve bike/ped access, safety,	LRTP - recommended (high score), PFMP - moderate/high, BLTS 1 - no change 9  LRTP - non existent, PFMP - high, BLTS 3 to 1 - high. URD II	bike lanes on 3rd and South Ave, Bitterroot Trail, some transit connection. connects 2 neighborhoods. N-S connection where none exists today  bike lanes on Mullan, will be bike lanes on Broadway when Russell is complete. bike lanes on Russell. hi freq	some commercial, Franklin Park, Southgate Mall,  commercial, new housing projects, pre release, bus station, mixed income housing	7 3rd and at South needs to be addressed high crash location. high speeds and volumes in	8 high equity, high infill	chip seal in 1-3 years. From South Ave to Benton relatively good condition with no immediate paving plans.  builds on Trinity, DJ&A projects and Russell St. Plan to fill in sunken area on Broadway south bound lane this summer. MDT approved this	designs of intersection crossings need finalized, engineered. potential coordination 4 with MDT, Parks 3  needs design and feasibility study, MDT	no safe N-S non motorized connections west of Johnson currently. combining this project with Eaton sidewalks would help create both bike and ped connections  8 traffic calming  comes from MPO/MRA intern report. includes protected intersection and extension of protection in all four directions to/from intersection, can transition back to bike lanes/buffered bike lanes. Will need massive
R	approaches Spot Improvement  Riverfront Triangle to McCormick Park Trails	Protected Intersection. Improved crosswalks  new bike/ped bridge connecting Drift development to McCormick Park	and connectivity  safer, more convenient river crossing than Orange St. parking relief for downtown and stadium events	LRTP - recommended (moderate score), PFMP - high, BLTS 1 - high, Downtown Master Plan, Drift 9	transit nearby. intersection is a barrier to biking  two trail systems, bike lanes on Broadway and  Wyoming,	8 walla walla university  downtown, hospital, events centers, parks 10 sawmill, Riverfront neighborhood	front/orange is one of the highest bike/ped crash locations in city and this project could mitigate those	8 high equity, high redevelopment potential  8 some equity, lots of redevelopment happening	8 work. No other work planned.  builds on Drift project, St Pats redevelopment, and sawmill development. within URD  Coca cola plant redevelopment? 3rd to 14th poor	7 approval 1  4 Drift will build landing on north side 2	61 concessions from MDT 500  Needs study (feasibility?). Will be critical to mitigating transportation impacts of major redevelopment and events 8000
Т	3rd to South Sidewalk, Road maintenance  Turner to		Increased pedestrian connectivity, safety  Increased pedestrian connectivity,	LRTP - generally recommended, PFMP - high, BLTS 1 - no change 8	bike lanes, crosses transit route and neighborhood greenways, Bitterroot Trail  Phillips has sidewalks, hi freq transit, Broadway bike	commercial on 3rd and along route (south of 14th), Franklin Park, Southgate mall neighborhood commercial, hi density housin	7 serious injuries (most of any stretch on our list)  crash histroy includes ped and serious injuries. though not a collector, only street in neighborhood with high turnover commercial at	8 high equity, lots of infill taking pace	pavement condition, intermittent curb. No immediate paving plans. 14th to South, mod to good and will be chip sealed summer of 2020.  just a little in URD. no immediate paving plans,	fairly large ROW, some grade constraints 4 maybe, ditch crossings 2  some slight grade issues, constraint. no work	safety project too, since Kemp has higher volumes than expected on local street. consider stop signs and traffic calming as well 750 traffic calming some requests for sidewalks from neighbors, Bistro
	Russell to Milton Neighborhood Greenway	Mostly new curb/gutter/sidewalk. road needs maintenance  Finish sidewalks to on either side of CDBG project. Wayfinding and shared lane markings. Roadway maintenance. May want to address stop sign configuration/traffic calming	safety	LRTP - generally recommended, PFMP - high, BLTS 1 - no change 8  LRTP - recommended (high score), PFMP - high, BLTS 1 - no change, no planned transit 8	bike lanes on Russell, Scott. E-W alternative to Phillips. hi freq transit on Russell and Scott. westside to downtown. Burton Greenway	7 westside park, Lowell School  some commercial on Russell, Lowell school westside park. Toole Crossing and extension downtown		7 high equity, high redevelopment potential  5 high equity, some infill	builds on CDBG, school upgrades, and upcoming westside park project. bad pavement condition needs a lot of work but no immediate plans  Builds on CDBG project and MCPS project,	4 done yet 1  some elements could be done tomorrow but will require coordination with pavement work to get longest life from symbols 5	high desnity residential to commercial, transit  provides great alternative to Philips, which is turning into a high volume roadway with no opportunity for bike facilities. cost is very low. could cost more with sidewalks and/or roadway maintenance  5 (does not include sidewalks)
63 Shakespeare	Toole to Stoddard Sidewalk, Road maintenance	Sidewalk - mostly new curb/gutter/sidewalk, road needs reconstructed too considering bus barn at north end	and safety	LRTP - generally recommended, PFMP - high, BLTS 1 - no change.  Bus Facility Master Plan  8	Sherwood greenway, hi freq transit and sidewalks on Phillips, bike lanes on Toole. bus barn at north end	westside park, lowell school, commercial an industrial to north	crash histroy includes ped and minor injury.  d Adjacent to school. bus barn means  overrepresentation of large truck traffic	8 high equity, some redevelopment	southern portion in URD. Asphalt: Toole to Sherwood poor to very poor. Phillips to Howell poor to good. Howell to Defoe very poor. Defoe to end good. Possilbe water main project north of Phillips scheduled for next summer, otherwise no immediate paving plans.	7 no work done yet 1	58 high desnity residential to commercial, transit 300 some requests due to busses
86 Milwaukee Trail West	Grove St to Mullan Rd Trails	connect Milwaukee Trail to Mullan Rd trail via Clause property and Schmidt Ln, Project includes new bridge	extend primary commuter network to BUILD Grant area and beyond. Increase recreation and transportation options allows students to take consecutive classes at each campus, provides	LRTP - illustrative (low score), PFMP - low/moderate, BLTS 1 - high. Mullan Area Master Plan 6	Existing trail on either end, bike lanes on George Elmer. Provides additional river crossing	Provides trail access to center of town when it doesn't exist	7 Relieves Mullan Rd which is dangerous allows people to avoid Van Buren/Broadway,	8 little equity, high redevelopment potential on west end	builds on BUILD grant, recent subdivision, Parks 6 acquisitions	most land pieces are in place, still needs some acquisition and engineering work for bridge 4	58 critical connection to town for BUILD grant roadways and neighborhoods 8000 students have
87 University Bridge	Missoula Collect to UM Trails  Walnut to Orange	new bridge connecting two campuses	direct connection to trail trail system for people coming from EMO and points east  Improved bike connectivity and	LRTP - recommended (low score), PFMP - moderate, BLTS 1 - high, URD 6  LRTP - nonexistent, PFMP - moderate, BLTS 3 to 1,2 depending on	Two trail systems, bike lanes, sidewalks on E Braodway. transit on both sides  bike lanes to the west, neighborhood greenways in this section. currently no bike lanes on Orange. Transit on Orange. Truck route. Other bike routes in area, but few cross Orange, Higgins, and Russell. Some redundancy,	University, Missoula College, multifamily residential, points east  job service, multifamily housing, commercia Missoula International School, points east ar	which has notable bike/ped crash history. safe route to U	some equity, some redevelopment will certainly benefit from this	necessitated by Missoula College project. within URD  water project happening right now, meaning likely chip seal in 1-2 years, MIS, adjacent to a	some prelim engineering work has been done, including bridge feasibility and location study  4  requires parking removal from one side, larger	some feasibility work completed, including looking at moving an old bridge into place  project included as example of need to have conversations ahead of  expressed a desire for this through UM Transportation  multiple sidewalk
39 3rd St (I	(Higgins) Reconfiguration  Primary Commuter Network Trails	Reconfigure to meet Complete Streets policy and objectives.  widening to 16', lighting, wayfinding, ADA crossings, could include increase access points	reduced bike/ped conflicts, increased capacity, increased safety, encourage more usage	design - moderate, Complete Streets policy 5  LRTP - recommended, PFMP - low-high, BLTS 1 - high. Downtown Master Plan, Parks plans, URDs 9	other trails and bridges, bike lanes, neighborhood greenways, transit on Russell. the trail IS connectivity. unclear how this improves it  Higgins is a "boundary," South and PC are good bike/	downtown, university, regional parks, mall etc. unclear how it improves it	6 serious injury  difficult to measure, as very few crashes are	6 some equity, some infil (MIS)  depending on areas served, could be high equity. some redevelopment potential	5 URD  builds on recent trail projects like Russell St underpass, MRA lighting, golden spike connection, north riverfront parks plan, etc. 5 Eligible for TA preservation funding	8 discussion of priorities 6  Some work completed (lighting expansion scoping and estimates, way finding designs). Needs planning work to scope the entirety of the project. Could move quickly if phased.  4	54 maintenance to ensure good public process  2 requests  56 needs scoping and PE work. Difficult to score without scope  60 (study only)  7 requests requests requests for service
52 S Higgins P	South Ave to Pattee Creek Dr Sidewalk  Intersection Only Spot Improvement	Sidewalk - repair/replacement and ADA driveways and corners  Enhanced midblock crossing with user activated signal, either RRFB or HAWK	Improved ped access.  Improved pedestrian connectivity and safety	LRTP - generally recommended, PFMP - low/moderate, BLTS 3 - no change, Previous CIP 5  LRTP - non existent, PFMP - low/high, BLTS 4 to 2 - moderate.  NRSS Master Plan 4	ped facilities with several transit routes, so the connectivity is fairly high. Can be even higher with crossing improvements  only crossing for more than 1/4 mile in either direction, but doesn't connect much	mixed use, regional park, commercial, multifamily and student housing  5 lots of commercial, hotels	sidewalks exist, rear end crashes along corridor, especially at intersections with ped crossings.  8 SRTS, truck route  high speed, high volume, crash history within 1/4 mile includes multiple pedestrians, bicycles, serious injuries	not much infill or redevelopment potential. some equity due to student housing, older pop  moderate equity, some redevelopment potential	builds on recent ADA and Mountain Line upgrades along South Ave, as well as some 4 redevelopment.  MDT Grant Creek project happening, we asked and they would not include this	5 some engineering work done. 6 much of the infrastructure is in place (median, marked crosswalk). ped activated signal needs 4 MDT approval, funding 8	currently 5' curbside sidewalks (not desireable) that don't meet ADA at driveways. Could this happen through title 12 enforcement or an MDT project (urban route)?  53 high profile ped crash. would likely meet MDT criteria for enhancement 200 some requests for enhancement
25 Gerald A	4th St to South Ave Neighborhood Greenway - Safety crossir	South Ave intersection: bus stop moved to NE corner with bulb out (Mtd Line completing this portion). Right in/right out for Gerald, with bike mountable pork chop that bulbs out into parking lane space, which narrows crossing distance while making bicyclists more visible. Wayfinding and shared lane markings. ADA curb cuts at intersections.	Improved bike/ped connectivity and safety	LRTP - recommended (high score), PFMP - low/moderate, BLTS 2 to 1 - low. Bus stop master plan 7	Milwaukee Trail, Dornblaser Trail, bike lanes on South Ave, 5th/6th. multiple transit routes. University Greenway	riverfront parks, multiple schools, playing fields, bonner park, one block off major commercial corridor. student housing	minimal crash history (other than 5th/6th which should be mitigated by RRFBs). serious injury at McLeod. Project addresses safety at South Ave	6 low equity and low redevelopment	Water project just constructed ADA curbs at South Ave intersection, Mountain Line project building some of the other improvements.  Pavement in good condition and will be improved at north end this year.  builds on Franklin school project, CDBG work,	needs final design for South Ave intersection, coordination with UM to get through parking lot 3	school and neighborhood requests for traffic control/calming
46 Franklin School Area Replacement R	9th/Kemp/12th/ Russell Sidewalk  Pullman to Stoddard (tracks) Sidewalk, Road maintenance	Sidewalk - mostly new curb/gutter/sidewalk  Mostly new curb/gutter/sidewalk, road needs reconstructed too, including transit stops	and safety	LRTP - generally recommended, PFMP - moderate/high, BLTS 1 - no change 6  LRTP - generally recommended, PFMP - high, BLTS 1 - no change. Bus Stop master plan 8	12th St N Greenway, Russell bike lanes, Bitterroot Trail, hi freq transit on Johnson  transit route, Northside Greenway Trail, partial SRTS bike lanes on Fairview (do not meet AASHTO	Franklin School, Franklin Park, churches, preschools,  high density multifamily links to downtown be way of trail	7 crash history includes serious injury, SRTS crash history includes minor injury, high number at uncontrolled intersection. partial SRTS. bus route without sidewalks	6 high equity, some infill 6 high equity, high redevelopment potential	some infill. no paving plans, though several streets would benefit from crack and chip seals  recent infill, more potential. no paving plans despite south of Charlo needing attention	4 no work done yet 1  4 no work done yet 1	high equity. ideally would include a comprehensive look at stop signs and traffic calming too  transit route. More of a safety project  500
	Intersection Only Spot Improvement  Russell to Reserve Full Reconstruction	curb extensions, hi viz crosswalks, traffic control (roundabout?)  Reconstruction to complete street must include bike and ped facilities	Improve access, safety, for ped, bike, and motorists  Improved ped access. Improved bike, ped safety.	LRTP - illustrative, PFMP - moderate, BLTS 3 to 2 - moderate 6  LRTP - recommended, PFMP - moderate, BLTS 3 to ??, no planned transit 5	standards), Russell. Trail through fairgrounds. Transit nearby. Enhancement here could alleviate let turns at Oxford signal, congestion near Trempers  riverfront trail, curtis, davis, Reserve, isolated route	regional fairgrounds, lots of commercial, YMCA, elementary school, multifamily housi nearby  6 commercial along Russell. mostly residential	8 injury isolated cut through (high speed potential) crash	some equity, some redevelopment significant equity, redevelopment potential fairly high. Russell turned River into rt in rt out and so has led to more traffic using it to get out of the neighborhood	Fairgrounds project, URD, potential HSIP corridor (would be some years out). Will be chip sealed this year.  Issues exacerbated by Russell project. some redevelopment. moderate pavement condition, no plans.	Has MRA and FG buy-in. needs design and engineering study, MDT approval 2  Complete street reconstruction, including bike lanes, boulevard. Public process required.  Limited and varying ROW 1	could function as gateway to fairgrounds. people who want to go north on Russell currently do not take Fairview (like they should) likely due to the difficulty of making a left turn onto Russell  needed for connectivity in neighborhood, but no major desintations/routes along way  some requests for sidewalks
84 Post Siding Road	Old US 93 to Fort Missoula Rd Trails	Provide trail connecting from Bitterroot Trail to Fort Missoula. Could be a complete street reconstruction  Higgins intersection: crosswalk enhancements on south leg, including	motorized users	LRTP - recommended (low score), PFMP - high, BLTS 3 to 1 - high 8	Connects trail to trail	regional park, hospital, Big Sky HS, 7 commercial on Brooks, employment at For	not many bike/ped crashes, but PSR feels unsafe when using. Would provide alternative to South Ave, and South/Reserve is a dangerous intersection	7 some equity, very low redevelopment potential	builds on FMRP and Bitterroot Trail projects. 3 eligible for FLAP funding	will require working with County and golf 6 courses 3  Needs coordination with UM in order to connect to Lewis & Clark trail, however	a really beneficial connection, maybe more for recreation than  52 transportation, but still very helpful  400 enhancement
	Brooks/Stephens/	piano key style markings bulb outs. Make connection to Lewis and Clark Trail (may require private partnership). Wayfinding and shared lane markings. ADA ramps at intersections.	Improved bike connectivity, safety, ped safety	LRTP - recommended (high score), PFMP - moderate, BLTS 1 - no change 7  LRTP - generally recommended, PFMP - low/moderate, BLTS 1 no	bike lanes on Higgins, Bancroft. Dornblaser Trail. 2 transit routes. Park St greenway  bike lanes on 6th, Stephens, Brooks, some transit service and MDT's project from 2018 help. Franklin nd	two regional parks, student housing, high school, elementary school  grocery, residential, commercial (hip strip), aging services, St Joe's, SRTS for Paxson	8 crash history includes bike, and serious injury  Franklin - notable crash history for a local street,	6 some equity, low redevelopment	Pavement in good condition  builds on phase I, recent MDT projects (ADA and	pavement markings and traffic management could be implemented with in house discussion 8	52 Opportunity to revisit center turn lane on Higgins?  1 to 100  multiple requests for traffic calming/ would this include ADA retrofits and lineal replacement? opportunity to look  control at Franklin
71 E Spruce/Madison & RR Quiet Zone In	Orange/6th Ph II Sidewalk  Intersection Only Spot Improvement	Needs design to address vehicle movements, pedestrian crossings.	and safety  Improved bike/ped/motorist safety	LRTP - generally recommended, PFMP - high, BLTS - N/A,	high connectivity but hard to articulate any additional connectivity this project would add, depending on design could improve pedestrian connections	7 (Franklin)  some commercial, facilitates access betwee Greenough Park and Rattlesnake and downtown	odd angles, some crash history, including 2 bike crashes, noted pedestrian conflicts. roundabout would make this safer	5 some infill, some equity 6 low-moderate equity, low redevelopment potential	5 pavement prez). pavement good  "quiet zone" project underway. within a URD. 4 Could use a chip seal, not planned	3 some Engineering investment already 7  unclear, as MRL will have to be involved. score could go up once study is complete 6	at stop signs and traffic calming?  main problem to solve is pedestrian crossing midblock from on street parking to coffee shop. operationally, intersection could be improved, but might not be a high priority. scale of project could vary; a restriping of Spruce may correct some of the observed challenges  intersections  some requests for crosswalks
45 City Hall Sidewalks  70 Van Buren/E Front	All frontages Sidewalk  Intersection Only Spot Improvement	Sidewalk - repair/replacement and ADA corners  Needs design to address conflicting movements, close calls in and near crosswalk. Should include Broadway intersection too	Improved ped access.  r Improved bike/ped safety. Improved motorist predictability	Complete Streets policy, ADA, Downtown Master Plan. Previous CIP  LRTP - non existent (issues arose after the RUX project was completed, was not included in I-90 project and that may have contributed to increased conflicts), PFMP - high, BLTS 2 to 1 (3 to 1 with Broadway) - moderate. Downtown Master Plan boundary, Hwy 200 plan, URD  7	most receiving sides do not meet ADA. high use sidewalks adjacent to courts, within downtown  Connects RUX and Rattlesnake to primary trail network. bike lanes on E Broadway, bike lanes on Van Buren	7 downtown  8 grocery, university, commercial	8 None (unless project bulbs out corners)  ~2000 AADT, ~600 non motorized, high conflict opportunity. very low crash history. Safety scores much higher with Broadway included	moderate/high equity (due to need for everyone to get to city hall), very limited redevelopment potential  moderate equity, some redevelopment potential	recent paving project should have triggered the corners  within a URD, would really be best to coordinate with Eastgate parking lot entrance reconfiguration. could use a chip seal but no plans	some designs considered, would need more thorough analysis and, ideally, participation from MDT for Broadway.	recent paving project should have completed this work, should happen soon  10 some ADA requests  frequent requests for stop sign, traffic calming/control
S	Stephens/ Marshall/Mount/ 6th Sidewalk	Sidewalk - some repair/replacement, some new with curb/gutter  Bancroft intersection: bulb out NE and SW corners, including angled mountable ramp for bicyclists. Add piano key crosswalks. Consider RRFB. Russell intersection: bulb out SE and SW corners, including	Improved pedestrian connectivity and safety	Hwy 200 plan, URD 7  LRTP - generally recommended, PFMP - low/moderate, BLTS 1 - no change. Previous CIP 6	Franklin and Rollins are greenways, transit on Stephens. would connect better if it went to Russell	8 grocery, university, commercial  willard school, St Joe school, grocery, aging services, some multifamily		5 moderate equity, some redevelopment potential  5 little equity, some infill potential	builds on recent MDT projects (ADA and pavement prez). internal streets are good. mount likely chip sealed 2021. 6th St repaving 2020	4 from MDT for Broadway. 2  4 some Engineering investment already 7	would this include ADA retrofits and lineal replacement? opportunity to look at stop signs and traffic calming? Linear route vs. area replacement? This project would score higher on connectivity and equity if it went to Russell to the west
S 31 Pattee Cr/Ernest	S Higgins to Bitterroot Trail Neighborhood Greenway - Safety crossir	mountable bike ramp on SW corner. Add piano key crosswalk and RRFB consider removing signal to the south, or converting to RRFB. Grant/Charlott intersection: complete sidewalk on SW corner, ADA ramps on all 4 corners, piano key crosswalk across west leg. Shilling/Brooks intersection: reconstruct per Brooks corridor plan. Wayfinding and shared lane markings. Consider traffic calming. Some sidewalk and ADA		LRTP - recommended (high score), PFMP - low/high, BLTS 3 to 1 - high. 8	bike lanes on Higgins, Bancroft, Russell. Mary Ave trail, Bitterroot Trail. multiple transit routes. E-W connectivity through a part of town without any	recreation access, regional park, other park 8 schools, some commercial	some crash history, 1 ped at Brooks/McDonald. s, would create safe crossings where they don't exist today (does not include Brooks crossing)	some equity (high geographic equity) and low infill. some redevelopment potential on Russell	Not much in the near term. Brooks corridor plan in long term. Mix of pavement conditions, no plans	some intersections require MDT coordination. likely needs more public process, since neighborhoods are not accustomed to projects  1	E-W connection where none exists currently. Southgate Triangle neighborhood has lowest bike and walk rates in town. This opens the neighborhood up in a big way  300 (does not include Brooks intersection)
	Beckwith to South Neighborhood Greenway - Traffic Calmin	Traffic circles, stop signs, etc. Wayfinding and shared lane markings.	Improved bike, ped, motorist safety. Improved bike connectivity.	LRTP - recommended (high score), PFMP - low/moderate, BLTS 1 - no change 6	bike lanes on South Ave, Kent Greenway. not much additional connectivity, transit on Campus Dr and South Ave	4 University housing to university, recreation	currently being used as cut through to avoid Arthur (higher than expected volumes) crash history at uncontrolled intersections. complaints about which directions are stopped. high bike/ped	6 some equity, low infill potential	plan to add traffic management underway. neighbors willing to fund some improvements. 4 no paving required.	6 need to decide temp circles vs permanent 9	4 (does not include ADA some requests for traffic calming frequent requests
78 3rd/Hibrerta Ir	Intersection Only Spot Improvement	curb/gutter/sidewalk on NE corner, RRFB on east leg	Improved ped safety.  Improve access, safety, and	LRTP - recommended (as part of 3rd St project), PFMP - moderate, BLTS 3 to 1 - high 7	connects a SRTS to Hawthorne: makes a necessary connection, but does not do much for the overall network  Improves connectivity for all modes along and through	4 Hawthorne school  Opportunity Zone, new affordable housing correctional facilities, west side	includes serious injury of a bicyclist. crossing enhancements asked for by neighborhood, school, ward reps. project is strictly a safety project  Bike/ped crashes in area (mostly Mullan intersection) could be reduced with a safe crossing. Crosses high volume, high speed W	8 high equity, some infill	MCPS just made improvements on SE corner (though not ideal). no paving planned  Several redevelopment projects are the reason	ditch on at least one side of street. constrained ROW, adjacent properties in the county  2  requires coordination with private development and MDT to do this well. needs	school and neighbors asking for this project. difficult to accomplish and see full benefits without 3rd St being rebuilt  from MCPS, neighborhood and council members
	Russell to Mullan Full Reconstruction  Eaton to Johnson Sidewalk, Road maintenance	Build complete street connection through DJ&A property and Trinity Apt property  Sidewalk - curb and gutter exists in most places: just needs sidewalks	connectivity for motorist, bike, and ped  Improved pedestrian connectivity	LRTP - doesn't exist, PFMP - high, BLTS ??, might help transit 3  LRTP - generally recommended, PFMP - high, BLTS 1 - no change 8	W Broadway corridor, including interfacing with hi freq transit. Begins to repair grid  hi freq transit on Johnson, bike lanes on Reserve, Bitteroot Trail  Trail connection to west, bike lanes to east. potential for transit in long term, not soon though. The bike/ped	neighborhood. Increasing number of commercial destinations  6 MRL park, McLeod Park, some commercial	Broadway. Unclear how intersection would deal with this  5 crash history includes serious injury  crash history includes fatal. bike/ped crashes are	lower income neighborhood and mixed income redevelopment projects. affordable housing  high equity, high redevelopment potential	this is being considered. within a URD and Opportunity Zone  8 scheduled for chip seal this year	significant study, especially regarding Broadway intersection and transit planning  1  no work done yet  ROW constraints plus MDT jurisdiction make ideal cross sections questionable. But,	Project has arisen recently in conjunction with DJ&A project and Trinity apartments. Facing opposition from Sheriff's office  47 transit and bitterroot trail/MRL park are nearby  300
	Reserve to Flynn Full Reconstruction  Russell to Holmes Sidewalk, Road maintenance	Build complete street connection. Possibly part of BUILD grant Sidewalk - some repair/replacement, some new with curb/gutter. Roadway in bad condition	Improve access, safety, for ped, bike, and motorists Increased pedestrian connectivity, safety	LRTP - illustrative, PFMP - low, BLTS 4 to ??, no planned transit. 2  LRTP - generally recommended, PFMP - high, BLTS 1 - no change 8	connectivity is critical, though not necessary to happen through a road reconstruction (trail project? Union Pacific?)  bike lanes, sidewalks and hi freq transit on Scott and Russell. Burton Greenway  bike lanes on Garfield, Fairview (do not meet AASHTO	multifamily residential, movie theater, walmart, other retail and commercial.  4 NowCare  6 similar to Sherwood but a block off regional fairgrounds, lots of commercial,	minimal, but people currently avoid this area due to lack of safety. Mullan intersection has bike/ped crash history  crash history includes ped, seriously injured bicyclist, higher at uncontrolled	7 low equity, high development potential 6 high equity, some infill	BUILD Grant connection makes the time 4 potentially ripe. Development is doing some of it  water project just came through. needs road repair, though no plans.	ideal cross sections questionable. But, planning and PE work already underway with BUILD. Will need larger process for Mullan though  5  2  no work done yet  1	likely needs public process even to scope this and will require MDT participation/consent  5000  some requests for bike/ped and motor vehicle enhancement  similar to sherwood but a block closer to broadway/farther from school  600
	Garfield to Russell Reconfiguration  River to 3rd Sidewalk	Reduce/eliminate center turn lane to make room for at least 6' bike lanes  Sidewalk - mostly new curb/gutter/sidewalk. Potentially traffic calming	Improve bike access, safety, and connectivity  Improved pedestrian access and safety	LRTP - nonexistent, PFMP - moderate, BLTS 3 to 2 - moderate, Complete Streets policy 4  LRTP - generally recommended, PFMP - moderate, BLTS 2 - no change 5	bike lanes on Garfield, Fairview (do not meet AASH10 standards), Russell. Trail through fairgrounds. Several transit routes nearby  one of only 3 N-S routes in RR 'hood, isolated route, Milwaukee trail, bike lanes on 3rd. surrounding area is disconnected. SRTS (Hawthorne)  . This section is a major gap in the bike network (bike	regional fairgrounds, lots of commercial, YMCA, elementary school, multifamily housi nearby  residential, some mixed use nearby, small parks	7 injury. high volumes along and crossing route minimal crash history considering one of only 3 N-	6 some equity, some redevelopment potential 6 high equity some infill and redevelopment	Fairgrounds project, MRA. Could use some asphalt work, none planned  asphalt moderate, so work completed 2019, no plans.  far enough from redevelopment projects to	needs design and engineering study, MDT approval  1 narrow ROW, some large land owners  1	would be good to include this project with the intersection improvements at Russell/Fairview  2  some requests for traffic calming at trail crossing
	Harlem to Mount Reconstruction  Missoula Ave to	bike lanes	connectivity Improved pedestrian access.	LRTP - illustrative, PFMP - low/moderate, BLTS 4 to 1 - high, Complete Streets Policy 6  LRTP - illustrative, PFMP - low/moderate, BLTS 3 to 2 -	lanes on either side of Stephens) and represents a significant access barrier, gateway from auto-centric development to central city. hi freq transit. greenways nearby  Isolated, transit route, bike lanes on Missoula. Lolo	multifamily housing, commercial, major 7 employer (On-X)  Rattlesnake School, Clark Fork School, neighborhood market/restaurant, SRTS, multiples.	6 volumes	7 some equity, some redevelopment potential some equity concerns due to multifamily housing on east	disqualify from inclusion, but would significantly benefit all redevelopment along Stephens, Brooks, and Fairgrounds. Recent pavement preservation completed  builds on recent Van Buren project, redevelopment and postponements. some	needs design and feasibility study, MDT  1 approval 1  Complete street reconstruction with bike lanes, bus stops, boulevards, etc. Significant	likely a relatively high cost project, but is really necessary to connect areas to the south of town to the core by bike  2000 some requests for bike connection  frequent requests for service (bike/ped
12 Rattlesnake Dr	Creek Crossing Full Reconstruction  River Rd to 3rd Full Reconstruction	Reconstruction to complete street must include bike, ped, and transit facilities	Improved pedestrian access. Improved bike, ped, motorist	moderate, planned transit. Rattlesnake Trans plan priority  5  LRTP - recommended (moderate score), PFMP - moderate, BLTS 2 to ??, no planned transit  5	links major streets with trail, new improvements on 3rd. But, surrounding area is disconnected. isolated route	family on east side. recreation areas  residential, ED life long learning center, commercial on 3rd	6 crosswalks needed to get to school  some crash history. collector, isolated. no bike ped crash history	side, some redevelopment happening  significant equity, redevelopment potential fairly high. infill will significantly degrade safety, connectivity, and accessibility without improvements	builds on 3rd St project, Milwaukee Trail. asphalt in bad shape but no paving plans due to stormwater work needed	2 public process required 1  needs design, public process to identify tradeoffs due to narrow ROW 1	Likely 3 phases, scores go down as project moves north  needs public process for design - ROW is limited, speeds and volumes are high, but it needs to be safe and comfortable for all modes - normal curb/gutter/ sidewalk project doesn't quite cut it (shared use path? bike lanes?).  Intersection with 3rd should be revisited per BFMP  1000  office)  frequent requests for sidewalks, traffic calming
10 3rd St D	Reserve to Marilyn Dr Full Reconstruction  Hastings/Higgins/ Beckwith/	facilities	bike, ped, transit rider safety.	LRTP - recommended (moderate score), PFMP - moderate, BLTS 3 to ??, no planned transit 5  LRTP - generally recommended, PFMP - low/moderate, BLTS 1 -	isolated, low freq transit, SRTS. bike lanes on 3rd to the east. bike lanes on Reserve  gerald greenway, Arthur and Higgins bike lanes, bolt	7 Hawthorne school, commercial paxson school, bonner park, commercial alor		some infill some equity. many adjacent properties are  8 County	continuation of 3rd St project. really missed the boat on the water/sewer project from 2005.  4 Could be chip sealed but not planned	complete street reconstruction will need county participation due to adjacent properties not being annexed. needs design  1	Critical connection to Hawthorne made easier through recent acquisition of ROW  Critical connection to Hawthorne made easier through recent acquisition of ROW  Traffic calming concerns, especially
	Madeline Sidewalk  3rd St to River Rd Full Reconstruction	Sidewalk - mostly repair/replacement and ADA intersections  Build complete street connection through River Rd neighborhood where connective is notably missing	Improved pedestrian access and safety  Improve access, safety, and connectivity for motorist, bike, and ped	no change. Previous CIP 6	would provide much needed N-S connection for all modes through RR neighborhood. bike lanes and transit on 3rd. Milwaukee Trail. Helps restore grid, could even set up a future bridge connection	7 Higgins, university  Mostly residential neighborhood, including high density and mixed income. Some industrial uses	7 intersection has notable crash history  Hard to evaluate since there is no through street today. Wyoming intersection already has crash history despite low volumes. 4 way intersection at 3rd would need to be addressed.	7 low equity and low redevelopment  high equity, good infill/redevelopment potential.  affordable housing nearby, as well as the equity piece of giving the neighborhood alternative ways out, potentially reducing emissions near high density housing on Wyoming	<ul> <li>builds on MCPS project. no paving needed.</li> <li>Would rely on private development, which there are sometimes rumblings of</li> </ul>	area replacement provides some efficiency  depends on private partnerships and ROW dedication. intersection with 3rd likely needs some study, especially to make it safe  2	43 ideally includes look at stop signs and traffic calming near school and park  While this project is looking at the north end, we should probably be looking at the connection through SGM too  N-S connection through neighborhood, but not that close to schools or parks.
Ir	3rd to 14th Sidewalk, Road maintenance  Intersection and approaches Spot Improvement	Sidewalk - some existing curb and gutter, mostly full install (curb/gutter/sidewalk)  Roundabout, including bike lanes on all approaches	Improve access, safety, for ped, bike, and motorists	LRTP - generally recommended, PFMP - moderate/high, BLTS 1 - no change 7  LRTP - non existent, PFMP - moderate, BLTS 3 to 2 - moderate, URD recommendation 5	intersects multiple greenways and a transit route, bike lanes on 3rd  bike lanes on Garfield, Fairview (substandard), South Ave, Russell. hi freq transit. could improve motorist connectivity as well	mixed income housing, some commercial on 3rd  8 SGM, lots of commercial	4 crash history includes serious injuries  7 minor crash history, no bike/ped crashes	5 high equity, lots of infill taking pace 4 Some equity, some redevelopment potential	7 asphalt poor at northern end, no paving plans 4 SGM, MRA. no paving planned	2 no work done yet 1  4 needs design, feasibility study, MDT approval 1	F2F has several other N-S connections completed (Catlin, Grant, Johnson), but the remaining few have high speeds and crash histories. project should include look at stop signs and traffic calming  Comes from MPO/MRA intern report. addresses overlay fast movements, lack of bike connectivity, and out of direction travel for motorists  Some requests for sidewalks, traffic calming  750  Calming
N.	Intersection Only Spot Improvement  Mullan/ Chuckwagon	Needs design to address safety	Improved motorist safety. Potentially improved pedestrian connectivity (though Kent greenway does that better one block away)	LRTP - non existent, PFMP - high, BLTS 4 - low, no change. Brooks Corridor Plan. Safety Plan identified 5  LRTP - illustrative (kind of, "Wye/Mullan Collector Routes" is included) low scoring. PFMP - low. BLTS 3 - no change. low.	may not connect to any thing that isn't currently connected	nearby destinations, but unclear if this wil  1 provide any additional access to them	intersections on Brooks (Dearborn is higher)  minimal crash history (more anticipated as development fills in). improves motorist safety,	8 some equity, some redevelopment potential	within a URD, could be looked at with Brooks corridor plan (though that is years away). no paving plans  BUILD grant?? Chuckwagon should be chip sealed	5 needs MDT participation 1	crash history is alarmingly exclusive to last 5 years, indicating a new problem. working to submit HSIP request 200
80 Mullan - Chuckwagon ir	Chuckwagon intersection Spot Improvement  Rattlesnake to Lolo Reconfiguration	Widen Mullan Rd to accomodate turn lane(s)  Reconfigure to meet Complete Streets policy and objectives.  Constrained ROW prevents sidewalks, bike facilities. Should consider Shared Use Path. This project will be driven by maintenance and needs to be planned well in advance	Improve motorist safety  Improved pedestrian access, connectivity, safety. Improved bike safety.	included) low scoring. PFMP - low. BLTS 3 - no change, low. Previous CIP 5  LRTP - nonexistent, PFMP - low, BLTS 2 to 1 - moderate, Complete Streets Policy, Rattlesnake Valley Trans Plan - identified as having desirable character 3	Improves motorist convenience  bike lanes on Rattlesnake and new shared use path section on Van Buren. Lolo cross R Valley. Safe route to school and recreation. Used as existing connection instead of Rattlesnake Dr and is deterioriating	<ul> <li>currently low-mid density residential only</li> <li>recreation, Rsnake Elementary, other school</li> </ul>	may be detrimental to bike/ped and trail safety if it allows higher speed turns on and off of Mullan  minimal crash history, no bike/ped, but regular complaints from neighbors. low volumes, high speeds considering lack of separation, sidewalks	3 low equity, high development potential 3 low equity, low redevelopment	BUILD grant?? Chuckwagon should be chip sealed in 1-3 years  there will be a pavement project within 1-3 years and we need to have a plan in place or we risk degrading/losing an important connection	7 Being engineered and planned already 8  needs coordination with Parks then public process, should be possible and relatively low cost 5	39 Project already underway  Surface condition will dictate the timeline of this project (1-3 years at most) and restricting as existing does not meet ADA or community goals. Public for traffic calming, enhancement  39 process needed to identify preferred configuration  30 enhancement
79 39th/S Reserve In	Intersection Only Spot Improvement  Foothills to 39th Full Reconstruction	Enhanced crosswalk west leg of 39th/S Reserve, by Fresh Market, including RRFB	Improved pedestrian connectivity and safety Improved pedestrian access. Improved bike, ped, motorist safety. Improved bike connectivity.	LRTP - recommended (kind of, Gharrett is mentioned as is the signal at S Reserve) low scoring, PFMP - moderate, BLTS 3 to 2 - moderate 4  LRTP - recommended (low score), PFMP - low, BLTS 3 to 2 - moderate, planned transit. 3	bike lanes and transit on 39th. Safe Route to School transit route, isolated, bike lanes at bottom and top	5 grocery, school, other commercial Chief Charlo school, garland park, moose car gully, wapikiya trail, commercial, multifamil and rentals	39th high volume, route to school. high crash history includes multiple serious injuries and at least one pedestrian isolated collector, SRTS. crash history includes	8 some equity, low redevelopment potential 6 some equity, low redevelopment	no other projects at this time. corners need ADA ramps. sidewalk on west side of S Reserve. no paving planned  builds on SRTS project above. potential SID after successful Hillview Way? asphalt needs work, possible 2021	1 needs coordination with MDT 1  base design decided by SRTS project, needs engineering work 3	may not meet MDT's criteria for enhancement  despite low score, a project that has been in the works for a long time. perhaps worth looking at an SID (similar to Hillview)?  some requests for some requests for sidewalks and road repair
3 Turner/Palmer Extension G	Scott St to Shakespeare, Cemetery Rd  Greenough Dr - Waterworks Trailhead  Full Reconstruction  Full Reconstruction	Build complete street connections through City facilities to create better access and connectivity to NRSS master plan area  Build curb, gutter, sidewalk connection from Greenough Dr to trailhead. Establish organized parking area	Improve access, safety, and connectivity for motorist, bike, and ped	LRTP - doesn't exist, PFMP - High, BLTS ??, no planned transit.  Scott St/N Reserve Masterplan  3  LRTP - doesn't exist, PFMP - low, BLTS 1 - no change, no planned transit. Doesn't exist on Rattlesnake Trans Plan. Parks priority  2	Improves connectivity for all modes due to new construction, but not too much around it currently sparse and substandard facilities  bike lanes and sidewalks on Greenough (to and from town)	5 Few destinations currently nearby  Connects downtown to popular recreation area	1 May improve safety on Scott St by diverting traffic	High equity, high redevelopment potential. affordable housing nearby  some equity, low infill potential	Unclear. Could be consolidation of city services/shops in the works, could be redevelopment.  Part of a URD  Parks project, maybe private money as well	4 Being studied 3  8 highly feasible. some hurdles with land owners 8	New connection through City shops area could open up a lot of land for redevelopment, improve safety and connectivity to N Reserve  2000  primarily a Parks project. Likely to move forward despite its low score. Needs to include a good crosswalk across Greenough  2000  some requests for organization
18 Lower Miller Creek	Linda Vista Blvd to Maloney Ranch Full Reconstruction  George Elmer/	Reconstruction to complete street must include bike and ped facilities	Improved ped access. Improved	LRTP - doesn't't exist, PFMP - low, BLTS 3 to 2 - moderate, no planned transit 3	bike lanes on Christian, other sections of LMC. isolated route.  Improves motorist connectivity (would need to add bike	new elementary school, low density residential. unlikely to be used by non-residents	4 minimal crash history, ~2K AADT, route to school roundabouts are safer than other traffic control devices, but very minimal crash history at this	4 low equity, some redevelopment potential	builds on LMC phase I and Rankin School. some redevelopment on the horizon, which could actually complete the project. could be chip sealed but no plans	some engineering work done. ROW and alignment challenges 3  already pre planned in existing subdivision	could upcoming development take care of this one for us? what do we want (bike lanes and sidewalk vs shared use path)? needs some design work 2000 to complete this
81 George Elmer/Cattle Dr roundabout C	Cattle Drive Spot Improvement  Minckler to Lolo Full Reconstruction	Add roundabout at this intersection  Reconstruction to complete street must include bike and ped facilities	Improved ped access. Improved	LRTP - non existent, PFMP - low, BLTS 3 to 2 - moderate 2  LRTP - illustrative, PFMP - low, BLTS 3 to 1,2 depending on design - moderate/high, no planned transit. Rattlesnake Trans Plan priority 4	isolated route. Mtn View trail connection. Lolo St.	<ul> <li>currently low-mid density residential only</li> <li>Greenough Park, N Hills, residential</li> </ul>		Low equity. High development potential  low equity and low redevelopment	5 BUILD grant?? Asphalt in good condition  no known projects at this time. potential spot asphalt repairs	already pre planned in existing subdivision designs 6  Complete street reconstruction, limited ROW, significant public process due to Rsnake and trailheads. Neighborhood aware it has been on CIP for awhile and is eager to see something happen, even if it is just planning 1	30 1000 frequent requests from neighborhood, recreators
5 England Extension B	Great Northern to Broadway  Full Reconstruction  Rattlesnake to Applehouse Ln  Full Reconstruction	Build complete street connection through DeMarois to create additional connectivity in W Broadway corridor	Improve access, safety, and connectivity for motorist, bike, and ped  Improved ped access. Improved	LRTP - doesn't't exist, PFMP - high, BLTS ??, no planned transit.  No other plans  2  LRTP - illustrative, PFMP - low, BLTS 2 to 1 - moderate, no planned transit.  3	Improves connectivity for motorists, bikes, and peds in W Broadway corridor. Helps rebuild the grid.  transit on west end, no facilities to east. no sidewalks on Rattlesnake (yet), isolated	N Reserve, Costco, Hellgate Meadows and Pleasant View. Little residential  playing fields, bike park, school route		Some equity, some redevelopment potential, Costco redevelopment  some equity, low redevelopment	Opportunity zone. Redevelopment of Costco might be good coordination  builds on recent development, bike park. could use overlays but none planned	3 Private property 1  3 Needs engineering, potential ROW acquisition 1	29 Project has arisen recently in conversations with DeMarois  700  some requests for sidewalks, traffic calming/control
	39th to Whitaker Full Reconstruction	Reconstruction to complete street must include bike and ped facilities	Improved ped access. Improved	LRTP - doesn't exist, PFMP - low, BLTS 3 to ??, planned transit 2	transit route, isolated	commercial on 39th. low density residential	isolated collector, some crash history, 2 ped crashes at 39th. low volumes and speeds considering collector status and slope	3 low equity, very low redevelopment potential	1 asphalt in poor condition, likely full pave in 2021	no work done yet, but should be considered if 4 full pave is happening 2	residential to commercial, but no schools, parks, trails, other collectors along the way  residential to commercial, but no schools, parks, trails, other collectors along access complaints

COLOR CODE	PLAN CONFORMITY	CONNECTIVTY	ACCESS	SAFETY	EQUITY	LEVERAGE	READINESS
Dark Green = Trails	Activate Missoula: 2016 Long Range Transportation Plan Update https://d7ba6011-da51-4bae-a077-13473a100b22.filesusr.com/ugd/31250b 8888555a8ad34a7da139e430262d16e4.pdf	Missoula Bike Map http://cityofmissoula.maps.arcgis.com/apps/MapSeries/index.html?appid=7af6bc84662f4d0c8f8efa4d337a95a8	General awareness of locations of destinations	MDT Traffic Volumes Map <a href="https://mdt.maps.arcgis.com/home/webmap/viewer.html?">https://mdt.maps.arcgis.com/home/webmap/viewer.html?</a> <a href="https://mdt.maps.arcgis.com/home/webmap/viewer.html?">webmap=8a0308abed8846b6b533781e7a96eedd&amp;extent=-1</a> <a href="https://mdt.maps.arcgis.com/home/webmap/viewer.html?">16.2848,43.146,-103.8043,50.0897</a>	2017 Pedestrian Facilities Master Plan https://www.ci.missoula.mt.us/DocumentCenter/View/48031/Pedestrian-Facilities-Master-Plan-	Recent annual PW Project Lists	Map of irrigation ditches
Yellow = Reconfiguration	2017 Pedestrian Facilities Master Plan https://www.ci.missoula.mt.us/DocumentCenter/View/48031/Pedestrian-Facilities-Master-Plan-	MPO Sidewalk Inventory <a href="http://cityofmissoula.maps.arcgis.com/apps/MapSeries/index.html?appid=e2b4a11b215e4d598d60dda433d65e5b">http://cityofmissoula.maps.arcgis.com/apps/MapSeries/index.html?appid=e2b4a11b215e4d598d60dda433d65e5b</a>		MPO Crash Maps http://cityofmissoula.maps.arcgis.com/ home/webmap/viewer.html? webmap=fc4d270af85c462b9df6ef8b10bbff40&extent=-114.0 497,46.8439,-113.9943,46.8685	Urban Renewal District Boundaries <a href="https://www.ci.missoula.mt.us/2418/Urban-Renewal-Districts#:~:text=Urban%20Renewal%20Districts">https://www.ci.missoula.mt.us/2418/Urban-Renewal-Districts#:~:text=Urban%20Renewal%20Districts, urban%20Renewal%20Districts, was%20created%20downtown%20in%201978.</a>	General awareness of recent projects	Map of federal aid routes (MDT)
reliow = Reconfiguration	2016 Biovela Facilities Master Blan http://www.si-missaula.mt.us/	Mountain Line Due Man https://www.mountainline.com/un.		Available lead and and valume counts		Pavement	Missoula County Droporty
Red = Spot Improvements	2016 Bicycle Facilities Master Plan <a href="http://www.ci.missoula.mt.us/DocumentCenter/View/39172/2016-Bicycle-Facilities-Master-Plan?">http://www.ci.missoula.mt.us/DocumentCenter/View/39172/2016-Bicycle-Facilities-Master-Plan?</a> <a 11="" 2019="" href="mailto:bidld=" https:="" mailto:bidld="mailto:bidl&lt;/td&gt;&lt;td&gt;Mountain Line Bus Map &lt;a href=" ml-system-folded-map-2019.pdf"="" uploads="" wp-content="" www.mountainline.com="">https://www.mountainline.com/wp-content/uploads/2019/11/ML-system-folded-map-2019.pdf</a>		Available local speed and volume counts	Missoula Invest Health https://www.ci.missoula.mt.us/2036/Missoula-Invest-Health	Condition Index	Missoula County Property Information System (ROW widths)	
Orange = Full Reconstruction	Bus Stop Master Plan https://www.mountainline.com/wp-content/uploads/2015/09/bus-stop-master-plan-final-adopted-9.3.15.pdf	Missoula Functional Classification Map		Missoula FD Priority Routes Map <a href="https://www.ci.missoula.mt.us/468/Available-Maps">https://www.ci.missoula.mt.us/468/Available-Maps</a>			
Light Green = Neighborhood Greenways	Mountain Line Long Range Strategic Plan https://www.mountainline.com/strategic-plan-2018/			Missoula Functional Classification Map			
Blue = Sidewalk	Mountain Line Facilities Master Plan						
	North Reserve Scott St Master Plan <a href="https://www.ci.missoula.mt.us/">https://www.ci.missoula.mt.us/</a> <a "="" href="DocumentCenter/View/37519/11-17North-Reserve-Scott-Street-Master-Plan?bidId=">https://www.ci.missoula.mt.us/</a>						
ACRONYMS	URD II and III recommendations (intern report)						
LRTP = Long Range Transportation Plan	2019 Downtown Master Plan http://www.doverkohl.info/reports/mdmp/MDMP 2019-11-4 FINAL SR SM.pdf						
PFMP = Pedestrian Facilities Master Plan	Rattlesnake Valley Transportation Summit Study <a href="http://www.ci.missoula.mt.us/DocumentCenter/View/6511/">http://www.ci.missoula.mt.us/DocumentCenter/View/6511/</a> Rattlesnake Valley Transportation Summit Study?bidld=						
BFMP = Bicycle Facilities Master Plan	Mullan Area Master Plan https://www.mullanareamasterplan.com/						
BLTS = Bicycle Level of Traffic Stress (1 = low, safe for people of all ages and abilities 4 = high, only strong confident cyclists)	Brooks Corridor Study						
MUTD = Missoula Urban Transportation District (Mountain Line)	Highway 200 Corridor Study <a href="https://www.missoulampo.com/east-missoula-highway-200-corridor-">https://www.missoulampo.com/east-missoula-highway-200-corridor-</a>						
URD = Urban Renewal District	Complete Streets Policy <a href="http://www.umt.edu/ces/conferences/baci/">http://www.umt.edu/ces/conferences/baci/</a> <a href="http://www.umt.edu/ces/conferences/baci/">imx/RES8098.pdf</a>						
MRA = Missoula Redevelopment Agency	Previous CIP lists						
ROW = Right Of Way							
AADT = Average Annual Daily Trips							
CS = Complete Streets							
CIP = Capital Improvement Program							
SRTS = Safe Routes to School							
TA(P) = Transportation Alternatives Program, a federal funding source							
MRL = Montana Rail Link							
SGM = South Gate Mall							
CDBG = Community Development Block Grant, a recent sidewalk project							
HSIP = Highway Safety Improvement Program, a federal funding source managed by MDT							
SS/NR-MP = Scott St/North Reserve Master Plan							