

Appendix B

Community Long Range Transportation Plans

Community Long Range Transportation Plans



Prepared by:



For:



CONTENTS

- Billings Urban Area Long Range Transportation Plan1
- Bozeman Transportation Master Plan2
- Butte-Silver Bow Transportation Plan3
- Great Falls Area Transportation Plan4
- Greater Helena Area Transportation Plan5
- Kalispell Area Transportation Plan6
- Missoula Long Range Transportation Plan.....7

BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN



The Billings Urban Area Long Range Transportation Plan (2014) provides guidance for the development and implementation of multimodal transportation system projects for the Billings Urban Area. The area encompasses the City of Billings, as well as the planning area extending approximately 4.5 miles outside the City limits. The plan examines today's land use and transportation conditions and plans for the future through year 2035.



Goals

1. Develop a transportation system that is safe, efficient, and effective.
2. Optimize, preserve, and enhance the existing transportation system.
3. Identify and prioritize projects that mitigate deficiencies, maximize the use of existing facilities, and balance anticipated needs with available funding.
4. Develop a transportation system that protects the natural environment and promotes a healthy, sustainable community.
5. Create a transportation system that supports the practical and efficient use of all modes of transportation.
6. Develop a transportation system that supports the existing local economy and connects Billings to local, regional, and national commerce.

Trends and Projections

	2010 Census	2035 Projection	% increase
Study Area Population	126,564	181,657	43.5
Study Area Housing Units	57,071	79,206	38.8
Study Area Total Employment	89,618	129,296	44.3
Level of Service	Most roadways operate at LOS D or better under year 2035 traffic conditions. Exceptions include 1st Avenue N, between 10th Street and Exposition Drive and Main Street, between 3rd Avenue and Hilltop Road.		
Safety	24th Street West, Grand Avenue, and Main Street have many high crash rate intersections. There has been a low percentage of reported crashes involving a pedestrian and bicyclist at these high crash rate locations.		
Freight	Truck and rail traffic is projected to continue to be a vital part of the City's economy. Billings will continue to serve as a central hub for rail transport in Montana.		

Key Recommendations and Revenue Projections



Total Committed and Recommended Projects - Pedestrian, Bicycle, and Multiuse Trails
\$33,262,000



Total Committed and Recommended Projects - Public Transportation (capital only)
\$9,820,855



Total Committed and Recommended Projects - System Operations and Maintenance
\$94,581,000



Total Committed and Recommended Projects - Streets and Highways
\$334,711,000

Total Revenue Projection - State, Federal, and Other Sources: **2025** **2035**
 \$286,500,000 \$601,640,000

Source: Billings Area Long Range Transportation Plan, 2014, Table 11.5.

BOZEMAN TRANSPORTATION MASTER PLAN (TMP)



The Bozeman Transportation Master Plan (2017) provides a method for guiding transportation investments based on needs and associated decision-making principles. The Plan addresses regional transportation issues, travel convenience, safety, sustainability, complete streets, funding, transportation demand management, and multi-modal connections. Additionally, the updated plan includes short-term recommendations, modifications, and capital improvements to major roadways.

Goals

1. Maintain the existing transportation system.
2. Improve the efficiency, performance, and connectivity of a balanced transportation system.
3. Promote consistency and coordination between land use and transportation planning to manage and develop the transportation system for all modes and users.
4. Provide a safe and secure transportation system.
5. Support economic vitality of the community.
6. Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.
7. Promote a financially sustainable transportation plan that is actively used to guide the transportation decision-making process.

Trends and Projections

	2010 Census	2040 Projection	% increase
Study Area Population	49,814	100,721	102.0
Study Area Housing Units	22,783	46,062	102.0
Study Area Total Employment	30,267	68,675	127.0
Level of Service	Of the 63 recently analyzed intersections, 20 had a level of service of D, E or F for at least one leg of the intersection. By 2040, projections highlight 43 intersections with at least one leg with LOS of D or lower.		
Safety	Of the 63 intersections analyzed, Valley Center Spur and Frontage Road had the highest severity rate, followed by 19th Ave and Goldenstein Lane.		
Freight	With no designated truck routes within the city, heavy vehicle traffic in downtown Bozeman is a continued concern for business owners and local officials.		

Key Recommendations and Revenue Projections

			
Total Recommended Pedestrian Facility Improvements	Total Recommended Bicycle Facility Improvements	Total Recommended Major Street Network (MSN) Improvements	Total Recommended Transportation System Management Improvements
\$4,855,000	\$16,602,000	\$154,475,000	\$53,712,000

Total Revenue Projection - State, Federal, and Other Sources:

The cost of recommended improvements exceeds the funds available through the federal-aid program. Many improvements will need to be funded through a variety of funding sources, including public/private partnerships during the development process.

BUTTE-SILVER BOW TRANSPORTATION PLAN



The City and County of
Butte-Silver Bow Montana



The Butte Transportation Plan Update (2016) provides the transportation vision to support future growth in the Butte-Silver Bow area. The plan consists of analysis of existing traffic operations, roadway networks, transit systems, non-motorized transportation systems, and other systems in the Butte-Silver Bow area. The document also examines current socioeconomic conditions and projected trends, identifies needed improvements to the transportation system, provides alternatives analysis, and offers a set of recommendations to address the changing transportation needs of the community.

Goals

1. Assist economic and community development.
2. Employ good design in planning transportation infrastructure.
3. Promote transportation safety.
4. Address non-motorized transportation concerns.
5. Maintain the transportation system over time.
6. Support the efforts of the Butte-Silver Bow Transit Authority to provide public transportation.

Trends and Projections

	2010 Census	2025 Projection	% increase
Study Area Population	34,200	35,560	4.0
Study Area Total Employment	19,863	-	-
Study Area Housing Units	-	-	-
Level of Service	Traffic volumes on most of the roadways are projected to increase by 2%-10% through 2035 which will create minimal impacts at most intersections.		
Safety	The intersections at Harrison Avenue and Gilman Avenue, Samson Street, and Roosevelt Avenue had the most frequent crashes from 2010 -2014.		
Freight	There are currently 21 truck routes in and around Butte as well as multiple railroad lines that provide a high level of mobility to the region.		

Key Recommendations



Total Recommended
Non-Motorized System
Improvements

\$1,000,000



BSB Transit provides general bus services throughout the Butte urban area including Walkerville and both Montana Tech campuses through the system known as "The Bus." No specific capital projects are identified at this time.



Total Recommended
Improved Access

\$11,910,000



Total Recommended Road
Network Improvements

\$58,981,000

GREAT FALLS AREA LONG RANGE TRANSPORTATION PLAN



The Great Falls Area Long Range Transportation Plan (2014) provides guidance for decision makers to accommodate growth and resultant transportation needs within the Metropolitan Planning Organization (MPO) boundary. The plan identifies a menu of large and small improvements to the transportation network addressing all modes of transportation, including travel by private vehicle, foot, bicycle and transit.



Goals

1. Maintain the existing transportation system.
2. Improve the efficiency, performance and connectivity of a balanced transportation system.
3. Promote consistency between land use and transportation plans to enhance mobility and accessibility.
4. Provide a safe and secure transportation system.
5. Support economic vitality of the community.
6. Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.
7. Maximize the cost effectiveness of transportation.

Trends and Projections

	2010 Census	2035 Projection	% increase
Study Area Population	69,515	82,635	18.9
Study Area Housing Units	31,151	37,056	18.9
Study Area Total Employment	44,874	55,724	24.2
Level of Service	LOS D, E, F projected at 10 signalized and 18 unsignalized intersections (2035 with no improvements).		
Safety	Higher crash occurrences during the weekday PM peak hour from December to February under dry, clear, daylight conditions (2008-2012).		
Freight	Great Falls is located along the Canamex Trade Corridor; truck, rail, and air transportation modes are projected to facilitate goods movement throughout the region at a static statewide proportional share.		

Key Recommendations and Revenue Projections

Total Committed and Recommended Non-Motorized Projects
\$2,717,156

Total Committed and Recommended Transit Projects
\$12,350,000

Total Committed and Recommended System Operations and Maintenance
\$42,630,000

Total Committed and Recommended Major Street Network and Short Range Roadway Projects
\$103,743,877

2025 **2035**

Total Revenue Projection - State, Federal, and Other Sources: \$181,025,553 \$329,406,000

Source: Great Falls Area Long Range Transportation Plan, 2014, Tables 10.2, 10.3, 10.4, 10.5, and 10.6.

GREATER HELENA AREA TRANSPORTATION PLAN



The Greater Helena Area Long Range Transportation Plan (2014) guides transportation infrastructure investment decisions. The plan provides transportation recommendations related to all modes of transportation in order to relieve existing problems and accommodate future growth. The road network is accessed as well as non-motorized transportation, transit, trip reduction strategies, traffic calming, and



City of Helena

other traffic management techniques. The Helena urban area falls just under the 50,000 population threshold for designation as and MPO. It is likely the Helena area will become a designated MPO by the 2020 Census.

Goals

1. Maintain the existing transportation system.
2. Improve the efficiency, performance and connectivity of a balanced transportation system.
3. Promote consistency between land use and transportation planning to enhance mobility and accessibility.
4. Support coordinated land use and transportation planning efforts to manage and develop the transportation system.
5. Provide a safe and secure transportation system.
6. Support economic vitality of the community.
7. Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve nature and cultural resources.
8. Promote a financially sustainable transportation plan that is actively used to guide the transportation decision-making process.

Trends and Projections

	2010 Census	2035 Projection	% increase
Study Area Population	58,750	74,237	26.4
Study Area Housing Units	25,869	32,688	26.4
Study Area Total Employment	43,287	59,655	37.8
Level of Service	Of the 97 intersections studied, 26 operate at a level of service of D, E, or F during the AM or PM peak hour of the day under existing conditions (2014). Most roadways operate at LOS D or better under year 2035 traffic conditions.		
Safety	The intersection of York Road and Lake Helena Drive has experienced the highest severity rate and highest number of crashes per million vehicles entering from 2009 through 2013. The intersection of Custer Avenue and Montana Avenue ranked second in both categories for the same time period.		
Freight	Some of MRL's busiest routes pass through the Helena community. With numerous conflict opportunities it will be important that freight traffic, both trucks and rail, be taken into consideration with any possible changes to the transportation network.		

Key Recommendations and Revenue Projections

 Total Recommended Projects - Pedestrian, Bicycle, and Multi-use Trails \$30,857,500	 Total Recommended Projects - Transportation System Management: \$18,369,010	 Total Recommended Projects - Major Street Network: \$178,112,000 2025	 Total Committed and Recommended Projects - Streets and Highways \$273,558,010 2035
---	---	---	--

Total Revenue Projection - State, Federal, and Other Sources: \$38,260,000 \$76,520,000

KALISPELL AREA TRANSPORTATION PLAN UPDATE



The Kalispell Area Transportation Plan (2006) provides guidance for decision-



makers in the greater Kalispell community to manage growth, and the resultant transportation needs within the region. The plan examines traffic operations, road network, transit services, non-motorized transportation alternatives, transportation demand management (TDM) and growth management techniques that will help encourage the use of alternative modes of travel. The plan examines existing conditions for the transportation system, forecasts future travel demand, and identifies issues and alternatives for the future through 2030.

Goals

1. Provide a safe, efficient, accessible, and cost-effective transportation system that offers viable choices for moving people and goods throughout the community.
2. Make transit and non-motorized modes of transportation viable alternatives to the private automobile for travel in and around the community.
3. Provide an open public involvement process in the development of the transportation system and in the implementation of transportation improvements, and assure that community standards and values, such as aesthetics and neighborhood protection, are incorporated.
4. Provide a financially sustainable Transportation Plan that is actively used to guide the transportation decision-making process throughout the course of the next 20 years.
5. Identify and protect future road corridors to serve future developments and public lands.

Trends and Projections

	2005	2030 Projection	% increase
Study Area Population	39,282	79,273	101.8
Study Area Housing Units	15,713	31,709	101.8
Study Area Total Employment	26,373	56,933	115.9
Level of Service	Most roadways in Kalispell are projected to operate at LOS D or better under 2030 traffic conditions. However, many of the roadways in the plan area outside of Kalispell are projected to drop from an operating LOS C or better to LOS E or F.		
Safety	Montana Highway 35, US Highway 2, and US Highway 93 have the highest crash rates in the study area.		
Freight	US Highway 93 Bypass corridor is a necessity to allow the system to function acceptably into the future.		

Key Recommendations and Revenue Projections



Kalispell ATP identifies 32 recommended projects for pedestrian, bicycle, and multi-use trails, but does not provide any associated costs. The associated Kalispell Parks & Recreation Comprehensive Master Plan assigns **\$165,000** for immediate, high priority trail improvements



The ATP lists 10 suggested capital improvements to make Eagle Transit more efficient. The ATP does not provide any associated costs for public transportation improvements



Total Recommended Projects - System Operation and Maintenance:
\$4,583,500



Total Committed and Recommended Projects - Streets and Highways
\$108,990,000

MISSOULA LONG RANGE TRANSPORTATION PLAN



Activate Missoula 2045 provides the vision for Missoula's multi-modal future in support of the Missoula

Growth Policy. The LRTP supports all modes of travel and community planning in the region and guides decisions for local capital improvement programs related to transportation facilities. The LRTP update builds upon the previous transportation plan integrating transportation and land use planning in the region. The transportation projects reflected in the LRTP support the vision of transportation assets that provide a densely-developed, highly-walkable, and transit-friendly urban core.



Goals

1. Maintain the existing transportation system.
2. Improve the efficiency, performance and connectivity of a balanced transportation system.
3. Maximize the cost effectiveness of transportation.
4. Promote consistency between land use and transportation plans to enhance mobility and accessibility.
5. Provide safe and secure transportation.
6. Support economic vitality.
7. Protect the environment.
8. Promote community health and social equity through the transportation system.

Trends and Projections

	2015 Count	2045 Projection	% increase
Study Area Housing Units	40,381	60,604	50.0
Level of Service	Projected growth in traffic volumes in the region will significantly impact Level of Service on most roadways. Currently, several locations experience LOS of E or F at peak hour including Reserve, Brooks, and Broadway. By 2045, projected growth in traffic volumes in the region will impact Level of Service on many roadways. Average trip time will increase by 20% and the amount of delay occurring per trip will nearly double without additional improvements.		
Safety	The highest concentration of crashes in the region occurs along major transportation corridors including I-90, US 93 North and South, Reserve Street, US 12, Russell Street, Broadway, and Brooks. Crashes involving non-motorized users tend to concentrate on high volume roadways. The number of fatalities and incapacitating injuries has decreased slightly over the past ten years for vehicles and remained similar for cyclists and pedestrians.		

Key Recommendations and Revenue Projections

 Non-Motorized Committed and recommended non-motorized projects. \$23,000,000	 Transit Committed and recommended transit projects, programs, and operations. \$246,700,000	 Roadway Committed and recommended roadway improvement projects. \$232,000,000	 Other Committed and recommended transportation options, ITS, safety, and maintenance projects and programs. \$264,000,000
--	---	---	---

2021-2030
2031-2045

Total Revenue Projection - State, Federal, and Other Sources: **\$244,746,923** **\$399,036,649**

