

**CAPITAL IMPROVEMENT PROGRAM**  
**City of Missoula CIP Project Request Form FY 2014-2018**

<b>Program Category:</b>	<b>Project Title:</b>	<b>12 Project #</b>	<b>13 Project #</b>	<b>14 Project #</b>
Parks, Recreation and Open Space	Msla. Active Transportation Plan Implementation - Formerly BCN	PR-02		PR-02

**Description and justification of project and funding sources:**

Create, expand and enhance trails along Milwaukee Railroad, Bitterroot Branch Trail (BBT) and the Clark Fork River corridors. Corridor acquisition is the #1 priority of the adopted 2001 Non-motorized Plan. This project enables a coordinated effort to acquire access to land, through purchases or easements. Development of selected areas would follow acquisition.

The project leverages federal funds (CTEP), donations and grants, such as RTP. Matching funds are from the Open Space Bond and other local sources. Open Space funds will be requested for the 2006 Bond and will be listed on a per project basis. Numbers shown here do not account for the fee associated with CTEP as the fee % changes every year.

Included Projects (See MATP for full list of prioritized projects):

- Milwaukee Trail Grade Separate Crossing at Russell St. \$550,000 (In 2010, the Russell St. Project was experiencing shortfalls in STPU. Parks & PW agreed that the GS crossings were a priority so some STPE funding was allocated to this project to make budgets balance.)
- Kim Williams to Clark Fork Subdivisions Connections \$213,000 (Project timing will be dependent on the Clark Fork Meadows subdivision development or easement acquisition on MRL lands)
- Trail lighting Improvements on Kim Williams and Ron McDonald River Front Trails for "Dark Skies" compliance and improved efficiency, \$199,000 (Figures are from FY06 estimate)
- BBT Grade-Separate Crossing at Russell St. \$362,600 (In 2010, the Russell St. Project was experiencing shortfalls in STPU. Parks & PW agreed that the GS crossings were a priority so some STPE funding was allocated to this project to make budgets balance.)
- Milwaukee Trail - Reserve to Mullan (Project timing will be dependent on acquisition of trail easements on private lands)
- Milwaukee Trail - Mullan to Deschamps Lane, \$915,000 (Asphalt Surface) - (Project timing will be dependent on acquisition of trail easements on private lands)
- BBT North to South (Also appears as MRA Project "URD III Trail Connections" \$300,000)
- Northshore River trail - VanBuren east, \$414,300 (this estimate in FY06 numbers)
- BBT to Lolo connection (Scope not yet defined) - \*Build in floodplain and floodway if ROW is not obtainable

Further expansion of trails along the north and south shores of the Clark Fork River  
 Further expansion of the Milwaukee corridor, Bitterroot Branch

<b>Is this equipment prioritized on an equipment replacement schedule?</b>	<b>Yes</b>	<b>No</b>	<b>NA</b>
			x

**Are there any site requirements:**

**How is this project going to be funded:**

REVENUE	Funding Source	Accounting Code	FY14	FY15	FY16	FY17	FY18	Funded in Prior Years
	CTEP (Fed %)				664,371	176,000	1,587,006	1,520,645
95 Open Space				24,827				
06 Open Space								
Cash-in-lieu								
Impact Fees								
RTP								
County Arco								46,518
TIF								242,000
TBD				73,000	23,000	116,671	107,795	
			-	762,198	199,000	1,703,677	1,628,440	288,518

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**How is this project going to be spent:**

EXPENSE	Budgeted Funds	Accounting Code	FY14	FY15	FY16	FY17	FY18	Spent in Prior Years
	A. Land Cost							
B. Construction Cost				572,198	167,000	1,362,942	1,302,753	492,500
C. Contingencies (10% of B)				76,000	2,000	136,294	130,275	49,250
D. Design & Engineering (15% of B)				114,000	30,000	204,441	195,412	73,900
E. Percent for Art (1% of B)								
F. Equipment Costs								
G. Other								
			-	762,198	199,000	1,703,677	1,628,440	884,591

**Does this project have any additional impact on the operating budget:**

OPERATING BUDGET COSTS	Expense Object	Accounting Code	FY14	FY15	FY16	FY17	FY18	Spent in Prior Years
	Personnel				2,378	2,497	2,622	2,753
Supplies				659	771	902	1,055	
Purchased Services				751	879	1,028	1,203	
Fixed Charges								
Capital Outlay								
Debt Service								
			-	3,788	4,147	4,552	5,011	-

NOTE: THE NUMBERS SHOWN ABOVE ARE THE COSTS PER MILE OF NEW TRAIL AND DO NOT ACCOUNT FOR MAINTENANCE ON LIGHTING  
 Description of additional operating budget impact: In FY09 the cost of maintaining trails was estimated at \$2,535 per mile, additional years estimated at 5% increase for personnel and 17% for supplies per mile per year. Cost of routine resurfacing approximately every 7 years dependent on weather not included in budget.

<b>Responsible Person:</b>	<b>Responsible Department:</b>	<b>Date Submitted to Finance</b>	<b>Today's Date and Time</b>	<b>Preparer's Initials</b>	<b>Total Score</b>
Dave Shaw	Parks		4/10/2013 16:36	DS	49

# CAPITAL IMPROVEMENT PROGRAM

## Project Rating

(See C.I.P. Instructions For Explanation of Criteria)

Program Category:	Project Title:				14 Project #	
Parks, Recreation and Open Space	Msla. Active Transportation Plan Implementation - Formerly BCN				0	
Qualitative Analysis		Yes	No	Comments		
1. Is the project necessary to meet federal, state, or local legal requirements? This criterion includes projects mandated by Court Order to meet requirements of law or other requirements. Of special concern is that the project be accessible to the handicapped.		<input type="checkbox"/>	<input checked="" type="checkbox"/>			
2. Is the project necessary to fulfill a contractual requirement? This criterion includes Federal or State grants which require local participation. Indicate the Grant name and number in the comment column.		<input type="checkbox"/>	<input checked="" type="checkbox"/>			
3. Is this project urgently required? Will delay result in curtailment of an essential service? This statement should be checked "Yes" only if an emergency is clearly indicated; otherwise, answer "No". If "Yes", be sure to give full justification.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Corporate and community support is high. Development is threatening the continuous corridor for the corridor between Russell Street and Mullan Road.		
4. Does the project provide for and/or improve public health and/or public safety? This criterion should be answered "No" unless public health and/or safety can be shown to be an urgent or critical factor.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Air quality improvements and quality of life improvements are benefits of these projects.		
Quantitative Analysis		Raw Score Range	Comments		Weight	Total Score
5. Does the project result in maximum benefit to the community from the investment dollar?		(0-3) 3	Yes. The City's match leverages SAFETEA-LU (CTEP) and other grant funds. This fund reimburses 86.58% of project costs, requiring only 13.42% local matching funds. Trails represent a significant financial benefit to the City and are an effective way to use public funding. Trails development costs a fraction of what typical road or highway construction costs on a per traveler basis. Trails can carry 5 to 10 times the number of people that a typical driving lane can. Other benefits to the community are indirect such as health benefits associated with more physical activity in one's daily routine.		5	15
6. Does the project require speedy implementation in order to assure its maximum effectiveness?		(0-3) 2	Yes. Each year more development occurs along many potential trail corridors in the City, making establishment of a continuous trail system more problematic.		4	8
7. Does the project conserve energy, cultural or natural resources, or reduce pollution?		(0-3) 2	Trips taken by biking and walking replace trips taken by car thus reducing traffic congestion and pollution. Trail projects conserve energy by requiring less energy consumption in their construction and by reducing the number of vehicles on the roads. Well connected bike/ped infrastructure encourages compact, mixed-use development which reduces urban sprawl that is destructive to the natural resources surrounding our community.		3	6
8. Does the project improve or expand upon essential City services where such services are recognized and accepted as being necessary and effective?		(0-2) 2	The project works in concert with plans to conserve open space. It encourages use of non-polluting non-motorized transportation mitigating air quality problems. It is an integral part of the City's TDM plan to reduce VMT 6%. The projects proposed here are designated as "commuter routes" as per the Non-Motorized Transportation Plan. These routes are heavily supported by the public.		4	8
9. Does the project specifically relate to the City's strategic planning priorities or other plans?		(0-3) 3	The project contributes to strategic goal of liability by providing an inexpensive, convenient and safe means of travel and healthy recreation linking neighborhoods with community resources. It is supported by the goals in the Master Park Plan, the Missoula Active Transportation Plan, the Urban Transportation Plan Update, the Urban Fringe Development Area Plan, and local Neighborhood Infrastructure Plans.		4	12
<b>Total Score</b>					<b>49</b>	

14 Project #	Project Title:
0	Msla. Active Transportation Plan Implementation -

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	PROJECT	CTEP	RTP	95 OSB	06 OSB	CinL	Impact	Co Arco	TIF	TBD	SUM	FY TOTAL
FY14	Kim Williams to Clark Fork Meadows	\$188,171									\$212,998	\$762,998
	Milwaukee GS Crossing @ Russell	\$476,200			\$24,827					\$73,800	\$550,000	
	<b>FY SOURCE TOTAL</b>	<b>\$664,371</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,827</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$73,800</b>	
FY15	Trail Lighting Riverfront Dark Skys	\$176,000									\$23,000	\$199,000
	<b>FY SOURCE TOTAL</b>	<b>\$176,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,000</b>	<b>\$199,000</b>
FY16	Milwaukee Res to Mullan I	\$428,217									\$56,498	\$484,715
	Milwaukee Res to Mullan II	\$844,889									\$11,473	\$856,362
	BBT GS Crossing @ Russell	\$313,900									\$48,700	\$362,600
	<b>FY SOURCE TOTAL</b>	<b>\$1,587,006</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$116,671</b>	
FY17	Milwaukee Mullan to Dechamps	\$902,205									\$11,935	\$914,140
	BBT South to North	\$259,740									\$40,260	\$300,000
	Northshore River Trail - Van Buren east	\$358,700									\$55,600	\$414,300
	<b>FY SOURCE TOTAL</b>	<b>\$1,520,645</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$107,795</b>	
											\$4,294,115	\$4,294,115

## Surface Transportation Program Enhancements (STPE) – CITY

Funding shown in thousands of dollars										
Project Sponsor	Description	Phase	Program Schedule					Funding Source		
			2011	2012	2013	2014	2015	Local 13.42%	State 13.42%	Federal 86.58%
<i>Carryover</i>			1,327.3	1,318.8	467.6	56.1	165.6			
<i>Federal Allocation (Estimated)</i>			377.4	334.6	334.6	334.6	334.6			
<b>Silver Park and Millsite Trail</b> Funds Obligated FFY08 \$774.5	California St. Bridge to Bitterroot Branch / Milwaukee Trail	PE ROW CN						0.0		0.0
<i>City Parks Department/ MRA</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Bitterroot Branch Trail Grade-Separated Crossing at Russell</b>	Sidewalk installation through park	PE ROW CN					362.6	48.7		313.9
<i>City Public Works</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>362.6</b>	<b>48.7</b>	<b>0.0</b>	<b>313.9</b>
<b>Lolo Street Sidewalk</b>	Const. sidewalks where none exist.	PE ROW CN						11.9		76.9
<i>City Public Works</i>		<b>Total</b>	<b>0.0</b>	<b>88.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.9</b>	<b>0.0</b>	<b>76.9</b>
<b>Bike Commuter Network</b>	Kim Williams to Canyon River, Deer Creek Connections, Milwaukee Trail Phase I (Reserve to Mullan)	PE ROW CN				260.0		34.9		225.1
<i>City Parks Department</i>		<b>Total</b>	<b>355.0</b>	<b>204.0</b>	<b>0.0</b>	<b>260.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>484.0</b>
<b>Milwaukee Trail West</b> Funds Obligated FY06 \$385 for ROW FY10 \$476,650	Trail connection between Russell & Reserve Streets	PE ROW CN						0.0		0.0
<i>City Parks Department</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Crosswalk Improvements (Campus Street Crossings)</b>		PE ROW CN	28.3					3.8		24.5
<i>City Public Works</i>		<b>Total</b>	<b>28.3</b>	<b>0.0</b>	<b>311.7</b>	<b>0.0</b>	<b>0.0</b>	<b>41.8</b>	<b>0.0</b>	<b>269.9</b>
<b>Milwaukee Trail Grade-Separated Crossing at Russell</b>	Grade separated bike/ped crossing	PE ROW CN			550.0			73.8		476.2
<i>City Public Works</i>		<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>550.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73.8</b>	<b>0.0</b>	<b>476.2</b>
<b>Grant Creek Trail</b> Bike/Ped trail up Grant Creek	Bike/Ped Improvements	PE IC CN	62.3	39.7				8.4		54.0
<i>City Parks Department</i>		<b>Total</b>	<b>62.3</b>	<b>1,037.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>139.2</b>	<b>0.0</b>	<b>898.0</b>
<b>City STPE total (including match)</b>			<b>3,299.6</b>	<b>0.0</b>	<b>445.7</b>	<b>1,369.6</b>	<b>861.7</b>	<b>260.0</b>	<b>362.6</b>	<b>442.8</b>
<b>Federal</b>					<b>385.9</b>	<b>1,185.8</b>	<b>746.1</b>	<b>225.1</b>	<b>313.9</b>	
<b>Local</b>					<b>59.8</b>	<b>183.8</b>	<b>115.6</b>	<b>34.9</b>	<b>48.7</b>	
<b>Balance</b>					<b>1,318.8</b>	<b>467.6</b>	<b>56.1</b>	<b>165.6</b>	<b>186.3</b>	

Table 6-1: Project List

Proj. #	Project	Agency	Source	Funding Source	Project Description
166	Sidewalk Improvements - Gilbert Ave from Rattlesnake Dr. to Pineview Dr.	CITY PUBLIC WORKS	0	Unknown Funding	Sidewalk improvements to address deficiencies in Walk to School Route
167	Sidewalk Improvements - Woodland Ave from Lolo St. to Mountain View Dr.	CITY PUBLIC WORKS	0	Unknown Funding	Sidewalk improvements to address deficiencies in Walk to School Route
168	Sidewalk Improvements - Mountain View Dr. from Rattlesnake Dr. east to end.	CITY PUBLIC WORKS	0	Unknown Funding	Sidewalk improvements to address deficiencies in Walk to School Route
169	Sidewalk Improvements - Missoula Ave. from Van Buren St. to Lolo St.	CITY PUBLIC WORKS	0	Unknown Funding	Sidewalk improvements to address deficiencies in Walk to School Route
170	Sidewalk Improvements - Holly St. from Jackson St. to Van Buren St.	CITY PUBLIC WORKS	0	Unknown Funding	Sidewalk improvements to address deficiencies in Walk to School Route
171	Sidewalk Improvements - Jackson St. from Elm St to Holly St.	CITY PUBLIC WORKS	0	Unknown Funding	Sidewalk improvements to address deficiencies in Walk to School Route
172	Sidewalk Improvements - Ernest Ave. from Garfield St. to Washburn St. (South side only)	CITY PUBLIC WORKS	0	Unknown Funding	Sidewalk improvements to address deficiencies in Walk to School Route
173	Sidewalk Improvements - 23rd Ave. from W. Foothills Dr. to 55th St.	CITY PUBLIC WORKS	0	Unknown Funding	Sidewalk improvements to address deficiencies in Walk to School Route
<b>On-Street Bike Facilities</b>					
6	Develop Bike Lanes on Van Buren Street at the MRL bridge	MDT	L RTP '08	Unknown Funding	This project pertains to the pinch point created by the MRL railroad bridge and would include bike lane improvements at this location. Other bike/ped facilities along this section of Van Buren are included in Project 7 - Rattlesnake/Broadway Crossing (RUX) which is currently underway and the Missoula East and West MDT Interstate Maintenance project which is included in both the 2008 L RTP and TIP.
135	5th & 6th Bikeways-- Maurice/Arthur to Higgins	CITY PUBLIC WORKS	BPAB MIST	Unknown Funding	Provide safe, continuous bike facilities on South 5th and 6th Streets between Maurice/Arthur and Higgins
136	Bike Facilities-- W. Spruce from Orange to Railroad Tracks	CITY PUBLIC WORKS	BPAB	Unknown Funding	Install Bike facilities on W. Spruce Street, west from Orange to the railroad tracks
138	5th and 6th Bikeways--Higgins to Russell	CITY PUBLIC WORKS	BPAB	Unknown Funding	Provide safe, continuous bike facilities on South 5th and 6th Streets between Higgins and Russell
140	Bicycle Slip Lanes--Higgins at Intersection with Brooks	CITY PUBLIC WORKS	BPAB	Unknown Funding	On South Higgins Avenue at the Brooks Street intersection add a dotted slip lane or other engineering modifications for bikes.
142	Rattlesnake Drive - On-street Bike Facilities	CITY PUBLIC WORKS	RV TSS	Unknown Funding	On-street Bike Facilities: Poplar to Elm (BIKE LANE COMPLETED), Elm to Litar (BIKE LANE COMPLETED), Litar to 1800 Van Buren (BIKE LANE COMPLETED), 1800 Van Buren to Missoula (BIKE LANE COMPLETED), Missoula to Wylie, Wylie to Lolo, Lolo to Pineview, Pineview to Creek Crossing
149	Bike Lanes - N. 5th St., Worden, Cooley	CITY PUBLIC WORKS	NS/WS	Unknown Funding	Bike lanes on N. 5th, Worden, and Cooley to connect Orange and Scott Streets
161	Bike Facilities - Brooks - Mount to Reserve	CITY PUBLIC WORKS	OPN HSE	Unknown Funding	Install bike facilities on Brooks - Mount to Reserve
163	Bike Facilities - Russell St. from Mount to Brooks	CITY PUBLIC WORKS	OPN HSE	Unknown Funding	Install bike facilities on Russell street from Mount to Brooks
<b>Trail Connections</b>					
8	Complete Bitterroot Branch Trail between North and Livingston - Include crossing improvements at Johnson & South Avenue	PARKS & REC	L RTP '08	CTEP	This project will consist of ROW acquisition, construction of a trail between North and Livingston and improved trail/ped crossings at Johnson & South. It would create a much needed connection in the BBT creating direct access between several neighborhoods, Southgate Mall, downtown and several parks.
10	River Road Trail - California St. to Russell St.	PARKS & REC	L RTP '08 RR/ED	CTEP	Construct a trail in the River Rd ROW from the west side of the California St. Bridge to the proposed Russell St. bridge and the planned trail crossing under it. May require some ROW acquisition at east end of River Rd. This trail is a continuation of the south shore riverfront system.
12	Missoula to Lolo Trail	PARKS & REC	L RTP '08 Lolo Regional Plan OPN HSE	CTEP	Designate most feasible route, acquire ROW where necessary, and construct a trail that links the south end of the Bitterroot Branch Trail in Missoula to the Hwy 93 trail system in Lolo. This trail would extend the Bitterroot Branch Trail all the way to Lolo. It is anticipated that this trail connection would alleviate some of the traffic congestion on Hwy 93. This project is in unincorporated Missoula County.
32	Inverness Place Trail Extension	PARKS & REC	RR/ED	Unknown Funding	Continue the bike-pedestrian trail in Inverness Place eastward across the Rice Addition via the public right-of-way easement that extends east from the present cul-de-sac.
33	Emma Dickinson Learning Center-Council Grove Apartments bike-ped connection	PARKS & REC	RR/ED	Unknown Funding	Provide a bicycle-pedestrian connection between the Emma Dickinson Learning Center, the Council Grove Apartments, and a future segment of Johnson Street if and when Johnson is extended north from Third Street.
35	Riverfront Trail between Russell & Reserve Streets	PARKS & REC	RR/ED	Unknown Funding	Work toward eventual reclamation and public acquisition of the Missoula Ready Mix property to facilitate extension of the Riverfront Trail after concrete production ceases on the site. Plan for non-motorized circulation within the park as determined at the time of development of the park (gravel pit area). It is necessary for reclamation to occur before the property is turned over to public use.
38	Bike/Ped Bridge from Mullan Rd. to Missoula Ready Mix site	PARKS & REC	RR/ED	CTEP	Add a bicycle/pedestrian bridge from Mullan Road over the Clark Fork River to the Missoula Ready Mix site, preferably somewhere about halfway between Reserve and Russell Streets. • The exact location of the bridge will depend on development and design on both sides of the river. • Cooper Street is one possible approximate location. • A parking lot should be provided with access from Mullan Road near the north end of the bridge.
48	Bicycle/pedestrian facilities parallel to Creek Crossing to Tamarack. (UPDATED NAME)	CITY PUBLIC WORKS	RV TSS TIGER I	Grant	Bicycle/pedestrian facilities from Creek Crossing to Tamarack Street/Fox Hollow.

Table 6-1: Project List

Proj. #	Project	Agency	Source	Funding Source	Project Description
49	Bicycle/pedestrian facilities parallel to Tamarack to USFS Trailhead. (UPDATED NAME)	CITY PUBLIC WORKS	RVTS	Unknown Funding	Bicycle/pedestrian facilities from Tamarack Street to USFS Trailhead.
50	Bicycle/pedestrian facilities parallel to Lincoln Hills Dr. from Rattlesnake to Applehouse. (UPDATED NAME)	CITY PUBLIC WORKS	RVTS	Unknown Funding	Bicycle/pedestrian facilities along Lincoln Hills Drive from Rattlesnake to Applehouse Lane.
51	Bicycle/pedestrian facilities parallel to E side of Soccer Fields. (UPDATED NAME)	CITY PUBLIC WORKS	RVTS	Unknown Funding	Bicycle/pedestrian facilities along east side of soccer fields connecting all neighborhoods above Rattlesnake Court with the fields and Lincoln Hills Drive.
52	Bicycle/pedestrian facilities parallel to Lincoln Hills Drive-Applehouse to Contour. (UPDATED NAME)	CITY PUBLIC WORKS	RVTS	Unknown Funding	Bicycle/pedestrian facilities along Lincoln Hills Drive from Applehouse Lane to Contour Lane; a trailhead is located a bit further at this point on Lincoln Hills Drive.
53	Bicycle/pedestrian facilities on Greenough Dr. from Waterworks Hill trailhead to Greenough Court. (UPDATED NAME)	CITY PUBLIC WORKS	RVTS L RTP '08	Unknown Funding	Bicycle/pedestrian facilities on Greenough Dr. from Waterworks Hill trailhead to Greenough Court.
54	Bicycle/pedestrian facilities on Greenough Dr./Duncan Dr. from Greenough Court past Lolo St. to West Mountain View. (UPDATED NAME)	CITY PUBLIC WORKS	RVTS	Unknown Funding	Bicycle/pedestrian facilities on Greenough Dr./Duncan Dr. from Greenough Court West Mountain View.
61	Grant Creek Trail to Snow bowl Rd - County portion only. City portion to be completed in 2010. (UPDATED NAME)	PARKS & REC	L RTP '08	CTEP	Create a 3.5 mile, 10' wide paved or gravel trail parallel to Grant Creek Rd that connects the neighborhoods to I-90 and Reserve. 2 miles are in the City and 1.5 miles are in the County.
63	Mullan Rd Bike/Ped Path Completion-City of Missoula-Flynn to Reserve	CITY PUBLIC WORKS	TIGER I	Grant	
68	Riverfront Trail Extensions	PARKS & REC	DTMP	Unknown Funding	Riverfront Trail Extensions - Fill in gaps in trail connections on north side of river. Provide connections at Madison, Higgins, and Orange Street. (INADEQUATE DESCRIPTION)
76	Bitterroot Branch Trail River Crossing	PARKS & REC	DTMP NS/WS	Unknown Funding	Bitterroot Branch Trail Bike/Pedestrian Crossing - On or next to existing RR Bridge.
79	Westside Greenway Trail	PARKS & REC	NS/WS	Unknown Funding	Westside Greenway System along the following corridors subject to property owners' approval: (1) Between the Northside Bicycle/Pedestrian Bridge terminus on Owen Street and the Bitterroot Railroad Spur Line. (2) Between the mainline tracks and West Broadway next to the spur line. (3) From the Bitterroot Railroad Spur Line to North Russell Street, next to the main line tracks (low priority). (4) Extending the existing Shady Grove Riverfront Trail to North Orange Street
81	Northside Greenway Trail between Northside Park and Scott Street	PARKS & REC	NS/WS	Unknown Funding	Interstate greenway system between Northside Park and Scott Street on the south side of I-90 with connecting access to the North Hills via Coal Mine Road. A loop trail system could be created depending on cooperation of property owners.
124	Target Range Bike Paths: Tower: South Ave. to 3rd, 33rd: South to 3rd, 3rd: Reserve to Clements, Spurgin: Clements to Tower	COUNTY PUBLIC WORKS	TR	Unknown Funding	Establish bike paths on: • Tower Street: South Ave. W. to South 3rd St • 33rd Avenue: South Ave. W. to South 3rd St • S. 3rd St. from Reserve to Clements Rd. (Creates a Walk to School Route to Hawthorne Elementary) • Spurgin Rd. from Clements Rd. to Tower St. NOTE: See Target Range Plan Map 8 - Transportation & Trails for existing & proposed paths.
125	North Avenue Bike Path: Clements - 37th	COUNTY PUBLIC WORKS	TR	Unknown Funding	Improve the bike path on North Ave. from Clements Road to 37th Street.
126	Clements Road Bike Path: Relocate segment between Mount & North Avenues from the east side of the street to west side.	COUNTY PUBLIC WORKS	TR	Unknown Funding	Relocating the bike path that runs the length of Clements Road from the east to the west side of the street for the segment between Mount Avenue and North Avenue would remove 2 avoidable street crossings along a high-use school and neighborhood route.
141	East Missoula to Bonner Bike/Ped Trail	COUNTY PUBLIC WORKS	0	Unknown Funding	Install trail from the bottom of Brickyard Hill to Bonner. Completes connection from East Missoula to Turah.
151	Trail - Ped. Bridge to Madison	PARKS & REC	NS/WS	Unknown Funding	Trail from Northside Pedestrian Bridge to Madison Ave/Rattlesnake Creek
152	Trail - Scott St. to Interstate Greenway	PARKS & REC	NS/WS	Unknown Funding	Trail Along Scott Street or through future White Pine Sash development area joining the Grand Street/Scott Street Rail Greenway to the Interstate Greenway
156	Trail - North Shore Riverfront - Van Buren to Easy St	CITY PUBLIC WORKS	L RTP (TBL 4-7)	Unknown Funding	Bike/Ped trail along the north shore riverfront from Van Buren to Easy Street (ALIGNMENT HAS NOT BEEN ESTABLISHED)
159	Trail Connection - Strand to Burlington	MRA	OPN HSE	Unknown Funding	Install a trail connection from Strand Ave. to Burlington Ave. somewhere between Russell St. and Stephens Ave through the redevelopment process.
164	Trail Connection - Madison St. underbridge to Front St.	CITY PUBLIC WORKS	MATP TAC	Unknown Funding	Connection from underbridge to Front St. (Northbound)
165	Trail Connection - Madison St. underbridge to Arthur Street.	PARKS & REC	MATP TAC	Unknown Funding	Connection from underbridge to Arthur St. (Southbound)