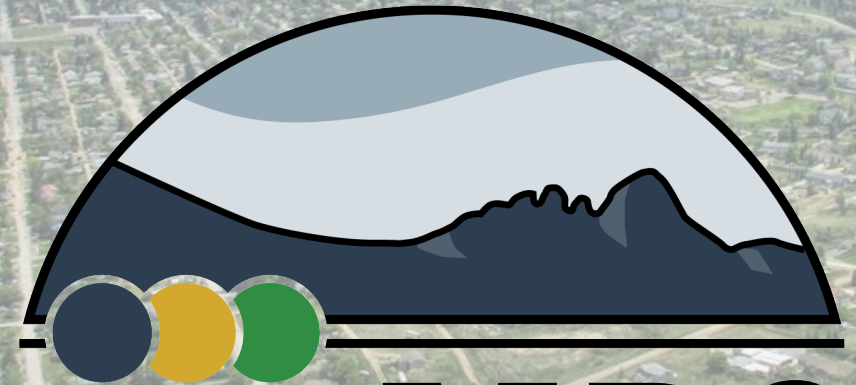




Greater
Helena **MPO**
Metropolitan Planning Organization

TPCC Meeting

June 8, 2026

Status Update

TASK 1:

Scoping & Contracting
Project Plans
PMT Meetings
TTAC Meetings

TASK 2:

Review Existing Plans/Docs
Stakeholder Identification
Public Participation Plan

TASK 3:

Kickoff Meetings
PI Plans (LRTP/CSAP)
Electronic Content/Materials
Stakeholder Workshops
Community Opens Houses
Virtual Outreach

TASK 4:

Review Existing Plans/Docs
Existing Conditions Assess.
Socioeconomics & Land Use
Travel Demand Modeling
Exist./Projected Cond. Report

TASK 5:

Scenario Planning
ID Vision/Goals/Objectives
Goals & Objectives Report

TASK 6:

Safety Risk Assessment
Gap Analysis
Recs & Implementation
Cost-Benefit Analysis
CSAP Report

TASK 7:

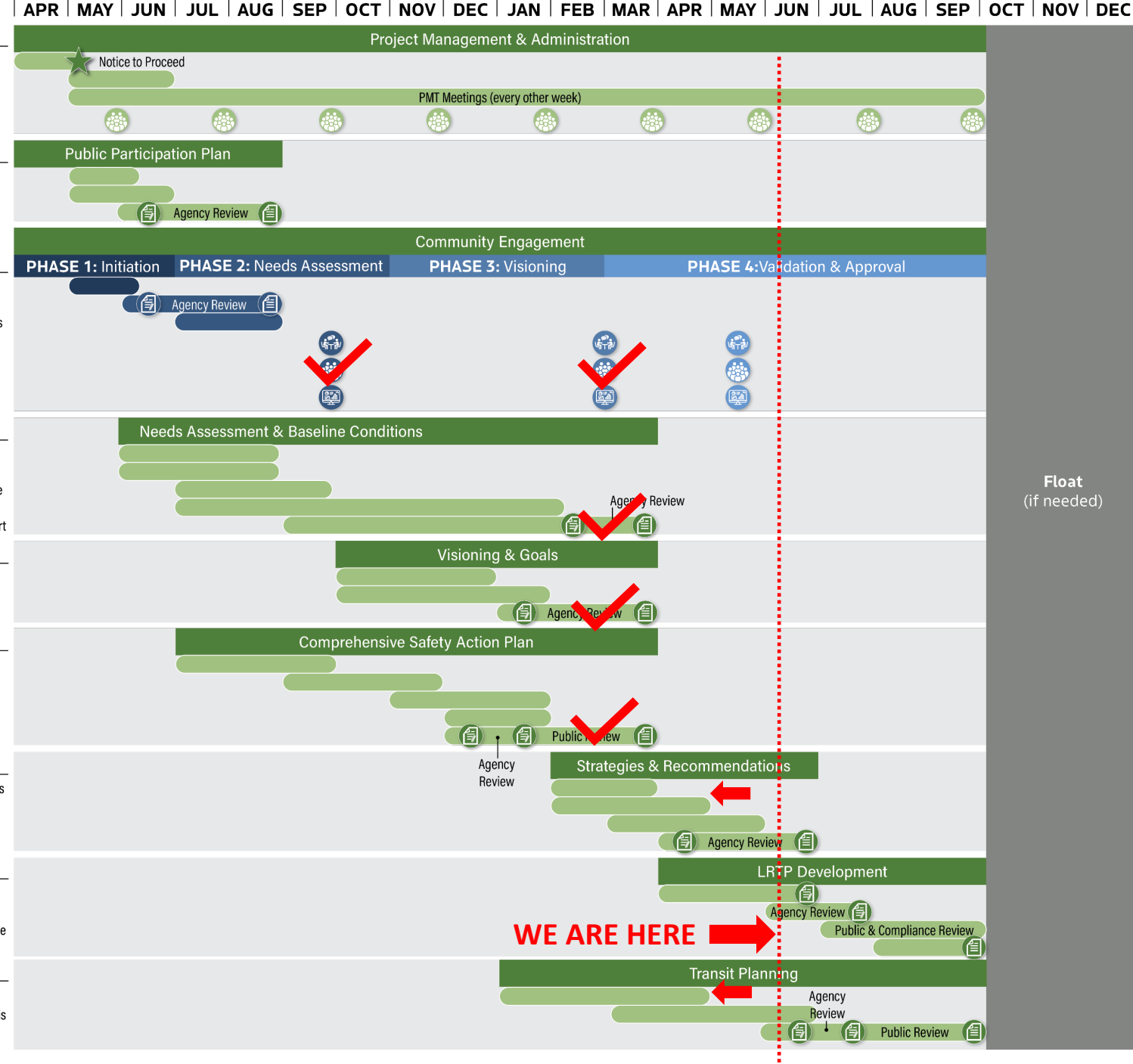
Trans. System Improvements
Project Prioritization
Funding & Fiscal Analysis
Recs & Funding Report

TASK 8:

Admin Draft Report
Final Draft Report
Pub./Conformity/Compliance
Adopted Plan

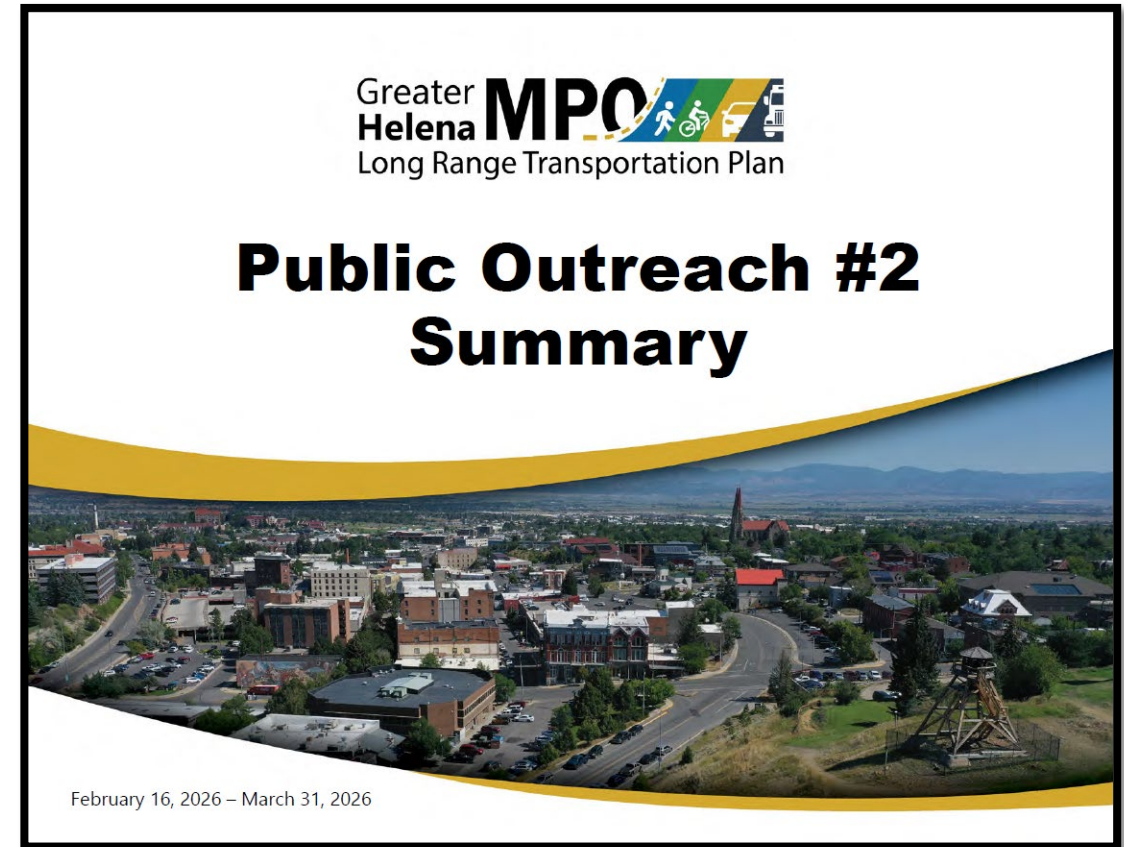
TRANSIT

Needs Assessment
Alts. Identification & Analysis
Reporting



Public Outreach #2

- **Active:** February 16th – March 31st (extended)
- **Stakeholder Meetings:**
 - Prickly Pear Land Trust
 - Bike Walk Helena
 - AARP Montana
- **Stakeholder Safety Summit:**
 - 30 Participants (4 E's of Safety)
- **In Person Open Houses:**
 - Civic Center & Fire Hall – 53 Participants
- **Virtual Open House:**
 - 317 Views
 - 127 Survey Responses (+34 Paper Surveys)
 - Interactive Map: 264 comments, 295 likes, 48 dislikes, and 29 replies



Transit Survey

KEY TAKEAWAYS:

- **57%** don't use Capital Transit at all, so results skew toward non-rider perspectives
- Non-transit users are more likely to prefer fixed routes and set schedules
- Among those who use the system, ratings for physical condition and comfort tend to be positive (good or excellent)
- The most common barrier for non-riders is coverage and awareness, not dissatisfaction with the service itself
- **70%** say service availability & frequency is a top priority

Comprehensive Safety Action Plan

1. Baseline Data Summary

- Jan 1, 2020 – Dec 31, 2024

2. Focus Areas

- Intersection Crashes
- Run-off-the-Road Crashes
- Non-Motorist Involved (*Pedestrian and Bicycle Involved*)
- High Risk Behaviors (*Speed Related, Unrestrained Occupants, Impaired Drivers, Inattentive Drivers*)

3. Goal Setting

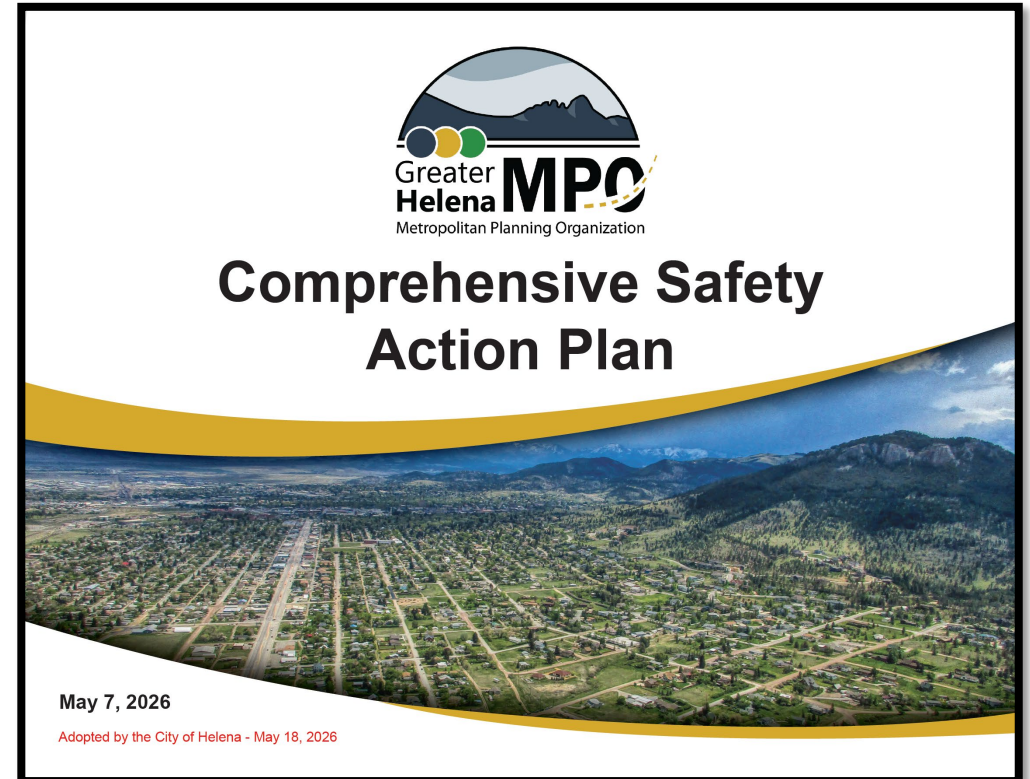
- Zero fatalities and serious injuries

4. Gap Analysis

5. Strategy Identification

6. Project, Policy, Plan, and Program Identification

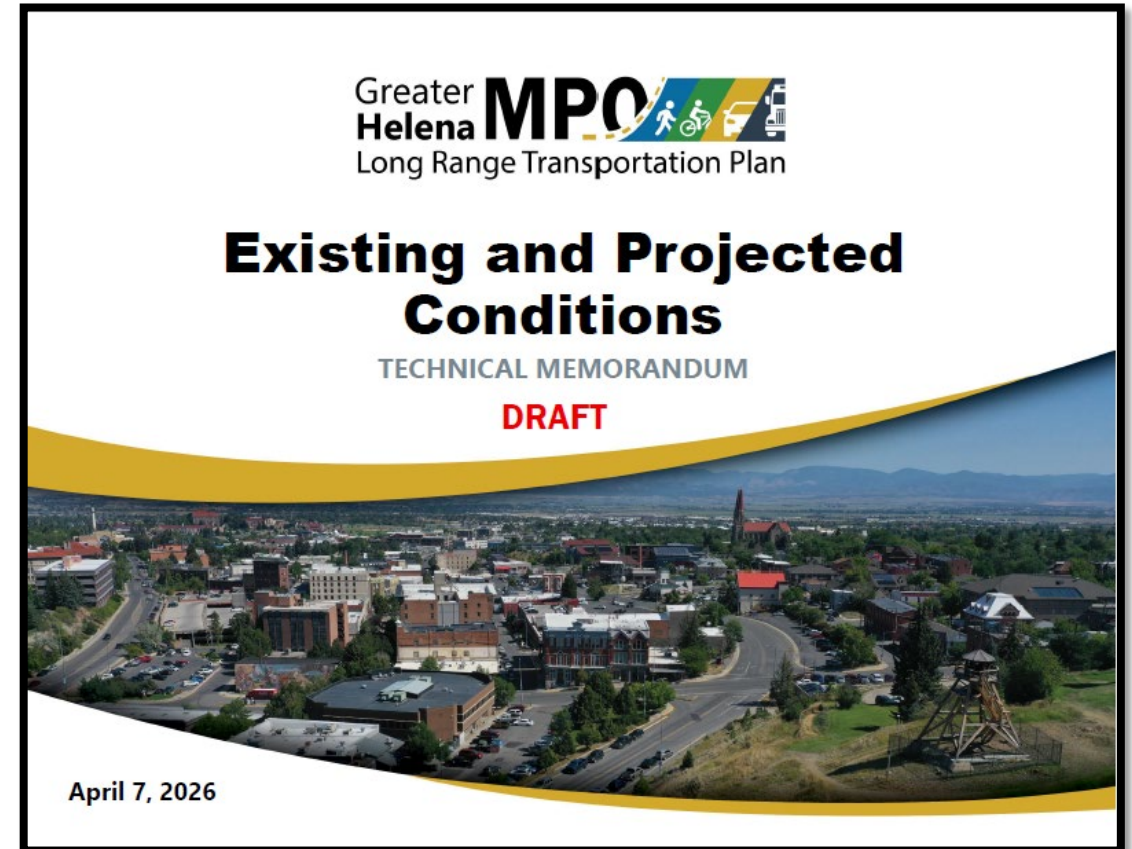
7. Implementation



**Adopted by the City of Helena
(SS4A Grant Submitted May 2026)**

Existing and Projected Conditions

1. **Community Characteristics & Socioeconomics**
2. **Existing Transportation System**
 - Vehicle & Non-Motorized Networks
 - Volumes, Operations, and Travel Trends
 - Asset Conditions
 - Safety
3. **Land Use and Future Development**
 - Land Use Forecasting Workshops
4. **Projected Conditions**
5. **Areas of Concern and Consideration**



TTAC Review Complete – Final Version Forthcoming

Visioning and Goals



Ensure consistent maintenance of the transportation system

- Maintain motorized & non-motorized facilities
- Clarify long-term maintenance responsibilities
- Enhance seasonal maintenance activities



Enhance reliability and efficiency for safe movement

- Explore multimodal solutions
- Increase system redundancy and connectivity
- Improve traffic operations to reduce delay and conflict
- Optimize freight operations and emergency response



Support growth while maintaining community character

- Coordinate transportation and land use planning
- Support tourism and economic vitality
- Consider and minimize impacts to the environment
- Integrate sustainable infrastructure



Improve accessibility, safety, and multimodal connectivity

- Ensure equitable access to walking, biking, and transit
- Improve safety in key activity centers
- Identify and close network gaps
- Enhance infrastructure to reduce conflicts



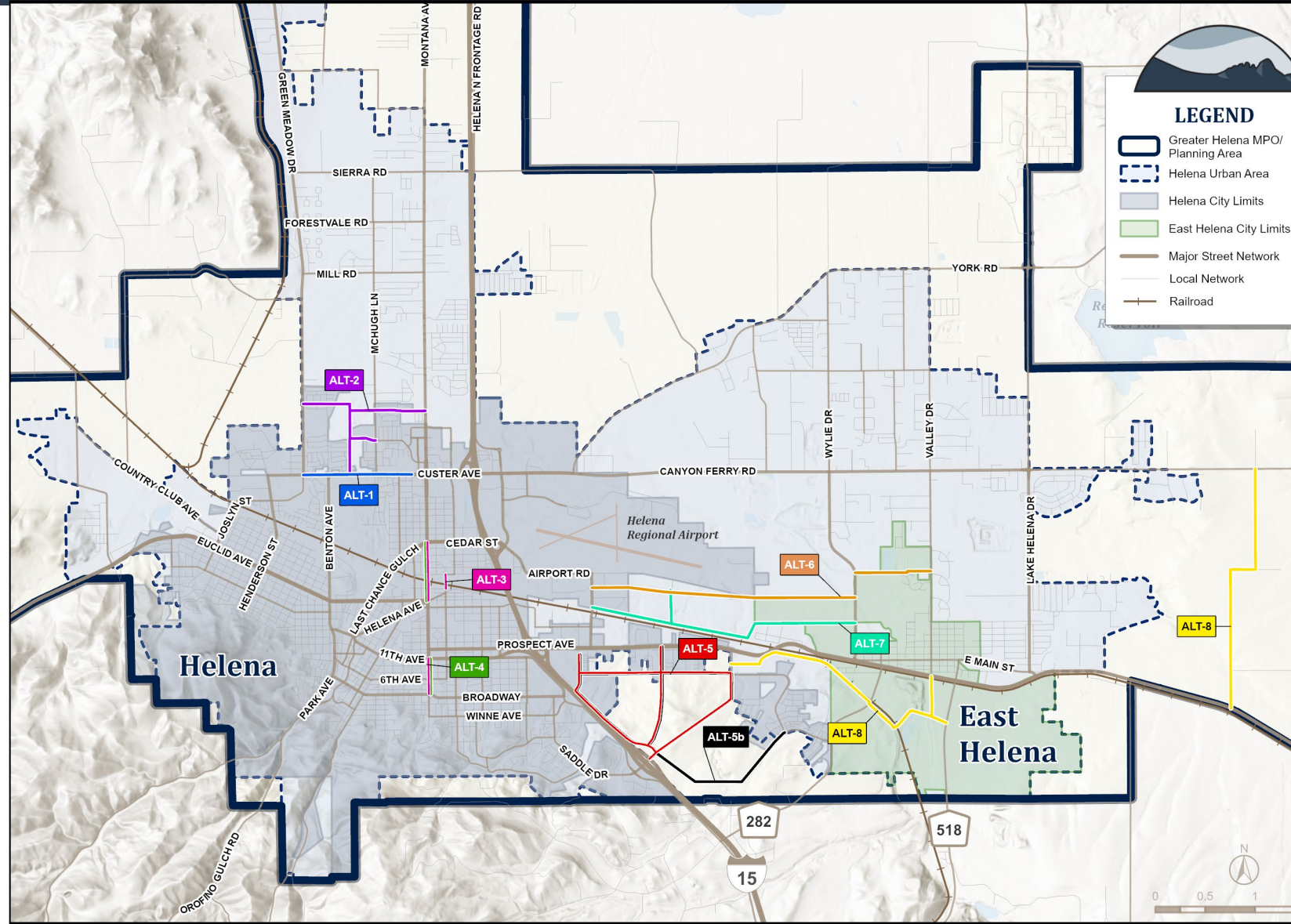
Deliver improvements through collaboration, transparency, and innovation

- Coordinate planning among regional partners
- Engage the public in transportation projects
- Pursue innovation to reduce costs and accelerate implementation

Alternative Modeling Scenarios

9 SCENARIOS

- **Purpose:** understand how major improvements impact travel demand
- Focus on major street network **connections/extensions/closures & capacity changes**
- Developed in coordination with Helena, East Helena, L&C County, and MDT
- Modified from 2014 LRTP scenarios
- **COMPLETE**





Recommendations

Recommendations - Approach

Compile Past Recommendations

- 2014 LRTP
- CSAP
- Other Local Plans
- E&P Report Findings
- Public Comments

Prioritize Recommendations

- Based on:
 - Goals & Objectives
 - Funding Realities
 - Local Priorities

Fiscally Constrain Recommendations

- **Committed** (5-Years)
- **Recommended** (5-20 Years)
- **Illustrative** (Beyond 20 Years)

Recommendations – Prioritize

Project	Description	Proposed Funding Source	Estimated Funding Timeframe	Estimated Cost in YOE*	Project Prioritization									
					GOAL 1	GOAL 2	GOAL 3	GOAL 4	GOAL 5	GOAL 6	GOAL 7	SUB-TOTAL	Local Support Multiplier	TOTAL
					Preserve & maintain existing	Improve accessibility/ connectivity for all users	Improve reliability for efficient movement	Safety, security, resiliency	Consistency b/w transpo & land use	Improve QOL, conserve resources, protect enviro	Project delivery & cost effectiveness			
City Sidewalk Infill Projects	Infill sidewalk gaps at various locations across the city	TA, CITY	2029 - 2033	\$ 3,600,000	2	2	2	2	2	2	2	14	3	42
Central Avenue / 38th Street Intersection	Reconstruct intersection (traffic signal or roundabout)	STPU, CMAQ	2029 - 2033	\$ 6,000,000	1	2	2	1	2	1	1	10	3	30
1st & 2nd Ave S (9th St S to 15th St S)	Overlay with new asphalt	CITY	2029 - 2033	\$ 4,500,000	2	0	0	1	1	2	2	8	3	24
36th Avenue NE Traffic Calming	Traffic calming between Bootlegger Trail and terminus to heighten pedestrian visibility	CITY	2029 - 2033	\$ 880,000	1	2	1	2	2	2	1	11	2	22
10th Ave S / 54th St S	Intersection safety improvements (access modifications)	HSIP	2029 - 2033	\$ 77,000	1	0	0	2	1	1	2	7	3	21
2nd Ave N/38th St N	Install dedicated north/southbound left-turn lanes	STPU, CMAQ, PRIVATE	2029 - 2033	\$ 710,000	1	0	2	1	1	1	1	7	3	21
10th Avenue S Signal Improvements (20th St S & 23rd St S)	Install dedicated north/southbound left-turn lanes	NH, CMAQ	2029 - 2033	\$ 3,000,000	0	0	2	1	1	1	1	6	3	18
River Drive N / 25th St N Intersection Improvements	Reconstruct intersection (traffic signal or roundabout)	STPU, COUNTY	2029 - 2033	\$ 6,700,000	2	0	1	2	1	2	1	9	2	18
Flood Road Curve Warning	Install enhanced curve warning signage	NH, MACI	2029 - 2033	\$ 9,000	0	1	2	2	1	1	1	8	2	16
Lower Sun River Road Curve	Install enhanced curve warning signage	HSIP, COUNTY	2029 - 2033	\$ 4,000	2	0	0	2	0	0	2	6	2	12
Skyline Drive NW/NE Corridor Improvements	Traffic calming and evaluation of stop-control warrants along route	HSIP, CITY	2029 - 2033	\$ 1,500,000	2	0	0	2	0	0	2	6	2	12
Smelter Ave / 6th St NW	Intersection traffic study to identify priority movements, reconfigure stop control accordingly	CITY	2029 - 2033	\$ 25,000	1	1	1	2	1	0	0	6	2	12
Skyline Drive NE / 9th St NE / 32nd Ave	Improve intersection definition (short-term), consider roundabout as a long-term solution	CITY	2029 - 2033	\$ 32,000	1	1	1	2	0	0	1	6	2	12
11th Ave S Traffic Calming	Traffic calming between 26th St S and 32nd St S to heighten pedestrian visibility	CITY	2029 - 2033	\$ 640,000	1	1	1	2	1	0	0	6	2	12
North Great Falls Geometric Intersection Improvements	Modify traffic control and improve intersection geometrics	CITY	2029 - 2033	\$ 31,000	1	2	0	2	2	2	0	9	1	9
Park Drive - 8th Ave N to 2nd Ave N	Reconstruct to urban minor arterial standards with intersection improvements at Park Dr/6th St N/8th Ave N	CITY	2029 - 2033	\$ 9,200,000	1	1	1	2	1	0	0	6	1	6

Recommendations - Prioritize

Committed

- Projects with **dedicated funding** and expected to be implemented in **next ~5 years**

Recommended

- Projects recommended to be **completed over 20-year planning horizon** but require further analysis before implementation

Illustrative

- Projects **not currently prioritized for funding** within planning horizon

Non-Motorized

- **Visionary network**; spot improvements with funding allocation

Annual Programs

- Projects that receive an **annual allocation of funding** but do not have specific projects identified

Other

- Planning level studies, policies, plans, etc. that **require additional planning/policy** to address ongoing issues

Recommendations – Fiscally Constrain

Transit Plans

Transit Development Plan (TDP)

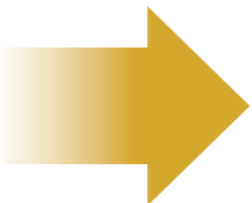
- Reviews how transit works today
- Identifies gaps and future needs
- Explores opportunities to improve or expand service



Helps guide transit investments and transportation planning over the next 5-10 years.

Transit Asset Management (TAM) Plan

- Tracks transit vehicles and facilities
- Evaluates their condition
- Helps prioritize maintenance and replacement



Required to receive federal transit funding and helps keep transit safe and reliable.

PURPOSE

- Understand needs and set priorities
- Focused planning and coordination to help guide long-term direction
- Support future transit funding eligibility
- Inform development of **Transportation Improvement Program (TIP)** for transit needs

Next Steps

TASKS

1. Recommendations

- Prioritization & fiscal constraint

2. Transit Plans

- Transit Development Plan - DRAFT
- Transit Asset Management Plan

3. Public Outreach #3

- Review/confirm recommendations

4. Draft LRTP