

Polson Area Transportation Plan



Informational Meeting No. 3

September 1, 2011



◆ Welcome

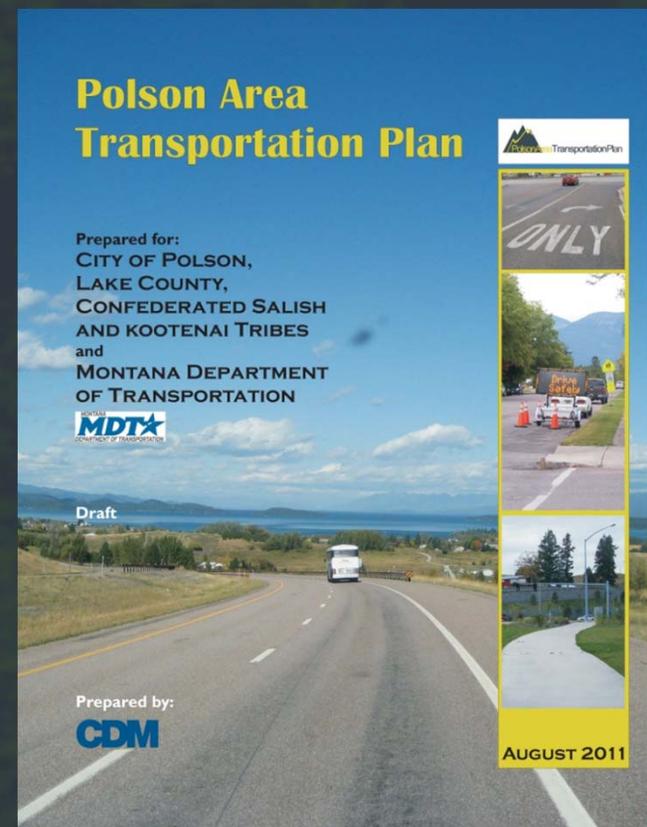
◆ Introductions



This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person shall, as provided by Federal and State Civil Rights laws, be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination on the basis of a protected status during any MDT project. Further information is available in Title VI pamphlets available at the sign-in table.

Purpose of this Evening's Meeting

- ◆ Recommendations from *Draft Transportation Plan*
 - Major Street Network (MSN) Projects
 - Transportation System Management (TSM) Projects
 - Non-Motorized Network
- ◆ Concept Plans to Existing US 93
- ◆ How to Comment
- ◆ Questions – Open Discussion



What is a Transportation Plan?

Offers guidance on recommended transportation system improvements for decision-makers.

- ◆ Gathered information on existing conditions
 - Traffic operations
 - Roadway network
 - Non-motorized system
 - Socio-economic data

- ◆ Identified future traffic conditions, growth trends, and transportation concerns to develop recommended transportation improvements.

Recommended MSN Projects

MSN-1: 7th Avenue (5th Street West to Hillcrest Lane)

- ◆ Reconstruct with curb, gutter, and sidewalks (“urban” collector street)
- ◆ Minimum right-of-way = 55 feet’ (City of Polson standards)
- ◆ Estimated cost: \$1.8 Million
- ◆ Long term (>10 years)



MSN-2: US 93 & Rocky Point Road

- ◆ Westbound right-turn lane to Rocky Point Road
- ◆ Recommended speed study
- ◆ Estimated cost: \$65,000
- ◆ Medium term (2 - 5 years)



Recommended MSN Projects

MSN-3: 2nd Street East (Kootenai Avenue to 7th Avenue)

- ◆ Mill and overlay
- ◆ Estimated cost: \$85,000
- ◆ Medium term (2 – 5 years)



MSN-4: US 93 and MT 35 (South Shore Road)

- ◆ High crashes
- ◆ Evaluate signal phase timing
- ◆ Extend northbound merge lane
- ◆ Potential long term reconstruct to avoid lane merge
- ◆ Estimated cost: \$30,000
- ◆ Medium term (2 – 5 years)



Recommended MSN Projects

MSN-5: 1st Street East (US 93 to Skyline Drive)

- ◆ Reconstruct to standard arterial street – curb, gutter, and sidewalks
- ◆ Minimum right-of-way = 60' (City of Polson standards)
- ◆ Estimated cost: \$2.1 Million
- ◆ Medium term (2 – 5 years)



MSN-6: 4th Avenue East (1st Street East to US 93)

- ◆ Reconstruct with curb, gutter, and sidewalks (“urban” collector street)
- ◆ Minimum right-of-way = 55' (City of Polson standards)
- ◆ Estimated cost: \$1,125,000
- ◆ Long term (>10 years)



Recommended TSM Projects

TSM-1: US 93 Access Management Plan

- ◆ Along US 93 from MT 35 to Rocky Point Road
- ◆ Estimated cost: \$130,000
- ◆ Short term (0 – 2 years)



TSM-2: Development of Access Management Regulations

- ◆ Estimated cost: \$15,000
- ◆ Short term (0 – 2 years)

TSM-3: Polson Area Non-Motorized Transportation Plan

- ◆ Estimated cost: \$25,000
- ◆ Short term (0 – 2 years)

Recommended TSM Projects

TSM-4: Downtown Parking Study

- ◆ Estimated cost: \$40,000
- ◆ Short term (0 – 2 years)



TSM-5: Polson Downtown Master Plan

- ◆ *“How does the community of Polson want to be envisioned?”*
- ◆ Estimated cost: \$40,000
- ◆ Medium term (2 – 5 years)

TSM-6: US 93 Signal Interconnect

- ◆ Four signals along US 93 (Main St, 1st Street E, 4th Ave E, MT 35)
- ◆ Estimated cost: \$45,000
- ◆ Medium term (2 – 5 years)

Recommended TSM Projects

TSM-7: US 93 & Main Street

- ◆ Will not meet LOS standards in 2030 (NB and SB legs)
- ◆ Estimated cost: \$200,000
- ◆ Medium term (2 – 5 years)



TSM-8: US 93 & 1st Street East

- ◆ Will not meet LOS standards in 2030 (EB, WB, and NB legs)
 - ◆ Semi-actuated signal should be considered
 - ◆ Northbound right-turn lane
- ◆ Estimated cost: \$250,000
- ◆ Medium term (2 – 5 years)



Recommended TSM Projects

TSM-9: US 93 & Caffrey Road

- ◆ Will not meet LOS standards in 2030
 - ◆ Signal warrant analysis at intersection
 - ◆ Consider overall intersection improvements
- ◆ Estimated cost: \$325,000
- ◆ Medium term (2 – 5 years)



TSM-10: US 93 & Bayshore Drive

- ◆ Install westbound right-turn lane
- ◆ Improve definition and reconstruct with curb and gutter
- ◆ Estimated cost: \$140,000
- ◆ Medium term (2 – 5 years)



Recommended TSM Projects

TSM-11: 4th Avenue East & 1st Street East

- ◆ Install curb bulb-outs on 4th Avenue East
 - ◆ High pedestrian and vehicle traffic
- ◆ Estimated cost: \$30,000
- ◆ Medium term (2 – 5 years)



TSM-12: 1st Street East or West System Redesignation

- ◆ Currently, main emergency response route (1st Street East)
- ◆ Redesignate as state secondary route
- ◆ Remove existing Main Street (between US 93 and 7th Avenue) as the current state secondary route
- ◆ *No Cost*
- ◆ Short term (0 – 2 years)

Recommended TSM Projects

TSM-13: Sharp Left Turn Sign (Grenier Lane & 6th Street West)

- ◆ Install a “sharp left turn sign” at this intersection
- ◆ Estimated cost: \$1,000
- ◆ Short term (0 – 2 years)

TSM-14: US 93 & 4th Avenue East

- ◆ Will not meet LOS standards in 2030 (NB and SB legs)
 - ◆ Review signal phasing and timing every two years
- ◆ Improve definition and reconstruct with curb and gutter
- ◆ Estimated cost: \$15,000
- ◆ Medium term (2 – 5 years)



Recommended TSM Projects

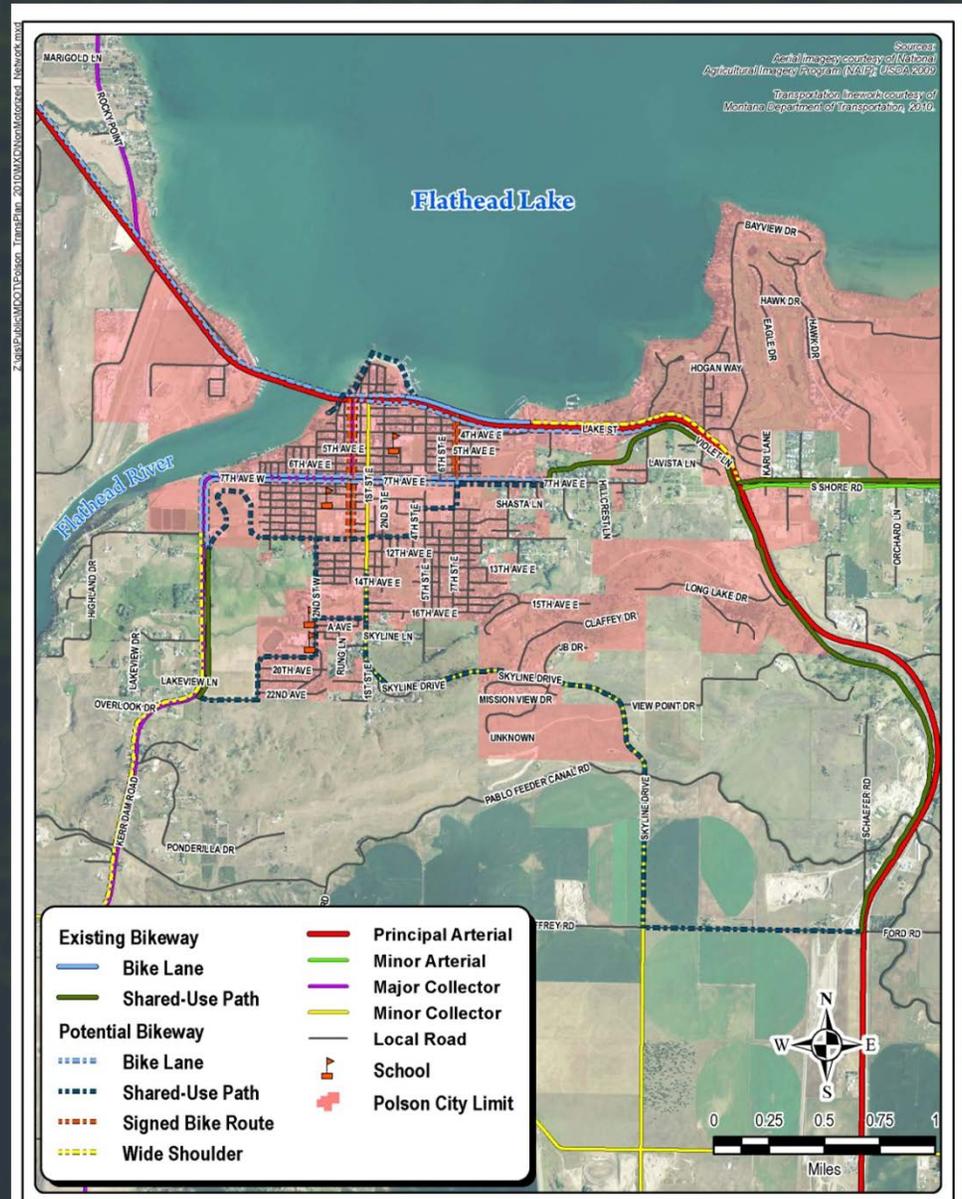
TSM-15: MT 35 & Heritage Lane

- ◆ Will not meet LOS standards in 2030 (NB leg)
 - ◆ Review signal phasing every two years
- ◆ Estimated cost: \$15,000
- ◆ Medium term (2 – 5 years)



Non-Motorized Network

- Potential bikeways suggested in the Transportation Plan incorporate TIGER Grant improvements and long-range city plans



Concept Plans

- ◆ As a result of the US 93 Polson Corridor Study, consideration will be given to include the existing US 93 as one of the improvement options in any future environmental process.
- ◆ The Transportation Plan presents various conceptual options that may be considered during a future NEPA/MEPA process.
- ◆ Concept plans represent US 93 from MT 35 to the east end of the Flathead River Bridge.

Corridor Study  Transportation Plan

Concept Plans to Existing US 93

With Alternate Route in Place

— Three-Lane Section Without Urban Amenities

- 12-foot driving lane in each direction;
- 14-foot flush median;
- 2-foot curb and gutter;
- 6-foot sidewalk directly adjacent to back of curb.

*Accommodate 18,000 – 22,000 vehicles per day
(may result in less than desirable LOS during peak summer conditions out to 20-year planning horizon)

*Does not provide for on-street bicycle lanes, on-street parking, or landscaped boulevard

Concept Plans to Existing US 93

With Alternate Route in Place

— Three-Lane Section With Urban Amenities



Not To Scale - For Discussion Purposes Only

US 93 (MT-35 TO FLATHEAD RIVER)

Concept Plans to Existing US 93

Without Alternate Route in Place

— Five-Lane Section Without Urban Amenities

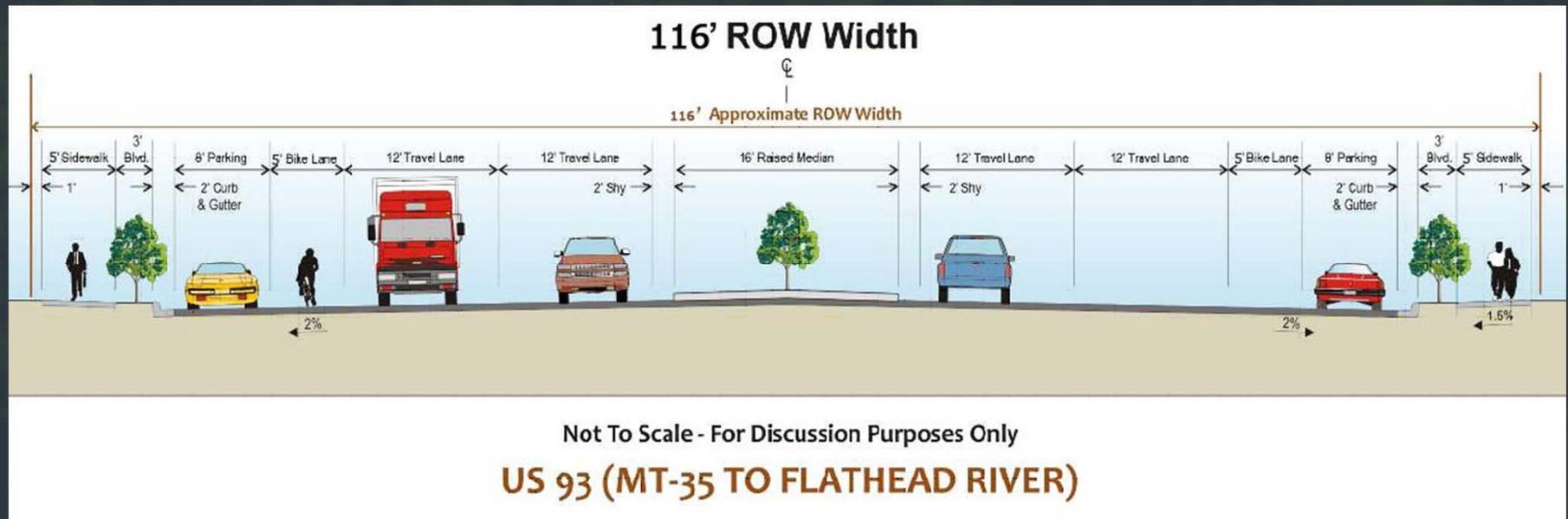
- Two 12-foot driving lanes in each direction;
- 16-foot raised median/turning lane;
- 2-foot “shy distance” on either side of median;
- 2-foot curb and gutter (each side);
- 6-foot sidewalk directly adjacent to back of curb.

Does not provide for on-street bicycle lanes, on-street parking, or landscaped boulevard

Concept Plans to Existing US 93

Without Alternate Route in Place

— Five-Lane Section With Urban Amenities



Could potentially impact 25 structures if this section was centered on the existing centerline.

How to Comment

Comments are due on Friday, September 9th

- Comment forms (at meeting)
- Email: Jeff.Key@RPA-HLN.com or Sludlow@mt.gov
- Mail: Sheila Ludlow, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT 59620
- Online: www.mdt.mt.gov/pubinvolve/polsontransplan

Questions & Open Discussion

**Polson Area
Transportation Plan**

Prepared for:
CITY OF POLSON,
LAKE COUNTY,
CONFEDERATED SALISH
AND KOOTENAI TRIBES
and
MONTANA DEPARTMENT
OF TRANSPORTATION

MDT
MONTANA DEPARTMENT OF TRANSPORTATION

Administrative Draft

Prepared by:
CDM

AUGUST 2011