

US93 Corridor Plan



Missoula to Florence



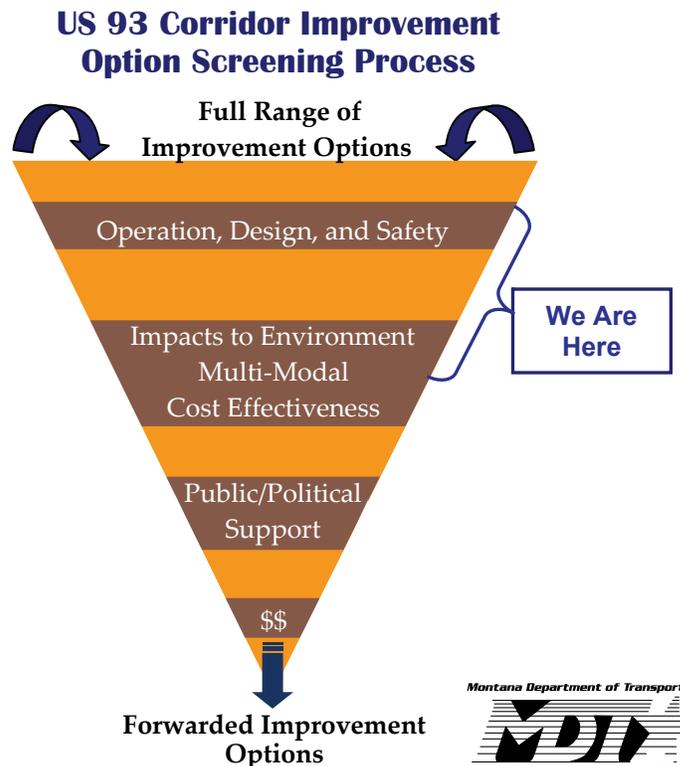
Project Description and Status

The US 93 Corridor Study is being conducted by the Montana Department of Transportation (MDT) to identify the most needed transportation improvements in the US 93 corridor between Missoula and Florence that will meet operational requirements and user needs for the next 20 years. The planning process considers the needs of local residents in Missoula, Lolo, and Florence along with other residents and the traveling public throughout the region.

To date, the planning process has included a review of existing traffic and corridor use, land use and environmental conditions, and socio-economic data and trends. Corridor goals have been drafted based on public input and the operational characteristics of the corridor. The goals have been used to guide the identification of improvement options and as a basis for screening possible improvement options.

Improvement Option Screening Process

The US 93 Corridor Plan Screening Process is being used to prioritize improvement options depending on which one best meets the Goals and Objectives of the project. The following graphic illustrates the process.



Planning Steps & Schedule

Step #1 Identify issues ♦ Stakeholder interviews ♦ Meet with elected officials	Oct / Dec 2005
Step #2 Assess existing transportation / environmental / land use conditions	Nov 2005 thru Jan 2006
Public Meeting #1 Project kickoff—Identify issues, discuss goals	Feb 2006
Step #3 Analyze future travel demand and performance	Jan 2006
Step #4 Draft goals and objectives	Mar / Apr 2006
Step #5 Develop preliminary improvement options	Mar / Apr 2006
Public Meeting #2 Introduce possible improvement options	June 2006
Temporary Project Break	
Step #6 Analyze improvement options	Summer 2007
Step #7 Identify improvement options for further study	July / Aug 2007
Public Meeting #3 Present improvement options for further study	Aug 2007
Step #8 Screen improvement options	Fall 2007
Public Meeting #4 Present screened list of improvement options	December 2007
Step #8 Develop draft recommendations	Winter 2008
Public Meeting #5 Present draft corridor plan	Spring 2008
Step #9 Finalize corridor plan	Spring 2008

For more information

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MDT Recorded Comment Line

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Project Web Site:

www.mdt.mt.gov/pubinvolve/us93corridor/



US 93 Public Meeting

August 15 & 16, 2007

AGENDA

Wednesday, August 15th Lolo School
Thursday, August 16th Missoula Quality Inn

Presentation will begin at 6:30 p.m.

Primary purpose of the meeting:

- To confirm draft corridor improvement options*
- To discuss the screening process that will be used to prioritize improvement options*
- To discuss and gather comments on the draft policy recommendations*

I. Welcome and Introductions

Sheila Ludlow, MDT Project Manager

Shane Stack, MDT Missoula District

Bob Burkhardt, FHWA

Darryl James, HKM Engineering; Consultant Project Manager

Jennifer James, HKM Engineering

Sarah Nicolai, HKM Engineering



II. Project Development Process and Status

III. Improvement Options

IV. Screening Process

Goals:

- Improve Corridor Operation and Design
- Improve Corridor Safety

Objectives:

- Minimize Impacts to the Environment
- Ensure Cost Efficiency and Fundability
- Enhance Multi-Modal Transportation



V. Policy Tools

VI. Comments / Next Steps

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Improvement Option Categories

Improvement Options	Category				
	Options Adding Vehicular Capacity	Multi-Modal Options	Transportation Demand Management (TDM)	Transportation System Management (TSM)	Intelligent Transportation System (ITS)
East Side Bypass	●				
East Side Access Road Between Lolo and Missoula	●				
Two New Lanes Between Lolo and Missoula	●				
Elevated Highway with Additional Lanes	●				
Lane Reversal with New Lane	●			●	
Four-Lane Fully Access Controlled Highway				●	
Implement US 93 Access Management Plan				●	
Super Two Configuration with Roundabouts				●	
Improved Pedestrian Crossings in Lolo and Florence		●			
Improved Pedestrian Crossings at bus stops and Park & Ride locations		●			
Bike Lanes on US 93		●	●		
Separated Bike / Pedestrian Path on west side from Lolo to Missoula and on east side from Florence to Missoula		●	●		
Passenger Rail Service		●	●		
Enhanced Bus Service		●	●		
Enhanced Park and Ride Facilities		●	●		
Additional Van Pool Services		●	●		
HOV Lane with Two New Lanes	●		●		
HOV Lane within Existing Lane Structure from Lolo to Missoula			●		
HOV Lane Reversal within Existing Lane Structure	●		●	●	
HOV Lane Reversal with New Lane	●		●	●	
Additional Right-Turn Lanes				●	
Additional Intersection Signals and Turn Lanes				●	
Roundabouts				●	
Grade Separated Intersections				●	
Animal Crossing Treatments				●	
Improved Lane Delineation				●	
Connecting Road - Hayes Creek Rd and Blue Mountain Rd				●	
Staged Emergency Response Vehicles				●	
Improved Response to Snow Events				●	
Transportation Communication System					●
Policy Recommendations		●	●	●	●

● Falls Under Improvement Option

Initial Screening of Improvement Options

✓	Meets Goal
✗	Does Not Meet Goal

Improvement Options	Goals		Objectives				
	Improve Corridor Operation & Design	Improve Corridor Safety	Minimize Impacts to the Environment	Cost Efficiency	Enhance Multi-Modal Transportation	Public / Political Support	Fundability
East Side Bypass	✓	✓					
East Side Access Road Between Lolo and Missoula	✓	✓					
Two New Lanes Between Lolo and Missoula	✓	✗					
Elevated Highway with Additional Lanes	✓	✓					
Lane Reversal with New Lane	✓	✗					
Four-Lane Fully Access Controlled Highway	✓	✓					
Implement US 93 Access Management Plan	✓	✓					
Super Two Configuration with Roundabouts	✗	✗					
Improved Pedestrian Crossings in Lolo and Florence	✓	✓					
Improved Pedestrian Crossings at bus stops and Park & Ride locations	✓	✓					
Bike Lanes on US 93	✓	✓					
Separated Bike / Pedestrian Path on west side from Lolo to Missoula and on east side from Florence to Missoula	✓	✓					
Passenger Rail Service	✓	✓					
Enhanced Bus Service	✓	✓					
Enhanced Park and Ride Facilities	✓	✓					
Additional Van Pool Services	✓	✓					
HOV Lane with Two New Lanes	✓	✗					
HOV Lane within Existing Lane Structure from Lolo to Missoula	✗	✗					
HOV Lane Reversal within Existing Lane Structure	✗	✗					
HOV Lane Reversal with New Lane	✓	✗					
Additional Right-Turn Lanes	✓	✓					
Additional Intersection Signals and Turn Lanes	✓	✓					
Roundabouts	✓	✓					
Grade Separated Intersections	✓	✓					
Animal Crossing Treatments	✓	✓					
Improved Lane Delineation	✓	✓					
Connecting Road - Hayes Creek Rd and Blue Mountain Rd	✓	✓					
Staged Emergency Response Vehicles	✓	✓					
Improved Response to Snow Events	✓	✓					
Transportation Communication System	✗	✓					
Policy Recommendations	✓	✓					

US 93 Policy Toolbox

1. Incentives / Disincentives to Reduce the Number of Single Occupancy Vehicles

a. Incentives

i. Programs Sponsored or Coordinated by Transit Authority

1. Carpool Matching Program*
 - a. Website where carpoolers can easily gather information on others who are interested in carpooling
2. Guaranteed Ride Home*
 - a. Program that provides a free taxi ride home from the office for employees who have an emergency arise on a day they used alternative transportation.
3. Telework training program*
 - a. Program to train employers regarding the benefits of teleworking
4. Schoolpool matching program
5. Expanded School Bus service
6. Bike/Transit Integration
 - a. Provide secured bike racks at transit stop locations, including Park & Ride locations
7. Van Pool Services*
 - a. Coordinate program to take people to work in the morning and pick them up at the end of the day.
8. Education Program
 - a. Program providing employers and the public with information regarding alternate modes of transportation and other programs sponsored or coordinated by the transit authority
 - b. Program to reduce the number of teen drivers and encourage bus ridership
9. Create a Multi-Modal Access Guide which includes
 - a. A map of area, showing destinations, major roads, nearby landmarks, the closest rail station or bus stops, and recommended cycling and walking routes.
 - b. Information about transit service frequency, fares, first and last runs, public transportation schedules, and phone numbers and web addresses for transit service providers and taxi companies.
 - c. Access arrangements on public transport routes for people with disabilities

ii. Programs Sponsored or Coordinated by Employers

1. Education Program
 - a. Program providing employers and employees with information regarding benefits of transit (including cost savings for parking spaces)
2. Parking Cash Out
 - a. Commuters who are offered subsidized parking are also offered the cash equivalent if they use alternative travel modes
3. Travel allowances
 - a. Financial payment provided to employees instead of parking subsidies. Commuters can use this money to pay for parking or for another travel mode.
4. "Cafeteria Plan"
 - a. Employee Benefits Plan with IRS benefits for employers who provide transit options to employees

* Programs that are currently being administered by either MIM or MRTMA

5. Transit and rideshare benefits *
 - a. Free or discounted transit fares provided to employees
6. Reduced employee parking subsidies
 - a. Commuters who drive must pay some or all of their parking costs
7. Company travel reimbursement policies
 - a. Reimburse bicycle or transit mileage for business trips when these modes are comparable in speed to driving, rather than only reimbursing automobile mileage
8. Flexible work schedules*
9. Compressed work week*
10. Staggered shifts*

* Programs that are currently being administered by either MIM or MRTMA

b. Disincentives

- i. Explore toll structure, congestion pricing, HOT lanes
- ii. Parking Demand Management Strategies
 1. TDM strategies including using revenue from parking fees for bike racks, bus passes
- iii. Consider revising the Missoula City Zoning Ordinance to include ceilings for private parking lot sizes
- iv. Increase parking costs for Missoula public parking lots
- v. Explore cost structure for private parking lots in Missoula

2. Land Use Planning

a. Zoning

- i. Education Program
 1. Provide information regarding the benefits of zoning, including cost savings, quality of life issues
- ii. Encourage the enactment of Missoula and Ravalli County Zoning
- iii. Enforce Missoula County Zoning Resolution and Missoula City Zoning Ordinance
- iv. Enforce setback requirements

b. Corridor Preservation

- i. Education Program
 1. Provide information regarding the benefits of corridor preservation, including safety and travel time benefits, cost savings
- ii. Consider different types of corridor preservation:
 1. Emergency route
 2. Bypass to alleviate traffic on US 93
 3. New arterial for eastside development
 4. Frontage road system to support access control on US 93
- iii. Identify potential bike path corridor
- iv. Identify potential US 93 bypass corridor(s)
- v. Utilize various corridor preservation planning tools, including exercise of planning and zoning powers, subdivision regulatory controls, development agreements, density transfers within a parcel for which development is proposed, a development moratorium, voluntary developer reservation, development easements, and exchange of property
- vi. If MRL terminates service, pursue acquisition of land from MRL to ensure existing rail corridor is preserved
- vii. Pursue acquisition of land from individual owners and MRL to preserve potential bypass and/or frontage corridors
- viii. Consider construction of 2nd bridge on US 12 to preserve access to Lolo

c. Access

- i. Education Program
 1. Provide information regarding the public safety benefits of access control,
- ii. Deny new access onto US 93; require direct access onto existing county roads and consolidated access onto US 93
- iii. Implement Access Control Report for Lolo to Missoula
- iv. Conduct Access Study between Florence and Lolo
- v. Consider use of Old US 93, residential corridors, and forest service roads as frontage routes for US 93 in order to consolidate access points

3. Incident Management

- a. Education Program
 - i. Provide information regarding the public safety benefits of access control,
- b. Determine ways to prevent vehicular accidents on US 93
- c. Develop an Incident Management Plan that addresses:
 - i. Detection of the incident
 1. Driver education program to encourage incident reporting through 911
 - ii. Incident response initiated
 1. Coordinate Incident Response Team that includes state, county, city and other officials
 2. Develop protocol to immediately alert responding agencies
 - iii. Motorist information dissemination
 1. Activate permanent variable message signs to alert drivers to incident and inform of alternate route, if appropriate
 2. Create emergency radio station and hotline
 - iv. Incident site management
 1. Motorist education program to encourage those involved in accidents to stop on the shoulder if accident is minor
 2. Use variable message signs to remind motorists to only stop on shoulder
 3. Develop protocol to initiate use of alternate route, such as Old US 93, if needed
 - v. Incident clearance
 1. Develop Response Plan
 2. Use pullouts and parallel roadways to move vehicles involved in incident

Category		Option	Lead Entity	Other Key Players
Incentives		Carpool Matching Program*	Missoula Ravalli Transportation Management Association (MRTMA)	Missoula in Motion (MIM)
		Guaranteed Ride Home*		
		Telework training program*		
		Schoolpool matching program		School Districts
		Bike/Transit Integration		
		Van Pool Program*		
		Create a Multi-Modal Access Guide		
		Parking Cash Out	Employers	MIM MRTMA Mountain Line
		Travel allowances		
		Transit and rideshare benefits*		
		Reduced employee parking subsidies		
		Company travel reimbursement policies		
		Flexible work schedules*		
		Compressed work week*		
Staggered shifts*				
Disincentives		Explore toll structure, congestion pricing, HOT lanes	City of Missoula & Missoula and Ravalli Counties	None Identified
		Increase parking costs for Missoula parking lots	City of Missoula	Missoula Parking Commission
Land Use Planning	Zoning	Encourage the enactment of Ravalli County Zoning	Ravalli County	None Identified
		Enforce Missoula County Zoning Resolution and Missoula City Zoning Ordinance	City of Missoula and Missoula County	
		Enforce setback requirements	City of Missoula & Missoula and Ravalli Counties	
	Corridor Preservation	Identify potential bike path corridor	Missoula and Ravalli Counties	MDT
		Identify potential US 93 bypass corridor(s)		
		Utilize various corridor preservation planning tools, including exercise of planning and zoning powers, subdivision regulatory controls, development agreements, density transfers within a parcel for which development is proposed, a development moratorium, voluntary developer reservation, development easements, and exchange of property		
	Access	Pursue acquisition of land from individual owners and MRL	MDT / Counties	None Identified
		Deny new access onto US 93; require direct access onto existing county roads and consolidated access onto US 93	Missoula and Ravalli Counties	MDT
		Implement Access Control Report for Lolo to Missoula		
		Conduct Access Study between Florence and Lolo	Ravalli County	
Consider use of Old US 93, residential corridors, and forest service roads as frontage routes for US 93 in order to consolidate access points	Missoula and Ravalli Counties			

* Programs that are currently being administered by either MIM or MRTMA