



Public Meeting #3

Lolo - August 15, 2007

Missoula – August 16, 2007



Purpose of the Meeting

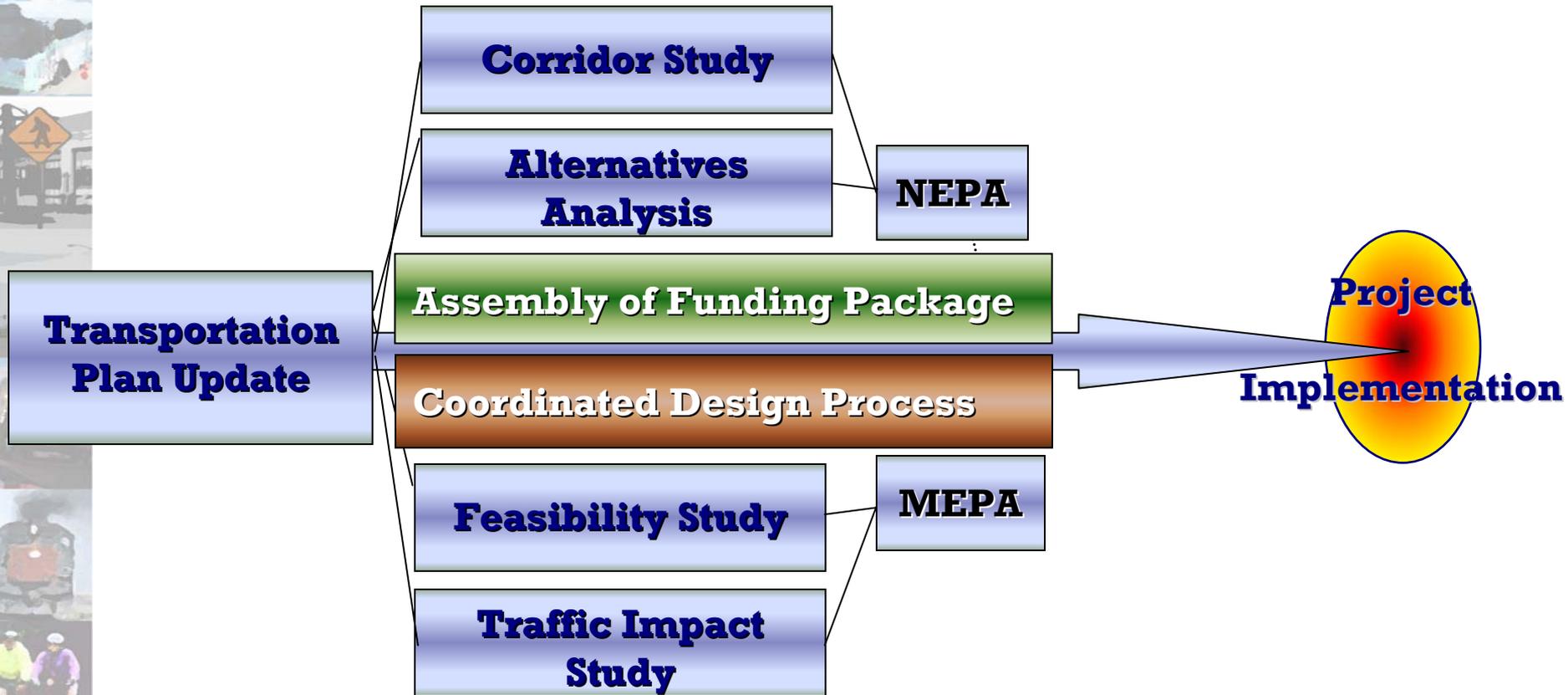
- Introduce new lead consultant
- Review corridor goals
- Review possible improvement options
- Introduce policy tools
- Discuss screening process
- Review remaining steps in the process



Project Team

- Sheila Ludlow - MDT
- Shane Stack – MDT
- Bob Burkhardt - FHWA
- Darryl James - HKM
- Jennifer James - HKM
- Sarah Nicolai - HKM

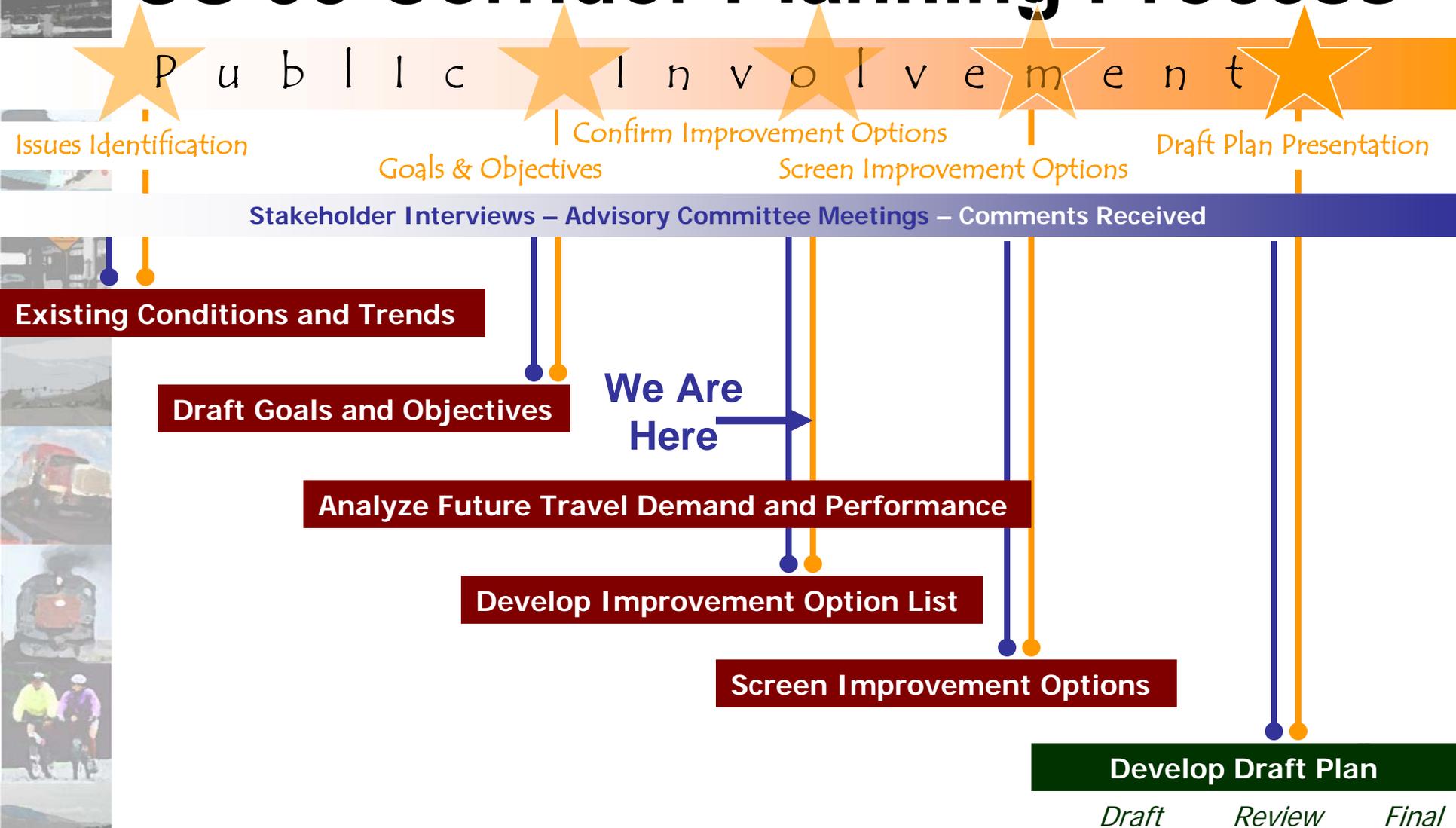
Project Development Process



What is the problem?

- Substantial growth
- Need for capacity improvements
- Desire for mode choice
- Need for geometric and safety improvements
- MDT has limited funding – cost effective improvements need to be identified

US 93 Corridor Planning Process



Summary of Public Meeting #1

- Safety
- Function/Design
- Access
- Multimodal
- Congestion
- Environmental
- Process



Summary of Public Meeting #2

- Opposition to the East Side Bypass from Florence to Missoula
- Not strong support for the Lolo to Missoula Road
- Strong support for:
 - HOV or HOT lanes
 - Multi-modal options
 - Separated bike/ped facility between Missoula and Lolo
 - Improved intersections and turn lanes

Revised Corridor Goals & Objectives

Goals

- Improve Corridor Operation and Design
- Improve Corridor Safety

Objectives

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

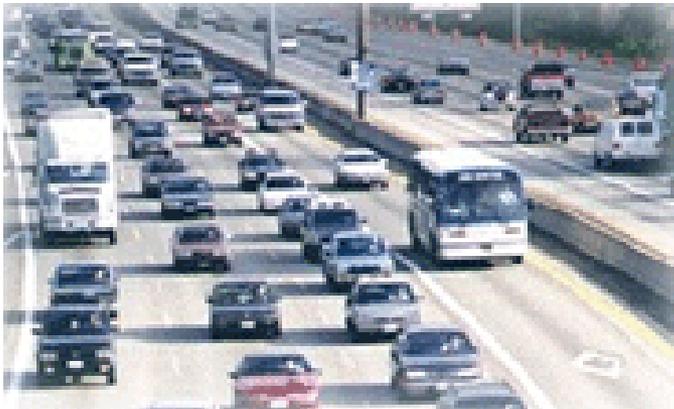


Improvement Categories

- **Options Adding Vehicular Capacity**
- **Multi-Modal Options**
- **Travel Demand Management (TDM)**
- **Transportation System Management (TSM)**
- **Intelligent Transportation System (ITS)**

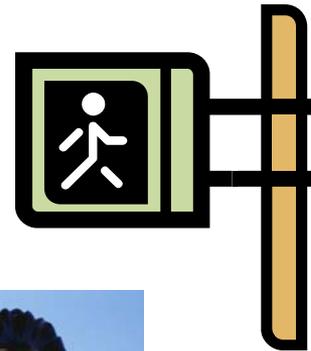
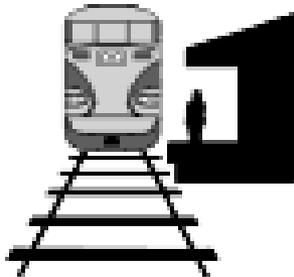
Options Adding Vehicular Capacity

Improvements would add lanes on US 93 as additional flow lanes, High Occupancy Vehicle, or High Occupancy Toll lanes.



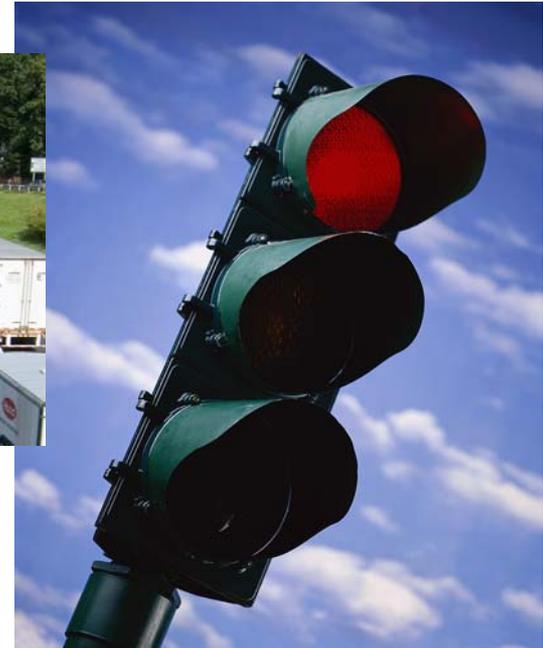
Multi-Modal Options

Options that expand multi-modal transportation options in the form of pedestrian and bicycle facilities and rail or bus service.



Transportation Demand Management

Strategies to increase the number of people per car and to influence the time of or need to travel.





Transportation System Management

Options that focus on improving roadway efficiency.



Intelligent Transportation System

Advanced technologies for communicating reliable, accurate, up-to-date information to highway users and those managing the system.

CDOT MESSAGE SYSTEM



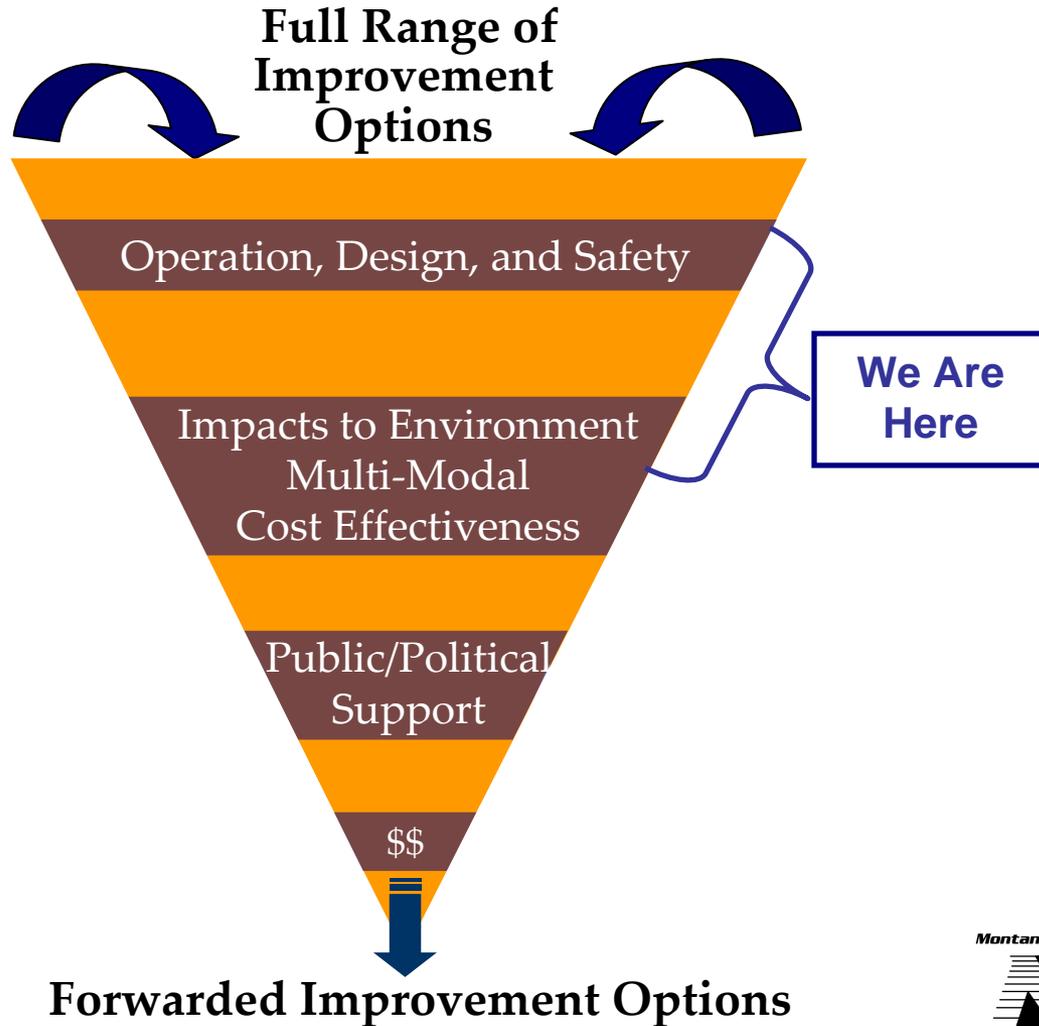
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Improvement Option Screening

US 93 Corridor Improvement Option Screening Process



Options Failing to Improve Corridor Operation and Design

These options do not add any vehicular capacity or substantially reduce the number of vehicles using the roadway by 2030.

- Super Two Configuration with Roundabouts
- HOV Lane within Existing Lane Structure
- HOV Lane Reversal within Existing Lane Structure
- Transportation Communication System

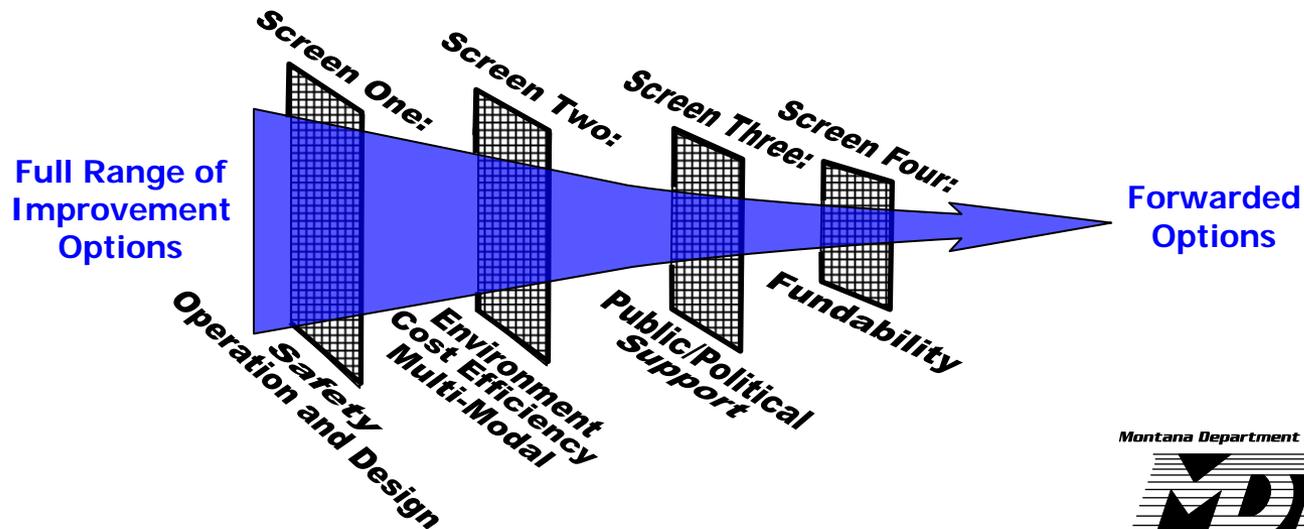
Options Failing to Improve Corridor Safety

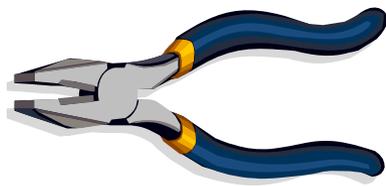
These options fail to address known safety issues or increase the number of conflict points in the corridor.

- Two New Lanes Between Lolo and Missoula
- Lane Reversal with New Lane
- Super Two Configuration with Roundabouts
- HOV Lane with Two New Lanes
- HOV Lane within Existing Lane Structure
- HOV Lane Reversal within Existing Lane Structure
- HOV Lane Reversal with New Lane

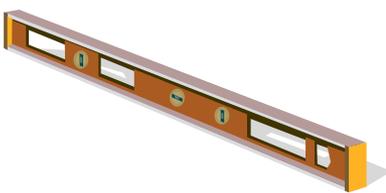
Screen One Results

- Options failing to meet both of the Corridor Goals will not move forward in the screening process.
- Options failing to meet one of the Corridor Goals must be paired with another improvement option to move forward.





Policy Tools





Policy Tools Overview

- Incentives / Disincentives to Reduce SOV
- Land Use Planning
 - Zoning
 - Corridor Preservation
 - Access Management
- Incident Management



Next Steps

- Traffic Analysis
- Transit Analysis
- Screening of Improvement Options
- Advisory Committee Meeting



Please Comment!

- Which Improvement Options would you support?
- Which Policy Tools would you support?
- Are there other criteria that should be considered as part of the screening process?
- If yes, how would they be quantified?

