



US 93 Polson Corridor Study

Polson Area Transportation Plan

Public Meeting No. 1

September 9, 2010

US-93 Polson Corridor Study

Polson Area Transportation Plan

Opening Remarks / Introduction

- ◆ Introductions
 - Dignitaries
 - Camp Dresser & McKee (consultant)
- ◆ Project Partners
 - Confederated Salish & Kootenai Tribes
 - Lake County
 - City of Polson
 - Montana Department of Transportation

Opening Remarks / Introduction

- ◆ Outline of presentation
 - Corridor Study
 - What is a Corridor Study?
 - US 93 Polson Corridor Overview
 - Next steps in US 93 Polson Corridor Study
 - Transportation Plan
 - Goals and Objectives
 - What is being studied
 - Next steps in Polson Area Transportation Plan
 - Study and Plan Boundaries
 - Break out for informal discussions

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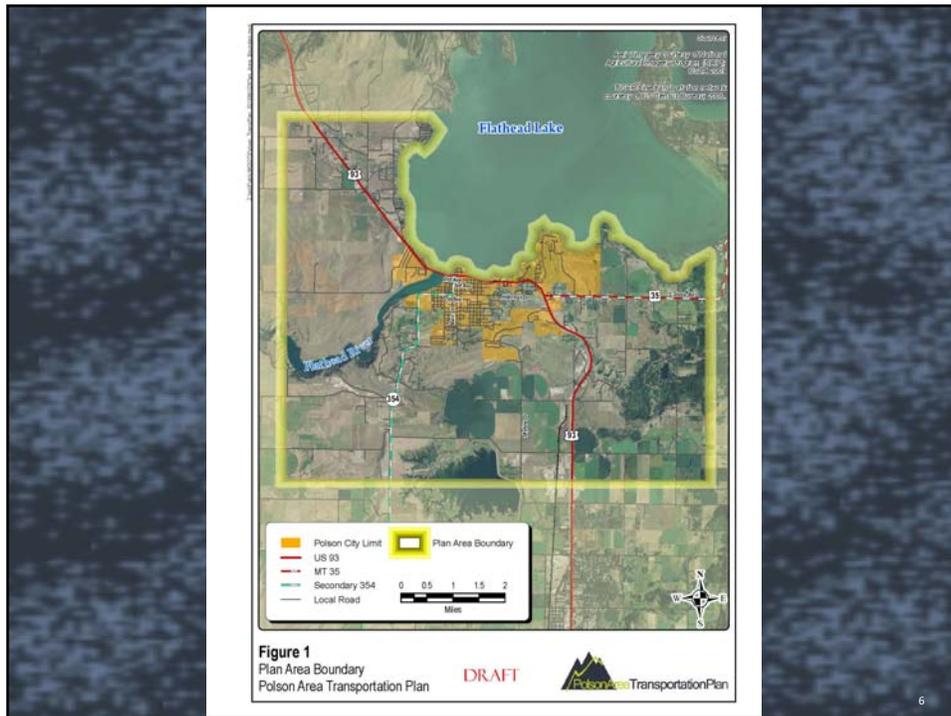
General Comparison of Corridor Study and Transportation Plan

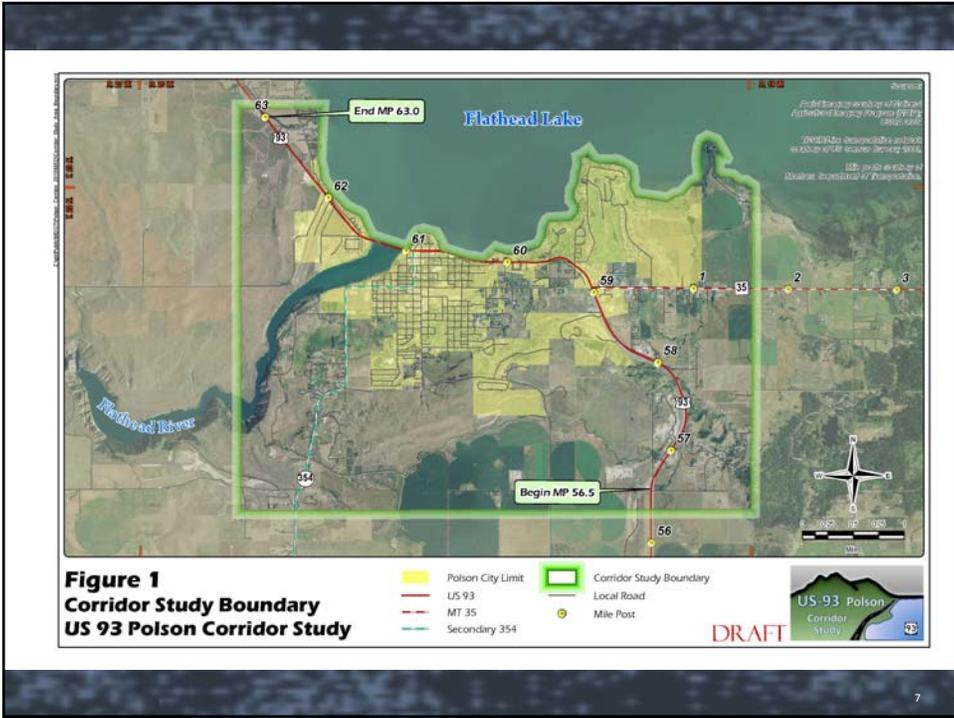
- | US 93 Polson Corridor Study | Polson Area Transportation Plan |
|--|--|
| ◆ Focus on functionality of US 93 corridor | ◆ Assess community transportation conditions |
| ◆ Evaluates feasibility of US 93 alternate route | ◆ All travel modes |
| ◆ Attention to potential impacts to resources | ◆ Intersections, roads, downtown parking, etc. |
| ◆ Establishes purpose and need for the potential corridor | ◆ Identify range of improvements to better transportation within the Polson area |
| ◆ Identify range of improvement options to better the corridor | |

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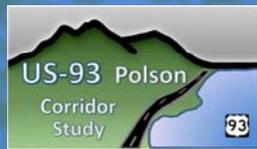
Area Boundary

- ◆ Boundary developed for Transportation Plan
- ◆ Boundary developed for Corridor Study





US 93 Polson Corridor Study



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What is a Corridor Study?

- ◆ Pre-NEPA/MEPA Corridor Study
 - ◆ Not a NEPA/MEPA Study or Environmental Study
 - ◆ Not a Preliminary or Final Design Project
 - ◆ Not a Construction or Maintenance Project
 - ◆ Not a Right of Way Acquisition project

Corridor Studies as a Planning Tool

Corridor Study

An evaluation of an existing transportation system within a designated corridor including factors and issues affecting the system and recommendations for how the system should be changed to meet short and long-term transportation needs



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Corridor Study Approach

- ◆ A corridor is identified for analysis
- ◆ Corridor studies:
 - Are a “high level scan”
 - Identify cost-effective and feasible strategies
 - Consider community concerns and values
 - Can streamline the overall development process
 - Provide early and continuous involvement

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Corridor Study Approach

- ◆ Corridor studies:
 - Are a pre-NEPA/MEPA process
 - Issues Identification
 - Purpose and Need
 - Improvement Options Development
 - Technical Analyses
 - Information on Impacts
 - Reduces the cost of environmental process
 - Speeds project delivery

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Goals and Purpose of Study

- ◆ Engage the public early!
- ◆ Identify constraints
- ◆ Identify short-range and long-range improvements
- ◆ Evaluate feasibility of a US 93 alternate route
- ◆ Develop planning level cost estimates
- ◆ Develop information and data to be forwarded into the environmental process if a project moves forward

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Quantm Software

- ◆ Corridor and route alignment planning tool
- ◆ Successfully used on other MDT studies for route alignment



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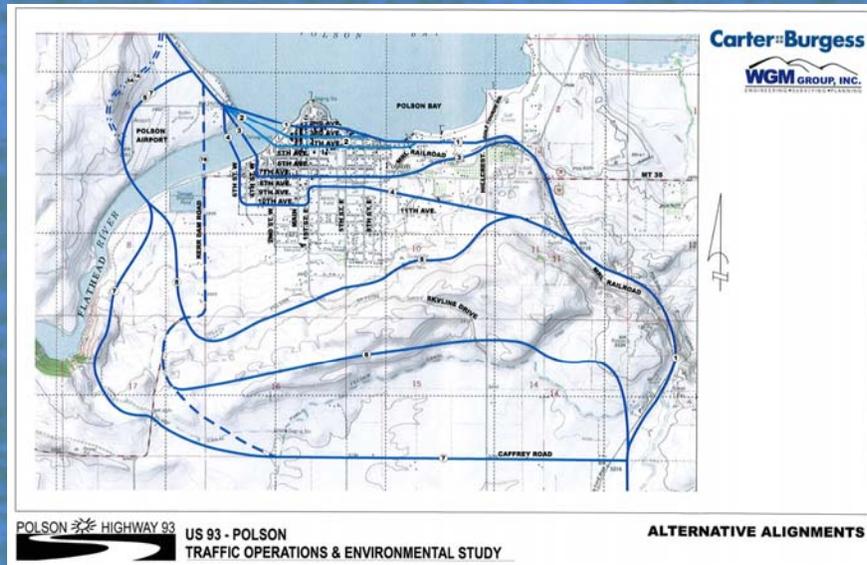
History of US 93 Polson Corridor

- ◆ US 93 Evaro to Polson Draft Environmental Impact Statement (DEIS) – 1995
 - Multiple bypass alternatives analyzed around/through Polson
 - Consensus not reached on corridor preservation, configuration & impacts
 - Not advanced in Preferred Alternative
 - See graphic

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History of US 93 Polson Corridor



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History of US 93 Polson Corridor

- ◆ US 93 Evaro to Polson Re-evaluation of the Final Environmental Impact Statement (FEIS) – 2001
 - Memorandum of Agreement (MOA) developed
 - Preferred Alternative excepted out “...3.8 mile section north of Polson”
 - Commitment made by partners to continue to work together to determine the appropriate improvement project applicable for US 93 corridor

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Current Activities

- ◆ Collect Existing Conditions Data
- ◆ Finalize Environmental Scan
 - Utilized to examine potential impacts of improvement options
 - Identifies physical, biological, social, and cultural resource areas within the study area boundary
- ◆ Initiate Public Involvement Activities

Public Involvement Activities

- ◆ Three public informational meetings
- ◆ Presentations to CSKT, County, and City
- ◆ One-on-one outreach to select landowners and project stakeholders
- ◆ Other Outreach Efforts
 - Project newsletters
 - Website
 - Informal meetings

Stakeholders

◆ Study Team

- City of Polson
- Confederated Salish and Kootenai Tribes (CSKT)
- Lake County
- FHWA
- MDT
- Consultant

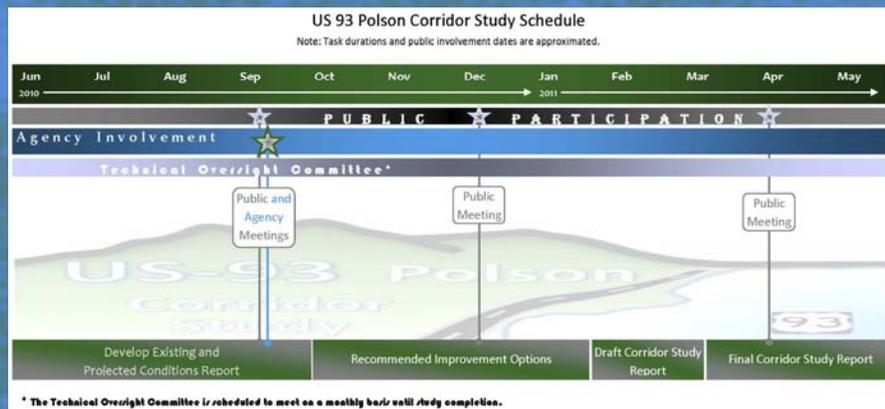
Stakeholders (continued)

- County Fire Departments
- Emergency Medical Professionals
- County Sheriff
- MT State Highway Patrol
- Interested Land Owners
- Downtown Business Owners Association
- US 93 User's Group
- Water User's Group (Flathead Lake and Flathead River)
- Office of Emergency Management
- Montana Truckers Association
- MT Fish, Wildlife and Parks
- Polson K-12 School District
- Polson Airport
- Polson Chamber of Commerce

Next Steps

- ◆ Assimilate public comment
- ◆ Complete existing conditions and data gathering efforts
- ◆ Begin analysis of transportation needs
- ◆ Begin identification of potential improvement options for the corridor

US 93 Polson Corridor Study (Overall Schedule)



Website / Newsletter

- ◆ Website in place for Corridor Study

<http://www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/>

- ◆ Newsletter developed and distributed



US 93 Polson Corridor Study

Polson Area Transportation Plan



Transportation Goals

- ◆ Goal No. 1: Provide a safe, efficient, accessible, and cost-effective transportation system that offers viable choices for moving people and goods throughout the community.
- ◆ Goal No. 2: Make transit and non-motorized modes of transportation viable alternatives to the private automobile for travel in and around the community.
- ◆ Goal No. 3: Provide an open public involvement process in the development of the transportation system and in the implementation of transportation improvements, and assure that community standards and values, such as aesthetics, cultural and environmental resources, and neighborhood protection, are incorporated.

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Transportation Goals

- ◆ Goal No. 4: Provide a financially sustainable Transportation Plan that is actively used to guide the transportation decision-making process throughout the course of the next 20 years.
- ◆ Goal No. 5: Identify and protect future road corridors to serve future developments and public lands.

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Roadways Being Studied

- ◆ Existing Roadways
 - Higher classifications (collectors, minor arterials, principal arterials)
 - Some local roadways

- ◆ New Roadways/Corridors
 - New east/west routes?
 - New north/south routes?

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Intersections Being Studied

- ◆ All signalized Intersections (5 total)
- ◆ Select un-signalized intersections (11 total)
- ◆ Examined via:
 - Capacity (~volumes)
 - Safety
 - Geometrics
 - Operations
 - Sight distance

Intersection	
1. US 93 / South Shore Road (Hwy. 35)	(S)
2. US 93 (3rd Avenue East) / 4th Avenue East	(S)
3. 2nd Avenue East / 1st Street East	(S)
4. 2nd Avenue East / Main Street	(S)
5. South Shore Road / Heritage Lane	(S)
6. 4th Avenue East / 1st Street East	(4W)
7. 7th Avenue / Main Street	(2W)
8. 4th Avenue East / 2nd Street East	
9. Skyline Drive / Caffrey Road	
10. 7th Avenue West / 2nd Street West	
11. US 93 / Rocky Point Road	
12. US 93 / Irvine Flats Road	
13. US 93 / Caffrey Road	
14. 7th Avenue / 7th Street	
15. Kerr Dam Road / Grenier Lane	
16. Kerr Dam Road / Back Road	

(S) - Signalized Intersection
 (4W) - Four-way Stop Controlled Intersection
 (2W) - Two-way Stop Controlled Intersection
 (blank) - Stop Control will be Verified in the Field

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Downtown Parking Supply & Demand

- ◆ Basic supply and demand analysis
- ◆ Portray findings graphically and in tables



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Comprehensive Safety

- ◆ Engineering
 - ◆ Hot spot analysis
 - ◆ Types of crashes
- ◆ Education component
- ◆ Enforcement component
- ◆ Emergency Service needs

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Non-Motorized Transportation

- ◆ Important component of a multi-modal transportation plan
- ◆ Not only infrastructure, but also:
 - Education
 - Enforcement
 - Encouragement
 - Engineering
- ◆ Bicycle lanes
- ◆ Bicycle paths
- ◆ Signage
- ◆ Widened shoulders (especially rural)
- ◆ Quality of life / aesthetics – not just mode share!



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Transit Considerations

- ◆ An important component of a multi-modal transportation plan
- ◆ Plan will have a chapter on transit
 - History of past planning
 - Identified needs through previous planning
 - Identification of short-term and long-term recommendations
 - Implementation strategies
 - Potential funding sources
- ◆ Transit has an important role in serving certain segments of your population, along with future mode share

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Transportation/Land Use Relationship

- ◆ Land use can be a major factor in roadway planning & design
- ◆ Land use can influence:
 - Travel demand
 - Activity in roadway prism
 - Bicycle/pedestrian/transit usage
 - Travel speeds
 - Ingress & egress along a corridor
- ◆ Concept of “induced demand”

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Transportation/Land Use Relationship

- ◆ Want to plan for the future transportation system
- ◆ Requires an attempt to forecast future land use patterns
- ◆ Not an exact science, but.....
 - Known constraints, opportunities and community preferences can assist in this effort

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Travel Demand Modeling

- ◆ We use a travel demand model (Transcad) to look out to the planning horizon (year 2030)
- ◆ Inputs into the model, by census block, are:
 - Dwelling units
 - Retail jobs
 - Non-retail jobs
- ◆ Outputs of the model are:
 - Future year traffic volumes
 - Future year volume-to-capacity ratios
- ◆ Allows us to identify future concerns and develop appropriate mitigation

Next Steps

- ◆ Continue plan coordination and outreach
 - Technical Oversight Committee (TOC)
 - Elected Officials
- ◆ Complete data collection and analysis
- ◆ Deliver growth inputs to MDT for modeling task
- ◆ Develop technical memorandums
- ◆ Begin to identify issues and areas of concern
- ◆ See schedule

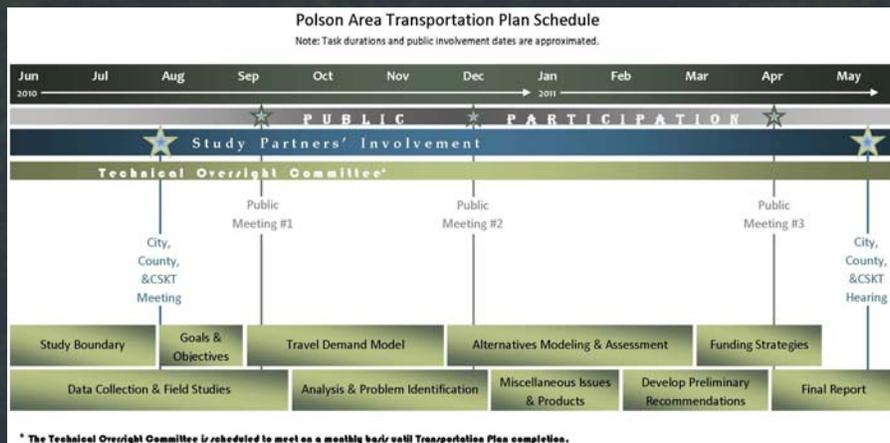
Polson Area Transportation Plan (Data Collection)

Polson Area Transportation Plan - Traffic Data Collection Schedule

Intersection	30 Aug	31 Aug	1 Sep	2 Sep	3 Sep	4 Sep	7 Sep	8 Sep	9 Sep	10 Sep	13 Sep	14 Sep	15 Sep	16 Sep	17 Sep
1. US 93 / South Shore Road (Hwy. 35) (S)		●													
2. US 93 (3rd Avenue East) / 4th Avenue East (S)		●													
3. 2nd Avenue East / 1st Street East (S)			●												
4. 2nd Avenue East / Main Street (S)			●												
5. South Shore Road / Heritage Lane (S)				●											
6. 4th Avenue East / 1st Street East (4W)				●											
7. 7th Avenue / Main Street (2W)							●								
8. 4th Avenue East / 2nd Street East							●								
9. Skyline Drive / Caffrey Road								●							
10. 7th Avenue West / 2nd Street West									●						
11. US 93 / Rocky Point Road											●				
12. US 93 / Irvine Flats Road												●			
13. US 93 / Caffrey Road													●		
14. 7th Avenue / 7th Street														●	
15. Kerr Dam Road / Grenier Lane															●
16. Kerr Dam Road / Back Road															●

IS - Signalized Intersection
 4WS - Four-way Stop-Controlled Intersection
 2W - Two-way Stop-Controlled Intersection
 (Blank) - Stop Control will be Verified in the Field

Polson Area Transportation Plan (Overall Schedule)



Website / Newsletter

- ◆ Website in place for Transportation Plan

<http://www.mdt.mt.gov/pubinvolve/polsontransplan/>

- ◆ Newsletter developed and distributed



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Conclusion / Questions

- ◆ Conclusion / questions



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