Missoula to Florence

US 93 Corridor Study
Public Meeting #5

Lolo – August 5, 2008

Missoula – August 6, 2008

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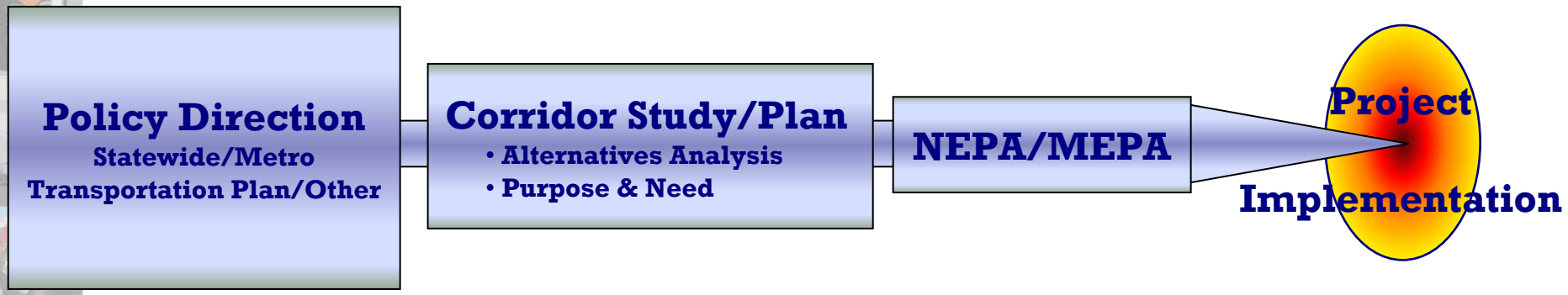
Project Team

- Sheila Ludlow – MDT
- Dwane Kailey – MDT
- Ben Nunnallee – MDT
- Gene Kaufman – FHWA
- Darryl James – HKM
- Sarah Nicolai – HKM
- Jamie Jespersen

Purpose of the Meeting

- To present the draft Corridor Study document
- To discuss recommendations and funding strategies

Project Development Process



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What is a Corridor Study?

- Planning-level analysis of existing transportation system
- Includes consideration of social, economic, and environmental constraints
- Identifies options that will improve operations within the corridor over the planning horizon

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What is the Function of the US 93 Corridor?

Purpose: Regional Mobility - Movement of People and Goods

- US 93 is functionally classified as a **Principal Arterial**.
- Arterials provide the highest level of mobility, at the highest speed, for long uninterrupted travel.

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What are the Problems on US 93?

- US 93 projected to exceed **capacity** in the northern portion of the corridor and in Lolo during peak hours in 2030
- Difficult to **access** US 93 from side streets
- Long **mainline delays** projected during 2030 peak hours at signalized intersections

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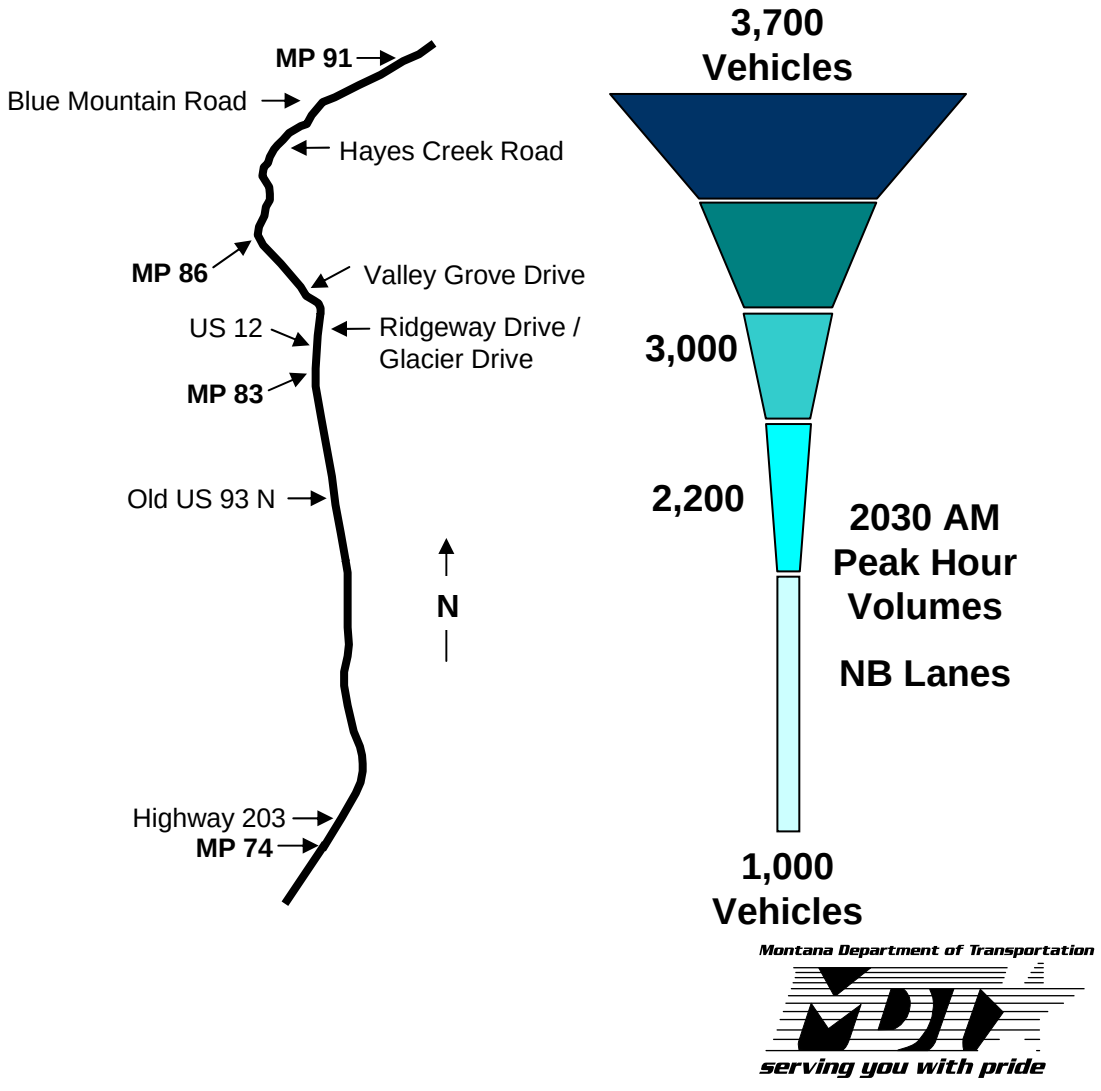
What are the Problems on US 93?

Capacity

US 93 projected to exceed **capacity** in the northern portion of the corridor and in Lolo during peak hours in 2030



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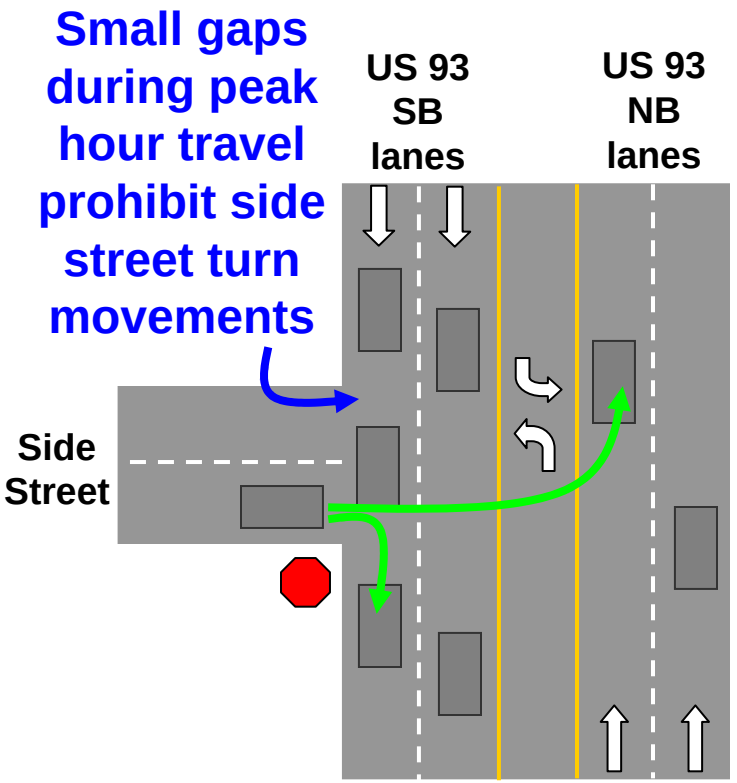
What are the Problems on US 93?

Access

Given high mainline volumes, it is difficult to **access** US 93 from side streets, especially at stop-controlled intersections.



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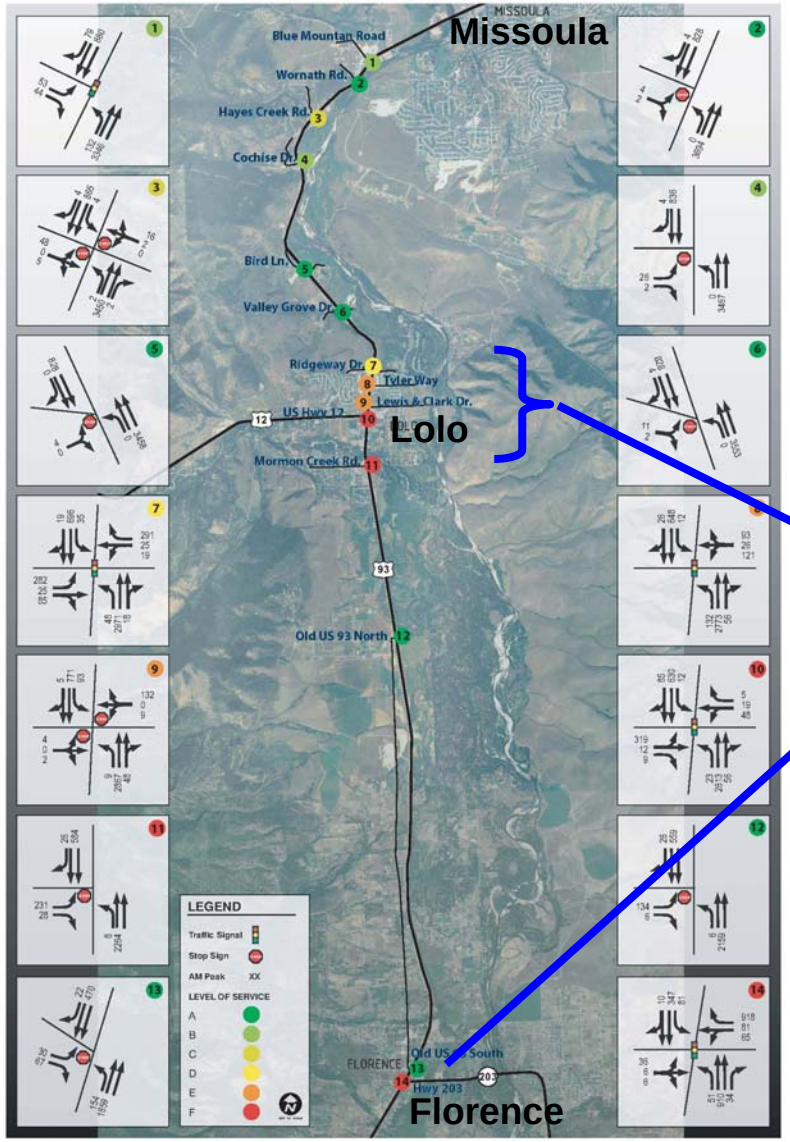

What are the Problems on US 93?

Delay

Long **mainline delays** projected in the 2030 AM peak hour at the US 93 intersections with Highway 203 and at signalized intersections in Lolo.

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What Potential Solutions Were Considered?

- Transit Options
- Other Options Enhancing Mode Choice
- Options Adding Vehicular Capacity
- Travel Demand Management (TDM) / Transportation System Management (TSM)
- Spot Improvements
- Policy Tools

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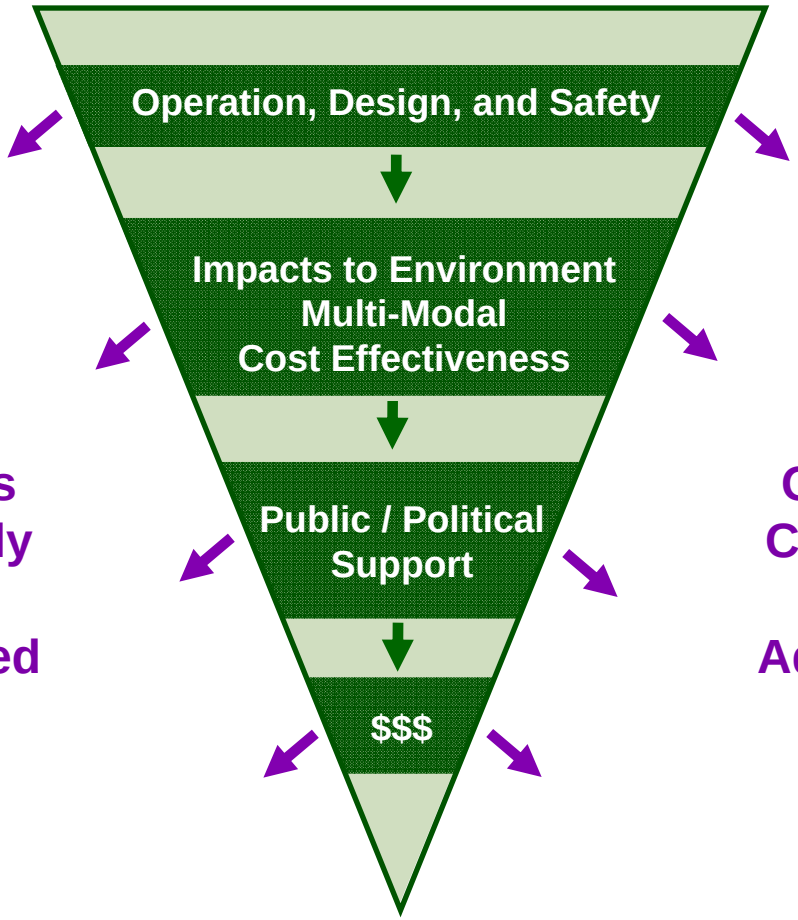
General Screening Process

Full Range of Options

Goals and Objectives Screening



Options Currently Not Advanced

Options Currently Not Advanced

Recommended Options

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Recommended Options

MDT Lead

- Improved Pedestrian Crossings
- Intersection Improvements at Blue Mountain Road and Highway 203
- Improved Animal Crossings
- Transportation Communication System
- Improved Pullout Locations

Cooperative Effort

- Improved Park and Ride Facilities
- Fixed Route Bus Service
- Enhanced Vanpool / Rideshare Programs
- Separated Bike / Pedestrian Path
- Policy Tools
  - Incentive / Disincentive Programs
  - Zoning
  - Corridor Preservation
  - Access Management
  - Incident Management

Recommended Near-Term Options

Transit / Multi-Modal

Option		Estimated Capital Cost
1	Enhanced Vanpool / Rideshare Programs	$5,000 to $40,000
2	Improved Park and Ride Facilities	$150,000 per location
3	Separated Bike / Pedestrian Path	$2,200,000

Recommended Near-Term Options

Spot Improvements

Option		Estimated Capital Cost
1	Improved Pedestrian Crossings	$2,500 to $1,500,000 per location
2	Improved Animal Crossings	$300,000 to $2,000,000* per location
3	Improved Pullout Locations	$300,000 per location
4	Transportation Communication System	$350,000 per location
5	Intersection Improvements at Blue Mountain Road and Highway 203	$450,000 per location

*Cost based on estimate from the US 93 – Evaro to Polson project.

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Recommended Near-Term Options

Policy Tools

Option		Estimated Cost
1	Zoning	NA*
2	Corridor Preservation	
3	Access Management	
4	Incentive / Disincentive Programs	
5	Incident Management	

*Minimal costs associated with implementation of policy tools were not estimated for this Study

Recommended Mid-Term Option

Transit / Multi-Modal

Option		Estimated Capital Cost
1	Peak Hour Fixed Route Bus Service	$400,000 to $8,000,000*

*Operating costs are estimated at $180,000

Recommended Long-Term Option

Transit / Multi-Modal

Option		Estimated Capital Cost
1	All-Day Fixed Route Bus Service	NA*

*Operating costs are estimated at $610,000

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Funding Strategies

Transit / Multi-Modal Options

- Public Mass Transportation (Section 5307)
- Public Transportation for Rural Areas Program (Section 5311)
- Metropolitan Planning / State Planning & Research Programs (Section 5303/5304),
- Job Access and Reverse Commute Program (Section 5316),
- New Freedom (Section 5317)
- Discretionary Program (Section 5309)
- CTEP
- Recreational Trails Program
- Small Starts
- Local sources (special fareboxes, special assessment districts, a local sales tax, and/or advertising and sponsorship)

Note: No funds have been dedicated through these programs for any of the improvement options noted above.

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Funding Strategies

Spot Improvement Options

- The Safe Routes to School (SRTS) Program
- Highway Safety Improvement Program (HSIP)
- High Risk Rural Roads Program (HRRP)
- Surface Transportation Program – Secondary (STPS) program.

Note: No funds have been dedicated through these programs for any of the improvement options noted above.

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Looking Beyond the 20-Year Planning Horizon

Options to reconsider if funding becomes available:

- Center Reversible Travel Lane within Existing Lane Structure
- Grade Separated Intersections throughout the Corridor
- Frontage Roads / Connecting Local Roadway Networks
- Lolo Options
- Passenger Rail

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Please Comment!

- How would you prioritize recommended options?
- Please provide input on the Lolo Options!