

US 93 Ronan - Urban

Access Management & Project Status

City Council Information Meeting

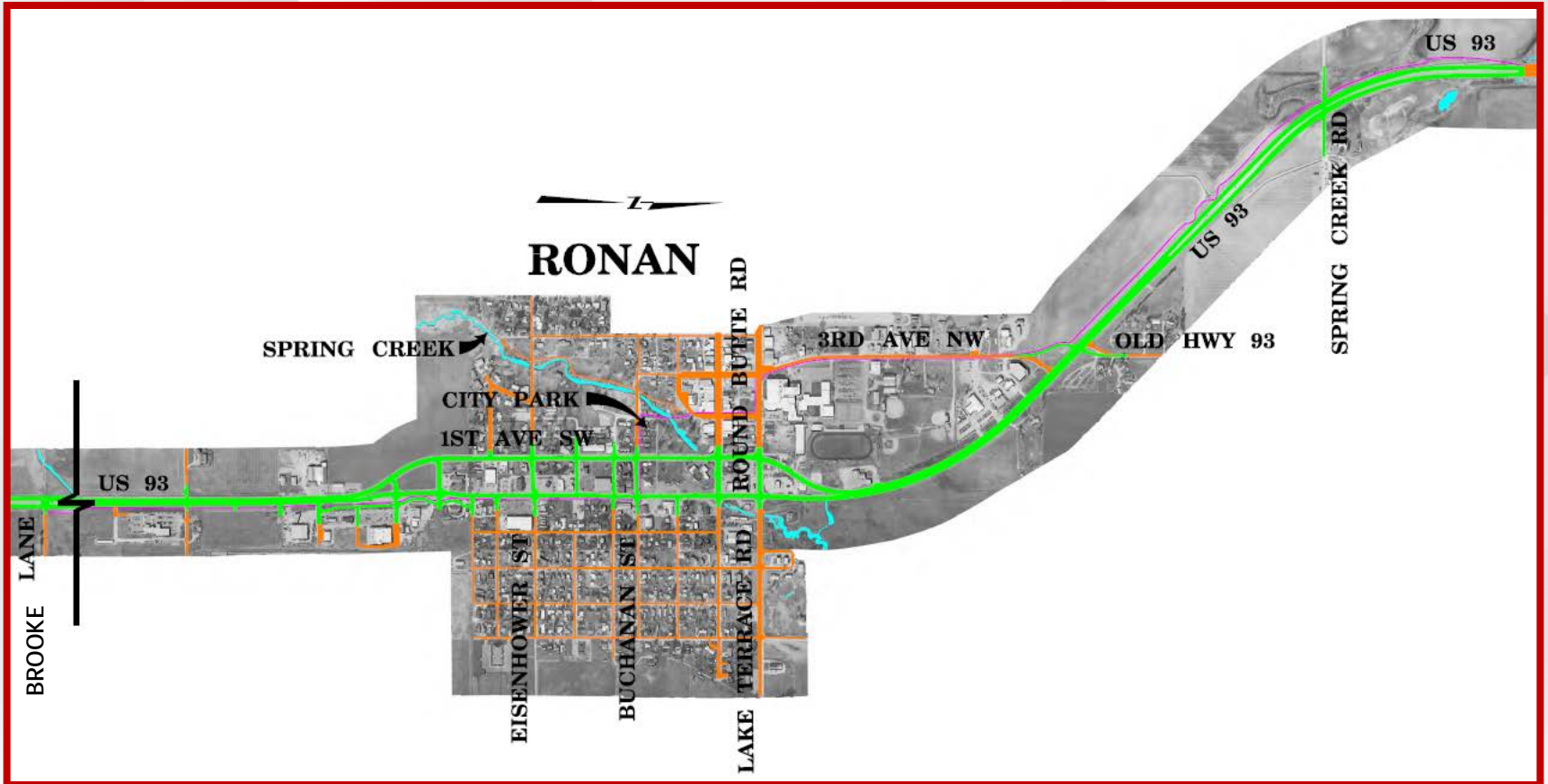
September 29, 2014



Presentation

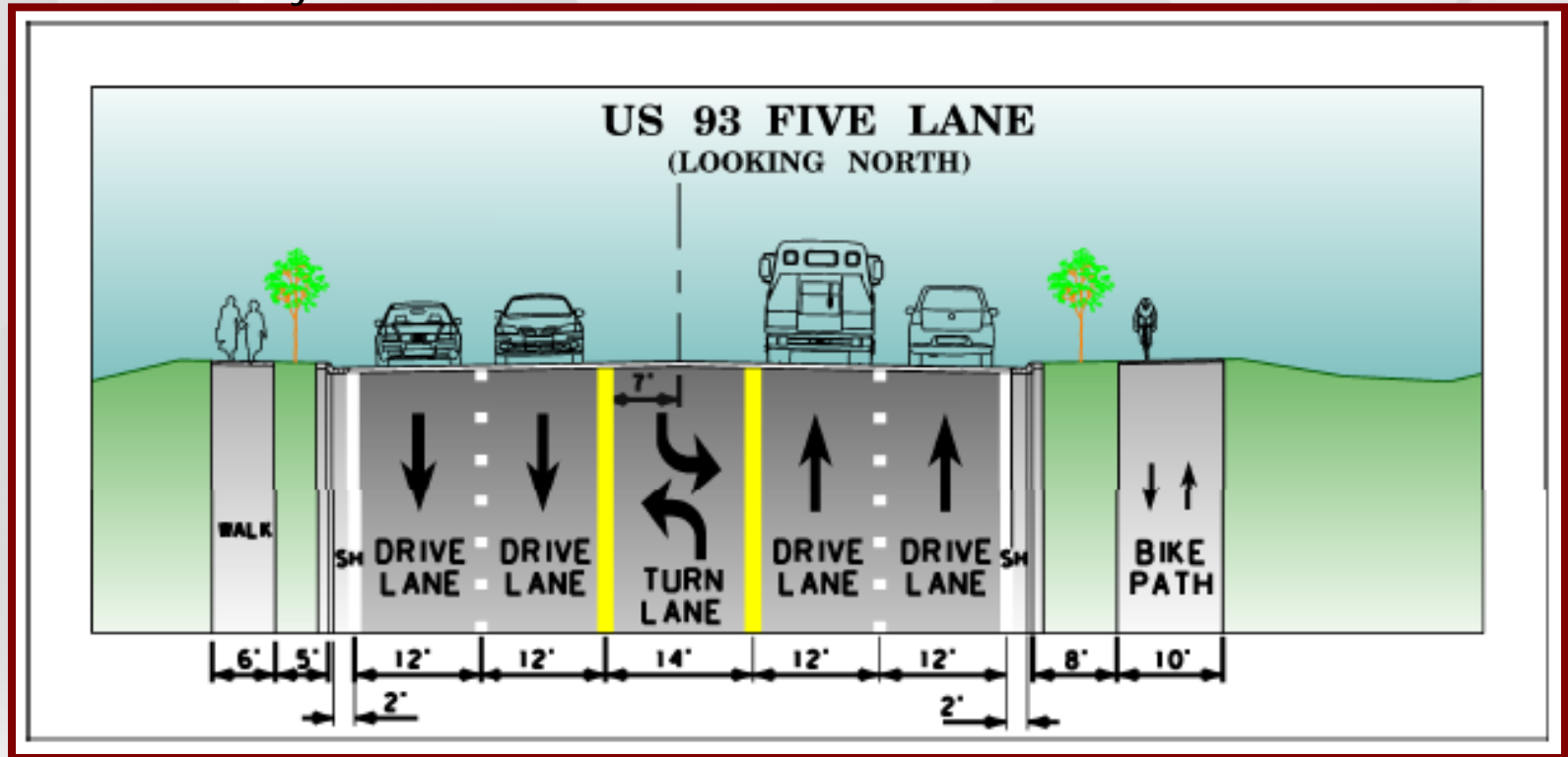
- ◇ Introductions & Meeting Purpose
- ◇ Summary of Project Status
- ◇ Access Management
 - ◇ Background
 - ◇ Process
 - ◇ Example
 - ◇ Access Plans for Ronan (as time allows)

Ronan-Urban: Summary of Project Status



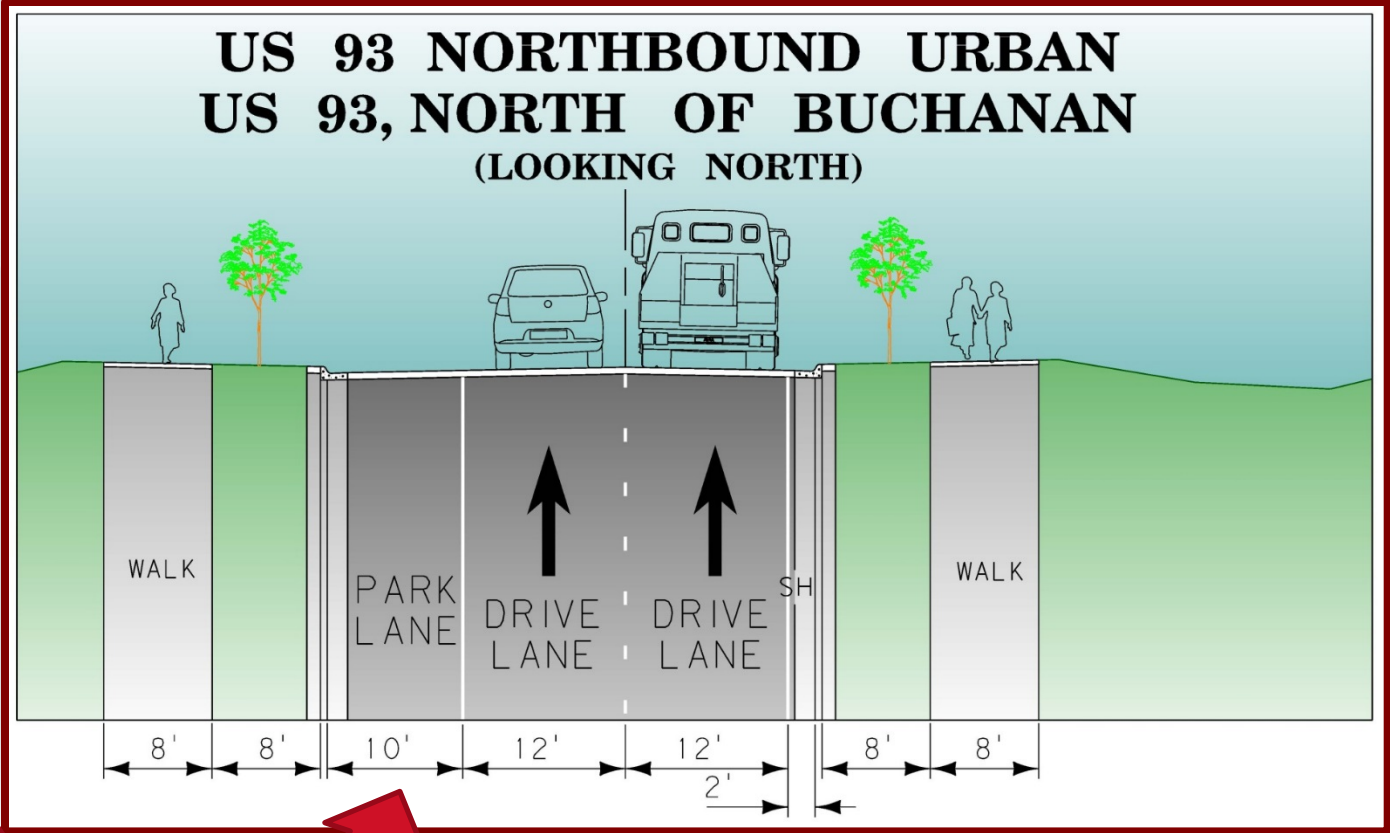
Ronan-Urban: 5-Lane

- Timberlane to Kennedy
- North of Dairy Queen to Old US 93



Ronan-Urban: One-Way Couplet, 2-Lane

➤ Harrison to Round Butte Road



Parking is omitted at driveways & 25' each side

Access Management - Definition

- ◇ Access Management
 - ◇ Managing points of access to highway through use of a permitting system or access control.

- ◇ Access Control
 - ◇ Condition in which the right of owners of land abutting (highway).... to access, light, air or view in connection with a highway.... is fully or partially controlled by public authority

- ◇ Implemented by:
 - ◇ Adoption of Access Control Resolution (1999)
 - ◇ Access Management Guidelines & Plans (2012-2013) developed during design process
 - ◇ Negotiations with MDT R/W Agents

Access Management - Background

- ◇ Streets & Highways
 - ◇ Are a significant public investment and resource
 - ◇ Provide mobility, accessibility, & play a vital role in economics

- ◇ Managing Access can improve the Efficiency & Safety of our Streets & Highways

- ◇ Reasonable Access will be maintained to Existing Parcels

- ◇ Purpose of Access Management
 - ◇ Improve Safety
 - ◇ Preserve Function and Mobility
 - ◇ Manage Existing and Future Accesses in Consistent Manner

- ◇ Montana Code 60-1-101. Legislative findings.
 - ◇ *The legislature recognizes that safe and efficient highway transportation is of important interest to all of the people of the state and declares that:*
 - ◇ *(1) inadequate highways, roads, and streets obstruct the free flow of traffic, increase costs of motor vehicle operation, endanger the health and safety of the citizens of the state, depreciate property values, and impede generally the economic progress of the state;*
 - ◇ *(2) the problems of establishing and maintaining adequate highways, roads, and streets, eliminating congestion, reducing accident frequency, providing parking facilities, and taking all necessary steps to insure safe and convenient transportation are urgent;*
 - ◇ *(3) adequate and integrated systems of highways, roads, and streets are essential to the general welfare of the state;*
 - ◇ *(4) providing adequate highway facilities is a proper public use and purpose, and this title is necessary for the preservation of the public peace, health, and safety, for the promotion of the general welfare, and as a contribution to the national defense.*

Access Management - Process for Ronan-Urban

1. Corridor Resolution: Adopted 1999
2. Goals & Objectives: August 2012
3. Access Management Guidelines: June 2013
4. Access Control Plans: August 2013

Access Management - Authority

- ◇ Montana Code - Allows Control of Access to Public Roads
- ◇ MDT Transportation Commission: Adopts AC Resolution
- ◇ Program Oversight Group (POG): Evaro-Polson Corridor
- ◇ Technical Design Committee (TDC): Evaro-Polson Corridor
- ◇ Exceptions Committee (Appendix B):
 - ◇ Reviews access requests from landowners that are exceptions to the Access Management Plans.
 - ◇ Defined Appeals Process (Appendix B)

Access Management - Purpose

- ◇ Reasons for Highway Access Management
 - ◇ Improve Safety and Efficiency by Reducing Vehicle Conflicts
 - ◇ Reduce Vehicle conflict by controlling... access points
 - ◇ Preserve Health & Safety of citizens
 - ◇ Additionally:
 - ◇ Preserve (Road) Function and Mobility
 - ◇ Manage Existing and Future Accesses in Consistent Manner

◇

Page 4, G&O

Access Management - Goals

1. Facilitate the free flow of traffic
 1. Eliminate congestion
2. Ensure safe and convenient transportation for ... users
 1. Reduce accident frequency
 2. Provide intersections with adequate geometry
3. Provide reasonable access to existing parcels
4. Maintain property values and do not impede economic progress.
 1. Provide parking facilities
 2. Reduce the costs of motor vehicle operations

Page 5, G&O

Access Management - Objectives

1. Free flow of Traffic
 1. Roadway Design Standards
 2. Eliminate congestion
 3. Accesses (in priority order):
 1. Remove
 2. Relocate to a side street or alley
 3. Consolidate adjoining accesses (shared use)
 4. Cross Streets-Provide adequate intersections by shifting approaches away from intersection
2. Safe and Convenient Roadway
 1. Reduce accident frequency
 2. Adequate sight distance
 3. Remove angle parking
 4. Remove objects within clear zone
3. Provide reasonable access to existing parcels
4. Maintain property values
 1. Provide parking facilities
 2. Reduce costs of motor vehicle operations
 3. Seek owner input (business & residences)
 4. Provide aesthetic facilities
 5. Consistently implement Access Management Guidelines
 6. Develop process for future approach requests.
 7. Facilitate the free flow of traffic on an integrated transportation system

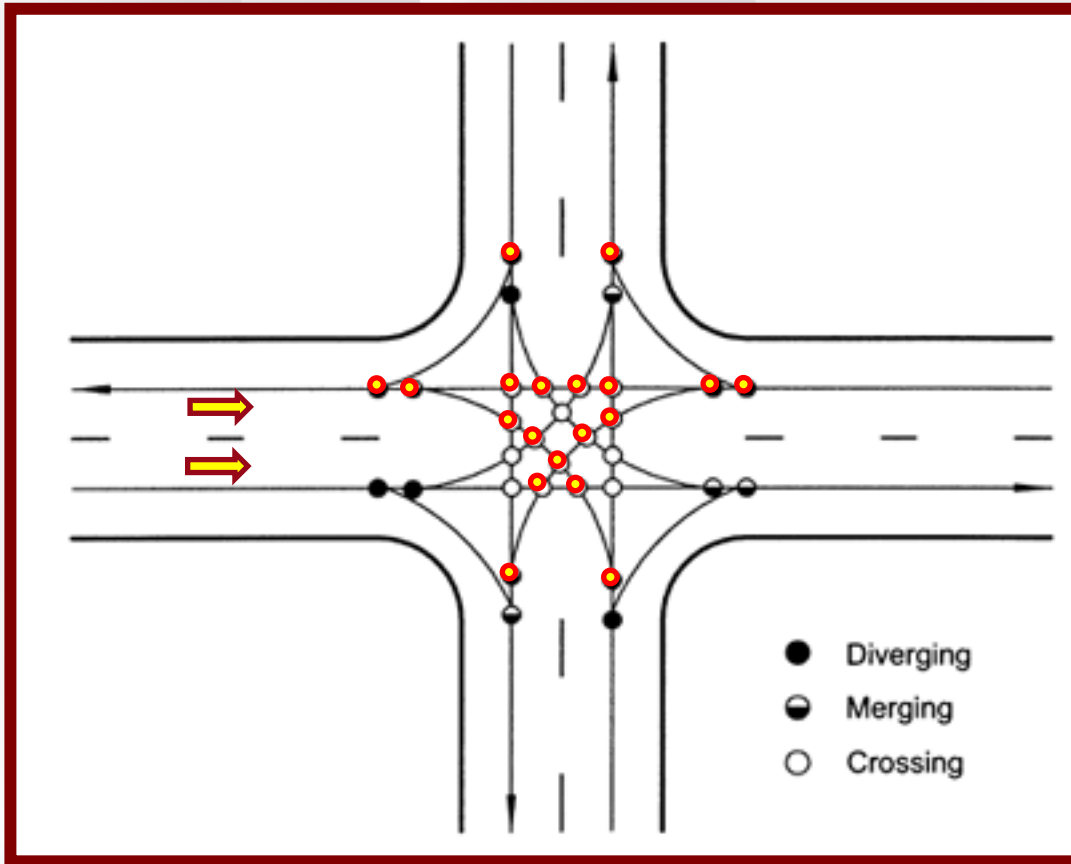
Pages 5-6, G&O

Access Management - Changes to Access

1. Free flow of Traffic
 1. Roadway Design Standards
 2. Eliminate congestion
 3. Accesses (in priority order):
 1. Remove
 2. Relocate to a side street or alley
 3. Consolidate adjoining accesses (shared use)
 4. Cross Streets-Provide adequate intersections by shifting approaches away from intersection

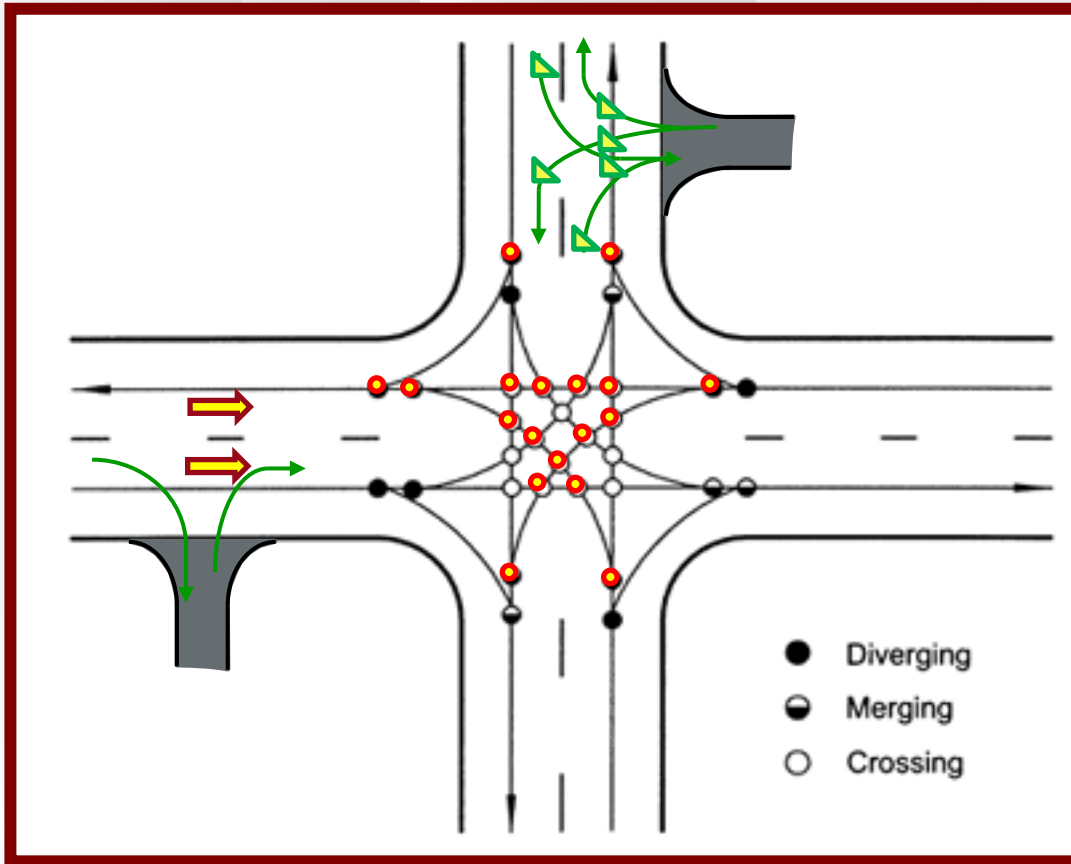
Note: Approaches displace parallel parking spaces

Access Management – Intersection Safety



- Two-Way Intersection
 - 32 potential Conflicts
- One-Way/Two-Way Intersection.
 - Removes 19 Conflicts
 - 13 potential Conflicts

Access Management – Intersection Safety



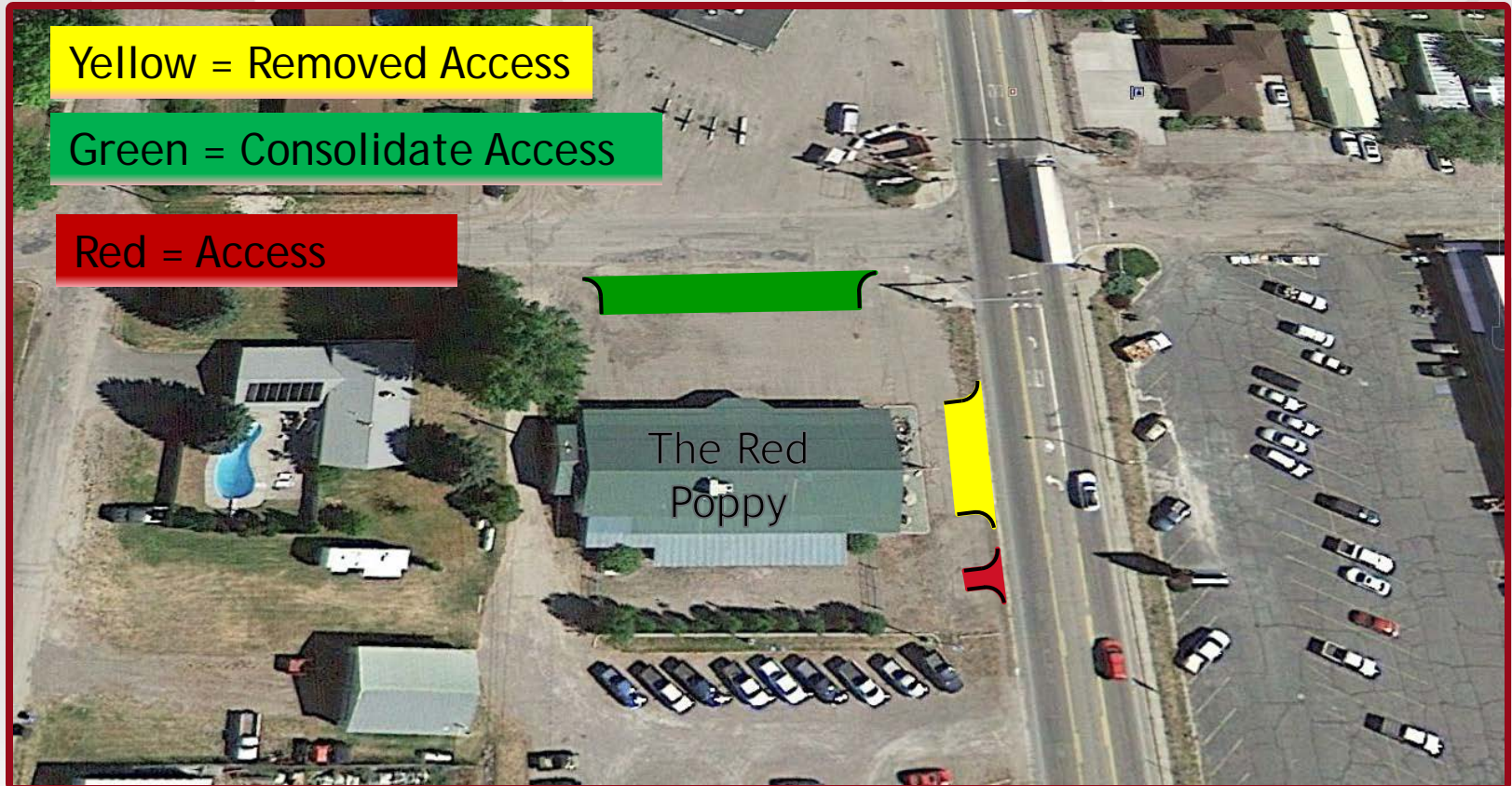
- Two-Way Intersection
 - 32 potential Conflicts
- One-Way/Two-Way Intersection.
 - 13 potential Conflicts
 - Removes 19
- Remove overlaps from adjacent driveways
 - 6 Conflicts on Side Street

Access Management - Changes to Access

1. Free flow of Traffic
 1. Roadway Design Standards
 2. Eliminate congestion
 3. Accesses (in priority order):
 1. Remove
 2. Relocate to a side street or alley
 3. Consolidate adjoining accesses (shared use)
 4. Cross Streets-Provide adequate intersections by shifting approaches away from intersection

















Note: Approaches displace parallel parking spaces

Access Management - Example Red Poppy



Access Management - Plans

LEGEND

	NEW JOINT USE APPROACH		EXISTING ROAD APPROACH
	NEW ENTRANCE ONLY APPROACH		NEW ROAD APPROACH
	NEW ENTRANCE ONLY APPROACH		CLOSE APPROACH RECOMMENDED
	NEW EXIT ONLY APPROACH		NO ACCESS TO US 93
	JOINT USE		NEW ROAD
	PRIVATE APPROACH		
	PUBLIC APPROACH		
	FARM/FIELD APPROACH		
	PROPERTY LINE		
	EXISTING MDT RIGHT-OF-WAY		
	PARCEL NUMBER		

Questions and Comments

- ◇ Miki Lloyd, PE
 - ◇ Consultant Manager
 - ◇ mlloyd@mt.gov
 - ◇ 444-9200
- ◇ Ed Toavs
 - ◇ Missoula District Administrator
 - ◇ etoavs@mt.gov
 - ◇ 523-5802
- ◇ Maureen Walsh
 - ◇ Missoula Right-of-Way
 - ◇ mwalsh@mt.gov
 - ◇ 523-5852
- ◇ Kathy Harris, PE, PTOE
 - ◇ Project Manager
 - ◇ US93Ronan@kljeng.com
 - ◇ 449-7764
- ◇ Scott Fanning
 - ◇ Highway Designer
 - ◇ US93Ronan@kljeng.com
 - ◇ 449-7764
- ◇ [. US93Ronan@kljeng.com](mailto:US93Ronan@kljeng.com)