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CORRIDOR & SPEED STUDY AREAS



LOLO

**Missoula to Florence Study
Corridor Study Area**

FLORENCE

**Missoula to Hamilton
Speed Study**



STEVENSVILLE



HAMILTON



**Lolo to Missoula Construction
Milling & Filling Project 2024**

**Missoula to Hamilton Study
Speed Study**

**Missoula to Florence Study
Corridor Study Area**

Projects are separate from one another but are incorporated on the map to provide clarity on surrounding area projects.

SPEED STUDY

Speed Study Background:

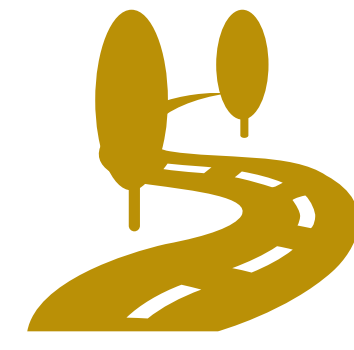
Missoula County request for speed limit review on US Highway 93 (US 93).

Speed study conducted in 2022 from Missoula to Hamilton by KLJ Engineering.

Five study area segments:

- 1) Lolo to Missoula.
- 2) Florence to Lolo.
- 3) Stevensville to Florence.
- 4) Victor to Stevensville.
- 5) Hamilton to Victor.

Speed Study Methodology:



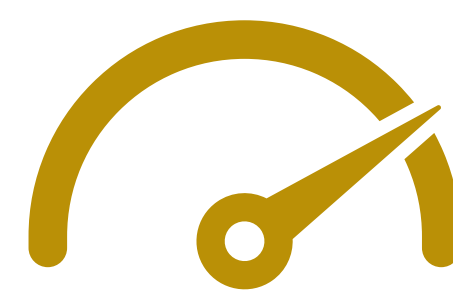
Roadway conditions/characteristics
August 2022.



Vehicular classes
24-hour period on dates in August and September 2022.



Crash history
Reviewed from 1/1/2016 to 12/31/2020.



Speed characteristics
24-hour period on dates in August & September 2022.

Findings:



Current posted speeds are at 50th percentile, which means half of the drivers are traveling above and the other half below the speed limit. 85th percentile is typically used to set speed limits.



Many drivers traveling faster than the speed limit.



Drivers have difficulty slowing down when transitioning to residential neighborhoods or businesses.

Recommendations:

1

No change to current speed limits on US 93.

2

55 mph speed zones should be extended to a total of 0.5 mile in length.

3

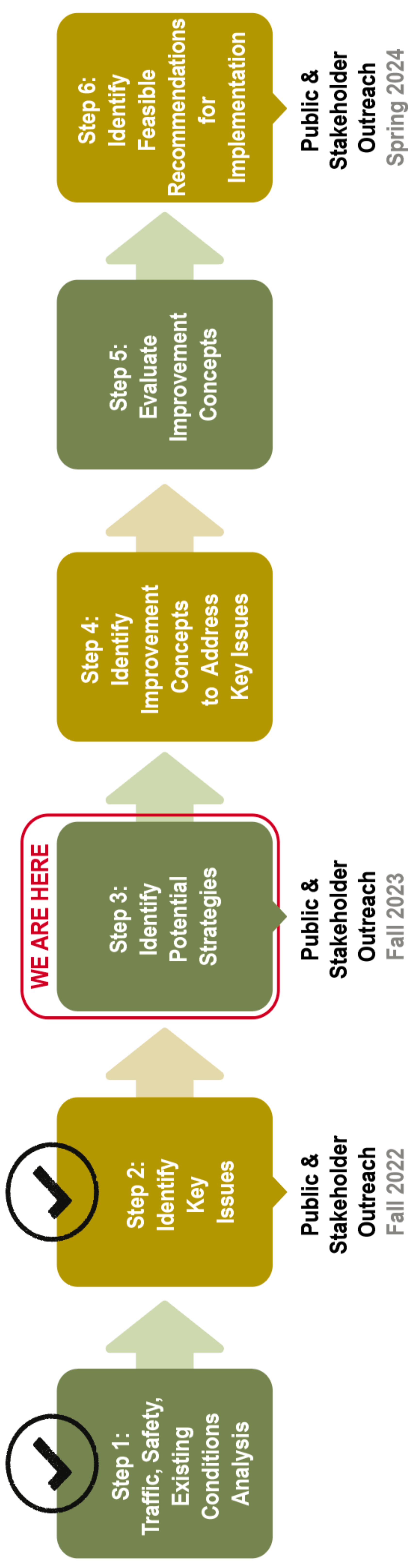
A new 55 mph transition speed zone should be introduced between the existing 65 mph and 45 mph area south of Missoula

4

Consider traffic calming devices, such as speed feedback signs or urban transition zones.



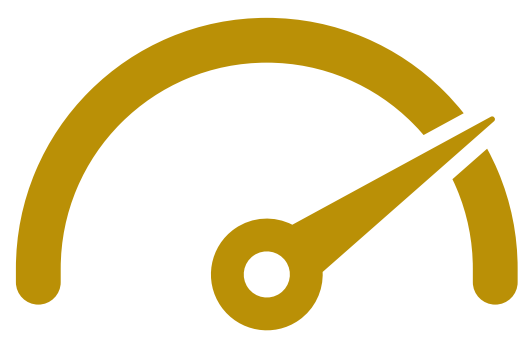
CORRIDOR STUDY STATUS



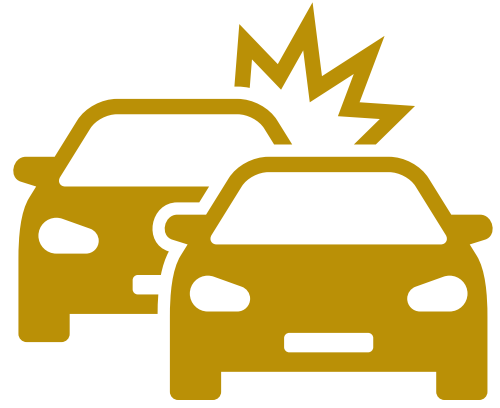
PUBLIC & STAKEHOLDER FEEDBACK



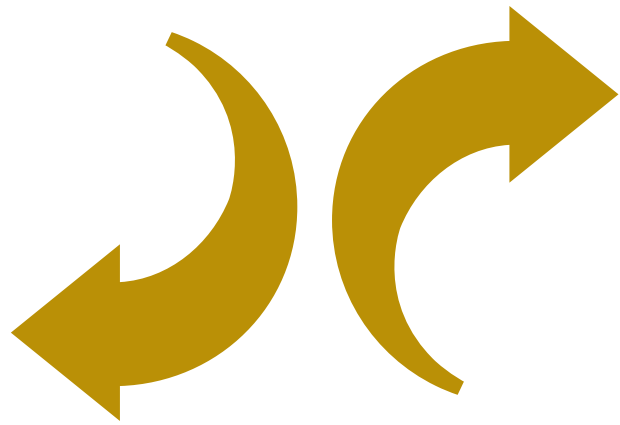
Growth and Development.



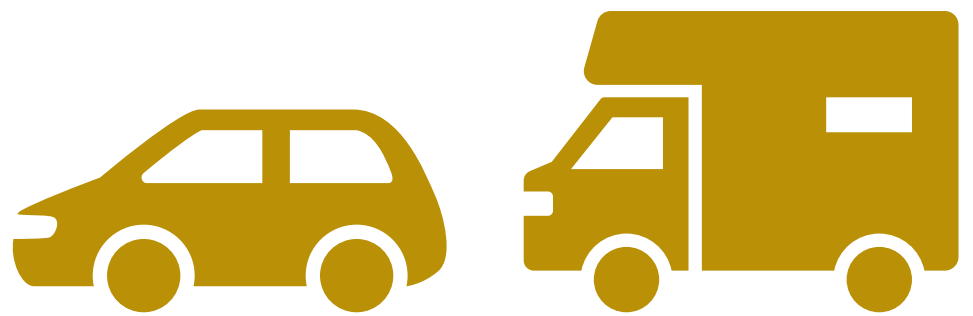
**High Speeds and
Speed Differential.**



Near Misses.



**Conflicts in the Center
Two-Way Left-Turn Lane.**



Insufficient Gaps in Traffic.



**Limited Lighting and Adverse
Road Conditions.**



Shared-Use Path Conflicts.

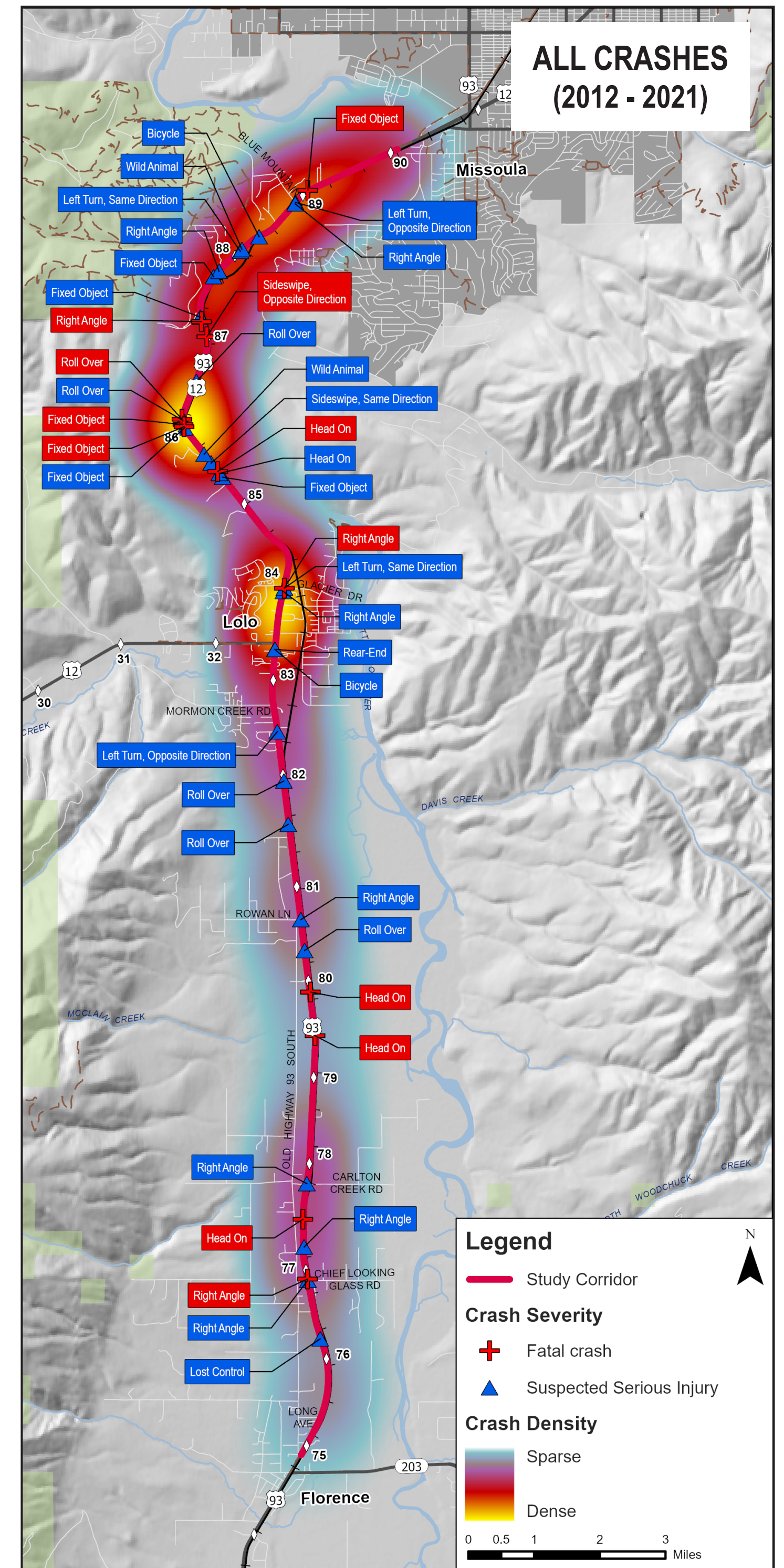


Wildlife Conflicts.

CORRIDOR STUDY FINDINGS

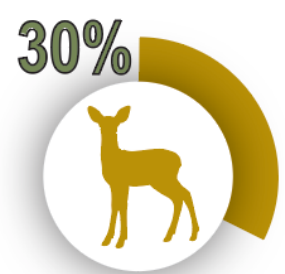
Traffic, Safety and Crash Findings

- 65% of traffic travel north in the morning and south in the evening.
- 3-4% of traffic is heavy trucks.
- Missoula is a destination for approximately 32% of trucks and 72% of vehicles.



 **1,118** crashes

41% of crashes occurred during commuting hours (6 to 8 am and 4 to 6 pm).

30%


Wild Animal

20%

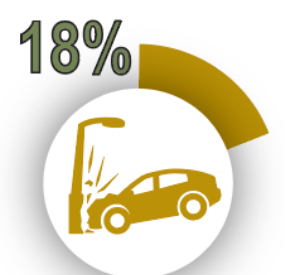

Rear End

54% of crashes occurred during winter months (November to February).

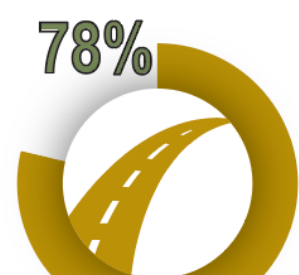
32% occurred under adverse road conditions.

7%

of crashes involved impairment (35% of severe crashes).

18%


Fixed Object

78%


Non-Junction

23% of crashes caused injuries (4% severe injuries).

High Priority Locations

- Urban/Rural Transitions.
- Rural "S Curves".
- Lolo Area.
- Rural Highway.



Safety Score

=



Crash Frequency

+

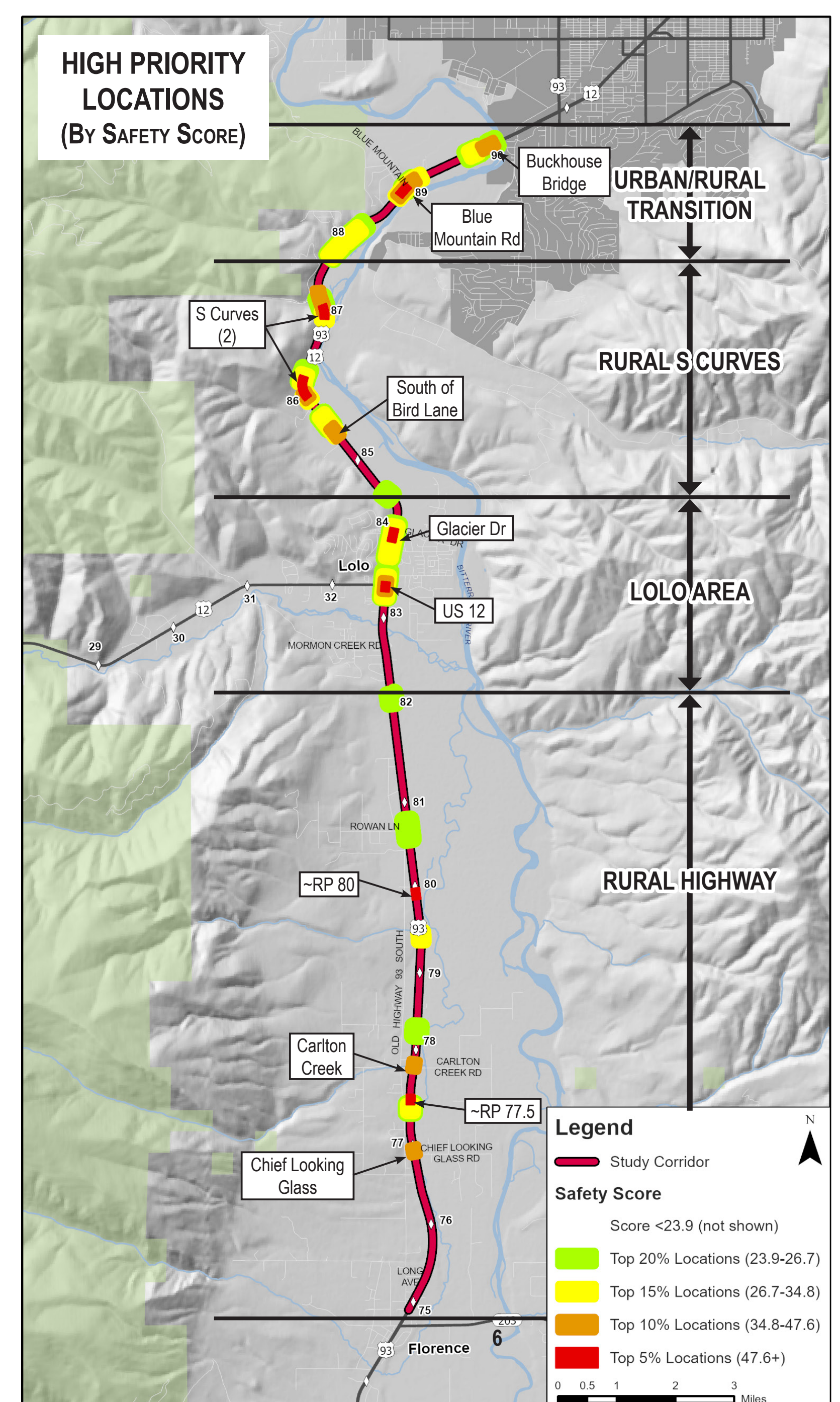


Crash Rate

+



Crash Severity



POTENTIAL SOLUTIONS

The study team has developed a series of big-picture ideas to consider in the US 93 corridor. After hearing your feedback, the team will refine these ideas and develop location-specific recommendations.

Intersection Strategies

Lane Modifications



Potential improvements include:

- Right- or left-turn lanes.
- Right- or left-turn acceleration lanes.
- Left-turn staging.
- Two Way Left Turn Lane.

Traffic Signals



Potential improvements include:

- New signals.
- Signal modifications (protected phasing, timing changes.).

Roundabouts



Roundabouts can help reduce travel speeds while providing continuous traffic flow through intersections. On US 93, roundabouts would need to be configured to accommodate multiple lanes.

Reduce Conflict Intersections



Potential improvements include seperated left-turn movement using alternate intersection configurations such as:

- Restricted Crossing U-Turn.
- Continuous Green T.



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Roadway Segement Strategies

ITS



Potential improvements include:

- Dynamic curve warning.
- Variable speed limit.
- Weather alerts.
- Incident alerts.

Roadway Features



Potential improvements include:

- High friction surfacing.
- Roadside lighting.
- Enhanced pavement markings and signing.
- Widened medians.
- Centerline rumble strips.

Traffic Calming



Potential improvements include:

- Urban transition zones.
- Speed feedback signs.
- Landscaping.
- Optical speed bars.

Wildlife Accommodations



Potential improvements include:

- Fencing.
- Grade-separated crossings.
- Detection/activated signs.
- Improved visibility (vegetation management, lighting).



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Corridor-Wide Strategies

Access Management



Potential improvements include:

- Access consolidation.
- Partial movement accesses.

Divided Highway



Potential improvements include:

- Concrete barrier.
- High-tension cable rail.
- Vegetated median.

Reduced Conflict Highway



Potential improvements include:

- Reduced conflict intersections.
- Controlled access.

Suburban Design



To match and support suburban context, the following improvements may be used:

- Curb and concrete median.
- Slower speeds.
- Lighting.

