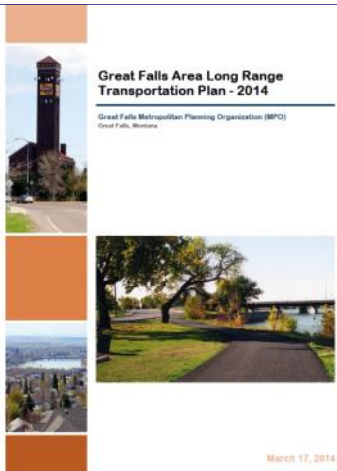


POLICY COORDINATING COMMITTEE

APRIL 9, 2014

Source

Technical Advisory Committee (TAC)



Plan Available At:
[www.greatfallslrtp.com/
Page4Documents.html](http://www.greatfallslrtp.com/Page4Documents.html)

Recommended Action
Approve Update

Presented by:
Andrew Finch, Sr. Planner

LONG RANGE TRANSPORTATION PLAN UPDATE—2014

SUMMARY

Overview

The Great Falls Area Long Range Transportation Plan was last updated in 2009. As a valuable tool for identifying community transportation priorities and guiding local decisions, the Transportation Plan is updated every four years.

An update to the Transportation Plan has recently been completed, and is now being presented to the Policy Coordinating Committee (PCC) for consideration and action.

Background

The Great Falls Urban Area has a central city with a population greater than 50,000, and therefore has certain responsibilities for local transportation planning — one of which is to have a current, compliant long range transportation plan. The transportation plan must be updated at least every four years, and also must be compliant with air quality regulations and meet other relevant federal transportation planning requirements. In addition, a new Federal transportation act has imposed additional planning requirements.

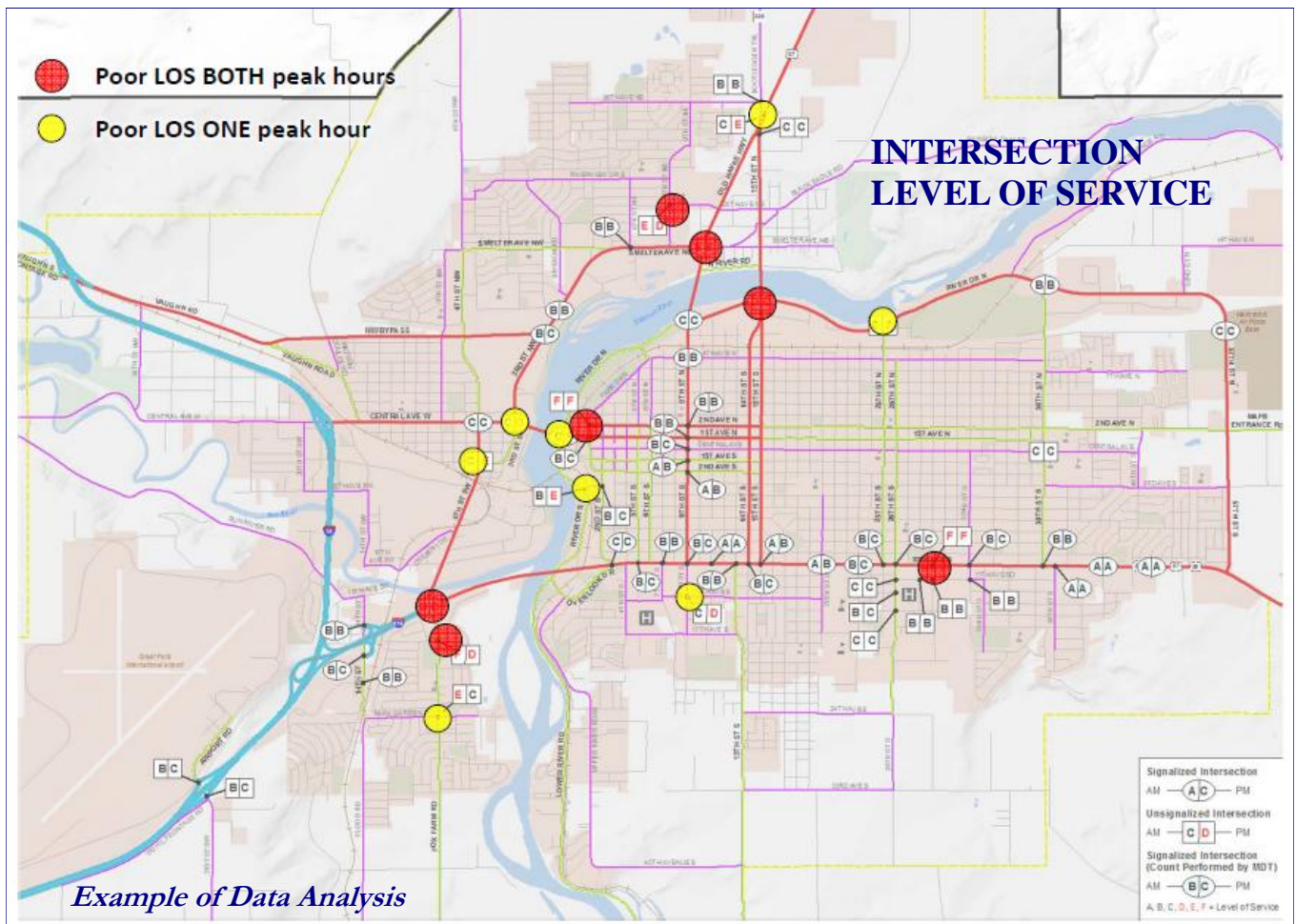
In early 2013, the consulting firm of Robert Peccia & Associates was hired to assist in the preparation of a full update, which included both extensive data-gathering/analysis and public outreach. The Draft Plan was finalized in January.

Plan Update

Three formal public meetings and 26 stakeholder meetings were held over the past year to inform the public and to provide opportunity for direct public input. The consultant maintained a Facebook page for disseminating information, as well as a project website at www.greatfallslrtp.com. Drafts and technical memoranda were available to the public on the website, as was notification of outreach and comment opportunities. For further information on the opportunities provided for public input and comment, the full Public Involvement Plan can be found at the following URL:
[http://www.greatfallslrtp.com/files/
Download/GreatFalls_PIP_FINAL.pdf](http://www.greatfallslrtp.com/files/Download/GreatFalls_PIP_FINAL.pdf)

A rigorous data collection and analysis effort included, in part, the following:

- Review of Level of Service for 80 intersections
- Analysis of major roads for volume-to-capacity (i.e., congestion)
- Identification of intersection crash “hot spots”
- Assessment of non-motorized connectivity and infrastructure concerns
- Summarization of transit constraints and limitations



Level-of-service and congestion was also projected into the future, identifying areas that should be targeted for improvement.

The consultant has worked closely with the MPO, MDT and Federal staff to ensure the Plan Update meets Federal requirements and guidance. Specifically, the fiscal constraint and air quality conformance elements of the Update have been reviewed and determined to be in compliance with Federal regulations.

The Draft Update was made available for a 30-day public review and comment period, ending February 21, 2014, with six comments received. The only substantive comment (a request to remove a conceptual trail from the Sun River Levee) has been incorporated into the Plan Update.

Summary of Major Recommendations

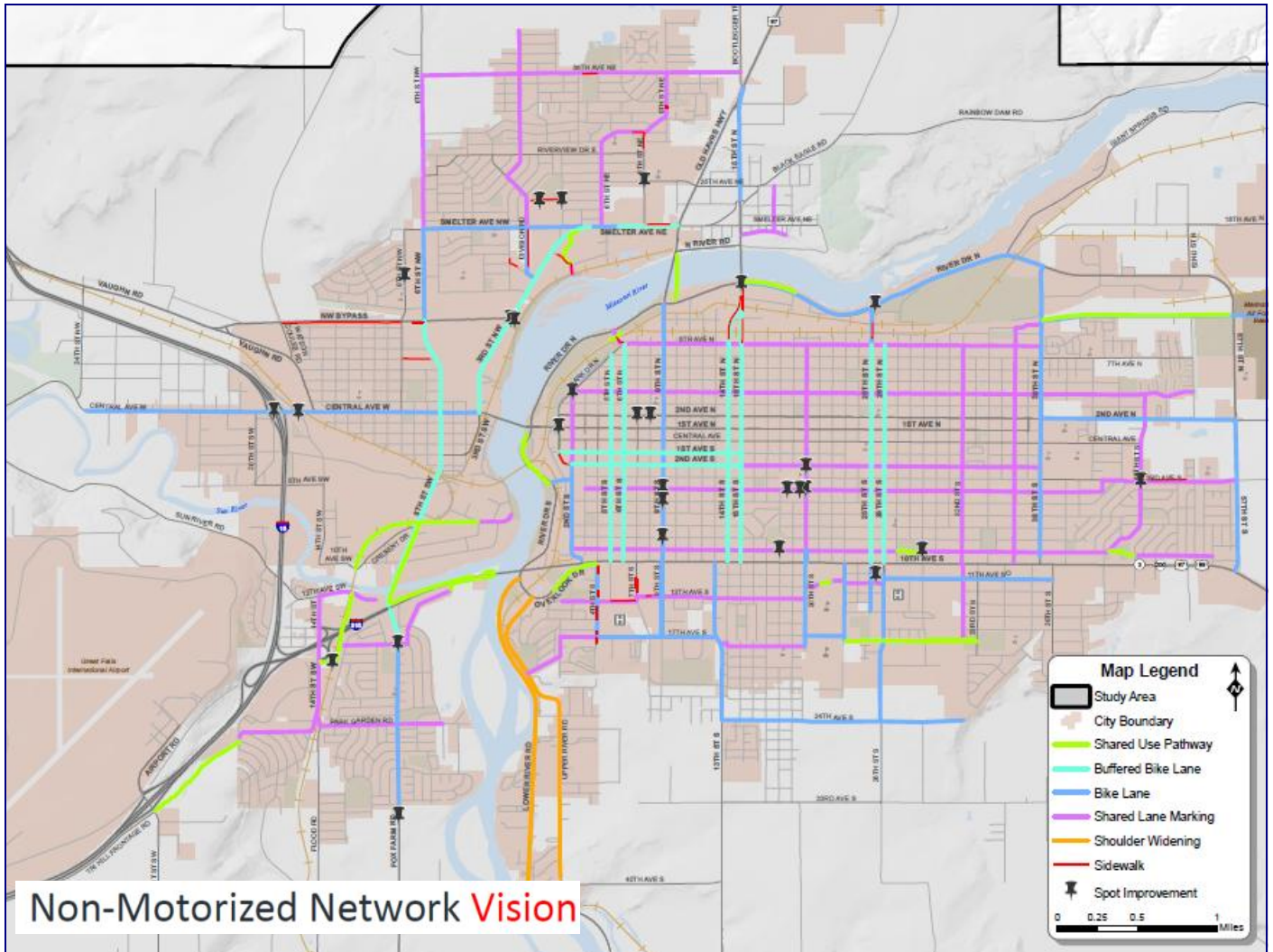
The analysis and modeling phase of the Update identified transportation facilities at the highest risk of deterioration in service over the 20-year life of the Plan. The public involvement process also pointed to the same top-priority areas, which are as follows (in no particular order):

- Highway 87/15th St NE/Old Havre Highway, and various associated roadway segments and connections – including Bootlegger Trail;
- 36th Avenue NE reconstruction (eastern segment);
- All four major interchanges, with priorities in descending order at the Airport Interchange, Emerson Junction (NW Bypass) Interchange, I-315 Interchange, and Central Avenue West Interchange. Public comment identified concern at the Airport (congestion and safety) and Emerson Junction (limited access) interchanges, while some operational deficiencies were noted at the other two; and,
- River Drive North from 15th Street N to 38th Street N (2-lane segment), including the intersection at 25th Street N.

While other areas of concern were noted and a number of projects identified, recommended projects are few due to the need to keep the Plan fiscally balanced. However, to make the Plan viable, other needs are listed as “illustrative projects”, with no funding source identified.

Other Plan Elements of Note

The Plan Update also includes a robust Non-Motorized element, to provide the Urban Area with guidance and suggestions for building a connected pedestrian and bicycle network. While not all of the recommendations may be feasible, they do provide a “blueprint” for working toward a connected system for the segment of the community that, by choice or by necessity, uses transportation methods other than the personal automobile.



Other important elements include Safety, Transit, Security, Freight, Fiscal Constraint, and Air Quality Conformity.

A full overview and report on the Plan Update, and the update process, will be provided at the Policy Coordinating Committee meeting by the consultant. The consultant’s power-point presentation will be incorporated into the record of meeting minutes as part of this agenda report.

Adoption Process

The various bodies involved in adoption of the Plan Update have done so on the following dates:

- Technical Advisory Committee - March 20 (*Approved Update*)
- Joint City-County Commission Informational Presentation - March 24
- Planning Advisory Board (as MPO) – March 25 (*Approved Update*)

- Great Falls City Commission – April 1 (*Approved Update*)
- Cascade County Commission – April 8
- Policy Coordinating Committee (Final Adoption) – April 9

After local approvals, the Plan will be sent to the Federal approving agencies for final consideration and concurrence, which is expected by April 23, 2014.

RECOMMENDED MOTION

The Technical Advisory Committee (TAC), as the advisory body to the PCC, has recommended approval of the Long Range Transportation Plan. A suggested motion would be as follows:

“I move the Policy Coordinating Committee approve the 2014 Long Range Transportation Plan Update.”

