

Polson Area Transportation Plan (2010 Update)

GOAL #1:

Provide a safe, efficient, accessible, and cost-effective transportation system that offers viable choices for moving people and goods throughout the community.

OBJECTIVES:

- Plan and implement a logical, efficient, long-range transportation system to ensure that public and private investments in transportation infrastructure support land use decisions of the community.
- Plan a logical, efficient long-range transportation system that can be systematically implemented by right-of-way reservations and advance acquisition procedures.
- Meet the current and future needs of the greater Polson area that can be maintained with available resources.
- Provide adequate emergency service access to residents in and around the Plan Area Boundary.



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GOAL #1 OBJECTIVES...continued:

- Develop a “Major Street Network” classifying existing roadways by functional usage (as well as future corridors) within the Plan Area Boundary.
- Address the needs of business and commerce both locally and regionally.
- Recognize the cultural diversity found within the Plan Area Boundary.
- Plan for adequate access and egress to high volume traffic generation points.
- Conduct a comprehensive data collection effort that will include vehicular counts, truck counts, bicycle movements and pedestrian usage at the intersections identified for the project.
- Review the most recent three-year accident history and crash statistics to evaluate potential safety problems and possible mitigation efforts that can improve and/or resolve identified concerns on the existing transportation system.

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GOAL #1 OBJECTIVES...continued:

- Identify comprehensive safety measures, other than engineering, that may educate the public on safety matters and improved safety conditions within the community.
- Examine population and employment growth trends to assess demographic changes and how those changes may affect transportation system users over the twenty year planning horizon.
- Develop a 20-year traffic model that can be used to predict future transportation system needs as growth occurs within the Study Area Boundary limits.
- Identify current and foreseeable traffic problems.
- Carry forward the design philosophy contained in the US 93 Evaro to Polson Memorandum of Agreement (MOA) that recognizes the unique “Spirit of Place” found within the Flathead Reservation. Key concepts include the road as a visitor to the land, and through unique design solutions the spirit of place can be preserved and respected to provide inspiration and guidance.

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GOAL #2:

Make transit and non-motorized modes of transportation viable alternatives to the private automobile for travel in and around the community.

OBJECTIVES:

- Support alternatives to single occupancy vehicles.
- Establish safe pedestrian and bicycle access in designated areas by:
 - Considering pedestrian/bicycle needs when planning and designing new roads.
 - Considering improvement and dedication of bikeways and pedestrian paths through developing area.
 - Providing widened shoulders where possible to accommodate pedestrians/bicycles on existing roadways, with a preference for physical separation between motorized and non-motorized traffic.



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GOAL #2 OBJECTIVES...continued:

- Encourage mixed-use development that integrates compatible residential, office, and commercial uses to reduce the need for automobile trips.
- Encourage walkable neighborhoods, both within existing developed areas and new residential and commercial subdivisions.
- Recommend policies and decisions to ensure bicyclists and pedestrians can access and safely cross all major roadways and highways.
- Identify and incorporate, as applicable, Transportation Demand Management (TDM) strategies to provide alternatives to private vehicle travel.
- Integrate climate change strategies in to the transportation planning process to the extent practicable.



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GOAL #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.

OBJECTIVES:

- Provide for citizen involvement in the planning and implementation of transportation plans and projects.
- Respect the area's natural, cultural, and historic context and minimize adverse impacts to the environment and existing neighborhoods.
- Minimize negative transportation effects upon residential neighborhoods.
- Encourage transportation improvements that preserve the natural panorama of skylines and sightlines, and are compatible with historic, cultural and environmental resources.

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GOAL #3 OBJECTIVES...continued:

- Evaluate and identify transportation system needs of area schools, and address existing and future transportation issues as appropriate.
- Meet the unique transportation needs of the areas elderly, disabled and disadvantaged populations



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GOAL #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.

OBJECTIVES:

- Review all existing and on-going planning reports and studies for compatibility.
- Identify funding mechanisms that may be viable alternatives to the traditional funding programs currently used to fund transportation system improvements.



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GOAL #5:

Identify and protect future road corridors to serve future developments and public lands.

OBJECTIVES:

- Develop a Plan to address forecasted transportation growth needs.
- Identify future corridors and future connections to existing roadways in order to acquire appropriate right of way and improvements. This includes coordination with the US 93 Polson Corridor Study results.

