

WELCOME

GALLATIN COUNTY INTERSECTION IMPROVEMENTS

Meeting Overview:

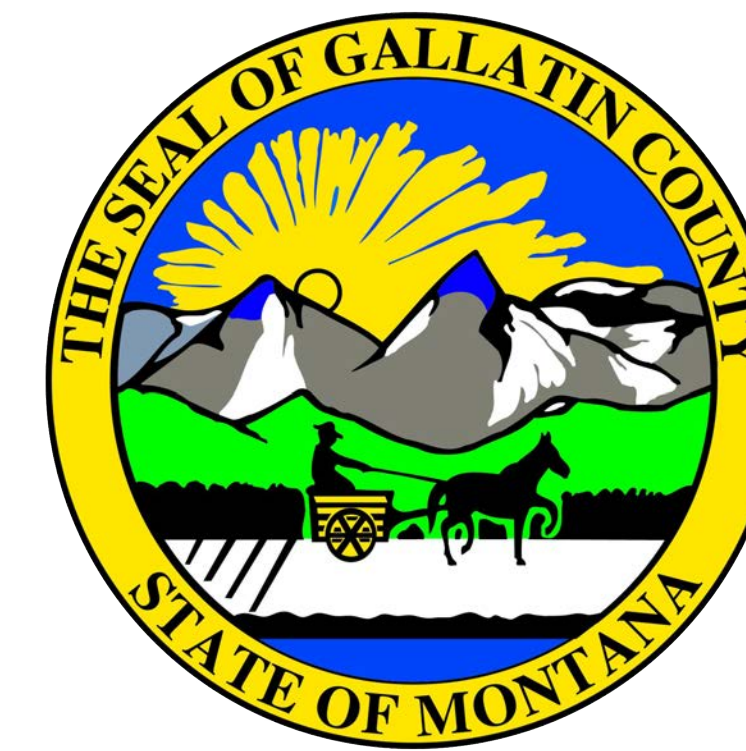
- **Learn** more about the project development process
- **Share** your thoughts and concerns about the project intersections
- **Provide** feedback to guide the decision making process

SCAN ME!

<https://rpa-hln.com/gallatin-intersections/>



YOUR input is needed to help inform the future of these transportation investments!



Gallatin County is leading this effort and hired the RPA consulting team to help develop the project. Representatives from Belgrade and the Montana Department of Transportation are also involved in the effort for intersections within their jurisdictions.

GALLATIN COUNTY INTERSECTION IMPROVEMENTS

The Intersections:

Alaska Road South / Cameron Bridge Road

- Increasing amounts of traffic, especially since construction of the East Belgrade I-90 Interchange in 2015
- Heavy mainline traffic makes it difficult to turn from Cameron Bridge Road
- Many large trucks due to gravel pits in the area
- History of angle crashes causing injuries
- High travel speeds and steep side slopes on Alaska Road South



Alaska Road South / East Valley Center Road

- Primary travel route between Bozeman, Belgrade, and the Bozeman Yellowstone International Airport
- Long delays and queuing, especially in the southbound direction
- Difficulty making left-turns from Alaska Road South
- History of rear-end and near-miss crashes
- More development in the area anticipated



Love Lane / Durston Road

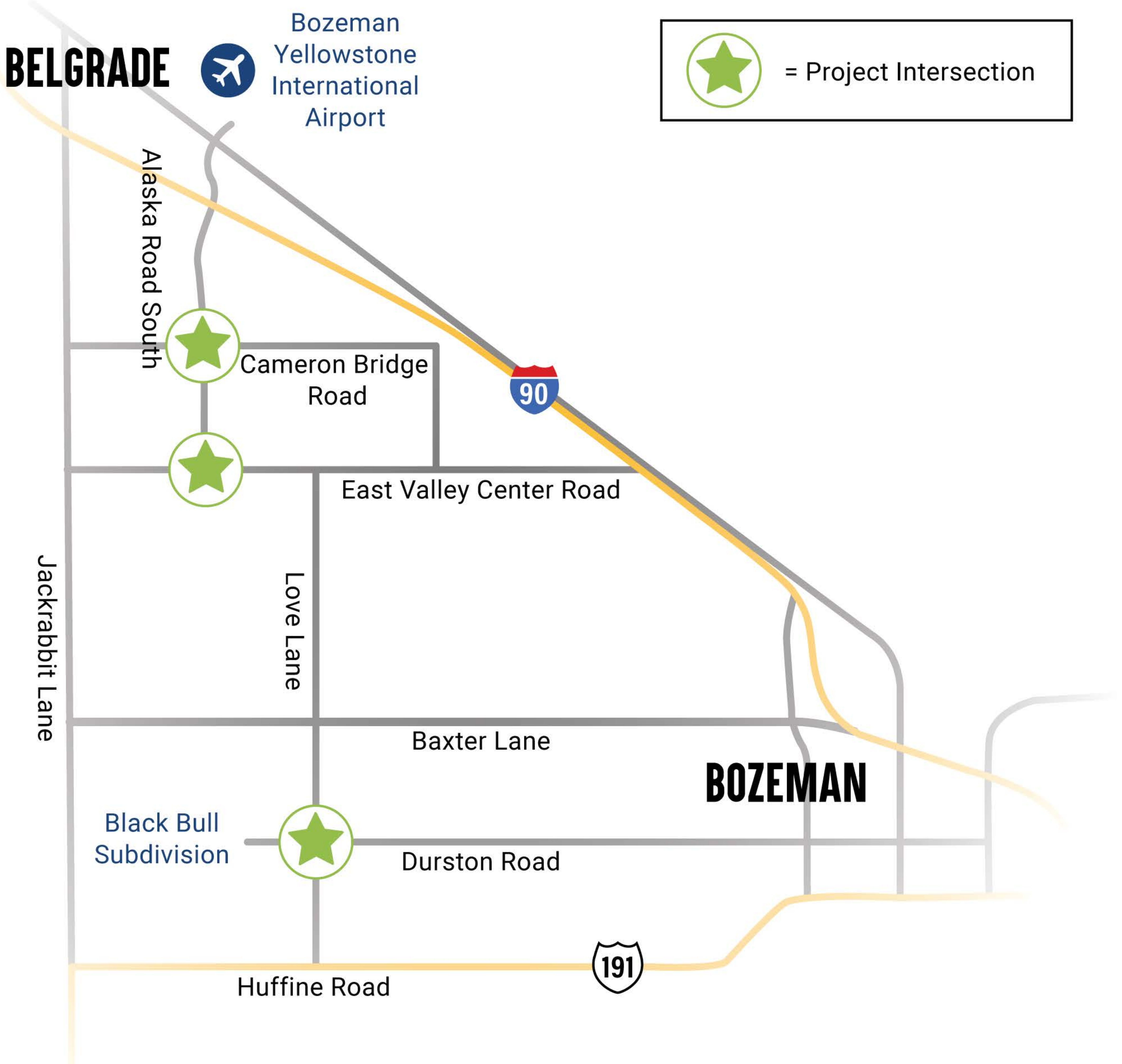
- History of crashes and general safety concerns relating to visibility, travel speeds, and intersection geometry
- Durston Road approaches Love Lane from the east at a steep downgrade
- Increasing traffic volumes contributing to delays and safety concerns
- All-way stop installed in 2023 to mitigate traffic impacts from Baxter Lane construction detours



GALLATIN COUNTY INTERSECTION IMPROVEMENTS

Purpose:

Identify improvement options for three critical intersections on County roads between Belgrade and Bozeman to **address crash trends** and **improve traffic flow**.



SCHEDULE

The 2022 *Greater Triangle Area Transportation Plan* identified these, and several other intersections, as needing improvements. Soon after, the Gallatin County Commission prioritized these three intersections for further evaluation and the project was kicked off in the Spring of 2023. Detailed analyses and public engagement opportunities will help inform the best solution for each intersection. Once a preferred alternative has been identified for each intersection, the County intends to move forward with design and construction as funding becomes available.



Spring 2023

- Project Kickoff



Spring/Summer 2023

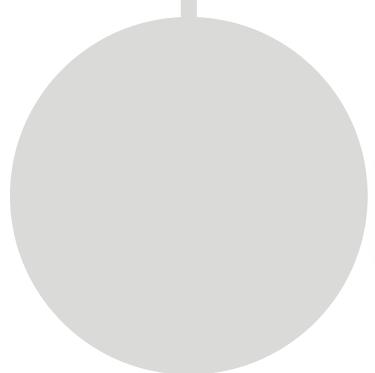
- Field Investigations
- Landowner Coordination



Fall/Winter 2023

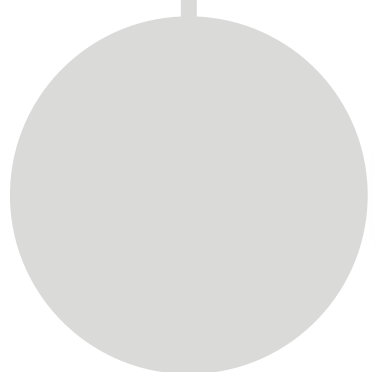
- Concept Development & Alternative Analysis
- Community Engagement

**WE
ARE
HERE**



Winter 2023 - Spring 2024

- Reporting, Review, & Approval
- Public, Stakeholder, & Commission Review & Approval



Future (TBD)

- Design & Implementation

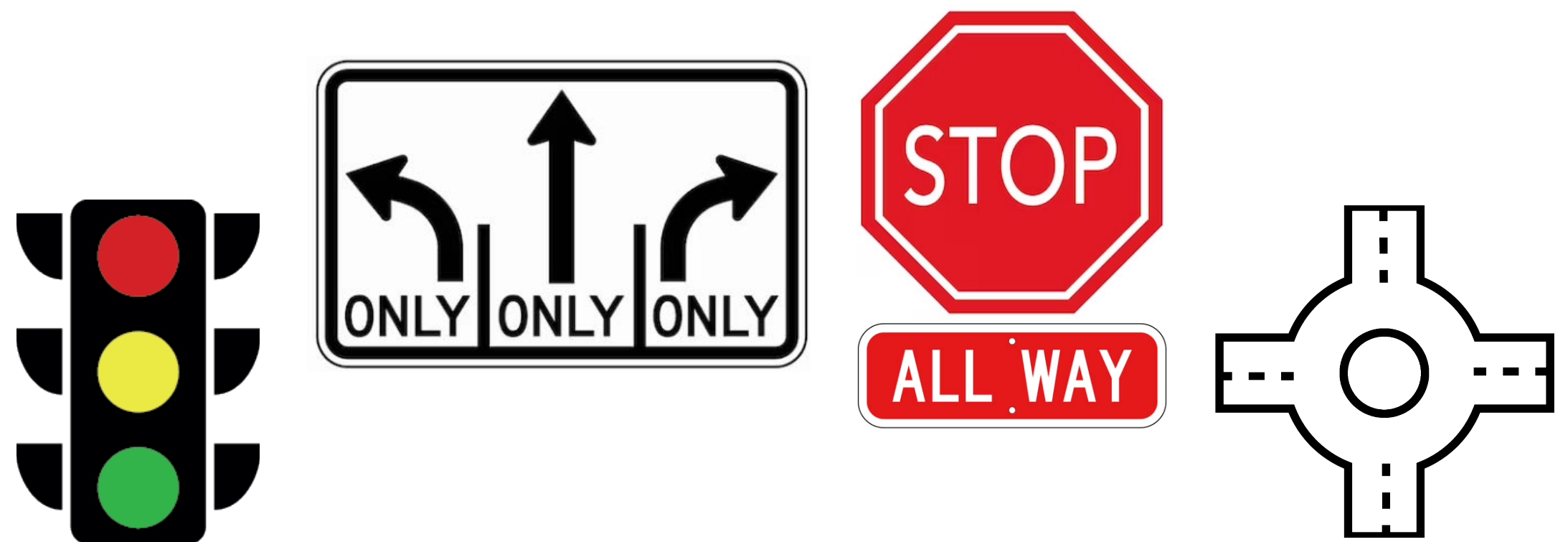
ALTERNATIVES DEVELOPMENT & EVALUATION

A multi-phased analysis will be conducted to identify, evaluate, and select a preferred alternative for each of the three project intersections. The analysis will consider multimodal traffic needs, safety concerns, environmental impacts, cost, feasibility, and input from landowners, stakeholders, and the public.

Alternatives Identification

- Geometric Enhancements
- Traffic Control Changes
- Address Safety/Operational Concerns

Fall 2023



Phase 1 Evaluation

- Fatal Flaw Analysis
- Short & Long-Term Considerations
- Public Input

Fall/Winter 2023

WE ARE HERE →

Eliminate
alternatives
exhibiting fatal
flaws

Phase 2 Evaluation

- Screening
- Technical Evaluation
- Public Input

Winter 2023 - Spring 2024

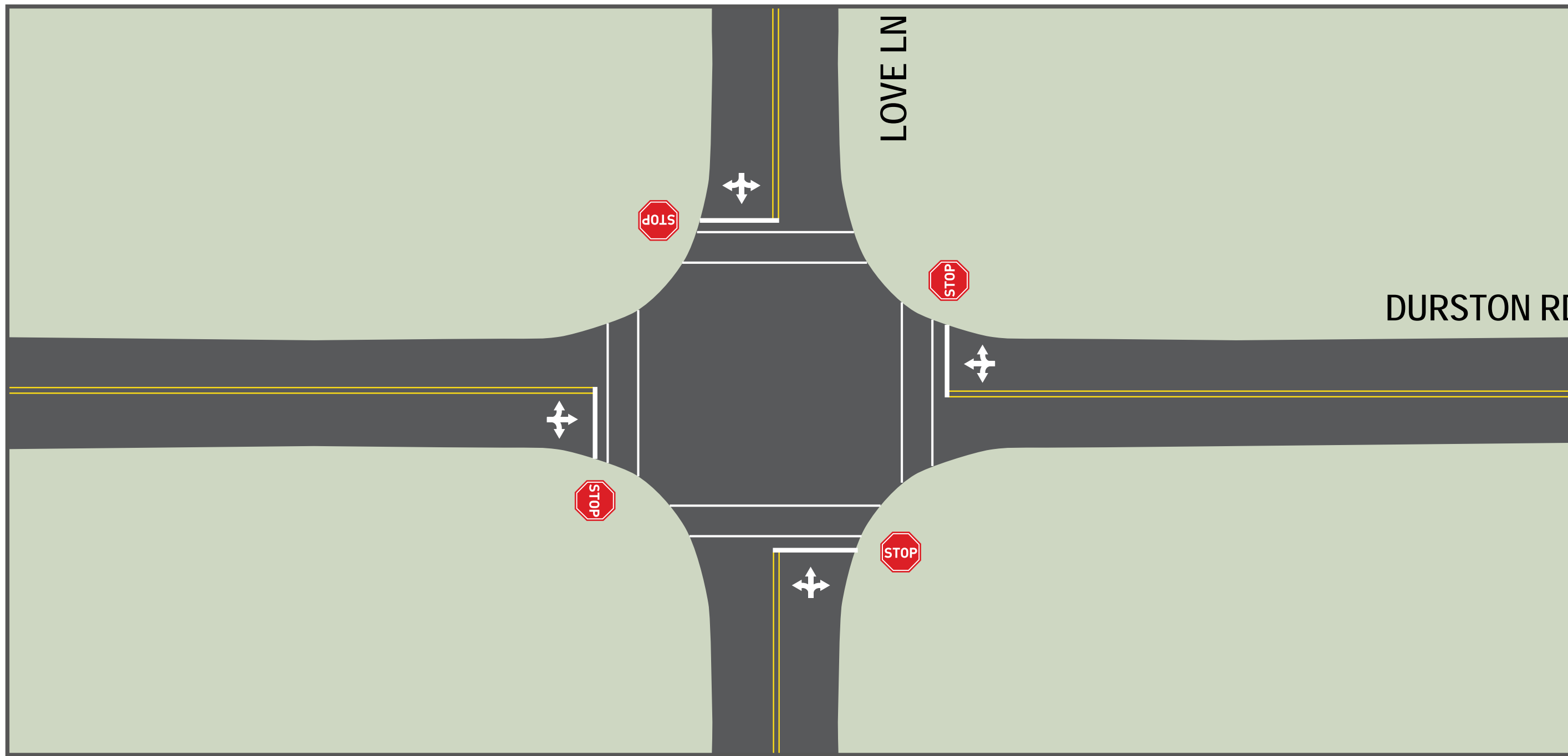
Preferred Alternative

LOVE LANE / DURSTON ROAD

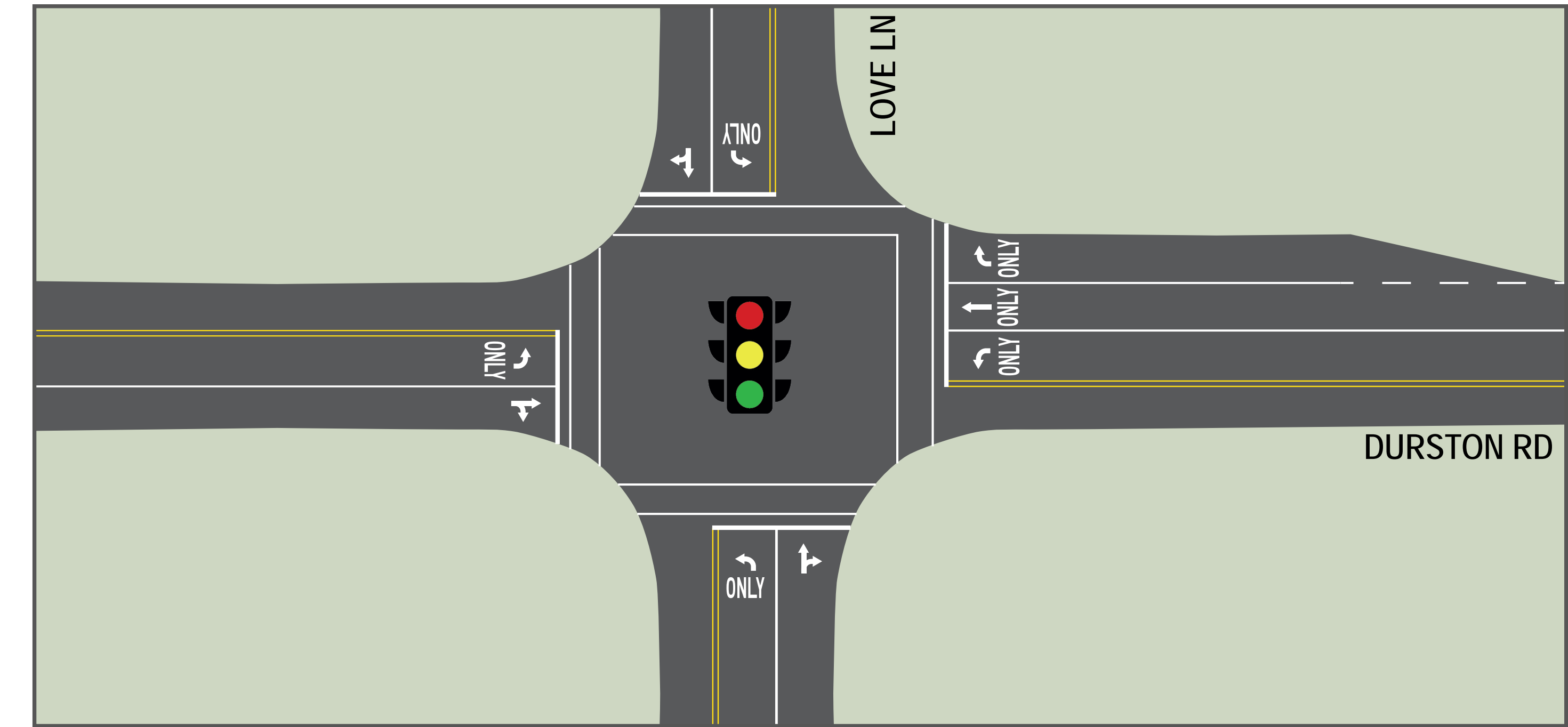
ALT-0: No Action



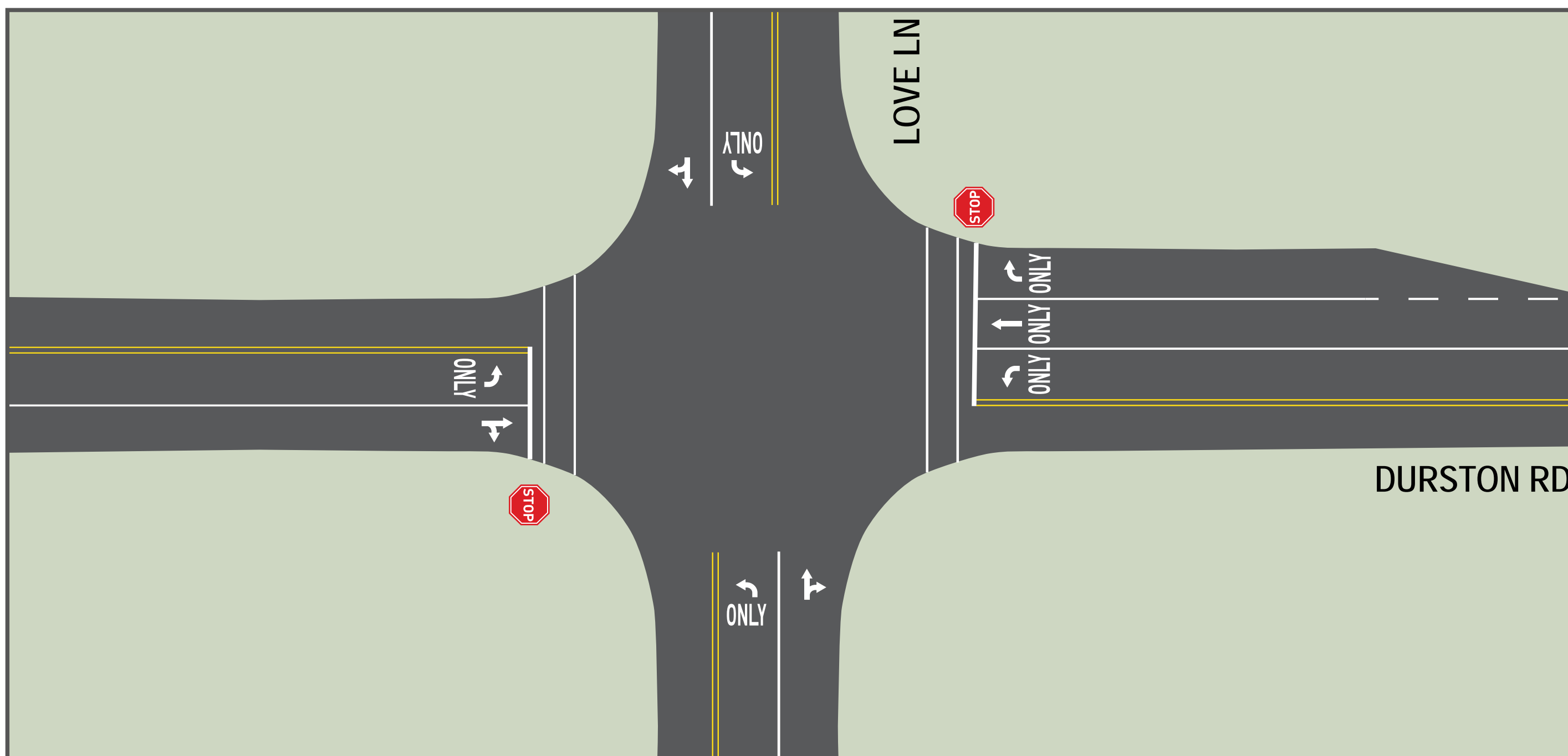
ALT-1: All-Way Stop



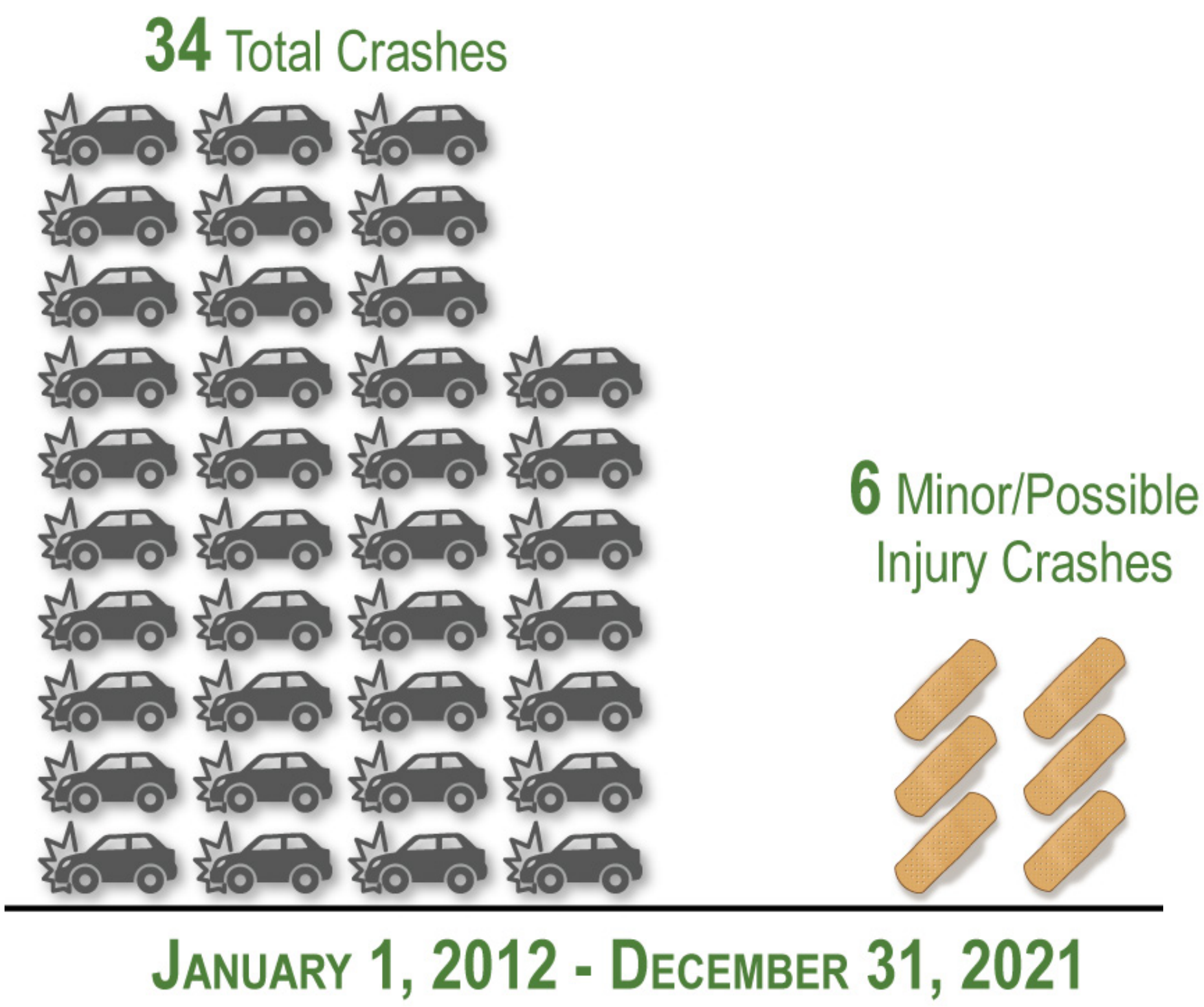
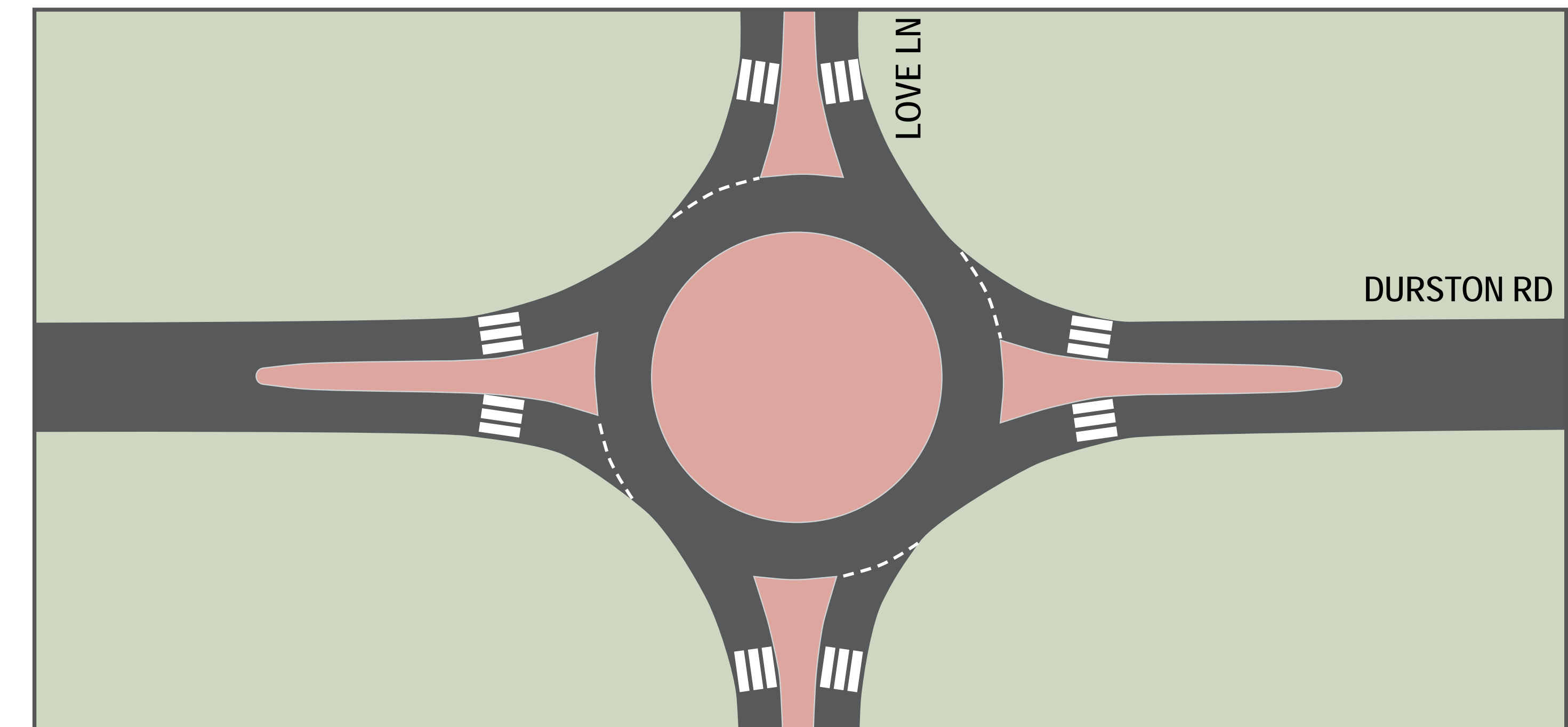
ALT-3: Traffic Signal



ALT-2: Turn Lanes



ALT-4: Roundabout



51 SECONDS
of delay experienced on Durston Road during the AM peak hour

43 SECONDS
of delay experienced on Durston Road during the PM peak hour



ALTERNATIVE	SAFETY	OPS.	IMPACTS	IMPLEMENT.	SUMMARY	
ALT-0: No Action	⚡	⚡	⬆️	⬆️	Baseline Comparison	The intersection experiences long delays and has a history of crashes due to limited sight distances, steep approach grades, high travel speeds through the intersection, and generally high traffic volumes.
ALT-1: All-Way Stop	⚡	⚡	⬆️	⬆️	ADVANCE for Short-Term Consideration	Alt-1 is shown to operate with reasonable amounts of delay in the short-term but is projected to quickly reach capacity and will not meet long-term operational needs.
ALT-2: Turn Lanes	⚡	⚡	⚡	⚡	DO NOT ADVANCE	Although Alt-2 offers improved operations in the short-term and reduce conflicts overall, the additional capacity is not adequate in the long-term without additional traffic control.
ALT-3: Traffic Signal	⬆️	⬆️	⚡	⚡	ADVANCE to Phase II	Alt-3 is shown to improve operations and safety in both the short- and long-term.
ALT-4: Roundabout	⬆️	⬆️	⚡	⬆️	ADVANCE to Phase II	Alt-4 demonstrates the best safety performance, provides adequate capacity for existing and projected volumes, and supports a favorable benefit-cost comparison.

LEGEND: ⬆️ ⬆️ ⚡ ⚡ ⚡
Better Performance ← → Worse Performance

ALASKA ROAD SOUTH / CAMERON BRIDGE ROAD

ALT-0: No Action



19 Total Crashes



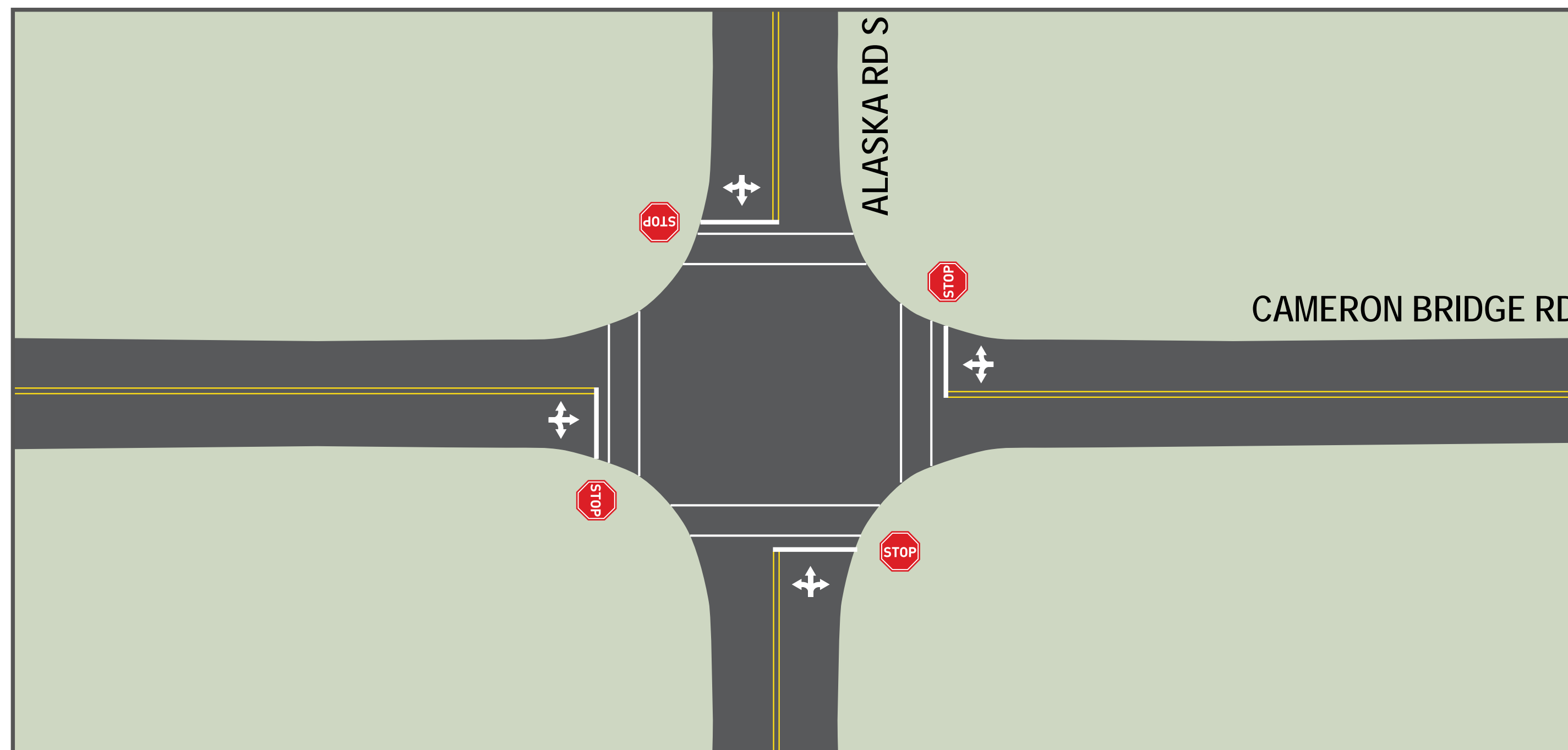
JANUARY 1, 2012 - DECEMBER 31, 2021

26 SECONDS
of delay experienced on Cameron Bridge during the AM peak hour

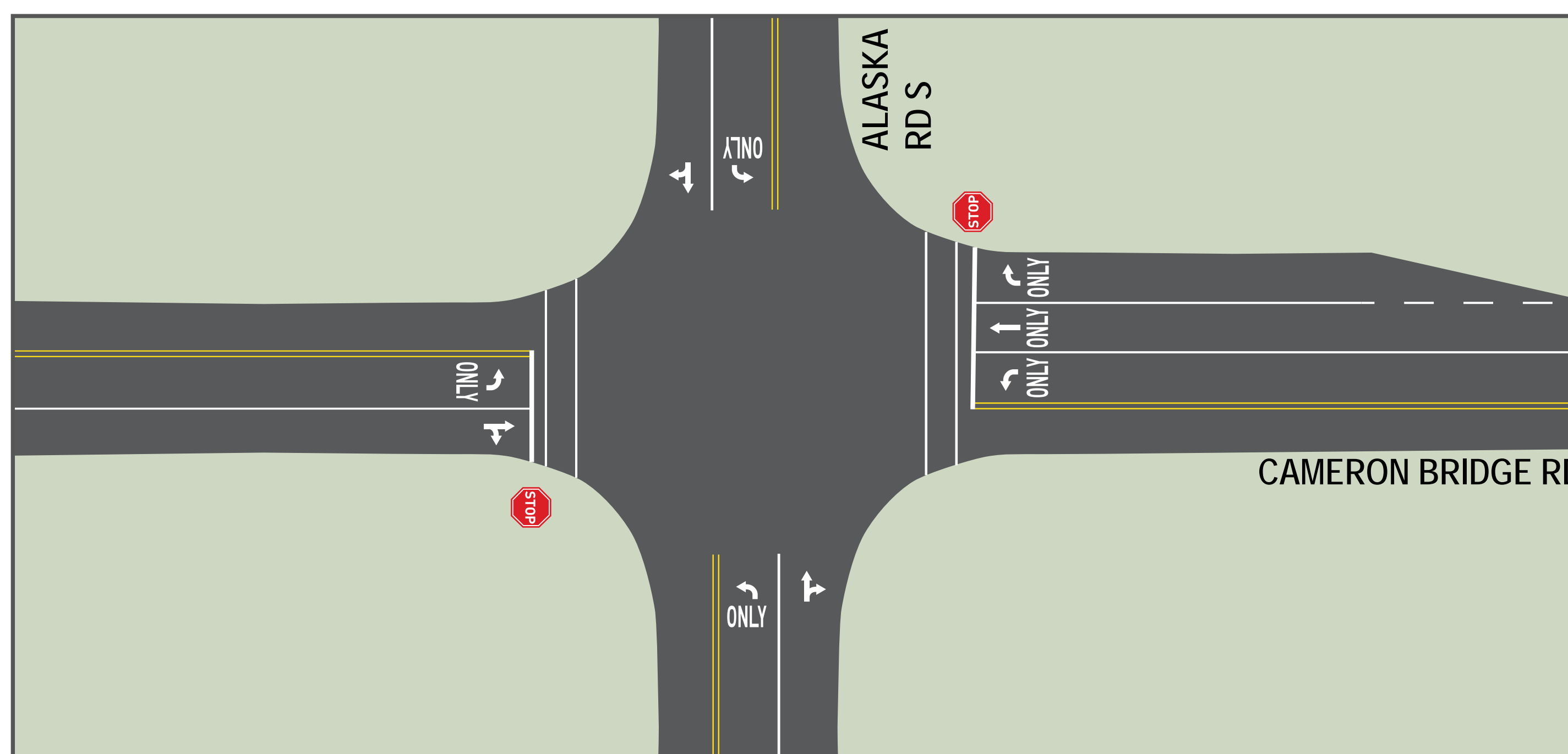
30 SECONDS
of delay experienced on Cameron Bridge during the PM peak hour



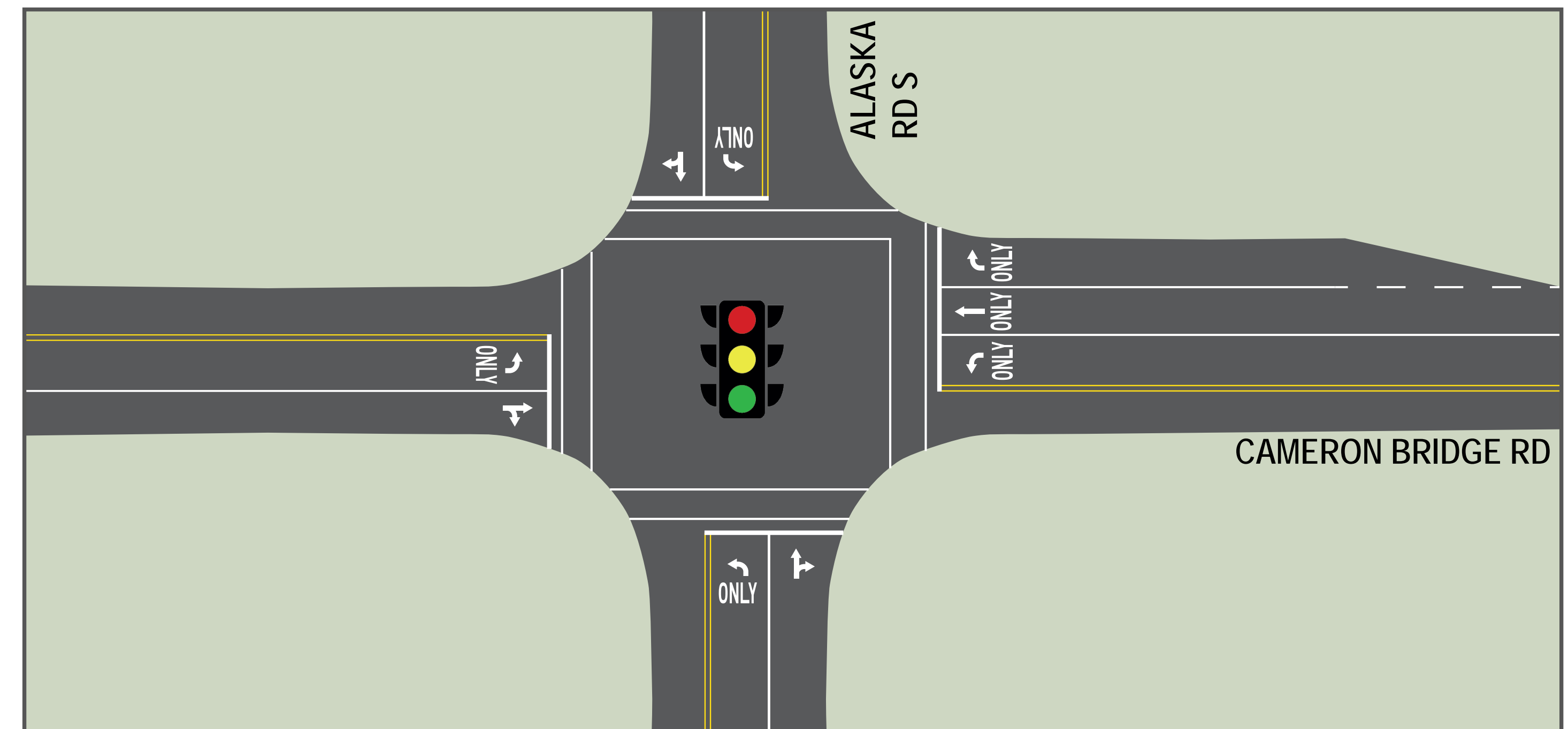
ALT-1: All-Way Stop



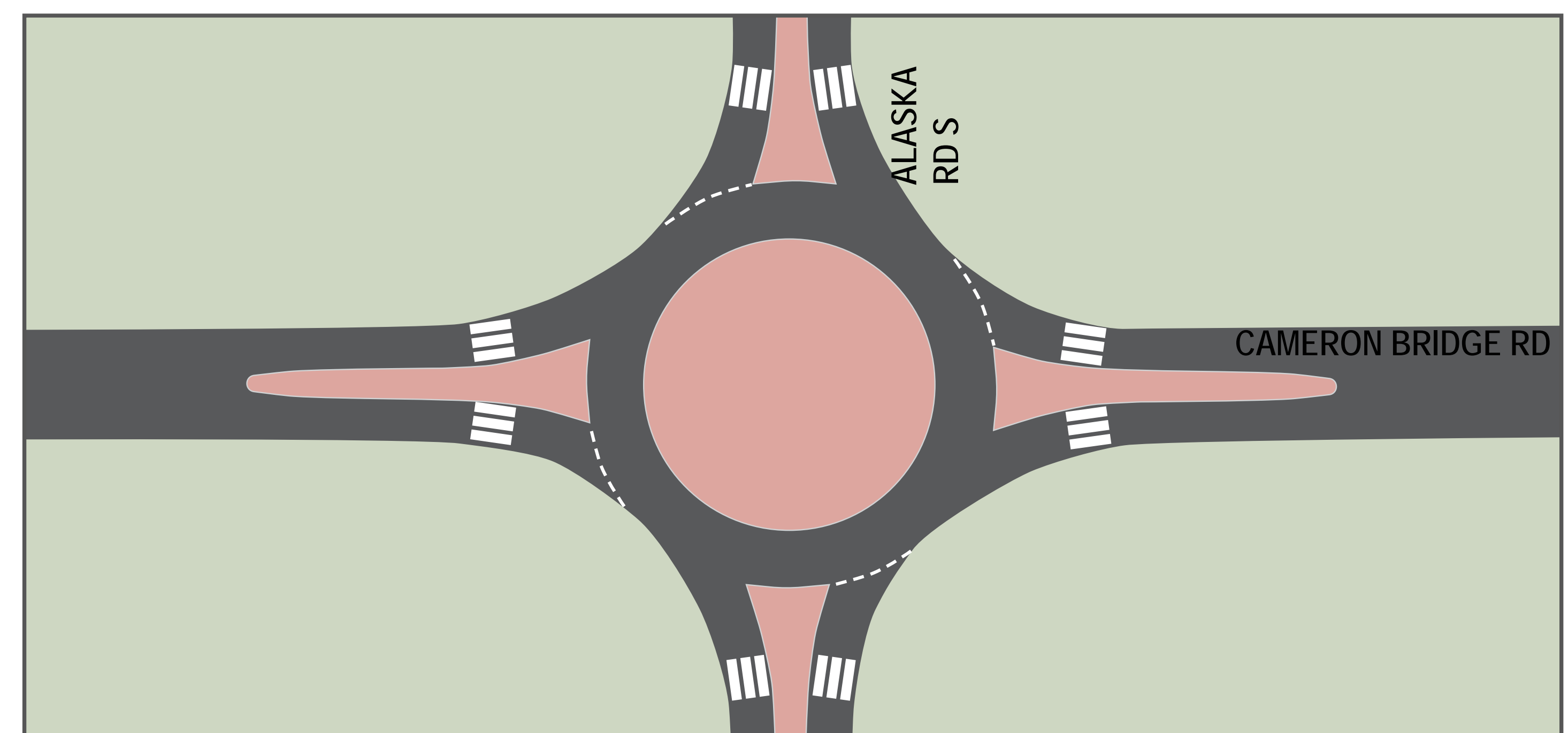
ALT-2: Turn Lanes



ALT-3: Traffic Signal



ALT-4: Roundabout



ALTERNATIVE	SAFETY	OPS.	IMPACTS	IMPLEMENT.	SUMMARY	
ALT-0: No Action	⬇️	⬇️⬇️	⬆️⬆️	⬆️⬆️	Baseline Comparison	The transitional nature of the intersection location, combined with heavy mainline traffic volumes, the presence of heavy trucks, high speeds, and rural infrastructure design contributes to severe safety concerns and poor operational performance.
ALT-1: All-Way Stop	⬆️	⬇️	⬆️⬆️	⬆️	ADVANCE for Short-Term Consideration	Alt-1 is shown to provide improved operations and safety in the short-term with little capital investment or impacts. However, Alt-1 does not provide adequate capacity over the long-term.
ALT-2: Turn Lanes	⬆️	⬇️⬇️	⬇️	⬇️	DO NOT ADVANCE	Although Alt-2 increases capacity and provides safety benefits in the short-term, the intersection will continue to experience increasing delays over the long-term, reducing the overall benefit-cost ratio.
ALT-3: Traffic Signal	⬆️	⬆️⬆️	⬇️	⬇️	ADVANCE to Phase II	Alt-3 is shown to improve operations with moderate safety benefits in comparison to other options. Although Alt-3 is not warranted in the short-term, it is worth considering as a long-term investment.
ALT-4: Roundabout	⬆️⬆️	⬆️⬆️	⬇️	⬆️	ADVANCE to Phase II	Alt-4 demonstrates the best safety performance, provides adequate capacity for existing and projected traffic volumes, and is likely to be cost-effective due to a favorable benefit-cost comparison.

LEGEND: ⬆️⬆️ ⬆️ ⬇️ ⬇️⬇️ ⬇️⬇️
Better Performance ← → Worse Performance

ALASKA ROAD / EAST VALLEY CENTER ROAD

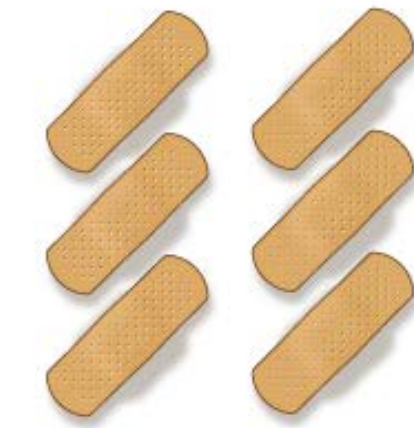
ALT-0: No Action



20 Total Crashes



6 Minor/Possible Injury Crashes



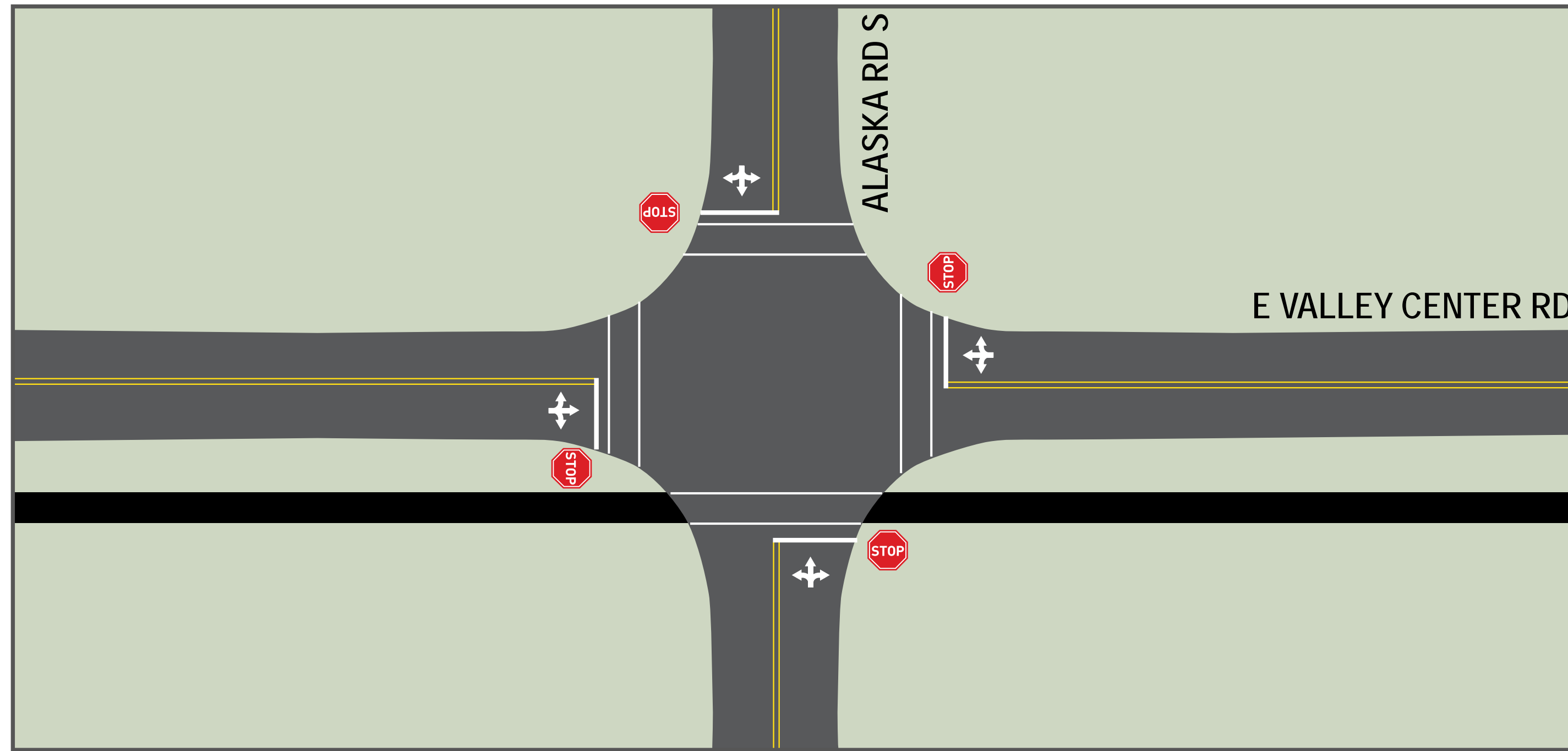
JANUARY 1, 2012 - DECEMBER 31, 2021

59 SECONDS
of delay experienced on Alaska Rd S during the **AM peak** hour

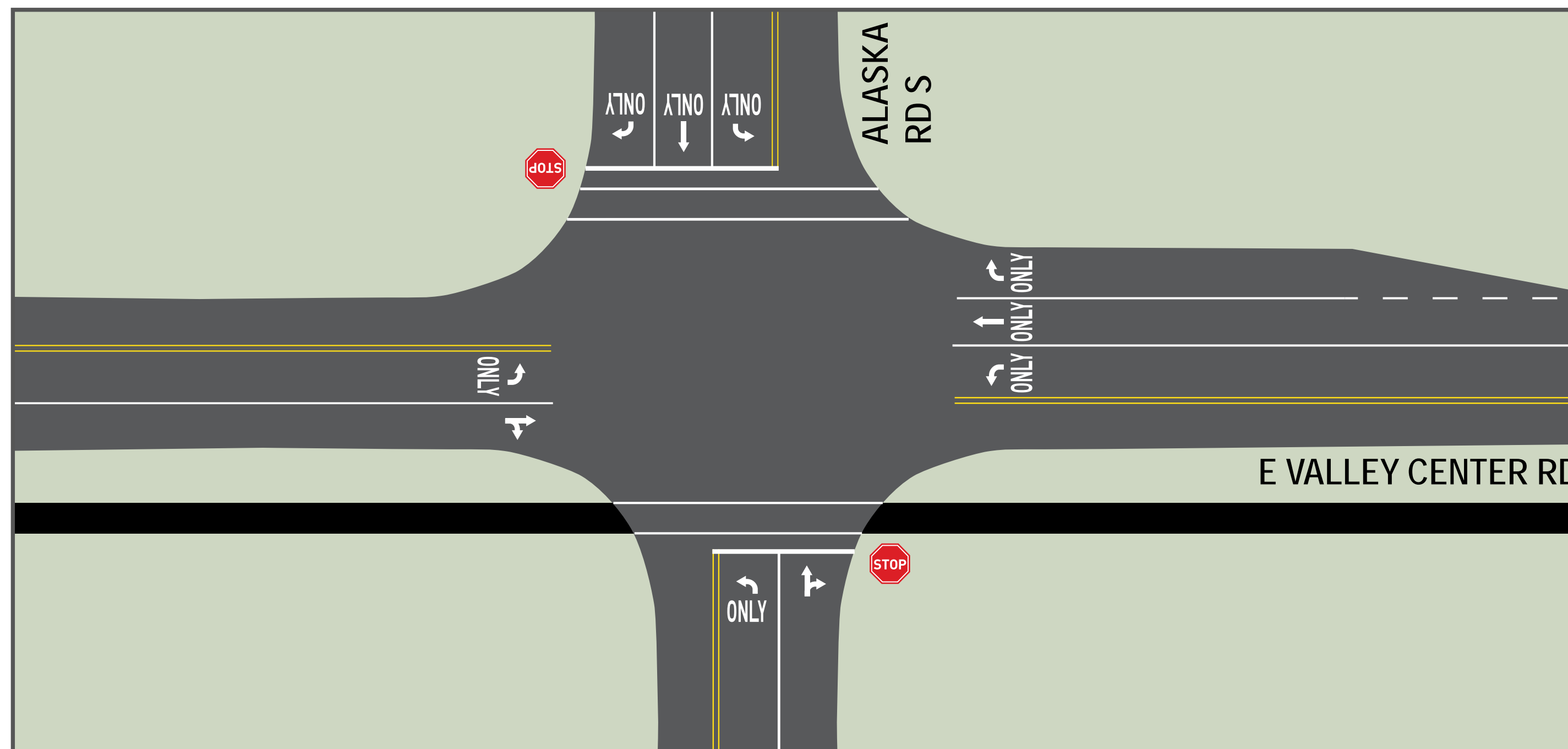
106 SECONDS
of delay experienced on Alaska Rd S during the **PM peak** hour



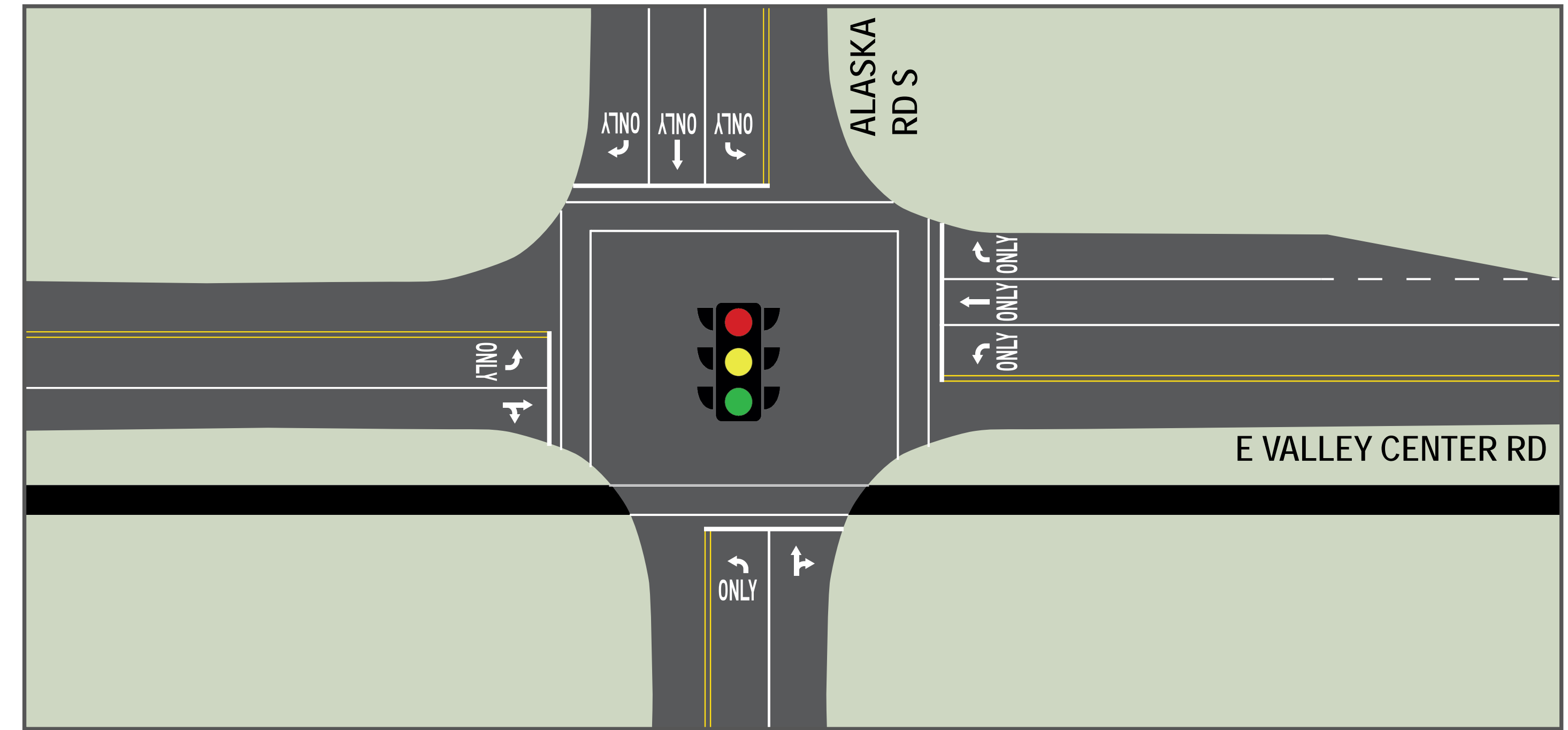
ALT-1: All-Way Stop



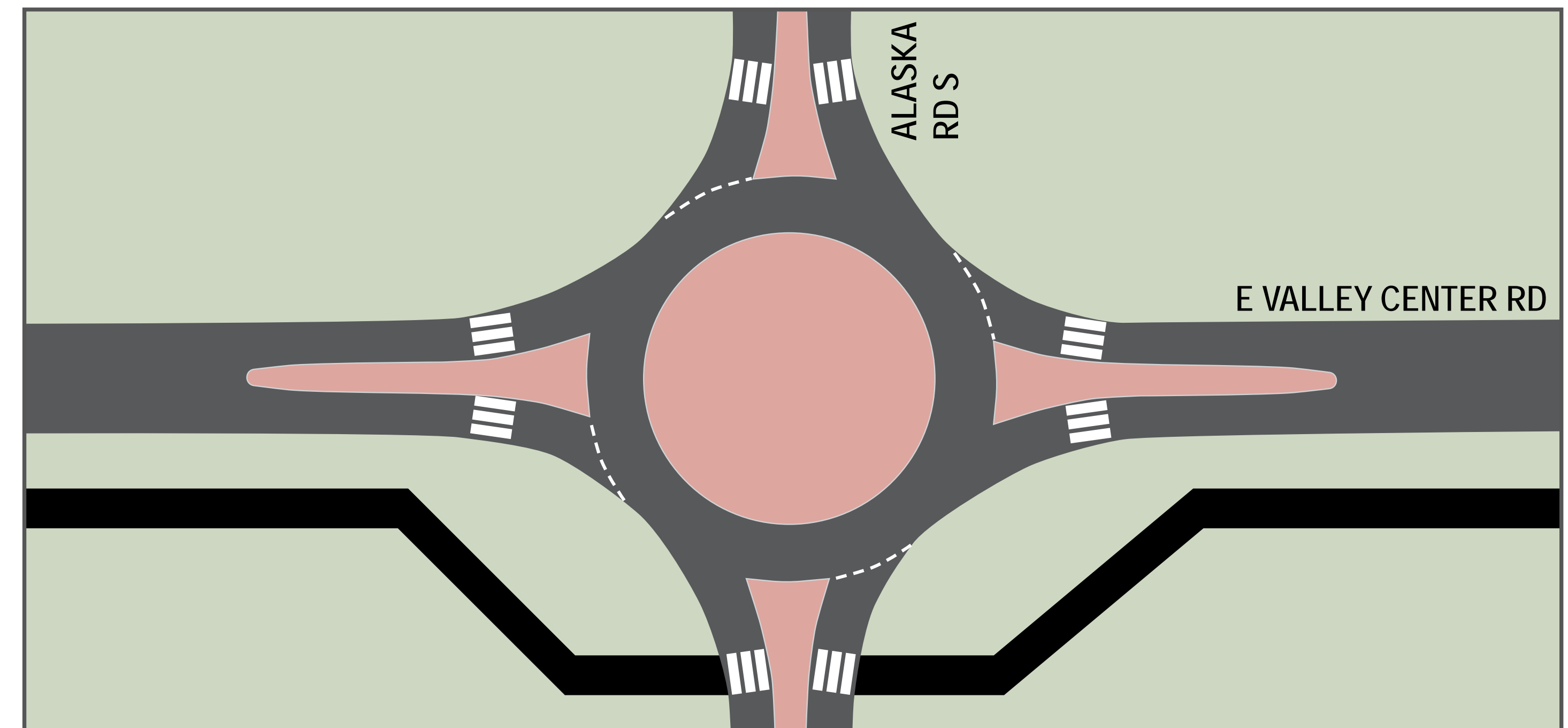
ALT-2: Turn Lanes



ALT-3: Traffic Signal



ALT-4: Roundabout



ALTERNATIVE	SAFETY	OPS.	IMPACTS	IMPLEMENT.	SUMMARY	
ALT-0: No Action					Baseline Comparison	This intersection operates with long delays, especially during the PM peak hour. Congestion at this intersection contributes to a history of rear-end crashes and many near-miss crashes due to inadequate gaps in traffic.
ALT-1: All-Way Stop					DO NOT ADVANCE	Alt-1 provides marginal safety and operational benefits in the short-term, but fails to offer adequate operations in the long-term. Alt-1 would negatively impact operations on Valley Center, which is an MDT Urban Route.
ALT-2: Turn Lanes					ADVANCE for Short-Term Consideration	Alt-2 demonstrates reasonable operational and safety performance in the short-term but does not provide adequate capacity in the long-term, nor does it exhibit exceptional safety benefits relative to its impacts.
ALT-3: Traffic Signal					ADVANCE to Phase II	Alt-3 is shown to provide the best operational performance with reasonable safety benefits.
ALT-4: Roundabout					ADVANCE to Phase II	Alt-4 is shown to provide the best safety benefits with improved operational performance, however, traffic volumes are expected to approach capacity in the long-term.

LEGEND:
Better Performance ← → Worse Performance