

# GREATER BOZEMAN AREA TRANSPORTATION PLAN (2007 UPDATE)

## Public Informational Meeting Number 1

June 27, 2007

### Meeting Summary

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The first public open house informational meeting for the Greater Bozeman Area Transportation Plan (2007 Update) was held on Wednesday, June 27, 2007 in the Bozeman High School Cafeteria at 205 North 11th Avenue. The meeting took place between 6:30 and 9:00 p.m. and included a *PowerPoint* presentation beginning about 6:45 p.m.

The meeting was attended by the following agency and Consultant Team members:

Bob Murray, Jr, P.E.	City of Bozeman
Debbie Arkell	City of Bozeman
J.P. Pomnichowski	Bozeman Transportation Coordinating Committee
Chris Scott	Gallatin County
Jeff Ebert	MDT Butte District Administrator
Rob Bukvich	MDT Bozeman
Jeff Key	Robert Peccia & Associates (RPA - Helena)
Dan Norderud	Robert Peccia & Associates (RPA - Helena)
Jessica Roberts	ALTA Planning + Design (Portland, OR)
Joe Gilpin	Affiliate of ALTA Planning + Design (Bozeman)

An estimated 60 to 65 people attended the meeting. Forty-nine (49) people signed the attendance sheets for the meeting, although others joined the meeting as it progressed. Copies of the sign-in sheets from the meeting are on file with RPA.

### Meeting Purposes

The purposes of the public meeting were to:

- Introduce the Greater Bozeman Area Transportation Plan Update project currently underway in the community.
- Introduce the project team and convey appropriate contact information.
- Discuss the scope of the project and present the methodology that will be used to complete the project.
- Present the proposed schedule for the project and identify ongoing public outreach activities and future public involvement opportunities.
- Solicit input from Bozeman area residents on transportation-related issues and concerns.
- Provide an opportunity for formal and informal contact with the various responsible parties for the Transportation Plan project.

## **Meeting Presentation**

The meeting began with the informal review of various maps positioned around the room showing the Transportation Plan Update study area and the major street and road network in and around Bozeman. Additionally, a series of “theme boards” were displayed listing transportation issues related to the following topics: **Traffic Operations, Safety, Pedestrian/Bicycle Facilities, Transit, Land Use/Growth, Aesthetics,** and the **Natural and Human Environments**. Each board provided a general issue statement and a list of conditions or concerns relating to the issue. The maps and display boards served as contact points for informal conversations between the public and the Consultant Team and to help generate comments about issues relevant to the Transportation Plan Update.

Jeff Key of RPA began the meeting at 6:40 p.m. and introduced agency representatives and Consultant Team members. Mr. Key used a PowerPoint presentation to provide an overview of the Transportation Plan project. He provided background information about the project, summarized major work tasks and milestones for the projects, and outlined planned public outreach activities. Additionally, the slides identified the study area boundary for the Transportation Plan and listed elements that will be emphasized in the plan. Mr. Key described a variety of outreach efforts that have already occurred and that will be conducted with special interest groups in the community like Montana State University, transit providers, neighborhood groups, and non-motorized transportation advocates. The presentation lasted about 30 minutes.

## **Summary of Breakout Session Comments**

Following the presentation, those in attendance were encouraged to visit one of three “breakout” stations to discuss issues with the Consultant Team related to: City and Neighborhood Transportation Issues; County and Rural Transportation Issues; and Non-Motorized Planning Issues. The breakout stations were manned by Jeff Key (City and Neighborhood Transportation Issues), Dan Norderud of RPA (County and Rural Transportation Issues) and Jessica Roberts and Joe Gilpin of ALTA Planning + Design (Non-Motorized Planning Issues). The breakout sessions lasted about 60 minutes and key comments identified through discussions were documented at each station.

After an hour of interaction in the breakout session, the meeting was reconvened and comments and issues heard at each station were relayed to the entire group by the Consultant Team. The following comments were noted during the breakout session:

### **CITY AND NEIGHBORHOOD TRANSPORTATION COMMENTS**

#### **Connectivity Comments**

- Alternate route west out of Highland Blvd area needed
- There are many people in NE neighborhood that are skeptical of the City’s plan to connect to Highland.
- Improve Kagy & Hospital area and provide adequate roads in new development
- There are no easy ways to go north of the mall (cross College and Main) without burning extra gas or rubber, etc. going back to 19th
- Fowler should go through to Durston and Ferguson should go all the way through to Frontage Road

- Examine a way to go north and south in Downtown. Rouse ends at Olive, Willson turns into a neighborhood street at 3rd. Church/Sourdough is inadequate. 11th doesn't go through. Don't build any more houses without through roads.
- Address how new Hyalite View area will get to N 19th shopping without going through northeast neighborhood
- Connect all major roads west of Bozeman
- Extend Oak Street east of Rouse
- Need major east-west connector on south side of City
- Wallace needs to be cul-de-sac at the railroad tracks when Oak goes through to "L" Street area
- Will arterials be built on section lines? Collectors on quarter-section lines?
- Consider east-west connection on Goldenstein between Cottonwood and S 19th

### **Comments on Problem Areas**

- Church – will the intersection be bypassed when signalized?
- A traffic signal is needed at Broadway
- Add traffic signals at Oak & Rouse and Griffin & Rouse
- Church & Lamme (next to grade school) is now a 2-way stop. It should be a 4-way stop. Drivers unfamiliar with the intersection pull out in front of cars on Lamme because they believe there are stop signs on Lamme too. (Great idea!)
- Fix local road congestion on Wallace, Broadway, North 20th, Church/Sourdough
- Church & Curtiss has become problem area since Library opened
- Highland Blvd needs right turn lane
- Willson-College is bad intersection for cars

### **Pedestrian/Bicyclist Related Comments**

- Pedestrians and cars can cross Mendenhall – need marked crosswalks & traffic bulbs
- Paint crosswalks on Rouse and Peach
- Make 4th Avenue a bike-ped connector from MSU to Downtown with local only traffic
- Plan connectivity in south—South 7th, South 11th, Sourdough improved, Fowler, Graf Street connecting to South 19th
- Fix East Main/Highland/Haggerty Lane connectivity! No cul-de-sacs

### **Traffic Calming/Roundabout Comments**

- Traffic calming on Wallace/Broadway moves more cars to North Church—consider the whole neighborhood
- Traffic calming along Wallace
- Consider traffic circles at Davis and Fridley
- How about roundabouts on some intersections (Peach, Main, College)
- Roundabout at Kagy & Willson
- Transportation Plan currently state "thru-traffic" on local streets (e.g. Wallace) is generally discouraged. What are/can we do to actively discourage this type of traffic.

### **Transit-Related Comments**

- Transit (Need ridership data)

- Transit system should help bikes – put bikes (and XC skis) on the bus
- More transit access points – buses should travel both ways on a route not just a loop. Routes too long. Include park and ride locations (mall/hospital/MSU/others)
- “Education” to use the bus
- Add a trolley (one going each way) on Main Street that just goes back and forth from Main & Highland to Main & 19th

### **Trucks/Truck Route Comments**

- Truck routes – need to know where they are designated
- Limit trucks on Main Street
- No trucks on Main Street!!

### **General Comments**

- Consider transportation carrying capacity when considering arterials into the City
- Compatibility with County R/W widths
- Count cars when schools & MSU are in session—October!
- Summer is construction season. City and State are not using perfect on-demand info source-websites. There should be one website updated daily to find out both state and city road closures. Don’t rely on radio and newspapers!!

## **COUNTY AND RURAL TRANSPORTATION COMMENTS**

### **Huffine Lane Comments**

- Alternatives to Huffine Lane are needed (Suggestions identified Blackwood-Stuckey and making upgraded east-west connections on Baxter and Durston from Jackrabbit to City).
- Need major east-west connector (parallel to Huffine) on south side of City
- Develop other minor arterials and keep travel speeds at 45 mph
- Traffic volumes and speeds on Huffine are issues. Traffic begins early morning (4-5 a.m. due to commuters to Big Sky).
- A traffic signal is needed at Huffine and Gooch Hill Road (a fire station is located on Gooch Hill Road and emergency vehicles have trouble turning onto Huffine)
- A traffic signal is needed at Huffine and Love Lane
- Consider adding deceleration lanes on Huffine
- Need separate bike path on Huffine
- Need underpasses to cross Huffine at Ferguson and Cottonwood

### **Jackrabbit Lane/Valley Center Road Comments**

- A traffic signal is needed at Jackrabbit Lane and Valley Center
- Jackrabbit Lane needs a lower speed limit between Cameron Bridge Road and Belgrade – Not 70 mph!
- Need right turn and left turn lanes at intersection of US 191 and Jackrabbit Lane
- Please limit Jackrabbit to 3-lanes (don’t need another big highway!)
- Keep Valley Center at 45 mph

### Pedestrian/Bicyclist Related Comments

- Need trail along Fowler all the way from I-90 to the mountains south of town
- Need new trail connections to communities to west of Bozeman and City trail network
- Need bikeways along Frontage Road west of Bozeman
- Trail connections are essential and needed on Alaska-Harper-Puckett-Valley Center, then connect to Fowler and Cherry Creek to enable residents to bicycle to City
- Ensure that pedestrian/bike facilities are not treated separately. They are integral to improving all transportation routes and discussion of them should not be devoted to a separate chapter in Transportation Plan.
- Area north of Baxter between City and Love Lane is growing rapidly. There is still time to work out a system of bike paths in this area.
- How about a bike lane/path on Baxter to encourage non-motorized trips to town

### Miscellaneous

- Consider developing formal park and ride lots for commuters. There are numerous informal locations used for park and rides.
- Ensure connectivity among City/County roads – Avoid situations like on 27th near the bus barn where a short section of roadway is unpaved. Not sure whose responsible for ensuring such areas get paved to provide continuous route.
- Consider 11' driving lanes on all rural roads that transition into suburban/urban area and slow speeds down!
- Are you monitoring traffic at: Willson and Kagy; Kagy and 7th/11th; Kagy and Sourdough/Church; Oak and 7th; Rose & Griffin; and Rouse and Oak? If not, you should be!
- Durston should go all the way through to Jackrabbit – Another comment disagreed with this statement.
- Baxter can be a good alternative to Oak, but you can't turn left onto 7th from Baxter. Too much traffic is directed onto Oak which creates a mess at Wal-Mart/K-Mart area
- Baxter is already a corridor – change it to add a turn left capability
- Connections are needed at Gallatin Field since it is one of the busiest airports in Montana
- New I-90 connections (interchanges?) were suggested at Love Lane and at Cottonwood

### NON-MOTORIZED PLANNING ISSUES (ALTA will provide these)

*See Attached Notes from ALTA Planning + Design*

## Public Comments/Questions

Following a recap of the breakout session, Mr. Key opened up the meeting for general comments and questions from the audience. The following comments or questions were heard during this part of the meeting:

- **Who makes final decisions regarding the Plan and its recommendations? Where does the “buck stop” with decisions?** Jeff Key explained that the intention is to complete the project and have the Transportation Plan Update adopted by the City of Bozeman and Gallatin County. The City and County and MDT will then begin work to develop and implement projects recommended in the Plan.
- **When will the next public meetings occur?** Mr. Key explained that according to the schedule, the next series of meetings should occur near the end of September or in early October.
- **Is it too late to make recommendations about Main Street?** Mr. Key indicated that the construction project is underway on Main Street and making changes to the scope of the project is unlikely. He noted previous Transportation Plans for Bozeman included work elements focused on the downtown; however, the 2007 Update does not address downtown Bozeman. This is because the downtown was studied in previous Transportation Plans and in other specialized studies undertaken since the 2001 Transportation Plan.
- **Can trucks be prohibited in the downtown?** It was explained that the City has an ordinance on the books regarding trucks but that because Main Street is part of the state highway system, trucks cannot be prohibited from being on the street.
- **What if data collected doesn't match the comments heard?** Mr. Key responded by saying that the analysis of traffic and safety data helps identify problem intersections or areas. Public comments are also indicators of problem locations on the road and street network. He stated that visits to problem locations are routinely conducted to verify the results of operational or safety analyses, observe travel behaviors and assess current conditions.
- **Other opportunities for public involvement are highly beneficial to all. Also, the transportation planning efforts seem to be about half devoted to fixing problems and half to forecasting future conditions.** Mr. Key acknowledged that this Plan has extensive public involvement and outreach efforts and that this was something the community desired. He commented that the Transportation Plan relies on data collection and analysis to assess the operation of the existing transportation network and identify problems. Analysis of future performance based on the traffic forecasting and modeling done for the Plan helps anticipate where future problems may arise.
- **Timing for the study is not good. Everybody is altering their travel routes due to the construction work on Main Street.** Mr. Key acknowledged the effects on traffic patterns caused by the construction work on Main Street. He explained that MDT collected traffic data at many key intersections in the Main Street area prior to the Main Street project so

there is good existing data available on traffic patterns. He noted data collection efforts are underway for the Transportation Plan but the focus of the work has been on areas outside the City and areas within the City that are not affected by the Main Street construction project. Traffic data collection in the areas closer to Main Street will occur when MSU and Bozeman schools are in session.

- **A roundabout should be considered at Willson and Kagy. Are roundabouts safe for pedestrians and bicyclists?** Mr. Key commented that a general discussion of roundabouts occurred with members of the Bozeman Transportation Coordinating Committee during a meeting earlier on June 27. He offered to present information about roundabouts and a short video from the State of Washington demonstrating how to drive through a modern two-lane roundabout at a future meeting. Joe Gilpin stated that roundabouts can be designed to safely accommodate pedestrians and bicyclists.

**The meeting concluded at about 9:00 p.m.**

Meeting summary prepared by Robert Peccia & Associates, Inc.

## **Written Comments Received at June 27, 2007 Public Meeting**

Forms for written comments from the public were provided at the meeting. Five written comment forms were submitted during the meeting and these comments are shown below. Original copies of the comment forms are on file with RPA.

### **COMMENT (Anonymous):**

20 years is not far enough out—plan for 40 years—In 20 years there may not be enough gasoline for all. Rationing- electric cars (small) – more bikes – transit for all major commuting. I think this is short sighted – look further ahead.

### **COMMENT (J.P. Pomnichowski):**

- Count cars when schools and MSU are in session! October!!
- MDT needs to redesign Highland/Haggerty/East Main w/signal, I-90 ramps
- Remember that sometimes people walk, sometimes they ride bikes, but the MOST OFTEN DRIVE CARS
- Please plan collector streets on quarter-section lines, arterials on section lines (traditional alignment)
- Need more connectivity on southside – connect S 11th from Kagy to new development section of the road—same for Graf going E-W, South 7th, Fowler from Garfield to Stuckey Rd.
- Plan county ROW so that urban improvements will fit in ROW—(curb, gutter, sidewalk, boulevard, streetlights, utility easement)
- No small local streets—Fieldsone Drive-too narrow-bad parking, no room for snow removal
- Connectivity – no cul de sacs.

**COMMENT (Donald Price):**

I'm concerned about planning and development that acknowledge potential problems of tomorrow having to do with rising costs of fuel and/or lack of availability. Mr. Jeff Key, RPA, referred these terms to me: urban infill, mixed land uses, and combined destination planning. I would consider being involved (volunteering) in this.

**COMMENT (Anonymous):**

Need a Ped/Bike Crossing/Access from south side of I-90 to Belgrade in the Jackrabbit Lane corridor or nearby.

**COMMENT (Susan Kozub, AICP – Intrinsic Architecture, Inc.):**

- Create hierarchy of trails (arterial -10' paved with line down middle; collector – 8-10 paved; local- natural fines)
- Coordinate with North 7th Connectivity Plan, PROST Plan, & 2020 Update (show planning 2020 boundary on maps)
- Continue arterial/collector/local grids (allow some flexibility for locals). For example, continue Goldenstein instead of jogging it to connect to Blackwood.
- Creative solutions that allow for future flexibility. For example get R/W easements for traffic circles in key locations now even if road is constructed as normal intersection (Example Alpha Drive & Advance Drive) Also get R/W for pedestrian over/underpasses now even if not constructed for years.
- Narrow travel lanes to 10' – For example, currently MDT “urban routes” specify 11' travel lanes.
- Consider Dan Burden recommendations for streets. For example, paint 2 lines on either side of Peach to allow for a bike or on-street parking lane: 36' paved=2 10-foot travel lanes and 2 8-foot shoulders
- Eliminate intersections without any stop signs
- Main Street – two lanes with diagonal on street parking & curb bulbs
- Punch street through MSU properties (no public agency exemptions)
- Consider where light rail would go....rails to trails maybe back to rails? Future transit options
- Consider N 7th connectivity plan—TIF District, financing for constructing alley west of 7th
- Discourage/prohibit cul-de-sacs and “coving” but allow for some flexibility from the “grid” for local streets or conservation subdivisions
- Connect longer road bike routes—For example- continue paved trail from 3 Forks-Belgrade-Bozeman along Frontage Road to allow bike-to-work options & recreation
- Require larger boulevards and min 2” caliper street trees; coordinate with street lights
- Concerned that all of the focus on North Wallace will lead to the detriment of Church Street
- Street light standards for collectors & arterial prevent South 19th disaster
- Connect South Rosuse to South Church (east/West) to alleviate traffic on Willson
- Keep trails natural fines or paved (no concrete)
- Landscape medians – especially N 19th, N7th, S 11th
- Develop Safe Routes to Schools