

# GREATER BOZEMAN AREA TRANSPORTATION PLAN (2007 UPDATE)

## Public Informational Meeting Number 3

August 20, 2008

### Meeting Summary

---



The third public open house informational meeting for the Greater Bozeman Area Transportation Plan (2007 Update) was held on Wednesday, August 20, 2008 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 at approximately 6:40 p.m.

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

Chris Scott	Gallatin County
Carol Strizich	MDT Helena
Al Vander Wey	MDT Helena
Jeff Ebert	MDT Butte District Administrator
Ross Gammon	MDT Bozeman
Bob Murray Jr.	City of Bozeman
Jeff Patton	FHWA
Jeff Key	CDM - Helena
Scott Randall	Robert Peccia & Associates (RPA - Helena)
Joe Gilpin	ALTA Planning + Design

An estimated 55 people attended the meeting. Thirty-four (34) 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:

- Review the project status and schedule for the Greater Bozeman Area Transportation Plan (2007 Update).
- Review the major street network recommendations.
- Review the transportation system management recommendations
- Review the non-motorized recommendation.
- Review the programs, policies and procedural recommendations.
- Review the recommended roadway typical sections.
- Review the recommended major street network
- Have a general discussion about the project with those in attendance.

### Meeting Presentation

Jeff Key and Joe Gilpin began the meeting at 6:40 p.m. Mr. Key and Mr. Gilpin used a *PowerPoint* presentation to present project information. The presentation began with a review of the project status and schedule. A graphic of the project schedule was shown and discussed. An outline of

preliminary recommendations was given followed by general discussion of facility recommendations, programs, policies and procedural recommendations, trip reduction strategies, traffic calming, recommended major street network, and roadway typical sections. The presentation lasted about 45 minutes. The following comments were made during the presentation portion of the meeting:

- **It was asked if a show of hands could be shown to see who is in support of a complete streets policy.** A show of hands showed that the majority of the audience was in favor of a complete streets policy being implemented into the plan.
- **Why is Chapter 9 not completed or part of the recommendations presentation?** Chapter 9 is reserved for the discussion of downtown Bozeman. There are not going to be recommendations in this chapter due to the fact that there are already numerous plans, and studies already focusing on this area. This is considered to be a “summary” chapter.

## **Summary of Breakout Session Comments**

Following the presentation, those in attendance were encouraged to visit the “breakout” stations to discuss issues with the Consultant Team related to: motorized recommended projects; and non-motorized recommended projects. The breakout stations were manned by Jeff Key and Scott Randall (motorized recommended projects), and Joe Gilpin of ALTA Planning + Design (non-motorized recommended projects). The breakout sessions lasted about 45 minutes and key comments identified through discussions were documented at each station.

After 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:

## **MOTORIZED RECOMMENDED PROJECTS COMMENTS**

- Baxter (West of Flanders Mill), Love Lane, Monforton School Rd – How can we calm the traffic so that neighborhoods are not bisected with high speed traffic?
- Entering Huffine from Love Lane, Monforton, Gooch Hill – What about installing signals, or circles so that entering Huffine is safe?
- Equestrian Vehicle concerns – getting to fairgrounds, Durston, and Gooch Hill.
- Is there a recommendation concerning a Fowler extension?
- Northeast neighborhoods concerns:
  - Aggressive traffic calming
  - Public information campaign
  - Highland Blvd. extension – can road coincide with wetland?
  - Bohart / Frontage Road
  - Wallace / Church / Broadway
- Roundabouts – extra R/W needed compared to signals.
- Gooch Hill Road / Huffine Lane should be signalized.
- How do you maneuver through a roundabout on a bicycle?

## NON-MOTORIZED RECOMMENDED PROJECTS COMMENTS

### General Comments

- Street Sweeping – “Sweeping does not have to be wet/slow sweeping machines... spinning brushes can quickly remove gravel and trash and would be much appreciated. Locations include Huffine, Kagy, South 3rd, 19th.
- Carbon reduction strategy – Have signals flashing yellow on all arterials and flashing red on side streets from 7pm to 7am.
- Kagy and Church/Sourdough intersection is getting to be quite dangerous and heavily sped on.
- Equestrian Accommodation: Can Shared use Trails be made with natural fines to accommodate equestrian traffic as well? Maybe on the side of the paved trail? Go for the trails that will accommodate the most users on Fowler, Huffine, S. 19th, Kagy and Bridger Drive.

### Facility Comments

- Complete Gooch Hill path to Huffine
- Curb bulbouts needed on N. 27th Ave and Annie St for safe routes to Emily Dickinson School (This is currently in Safe Routes to School recommendations)
- Garfield and 19th is hard to cross East/west.
- Shared Lane Markings on Peach street between N. 7th Ave and Rouse Ave instead of eliminating parking on the N. side of Peach.
- Crossing of Main Street and West Babcock is dangerous. Dedicated left turn signal?
- North 7th Ave interchange is dangerous for bicycles.

### 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 and/or questions were heard during this part of the meeting:

- **Mr. Key made a general comment about how the recommended Highland Boulevard extension is not being made just as a traffic recommendations, but it would act as a regional extension for the northeast neighborhood and would also serve as an overall transportation network improvement.**
- **A comment was made in the audience that “as somebody who uses the plan, you’ve done a great job of incorporating all modes of transportation and meeting the needs of a varying degree of users.” The comment also said that they were proud that the plan helps move people, not just vehicles.**
- **A question was made about what the best way to convey ideas would be.** Mr. Key stated that there are business cards available for the project team, and that contact information can be found on the project website as well. Mr. Key said that either phone calls or e-mails work for making comments.
- **A question was asked about when the next public outreach activity would be held.** Mr. Key stated that there are TCC meetings every month (with about 3 remaining for this project) that the public can attend and voice their opinion, with the next one being held on

Wednesday August 27<sup>th</sup>. He also stated that there will be county and city commission meetings to come as the project progresses and that this is the last public meeting that will be held.

- **A comment was made that the public agency adoption process is critically important and that it is important that all agencies adopt the final version of the plan. It was also stated that the public is encouraged to be involved and help the adoption process.**

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

Meeting summary prepared by Robert Peccia & Associates, Inc.

F:\trans\BOZEMAN\Minutes\Public\_mtg\_3\_minutes.doc