

GREAT FALLS URBAN TRANSPORTATION PLANNING PROCESS  
**TECHNICAL ADVISORY COMMITTEE**  
Meeting Minutes  
June 13, 2013

**CALL TO ORDER**

Jim Rearden, Chairman, called the Great Falls Technical Advisory Committee (TAC) meeting to order at 9:32 a.m. in the Rainbow Room of the Great Falls Civic Center.

**ROLL CALL OF TAC MEMBERS & ATTENDANCE**

TAC Members Present/Represented:

Brian Clifton	Public Works Director, Cascade County
Susan Conell	Director, Cascade County Planning Department
Dave Dobbs	City Engineering, City of Great Falls
Andrew Finch	Sr. Transportation Planner, City of Great Falls
Jim Helgeson	Manager, Great Falls Transit District
Courtney Lyerly	Civil Engineer, Special Projects, City of Great Falls
Jerry McKinley	Traffic Supervisor, City of Great Falls
Steve Prinzing	District Project Engineer, Great Falls District MDT
Jim Rearden	Director, Great Falls Public Works Department
Moses Leavens (for Bruce Treis)	Environmental Health Specialist, City-County Health Department
Carol Strizich	Statewide & Urban Planning Section, Helena MDT
Jim Turnbow	Street Supervisor, Great Falls Street Division

TAC Members Absent/Not Represented:

John Faulkner	Director Great Falls International Airport Authority
John Hale	Deputy Base Civil Engineer, Malmstrom Air Force Base
Craig Raymond	Interim Director, Planning & Com. Dev., City of Great Falls
Tristan Riddell	Cascade County Planning Department
Rick Schutz	Cascade County Public Works
Lloyd H. Rue	Federal Highway Administration
Jerilee Weibel	Right-of-Way Supervisor, Great Falls District – MDT

Recognition of Others Present:

Tom Kahle	Project Manager, Helena MDT
Jeff Key	Robert Peccia & Associates, Inc.
Scott Randall	Robert Peccia & Associates, Inc.
Galen Amy	Planner I, City of Great Falls
Ida Meehan	Comprehensive Planner, City of Great Falls

## MINUTES

Prior to the meeting, Committee members were provided a copy of the May 9, 2013 TAC meeting minutes.

MOTION: That the minutes of May 9, 2013 be approved.

Made by: Mr. Finch

Second: Mr. Helgeson

Vote: The motion passed unanimously.

## BUSINESS ITEMS

Prior to the meeting, TAC members were provided with copies of the TAC meeting agenda. Copies of the agenda and handout materials are attached and incorporated by reference.

### 5A. Long Range Transportation Plan (LRTP) Goals/Major Street Network Discussion/Preliminary Socio-Economic Information

Mr. Key stated that this meeting is a status update because they're almost done with data collection. He stated that they want to be sensitive to all of the planning work that has already been done recently, like the Downtown Access and Circulation Plan, but that ultimately the LRTP goes before the public and they want to make sure that they're capturing what the public wants captured, so a bit of time will be spent on the LRTP goals.

Items that have been completed since the May 9, 2013 TAC meeting include: a LRTP website is up and running with an up-to-date documents section; a Facebook page has been created for the LRT; and RPA has finalized and posted Study Area Boundary and Public Involvement Plan memorandums. RPA is two-thirds of the way done with data collection of the 55 intersections being looked at. RPA has techs physically counting 41 of those intersections. Mr. Rearden asked if they were able to do counts in areas that were near schools prior to summer break, and Mr. Key confirmed that they did.

Mr. Key stated he received the City's transportation contact list from Mr. Finch, and that there were more contacts on that list they would be reaching out to. Ms. Mehan confirmed that she had also forwarded the information for the first public meeting scheduled to her contact list from the Growth Policy Update. Mr. Key stated that they did reach out to the media. Joe Gilpin with Alta has provided non-motorized surveys that are posted on the LRTP website, and he will be here working with different groups. He said the surveys will close July 31, because in August they're going to deliver an existing and projected conditions report. The Goals and Objective memorandum and the Socio-economic Growth memorandums will also be delivered soon.

In looking at all of the different planning documents and studies done by the City and the County, Mr. Key stated it is challenging capturing all the transportation elements of each, but he's developed some visionary principles. Mr. Finch stated that he didn't see safety as being emphasized anywhere and should be. Mr. McKinley said he didn't understand how efficient travel and increased mobility translates to decreased infrastructure costs. Mr. Key explained that efficient travel will lower all costs in general, and maybe the word should just be cost. TAC members agreed. Mr. Clifton pointed out an inconsistency with the use of 'Great Falls' and 'Great Falls area'. TAC members agree that the broader term "community" or "area" would be best. Mr. Finch also asked members to send additional comments, edits, or additional visionary principles via email.

Visionary Principles with corrections:

ID	Description
1	The community desires a <b>connected, smarter transportation system</b> through land use and transportation planning. This type of system allows citizens to <b>choose what mode of travel they desire</b> , and makes <b>travel more convenient</b> while promoting an active lifestyle by choice for its citizens. community
2	The <del>Great Falls area</del> is a hub for local, regional and national industry. It is particularly growing as a freight hub serving various types of industries. Great Falls <b>embraces the opportunity</b> to attract regional industry and <b>support ongoing economic vitality</b> .
3	<b>Efficient travel and increased mobility is desirable</b> to minimize transportation and associated <del>infrastructure</del> costs.
4	Transportation influences quality of life. The community desires a transportation system that is <b>compatible with the environment and context of Great Falls</b> , with special consideration given to sustainability and conserving natural and cultural resources.

Mr. Key also presented proposed LRTP Goals, stating that he hopes to have the goals correlate to the 8 MAP-21 Planning Factors and Livability Principles from HUD/EPA/USDOT. Ms. Strizich stated that the aspects of both the Planning Factors and Livability Principles don't necessarily have to translate to specific goals, but they do need to be addressed within the LRTP.

Proposed LRTP Goals:

Goal	Description
1	Maintain the existing transportation system.
2	Improve the efficiency, performance and connectivity of a balanced transportation system.
3	Promote consistency between land use and transportation plans to enhance mobility and accessibility.
4	Provide a safe and secure transportation system.
5	Support economic vitality of the community.
6	Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.
7	Maximize the cost effectiveness of transportation.

Mr. Key stated that Great Falls is very similar to other MPOs regarding having our own Major Street Network which is different from the FHWA Functional Classification System. Mr. Key noted that for the Major Street Network there's no distinction between urban and rural. He asked what the value is for having a network that is different? Does TAC want to add roads to the Major Street Network, take roads off the Major Street Network, or ditch the Network all together? Mr. Kahle stated that the Major Street Network doesn't have anything to do with his traffic demand modeling. Ms. Amy stated that the Planning Department uses it for subdivision or development applications, looking at impacts and possible traffic analysis.

Mr. Turnbow said that it is used by Public Works to identify priority routes for snow and ice. Mr. Clifton uses the map in the same way and coordinates with the City. Mr. Finch stated it also helps in responding to complaints about traffic from the public. Mr. Key asked where the map originated, and it

was noted that it's been around since at least 1968. Mr. Clifton also stated that they use ADT numbers, but that it doesn't really work for the County because the numbers don't match the further out you get. Mr. Key stated that there will be an opportunity to review what the recommendations will be. Mr. McKinley stated that there are some roadways that should be added, like the extension of 15th Avenue South and 11th Avenue South. Mr. Finch suggested looking at transit routes as well. Ms. Strizich stated that for their purposes they have to use the Federal Aid Highway System, so the Major Street Network should be used just to serve local needs. Mr. Clifton asked if there was a big difference in functionality between the two. Mr. Key stated that you need to know how to build your roadway system and to what standard. Ms. Strizich stated that it is important for design standard consistency. Mr. Key said using Network projections is critical for obtaining dedication of right-of-way.

Mr. Key transitioned and presented some of the socio-economic data they've collected, stating they're using a combination of the Census and American Community Survey information. Mr. Clifton stated that the employment slide is missing the civilian military numbers, and Mr. Key said that would be corrected prior to the public meeting. He said this information will be wrapped up in the memorandum they're working on now. They're continuing the Neighborhood Council outreach, but some councils don't meet during the summer so some of those meetings will be this fall. Mr. Finch asked when RPA plans on modeling different scenarios, and Mr. Key said the end of August, after the data is collected, should be when that happens.

#### **OTHER BUSINESS & PUBLIC COMMENTS**

Mr. Finch introduced Ms. Strizich as Zia Kazimi's replacement at MDT.

#### **ADJOURNMENT**

There being no further business, Mr. Clifton made a motion to adjourn. The meeting adjourned at 11:00 a.m.