

**GREAT FALLS METROPOLITAN TRANSPORTATION PLANNING PROCESS  
POLICY COORDINATING COMMITTEE  
MEETING MINUTES**

June 27, 2013

**CALL TO ORDER**

The Policy Coordinating Committee (PCC) meeting was called to order at 4:03 pm in the Rainbow Room of the City Civic Center by Chair Fred Burow.

**ROLL CALL & ATTENDANCE**

PCC Members present:

<u>Name</u>	<u>Title/Representing</u>
Fred Burow, Chair	Commissioner, City of Great Falls
Carl Donovan	Chairman, Great Falls Transit District Board
Dave Hand	District Administrator, MDT Great Falls
Pete Fontana	Chair, Cascade County Planning Board
Jane Weber	Cascade County Commissioner
Nate Weisenburger	Chair, Great Falls Planning Advisory Board
Lloyd Rue, (via phone for Kevin McLaury)	Federal Highway Administration

**OTHERS PRESENT**

<u>Name</u>	<u>Title/Representing</u>
Andrew Finch	Sr. Transp. Planner, Great Falls MPO staff
Galen Amy	Planner I, Great Falls MPO staff
Jim Rearden	Director, Great Falls Public Works Department
Jeff Key	Robert Peccia & Associates, Inc. (RPA)
Scott Randall	Robert Peccia & Associates, Inc.

**MINUTES**

Prior to the meeting, PCC members were provided a copy of the minutes of the last PCC meeting held April 16, 2013.

MOTION: That the Policy Coordinating Committee minutes of April 16, 2013 be approved.

Made by: Mr. Donovan

Second: Mr. Hand

Vote: The motion carried unanimously.

**BUSINESS ITEMS**

Provided for each item listed under this agenda heading was a written report for PCC consideration. A copy of each is attached and incorporated herein by reference.

Item 6A. Removal of Route Segment from Urban System

Mr. Finch reported that MDT stated that, for the South Central Arterial project, if 24th Avenue South becomes an on-system Urban roadway, they will commit to the match dollars, to the appropriate design level. Originally, the MDT Transportation Commission approved the addition

of 24th Avenue South to the Urban System if a section of like mileage was removed, which is approximately 5,200 linear feet. TAC members had recommended that approximately 1,900 feet of Giant Springs Road, assuming that measurement ends at the Fish Wildlife and Parks Region 4 Headquarters entrance, and approximately 3,300 feet of Sun River Road be removed from the Urban System in order to have 24th Avenue South become an on-system roadway.

That recommendation was not accepted by MDT. Mr. Finch stated that MDT's objection was that the recommendation would cause those routes to not end at logical termini. Per MDT a logical terminus is the junction with another major roadway, is where a route is cut off due to the urban limits ending, or is at a major generator or destination. MDT suggested that removing Giant Springs Road to the Lewis & Clark Interpretive Center would be acceptable to MDT even though it is less mileage. TAC recommended PCC approve this segment for removal at its May 9, 2013 meeting. Mr. Finch explained that TAC and PCC's recommendation would still need to go to the Transportation Commission. If the Transportation Commission does not accept the recommendation it will come back to TAC.

Ms. Weber asked that this possible change be discussed with Fish Wildlife and Parks, and if there has ever been Federal funds spent on this segment. Mr. Finch confirmed that when the road was realigned for the Lewis & Clark Interpretive Center that Federal funds were spent on the portion that goes to the FWP Region 4 Headquarters entrance, and that the County Public Works Director would rather have Sun River Road stay on the Urban System because it is in worse shape than Giant Springs Road, and there is some possibility that Giant Springs Road could receive funds relating to its designation as a Scenic Byway.

MOTION: To remove from the Urban System a segment of Giant Springs Road, from the Lewis & Clark Interpretive Center entrance to the current end of the route.

Made by: Ms. Weber  
Second: Mr. Donovan

Vote: The motion carried unanimously.

#### Item 6B. Long Range Transportation Plan (LRTP) Update - Consultant Presentation

Mr. Key explained that RPA is two months into a ten month process, with plans on having a draft of the LRTP ready in December. Mr. Key explained that he breaks up transportation plans into thirds: 1) data collection, visioning, goals and objectives, and initiating public outreach; 2) analysis, and starting to look at future conditions; 3) developing recommendations, cost estimates and the report. One of the items looked at in the data collection is intersection turning moving counts. He stated that items that have been completed to date include: a LRTP website is up and running with an up-to-date documents section; a Facebook page has been created for the LRTP; and RPA has finalized and posted Study Area Boundary and Public Involvement Plan memoranda. RPA is two-thirds of the way done with data collection of the 55 intersections being looked at. RPA has techs physically counting 42 of those intersections.

Mr. Key explained that the Urban Boundary has expanded due to the 2010 Census, and RPA wanted the LRTP study area to include the changes to the Urban Boundary. There are three formal public outreach activities planned for the LRTP. The first meeting, which took place June 19, 2013, kick started the process, identify transportation goals and objectives, and help people feel involved. By the second meeting they would be presenting some of their findings, and the

final meeting would be presenting a draft of the Plan. In addition to the formal meetings, there would be many informal stakeholder meetings, and Mr. Key provided a list of those stakeholders.

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. 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. Key said 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 community 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. Mr. Key said RPA plans on modeling different traffic scenarios the end of August, after the necessary data is collected.

Mr. Burow asked if RPA would be able to give an idea of where bike use is and what kind of numbers of bicyclists are on the road. Mr. Key stated that one of the products of the LRTP is an analysis and understanding of the local non-motorized network, and that they would be able to understand where people are going and see what the best use of funds would be for that network. Ms. Weber asked if RPA had received all relevant information from the County, and Mr. Key confirmed that they had.

#### **OTHER BUSINESS & PUBLIC COMMENT**

There was neither other business nor public comment.

#### **ADJOURNMENT**

There being no further business, Mr. Donovan made a motion to adjourn, seconded by Mr. Fontana. The meeting adjourned at 4:49 pm.