



Planning Advisory Board

Zoning Commission

March 25, 2014



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Commission* under the “Filter for Boards and
Committees” drop down menu



Non-Public Hearing Items

- Great Falls Area Long Range
Transportation Plan – 2014



GREAT FALLS AREA

LONG RANGE TRANSPORTATION PLAN - 2014

03/25/2014

Planning Advisory Board / Zoning Commission Meeting

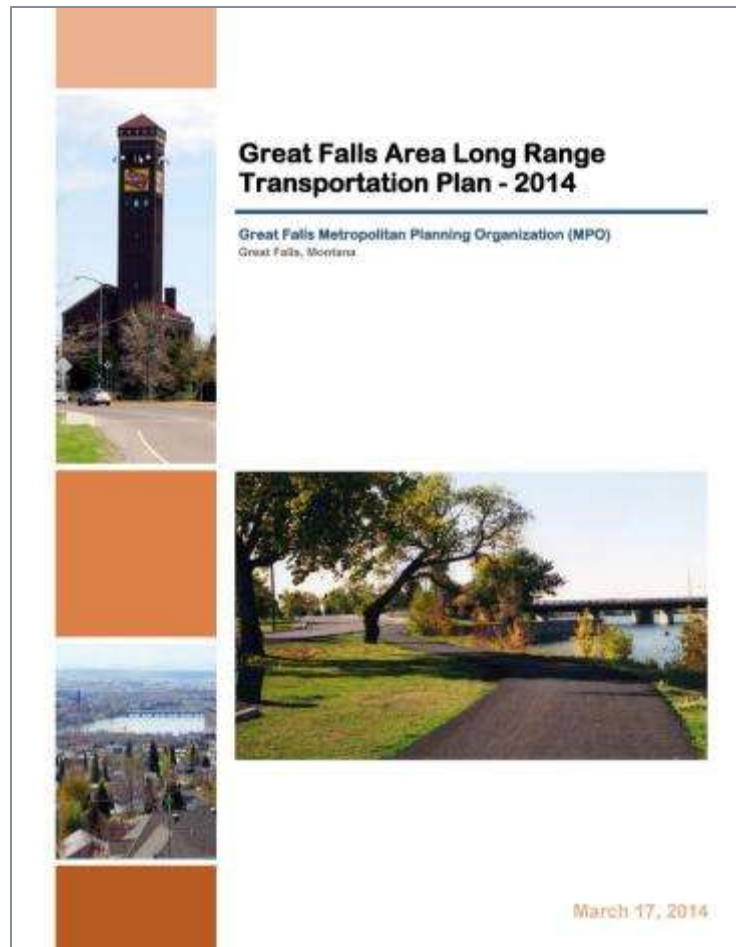
Agenda

- LRTP Report
- Public Comments Received

L RTP Report



LRTP Report - Outline

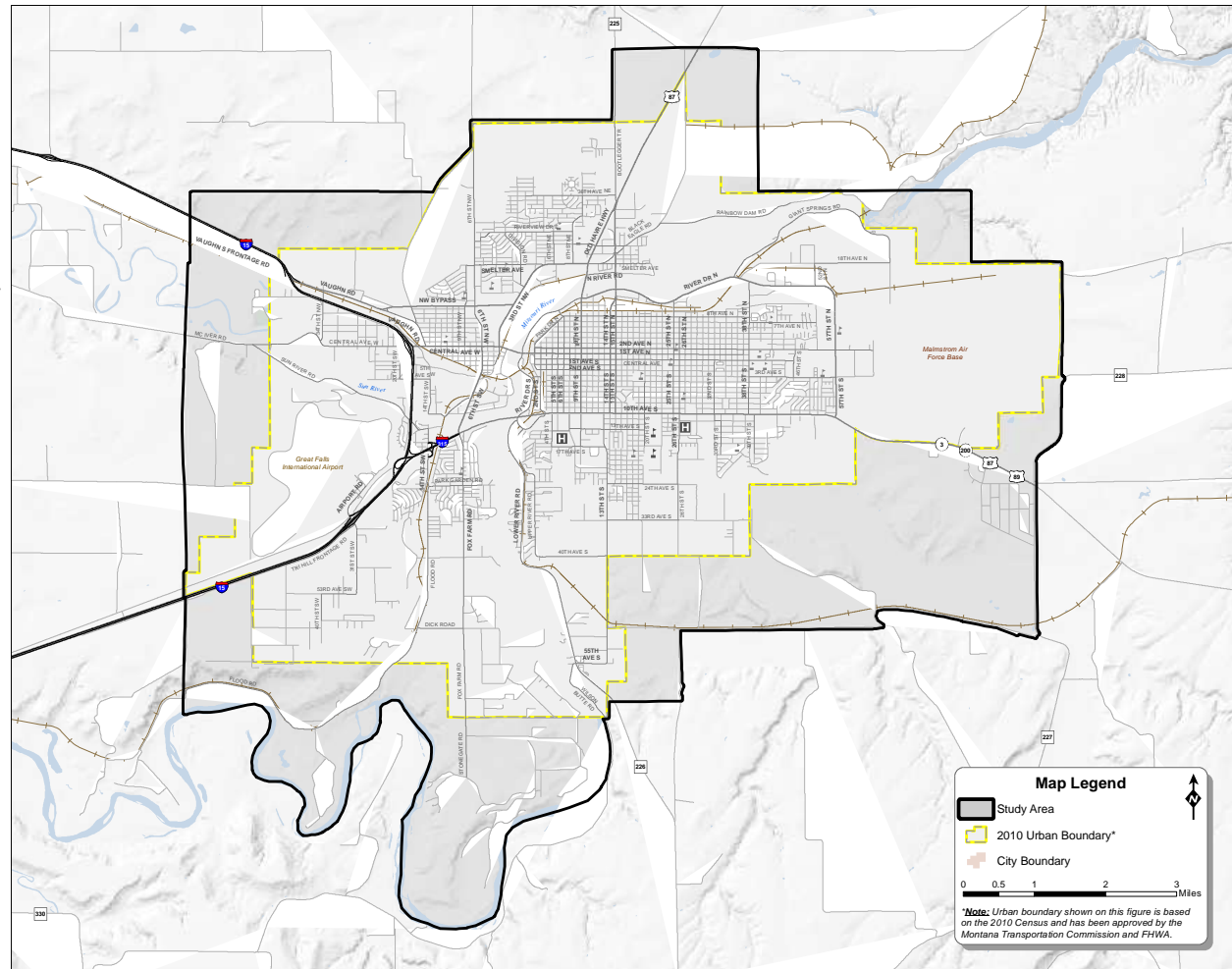


- **1.0 Introduction and Background**
- **2.0 Outreach and Public Involvement**
- **3.0 LRTP Goals and Objectives**
- **4.0 Existing Transportation System**
- **5.0 Projected Transportation System**
- **6.0 Safety**
- **7.0 Freight**
- **8.0 Security**
- **9.0 Facility Recommendations**
- **10.0 Financial Plan and Fiscal Constraint**
- **11.0 Other Transportation Considerations**
- **12.0 Conformity Determination**

Chapter 1

Introduction and Background

- Sets the “tone”
- Defines MAP-21 requirements
- Defines the study area boundary



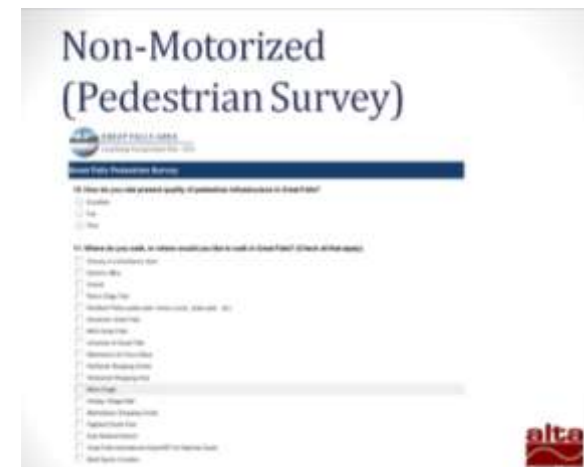
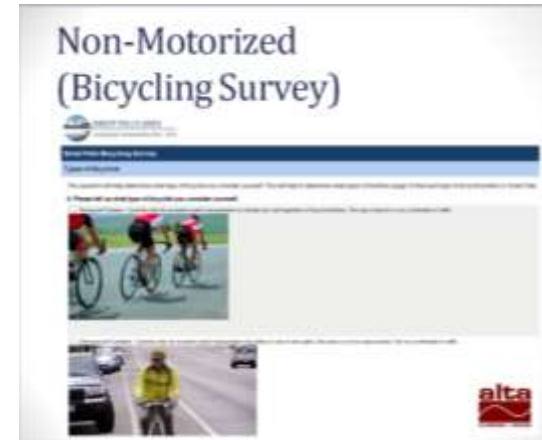
Chapter 2

Outreach and Public Involvement

- **Three formal public informational meetings were held**
 - **Meeting One** - introductory to discuss and identify issues and visioning that should be addressed as part of the LRTP
 - **Meeting Two** - review the transportation system issues and areas of concern
 - **Meeting Three** - After preliminary project recommendations and concurrent with the release of “public draft” document



Outreach Tools Utilized



Neighborhood Councils

ID	Group	Time	Date (2013)	Location
1	Council of Councils	7:00 PM	05/28	Civic Center, Gibson Room
2	NC #7	7:00 PM	06/10	Civic Center, Gibson Room
3	NC #9	7:00 PM	06/13	Campfire Office
4	NC #4	6:30 PM	06/27	Heritage Baptist Church
5	NC #6	7:00 PM	09/04	Sunnyside School Library
6	NC #3	7:00 PM	09/05	Riverview School Multi-Purpose Room
7	NC #1	7:00 PM	09/10	Meadowlark School Library
8	NC #2	7:00 PM	09/11	West Elementary Cafeteria
9	NC #5	7:00 PM	09/16	GF Clinic Specialty Center
10	NC #8	6:00 PM	09/19	GF Pre-Release Center

Other Stakeholder Groups

ID	Group	Date (2013)
11	North Industrial Task Force	07/23
12	Chamber of Commerce - Staff	08/26
13	Transit Board	08/26
14	GF Airport Authority - Staff	09/05
15	Downtown GF Association	09/05
16	GF Association of Realtors	09/19
17	GF Airport Authority – Board	09/24
18	GF Development Authority	09/24
19	GF Downtown Development Partnership	09/25
20	Black Eagle Civic Club	10/02

Non-Motorized Stakeholder Groups

ID	Group	Date (2013)
1	MDT Bicycle / Pedestrian Representatives	06/18
2	Great Falls Bicycle Club	06/18
3	River's Edge Trail (Recreational Trails Inc.)	06/19
4	Get Fit Multi-Modal Transportation Task Force	06/19
5	Great Falls Transit District	06/19
6	Trails Working Group	09/19

Community Concerns Expressed

- **15th St N** – truck traffic
- **Fox Farm Road**
- **Central Ave W** – speeds, geometry, sight distance
- **9th St NW** – parking, width, other concerns
- **36th Ave NE**
- **38th St N** – install left-turn bays for access to east-west roads
- **4th Ave SW to 3rd St SW** – lower speed to 25 mph (passes through residential area)
- **1st Ave N and 37th St N** – traffic control eastbound
- **6th St NW** – future improvements needed
- **32nd St S and 11th Ave S** – intersection control
- Connect **15th Ave S** thru to **14th Ave S** (at 32nd St S)
- Extend **20th St S** – presently discontinuous

Community Concerns Expressed

- **Park Drive and River Dr N**
- **25th St N and River Dr N – possible signal or roundabout**
- **1st Ave N** – lane drop at 10th St confusing
- **I-15 to Marketplace** – speeds and short merging distances
- **25th St & 10th Ave S** – southbound left-turns and merging on 10th to get to 26th Street
- **37th St and 1st Ave N** – different intersection channelization?
- **Butte Ave** – candidate for improvements
- **25th Ave NE and 15th St** - possible signal
- **Wire Mill Rd / 15th St / Montana** – large area with poor definition
- **Smelter Ave** between 12th St and 14th St

Stakeholder Concerns Expressed

- **I-15 interchanges** – important for robust economic activity
- **Aesthetics** – improve the look of roads through landscaping
- Capacity and operational concerns at **Gore Hill** interchange
- Potential for **new I-15 interchange** - south of Gore Hill at existing underpass
- Need **strong non-motorized connections** from neighborhoods to River's Edge Trail
- **Wayfinding to downtown** – thru signage from periphery (10th Ave S / I-15 / US 87/89)
- Promote **infill development**

Stakeholder Concerns Expressed

- Transit **funding** a huge hurdle
- **Provide guidance** for bus stop design, placement, and layout
- **I-15 (Emerson Junction interchange)** – evaluate for full movement
- **ADF site** – lots of future jobs; establish **road and freight network** to support economic growth
- **N River Rd & 15th St** – speeds and safety a concern travelling from the north
- **Central Ave West** – examine possible interchange improvements
- **I-15 to Marketplace** – short merging distance








Chapter 3

LRTP Goals and Objectives

- **Summarizes recent and relevant planning documents**
 - Cascade County
 - City of Great Falls
 - MDT
- **Summarizes Federal planning requirements & guidance**
 - MAP-21 Planning Factors
 - Livability Principles from HUD/EPA/USDOT
- **Develops goals and objectives for the LRTP Update**
- **Reviewed with public and stakeholders throughout**

Chapter 3

LRTP Goals and Objectives

Community Defined Transportation Goals (per LRTP Process)	Goal Met?
Goal 1: Maintain the Existing Transportation System.	
Goal 2: Improve the Efficiency, Performance and Connectivity of a Balanced Transportation System.	
Goal 3: Promote Consistency between Land Use and Transportation Plans to Enhance Mobility and Accessibility.	
Goal 4: Provide a Safe and Secure Transportation System.	
Goal 5: Support Economic Vitality of the Community.	
Goal 6: Protect and Enhance Environmental Sustainability, Provide Opportunities for Active Lifestyles, and Conserve Natural and Cultural Resources.	
Goal 7: Maximize the Cost Effectiveness of Transportation.	

Chapter 3

LRTP Goals and Objectives

Alignment of goals and objectives with MAP-21

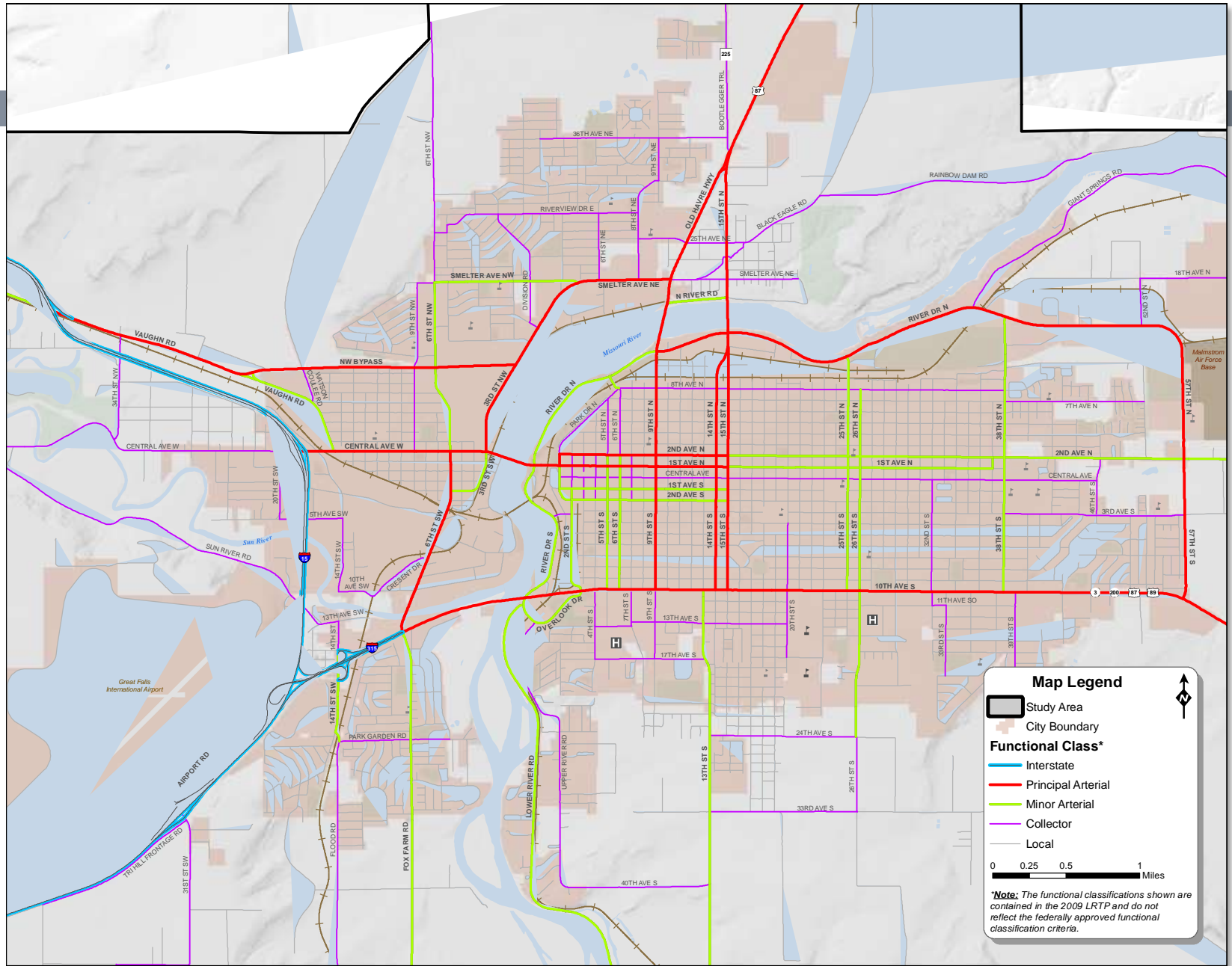
		Great Falls Area LRTP Goals						
		Goal 1: Maintain the existing transportation system.	Goal 2: Improve the efficiency, performance and connectivity of a balanced transportation system.	Goal 3: Promote consistency between land use and transportation plans to enhance mobility and accessibility.	Goal 4: Provide a safe and secure transportation system.	Goal 5: Support economic vitality of the community.	Goal 6: Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.	Goal 7: Maximize the cost effectiveness of transportation.
MAP-21 Planning Factors	1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.				✓		✓
	2	Increase the safety of the transportation system for motorized and non-motorized users.			✓			
	3	Increase the security of the transportation system for motorized and non-motorized users.			✓			
	4	Increase the accessibility and mobility of people and for freight .	✓	✓		✓		
	5	Protect and enhance the environment , promote energy conservation , improve the quality of life , and promote consistency between transportation improvements and State and local planned growth and economic development patterns.					✓	✓
	6	Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.	✓	✓				
	7	Promote efficient system management and operation .	✓					
	8	Emphasize the preservation of the existing transportation system .	✓					
Livability Principles	1	Provide more transportation choices .	✓					
	2	Promote equitable, affordable housing .	✓	✓				✓
	3	Enhance economic competitiveness .				✓		
	4	Support existing communities .	✓	✓	✓		✓	
	5	Coordinate policies and leverage investment .						✓
	6	Value communities and neighborhoods .	✓	✓	✓			

Chapter 4

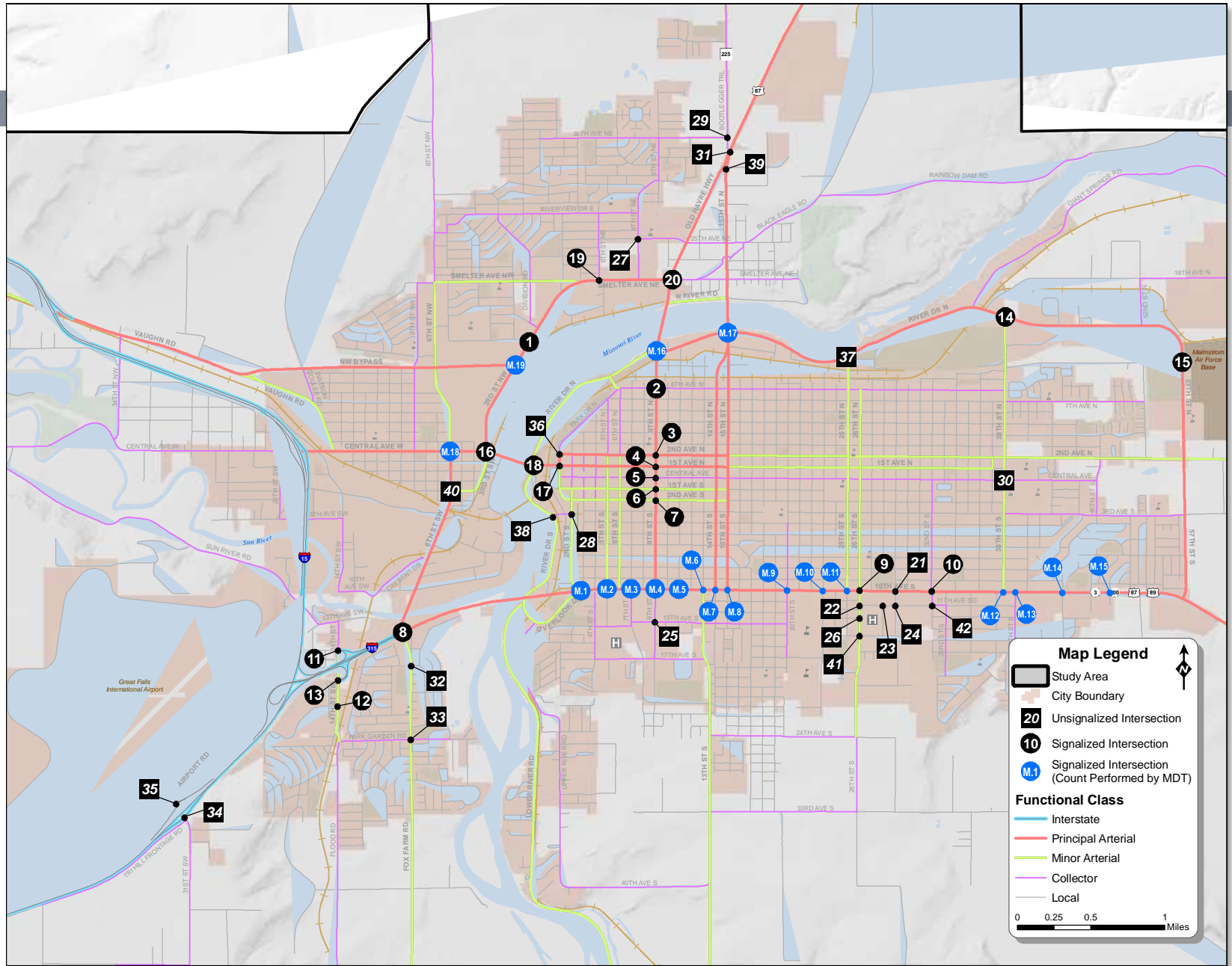
Existing Transportation System

- Reviewed 80 intersections for LOS
- Reviewed major roads for volume-to-capacity (v/c)
- Identified intersection crash “hot spots”
- Assessed non-motorized connectivity and infrastructure concerns
- Summarized transit constraints and limitations

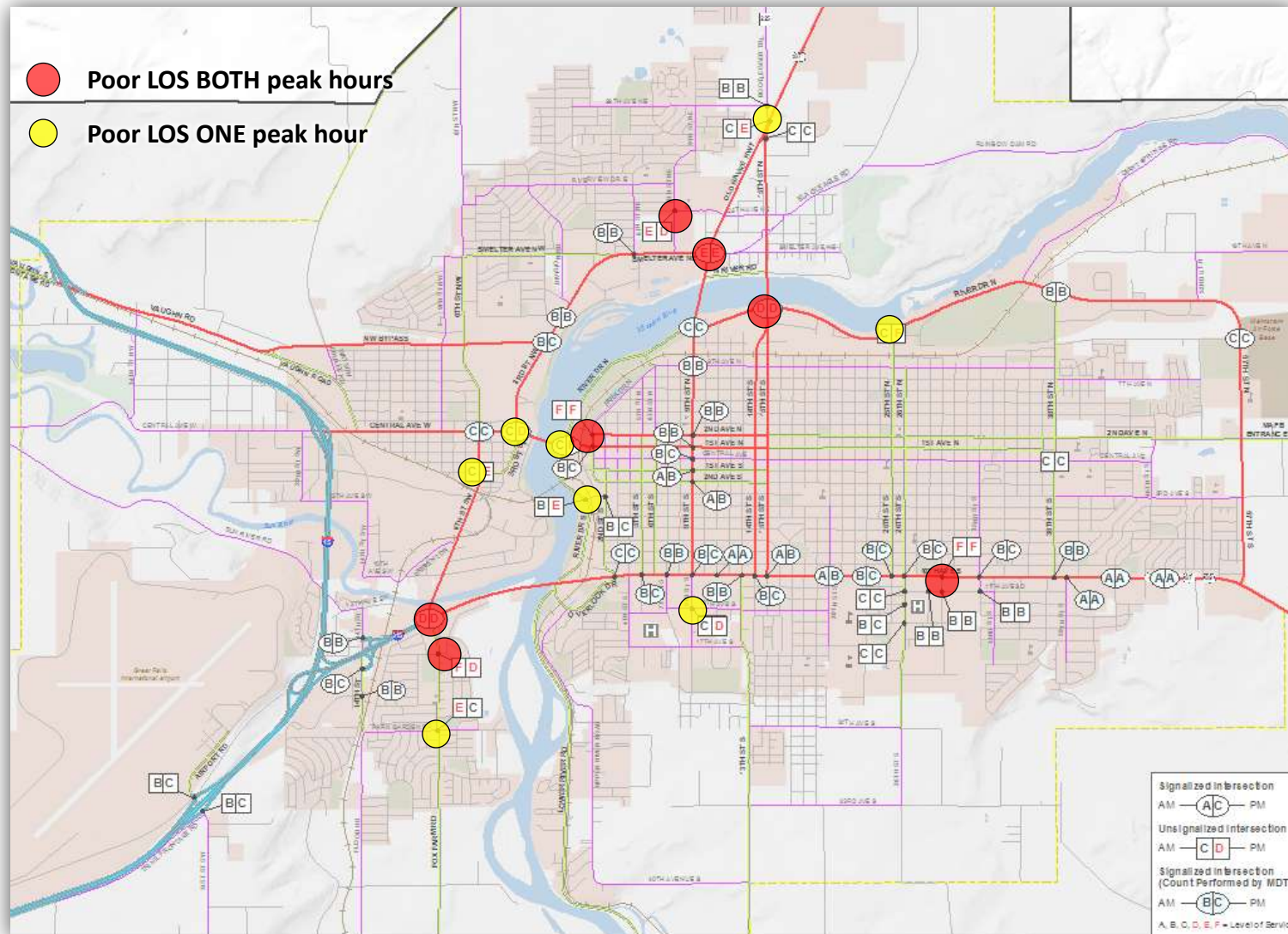
Major Street Network



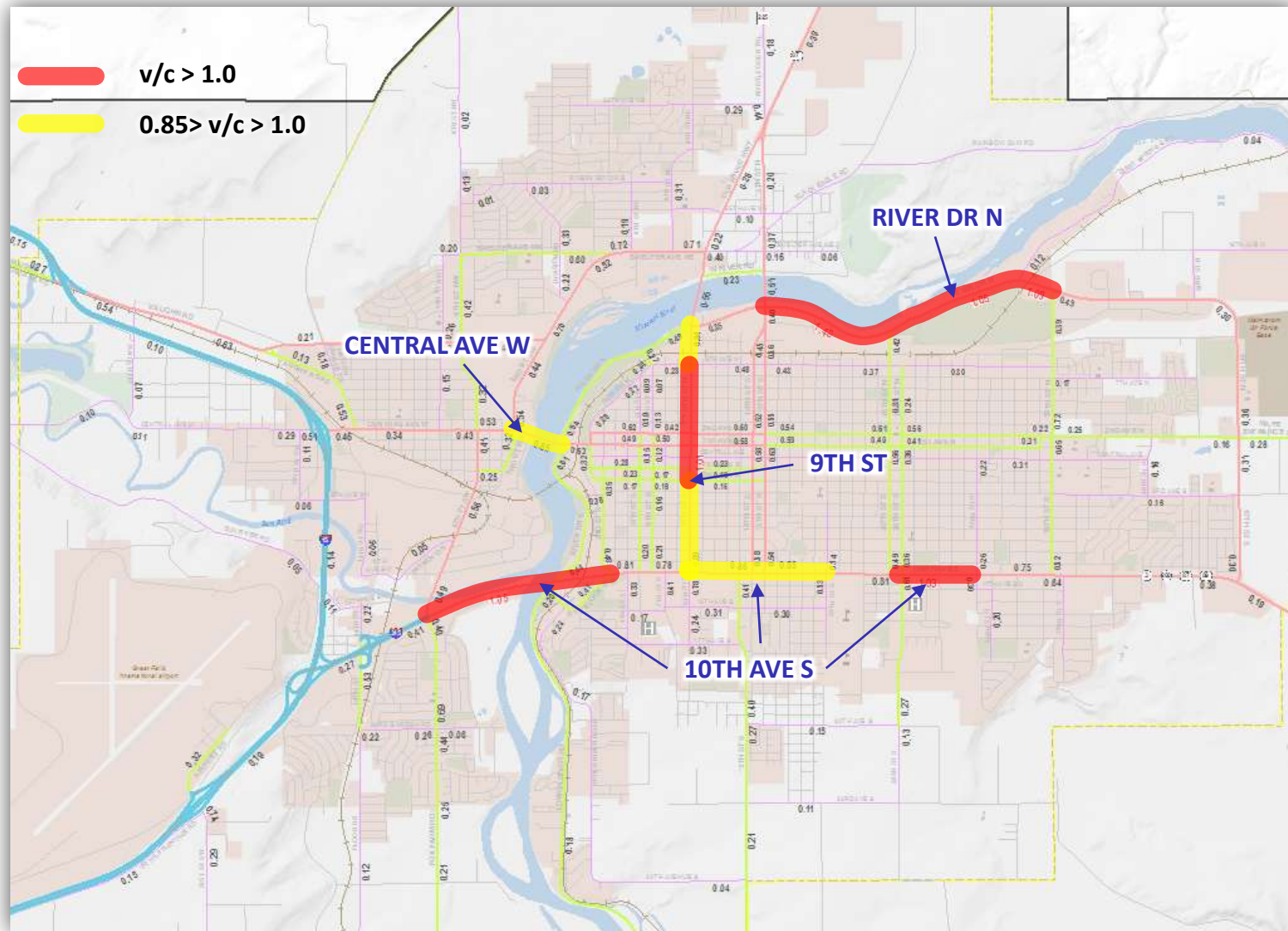
Intersection Counts Locations



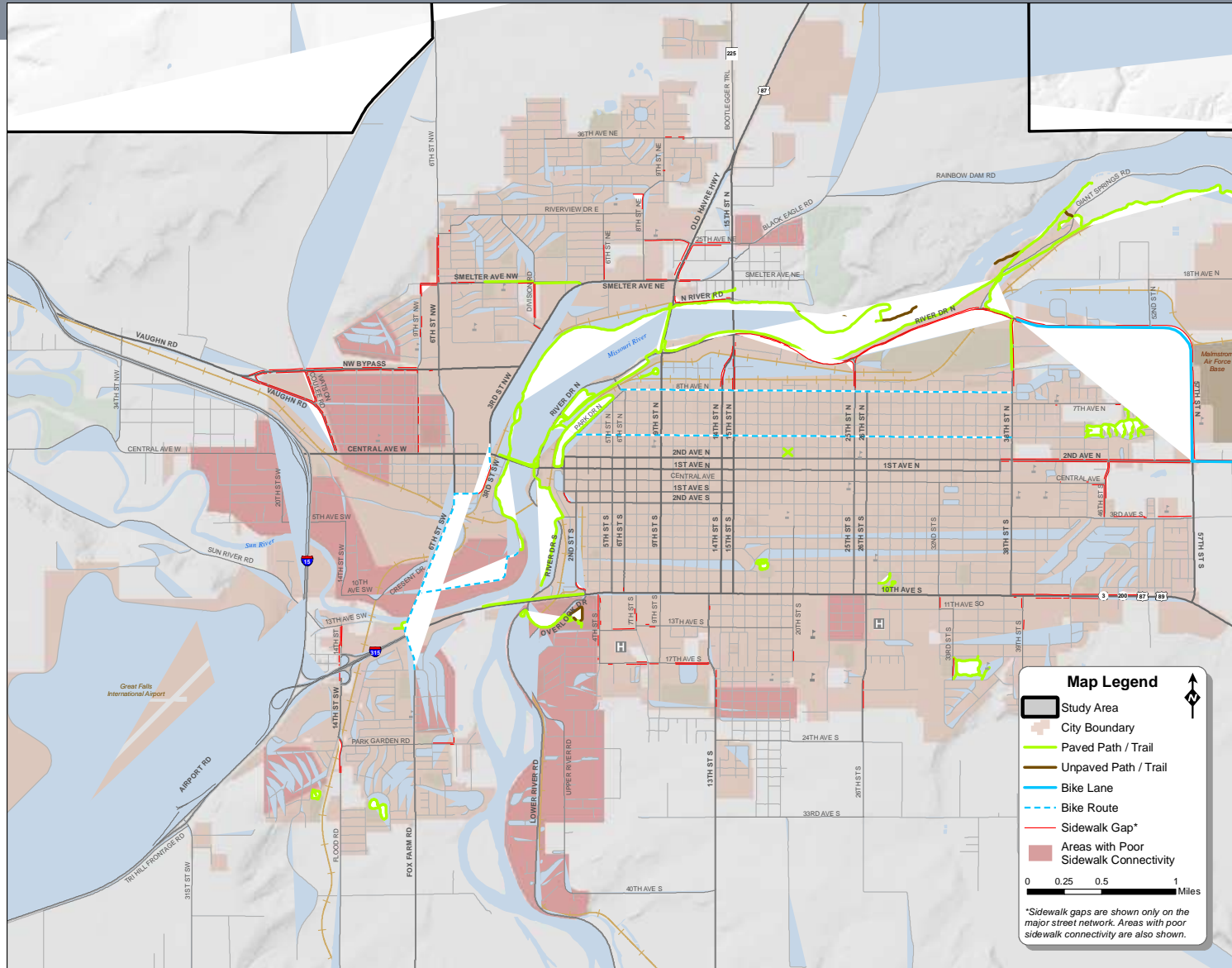
Intersection Operations



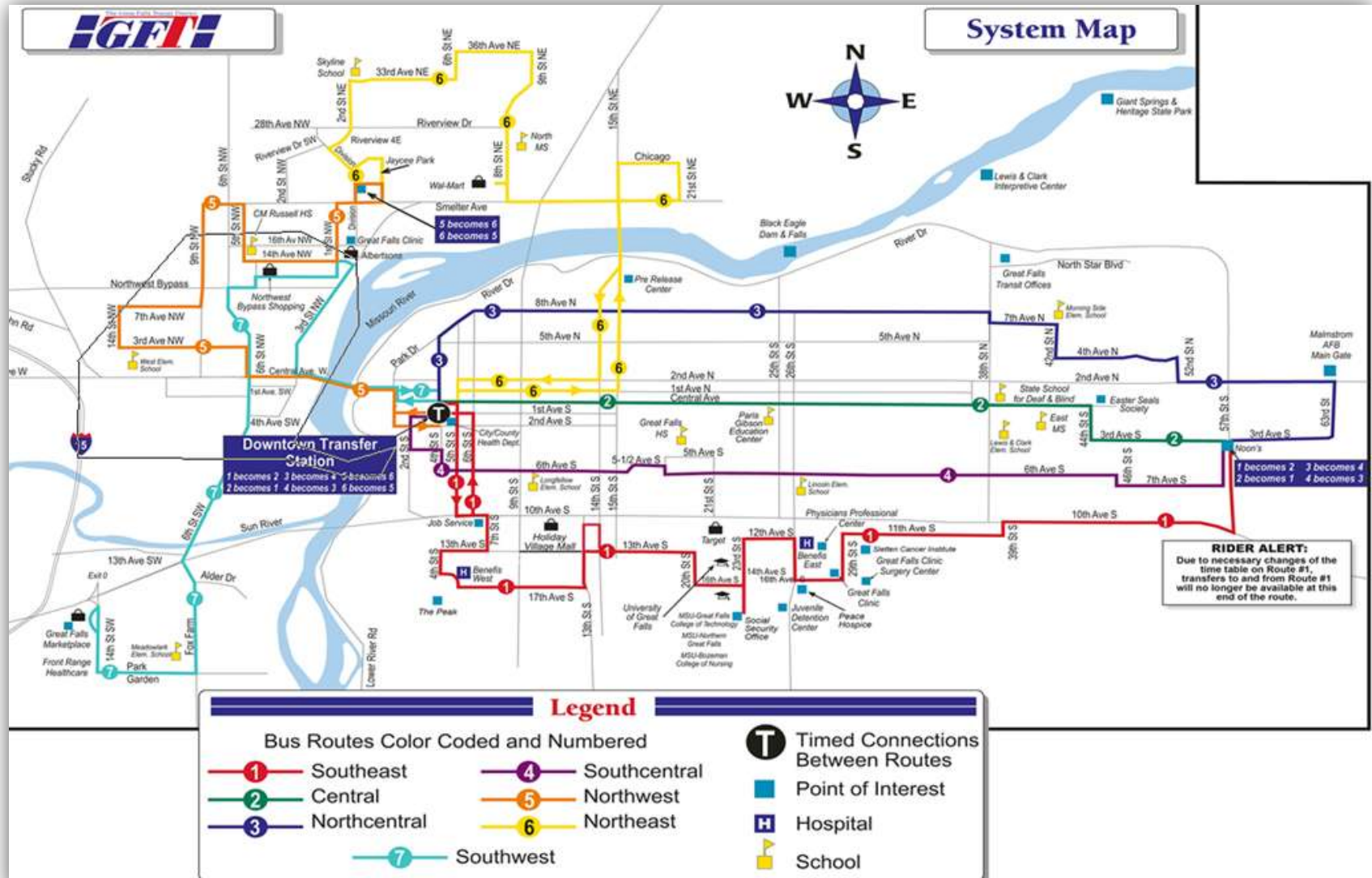
Corridor Capacity



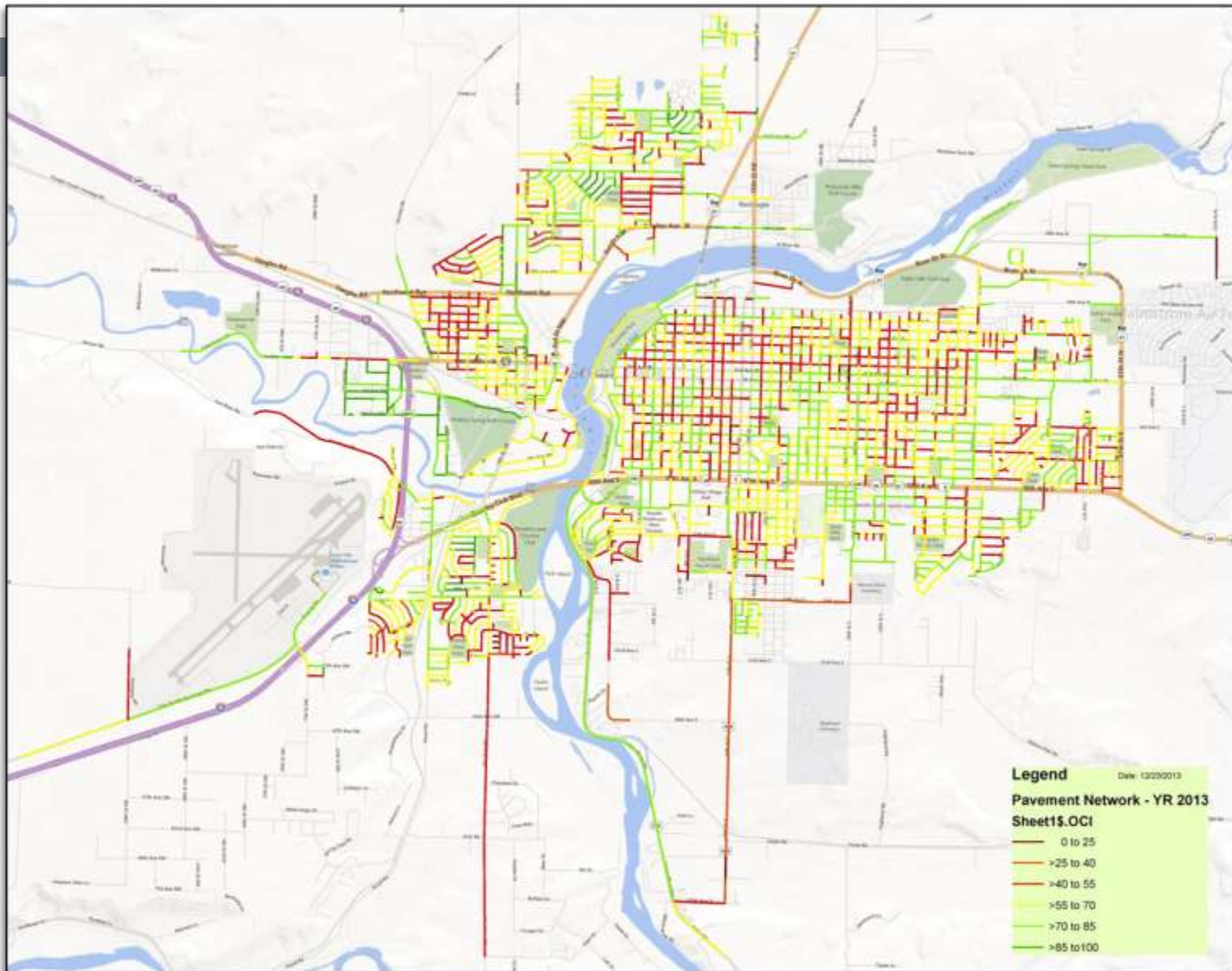
Non-motorized Facilities



Transit Routes



City Pavement OCI




Chapter 5

Projected Transportation System


- **Socioeconomics**
- **Land use and projected growth**
- **Travel demand model development**
- **Projected roadway volumes & capacity**
- **Projected intersection levels of service**
- **Medical District sub-area analysis**
- **Alternative modelling scenarios**

Growth Projections

Year	Population within Study Area	Housing Units within Study Area	Jobs within Study Area ^(a)
2010 Census	69,515	31,151	44,874
2015	73,320	32,838	46,860
2020	77,079	34,565	48,934
2025	80,473	36,087	51,100
2030	82,486	36,989	53,362
2035	82,635	37,056	55,724



**Increase of 13,120
people**

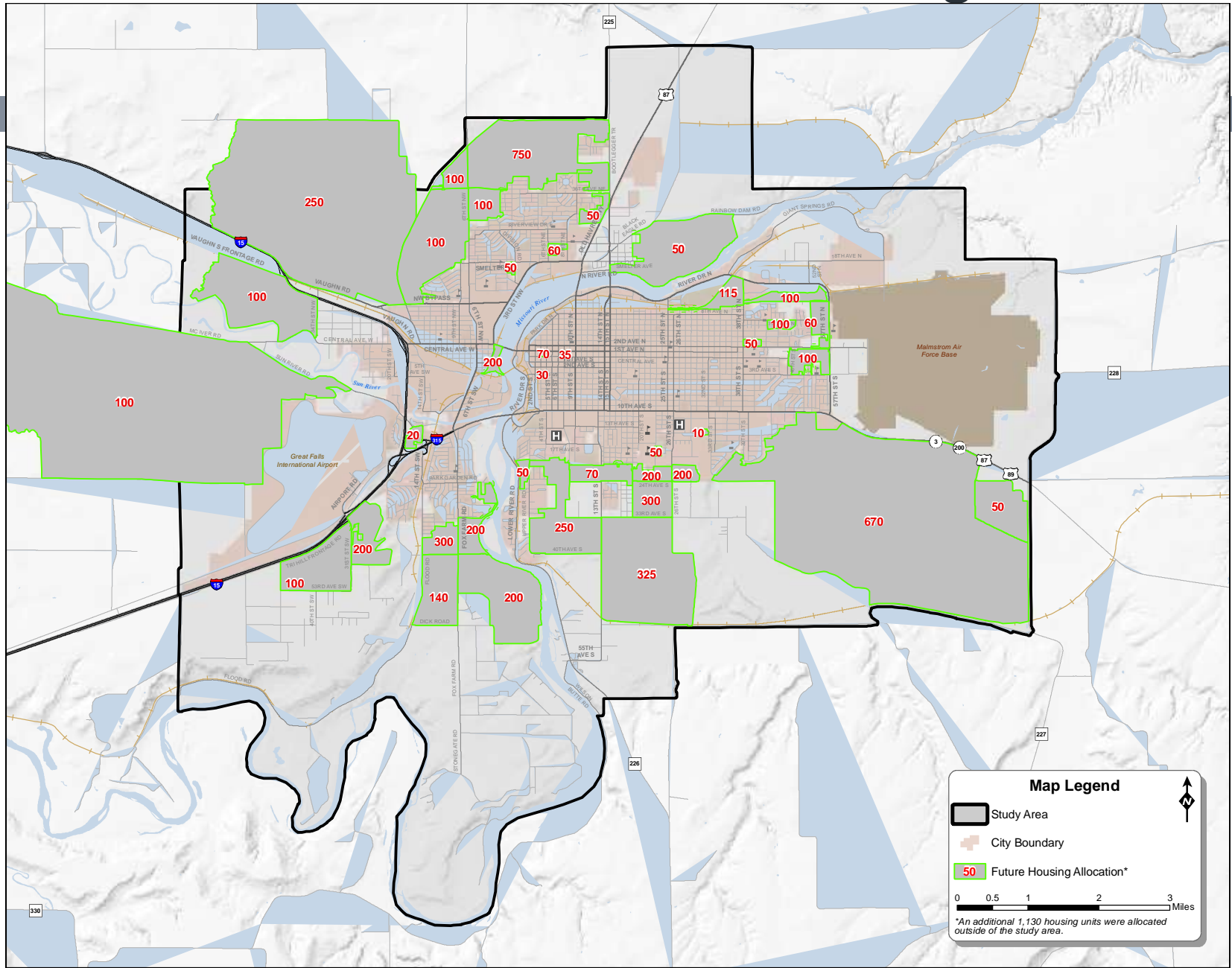


**Increase of 5,095
housing units**

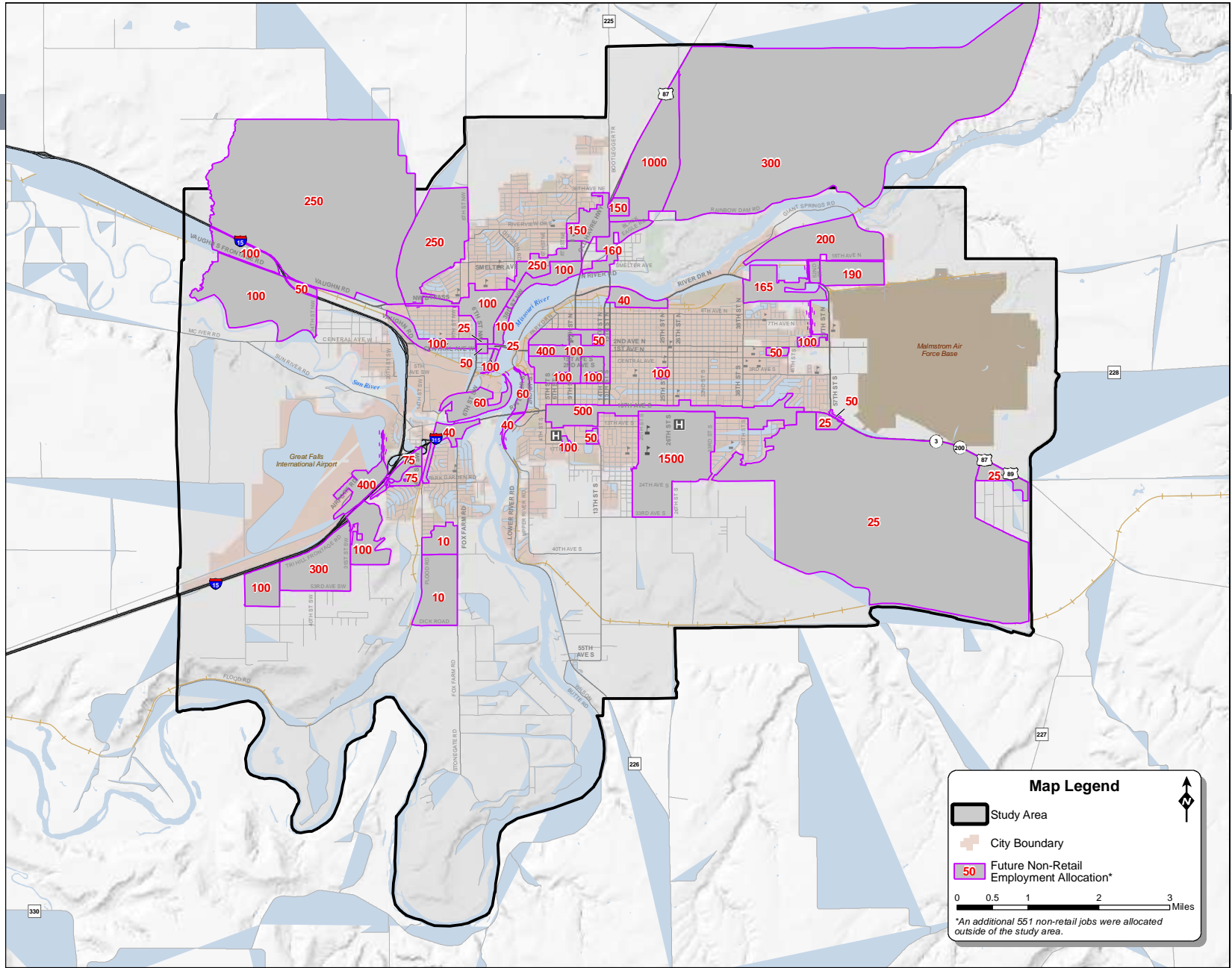


**Increase of 10,850
jobs**

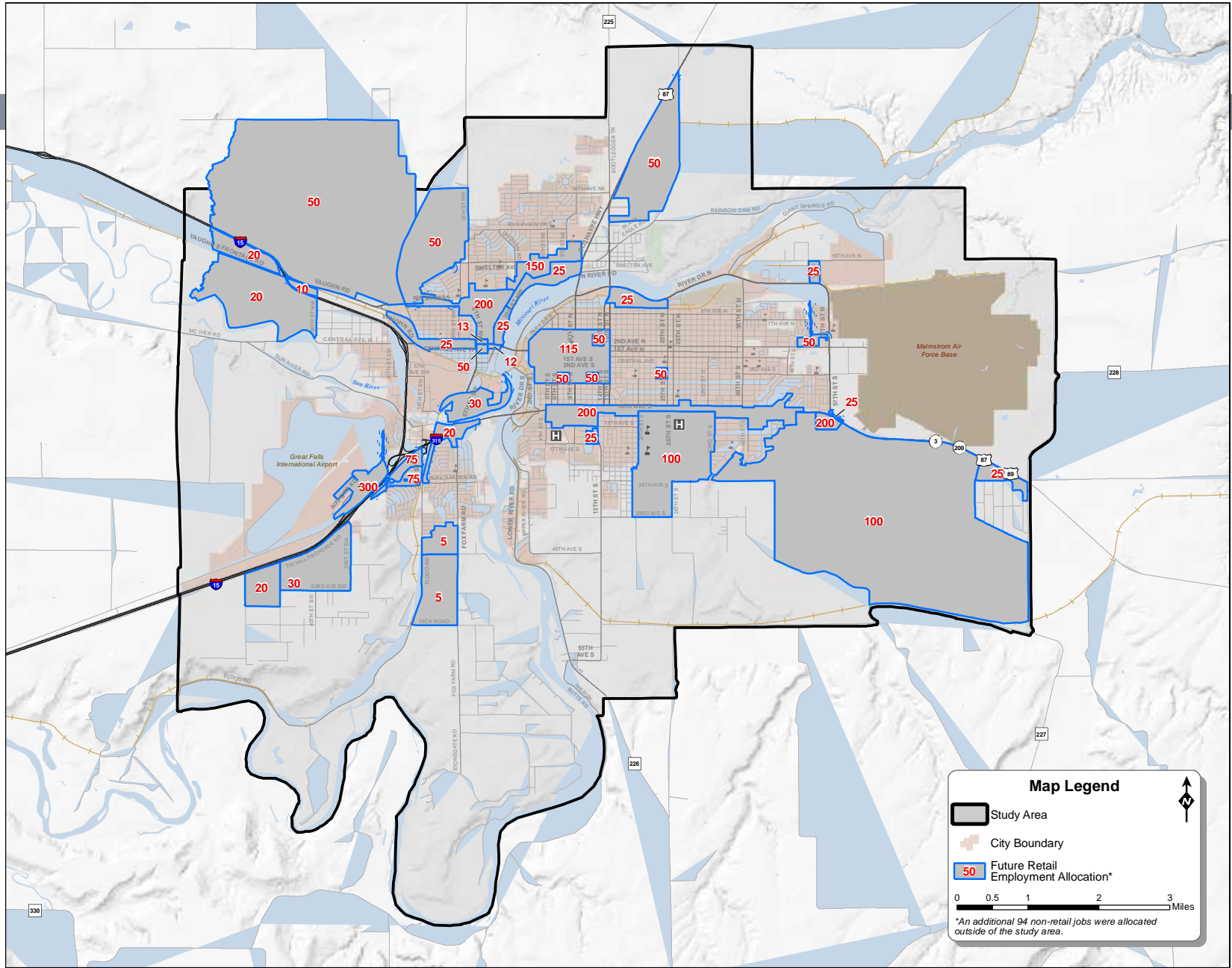
Future Housing Allocation



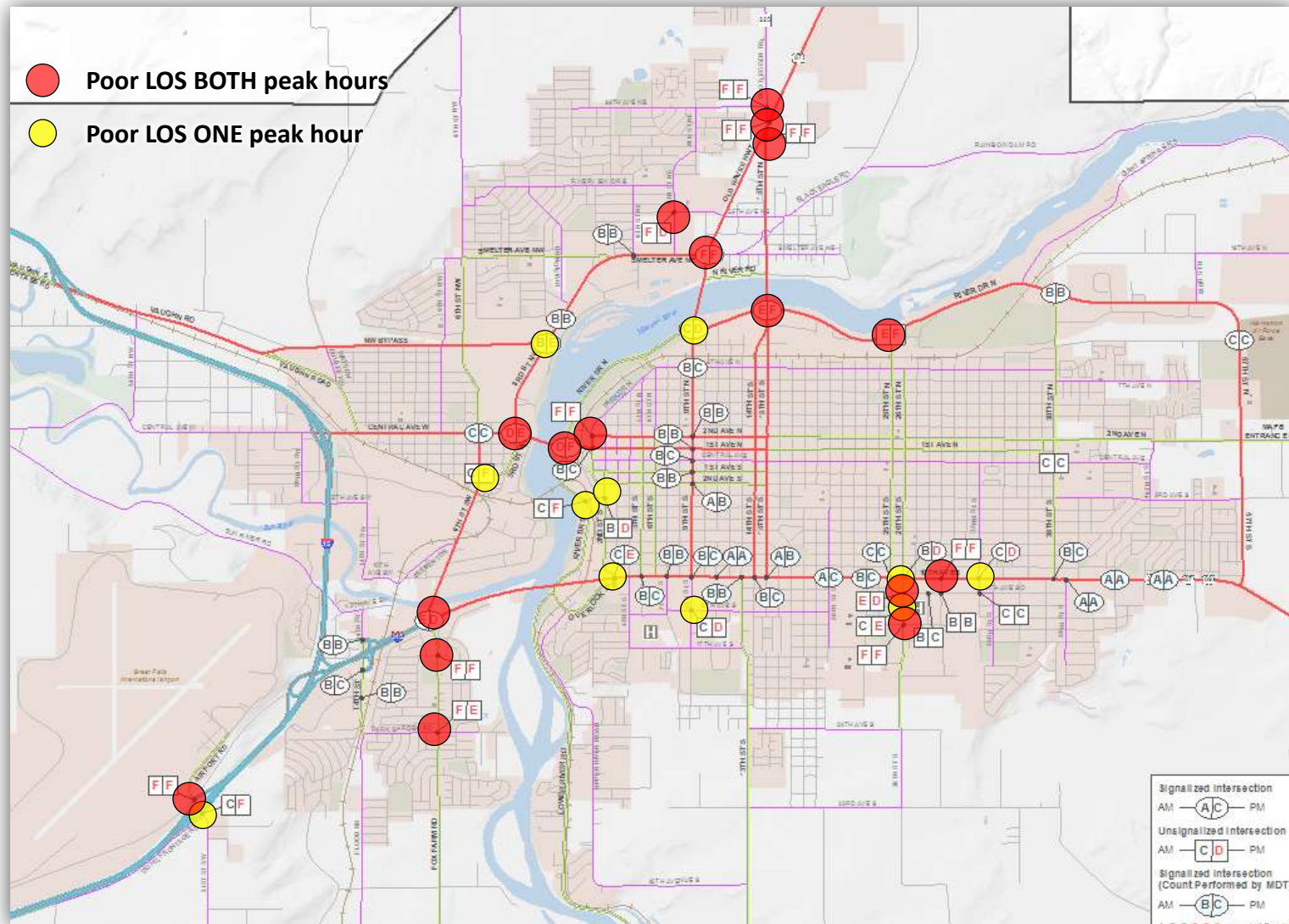
Future Non-retail Job Allocation



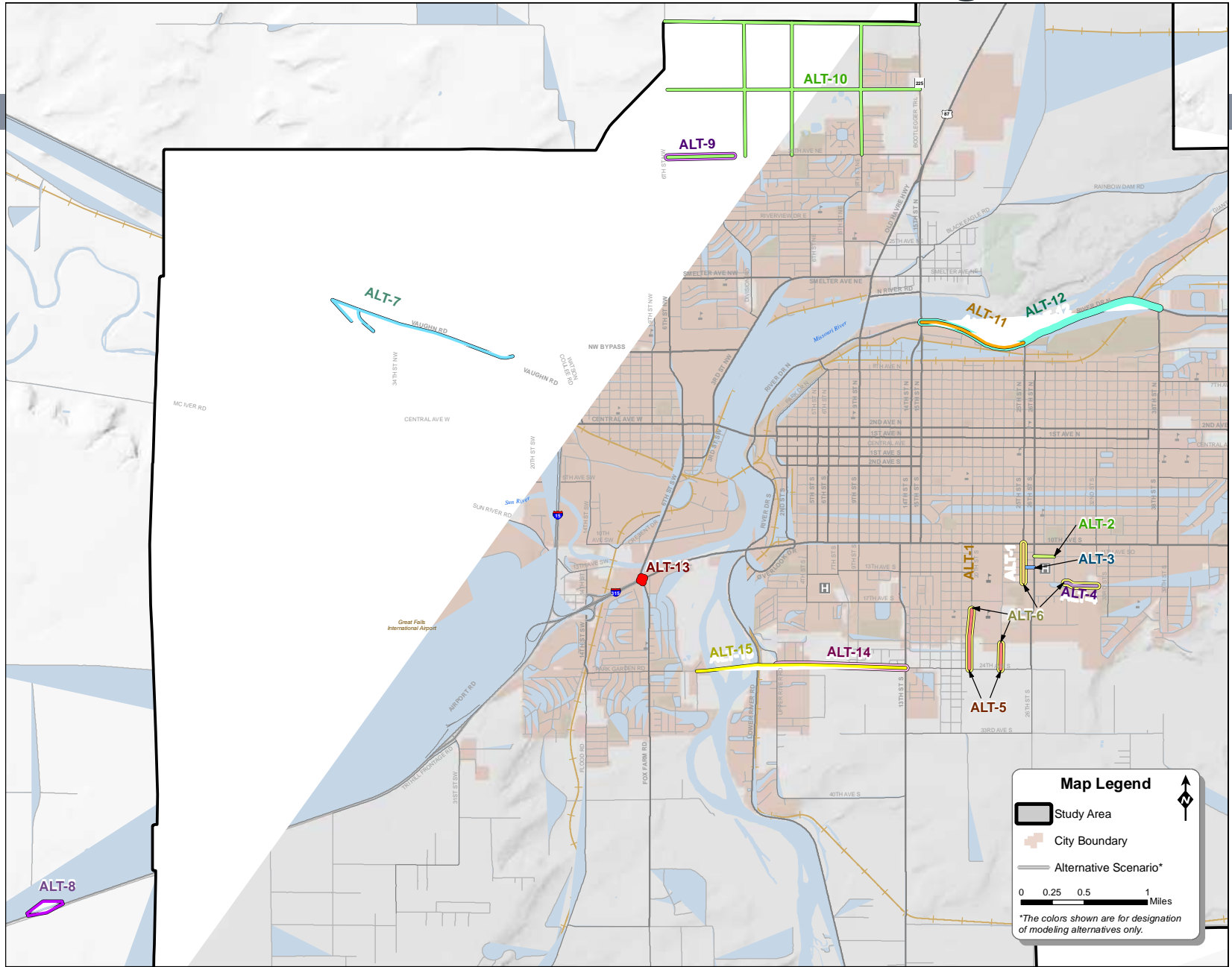
Future Retail Job Allocation



Intersection Operations – Future



Alternative Modelling Scenarios



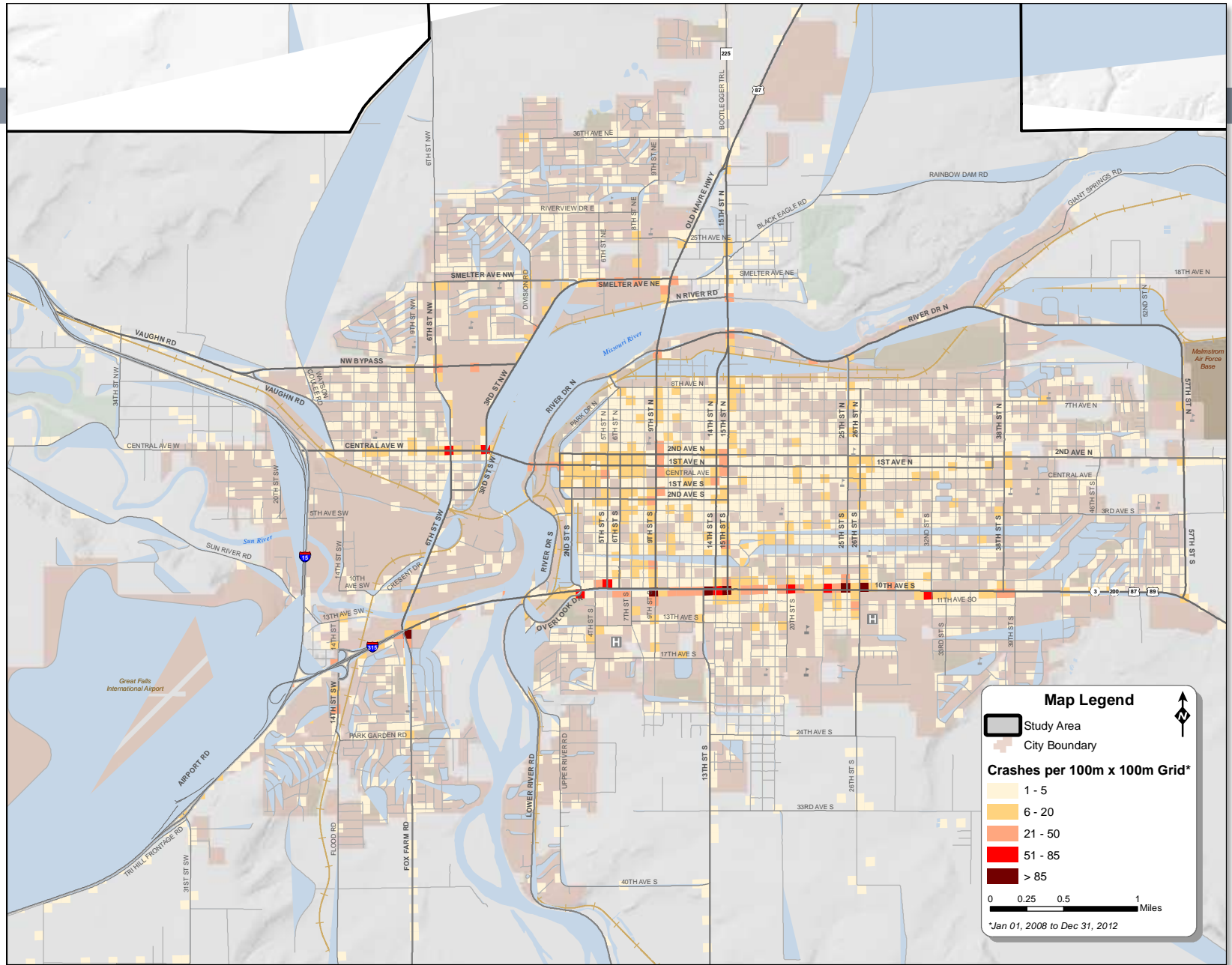
Chapter 6

Safety

- **Assessment of safety from a “comprehensive” perspective**
 - Problem areas
 - Hot-spot areas
 - Behavioral characteristics
- **Examine the “Four E’s”**



Crash Density



BOOTTLE GGS

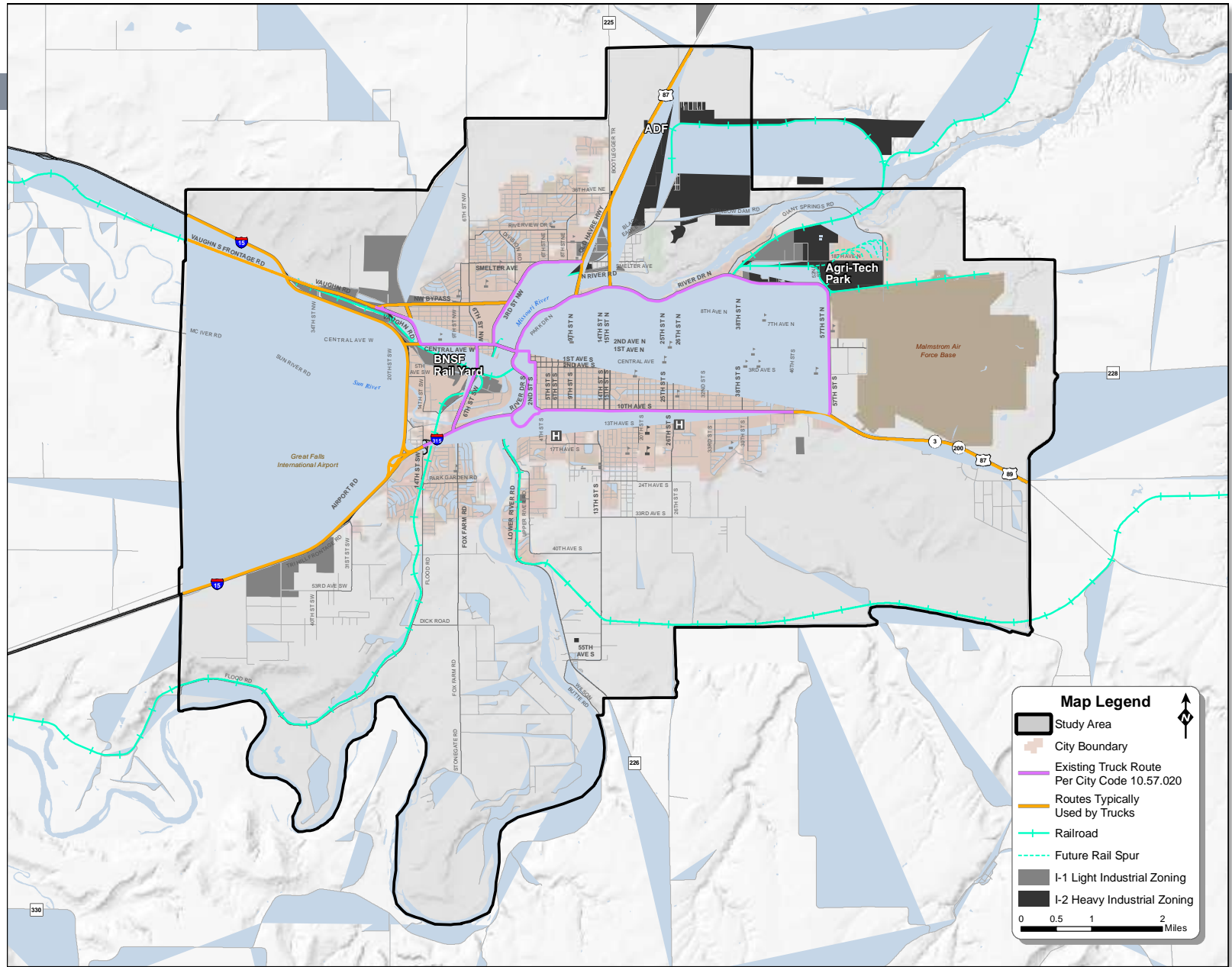


Chapter 7

Freight

- **Examines goods movement**
 - **How it relates to the regional transportation system**
 - **How does goods movement support the economy and quality of life in the Great Falls Area?**
 - **What kinds of goods are transported to, from, and through the Great Falls Area?**
 - **How will the demand for goods movement change in the future?**

Goods Movement Routes and Facilities



Anticipated Routes for Increased Trucks

- **Expected areas of increased truck traffic include:**
 - **US Highway 87, 3rd Street Northwest, and NW Bypass**
 - **River Drive North and 57th Street North (i.e. NE Bypass)**
 - **Vaughn Road near Emerson Junction**
 - **Airport Interchange**



Chapter 8

Security

- **What plans and policies are in place in the event of an attack, emergency, or natural disaster?**
- **Who is responsible and what are their roles and responsibilities?**
- **How does the LRTP support a secure transportation system for the community?**
- **What barriers to a secure transportation system exist?**
- **What general strategies could be used to enhance the community's general emergency preparedness?**

Chapter 8

Security

- **Cascade County EOP is most current, relevant guiding document**
- **Addresses the five disciplines of “All-Hazards” planning, including:**
 - **Awareness;**
 - **Prevention;**
 - **Preparedness;**
 - **Response; and**
 - **Recovery.**
- **The EOP identifies 22 potential hazards facing Cascade County and the municipalities**

Chapter 8

Security

- **Collaborate to inform and update the EOP through activities such as data sharing and asset inventory.**
- **Inventory of the Area's major transportation assets and potential hazards.**
- **Coordinate with the Great Falls Transit Agency to manage public transportation assets.**
- **Assess improvements needed and identify resources to maintain critical transportation assets.**
- **Designate goods movement routes, particularly routes for hazardous materials transport**

Chapter 9

Facility Recommendations

Three (3) Categories of Projects

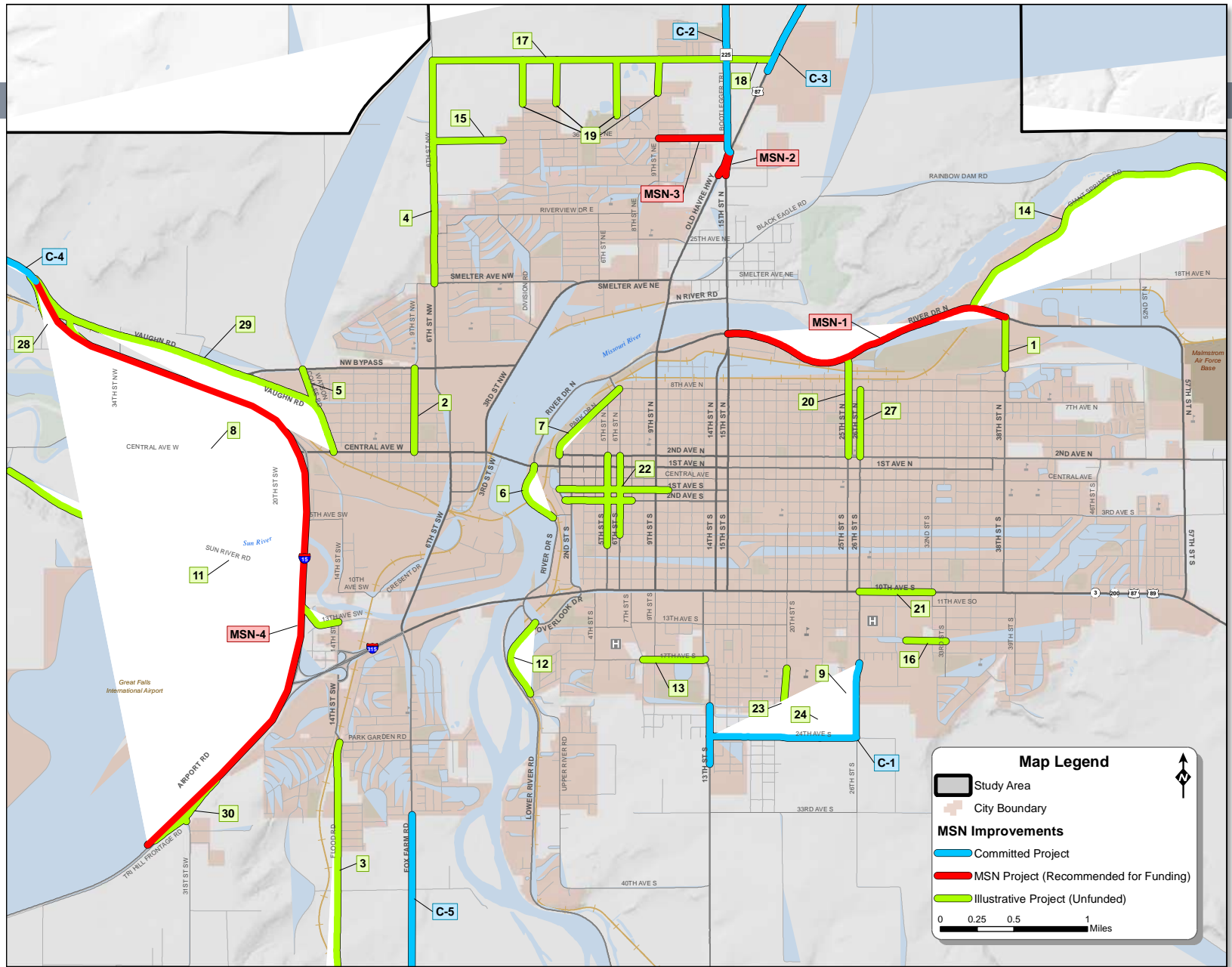
- **Committed** – projects with dedicated funding in place;
- **Recommended for Funding** – projects recommended to be completed through the planning horizon (year 2035), but may need further analysis before being committed to; and
- **Illustrative (Unfunded)** – projects or concepts supported by a sponsoring agency, but not prioritized for implementation or Federal funding between 2015 and 2035.

MSN Project Definitions

Major Street Network (MSN) Projects

- **Are larger, higher cost projects**
- **Necessary to meet anticipated traffic demands**
- **Generally > \$500,000**
- **Take 7-10 years, or more, to complete**
 - Road expansions
 - New roads
 - Interchanges

MSN Project Locations



MSN Projects – LRTP Summary

➤ **Committed**

- 7 projects total
- \$58,046,898

➤ **Recommended**

- 4 projects total
- \$28,650,000

➤ **Illustrative**

- 30 projects total
- \$234,910,000

➤ **C-1: South Central Urban Arterials**

➤ **C-2: North Bootlegger Trail**

➤ **C-3: Great Falls – North**

➤ **C-4: Emerson Junction – Manchester**

➤ **C-5: Fox Farm Road – East Fiesta to Dick Road**

➤ **C-6: District 3 Fencing - Great Falls**

➤ **C-7: Bridge Preservation – Great Falls**

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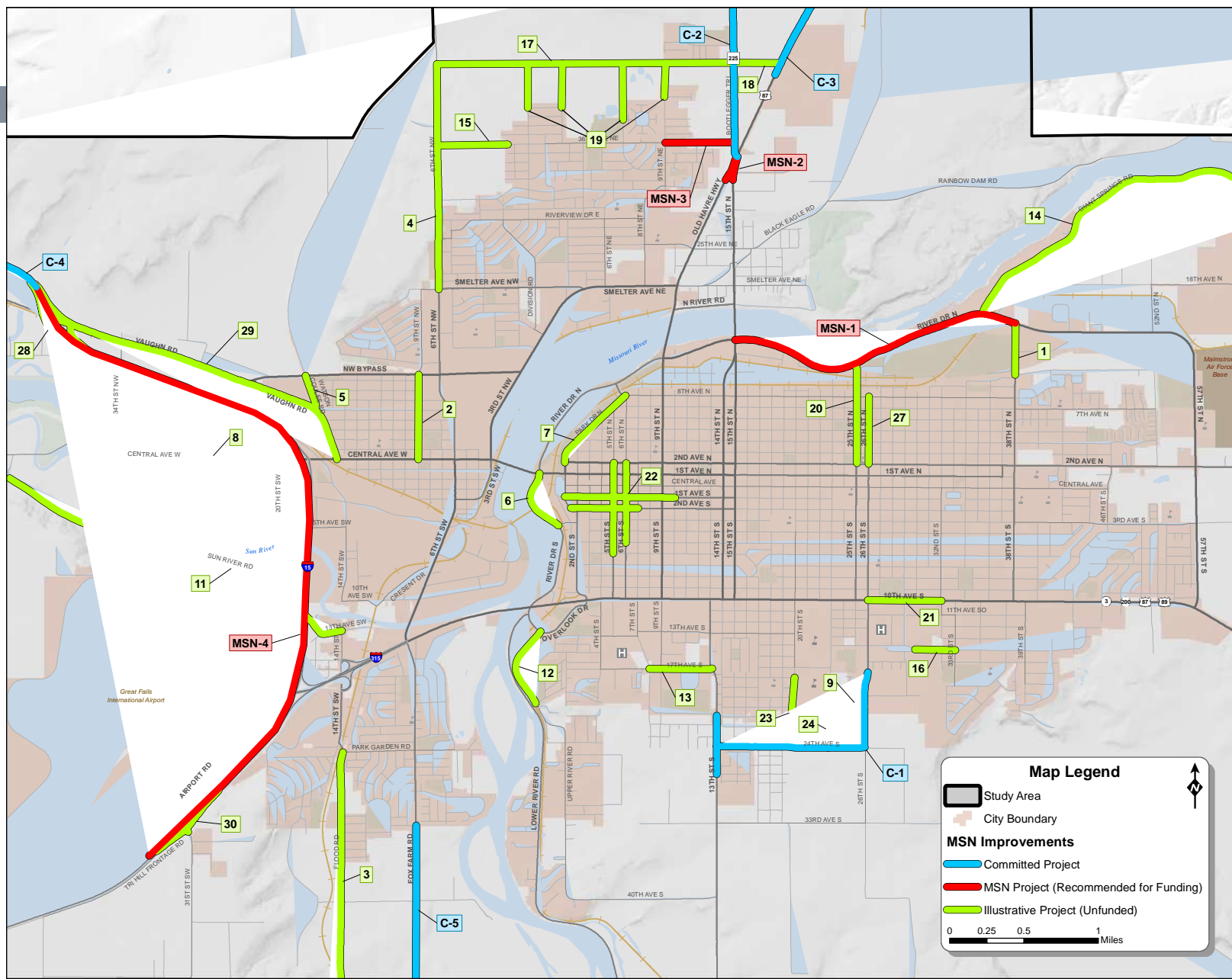
➤ **MSN-1: Reconstruct River Drive N (15th St N to 38th St N)**

➤ **MSN-2: Reconstruct US 87 (Old Havre Highway / 33rd Ave NE to Bootlegger Trail)**

➤ **MSN-3: Reconstruct 36th Ave NE (9th St NE to Bootlegger Trail)**

➤ **MSN-4: Interstate 15 (I-15) Corridor Study**

MSN Project Locations

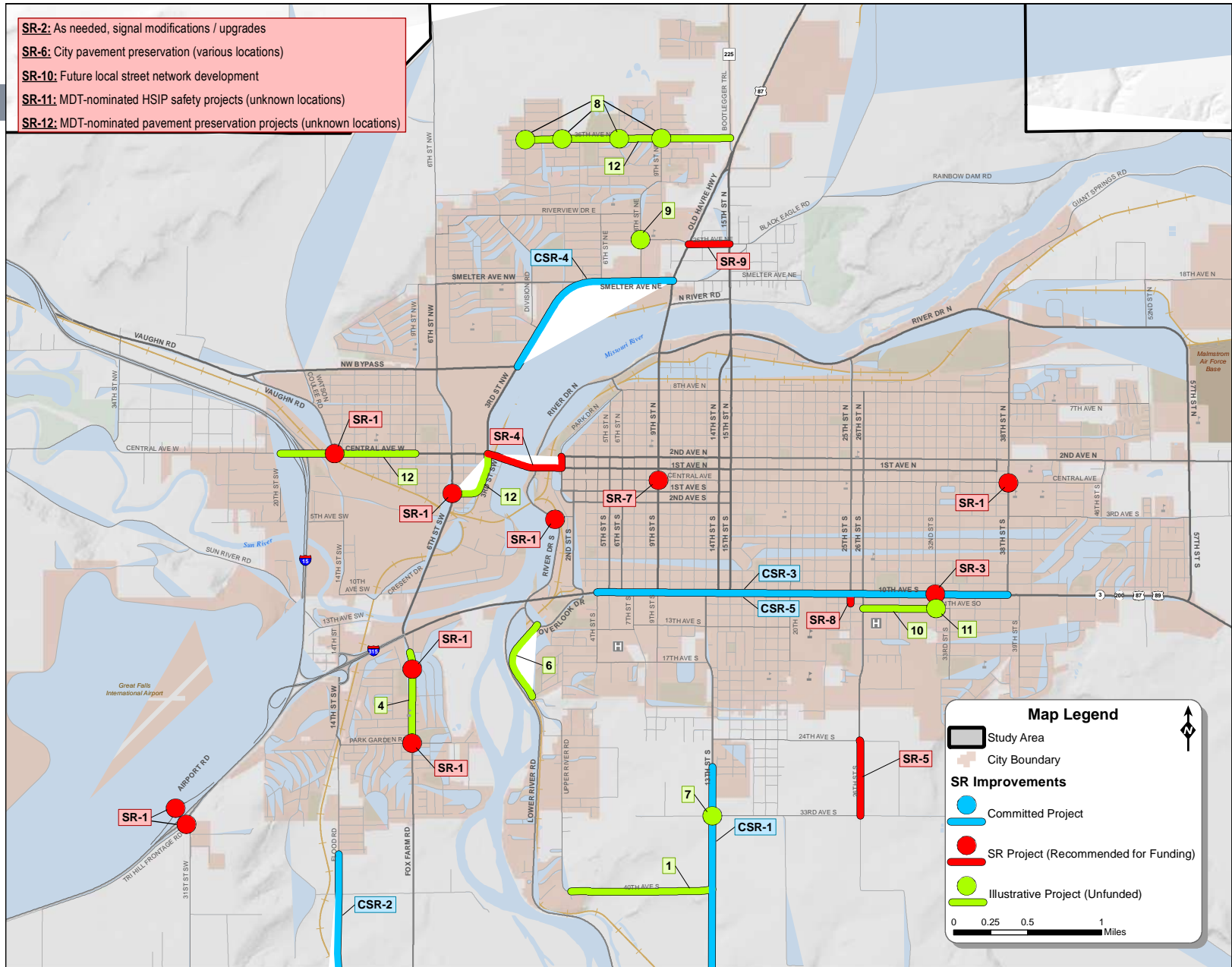


SR Project Definitions

Short Range (SR) Projects

- **Are relatively low cost, “tune-up” type improvements**
- **Generally cost less than \$500,000**
- **Reasonable within a five- to seven-year timeframe**
 - Intersection capacity concerns (signalized and unsignalized)
 - Pavement condition concerns (i.e. overlays, chip seals, etc.)
 - Crash concerns (i.e. sight distance improvements, better signing and/or pavement markings)

SR Project Locations



SR Projects – LRTP Summary

➤ **Committed**

- 9 projects total
- \$3,295,322

➤ **Recommended**

- 12 projects total
- \$13,751,657

➤ **Illustrative**

- 12 projects total
- \$12,410,000

- **CSR-1. Asphalt Overlay 13th St S (29th Ave S to Lower River Rd)**
- **CSR-2. Asphalt Overlay Flood Road (Delea Dr to Woodland Estates Rd)**
- **CSR-3. MACI Traffic Flow Improvements (10th Ave S Signals)**
- **CSR-4. MACI Traffic Flow Improvements (3rd Street NW Signals)**
- **CSR-5. GTFLS Signal Borders**
- **CSR-6. GTFLS Wrong Way Signage**
- **CSR-7. GTFLS Horizontal Curve Signing**
- **CSR-8. GTFLS Advanced Signal Flasher**
- **CSR-9. GTFLS Urban Maintenance Program**

SR Projects – LRTP Summary

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➤ **Recommended**

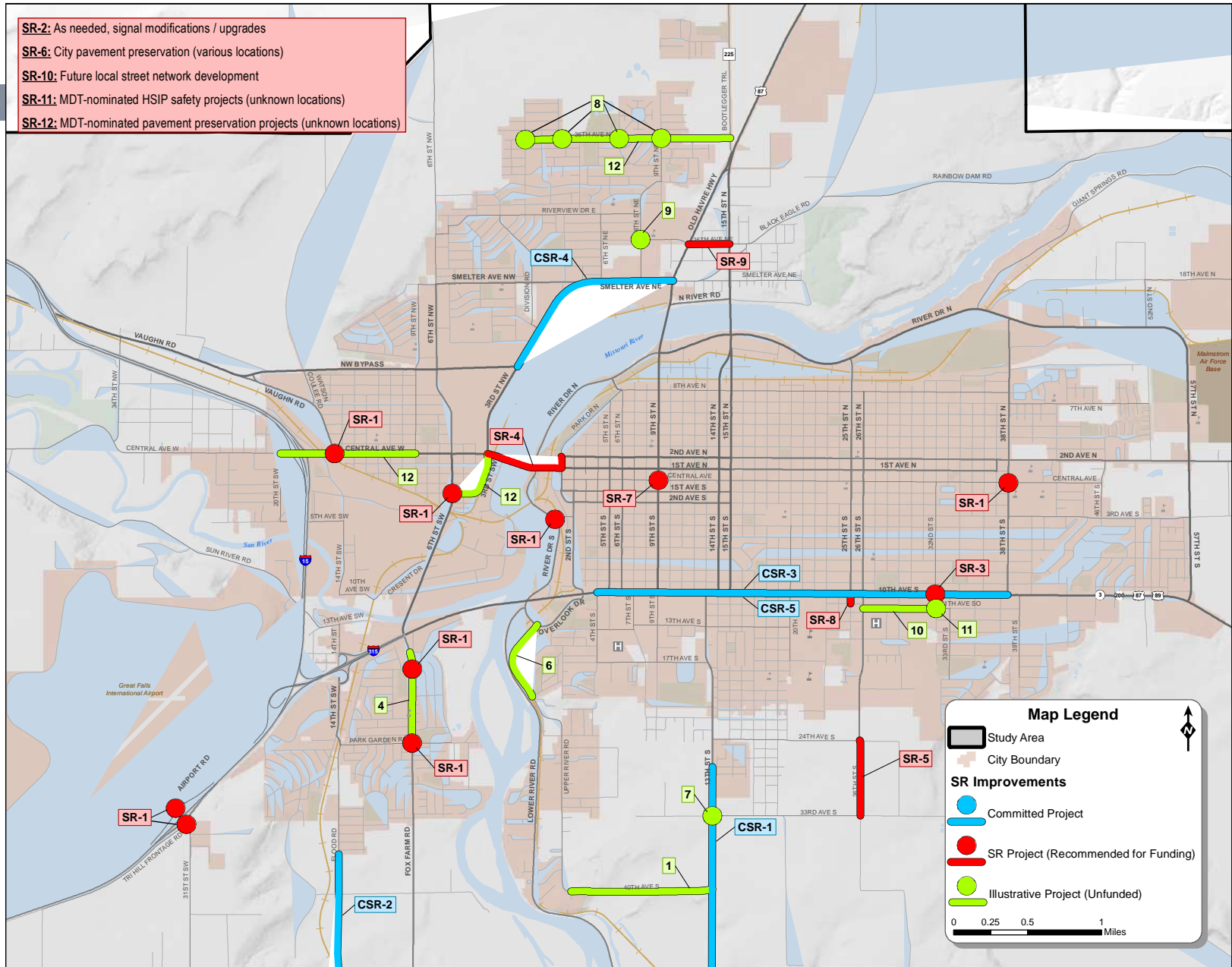
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➤ **Illustrative**

- 12 projects total
- \$12,410,000

- **SR-1. Signal Warrant Analysis**
- **SR-2. Signal Modifications / Upgrades / Roundabout Control**
- **SR-3. 10th Ave S and 32nd St S**
- **SR-4. Central Ave West - from 3rd St NW to 1st Ave N (at River Drive), including the 1st Ave N bridge and approaches**
- **SR-5: County Projects – 26th St S (between 24th Ave S and 33rd Ave S) and 26th St S and 33rd Ave S**
- **SR-6: Pavement Preservation Activities**
- **SR-7. Central Ave and 9th Street**
- **SR-8. 25th St S (10th Ave S to 11th Ave S)**
- **SR-9. 25th Ave NE, between Old Havre Highway and 15th St North**
- **SR-10. Future Local Street Network**
- **SR-11. MDT-nominated HSIP Safety Projects**
- **SR-12. MDT-nominated Pavement Preservation Projects**

SR Project Locations



Non-Motorized Network

- **Long-term vision**
- **If and when the system develops**
- **Subject to funding**
- **Numerous options identified**
 - **On-street bike lanes**
 - **On-street buffered bike lanes**
 - **Bike route / pavement “sharrows”**
 - **Shared-use paths (sidepaths)**
 - **Shared-use paths (independent ROW)**



On-Street Bicycle Facilities

BIKE LANE



Provides striped lane for one-way bike travel on a street or highway



On-Street Bicycle Facilities

Buffered Bike Lane



On-Street Bicycle Facilities

BIKE ROUTE



Provides for shared-use with pedestrians or motor vehicles, typically on lower volume roadways



On-Street Bicycle Facilities

SHARED-USE PATH (SIDE PATH)

Provides pathway adjacent to roadway for exclusive use by bicycles and pedestrians; requires consideration at driveways and minor intersections



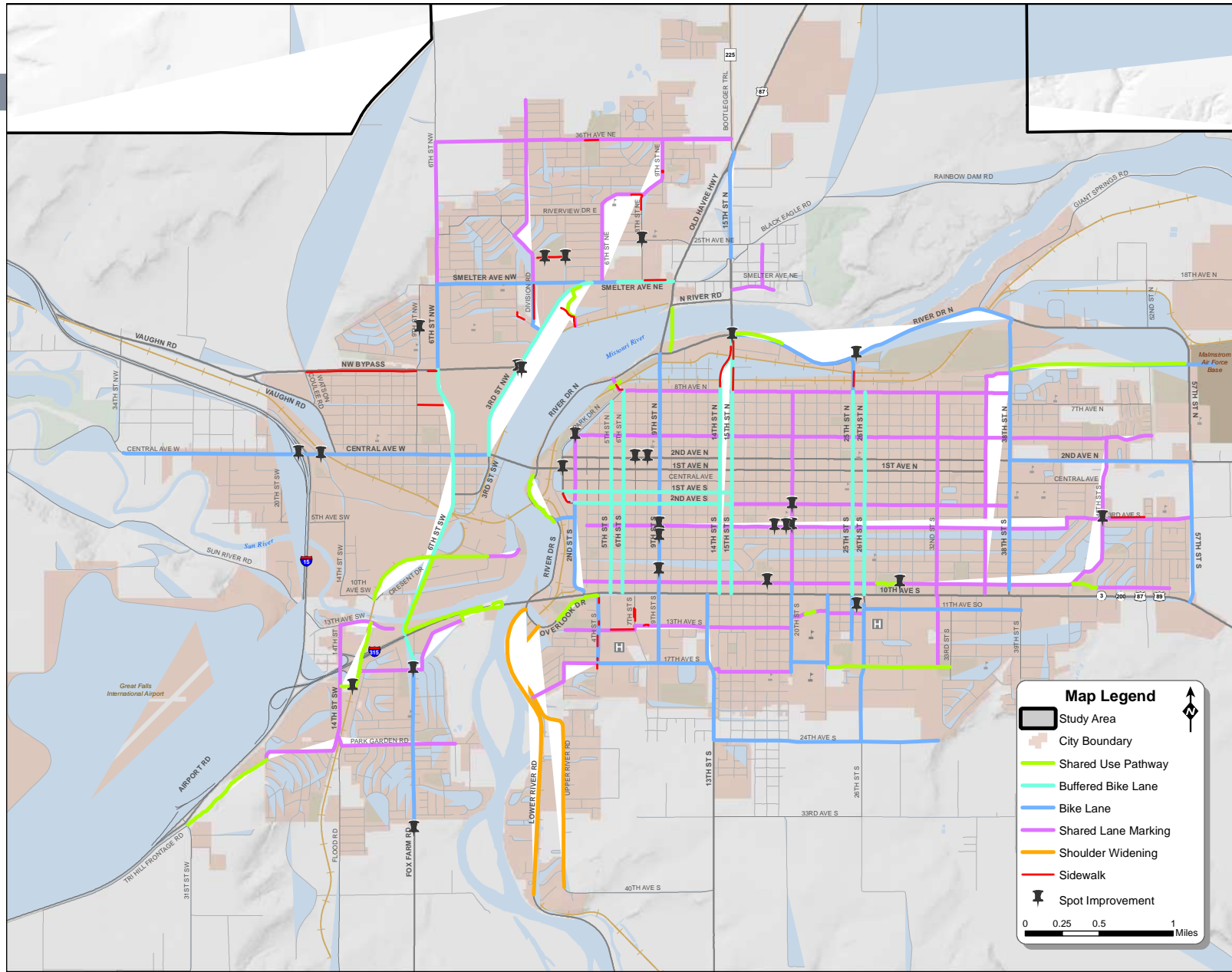
Off-Street Bicycle Facilities

SHARED-USE PATH (INDEPENDENT RIGHT-OF WAY)

Provides completely independent right-of-way for exclusive use by bicycles and pedestrians with minimal interruption



Non-Motorized Network Vision



Other Bicycle Recommendations

- Formation of a Citizen Volunteer based Bicycle and Pedestrian Advisory Committee
- Creation of an 'Alternate Modes Coordinator' position within the City
- Require through ordinance bicycle parking as a component of new development
- Request-A-Rack program in Downtown GF



Pedestrian Recommendations

- Filling of sidewalk gaps along the Major Street Network and in other key locations – **3 miles** of new sidewalks
- Crosswalks & Intersection improvements – 17 locations
- A sidewalk program to help repair and fill gaps on local streets



Program Recommendations

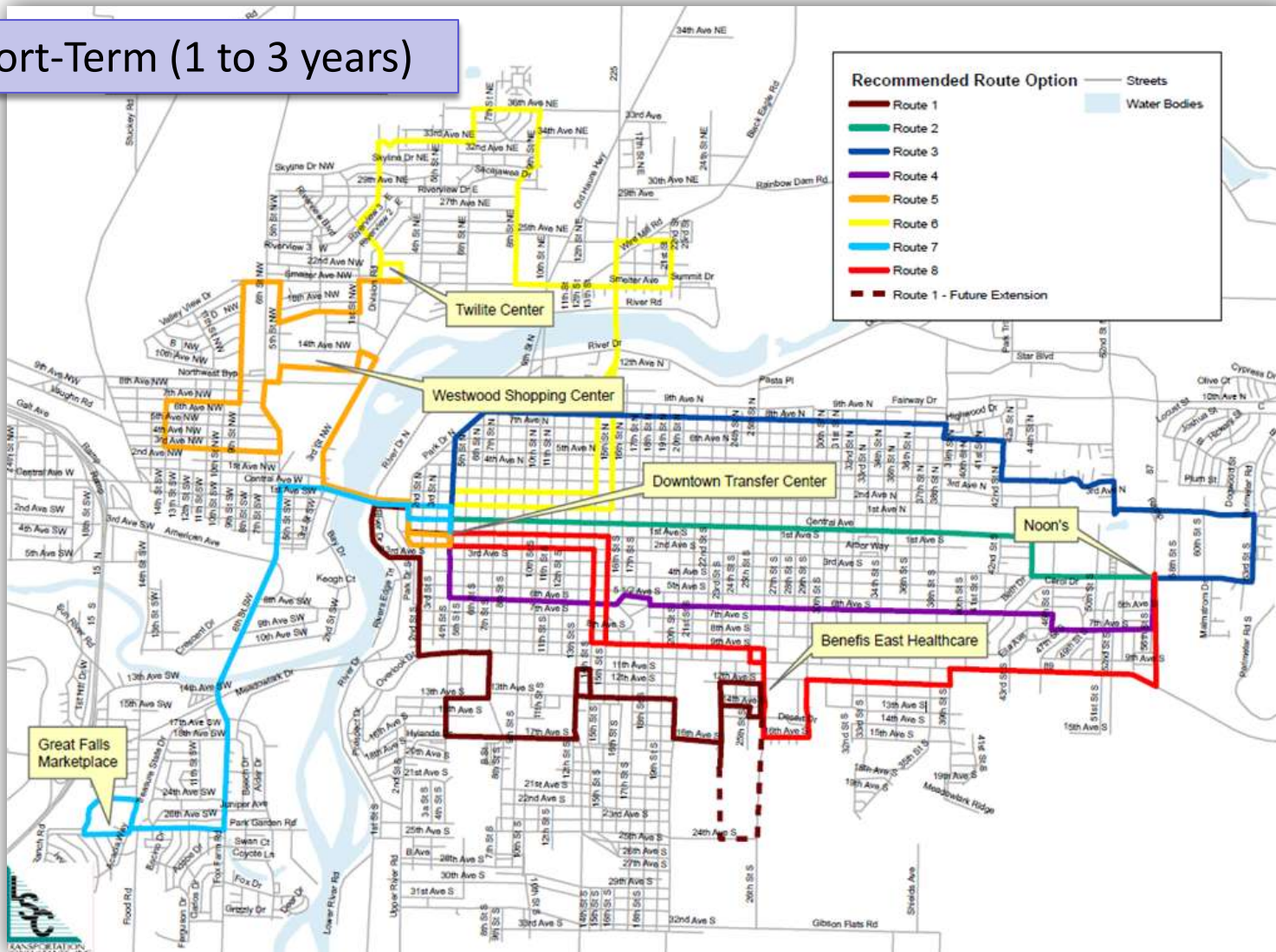
- County-wide Bicycling Map, incorporating trails and on-street bicycle facilities
- Encourage bicycle tourism
- Media Campaign
- Youth Safety Education
- Data Collection and User Counts
- Benchmarking report



Tacoma, WA's media campaign.

Transit Short-term Recommendations

Short-Term (1 to 3 years)



Transit Long-term Recommendations

Long-Term (4 to 5 years)

- Provide evening service for passengers
 - ▣ Current service ends at approximately 6:30 PM
 - ▣ Extend fixed-route service 30 minutes (until 7:00 PM)
 - ▣ Provide demand-responsive service thereafter
 - ▣ Contingent on funding increases

Chapter 10

Financial Plan and Fiscal Constraint



- **Overview of traditional \$\$\$ sources**
- **Revenue projection(s) over planning horizon (2035)**
- **MUST show **fiscal constraint** for:**
 - “Committed” projects
 - “Recommended” projects
- **“Illustrative” projects not subject to fiscal constraint requirement**

Revenue Projections (2035)

Funding Source	Current Account Balance	Current Annual Allocation (2014)	Projected Annual Allocation (per year)	Revenue Projection 2025	Revenue Projection 2035
NHPP – NH, IM*	0	\$ 2,792,000	\$ 2,800,000	\$ 30,800,000	\$ 58,800,000
H&IP Safety*	0	\$ 500,000	\$ 500,000	\$ 5,500,000	\$ 10,500,000
STPU – Urban	\$ 1,500,000 ^(A)	\$ 1,430,000	\$ 1,430,000	\$ 15,730,000	\$ 30,030,000
STPS – Secondary*	0	\$ 267,000	\$ 267,000	\$ 11,416,553 ^(A)	\$ 5,607,000
STP – Bridge*	0	\$ 1,773,000	\$ 1,773,000	\$ 19,503,000	\$ 37,233,000
UPP – Preservation*	0	\$ 1,392,000	\$ 1,392,000	\$ 15,312,000	\$ 29,232,000
TA	\$ 674,770	\$ 200,000 ^(B)	\$ 200,000 ^(B)	\$ 2,200,000	\$ 4,200,000
MACI - CMAQ	\$ 200,000	\$ 1,043,000	\$ 1,043,000	\$ 11,473,000	\$ 21,903,000
Operations & Maintenance (State)		\$ 1,652,600 ^(A)	\$ 1,653,000	\$ 18,183,000	\$ 34,713,000
Operations & Maintenance (Local)		\$ 376,100 ^(A)	\$ 377,000	\$ 4,147,000	\$ 7,917,000
State Fuel Tax (City)		\$ 993,170	\$ 1,000,000	\$ 11,000,000	\$ 21,000,000
State Fuel Tax (County)		\$ 200,920	\$ 201,000	\$ 2,211,000	\$ 4,221,000
FTA Sec. 5307		\$ 1,347,594*	\$ 1,150,000	\$ 12,650,000	\$ 24,150,000
FTA Sec. 5310		\$ 125,000***	\$ 125,000	\$ 1,375,000	\$ 2,625,000
FTA Sec. 5339		\$ 273,474	\$ 275,000	\$ 3,025,000	\$ 5,775,000
Other (Private, Bonds, TIF, CBD/G, etc.)/Local Transit Mill Levy		\$ 1,500,000***	\$ 1,500,000	\$ 16,500,000	\$ 31,500,000
TOTAL ^(A)				\$ 181,025,553	\$ 329,406,000

Funding and Fiscal Constraint

Fiscal Constraint Requirement

- Anticipated Revenue (year 2035) 
- Estimated Project Costs (Committed + Recommended) 
- Revenue **MUST EXCEED** Costs

Defines what projects can be considered

RECOMMENDED vs. ILLUSTRATIVE

Comparison of Costs and Revenue

Project Category	Estimated Total Costs	Estimated Available Revenue	Difference Between Costs and Revenue	Fiscal Constraint Met?
MSN, SR and NM Projects				
Committed	\$ 64,059,376			
Recommended	\$ 42,401,657			
TOTAL	\$ 106,461,033			
		\$ 131,040,000 ^(a)	\$ 24,578,967 ^(a)	YES
Transit Projects				
Committed	\$ 1,500,000			
Recommended	\$ 10,850,000			
TOTAL	\$ 12,350,000			
		\$ 12,350,000 ^(a)	\$ 0	YES
System Operations and Maintenance				
Local & State Combined (Year 2014)	\$ 2,030,000			
Local & State Combined (Projected 2015 to 2035)	\$ 40,600,000			
TOTAL	\$ 42,630,000			
		\$ 42,630,000	\$ 0	YES

(a) Funding programs selected as sources for estimated available revenue (year 2035) include: NHFF, HSIF, STPU, STPS, TA, and MACHMAQ.

Chapter 11

Other Transportation Considerations

- **Corridor Preservation**
- **Access Management**
- **Transportation Demand Management**
- **Traffic Calming**
- **Context Sensitive Solutions**
- **Livability**
- **Environmental Mitigation**
- **Future Major Street Network**



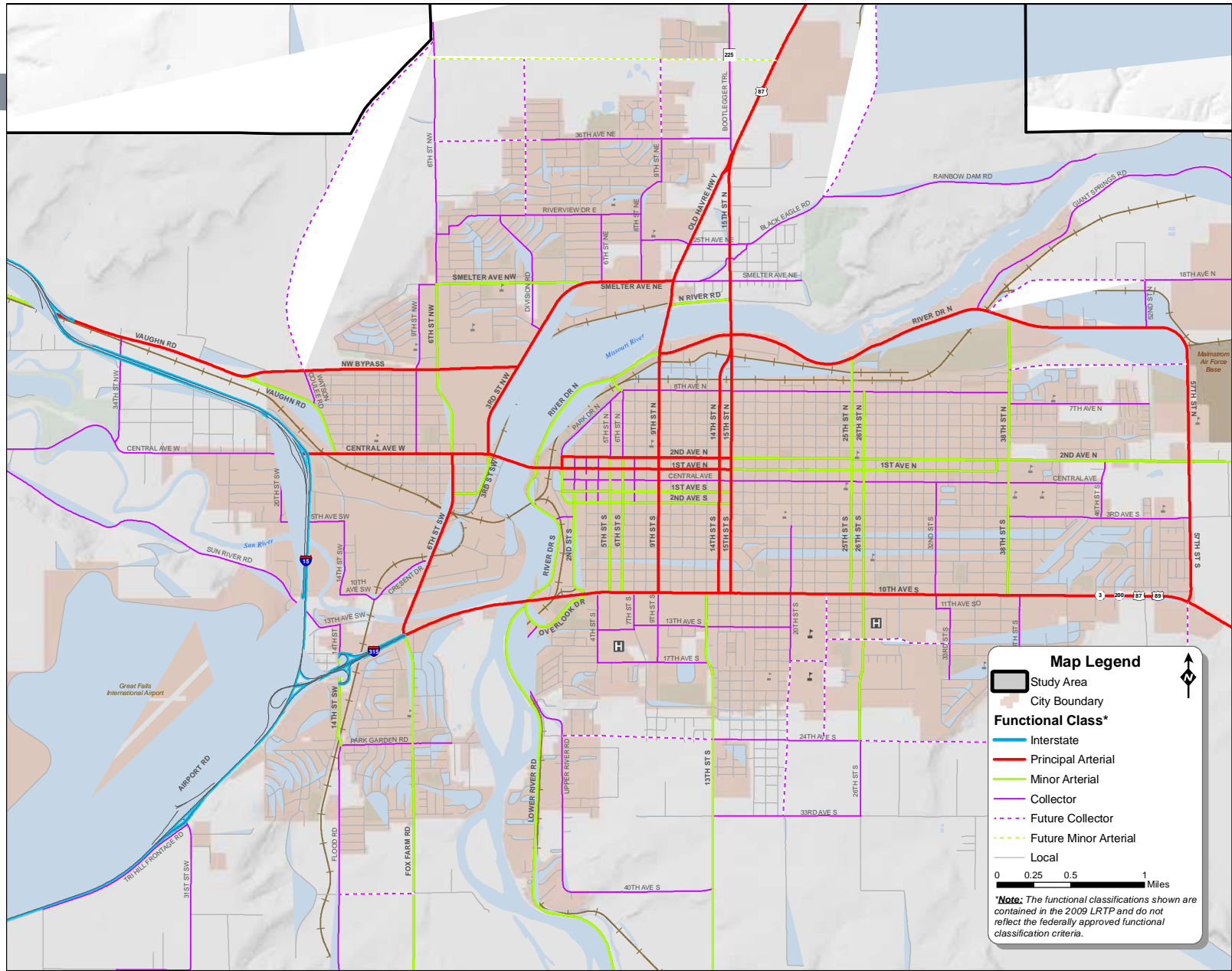
Chapter 11

Other Transportation Considerations

Future Major Street Network

- **Plan for the community's future street layout**
- **Intended as a planning tool**
- **Conceptual in nature**
- **May vary based on:**
 - Development patterns
 - Geographic features
 - Land ownership
- **Intended to establish an efficient and logical road network**

Future Major Street Network



Chapter 12

Conformity Determination

- **Consistency between Federal transportation planning process and Federal air quality planning process**
- **Requires a conformity determination to demonstrate that its LRTP, TIP, or any revisions to either will not adversely affect air quality**
- **LRTP is found to be in conformance with the applicable provisions of section 176(c) of the Clean Air Act, 40 CFR 93 Subpart A, and the Great Falls Carbon Monoxide Maintenance Plan element of the State Implementation Plan for the State of Montana.**


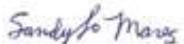

Public Comments Received



Public Comments Received

1	01/28/2014	Steve	Caldwell	<p>Please look at ways to make 26th street, south of 10 Ave S, more safe. There are 13 ways to enter and exit that street next to Benefis Hospital within a two block length.</p> <p>There are parking lots on both sides, street intersections and two marked pedestrian crossings. Plus the fact that it is an extremely busy street section with plans for a 260 unit apartment complex being proposed just a few blocks south of this area.</p>	<p>Thank you for your comment.</p> <p>Several projects have been identified in the LRTP to improve traffic flow in and around the Medical District. These include SR-3, SR-8, SR Illustrative 10 & 11, MSN project C-1, and MSN Illustrative 9, 16, 21 & 24.</p>
2	02/05/014	Doug	Wicks	<p>The LRTP is a great piece of work.</p> <p>Section 9.3.4.3. should acknowledge an existing source of trail user counts and data, that is funded by PPL MT and operated by Pinnacle Research, who has been collecting data on RET users since 2007.</p> <p>We have used their count information to bolster numerous grant applications over the years, most recently in the 2 TA grant applications. See attached.</p> <p>This has been a significant effort over the years and Kim Bergstrom of Pinnacle will be working Great Falls again this summer with counters and paid survey takers on bicycles and at trailheads. The annual reports include transcribed comments and suggestions from survey participants.</p> <p>Please add PPL Montana to the list of Coordinating Agency and Partners and recognize their work in the narrative of this section.</p>	<p>Thank you for your comment.</p> <p>Language has been added to section 9.3.4.3 of the LRTP recognizing PPL MT has a source for RET counts.</p>

Public Comments Received

3	02/18/2014	Sandy Jo	Mares	<p>West Great Falls Flood Control & Drainage District (District) P.O. Box 356, Great Falls, MT 59403-0356 Office: 429 - 19th St. SW, Great Falls, MT 59404-2735 Telephone: (406) 727-8961</p> <p>February 18, 2014</p> <p>Robert Peccia and Associates Attn: Great Falls Area LRTP P.O. Box 5653 825 Custer Avenue Helena, MT 59604</p> <p>RE: Great Falls Area Long Range Transportation Plan - 2014 DRAFT (Plan) Comments Non-Motorized Shared Use Pathways and Trails</p> <p>Plan References: 1.0, 2.3, 9.3, etc.; Table 2.3, Table 9.13, etc.; Figure 9.5 (map) and Figure 9.6 (map); Great Falls Area 2009 Transportation Plan (pages 44-45); etc. Appendix References: A.27, A.28, A.30; C.17; etc.</p> <p>In accordance with the MT 8th Judicial District Court eminent domain proceedings for the Flood Protection Project rights-of-way, the "public at large will <u>not</u> be allowed" on District property. The Plan "Sun River Trail" trespasses on District property and encroaches on the Flood Protection Project levee. All mapping and references to District property and/or the levee must be <u>removed</u> from the Plan.</p> <p>A vast majority of the Plan "Sun River Trail" carries over from the "2009 Update." The District Board of Commissioners submitted Comments (enclosed) on the Update, attended the Great Falls Planning Board Public Hearing #3 (3/10/2009) and the City Commission Meeting (3/17/2009), and received assurances that all District property and the Flood Protection Project levee had been removed from the 2009 Update. Additionally, the District was unaware of and never contacted for any of the Plan Non-Motorized Outreach sessions (Plan 2.3 Non-Motorized Outreach and Table 2.3).</p> <p>We request <u>written confirmation</u> that all mapping and references to District property and/or the Flood Protection Project levee have been <u>permanently removed</u> from the Plan.</p> <p>Respectfully submitted, The Board of Commissioners for the West Great Falls Flood Control & Drainage District:</p> <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  Daniel D. Kleinjan Commissioner & President </div> <div style="text-align: center;">  Sandy Jo Mares Commissioner & Secretary </div> <div style="text-align: center;">  Eric Bailey Commissioner </div> </div> <p>Enclosure: Copy of District Transportation Plan Comments and Enclosure, March 10, 2009</p>	<p>Thank you for your comment.</p> <p>Reference to a future Sun River Trail has been removed from the LRTP – from graphics, text and tables. This includes the removal of several Sun River Trail "connector" routes.</p>
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Public Comments Received

West Great Falls Flood Control & Drainage District (District)
c/o 429 - 19th Street SW
Great Falls, MT 59404-2735
Telephone: (406) 727-8961

March 10, 2009

Transportation Plan Comments
Great Falls Planning Board
P.O. Box 5021
Great Falls, MT 59403-5021

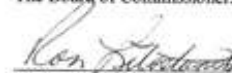
RE: Great Falls Area Transportation Plan - 2009 (Plan)

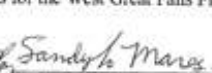
As a result of information contained in the Great Falls Area Transportation Plan - 2009, the enclosed "River's Edge Trail plans" map was published March 9, 2009 on the front page of the Great Falls Tribune. Please note that the high-lighted portion of the map's "Proposed (trail) extension" from 34th Street SW to 6th Street SW trespasses on District property and encroaches on the Flood Protection Project levee. This gross error must be corrected immediately by removing any and all District property from the Plan. Please note that Central Avenue West provides a connecting route from 34th Street SW/NW to existing, planned, and proposed trails.

The District was **not** aware that any of its property had been included in the Plan until yesterday's Tribune article. As the Local Sponsor of a Federal Flood Protection Project, the District must adhere to Federal/U.S. Army Corps of Engineers contractual obligations and regulations. Additionally, in accordance with the MT 8th Judicial District Court proceedings, the "public at large will **not** be allowed" on District property (Clerk of District Court File No. 67075A, Document No. 811, filed Nov. 13, 1979). Issues of safety, damage (specifically erosion), vandalism, illegal dumping, etc. also demand that District property and the Flood Protection Project be removed from the Plan.

Respectfully submitted,

The Board of Commissioners for the West Great Falls Flood Control & Drainage District


Ron E. Litostansky,
President/Chairman


Sandy Jo Mares,
Secretary


Daniel D. Kleinjan

Enclosure: copy Page 1, Section A, Great Falls Tribune, March 9, 2009

Public Comments Received

Great Falls
Tribune

River's Edge Trail

Monday
March 9, 2009
Page 1, Section A

Major expansion planned



Doug Wicks, a River's Edge Trail backer, says there are plans to link many neighborhoods to the trail this year. Prospect Heights up by the Big Flag is gaining access on a path under Warden Bridge and through a tunnel under Lower River Road.

'A lot of neighborhoods are going to be linked up'

By RICHARD ECKE
Tribune Staff Writer

River's Edge Trail is spreading across the Great Falls area like Spider-Man's web. Project backer Doug Wicks and his colleagues have done amazing things in stretching the recreational trail to nearly 31 miles in length.

Wicks, president of Recreational Trails Inc., reports there are big plans for expanding access to the trail this year.

"There's going to be a lot of new neighborhoods that are going to get linked up this year," Wicks said. "It's going to be huge."

Neighborhoods that may obtain connections to the pop-



ular trail are Prospect Heights, the Fox Farm area and the east end.

However, some of those connections will not be

labeled River's Edge Trail, according to Andrew Finch, the city's senior transportation planner.

"Obviously, River's Edge

Trail is along the river," Finch said. Once the entire system is completed, it will be a broad

See TRAIL, 5A

Public Comments Received

4	02/20/2014	Shyla	Patera	<p>I, Shyla Patera, wish to submit these comments for the Great Falls LRTP. As I have attended the public meetings for this process, I wish to commend the process that was undertaken. That being said, I hope my comments will be constructive as a possible. Being a transportation ally and advocate, I have been excited to become a concerned citizen. I agree with the projects that are committed stipulated and illustrative. Given that the Long Range Transportation plan is both a snap shot and a projection of community growth and needs, I generally believe that the plan captures both the potential and pitfalls of transportation planning in Great Falls. As community member and a general TAC attendee, I also have concerns about funding. If funding remains at current levels in the future how will TAC members be to maintain and expand our urban, state and county road system if we have to shuffle funding sources and take streets off Great Falls urban system or add <u>streets</u>.</p> <p>As a wheelchair user who would be considered a pedestrian, I am concerned that many neighborhoods in Great Falls do not have continuous curb cuts and sidewalks. This is particularly concerning in neighborhoods around our schools. Why are curbs rounded in our community?</p> <p>I have concerns about alley ways with regards to curb cuts and gravel. Many chair users cannot access alley ways and gravel. As a person with a disability, I also have concerns about signal timing all around the City of Great Falls. When these signal times are tested, they should reflect both auto and pedestrian traffic. 9th Street and down town area is a particular concern. However, the same things could be said of our entire community network. I also have concerns about many of the bike lane pictures and solutions shown affect accessibility connectivity. It would be nice to see some of this addressed throughout the life cycle of the plan.</p> <p>As a transit user, I realize that our current system may be operating at its optimum capacity for now. How are we as a community going to account for current and future growth? In GFT Transit 10 year plan, there are plans to split Route 1 into two runs to accommodate the medical corridor. Some areas that are projected to grow may not have current services of fixed route and or <u>paratransit</u> (i.e. the airport). As Great Falls residents age, GFT may need to ensure that it maximizes and expands its <u>paratransit</u> fleet if necessary. Current riders would also like to see expanded services- a demand response evening system was talked about in GFT 10 year TDP. I hope that we maximize future funding and coordination to make some of the GFT options a reality. I would also advocate for a community wide accessibility committee. Access benefits all. To increase participation to transit planning, outreach to disability community is essential.</p> <p>As a neighborhood Council 2 resident and worker of North Central Independent Living Services Inc., I am extremely pleased to see projects impacting the NW and NE neighborhoods particularly expansion and work around 9th Street NW and 36th Avenue NE. As an employee of NCILS I am pleased to see improvements recommended to Old Havre HWY as well as 25th Ave NE. But as I stated all improvements are needed</p>	<p>Thank you for your comment.</p> <p>Your comments have been noted for the record.</p>
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Public Comments Received

5	02/20/2014	Dan	<u>Kleinjan</u>	I am a resident in West Great Falls, according to your travel plan -2014 draft the Non-Motorized Shared Use Pathways and Trails shows the Rivers Edge Trail using the West Great Falls Flood Control and Drainage District's Levee system as a walking / bike path. This is my back yard and many other adjacent land owners with the levee running very close to our homes. This is invading my privacy. The Levee system is a no trespass and a permit required area with areas of security fencing to keep the public out. The residents of the Flood District pay to maintain and protect this project. The neighbors that I have spoken to do not want to have the public in their backyards either and <u>were</u> shocked that we were not contacted for our input on the matter.	Thank you for your comment. Reference to a future Sun River Trail has been removed from the LRTP – from graphics, text and tables. This includes the removal of several Sun River Trail "connector" routes.
6	02/21/2014	Sandy Jo	Mares	Reference Great Falls Area Long Range Transportation Plan - 2014: 1) Matrix Floodplains page 319: correct spelling for US Army Corps of Engineers address - 1616 Capitol Avenue (Capitol with an "o") 2) Appendix A page A.15 - same spelling correction needed. Thank you.	Thank you for your comment. Spelling revisions have been made as noted.