

COMMENTS RECEIVED DURING TMP PROCESS

Technical Memorandum

April 25, 2017



prepared by:
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prepared for:
City of Bozeman & Montana Department of Transportation

Comments Received during Public Comment Period

ID	DATE RECEIVED	COMMENT	RESPONSE
01	**15-Feb-2017** **Becky**	**Name** Becky **Comment** Has the TMP team worked with MSU's WTI and the FHWA, especially to integrate guidelines where appropriate from their Dec. 2016 Small Town and Rural Multimodal Networks resource? Highly recommended... https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf **Email** rowensnz@yahoo.com **Sent on:** 15 February, 2017	**NO CHANGE RECOMMENDED** Bozeman and the TMP has many of the elements in the *Small Town and Rural Multimodal Networks* guide represented. There are a few treatments in the guide that are not represented herein. These include the painted pedestrian lane and advisory shoulders. We have not recommended adding either of these treatments as they don't typically fit within Bozeman's urban context. The City of Bozeman is free to implement these other treatments as interim measures in certain contexts, however the TMP recommends the recommended permanent installation.
02	**19-Feb-2017** **Barbara Geller**	I heard about the TMP meeting next month, so I went to the website and read (or at least skimmed) several of the documents. First: Wow! Talk about a thorough analysis and plan. I'm impressed. Vehicle traffic: 1. I was pleased to see a number of roundabouts proposed, even though you say they are more costly. I also noticed that they are way more popular in the poll than I expected. I much prefer roundabouts to traffic lights both because they save gas and pollution in non-peak times and because they help keep Bozeman feeling like a small town. Plus, traffic lights are just weird in residential areas. Maybe we need to put some effort into figuring out how to make them cheaper. a. My one concern, though, is that roundabouts like the ones at College & 8th and Baxter & Equestrian, which direct bikes up onto the sidewalk, are scary for bikes that are going straight instead of turning right, because, once the bike is up on the sidewalk, drivers don't expect to see the bike shoot across the next street. I bike in the vehicle lanes on those roundabouts because it's safer to make the car slow down behind me than to let it broadside me. 2. MSN-6: My bias is to build roads to connect the areas that will have denser development. If you believe in "build it and they will come", then expanding Springhill Road is tantamount to encouraging land-wasting, well-dependent, septic-dependent ranchettes to proliferate. We should do everything we can to encourage development inside the city limits and on our wastewater treatment system, including not making it easier for people to live outside the city limits. Don't waste the $2.9M on this project. Or at least move it 24 years out in the queue. Most of my comments have to do with bikes: 1. There is a section of the report that cites advantages and disadvantages of concrete, asphalt and gravel for multi-use trails, mainly in terms of capital cost and maintenance, but I think there are other considerations. If the objective is to increase bike commuting in winter, asphalt seems to melt	**NO CHANGE RECOMMENDED** Thank you for your comment. **NO CHANGE RECOMMENDED** Bikes are permitted to enter the travelled way of the roundabout and proceed as a vehicle. Bike lanes around the perimeter are unsafe and are prohibited through FHWA guidance. **NO CHANGE RECOMMENDED** Springhill Road is identified as a potential improvement sometime over the 24-year planning horizon. It is not a priority, nor a project to encourage development of any sort in that area of the community. If and when the roadway begins to deteriorate, reconstruction should be evaluated for wider shoulders and turn bays/lanes at appropriate locations. **NO CHANGE RECOMMENDED** Expansion joints can be constructed so that they are saw cut rather than troweled, this results in a smooth surface.

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		faster. Personally, I avoid biking on concrete sidewalks because of the obnoxious, and sometimes dangerous, gaps between concrete slabs. But if the objective is to make these paths multi-use, bear in mind that those of us with aching joints prefer to walk on the softer gravel surface. 2. The research that I've seen says that making downtown areas more bike friendly increases retail traffic. Right now, our downtown is not at all bike friendly. I was glad to see the proposal for a bike lane on Babcock and removal of parking to create the bike lane, but the idea of a two-way bike lane on a one-way street and on the left side of the traffic is scary. Maybe I'll like it better when I see it. But at least you're trying! (And what happens to bikes when the westbound bike lane ends and they are then facing oncoming traffic?) 3. Mendenhall is scary for both bikes and pedestrians because the parked cars obscure line of sight and because a car in the first lane might stop but not the second lane. I think you're talking about creating pedestrian bump-outs on Mendenhall, similar to those on New Holland. As a bicyclist, I hate the bump-outs on New Holland because they throw me into the lane of vehicle traffic when the cars are not expecting it. I would suggest you consider center islands ("pedestrian refuges"), similar to the one at Durston and 25th, to protect pedestrians instead, without impeding the flow of bikes in the traffic lanes. 4. And, really, is anyone ever going to have the guts to propose eliminating parking so we can have a bike lane on Mendenhall? Or eliminate a lane of vehicle traffic? 5. I chuckled when I saw the map that delineated what areas only "fearless" riders will go on. You assume that people are afraid of two-lane roads with minimal shoulders, but that's exactly the kind of route that the BWAGs (Bozeman Women's Activity Group) rides all summer, with the important caveat that we go mid-day when there is less traffic and seek out less-traveled roads (like South 3rd instead of South 19th). Please don't fall into the kind of thinking that Rep. Kerry White of Bozeman and Rep. Usher of Billings have fallen into, where they propose banning all bikers (& pedestrians) from two-lane roads. 6. Was there an overriding vision for bike connectivity? I didn't see it. 7. BL-1 through BL-21 could be done for a total of $170,000. That's cheaper that all but 8 of the 14 CTSMs and 39 TSMs. Let's do them all! Pedestrians: 1. I was glad to see pedestrian refuges proposed for the West Side Trail, east of Hunters Way. Since the opening of Meadowlark Elementary, Durston gets a lot more traffic and it can be hard to cross. A mid-block crossing aligns with the trail and avoids all the turning vehicles. Brilliant. Thanks for all the hard work on this plan. Barbara Geller	Concrete may have a slightly higher melt time, but the City of Bozeman has limited funds for surface maintenance and concrete will last multiple times as long as asphalt. As the system grows the City of Bozeman will not easily be able to maintain an asphalt system. **NO CHANGE RECOMMENDED** Orienting a two-way bike lane on the left side of a one-way street is becoming common practice. Design consideration does need to be given to transitions and intersections to perform well. **NO CHANGE RECOMMENDED** Bump-outs would extend into the parking lane and would not block bicyclists travelling in the travel lane. It is more dangerous for bicyclists to weave in and out of the parking lane than travel straight in full view of motorists. Center islands for one-way streets like Mendenhall are unconventional. **NO CHANGE RECOMMENDED** Thank you for your comment. **NO CHANGE RECOMMENDED** Fearless riders make up between 1-3% of the overall population. They may require education and training to get there, but it has been proven that the vast majority of the population will only use a bicycle if some form of facility exists for them to ride in. It is possible that the BWAGs all fall into this small subset of the overall population. It is not a measure of danger, but of comfort. The concept is part of an analysis process that uses the information to identify improvements. **NO CHANGE RECOMMENDED** This is encompassed in the overall plan vision and goals. There is no separate 'bike' plan as part of the TMP. **NO CHANGE RECOMMENDED** Thank you for your comment. **NO CHANGE RECOMMENDED** Thank you for your comment.

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3	**23-Feb-2017** **Cheryl Bartholomew**	**Name** Cheryl Bartholomew **Comment** I am one of many in our community advocating aging in place support systems for Bozeman. Recently we formed a community committee to voice the concerns and needs of the older adult population and plan to apply for AARP Network of Age-Friendly Communities status. AARP, in conjunction with the World Health Organization offers a five year plan to improve, coordinate and implement community support systems by better utilizing resources at a national, state and local level resulting in the creation of a more inclusive city for all ages. Improved public transportation is a key component to this movement. Because age friendly communities favor pocket neighborhoods over suburban sprawl development, local shuttle services are popular alternatives to helping persons with disabilities or those who no longer drive navigate to more than just the doctor's offices, grocery store or mall. Aging Baby Boomers want to remain in their homes for as long as possible. In order to remain socially and/or vocationally active in their communities, they need transportation options that are safe, reliable, affordable and accessible. With improved coordination of housing, transportation and land use policies communities can help ensure that older adults can access necessary services and amenities in their neighborhood/city. Given our climate, it is unacceptable for public transportation to offer inadequate schedules or to expect residents to wait at unsheltered bus stops, exposed to dangerous elements. Para transit services that provide origin to destination trips in specialized vehicles to accommodate persons with disabilities is one option. But, the three-quarters mile radius guideline and the requirement that riders have a disability to be eligible to ride this system leaves many frail adults without reliable transportation. Supplemental transportation is another option, offering door to door service for non-driving adults, some of which arrange for a driver to stay with the passenger at the destination, until he is ready to return home. Often this service is offered through coordinated efforts with religious institutions. While we have Human Services Transportation in Bozeman, there is room for improvement. We also need to guarantee that age friendly, affordable housing is available in close proximity to these transportation options/ routes. This is not the same as low income housing. Housing, land-use and transportation need to work together to ensure availability of housing affordable to a variety of incomes in key locations. Older adults need Transit-Oriented Development to be available no more than a quarter mile from transit access. We need to take steps to preserve transit-accessible subsidized housing developments. Finally, we need to ensure that our transportation department is aware of grants and funding offered at a federal level and are applying for available assistance. The Administration for Community Living should be monitored and utilized as a resource for such opportunities. https://acl.gov/About_ACL/FederalInitiatives/Transportation.aspx https://acl.gov/Programs/CIP/OCASD/Transportation/index.aspx http://web1.ctaa.org/webmodules/webarticles/articlefiles/Inclusive_Techniques_Michigan.pdf Thank you for the opportunity to present my views and concerns. I look forward to learning about how you plan to address these issues in the short term and long term. **Email** fitseniors@gmail.com **Sent on:** 23 February, 2017	**NO CHANGE RECOMMENDED** Thank you for your comments. Housing, land-use and transportation are connected in many ways as you've described. Streamline and Bozeman area paratransit providers do their own advanced level of planning for services. Unfortunately, these services are heavily subsidized and it all comes down to having the funds to expand and service the segment of the population you advocate for. Given the limited resources and scope of this planning effort, a community-wide discussion on housing, land use, transportation and other is best left for the pending Community Plan Update We have identified targets and performance measures for making transit a viable component of the community's transportation system. Additionally, we have identified a robust bicycle and pedestrian network that when fully built out will allow for improved mode choice and provide more robust travel options in the community.
4	**27-Feb-2017** **Linda DuPriest**	Howdy Jeff: Nice work on the TMP! I've been poring over it these past few weeks, and look forward to the meeting on Thursday.	**NO CHANGE RECOMMENDED** The striping plans were drawn under generally broad guidance and don't get into the details of car lane/bicycle lane widths, crossings etc. This effort was a high-level attempt to define road configurations based on functional

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		Quick question: will it include typical roadway sections? I ask because many of Joe's bike facility recommendations incorporate a variety of bike lane widths and treatments, yet the striping plans in the Appendix appear to show a one-size-fits-all 5ft bike lanes on those streets. Will the final TMP have bike lanes width recommendations based on traffic volumes, posted speed, roadway classification, etc for new development and roadway projects going forward after the plan is adopted? If you don't have time to answer this now, could it be addressed at the meeting Thursday? Thanks a lot. I'm contracting with the City of Bozeman (through WTI) these days to help with their bike/ped implementation. Best regards, Linda DuPriest, AICP LDP Strategies 406/589-5779 linda.dupriest@gmail.com 1139 N. Spruce Dr. Bozeman, MT 59715	classification only, assuming everything is urban. Details about bike lane widths would be reviewed with individual projects. **NO CHANGE RECOMMENDED** Thank you for your comment. The striping plans drawn for Appendix K use typical sections from the 2007 LRTP Update.
5	**1-Mar-2017** **William Locke**	**Name** William Locke **Comment** I have lived on the NW corner of Kagy and Sourdough since 1982 (when Kagy was a dirt road), and commuted to MSU until 2010. Comments: A) When upgrading Kagy (MSN-1), please move the bike path to the north side for two reasons. 1) the bulk of the users live on the north side, and they currently use the narrow sidewalk as a bike path for convenience. 2) The north side is open to winter sun, thus commonly melts out, whereas the south side is shaded by many trees and bushes and remains icy all winter in spots. B) Please consider re-grading the chicane across the spring creek between VVGC and Kagy Corner to eliminate the reverse grading westbound that each winter throws vehicles out of the traffic lane. C) The Kagy/Sourdough intersection is problematic during icing events when E-bound traffic on Kagy attempts the left turn into Sourdough (towards Church). A traffic light will not fix this, but as an expat New Englander I have never seen a rotary on a hillside! This will take some serious thought! **Email** wwlocke3@gmail.com **Sent on:** 1 March, 2017	**NO CHANGE RECOMMENDED** Thank you for your comment. Your comment is recorded and has been made available to the City of Bozeman Public Works Department.
6	**1-MAR-2017**	As I'm sure you're all aware by now, there is a gap in the shared use bike path along North 19th between Rawhide ridge and Baxter lane. Specifically through an empty lot and behind UPS. Although the Flooring place and the Town Pump have sections of trail. Could we put completing this section of trail into the plan? This may have already been addressed. Thanks for all your hard work! P.S. I've been especially relieved to see how well city roundabouts have worked for auto and pedestrian traffic, though I was initially skeptical. D-	**NO CHANGE RECOMMENDED** North 19th Avenue in this area is designated for future bike lane development as defined in project BL-17. There is a gap in the shared use path and it is on the City's radar. Work will have to be undertaken to secure right-of-way and funding before the gap could be closed.
7	**1-Mar-2017** **William Locke**	**Name** William Locke **Comment** MSN-30: Church Street does NOT extend to Kagy, no matter how logical it may seem. The simplest way to resolve it is to plant a sign at the Church/Sourdough transition as has been done thousands of times in	**NO CHANGE RECOMMENDED**

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		other jurisdictions. Alternatively, make the proposal for a street name change, have the public hearing, and act on the outcome! **Email** wwlocke3@gmail.com **Sent on:** 1 March, 2017	Thank you for your comment. Your comment is recorded and has been made available to the City of Bozeman Public Works Department.
8	**1-Mar-2017** **William Locke**	**Name** William Locke **Comment** CMSN-11: I hope that the long-anticipated reconstruction of North Rouse will remedy the past abuse to Bozeman/Sourdough Creek and will reflect the USACOE designation of the street and neighboring properties as lying within the 50-year floodplain! This is an opportunity to reduce flood risk by acquiring properties before, rather than after, flood damage. **Email** wwlocke@gmail.com **Sent on:** 1 March, 2017	**NO CHANGE RECOMMENDED** Thank you for your comment. Your comment is recorded and has been made available to the City of Bozeman Public Works Department and the Montana Department of Transportation.
9	**2-Mar-2017** **Chris Forrest**	To Jeff and the rest of the planners: I live south of town near Hyalite Canyon. I hope you will make it a high priority to push S. Fowler through from Rosaurs to Hyalite. Additionally, I hope all of S. Fowler will be paved. Thank you for taking time to read of my suggestion. Respectfully, Chris Forrest, Navy SEAL (406) 451-6062 www.tacticmt.com	**NO CHANGE RECOMMENDED** Thank you for your comment. As part of this TMP we have identified extending Fowler Avenue south to Stucky Road during the planning horizon. We have not shown Fowler being extended south to Hyalite at the present time. This could be revisited in the future if and when development occurs.
10	**2-Mar-2017** **Jon and Mary Carpenter**	Jeff, Our family owns the intersection of Story Mill and McIlhattan roads in Bozeman including land outside of the public right of way, adjacent to property owned by the Bridger Golf Course. Story Mill road, north of Bridger Drive was originally a gravel county road and where it crosses Bridger Creek. It was originally designed to be a straight "section boundry " road going up the hill to the North. Due to the meandering Bridger Creek and because it would have been more expensive to cross the creek several times the road swings inward to the East across our property. Due to significant residential growth in the area the traffic has increased dramatically. Three issues which are likely to become worse are: -traffic crossing the narrow bridge over Bridger Creek to the south about 100 yards from our mailbox. Signs put up last year advise drivers about pedestrians and cyclists but the curve at the bridge minimizes reaction time and creates dangerous conditions for vehicles and people. Note also that the Bozeman Transfer Station is located north of the intersection on Story Mill which adds large trash trucks to the traffic mix. -traffic on Story Mill coming south down the hill having little time to slow down at the intersection	**NO CHANGE RECOMMENDED** Thank you for your comment. Your comment is recorded and has been made available to the City of Bozeman Public Works Department. We have identified long-term needs in this area identified as project MSN-35 [Story Mill Road North / McIlhattan Road (Bridger Canyon Drive to Landfill)]. Specific design issues would be identified at that time in terms of roadway alignment, vertical grades, bridge width, and signing and pavement markings.

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		-traffic coming east on McIlhattan not realizing the intersection exists, resulting in dangerous crossing into our and neighbors fences, driveways and mailboxes. This happens several times a year. We would be open to meeting with you to outline property boundaries, accident history, possible trail installations to connect GVLT trails to the area. Unfortunately there doesn't appear to be an easy solution but these issues will most likely become critical once serious accidents occur. Sincerely, Jon and Mary Carpenter 1380 Story Mill Road Bozeman, MT 59715 Tel: (406) 581-8476	
11	**02-Mar-2017** **Richard and Carol Belgrad**	We are unable to attend this meeting, but want our voices heard. We in Saddle Ridge Homeowners Association just found out about this hearing by chance yesterday. At first glance, this looks like the road will be going over very uneven terrain, across private property, and not even directly connected to Goldenstein. Where are the easements and the public rights of way? Which developers will this potentially benefit? And why weren't the adjacent homeowners' associations notified? Richard and Carol Belgrad, 9200 Trooper Trail, 59715	**NO CHANGE RECOMMENDED** We do not have any actual recommendation to design, construct and/or develop a Goldenstein extension to the east. The dashed line representing a possible extension is only indicated so IF AND WHEN a landowner desires to subdivide that there is some high-level knowledge that the City of Bozeman may indeed try to partner for a future road IF annexation into the City of Bozeman is desired. We were asked to try and represent that in the TMP maps, and also conceptually in an appendix. I believe in the appendix we have such a disclaimer to that effect. For reasons you've indicated, it is highly unlikely that anything could ever be developed. There is no project planned; however this possible extension in the future has been represented for several decades in past Bozeman transportation planning efforts.
12	**03-Mar-2017** **Reno Walsh**	Hello Jeff, Reports suggest 20 to 40 additional trains will top the 15 trains per day that passed through Bozeman currently. Each train offers Bozeman Noise Pollution, Traffic Issues, Air Pollution and real Safety Concerns. The City of Bozeman needs to install Safe Rail Crossings at the Rouse and L Street Crossings as a part of the overall Rouse Improvement. Safe Rail Crossings save lives. Safe Rail Crossings reduce noise pollution. Federal law requires trains to blow their whistle five times at each intersection that is not a Safe Rail Crossing. This law is overridden by making the crossing safe and thus a "Quiet Zone". As it is today. If 20 trains pass through Bozeman a day, trains are blowing their whistles 60 times per day.	**CHANGE RECOMMENDED** Thank you for your comment. We would advocate to add an additional TSM project for the City of Bozeman to consider in terms of preparing a Rail Crossing Noise Mitigation Study. This Study would be more in depth that what can be accomplished in the TMP. The results of this type of study would identify mitigation needs and costs at the at-grade rail crossings that could result in eliminating train whistle noise within the community.

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		The basics are this; the local road authority (not the RR) must install and pay for a positive separation from the tracks – there can be no way for a driver to drive around the gates. This may be more gates or raised median barrier, etc. Billings, Missoula, Helena and Manhattan, Montana are planning to or have already installed Safe Rail Crossings. Bozeman's third rail intersection is on Griffin. This roadway is managed by MDT. MDT has suggested they have the ability to create an underpass on Griffin when and if funding becomes available. They are supposedly not able to do so on Rouse due to structural concerns. L Street is not their responsibility. Safe Rail Crossings / Quiet Zones in Bismarck are projected to cost about 1.2 million per intersection. In Helena and Missoula I have seen cost estimates closer to 500,000 to 700,000 per intersection. In addition to Safety and Noise Pollution, community members are also concerned about Coal Dust Pollution and the dangers of Crude Oil Tankers passing through our community. These are serious issues that need to be dealt with now. Improving the safety at these intersections will show the community that Bozeman is serious about keeping its community safe by doing what it can now to reduce the chances of a train derailment or accident at one of these intersections. Please call me with any questions or updates: 406-580-5919. Thank you, Reno Walsh 724 N. Bozeman Ave. Bozeman, MT 59715	
13	**03-Mar-2017** **Marie Harland**	As we plan for arterials with the required number of lanes, in addition it would be useful to consider the impact of snow plow berms in the winter. If the winter traffic pattern is also depicted on schematics, the encroachment on the road due to snow plow berms will be carefully addressed. Marie Harland (A I am in love with Bozeman) resident	**NO CHANGE RECOMMENDED** Thank you for your comment. Your comment is recorded and has been made available to the City of Bozeman Public Works Department.
14	**3-Mar-2017** **Randall Russo**	Hi Jeff It was nice meeting you and thank you for the presentation yesterday! This comment is in regards to downtown Main St. I would be interested in seeing Main Street become a 3-lane road with bike lanes and if possible wider sidewalks. The area is setup nicely with great alternate routes on Babcock and Mendenhall for through traffic. I have seen this done in similar towns overseas and it improved downtown business traffic, reduced large trucks and created a more walking friendly shopping experience. Thank you Randall Russo	**NO CHANGE RECOMMENDED** From the perspective of safety, the bike lane that could be created would be in the door zone of high-turnover parking. Adding dedicated bicycle facilities to Main Street is a difficult challenge.

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15	**02-Mar-2017** **Cynthia Zullo**	3/2/17 Cynthia Zullo 9410 Trooper Trail Bozeman MT 59715 406-581-5510 The proposed Goldenstein extension to Tabeyshokup needs to be removed from the Bozeman Transportation Plan for these reasons: This area of the Gallatin Valley is unsuitable for high-density homes, which is the only reason a road of this type would be considered. The topography and existing homes would be destroyed or the quality of life so diminished that the homes nearby would be unlivable. It is a large elk herd's winter range. The route itself does not justify its future existence. There are better routes to get people from I-90 to Bozeman, or from 19th to Bear Canyon. What is the point of this road? Economically if you want an East West corridor it would be much better closer to town, using the Bozeman Trail and feeding into Bozeman Trail with small neighborhood roads. The former frontage road off of I-90 at Bear Canyon would make much more sense for an east west corridor. There are many existing roads that this straight unsightly idea is not even acknowledging. It is far better to propose reasonable and well thought out plans than to just plop an idea from an aerial photo onto the future map. Just remove it entirely if it is serving no purpose at this time. **With it on the map so haphazardly, those of us whose property it intersects with and some even through our houses, it immediately causes our homes to be unsalable and devalued. Who would by a home with a major road planned through the middle of it, even if it is just preliminary.** The gateway to the Mount Ellis Range needs to be preserved as at a minimum an agricultural zone. The Valley needs some relief and respect for the scenic and quiet beauty. The urban development topographically should continue to the West, not the East of Bozeman. The South East and its aesthetics needs to be preserved. This is an unnecessary expense and solution to a problem that does not exist and never will if Bozeman plans well for its future.	**NO CHANGE RECOMMENDED** We do not have any actual recommendation to design, construct and/or develop a Goldenstein extension to the east. The dashed line representing a possible extension is only indicated so IF AND WHEN a landowner desires to subdivide that there is some high-level knowledge that the City of Bozeman may indeed try to partner for a future road IF annexation into the City of Bozeman is desired. We were asked to try and represent that in the TMP maps, and also conceptually in an appendix. I believe in the appendix we have such a disclaimer to that effect. For reasons you've indicated, it is highly unlikely that anything could ever be developed. There is no project planned; however this possible extension in the future has been represented for several decades in past Bozeman transportation planning efforts.
16	**06-Mar-2017** **Josh Gage**	Hello Jeff Key, I am a Bozeman citizen and would like to submit a comment for consideration in Bozeman's TMP. We have spent the last 7 years living on and now just north of Peach Street. Crossing Peach Street with our family has always been dangerous and people drive very fast. Between 7th street and Rouse there is one crosswalk. The Saturday Farmers' Market brings thousands of people every weekend to the fairgrounds many who walk and cross Peach Street. Children living north of Peach Street much cross to get to Hawthorne Elementary and there	**CHANGE RECOMMENDED** Rouse Avenue is slated for a traffic signal which would be 2 blocks away from Peach. A pedestrian crossing at Black Ave might be a preferred location as it is recommended that a bike boulevard be installed along Black Ave. A spot improvement (SPOT-42) has been added to recommend a pedestrian crossing and RRFB at the intersection of Peach St and Black Ave.

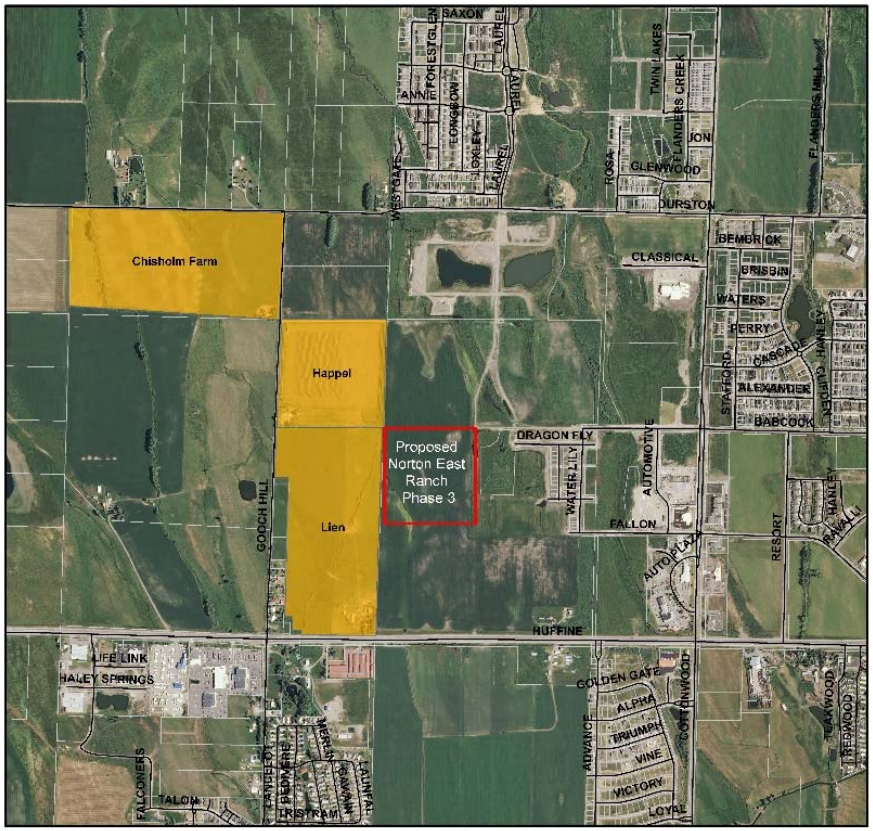
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		are no marked cross walks. Bozeman Avenue provides a pedestrian conduit between downtown, linking Main Street to Beall Park north to the fairgrounds. I would like to see a pedestrian crossing at the corner of Peach and Bozeman. Ideally this crossing would include a bump out, flashing strobe and painted crosswalk. Thank you and I look forward to hearing back from you about how this comment will be incorporated into the plan. Sincerely, Josh Gage 406.570.1060	Note that further investigation will be needed and a detailed traffic study would need to be prepared and submitted to MDT for approval.
17	**06-Mar-2017** **Anne Gage**	Dear Mr. Key, I am a Bozeman citizen and would like to submit a comment for consideration in Bozeman's TMP. We have spent the last 7 years living on and now just north of Peach Street. Crossing Peach Street with our family has always been dangerous and people drive very fast. Between 7th street and Rouse there is one crosswalk. As our children grow up, we will be crossing Peach Street regularly to walk to Hawthorne Elementary, as do many other parents in this area. It would be wonderful to have a crosswalk that is delineated as a safe place to get children to and from school who have to cross Peach Street. Thank you for your consideration. Sincerely, Anne Gage 406.556.7162	**CHANGE RECOMMENDED** Rouse Avenue is slated for a traffic signal which would be 2 blocks away from Peach. A pedestrian crossing at Black Ave might be a preferred location as it is recommended that a bike boulevard be installed along Black Ave. A spot improvement (SPOT-42) has been added to recommend a pedestrian crossing and RRFB at the intersection of Peach St and Black Ave. Note that further investigation will be needed and a detailed traffic study would need to be prepared and submitted to MDT for approval.
18	**08-Mar-2017** **Cynthia Zullo**	Dear Commissioners: Thank you for your service to Bozeman. I am a county resident who is being adversely affected by the proposed Bozeman Transportation Plan. I have included some of my comments here in the attachment. My overall desire is that you remove this proposed or imaginary road so that it does not affect the future sale of my home, or plant a seed of what may happen in the future. It is a random drawing of a future grid system that would offer a poor solution to future unpredictable problems. Developers looking at the BTP might think that this is the plan for Bozeman. This is not an area that needs dense urban development. The topography, the wildlife and the aesthetics of this region offers the city of Bozeman a close and welcome relief from the rapid dense development. Bozeman could plan for some agricultural preservation and a beautiful green view shed and welcoming gateway to the southern mountains instead of leap frog development and more cookie cutter neighborhoods. There is a much better East/West corridor that leaves from the frontage road off of I-90 by Bear Canyon that could be included in your future development.	**NO CHANGE RECOMMENDED** We do not have any actual recommendation to design, construct and/or develop a Goldenstein extension to the east. The dashed line representing a possible extension is only indicated so IF AND WHEN a landowner desires to subdivide that there is some high-level knowledge that the City of Bozeman may indeed try to partner for a future road IF annexation into the City of Bozeman is desired. We were asked to try and represent that in the TMP maps, and also conceptually in an appendix. I believe in the appendix we have such a disclaimer to that effect. For reasons you've indicated, it is highly unlikely that anything could ever be developed. There is no project planned; however this possible extension in the future has been represented for several decades in past Bozeman transportation planning efforts.

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		Please remove this proposed Goldenstein Extension, whether it happens in 2040 or not. At the current time, it is suggesting inappropriate and poor development of south Bozeman; let alone, total disregard for the current residents whose homes it bisects, and existing roads that already serve the East/West needs and perhaps future needs.	
19	**08-Mar-2017** **David Fine**	Jeff – Per our discussion last week, please add a PHB/HAWK pedestrian crossing to the TMP for the corner of **N. 7th and Villard**. This is the current safe routes to school crossing for Whittier Elementary and it already has flashing amber lights at school crossing times. A PHB would be a good upgrade. The draft transportation plan includes a PHB at N 7th and Lamme. The Midtown Urban Renewal Board would support the inclusion in the TMP of PHBs at both Lamme and Villard on N.7th Ave to facilitate better pedestrian connectivity from east to west. Please let me know if you have any follow-up questions. Kevin Jacobsen at Morrison-Maierle (copied) is currently designing a PHB for N. 7th and Villard for the MURB and would be happy to answer any questions you might have from an engineering perspective. DAVID FINE | Economic Development Specialist City of Bozeman | 121 North Rouse Avenue | P.O. Box 1230 | Bozeman, MT 59771 P: 406.582.2973 | E: dfine@bozeman.net | W: www.bozeman.net	**CHANGE RECOMMENDED** We will add this as requested. It is currently being designed and is part if the Midtown Urban Renewal Board's redevelopment plans for the corridor. A spot improvement (SPOT-43) has been added to recommend a pedestrian crossing and RRFB at the intersection of N 7th Ave and Villard St. Note that further investigation will be needed and a detailed traffic study would need to be prepared and submitted to MDT for approval.
20	**09-Mar-2017** **Richard E. Headley**	Dear Commissioners, I would like to take this opportunity to object to the continuation of Goldenstein as depicted on the BTP. I understand that the intent is to show potential improvements to the traffic flow that might happen based on potential future development. The problem is that from what I have gathered, this extension is far down the list of projects that are likely to be started over the next decade or two based on projected needs and budgetary considerations. If this is in fact the case, I don't think it is fair to me as a property owner that the plan show a street extension that is not likely to happen any time soon, if ever. As Cythia Zullo has correctly pointed out, the existence of this proposed extension on the plan will certainly diminish the value of our rural properties and make them difficult to sell at prices more than what we paid. If we don't want a two lane road going down our property lines, we doubt anyone else looking for the solitude of a rural property will either. So please take our requests to have this extension eliminated from the plan seriousl. I personally invite any and all of you to visit our property at any time to see what kind of impact this extension will have on the value and quiet enjoyment of our properties. Sincerely yours, Richard E. Headley 9355 Trooper Trail 406-404-6171	**NO CHANGE RECOMMENDED** We do not have any actual recommendation to design, construct and/or develop a Goldenstein extension to the east. The dashed line representing a possible extension is only indicated so IF AND WHEN a landowner desires to subdivide that there is some high-level knowledge that the City of Bozeman may indeed try to partner for a future road IF annexation into the City of Bozeman is desired. We were asked to try and represent that in the TMP maps, and also conceptually in an appendix. I believe in the appendix we have such a disclaimer to that effect. For reasons you've indicated, it is highly unlikely that anything could ever be developed. There is no project planned; however this possible extension in the future has been represented for several decades in past Bozeman transportation planning efforts.

ID	DATE RECEIVED	COMMENT	RESPONSE
21	**09-Mar-2017** **Roger Flair**	Dear Commissioners, I, like Cindy Zullo, live in the subdivision which would be impacted by the east-west (concept?) road in question. Without doubt, the latter would very adversely affect my neighbors and my property. For the reasons set out in Ms. Zullo's letter (attached), I respectively request that the proposed Bozeman Transportation Plan be revised to exclude this road. Thank you for your consideration of this important matter.---Roger Flair (170 Saddle Creek Road, 406-587-3897)	**NO CHANGE RECOMMENDED** We do not have any actual recommendation to design, construct and/or develop a Goldenstein extension to the east. The dashed line representing a possible extension is only indicated so IF AND WHEN a landowner desires to subdivide that there is some high-level knowledge that the City of Bozeman may indeed try to partner for a future road IF annexation into the City of Bozeman is desired. We were asked to try and represent that in the TMP maps, and also conceptually in an appendix. I believe in the appendix we have such a disclaimer to that effect. For reasons you've indicated, it is highly unlikely that anything could ever be developed. There is no project planned; however this possible extension in the future has been represented for several decades in past Bozeman transportation planning efforts.
22	**13-Mar-17** **Peter Brown**	After reviewing the draft Bozeman Transportation Master Plan, GVLT wanted to mention a couple of items that might be important to represent in the final version of the map. Gallatin Valley Land Trusts establishes and stewards conservation easements in perpetuity. Perpetual conservation easements protect private property for the purpose of providing scenic open space, agricultural lands and wildlife habitat for the benefit of all the public under the Montana Open Space Act (MCS 76-6-101). The current Bozeman TMP draft map shows West Babcock street extending through two conservation easements that GVTL holds just west of West Babcock. If it is necessary to extend West Babcock to the west at some point in the future, it will be a relatively complex matter to acquire the right-of-way across the two conservation easements, likely through eminent domain, and the cost of actually constructing the road across those properties will have to be borne by a third party, as the conservation easement property owners will not be developing their land. GVLT suggests that you represent the location of these conservation easements on your map and annotate the location to accurately reflect the limitations on development in this location. All conservation easements in Montana are represented on the MT cadastral mapping project with a cross hatched pattern. Additionally you can source a public conservation easement mapping layer from the state of MT Geographic Information Clearinghouse data bundler. Links are provided below for this information. The property owners in this location that currently have conservation easements include the three following families: ALLAN G & CONNIE K LIEN ; AAJKER CREEK PROPERTIES LLC ; DANIEL E & BEVERLY TRIEMSTRA. I attached a map of this area for reference. GVLT has named these easements after the original grantors (Lien CE, Happel CE, and Chisolm Farm CE). MT Cadastral Link: http://svc.mt.gov/msl/mtcadastral/ Conservation Easement Mapping Layer: https://mslservices.mt.gov/Geographic_Information/Data/DataList/datalist_Details.aspx?did={9d69b262-b766-11e2-bc7e-f23c91aec05e} Let me know if you have any further questions. Regards, Peter Brown	**NO CHANGE RECOMMENDED** Thank you for your comment. The future connections shown in the TMP are intended as visionary extensions to the major street network. Future extensions or new connections would most likely occur as the result of new development or land use changes. A review of compatible lands and available right-of-way would be completed during project development if/when a project is contemplated. **NO CHANGE RECOMMENDED** Thank you for your comment. Your comment is recorded and has been made available to the City of Bozeman Public Works Department. We aren't able to represent land use designations, including locations of conservation easements, in the TMP and suggest that be developed as part of Bozeman's pending Community Plan Update.

ID	DATE RECEIVED	COMMENT	RESPONSE

Conserved Land Near Norton East Ranch Subdivision



Legend

GVLT Conservation Easements

Parcels (County)

Aerial imagery from 2011

Since its founding in 1990, GVLT has partnered with 90 families to conserve more than 42,000 acres of land.

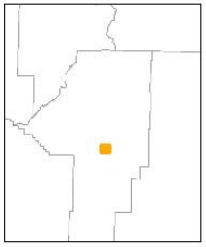
N

0 0.2 0.4 0.8 Miles

1:15,841

kap 09-15-2014

Location in Gallatin Co., MT



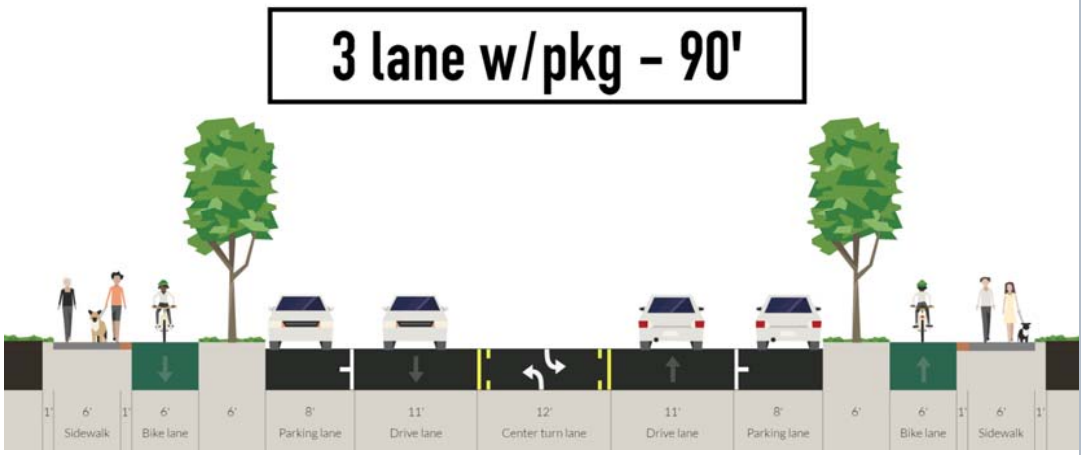
GALLATIN VALLEY LAND TRUST
TRAILS & CONSERVATION

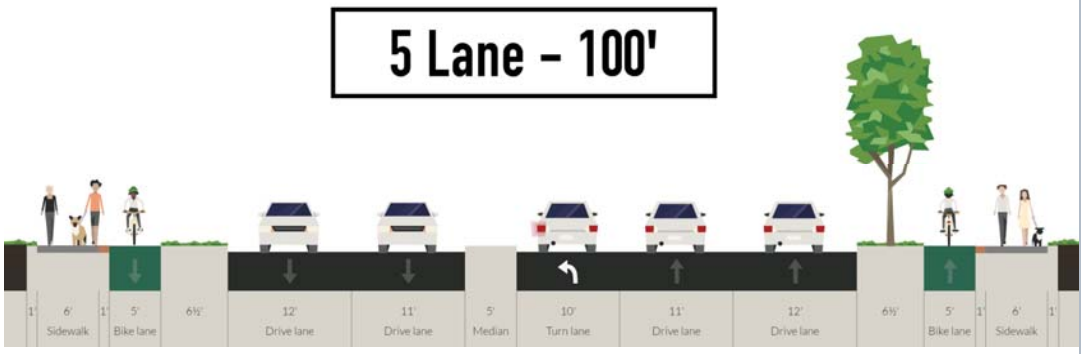
PO Box 7021
Bozeman, MT 59771
460-587-8404
www.gvlt.org

ID	DATE RECEIVED	COMMENT	RESPONSE
23	**17-Mar-17** **Marilee Brown**	**Name** Marilee Brown/ Safer Bozeman **Comment** I found some missing and incorrect items in the draft plan. I will be emailing them to Jeff Key in a seperate email later today. **Email** SaferBozeman@gmail.com **Sent on:** 17 March, 2017	**NO CHANGE RECOMMENDED** Thank you for your comment.
24	**17-Mar-17** **Marilee Brown**	Jeff, I would like to complement you and your staff for this mammoth undertaking. You have done a fine job. However, I have found a few items that you may want to take a second look at. On the existing Bike Network map (pg 48) I found a few errors or omissions: 1) Baxter Avenue just west of 19th has no bike lane on both sides. 2) Cattail west of Davis is missing on your maps. You need to add the street and the bike lane on the south side of the street. The north side has no bike lane (waiting for development) and currently people in the neighborhoods to the South West can get to shopping (Target and Costco), but cannot come back. School children traveling from the Cattail subdivision to Chief Joseph Middle School or families traveling to the Regional Park have to ride their bikes on the sidewalk on the wrong side of the road. 3) The shared use path that you have between Vaquero and Gallatin Green (just north of Baxter) may be a private path. 4) The north west corner of Gallatin County Regional Park connects to Ferguson. But the little path traveling from that corner into the condominiums is a private path. Misc.: pg 72. I was told by Craig Woolard that MSN-40 Baxter at Davis is a committed project. pg 81. TSM-10 should immediately include a RFB or Hybrid Beacon (add to pg. 91?) Pg 94. Cattail west of Davis needs to be added. Kimberwicke near Chief Joseph needs to be added. pg 97. table 4.7 is missing a project I.D.'s that you show on pg 107 bicycle facility recommendations. Here are a few of them, but you may want to double check all of them: a) Valley Center Spur underpass b) north/south route from Valley Center north to Gallatin County Regional Park (ending between Gallatin Green and Vaquero Parkway) c) SP-21 Kimberwicke should end at Vaquero not Gallatin Green General Comments: Concrete shared use paths and sidewalks should have a requirement of rebar to prevent cracking and heaving. This is a cheap solution to having to replace sidewalks so often. Many of the newer subdivisions built only 10 years ago are already requiring replacement sidewalks. Please include this both in the shared use path section as well as the sidewalk section.	**SOME CHANGES RECOMMENDED** 1. Our map is correct. There is a bike lane on the south side the whole way and one on the north side from 19th west to just past the post office. We are not mapping different sides of the street differently. 2. Cattail west of Davis was constructed during the middle of the planning process. The existing conditions text and figures are accurate at the time they were produced. The new connection is shown on the future active visionary network map. 3. GVLT maps it, so does the city. The transportation plan shows private roads; this is not any different. 4. GVLT maps it, so does the city. The transportation plan shows private roads; this is not any different. Pg 72; The intersection project at Baxter/Davis is a committed project. Commenter is confusing a CTSM project with a MSN recommendations. Pg 81; We have added a recommended spot improvement (SPOT)-44) to install a pedestrian crossing and RRFB at the intersection of Cattail St and Davis Ln. Pg 94; see above response to 2. Pg 97: a. We have added a recommended shared use path (SP-39) along Valley Center Spur Road. b. This project would occur with new development, so it is not in the table. c. This is a partial retrofit of an existing sidewalk. The bit going to Vaquero would go with new development. We have added a recommended shared use path (SP-40) to include the extension between Green Blvd and Vaquero Pkwy.

ID	DATE RECEIVED	COMMENT	RESPONSE
		Arterial standards for new construction and reconstruction should always include separated bike and pedestrian facilities. A good example of this is Baxter from 19th to Love Lane which where the new YMCA will be located. Temporary signage should be available for detouring incomplete bike or pedestrian facilities. A good example of this is on Baxter between Buckrake and Davis. Warning people ahead of entering a path that dead ends would be advisable to them trying to make a mad dash through unsafe conditions. Pedestrians and cyclists are very unlikely to turn around and try to find a safer route once they have already committed to that route. We have concern about the lack of parking facilities at the Gallatin County Regional Dog Park (north west corner) and the safety concerns with people needing to park in nearby neighborhoods and then crossing Baxter or Ferguson. Pedestrian and Bike facilities need to accommodate such problems. Thank you, Marilee Brown, Director Citizens for a Safer Bozeman and Gallatin County	General; This is likely an inspection and construction issue. Only driveways typically get rebar.
25	**17-Mar-17** **Marilee Brown**	Jeff, Could we also have some improvements at Baxter and 7th? Or at least some signage for taking 11th to Oak from Baxter in order to turn north onto 7th and access the freeway? And we need a stop sign or light at Catron and Max Ave. It is very difficult for pedestrians to cross there. And it is also difficult for vehicles trying to cross Catron on Max. Thank you, Marilee Brown	**NO CHANGE RECOMMENDED** Thank you for your comment. There is nothing that can be done as a short-term stand-alone project at the intersection. Other improvements recommended in the TMP such as a traffic signal at 11th Ave and Oak and a new overpass or underpass across I-90 from Baxter Lane to Griffin Drive will serve to benefit operations in this area.
26	**17-Mar-17** **Beau Kitahara**	**Name** Beau Kitahara **Comment** While I have visited this region since the 1970's, I relocated to Bozeman 6 years ago from Southern California. A recurring traffic issue I noticed upon moving here is unnecessary delays at signaled intersections when making a left hand turn. Many local residents are apparently unaware that they can move into the intersection beyond the limit line when the traffic signal is green or yellow. Instead, they persist to remain behind the limit line when the signal is green or yellow, whether there is oncoming traffic or not, which creates unnecessary delays and congestion. Many times if there is oncoming traffic, the driver will remain behind the limit line until the signal is red. I became so unnerved by this behavior that I went to the Motor Vehicle Department to study the driver's manual to see if there was a different traffic rule than California and found none. Upon reviewing the TMP, I did not find any comments to address this issue. I believe this should be addressed as a minimal cost measure to help mitigate the growing traffic congestion. The implementation of a public education program can help inform the community to alleviate the problem. Thank you for your time and consideration. **Email** dakitahara@aol.com **Sent on:** 17 March, 2017	**NO CHANGE RECOMMENDED** Thank you for your comment. Your comment suggests encouraging drivers to push through the intersections' left-turn phase on yellow. This is an individual drivers personal tendency and we would neither advocate for or against this driving characteristic.

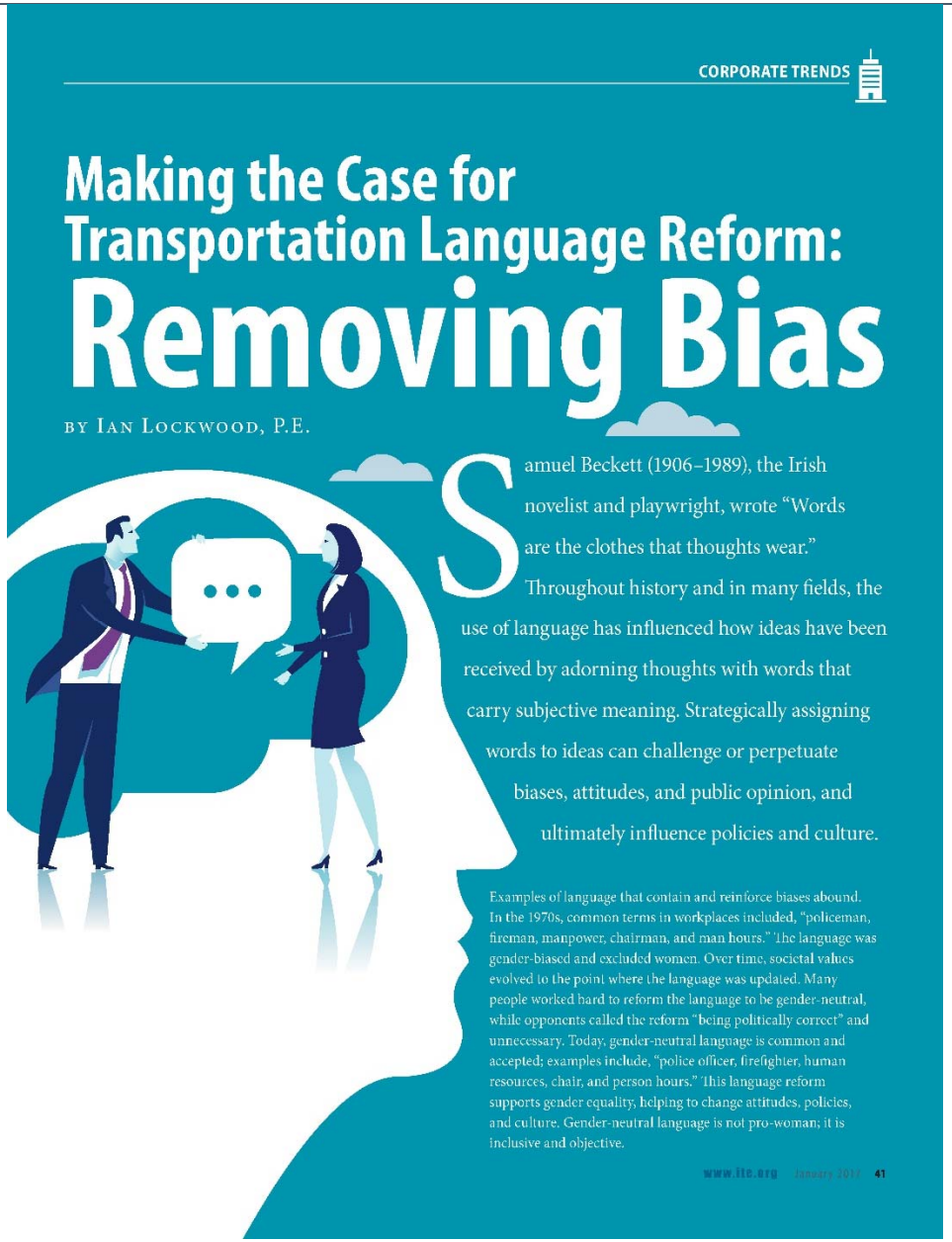
27	**17-Mar-17** **WTI**	Jeff: I hope you had a great weekend. I am attaching our (WTI's) comments on the TMP, plus an article that was in one of the latest ITE magazines about language. You will see some of our comments are related to how we discuss "improvements," "efficiency," etc. Also, Taylor provides some potential examples of cross sections of roadways. We are not sure if we need to be too concerned that there isn't guidance on cross sections in the TMP. One concern is that people will refer back to the 2007 Plan for guidance. Our hope is that the City look at recent trends, and have consultants/contractors focus on innovative solutions using complete street principles. Anyhow, as you said, you have done a lot in this TMP that you haven't done in others. Our hope is that is that as Bozeman grows, we address transportation issues in a holistic manner, and simply don't try to build our way out of the situation (something that has been proven not to work). While we don't expect that all comments will be incorporated into the final draft, we do hope that the "sprit" of some will be incorporated. We did try to make most comments easy to cut and paste. If you have any questions on the comments, please let us know. Thanks for your time and all of your work on this! **David Kack, Director** Small Urban, Rural and Tribal Center on Mobility (SURTCOM) Western Transportation Institute Montana State University PO Box 174250 Bozeman, MT 59717 406-994-7526 Office dkack@montana.edu www.surtcom.org	**SOME CHANGES RECOMMENDED** Thank you for your comment(s). See the following pages for changes that we will be comfortable making given the limitations on the scope and budget of this planning effort.





NO CHANGE RECOMMENDED

Thank you for your comment The typical sections shown deviate considerably from those urban sections shown in the 2007 LRTP Update. The corridor striping plans drawn for Appendix K use typical sections from the 2007 LRTP Update.



CORPORATE TRENDS

Making the Case for Transportation Language Reform: Removing Bias

BY IAN LOCKWOOD, P.E.

Samuel Beckett (1906–1989), the Irish novelist and playwright, wrote "Words are the clothes that thoughts wear." Throughout history and in many fields, the use of language has influenced how ideas have been received by adorning thoughts with words that carry subjective meaning. Strategically assigning words to ideas can challenge or perpetuate biases, attitudes, and public opinion, and ultimately influence policies and culture.

Examples of language that contain and reinforce biases abound. In the 1970s, common terms in workplaces included, "policeman, fireman, manpower, chairman, and man hours." The language was gender-biased and excluded women. Over time, societal values evolved to the point where the language was updated. Many people worked hard to reform the language to be gender-neutral, while opponents called the reform "being politically correct" and unnecessary. Today, gender-neutral language is common and accepted; examples include, "police officer, firefighter, human resources, chair, and person hours." This language reform supports gender equality, helping to change attitudes, policies, and culture. Gender-neutral language is not pro-woman; it is inclusive and objective.

The field of transportation engineering and planning has its own biased language. Much of the technical vocabulary regarding transportation and traffic engineering was developed between 1910 and 1965. The foreword of the *Highway Capacity Manual*, first published in 1965, states, "Knowledgeable professionals, acting in concert, have provided the value judgements needed to… and have established the common vocabulary…"[1] Notice the acknowledgment of making "value judgments" and the purposeful development of a "common vocabulary." The period prior to 1965 was the golden age of the automobile in the United States. Automobiles were equated to freedom, mobility, and success. Accommodating automobiles at high speeds became a major priority in society and, thus, a major priority for the transportation engineering profession. It is no coincidence that these values were built into the transportation vocabulary.

Many cities are now contending with the consequences of 50-years of automobile-oriented design. At the same time, values and expectations are evolving. Increasingly, people want high-performance transportation infrastructure that achieves a number of functions—accommodating people who walk, cycle, take transit, and drive cars for equity and economic reasons. There is a growing awareness that reducing automobile speeds increases safety and comfort, while contributing to community vitality and quality of life. At the same time, cities are using land previously dedicated to car parking lots for multiple other beneficial purposes. For a myriad of reasons, many wish to reduce vehicle-miles-traveled, the carbon footprints of automobiles in cities, the barrier-effects of in-city highways, and mobility inequity. Society's relationship with the automobile has become more nuanced since the "common vocabulary" was developed half a century ago.

Similarly, the conventional performance metrics used by transportation professionals are evolving. Rather than focusing almost exclusively on motor vehicle metrics, contemporary transportation planning and design are increasingly considering factors such as safety, equity, and the mobility of diverse populations.

However, the continued use of biased language perpetuates these inherited biases, sounds discordant to people who do not share those biases, and can lead to unclear meaning.

Transportation professionals and the profession itself must be unbiased and avoid the appearance of bias. Reforming the language of our profession to make it more objective will allow us to communicate more clearly, make sound decisions, and serve the needs of a broad population. This paper has only one recommendation: that the Institute of Transportation Engineers (ITE) gather some knowledgeable professionals and act in concert to employ contemporary value judgements, update our language to be objective, and popularize objective terminology.

Below are some examples of biased or euphemistic transportation words, terms, and usage in **bold** letters, which are common today. Objective replacements are suggested in *italics*. In some cases, a different way of using the word or term is suggested. Some of the biases are obvious and some are subtle.

Efficiency is generally a good thing because using less land, energy, or other resources to achieve the same end is usually positive. Over the past 50 years, widening highways in metro areas, in an attempt to speed up motorists, has led to sprawl, car-dependency, and more vehicle-miles-traveled, and it hasn't solved congestion. Yet it is common to hear, "We need to widen the highway to increase **efficiency**." Per capita gasoline consumption, in the United States, is the highest in the world at 1.16 gallons (4.39 liters) per day. By comparison, the 2nd and 3rd highest countries were Canada and Kuwait using 3.62 and 2.28 liters per day per capita, respectively. Germany, 32nd; United Kingdom, 35th; and France, 63rd; used 0.84, 0.80, and 0.44 liters/day per capita, respectively.[2] More "**efficient**" is often a euphemism for *faster*. An objective translation would be "Let us widen the highway so motorists can drive *faster*."

Improvement and **improved** are widely misused. **Improvement** implies making a situation better. Who can argue against an improvement? Commonly, when **improvements** are associated with intersections or streets, the professionals are referring to adding through lanes, turn lanes, channelization, or other means of increasing automobile throughput or speeds. However, more often than not, these changes make the situation worse from other perspectives. For example, pedestrians are required to cross a wider intersection when lanes are added. Using **improvement** in these circumstances indicates a bias toward motorists and against others. More recently, **improvement** has been used to describe narrowing and removing lanes to provide space for separated facilities for cyclists, wider sidewalks, etc. Still, there may be people who feel worse off as a result of the changes. Either way, an objective substitute should be used instead, such as *modification*, *project*, or *change*.



Ian Lockwood

Enhancement or **enhanced** shows a bias in a similar way to **improvement**. For example, "The motor vehicle speeds were **enhanced**." Either *increased* or *decreased* would be a better choice. **Enhanced** connotes that the situation has become better, which is a matter of opinion and perspective.

"The replacement of the highway, through the downtown, with a connected network of streets will increase the **delay** to motorists." Obviously, **delay** is a negative word; nobody likes the idea of being **delayed**. It connotes that there is an unwanted or problematic increase in travel time that, ideally, should be remedied. However, for a professional to call the *increase in travel time* a **delay** shows a bias. **Delay** implies that motorists have a right to high speeds through the downtown and that society needs to set aside other considerations to provide motorists with high speeds. To many people, replacing the highway with a street network is a correction, and the *changes to the travel times* are just part of the correction. They feel the highway and the high speeds in the downtown were the result of outdated, automobile-oriented values, and bad public policy. To others, the slower speeds for motorists will increase safety, comfort, and access. To others, the streets would be easier to use on foot or by bicycle. So, some motorists may feel that the *change in travel time* is a **delay**, but an objective person should not take sides and, instead, use the objective measure of travel time. The audience may determine for themselves the advantages and disadvantages of the change.

"The reduction in the number of lanes to widen the sidewalks and plant street trees will result in a level of service that is **unacceptable**." **Desirable/Undesirable** and **acceptable/unacceptable** can be misleading because the implication is that the change in the level of service for motorists is **unacceptable** from all perspectives, including the professional's perspective who is making the statement. However, the pedestrians, shop owners, and arborists may feel the changes are **acceptable** or even **desirable**. Therefore, when these qualifiers are used, it should be required to indicate from whose perspective the conclusions are drawn: "The reduction… will result in a level of service for motorists that is **unacceptable** to motorists."

Due to the biased nature of the common transportation vocabulary in favor of the automobile and high speeds, automobile-oriented outcomes have an advantage. This makes the profession appear biased. In order to remain unbiased and appear unbiased, the transportation profession ought to update its language and popularize objective words. A glossary of several biased words and phrases and suggestions for objective substitutes is provided in Table 1. There are many other biased words that are not included due to space limitations. Over time, the objective language will become normal and the transportation profession will be better aligned with contemporary values and better able to deliver services objectively to society. **itej**

Table 1. Transportation Glossary

Biased Word or Phrase	Suggestions of Objective Substitutes
Accident	Collision/Crash
Alternative Transportation	Active Transportation/Human-powered/Non-automobile
Capacity	Maximum motor vehicle volume
Capacity deficient	Motor vehicle use predicted to exceed the maximum motor vehicle volume.
Demand	Use/Expected use
Desirable/Acceptable	Desirable (for whom)/Acceptable (for whom)
Undesirable/	Undesirable (for whom)/
Unacceptable	Unacceptable (for whom)
Efficient/Efficiency	Increase speeds/Faster
Enhanced	Increase/Reduced (depending on the subject)
Impact (noun)	Effect
Improvement	Modification/Change
Level of service	Queueing time at an intersection for motorists
Movements	Motor vehicle trips
Reliable	Predictable travel time
Road capacity	Maximum motor vehicle volume
Roadway	Street
Traffic	Motor vehicle traffic
Traffic demand	Motor vehicle use
Urban Freeway	In-city highway
Upgrade	Expansion/Reconstruction

References

1. *Highway Capacity Manual*. Washington, D.C.: Transportation Research Board, 1965.
2. "Gasoline Consumption Per Capita Around the World." Global Petrol Prices. www.globalpetrolprices.com/articles/527. August 4, 2016. Accessed December 2, 2016.



Ian Lockwood, P.E. *is a livable transportation engineer with Toole Design Group and a Harvard University Loeb Fellow. Ian and his team collaborate with private and public sector clients in the United States and abroad to redesign streets and open spaces to increase economic exchange, social exchange, cultural expression, and environmental stewardship. Ian is the former City Transportation Planner for West Palm Beach, FL, USA where he helped pioneer some of the United States' first arterial calming projects, road diets, and one-way to two-way restorations. Ian helped to define the terms "traffic calming" and "complete streets" when these ideas were in their infancy in North America. Ian guest lectures at several universities and does trainings for public transportation agencies to help turn visions into reality. He can be reached at ilockwood@tooledesign.com or on Twitter at @IanLockwoodPE. Ian is a member of ITE.*

		Thank you for a comprehensive and thoughtful approach on Bozeman's latest transportation plan. This plan shows a strong commitment from city leadership that there is significant emphasis on achieving more transportation choices. The Chapter 1 goals and objectives indicate a strong desire for a different approach to transportation that includes all modes and that consultants listened to community input. Chapter 2 shows there has been impressive growth in the bicycle network. It is highly commendable that mileage of all bicycle facility types has doubled since 2007! This is reflected in the bike mode share hitting 6.3% in 2010. Chapter 3 has an outstanding discussion of active transportation and how this will benefit people in our community. We are impressed with the confidence the city and consultants have in Bozeman as a bicycle friendly community, which are reflected in the mode split projections. This reflects Bozeman's commitment to bike and pedestrian facilities in all its major roadway projects. Chapter 4 does an excellent job of providing detailed bicycle and pedestrian recommendations and best practices designs based on roadway conditions, safety issues, and connectivity needs. It has a thorough discussion of current bicycle conditions and programs. Chapter 5 captures community sentiment well, which is reflected in the first sentence that "it is clear that Bozeman citizens desire to live in a sustainable community and expect planning activities to promote a sustainability philosophy each and every day." This chapter has a robust section on TDM and active transportation programs. It has an important discussion about how the traditional LOS approach for motor vehicles is a microscopic approach and we need to broaden our thinking. The proposed performance measures and targets in Chapter 6 proposed are a great start to ensure a continued focus on multi-modal transportation. It demonstrates that the consultants and city listened to community input. The following section provide our thoughts on places where the TMP could be revised. It starts with a list of comments organized by page number. That is followed by some more general comments on Appendix K and a few other key areas. **[Comments given in Following Table]** **1) Add bicycle and pedestrian design standards to Appendix K: Striping Plan** The Striping Plan does not include design standards or typical sections to prescribe the type of bicycle facility for each roadway. Without this guidance, how will City of Bozeman Engineering Staff or consultants hired by the City know what bicycle facility to use? Will standard details be adopted after the TMP is adopted? If so, what is the timeline for adopting such standards? There are new projects being submitted every week to the City's Community Development and Engineering Staff that include new roadway sections; these are being designed according to the typical sections in the 2007 TMP. In the case of bike facilities, that means we are providing outdated design that is over 10 years old and that ignores state-of-the-practices designs such as those in the 2012 AASHTO Guide for Bikeway Design, the NACTO Urban Bikeway Designs (National Association of City Transportation Officials), and FHWA design guidelines for bicycle facilities. Without specific design standards, consulting engineers will not know what to design for their clients' projects, and City of Bozeman Engineering staff who approve new development applications will not be able to regulate roadway design. The current practice of utilizing Bozeman's Complete Streets resolution is inadequate and should be replaced by a codified system. The resolution provides no design details for bicycle and pedestrian facilities, but rather states that "current best practices" be used. But if such best practices are not included in the 2017 TMP, what will require Engineering staff, consultants, and developers to design for connectivity and safety? New development	The striping plans were drawn under generally broad guidance and don't get into the details of car lane/bicycle lane widths, crossings etc. This effort was a high-level attempt to define road configurations based on functional classification only, assuming everything is urban. Details about bike lane widths would be reviewed with individual projects. The striping plans drawn for Appendix K use typical sections from the 2007 LRTP Update. **CHANGE RECOMMENDED** A **Bike Lane Width** table will be added under the premise that the depicted widths are the most desirable potential bike lane widths but the specific local characteristics of each project will be considered in the final design, as follows:

happens very fast in Bozeman these days, and without standard design details, Engineering and Community Development staff will be further bogged down in getting projects through the system.

In addition, not providing design standards in Appendix K is inconsistent with the Pedestrian Spot Improvements and Bicycle Improvements Recommendations in Chapter 4. In these sections for example, the TMP does an excellent job of providing detailed, best practices designs based on roadway conditions, safety issues, and connectivity needs. The bicycle recommendations in particular show a deep level of creativity and design intelligence given by one of the country's leading experts on innovative bicycle facilities. This same level of detail should be provided in any part of the TMP pertaining to new roadway development.

Following are questions/issues with specific text in the Striping Plan introduction on p. 1 of Appendix K:

This visionary Corridor Striping Plan provides high-level recommendations for roadway configurations on a corridor-by-corridor basis for future full buildout conditions.

"High-level" may not be appropriate in designating type and width of bicycle lanes, unless further Best Practices design are referred to in the TMP, or codified through some other City of Bozeman process immediately after the 2017 TMP is adopted. Without typical sections or other design standards in the Striping Plans, it is impossible to tell if a roadway requires an outdated 5' bike lane, or a best practices buffered/separated bike lane or other innovative design.

The configurations were identified based on the defined typical sections with the broad assumption that most of the major street network would be developed to urban roadway standards with characteristics such as curb and gutter, bicycle lanes and sidewalks, at some point in the future.

Where is the detail on the "urban roadway standards"? If they are not provided in the 2017 TMP, what document in the City's development processes guides the application of these standards?

The striping plans are considered conceptual in nature. Corridor-specific considerations will need to be made during project development.

What "development" does this refer to: when the City of Bozeman designs and constructs a roadway, when a private developer designs and constructs a roadway, or both? If it is the latter, what design specifications will a private developer be provided if there are no "typical sections" provided in the 2016 TMP such as those from the 2007 Greater Bozeman Transportation Plan? If it is a City of Bozeman roadway project, how do current or future engineers in the Public Works Department choose bicycle facility design? Where in the 2016 TMP are City engineering staff, consultants, and developers sent to know what to build on a given roadway?

2) Add bike facility design detail to CMSN and CTSM project descriptions

Similar to the situation described for Appendix K above, the projects planned for the Committed Major Street Network and Committed Transportation System Management in Chapter 4 lack details for bicycle facilities. Without design standards provided somewhere in the 2017 TMP, how will Engineering staff and consultants know what to design, and how to estimate roadway project costs including right-of-way? If further detail is to be provided at a later time, the 2017 TMP should explain when and where it will occur, and what City process will regulate new roadway design.

Posted Speed Limit	Bike Lane Width (no Buffer)	Travel Lane Side Buffer (BL + min. buffer)
25 mph	6 ft	
30 mph	6.5 ft	
35 mph		5 ft + 2 ft
40 mph		5 ft + 3 ft
45+ mph		6 ft + 3 ft

Supporting Considerations:

- Streets with multiple travel lanes benefit more from the presence of buffers.
- Consider 2-3 ft parking side buffer if on-street parking is high-turnover (2 hours or less)'
- Bike lanes may be marked at 4 feet if buffers on both sides are used.
- Combined width of buffers and bike lane should not typically exceed 9 ft total as it could promote use of the space by motor vehicles.

NO CHANGE RECOMMENDED

Thank you for your comment. Appendix H: Facility Recommendations Technical Memorandum contains additional detail on preliminary configurations and associated non-motorized facilities for MSN and TSM projects. Committed MSN and TSM projects, which are taken directly from the City's CIP, are listed as presented in that document.

ID	DATE RECEIVED	COMMENT	RESPONSE
		3) Winter Bicycle Routes Policy and Practices When bicycle lanes are buried in snow and ice they basically cease to exist, in effect closing a given roadway to an important transportation mode in Bozeman. The TMP should include a special section on Winter Bicycle Routes that sets forth policies and procedures to prioritize and maintain some bike routes throughout the snow and ice seasons. Just as all motor vehicle travel lanes are maintained for use throughout winter, bike routes that people depend on shouldn't simply disappear when winter arrives. While severely cold temperatures do reduce winter biking, many people are still dependent on biking and will continue to ride in even the coldest temperatures. The TMP should include a Winter Bicycle Routes policy that institutionalizes the selection of the most highly-utilized bike routes for focused snow and ice removal on par with that provided for car travel lanes. While it may not be financially feasible to clear **all** bike lanes and bike routes in winter, high-priority bike routes must be kept safe and accessible, and the City should increase its winter maintenance budget and operations to accomplish this. Based on public input for the 2017 TMP and additional analysis, a limited number of bike routes would be targeted, publicized, and evaluated each year.	**NO CHANGE RECOMMENDED** Thank you for your comment. The TMP is not policy. It may be more appropriate to have BABAB work with the Public Works Dept. to see what more can be done regarding winter maintenance of bicycle routes.
		4) Maintenance Budget & Operations to Support Innovative Bicycle Facility Design Since the last 2007 Greater Bozeman Transportation Plan was adopted, huge progress has been made in the area of bicycle facility design in the U.S., most notably the creation of the NACTO Urban Design Guide in 2010, followed by innovative design included in the 2012 AASHTO Guide for the Development of Bicycle Facilities and similar guidance supported by FHWA. Many of these innovative designs call for additional striping and pavement markings for buffered bike lanes, green paint and markings to carry bike lanes through intersections, bike boxes (a.k.a. bicycle advanced stop bars), two-stage turn queue boxes, and others. These designs have been shown to improve safety and connectivity while reducing Level of Traffic Stress, the bicycling equivalent of Level of Service. All these innovations have contributed to a growing bicycle mode split in the U.S., and should be fully integrated into any city's roadway designs and maintenance operations. However, they are more expensive to install and more importantly in Bozeman where snow plows scrape off pavement markings, they require additional maintenance funding and staffing. It is understandable that the City may be reluctant to utilize these new markings under current maintenance budget levels, but a good case can be made for a policy change that would support a robust maintenance program that would result in both safer bicycling and higher bike mode split. Lack of commitment to maintenance should not keep Bozeman from utilizing current Best Practices in infrastructure design, and the TMP should include a discussion of this.	**NO CHANGE RECOMMENDED** Thank you for your comment. The TMP is not geared to establish maintenance procedures or operating budgets. It may be more appropriate to have BABAB work with the Public Works Dept. to see what more can be done regarding winter maintenance budgeting or operations for bicycle routes.

Comments Received from WTI (continued)

ID	DATE RECEIVED		COMMENT	RESPONSE
27	**17-Mar-17** **WTI** *(note: received after deadline of 5:00 PM on 03/17/2017)*	**Page**	**CHAPTER 1 INTRODUCTION**	
		1	"Improvements" – How do we define? See ITE article (Making the Case for Transportation Language Reform: Removing Bias, by Ian Lockwood).	**NO CHANGE RECOMMENDED** Thank you for your comment.
		5	Consider incorporating Performance Measures and Targets (currently 6.2) with the Goals and Objectives. Inclusion of the Performance Measures and Target here will frame the recommendations section and will simplify the ability to see the proposed performance measures for each objective.	**NO CHANGE RECOMMENDED** Thank you for your comment. The Performance Measures and Targets are new components of the TMP and are derivatives of the entire planning process. They are more appropriate to be placed in the implementation portion of the TMP.
		5	Objective 2.1 – how do we define "efficient"? Are we using the existing system efficiently by getting more people into one vehicle (carpool, vanpool, bus, etc.), or when we say that the "street network is adequate" do we mean adding capacity? (see Objective 2.2)	**NO CHANGE RECOMMENDED** Thank you for your comment.
		5	Objective 2.2 – We again use the word "improvements", as in, "...through improvements in intersection and roadway capacity." We can increase capacity by reducing the number of single-occupancy vehicles. Perhaps we should emphasize that, indicating that we are moving away from simply building more lane miles.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		5	Transit is a key aspect to improving the efficiency of the transportation system. Consider adding an objective such as "Promote and support the expansion of the Streamline Transit system" to express the importance that transit plays in improved efficient use of existing transportation network.	**CHANGE RECOMMENDED** Thank you for your comment. We will add an objective with the wording as provided.
		5	Traffic Operations offers potential for improving the performance of the existing transportation network. Consider adding an objective such as "Explore options to utilize technology to increase operational efficiency of the existing transportation network."	**CHANGE RECOMMENDED** Thank you for your comment. We will add an objective with the wording as provided.
		6	Consider the use of "facilities" rather than "amenities." Amenities may imply something optional.	**CHANGE RECOMMENDED** Thank you for your comment. We will review and re-word "amenities" to "facilities" as appropriate.
		7	Objective 4.1 Consider incorporating or referencing the goals defined in the 2013 Community Transportation Safety Plan. http://www.mdt.mt.gov/pubinvolve/bozemanctsp/docs/boz_ctsp_final_07_2013.pdf	**NO CHANGE RECOMMENDED** Thank you for your comment.
		17	Table 2-3 shows there is a 6.8% "other means of commuting" based on ACS data. Does this refer to bicycle commuters? Do American Community Survey (ACS) results include commuting trips to schools and MSU or just the "commuting workers" mentioned? In the case of MSU, if student trips to and within campus are not included, then the ACS data is NOT representing thousands of additional trips each day. Since many student trips are by walking, public transit, and bicycle, the mode splits in Table 2.3 could be way off. The text needs to explain whether or not student trips were counted in order for us to accurately count mode splits.	**NO CHANGE RECOMMENDED** Thank you for your comment.

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		19	2.1.2. Employment and Income Trends - Shouldn't MSU students traveling to campus be counted as "commuting workers" for the purposes of this section? Since the purpose of quantifying # of commuters to various employers in Bozeman is to estimate the travel demand to these locations, students traveling to MSU should figure in the commute data just as Faculty and Staff are. Otherwise, we don't have a realistic count of the number of people traveling to MSU each day.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		24	Consider adding Active Transportation modes to these descriptions for the various streets. Bicycle traffic in particular should be included in the descriptions since they legally are vehicles. Even though the 2.3.2 Active Transportation Network follows on the next page, these modes should still be included within descriptions of functional classifications in order to emphasize that Bozeman is striving for a balanced, multimodal system.	**NO CHANGE RECOMMENDED** Thank you for your comment. Section 2.3.2.1 adequately captures the definition(s) for bicycle and pedestrian active transportation modes.
		26	Consider identifying these as On-Street Bike Lanes and eliminating the word separated from the description. "On-street Bike lanes are a type of bikeway that use signage and striping to delineate the right-of-way assigned to bicyclists and motorists. On-street Bike lanes encourage predictable movement by both bicyclists and motorists. Bozeman has approximately 33 miles of on-street bike lanes." Consider mentioning the effect that MV speed and parked cars have on the safety and comfort of these facilities. Consider using a different photo for the on-street bike lanes. Consider using one that shows a fully striped bike lane adjacent to a parking lane or one that does not include a parking lane.	**CHANGE RECOMMENDED** We will modify the language as follows: Bike lanes are a type of on-street bikeway that uses signage and striping to delineate the right-of-way assigned to bicyclists and motorists. Bike lanes encourage predictable movement by both bicyclists and motorists. Bike lanes can vary in comfort depending on the speed and volume of passing motorists and the overall size of the roadway. Bike lanes of greater width help to make them more comfortable along busier roadways. Bozeman has approximately 33 miles of on-street bike lanes. We will provide a new photo as requested.
		27	Consider including the limitations of shared use paths for higher speed cycling often desired by commuting cyclists.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		28	Natural Surface Trails- It should be noted that natural surface trails have inherent limitations as regular transportation routes since during the winter and shoulder months they may not be passable or safe. Since Bozeman has such a large number of trails—92 miles—that are natural surface, in quantifying the city's Active Transportation network it's key to remember that big chunks of it are not available all year-round.	**CHANGE RECOMMENDED** We will add an addition to page 28 that states that Bozeman's network of natural surface trails provide significant transportation utility for many residents; however many can become unusable in the winter due to snow accumulation.
		28	Consider a general discussion of facility types that includes potential user types as well as relative comfort of the facilities.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		31	In the Arterials and Collectors section consider adding that these roads with higher MV volumes and speeds are barriers and are often unpleasant places to bike and walk. Under the crossings section, consider adding increased frequency of crossings as desirable. Thinking of places like S 19th Ave between College and Kagy.	**CHANGE RECOMMENDED** We will add the following additional language: Similar to on-street bicycle facilities, an arterial or collectors width and traffic speed and/or volume can influence how comfortable or

ID	DATE RECEIVED		COMMENT	RESPONSE
				pleasant the street is to walk along. Greater separation distance from moving traffic generally increases comfort.
		33	Transit Facilities. Need to include something about Galavan, and provide information regarding funding. We have information on costs, etc. for the street network, and bike/ped goals. Nothing on transit. Consider the following: Galavan was established in 1973 to provide transportation services to senior citizens and persons with a disability. This demand-response service provides over 30,000 rides per year, and is considered an important part of the transportation service in the greater Bozeman area. For Fiscal Year 2017, Galavan's budget was approximately $400,000, which is about one-fourth of that of Streamline's $1.6 million budget. As the Bozeman area grows, increased support (funding) for these services will be important so that the community can reduce the number of single occupancy vehicle trips in the area. People will be able to reduce their individual costs for mobility, and the existing infrastructure will be more efficient, by having multiple people on one vehicle (bus). Based on current expenses, adding an additional route to Streamline will cost about $258,000 per year. That provides twelve hours of service per day for six days per week (Monday – Saturday). Based on previous and current studies, it is anticipated that by 2040, Streamline and Galavan will need to add additional services to meet demands. Given the growth in the greater Bozeman area, it is anticipated that the Streamline/Galavan budget should grow to $6 million per year by 2040. It should be noted that the $6 million per year figure does not include the full cost of capital equipment (buses). Under the current funding program, Federal Transit Administration funds, managed by the Montana Department of Transportation, pay for 80 to 86% of the cost of the vehicles used by Streamline and Galavan. The "local portion" for the vehicles is the in annual budget, however.	**CHANGE RECOMMENDED** We will add the language as suggested.
		35	Active Transportation Facility Maintenance -It should be boldly stated that during months of snow and ice, a LARGE number of Bozeman bicycle facilities for all intents and purposes cease to exist. This simple fact is critical to those people who depend on bicycling for transportation (including a large percentage of MSU students) no matter how cold and snowy conditions are. This raises the subject of maintenance high on the priority list for the bicycling network, and suggests a new, more robust and fully funded bike facility snow removal program be established, including a system to prioritize the most important bike routes throughout the city and clearing snow and ice from those facilities at the same time streets are cleared for cars.	**NO CHANGE RECOMMENDED** Thank you for your comment.
			CHAPTER 2 STATE OF THE COMMUNITY	
		40	2.4.1 the end of 2nd paragraph "… to determine if these roads need to be expanded to accommodate the existing or projected traffic demands." Road expansion is only one method to accommodate traffic demand, which often leads to a more dangerous environment for people traveling by foot, bike and bus. Perhaps we should emphasize moving people, rather than just cars, indicating that we are moving away from road expansion as our only choice.	**NO CHANGE RECOMMENDED** Thank you for your comment.

ID	DATE RECEIVED		COMMENT	RESPONSE
		42	This sentence does not look correct in Section 2.4.2 "Both MDT and the city of Bozeman have collected regular pedestrian and bicycles data for years, allowing long term trends to be understood". We aren't aware of any regular bike/ped data collection- but hope we are moving in that direction! BABAB has collected bicycle counts for three days in the fall. Perhaps reword this sentence and use a word such as "limited" to describe the data collection efforts and ability to use this data to determine trends.	**CHANGE RECOMMENDED** We will replace the word "regular" with the word "limited" as suggested.
		42	Journey to Work/Commuting (ACS) 2010 - 2014 Data. Are trips to school and MSU included? As mentioned above, not including MSU's 15,000+ students in "commuting" data would critically skew the mode split data.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		42	Consider rewording the last sentence to say "This indicates needs with infrastructure…." There is clear indication that improved infrastructure connectivity is needed.	**CHANGE RECOMMENDED** We will reword the sentence language as suggested.
		45	Bike and Pedestrian Intersection Traffic Counts (2015). Provide some information on, what time of day were these counts were taken.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		45	2.4.3 intersection operations- this section presents a narrow view of LOS for motor vehicles at peak hours that may mislead readers. Consider revising the text or copying your good discussion on this from page 122 -Chapter 5 to this section. *"LOS are a microscopic approach to evaluating traffic operations. Intersection LOS defines intersection performance in terms of vehicle delay and does not factor in alternative travel modes nor does it take into consideration the health of the overall transportation system. Intersection LOS is often based on a single hour, or peak hours, for which the system is most congested. A more macroscopic approach to improving the transportation system, not just reducing peak hour delay at single intersections, should be taken."* A good resource on this topic can be found in Chapter *7 of "A* Citizen's Guide to Better Streets*"*. Consider ensuring the use of motor vehicle or vehicle when discussing LOS as this is a motor vehicle measure. Consider including language that clarifies that LOS is a measure of peak hour delay (often reporting on the peak 15 mins) and the intersection likely functions with little or no delay during most hours of the day.	**CHANGE RECOMMENDED** We will add the language depicted and from Chapter 5 in section 2.4.3 for reinforcement. **NO CHANGE RECOMMENDED** Thank you for your comment.
		46	Figure 2.13 – Similar to above comment, please make it clear that this LOS figure refers to motor vehicles only at peak commute hours. Label on figure what the A-F ratings refer to such as F= > 80 seconds increased mv travel time….	**NO CHANGE RECOMMENDED** Thank you for your comment.
		47	Consider including the critical fact that major streets often interrupt/disrupt low stress networks	**NO CHANGE RECOMMENDED** Thank you for your comment.
		49	Does Fig. 2.15 on page 49 include bicycle and pedestrian crashes?	**NO CHANGE RECOMMENDED** Thank you for your comment. Bicycle and pedestrian crashes are not included in Figure 2.15.

ID	DATE RECEIVED		COMMENT	RESPONSE
		54	Why were locations of these crashes not shown? Can locations be shown in the final version of the TMP? This is critical to prioritizing where attention—and money—should be focused to make the active transportation network safe.	**NO CHANGE RECOMMENDED** Thank you for your comment. Bicycle and pedestrian crashes are not shown spatially due to dataset limitations and inconsistent reporting formats.
		54	Were the 23% of bicycle crashes that occurred "within a bicycle lane" in the intersection or the tangent section of the roadway? This is critical to knowing what aspect of the bike lane design may contribute to a crash.	**NO CHANGE RECOMMENDED** Thank you for your comment. We do not have the dataset to answer this questions due to dataset limitations and inconsistent reporting formats.
		54	Consider revising final sentence to read "…local streets, that ARE another place…" This is an important recommendation.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		55	For the 59% of bike crashes and 36% of ped crashes by impaired driving by motorists. Does impaired refer to alcohol or drugs or does it also include distracted driving, such as use of cell phones.	**NO CHANGE RECOMMENDED** Thank you for your comment. The dataset only includes impaired driving, not distracted driving.
			CHAPTER 3 GROWTH, TRAVEL FORECASTS, AND NEEDS	
		61	Table 3.4 appears to have a typo. For the year 2020, should it be 84, 111 (rather than 8,411)	**CHANGE RECOMMENDED** Thank you for catching this typo. We will change the 8411 number (it should be 81,751).
		63	traffic model assumed traffic will be similar as today. Change language to reflect the need to meet higher bike, ped, bus mode share goals. Consider "…how **motor vehicle** traffic patterns…" for the first sentence.	**CHANGE RECOMMENDED** We will add the words "motor vehicle" as suggested.
		65	Figure 3.2 - Similar comment to that on page 46, this figure on its own may be misleading to readers. Please make it clear that this LOS figure refers to motor vehicles only at peak commute hours. Label on figure what the A-F ratings refer to such as F= > 80 seconds increased mv travel time…	**NO CHANGE RECOMMENDED** Thank you for your comment.
		69	Consider adding a discussion of the additional trip reduction potential of increasing transit frequency and reach.	**NO CHANGE RECOMMENDED** Thank you for your comment.
			CHAPTER 4 IMPROVING THE SYSTEM	
		71	This section recommends many MSN projects to become 5 lane streets, which promote high speeds and tend to have the highest crash rates. Communities across the country are converting their 4 or 5 lane roads to 3 lanes (called a road diet). Benefits of 3 lanes rather than 4 include: • An overall crash reduction of 19 to 47 percent (FHWA, Road Diet Informational Guide, 2014). • Reduction of rear-end and left-turn crashes through the use of a dedicated left-turn lane. • Fewer lanes for pedestrians to cross, space for pedestrian refuge islands. • Improves speed limit compliance and reduces crash severity.	**NO CHANGE RECOMMENDED** Thank you for your comment.

ID	DATE RECEIVED		COMMENT	RESPONSE
			• Allows more space for high quality bicycle facilities. 4 and 5 lane roadways appear to be contradictory to many of the goals and objectives of this plan. While we are not suggesting this is appropriate for every street, it is important to assess assumptions that 4-5 lanes are necessary. Research shows building more lanes leads to more traffic. No city has ever built its way out of congestion by adding more lanes. Numerous studies show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT) (Handy, 2015 Increasing Highway Capacity Unlikely to Relieve Traffic Congestion).	
		71	Where in the TMP will roadway standards/cross sections be defined, e.g., principal arterial, urban collector, etc? In the prior section on the Committed Major Street Network (CMSN), more detail is provided including mention of bike lanes, shared-use paths, medians, etc. For these Recommended Major Street Network roadways no such detail is provided, and bicycle facilities aren't mentioned at all.	**NO CHANGE RECOMMENDED** Thank you for your comment. Appendix H: Facility Recommendations Technical Memorandum contains additional detail on preliminary configurations and associated non-motorized facilities. Appendix K shows the conceptual corridor striping plans developed for this purpose.
		72	CMSN-4 doesn't the cross section include shared use path now?	**CHANGE RECOMMENDED** Thank you for your comment. We will modify the description to reflect the addition of the shared use path.
		73	Add language about not only upgrading intersections for traffic volumes, but also to be safe and comfortable for people on foot and bike.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		73	Find out what "representative typical sections were chosen from the 2007 TMP. Standard cross sections require updates to reflect newer guidelines. (from NACTO and FHWA)	**NO CHANGE RECOMMENDED** Thank you for your comment. Appendix H: Facility Recommendations Technical Memorandum contains additional detail on preliminary configurations and associated non-motorized facilities. Appendix K shows the conceptual corridor striping plans developed for this purpose.
		77	Babcock Street – a conservation easement exists along Gooch Hill making the extension of Babcock Street west to Gooch Hill very unlikely, even in the 20+ year horizon of this plan. Consider removing this from the Future Road Connections.	**NO CHANGE RECOMMENDED** Thank you for your comment. The future connections shown in the TMP are intended as visionary extensions to the major street network. Future extensions or new connections would most likely occur as the result of new development or land use changes. A review of compatible lands and available right-of-way would be completed during project development if/when a project is contemplated.
		79	Committed TSM Improvements – Consider adding descriptions of bicycle intersection treatments here. As the bicycle crash data in chapter 2.5 shows, 78% of crashes occur at intersections and driveways, and 65% of crashes occur on arterial streets. We have many tried-and-tested design tools, such as the	**NO CHANGE RECOMMENDED** Thank you for your comment.

ID	DATE RECEIVED		COMMENT	RESPONSE
			NACTO Urban Bikeway Design Guide, to help make intersections safer for bicyclists. The TMP should be stating when those are called for, and provide those details.	
		80-81	Does "small" roundabout refer to single lane? Large to double lane? Consider adding discussion of different intersection types in terms of safety for all road users. Oregon's Bicycle and Pedestrian Design Guide, 2011 provides a discussion of modern roundabouts in Chapter 6. Some benefits of single lane roundabouts include: • Reduced need for more travel lanes (signals create stop-and-go conditions, resulting in a need for extra travel lanes to handle capacity at intersections). • Reduced crash rates; • Reduced severity of injuries (due to slower speeds); • Reduced long-term costs (compared to traffic signals, which require electrical • power); and • Reduced liability by transportation agencies (there are no signals to fail).	**NO CHANGE RECOMMENDED** Thank you for your comment.
		85	This chapter should state up front that some of the Spot Improvements include bicycle facilities. Several of the spot improvements include treatments to improve access and safety for bicyclists that do not appear in the Bicycle Improvements section in 4.4. This could mislead City of Bozeman engineering staff or consultants who might assume that all the recommended bike improvements for any given location are confined to section 4.4 and do not occur elsewhere in the TMP document.	**CHANGE RECOMMENDED** We will change the last paragraph under 4.3.1 to: Each of these issues is addressed in this section through a variety of infrastructure and programmatic improvements. Figure 4.3 displays the recommended sidewalks, intersection improvements, and trails which will benefit pedestrian (and in many cases bicycle) activity. All improvements will improve the City's accessibility to pedestrians of all ages and abilities through accessible design. The city of Bozeman should consider adopting the draft Public Rights-of-Way Accessibility Guidelines (PROWAG) and continue to retrofit its network for improved accessibility for all users.
		85	Consider rewording the second sentence of 4.3 to something like "The recommendations are intended to encourage active living by residents and visitors and accommodate a variety of ability levels with particular emphasis on **establishing a well-connected pedestrian network that is** comfortable and accessible to a wider range of the population."	**CHANGE RECOMMENDED** We will add the language as suggested.
		86	Good recommendation to amend UDO to require sidewalk construction as a basic component of subdivisions that should be installed w/ streets and utilities before individual lots are developed. How can the TDM team follow up to move this forward?	**NO CHANGE RECOMMENDED** Thank you for your comment.
		88	Spot-8 consider including a striping plan for the short term recommendations. This intersection needs to have striping updated as soon as possible to provide better indication of where bicycles should be positioned for safety.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		88	Spot-9 Irving students do not generally cross here anymore. The Irving School Walking School Bus from Family and Graduate Housing established its route along College, crossing 11th at the roundabout and	**CHANGE RECOMMENDED**

ID	DATE RECEIVED		COMMENT	RESPONSE
			then crossing College at 9th. When the SRTS plans were developed there were crossing guards at 12th/College and 11th/Alderson. These no longer exist. Consider removing this recommendation if based solely on Irving School.	We will add an option to SPOT 9 for a protected intersection or roundabout for the second scenario. There is still a crosswalk at this location. We will leave this in but remove the reference to the SRTS.
		89	SPOT -11 Will MDT allow HAWK at an intersection? MUTCD allows but does not recommend? Consideration of improvement at 7th and Villard. This is an existing school crossing. RRFB is being proposed.	**CHANGE RECOMMENDED** We will add the following text to the description at the beginning: This project supports the formalization of a bicycle boulevard along Lamme St.
		89	SPOT 12 & 13 – These improvements were approved for TA funding and are in development already.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		89	SPOT-16 Consider Grant or Garfield first, with recommended bike lanes on Grant and existing MSU bike/ped traffic at Garfield? Galligator crossing needs path improvements to define crossing at Lincoln. Depending on Kagy reconstruction and MOR Galligator corridor may relocate.	**NO CHANGE RECOMMENDED** Thank you for your comment. City will adjust priorities depending on opportunities and constraints at the time.
		90	SPOT-22 There is currently room to restripe this intersection to include a BL through while maintaining the RT lane. Consider including a restriping plan for this intersection.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		90	SPOT-27 – consider recommending bulb out(s) to improve ped visibility as well as reducing right turn issue.	**CHANGE RECOMMENDED** We will add a third option for bulb-outs to be retrofitted with any roadway/streetscape work on College.
		91	These intersection design recommendations should be adopted into Engineering standards for roadway design, and integrated into development regulation documents.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		91	SPOT-40 Consider including N 22nd as a potential location for this.	**CHANGE RECOMMENDED** We will add a second option in the location column that says W. Stevens St and N. 19th Ave or N. 22nd Ave and N. 19th Ave
		91	Consider adding a recommendation to automatically give walk signal with green and eliminate the need to use the "beg button". This was done on Main St.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		91	Consider adding SPOT improvement on Garfield at the Galligator crossing recommending making this a raised crossing.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		91	Consider adding SPOT improvements for College St between 11th and 8th Ave to add bulb outs and enhanced crossings for this high traffic pedestrian area. Demonstration projects could help define and refine the concepts to be used.	**CHANGE RECOMMENDED** We will add a sentence to explore bicycle and pedestrian features such as bike lanes and bulb-outs under MSN-19.
		93	Consider including reference to Ithaca, NY sidewalk funding program that established districts for funding sidewalk program. http://www.cityofithaca.org/219/Sidewalk-Policy Also, consider referencing Burlington, VT that has a city run snow removal program.	**NO CHANGE RECOMMENDED** Thank you for your comment.

ID	DATE RECEIVED		COMMENT	RESPONSE
			https://www.burlingtonvt.gov/uploadedFiles/BurlingtonVTgov/Departments/Public_Works/Streets_and_Sidewalks/FY12%20DPW%20Snowfighting%20Program.pdf	
		95	Consider changing label to "On-street Bike Lanes"	**NO CHANGE RECOMMENDED** Thank you for your comment.
		96	Consider adding a discussion of: preferred facility types based on user type, the minimum grid concept, the importance of a connected network that includes intersection treatments particularly at arterial and collector crossings.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		96	Consider adding further details for Bicycle Boulevards including examples and visuals. Consider including the "advanced treatment" options of traffic diverters, etc. These should definitely be included in future planning for the network in Bozeman. If this plan is looking out to 2040 it is not too early to introduce these concepts.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		97	BL-2 consider option of advisory BL similar to College St	**NO CHANGE RECOMMENDED** Thank you for your comment.
		97	General – MSU Bicycle Master Plan (BMP) recommends separated bike lanes in many places including W Garfield & W Lincoln	**NO CHANGE RECOMMENDED** The MSU BMP was completed through a process separate from this TMP. The development of future improvements will consider relevant planning documents.
		98	BL-8 the MSU BMP recommends development of a pathway connection for bicycles	**NO CHANGE RECOMMENDED** Thank you for your comment.
		99	BL-11 Long term what are the standards set forth in the Bozeman TMP?	**NO CHANGE RECOMMENDED** The striping plans drawn for Appendix K use typical sections from the 2007 LRTP Update.
		100	BB-1 consider referencing specific spot improvement	**CHANGE RECOMMENDED** We will remove reference to spot improvements and intersection modifications as none are proposed.
		100	BB-3 consider referencing SPOT-11, others?	**CHANGE RECOMMENDED** We will change reference to SPOT-11.
		100	Consider including Villard & Aspen as BBs. Villard is direct connection to Beall west of HS and is a school crossing at N 7th. Aspen could connect from N7th all the way to Front St with a bridge that has been discussed by the NE neighborhood and path connections through Centennial and N Grand Parks.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		101	SR-4 MSU BMP recommends BL with 10' travel lane.	**CHANGE RECOMMENDED**

ID	DATE RECEIVED		COMMENT	RESPONSE
				We will add option for bike lane in table, and change text to "shared lane markings or 5-foot bike lane and 10' travel lane could also be implemented."
		106	Consider adding a discussion of a winter maintenance and establishing a bike and ped counting program. Could be as simple as requesting data be collected by all consultants and that MDT include bike ped classifications on all counts conducted in Bozeman. Could include purchase of equipment and data plan from EcoCounter as Missoula does.	**CHANGE RECOMMENDED** We will work on developing and adding language that speaks to a more robust bike and ped counting program.
			CHAPTER 5 POLICY AND PLANNING FRAMEWORK	
		112	Consider removing sentence "Due to the experiences with these traditional TDM measures over the past few decades, it became clear that the whole TDM concept needed to be changed." While partially true, this paints TDM efforts in a light of being unsuccessful.	**CHANGE RECOMMENDED** We will remove the sentence as suggested.
		112	Section 5.2 Transportation Demand Management (Final Paragraph) Please edit to say the following: The city of Bozeman is embarking on a golden opportunity beginning in Fiscal Year (FY) 2017 with the commitment for financial participation for a newly created TDM initiative. This is the first initiative of its kind in the Greater Bozeman area, and is being funded by the Western Transportation Institute through a Federal grant, with match funds being provided by the city of Bozeman and Montana State University. It is anticipated that this initiative will initially be funded for three years, and will focus on reducing overall vehicle miles traveled through a number of TDM efforts, including an emphasis on walking, biking, carpooling, vanpooling and transit. Additional information on these and other TDM strategies is provided in the following section.	**CHANGE RECOMMENDED** We will modify the final paragraph as suggested.
		117	Guaranteed Ride Home Programs - As noted in the text, the GRH program is for more than transit commuters, including those who car- or van-pool. Perhaps it would be easiest to simply remove the text from the "header" that says, "for Transit Riders."	**CHANGE RECOMMENDED** We will modify the header as suggested.
		118	Consider rewording such as "**Portions of a connected network are** in place to use alternative modes of transportation including transit, walking and bicycling. **Increased connectivity and expansion of these networks will be needed** as the community grows."	**CHANGE RECOMMENDED** We will modify the language as suggested.
		122	"A more macroscopic approach to improving the transportation system, not just reducing peak hour delay at single intersections, should be taken." Are there specific suggestions that should be included?	**NO CHANGE RECOMMENDED** Thank you for your comment.
			CHAPTER 6 IMPLEMENTATION AND FINANCIAL STRATEGIES	
		129	In the first paragraph consider referencing the idea of a minimum grid for the active transportation network. In the third paragraph consider including user comfort as an important facility attribute to be considered.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		129	Cross sections and intersection treatments are a critical aspect of the vision for a transportation network and are missing from the plan. Consider including examples from and references to documents such as the NACTO Guides.	**NO CHANGE RECOMMENDED** Thank you for your comment.

ID	DATE RECEIVED		COMMENT	RESPONSE
		131	Consider adding separated bike lanes to the visionary Active Transportation Network. For certain corridors, this should be the preferred facility type.	**NO CHANGE RECOMMENDED** Thank you for your comment. Bike lanes are already depicted on Figure 6.2.
		132	Consider moving or adding this section to Section 1.3. Having the Goals, Obj. and Perf Measures in one place is helpful for a complete understanding.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		133, 134	Several goals (2, 3, 5, 6 & 7) note the percentage of the city within 1/8 mile of a bus stop or bike lane. In transit, it is generally considered that someone has bus service if they are within ¼ mile of a stop. Therefore, at least for transit, I would use the ¼ mile distance, even if we keep the bike lane distance at 1/8 mile.	**CHANGE RECOMMENDED** We will modify the language as suggested to identify the ¼ mile distance.
		133, 134	Goal #6. There is nothing about transit ridership. Not sure where it should go, but perhaps we need something about the percentage of trips taken by transit. Or, instead of having targets for modes such as walking, biking and transit, should we have an overall goal of something like 50% or fewer trips will be taken by single occupancy vehicles. A goal like that supports all other modes, and TDM efforts such as carpooling, vanpooling, etc.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		133, 134	The goals and targets for bike lanes and shared use paths should state within a distance of a connected network of bike lanes. Simple proximity to a section of bike lane that is not connected should not be considered a goal. Goal 6 should include perf measures and targets for public involvement since it is one of the objectives. This could include the use of demonstration projects to test design options.	**NO CHANGE RECOMMENDED** Thank you for your comment.
			APPENDIX K - Corridor Striping Plans	
			The comments below recommend some representative changes to the striping plan, rather than an exhaustive list. It was our understanding that the striping plan was originally intended to allow for relatively low cost, short term changes to striping that could provide better guidance for people walking and biking, especially at intersections, creating a more predictable and safe environment. However, this striping plan does not include any dimensions or bike/pedestrian specific guidance that would meet that intent.	**NO CHANGE RECOMMENDED** Thank you for your comment. It is unclear why the commenter assumes how the corridor striping plans are to be developed. The scope of services for this effort are for high level conceptual corridor schematics with very basic line work within the roadway prism. Design details including dimensioning, annotations, individual intersections treatments, etc., are not part of this associated planning effort.
		1	Should include striping plans for key intersections where bike lane markings currently need to be added or modified. Intersections which currently need improved striping include: S 3rd Ave/Kagy Blvd, N 7th Ave/Oak St (including Walmart access), N 19th Ave/Oak St, S 23rd/Babcock/Main St, Cottonwood Rd/Babcock, Cottonwood/Fallon, S 19th/Kagy. Several of these intersections include existing striping that violates the MUTCD by striping a bike lane to the right of a right turn lane. These striping plans should be produced and implemented with the annual restriping this summer.	**NO CHANGE RECOMMENDED** Thank you for your comment.

ID	DATE RECEIVED		COMMENT	RESPONSE
		1	Using the 2007 cross sections does not bring the street standards up to current state of the practice for bike infrastructure.	**NO CHANGE RECOMMENDED** Thank you for your comment.
		6	S 3rd at Goldenstein. Bike treatment? Bike box? Bike lane shown dashed for each turn lane?	**NO CHANGE RECOMMENDED** Thank you for your comment.
		8	S 3rd at Graf(w) - SB bike lane treatment: bike box? Left turn bike lane? Roundabout?	**NO CHANGE RECOMMENDED** Thank you for your comment.
		8	S 3rd at Graf (e) - SB bike lane treatment: carry with through lane	**NO CHANGE RECOMMENDED** Thank you for your comment.
		10	S 3rd/Kagy Willson needs striping update now not in 5 years with Kagy reconstruction, carry bike lane with through lane	**NO CHANGE RECOMMENDED** Thank you for your comment.
		12	S 11th continue median?	**NO CHANGE RECOMMENDED** Thank you for your comment.
		14	Widen sidewalk/path at roundabout to provide bike and ped space, consider separate facilities	**NO CHANGE RECOMMENDED** Thank you for your comment.
28	**7-Apr-17** **Bob Abelin** *(note: received after deadline of 5:00 PM on 03/17/2017)*	Dear Mr. Key, I would like to take this opportunity to provide comment regarding the Bozeman TMP update. The developers of the DNRC property between North 7th Avenue and Interstate 90 are currently exploring access options for 255 acres of potential commercial property in this area. Currently the property is largely landlocked to the west and north between I-90 and the Montana Rail Link railroad tracks. In order to provide better access to this property, the developers are currently exploring several different options to create a new connection across I-90. These options may include a new overpass, underpass, or ramp modification between Baxter Lane and the Frontage Road. The alternatives may involve a connection to Dead Mans Gulch or other cross street providing direct access to 19th. A new crossing of Interstate 90 in this area would provide better access to the DNRC development property and could improve traffic flow patterns along Baxter Lane and North 19th Avenue by creating an alternative connection to Griffin Drive to the east. This crossing is not proposed as a new interchange connection with I-90. We suggest that a potential MSN project be included within the TMP to help move this project forward. Bob Abelin, P.E. PTOE Abelin Traffic Services 406-459-1443		**CHANGE RECOMMENDED** We added a recommended project (MSN-48) to include a new connection across Interstate 90. The location of the crossing is unknown at this time. Potential locations include a new connection between Baxter Lane and Mandeville Drive or a new extension of Dead Mans Gulch.

Comments Received from City Commission on April 17, 2017

ID	NAME	COMMENT	RESPONSE
01	**Commissioner Krauss**	1. Revise Language in Goal 1: More emphasis on what we've done and less indictment (i.e. PCI, Snow Plowing, Street Sweeping, etc.). Specifically bothered by the statement of competition for maintenance/operations dollars and funding new streets.	1. Removed the lead-in text and replaced with the following: *The City has made great strides in developing a transportation maintenance program that focuses on optimizing the existing transportation system to the greatest extent possible. A citywide pavement condition inventory was recently completed to quantify roadway conditions and determine logical priorities for annual maintenance activities throughout the community.*
		2. Sidewalks: Scratch ideas to spread sidewalk costs across the entire community. It is working fine now.	2. The language for "Sidewalk Program" on page 93 was revised to read as follows: *Sidewalk replacement and expansion is an issue that is important in every Montana city. Currently the city of Bozeman notifies property owners of issues and requires that they repair or replace deficient sidewalk within 30 days. Equitably balancing property owner responsibility with the overall public benefit of sidewalks in a way that can accelerate sidewalk maintenance and expansion should be a primary goal of a community's sidewalk program. The City's current ADA ramp upgrade program is a good example of proactive incremental progress and could be a key component of an overall sidewalk program.*
		3. Would like to see a short discussion with cost estimates regarding what is likely to get done in the next 5-10 years (i.e. what is reasonable)	3. Added, to the end of the first paragraph at the beginning of Section 4, as follows: *Accomplishing all of the recommended MSN and TSM projects over the 20-year planning horizon will cost well over $200 Million. Historically, City of Bozeman CIP projects total between $15 and $20 Million over a 5-year CIP time period. Accordingly, it would be reasonable to assume the City could complete recommended projects on the order of $3 to $4 Million per year in the foreseeable future.*
		4. Add language regarding why we are focusing on the 24-year planning horizon (i.e. "this is how far we have to go to satisfy MDT, MPO, etc.")	4. Added, to the end of the first paragraph at the beginning of Section 3, as follows: *Projecting to the year 2040 is necessary to comply with guidance set forth by FHWA and MDT in the development of community long range transportation plans that suggests long range planning for a minimum 20-year planning horizon. It is acknowledged that the City of Bozeman may not plan or allocate transportation funds on the same time horizon and generally focuses on a 5-year horizon per the CIP process to plan projects.*
02	**Commissioner Andrus**	1. Would like a brief explanation about why Babcock/Main/Mendenhall wasn't studied.	1. Added, an additional paragraph to the end of Section 4.4.2, as follows: *An evaluation of reversing the one-way directional flow on Babcock and Mendenhall Streets was not completed as part of this TMP, nor was an evaluation of other downtown road configurations, such as single travel lanes with angled parking on Babcock and Mendenhall Streets, or converting Main Street from four to three lanes. This was intentional as directed by the Technical Working Group*

ID	NAME	COMMENT	RESPONSE
			and City staff due to budget limitations. Additionally, the travel demand model available as part of this TMP effort is good for macroscopic analysis, but a detailed traffic analysis of the downtown would require much more in depth modelling than that available with the TMP.
		2. Would like a TSM project added to "improve" (i.e. enlarge) size of street signs	2. Added, Table 4.5 Recommended TSM Improvements: *TSM-40: Citywide Street Sign Evaluation. Evaluate all street signs in Bozeman for uniformity and readability. Identify signs in disrepair and possible letter size upgrades for visibility. Cost: $25,000 (Evaluation)*
		3. Projects aren't prioritized; add some language so the number doesn't imply prioritization. Make it explicit.	3. Added statement to lead-in paragraphs in sections 4.3.3 and 4.4.1 (was already present in sections 4.1.2 and 4.2.2): *The project numbering scheme does not represent or imply priority with respect to individual projects.*
03	**Commissioner Mehl**	1. Add projected year "dates" on figures on page 64 and 65.	1. The projected year (2040) was added to figures 3.1 and 3.2.
		2. Add footnotes or other clarifiers to the Revenue Table 6-2 In section 6.	2. Added clarification at the end of section 3.3.5 as follows: *Portraying the 20-year revenue estimates as shown in Table 6.2 is a function of MDT and FHWA planning requirements and portrays typical MPO revenue estimate depiction in transportation plans. It is acknowledged that the City of Bozeman may not allocate transportation revenues on the same time horizon and generally focuses on a 5-year horizon per the CIP process to plan projects.* Modified headers of Table 6.2 to better depict the column data as follows: *Current Account Balance; Yearly Annual Allocation (Estimated Per Year); Summation of Projected Revenues (Years 2017 thru 2030); Summation of Projected Revenues (Years 2017 thru 2040)*

Public Comment Matrix - FROM DIRECT EMAIL

(thru December 31, 2016)

ID	Initial Comment	Creator	Create Date	Source
1	Coordination with MSU and their 50-year master planning effort needs to be included as part of the Transportation Master Plan as motorized and non-motorized travelers to/from MSU have a significant impact on traffic operations in and around Bozeman.	Tom Eastwood	2-Sep-15	website
2	Our address is 27383 Frontage Rd, Bozeman. We are located on the short stretch of highway between Springhill and 7th Avenue. There are 7 residences, some with teenagers that are of driving age, along that stretch with private driveways that access Frontage Road. In addition, there are several small businesses and a daycare facility whose patrons use the small roads off of Frontage. The reduction of speed from 60mph to 50mph on Frontage Road for the past year has resulted in much safer conditions for those of us who live here and also those who access businesses in this same area. As you know, there are no shoulders nor turn lanes in this area, and it is an area with a highly-used wildlife corridor. Between the wildlife crossings, the school buses stopping here for school children, the teenagers leaving for school, the parents dropping off their toddlers for the daycare center, and the residences needing to leave and return to their homes, this area has been a safety concern for years. We have heard that the MDT is considering increasing the speed again in this area by sometime around the end of October, which has all of us who live here very concerned. Because there are freeway accesses on both ends of our area and, therefore, no need for the traffic to have higher speeds here, we ask that this area be seriously studied for safety reasons and that the city of Bozeman has input with the MDT to keep our speed reduced and perhaps consider designating it as a quiet zone with a 45mph speed limit. In addition, we ask that the city seriously consider making this area a no-passing zone, as there are many drivers passing unsafely, especially during the morning commute, causing those of us who live here to be concerned about turning into our own driveways. If you would like to talk to us for any reason, our phone number is 406-585-5443. Thank you for your time!	Scott & Terry Hall	7-Oct-15	website
3	Thanks for your University Neighborhood briefing last night. I posted a number of comments. I ride more than 4000 miles annually on a bike and avidly tour outside the US. I've visited 35 countries and cycled in 21 of them. Please contact me if my posted comments are unclear. Happy to contribute.	Larry Newman	14-Oct-15	website

ID	Initial Comment	Creator	Create Date	Source
4	Kudos (belatedly) on College/11th roundabout - it functions wonderfully for cyclists and autos! It is really unfortunate that the same was not approved for Baxter/Davis. Meanwhile, Church/Kagy intersection is a debacle for autos, cyclists, and runners alike - a roundabout would be a tremendous improvement there.	Lucian Hand	15-Oct-15	website
5	Thank you for taking comments. I am a bicycle, bus, and walking commuter and hope that the master plan pays careful attention to transportation that is based on bikes, buses, and walking. Having safe and accessible ways to move around town that are not based on cars/trucks is important and will help us to keep our high quality of life. Plus it's healthy.	Suzanne Christophe	20-Oct-15	website
6	The left hand turn arrow at the traffic light really helps move traffic going south on Rouse who want to turn east on Main Street. I believe we need 2 more left hand turn arrows: for traffic going east on Main that turns north on Rouse, and for those going south on Willson turning east on Main. Thanks!	Marilyn Guggenheir	24-Oct-15	website
7	I hope to participate further in the future, but I have two big problems with West Babcock street. There needs to be a roundabout or 4 way stop at Ferguson, so traffic doesn't pile up at rush hours. Also, a left turn arrow is badly needed at Babcock, 23rd and Main. Most West Babcock traffic is turning left onto main, but with more and more through traffic on 23rd to Babcock, fewer and fewer can pass the intersection, which will get much worse with a light at 23rd and College.	Jay Sinnott	26-Oct-15	website
8	In general, the bike lanes and paths in Bozeman are well placed and well maintained. In a few places, however, they are still very much needed. On West Oak, between the intersection with Davis and Meager, there is a stretch where the road narrows and goes into an S bend. There are no bikes lanes, no street lights, and no road shoulders as it is banked by jersey barriers. There also tends to be a lot of road debris and plants which grow under the barriers and into the road. I commute to MSU by bike and need to pass through this twice a day. It is dangerous in the mornings when there is heavy traffic, but much worse in the evening when cars have trouble seeing me. I would love to see a marked bike lane, and a street light would be even better. Thank you!	Sue Pellegrini	27-Oct-15	website

ID	Initial Comment	Creator	Create Date	Source
9	I commend the efforts to gather as much input from the community as possible. As Bozeman grows, it is crucially important to preserve the sense of community that exists, but is diminishing as we spread farther apart into the valley. One way to preserve the community is through maintaining and enhancing our connectivity to Bozeman's cultural and community centers. I believe that by developing and implementing a better non-motorized connectivity master plan from the Downtown Core and radiating outward to the outlying residential areas, that Bozeman will continue to thrive long into the future and maintain it character. Without this connectivity, Bozeman will become further separated into smaller sub-communities with are both physically and culturally isolated from each other. The opportunity existing now to invent in making the necessary corrections and connections to the missing pedestrian and bike routes to downtown, thru motorized route barriers (i.e. 7th, 19th, I90, etc.), property barriers (i.e. High School property, Undeveloped land West of 7th) and to the outlying neighbors, particularly to the west, as well as plan and require that future development be integrated with such a master plan. Ultimately, I believe trail connectivity and corridors to have greater impact than pocket open-space requirements, in new developments. As the Transportation Master Plan is developed, please place a high importance on non-motorized routes, and their overall connectivity throughout the community.	Tom Kujawa	27-Oct-15	website
10	Our one way street system with Mendenhall and Babcock Streets does not work well ... in fact, the project was never completed with the North 7th to Babcock connection for it to work as originally conceived. Mendenhall from North 7th to 11th makes no sense. Now with the new Element Hotel on Mendenhall, and the major housing development (with inadequate parking provisions) planned across from the Martel Plaza on West Lamme, we need Mendenhall and Babcock returned to two-way streets NOW ... not later when it's a huge problem. With the Athea Hotel and new hotel on 5th and Main, the congestion and traffic problems are going take matters from very bad to worse. As Bozeman grows to the west, this will only become worse with more traffic heading downtown. The morning and afternoon traffic forced on West Lamme Street and other side streets to circumvent the one ways is very problematic and dangerous with speeding traffic down a very narrow residential street (also designated as the "Bike Route") Thank you for allowing this format to comment!	Doug Wales	2-Nov-15	website

ID	Initial Comment	Creator	Create Date	Source
11	The laws concerning cyclists on the roads are flawed. The law says cyclists have the same rights and responsibilities as motor vehicles, but there are a couple of problems with this. First, drivers don't treat cyclists like cars. Bikes are much slower, smaller, and harder to see. More importantly, though, are the consequences of an accident - cyclists don't pose much of a risk to people in cars, but a cyclist hit by a car stands a good chance of serious injury or death. The laws about cyclists on the road should be more similar to pedestrian laws than motor vehicle laws.	Perry Hooker	3-Nov-15	website
12	I would like more bike paths out to areas such as Four Corners and throughout the city. I'd also like us to think of areas where can make roads into green spaces in the city centers to help people become more conscious of the environment much like Germany is doing. We could be the first city in the U.S. http://www.bbc.com/future/story/20140204-can-a-city-really-go-car-free I would also like to see more solar roadways. Thank you!	Emily Kniles	4-Nov-15	website
13	Install stop signs on streets crossing Yellowstone Ave and Meagher Ave between Babcock and Durston. Install stop signs on avenues crossing Cascade St. between Yellowstone Ave and Ferguson Ave. Eliminate all unregulated intersections in Valley Unit subdivision. Finish Durston Rd. improvements between Fowler and Flathead - including bike lanes.	Jeanette Hall	5-Nov-15	website
14	Lets stop kidding ourselves that we have bicycle lanes! The current bike lane designs are idiotic! These lanes are more like killing zones given the way traffic volume and driving habits have changed over time in this city. Even adults are now riding on the sidewalk rather then use the lanes. The new section of College street is a good example. We should be separating cars and bicycles as they do in Europe.	Alan Hooker	10-Nov-15	website

ID	Initial Comment	Creator	Create Date	Source
15	Traffic control is badly needed at Church/Sourdough and Kagy. I live south of this intersection on Sourdough, and navigate this intersection daily either in a vehicle, on a bike, or walking. Wait times just over the past year have greatly increased. Its also not clear to drivers entering the intersection from the N or S on Church/Sourdough who has the right-of-way. Rather than a traffic light, the best solution at this location would be a roundabout, or traffic circle. The safety and efficiency of these structures definitely justifies their expense. They're enjoyable to drive, and work well for bikes and pedestrians. I've heard there may not be sufficient right-of-way for a standard design. MDT is planning on acquiring additional easement for a roundabout at Cottonwood and Stucky. I support that decision, and I'd argue Sourdough/Kagy is in even greater need of this type of solution, given traffic volume.	Gary Weiner	19-Nov-15	website
16	Please consider adding left turn to signals on main street (downtown area) from Rouse to Grant at least every other light or something like that. Absolute nightmare to turn left now.	Scott McMahan	19-Nov-15	website
17	I live on the north side of Main near the Bozeman public library, and am a daily (year-round) user of the commuter trail that begins at the library (linear/Gallagator). Unfortunately, it is very difficult to get from the point where the trail ends (at the library) north across Main. The trail terminates in the middle of the block. The biker thus has the choice of riding illegally on the sidewalk to an intersection, or hopping the curb and merging into very busy Main Street traffic. When I am alone, I usually risk the merge into Main Street traffic. In the summer and fall, however, I am often with my children either in a trailer or on a tag along. We end up riding illegally two blocks on Main Street until we get to the Church and Main intersection where I feel it is safe-ish to cross and ride with traffic again. Crossing at Wallace and Main is extremely dangerous on a bicycle because of the cars turning in and out of Heebs as well as because of the right turn lane. I have witnessed one hit here (of a little girl on a bike whom I think was uninjured) and one near miss when a driver almost hit a pedestrian. I'm not sure what it would look like, but I would love to see a safe way for bikers to cross Main to access and exit this trail system.	Shannon Mahoney	19-Nov-15	website
18	I would really like to see a running/biking trail out Springhill road. This could be an extension of the trail system near Cherry River fishing access.	Betty Aleagha	19-Nov-15	website

ID	Initial Comment	Creator	Create Date	Source
19	I would like to encourage the inclusion of a "Perimeter Bike Loop" in the future transportation plan to provide a safe bicycle route around the perimeter of Bozeman, recognizing that it will take County cooperation as well. The loop would provide a wide paved 12-foot wide path that provides select underpasses to avoid major arterials. The route might include Cottonwood Rd / Love Ln. on the West, Sourdough on the east, 19th / Nash on the south and Valley Center to the North. Deciding to include this in the master plan will inform future development requirements. Partnering with non-profits such as GVLT or TPL can bring donations and grants into the equation.	Terry Cunningham	23-Nov-15	website
20	It would really help if there could be a connecting street going north from Oak on 15th, over to Lowe's. Another helpful street would be south from the Staples/Target shopping center. And please limit the roundabouts to one-lane. Two-lane ones (like the new ones near the airport) are so dangerous! I think even single lane ones are risky for pedestrians and bicyles. Have you ever tried to cross one? scary!!	Melani Burnett	24-Nov-15	website
21	I am glad to see an attempt to create bike lanes and designate bike routes. However, the current method of white stripes with an image of a bike on a narrow section of pavement is not safe. Markings should be more visible to motorists. There are dangerous intersections where traffic turns across a bike lane. A good example is the new lane created on College heading east off of West Main St. across from the Gallatin Valley Mall. Traffic turning south into the shopping center (at City Brew) makes a very quick turn across the bike lane. Any biker would be crazy to use it. I recommend that at a minimum bike lanes be a different color from the rest of the pavement to increase visibility. Also we should be creating shared bike/pedestrian paths whenever possible to encourage biking and walking.	Emily Hooker	24-Nov-15	website
22	The intersection of Ferguson and Huffine is extremely dangerous and needs a turning signal. Eastbound traffic making left hand turns must cross 3 lanes of speeding traffic.	Jennifer MacFarlane	12/1/2015	website
23	We need cooperation with the county and state government to make Huffine Lane safer and more attractive to pedestrians. A bike path that connects with Four Corners is essential for safety and decreasing the amount of automobile traffic entering town.	Scott MacFarlane	12/1/2015	website

ID	Initial Comment	Creator	Create Date	Source
24	Hi Jeff, It was nice talking to you last night and it was a great meeting. We would like to request that the Transportation Master Plan look at the requirements for street widths on all types of roads. We know there has been a big push to narrow streets down. Quite often we hear the reasoning for that as "it helps slow traffic". But in actuality it has made for unsafe conditions and extreme frustration of drivers in some areas. When drivers are frustrated, they do stupid things. We also know that it is also popular with developers that are trying to save every penny and are lobbying hard for narrower roads. Specifically, we think the City needs to consider multiple factors in assessing what the minimum requirement is in all districts and then hold a hard line even in planned developments. Among these factors are: snow removal, future designated bike paths and/or bicycle use, population density, future needs, and parking needs. Our experience is that in newer areas of town as infrastructure fills in, it quite often is with a much higher density than originally planned for. Streets next to or near apartment buildings, condo's, and smaller homes with pocket parks often are packed with cars and especially pickup trucks and vans utilizing the parking on both sides of the street. A pickup is over 7 feet wide (mirror to mirror). And they usually don't park touching the curb. That means that if they are parked on both sides of the street, they will take up to 16 feet (with no snow) of the 28 foot current minimum width requirement leaving only 12 feet for two vehicles, busses and bicycles to occupy when traveling two ways. This is further complicated by not having enough driveways to pull over into. Perhaps if this was only a very short block or two, with no high density, school, or commercial activity, then vehicles and bicycles could plan ahead. But we have witnessed many a time vehicles having to back up to allow others through. And we have also watched as narrow feeder streets get lengthened over time with further development and then become a collector with even more of a problem. If you need any further information, examples or witnesses, we are happy to help. Please feel free to forward this letter to anyone in the City that might want to consider looking at this issue. Thank you, Marilee Brown, Director Citizens for a Safer Bozeman and Gallatin County (406)579-5447	Marilee Brown	12/2/2015	website
25	South Church, from the park to Kagy needs a bike lane or sidewalk. Sidewalk currently ends at 700 block. This could be extended on the West side of the street will minor impact. The last few hundred feet by Kagy will be difficult, but some extension would be much safer.	Randall	12/3/2015	website

ID	Initial Comment	Creator	Create Date	Source
26	Hi Jeff, I was in a parent meeting with the superintendent and assistant superintendent of Bozeman schools yesterday. The discussion was of how a new high school will probably be built containing up to 1200 students by 2020 . There are two locations being considered. The first and more likely one is at Durston and Cottonwood. The property at Cottonwood and Stucky will most likely be way in the future due to missing City plumbing infrastructure. The planning for transportation was specifically mentioned but it was unclear as to if you and your group had that information. I am copying Todd since he is the only school official I have an email for. Thanks, Marilee Brown 406-579-5447	Marilee Brown	12/4/2015	website
27	NPR on 10/22/2015 featured streetcar plan developed in Guangzhou City, China using super capacitor is worth looking at. cheap, fuel and time efficient public transit for all ages would yield huge benefits for those unable to drive and those who prefer to socialize, read or work while traveling...	Beth Sirr	12/6/2015	website
28	The light crossing Main street at 11th is too short of an interval in duration for safe bike/pedestrian crossing by anyone who isn't super quick! Further, N. 11th Avenue at the new entrance to the high school is unsafe at peak times, given the lack of a designated student pick up/drop off area. Students are frequently dropped off/picked up on the East side of N 11th, meaning they must cross the street to BHS. Few bother to look at traffic as they do-- it's very troubling to watch, given the number of vehicles and students in proximity at peak times. The 2007 transportation plan proposes a bike route along N 11th-- which sounds like a good idea to help students get to school under their own power. However, the absence of a pick up/drop off area means riding in the street is far too congested to do so safely at school's beginning/end.	Abigail Breuer	12/6/2015	website

ID	Initial Comment	Creator	Create Date	Source
29	Thanks Jeff, I was only mentioning the new high school because of the Travel Demand Model. Please don't feel you have to give me long answers. I am only commenting like the general public and don't want to take up a lot of your time. I'm sure you must have also been informed about the proposed convention center on Baxter. I am very concerned about the increased demand on the intersection at Baxter and 7th. Currently when traveling East on Baxter, traffic is forced South at Seventh. This forces traffic to do U-turns at 7th and Oak. I hope you are looking into the idea of adding a traffic light at Baxter and 7th and opening traffic to turning North so that Convention Center travelers can easily access I-90. If you visit that intersection during rush hour, you will see how difficult it already is to negotiate. Thanks, Marilee Brown 579-5447		12/7/2015	website
30	Please give the Commission the correct recommendation for the intersection of College and Willson and for access on to Willson from the west in general. While there is adequate political pressure to keep the Commission from doing the right things, they at least need to know what they are. Try to go EB anywhere from the west side of Willson to NB on Willson and see the problem. Roundabout at Willson and College would be a great start and the City already owns 1/4 of the needed right - of - way.	Ron Brey	12/9/2015	website
31	We need to have a list of priority bicycle and pedestrian routes. This list must include: Oak St, Durston, Baxter, Babcock, Fowler/Davis, 15th, Ferguson, Cottonwood, Annie St, Kagy, Stucky, and others. These routes MUST have a shared use path and bike lanes as part of the corridor. No exceptions. We have too many cases where these critical transportation connections are sacrificed by having a sidewalk instead of a pathway. If biking and walking are to be viable transportation options, we must not build incomplete networks or networks that do not provide the facilities that make those viable options for the broadest (ages 8-80) population.	Taylor Lonsdale	12/14/2015	website

ID	Initial Comment	Creator	Create Date	Source
32	This plan needs to put in place the framework and process for establishing a "minimum grid" of low stress bicycle and pedestrian facilities. Identifying the existing streets and future corridors that will make up a complete network of bicycle boulevards or community greenways must be part of this plan. We have a great network of low speed, low volume, local streets that can be utilized to prioritize moving people on bicycles. We need to identify and prioritize the intersection improvements needed to eliminate barriers to the use of this network. Places like 7th and Lamme, Peach and Rouse, Koch and Willson, need to have improvements that make these intersections less of a barrier. This plan needs to identify how and where ALL future development will add to and connect this low stress network.	Taylor Lonsdale	12/14/2015	website
33	The congestion on S 3rd is out of control as it is the only street available to get to Morning Star and Sacajawea Schools. Graf should be pushed out to 19th and 11th should be continued to Goldenstein, or at least to the connecting street in Alder Creek Subdivision.	Sarah Gorlitz-Burk	12/17/2015	website
34	This transportation survey is going to get unrealistic results, by asking questions about biking in December, after 1-1/2 weeks of snowstorms. There are also some choices that are either generically worded as motherhood-and-apple-pie or have no context (for instance, who is going to vote against efficiency or low maintenance costs).	B. Geller	12/18/2015	website

ID	Initial Comment	Creator	Create Date	Source
35	BABAB is pleased to hear that the new Bozeman Transportation Master Plan has a strong emphasis on bicycle, pedestrian and bus transportation. Please consider our comments as follows: 1. The TMP should outline the roles of a multi-modal transportation coordinator to oversee bike, pedestrian and bus transportation issues for the greater Bozeman area. The TMP should outline a timeline and implementation plan to establish that position. This work requires personnel with specific bicycle, pedestrian and transit experience and qualifications. Creating a well-connected network requires more than the current volunteer efforts by groups like BABAB and the Pedestrian and Traffic Safety Committee. 2. The TMP needs to sets performance based goals for our future transportation system. These goals need to have measurable outcomes such as specific bicycle, pedestrian and bus mode share or vehicle miles traveled goals (similar to those in Boulder, Colorado). These goals should drive all future transportation funding and planning decisions. The proposed plan has seven goals and numerous objectives, but does not state any performance measures for meeting these goals. 3. The TMP should require an annual or bi-annual evaluation of performance based goals and recommended bicycle and pedestrian facility improvements to be documented in a report to the City commission. BABAB is excited about the direction of the new TMP and is hopeful this plan will help Bozeman to continue to be the most livable community and a place where people from 8 to 80 years old are able to safely get around by foot, bike and bus.	???	1/7/2016	website
36	Lighting should be an integral part of every major transportation way. College for example, is incredibly dark at night to the point that certain streets are almost impossible to see. That also goes for pedestrian crossings. By the time you see someone and need to stop, its to late to stop.	???	1/8/2016	website

ID	Initial Comment	Creator	Create Date	Source
37	I feel very strongly that we need to move away from motor vehicle level of service as our only measure of transportation system performance. We also need to lower our LOS criteria for triggering improvements. We need to take a broad Transportation Demand Management approach with goals that include reducing per capita VMT, increasing mode share for bicycle, pedestrian, and transit. We can't possible afford (in many ways) to build bigger and bigger roads and intersections. Not only does evidence increasingly support that building bigger roads only increase traffic, but there is strong evidence that communities that build a transportation system that prioritizes motor vehicle transportation are less healthy. We can't afford to continue to have communities that actively discourage people from incorporating active transportation into their daily lives. It is literally killing us.	Taylor Lonsdale	1/13/2016	website
38	New subdivisions off Bridger Drive need turning lanes. People pass on shoulder while I'm trying to make a left.	Mike Mccormick	1/15/2016	website
39	Hi Jeff and Joe, It was a lively TCC meeting this week! Jeff- I liked what you said at the meeting about incorporating non-auto centric performance metrics to the TMP update. It's good to hear that discussion is happening. I'm not sure that you've seen the letter that WTI wrote. I had meant to share it with you before. It is attached – FYI –along with questions regarding the planning/design process for Kagy (and other projects). I'm hopeful this TMP can initiate real change in the transportation planning process. Let us know if you have other thoughts about how to keep momentum on this. Thank you, Rebecca ------- The info below is what raised our concerns - that Bob Lashaway discussed at the meeting. *At last week's Transpo Work Group meeting to review progress on the City Transpo Plan update it was noted that it is highly unlikely that a 3-lane option for Kagy will prove viable. Current traffic counts are at or above the capacity of a 3-lane design and capacities are projected to double over the next 20 years. So, while Peccia plans to model a 3-lane solution so we can see the numbers, the outcome will most likely show that it would be irresponsible to spend $ now to only build a 3-lane solution – absent an absolute epiphany on the part of half our traffic contributors to change their commuting habits. So, we should be honest about this high likelihood and not talk as tho a 3-lane solution might be at all viable.*	Rebecca Gleason	31-Jan-16	email

ID	Initial Comment	Creator	Create Date	Source
40	Hello Jeff: I hope you're enjoying the winter and that the plan is coming along well. Could you give me some information about key steps and dates as follows?: 1. Deadline to fill out survey, either online or paper copies 2. Wikimap comments deadline 3. Any upcoming public presentations such as the TCC, city council, other public agencies or groups 4. Technical memo releases. Also, is it possible for me to be put on the list to receive the newsletter or other appropriate communications? A group of multimodal transportation geeks (including me) would like to promote the planning process with our "tribe". Thank you for any info, Jeff.	Linda DuPriest	2/2/2016	website
41	Comment about the transportation survey: I don't drive a car, therefore I was not able to answer the questions about driving preferences (intersections). However, the survey did not allow to leave questions blank. The questions about driving preferences shoud be changed to include the option "I don't drive".	Sara Fischer	2/23/2016	website
42	Better timing , techniques, and/or enforcement is needed at 8th and Main. It is an extremely dangerous intersection for our employees to cross--about 30 of whom cross 2-10 times on any given day (Co-op campus is split between N and S sides of Main.) I conducted an informal survey for a month and found this: Many drivers turning from 8th toward the west onto Main often are often in a hurry to turn after having waited for a longer time, and do not yield to—or even notice—pedestrians. • Weekly, most pedestrians observed or experienced at least one close call. • Daily, some drivers, especially those traveling west, run the full-on red light on Main. • Routinely, people are using their cell phone while driving. • Failure to yield to pedestrians is common—30-50% of drivers. Sometimes that seems intentional, sometimes not (ie., once drivers notice you in the crosswalk, they'll stop suddenly. Or they might honk at you and keep driving!) At least two of our staff now drive their own vehicles from the north side of Main to the south side to avoid crossing as pedestrians. I'd be happy to discuss this further. 587-1919 x80 Thanks, Anne	Anne Johnson	2/29/2016	website
43	There should be a bike & pedestian path between Bozeman and Belgrade. Thanks, Anne	Anne Johnson	2/29/2016	website

ID	Initial Comment	Creator	Create Date	Source
44	Hey there, I noticed you were listed as contacts on the Bozeman TMP website. I'm interested in the issues of bike/walkability and am curious to know what you see as the major hurdles to safe cycling and walking in Bozeman, today? And, moving forward? I use these modes of transportation and love that bike paths are being built into newer areas such as heading out to N 19th. I'm interested to know what the challenges are to improving the core, and, further development. Thank you, Kris Keller	Kris Keller	3/23/2016	website
45	Craig, I am reviewing your transportation master plan and had a few comments: (1) Kenyon Noble has their main delivery and rail yard between Rouse and Wallace, North of Tamarack. It is not listed as a truck activity center. I believe your staff missed this as an oversight. Alan McCollim will be following up with staff on this. (2) Baxter will become an arterial even if you don't want it to. I think it is shortsighted to think it's not going to be. It is the only street between Huffine and Valley Center to go all the way through to Jackrabbit. Everyone I know uses it to get into town if you need to go east of 19th (I am one of them, I live downtown, but work on Jackrabbit and Cameron Bridge). It is the only direct road from Jackrabbit to 7th Ave. It is wishful thinking to think Oak St. will be the arterial alternative, but with it being a dead end at Love, makes it a dead end to drive. Both will end up being arterials in various forms. (3) I don't know what can be done with county on a county master transportation plan? If there is any writing or calling I need to do, I will help. I look at a road like Durston that should be another arterial, it is hurt by not having the road footprints protected from development out west. We need more thoughtful planning to ensure our collectors and arterials are protected from development. I also believe the city and county need to start talking about how the new airport interchange will integrate into these streets. As it stands I know the new interchange could go all the way south to Baxter. Sincerely, Leif.	Leif Sundeen	3/24/2016	website
46	I would like for there to be a stop sign at 5th Street and West Curtiss. There are many children playing in the 400 block of West Curtiss and increasing traffic makes their play hazardous!	Mary Ellen Wolfe	4/12/2016	website
47	The TRAIN horn is AWFUL! It used to stop at 11, now it blows ALL night. This is unnecessary. Billings put a moratorium on it from 11pm-7am. Bozeman really needs to follow suit if it wants to attract tourists who desire a good nights' sleep!!!	Amy Cline	4/14/2016	website

ID	Initial Comment	Creator	Create Date	Source
48	Jeff, attached are my comments to request that the Kagy/Sourdough/Church St. intersection be addressed in the Bozeman TMP. Currently, it is a very unsafe intersection and I hear constantly from residents living south of the intersection about the difficulty in getting across the intersection or onto Kagy from either Sourdough or Church, particularly during busy traffic times. There needs to be a light there or a 4 way stop, or some other way to make access across or onto Kagy safer than it is today. The sun rising or setting makes the intersection even unsafer. It is an intersection waiting for a serious accident to occur. Thank you for your consideration. Jeff	Jeff Yates	4/22/2016	website
49	Please increase walking and bike riding routes wherever possible, to include downtown, schools, and commuters.	Rosemary Keating	4/23/2016	website
50	I was not able to attend the public hearing on the plans for Kagy, but from what I heard the plan is to provide narrow one-lane roads in both directions, in an effort to discourage additional traffic. If this is the case I would like to voice disagreement. The additional traffic will come regardless, as their are now other East-West arteries south of Main, and population of the area and MSU is rapidly increasing. Two lanes are needed for Kagy, unless there is a plan to provide a new East-West arterial somewhere else, and soon. In addition, how are emergency vehicles supposed to navigate Kagy if it is a narrow one-lane road each way, seperated by a median?	Scott Buecker	4/24/2016	website

ID	Initial Comment	Creator	Create Date	Source
51	As I will not have a chance to attend your meeting on April 12th, I would like to share a few comments regarding the Bozeman Transportation Master Plan. As you may recall from my previous correspondence, I have a full-time driving job (passenger van) with a local non-profit organization. Driving over 20,000 miles a year in the local area (primarily Bozeman itself) has given me a better-than-average perspective on these transportation-related problems currently under review by you and the DOT. My suggestions are: 1. railroad underpass on Griffin Drive (probably not do-able but badly needed nevertheless) 2. pedestrian overpass on Babcock St. just east of the Federal Building 3. traffic light at intersection of Kagy Blvd. and Sourdough Road 4. traffic light left-turn arrow at the intersection of 19th Avenue and Baxter Road! and last but not least: 5. comprehensive county-wide public transit system (from Three Forks to Livingston) I wish there was some magical way to resurrect the old GVRR and electried trolley (streetcar) system that was terminated in 1926!!! This would really make a difference in reducing traffic congestion but I would guess that its cost would simply be prohibitive at this point in time. I hope my suggestions are given some serious consideration. Thank you for giving me the opportunity to present my ideas. Wishing you much success in your endeavor.	Douglas Stream	4/25/2016	website

ID	Initial Comment	Creator	Create Date	Source
52	Hello! I am originally from Eastern MT. I moved away for 13 years and lived in larger cities such as Seattle and traveled the world to various places. I have now come back to my beloved home state and settled in Bozeman. There is literally less stress for me here. One thing I have gained by traveling the world is knowledge of how other transportation systems work. I see the pluses and minuses, but really the root of all the problems in each is globalization. The world is growing bigger superficially, but we are not gaining depth. I realized this after I became very sick due to stress and couldn't function in our economy any longer. It's not that we need socialism to help our citizens; it's that we need to help stop the effects of what modern-day globalization has done to humanity. I understand you may be thinking, we are just the transportation department, what do we have to do with this? Well, if we want to have healthy transportation, we must become smarter in dealing with the large-scale problems that ultimately affect smaller communities such as Bozeman in the state we all love and are lucky enough to live. Transportation has a direct part in bringing globalization into our community. I witnessed the problems Haiti has because the people in the country moved into the city. We need to keep urban sprawl from happening without depth. This is where you come in. We need less roads and more gardens throughout the city for people to consume food so they can stay healthy and have direct input into what goes into their body and hopefully not get as sick. We need less reliance on fossil fuels. We need more public transportation. Please watch Economics of Happiness on localfutures.org. Thank you kindly for your time. From a person in your community who is learning to heal herself of sickness but ultimately can't unless the whole of society is healthy. "It is no measure of health to be well adjusted to a profoundly sick society." (Jiddu Krishnamurti) Let's help Montana to become the leader in showing the world how healthy a society can be. Thank you for your time.	Emily Niles	4/26/2016	website

ID	Initial Comment	Creator	Create Date	Source
53	Tho' not bike riders ourselves, we notice wonderful Bozeman activities such as "GVBC's youth/family rides are aimed for families with children up to approximately 10 years of age. The rides take place on the town bike paths (hard-packed dirt) as much as possible, with some sections on roads necessary to connect the trails." [from recent GVBC announcement] Surely with all the multi-million dollar road projects and intersection improvements, we can find the necessary funds to connect the various walking and biking paths inside the city limits. More morning/evening walk options, better facilitating bike commuting, expanded recreational biking, improved safety for all ages (including kids getting to school), reduced vehicle emissions are only some of the benefits. And the low impact improvements cost a fraction of laying asphalt, intersection lighting systems and ongoing road maintenance. Please place more emphasis on this city-wide, cost effective improvement in the TMP.	Jack & Patricia Tyler	5/5/2016	website
54	I cannot make tonights meeting. I am very concerned with traffic flow throughout the Bozeman area. Specifically the timing of traffic signals. I applaud the work done on portions of Main St. However on main thru ways such as Huffine and others this is sorely lacking . The side arteries need to have longer wait times for their signal to turn green . And most importantly the flow on Huffine needs to be timed to allow the huge majority of traffic to flow better . When traveling 55 mph plus and having to stop at each light along huffing due to a trigger from an artery is not working well. There are many obvious advantages to timing the lights. My other concern is the lack of sidewalks/paths(bike lane?) along areas of 191 heading south from 4 Corners to Gallatin Gateway . There are a few rudimentary paths set up with kids at times using them but they do not go thru and create a dangerous situation. With the bulk of business and spots to visit in 4 Corners all of the residents (increasing every day!)south are forced to drive the few miles. I am more than happy to volunteer for any studies or work that needs to be done . Feel free to contact me any time . Scott (XXX) XXX-XXXX	Scott Hamburg	5/12/2016	website
55	Are there plans for improving (upgrading) Johnson Rd between Cottonwood Rd and Gooch Hill Rd? If not a plan, is it being considered for the future? Thank you	Michael Natale	5/14/2016	website
56	We should be developing a more refined street classification systems than simply arterial, collector, and local. There are examples of good context sensitive classifications. The Project for Public Spaces has some good info on this.	Taylor Lonsdale	5/17/2016	website

ID	Initial Comment	Creator	Create Date	Source
57	Our typical lane width should be no more than 11' on all street sections. I feel that the typical lane width should be 10 feet on all but Commercial Arterial streets, where the lane width could be 11 feet. If there is a case where a wider lane width is desired, then it can be accomplished with a variance. Research indicates that 12' lanes are more dangerous for all roadway users and that there is no reduction in capacity for 10 or 11 foot lanes.	Taylor Lonsdale	5/17/2016	website
58	ALL new roads should include a bike path which is separate from the road. Citizens should have a safe way to travel by bike. Commuting by bike helps ease traffic congestion and improves air quality.	Debra Turnquist	6/4/2016	website
59	The future collector extension of South 27th Avenue between West Garfield Street and West College Street that is currently shown in the plan should not be included as it is not supported by MSU, and a previously completed study identified that its termination at West Garfield Street had better traffic operations for West College Street and the surrounding transportation network. Showing it on the plan will create future difficulties for the development of the Montana State University Innovation Campus.	Tom Eastwood	7/27/2016	website
60	19th and Lincoln. I am a pedestrian and the crosswalk across 19th by EFree church is extremely hazardous. There is an appt. building on Remington and there is suppose to be another one built adjacent to those apartments (the adjoining landowners resolved their differences and I believe it was submitted to the city) which will be predominantly occupied by students like the Remmington property is, hence there is a lot of pedestrian traffic going to the University. Crossing 19th with 6 lanes (includes turn lanes) is really dangerous as frequently the cars that can see you stop but the driver in a hurry will accelerate and swing to the outside lane to get around the slowing lane (stopped for the pedestrian) which is way dangerous. The pedestrian signals on Kagy by the stadium and behind the museum seem to be very functional for cars and pedestrians in that they are real short but very noticeable. It seems like it may be in the interest of the city think about similar signalling across 19th. Thank you for considering this. R. Neal Kohtz	Richard Kohtz	8/1/2016	website
61	I'm seriously thinking of moving back to Bozeman but need to confirm a couple of things. What is the situation with public transportation for non drivers? Does the city have groups that support low vision and senior people?	Sheila Andren	8/6/2016	website

ID	Initial Comment	Creator	Create Date	Source
62	When will we be getting a stoplight on the corner S. Church/Sourdough and Kagy? For us living south of Kagy, its almost impossible to cross Kagy & traffic moves too fast west on Kagy to be safe. Is it a city/county/state issue? Be concerned not only about traffic on Kagy @ MSU, but also east on Kagy to Highland. Does it take a traffic death or accident to slow cars down when a traffic light could handle the situation. Thanks	Kris Schofield	10/1/2016	website

Craig Woolard
Public Works Director
City of Bozeman
PO Box 1230
Bozeman MT 59771

Delivered via e-mail 11-23-15

Mr. Woolard:

On behalf of the Downtown Business Improvement District and the Downtown Tax Increment Finance District, I would like to formally request that the Bozeman Transportation Master Plan include capacity modeling for Babcock and Mendenhall Streets configured for two-lane, two-way traffic flow.

Jeff Key, Peccia & Associates, presented an overview of the Bozeman TMP at the BID and TIF board meetings last week. He indicated that public comment had been received that Babcock and Mendenhall should be converted to two-way traffic.

More importantly the 1998 Downtown Improvement Plan states that the one-way traffic is problematic for pedestrians and vehicles (page 20-21). In addition the City adopted the 2009 Downtown Improvement Plan which explicitly recommends converting Babcock and Mendenhall Street to two-way traffic flow (page 28-29).

Respectfully submitted,



Chris Naumann, Executive Director

Cc: Jeff Key, Peccia & Associates

Life is DoWntowN

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www.downtownbozeman.org

COMMENT FORM

Please Submit Your Comments: 11/26/2015

I HAVED OWNED MY HOUSE AT 317 W. LAMME FOR 11 years. Because Mendenhall IS A ONE WAY, W. LAMME turns into THE easiest WAY for commuters to drive EAST towards downtown: No TRAFFIC lights & few STOP SIGNS. TRAFFIC IS HEAVY FOR A residential AREA, plus THE street IS A designated bike lane — A dangerous ONE AT THAT.

PLEASE do AWAY with Mendenhall & Babcock ONE-WAY TRAFFIC & MAKE THEM TWO-WAY. As downtown grows with new hotels & developments THE pressure on W. LAMME increases. It is A residential STREET & not designed FOR THIS ~~HEAVY~~ heavy use.

Thank you for THE opportunity to comment.

Doug Clat

Doug Chabot

Please mail or email your comments to:

Jeff Key, RPA Project Manager
Robert Peccia and Associates
PO Box 5653
Helena, MT 59604
406-447-5000
Email: jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:

Name:

Address:

Douglas Chabot
317 W. Lamme St.
Bozeman, MT 59715

Email: dchabot@neomailbox.net

BOZEMANTMP
TRANSPORTATION MASTER PLAN

COMMENT FORM

Please Submit Your Comments:

It's crucial to design a transportation system around people and not around their automobiles. As Bozeman grows my biggest concern is how to secure trails and bicycle paths that allow non-motorized travel. I want to see not just token paths but substantial long-distance connectors that allow people to travel on foot and by bicycle between neighborhoods where we live and shopping and recreation areas, including federal lands that border our community. The Gallagator trail is a wonderful example of how popular these car-free routes are.

Further suggestions

- Turn much of Main St. into a pedestrian zone like the ones found in European cities. Motorized travel could be allowed during limited hours.
- Use more roundabouts and other traffic calming measures
- Make it safe for children to bike to school and on more roads

Please mail or email your comments to:

Jeff Key, RPA Project Manager
Robert Peccia and Associates
PO Box 5653
Helena, MT 59604
406-447-5000
Email: jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:

Name: Bern Kohler
Address: 4038 Rain Roper Dr
Bozeman
Email: bern.kohler@gmail.com

BOZEMANTMP
TRANSPORTATION MASTER PLAN

COMMENT FORM

Please Submit Your Comments:

→ Need a long-term horizon, say 50 years!

→ Include county level folks – pull them in somehow!

→ light-train transportation should be considered.

Please mail or email your comments to:

Jeff Key, RPA Project Manager
Robert Peccia and Associates
PO Box 5653
Helena, MT 59604
406-447-5000
Email: jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:

Name: _____

Address: _____

_____

Email: _____

Ilze M. Thompson
2988 Blackbird Drive
Bozeman, Montana 59718
Phone 406-570-2880
Email: thompson0089@msn.com

To: City of Bozeman Montana

December 8th, 2015

The Pedestrian Safety Traffic Committee

I have grave concerns about the safety of the public and our children in particular crossing Davis lane on their way to school.

It is a blind intersection on a road that, despite a recent reduction in speed limit, still sees exceptionally fast traffic thru on Davis lane. This thru a dangerous intersection of new construction that was planned for, reviewed and approved by the City of Bozeman. At this same intersection we have seen wildlife hit and killed on the road.

We have grave concerns about the safety of pedestrians crossing in this area and believe there to be a lack of proper planning and consideration of pedestrian users of the road at this intersection.

This is the path that children regularly take to the regional middle school, there should be proper safety measures in place that give due consideration to the pedestrian users at this crossing. Failure to have such measures and considerations in place is a failure in planning, design, approval and acceptance of completed work of the municipality in this area.

Given the high volume of traffic and speeds in the area, a stop light, crossing and crossing guard would be reasonable expectations to safely protect all users of the right of way in this medium density area that is scheduled for higher density use in the future.

Do we really have to wait until there is a fatality at this intersection before proper planning and safety measures are planned for and put in place to protect children on their way to school?

Respectfully,
Ilze M. Thompson

Scan & Email to Jeff Key
Rick Hixson

MONTANA STATE UNIVERSITY
College of ENGINEERING

Western Transportation Institute

December 30, 2015

Dear Kagy Boulevard Design Team:

The Western Transportation Institute's Small Urban and Rural Livability Center (SURLC) is recognized by the United States Department of Transportation as a University Transportation Center. One of the research focus areas is bicycle and pedestrian safety. The staff of SURLC have considerable background and experience in the design of communities to improve the safety for bicycles and pedestrians while enhancing the vitality of the community. Decisions such as those made for the reconstruction of Kagy Blvd are fundamental in shaping the future of Bozeman. Projects of this magnitude shape how small urban communities grow. As we are all aware, Kagy Blvd serves as a key east-west transportation connection on Bozeman's south side. In addition to people driving motor vehicles, it is an important connection for people walking, biking and riding buses. WTI is pleased to hear discussion on the importance of bicycle, pedestrian and bus friendly design for this project. We support the following recommendations from November 2015 planning meetings.

- Ensure there is effective and safe movement for cyclists and pedestrians at the Kagy & 11th and Kagy & 7th intersections.
- There are good connections to the bike and pedestrian network all along Kagy, and that the Kagy project itself enhances the bike/pedestrian network.

There are many details to consider in the design of Kagy Blvd, but it is important to first settle on the overarching concepts. How will Kagy Blvd represent Bozeman and MSU? Please consider the following concepts, which support the Montana Department of Transportation's Vision Zero initiative for safer streets (safer users) that eliminate fatalities and serious injuries.

1) **Safety -** Research confirms that lower speeds are safer and can decrease both crash frequency and severity. However, speeds cannot be reduced simply by changing the posted speed limit. Street design is the best way to achieve the desired vehicle speeds. Geometric and cross-sectional elements, in combination with the context, establish a driving environment where drivers choose speeds that feel comfortable. (FHWA, Design Speed). With Kagy's high use by people on foot and bikes, it is critical to design for lower speeds. Before decisions about cross section or specific treatments can be made, a **desired** speed should be established. Based on this desired speed, specific design elements can be selected. Examples of design elements that encourage lower speeds include narrower lanes, trees/landscaping, curb bulb outs and roundabouts.

    - According to the AASHTO Roadside Design Guide, trees can be planted 18 inches away from the travel way, if the road is classified as an urban arterial, the speed limit is 25 mph, and the road is curbed. Speeds higher than 25 mph do not support MDT's Vision Zero for a multi-use urban arterial. In 2014, one initiative of New York City's Vision Zero was to lower the default citywide speed limit to 25 mph.

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Mountains & Minds

- The National Association of City Transportation Officials (NACTO) Urban Streets Design Guide is one resource that explains various street design elements. This link provides information about how lane widths affect travel speed. This link discusses design speed.

- Research on the relationship between lane width and safety concluded that "There was no indication that the use of 3.0- or 3.3-m (10- or 11-ft lanes) rather than 3.6-m (12-ft) lanes for midblock segments led to increases in crash frequency. There are situations in which use of narrower lanes may provide both benefits in traffic operations, pedestrian safety, or reduced interference with surrounding development and space for geometric features that enhance safety, such as medians or turn lanes. The analysis results indicated that narrow lanes can generally be used to obtain these benefits without compromising safety." (Potts, Harwood, Richard, 2007).

2) **Congestion** - Numerous studies show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT) (Handy, 2015). Five lane arterial streets, such as Bozeman's 19th Avenue are stressful places for most people to walk and bike, and often serve as barriers for non-motorized transportation. This leads to more auto dependent travel and in the long term increases congestion problems. One extreme example of this is the Katy Freeway (I-10 West) in Houston, TX.

    - Traditional methods for predicting traffic overestimate growth. As Bozeman grows, we should plan for increasing bus, bicycle and pedestrian traffic, consistent with City and MSU climate action plans. This will lead to cleaner air as well as more efficient and healthier transportation options. NACTO's Design Year discussion provides more information.

    - Consider how Traffic Demand Management (TDM) tools will impact traffic growth, and may lead to minimal growth in vehicle miles traveled. Also consider how the development of housing (like Stadium View Apartments) in close proximity to schools and essential services may lead to less driving.

    - Explore a 3 lane configuration rather than 5 lanes and consider how to use active management of the Kagy corridor and the connecting street network to allow for the maximum use (flow) of the infrastructure. By using a "systems management approach"; which includes gathering data (monitoring), communication and control; streets may be used more efficiently, without having to add lanes.

    - Auto Level of Service (LOS) should not be the only performance measure. Think of the best way to move people most efficiently. Consider how the street functions for pedestrians, bicyclists, transit and other measures. This link provides more details.

3) **Public Space** - Consider Kagy Blvd as a public space that serves as a gateway to Bozeman, the Museum of the Rockies and MSU. It should be designed with appealing aesthetic qualities to complement our community and campus. The Project for Public Spaces, NACTO Urban Streets Design Guide and Jan Gehl's Cities for People book have more information on streets as public spaces.

Kagy Blvd serves many purposes that include moving motor vehicles, pedestrians and bicyclists as well as a gateway to MSU. Will Kagy be a place that welcomes students, visitors and locals or a place whose focus is moving motor vehicles? The two are not mutually exclusive and with the right intention and attention to details, Kagy Blvd will be both. To maintain Bozeman's vision of being "The Most Livable Place", design decisions need to consider how to build our community through roads and not roads through our communities.

Sincerely,



David Kack, Director, Small Urban and Rural Livability Center

In conjunction with, and on behalf of:

Rebecca Gleason, MS, PE, Research Engineer
Taylor Lonsdale, PE, Research Engineer

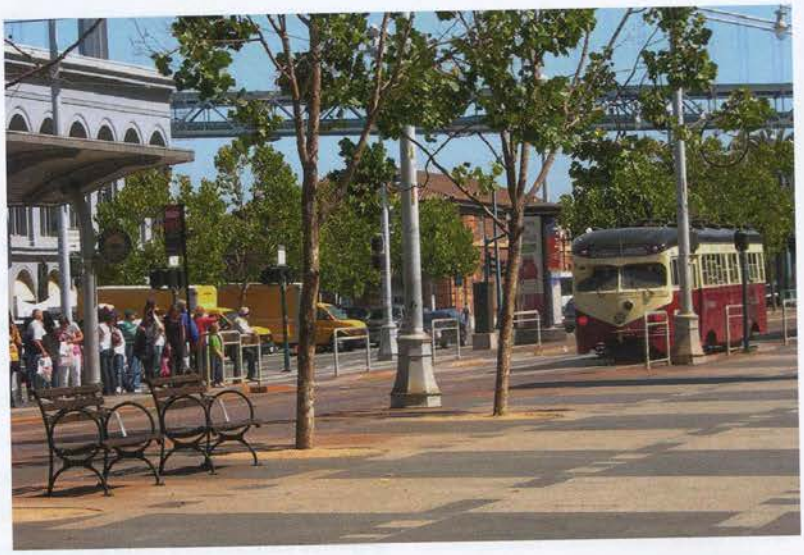
Excerpt from *Cities for People* by Jan Gehl, 2010

more roads — more traffic. fewer roads — less traffic

After 100 years of car traffic, the notion that more roads lead to more traffic is accepted as fact. In Shanghai, China, and other major cities, more roads do indeed mean more traffic and more congestion.

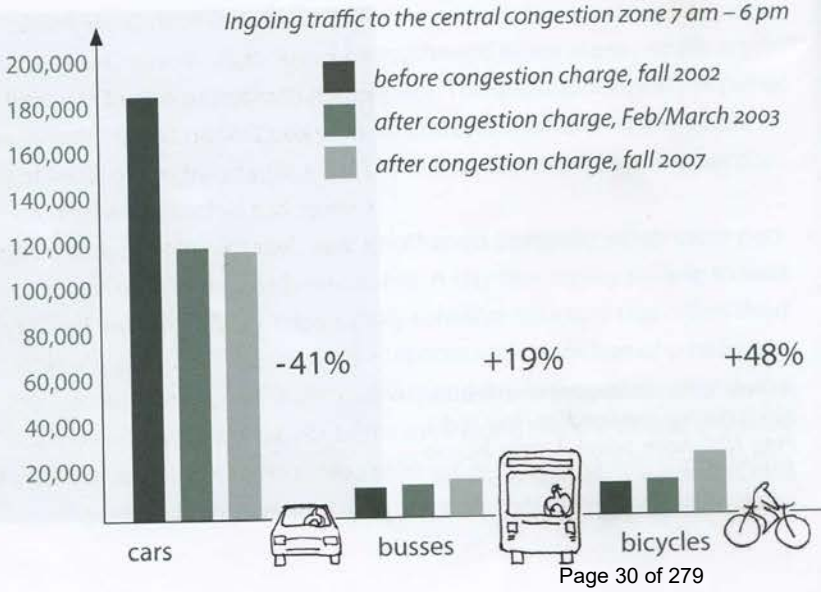


When the extensive Embarcadero Freeway in San Francisco was closed after the 1989 earthquake, people quickly adapted their traffic behavior and residual traffic found other routes. Today the Embarcadero is a friendly boulevard with trees, trolley cars and good conditions for city life and bicyclists.



In 2002 London introduced road congestion pricing, which meant that motorists have to pay to drive into the designated part of the inner city. From the start, the congestion charge led to a dramatic reduction in vehicular traffic. The fee zone was later expanded towards the west and now comprises almost 50 km²/19 square miles.[5]





1.2
First we shape the cities — then they shape us

city planning and patterns of use — a question of invitation

If we look at the history of cities, we can see clearly that urban structures and planning influence human behavior and the ways in which cities operate. The Roman Empire had its colony towns with their fixed and regimented layout of main streets, forums, public buildings and barracks, a formula that reinforced their military role. The compact structure of medieval cities with short walking distances, squares and marketplaces supported their function as centers of trade and craftsmanship. Haussman's strategic urban renewal of Paris in the years after 1852, the broad boulevards in particular, supported military control of the population, as well as providing the platform for a special "boulevard culture" that sprouted promenades and café life along the city's wide streets.

more roads — more traffic

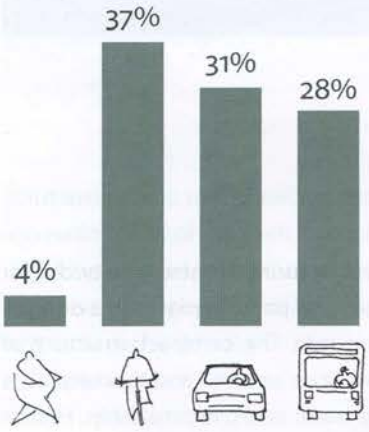
The connection between invitations and behavior came to a head for cities in the 20th century. In the efforts to cope with the rising tide of car traffic, all available city space was simply filled with moving and parked vehicles. Every city got precisely as much traffic as space would allow. In every case, attempts to relieve traffic pressure by building more roads and parking garages have generated more traffic and more congestion. The volume of car traffic almost everywhere is more or less arbitrary, depending on the available transportation infrastructure. Because we can always find new ways to increase our car use, building extra roads is a direct invitation to buy and drive more cars.

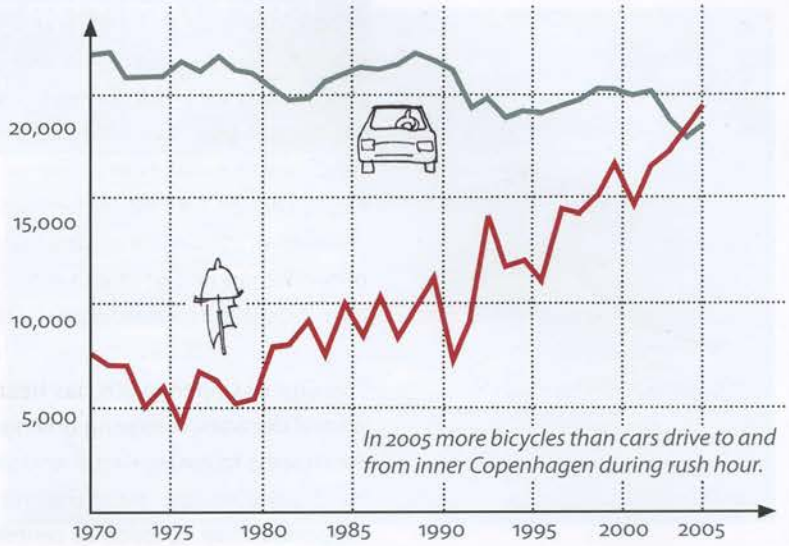
fewer roads — less traffic?

If more roads mean more traffic, what happens if fewer cars are invited rather than more? The 1989 earthquake in San Francisco caused so much damage to one of the vital arteries to the city center, the heavily trafficked Embarcadero freeway along the bay, that it had to be closed. Thus a significant traffic route to the city center was removed in one fell swoop, but before plans for reconstruction were off the drawing board, it was clear that the city was managing just fine without it. Users quickly adapted their traffic behavior to the new situation and instead of the damaged double-decker freeway, today there is a city boulevard with trolley cars, trees and wide sidewalks. San Francisco has continued to convert freeways to peaceful city streets in subsequent years. We can find similar examples in Portland, Oregon; Milwaukee, Wisconsin; and Seoul, Korea, where dismantling large road systems reduced capacity and the amount of traffic.

inviting bicyclists: example Copenhagen

Below: going to and from work and education in Copenhagen (2008).





For many years Copenhagen has invited more bicycle traffic. Networks of good bicycle paths now support a safe and effective alternative transit system. By 2008, bicyclists account for 37% of commutes to and from work and education. The goal is 50%.[6]



The development of a distinct bicycle culture is a significant result of many years of work to invite people to bicycle in Copenhagen. Bicycling has become an important part of the daily activity pattern for all groups of society. More than 50% of Copenhageners bicycle every day.[7]







National Center for Sustainable Transportation

POLICY BRIEF

Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

Susan Handy
Department of Environmental Science and Policy
University of California, Davis

Contact Information:
slhandy@ucdavis.edu

Issue

Reducing traffic congestion is often proposed as a solution for improving fuel efficiency and reducing greenhouse gas (GHG) emissions. Traffic congestion has traditionally been addressed by adding additional roadway capacity via constructing entirely new roadways, adding additional lanes to existing roadways, or upgrading existing highways to controlled-access freeways. Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT).

An increase in VMT attributable to increases in roadway capacity where congestion is present is called "induced travel". The basic economic principles of supply and demand explain this phenomenon: adding capacity decreases travel time, in effect lowering the "price" of driving; and when prices go down, the quantity of driving goes up.[1] Induced travel counteracts the effectiveness of capacity expansion as a strategy for alleviating traffic congestion and offsets in part or in whole reductions in GHG emissions that would result from reduced congestion.

Key Research Findings

The quality of the evidence linking highway capacity expansion to increased VMT is high. All studies reviewed used time-series data and sophisticated econometric techniques to estimate the effect of increased capacity on congestion and VMT. All studies also controlled for other factors that might also affect VMT, including population growth, increases in income, other demographic factors, and changes in transit service.[2]

Increased roadway capacity induces additional VMT in the short-run and even more VMT in the long-run. A capacity expansion of 10% is likely to increase VMT by 3% to 6% in the short-run and 6% to 10% in the long-run. Increased capacity can lead to increased VMT in the short-run in several ways: if people shift from other modes to driving, if drivers make longer trips (by choosing longer routes and/or more distant destinations), or if drivers make more frequent trips.[3,4,5] Longer-term effects may also occur if households and businesses move to more distant locations or if development patterns become more dispersed in response to the capacity increase. One study concludes that the full impact of capacity expansion on VMT materializes within five years[6] and another concludes that the full effect takes as long as 10 years.[7]

Capacity expansion leads to a net increase in VMT, not simply a shifting of VMT from one road to another. Some argue that increased capacity does not generate new VMT but rather that drivers simply shift from slower and more congested roads to the new or newly expanded roadway. Evidence does not support this argument. One study found "no conclusive evidence that increases in state highway lane-miles have affected traffic on other roads"[8] while a more recent study concluded that "increasing lane kilometers for one type of road diverts little traffic from other types of roads".[9]

Increases in GHG emissions attributable to capacity expansion are substantial. One study predicted that the growth in VMT attributable to increased lane miles would produce an additional 43 million metric tons of CO_2 emissions in 2012 nationwide.[10]

Capacity expansion does not increase employment or other economic activity. Economic development and job creation are often cited as compelling reasons for expanding the capacity of roadways. However, most studies of the impact of capacity expansion on development in a metropolitan region find no net increase in employment or other economic activity, though investments do influence where within a region development occurs.[11, 12]

Conversely, reductions in roadway capacity tend to produce social and economic benefits without worsening traffic congestion. The removal of elevated freeway segments in San Francisco coupled with improvements to the at-grade Embarcadero and Octavia Boulevards has sparked an on-going revitalization of the surrounding areas while producing a significant drop in traffic.[13] Many cities in Europe have adopted the strategy of closing streets in the central business district to vehicle traffic as an approach to economic revitalization,[14] and this strategy is increasingly being adopted in cities the U.S., from New York City to San Francisco.

Further Reading

This policy brief is drawn from the "Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions" policy brief and technical background memo prepared for the California Air Resources Board (CARB) by Susan Handy (University of California, Davis) and Marlon Boarnet (University of Southern California), which can be found on CARB's website along with briefs and memos on 22 other land use and transportation strategies that impact vehicle use and GHG emissions. Website link: http://arb.ca.gov/cc/sb375/policies/policies.htm

[1] Noland, R.B. and L.L. Lem. (2002). A review of the evidence for induced travel and changes in transportation and environmental policy in the US and the UK. *Transportation Research* D, 7, 1-26. http://bit.ly/1jZbl1E

[2] Noland, R.B. and L.L. Lem. (2002).

[3] Noland, R.B. and L.L. Lem. (2002).

[4] Gorham, R. (2009). Demystifying Induced Travel Demand. Sustainable Urban Transport Document #1. Transport Policy Advisory Services on behalf of the Federal Ministry of Economic Cooperation and Development, Bonn, Germany. http://bit.ly/1MszHfq

[5] Litman, T. (2010). Generated Traffic and Induced Travel: Implications for Transport Planning. Victoria Transport Policy Institute. http://bit.ly/1WXC258

[6] Hansen, M. and Y. Huang. (1997). Road Supply and Traffic in California Urban Areas. Transportation Research A, 31(3), 205-218. http://bit.ly/1ZvLO0k

[7] Duranton, G. and M.A. Turner. (2011). The Fundamental Law of Road Congestion: Evidence from US Cities. American Economic Review, 101, 2616-2652. http://bit.ly/1MszTeD

[8] Hansen and Huang. (1997).

[9] Duranton and Turner. (2011).

[10] Handy, S. (2005). Smart Growth and the Transportation-Land Use Connection: What Does the Research Tell us? International Regional Science Review, 28(2): 1-22. http://bit.ly/1NCeeSP

[11] Handy, S. (2005).

[12] Funderberg, R., H. Nixon, M. Boarnet, and G. Ferguson. (2010). New Highways and Land Use Change: Results From a Quasi-Experimental Research Design. Transportation Research A, 44(2): 76-98. http://bit.ly/1LqYhfD

[13] Cervero, R., J. Kang, and K. Shively. (2009). From Elevated Freeways to Surface Boulevards: Neighborhood and Housing Price Impacts in San Francisco. *Journal of Urbanism*, 2(1), 31-50. http://bit.ly/1LF8eSq

[14] Hajdu, J.C. (1988). Pedestrian Malls in West Germany: Perceptions of their Role and Stages in their Development. *Journal of the American Planning Association*, 54(3). 325-335. http://bit.ly/1LqYnUy

The National Center for Sustainable Transportation is a consortium of leading universities committed to advancing an environmentally sustainable transportation system through cutting-edge research, direct policy engagement, and education of our future leaders.

Consortium members: University of California, Davis; University of California, Riverside; University of Southern California; California State University, Long Beach; Georgia Institute of Technology; and The University of Vermont

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Questions regarding the design decisions on Kagy Blvd

1. What is the projected traffic volume?
2. What method(s) was (were) used for traffic projections?
3. What criteria are being used to evaluate the need for number of lanes?
    a. Intersection Level of Service (LOS)?
    b. Peak hour?
    c. Bicycle and pedestrian LOS?
    d. Safety
4. How is MDT's Vision Zero Policy being incorporated into the scoping process?
5. How are Bozeman's planning documents being incorporated into the scoping process? (including City Climate Action Plan)
6. How is Bozeman's Complete Streets Policy being incorporated into the planning process?
7. How are MSU's planning documents being incorporated into the planning process? (including MSU Climate Action Plan)
8. Who has the final say on design decisions?
    a. Design speed
    b. Number of lanes
    c. Intersection control
    d. Bike/ped accommodation
9. How has public input been solicited during the scoping process?
10. How are the costs being compared for the different scoping options?

BOZEMANTMP
Transportation Master Plan

COMMENT FORM

Please Submit Your Comments:

I believe our community needs better and safer bike and pedestrian routes. I live near 15th ave + Babcock. Naturally, people in our neighborhood (including families with young children) walk to nearby stores, schools, and amenities. However, Babcock from 19th to 11th has no sidewalk or proper pathway. People walk right on the side of the road or through the mud behind the old Arby's. These are unsafe routes, especially in the winter. There is plenty of open property yet no sidewalk. Babcock + Koch are the only exit streets for our immediate area which is higher density residential including many MSU students, retirees, and young families. Please consider the patches of disconnected pedestrian and bike access routes. Further, the Bike/pedestrian pathways on 19th are disconnected rendering them useless. Please help keep Bozeman a walkable, bikable community by connecting pathways and sidewalks & ensuring safe routes for non-motorists.

Please mail or email your comments to:

Jeff Key, RPA Project Manager
Robert Peccia and Associates
PO Box 5653
Helena, MT 59604
406-447-5000
Email: jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:

Name: Aubree Roth
Address: 3045 S. 15th ave
Bozeman MT 59715
Email: aubree.roth@gmail.com

Mayor and City Commission of the City of Bozeman

c/o City Clerk's Office
Suite 201, City Hall
P.O. Box 1230
121 North Rouse Avenue
Bozeman, Mt. 59771

RE: Air quality and bicycling safety with respect to the Transportation Plan Update

April 7, 2016

Dear Mayor and Commissioners,

I have been a “bicycle commuter” most of my adult life, in cities such as Denver, Reno, Salt Lake City, Detroit, and Ann Arbor, generally cycling at least 10 miles per day. Air quality, even in Denver has never been an issue for me. It was not until moving to Bozeman that I have developed a chronic respiratory condition (basically asthma) due to the high levels of particulates in the air, i.e., smoke, diesel exhaust, and dust.

In Denver, most of the major bike paths are off-street, even below the street, bike lanes are usually on quiet boulevards or less-traveled collector streets, where traffic is minimal. This makes for a safe, enjoyable, and relatively pollution-free ride into work.

If our goal here in Bozeman is to encourage bicycling as alternative transportation, traffic safety and ground-level air quality are key factors that must be addressed. For example, see the photos below, which I took on my way to work this morning:



Villard at 19th

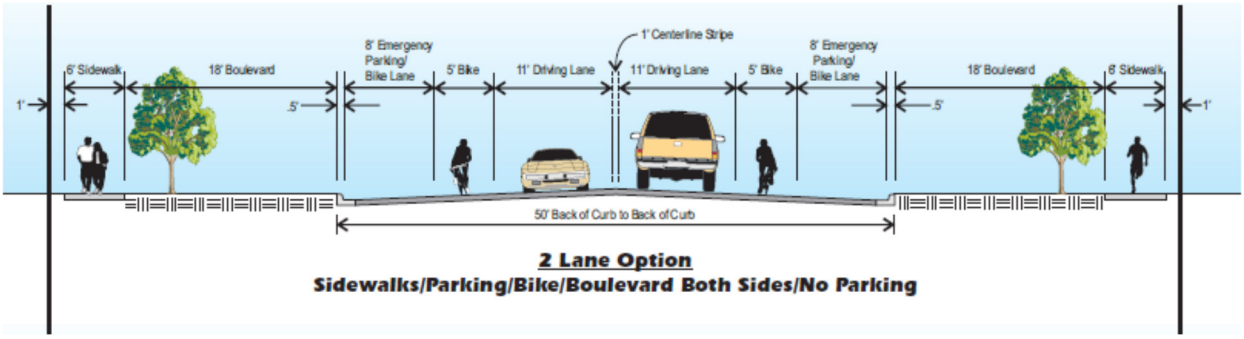


Durston at 7th

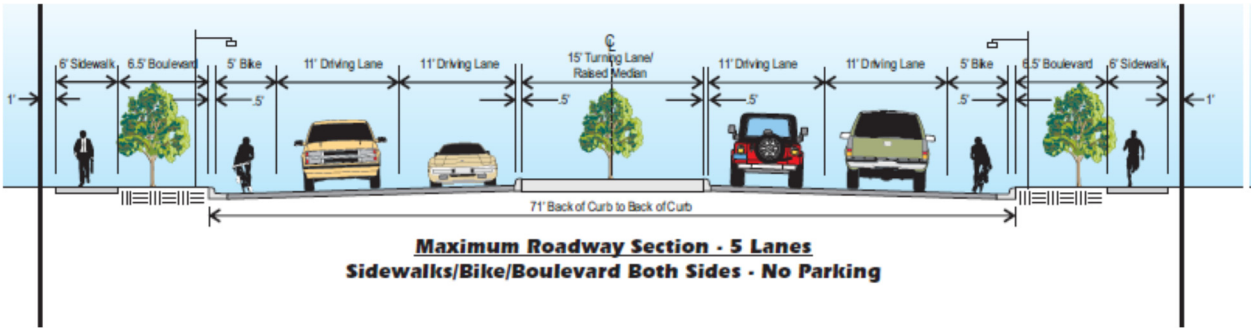
<u>The bus exhaust, gravel and gravel dust, and encroachment by vehicles into the bike lane make biking here unsafe and definitely not enjoyable.</u>

I strongly urge you to make off-street multi-use ped/bike paths a high priority for Bozeman, especially along major corridors. A five- or six-foot sidewalk along arterials and collectors should not be an option.

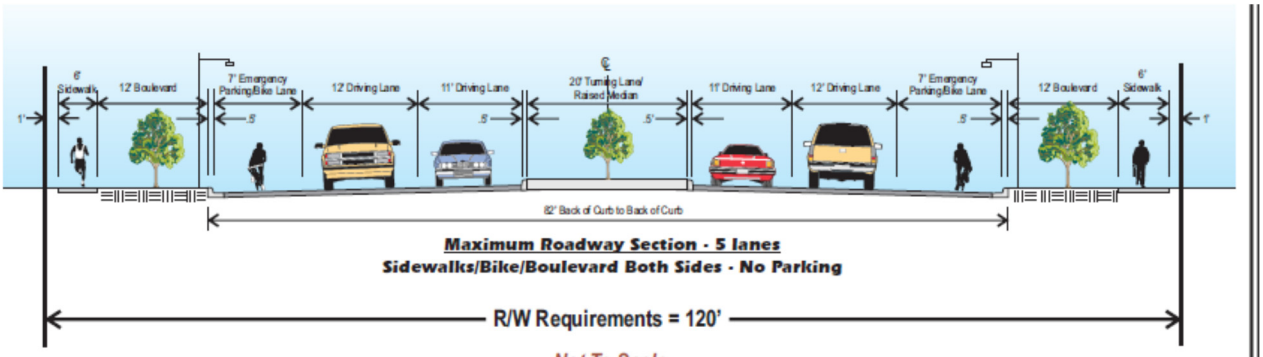
In this Minor Arterial cross section, there is plenty of room for a 10-foot wide paved path in the boulevard.

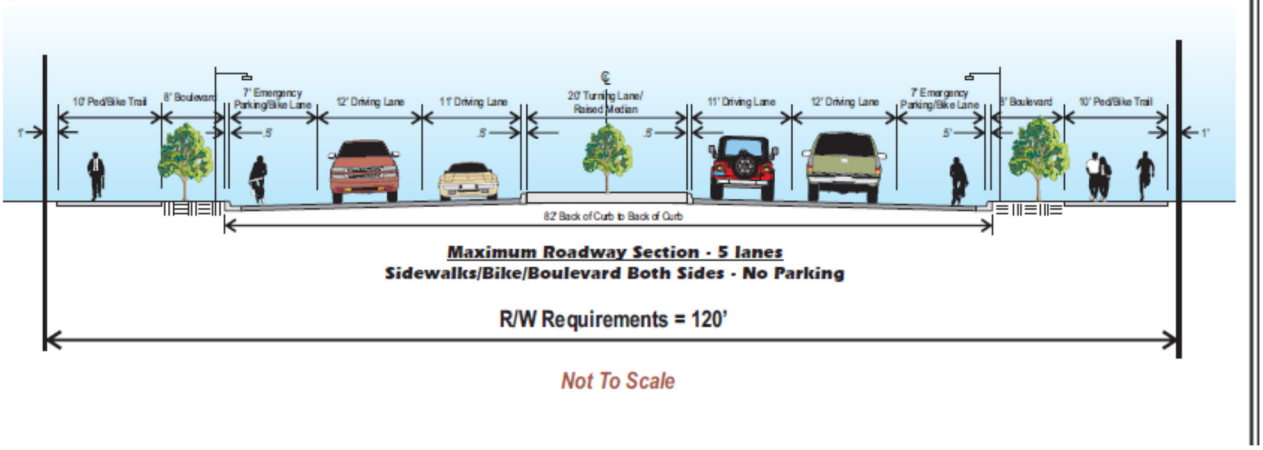


It would be FAR preferable to have the off-street path instead of the bike lane on busy streets.



In this principal arterial cross-section, a 10-foot path should not be an option, it should be a requirement. Otherwise, you are FORCING people to ride their bikes in the street since riding on the sidewalk is currently (strangely enough) illegal for adults in Bozeman. I also strongly urge you to require 10-foot wide concrete bike/ped paths as a standard instead of asphalt, which does not hold up and is highly susceptible to root heaving and rodent damage, or at least require a 12" crushed, clean gravel 97% SPD compacted base with geotextile fabric overlay.





The following examples are totally doable with our right-of-way widths, and numerous other examples may be found via Google:

(https://www.google.com/search?site=&tbm=isch&source=hp&biw=1026&bih=901&q=bike+path&oq=bike+path&gs_l=img.3..0l10.2414.3296.0.3511.9.9.0.0.0.0.170.671.3j3.6.0....0...1ac.1.64.img..3.6.670.3bxJSrDOsTE#imgrc=66ozGcy9HKYJqM%3A :




Needless to say, bike lanes next to parking are unacceptable unless a buffer zone is provided. My sister was seriously injured by a door being opened in front of her while on her bike, causing her to do a head-first flip over the door and land flat on the pavement. Last year, a truck started to turn right in front of me at 19th and Durston, so I slammed on my brakes, skidding on the gravel and landing on my side, breaking 3 ribs and requiring rotator cuff repair surgery with a 6-month rehab. I had never sustained an injury in over 50 years of bicycling until this.

While visiting Bozeman last fall, Stephen Clark, Community Specialist with the League of American Cyclists indicated to me that we are at risk of losing our "Silver" status as Bozeman grows if we do not do a better job of addressing safety and connectivity issues. In the results of the recent Citizen Survey, many, many people indicated "Air Quality" as a number on priority. No sooner do we get through wildfire season, then fall comes and people start burning wood, then in the spring "everything turns to dust." No wonder I've developed asthma.

If we truly want Bozeman to be a world-class city and leader in sustainable lifestyles, we need to provide both clean air and safe alternative modes of transportation.

Thank you for your consideration.

Sincerely,

Carolyn Poissant
Property owner of:
430 Greenway Avenue
Bozeman, MT 59718
Phone: 970-309-0317

cc: Craig Woolard, Public Works Director
John Vandelinder, Streets Supt.
Wendy Thomas, Community Development Director
Mitch Overton, Parks & Recreation Director
Kelly Pohl, GVLT
Joe Gilpin, Alta Planning and Design
Bill Cochran, Bicycle Advisory Board

BOZEMANTMP
Transportation Master Plan

COMMENT FORM

Please Submit Your Comments:

I urge you to include the KASY/Sourdough/Church St. intersection in your Transportation Master Plan. The intersection is extremely unsafe and there are delays on Sourdough & Church during busy traffic times. In addition to cars there are a lot of bikes and pedestrians in the area. It is particularly unsafe as the sun rises & before it sets. I believe that needs to be a light or 4 way stop sign put there, so that traffic on Sourdough & Church can get out onto KASY & across safely.

Thank you for your consideration.

Jeff Yates

Please mail or email your comments to:

Jeff Key, RPA Project Manager
Robert Peccia and Associates
PO Box 5653
Helena, MT 59604
406-447-5000
Email: jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:

Name: Jeff Yates
Address: 141 South View Ridge La.
BOZEMAN MT. 59715
Email: jeff-yates500@gmail.com

Bozeman Climate Partners

August 15, 2016

Bozeman City Commission
121 N Rouse Avenue
Bozeman, MT 59715

Re: 2016 Bozeman Transportation Master Plan

Dear Bozeman City Commission:

On behalf of the Bozeman Climate Partners (BCP) Working Group, I would like to provide comment on the 2016 Bozeman Transportation Master Plan. The Bozeman Climate Partners were established by the City of Bozeman to help implement the City's Community Climate Action Plan. Our goal is to encourage actions which minimize and reduce Greenhouse Gas (GHG) emissions from all activities of the City and Community of Bozeman. The transportation sector contributes at least 26 percent of Bozeman's GHG emissions. In order to optimize the sustainability of Bozeman's transportation activities, we encourage actions that help reduce vehicle miles traveled (VMT) and encourage the efficiency of those activities, including any strategy to minimize fossil fuel consumption. All areas of planning for the future of Bozeman potentially impact fossil fuel consumption and air pollution, including greenhouse gases.

We therefore offer the following ideas which might benefit the community and the atmosphere in the development of an updated Bozeman Transportation Plan.

Transportation Planning Goals

The design of transportation infrastructure affects safety, development patterns and pollution levels. Transportation and development plans and subsequent rules and policy must be carefully integrated to discourage deteriorating traffic conditions and sprawl. Regional transportation trends must be considered even though neighboring governments have been reticent to plan for the future.

We would like to emphasize that high capacity, high speed roadways tend to encourage sprawl and attract additional traffic as well as rendering the roadways more dangerous, while increasing air pollution. The goal should be to move traffic smoothly at moderate speeds while encouraging alternate forms of transportation, such as public transit, electric vehicles, walking and bicycling.

The partnership between the City of Bozeman, Montana State University, and Western Transportation Institute to develop a Transportation Demand Management Program with a

dedicated FTE is an important step, which demonstrates a commitment to implementing demand response programs that will curb peak traffic and result in continued mode shifts. With this program, we would like to see goals established to limit the rate of growth of Vehicle Miles Traveled (VMT).

Traffic Calming

Divided roadways, bike lanes, sidewalk extensions, roundabouts, green strips and narrower traffic lanes, for example, are known to calm traffic with minimal impact on travel times. Traffic calming techniques reduce emissions and result in transportation systems that are more pleasant for all.

Reduced speed limits should be considered on some arterials. Speed increases fuel consumption. Traffic signals and stops increase fuel consumption. Roundabouts, for example, calm traffic and improve flow, reducing fuel consumption. When vehicles are idle in a queue they emit about 7 times as much carbon monoxide (CO) as vehicles traveling at 10 mph. The emissions from a stopped vehicle are about 4.5 times greater than a vehicle moving at 5 MPH[1] Additional roadways of four or more lanes should be discouraged. Three lane roadways are efficient, calmer, and allow space for biking and walking. Multiple lane streets present intimidating barriers which discourage biking and walking.

Air Quality

Pollution should be considered and modeled when roadways and other infrastructure are designed. To date, Bozeman has been blessed with excellent air quality, but this fortune is subject to change if Vehicle Miles Traveled climb inexorably with population growth. The City and MSU should help establish a more robust air quality monitoring program in order to establish a baseline and track changes over time. We should be prepared to measure the air quality impacts, including Greenhouse Gas Emissions (GHGs) and main criteria pollutants of concern (CO and PM10) in order to compare the total potential pollutant emissions of each building alternative, including those from construction activities, lifecycle emissions of construction materials, long-term operational maintenance of the project, and changes in vehicle traffic and idling emissions.

Public Transportation

Public transit infrastructure should be given equal priority with automobile capacity in long term planning. Future transportation needs and means may be much different and we should be ready for healthy change. The resources are not available to solve all traffic problems by increasing roadway capacity. Traffic congestion will increase despite current improvement

[1] Crown, Barry. Report on Roundabouts. January 2001. http://www.cccnh.org/cintroduction.htm.

plans, according to the studies supporting the updated Transportation Master Plan. Alternatives to auto trips may improve traffic while reducing pollution.

Future Innovation

Infrastructure to support electric vehicles should be considered, wherever possible, supplemented by renewable local electric generation. There is mounting evidence that younger citizens do not have the same cultural attachment to cars as their parents; these citizens will be demanding more transportation alternatives to auto ownership, such as carsharing. A major cultural shift is in progress and we should be ready for change by not over investing in endless road construction for capacity increases.

MSU's College of Engineering and Western Transportation Institute have recently launched a program to explore "driverless" and "connected" vehicle technology for improved transportation system efficiency. The Bozeman Transportation Master Plan should discuss the golden opportunity for innovation that we have right here at our hometown university.

In general and in summary, we strongly encourage the Transportation Master Plan to consider air pollution and greenhouse gas emissions in all decisions regarding infrastructure. A greater dialogue regarding local pollution and global impacts will benefit our community.

Thank you for your consideration of our suggestions to develop a forward-looking, visionary Transportation Master Plan for Bozeman.

Sincerely,

Jay Sinnott

Bozeman Climate Partners:

Joan Montagne
Kathy Powell
Susan Bilo
Kristen Walser
Dan Perata
Marcia Rundle

BOZEMANTMP
TRANSPORTATION MASTER PLAN

COMMENT FORM

Please Submit Your Comments:

- How long does a typical street last?
- (Land Use) How much has the planning dept. been involved in this plan?
- County islands - Can this plan address the County and its responsibility to their areas in the planning boundary?
- Is the LOS for none-car modes?
- Has there been discussion about relaxing the LOS standards?

Please mail or email your comments to:

Jeff Key, RPA Project Manager
Robert Peccia and Associates
PO Box 5653
Helena, MT 59604
406-447-5000
Email: jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:

Name: _____

Address: _____

_____

Email: _____

Public Meeting notes 20 including us
~~27~~ ~~25~~ 26 ~~28~~ 29

- No left turn intersections 2 why?
  Wilson / College

- What could we, as the public, do to make a change?

- What would it be possible to install a diverter at college / wilson to physically limit turns?

- Why does neighborhood character take a back seat to functional class? (Peach)
  ✡ Traffic Calming is the gist of the Gluster ✡

- Outer roads in neighborhoods is desirable in downtown, how do we keep those but still reduce traffic?

- East (Olive) w/ clear rn Wilson ✡ Wallace, 1-ways way effect that.

- We have not talked about reducing demand, How do we give the people places to go that don't require cars.
  ✡ Mixed use development ✡

- Grade separated crossings, is it an option the will really work over 19th or Haffine

- Why state routes seem to prioritize speeds?
- Did increasing the times of the seconds to make the Main st less safe

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Comment Form

Project name: Kagy Boulevard – S. 19th Avenue to Willson Avenue
Project ID: Control Number: 8931000
Meeting date and time: Thursday, April 21, 2016, 4:30 – 6:30 p.m.; presentation at 5:30 p.m.
Location: Stadium Club, MSU Bobcat Stadium, 1 Bobcat Circle, Bozeman, Mont.

You are invited to make your comments on this form and place it in the comment box located at the sign-in table or take it with you and mail to Jeff Ebert, MDT Butte District office, PO Box 3068, Butte, MT 59702-3068. Comments may also be submitted by fax to (406) 494-4396 or online at:

www.mdt.mt.gov/mdt/comment_form.shtml

The deadline for comments is **May 13, 2016**. Please indicate your name, address and affiliation (if any) below. Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address ***(include physical address and email address):***

Cheryl Boylan
1550 W. Kagy Blvd
Bozeman, MT 59715

Comments: I'm asking that you do not increase your right of way in front of my property. If you can control traffic flow from 11th Street east, then this should alleviate any backup that might occur further west. You have just updated the corner of Kagy + 19th so shouldn't have to spend any more money there.

I am 3RD generation living on this little farm. It was here long before Kagy was even thought of. Please consider my property rights – the rights of a family that has been in this valley for over 100 years. Also there are extensive wetlands on this portion of Kagy. Please don't encroach on my property.

Citizens for a
SAFER BOZEMAN
& Gallatin County



Commuter traveling to Belgrade along Frontage Road P-205 5/18/16 2:15 p.m. at Nelson Road and MDT facility.



Recreational Cyclist on Frontage Road P-205 5/18/16 2:10 p.m. near where Kevin O'Brien was killed in 2014 on his bike.



Unconnected segment of Separated Multi-Use Pathway next to Highway Patrol Facility. Cyclist and Traffic on Frontage Road P-205 at right side of photo.

Marilee Brown, Director
saferbozeman@gmail.com
406-579-5447

www.frontagepathway.com

May 23, 2016

Dear Mr. Key,

Presented here is our petition to have a separated multi-use pathway built between Bozeman and Belgrade along Frontage Road signed by over $3,000 people from all over the Galltin Valley.

We received an overwhelmingly positive response from the community. So many people were excited by the prospect of having a multiuse path to safely connect Bozeman and
Belgrade.

While some of these signatures are from cyclists, we made great effort to collect names in public places such as grocery stores, schools, shopping areas, restaurants, and on line to accurately reflect the whole community. These signatures were gathered over a very short period of time in less than 6 weeks. More complete information such as physical addresses and/or e-mail addresses is available upon request.

Below is the petition wording:

> *"We the undersigned people of Gallatin County urge the Cities of Belgrade and Bozeman, Gallatin County, and the Montana Department of Transportation to work together to include a shared-use paved pathway on any projects upon the old U.S. 10 highway running from Bozeman through Belgrade (the frontage road).*
>
> *To maximize safety, the pathway should be outside the edge of the paved shoulder and preferably beyond the drainage ditch along the side of the road. If necessary, additional right of way should be acquired.*
>
> *This pathway should be incorporated in all construction and reconstruction projects on the highway including any that already are in planning and/or design.*
>
> *The pathway should be extended as far west and east as possible and connected to other paths wherever feasible."*

We trust you will consider the voices of the people as public comment to be used in the new TMP and help us in any way that you can to make this a reality. This pathway will be the fulfillment of 30 years of longing and hard work by community residents.

Sincerely,

Marilee Brown, Director
Citizens for a Safer Bozeman and Gallatin County

cc: Woolard

Belgrade to Bozeman Frontage Road Bike/Pedestrian Pathway

Petition published by Safer Bozeman on Mar 09, 2016

Background (Preamble):

The Golden Opportunity for a Belgrade to Bozeman Bike/Pedestrian Pathway is NOW!

Road improvements along Frontage Road between Belgrade and Bozeman Montana are currently in design and we don't want to miss this once in a lifetime opportunity to add a pathway now or on future projects.

The Cities, County, and MDT need to know that this is vital - and smart.

Please sign the Petition!

Petition Text:

Petition for Frontage Pathway

We the undersigned people of Gallatin County urge the Cities of Belgrade and Bozeman, Gallatin County, and the Montana Department of Transportation to work together to include a shared-use paved pathway on any projects upon the old U.S. 10 highway running from Bozeman through Belgrade (the frontage road).

To maximize safety, the pathway should be outside the edge of the paved shoulder and preferably beyond the drainage ditch along the side of the road. If necessary, additional right of way should be acquired.

This pathway should be incorporated in all construction and reconstruction projects on the highway including any that already are in planning and/or design.

The pathway should be extended as far west and east as possible and connected to other paths wherever feasible.

Total signatures 3025

#	FirstName	Surname	Zip/PC
3025	Carissa	Aarsvold	59715
3024	Tanner	Abdallah	59714
3023	Kimberly	Achziger	59718
3022	Nickie	Achziger	59718
3021	Gene	Achziger	59718
3020	Loren	Acton	59715
3019	Evelyn	Acton	59715
3018	Marybeth	Adams	59714
3017	rich	Adams	59715
3016	Tyler	Adams	59715
3015	Philip	Adams	59715
3014	Jacque	Adams	59714
3013	jason	Adams	59714
3012	Kayden	Adams	59714
3011	Kynzi	Adams	59714
3010	Ray	Adams	59714
3009	aliaana	Adelmann	59715
3008	Marina	Adelmann	59715
3007	Sara	Adlington	59718
3006	Amanda	Ahlquist	59714

#	FirstName	Surname	Zip/PC
3005	tina	Albers	59718
3004	Lucas	Albers	59715
3003	Sarah	Alexander	59715
3002	Ben	Alexander	59715
3001	Rian	Alexander	59718
3000	Jim	Allard	59715
2999	Leslie	Allen	59718
2998	Kathy	Allen	59715
2997	JEANINE	ALLEN	59718
2996	William	Allen	59718
2995	Dr. Ed	Allen	59714
2994	Dorthea	Allen	59714
2993	Emily	Allison	59715
2992	Kimberly	Am Rophe	59714
2991	Jessica	Amende	59718
2990	Kevin	Amende	59718
2989	Wyah	Amende	59718
2988	Byron	Amerson	59717
2987	Josh	Amidon	59718
2986	Macey	Amy	59718
2985	A	anderode	59714
2984	Paul	Andersen	59715
2983	sarah	anderson	59715
2982	Kathi	Anderson	59714
2981	Bruce	Anderson	59715
2980	Janet	Anderson	59715
2979	Mollie	Anderson	59718
2978	Tim	Anderson	59718
2977	Clint	Anderson	59718
2976	Clint	Anderson	59718
2975	Ryan	Anderson	59715
2974	Ryan	Anderson	59718
2973	Travis	Anderson	59718
2972	Clint	Anderson	59714
2971	Bijan	Andrade	59715
2970	Gina	Andrade	59714
2969	David	Andreani	59715
2968	Sarah	Andresen	59715
2967	Valorie	Andrews	59718
2966	Michael Neal	Andrews	59718
2965	Judy	Andriolo	59718
2964	Lynda	Andros	59715
2963	Cyndy	Andrus	59715
2962	Danny	Anduza	59715
2961	Laurel	Angel	59715
2960	Tess	Annalora	59718
2959	Drew	Antonich	59715
2958	William	Anzon	59715
2957	Michael	Appelgate	59715
2956	Steve	Apple	59718
2955	angela	Arbour	59714
2954	Courtney	Archer	59718

#	FirstName	Surname	Zip/PC
2953	Adam	Archuleta	59714
2952	Yolanda	Arellano	59718
2951	Lynn	Armfield	59714
2950	Jimmy	Armijo-Grover	59714
2949	Jimmy	Armijo-Grover	59714
2948	Cami	Armijo-Grover	59714
2947	Dan	Armstrong	59715
2946	Rebecca	Armstrong	59715
2945	Megan	Arndt	59714
2944	Mandee	Arnold	59718
2943	Lisa	Arnot	59718
2942	Peter	Arnot	59718
2941	Blaise	Arsenault	59718
2940	Jen	Arsenault	59718
2939	Riley	Asbell	59718
2938	steve	Ashley	59718
2937	Cindy	Ashley	59718
2936	Cindy	Ashley	59718
2935	Ryan	Askuy	78225
2934	Dorothy	Austin	59718
2933	Derya	Avci	59715
2932	Jason	Bacaj	59715
2931	John	Baden	59730
2930	Sheri	Bagley	59718
2929	Teddy	Bagley	59718
2928	Nicole	Bahich	59715
2927	Jason	Baide	59715
2926	Julie	Baii	59714
2925	Tara	Bailey	59715
2924	Meaghan	Bailey	59715
2923	Chad	Bailey	59715
2922	Robert	Baker	59714
2921	Kirstin	Baker	59714
2920	John	Baker	59715
2919	Brianna	Baker	59715
2918	Merna	Baker	59714
2917	Taylor	Baker	59715
2916	Brian	Bakken	59715
2915	Chris	Bakwin	59771
2914	Peggy	Baldwin	59718
2913	Austin	Baldwin	59718
2912	Teri	Ball	59718
2911	Mary D.	Ball	59715
2910	Bob	Ballard	59715
2909	Lillian	Ballard	55104
2908	Shelby	Ballard	59718
2907	Matt	Ballinger	59714
2906	Megan	Ballinger	59714
2905	Heidi	Balus	59718
2904	Brad	Baner	59715
2903	Robert	Banis	59715
2902	Anne	Banks	59715

#	FirstName	Surname	Zip/PC
2901	Katie	Bark	59715
2900	Eleanor	Barker	59715
2899	Kathryn	Barnes	59718
2898	Dave	Barnes	59718
2897	Rudy L	Barnett	59714
2896	John	Barney	59718
2895	Carmen	Barnhart	59715
2894	Amber	Barone	59714
2893	Darcy	barry	59718
2892	Maryann	Barry	59718
2891	Robert	Bartelby	59715
2890	Patricia	Bartholomew	59715
2889	douglas	Bartholomew	59715
2888	William	Bartlett	59715
2887	Elizabeth	Bastian	59715
2886	Annie	Battle	59715
2885	Tim	Baucom	59715
2884	Mary	Bauer	59714
2883	Nicole	Bauerle	59714
2882	William	Bayless	59718
2881	Krista	Baziak	59714
2880	Karen	Beach	59718
2879	ryan	Beal	59715
2878	Greg	Beardslee	59715
2877	Kathryn	Beardslee	59715
2876	Deborah	Beauchamp	59714
2875	Greg	Beaudslee	59715
2874	Stephen	Beaujois	59718
2873	Julia	beck	59718
2872	Emilia	Becker	59714
2871	Pat	Becker	59714
2870	Izak	Becker	59714
2869	Richard	Becker	82414
2868	Meggin	Becker	59718
2867	Marge	Becker	82414
2866	Nick	Becker	59714
2865	Jordan	Beckman	59714
2864	Larry	Beebe	59715
2863	Nancee	Beebe	59715
2862	Cami	Beedie	59714
2861	Michael	Beeman	59715
2860	Michaelanne	Beighley	59715
2859	Briana	Bell	59715
2858	Joe	Bell	59718
2857	Erin	Bell	59714
2856	Rebecca	Belou	59715
2855	Gabor	Benda	59715
2854	Janet	Bender-Keigley	59718
2853	suzanne	bendick	59715
2852	Marcus	Bendon	59715
2851	Tina	Benedickt	59714
2850	sofia	Bennett	59714

#	FirstName	Surname	Zip/PC
2849	William	Bennett	59714
2848	Ben	Bennett	59715
2847	Talitha	Bennett	59714
2846	Erin	Benson	59714
2845	May Ann	Benz	59714
2844	Nicolas	Berezovski	59715
2843	Danielle	Berg	54476
2842	Chrystal	Berg	59714
2841	Joshua	Bergan	59714
2840	Morgan	Bergeron	59715
2839	Kathy	Bergevin	59718
2838	Kaitlin	Bergez	59715
2837	amy	berghold	59718
2836	Savannah	Bergo	59718
2835	Troy	Bergquist	59718
2834	Gwen	Bergquist	59718
2833	Kela	Bergren	59715
2832	Garrett	Bernard	59715
2831	Joe	Bernhardt	59715
2830	Beleisha	Bernhekdt	59715
2829	Adam	Berry	59714
2828	Celia	Bertoia	59718
2827	Carl	Bery	59715
2826	Grant	Best	59714
2825	Rishad	Bharucha	59715
2824	Aidan	Bickford	59715
2823	Anna	Bidegaray	59715
2822	Lauren	Bierschenk	59714
2821	justin	bigart	59718
2820	Corey	Biggers	59714
2819	Sherry	Biggerstaff	59715
2818	Dan	Biggerstaff	59715
2817	Cotton Real	bird	59714
2816	Emmaline Real	bird	59714
2815	Karl	Birkeland	59715
2814	Dorothy	Bishop	59715
2813	Norm	Bishop	59715
2812	Barbara	Bishop	59714
2811	Steve	Bjorklund	59718
2810	robert	Black	59715
2809	Sheri	Blackwood	59718
2808	Christina	Blaine	59718
2807	Steven	Blair	59718
2806	Jane	Blair	59715
2805	victoria	Blalu	59715
2804	Thomas	Blalu	59715
2803	Oliver	Blanehold	59714
2802	Milena	Blanes	59714
2801	Robin	Blazer	59729
2800	Amy	Blevins	59718
2799	John	Blixt	59718
2798	Molly	Bloomquist	59715

#	FirstName	Surname	Zip/PC
2797	Tom	Bloomquist	59715
2796	Nicole	Bloyer	59718
2795	Andy	Bloyer	59718
2794	Jesse	Bobrepena	59715
2793	Phyllis	Bock	59715
2792	Phyllis	Bock	59715
2791	Daniel	Bockiud	59714
2790	Jessica	Boerger	59771
2789	Lisa	Bogar	59715
2788	David	Boggemon	59718
2787	Karen	Boich	59715
2786	John	Boich	59715
2785	Mallory	Boich	59718
2784	Joshua	Bok	59718
2783	Barb	Bolte	59718
2782	Matthew	Bolus	59718
2781	Chris	Bond	59715
2780	Beth	Bondy	59840
2779	Beth	Bondy	59840
2778	Jennifer	Bonham	59718
2777	Faye	Boom	59715
2776	Ford	Boozer	59715
2775	Jannet	Borrmann	59715
2774	Jessica	Borzak	59715
2773	Travis	Bos	59718
2772	Scott	Bosse	59718
2771	Tommy	Bossenbrook	59715
2770	Harlee	Bossera	59714
2769	Brian	Bothner	59715
2768	Sarah	Bothner	59715
2767	Andrew	Boughan	59715
2766	Rosemary	Bourne	59715
2765	Rebecca	Bourret	59715
2764	Madison	bowden	59714
2763	Eric	Bowman	59718
2762	Larry	Bowman	59715
2761	Molly	Bowman	59718
2760	Betty	Boxmeyer	59715
2759	Michele	Boyd	59715
2758	Eric	Boyd	59771
2757	William A.	Boyd	59714
2756	Jan	Boyer	59715
2755	Jan	Boyer	59715
2754	Jennifer	Boyer	59715
2753	Sarah	Boyle	59715
2752	Alasdair	Boyle	59715
2751	Jef	Boyle	59715
2750	Kevin	Boyles	10023
2749	Elizabeth A.	Boyson	59714
2748	Safer	Bozeman	59718
2747	Kaleb	Brace	89227
2746	Steve	Bracken	59715

#	FirstName	Surname	Zip/PC
2745	Mitch	Bradley	59718
2744	Tyson	Bradley	59715
2743	Leane	Bradley	59714
2742	Patrick	Bradshaw	59715
2741	Colin	Brady	59718
2740	Kirk	Branch	59715
2739	Graham	Branch	59715
2738	DeeAnn	Brandon	59718
2737	Bert	Brandon	59715
2736	Adria	Brandvold	59714
2735	Tyler	Brantrold	59714
2734	Jesslyn	Braught	59715
2733	Steve	Braun	59771
2732	Sally	Brauss	59714
2731	Lea	Brayton	59715
2730	Ansel	Brayton	59718
2729	Andrew	Brechbuller	59715
2728	Noreen	Breeding	59715
2727	Roger	Breeding	59715-1744
2726	Maggie	Breen	59715
2725	Christopher	Brekk	59718
2724	Chris	Brekke	59718
2723	Chris	Brekke	59718
2722	Dan	Brelsford	59718
2721	Carole	Brennan	59718
2720	Scott	Brennan	59715
2719	Devin	Brewer	59715
2718	Ron	Brey	59715
2717	Chase	Brezney	59715
2716	Jourdan	Bridwell	59714
2715	Carlisle	Bridwell	59714
2714	Alexis	Briere	59714
2713	rachael	Briggs	59715
2712	Don	Brigham	59714
2711	ANN	Brigham	59714
2710	Josh	Brigham	59714
2709	Sam	Brigham	59714
2708	Diane	Bristol	59714
2707	Bruce	Bristol	59714
2706	Ethan	Bristol	59714
2705	KIm	Broden	59715
2704	Megan	Brodston	59718
2703	Landon	Brody	59718
2702	Sarah	Bronsky	59715
2701	Collette	Brookshops	59715
2700	Mikayla	Broughton	40065
2699	Marilee	Brown	59718
2698	Jes	Brown	59715
2697	Virjeana	Brown	59714
2696	Gary	Brown	59718
2695	Anthony	Brown	59714
2694	annah	brown	59714

#	FirstName	Surname	Zip/PC
2693	Jordan	Brown	59718
2692	Leslie	Brown	59718
2691	Jessie	Brown	59718
2690	Kathy	Brown	59715
2689	Sue	Brown	59718
2688	Jarvis H.	Brown	59718
2687	Kimberly	Brown	59718
2686	Duke	Brown	59718
2685	Thomas	Brown	59714
2684	Cindy	Brown	59715
2683	Joyce	Brown	59715
2682	Lizzie	Browning	59714
2681	Elisa	Bruce	59714
2680	Spencer	Bruce	59718
2679	spencer	Bruce	59715
2678	Bruce	Bruck	59771
2677	Deborah	Bruner	59614
2676	Deborah	Bruner	59614
2675	Deborah	Bruner	59714
2674	Heather	Brunner	57719
2673	Britt	Brupbacher	59714
2672	Katherine	Bryant	59718
2671	Heather	Btemurw	59718
2670	Mike	Buck	59715
2669	ryan	Buck	59718
2668	Robert	Buczala	59718
2667	Nicole	Buettner	59718
2666	Jessica	Bunn	59714
2665	Joshua	Burgess	59718
2664	Ashley	Burkardt	59714
2663	Jason	burkenpas	59714
2662	Raymond	Burket	59715
2661	Laura	Burkle	59715
2660	Stacy	Burley	59714
2659	Doug	burns	59715
2658	John	Burns	59027
2657	Alex	Burr	59101
2656	Patrick	Burr	59715
2655	Grendel	Burrell	59715-3609
2654	Tim	Burrows	59715
2653	Rosemary	Burton	59715
2652	Mary	Bushing	59715
2651	Ranks	Busskohl	59718
2650	Michael	Butler	59718
2649	Ally	butler	59718
2648	Patrick	Byorth	59714
2647	Susan	Byorth	59714
2646	Kathleen	Byrne	59715
2645	Lisa	Cady	59714
2644	Bailey	Cage	59714
2643	Greg	Cairns	59715
2642	Paul	Calabro	59714

#	FirstName	Surname	Zip/PC
2641	jeanette	calarco	59741
2640	Jea2	Calarco	59741
2639	William	Calbert	59714
2638	Evan	Caldwell	59047
2637	Cache	Calio	59715
2636	Tyler	Call	59715
2635	Wendy	Call	59714
2634	Patrick	Callaghan	59715
2633	Krista	Callantine	59714
2632	Daniela	Calle	59718
2631	Tracy	Calvert	59718
2630	Carolyne	Calvin	59718
2629	CarolRae	Cambianica	59715
2628	Ilima	Cameron	59714
2627	Bobbi	Campbell	59714
2626	Jessie May	Campbell	59715
2625	Reuben	Campbell	59715
2624	Julyan	Campbell	59718
2623	Chase	Campbell	59714
2622	Anne	Cantrell	59716
2621	Joseph D.	Capell	59715
2620	Catherine	Caracciolo	59718
2619	Joanna	Carey	59715
2618	Peter	Cariosian	59718
2617	Gracie	Carisch	59741
2616	Sam	Carlson	59715
2615	Janice	Carlson	59772
2614	Joseph	carolan	59718
2613	Gina	Carolan	59718
2612	Randy	Carpenter	59715
2611	mona	carroll	59718
2610	Jess	Carroll	59715
2609	Jessica	Cartwright	59718
2608	Gail	Cary	59715
2607	Lowell	Cary	59715
2606	Chase	Casey	59741
2605	Jennifer	Casey	59718
2604	Katelyn	Casey	59718
2603	Aurora	Casey	59715
2602	KC	Cassidy	59715
2601	Amanda	Cater	59715
2600	Travis	Cathcart	59718
2599	Katie	Catlett	59718
2598	Emily	Cattaloriga	59715
2597	Tori	Cavigli	59715
2596	Connor	Cavigli	59718
2595	Zach	Cayer	59715
2594	Madison	Cebuhar	59715
2593	Barb	Cestero	59715
2592	Linda	Chambers	59715
2591	Nyla	Chandler	59715
2590	Leo	Chapman	59715

#	FirstName	Surname	Zip/PC
2589	Russ	Chapman	59715
2588	Lacey	Chapman	Bozeman
2587	Rachel	CHapo	59718
2586	Stephen	Chapo	59718
2585	Everdawn	Charles	59718
2584	David	Charles	59715
2583	Chris	Chase	59714
2582	Linda	Chatriand	59718
2581	Jenna	Chenette	59714
2580	Natalie	Chew	59714
2579	Mandie	Chidester	59714
2578	Alijah	Chidester	59714
2577	Aspen	Chidester	59714
2576	Alex	Chidster	59714
2575	gus	Chisholm	59715
2574	Amy	Chiuchiolo	59718
2573	Sara	Christensen	59718
2572	Howard	Christiansen	59771
2571	shaman	christie	59718
2570	Joy	Churchill	59714
2569	Barton	Churchill	59715
2568	Kaehl	Chvilicek	59715
2567	D'Ann	Cigler	59718
2566	D'Ann	Cigler	59718
2565	Man	Cigler	59718
2564	Cyd	Cimmiyotti	59714
2563	Whitni	Ciofalo	59715
2562	Jason	Claar	59715
2561	Ben	Clapp	59715
2560	Donnie	Clapp	59718
2559	Bethany	Clark	59718
2558	Joe	Clark	59715
2557	Elliyah	Clark	59718
2556	Brett	Clark	59718
2555	Alixa	Clark	59718
2554	Tamara	Clark	59718
2553	Tamara	Clark	59718
2552	Debbie	Clark	59714
2551	Matt	Clark	59714
2550	Ashleigh	Clark	MT
2549	Steven	Clarkson	59714
2548	Sara	Clary	597412
2547	Christopher	Clay	59715
2546	Virginia	Cleaveland	59718
2545	Daniel	Clem	98144
2544	Kerri	Clement	59047
2543	Kelly	Clements	59718
2542	Tim	Clements	59718
2541	Sella	Clements	59718
2540	Brian	Close	59715
2539	Kerri	Cobb	59714
2538	William	Cochran	59715

#	FirstName	Surname	Zip/PC
2537	Logan	Codding	59718
2536	David a.	Coey	59718
2535	Jerry	Coffey	59715
2534	Sally	Coffman	59715
2533	Ashley	Cole	59715
2532	Martin	Coleman	59715
2531	Martin	Coleman	59715
2530	Lisa	Coleman	59715
2529	Timothy	Coleman	59718
2528	Marcia	Coleman	59718
2527	Tiffany	Coletta	59715
2526	Lucy	Coley	59718
2525	Jocelynn	Coley	59718
2524	Garret	Coley	59718
2523	Nash	Coley	59718
2522	Madison	Collins	59715
2521	Matthew	Collins	59715
2520	Coy	Colucci	59715
2519	Norman d.	Comfort III	59715
2518	Michael	Conlon	59715
2517	Brett	Conner	59715
2516	Cynthia A	Conner	59718
2515	David	Conors	59718
2514	Amanda	Conradt	59718
2513	Pam	Cook	59714
2512	Spring	Cook Riddle	59047
2511	Richard	Cooper	59718
2510	Caron	Cooper	59047
2509	Rebecka	Copenhaver	59714
2508	Henry	Coppolillo	59715
2507	Dianne	Corneer	59714
2506	Gary	Corneer	59714
2505	Fred	Cornelious	59715
2504	lexi	cornforth	59718
2503	Jenifer	Cornwell	59714
2502	Nancy	Cornwell	59715
2501	Jeff	Cory	59715
2500	Gregory	Costanza	59715
2499	Alison	Counts	59714
2498	Alison	Counts	59714
2497	Ann	Cowley	59714
2496	anna	Cox	59714
2495	Katie	Coyle	59715
2494	Erin	Cramer	59714
2493	Rhonda	Craven	59715
2492	Tom	Craver	59715
2491	Kevin	Crawford	59715
2490	Autumn	Crawn	59718
2489	G. La	Cristie	59718
2488	Shannon	Criswell	59715
2487	Nathan	Crockett	59718
2486	Lauren	Cromer	59715

#	FirstName	Surname	Zip/PC
2485	Melissa	Cronin	59718
2484	Melissa	Cronin	59718
2483	Frances	Cronin	59718
2482	Paul	Cronin	59718
2481	Eileen	Crook	59715
2480	cynthia	Crosby	59715
2479	Kent	Crosby	59714
2478	Whitney	Crosby	59718
2477	Patrick	Cross	59715
2476	Teri marie	Croteau	59718
2475	Amy	Crowder	59714
2474	Elizabeth	Croy	59715
2473	Colton	Crum	59714
2472	Mani	Cu	59718
2471	Betty	Cude	59718
2470	Melinda	Culbertson	59718
2469	William	Culpepper	59718
2468	Breschine	Cummins	59718
2467	Graham	Cummins	59718
2466	Kelsey	Cundy	59718
2465	Tucker	Cunningham	59715
2464	Randi	Cunningham	59714
2463	Charles	Cunningham	59714
2462	Jim	Cunningham	59718
2461	Bill	Curran	59741
2460	Juie	Currence	59718
2459	William	Currie	59718
2458	Lisa	Curry	59718
2457	James	Curry	59715
2456	Siiri	Cusomato	59715
2455	Debby	Custerfsa	59714
2454	Ryan	Cyr	59718
2453	Ashlyn	Cysewski	59714
2452	Juliana	D'Andrilli	59718
2451	Olivia	D'Antuono	59715
2450	Charles	Daenen	59715
2449	Charles	Daenen	59715
2448	Rebecca	Dahl	59714
2447	Chris	Dahlhauser	59718
2446	Joy	Dale	59715
2445	Dani	Daley	59718
2444	Mia	Damico	59715
2443	Andy	Damjanovich	59714
2442	Becca	Dammann	59718
2441	Jeffrey	Dandy	59718
2440	Amy	Dandy	59718
2439	Amy	Dandy	59718
2438	Mary	Danhof	59715
2437	Don	Daniels	59715
2436	Doug	Daniels	59715
2435	Megan	Dannar	59714
2434	Lisa	Danzll-Scott	59718

#	FirstName	Surname	Zip/PC
2433	Holcomb	Darby	59718
2432	Bridget	Dassenlo	59741
2431	Barbara	Daulgren	59715
2430	Daniel	Daum	59718
2429	Johnathan	Davidson	59714
2428	Lincoln	Davie	59715
2427	Eddie	Davila	59718
2426	Faith	Davila	59718
2425	Misti	Davis	59715
2424	Aaron	Davis	59749
2423	Linda	Davis	59760
2422	Nancy	Davis	59718
2421	STEVEN	DAVIS	59718
2420	Aaron	Davis	59749
2419	Matt	Davis	99587
2418	Lisa	Davis	59718
2417	Lisa	Davis	59714
2416	Kate	Davis	59714
2415	Dr. John R.	Davis	59715
2414	Melissa	Davis	59715
2413	Katie	Davis	59718
2412	Brianna	Davis	59715
2411	Michael	Davis	59715
2410	Robert F	Davordan	59715
2409	Christine	Day	59718
2408	Larry	Day	59718
2407	John	Day	59715
2406	Debra	De Bode	59715
2405	Kevin	Dean	59715
2404	Kevin	Dean	59715
2403	Sarah	Dean	59715
2402	April	Dearing	59714
2401	Brad	Deats	59715
2400	Beth	Deats	59715
2399	Vicki	Deboer	59718
2398	Marcia	DeBon	59715
2397	William	DeBuse	59714
2396	Emily	Decker	59714
2395	Sara	Dee	59718
2394	Alex	DeFelice	59715
2393	Lillian	Deford	59715
2392	Amy	DeFrance	59718
2391	Jarrett	Degen	59714
2390	scott	Dehlendorf	59715
2389	sydney	Deichman	59714
2388	Jodie	DeLay	59718
2387	Jason	Delmue	59725
2386	Jason	Delmue	59715
2385	Emily	DeLuca	59715
2384	Mike	Deming	59714
2383	Laura	Demmel	59718
2382	rick	Dendinger	59601

#	FirstName	Surname	Zip/PC
2381	D	Denecke	59086
2380	Kendra	Dennis	59715
2379	Derek	Dennison	59715
2378	Sarah	DeOpsomer	59715
2377	Robert	Des Enfants	59715
2376	Angela	Des Jardins	59718
2375	Cora	DeSantis	59715
2374	Shrila	Devitt	59718
2373	Aimee	Devlin	59715
2372	Jesse	DeVoe	59718
2371	Karen	DeVries	59718
2370	Brett	DeWoody	59715
2369	Jalen	Deyo	59715
2368	Gunder	Dhondt	59714
2367	Christine	Dhondt	59714
2366	Tori	DiBiase	59718
2365	Elizabeth	Dickensheets	59715
2364	David	Dickensheets	59715
2363	Sally	Dickinson	59715
2362	Makayla	Dickson	59714
2361	Becky	DiCola	59715
2360	John	DiCola	59715
2359	Lisa	Diekmann	59715
2358	dave	diem	59601
2357	R	Dier	59715
2356	Laza	Dietz	59105
2355	Lynn	DiGennaro	59715
2354	Michael	Dills	59715
2353	katie	Distin	59715
2352	Katie	Distin	59715
2351	Evi	Dixon	59741
2350	Evi	Dixon	59741
2349	Nancy	Dodd	59718
2348	James D	Doe	59718
2347	Dawn	Doe	59718
2346	daniel	Doehring	59715
2345	Malori	Doerfler	59718
2344	Terry	Doerfler	59718
2343	Kristina	Dolan	59718
2342	Priscilla	Dolan	59718
2341	Stimson	Dolesh	59718
2340	Danyelle	Dolson	59718
2339	Andrew	Dombroski	59718
2338	Andrew	Dombroski	59718
2337	Jenny	Dombroski	59718
2336	Kyle	Domin	59718
2335	John	Dominick	59715
2334	John	Dominick	59715
2333	Katie	Donath	59718
2332	Gail	Donau	59714
2331	Kirkwood	Donavin	59718
2330	Michael	Donch	59718

#	FirstName	Surname	Zip/PC
2329	Dana	Doney	59714
2328	Jeremy	Doorn	59718
2327	Terri	Dore	59715
2326	Gabby	Dorrene	59714
2325	Nicholas	Dorsett	59715
2324	Tim	Dotson	59718
2323	Christopher	Dowell	59714
2322	Henry	Dowling	59714
2321	Kristin	Downer	59716-0023
2320	Philip	Downer	59714
2319	Kelli	Downer	59714
2318	Andrea	Downs	59047
2317	Judy	Doyle	59715
2316	Leslie	Doyle	85718
2315	Sam	Doyle	59715
2314	Megkian	Doyle	59718
2313	Shane	Doyle	59718
2312	Valorie	Drake	59714
2311	Robert	Drake	59715
2310	Valorie	Drake	59714
2309	Barbara	Dralle	59718
2308	Cally	Driessen	59714
2307	Lesie	Driscoll	59715
2306	Elisabeth	Dryden	59718
2305	alex	Dujish	59718
2304	gar	duke	59715
2303	Alexendra	Dulie	59714
2302	Melissa	Dulin	59715
2301	Allison	Duncan	59741
2300	Adam	duncan	59714
2299	Jack	Dungan	59718
2298	Rachel	Dunn	59714
2297	Jennifer	Dunn	59715
2296	Tyler	Dunning	59714
2295	Lynn	Dunnington	59718
2294	Tim	Dunnington	59718
2293	Yolanda	Duperret	59715
2292	Nicole	Dupre	59715
2291	LouAnn	Durham	59730
2290	Adeline	Dutton	59715
2289	William	Dutton IV	59714
2288	Joby	Dynneson	59715
2287	Debra	Earl	59047
2286	Kathryn	Earley	59715
2285	Catherine	Ebelke	59715
2284	Diana	Eck	59718
2283	Dorothy	Eck	59715
2282	Kim	Eddie	59715
2281	sophia	Edelman	59715
2280	Gail	Eder	59718
2279	Justin	Edgell	59718
2278	Carmen	Edgerley	59715

#	FirstName	Surname	Zip/PC
2277	Clarence	Edwards	59714
2276	Gloria	Edwards	59715
2275	Cheryl	Eiholzer	59715
2274	lucas	Eisenstein	59718
2273	Pipi	Eitel	59714
2272	Nicole	Ekegren	05072
2271	Marti	Elder	59715
2270	galen	eldridge	59718
2269	Siri	Eliasem	59715
2268	Celeste	Ellig	59715
2267	Clay	Ellig	59715
2266	Moriah	Ellig	59715
2265	Diane	Elliott	59718
2264	Rainer	Ellison	59741
2263	Brett	Emmelkamp	59718
2262	Kristen	Emmett	59715
2261	Juniper	Emnett	59718
2260	Kelsie	Emsberger	59714
2259	Ahannon	Endegnen	59718
2258	Victoria	Enger	59718
2257	Mike	England	59715
2256	Roberta	Ennis	59718
2255	Kareen	Erbe	59715
2254	Sara	Erickson	59718
2253	Lincoln	Erickson	59718
2252	Jason	Erickson	59715
2251	Becky	Erickson	59718
2250	Kendyl	Escobar	59718
2249	Alina	Escoda	59718
2248	Sarah D.	Espinoa	59714
2247	Felishia	Espinosa	59718
2246	Nicholas	Esposito	59718
2245	Jacob	Estep	59718
2244	Kade	Estill	59101
2243	Nancy	Etchingham	59715
2242	John	Etgen	59718
2241	Emmanuel	Eudave	59714
2240	Joni	Evans	59718
2239	Alicia	Evanson	59714
2238	joel thomas	Evers	59718
2237	Joe	Evers	59718
2236	Anna	Ewen	59715
2235	Stephanie	Ewing	59715
2234	Stephanie	Ewing	59715
2233	Marcee Ten	Eyck	59714
2232	R	F	59715
2231	Gregory	Fagenstrom	59404
2230	Joshua	Fairchilds	59715
2229	Jenna	Fallaw	59715
2228	Lindsey	Farsberg	59714
2227	John	Faunce	59715
2226	Brian	fay	59718

#	FirstName	Surname	Zip/PC
2225	Delores	Feddes	59714
2224	Penelope	Fedro	59715
2223	Laura	Fedro	59715
2222	Sandra	Feeney	59718
2221	Sari	Feenstra	59718
2220	Sandi	Fehrer	58718
2219	John	Feight	59714
2218	Amy	Ference	59715
2217	michael	ference	59715
2216	Brice	Ferger	59714
2215	Catherine	Ferguson	59718
2214	Casey	Ferguson	59714
2213	sheila	Ferrera	59718
2212	Jesse	Fetzuk	59715
2211	Kenneth	Feueller	59718
2210	Ken	Fichtler	59718
2209	Ashley	Fields	59714
2208	LuAnn	Fikani-adams	59714
2207	Karen	Filipovich	59715
2206	mark	filonczuk	59047
2205	mark	filonczuk	59047
2204	Dorothy	Filson	59714
2203	Dustin	Findley	59718
2202	Brent	Finith	59718
2201	Julie	Finn	59714
2200	Serena	Finn	59715
2199	Georgianna	Fischer	59715
2198	Roger	Fischer	59718
2197	Sara	Fischer	59715
2196	Christine	Fisher	59718
2195	Kirsten	Fisher	59714
2194	Cathy	Fisher	59715
2193	Courney	Fitzpatrick	59715
2192	Kay	Fladstol	59714
2191	Carol	Flaherty	59715
2190	Robert	Flaherty	59715
2189	Andrea	Flaherty	59718
2188	Bill	Flanagan	59718
2187	Dana	Flatow	59715
2186	Shelley	Fleming	59718
2185	Tristyn	Fleming	59718
2184	Cindy	Fleshman	59715
2183	Doug	Fletcher	59715
2182	Mikayla	Fletcher	59715
2181	John	Fluga	59718
2180	Alice	Flynn	59715
2179	Tim	Foote	59715
2178	Kerie	Foote	59715
2177	Aisling	Force	59715
2176	Patti	Ford	59715
2175	Jen	Ford	59715
2174	Jennifer	Forecki	59718

#	FirstName	Surname	Zip/PC
2173	Brad	Foreman	59714
2172	Rob	Forster	59047
2171	Keith	Fortune	59718
2170	Micaele	Fortune	59718
2169	Page	Fossum	59715
2168	Thomas	Foster	59715
2167	Christina	Fournier	59718
2166	Sarah	Fournier	59715
2165	Jeff L.	Fox	59715
2164	Jessie	Frame	59715
2163	Nancy	Francis	59718
2162	Todd	Frandsen	59047
2161	Doug	Frank	59714
2160	Mike	Franklin	59714
2159	Nancy	Franklin	59715
2158	Danny	Fraser	59718
2157	Colin	Frazer	59715
2156	Andrea	Frederick	59714
2155	Elizabeth	Freedman	59718
2154	Debra	Freedman	59716
2153	Austin	Freeman	59718
2152	William	Freese	59714
2151	Sarah	Freitas	59718
2150	Allen	Fremier	59714
2149	Dakota	Fremont	59718
2148	Barbara	French	59715
2147	David	French	59714
2146	Dane	French	59715
2145	Kate	French	59715
2144	Wally	Freund	59718
2143	Trish	Freund	59718
2142	Frederick	Frey	59718
2141	Heather	Frisk	59718
2140	Halie	Frisk	59718
2139	Matt	Fritz	59716
2138	Matt	Fritz	59716
2137	Melissa	Frost	59715
2136	Heidi	Fry	59715
2135	Josh	Fry	59715
2134	Emma	Fry	59715
2133	Corbin	Fry	59715
2132	Amy	Frykman	59715
2131	Clarlia	Fuller	59714
2130	Jim	Fulmis	59714
2129	Molly	Fulton	59718
2128	Rob	Funderburk	59715
2127	Don	Funke	59715
2126	Vince	Furst	59718
2125	Mary	Furst	59718
2124	josh	gage	59715
2123	Dee	Gagnon	59715
2122	Kristi	Gaines	59718

#	FirstName	Surname	Zip/PC
2121	Anna	Galindo	59715
2120	Peter	Galindo	59715
2119	Tara	Gallagher	59715
2118	Brenda	Gallagher	59714
2117	Tara	Gallagher	59715
2116	Susan	Gallagher	59715
2115	Clay	Galloway	59714
2114	LeeAnn	Galluabr	59718
2113	Janet	Gamble	59718
2112	Ed	Gamble	59718
2111	Julie	Gandulla	59718
2110	Vivian	Ganje	59714
2109	Lindsay	Ganong	59715
2108	Shauna	Gaona	59714
2107	Rebecca	Gardner	59714
2106	Patricia	Garnick	59715
2105	molly	garrison	59715
2104	Luie	Garza	59714
2103	Cheri	Gaswalt	59718
2102	Julian	Gaub	59714
2101	Tomas	Gedeon	59714
2100	Anne	Gee	59715
2099	John	Geer	59714
2098	Barbara	Geller	59718
2097	Dave	Gellner	59715
2096	Ryan	Gendreau	59714
2095	Paul	Gentile	59715
2094	Caroline	Gentry	59718
2093	Nancy	Gerlach	59715
2092	Lisa	Gerrard Radick	59718
2091	Gail	Gettler	59715
2090	Michelle	Ghibson	59718
2089	Rene	Gibbs	59715
2088	josh	gibion	59714
2087	David	Gibson	59715
2086	Stephanie	Gibson	59714
2085	Chris	Gibson	59715
2084	Stacey	Giffin	59715
2083	Wes	Gilbert	59718
2082	Katie	Gilbertson	59715
2081	Julie	Gilfus-kresser	59714
2080	Elizabeth	Gilje	59718
2079	Michael	Gill	59715
2078	Dylan	Gillespie	59715
2077	Kali	Gillette	59715
2076	Richard	Gillette	59715
2075	Paul	Gillig	59715
2074	Paul	Gingras	59715
2073	Paul	Gipe	59715
2072	Tracy	Glass	59715
2071	Willis	Glass	59715
2070	Rebecca	Gleason	59715

#	FirstName	Surname	Zip/PC
2069	Heather	Glenn	59718
2068	Sharon	Glick	59715
2067	Josh	Gliko	59715
2066	Pat	Goede	59718
2065	Darla	Goeres	59715
2064	Carmen	Goetsch	59715
2063	Sheryl	Goff	59715
2062	Gene	Goldenfeld	59715
2061	Elizabeth	Gooch	59715
2060	Jacob	Goodhue	59714
2059	joy	goodpaster	59714
2058	Erik	Gorman	59715
2057	Eric	Goroski	59714
2056	Jennifer	Gorrell	59714
2055	Donna	Gottsch	59718
2054	Tim	Gottsch	59718
2053	Heidi	Goulet	59714
2052	Davis	Gove	59715
2051	Ryan	Grabinski	59714
2050	Jessica	Graf	59714
2049	Frances	Graham	59741
2048	john	Graham	59718
2047	Sam	Graham	59718
2046	Andrew	Graham	59715
2045	Bruce	Granger	59715
2044	Dugan	Gravage	59718
2043	Andy	Gravage	59714
2042	Stephanie	Gray	59715
2041	deb	greany	59718
2040	Barbara	Greason	59715
2039	Nathan	Green	59718
2038	Elizabeth	Green	59718
2037	ryan	Green	59715
2036	Shawn	Green	59715
2035	Lynne	Greenlee	59714
2034	Teresa	Greenwood	59715
2033	Mark	Greenwood	59715
2032	Mary Jo	Gregory	59714
2031	Chrisie	Greinek-Shelton	59718
2030	Edwin T.	Gresham	59715
2029	Connie	Griffin	59715
2028	Mason	Griffin	59715
2027	Adam	Griffith	59715
2026	courtney	grigg	59718
2025	Jacob	Grinuas	59714
2024	Maren	Griswold	59718
2023	Stephen	Griswold	59715
2022	Kinsie	Grooms	59718
2021	Jenny	Grossenbacher	59715
2020	Elizabeth	Growney	59715
2019	Kelli	Gruchalla	59714
2018	ty	Grvanino	59715

#	FirstName	Surname	Zip/PC
2017	Jourdon	Gudafs	59718
2016	Paul	Guest	59718
2015	Marilyn	Guggenheim	59715
2014	Patricia	Guild	59714
2013	Lynda	Gullett	59718
2012	Jane	Gum	59715
2011	Bill	Gum	59715
2010	vanessa	gunnell	59715
2009	Leilani	Gutierrez	59714
2008	Maggie	Guttormson	59718
2007	Nina	Haarer	59718
2006	Fred	Haas	59718
2005	Eric	Haferman	59718
2004	Noelle	Hagan	81230
2003	Nick	hagan	59047
2002	Joseph	Hagementer	59715
2001	Lisa	Hagen	59718
2000	Julie	Hager	59714
1999	Julie	Hager	59714
1998	Kerie	Hagler	59715
1997	Keith	Haglund	59047
1996	Arra	Hahn	59718
1995	Emme	Hahn	59718
1994	Audrey Jane	Haight	59715
1993	Audrey Jean	Haight	59715
1992	Jackie	Haines	59715
1991	Pamela	Hainsworth	59715
1990	Suzanne	Hainsworth	59715
1989	Mahn	Halfh	59718
1988	bethanie	hall	59714
1987	Terry	Hall	59715
1986	Mike	Hall	59715
1985	Bethanie	Hall	59714
1984	Calina	Hall	59715
1983	Leif	Halvorson	59715
1982	Tim	Haman	59718
1981	Jessica	Hamel	59716
1980	Michael	Hamey	59715
1979	Zan	hamilton	59718
1978	Caroline	Hamilton	59715
1977	Mary A	Hamilton	59714
1976	ryan	Hamilton	59715
1975	Annmarie	Hamling	59718
1974	Lucian	Hand	59715
1973	susie	Hand	59714
1972	Gwendolyn	Handley	59715
1971	Taylor	Handley	59715
1970	Taylor	Handley	59715
1969	Jessica	Hann	59717
1968	kathy	hanna	59718
1967	Nicole	Hannah	59718
1966	Erich	Hannan	59715

#	FirstName	Surname	Zip/PC
1965	Rick	Hannula	59715
1964	Lorrie	Hansen	59715
1963	Abigail	Hansen	59714
1962	Sam	Haraldson	59715
1961	Sam	Haraldson	59715
1960	Marsha	Harber	59714
1959	RaLea	Harbrige	59714
1958	Amanda	Hardin	59715
1957	Ty	Hardin	59715
1956	Ty	Hardin	59715
1955	amanda	Hardy	59715
1954	cory	Hardy	59714
1953	Tod	Hare	59718
1952	Quin	Hare	59718
1951	Suzette	Harkin	59718
1950	Raquel	Harnadez	59718
1949	Quinn	Harper	59715
1948	Christina	Harrell	59718
1947	Mason	Harrelson	59715
1946	Mike	Harrelson	59715
1945	Jeffrey	Harrington	59718
1944	Lane	Harris	59718
1943	Richard	Harris	59730
1942	Cece	Harris	59715
1941	JIM	HARRISON	59718
1940	Corey	Harrison	59718
1939	Bill	Hart	99216
1938	Heather	Hart	59715
1937	Lori	Hartlaub	59718
1936	Gennifre	Hartman	59715
1935	Tony	Hartshorn	59715
1934	Carolyn	Hartsog	59715
1933	Kevin	Harvey	59047
1932	Susan	Haskins	59718
1931	Alex	Haslitt	59718
1930	Jushin	Hass	59715
1929	Colleen	Hatcher	59730
1928	Toyia	hatten	59771
1927	toyia	hatten	59715
1926	Matt	Hausauer	59718
1925	Jodi	Hausen	59718
1924	Traci	Hauser	59714
1923	Patricia	Hawkinson	59715
1922	Lynn	Hawkinson	98208
1921	Jane	Hawks	59715
1920	sarah	hay	59741
1919	Kelly	Hayden	59715
1918	Kelly	Hayden	59715
1917	Tom	Hayes	59715
1916	susan	Heahlike	59715
1915	Tawnya	Healy	59718
1914	Chris	Healy	59715

#	FirstName	Surname	Zip/PC
1913	James	Healy	59718
1912	andrew	heath	59718
1911	Mary	Heath	59715
1910	Leah	Hecker	59714
1909	Sophia	Heckman	59714
1908	Susan	Hedrick	59714
1907	Mandy	Hedstrom	59715
1906	Paul	Hefferman	59715
1905	Laura	Heil	59715
1904	J.	Heilman	59715
1903	Meghan	Heim	59714
1902	Lindsay	Hein	59714
1901	Kimberly	Heinemeyer	59718
1900	Stacey	Heines	59715
1899	Aubrin	Heinrichs	59714
1898	Serena	Heinrichs	59714
1897	Colby	Heiser	59714
1896	Andrew	Helder	59714
1895	Tessa	Heller	59718
1894	Seth	Heller	59718
1893	Schanell	Helmstedt	59714
1892	Brandt	Hen	59715
1891	JD	Henderson	59718
1890	Kate	Henderson	59715
1889	Courtney	Hendrick	59715
1888	Paul	Hendricks	59715
1887	Sarah	Hendrikx	59715
1886	cheryl	Hendry	59715
1885	Ashley	Heningman	59718
1884	Brendan	Henry	59715
1883	Michael	Hensley	59718
1882	Craig	Henson	59715
1881	alex	Herbert	59715
1880	Sara	Herdina	59714
1879	Jeannie	Hermes	59715
1878	William	Hermes	59715
1877	Paul	Herron	59752
1876	Elin	Hert	59715
1875	Marsha	Hertz	59718
1874	Meg	Hertz	59714
1873	Erin	Hess	59718
1872	Danielle	Hess	59715
1871	Nate	Hess	59715
1870	Dani	Hess	59715
1869	Andy	Hessen	59714
1868	Turi	Hetherington	59718
1867	Neil	Hetherington	59718
1866	Mike	Hetherington	59718
1865	Rea	Hibl	59714
1864	Noi	Hidenstab	59715
1863	Bruce	Hietala	59714
1862	Liz	Hietala	59715

#	FirstName	Surname	Zip/PC
1861	Sue	Higgens	59715
1860	Bryon	Higgins	59715
1859	Audrey	Higley	59718
1858	Jody	Hill	59715
1857	Joshua	Hill	59715
1856	Kristen	Hilleren	59718
1855	Maurene	Hinds	59715
1854	Katy	Hines	59715
1853	John	Hinkle	59714
1852	Cindy	Hinson	59771
1851	Andy	Hintzpeter	59718
1850	Matthew	Hirsh	59047
1849	Cheryl	Hite	34857
1848	Paige	Hitzer	59714
1847	Brandon	Hjelseth	59714
1846	Aaron	Hjelt	59771
1845	Amber	Hoadley	59715
1844	Mary	Hoagland	59714
1843	Roxanne	Hoblitt	59718
1842	Christian	Hochhalter	59718
1841	brad	hodge	59715
1840	Cale	Hofferber	59718
1839	Perry	Hofferber	59718
1838	Patrick	Hoffman	59715
1837	Justin	Hogan	59718
1836	Kimberly	Hohenstein	59714
1835	Amy Kelley	Hoitsma	59715
1834	Rob	Holden	59718
1833	Kirsten	Holland	59715
1832	Patrick	Holland	59715
1831	tobias	Holleman	59718
1830	Kate	Holley	59715
1829	Terrence	Hollingsworth	59715
1828	Virginia	Holman	#16
1827	Harold	Holmes	59715
1826	Jordan	Holms	59714
1825	Jennie	Holton	59715
1824	Scott	Holton	59715
1823	Amy	Hood	59718
1822	Barclay	Hook	59718
1821	Emily	Hooker	59715
1820	Alan	Hooker	59715
1819	tracy	hookey	59714
1818	Janet	Hoppe	59030
1817	Caleb	Hoppe	59030
1816	Jenifer	Horan	98208
1815	Bert	Horley	59714
1814	Erik	Horn	59718
1813	Diane	Horne	59715
1812	Peggy	Horner	98424
1811	Ralph	Horner	98424
1810	Rhiannon	Horsley	59714

#	FirstName	Surname	Zip/PC
1809	Mayjier	Horst	59718
1808	Jon	Horton	59771
1807	Hailey	Hosken	59718
1806	Matt	Hoskins	59714
1805	Karen	Hoss	59068
1804	Paul	House	59715
1803	Verne	House	59715
1802	Elaine	Howald	59715
1801	Even	Howard	59715
1800	Eric	Howarth	59718
1799	David	Howlett	59718
1798	David	Howlett	59718
1797	David	Howlett	59718
1796	David	Howlett	59718
1795	Ian	Hoyer	80461
1794	Ross	Hoyla	59715
1793	Kathleen	Hoyle	82414
1792	Justin	Hsu	59715
1791	Salal	Huber-McGee	59715
1790	Amanda	Huff	59714
1789	Dave	Hull	59714
1788	Nathan	Hull	59714
1787	Rachael	Hundhausen	59718
1786	James	Hunger	59714
1785	Meg	Hunger	59715
1784	Meg	Hunger	59715
1783	Amber	Hungerford	59752
1782	Terry	Hunt	59714
1781	Wes	Hunt	59718
1780	Rebecca	Hurst	59715
1779	Hadley	Huston	59714
1778	Kara	Huyser	59715
1777	Jessa	Ideson	59714
1776	margareth	idoels	59714
1775	Mary Ellen	Igo	59714
1774	Glenniss	Indreland	59715
1773	Glenniss	Indreland	59715
1772	Hayden	Innis	59714
1771	Henry	Irvine	59715-5076
1770	chase M.	Isle	59718
1769	Sharon Tudor	Isler	59715
1768	Nicole	Jabaut	59771
1767	Nicole	Jabaut	59715
1766	Megan	Jacks	59714
1765	Nate	Jacksan	59718
1764	Steven	Jackson	59718
1763	Jeff	Jackson	59718
1762	Erin	Jackson	59715
1761	Matthew	Jackson	59718
1760	Jan	Jacob	59714
1759	Kevin	Jacobsen	59715
1758	fiona	Jacobsen	59715

#	FirstName	Surname	Zip/PC
1757	Art	Jacobsen	59714
1756	Margie	Jacobsen	59714
1755	Peter	Jacobsen	59715
1754	Jenna leigh	Jacobson	59741
1753	phoebe	jacques	59715
1752	Frank	Jacques	Bozeman, MT, 59715
1751	Pam	Jacques	59715
1750	Karen	Jallings	59714
1749	Terri	Jallings	59714
1748	Jeff	Jallinss	59714
1747	K.C.	James	59715
1746	Richard	James	59715
1745	Jaiden	James	59715
1744	Melissa	Jardstrom	59718
1743	Curt	Jeffries	59718
1742	Rosalind	Jenkins	59718
1741	Martha	Jenkins	59714
1740	Stuart	Jennings	59715
1739	Joanne	Jennings	59715
1738	Scott	Jensen	59714
1737	Lesley	Jensen	59714
1736	Holly	Jessen	59714
1735	Arri	Jillard	59714
1734	Raymond	Jimenez	59715
1733	Diane	JllioH	59718
1732	Melissa	Joecks	59718
1731	charissa	Johaneson	59715
1730	Donald	Johns	59718
1729	laura	johns	59715
1728	Laura	Johns	59715
1727	Jeff	Johnson	59715
1726	Kaitlin	Johnson	59718
1725	Claire	Johnson	59718
1724	Frieda	Johnson	59715
1723	Jamie	Johnson	59718
1722	Rosemary	Johnson	59715
1721	Suzie	Johnson	59715
1720	Douglas	Johnson	59714
1719	Starta	Johnson	59718
1718	Janay	Johnson	59718
1717	Stan	Johnson	59718
1716	Noelle	Johnson	59718
1715	Kaylee	Johnson	59718
1714	Carla	Johnson	59718
1713	Jayci	Johnson	59808
1712	Tom	Johnson	59715
1711	Soren	Johnson	59718
1710	RD	Johnson	59718
1709	sue	Johnson	59718
1708	Elizabeth	Johnson	59714
1707	Michael	Johnson	59714
1706	Jesse	Johnson	59714

#	FirstName	Surname	Zip/PC
1705	Joseph	Johnson	59714
1704	Dan	Johnson	59714
1703	Martin	Johnson	59715
1702	Karl	Johnson	59715
1701	William	Johnston	59715
1700	Grey	Johnysa	59714
1699	Amy	Joiner	59771
1698	Jacqualynn	Jones	59714
1697	Kevin	Jones	59714
1696	Lucas	Jones	59718
1695	Briana	Jones	59718
1694	sami	jones	59718
1693	Gina	Jones	Belgrade
1692	Justin	Jones	59714
1691	David	Jones	59714
1690	Ashley Maves	Jones	59741
1689	Ian	Jones	59715
1688	Justin	Jones	59715
1687	Brendan	Jones	59715
1686	Will	Jones	59714
1685	Darla	Joyner	59752
1684	Savannah	Juarez	59715
1683	Taylor	Juckleberry	59718
1682	Marie Y	Judisch	59718
1681	Liz	Juers	59714
1680	Hebbufer	June	59718
1679	Laurie	Jungst	59715
1678	Jim	Junker	59718
1677	Dan	Jupka	59715
1676	Remy	Jurie-Joly	59715
1675	Jo Vanne	Justifed	59714
1674	Chris	Kabbaz	59714
1673	Forrest W.	Kabbuz	59714
1672	andrew	kach	59715
1671	Katya	Kahanek	59714
1670	Dana	Kahl	59718
1669	Brandon	Kahl	59718
1668	Marie	Kailer	59718
1667	Kristin	Kailey	59718
1666	Tucker	Kalberg	59715
1665	Joseph	Kall	59714
1664	Camille	Kallestad	59714
1663	Maureen	Kampfe	59715
1662	Joanne	Kamplain	59718
1661	Jennifer	Kanewske	59718
1660	Paul	Kanive	59715
1659	Carol	Kankelborg.net	59718
1658	Annette	Kanning	59714
1657	Lander	Karath	59718
1656	Lander	Karath	59718
1655	Ethan	Karhum	59714
1654	Judy	Karl	59714

#	FirstName	Surname	Zip/PC
1653	Hal	Karl	59714
1652	Hal	Karl	59714
1651	Colleen	Karls	59714
1650	Jason	Karp	59714
1649	Clayton	Karp	59714
1648	Shannon	Karp	50714
1647	Michael	Kasic	59715
1646	Kara	Kasmer	59718
1645	Fletcher	kasmer	59718
1644	Deborah	Kasper	59715
1643	Melanie	Kass	80537
1642	Belen	Kasser	59718
1641	Stathia	Katsoulis	59715
1640	Kris	Kaull	59718
1639	Mike	Kautz	59718
1638	Marcia	Kaveney	59715
1637	Jessica	Kay	59715
1636	Nicol	Kay	59714
1635	Brian	Keanum	59714
1634	Linda	Keddington	59718
1633	Eugene	keefe	59714
1632	Eugene	keefe	59714
1631	Todd	Keetch	59714
1630	Dianna	Kegel	59714
1629	Mark	Kehke	59714
1628	Joey	Kehoe	59718
1627	Richard	Keigley	59718
1626	Kathryn	Keiser	59718
1625	Barbara	Keith	59715
1624	Chase	Keith	59714
1623	Anne	Keith	59718
1622	Chad	keizar	59715
1621	Kim	Keller	59747
1620	Sarah	Keller	59715
1619	Angelina	Kelly	59718
1618	Evan	Kelly	59715
1617	Nathan	Kelm	59714
1616	Renee	Kemker	59715
1615	Renee	Kemker	59715
1614	Elizabeth	Kendall	59718
1613	susan & chuck	kendrick	59715
1612	Susie	Kenison	59714
1611	Jessica	Kerr	59047
1610	Cary	Kessenich	59718
1609	Maureen	Kessler	59715
1608	Brenda	Kessler	59718
1607	Teresa	Kessler	59715
1606	Niki	Keuch	59718
1605	Michael	Keysher	59715
1604	Wren	Kilian	59715
1603	Claire	Killip	59715
1602	Ryan	Kiluran	59714

#	FirstName	Surname	Zip/PC
1601	Matt	Kimball	59714
1600	Chad	Kimm	59718
1599	D'Arla	King	59715
1598	Bruce	King	59715
1597	Jessica	Kingsley	59715
1596	julie	kipfer	59715
1595	Karin	Kirk	59715
1594	David	Kirk	59715
1593	Julie	Kirkland	59715
1592	david	Kirkland	59715
1591	Amanda	Kirkpatrick	59715
1590	amber	Kirkpatrick	59714
1589	Travis M	Kirkpatrick	59715
1588	Georg	Kirschner	59718
1587	Peter	Kirwan	59715
1586	Sue	Kirwan	59715
1585	Dave	Kisko	59718
1584	Kelly	Kjorlien	59715
1583	Carissa	Klarich	59715
1582	Gabby	Klein	59718
1581	Kyle	Kliehn	59715
1580	Zach	Klonsinski	59714
1579	Abby	Klonsirki	59714
1578	Erik	Kloskwski	59715
1577	Nancy	Klotovich	59718
1576	Marty	Klotovich	59718
1575	Bart	Kluch	59701
1574	Hanna	Kluck	59701
1573	Max	Kluck	59701
1572	Robert	Knapp	59715
1571	Sandra	Knapp	59715
1570	Alaina	Knight	59718-1806
1569	Phil	Knight	59718
1568	Gethin	Knight	59718
1567	Meridith	Knight	59715
1566	Marcie	Knoff	59714
1565	Gary	Knuchel	59714
1564	Polly	Knuchel	59714
1563	Mick	Knutson	59718
1562	Kate	Koenig	59715
1561	Susy	Kohout	59715
1560	Matt	Konen	59718
1559	Ed	Konina	59718
1558	Elishya	Konkler	59714
1557	Stacy	Konkol	59714
1556	Brad	Koontz	59715
1555	Jeanne	Korn	59718
1554	Melanie	Korthas	59714
1553	Kelly	Kortum	59715
1552	Kimberly	Korzym	59719
1551	Alex	Kovash	59715
1550	Jane Ellen	Krabler	59715

#	FirstName	Surname	Zip/PC
1549	Kasey	Krabler	59715
1548	Curt	Kraboia	59714
1547	Gret	Krantz	59718
1546	Jack	Kraus	59715
1545	Doug	Kremer	59715
1544	Chad	Krezelok	59715
1543	Jessica	Kristof	59714
1542	Eli	Krko	59718
1541	Casey	Krohn	59715
1540	Brian	Krueger	59715
1539	Maren	Kruger	59718
1538	Nathan	Kruger	59718
1537	ruama	kruse	59715
1536	Keith	Kuahns	59714
1535	Kirsten	Kubat	59718
1534	Krista	Kubischta	59715
1533	LizAnn	Kudrna	59715
1532	Barbara	Kuhlemeier	59715
1531	Misty	Kuhn	59714
1530	Tom	Kujawa	59718
1529	Ryan	Kuntz	59718
1528	Megan	Kuntz	59718
1527	Richard	Kuntzelman	59715
1526	Joe	Kurcinka	59718
1525	mary	kurcinka	59718
1524	Lauren	Kurt	84111
1523	Jessica	Kurzen	59718
1522	Mark	Kurzen	59718
1521	John	Kushman	59715
1520	Jaroslaw	Kwapisz	59715
1519	Hunter	Lacey	59718
1518	Bobbie Sue	Lacey	59718
1517	Paul	Lachapelle	59718
1516	Mathew J	Lacko	59715
1515	M	Lagarza	59718
1514	Carol	Lalani	59715
1513	Robert	Lamb	59715
1512	Paul	Lamb	59714
1511	Becky	Lamb	59714
1510	Karen	Lambiase	59752
1509	John	Landers	59715
1508	Allana	Lang	59718
1507	J. stuart	lange	59718
1506	Dixie	Langton	59718
1505	Mary Jo	Lanpher	59714
1504	Kara	Lapp	59718
1503	katie	laramore	59715
1502	Laura	Larocco	59714
1501	Rocky	Larocco	59714
1500	Brody	Lasmley	59718
1499	Bertie	Lau	59715
1498	Ellen	Lauchnor	59715

#	FirstName	Surname	Zip/PC
1497	karl	lauenstein	59718
1496	Claire	Laune	59718
1495	Angel	Lawellin	59741
1494	Angel	Lawellin	59741
1493	Charles	Lawellin	59741
1492	Gabe	Lawhead	59715
1491	Margaret	Lawrdes	59714
1490	Bryan	Lawrence	59718
1489	Emma	Lawver	59714
1488	Peter	Lazar	59715
1487	James	Leake	59718
1486	Carolyn	Leavengood	59715
1485	chris	Leavy	59715
1484	Anthony	Lebaron	59718
1483	Dylan	LeBlanc	59715
1482	Sandra (Sandy)	Lee	59714
1481	Carl	Lee	59714
1480	Tacia	Lee	59714
1479	Paula	Lee	59715
1478	Patricia	Lee	59714
1477	Carol	Leferovich	59715
1476	Beth	Leininger	59718
1475	Theresa	Leland	59715
1474	Briane	Lelund	59715
1473	Janet	Lemis	59715
1472	Makayla	Lennick	59718
1471	Kristine	Leo	59714
1470	Marcia	Leritz	59715
1469	David	Leveie	59715
1468	Kendall	Levinson	59714
1467	D. Kay	Levitt	59715
1466	Sanford	Levy	59718
1465	James	Lewis	59715
1464	Matt	Lewis	59714
1463	Irene	Liang	59718
1462	Hugh	Life	59715
1461	Sam	Lightbody	59716-0771
1460	Julie	Ligtenberg	59714
1459	Thompson	Limanek	59715
1458	Elle	Limesand	59715
1457	Heidi	Lindemulder	59714
1456	Paul	Lindemulder	59714
1455	Guro	Lindgren	59718
1454	Rodona	Lindley	59718
1453	Scott	Lindley	59718
1452	Camille	lindsay	59715
1451	Paul	Lindsay	59715
1450	Janice	Lindy	59715
1449	Katie	Link	59718
1448	Cindy	Linkenbach	59715
1447	Sarah	Linkenhoker	59718
1446	Kyler	Linten	59714

#	FirstName	Surname	Zip/PC
1445	Denise	Linton	59714
1444	Andrea	Litt	59715
1443	Chris	Little	59715
1442	drew	little	59715
1441	Kyle r.	Littlefield	59718
1440	Marya	Llovet	59714
1439	Redo	Loessberg	59715
1438	Nancy	Loeza	59718
1437	Catrina	Lofgren	59718
1436	Riley	Logan	59715
1435	Jessica	Lohmeier	59718
1434	Chris	lohss	59715
1433	Connor	Lohss	59718
1432	Taylor	lonsdale	59715
1431	Daniel	Loomis	59715
1430	Lisa	Lord	59715
1429	Dennis	Loreth	59718
1428	Cameron	Lothspeith	59714
1427	Daniel	Lourie	59718
1426	Janene	Love	59771
1425	Eric	Love	59715
1424	Ed	Lucey	59714
1423	Kali	Lucey	59714
1422	Patrick	Luchenb	59714
1421	Caleb	Lucy	59715
1420	Levi	Lucy	59715
1419	Dave	Luebbe	59718
1418	Phillip	Luebke	59718
1417	Karen	Luebke	59718
1416	Elizabeth	Luejder	59718
1415	Katrina	Lueneburg	59718
1414	Emmy	Luenemann	59715
1413	Marit	Lueth	59715
1412	Marit	Lueth	59715
1411	Evan	Luhnsen	59714
1410	Eric	Luhrsen	59714
1409	Eli	Luie	59715
1408	Emmy	Lund	59714
1407	Scott	Lundberg	59718
1406	Gro	Lunde	59715
1405	Randall	Lundgren	59718
1404	Patrick	Lupton	59715
1403	Rowan	Lurleford-tate	59718
1402	Alexandre	Lussier	59715
1401	Bryan	Luther	597148780
1400	Jeff	Lutzenberger	59718
1399	Mike	Lynch	59715
1398	Suzanne	Lynch	59715
1397	Mrs.	Lynch	59718
1396	Rebecca	Lynn	59714
1395	Hilamion	Lynn	59718
1394	jazmine	lyra	59718

#	FirstName	Surname	Zip/PC
1393	Dan	maber	59715
1392	Beth	MacFAWN	59771
1391	Beth	MacFawn	59771
1390	Jean	MacInnes	59715
1389	Julie	Mackley	59718
1388	Douglas	MacLeod	59714
1387	James	Madden	59715
1386	James	Madden	59715
1385	Gilli	Madden	59715
1384	Kent	Madin	59715
1383	Kent	Madin	59715
1382	Joe	Madonna	94044
1381	Nathaniel	Madsen	59715
1380	Amy	Madsen	59715
1379	Nick	Maffei	59718
1378	Hudson	Magee	59715
1377	Barbara	Magerfleisch	59715
1376	Jack	Mahen	59718
1375	Adam	Maher	59714
1374	Brian	Maher	59718
1373	Andy	Maheras	59718
1372	Janine	Mahn	59714
1371	Karl	Mahn	59714
1370	Madison	Mahoney	59718
1369	Loy	Maierhauser	59715
1368	Tiffany	Maierle	59714
1367	Nikki	Maiser	59715
1366	Sally	Maison	59715
1365	Joy	Maitu	59715
1364	Heidi	Makoutz	59715
1363	Mary	Makris	59715
1362	Andee	Malarchick	59714
1361	Austin	Malarchick	59714
1360	Charlynn	Malcom	59715
1359	Barbara	Mall	59615
1358	Deja	Malone-Persha	59715
1357	Judi	Maloney	59715
1356	Cordine	Malty Dig	59714
1355	Adrianne	Mancoronal	59714
1354	Craig	Mandeville	59718
1353	Connie	Mandeville	59718
1352	Brian	Mange	59718
1351	Angie	Mangels	59715
1350	Alar	Manrique	59715
1349	Hayden	Mans	59715
1348	Misay	Manu	59715
1347	Matt	Marcinek	59715
1346	Zach	Margaris	59718
1345	Ruth	Marion	59718
1344	Mike	Marosits	59718
1343	Wendy	MARQUIS	59714
1342	John	Marroquin	59715

#	FirstName	Surname	Zip/PC
1341	Brett	Marshall	59741
1340	Chelsea	Marshall	59715
1339	James	Marshall	59718
1338	Brett	Marshall	59741
1337	Tina	Martin	59714
1336	Constance	Martin	59718
1335	John	Martin	59715
1334	Lois	Martin	59715
1333	Trese	Martin	59715
1332	Irene	Martin	59715
1331	Taylor	Martin	59714
1330	Justin	Martin	59715
1329	Wesley	martin	59718
1328	Brian	Martin	59715
1327	Dean	Martineau	59714
1326	Elizabeth	Marum	59714
1325	peter	marvin	59718
1324	Julie	Marvin	59718
1323	Emily	Mason	59715
1322	Ryan	Mason	59803
1321	Coreene	Masse	59718
1320	Kelly	Massey	59714
1319	Candace	Mastel	59718
1318	Candace	Mastel	59718
1317	Cody	Masters	59718
1316	John	Mateskon	59718
1315	Taylor	Mathews	59741
1314	Susie	Mathre	59715
1313	Judy	Mathre	59715
1312	aj	Matosich	59718
1311	Ryan	Matsko	59715
1310	chris	Matsko	59715
1309	Erin	Matson	83716
1308	Renae	Mattimoe	59714
1307	Deb	Matus	59718
1306	Nathan	Mauney	98926
1305	Luke	Mauritsen	59714-8441
1304	Susan	Mavor	59715
1303	Jon	Maxwell	59715
1302	Heather	Maxwell	59714
1301	Laramie	Maxwell	59715
1300	Dustin	Maxwell	59714
1299	Bary	May	59718
1298	Bill	Mayer	82190
1297	Shey	Mayland	59714
1296	Tana	Mayo	59714
1295	Julia	Mazade	59718
1294	Jeff	Mazer	59718
1293	Kathryn	Mazurek	59715
1292	Katelyn	McAree	59715
1291	Stephanie	McBride	59715
1290	Cynthia	McBride	59715

#	FirstName	Surname	Zip/PC
1289	Geoffrey	McBride	59715
1288	Richard	McCabe	59718
1287	Bonnie	Mccallum	59718
1286	Lauri	McCarthy	59718
1285	patrick	mccarthy	Belgrade MT
1284	Scott	McCarthy	59715
1283	Judy	McCarthy	94044
1282	Chris	McCarthy	59714
1281	Mandi	McCarthy-Rogers	59718
1280	Mandi	McCarthy-Rogers	59718
1279	Jessi	McCloud	59714
1278	Mitch	Mccloud	59741
1277	Tracey	Mccloud	59741
1276	Merrill	McCollum	59715
1275	Patricia	McCormack	59718
1274	Matt	McCormack	59718
1273	Jamey	McCormick	59715
1272	Evan	McCotter	59715
1271	Ashley	McCullough	59715
1270	Jenny	McCune	59718
1269	Matt	McCune	59715
1268	James	McDermott	59715
1267	Sara	McDermott	59716-1162
1266	Jody	McDevitt	59715
1265	Dawn	McDonald	59718
1264	Anne	McDonald	59714
1263	Daniel	McDonald	59714
1262	James	McDowell	59715
1261	Stephanie	McDowell	59715
1260	Mary	McEachern	59714
1259	Breana	McElgunn	59718
1258	Jamie	McEvoy	59715
1257	Mary	McFadzen	59715
1256	Karie	McFarland	59714
1255	Cathy	McGoldrick	59718
1254	Jim	McGowan	59718
1253	Aryanna	McGowen	59718
1252	Stephanie	McGrath	59718
1251	Jacki	McGuire	59715
1250	Stephen	McGuire	59715
1249	Jason	McHann	59714
1248	Sandy	McJunkin	59714
1247	Megan	McKeary	59718
1246	Jess	McKeen	59718
1245	Alexander	Mckelvey	59715
1244	John	McKenna	59715
1243	Tricia	McKenna	59715
1242	Bob	McKenzie	59715
1241	Hannah	McKinney	59715
1240	Madi	McKinstry	58715
1239	Alexis	McKnight	59718
1238	Brad	McKrell	59718

#	FirstName	Surname	Zip/PC
1237	Erin	Mclansky	59718
1236	patrick	mclaughlin	59714
1235	Dimitri	Mclaughlin	59715
1234	michele	mcleod	59741
1233	Sara	McLeon	59718
1232	Samuel	McMain	59718
1231	Sandra	McManus	59718
1230	Sandra	McManus	59718
1229	Colleen	McMilin	59715
1228	Ross	McMilin	59715
1227	shelly	McMullen	59714
1226	Peter H.	McNair	59715
1225	Sara	McNamara	59715
1224	Amy	McNamara	59715
1223	Jessica	McNeff	59714
1222	Laine	McNeil	59715
1221	Colleen	McNeilly	59730
1220	Susan	McNew	59715
1219	Tripp	McRaniel	59718
1218	Dalton	McVean	59718
1217	Brandi	McWalter	59718
1216	marily	mcwilliams	59718
1215	Kelly	Meeker	59718
1214	Kara	Meier	59715
1213	J.	Melline	59715
1212	Tyler	Melzer	59715
1211	Amanda	Menzel	59714
1210	melissa	meredith	59714
1209	Kelly	Meredith	59715
1208	Serena	Merler	59715
1207	Betty	Merta	59715
1206	Phil	Merta	59715
1205	Cynthia	Mervin	59715
1204	Kristen	Messer	59715
1203	Deborah	Metrick	59715
1202	jordan	metwid	59718
1201	William	Metzler	59730
1200	c	Meyer	59714
1199	Erin	Meyer	59718
1198	Sharron	Meyers	59714
1197	Richard	Meyn	59714
1196	Stephanie	Meynderd	59714
1195	TJ	Meynders	59715
1194	Kristy	Michael	59715
1193	Stefan	Michel	59715
1192	Bruce	Michelsen	59718
1191	Lee	Micken	59715
1190	Darrell	Micken	59715
1189	Lee	Micken	59715
1188	Darrell	Micken	59715
1187	Laurie	Micklewright	59718
1186	Jamie	Midyette	59714

#	FirstName	Surname	Zip/PC
1185	Jeffrey	Miesbauer	59715
1184	Chelli	Miessner	59718
1183	Chelli	Miessner	59718
1182	Danielle	Mifflin	59714
1181	Larry	Mikkola	59715
1180	Nathan	Milburn	59718
1179	Abby	Miles	59718
1178	Lascy	Miligan	59714
1177	Anne	Millbrooke	59718
1176	Betsy	Miller	59718
1175	Sam	Miller	59715
1174	Mike	Miller	59715
1173	Whitney	Miller	59718
1172	Callie	Miller	59718
1171	Tyler	Miller	59715
1170	Kaylin	Miller	59714
1169	Lesa	Miller	59715
1168	Marjorie	Miller	59771
1167	Kris	Milligan	59741
1166	Tim	Milligan	59741
1165	David	Millman	59718
1164	Candace	Mills	59714
1163	Justin	Milover	59714
1162	Michelle	Milvich	59047
1161	Tammy	Minge	59715
1160	Pablo Prats	Mira	59715
1159	Felix	Mirque	59715
1158	Meridith	Miska	59715
1157	Shawn	Mitchell	59718
1156	Katie	Mitchell	59715
1155	Brian	Mitchell	59715
1154	Jane	mittelsteadt	59715
1153	Jonathon	Moberley	59741
1152	Bryson	Mobley	59718
1151	Erin	Mock	5915
1150	Erin	Moffett	59715
1149	David	Mogk	59715
1148	Rosana	Molina	59715
1147	Mackenzie	Molzhon	59715
1146	Glenn	Monahan	59715
1145	Sierra	Monastiere	59718
1144	Ellen	Monloy	59718
1143	Madaln	Monroe	59715
1142	Joan	Montagne	59715
1141	Joan	Montagne	59715
1140	Clifford	Montagne	59715
1139	Clifford	Montagne	59715
1138	Zach	Montano	59718
1137	John	Montaya	59714
1136	Paul	Montey	59714
1135	Meghan	Montgomery	59715
1134	Abby	Montgomery	59715

#	FirstName	Surname	Zip/PC
1133	Jackie	Montgomery	59715
1132	Roscoe	Montgomery	59715
1131	Roscoe	Montgomery	59715
1130	Alison	Moor	59715
1129	C	Moore	59715
1128	Ryan	Moore	59718
1127	Peter	Moore	59715
1126	Liz	Moore	59714
1125	Alex	Moore	59715
1124	Colton	Moore	59715
1123	Sherry	Moore	59714
1122	Russ	Moore	59715
1121	steffanie	Morales	59715
1120	Tara	Morgan	59718
1119	Jeff	Morgan	59715
1118	Jean	Morgan	59718
1117	Heather	Moriarty	59714
1116	Wendy	Morris	59715
1115	Carter	Morris	59718
1114	Justin	Morris	59714
1113	Dani	Morrison	59715
1112	Hayley	Mortomer	59715
1111	Frannie	Moulton	59715
1110	Lindsey	Mulcare	59718
1109	Kelly	Mullins	59715
1108	Brendan	Mumey	59715
1107	Holly	Mumford	59715
1106	Tatianna	Murillo	59715
1105	holly	murray	59714
1104	Amelia	Musgjerd	59715
1103	Martha	Muth	59715
1102	Jim	Muth	59715
1101	Em	Muttceus	59714
1100	astan	Myhre	59718
1099	Steve	Myrtle	59714
1098	Sheila	N.	59714
1097	Carol	Nadlonek	59718
1096	Clinton	Nagel	59718-1972
1095	Tate	Nahorniak	59715
1094	Tai	naisbitt	59715
1093	Stella	Nall	59715
1092	Julie	Nansel	59718
1091	Danny	Naranche	59714
1090	Rosanne	Nash	59718
1089	Chris	Naumann	59715
1088	Rich	Needham	59718
1087	Ursula	Neese	59718
1086	Nancy	Neiley	59715
1085	Seth	Neilson	59715
1084	Lynda	Neilson	59718
1083	Zach	Nell	59718
1082	Sallee	Nelson	59718

#	FirstName	Surname	Zip/PC
1081	Nic	Nelson	59714
1080	Heather	Nelson	59714
1079	Kathleen	Nelson	59715
1078	Sam	Nelson	59715
1077	Sam	Nelson	59715
1076	Christina	Nelson	59718
1075	Lezlie	Nelson	59047
1074	Emily	Nelson	59718
1073	Kathy	Nelson	59714
1072	Lisa	Nesbitt	59718
1071	Susan	Neubauer	59715
1070	Billy	Neuburger	59718
1069	Jaime	Neuburger	59718
1068	Patricia	Newby	59718
1067	Eva	Newby	59714
1066	Deborah	Newby	59714
1065	Frank	Newman	59714
1064	Chris	Newman	59715
1063	Ted	Newman	98370
1062	Melissa	Newman	59715
1061	Bob	Nichol	59715
1060	Danielke	Nicholad	59715
1059	Kelly	Nicholson	59715
1058	susan	Nickelson	59718
1057	James	Nickelson	59718
1056	Matt	Nickls	59714
1055	Mary Ann	Nielsen	59715
1054	eMILY	nILES	59718
1053	Paul	Nirgenau	59715
1052	Blythe	Nirgenau	59715
1051	Rachel	Nixon	59730
1050	Clive	Nixon	59715
1049	ben	nobel	59715
1048	Echo	Noble	59714
1047	Echo	Noble	59714
1046	Jose	Noe	59715
1045	Hannah	Noel	59714
1044	Becky	Nohava	59718
1043	Mike	Nolop	97116
1042	Boone	Nolte	59714
1041	Erin	Nolte	59714
1040	Adam	Norlander	59718
1039	josh	Norris	59714
1038	Ginger	Norton	59715
1037	Kim	Noyes	59718
1036	Eric	Noyes	59715
1035	Ceci	noyes	59718
1034	Kendra	Noyes	59718
1033	Brianna	Nsmes	59714
1032	Colter	Nuanez	59718
1031	Heidi	Nunnikhoven	59715
1030	Lori	Nuss	59718

#	FirstName	Surname	Zip/PC
1029	Keith	Nylander	59714
1028	Diane	O'Conner McNair	59715
1027	Nick	O'Donell	59714
1026	Misty	O'Leary	59741
1025	Jim	O'Leary	59741
1024	Oryan	O'Quinn	59718
1023	Kevin	O'Reilly	59047
1022	Jenny	Obrien	59718
1021	Chris	Odegard	59718
1020	Patrick	Odenbeck	59714
1019	Valerie	Oechslin	59718
1018	rick	Ojala	59715
1017	Erin	Olejnicak	59715
1016	Annasuzanne	Oliver	59715
1015	Christy	oliveri	59718
1014	Sarah	Olivo	59718
1013	Kelly	Olmstead	59718
1012	Stephen	Olsen	59715
1011	Caroline	Olsen	59802
1010	Adam	Olsen	59715
1009	ryan	Olsen	59715
1008	Claire	Olsen	59715
1007	lindsey	olson	59714
1006	Sarah H.	Olson	59715
1005	Kristin	Olson	59714
1004	Kyle	Olson	59715
1003	Carrie	Olson-Ward	59715
1002	Jackie	Onken	59714
1001	logan	onken	59714
1000	Fred	Opperman	59718
999	august	Ore	59752
998	Anne	Ore	59752
997	Thaddeus	Orosz	59718
996	Karen	Orr	59715
995	Ann	Orser	59715
994	Ron	Orton	59715
993	Natalie	Osborne	59716
992	Tessa	Osborne	59714
991	Stormi	Oshun	59714
990	Ted	Osterloth	59715
989	Nancy	Ostlie	59715
988	Michael a.	Ourk	56401
987	Heather	Overton	59718
986	Hanah	Overton	59715
985	Richard	Owens	59718
984	Ben	Oxendehl	59714
983	Danielle	Oyler	59047
982	Barbel	Pafford	59718
981	Rudi	Pafford	59715
980	Karen	Page	59715
979	Brian	Page	59715
978	Linda	Page	59714

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977	Brooks	Palin	59714
976	Dara	Palmer	59718
975	Ray	Palmer	59714
974	Joseph	Palmer	59714
973	Janet	Pannell	59715
972	Åsa	Pape	59715
971	Åsa	Pape	59715
970	Rebecca	Pappas	59714
969	Anna	Pappert	59718
968	Marc	Parent	59718
967	Matthew	Paris	59718
966	Russell	Parker	59718
965	Rosalinda	Parker	59718
964	Erica	Parrish	59718
963	Willow	Parrow	59714
962	Nathan	Parseghian	59718
961	Nathan	Parseghian	59718
960	Belgrade Auto	Parts	59714
959	Jamara E	Pasnice	59718
958	Tami	Pasquesi	59715
957	Tami	Pasquesi	59715
956	Rohan	Patel	59714
955	Amanda	Patriarche	59714
954	Jeff	Patriarche	59714
953	Eva	Patten	59715
952	Laine	Patten	59718
951	Tace	Patten	59718
950	Eva	Patten	59715
949	Tim	Patterson	59715
948	Amber	Patterson	59715
947	tyler	Patterson	59718
946	Lynn	Paul	59715
945	Rebecka	Pearson	59715
944	David	Peck	59718
943	Ivy	Pedersen	59715
942	Cristy	Pedersen	59714
941	Avital	Pelakh	59715
940	sue	Pellegrini	59718
939	mark	pelletier	59715
938	Richard	Pemberton	59714
937	Mark	Pence	59715
936	Christine	Pentecost	59715
935	Ashley	Peoples	59718
934	Jennifer	Pepper	59715
933	Dan	Perata	59718
932	Karen	Pereira	59718
931	Alaina	Perez	59715
930	Emily	Pericich	59714
929	Rori	Perin	59718
928	lynne	pernell	06062
927	Chad	Perry	59714
926	Jacquie	Persons	59715

#	FirstName	Surname	Zip/PC
925	Robert	Pertzborn	59715
924	Rob	Pertzborn	59715
923	Lori	Petermann	59718
922	Troy	Petermannh	59718
921	Taryn	Petersen	59715
920	Leslie	Peterson	59715
919	Thomas	Peterson	59715
918	Lyn	Peterson	59715
917	Naomi	Peterson	59714
916	Eric	Peterson	59718
915	kerry	petitt	59715
914	Bob	Petitt	59715
913	Kathryn	Petrick	59718
912	Isabella	Petrillo	59715
911	Jenny	Pettis	59718
910	Melissa	Peyton	59771
909	Kelsey	Philipsek	59715
908	Emmy	Phillips	59715
907	Christine	Phillips	59715
906	sam	Phillips	59714
905	Justin	Phipps	59718
904	Shaun	Phoenix	59714
903	Dale	Pickard	59715
902	Lance	Picton	59718
901	Nichole	Piel	59714
900	Wendy	Pierce	59715
899	Rosa	Pierce	59715
898	Sammie	Pilon	59714
897	Jessica	Pitch	59714
896	Adam	Pizitz	59715
895	Jeanie	Placek-Badenoch	59715
894	Mike	Pogoda	59715
893	Dick	Pohl	59715
892	Monica	Pokorny	59715
891	Dudley	Polake	59601
890	Ban	Pollyts	59715
889	Rhey	Polsak	59718
888	Jayden	Pomeroy	59718
887	Jacob	Pomeroy	59715
886	Iho	Pomeroy	59715
885	Amber	Pommerville	59714
884	Maddy	Pope	59715
883	Kathy	Popwell	59715
882	Noah	Poritz	59715
881	Leona	Poritz	59715
880	EJ	Porth	59714
879	Jessica	Portlondo	59714
878	Andrea	Posdon	59715
877	Ellie	Poteat	59715
876	Michaelle	Potts	59715
875	Neil	Poulseni	59718
874	Andrea	Powers	59718

#	FirstName	Surname	Zip/PC
873	Emily	Powers	59718
872	Tim	Preheim	59715
871	Trish	Preheim	59715
870	John	Preston	59715
869	Tara	Preston	59718
868	Julia	Pretzlaff	59718
867	Anna	Price	59715
866	Melissa	Prichart	59714
865	Cara	Priem	59771
864	Mark	Prince	59714
863	Laura	Prindivile	59715
862	Julie	Pritchard	59715
861	Daveson	Prnaw	59714
860	Christine	Pronce	59714
859	shawn M	Pryde	59718
858	Robert	Pudner	59715
857	Grace	Purnell	59718
856	Claire	Putnam	59715
855	Teresa	Quatraro	59715
854	Claire	Qubain	59715
853	Anyssa	Queen	59714
852	Julie	Quenemoen	59718
851	Rose	Quinn	59715
850	Chelsea	Quinones	59261
849	Joseph	Quinones	59715
848	Tom	Radcliffe	59718
847	Heather	Radke	59714
846	Salisha	Radovich	59752
845	Dylan	Radovich	59715
844	Colin	Rafford	59718
843	Neal	Rainey	59718
842	Trina	Rainey	59718
841	Ricardo	Ramos	59715
840	Barrett	Rand	59714
839	Rachel	Randash	59718
838	Keyley	Rangitshch	59715
837	Jeffry	Rasch	59718
836	Liam	Rasch	59718
835	Jeffrey	Rasch	59718
834	Hannah	Rasker	59714
833	bob	Rasmus	59715
832	Becky	Rassi	59718
831	Erik	Rassi	59718
830	Josh	Rassi	59718
829	Phil	Rassi	59715
828	Alex	Rastorguyeu	59714
827	Tom	Rath	59741
826	Meghan	Rauber	59718
825	Sarah	Ray	59715
824	Ben	Raymond	59715
823	Justin	Raynes	59715
822	Logan	Reacdon	59718

#	FirstName	Surname	Zip/PC
821	cant	read	59715
820	Janet	Ready	59715
819	Jordon	Reanier	59714
818	Kyle	Reed	59741
817	Jean	Reed	59715
816	Mary Lee	Reese	59771
815	Mary Lee S.	Reese	59771
814	Katie	Reese	59715
813	Shannon	Regan	59771
812	Megan	Regnerus	59715
811	Jodi	Reida	59715
810	Keirg	Reif	59715
809	Anjan	Reijnders	59714
808	Ryan	Reiling	59715
807	Linda	Reishus	59715
806	Linda	Rendle	59715
805	Hailey	Renner	59718
804	Katherine	Renwick	59715
803	Marlena	Renwyck	59715
802	Sydney	Resel	59714
801	Nancy	Reynolds	59715
800	kristeen	reynolds	59714
799	Lucas	Rice	59718
798	Nina	Rice	59718
797	Jordan	Rice	59718
796	Ariana	Richard	59718
795	Cathy	Richard	59718
794	Wendy	Richards	59718
793	Abigail	Richards	59714
792	John and Gail	Richardson	59715
791	Tyler	Richardson	59715
790	ryan	richer	59718
789	Coby	Richins	59714
788	Dan	Richter	59718
787	Jennifer	Rigard	59718
786	Ryan	Rigard	59718
785	Susan	Riggs	59715
784	Linda	Riley	59714
783	Alice	Rimkus	59714
782	Roberta L.	Rimpe-Johnstone	59718
781	John	Rios	59715
780	Brian	Ripple	59718
779	Will	Ritter	59772
778	Rebecca	Ritter	59718
777	Rocio	Rivas	59715
776	Ramon	Rivera	59715
775	Walter	Rivers	59715
774	Alex	Roach	59715
773	Alena	Robaon	59714
772	Kayleigh	robbins	59047
771	sophie	Roberts	59718
770	Daniel	Roberts	59715

#	FirstName	Surname	Zip/PC
769	Daniel	Roberts	59714
768	Gerry	Robertson	59714
767	Jodi	Robertson	59714
766	Toby	Robinson	59714
765	christine	Robinson	59715
764	Janine	Robinson	59714
763	Julia	Robinson	59714
762	Alice	Robison	59715
761	Dezri	Rochin	59715
760	Rachel	Rockafellow	59715
759	David	Rockafellow	59715
758	Mike	Roddewig	59715
757	Steve	Roderick	59715
756	Rebecca	Rodgers	59714
755	Kyra	Rodriguez	27330
754	Kim	Rogers	59714
753	Kyle	Rohan	591715
752	Kellie	Rolland	59718
751	Josh	Rollins	59715
750	Bri	Rollins	59714
749	Marni	Rolston	59715
748	Lisa	Rondou	59718
747	Robert	Rosa	59174
746	Bob o	Rosa	59715
745	Deb	Rosa	59715
744	Dave	Rosenbrook	59715
743	Andrea	Rosenzweh	59715
742	Scott	Rosenzweig	59715
741	Sheldon	Ross	59714
740	Kyle	Ross	83716
739	Glyn	Ross	59714
738	Doralyn	Rossmann	59718
737	Tyson	Roth	59715
736	Aubree	Roth	59715
735	Cavita	Rothing	59714
734	Leanne	Roulson	59718
733	Hazel	Roulson	59718
732	Liz	Rowe	59718
731	Marise	Rowell	59718
730	Katie	Rowse	59718
729	Danielle	Roy	59714
728	Lisa	Roy	59714
727	Kyle	Rsencrans	59715
726	Amanda	Rttinshaw	59714
725	Nancy	Rudeen	80528
724	Stacey	Rugheimer	79815
723	Nathan	Rugheimer	59715
722	Jackson	Rugheimer	59715
721	Kay	Ruh	59715
720	Rob	Rule	59715
719	Cheryl	Runyan	59718
718	Jonathan	Rusher	59714

#	FirstName	Surname	Zip/PC
717	Sarah	Rushing	59715
716	Brian	Ruskanff	59715
715	Chrissan	Russell	59718
714	Jim	Russell	59715
713	Cara	Russell	59047-8909
712	Randall	Russo	59715
711	Karen	Rutzen	59718
710	Meg	Ryan	59714
709	George	Ryan	59715
708	Chilsti	S. unreadable	59714
707	Mary Jo	Saboe	59714
706	Mary Jo	Saboe	59714
705	nima	safaeian	59715
704	June	safford	59715
703	REbecca	Sager	59715
702	Mark	Salo	59718
701	Mindy	Samman	59718
700	Abigail	Sampson	59714
699	marta teresa	san martin	59715
698	marta	san martin	59715
697	Adrian	Sanchez Gonzalez	59718
696	Rita	Sand	59715
695	Stephanie	Sand	59718
694	Mark	Sanders	59714
693	Joseph	Sands	59718
692	Linda	Sanem	59714
691	Carol	Sanford	59718
690	Matthew	Saporito	59718
689	Voss	Sartain	59715
688	nick	savage	59715
687	Leah	Saville	59715
686	Gina	Sawyer	59715
685	mya	Sawyer	59715
684	Krystina	Schaber	59718
683	Lindsay	Schack	59741
682	GREG	SCHACK	59741
681	Lindsay	Schack	59741
680	Peg	Schaefer	59718
679	Kayden	Schaff	59714
678	Danielle	Scharf	59715
677	Sara	Schaub	59715
676	Aaron	Scherr	59719
675	David	Schiff	59718
674	Nikki	Schladetsch	59714
673	Russ	Schliep	59714
672	Kathy	Schmidt	59715
671	Doug	Schmidt	59718
670	Hugo	Schmidt	59715
669	Cindy	Schmidt	59718
668	william	schmitz	59718
667	Paul	Schoep	59718
666	Jeanine	Schoessler	59714

#	FirstName	Surname	Zip/PC
665	Brett	Schomer	59714
664	Jay	Schomer	59718
663	Sadie	Schopp	59718
662	Autumn	Schram	59718
661	Haley	Schranck	59715
660	Aimee	Schrank	59718
659	aaron	Schrier	59715
658	Cate	Schroeder	59715
657	Leif	Schroeder	59715
656	Clayton	Schubert	59718
655	Jonathan	Schuler	59718
654	Briana	Schultz	59715
653	Nancy	Schultz	59715
652	Lara	Schulz	59715
651	Marianne	Schumacher	59718
650	Colto	Schumacher	59718
649	Abe	Schunk	50714
648	Matthew	Schutty	59714
647	Jason	Schutz	59715
646	Steven	Schwab	59714
645	Susan	Schwab	59714
644	Janice	Schwartz	59715
643	Janice	Schwartz	59715
642	Caroline	Schweitzer	59715
641	Darla	Schweitzer	59718
640	Breanne	Schweitzer	59718
639	Joe	Schwem	59715
638	david	Schwleler	59718
637	Ryan	Scliehuber	59715
636	Buzz	Scott	59718
635	Todd	Scott	59718
634	Stacey	Scott	59715
633	Colin	Scott	59714
632	Jayne	Scott	59715
631	Eric	Scranton	59715-8401
630	Kim	Scurry	59715
629	Kim	Seaton	Bozeman, MT 59719
628	Saralyn	Sebern	59714
627	Morgan	Secor	59714
626	Margaret	Segal	59715
625	Ryan	Seher	59718
624	Red	Seibel	59714
623	Kyle	Seifert	59714
622	Katharine	Seipel	59718
621	Joyce	Seipel	59714
620	Dorian	Selbo	59715
619	Mat	Sendral	59715
618	Gordon	Sevee	59714
617	Trish	Severson	59714
616	bill	seymour	59718
615	Jon	Shafer	59714
614	Tasha	Shaffer	59718

#	FirstName	Surname	Zip/PC
613	Will	Shahanar	59714
612	Roselle	Shallah	59714
611	Vicki	Shampeny	59741
610	Jordan	Shanahan	59714
609	Deanna	Shane	59714
608	Angie	Shaner	59718
607	Scott	Shank	59741
606	John	Shankland	59715
605	Tim	Shankwiler	59718
604	Danna	Shannon	59714
603	Payton	Shannon	59714
602	Jewel	Shapiro	59714
601	Jewel	Shapiro	59714
600	Steven	Sharber	59718
599	Duke	Sharp	59730
598	Marta	Shattuck	59718
597	Chandra	Shaw	59718
596	Christine	Shaw	59715
595	William	Sheehan	59714
594	Karla	Sheehan	59714-9534
593	Jennifer	Sheets	59715
592	Jennifer	Sheets	59715
591	Eric	Shelkey	59715
590	Dave	Shepard	59715
589	Kelly	Shepardson	59718
588	J. Storm	Shirley	59718
587	Tonya	Shonkwile	59718
586	John	Short	59718
585	wes	shorter	59715
584	Madi	Shott	59714
583	Philiip	shuler	53092
582	Lori	Shultz	59714
581	Julie	Shumaker	59741
580	Julie	Shumaker	59741
579	Mark	Shyne	59718
578	Dan	Shyne	59715
577	Peter	Sickler	59715
576	Greg	Sievers	59715
575	Adam	Sigler	59715
574	Cok	Simcox	59715
573	Brittany	Simkins	59715
572	Melanie	Simmerman	59714
571	Patricia	Simmons	59718
570	Peter	Simon	59718
569	David	Simon	59716
568	Jennifer	Simon-Becker	59714
567	Sandra	Simons	59714
566	Marilee	Simons	59715
565	Sandra	Simons	59714
564	Julie	Simonson	59714
563	Tamilla	Simpson	59714
562	Dan	Singer	59718

#	FirstName	Surname	Zip/PC
561	Erin	Singleton	59718
560	Tamara	Sinnema	59741
559	Teri	Sinopoli	59714
558	Teri	Sinopoli	59714
557	Ten	sinopoli	59714
556	Emma	Sirr	59715
555	Annie	Sites	59715
554	Ben	Sites	59715
553	Jessica	Skalet	59715
552	Peter	Skidmore	59715
551	Adam	Sklar	59715
550	Sarah	Skoglund	59715
549	Tyler	Slab	59714
548	Janyne	Slabaugh	59716
547	Bucko	Slabaugh	59715
546	darrell	slabaugh	98236
545	Bailey	Sllisbury	59714
544	Lorca	Smetana	59718
543	Sara	Smith	59718
542	Melissa	Smith	59714
541	David M.	Smith	59714
540	Laura	Smith	59457
539	Tanya	Smith	59715
538	Katie	Smith	59715
537	john	smith	59715
536	Greg	Smith	59715
535	Greg	Smith	59715
534	Ariel	Smith	59714
533	Heather	Smith	59917
532	Morgin	Smith	59718
531	Alicia	Smith	59715
530	Ariel	Smith	59714
529	Patrick	Smith	59718
528	Mich	Smith	59714
527	David	Smith	59714
526	Elsa	Smith	59714
525	Jeanne	Smith	59715
524	Bruce	Smith	59715
523	Travis	Smith	59714
522	Shantelle	Smolik	59714
521	Colton	Snure	59715
520	Vikki	Snyder	59714
519	Jasmine	Snyder	59715
518	Branham	Snyder	59715
517	Actan	Snyder	59718
516	Evan	Snyder	59715
515	Branham	snyder	59715
514	Sarah	Sobek	59715
513	John	Soderberg	59718
512	John	Soderberg	59718
511	Alislin	Sodu	59714
510	Vasu	Sojitra	59715

#	FirstName	Surname	Zip/PC
509	Hether	Sorensen	59715
508	Kesa	Sovulewski	94086
507	Amy	Sowers	59715
506	Mark	Spann	59714
505	Makentie	Spaulding	59718
504	David	Spence	59718
503	Alyson	Spery	59715
502	Amy	Spicka	59714
501	Joy	Spinella	59714
500	Michael	Spinella	59714
499	Ruth	Spinelli	59715
498	Maggie	Spinelli	59715
497	Felix	Spinelli	59715
496	Aimee	Spivak	59715
495	Steve	Spnseller	59714
494	Jake	Spohnhauer	59715
493	Bob	Sporague	59718
492	Linda	Sprague	59718
491	Karlin	Sprecher	59715
490	Austin	Sprenger	59718
489	Alex	Sread	59714
488	Carol	Staben-Burroughs	month
487	Sharon	Stachlowski	59718
486	Sara	Stafford	59715
485	Megan	Stageman	59715
484	Austin	Standley	59718
483	laurie	stanley	59714
482	ben	stanley	59714
481	Charles	Stark	59715
480	Clint	Steadman	59718
479	william Scott	Stebbins	59715
478	dore	Stectlerheim	59718
477	Brian	Steddum	59718
476	Ramie	Steer	59715
475	Shyloh	Steffan	59714
474	Cora	Steinbach	59714
473	Jill	Steinle	Manhattan, MT 59741
472	Patti	Steinmuller	59715
471	Pati	Steinmuller	59715
470	Eddie	Steinmuller	59715
469	Eric	Stenberg	59715
468	Laurie	Stenberg	59715
467	Lacy	Stephans	59715
466	Kathleen	Stephens	59771
465	Aimee	Stephens	59714
464	Kit	Stephenson	59715
463	sally	stephenson	59715
462	Becca	Sterens	59715
461	Suzy	Sterling	59715
460	Tracy	Sterling	59715
459	Sky	Sterry	59715
458	Nancy	Stetter	59718

#	FirstName	Surname	Zip/PC
457	Harold	Stevens	59714
456	Andrea	Stevenson	59718
455	Sharon	Stevenson	59718
454	Amy	Stevenson	59715
453	Amy	Stevenson	59715
452	William	Stewart	59718
451	Alistair	Stewart	59718
450	Elizabeth	Stewart	59714
449	Kristen	Stewart	59718
448	Elijah	Stewart	59718
447	John	Stewart	59068
446	Tobin	Stewart	59718
445	rich	Stewart	59714
444	Heather	Stewart	59718
443	Paige	Stewart	59714
442	Michel	Sticka	59718
441	Bli	Stidham	59718
440	Jessica	Stillman	59715
439	Luke	Stockwell	59714
438	Lisa	Stoeffler	59718
437	Joe	Stoetzel	59714
436	Joe	Stoetzel	59714
435	Carrie	Stohlm	59701
434	Cristin	Stokes	59718
433	rebecca	Stokes	59718
432	Vikie	Stoltz	59718
431	Cody	Stone	59718
430	Mary	Stone	59718
429	Shanon	Stoneberger	59715
428	Devinn	Stoneberger	59715
427	Bryson	Stoner	59718
426	Arielle	Stoness	59715
425	Christine	Stoppa	59714
424	Ruth	Story	59752
423	Brayden	Stowe	59717
422	Justin	Stowers	59715
421	Erin	Strickland	59715
420	Dylan	Strike	59714
419	elise	strong	59715
418	Betty	Stroock	59715
417	Maya	Stroock	59715
416	Betty	Stroock	59715
415	Nina	Stroock	59715
414	Gwendy	Stuart	59715
413	Leigh	Sturges	59715
412	Cassie	Stutterheim	59718
411	Johanna	Sulam	59715
410	Varedu	Sullerheren	59718
409	Melissa	Summerfield	59718
408	Leif	Summerfield	59718
407	Patrick	Sumrell	59715
406	Corbin	Surber	59714

#	FirstName	Surname	Zip/PC
405	Cooper	Sutherland	59715
404	Eric	Sutherland	59715
403	Kelly	Sveen	59718
402	John	Sveen	59718
401	linda	svendsen	59715
400	Travis	SVensrud	59715
399	Travis	Svensrud	59715
398	Travis	Svensrud	59715
397	joseph	svitak	59715
396	Ann	Swann	5971&
395	Sara	Swanson	59714
394	Margaret	Swanson	59715
393	Tammera	Swinney	59714
392	Jacob	Swisher	59715
391	andrew	Sylvester	59714
390	Johnathan	Szajnuk	59715
389	Luke	Szymanski	59718
388	Sarah	Tabor	59714
387	Sarah	Tabor	59714
386	Gary	Tabor	59715
385	Lizzie	Taggart	59715
384	Orerda	Talbott	59715
383	Richard	Talbott	59715
382	Rainny	Tamminga	59714
381	Daniel	Tanascu	59714
380	Lindsey	Tandy	59718
379	Zachary	Tanner	59718
378	Honor	Tatarka	59714-9291
377	Jana	Taurman	59718
376	Sam	Tayler	59718
375	Jonathan	Taylor	59718
374	dylan	Taylor	59715
373	Marion	Taylor	59718
372	Diane	Taylor	59715
371	Molly	Taylor	59718
370	Marisa	Tessenden	59715
369	Jennapher	Teunissen Van Manen	59715
368	Reyel	Tex	59714
367	Peg	Thale	59741
366	Peg	Thale	59741
365	Tony	Thatcher	59715
364	Roger	Thesing	59715
363	Noel	Thesing	59715
362	Lauren	Tholt	59718
361	Derek	Thomas	59715
360	Alex	Thomas	59718
359	Catherine	Thomas	59714
358	Kyle	Thomas	59718
357	andrea	Thomas	59715
356	Victoria	Thomas	59714
355	Marlyn	Thomas	59714
354	Chris	Thomas	59714

#	FirstName	Surname	Zip/PC
353	Collin	Thomes	59718
352	kristy	thompson	59714
351	Jordan	Thompson	59718
350	Ilze	Thompson	59718
349	Kayla	Thompson	59718
348	Hallie	Thompson	59405
347	Lizzie	Thompson	59714
346	Chris	Thompson	59714
345	George	thompson	59715
344	Nevada	Thompson	59714
343	Matthew	Thomsen	59715
342	Matthew	Thomsen	59715
341	Anne	Thoreson	59718
340	Michelle	Thorn	59718
339	Orion	Thornton	59715
338	Rose	Thoth	59718
337	Emily	Thrasher	59718
336	Scott	Thrasher	59718
335	Sarah	Thrasher	59718
334	Darcy	Tickner	59715
333	Jodi	Tietz	59718
332	Kyle	Tilleman	59715
331	George	Tillman	59714
330	Cindy	Tirrell	59714
329	David	Tirrell	59714
328	Steve	Titus	59715
327	Sydnee	Tobiason	59718
326	Helen A.	Tobol	59715
325	Alison	Todd	PO Box 5061, 59717
324	Melissa	Todd	59715
323	Lindsey	Tollefson	59718
322	Michelle	Tolley	59715
321	emily	tomac	59718
320	Eric	Tomko	59718
319	Sondra	Torma	59715
318	Ryan	Totman	59715
317	Jana	Tourman	59718
316	mary ann	tower	59715
315	Debbie	Trawick	59714
314	Ryan	Trefethn	59718
313	Jennifer	Treff	59718
312	Katie	Tremaine	59715
311	Jerrid	Tretter	59714
310	Erica	Trey	59718
309	Monica	Tripp	58728
308	Ryan	Tripp	59715
307	Ryan	Tripp	59715
306	Kristen	Tripp	59715
305	Lydia	Trom	59715
304	Felix	Trom	59715
303	Terra	Trom	59715
302	zach	Trombly	59715

#	FirstName	Surname	Zip/PC
301	Jo Anne	Troxel	59715
300	Brittany	Trushel	59715
299	Judy	Tucker	59715
298	David	Tucker	59715
297	Russell C.	Tuckerman	59715
296	Lisa	Tuckerman	59715
295	RachelRachel	Turner	59714
294	Lynn	Turner	59714
293	Brent	Turner	59714
292	Lindsay	Turnquist	59718
291	Debra	Turnquist	59718
290	Jennifer	Turnquist-Linn	59714
289	Will	Turpin	59718
288	Drew	Tyger	59715
287	Jack	Tyler	59718
286	Patricia	Tyler	59718
285	Patricia	Tyler	59718
284	Nick	Uehling	59718
283	Dylan	Underwood	59715
282	Samuel	Unknown	59718
281	Mishawn	Unrein	59714
280	Mike	Unruh	59730
279	Branden	Utes	59714
278	adrian	utsch	59715
277	Quinn	Van Da Welle	59718
276	Jessica	Van Dyk	59718
275	Emily	Van Genderen	59715
274	Agnes	Van Meter	59718
273	Philip	Van Pelt	59740
272	Kristi	Vance	59715
271	Abigail	Vance	59714
270	Stefanie	Vandaele	59715
269	Brigitte	Vandenbrink	59715
268	Anna	Vander Wende	59715
267	Tracie	Vanderpan	59715
266	Chelsea	Vanderpool	59715
265	Karla	Vandersloot	59718
264	Randall	VanDyke	5941
263	Jessy	Vangcom	59715
262	Camille	VanGee	14552
261	Dale	VanKuiken	59718
260	Kris	Vanlucherie	59718
259	Isaac	VanNuck	59715
258	Eli	VanNuck	59715
257	Mary	Vant Hull	59715
256	Daine	Vantdyk	59741
255	Adam	VanZee	59741
254	Rebecca	Vargas	59714
253	Carlos	Vargas	59714
252	Emily	Varmecky	59775
251	George	VAssen	59714
250	Cory	Vellinga	59715

#	FirstName	Surname	Zip/PC
249	Shannon	Veltkamp	59714
248	Taylor	Verdun	59715
247	Jennifer	Vermeer	59718
246	DUSTIN	VERTIN	59714
245	Trista	Vick-Majors	59715
244	Julia	Videon	59715
243	Priscilla	Villagomez	59714
242	Beverly	Villinger	59715
241	Zac	Vincent	59718
240	Lauren	Vine	59718
239	Jenn	Vinson	59714
238	Lynesse	voegele	59714
237	Mike	Vogel	59718
236	christel	vogel	59718
235	Leah	Vogel	59714
234	Matthew	Voll	59718
233	Jennifer	vollmer	59718
232	Eric	Vollmer	59718
231	Bronson	Voris	59741
230	Linda	Voss	59715
229	Kelly	Vredevoogd	59718
228	Ruth	Vyse	59715
227	Brenda W	W	59715
226	robert L.	Wade	59715
225	Michelle	Wagenman	59047
224	Rainy	Wagner	59719
223	Austin	Wagner	59714
222	Greer	Wagner	59715
221	V.C.	Wald	59718
220	Hanna	Waldear	59718
219	Beverly	Waldeisen	59715
218	Rosemary	Walker	59714
217	Laura	Walker	59718
216	Brett	Walker	82601
215	Lucas	Wall	59714
214	Candyce	Wallin	59719
213	Jim	Walseth	59715
212	Jennifer	Walsh	59714
211	David	Walters	59718
210	Patty	Walton	59728
209	Jamie	Walton	59718
208	Nick	Wandzilak	59715
207	Jeff	Wanken	59718
206	Seth	Ward	59715
205	Kevin	Ward	59715
204	Rebecca	Ward	59715
203	Chris	Warden	59714
202	Brandon	Warlow	59714
201	Dillon	Warn	59715
200	Tracy	Warneke	59715
199	Doug	Warner	59718
198	Penny	Wasem	80134

#	FirstName	Surname	Zip/PC
197	MaryAnn	Washburn	59718
196	Rachel	Waterman	59718
195	Nigel	Waterton	59715
194	Leah	Watling	59718
193	Jean	Watson	59047
192	Lee	Watson	59047
191	Ryan	Watson	59715
190	Scott	Weamer	59718
189	carol	weaver	59715
188	Henry	Weaver	59715
187	Richard	Weaver	59715
186	Richard	Weaver	59715
185	Kelsi	weaver Martin	59718
184	Yvette	Webb	59718
183	andrew	Webster	59715
182	Shon	Wedde	59718
181	Nancy	Weed	59718
180	Catherine	Weeden	59715
179	Melanie	Weidauer	59714
178	Nancy	Weiman	59714
177	Gary	Weiner	59715
176	Christine	Weinheimer	59718
175	Evan	Weir	59714
174	Paige	Weirich	58715
173	Lan	Weisberger	59715
172	David	Weiss	59715
171	Jason	Welch	59715
170	Gannett	Weldon	59718
169	Ada	Wells	59714
168	Jeff	Welsch	59714
167	Monique	Wenzel	59718
166	Charlie	West	59715
165	Jim	West	59715
164	Jenni	West	59718
163	Michele	West	59715
162	Jonathan	Wester	59715
161	Amy	Westlake	59715
160	Jeanie	Westnedge	59715
159	Ben	Wetzel	59715
158	Lisa	Weyerhaeuser	98588
157	Clark	Wheeler	59714
156	Jimbo	Whelan	59714
155	Caitlyn	Whetstone	59714
154	Scott	Whitaker	59715
153	Sally	White	59771
152	Richard	White	59715
151	Kinsey	White	59718
150	Susannah	White	59715
149	Aiden	White	59718
148	Rita	Whiteman	59718
147	Brian	Whitlock	59715
146	Jonna	Whitman	59714

#	FirstName	Surname	Zip/PC
145	Carolyn	Whitmer	59201
144	shelby	Whitmore	59715
143	Elizabeth	Wickland	59718-6719
142	Maureen	Wiegand	59715
141	Bruce	Wiegand	59715
140	Tanner	Wiegand	59715
139	Richard	Wiegel	59718
138	Brant	Wiehardt	59715
137	Angela	Wiehe	59718
136	Grace	Wiening	59714
135	William C.	Wilber	59718
134	Ann	Wilbert	5971&
133	Richard	Wilcox	59741
132	Kristin	Wilcox	59714
131	Geneva	Wild	59714
130	Alicia	Wilder	59715
129	Kevin	Wildrick	59715
128	Jay	Wilkins	59714
127	William	Wilkinson	59718
126	Zach	Wilkinson	59714
125	Aiden	Wilkinson	59714
124	Avery	Wilkinson	59714
123	Shaunescy	Willard	59715
122	Kathleen	Williams	59715
121	Natalie	Williams	59715
120	Naalie	Williams	59715
119	Karen	Williams	59715
118	Dana	Williams	59715
117	Ben	Williams	59718
116	Dave	Williams	59714
115	Jamie	Williams	59714
114	Aloha	Williams	59715
113	Jay	Williamson	59714
112	Elizabeth	Williamson	59715
111	Grant	Williamson	59715
110	Karolyn	Williamson	59714
109	Madelyne	Willis	59715
108	Shannon	Willoughby	59715
107	Franke	Wilmer	59718
106	Tom	Wilshire	59718
105	Sabra	Wilton	59714
104	Dravyn	Wilton	59714
103	Michele	Wilton	59714
102	Nicole	Wing	59718
101	Patrick	Wing	59718
100	Robert	Wingeles	59715
99	Brandt	Winkelman	59715
98	Chuck	Winn	59718
97	Mariah	Winterowd	59714
96	Emily	Wiseman	59715
95	Emily	Wiseman	59715
94	Priscilla	Wisner	59771

#	FirstName	Surname	Zip/PC
93	Hailey	Wisner	59714
92	Ryter	Wleavae	59714
91	Alan	Wlodarski	59716
90	James	Wolf	59715
89	Trina	Wolf	59715
88	Kristen	Wolf	59715
87	Nikole	Wolf	59715
86	Melissa	Wolf	59718
85	Mary Ellen H	Wolfe	59715
84	Mark	Wonenberg	59718
83	Christine	Wong	59718
82	Brian	Wood	59715
81	S	Wood	59715
80	Aaron	Wood	59715
79	jennifier	wood	59718
78	Jason	Wood	59714
77	Faron L.	Wood	59718
76	Peggy	Wood	59715
75	Sarah	Wood	59715
74	Brian	Wood	59715
73	Stef	Woods	59715
72	Christopher	Woods	59718
71	James t	Woodson	59718
70	ann	Woodward Bockus	59715
69	Trisha	Wookey	59715
68	Candice	Wooten	59714
67	David	Wooten	59714
66	Candice	Wooter	59714
65	wendy	Wren	59715
64	Colton	Wright	84115
63	Karen	Wright	83404
62	Kayla	Wright	59718
61	Brit	Wtson	59715
60	Roland J	Wyatt	59771
59	Jeff	Wyatt	59715
58	Homa	Wyatt	59741
57	Jeff	Wyatt	59715
56	Dan	Wycoff	59741
55	Joan	Wycoff	59741
54	Arlene	Wylie	59715
53	Tracy	Wysocki	59752
52	yu	xuan liu	59718
51	Jennifer	Yaeso	59730
50	jason	yager	59741
49	Mary	Yarnell	59715
48	Ryan	Yarnell	59741
47	Maxwell	Yarof	59715
46	christopher	Yeanicke	59718
45	anicee	Yearick	59715
44	David	Yearous	59718
43	Carl	Yeoman	59718
42	Carl	Ylinen	59715

#	FirstName	Surname	Zip/PC
41	Angela	Yonke	59715
40	Geoffrey	York	59771
39	andy	Yosooker	59718
38	Aaron	Yost	59718
37	Erin	Yost	59718
36	Jodi	Young	59714
35	Michael	Young	59718
34	Greg	Young	59715
33	Janet	Young	59715
32	Janet K.	Young	59715
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29	Susan	Younkin	59718
28	Hauwa	Yusuf	59715
27	Deborah	Zander	59718
26	Joe	Zander	59718
25	levin	zars	59715
24	Delphine	Zebouloun	59714
23	Nicholas	Zelver	59718
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21	Zack	Ziegler	59718
20	Stacey	Ziegler	59715
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16	Brian	Zimmer	59718
15	Gloria	Zimmer	59715
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13	Kaylee	Zito	59714
12	Marypat	Zitzer	59715
11	eileen	Zombu	59714
10	Caitlyn	Ztawkinson	59715
9	Josh	Zuehlkl	55718
8	Stephen	Zuin	59729
7	Amy	Zukowski	59715
6	Cynthia	Zullo	59715
5	Joy e.	Zwaerman	59715
4	Elizabeth	Zwang	59714
3	Douglas	Zwang	59714
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1	Tyler	Zwick	59718

* N/C - field not collected by the author

* N/G - not given by the signer

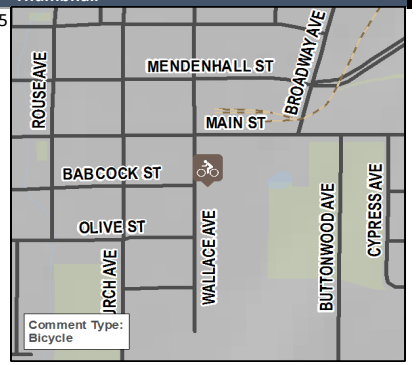
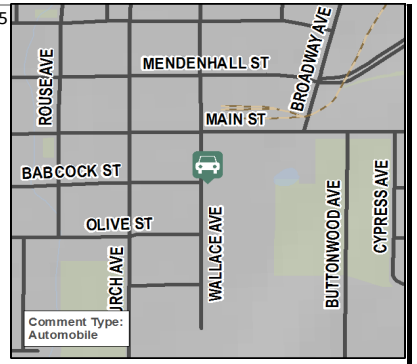
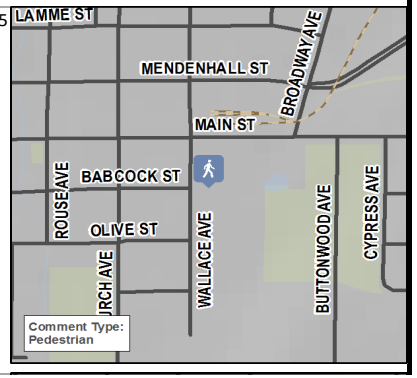
* S/C/P - State, County or Province

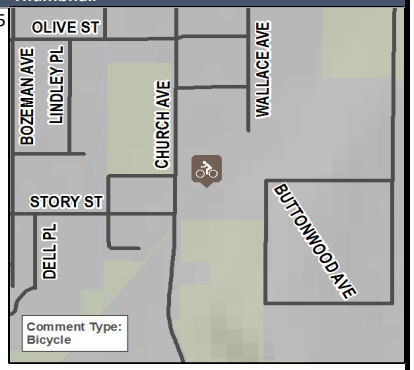
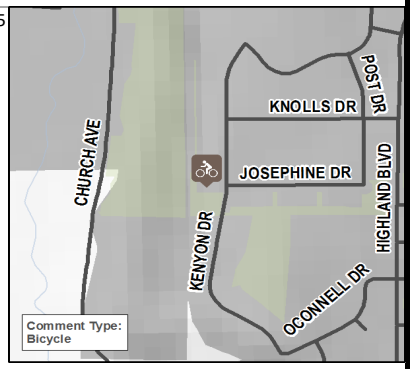
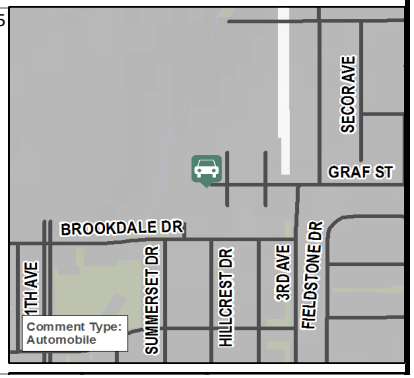
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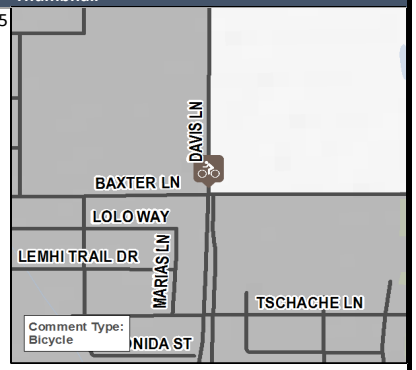
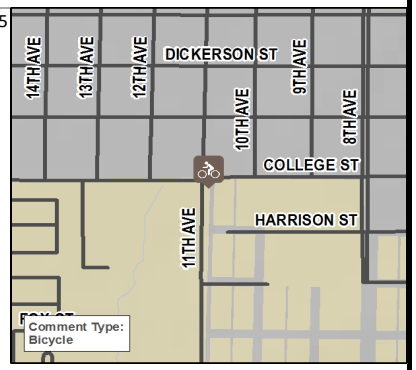
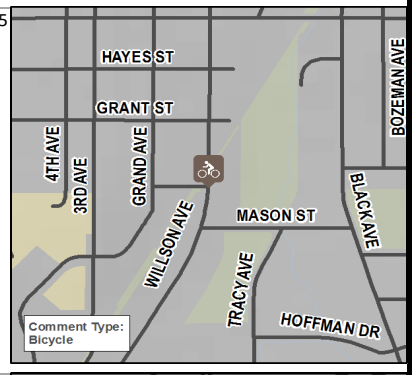
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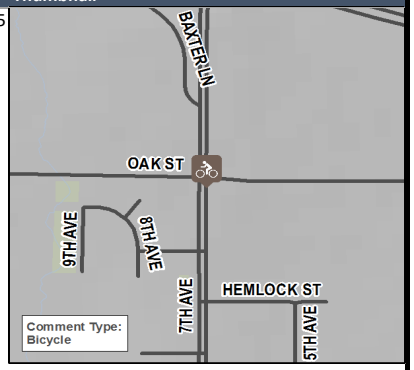
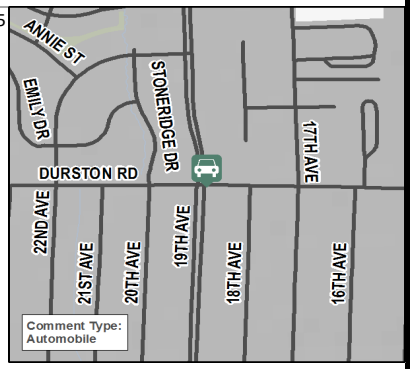
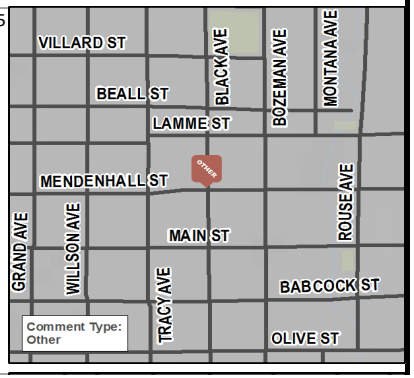
Public Comment Matrix - FROM WIKIMAP

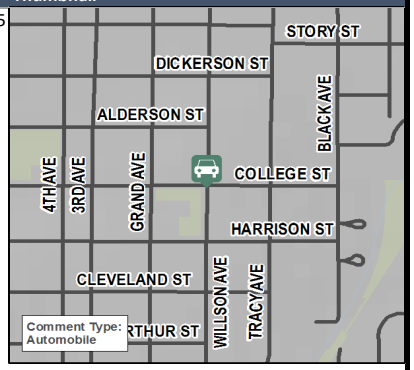
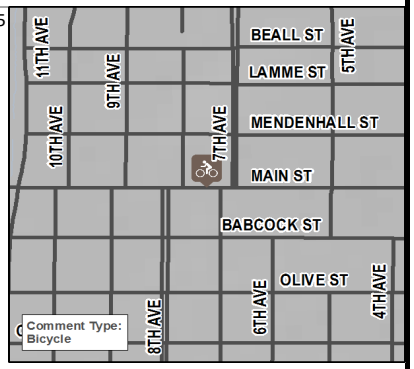
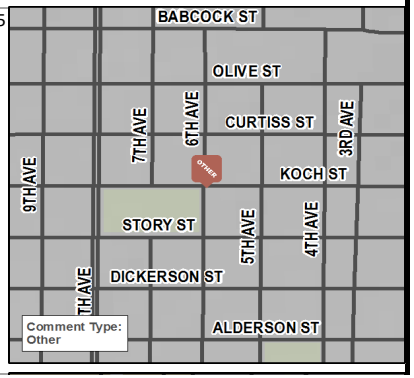
(thru December 31, 2016)

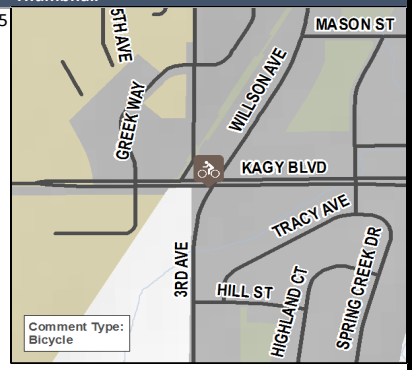
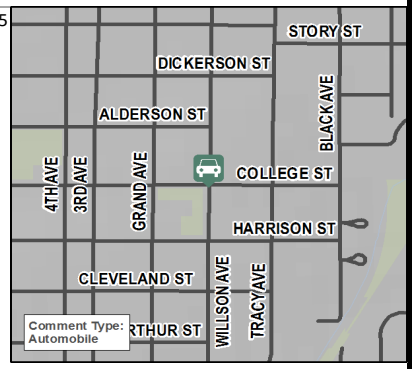
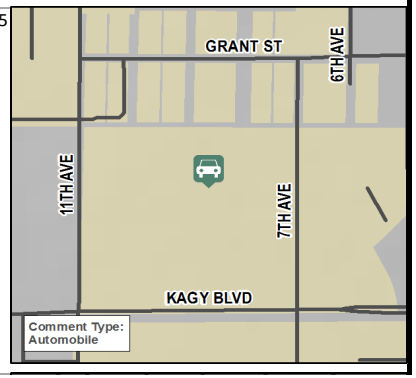
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
1 127823	Bicycle	Future connection of E. Babcock into Library	2	2	0	21-Sep-15	
2 127824	Automobile	Future connection of E. Babcock into library.	-1	0	1	21-Sep-15	
3 127825	Pedestrian	Future connection of E. Babcock into library.	2	2	0	21-Sep-15	

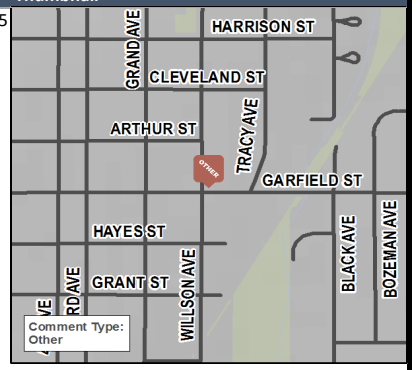
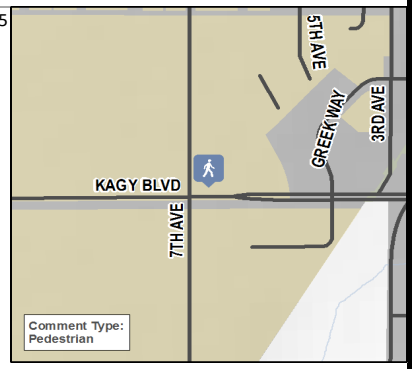
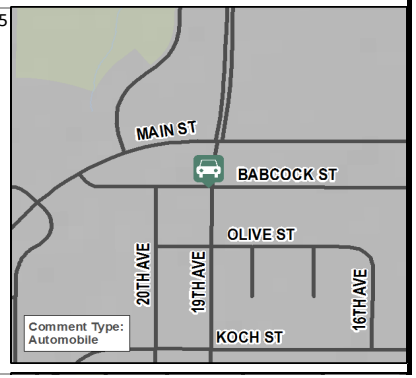
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
4 128333	Bicycle	Peet's Hill is a wonderful recreation area, but if you bike over to take a walk, there is no place to properly lock your bike other than at the Library.	5	5	0	25-Sep-15	
5 128334	Bicycle	Peet's Hill is a wonderful recreation area, but if you bike over to take a walk, there is no place to properly lock your bike other than at the Library.	3	3	0	25-Sep-15	
6 128919	Automobile	There's no east/west connection between Kagy and Goldenstein - Graf should be extended to 19th in one project rather than several smaller sections as development proceeds.	9	10	1	5-Oct-15	

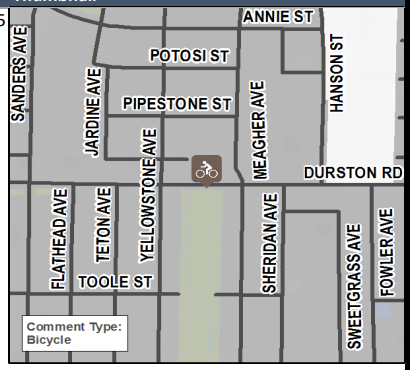
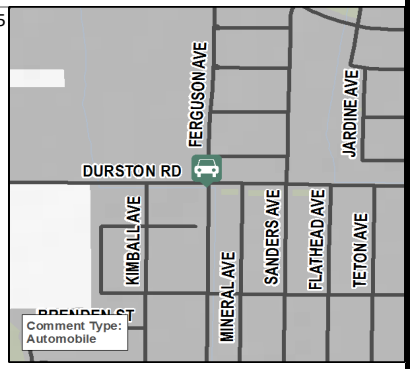
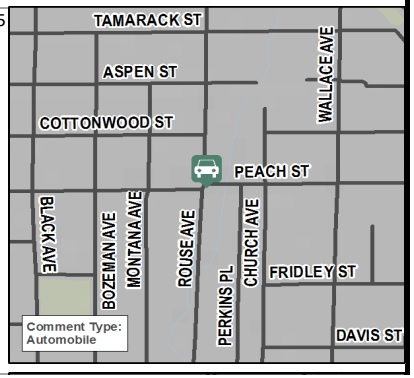
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
7 128989	Bicycle	Davis and Baxter would make a great location for a traffic circle.	1	4	3	6-Oct-15	
8 128990	Bicycle	"Bikes May Use Full Lane" signs on approach to roundabout.	7	7	0	6-Oct-15	
9 128991	Bicycle	A blinky cross walk for the Gallagator Trail would be nice.	4	5	1	6-Oct-15	

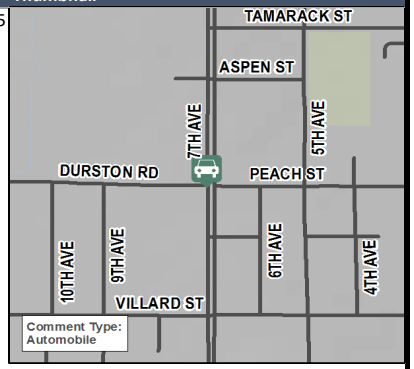
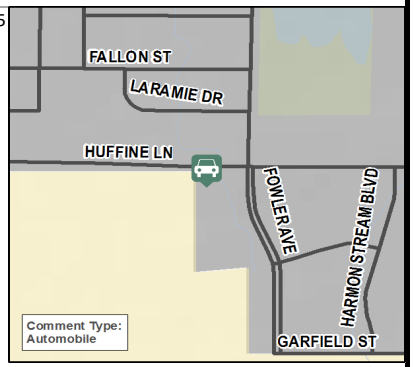
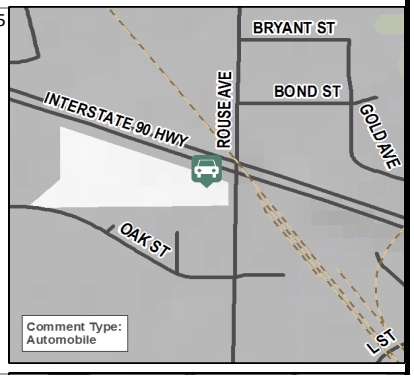
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
10	128992	Bicycle	"Bikes may use Left Turn Lanes" signs throughout Bozeman would be welcome, especially on busier streets. Oak and 7th, Oak and 19th, Baxter and 19th.	5	5	0	6-Oct-15	
11	128994	Automobile	What would Shilo Road style (Billings) two-lane roundabouts look like along 19th? Baxter, Oak, Durston, and College could all have this. Shilo has two lanes each direction North-South and one lane each direction East-West. With crossings and signage for bicyclists and pedestrians, of course.	-1	0	1	6-Oct-15	
12	129584	Other	Black and Mendenhall needs a traffic signal to allow for safer pedestrian crossing of Mendenhall. Especially important now that the Element Hotel is open.	0	2	2	12-Oct-15	

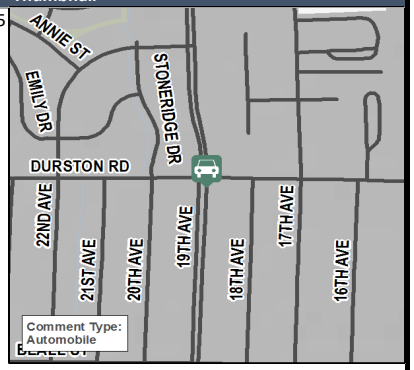
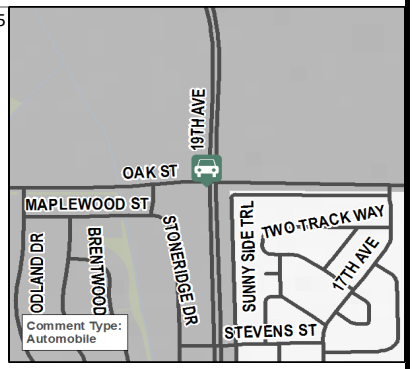
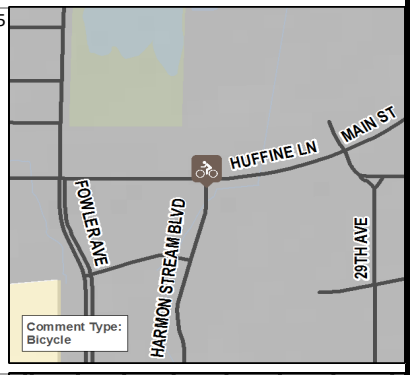
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
13	129696	Automobile	Please reconsider a compact roundabout here. Current situation is not working, College Ave. is not carrying enough traffic because everyone avoids it. Traffic stoppage on Willson is getting serious.	2	3	1	13-Oct-15	
14	129703	Bicycle	How to safely move bikes from the future bike lanes on 7th to the existing ones on 8th?	0	1	1	14-Oct-15	
15	129704	Other	Stop sign needed here and this heavily pedestrian trafficked corner.	0	4	4	14-Oct-15	

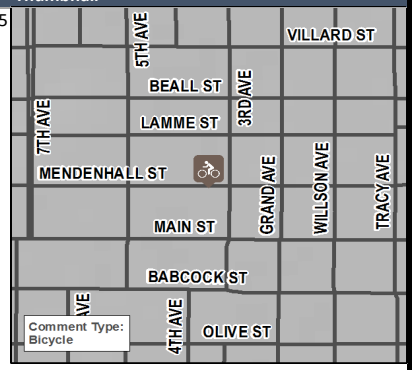
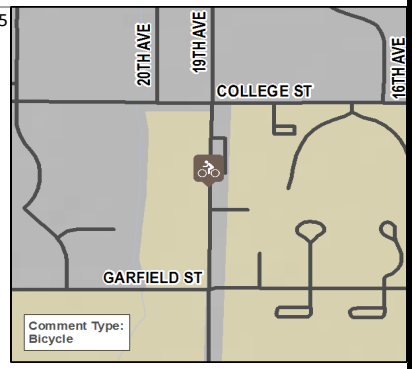
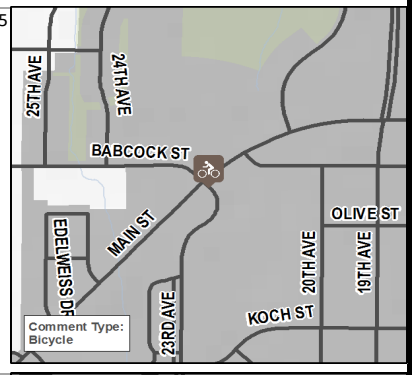
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
16	129709	Bicycle	Since the signal does not change for a bicycle, and lacking a car to trigger the light, cyclists must either run the red light or go straight without a green following a turn arrow. Again, not bike friendly.	4	4	0	14-Oct-15	
17	129711	Automobile	Remove the curb extensions and install mini-round-about. The current solution, (no-left turn and flashing sign) is poor, and a traffic light would be worse.	2	2	0	14-Oct-15	
18	129715	Automobile	General comment regarding the unsigned or unregulated intersections: While unsafe, the issue is related to new residents, the annual influx of students, student parents, visitors, and new residents. Installing "Yields" everywhere would simply increase traffic speeds on the non-yield street.	0	1	1	14-Oct-15	

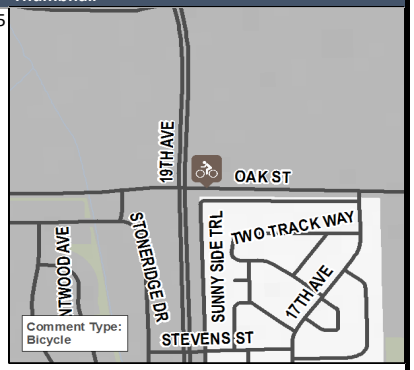
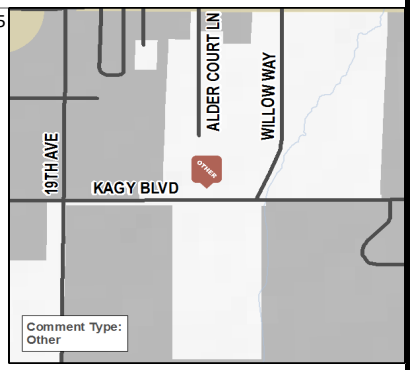
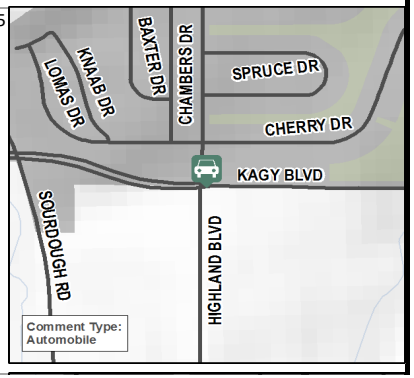
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
19	129718	Other	Speed bumps or "sleeping policeman" as a traffic calming device: Generally a poor alternative to mini-roundabouts. However, if used, install gaps for bicycles. Even when motorists place one wheel in that gap,they still must slow. I have experienced two serious cases of "road rash" when striking "speed bumps" on roads under intermittent sun and shade. They were nearly impossible to see. Fortunately, nothing broken, but these structures are hazardous to cyclists and emergency vehicles.	1	1	0	14-Oct-15	
20	129720	Pedestrian	Given that Kagy is an arterial, install underpasses at key points to permit pedestrian and bike crossing without stopping traffic. Likely useful at 7th and 11th, given the large volume of housing being added south of Kagy.	9	9	0	14-Oct-15	
21	129766	Automobile	Can anything be done to improve the intersection of 19th and Babcock? It often conflicts with the traffic queue from 19th & Main.	6	6	0	15-Oct-15	

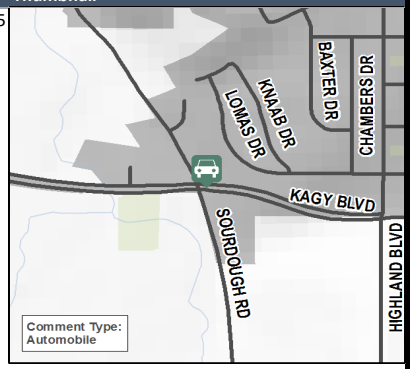
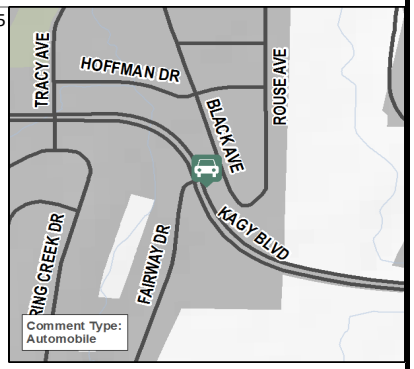
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
22	129802	Bicycle	Durston needs bike lanes on the part the county owns.	5	5	0	16-Oct-15	
23	129803	Automobile	Roundabout needed at Ferguson & Durston. Home building, Meadowlark School, and the future soccer fields make 17+ cars back up at this intersection in rush hour.	1	3	2	16-Oct-15	
24	129806	Automobile	roundabout needed at Rouse & Peach/Durston. The offset nature of the east-west roads makes this a dangerous intersection.	10	12	2	16-Oct-15	

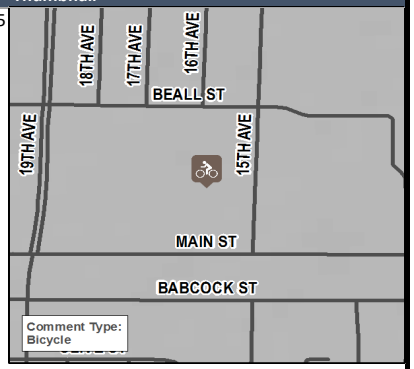
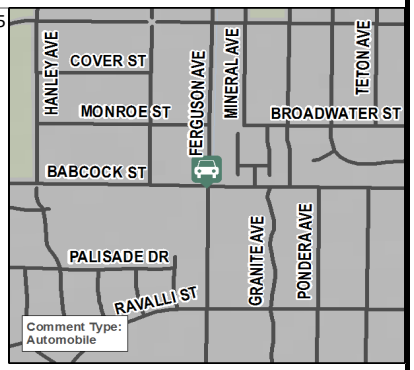
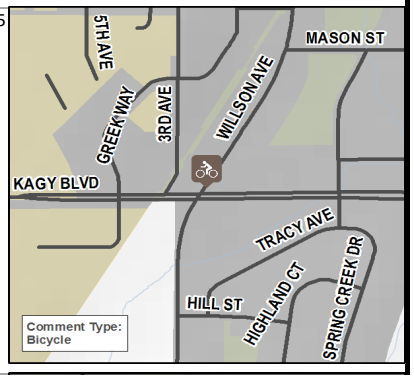
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
25	129815	Automobile	Eastbound on Durston, don't let the right lane turn left. As currently configured, it holds up the thru traffic.	-1	1	2	16-Oct-15	
26	129817	Automobile	Need a Park 'N Ride somewhere on the west side for carpoolers.				16-Oct-15	
27	129818	Automobile	How about a Park 'N Ride in the empty field just before the underpass? Skiers & hikers can walk to restaurants after a day on the trail. Less crowding at "M" or Story Mills Park.	0	1	1	16-Oct-15	

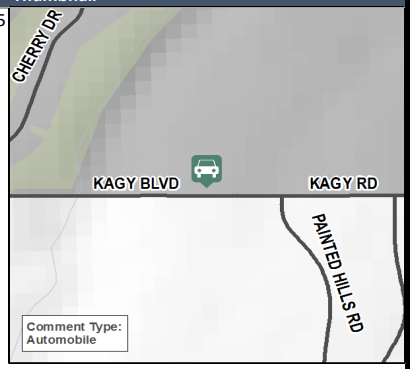
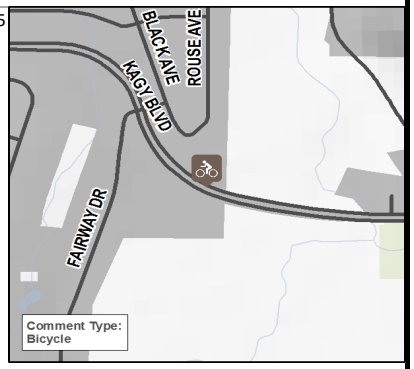
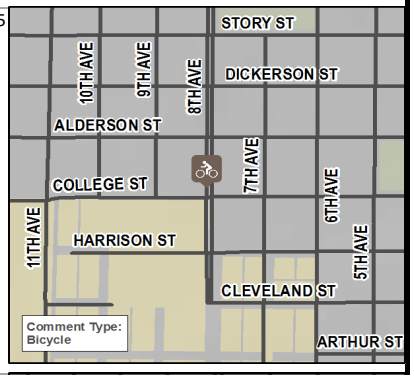
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
28	129870	Automobile	Northbound 19th street needs a longer left turn lane at Durston. Turning cars get stuck behind those going straight and miss the green light.	2	3	1	18-Oct-15	
29	129871	Automobile	Add a lane to eastbound Oak on either side of 19th to minimize the backups at the stop light.	0	1	1	18-Oct-15	
30	129880	Bicycle	Intersection of bike path + Harmon Stream is unsafe for Westbound cyclists and pedestrians. Cars turning right (east) from Harmon Stream to Huffine are almost never watching the bike path for oncoming cyclists from their right.	7	7	0	18-Oct-15	

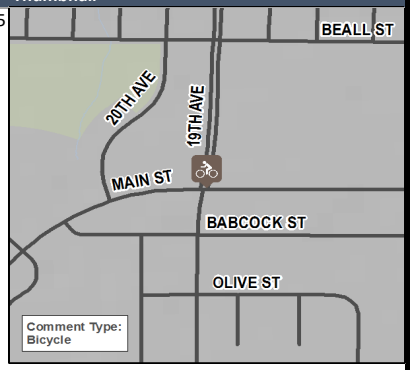
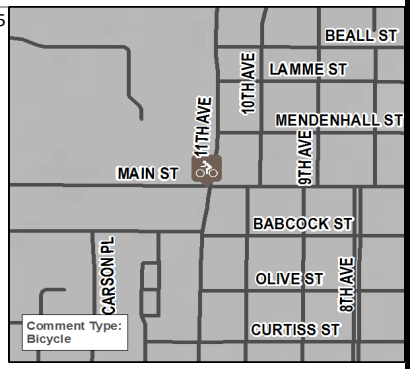
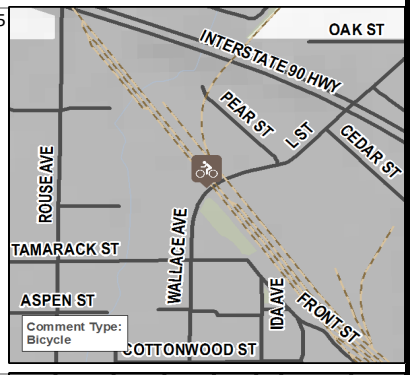
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
31	129881	Bicycle	The sharrows on Mendenhall are not helpful. Motorists frequently get upset with me for biking in the center of the lane. A protected bike lane would make Mendenhall a great way to ride through downtown.	4	5	1	18-Oct-15	
32	129882	Bicycle	Cyclists tend to ride on the sidewalk on S 19th rather than in the bike lanes, and I can't blame them. Sharing the street with the fast, heavy traffic on 19th is terrifying. Protected bike lanes would be very appropriate here.	9	9	0	18-Oct-15	
33	129883	Bicycle	Please add a way for cyclists on S 23rd to get through the intersection here. Currently, the bike lane ends several hundred feet south of the intersection and forces cyclists into multiple lanes of traffic. If not for this difficulty, W Babcock-S 23rd would be a nice bicycle corridor.	6	6	0	18-Oct-15	

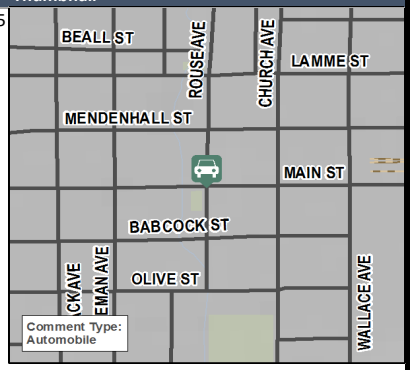
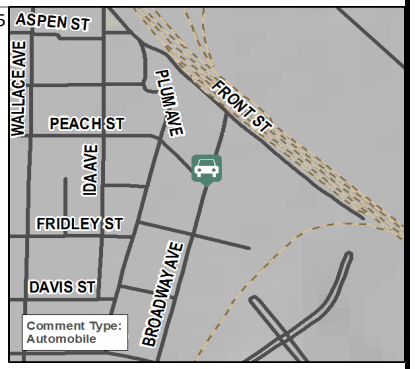
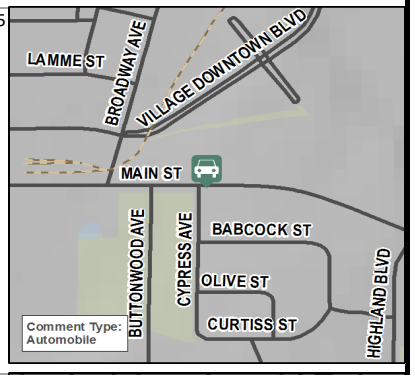
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34	129884	Bicycle	"Bikes may use full lane" signs on Oak at 19th would be helpful since the bike lanes abruptly end, forcing cyclists into traffic. Or better yet, continue the bike lane through the intersection.	4	5	1	18-Oct-15	
35	130029	Other	Prioritize filling in gaps like the sidewalks along Kagy over extending roads.	2	2	0	20-Oct-15	
36	130033	Automobile	Roundabout needed. Cars coming from east drive too fast for this intersection.	4	4	0	20-Oct-15	

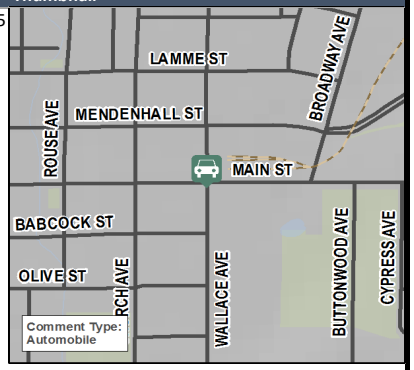
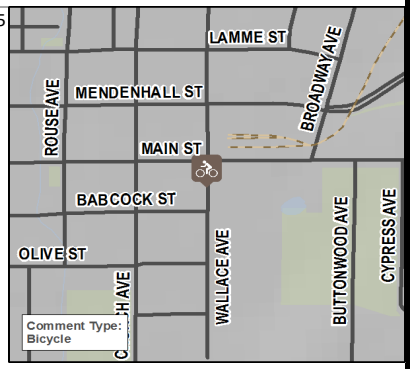
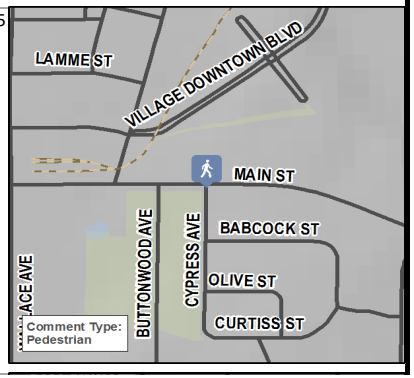
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37	130034	Automobile	Roundabout needed. Very wide intersection. I was in a bike accident here b/c I couldn't see the turn signal & car kept coming so I thought they were going straight & laid my bike out :(. Very hard to get out here safely at high traffic times.	8	8	0	20-Oct-15	
38	130035	Automobile	Kagy approaching Fairway Dr. intersection often driving too fast for people to safely exit Fairway Dr to the left.	3	3	0	20-Oct-15	
39	130036	Bicycle	Friend, Jean MacInnes, had a bike accident here. No bike lane so used side walk & 2 hoses were across sidewalk to water lawn. She got over the 1st hose & bit the dust on the second hose & required a flight to Missoula for monitoring for head trauma :(. Need better bike routes around university.	2	3	1	20-Oct-15	

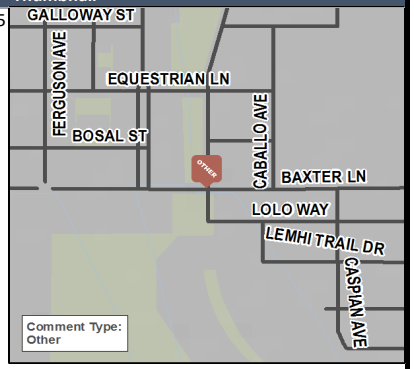
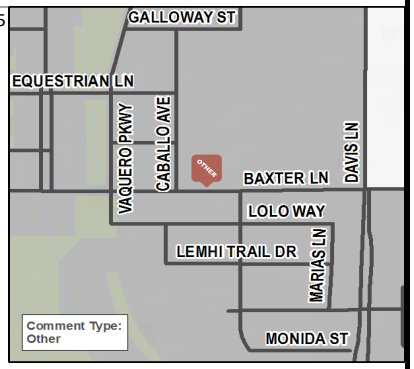
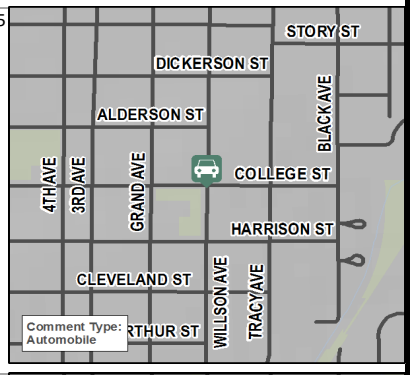
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
40	130037	Bicycle	Carol Weaver was hit on her bicycle in parking lot by McDonalds by inattentive drive (5 fx's to pelvis :( ) This parking lot needs to be brought up to code!	1	1	0	20-Oct-15	
41	130089	Automobile	Round about needed at Babcock and Ferguson. Bus, Bike, car and Pedestrian traffic are all impeded at this location. Along with multiple wrecks this intersection is dangerous and a multilevel (bike, bus, car and pedestrian oriented) round about will help with traffic congestion and safety.	3	5	2	21-Oct-15	
42	130090	Bicycle	We need a dedicated bike lane with green paint south bound on Willson to cross Kagy onto S. 3rd. Please attend the public forums regarding the reconstruction of Kagy this fall				21-Oct-15	

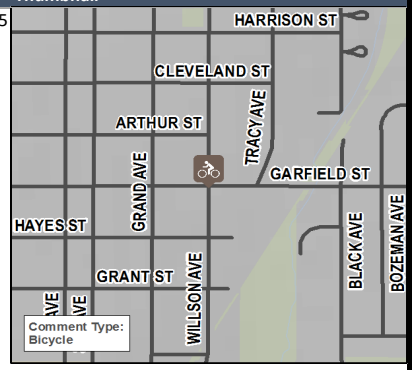
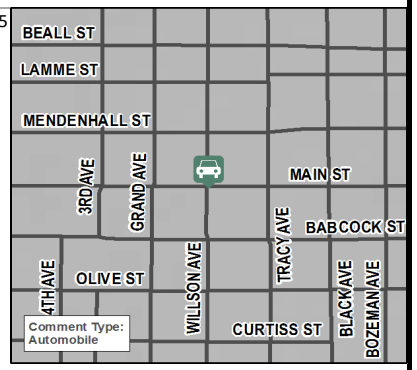
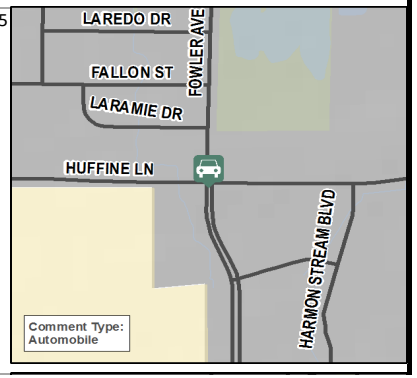
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
43	130094	Automobile	This road is owned by the city. There is a STEEP drop off on both sides of Kagy here. A guard rail would make it safer. This road gets icy, if a car or school bus went off, it's a long way down.	0	1	1	21-Oct-15	
44	130160	Bicycle	Enforce mca 61-8-328 giving riders protection in bike lanes. Stop letting golf course use bike lane for parking, find what city official is getting free golf to let this happen.	9	9	0	22-Oct-15	
45	130161	Bicycle	Fix bike lane to protect riders to the stop at College St. There should be a standard for bike lane marking all the way through intersections	5	5	0	22-Oct-15	

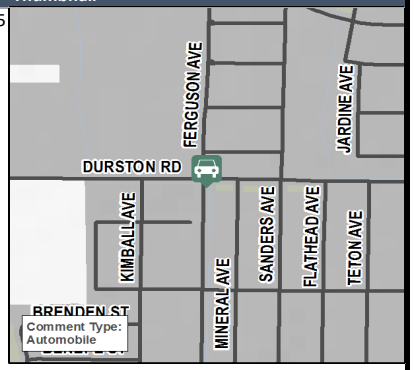
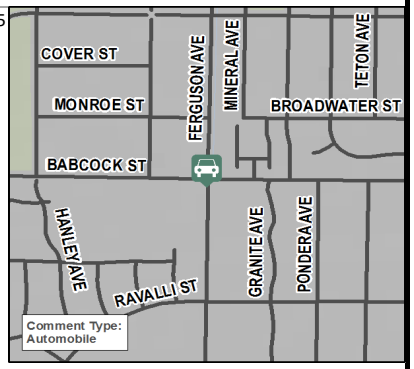
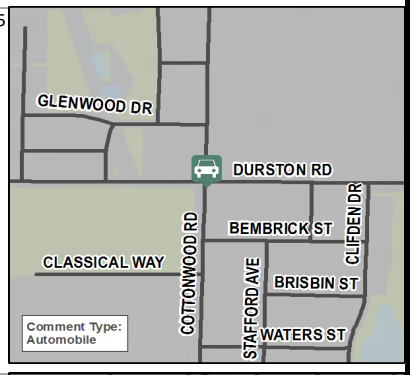
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
130165	Bicycle	Need bike friendly crossings of Main St.	5	5	0	22-Oct-15	
130166	Bicycle	Nee bike friendly crossings of Main st.	2	2	0	22-Oct-15	
130188	Bicycle	Need for Bicycle safe crossings.	2	2	0	22-Oct-15	

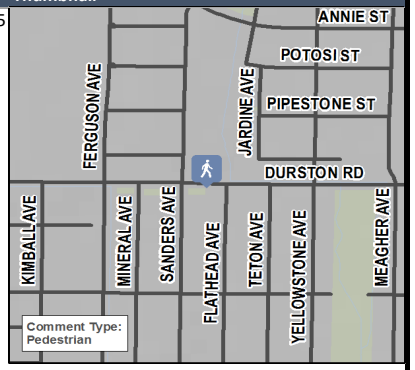
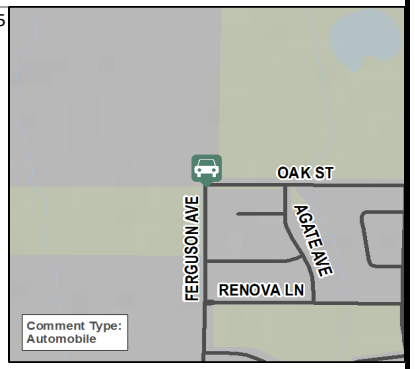
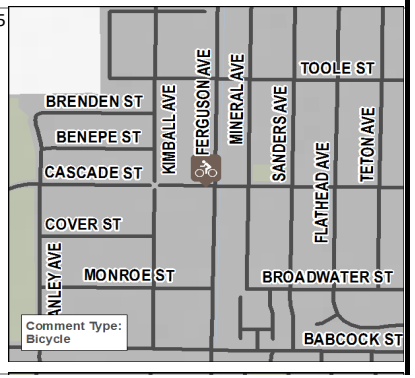
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49	130189	Automobile	left turn arrow for eastboud traffic trying to head north on Rouse	2	2	0	22-Oct-15	
50	130193	Automobile	Any kind of traffic slowing device.	1	2	1	22-Oct-15	
51	130194	Automobile	Turning into this parking area is a bit sketchy. Illegal(?) to turn left but everyone does in order to get to work.				22-Oct-15	

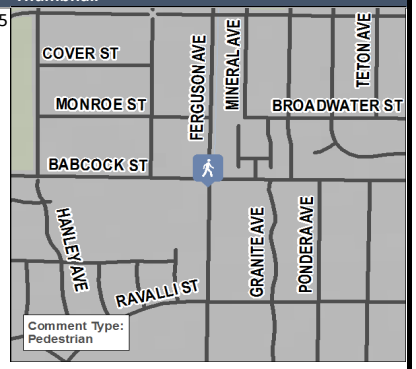
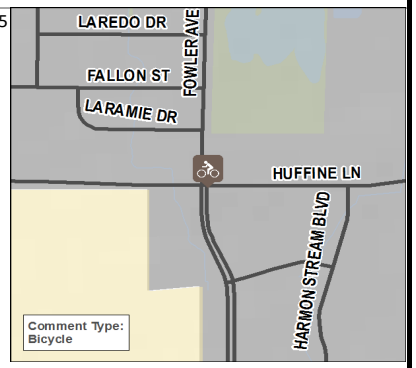
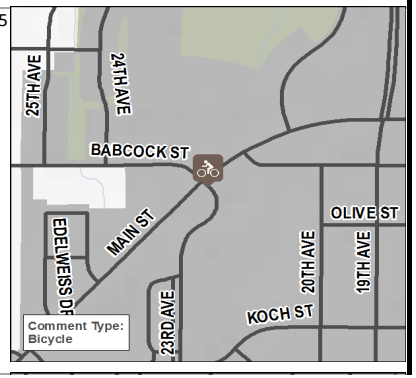
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
52	130195	Automobile	Getting in and out of Heebs is dangerous at 5pm. Just set up a camera and see for yourself.	1	1	0	22-Oct-15	
53	130196	Bicycle	People stop on their one way (no stop) in order to wait for me on a bike. It could cause a serious pile up/accident at 5pm.	1	1	0	22-Oct-15	
54	130197	Pedestrian	Too much regular traffic pressure to convince anyone to stop here for pedestrian crosswalk.	2	2	0	22-Oct-15	

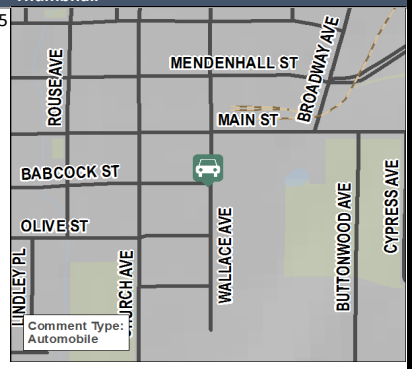
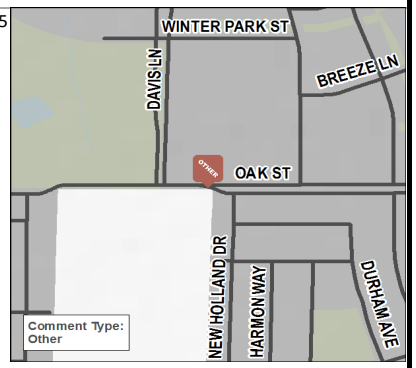
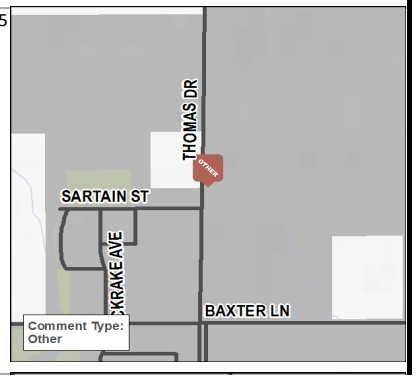
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
55 130198	Other	Lower speed limit @ Vaquero Pkwy heading west to 25 MPH	1	3	2	22-Oct-15	
56 130199	Other	Lower speed limit on E. Baxter Ln. from Davis to Vaquero to 35 MPH	3	4	1	22-Oct-15	
57 130272	Automobile	I agree with other comments. Many motorists ignore the right hand turn only. Feels dangerous.				24-Oct-15	

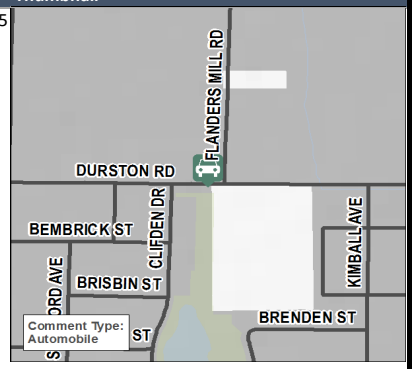
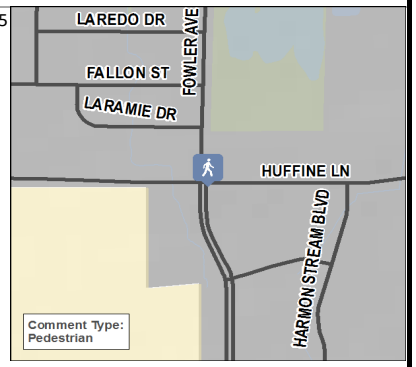
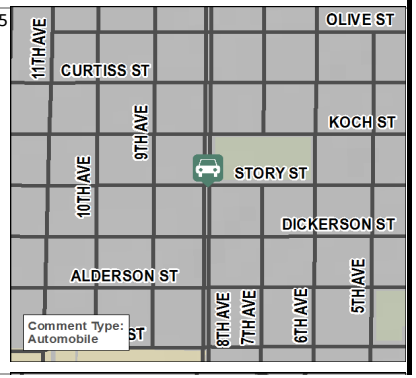
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
58	130273	Bicycle	Traffic on Willson is high volume. As a bycilcist, I dismount here in hopes that a vehicle will stop to allow for crossing. There is no point to slow traffic between Olive and Kagy; motorists drive quickly and if often feels dangerous when attempting to parallel park as a vehicle, ride a bike or cross as a pedestrian. It would be nice to have one method along Willson to slow the increased traffic that has occurred over the last 5 years and offer more pedestrian friendly crossing.	4	4	0	24-Oct-15	
59	130274	Automobile	Left hand turn arrow to Willson.	1	1	0	24-Oct-15	
60	130279	Automobile	Left turn light for northbound traffic turning west	5	5	0	25-Oct-15	

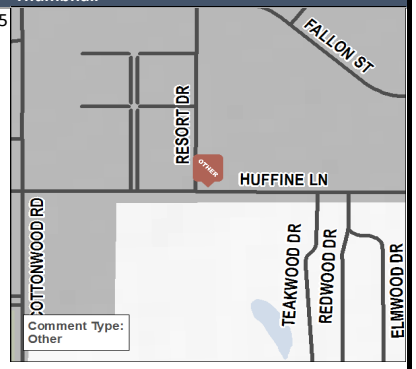
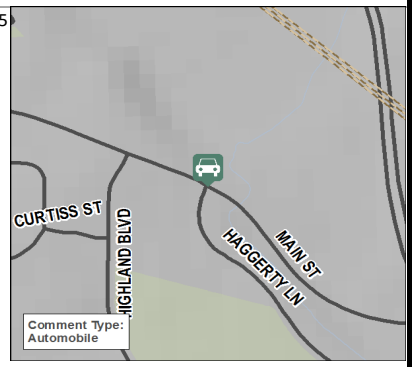
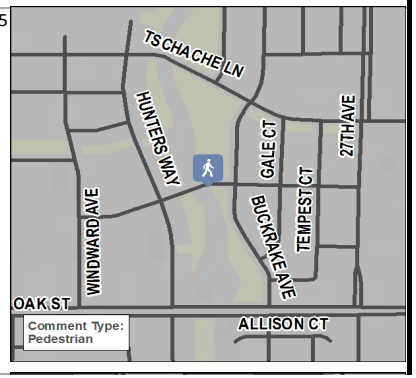
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
61	130280	Automobile	Roundabout needed. Stop light would be useful during the peak hours, but would create a lot of needless idling during non peak hours. Roundabout would be a better, more efficient choice.	5	7	2	25-Oct-15	
62	130281	Automobile	Roundabout needed. Stop light would be useful during the peak hours, but would create a lot of needless idling during non peak hours. Roundabout would be a better, more efficient choice.	0	2	2	25-Oct-15	
63	130282	Automobile	Roundabout needed. Stop light would be useful during the peak hours, but would create a lot of needless idling during non peak hours. Roundabout would be a better, more efficient choice.	4	7	3	25-Oct-15	

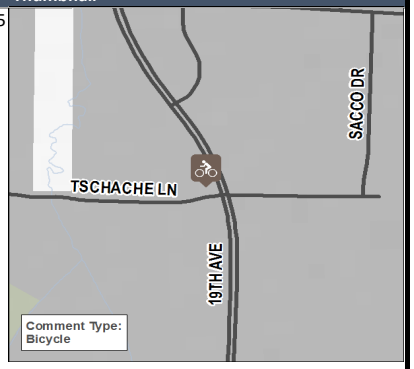
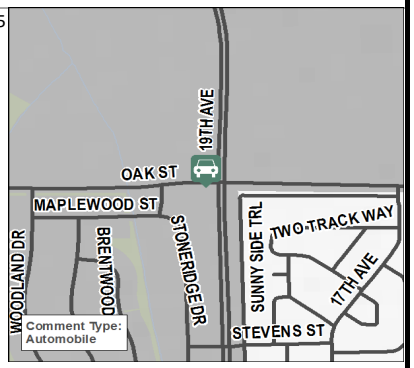
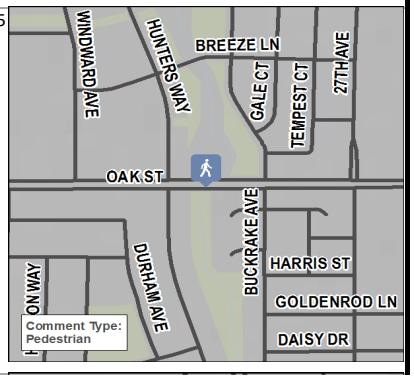
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
64	130283	Pedestrian	sidewalks needed on south side.	1	2	1	25-Oct-15	
65	130284	Automobile	Once intersection in completed in all directions, install roundabout.	4	6	2	25-Oct-15	
66	130336	Bicycle	This road is and will become more difficult to cross, I better alternative is Babcock if it had either a signal or traffic circle	2	2	0	26-Oct-15	

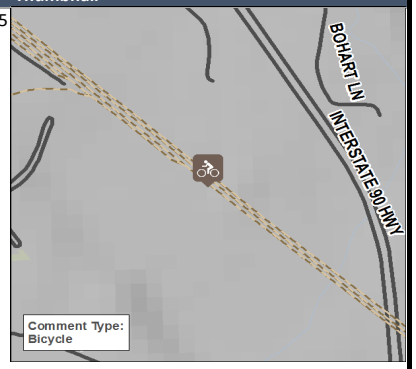
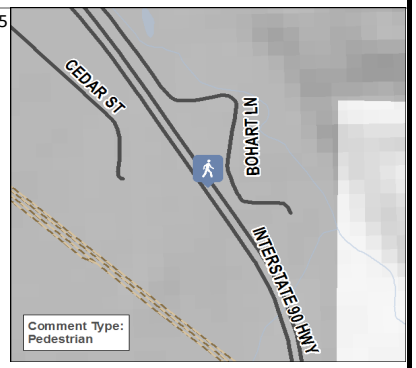
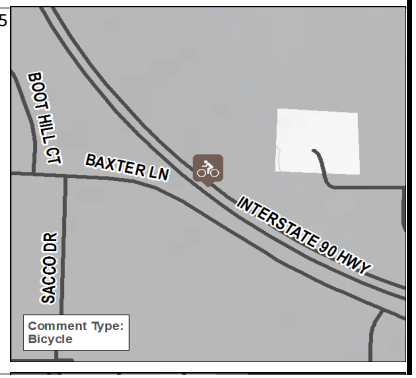
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
67	130337	Pedestrian	This intersection is very difficult to cross- fast traffic, a lot of directions to keep track of, yet it is a main crossing to this rapidly growing neighborhood.	1	1	0	26-Oct-15	
68	130338	Bicycle	Conflict with cars turning onto Huffine- in haste to make light they do not observe bikes/ped crossing the street.	2	2	0	26-Oct-15	
69	130339	Bicycle	Although bikes can cross at this intersection, it's a wide with fast-turning cars. Suggest a pre-signal for bike/peds- or a painted green lane to congregate bikes as a critical mass.	2	2	0	26-Oct-15	

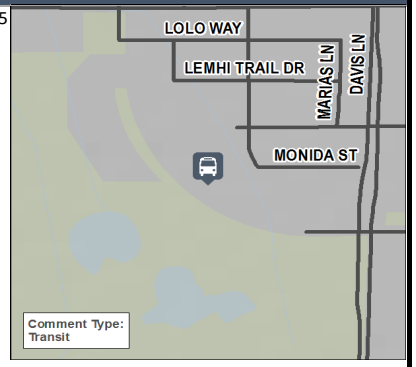
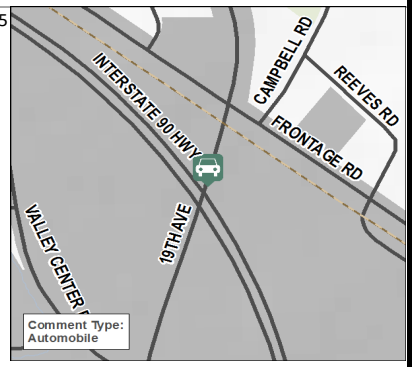
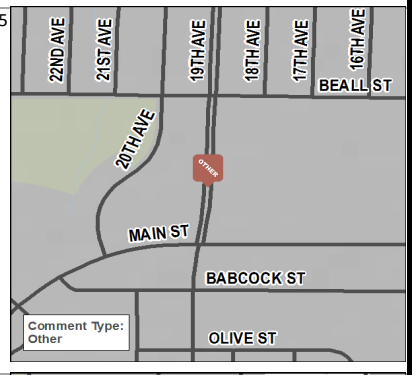
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
70	130344	Automobile	Stop sign needed for eastbound traffic. It's too confusing for the through street to not have the right of way.	2	3	1	26-Oct-15	
71	130356	Other	Bike/Ped/Car: the curve with concrete barriers and intersection is awkward to navigate and make	3	3	0	27-Oct-15	
72	130358	Other	Ped/Bike: It would be nice to use this road to travel to the Costco/Target shopping area. Sidewalks/bike marking would help.	5	5	0	27-Oct-15	

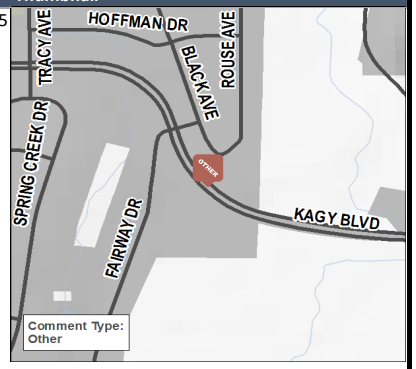
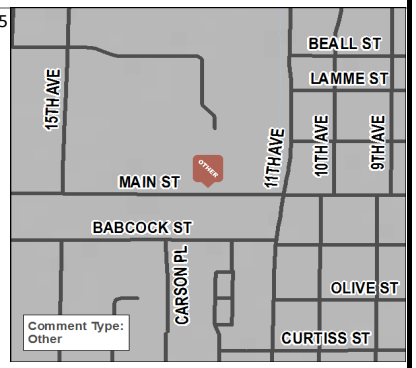
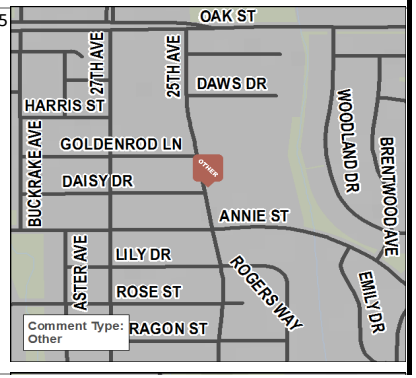
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
73	130359	Automobile	Could schools be signed to reduce speed only when children are present, or Mon-Fri, or when school is in session? Right now one has drive 20 when there is no one present (weekend/summer).	4	6	2	27-Oct-15	
74	130360	Pedestrian	Really unpleasant crossing- cars turning once I clear just one lane and signal is short for elderly people.	1	1	0	27-Oct-15	
75	130361	Automobile	15 mi per hr is ridiculous here, schools are 20.	2	5	3	27-Oct-15	

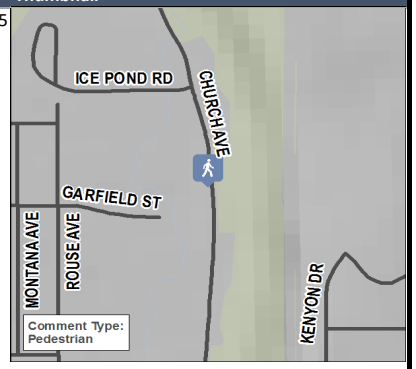
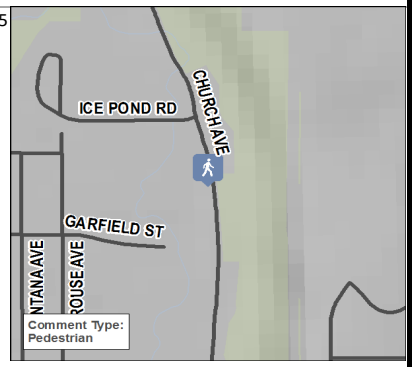
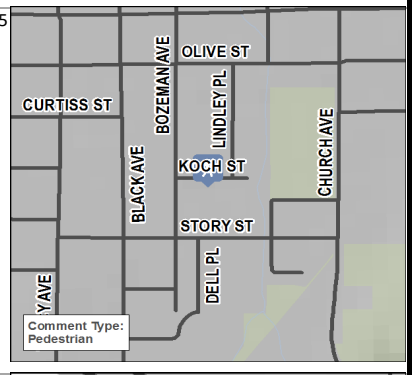
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76	130363	Other	People drive over the speed limit- very fast on Huffine in area between Cottonwood and Fowler. Yet this area is growing into commercial/residential, and growing denser. Turning left with oncoming traffic going 50 mi per hr not so fun. Please do not synchronize lights- they will go faster. Anyway we could reduce posted speed limit a bit? Or have a different turn signal? Commuters drive this road like a freeway.	-2	2	4	27-Oct-15	
77	130364	Automobile	Very difficult to turn left off Haggerty in the mornings due to the amount and speed of traffic coming west into town off the freeway.	2	2	0	27-Oct-15	
78	130369	Pedestrian	Add curb cuts at street and trail intersections	2	2	0	27-Oct-15	

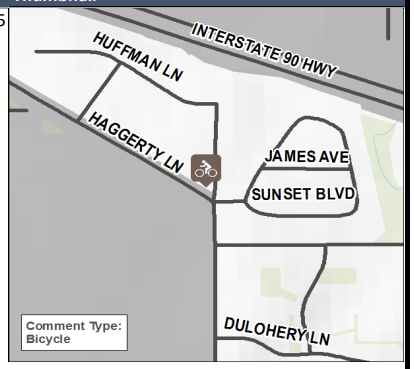
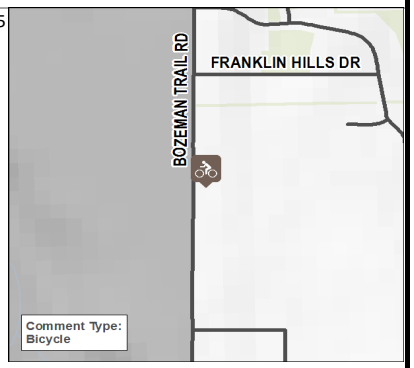
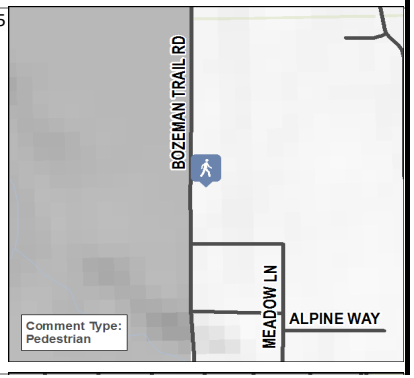
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79	130375	Bicycle	Repair bike path dut out & damage by Starbucks construction	1	1	0	27-Oct-15	
80	130376	Automobile	Add separate right turn lane from eastbound Oak to 19th south	1	1	0	27-Oct-15	
81	130377	Pedestrian	Add flashing pedestrian crosswalk and missing trail section to north	2	2	0	27-Oct-15	

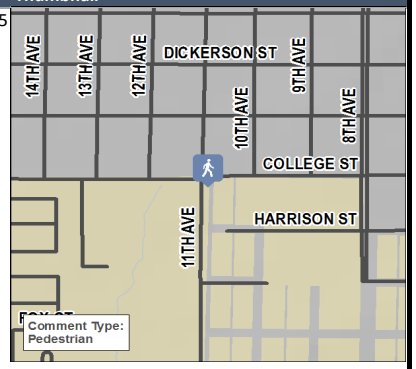
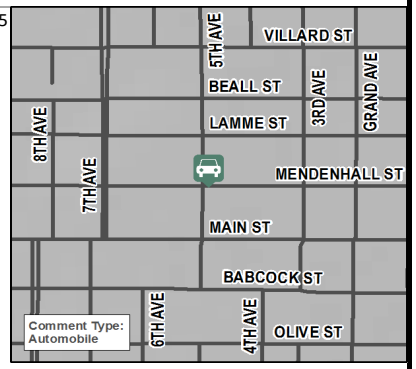
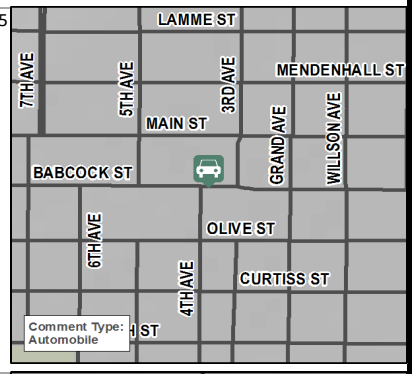
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82	130378	Bicycle	Add bridge over tracks at existing abutments	1	1	0	27-Oct-15	
83	130379	Pedestrian	Add bridge over freeway at existing earth embankments	2	2	0	27-Oct-15	
84	130380	Bicycle	Need a bike and pedestrian underpass to connect west side of town to M bike path, story mill park so the entire community can share it	4	4	0	27-Oct-15	

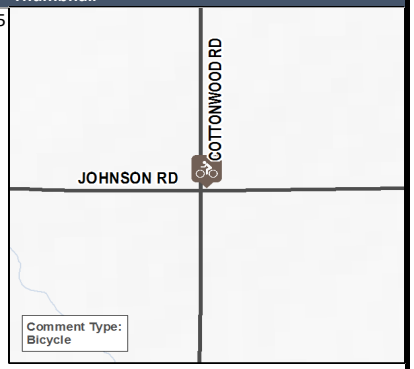
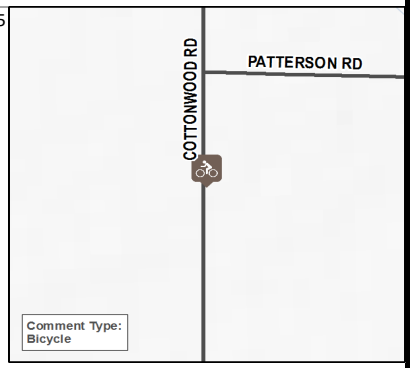
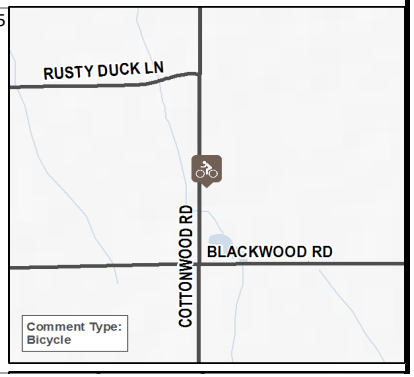
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85	130381	Transit	Add future Transit stop and YMCA and Regional Park	2	2	0	27-Oct-15	
86	130382	Automobile	Add additional North Bound Thru-Lane to overpass	1	1	0	27-Oct-15	
87	130386	Other	Can we add trees to the middle boulevard on 19th to enhance Street-Scape	3	3	0	27-Oct-15	

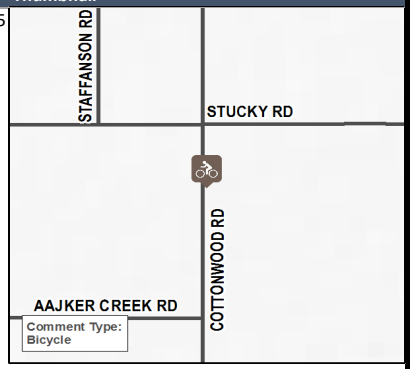
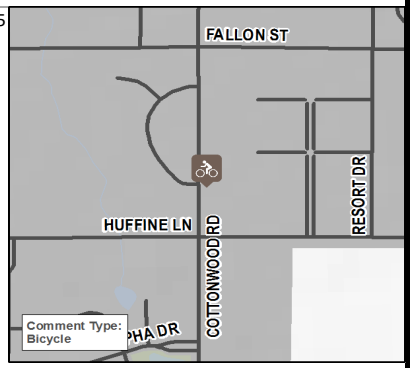
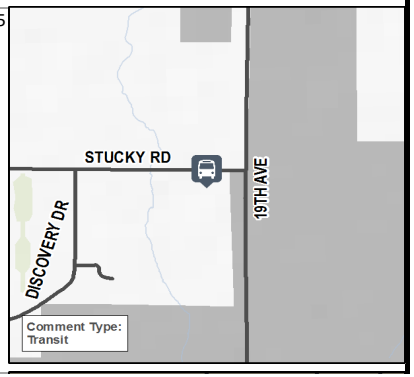
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
88	130387	Other	Can we add tree to middle boulevard on Kagy to enhance Street-Scape?	2	3	1	27-Oct-15	
89	130389	Other	Can trees be added to the sidewalk in the right of way, at the High School like downtown to improve the Street-Scape for this section of road?	3	3	0	27-Oct-15	
90	130390	Other	Can trees be added to the boulevard strip in the right of way at Emily Dickinson to enhance the Street-Scape?	-1	0	1	27-Oct-15	

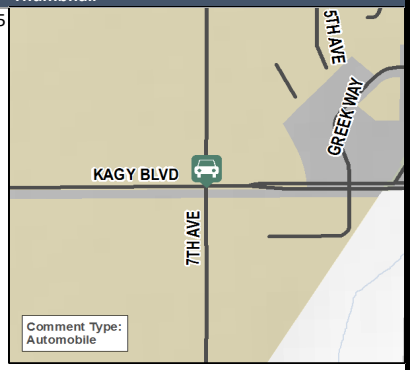
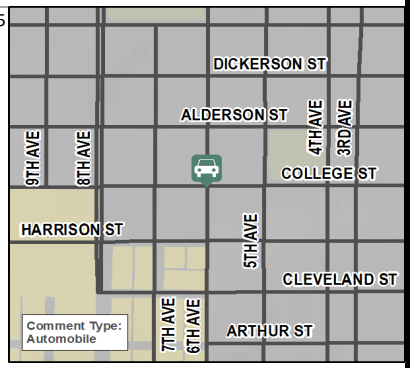
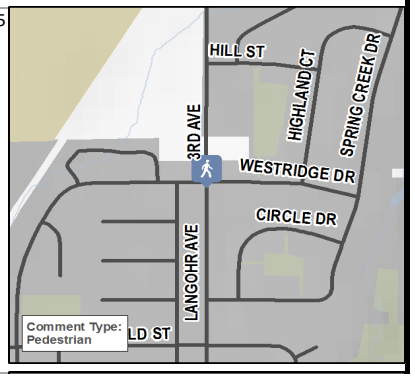
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
91	130428	Pedestrian	There's a trail that comes off Peet's Hill and terminates at South Church. I've always used this route, and cut through Martel's driveway over to E. Garfield. Many people do this, and I've asked Martel and they like having people "keep an eye" on their yard, and allow pedestrians through informally. So I wonder if a connector trail or walk could connect these two, along Church.	1	1	0	28-Oct-15	
92	130429	Pedestrian	There's a trail that ends at Church, that I think could connect to Ice Pond Road. Pedestrians can walk through there and connect to South Rouse already, but a trail or sidewalk on Church would make this linkage much safer.	1	1	0	28-Oct-15	
93	130430	Pedestrian	There should be a pedestrian linkage from the neighborhood on South Bozeman, E. Story, Longfellow School, etc. that would go to and from Bogert Park. There's a proposed improvement project to the bridge across Bozeman Creek, from the east end of East Koch to the park. But there is no sidewalk on the north side of E. Koch, from S. Bozeman to Bogert Park. I think it makes sense to complete these sidewalks, as I live on Lindley Place and I see many neighborhood kids and adults having to walk out into traffic, when there should be a sidewalk for this block and a half.	1	1	0	28-Oct-15	

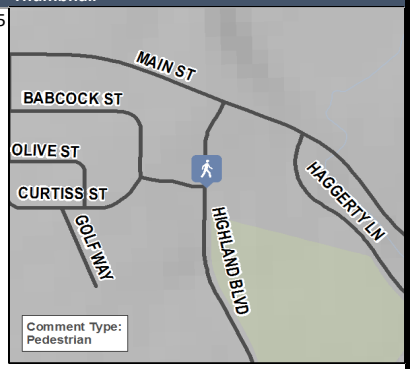
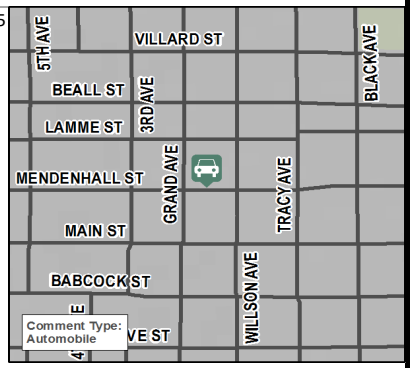
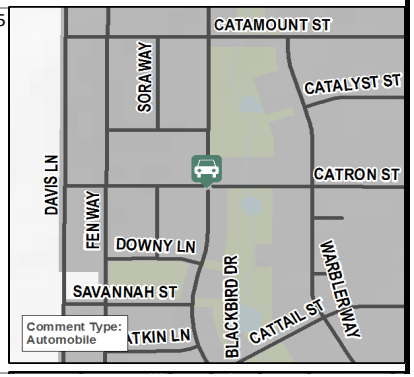
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94	130562	Bicycle	Bike lanes/ pedestrian lane needed to allow access to Bozeman Trail/ Kagy	2	2	0	29-Oct-15	
95	130563	Bicycle	Bike/ pedestrian lane needed. Would create loop from town East Main back to Kagy	3	3	0	29-Oct-15	
96	130564	Pedestrian	Lots of walkers jiggers here without a lane to walk in	1	1	0	29-Oct-15	

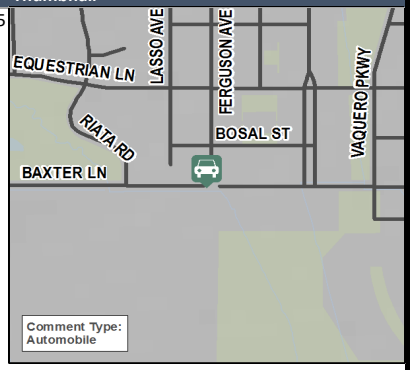
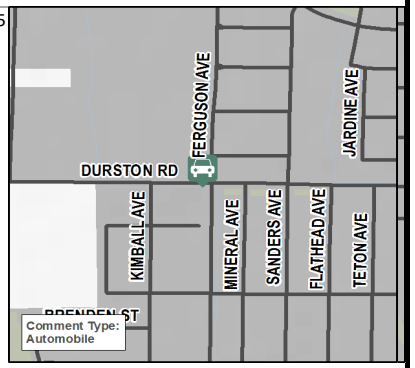
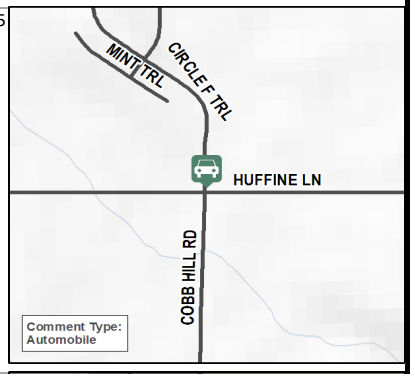
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
97	130588	Pedestrian	the corridor between 11th and 8th on College needs to better serve the needs of the tremendous amount of pedestrian activity on this street section. Sidewalks are badly in need of fixing (especially at driveways) ADA accessibility is very difficult with many places where there are no curb-cuts and there is a lot of pedestrian activity crossing college to get from MSU to businesses across College and NO safe marked places to cross.	2	2	0	30-Oct-15	
98	130723	Automobile	Mendenhall and Babcock need to be two- lane streets - then Lamme and Olive can be safer Bike streets	-4	0	4	2-Nov-15	
99	130724	Automobile	Mendenhall and Babcock need to be two- lane streets - then Lamme and Olive can be safer Bike streets	-4	1	5	2-Nov-15	

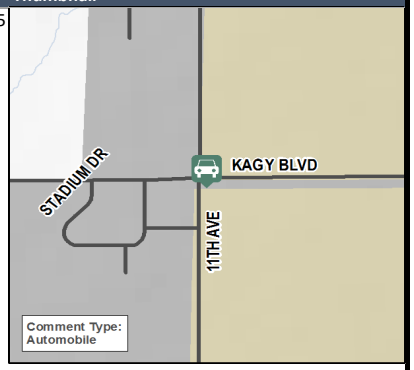
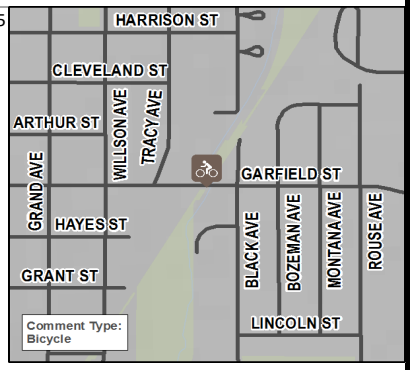
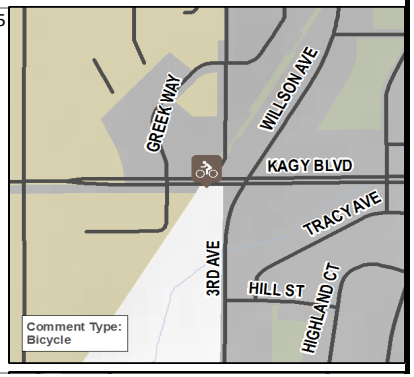
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
100	130749	Bicycle		2	2	0	3-Nov-15	
101	130750	Bicycle		2	2	0	3-Nov-15	
102	130751	Bicycle		2	2	0	3-Nov-15	

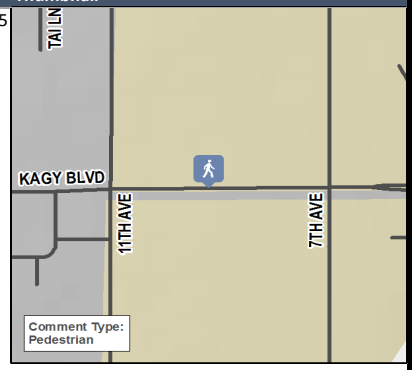
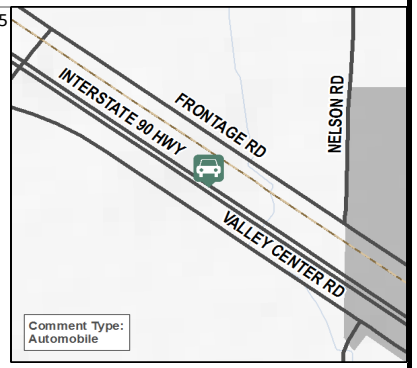
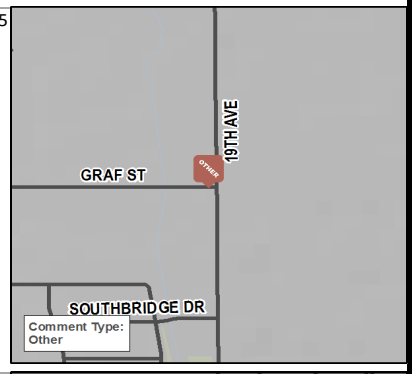
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
103	130752	Bicycle		4	4	0	3-Nov-15	
104	130753	Bicycle		2	2	0	3-Nov-15	
105	130754	Transit	There is no public transportation to this area of town-- south of Kagy and west of 19th. With this end of town becoming more developed and there already being popular destinations (ex. Oracle, Montana Bible College, the Spire, etc...) public transportation to this area would benefit many people.	3	3	0	3-Nov-15	

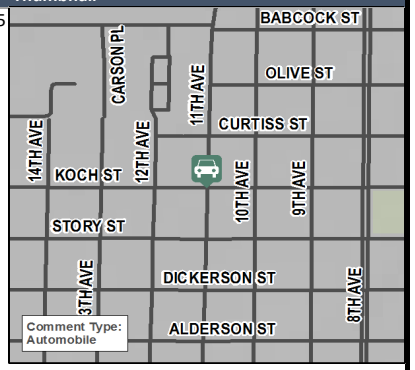
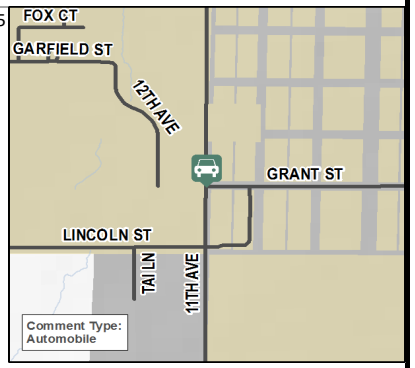
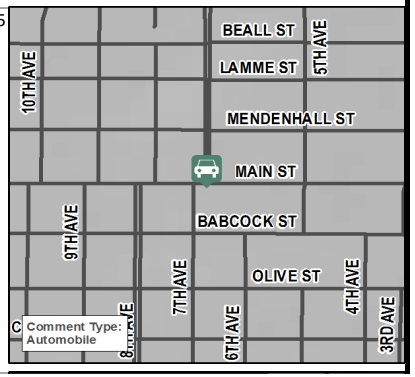
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
106	130760	Automobile	To help traffic flow at peak hours there needs to be a round-about here, and potentially all major corners around campus (Willson and College and Kagy and 11th). But at this intersection cars cant turn left very well and a round-about will allow all cars to move together and stop people from passing on the shoulder which causes accidents.	2	2	0	3-Nov-15	
107	130761	Automobile	Either force traffic to turn right only onto Willson or remove the signs because nobody is following this traffic change.	0	1	1	3-Nov-15	
108	130786	Pedestrian	A crosswalk is badly needed here. Lots of children cross here for school and many pedestrians/bikers cross for trail connections. Cars are not inclined to stop here.	2	2	0	3-Nov-15	

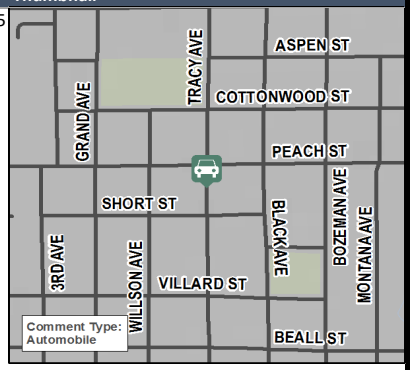
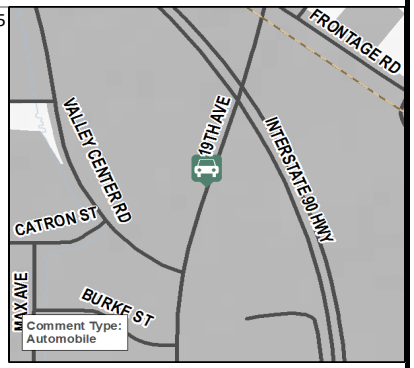
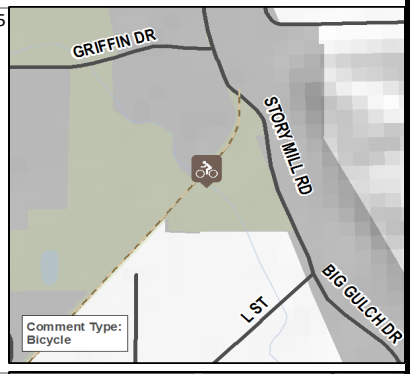
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
109	131015	Pedestrian	There is concern about pedestrian crossing Highland from E Curtiss into the new Heebs development	3	3	0	5-Nov-15	
110	131457	Automobile	Switch the directions of the one ways on Mendenhall and Babcock. Which would allow right turns on Main.	0	2	2	11-Nov-15	
111	131458	Automobile	Remove the roundabout.	-7	0	7	11-Nov-15	

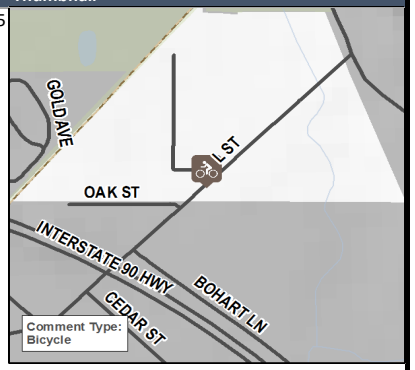
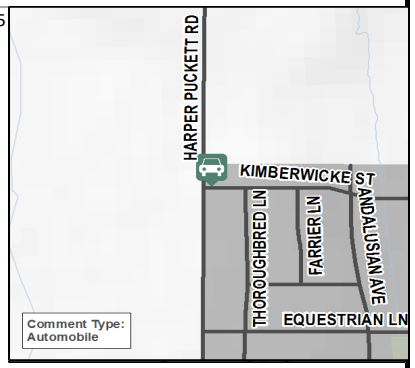
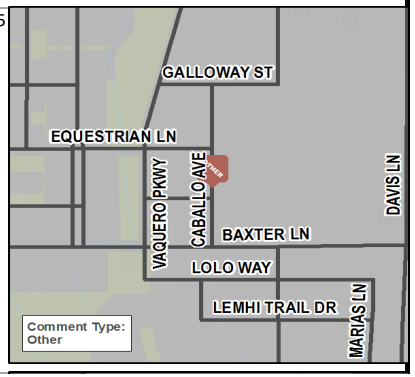
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
112	131459	Automobile	Remove the roundabout.	-9	2	11	11-Nov-15	
113	131460	Automobile	Traffic light needed! Not a roundabout!	-2	1	3	11-Nov-15	
114	131461	Automobile	Remove the traffic light. This is a DEATH TRAP in the winter with icy roads!	-1	3	4	11-Nov-15	

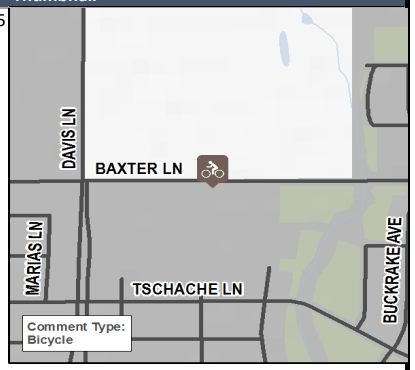
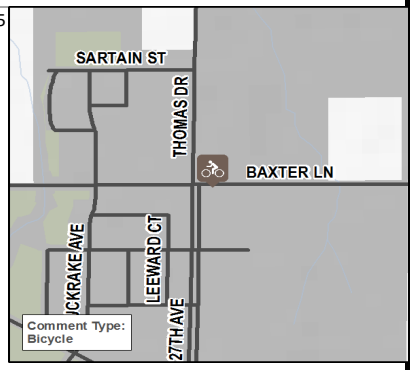
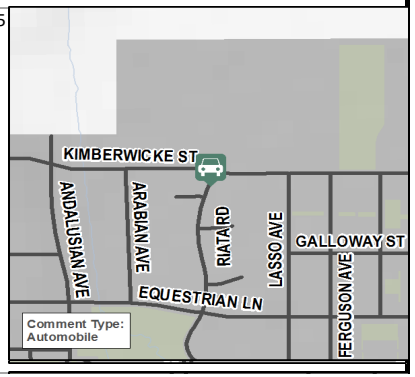
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
115	131558	Automobile	Left turn signals at 11th & Kagy	3	3	0	13-Nov-15	
116	131570	Bicycle	Improving this crossing. Consider prioritizing path traffic over street. Raised crossing or even stop signs for Garfield. Path volumes may be higher than street volumes.	0	1	1	13-Nov-15	
117	131571	Bicycle	would like to see grade separated crossing for the Galligator	2	2	0	13-Nov-15	

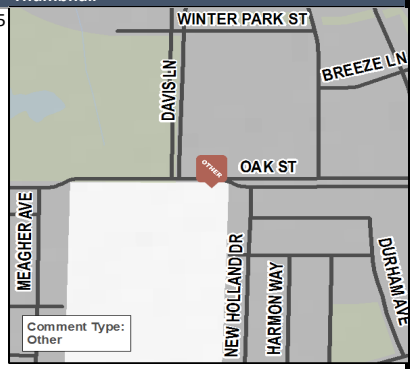
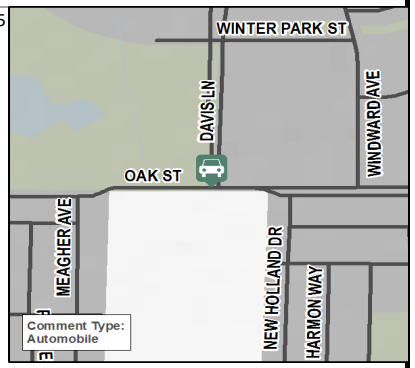
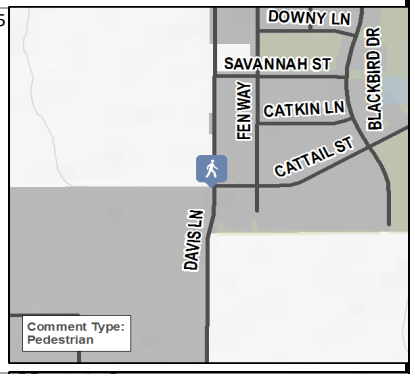
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
118	131572	Pedestrian	grade separation for crossing Kagy	2	2	0	13-Nov-15	
119	131590	Automobile	Considering adding an exit somewhere in this location. A large percentage of traffic would be reduced in 19th as it could line up with other north/south roads like Davis or Ferguson				14-Nov-15	
120	131850	Other	The traffic light at Graf and S. 19th needs to be a regular stoplight.	-2	0	2	18-Nov-15	

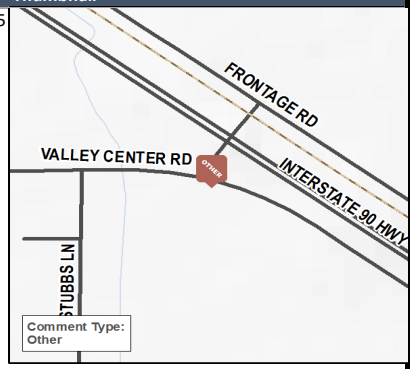
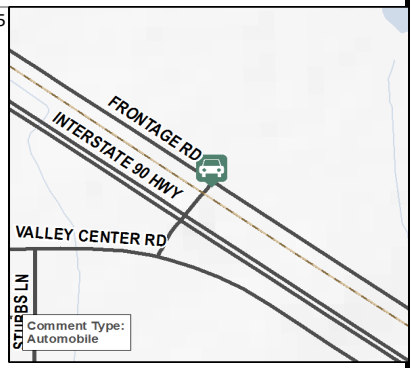
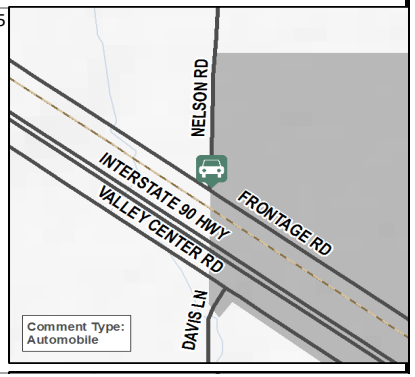
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
121	131951	Automobile	A light would be fantastic here.				22-Nov-15	
122	131952	Automobile	A traffic light here would improve flow during peak hours. With the large amounts of pedestrians and cars at this intersection. Even a pedestrian crossing light would be good here and everywhere around campus.	-1	0	1	22-Nov-15	
123	131953	Automobile	Need sign or flashing signal to say "No stopping to turn Left in Right Hand turn lane". Two left turn lanes is good while moving, but drivers STOP and block straight thru traffic. Get over to Left lane when possible.	1	1	0	22-Nov-15	

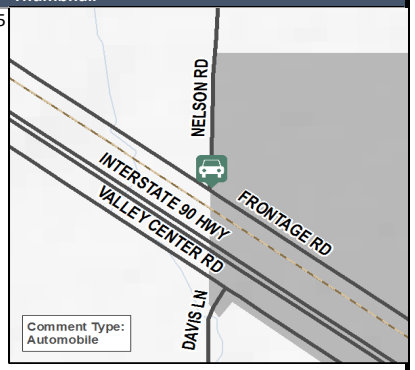
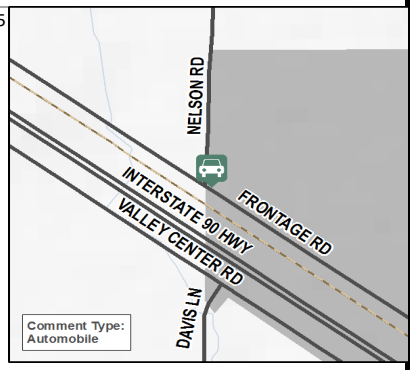
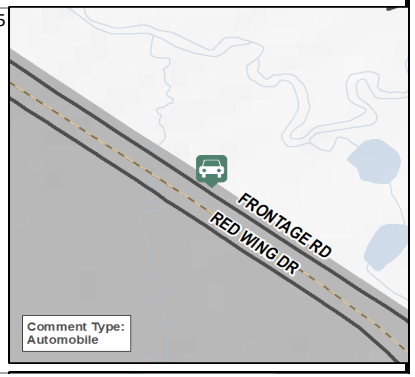
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
124	131954	Automobile	North Tracy-Vehicle speeds are high, traffic volume is increasing dramatically. Need speed & volume controls.				22-Nov-15	
125	131955	Automobile	Add a stop light or roundabout. Commuter traffic gets backed up onto the interstate	2	2	0	22-Nov-15	
126	131956	Bicycle	Allow bike lane as cars are speeding on newly paved road.	1	1	0	22-Nov-15	

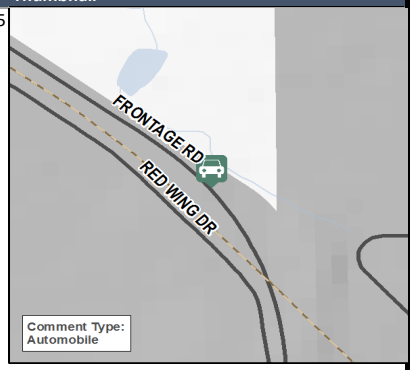
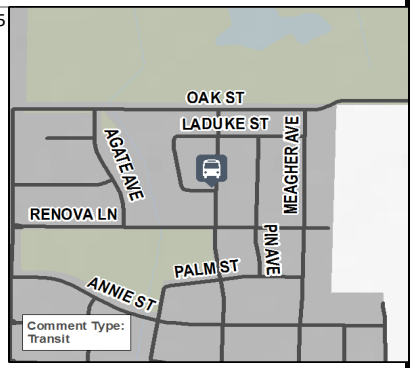
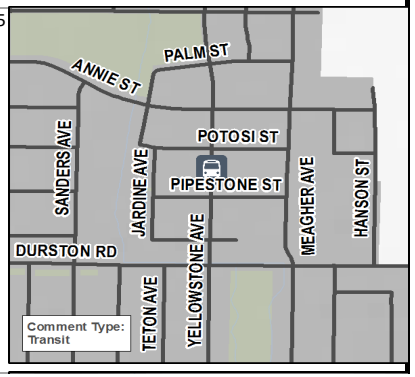
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
127	131957	Bicycle	Allow bike lane as car commuters are speeding on newly paved road	2	2	0	22-Nov-15	
128	131988	Automobile	Kimberwicke actually goes all the way to Harper Pucket and now functions more like a collector. It is the perfect example of how 28 feet is not wide enough to park cars on both sides and still allow two way traffic. This section has a hill obstruction. Please add no parking the entire length on one side or make it a one way street.				23-Nov-15	
129	131989	Other	This needs a 20mph speed limit due to angular parking on both sides of street with businesses.				23-Nov-15	

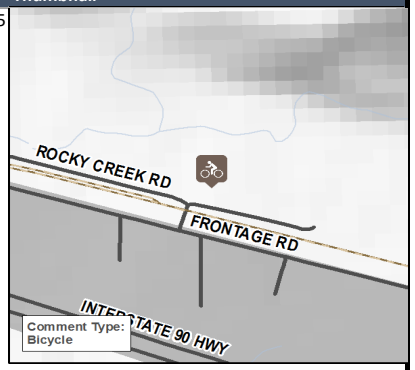
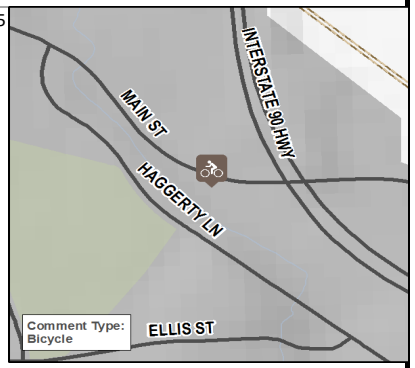
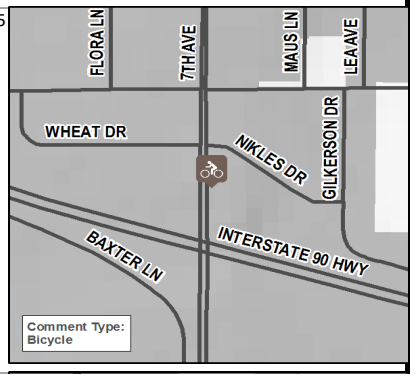
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
130	131990	Bicycle	Finish bike and pedestrian connectivity from Davis to 19th.	2	2	0	23-Nov-15	
131	131991	Bicycle	signage thorughout the town indicates that a bike lane exists but then they suddenly and without warning end ahead.				23-Nov-15	
132	131992	Automobile	Incorporate Riata Rd into the City and make it a public road.	-1	0	1	23-Nov-15	

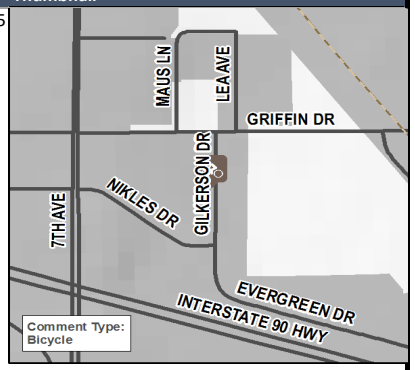
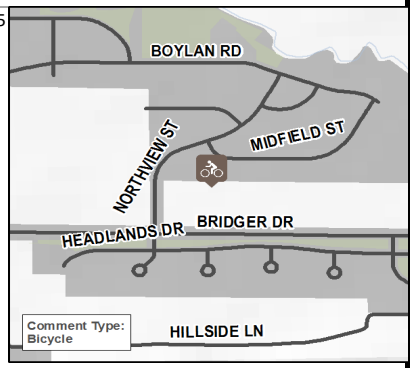
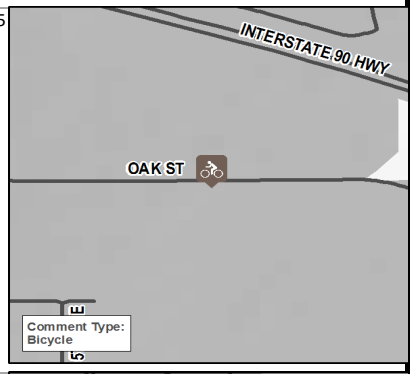
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
133	131993	Other	remove the bush/tree that blocks the view of Davis from New Holland.				23-Nov-15	
134	131994	Automobile	We need a 3 way stop sign.	1	1	0	23-Nov-15	
135	131995	Pedestrian	Cross walk with intersection ahead warning signs due to blind area.	1	1	0	23-Nov-15	

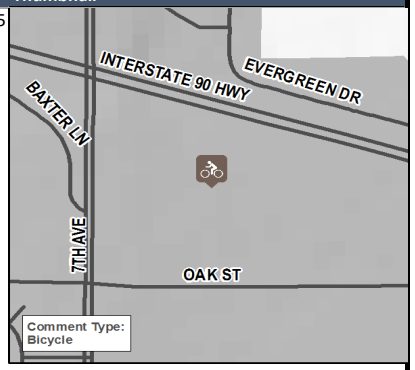
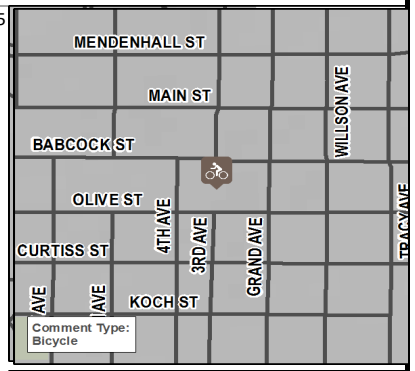
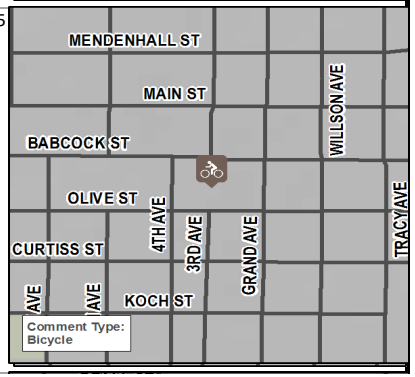
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
136	131996	Other	Either make the speed limit consistent on V. C. or move the speed sign a .1 miles to the east.	1	1	0	23-Nov-15	
137	131997	Automobile	Widen Frontage & fix the line of sight issue by creating a greater separation of turning traffic from through traffic.				23-Nov-15	
138	131998	Automobile	Fix the line of sight issue by creating a greater space between turn lane and through traffic.				23-Nov-15	

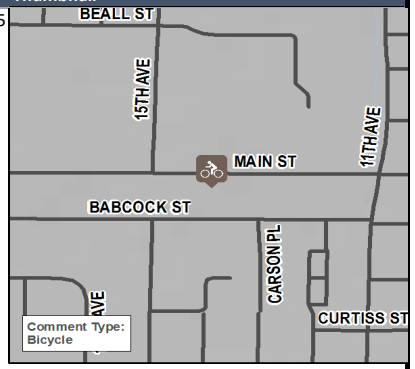
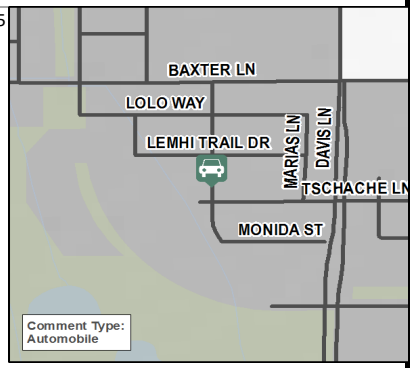
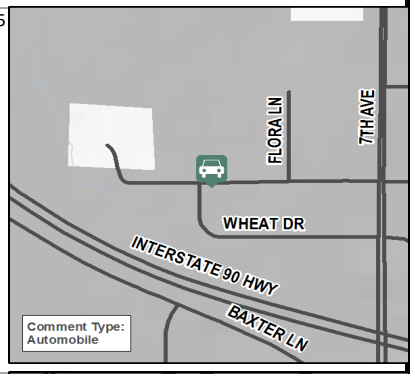
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
139	131999	Automobile	Put shoulder on Nelson Road in front of the MDT site.				23-Nov-15	
140	132000	Automobile	Put a greater separation between turning lane and through traffic to open the line of site of cars entering Frontage from Nelson.				23-Nov-15	
141	132001	Automobile	Paint no passing lines in front of driveways!				23-Nov-15	

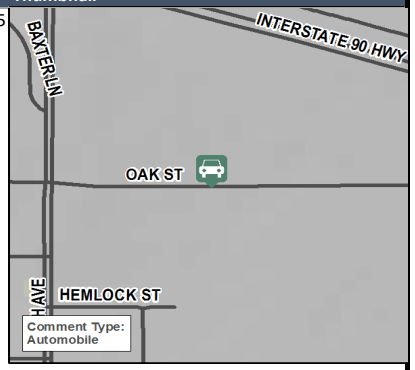
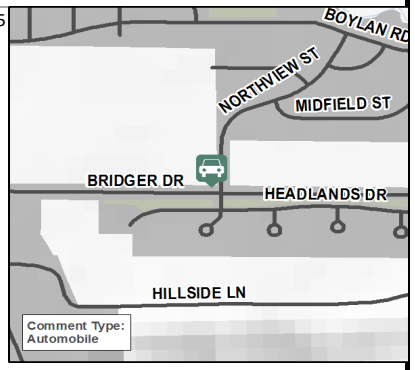
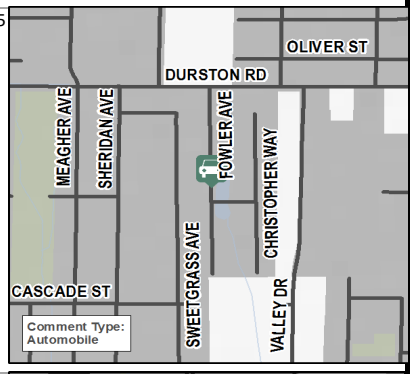
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
142	132002	Automobile	Post speed limit sign at bottom of on-ramp to Frontage.				23-Nov-15	
143	132013	Transit	Maybe some transit stops in these 2 subdivisions.				24-Nov-15	
144	132014	Transit	More transit stops in this area of town				24-Nov-15	

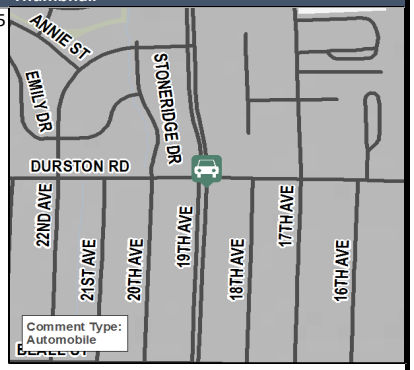
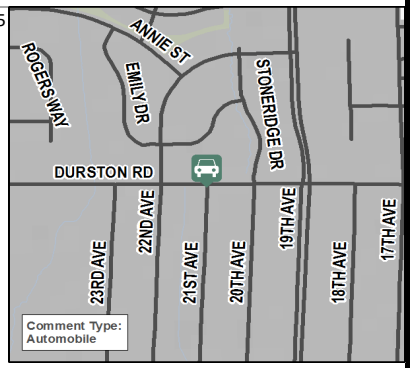
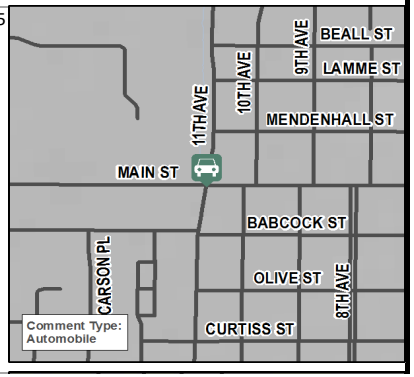
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
145	132019	Bicycle	Bike lanes/trail needed for access to employment and businesses.	3	3	0	24-Nov-15	
146	132021	Bicycle	Green lanes or other markings needed to address conflict between bicyclists continuing on frontage road and cars merging onto eastbound I-90.	4	4	0	24-Nov-15	
147	132026	Bicycle	Green lanes/or other bike channeling intersection markings needed at following conflict points: NB 7th @EB I-90 on-ramp; NB 7th @Griffin "right turn only" lane; NB 7th through Griffin intersection as through lane veers to east; SB 7th to channel bikes into through lane at WB I-90 on ramp; To channel bikes into left turn lane at Oak (to access EB Oak St. bike path or bike lanes; to channel SB bicycle travel on the left side of WB Oak right turn bay off 7th. Several people are already riding bikes to businesses and employers along N. 7th, Nickles, Griffin, etc, and this will only increase with future development. Either address these at-grade safety hazards, or build a grade-separated bike route at 7th and I-90	1	1	0	24-Nov-15	

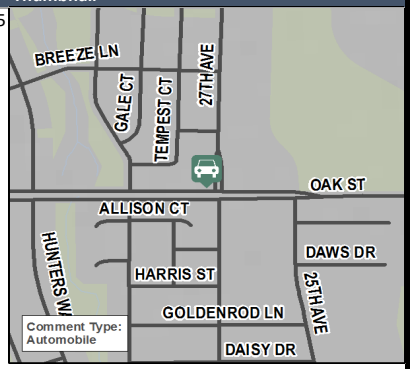
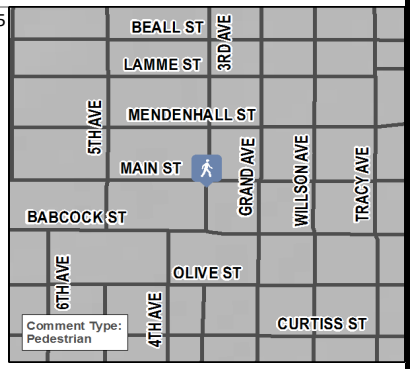
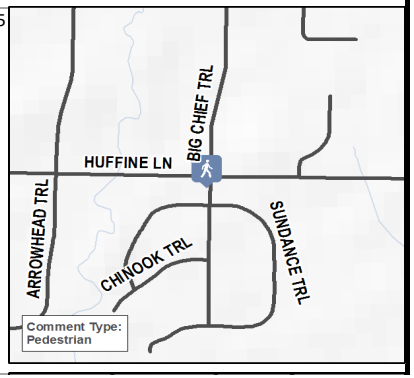
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
148	132027	Bicycle	Cars exiting I-90 and coming off Baxter Ln approach SB 7th too fast and this is a hazard for SB bicyclists. Provide warning beacons, Green lane markings, or tighten the turn radius.				24-Nov-15	
149	132028	Bicycle	Bike path, bike/ped lanes, or wide shoulder needed on Bridger Canyon Rd/Rouse from Main Street to Bracket Creek.	1	2	1	24-Nov-15	
150	132029	Bicycle	Need wider bike lane or separated path on north side of Oak for bikes, or provide RRFB or Hawk signals along Oak. At times it is nearly impossible for a bike to get a gap in car traffic to cross Oak. Path on south side of Oak ends in a sidewalk with Ped treatments at N. 7th, so there's no safe/logical way for bikes to head WB on Oak or NB on 7th.				24-Nov-15	

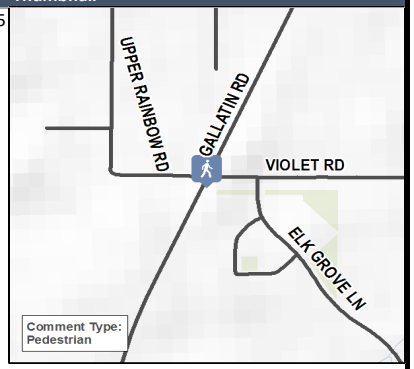
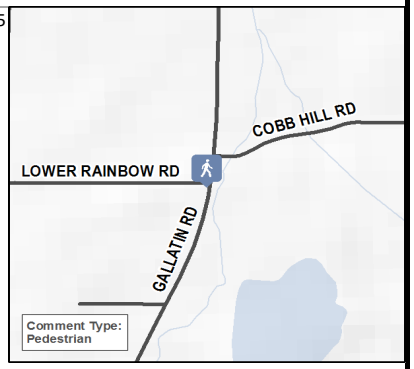
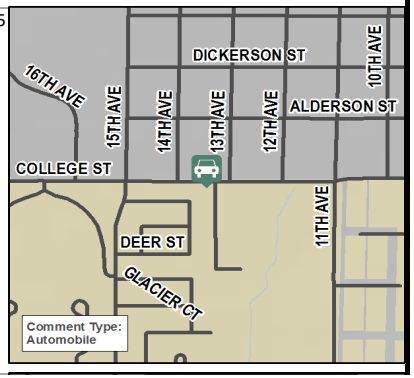
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151	132030	Bicycle	Provide Green lane/bike channeling markings just EB of Wal Mart driveways, as the extra wide roadway section here is confusing for WB bikes and cars alike. Mark through bike lane at Wal Mart, since current curbside bike lanes is in conflict with cars turning into Wal Mart from both directions.				24-Nov-15	
152	132031	Bicycle	Do road rebalance on Babcock to provide bike lanes plus green markings to channel bicyclists into left lane to turn north. Cars treat Babcock like an expressway and even experienced riders have trouble turning left off this street. Olive has gotten congested and scary for bikes, too. Make one of these streets work for bikes, since Main, Babcock and now Olive are being used as car collectors/arterials. At least knock down the speed limit to 15 on Olive to give bikes some kind of usable space!				24-Nov-15	
153	132032	Bicycle	Sharrows on Mendenhall work well to encourage bikes into center of lane, but cars still attempt to crowd us out and drive really fast on our tails and in passing us. How about some kind of highly-visible signs/markings to declare this a "bike street", lower the speed limit, or rebalance the road to provide bike space? Downtown is just a few blocks long; why do we need cars to speed through it so fast, when there is so much ped/bike traffic?				24-Nov-15	

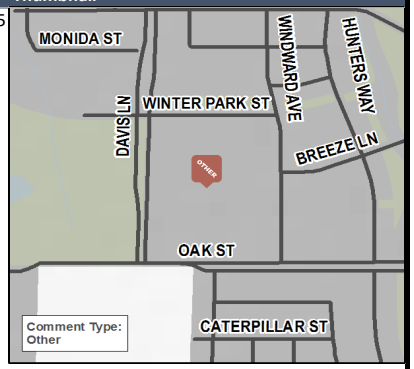
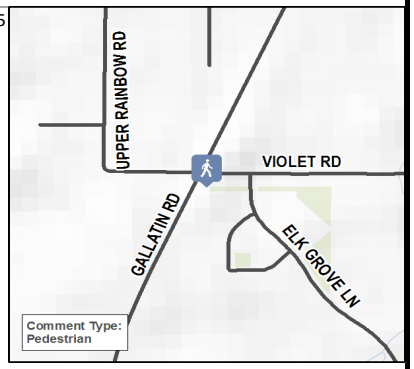
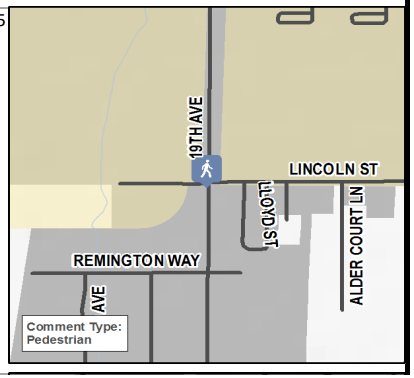
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154	132033	Bicycle	Controlled bike/ped crossings needed on Babcock. While Bozeman still has a lot of nice drivers who stop at crosswalks, as it grows this will change and Babcock will become a freeway. Also need bulbouts at several crossings, including S. Bozeman due to zero-lot lines at cleaners and parking in front of Sanderson-Stewart. Bikes and peds must venture into the travel lanes to be seen by motorists.	1	1	0	24-Nov-15	
155	132040	Automobile	Please discourage auto traffic from cutting through this neighborhood to avoid the baxter-davis intersection. Speed bumps, increased patrols, and signs could help.	0	1	1	24-Nov-15	
156	132041	Automobile	Connecting griffin to Baxter over or under I-90 would relieve traffic (including busy ski traffic) on oak, the frontage road, and N 7th.				24-Nov-15	

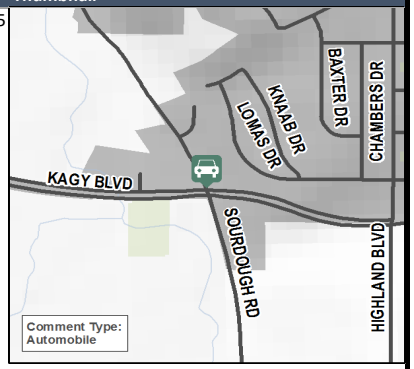
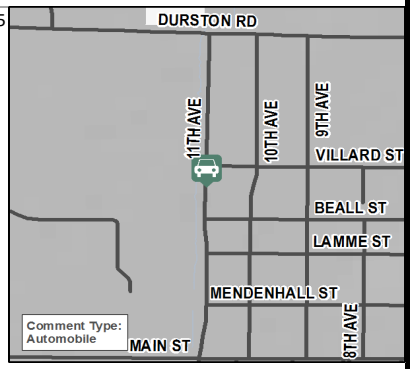
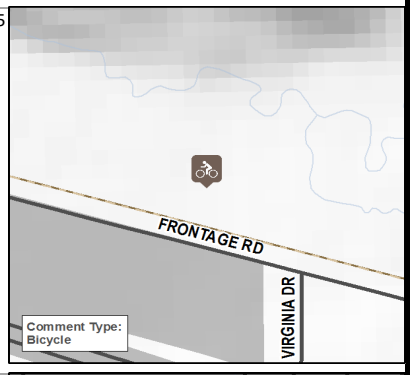
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
157	132042	Automobile	Add turn lanes at westbound oak and N 7th. People regularly form more lines than there are actual lanes here. Traffic exiting Wal mart can be a problem around 5 PM.				24-Nov-15	
158	132074	Automobile	add round-about to slow traffic and allow cross traffic to enter highway on heavy Bridger Bowl traffic days	0	1	1	25-Nov-15	
159	132111	Automobile	People drive much too fast on north south routes like Meagher and Yellowstone from Durston to Babcock. North of Durston east west traffic have stop signs onto Meagher and Yellowstone, but south of Durston there are no stops for east west traffic making those intersection uncontrolled, but people do not drive cautiously yielding to he right of way which results in accidents. Traffic north and south needs to be slowed to prevent accidents.	1	1	0	29-Nov-15	

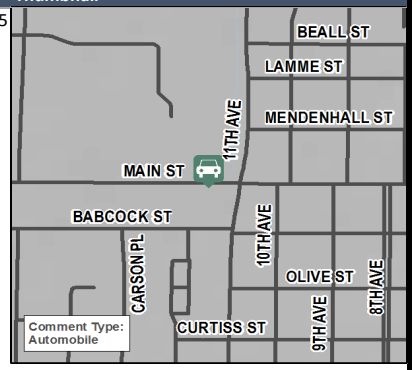
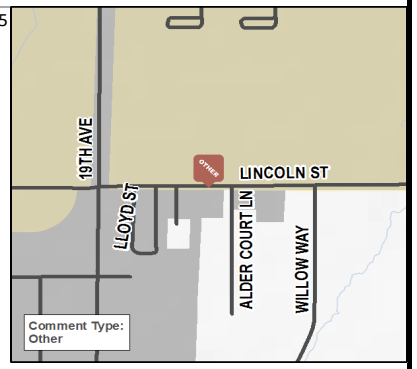
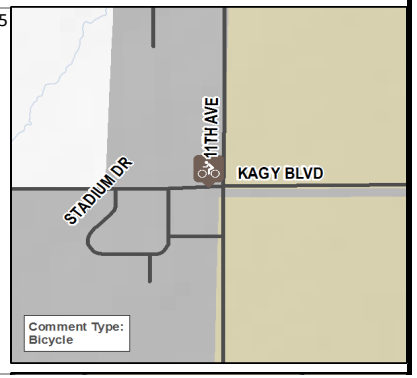
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
160	132151	Automobile	Durston west bound, east of 19th needs to be engineered similar to Durston west of 19th. Afternoon congestion of west bound traffic here backs up for several blocks causing delays and also makes it difficult to make left turns turns onto or from the NS streets east of the intersection. "Keep intersection clear" signs would be helpful at these intersections.				1-Dec-15	
161	132152	Automobile	21st needs to be regraded. The steep slope has resulted in my neighbor sliding into Durston traffic, and my nearly doing so every winter.	1	1	0	1-Dec-15	
162	132235	Automobile	A northbound left turn signal on S 11th at Main would greatly reduce wait time and risky left turns during evening rush hour traffic heading north and west from MSU.	1	1	0	1-Dec-15	

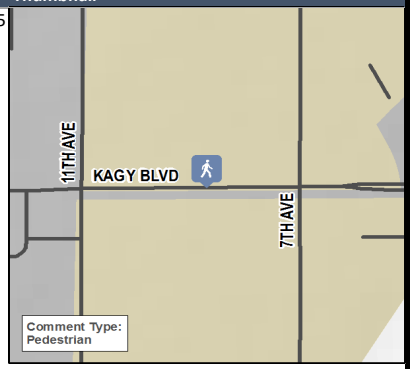
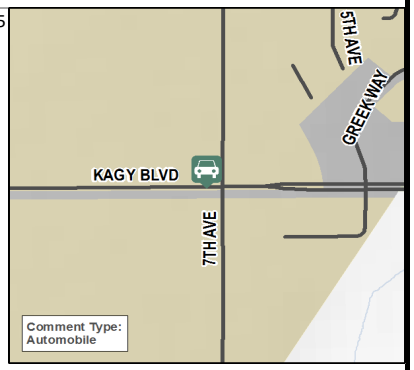
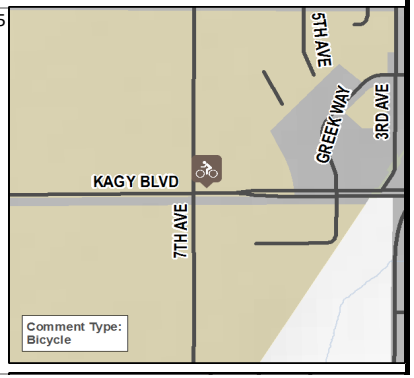
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163	132274	Automobile	The left turn lane onto the unfinished 27th Ave here is not used much. It would be better to allow continued eastbound 2 lane traffic on Oak	-1	0	1	2-Dec-15	
164	132279	Pedestrian	This cross walk, while pretty to the eye, is not effective. Drivers rarely stop for pedestrians, as they do not recognize the faux brick as a formal crosswalk. As busy as the courthouse is, this intersection needs to protect pedestrians with a "real" crosswalk.				2-Dec-15	
165	132282	Pedestrian	The distance between places to cross is over 1 mile. there needs to be a safe way for residents/children to cross Huffine without traveling 2 miles out of their way.	2	2	0	2-Dec-15	

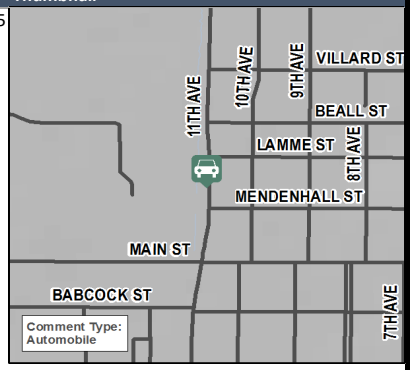
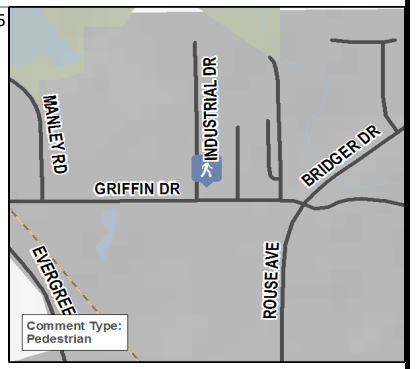
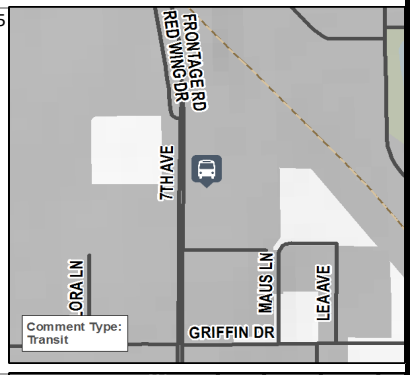
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166	132283	Pedestrian	We need to connect these subdivisions with safe ways to cross the road.				2-Dec-15	
167	132284	Pedestrian	A safer way to cross the road is needed here.	2	2	0	2-Dec-15	
168	132323	Automobile	West bound Cars that are trying to turn into this MSU lot, especially at 0800-1000 cause back up behind them because of the large # of east bound coming in.				2-Dec-15	

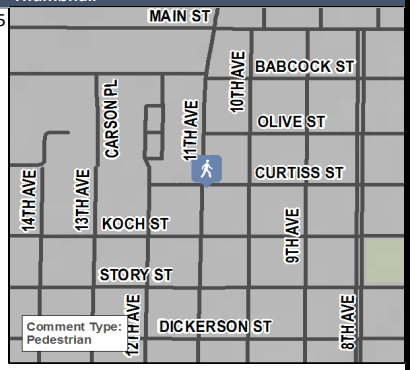
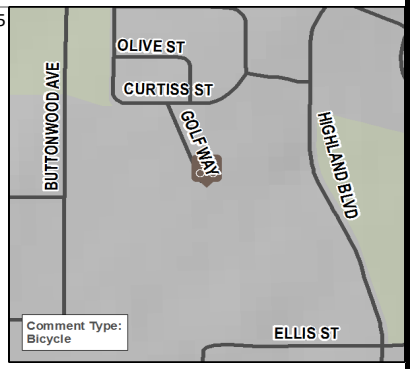
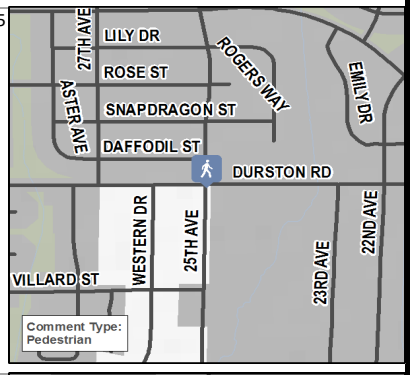
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169	132405	Other	I would love to see a commercial area built near 100 acre park. Added restaurants/bars/shops on this end of town would ease traffic from all the new developments to downtown commercial areas.	2	2	0	2-Dec-15	
170	132406	Pedestrian	There needs to be a safe way to cross this road and connect the subdivisions for pedestrians.	1	1	0	2-Dec-15	
171	132448	Pedestrian	Pedestrian crossing issue: housing to west connecting to MSU, significant ped demand, difficult crossing (5 lanes high speed)				3-Dec-15	

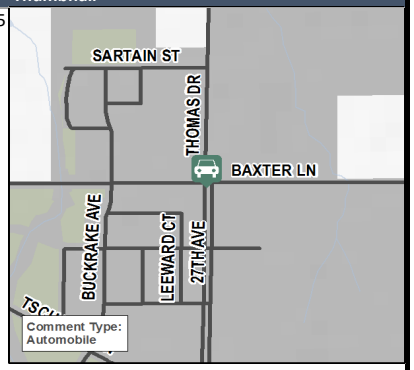
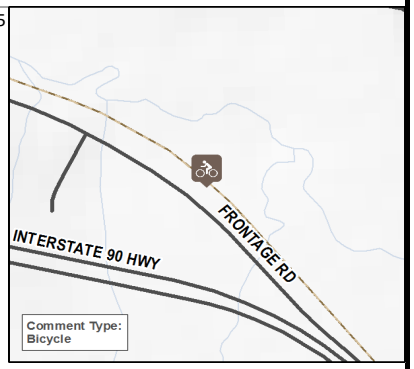
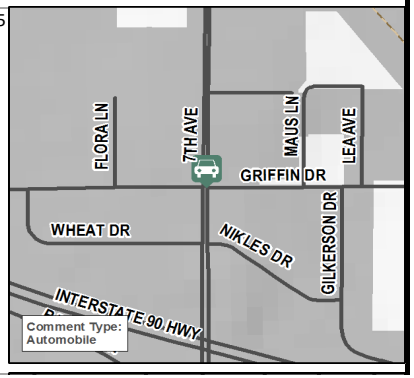
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172	132453	Automobile	I cross this intersection twice per day, sometimes I have to wait several minutes to safely cross and often see very dangerous maneuvers by drivers who are trying to cross during a very tight gap in traffic. With a combination cars, bicyclists, and runners training on the hill during the afternoon hours, this intersection is in desperate need of a signal or roundabout.	2	2	0	3-Dec-15	
173	132479	Automobile	The absence of designated drop off/pick up area for students at the BHS front entrance is a true hazard; students are forced to interact with cars as they attempt to get to school; this is a frightening and unsafe situation.	3	3	0	6-Dec-15	
174	132500	Bicycle	Extend shoulder from Bozeman to Kelly Canyon. This is an increasingly popular ride.				7-Dec-15	

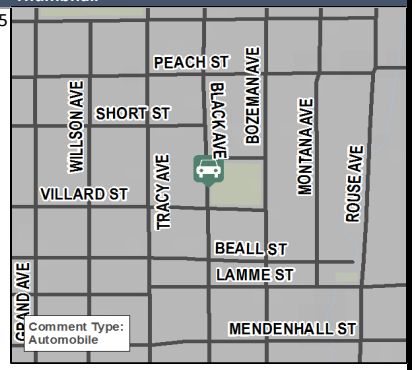
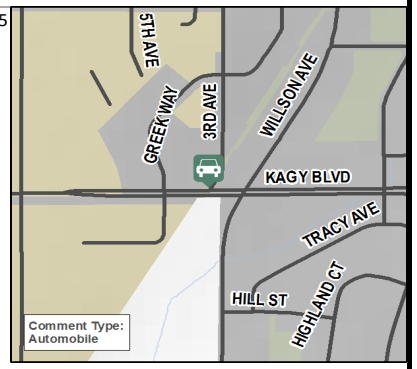
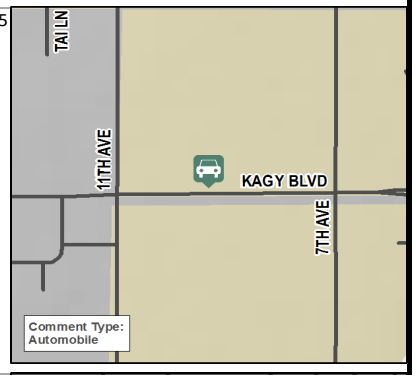
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175	132526	Automobile	I know it has already been said, but a left turn signal here is greatly needed. There is a high influx of traffic on 11th and it makes it extremely difficult for vehicles to make a left turn. This also concerns me because students drivers often take this route to get to the highschool and being forced to wait for three or more lights to pass before one can turn left increases the problem of running red lights. This is also dangerous in the winter because of potential sliding which only backs up traffic of 11th even further.				7-Dec-15	
176	132527	Other	MSU should direct out of town buses to use West Lincoln instead of trying to turn left off of Kagy.				7-Dec-15	
177	132528	Bicycle	Cyclers should be ticketed for pushing the crossing lights instead of waiting for traffic like they should.	0	1	1	7-Dec-15	

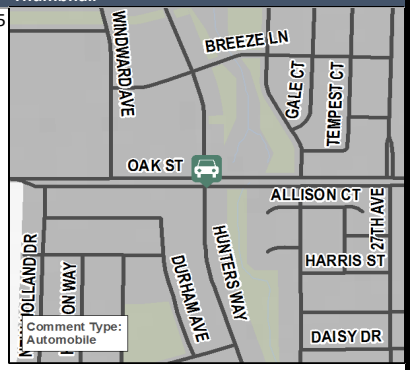
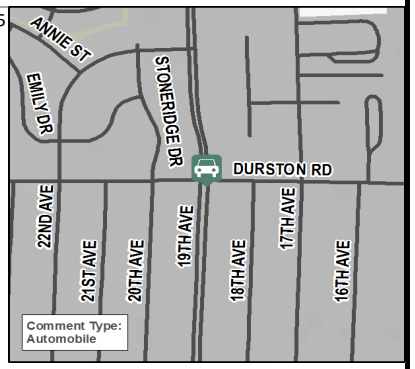
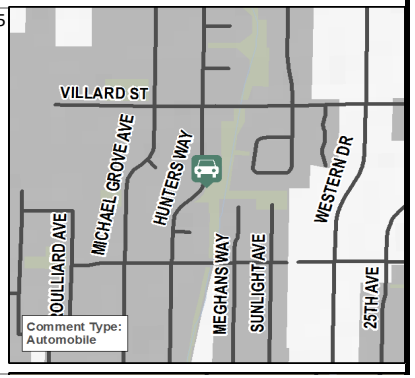
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
178	132529	Pedestrian	Need a tunnel or bridge across Kagy. Constant cross signal causes gridlock at busy times.	3	3	0	7-Dec-15	
179	132530	Automobile	If nothing else need a left turn lane long enough for 20 cars.				7-Dec-15	
180	132531	Bicycle	People on bikes are not pedestrians. They should not be using the crossing lights,it just messes up traffic even more.	-2	0	2	7-Dec-15	

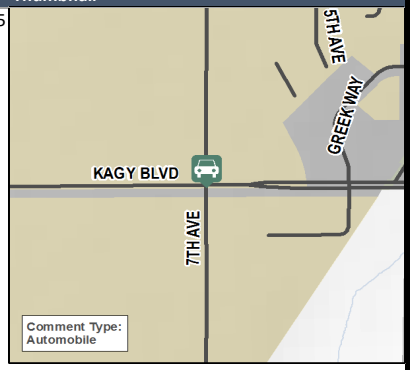
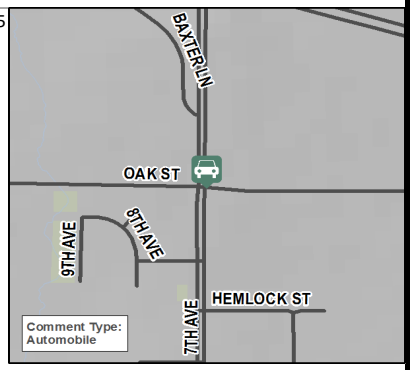
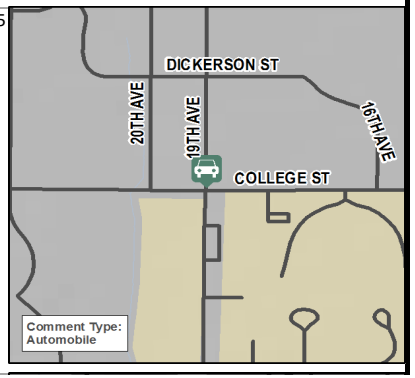
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
181	132657	Automobile	The City-owned parking lot used by BHS teachers is problematic, given that school bus pick up and drop off also takes place in this location; as a result, cars (usually parked), kids and buses interact.	1	1	0	8-Dec-15	
182	132682	Pedestrian	Lighted and safer walking for Warming Center residents.				8-Dec-15	
183	132683	Transit	Public transit to Alcohol and Drug Services, many people can't drive to those services.	1	1	0	8-Dec-15	

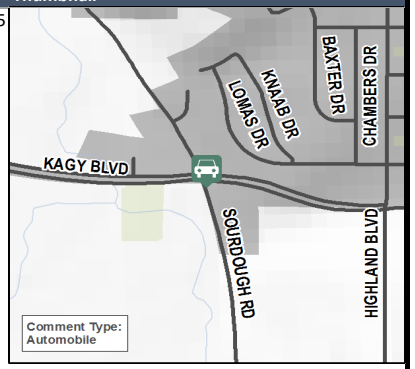
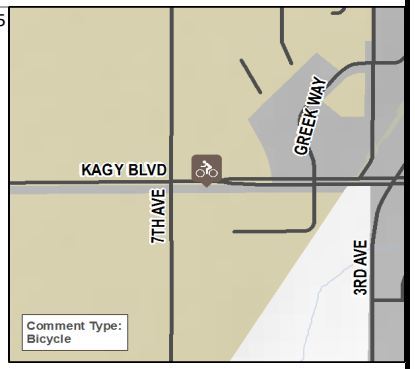
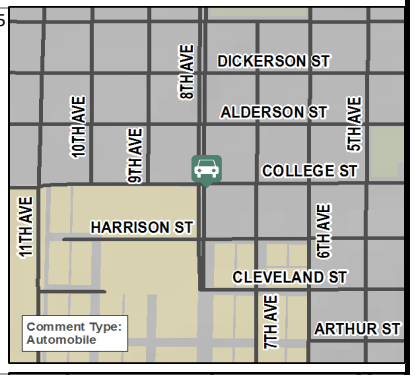
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184	132744	Pedestrian	There is no street light at the intersection making it very difficult to see pedestrians. there are several such intersections on 11th and even the ones with street lights, there is not enough light.				10-Dec-15	
185	132745	Bicycle	This could be a great bicycle connection with simple changes such as widening the opening in the gate and plowing the existing pavement.	1	1	0	10-Dec-15	
186	132752	Pedestrian	A button to activate "strobe-like flashing" would greatly improve safety for kids going to-and-from school. Flashing lights "prior" to crossing only flash during peak hours, and are largely ignored by drivers. (The school crossing on Peach St., near Whittier school has one of the buttons I am trying to describe.)				10-Dec-15	

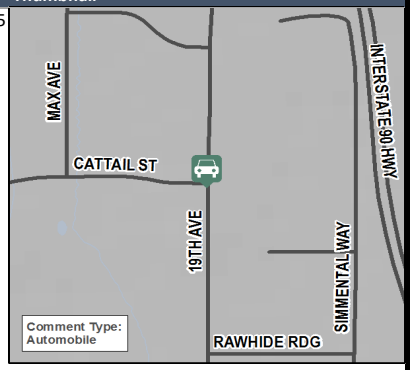
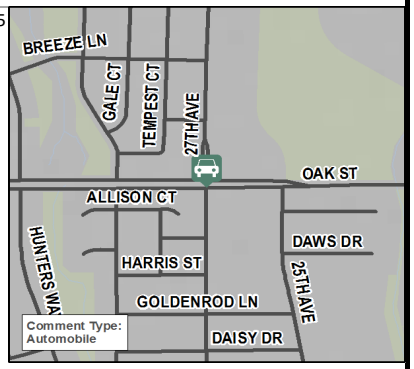
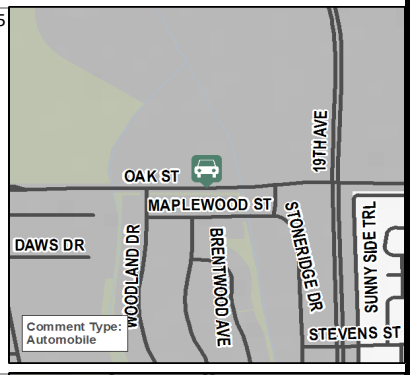
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187	132788	Automobile	Only half of this road is open for transportation. I live int his area and am surprised that there aren't more accidents here with people turning into the wrong lane.				11-Dec-15	
188	132799	Bicycle	How about a trail from here along the freeway to connect Trail Creek. Outside of this plan but would be great.				11-Dec-15	
189	132815	Automobile	Time lights to better control the traffic back-up on W. Griffin at 5pm.				11-Dec-15	

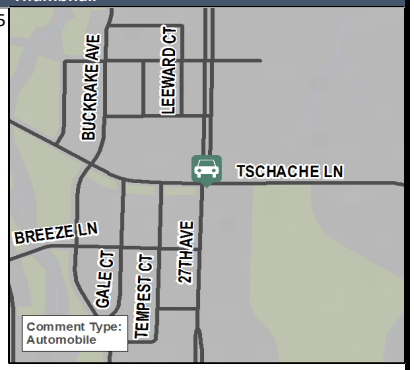
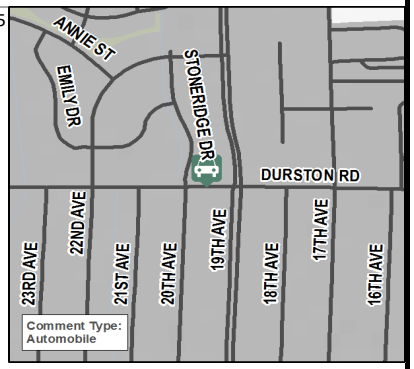
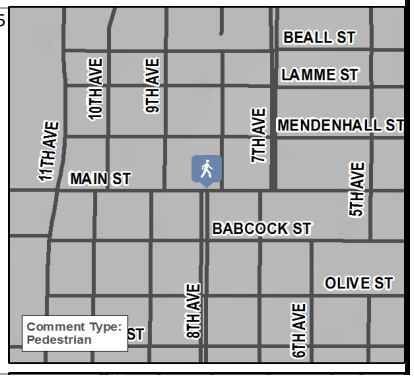
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
190	132851	Automobile	Add speed control measures on Black and Bozeman at Beall Park. 15 mph speed limit btwn 8a and 8p is not adhered to.				12-Dec-15	
191	132856	Automobile	Dedicated right turn lane from Wilson to Kagy would decrease queue waiting to cross Kagy at rush hours				13-Dec-15	
192	132857	Automobile	Dedicated right turn lane into Breeden parking lot. during rush hour queue to cross 11th extends east past lot entry				13-Dec-15	

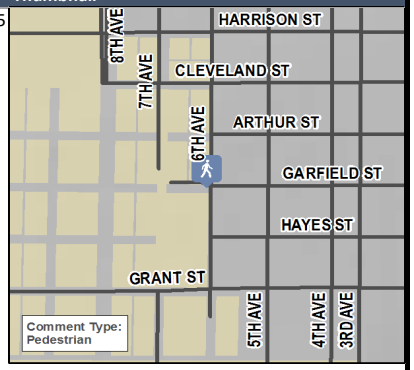
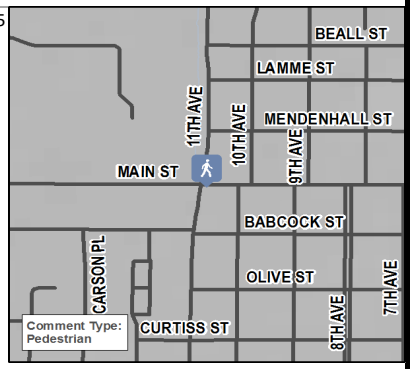
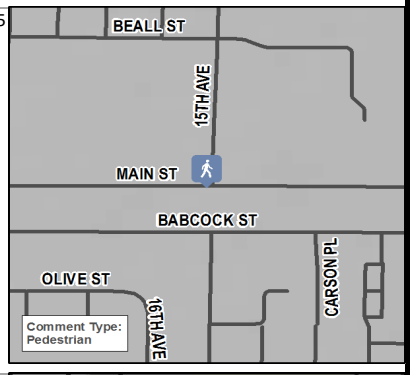
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
193	133228	Automobile	too many vehicles trying to go in too many directions - we need a more controlled intersection here before something tragic happens	0	1	1	15-Dec-15	
194	133229	Automobile	people drive way too fast on this street endangering anyone slowing down to turn onto a side street; everyday is a rear-ending waiting to happen				15-Dec-15	
195	133230	Automobile	why are vehicles allowed to park on this curve - I totally avoid this street unless I'm driving really early in the morning				15-Dec-15	

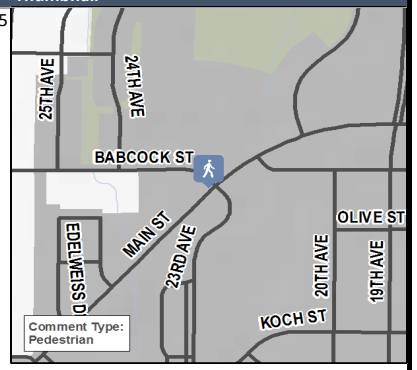
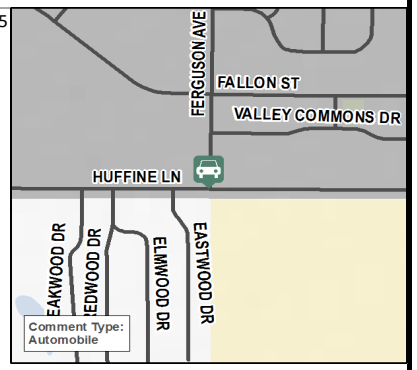
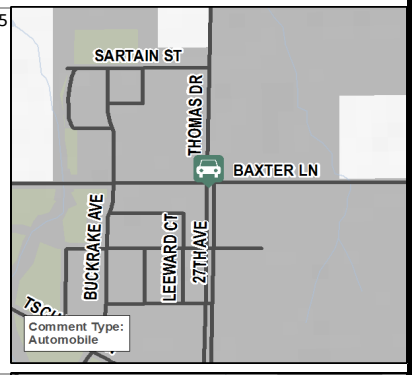
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196	133231	Automobile	WHY IS THERE NO TURN LANE TO GO TO THE ONLY PAY PARKING LOT AND OTHER PARKING AREAS ON CAMPUS??? This is so dangerous in winter I am forced to traverse campus traffic	1	1	0	15-Dec-15	
197	133232	Automobile	we need 4 real lanes here (westbound on Oak at N 7th) not just a shared keep straight or turn north onto N 7th lane				15-Dec-15	
198	133233	Automobile	please get rid of the vegetation and other visual clutter at this intersection - there's no way to see now if you can turn left on red (northbound onto 19th from westbound College)				15-Dec-15	

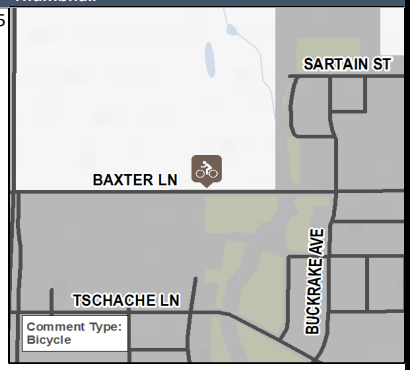
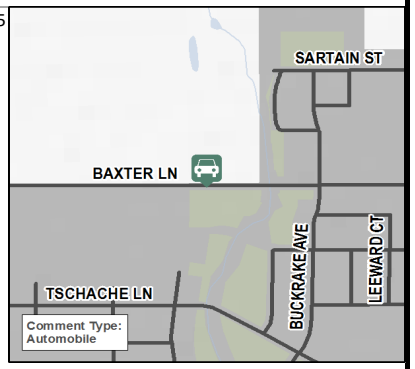
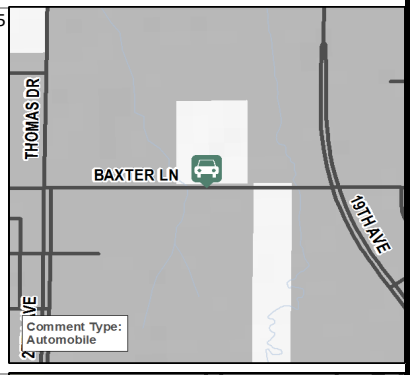
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199	133234	Automobile	people wanting to leave Church south of Kagy appear to have a death wish - maybe this intersection needs a light?				15-Dec-15	
200	133235	Bicycle	why a bicycles using the strobe light crossing intended for pedestrians? why should I be delayed driving east or west on Kagy by another bona fide vehicle?	-2	0	2	15-Dec-15	
201	133236	Automobile	this intersection could use a roundabout or traffic light	-1	0	1	15-Dec-15	

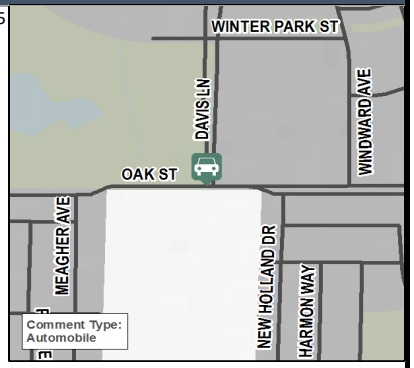
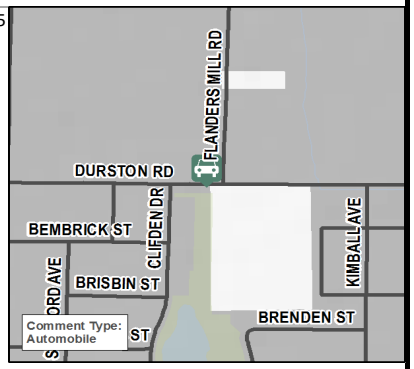
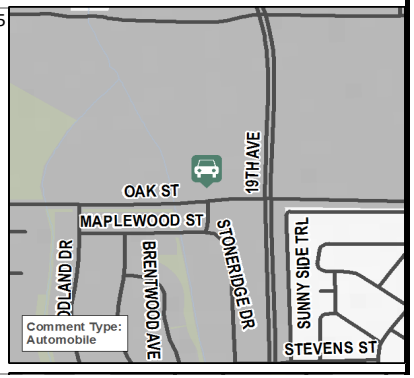
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
202	133237	Automobile	too many vehicles driving northbound on 19th turn left onto Cattail into oncoming traffic - I've had many near misses at this intersection				15-Dec-15	
203	133238	Automobile	this intersection is unacceptably dangerous - too many visual obstructions, especially when snow is piled up, and too many vehicles trying to go in too many directions in one small area				15-Dec-15	
204	133239	Automobile	westbound Oak where the lanes reduce from two to one is really dangerous and only encourages aggressive driving	1	1	0	15-Dec-15	

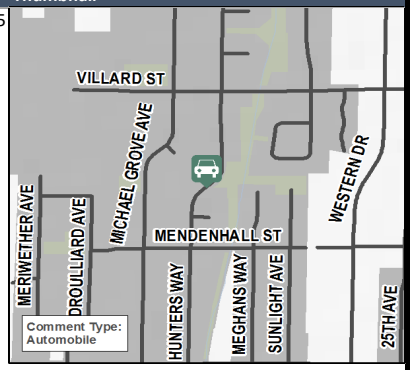
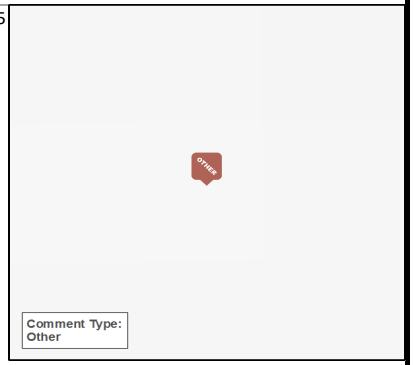
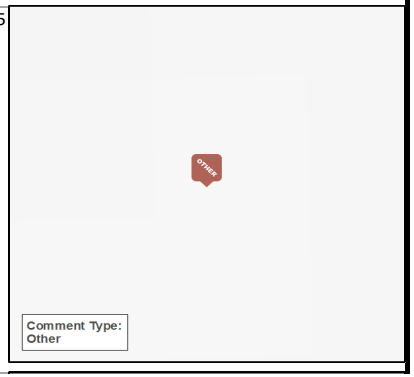
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205	133240	Automobile	what is going on with this entire stretch of N 27th - why isn't it 2 lanes north and southbound? what is up with that weird no man's land that you must pull out into to turn south or north from Tschache behind Home Depot onto 27th?				15-Dec-15	
206	133241	Automobile	why is the Holiday gas station allowed to have such a hazardous access driveway mere feet away from a major intersection with such high volume traffic? everytime I drive through here I wonder when I brake for vehicles turning into Holiday off of Durston will I get rear-ended by drivers charging through the 19th at Durston intersection? why can't people just access this gas station from Stoneridge?				15-Dec-15	
207	133406	Pedestrian	locations such as this need to have a lead pedestrian interval on the signal. Too many close calls with turning drivers and pedestrians.	2	2	0	16-Dec-15	

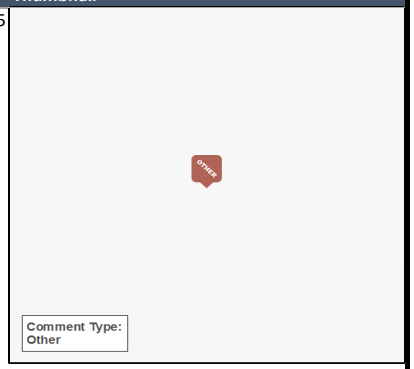
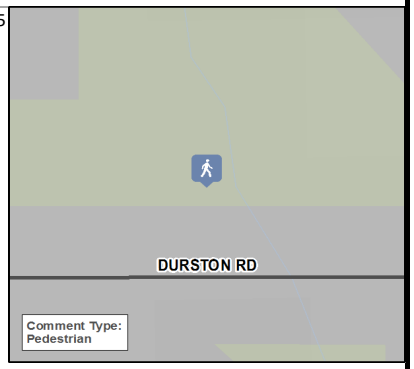
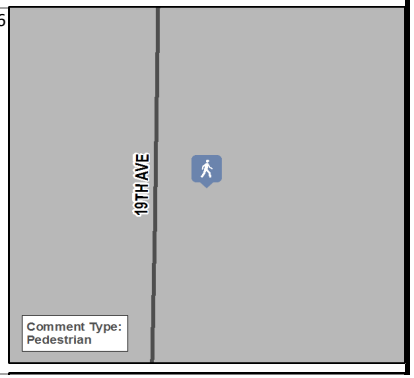
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
208	133407	Pedestrian	we need to provide an improved pedestrian crossing on Willson at Garfield and/or Grant				16-Dec-15	
209	133408	Pedestrian	we need to have lead pedestrian interval at the signals with high pedestrian volumes like this one				16-Dec-15	
210	133409	Pedestrian	lead pedestrian interval at this signal	1	1	0	16-Dec-15	

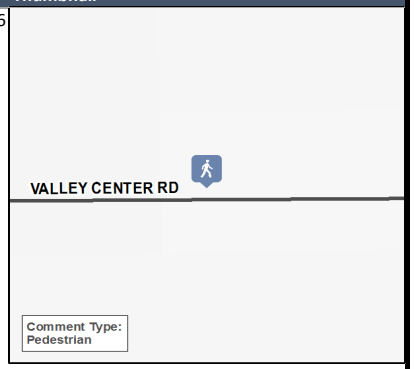
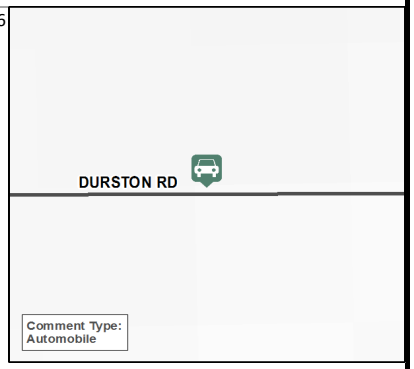
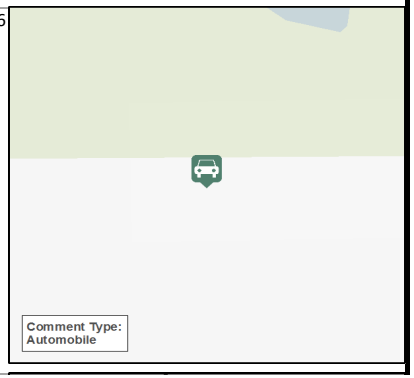
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
211	133410	Pedestrian	lead pedestrian interval				16-Dec-15	
212	134335	Automobile	Left turn lane from Huffine onto Ferguson with left turn signal.	3	3	0	17-Dec-15	
213	134336	Automobile	This road needs to be completed all the way to Oak as originally planned. Very dangerous turn from Baxter on 23rd.				17-Dec-15	

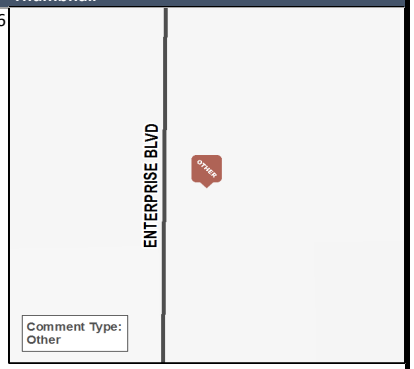
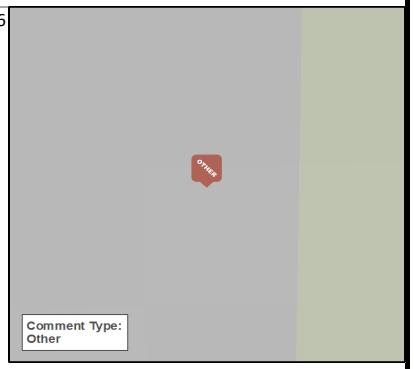
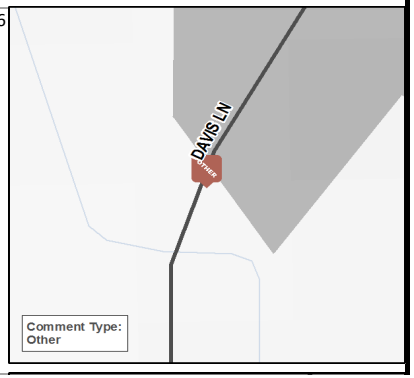
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
214	134337	Bicycle	We need a Bike Lane on the entire length from Davis to 19th.				17-Dec-15	
215	134338	Automobile	Properly Pave Baxter.				17-Dec-15	
216	134339	Automobile	Need a left turn lane into the post office when heading East on Baxter toward 19th. Would help traffic move more smoothly and avoid some near misses. really need an additional lane on the entire length of the Post Office to help people coming out of the post office as well.				17-Dec-15	

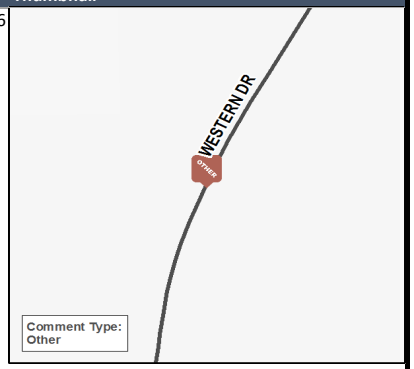
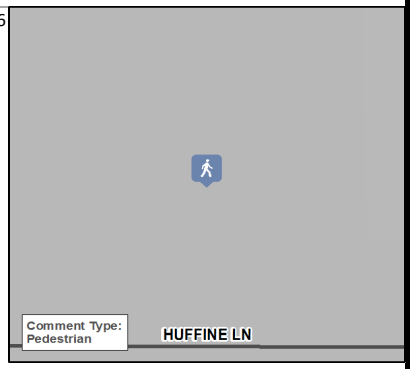
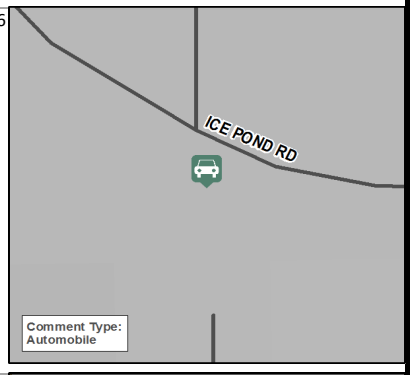
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
217	134340	Automobile	Davis and Oak, great place for a Roundabout. Very dangerous intersection at peak times.	1	1	0	17-Dec-15	
218	134341	Automobile	Need Left hand turn lane from Flanders Mill onto Durston.				17-Dec-15	
219	134530	Automobile	For those turning onto Oak Street from the liquor store/Buffalo Wild Wings, make this right turn only. Too many people are taking risks trying to make a left turn here in heavy traffic.	1	1	0	18-Dec-15	

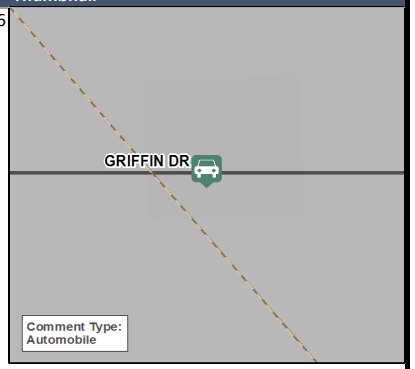
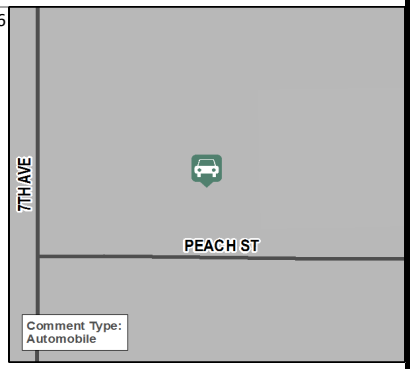
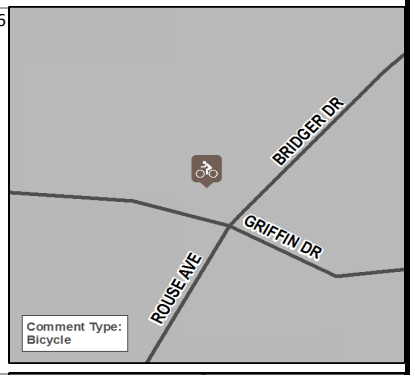
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
220	134531	Automobile	Dangerous curve; can't see oncoming traffic because of parked cars. Move the bus stop to the curve so no one can park there.				18-Dec-15	
221	134818	Other	Identify and get Commission sign-off on modeshare goals for the future.				22-Dec-15	
222	134819	Other	Set "no new roadways" goal for a defined year sometime in the future.				22-Dec-15	

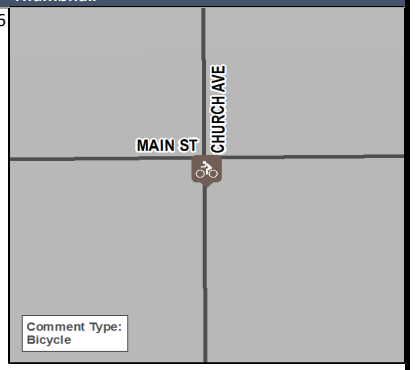
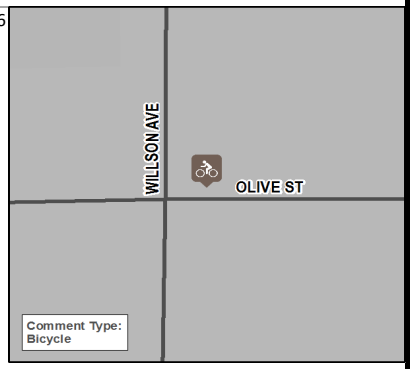
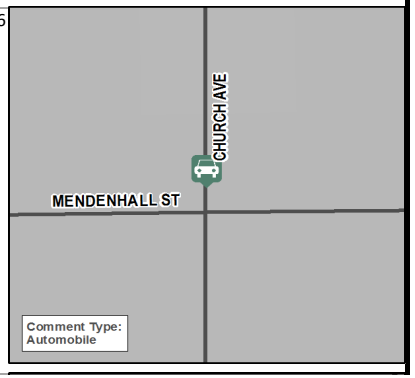
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
223	134820	Other	Determine how to lock Gallatin County into partnering on next Trans Plan (e.g. 2022).				22-Dec-15	
224	135138	Pedestrian	Add a crosswalk to connect the trail sections				31-Dec-15	
225	168885	Pedestrian	The car dealer should not be using the paved path as an auto show room.				9-Jan-16	

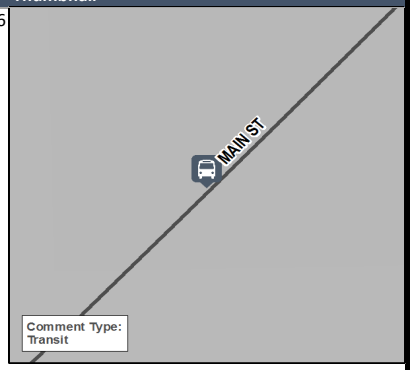
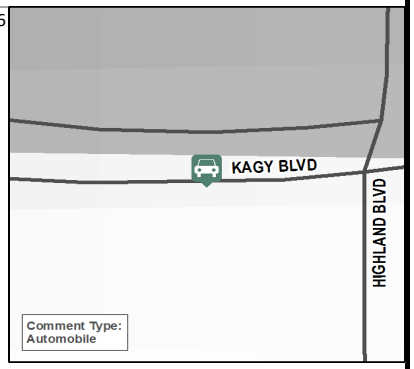
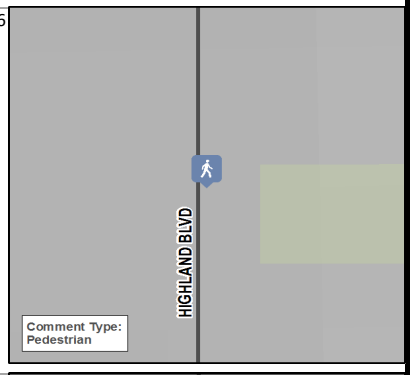
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
226	168886	Pedestrian	Curb walks are nearly useless in the winter. MDT should never install one again. Set them back to give the snow a place to go. It is very hard to remove snow from the sidewalk after the snowplow has buried it. Isn't this an ADA violation to have unpassable sidewalks?	1	1	0	9-Jan-16	
227	168887	Automobile	The County should be paying money for street improvements in Bozeman and Belgrade. It is unfair for municipal residents to be paying for the services used by others.				9-Jan-16	
228	168888	Automobile	School District should pay their share for Cottonwood and Oak Street. Their users are from a much larger area than just the City. It is unfair for city residents to be paying to build streets and the county residents don't when they are going to the same school.	0	1	1	9-Jan-16	

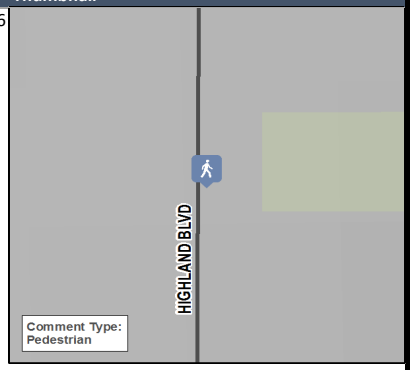
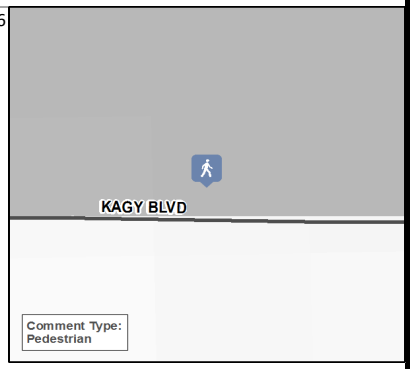
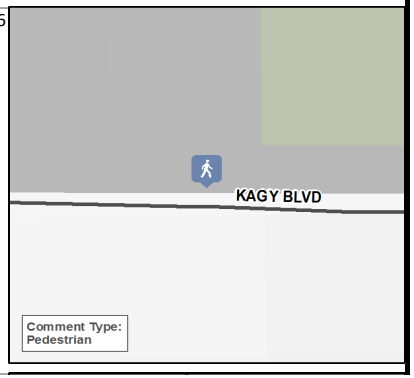
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
229	168889	Other	Annex this area. Multinational corporations should be paying their share for the streets they drive on and the facilities their employees use in the City.	2	2	0	9-Jan-16	
230	168890	Other	The County should build their share of Ferguson, Oak, and Vaquero now!	1	1	0	9-Jan-16	
231	168891	Other	The street signs at intersections need to be large enough to be seen in time to slow down and turn. Especially when they are not lit like Davis/Valley Center.				9-Jan-16	

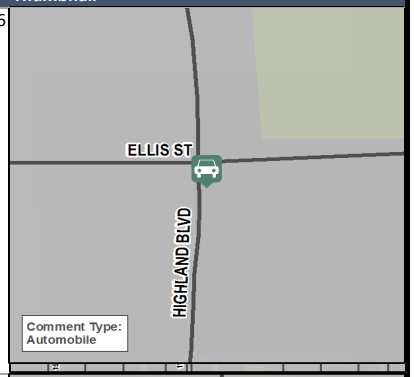
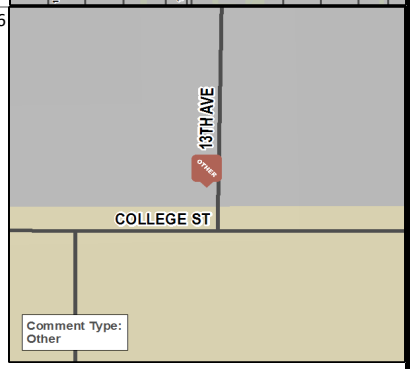
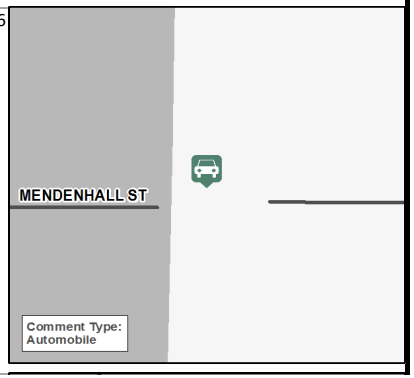
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
232	168892	Other	Annex this and other "pockets" in the city and get streets upgraded to City standards.				9-Jan-16	
233	168893	Pedestrian	Great job Bozeman in getting a continuous connection from West Bozeman to MSU for peds/bike. Continue links esp East to West.				9-Jan-16	
234	168895	Automobile	open a connection from S. Rouse to Ice Pond Road.	-1	0	1	9-Jan-16	

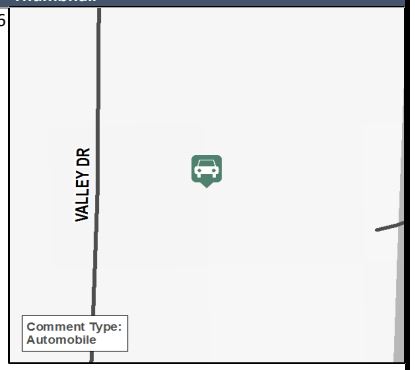
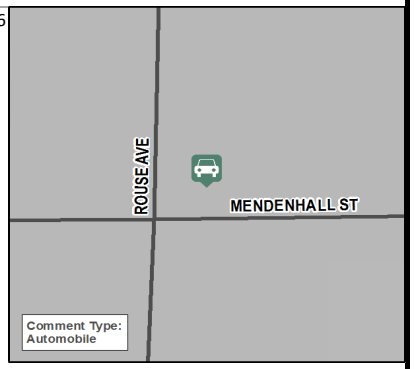
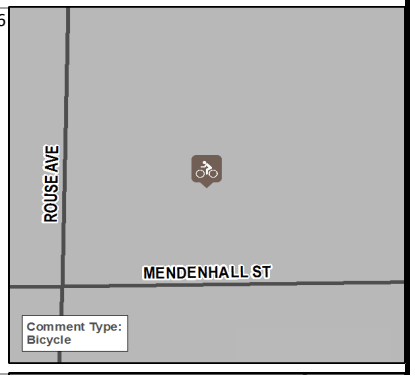
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
235	168896	Automobile	Needs a way to keep Griffin Open when trains are running.				9-Jan-16	
236	168897	Automobile	Add right turn lane from Peach to N 7th.	1	1	0	9-Jan-16	
237	168917	Bicycle	When trying to cross Rouse on a bike, this signal does not recognize a bike and refuses to change.	1	1	0	12-Jan-16	

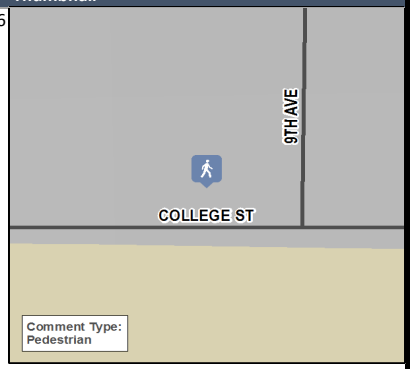
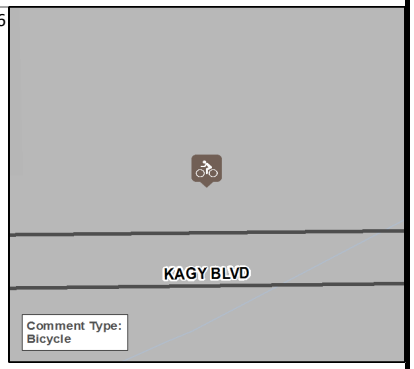
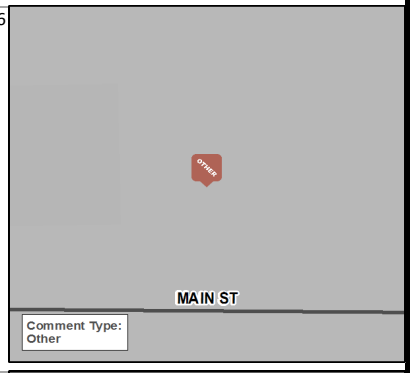
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
238	168918	Bicycle	This signal does not recognize bikes at night.				12-Jan-16	
239	168919	Bicycle	This signal does not recognize bikes, day or night. Many signals around town are problematic.	1	1	0	12-Jan-16	
240	168920	Automobile	Most days this intersection has parked cars obstructing vision. Our large cars and trucks have made intersection visibility marginal the past few years. Consider moving parked cars back a bit more from intersections to improve sightlines.				12-Jan-16	

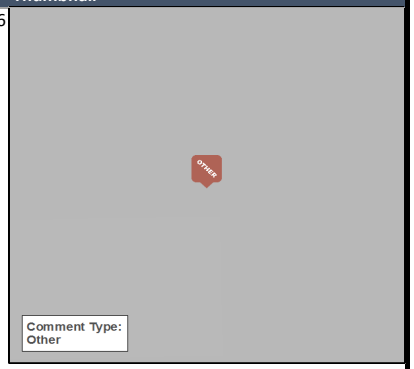
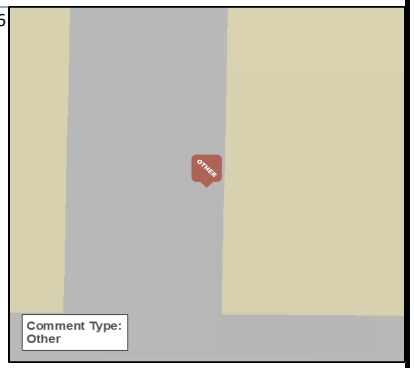
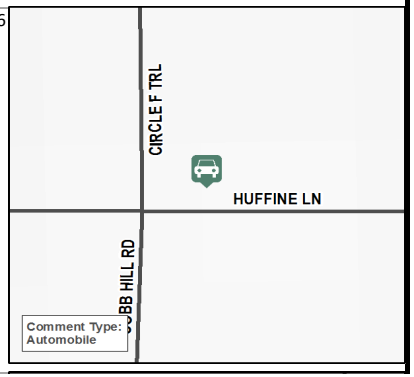
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
241	168933	Transit	The Streamline bus stop is to close to the intersection of W. Main St. and Babcock St. On several occasions a vehicle accident has almost occurred due to the bus stopping and backing up traffic. The Streamline takes up the entire right side westbound lane when stop, occasionally causing traffic to back up into the intersection. It should be moved further west of its current location.				12-Jan-16	
242	168935	Automobile	Viewing traffic from the east is difficult because of the topography; early morning sun makes it nearly impossible to track location of cars as they crest the hill.				12-Jan-16	
243	168936	Pedestrian	No safe pedestrian crossing for access to trail				12-Jan-16	

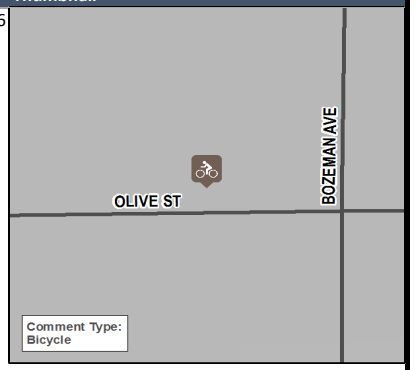
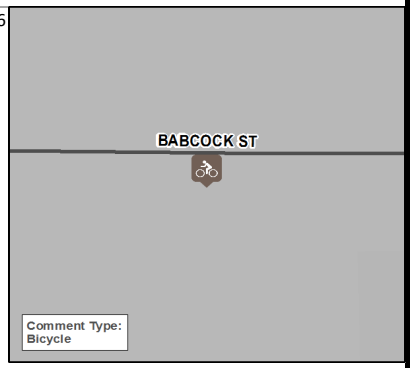
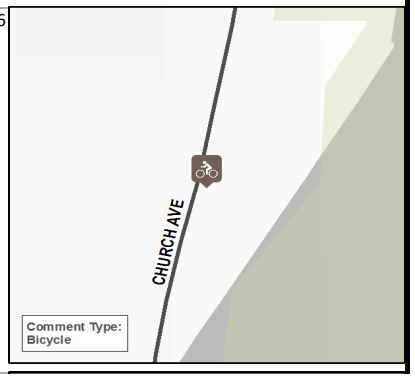
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
244	168937	Pedestrian	No safe pedestrian crossing for access to park				12-Jan-16	
245	168938	Pedestrian	No ROW or room for SAFE pedestrian access to Bozeman Trail; I've seen cars having to swerve into the other lane to avoid walkers/hikers.				12-Jan-16	
246	168939	Pedestrian	Need safe pedestrian crossing here and all along Kagy to Highland				12-Jan-16	

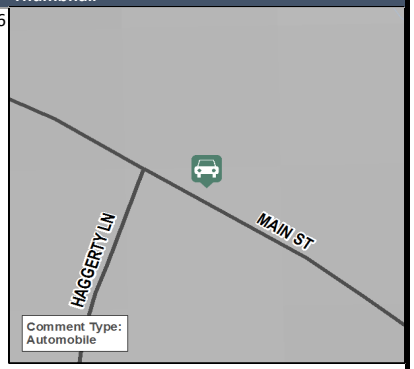
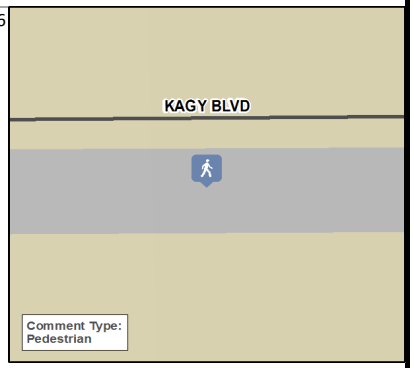
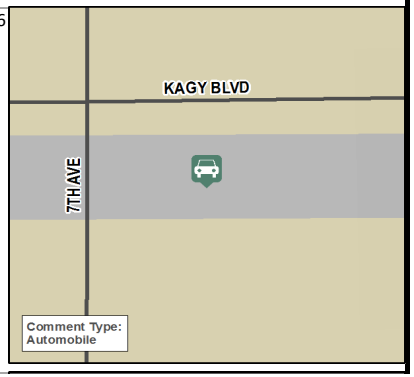
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
247	168940	Automobile	Need roundabout to allow vehicles exiting and entering hospital site; too congested at 8-9 AM and 4-5:30 PM				12-Jan-16	
248	169379	Other	Need overhead light at this intersection. It is a marked crosswalk but is often hard to see pedestrian approaching from the north.				24-Jan-16	
249	169380	Automobile	Connect this missing gap in Mendenhall.	1	1	0	24-Jan-16	

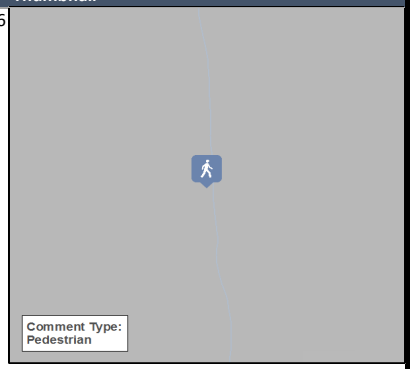
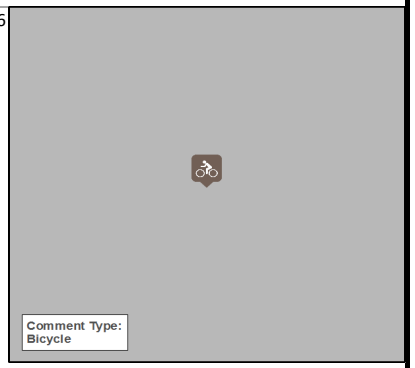
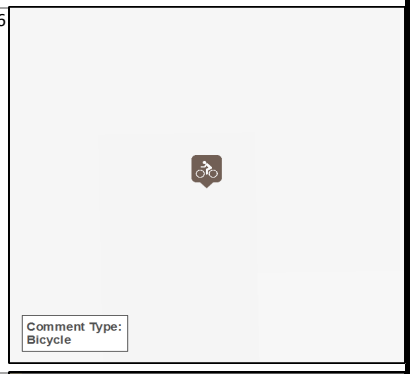
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
250	169381	Automobile	Connect this portion of Mendenhall to Valley Drive.				24-Jan-16	
251	170001	Automobile	This light is not timed well for westbound traffic on Mendenhall at Rouse. Way too short green light, letting only a few cars or bikes through during the green cycle. The Rouse green and walk signal is sometimes on for a long time when there are no cars or pedestrians in the intersection. I am afraid this may motivate speeding in a school zone just to get through before the light changes again.				31-Jan-16	
252	170002	Bicycle	I don't think this signal recognizes bikes.				31-Jan-16	

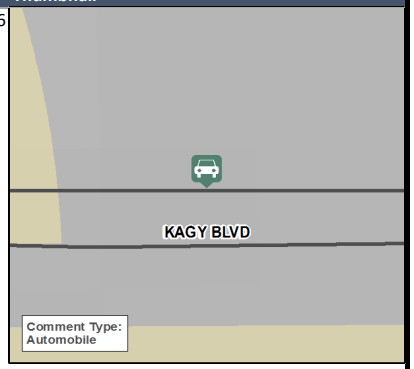
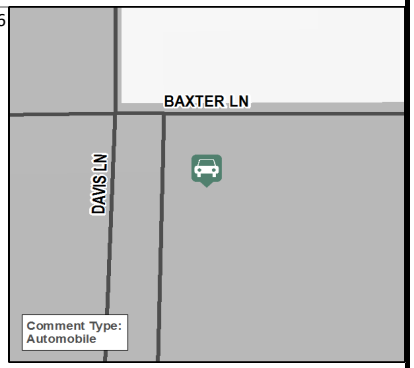
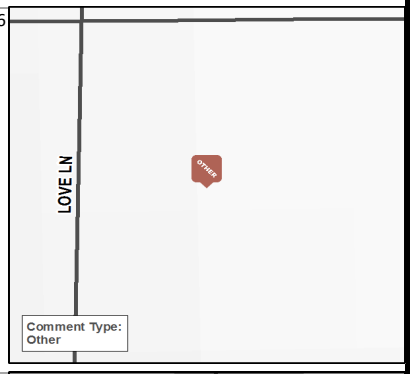
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
253	170005	Pedestrian	This is a hideous street for walking especially in the winter. I have no idea how someone with a disability might navigate College between 8th and 11th. Please help improve this section of roadway. Tons of foot traffic here.	2	2	0	31-Jan-16	
254	170074	Bicycle	Seems like an bike/pedestrian underpass here, where Middle Creek Ditch passes under Kagy, or farther east at Sourdough, would help with north-of-Kagy neighborhood kids getting to Sacajawea and neighborhoods south of Kagy. Boulder, Colo. pedestrian/bike underpasses work because they run right along a creek (which also helps with flood control...).				1-Feb-16	
255	170080	Other	The City, the School District and Streamline need to work together to address traffic, transit options and bike and pedestrian safety.				1-Feb-16	

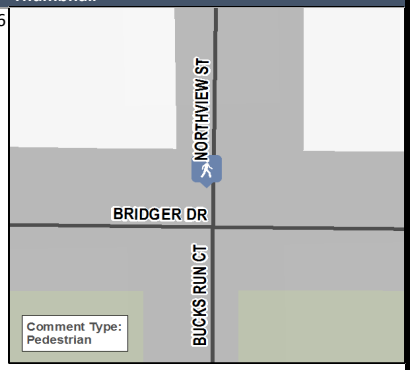
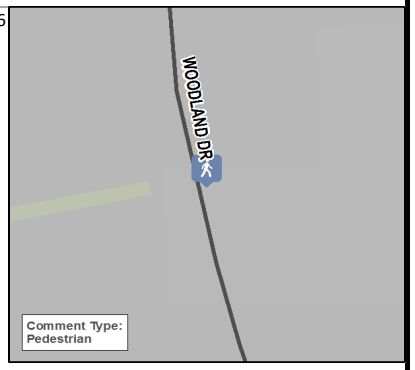
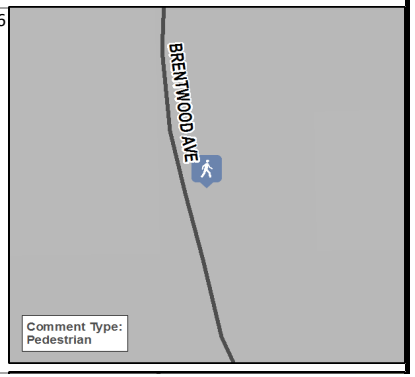
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
256	170081	Other	The City and the school district need to be working together on transportation issues related to future high school location				1-Feb-16	
257	170082	Other	The City and MSU should be coordinating and working together on issues of transportation, improving transit, and increasing opportunities to not drive to campus				1-Feb-16	
258	170947	Automobile	Need pre-warning for when light is going to turn red. Downhill / Westbound at highway speed and suddenly having Red light is hard stop.	1	1	0	6-Feb-16	

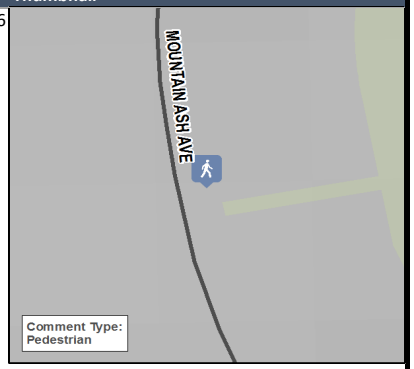
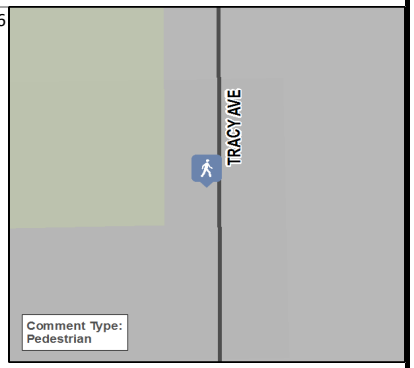
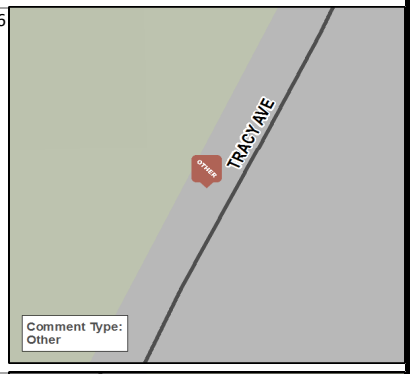
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
259	171153	Bicycle	Olive is a heavily used bike route and should be among best maintained streets, but it awful. The large bumps and potholes are genuinely dangerous.				9-Feb-16	
260	171154	Bicycle	Babcock and Mendenhall both should be 2-way roads with one direction of bike lane on each. If the city is serious about improving traffic flow and enhancing bike/ped friendliness, this should be a top priority	-1	0	1	9-Feb-16	
261	171155	Bicycle	Sourdough should be a bike priority route as it is the only bike-friendly option to go to/from trails South of town all the way to downtown or North side. Speeding should be aggressively enforced by Bozeman police and swept clean early in season (it's generally in excellent shape). Do not allow this to become a major car commuting route!	3	3	0	9-Feb-16	

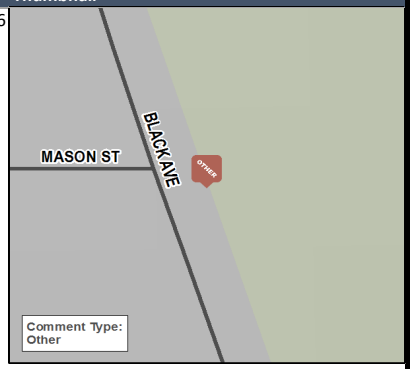
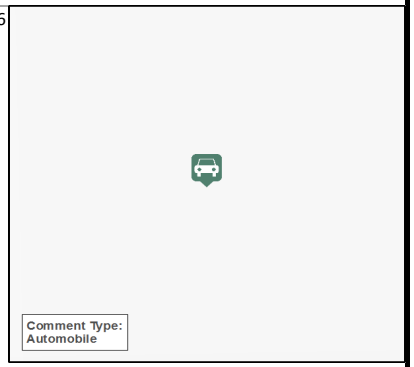
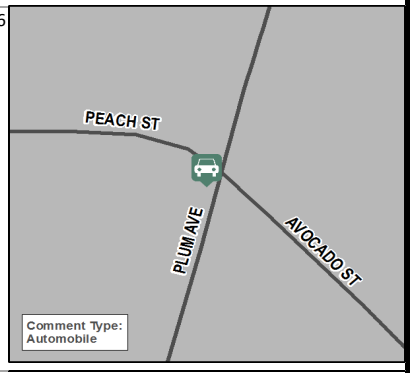
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
262	171418	Automobile	Traffic light or roundabout needed. Too dangerous trying to turn west off of Hagerty.				13-Feb-16	
263	171419	Pedestrian	Restrict crossing to intersections with traffic control or create pedestrian tunnel under Kagy.	3	3	0	13-Feb-16	
264	171420	Automobile	Add traffic control along with center turn lane which will also eliminate pedestrian crossing issues.	1	1	0	13-Feb-16	

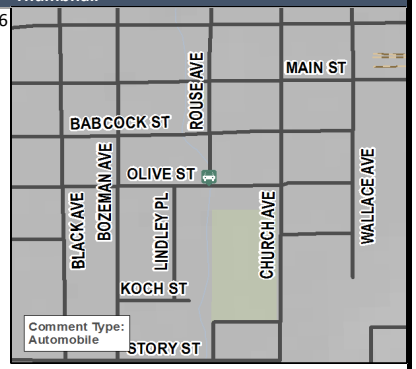
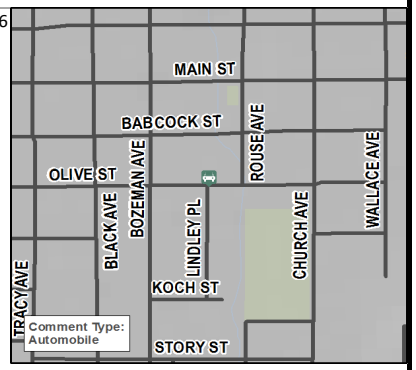
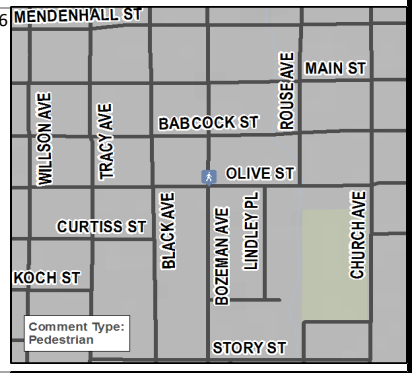
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
265	171444	Pedestrian					15-Feb-16	
266	172186	Bicycle	We need a separated multi-use bike path from Bozeman to Belgrade!	2	2	0	22-Feb-16	
267	172188	Bicycle	We need a separated multi-use path from Belgrade to Bozeman on Frontage Rd.				22-Feb-16	

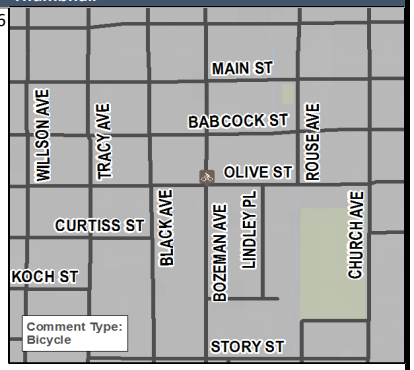
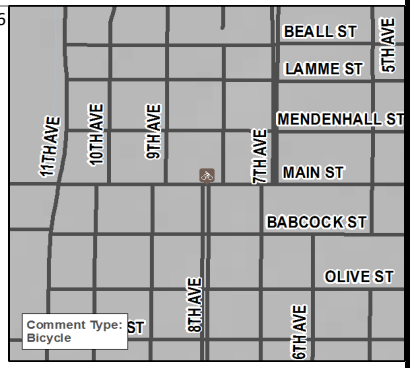
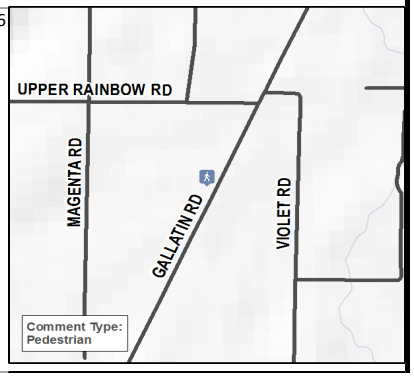
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
268	172250	Automobile	PLEASE PLEASE PLEASE don't transform Kagy into a five-lane highway cutting through MSU and S.Bozeman: Don't let traffic engineers dictate the design of our town. Make the boulevard more walkable and bike-able. Kids getting to and from Sacajawea Middle School, for instance, need easy, safe ways across this road. Five lanes puts more parents and kids in cars...	1	1	0	23-Feb-16	
269	172464	Automobile	A Round-a-bout doesn't HAVE to be centered on the roadways. Should be able to put in a circle without tearing up too much of NE corner property.				25-Feb-16	
270	172469	Other	Should NOT have hay stacked in these field corners blocking traffic view.				25-Feb-16	

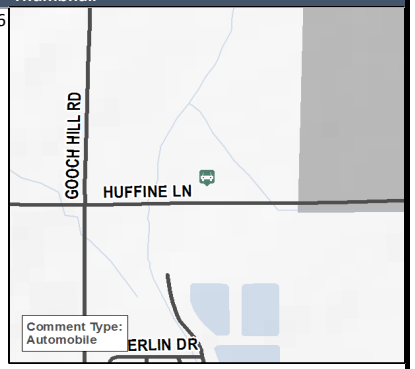
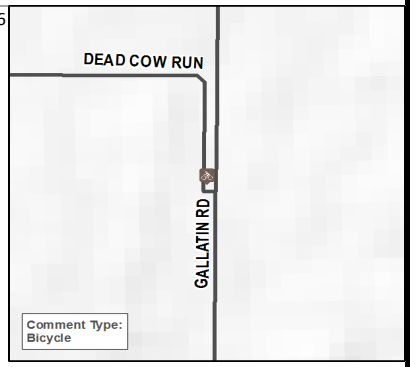
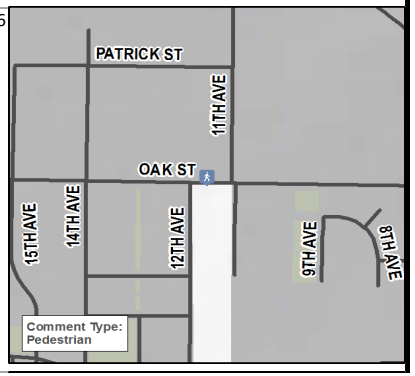
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
271	172945	Pedestrian	Add cross walk here!				29-Feb-16	
272	175032	Pedestrian	Add Curb Cuts at Concrete Trail / Sidewalk in this Neighborhood				24-Mar-16	
273	175035	Pedestrian	Add Curb Cuts at Concrete Trails / Sidewalks in this Neighborhood				24-Mar-16	

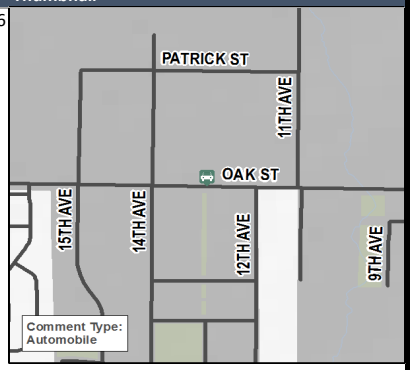
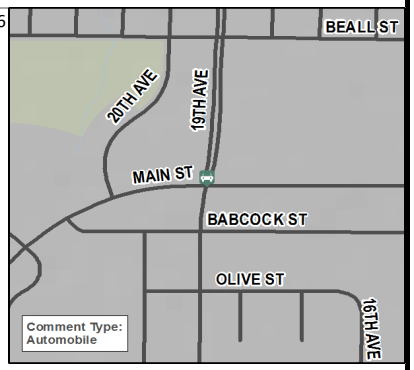
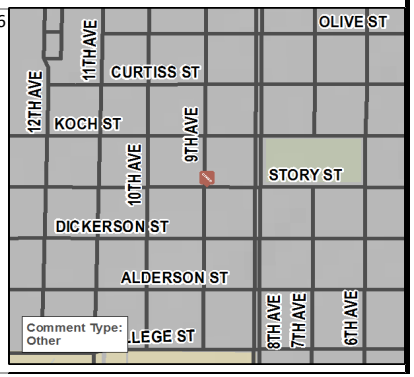
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
274	175036	Pedestrian	Add Curb Cuts at Concrete Trails / Sidewalks in this Neighborhood				24-Mar-16	
275	175611	Pedestrian	Add a curb cut to access this trail - Please!				29-Mar-16	
276	175613	Other	This City Park needs Blvd. Tree planted!				29-Mar-16	

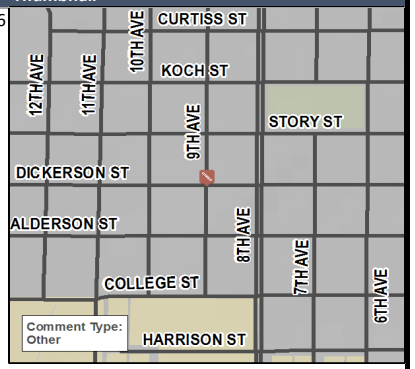
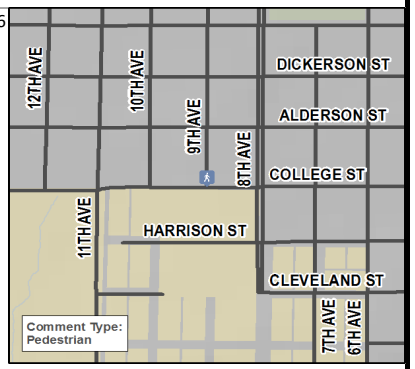
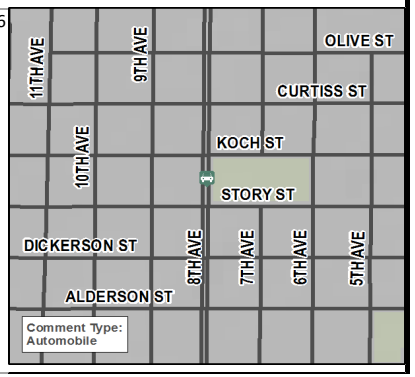
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
277	175614	Other	This City Park needs Blvd. Tree planted!				29-Mar-16	
278	176128	Automobile	A Round-a-bout doesn't HAVE to be centered on the roadways. Should be able to put in a circle without tearing up too much of NE corner property.				3-Apr-16	
279	176818	Automobile	Install stop signs and crosswalk to slow traffic and avoid incidents as vehicles turn West onto Peach from Plum.				12-Apr-16	

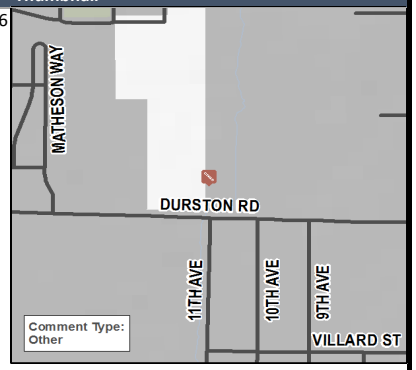
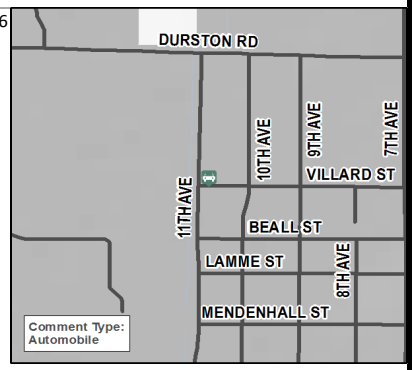
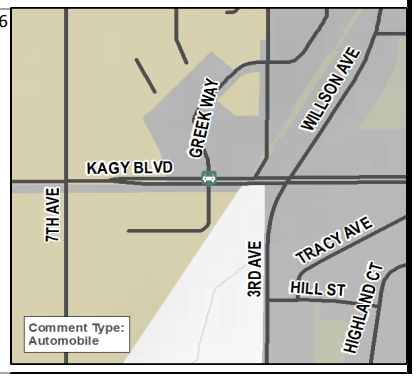
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
280	178866	Automobile	We need to evaluate traffic calming options for Olive from Church to Willson. Vehicles travel too fast, frequently endangering pedestrians crossing Olive. I have witnessed many damaged vehicles from fast moving vehicles hitting parked vehicles (mirrors broken off, sideswiping, etc). I understand Olive is slated for improvements, and think there should be consideration of traffic calming devices. People drive Olive to avoid Main and Babcock, but it is also a neighborhood street. Many of our neighbors pets have been killed on Olive. Kids riding bikes and pedestrians are ofter in serious danger.	1	1	0	5/7/2016	
281	178867	Automobile	I live on Lindley Place and walk to work downtown every day. We need to evaluate traffic calming options for Olive from Church to Willson. Vehicles travel too fast, frequently endangering pedestrians crossing Olive. I have witnessed many damaged vehicles from fast moving vehicles hitting parked vehicles (mirrors broken off, sideswiping, etc). I understand Olive is slated for improvements, and think there should be consideration of traffic calming devices. People drive Olive to avoid Main and Babcock, but it is also a neighborhood street. Many of our neighbors pets have been killed on Olive. Kids riding bikes and pedestrians are ofter in serious danger.				5/7/2016	
282	178868	Pedestrian	We need to evaluate traffic calming options for Olive from Church to Willson. Vehicles travel too fast, frequently endangering pedestrians crossing Olive. I have witnessed many damaged vehicles from fast moving vehicles hitting parked vehicles (mirrors broken off, sideswiping, etc). I understand Olive is slated for improvements, and think there should be consideration of traffic calming devices. People drive Olive to avoid Main and Babcock, but it is also a neighborhood street. Many of our neighbors pets have been killed on Olive. Kids riding bikes and pedestrians are ofter in serious danger.				5/7/2016	

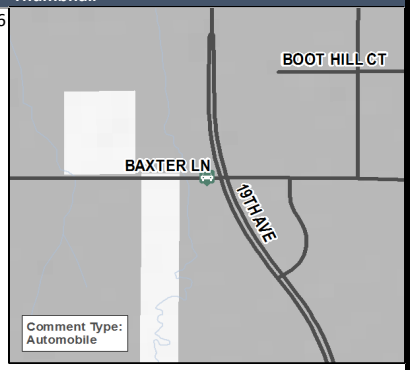
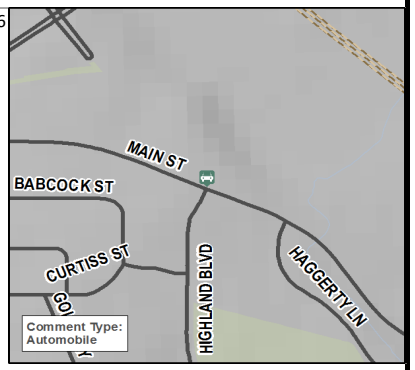
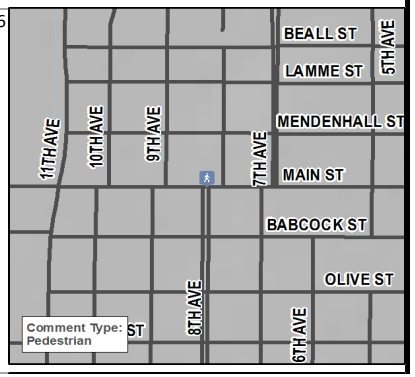
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
283	178869	Bicycle	I ride my bike on Olive often, and the road condition is terrible.				5/7/2016	
284	178927	Bicycle	The 8th Ave bike lane ends with no option for where to go on Main. When crossing from north to south bikes (and pedestrians) trying to use the pedestrian signal often end up with close calls with left-turning vehicles who simultaneously have a green turn arrow. As a biker with children in tow I am unwilling to enter traffic on Main Street to make this crossing.				5/8/2016	
285	184627	Pedestrian	Add a Walking/Bike Path for residents in the area to walk/run/bike to 4 Corners instead of driving a vehicle				5/12/2016	

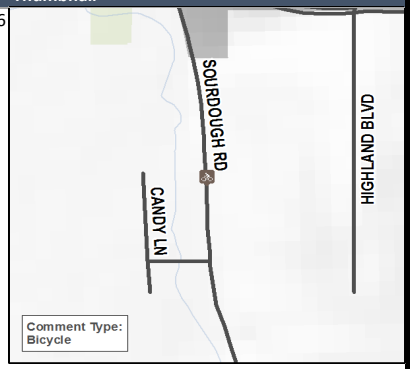
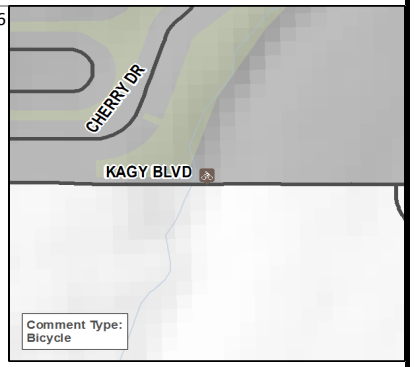
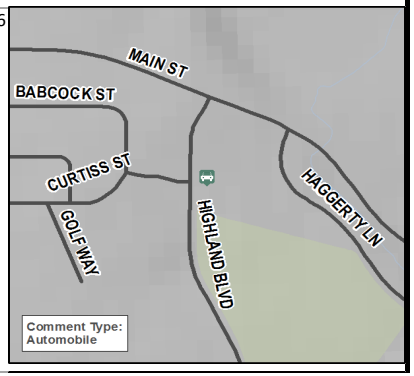
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
286	184630	Automobile	TIME TRAFFIC SIGNALS ALONG ALL OF HUFFINE DURING MOST HOURS OF DAY (late hours can be changed for side arteries to trigger signals)				5/12/2016	
287	184632	Bicycle	Bike and walking path to 4 Corners				5/12/2016	
288	184745	Pedestrian	Sidewalk ends at guardrail and restarts on the other side of guardrail forcing pedestrians to walk in bike lane around guardrail				5/12/2016	

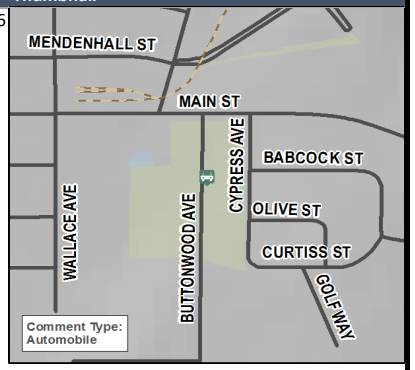
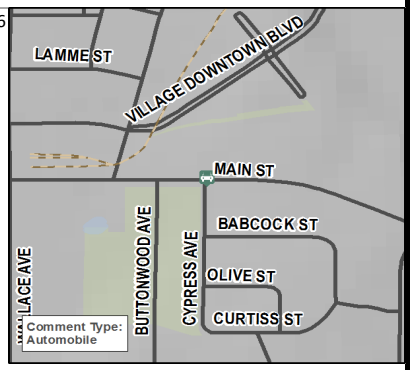
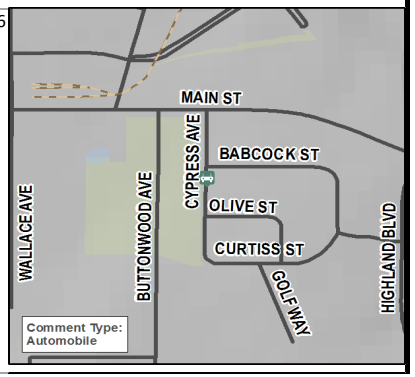
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
289	184746	Automobile	Automobile traffic along this section of Oak is too fast. Why does the speed limit increase for such a short section of road?				5/12/2016	
290	184747	Automobile	A roundabout would be an improvement at this intersection much like Shiloh Road in Billings.				5/12/2016	
291	184748	Other	Can we get a stop sign here? People speed up and down the street and I've seen a half dozen accidents at this intersection.				5/12/2016	

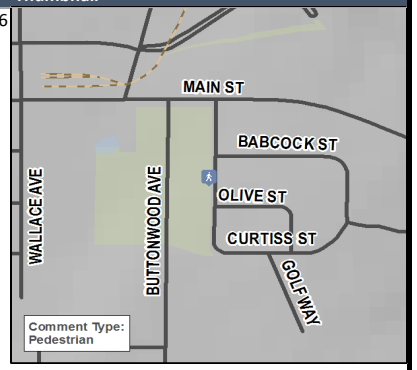
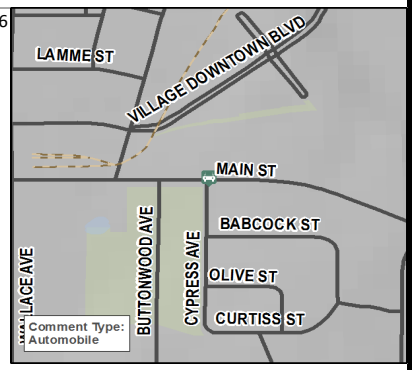
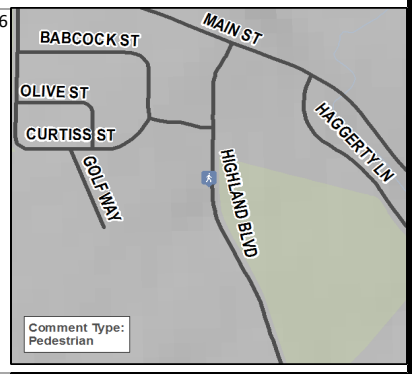
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
292	184749	Other	A stop sign here would be good to reduce speeds around Irving School	1	1	0	5/12/2016	
293	184750	Pedestrian	People cross at this intersection. Put in a crosswalk.				5/12/2016	
294	184751	Automobile	Enforce the speed limit along 8th ave.				5/12/2016	

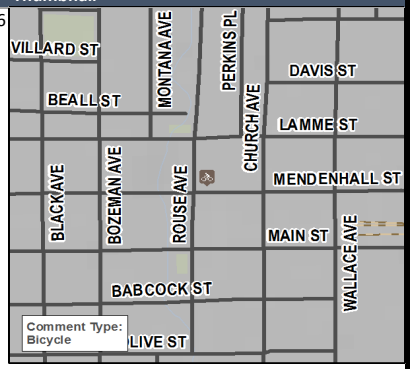
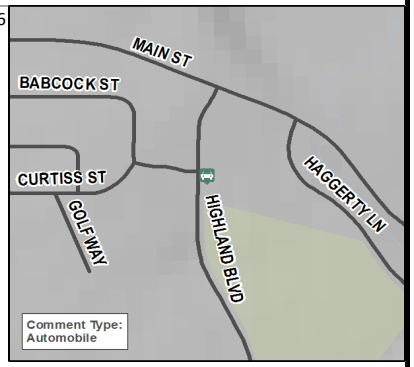
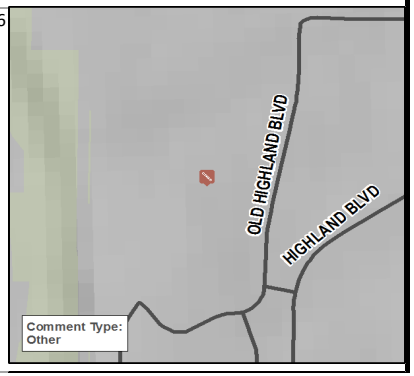
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
295	184823	Other	Can Mandeville Creek be respected as North 11th is connected North of Durston? The creek is having nearly $500,000 invested to bring it back to life on the BHS campus via community/donor support, so we would hope the creek's continuation essentially along the North 11th line could be given a wide berth in future road building.				5/13/2016	
296	184829	Automobile	Because the new high school entrance along North 11th avenue lacks pick up and drop off area on campus, cars idle and drop off/pick up within several hundred feet of the North 11/Villard intersection, putting undue car and pedestrian traffic on these formerly quiet, neighborhood streets. The situation is also unsafe as students regularly cross 11th at non-signed areas to get from where parents drop them off to school.				5/13/2016	
297	192048	Automobile	How are cars going to exit MOR and turn left if you make Kagy multi lane? It's already difficult to find an opening to turn left here.	1	1	0	5/20/2016	

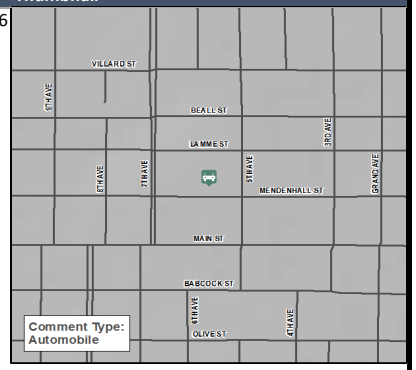
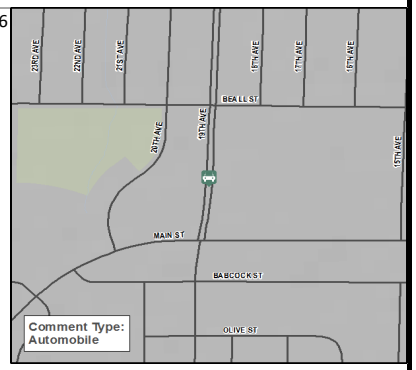
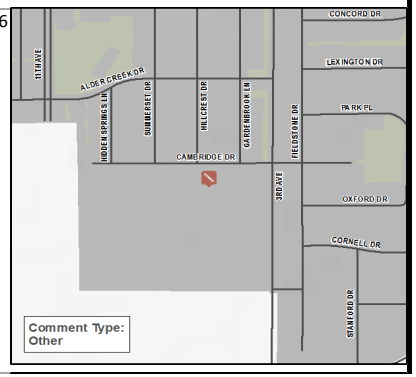
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
298	192049	Automobile	Need left turn signal for Baxter eastbound traffic to turn north on 19th.				5/20/2016	
299	193386	Automobile	East Main needs a right turn lane onto Highland Blvd, Currently dangerous situations arise as drivers use the wide shoulder as a right turn lane.				5/30/2016	
300	193387	Pedestrian	this intersection sees much more ped crossings than expected and the long wait that the State recently changed it to, to time with the 7th & Main lights, makes peds impatient, and take risks. Drivers waiting a 8th also get impatient further increasing the risk to the peds				5/30/2016	

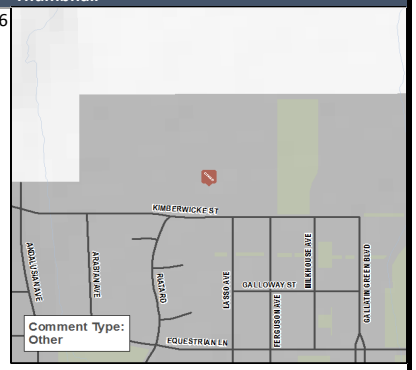
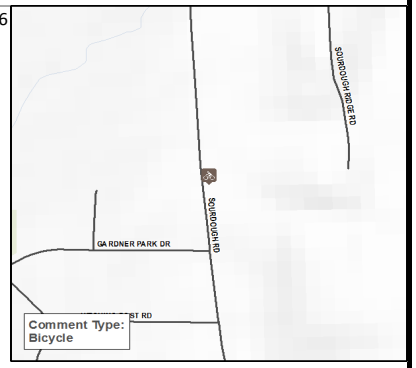
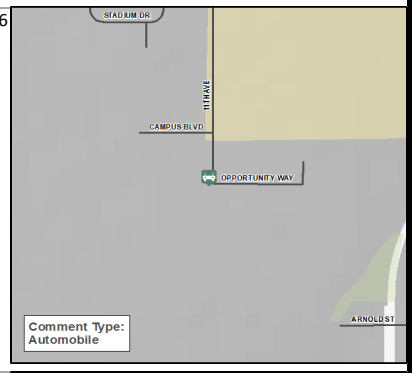
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
301	193388	Bicycle	a popular cycling route yet so scary, no shoulders, lots of fast traffic and construction vehicles, yikes	1	1	0	5/30/2016	
302	193389	Bicycle	too narrow for safe cycling, who's idea was it to put those guard rails??!!?? forcing bikes into traffic with no room for cars to yield?				5/30/2016	
303	196154	Automobile	Highland is already busy and increasingly congested. The city's idea to put the only entrance to the new Heebs on Highland (with no entrances on E Main or Highland) seems like an invitation to a traffic mess. The Marwyn Addition neighborhood to the west is highly concerned ... we need the city to protect Marwyn Addition.	2	2	0	6/9/2016	

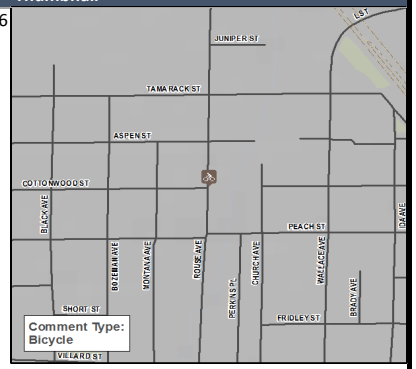
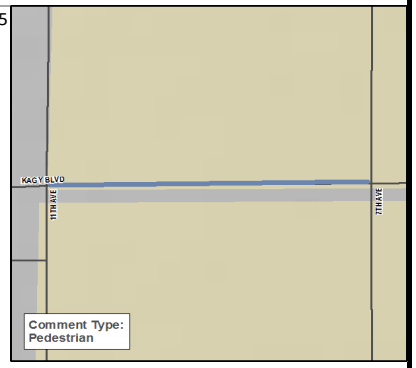
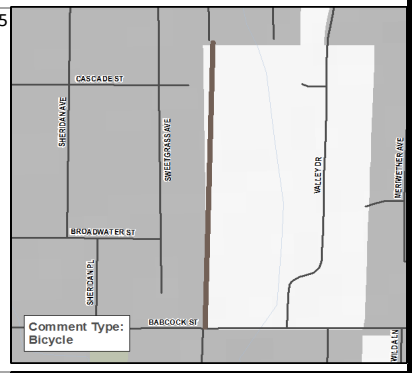
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
304	196185	Automobile	Poor signage. Signs for 15 mph only face the streets that do not border the park; only speed sign motorists see on Cypress is 25 mph at top of hill. Unsure signs would help, but regular speeding here despite many children often being present or en route to Lindley park	1	1	0	6/9/2016	
305	196186	Automobile	Speed limits do not match zoning on Main here. Should be 25mph to Highland. Vehicles race up hill making left turn from Cypress burdensome. 40 mph too fast here for proximity to pedestrian traffic. Parked vehicles can also obscure safe views of Main or Cypress and pinch traffic leaving and entering Cypress.	1	1	0	6/9/2016	
306	196187	Automobile	Poor signage. Signs for 15 mph only face the streets that do not border the park; only speed sign motorists see on Cypress is 25 mph at top of hill. Unsure signs would help, but regular speeding here despite many children often being present or en route to Lindley park	1	1	0	6/9/2016	

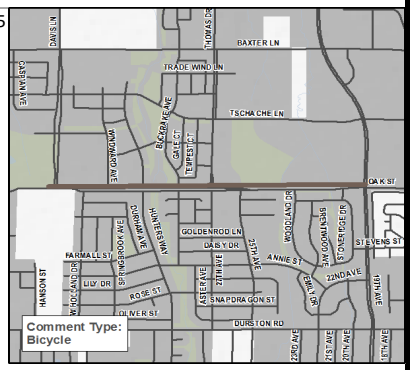
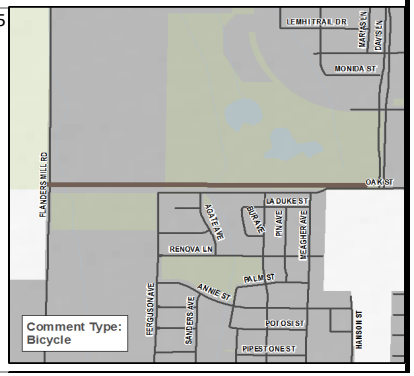
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
307	196472	Pedestrian	As a resident of the Marwyn-Lindley neighborhood, traffic speed is too fast, most of the time, along Cypress Ave. There is only one, 15 mph speed limit sign on each side of the street. It is a wide, straight street where people disregard the speed limit when there are few cars parked to access Lindley. Yet in the summer time kids play there throughout the day, kids classes are held and people picnic there continuously in good weather. Our neighborhood children are at a great risk of speeding traffic.	1	1	0	6/14/2016	
308	196473	Automobile	With the continuing development on East Main street, the speed limit needs to be reduced down to 25 to Highland Blvd. Motorists bolt up the hill, much faster than 25 because they can see the 40 mph sign at the Park Place development. Cars are traveling over the speed limit in both directions. As I leave and return home from the Marwyn-Lindley neighborhood, I am routinely passed as I obey the posted speed limit.	1	1	0	6/14/2016	
309	196474	Pedestrian	The city needs to consider a safe method for pedestrian and bicycle traffic to cross Highland to facilitate access to the new Blackmore Bend Marketplace, the dog parks, ski trails and the softball field complex. As Highland is developed to accommodate more traffic from the hospital expansion employees, patients, and new residents, non-motorists need a safe way to cross the street.	1	1	0	6/14/2016	

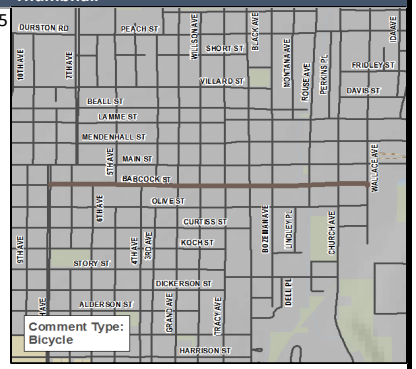
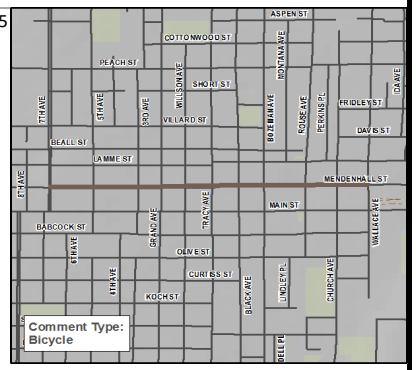
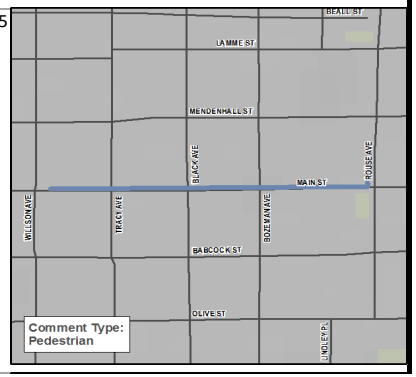
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310	196483	Bicycle	Seconded that these lights don't seem to respond to bikes.				6/14/2016	
311	196632	Automobile	please consider the Marwyn Addition neighborhood in regards to the driveway into the new Heebs complex. We are excited to have Heebs up the hill, but worry about cut-through traffic coming through the neighborhood. We understand intersection lights will be adjusted, but we already get cut-through traffic and would hate the integrity of our neighborhood to be compromised with an excess traffic.	1	1	0	6/17/2016	
312	196633	Other	Not an appropriate place for any sort of new housing. Please keep this green space.				6/17/2016	

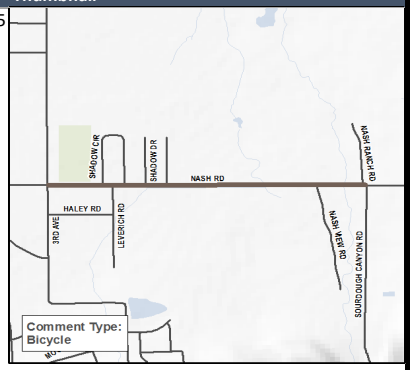
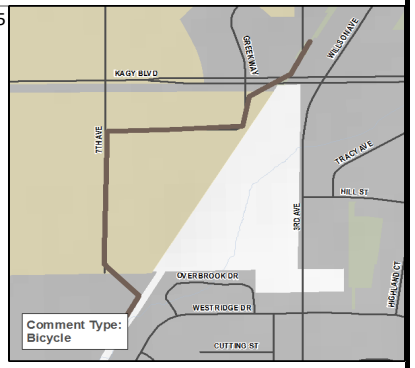
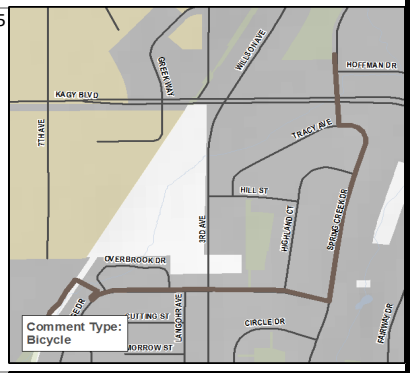
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
313	216705	Automobile	In 2009 the City Commission adopted the Downtown Bozeman Improvement Plan, which called for converting Mendenhall and Babcock 2 way streets, This would allow for the redevelopment of Mendenhall and 7th. The TMP should take this Commission adopted recommendation seriously. The plan describes the issue in the following manner:A major obstacle to introducing housing to downtown right now is the one-way couplet of Mendenhall and Babcock. With most of the housing density encouraged on Mendenhall, Mendenhall acts more as a major through-way getting people through downtown than moving people within downtown. The lack of street trees and vehicular focus will likely discourage future residents from moving Downtown. People choose to live downtown because of the benefits of urban living which include close access to services entertainment and walkability. Currently, both Mendenhall and Babcock have a very poor pedestrian environment with narrow or inconsistent sidewalks flanked by long stretches of surface parking lots. In order to attain the future vision of denser urban housing downtown the city should restore the original two-way network of these streets and provide pedestrian amenities such as wider sidewalks street trees and safe comfortable crossings. The 1998 MAKERS Plan originally recommendedthe conversion of Mendenhall and Babcock back to two-way streets in addition to transforming the pedestrian environment along these corridors.(Downtown Bozeman Improvement Plan 2009)"				8-Aug-16	
314	217776	Automobile	Need more time for traffic turning south from Main Street to get through light at Babcock. Essentially no way to not have to stop seconds after making turn from Main coming from the East				20-Aug-16	
315	219373	Other	With the recent decision of the school district to eliminate 2 bus routes that provide service for approx. 150 kids to SMS, it more critical than ever to have safe routes for kids to bike and walk. This includes kids that have to cross Kagy in order to get to school.				20-Sep-16	

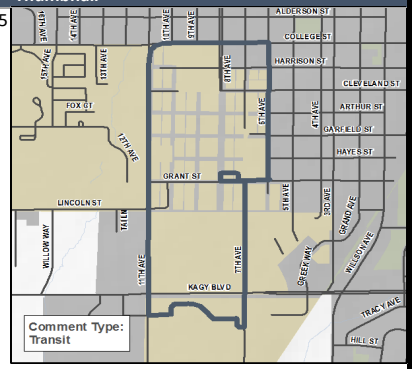
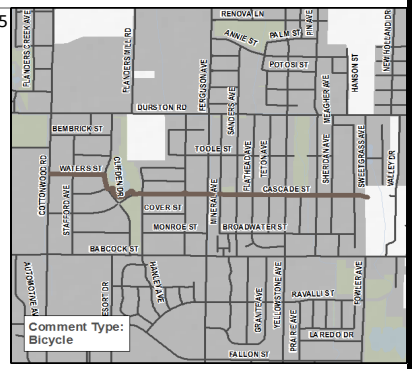
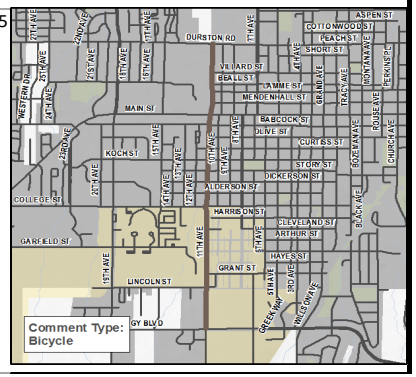
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
316	219374	Other	With the recent decision of the school district to eliminate 2 bus routes that provide service for approx. 150 kids to CJ, it more critical than ever to have safe routes for kids to bike and walk. This includes kids that have to cross Baxter in order to get to school.				20-Sep-16	
317	219995	Bicycle	Surprised no one has been seriously hurt biking out Sourdough! A biking/walking lane desperately needed here, from Kagy to Nash.				3-Oct-16	
318	222813	Automobile	Connect 11th and 7th south to Graf and complete Graf from 3rd to 19th. Depress Kagy at crossings with 11th and 7th. No need for connection between 11th and 7th with Kagy. Without the intersections Kagy could be a two lane arterial through campus with no surface connections.				28-Oct-16	

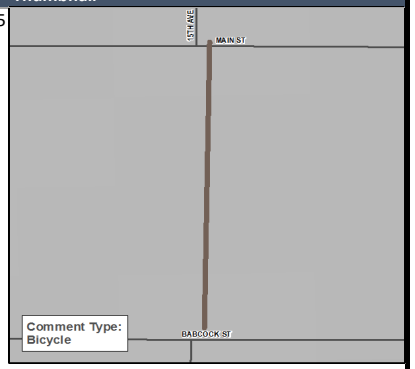
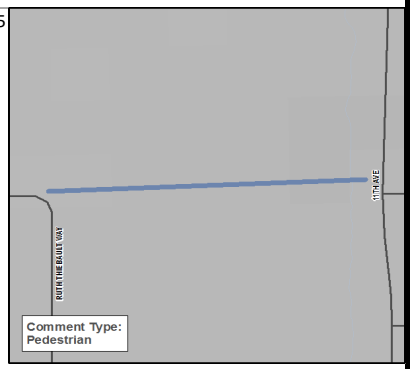
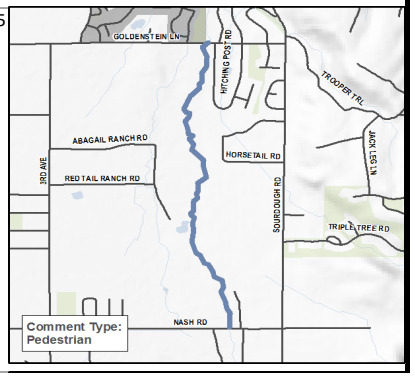
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
319	224057	Bicycle	When re-developing Rouse the bike lane should be protected from cars by moving the lane of parked cars between the bike path and the roadway. Many people use the road to access services such as the Food Bank via bike. A protected bike lane is much safer for both people on bikes and drivers. This change would also decrease the chance of getting "doored', people would feel safer and fewer collisions may occur. http://trec.pdx.edu/research/project/583/Lessons_from_the_Green_Lanes:_Evaluating_Protected_Bike_Lanes_in_the_U.S._				11-Nov-16	
320	964140	Pedestrian	This entire stretch becomes very congested during events and busy times; especially football games. Please review for better walkability across Kagy.	4	4	0	21-Sep-15	
321	969357	Bicycle	This trail connection needs to be completed. It is heavily used by bicycles and pedestrians and should be paved. It connects neighborhoods with parks and schools.	4	4	0	24-Sep-15	

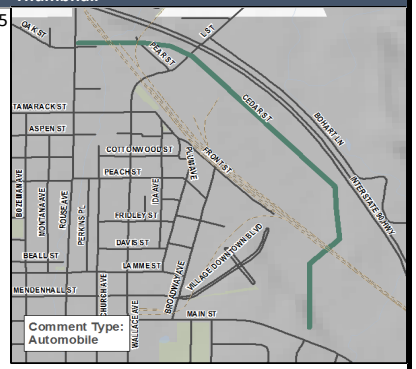
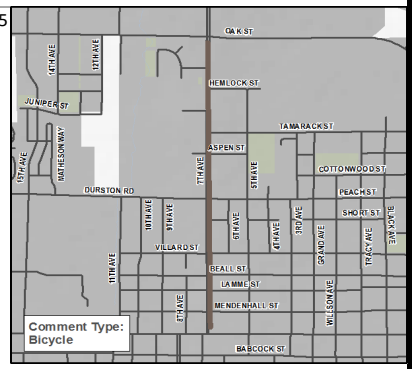
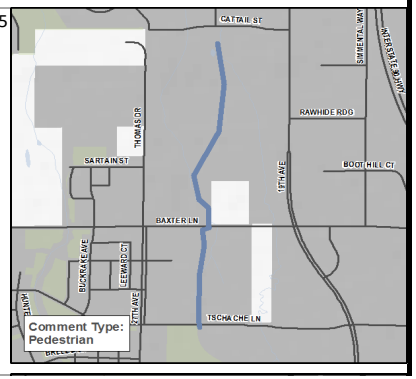
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322	969358	Bicycle	The connection of the Oak St pathway across N 7th needs to be completed. The Oak St Path will soon connect to the future Story Mill Park. The missing connection across N 7th is a major barrier to this pathway being a useful transportation corridor.	4	4	0	24-Sep-15	
323	969359	Bicycle	Oak St needs to have shared use pathway along its entire length. The section from N 19th to the regional park is only sidewalk and is inadequate for families on bicycles. The bike lanes are not useful for families.	7	7	0	24-Sep-15	
324	969360	Bicycle	We need to connect the regional park and the future sports complex with a shared use path along the N side of the Oak St corridor.	6	6	0	24-Sep-15	

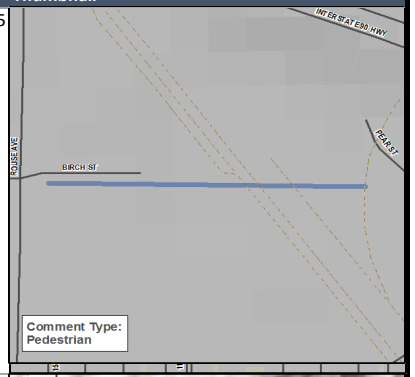
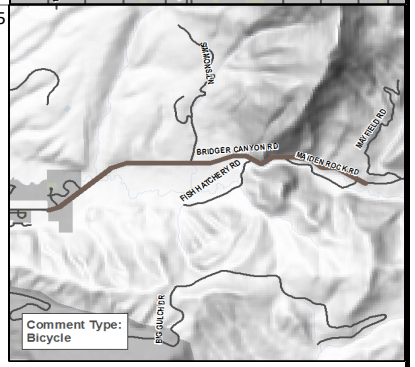
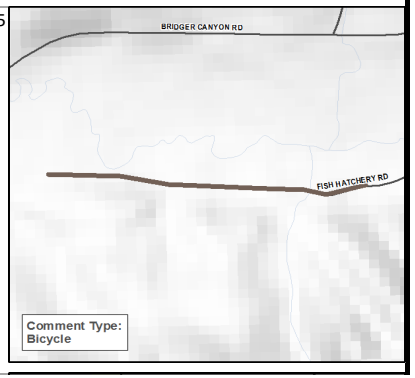
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325	969916	Bicycle	Current "bicycle friendly" routes on the south side of downtown are often through uncontrolled intersections and feel dangerous. As you approach the epicenter of downtown, it would be nice to have a proper bike lane as biking on Babcock, Olive, Story, etc	4	4	0	25-Sep-15	
326	969917	Bicycle	A bike lane to allow safer access to the Bozeman epicenter that meets the needs of westbound traffic would be wonderful. While Peach is a great lane for accessing western neighborhood, Babcock would allow for safe downtown travel with controlled intersect	3	3	0	25-Sep-15	
327	969918	Pedestrian	Wouldn't it be wonderful if a portion of Main Street was a pedestrian street similar to Denver, Boulder and Burlington? I believe it could be a wonderful draw for our community and for tourism.	4	4	0	25-Sep-15	

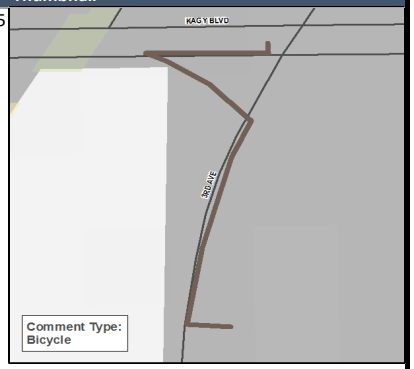
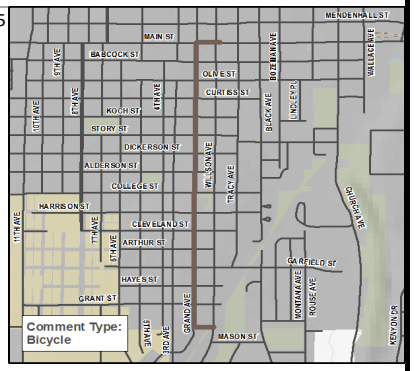
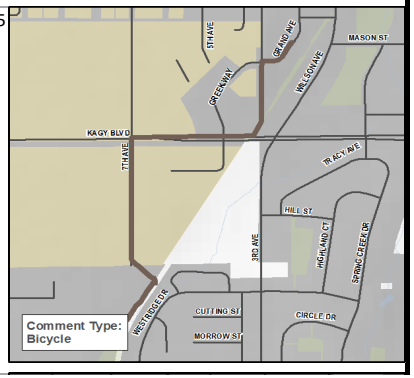
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328	969919	Bicycle	South 3rd to Sourdough Canyon Rd is a common bicycle route to access Sourdough Canyon. A lane along Nash Rd would increase safety.	2	2	0	25-Sep-15	
329	972949	Bicycle	The Gallagator ought to get connected through the Museum. Maybe some signage pointing in the right direction, green paint on Kagy so bikes can use the turn lane.	3	3	0	6-Oct-15	
330	972950	Bicycle	A second idea for a Gallagator Connector across Kagy. It would definitely need direction signs, maybe a blinking cross walk (like kagy and 7th) across Kagy, another on across S. 3rd.				6-Oct-15	

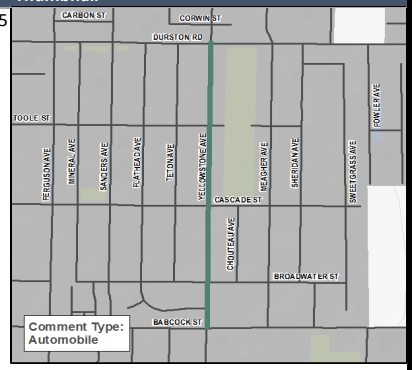
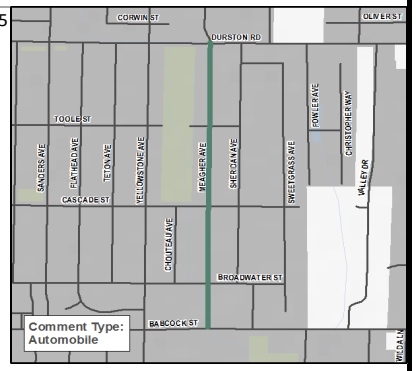
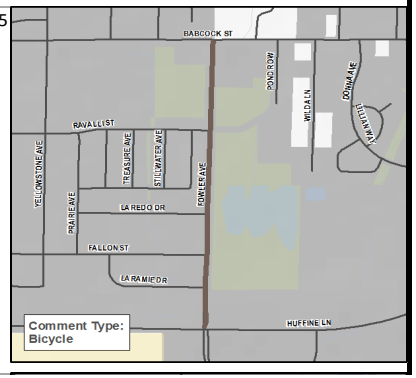
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
331 972951	Transit	MSU (or Streamline) could develop a University-specific Park and Ride system, centering on the Stadium for parking, stopping at other parking lots and other likely stops, and circumnavigating campus. That would help relieve the perennial parking woes on c	2	2	0	6-Oct-15	
332 973000	Bicycle	make Cascade a designated bike route by parks (add sharerows and bike route signs) and connects to north/south bike route options effectively from neighborhhods	3	3	0	7-Oct-15	
333 976375	Bicycle	Safet N/S bike facilities needed for both High School and University on 11th.	5	5	0	14-Oct-15	

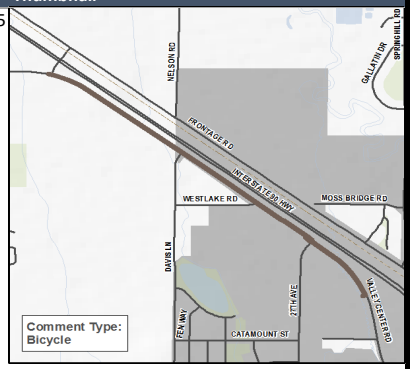
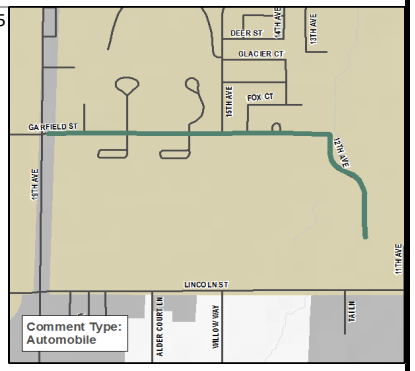
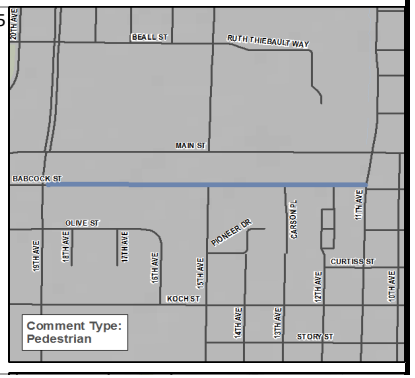
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
334	976376	Bicycle	A bicycle and pedestrian connector between 15th and Babcock.	2	2	0	14-Oct-15	
335	976377	Pedestrian	When they added on to the High School they built a wall for bikes and peds that wished to cut across the campus.	1	2	1	14-Oct-15	
336	976378	Pedestrian	If you're going to dream, dream big, right?	10	11	1	14-Oct-15	

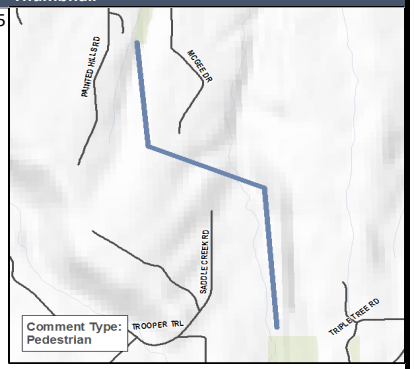
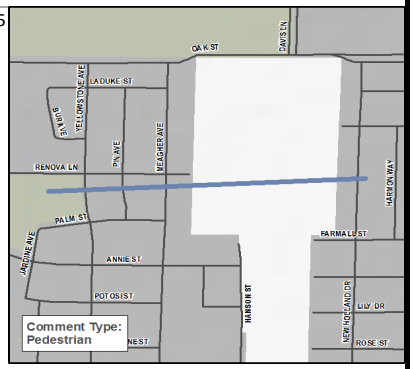
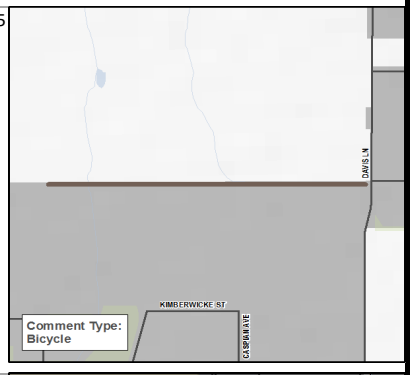
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
337	976379	Automobile	Move hospital (and other) thru-traffic off downtown streets (replace downtown traffic with bike/ped infrastructure and features).	3	5	2	14-Oct-15	
338	976380	Bicycle	Fully separated, protected bike lane and pedestrian infrastructure. The corridor to work with here is HUGE.	3	3	0	14-Oct-15	
339	976381	Pedestrian	Continued trail systems connecting neighborhoods with commercial centers.	5	5	0	14-Oct-15	

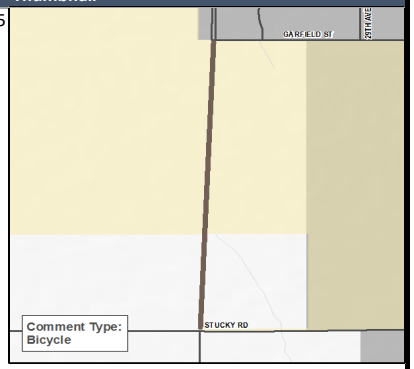
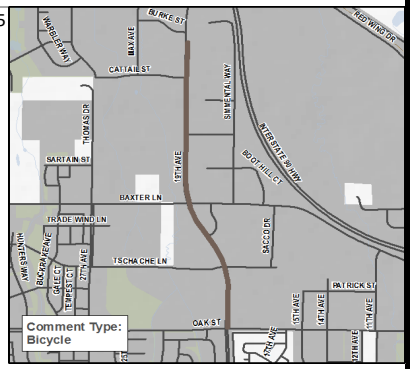
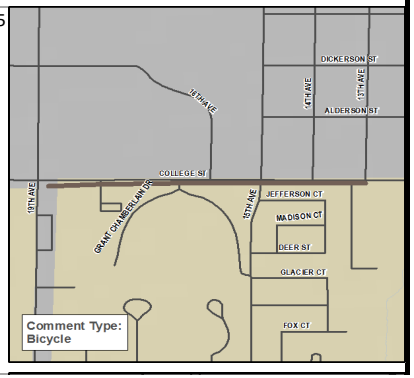
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
340	976382	Pedestrian	Just putting this here even though it's already as good as a done deal.	3	3	0	14-Oct-15	
341	976383	Bicycle	Safer shared-use needed through this corridor for both auto, bikes, and peds.	5	5	0	14-Oct-15	
342	976384	Bicycle	Bridger Canyon alternative to Drinking Horse and "M".	4	4	0	14-Oct-15	

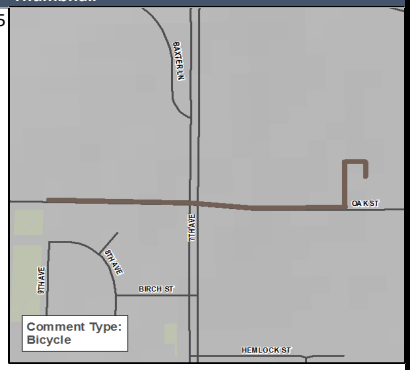
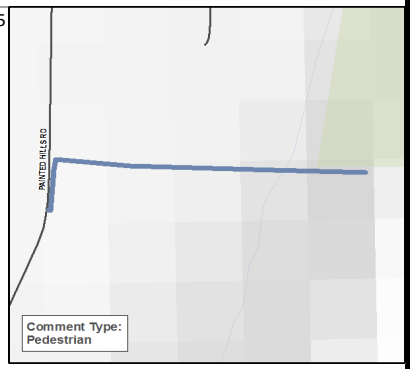
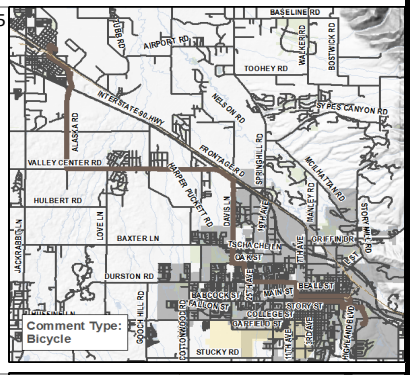
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
343	976385	Bicycle	Thanks for removing the dumb vertical divider that cars repeatedly flattened. Us cyclists had to avoid the bike lane at that point because is simply collected all the broken glass from cars hitting the barrier.				14-Oct-15	
344	976386	Bicycle	These comments are meant for Wilson Avenue, not Grand as shown. 1. Cyclists are forced to weave in and out of the parking on the right. I realize parking is sacred. 2. The curb extensions at intersections repeatedly force cyclists out into traffic. The	1	3	2	14-Oct-15	
345	976389	Bicycle	The Galigator Trail connection for pedestrians and cyclists across Kagy and around the MOR is terrible, inconvenient and poorly signed. Seems that MOR might take a more progressive view towards people passing through their grounds. Then, I would love to s	2	2	0	14-Oct-15	

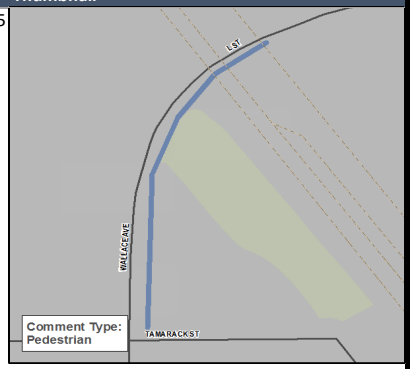
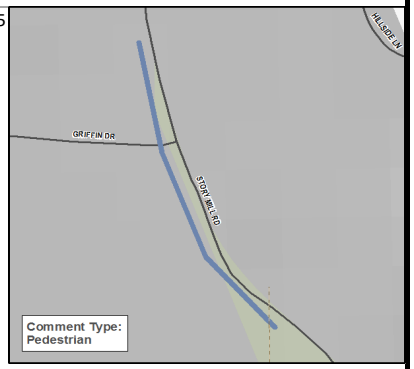
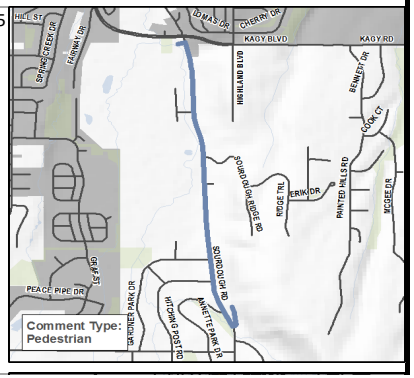
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
346	977348	Automobile	North-south traffic rarely yields to east-west traffic or pedestrians. Adding mini-roundabouts would calm traffic and make these residential intersections safer for bikes and pedestrians.	0	1	1	15-Oct-15	
347	977349	Automobile	North-south traffic rarely yields to east-west traffic. Adding mini-roundabouts would calm traffic and make these residential intersections safer for pedestrians and bicycles.	1	1	0	15-Oct-15	
348	977350	Bicycle	Add bicycle lanes as this route is an important link for bicycle commuters from the west end neighborhoods to shopping and MSU.	2	2	0	15-Oct-15	

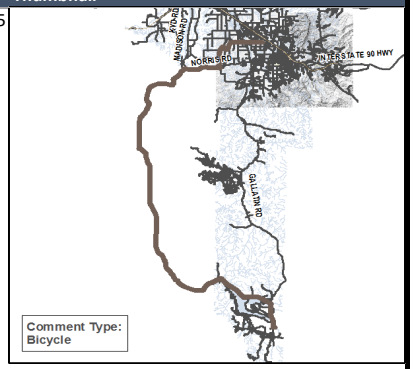
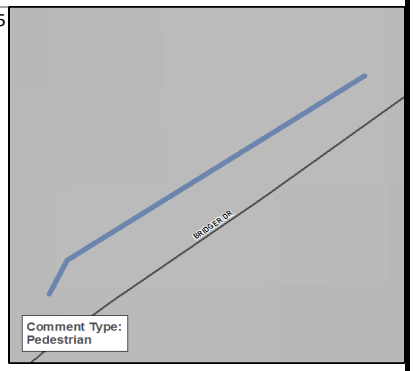
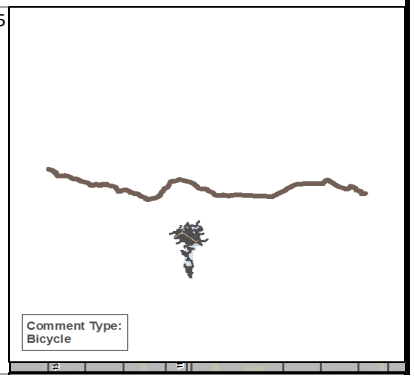
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
349	977351	Bicycle	Continue shared-use path route to connect existing paths on 19th Ave to the path on Valley Center Rd. This would provide a continuous trail from Bozeman to Jackrabbit Lane.	3	3	0	15-Oct-15	
350	977352	Automobile	Garfield/12th Ave needs to be reconstructed to improve surfacing quality and enhance pedestrian and bicycle safety through campus.	6	6	0	15-Oct-15	
351	977353	Pedestrian	Add sidewalks along this portion of W Babcock St.	2	2	0	15-Oct-15	

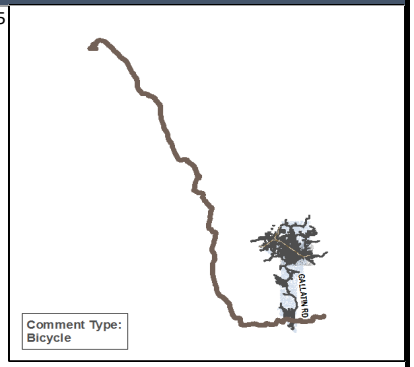
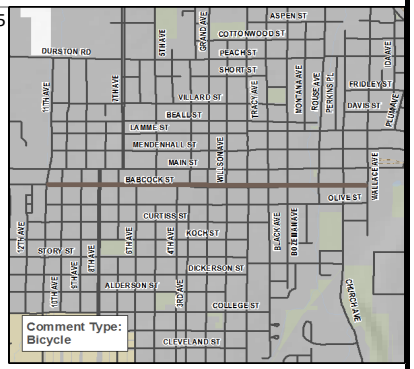
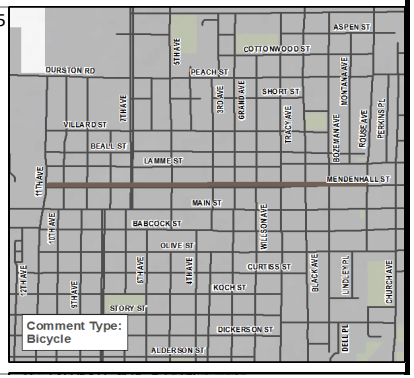
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
352	977410	Pedestrian	Main Street to the Mountains! extended Painted Hills Trail to meet the Triple Tree neighborhood trail.	4	4	0	16-Oct-15	
353	977412	Pedestrian	A route to the 100 acre park through neighborhoods, rather than alongside busy Oak Street, would be safer for families and dogs.	3	3	0	16-Oct-15	
354	977431	Bicycle	bike lanes on BOTH sides of the new extension of Cattail St so kids can bike to and from school	6	6	0	18-Oct-15	

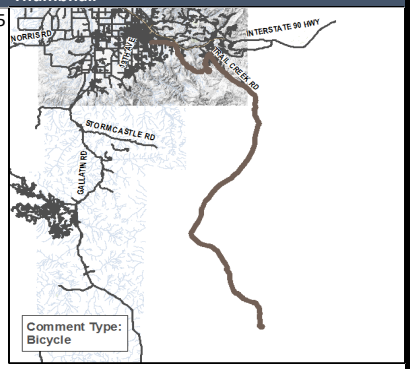
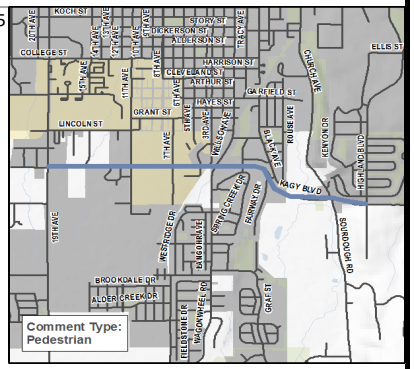
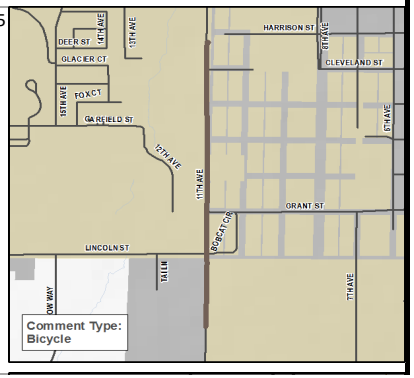
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
355	977432	Bicycle	bike route to Hyalite, bypassing all the busy streets.	3	3	0	18-Oct-15	
356	977435	Bicycle	N 19th is one of our busiest commercial corridors yet lacks bike facilities. Perhaps the ample shoulders along most of the route could become protected bike lanes. Making this part of town accessible to cyclists would likely benefit businesses in the area	2	3	1	18-Oct-15	
357	977436	Bicycle	As a cyclist, I find the shared-use path here very confusing. While cyclists have yield signs at Grant Chamberlain, 15th and 13th, motorists have stop signs at these same intersections. Who should yield to whom? I would like to see signage similar to that	2	2	0	18-Oct-15	

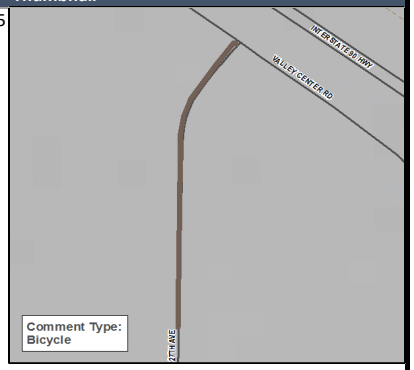
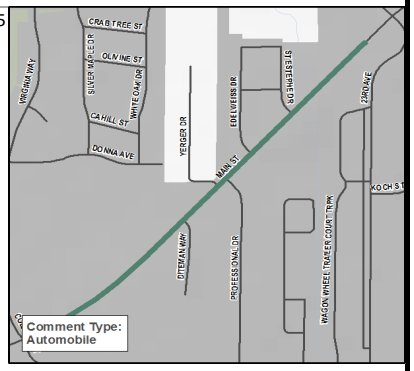
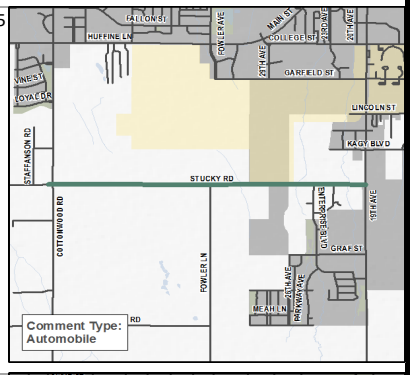
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
358	977483	Bicycle	On Oak, bicycle lane ends abruptly at 7th and starts up again on the other side of 7th. How are bikes supposed to cross 7th? Are we supposed to use the pedestrian crossing?	3	3	0	20-Oct-15	
359	977485	Pedestrian	New access from Painted Hills Rd. to proposed extension and old Painted Hills Trail. The old connector was closed due to a new home being built. Maybe build a new connector on the other side of the fence and put gate in?	4	4	0	20-Oct-15	
360	977499	Bicycle	We NEED a bike route separate from cars from Bozeman to Belgrade! How can other communities do this & we still haven't been able to :(. Let's make this a priority!!	4	6	2	20-Oct-15	

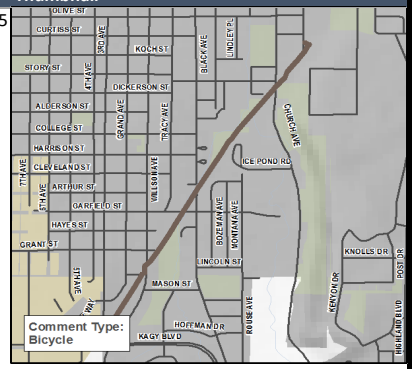
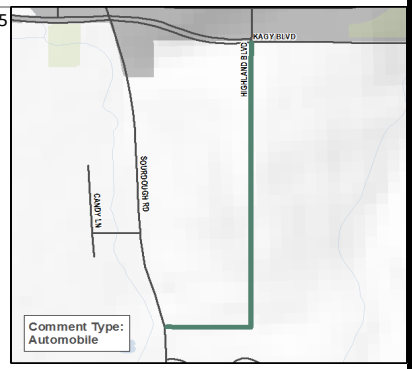
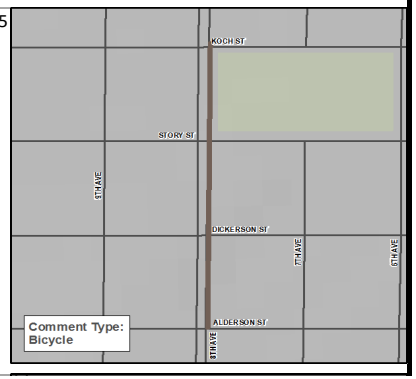
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
361 977500	Pedestrian	Continue sidewalk to trail system.	4	4	0	20-Oct-15	
362 977501	Pedestrian	Connect two trails together to avoid road walk.	5	5	0	20-Oct-15	
363 977502	Pedestrian	Need to connect trail system for hiker/walker/biker from Highland &/or Painted Hills over to Triple Tree Trail to complete the main street to the mountains route to the south. (I'm sure you already know this. :)	7	7	0	20-Oct-15	

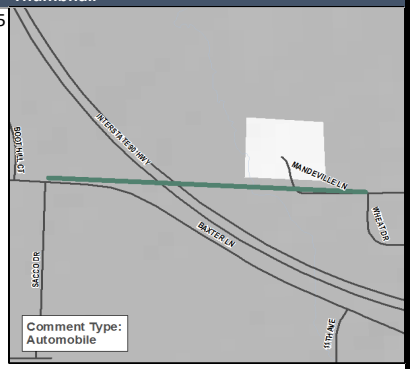
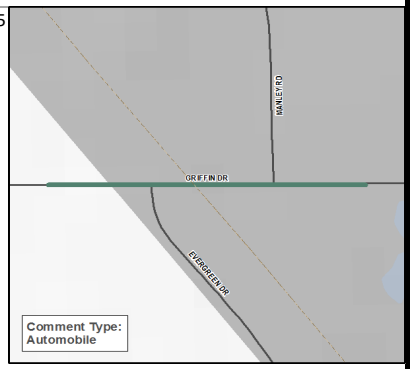
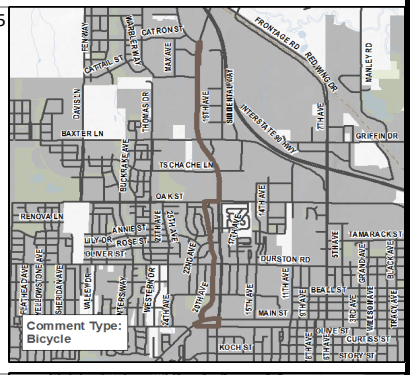
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
364	977503	Bicycle	Couldn't make the line work right. Want bike route from Bozeman to West Yellowstone. People would come from all over to be able to ride the canyon. Bozeman to West Yellowstone NOT through Ennis as this line drew (not good at this technology, but home ms	0	1	1	20-Oct-15	
365	977504	Pedestrian	Sidewalk	3	3	0	20-Oct-15	
366	977505	Bicycle	Bike route separate from interstate w/o 70 mph cars... any old rail beds we can reclaim--pretty please... :)				20-Oct-15	

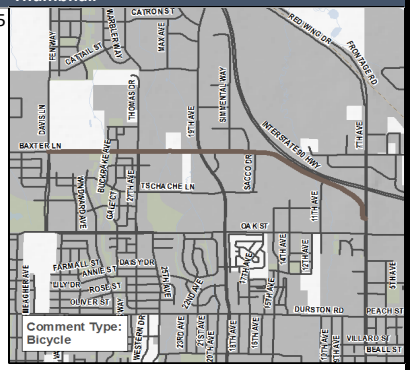
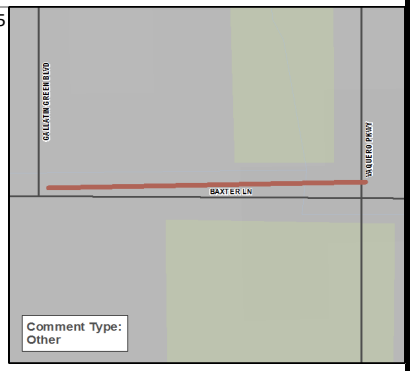
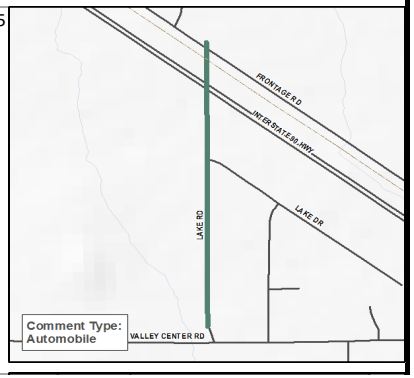
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
367 977506	Bicycle	Need bike route from Glacier to Yellowstone.				20-Oct-15	
368 977507	Bicycle	Reduce to single automotive lane on Babcock. Add multi-directional, protected bike lane.	2	2	0	20-Oct-15	
369 977508	Bicycle	Reduce to single automotive lane on Mendenhall. Add multi-directional, protected bike lane.	3	3	0	20-Oct-15	

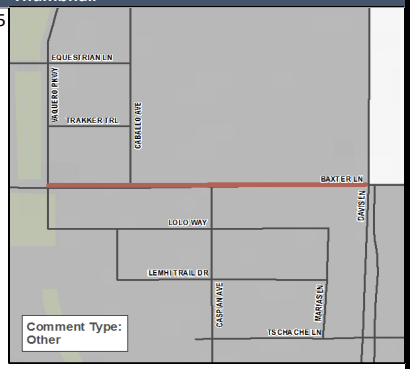
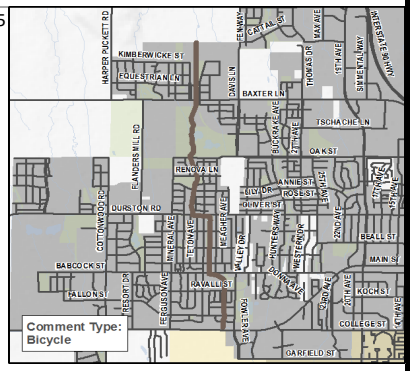
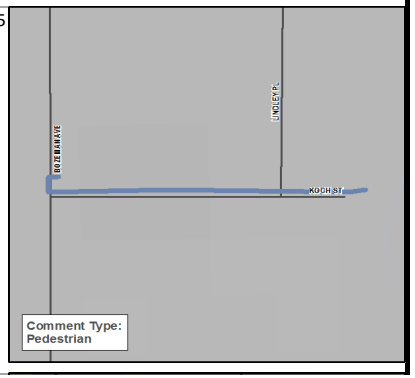
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
370 977509	Bicycle	Bike route from airport to Yellowstone via Mammoth needed.	-1	1	2	20-Oct-15	
371 977510	Pedestrian	Use the massive right-of-way along Kagy for protected bike lanes.	9	9	0	20-Oct-15	
372 977628	Bicycle	Enforce mca 61-8-328(6) and don't allow vehicles to stop, sit, or park in bike lane.	4	4	0	22-Oct-15	

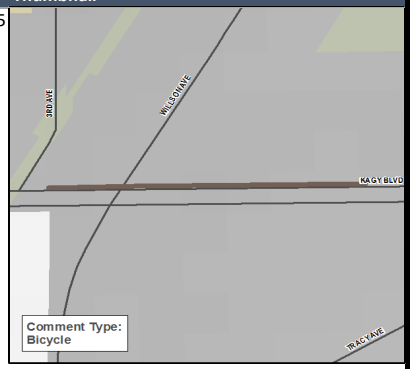
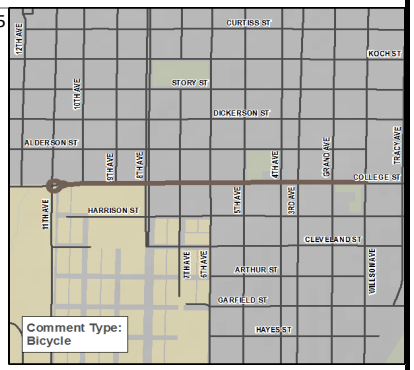
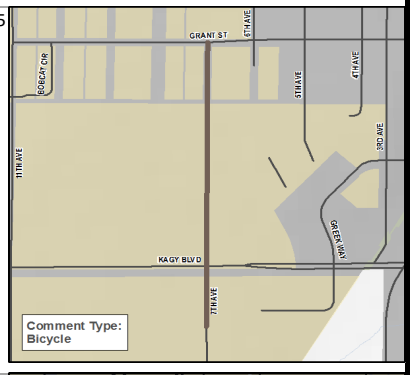
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
373	977629	Bicycle	Continue existing bike lane all the way to intersection of Valley Center. This was newly striped and bike lane was not included.				22-Oct-15	
374	977633	Automobile	It is really dark along this stretch of Main Street with NO street lights. Dangerous for pedestrians, bikers and cars alike.	1	1	0	22-Oct-15	
375	977634	Automobile	Stucky Rd is getting a lot more traffic on it than it ever used to have... No room for pedestrians or bicyclists, plus the road is also too small to accommodate large trucks that have started using Stucky as well. Trucks often get stuck in the steep dit	5	5	0	22-Oct-15	

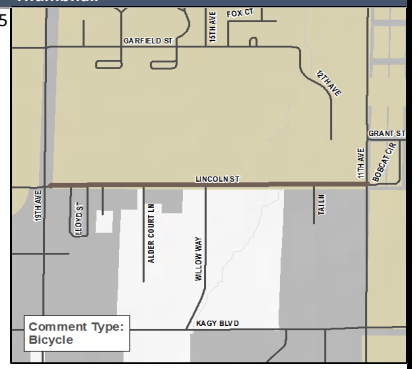
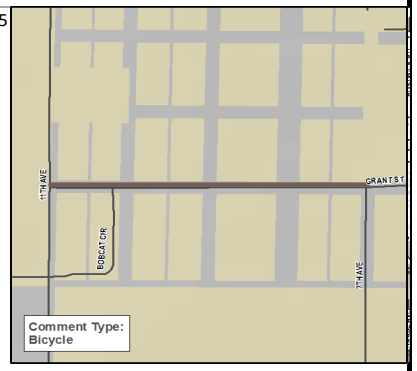
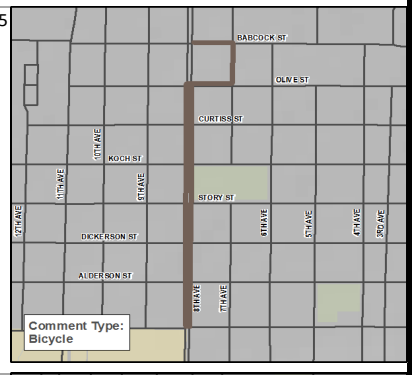
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
376	977637	Bicycle	Apply surface to Galligator trail that can be plowed and maintained for year round bike-ability.	2	3	1	22-Oct-15	
377	977640	Automobile	Alternate route to Highland to make Kagy and Highland the primary intersection and detour traffic from Church.	2	2	0	22-Oct-15	
378	977641	Bicycle	When I am passing cars on my bike with out pedaling there is a problem. What's wrong with 25 mph?	-1	0	1	22-Oct-15	

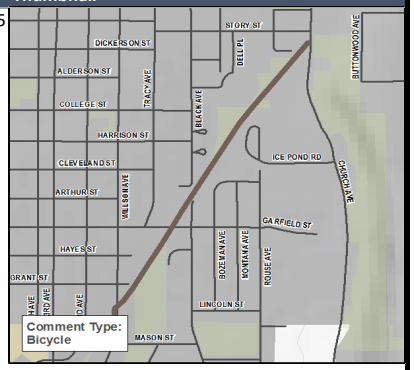
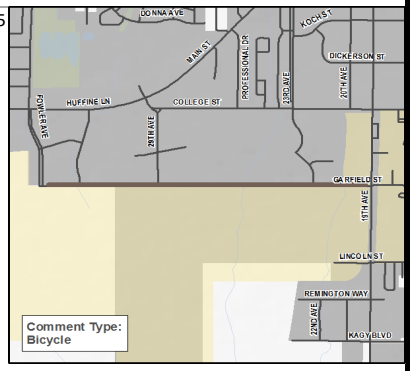
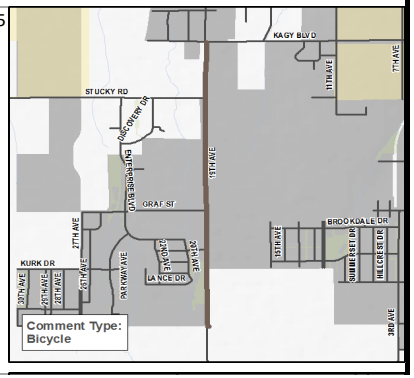
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
379	977642	Automobile	Freeway Overpass	3	3	0	22-Oct-15	
380	977643	Automobile	railroad underpass	3	3	0	22-Oct-15	
381	977644	Bicycle	Need a bike lane/path on N. 19th that gives bike the right of way at all intersections and driveways otherwise it is useless for commuting. This is the quickest route from Trout Meadows to MSU and should be bike friendly!	1	1	0	22-Oct-15	

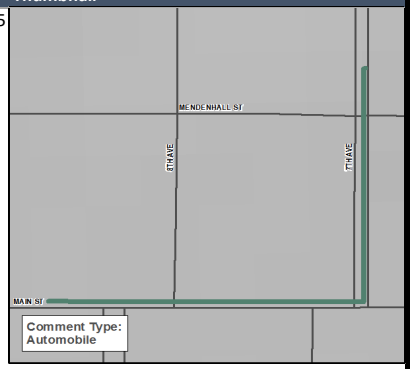
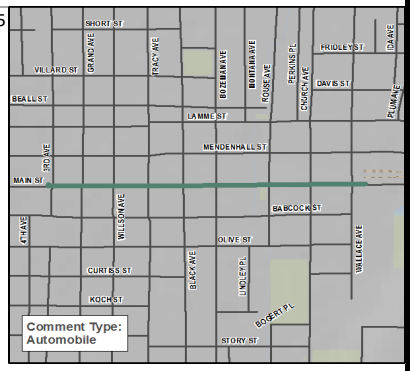
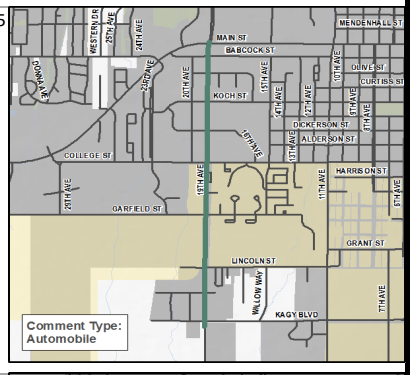
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
382 977645	Bicycle		4	4	0	22-Oct-15	
383 977646	Other	Lower speed limit to 25MPH	1	1	0	22-Oct-15	
384 977647	Automobile	Interstate access/overpass	1	1	0	22-Oct-15	

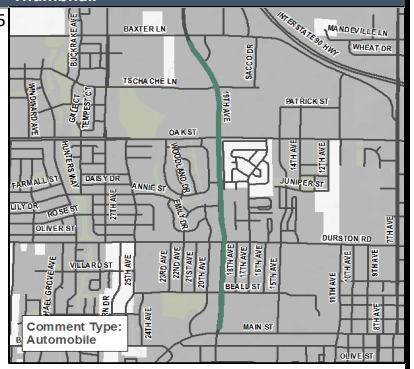
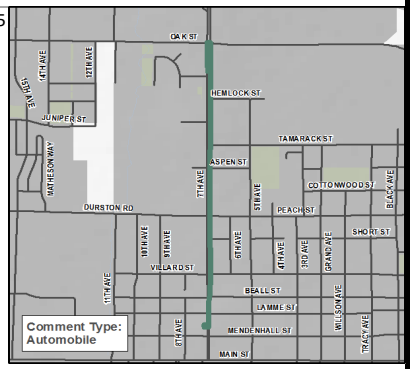
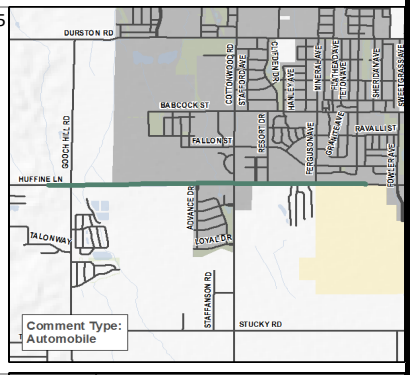
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
385	977648	Other	Lower speed limit to 35MPH	1	1	0	22-Oct-15	
386	977649	Bicycle	continuous north south path	3	3	0	22-Oct-15	
387	977650	Pedestrian	Northside of street is missing a sidewalk.				22-Oct-15	

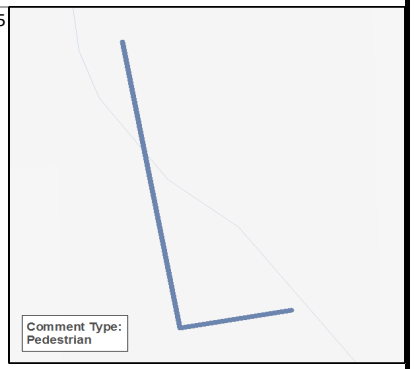
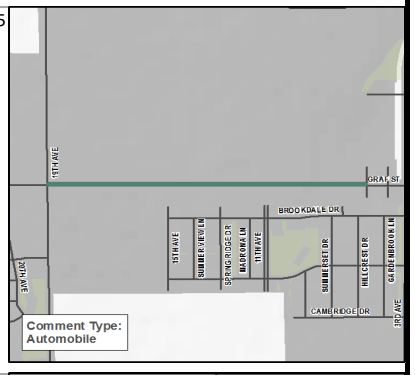
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
388	977654	Bicycle	Attempting to continue W along Kagy and cross the Wilson right turn is terrifying. There is no bike lane and motorists do not slow/signal when turning.				22-Oct-15	
389	977655	Bicycle	This is a major route to campus for many students. There is no bike lane and directly infront of campus it is dangerously narrow with parking. Especially during the winter.	3	3	0	22-Oct-15	
390	977656	Bicycle	This has potential for a bike lane with it's large road width. With the installation of the new parking garage the street parking could be be moved indoors.				22-Oct-15	

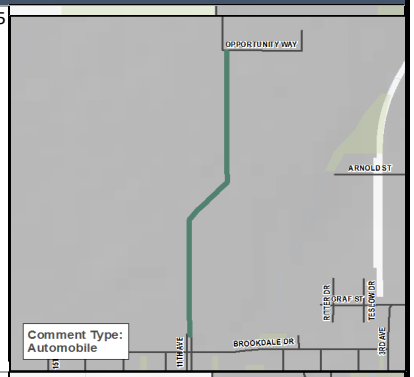
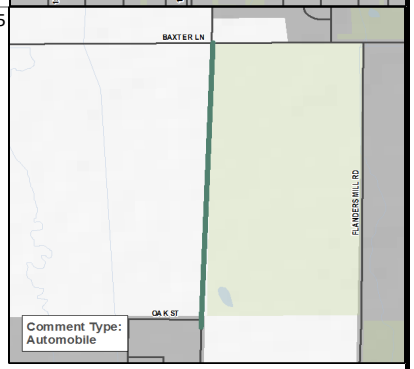
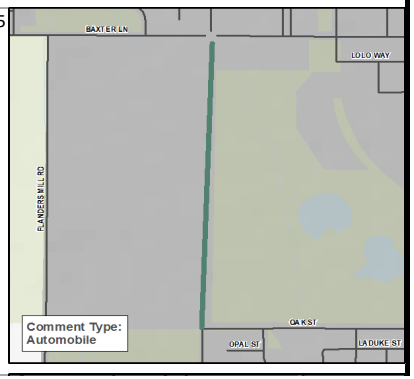
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
391 977657	Bicycle	This is entirely student housing along this street and would benefit with the connection between 19th BL and 11th BL. This road is due for an upgrade.				22-Oct-15	
392 977658	Bicycle	The enforcement of no parking or stopping needs to be enforced. When someone parks along this road it forces a once safe cyclist into an unsafe environment unnecessarily.	1	1	0	22-Oct-15	
393 977659	Bicycle	Bicycle lane is almost entirely in the door zone. Rendering it useless.	1	1	0	22-Oct-15	

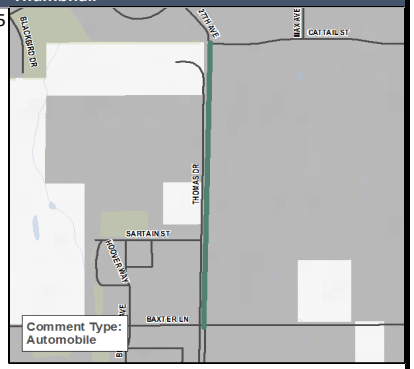
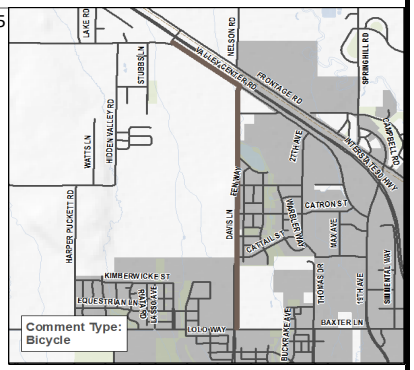
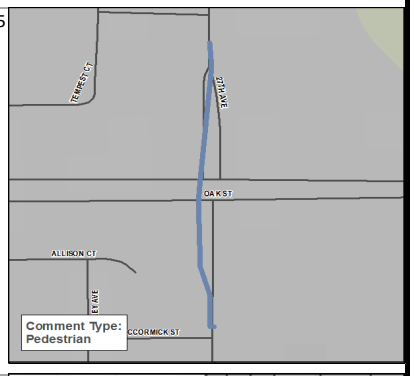
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
394	977660	Bicycle	This replaced surface type was a terrible choice. The gravel will never settle to a flat smooth surface making it dangerous for kids to practice riding in a safe zone. Use different material!	1	1	0	22-Oct-15	
395	977661	Bicycle	This has a one way bicycle lane. Only going west. Make sure the lanes go both directions	2	2	0	22-Oct-15	
396	977684	Bicycle	A bike lane or separated shared use trail along 19th to Kagy. Meadowcreek continues to grow as a pedestrian/bicycle island. One safe connection to the City's existing trails/bike lanes would be ideal.	4	4	0	23-Oct-15	

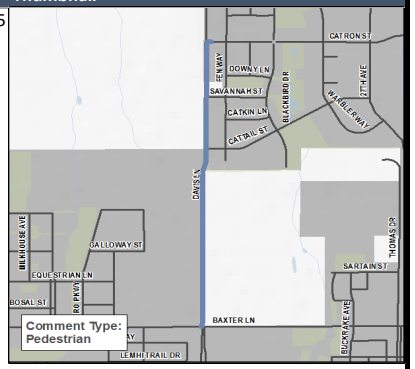
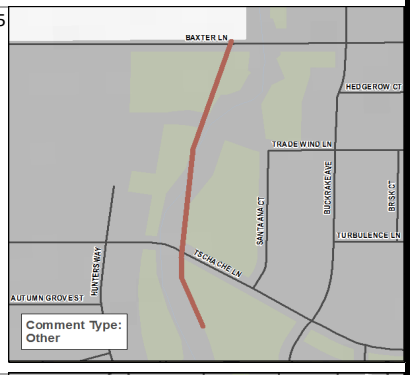
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
397 977696	Automobile	Synchronize these lights.				23-Oct-15	
398 977697	Automobile	Synchronize these lights.				23-Oct-15	
399 977698	Automobile	Synchronize these lights.	-1	0	1	23-Oct-15	

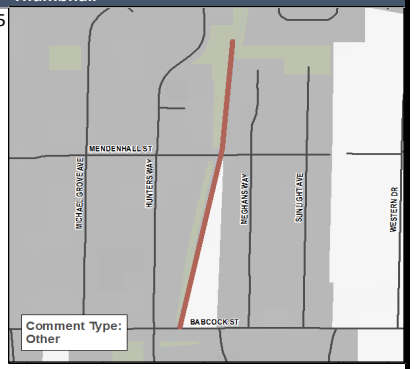
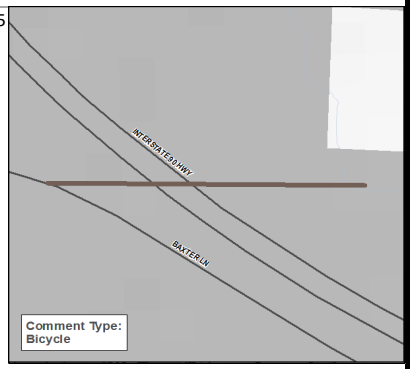
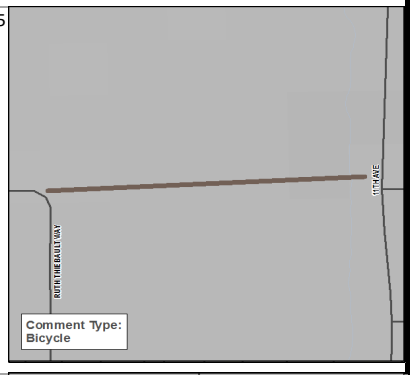
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
400 977699	Automobile	Synchronize these lights.	1	1	0	23-Oct-15	
401 977700	Automobile	Synchronize these lights.	-2	0	2	23-Oct-15	
402 977701	Automobile	Synchronize these lights.	3	4	1	23-Oct-15	

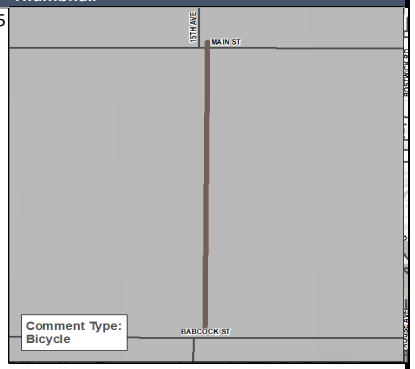
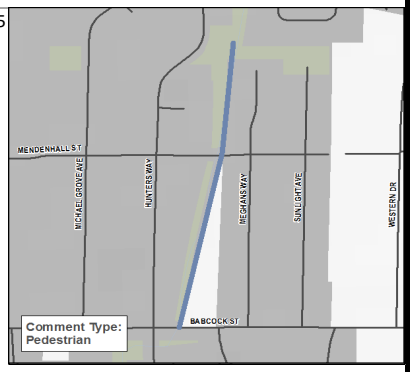
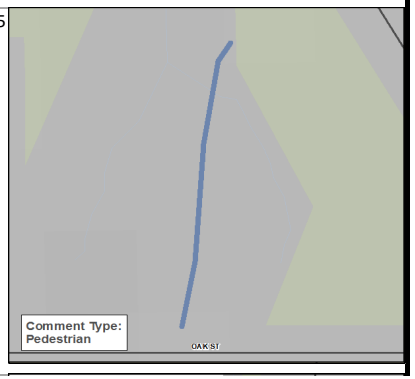
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
403	977702	Other	Put up stop signs at ALL uncontrolled intersections. I've never seen a town with so little signage.	-1	0	1	23-Oct-15	
404	977703	Pedestrian	How about a main street to mountains trail that goes from main street to the mountains, without starting and stopping a dozen times.	1	1	0	23-Oct-15	
405	977704	Automobile	Extend Graf street	6	6	0	23-Oct-15	

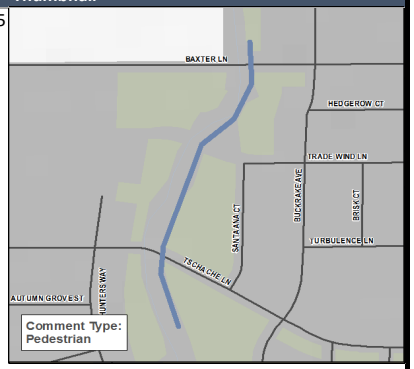
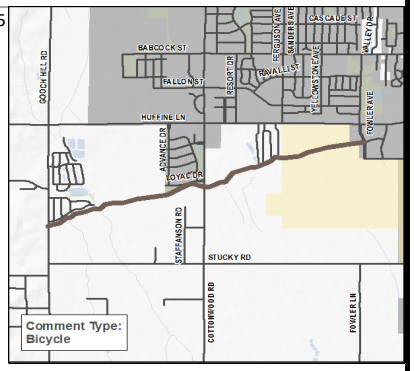
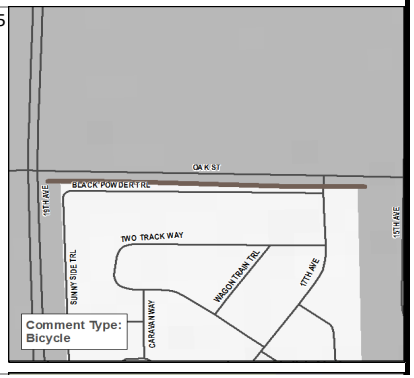
Comment ID	Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
406 977707	Automobile	Extend 11th ave	4	4	0	23-Oct-15	
407 977708	Automobile	Complete Cottonwood	3	3	0	23-Oct-15	
408 977709	Automobile	Complete Ferguson Ave	4	4	0	23-Oct-15	

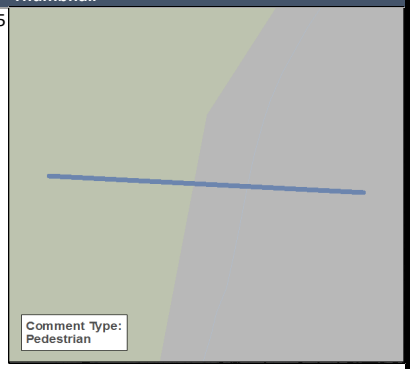
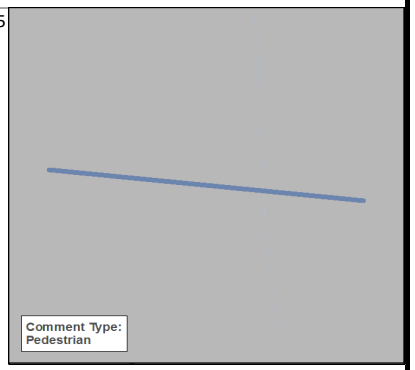
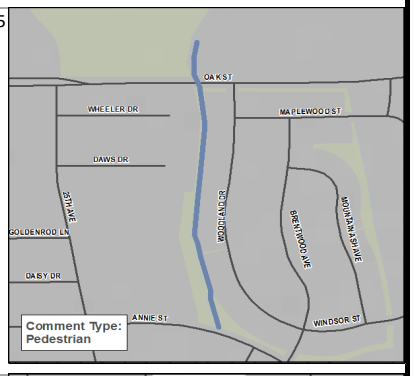
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
409	977710	Automobile	complete 27th Ave	4	4	0	23-Oct-15	
410	977812	Bicycle	Need a bike lane on Davis Lane, to connect to the roadside bike trail on Valley Center. Davis Lane is too narrow to be safe for bikers.	4	4	0	26-Oct-15	
411	977835	Pedestrian	Hard road to cross- people seldom stop for pedestrians.				27-Oct-15	

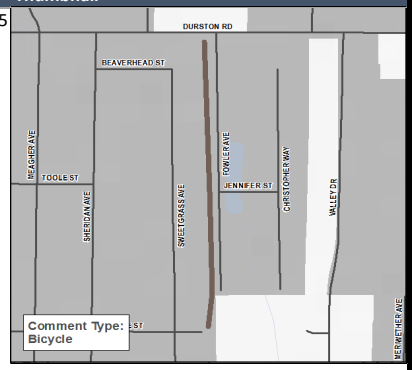
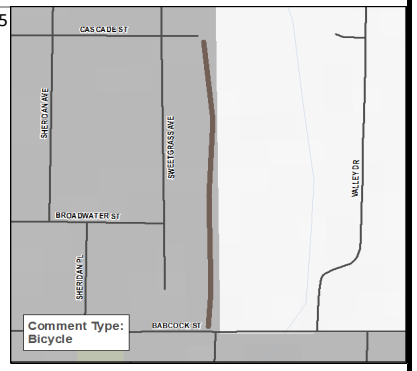
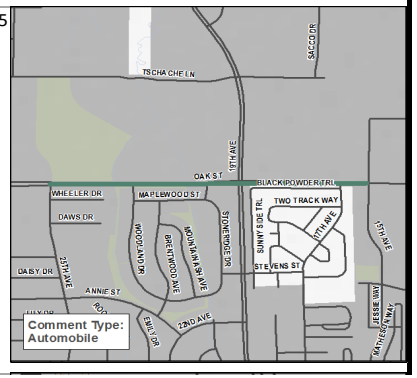
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
412	977836	Pedestrian	A sidewalk would really help!	2	2	0	27-Oct-15	
413	977841	Other	Add a connector trail north of Oak to align with Trail south of Oak. Add crosswalk and curb cuts				27-Oct-15	
414	977843	Other	Add missing section of trails to provide connectivity	1	1	0	27-Oct-15	

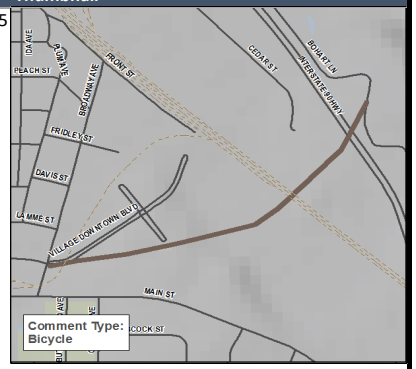
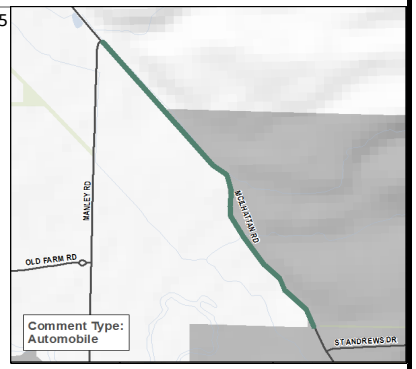
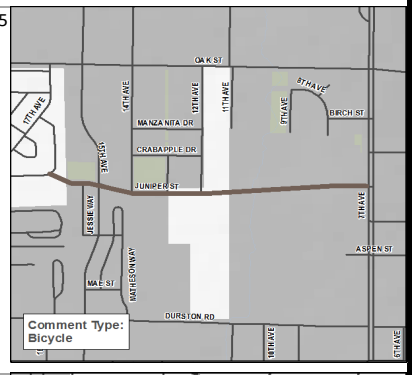
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
415	977845	Other	Add trail through open space to provide connectivity between residential areas and commerce centers	4	4	0	27-Oct-15	
416	977848	Bicycle	Bike and Ped Over or Underpass	2	2	0	27-Oct-15	
417	977851	Bicycle	There should be a Connector trail for bikes through the High School Campus because there are very few options other than Oak, Durston & Main to get from the West side of 15th to 7th & downtown - This could be one option	2	2	0	27-Oct-15	

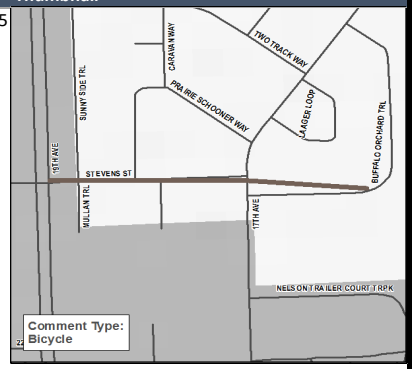
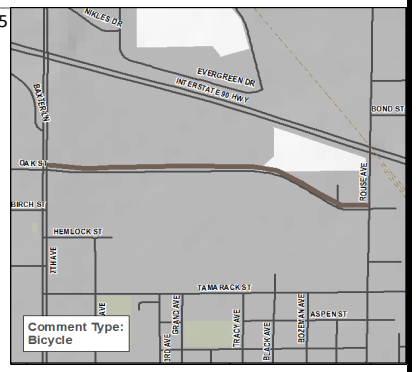
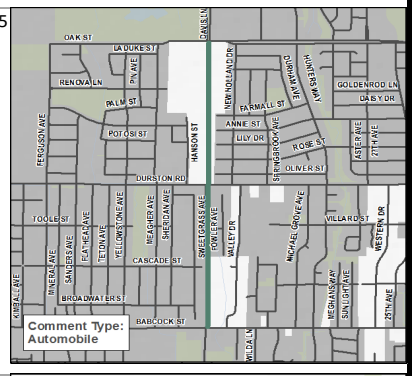
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
418	977852	Bicycle	There needs to be a Bike connector trail here because there are very limited route from West of 15th toward downtown. This would help bikers get from Babcock to 15th	2	2	0	27-Oct-15	
419	977853	Pedestrian		1	1	0	27-Oct-15	
420	977854	Pedestrian	Need a connector trail here				27-Oct-15	

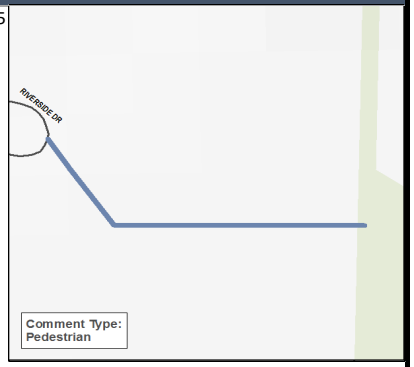
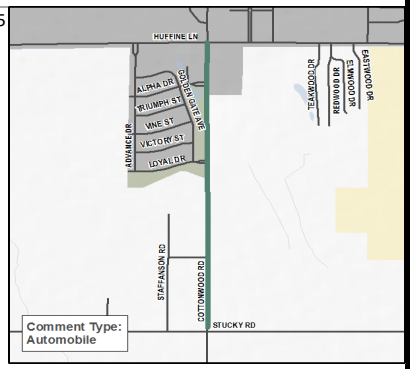
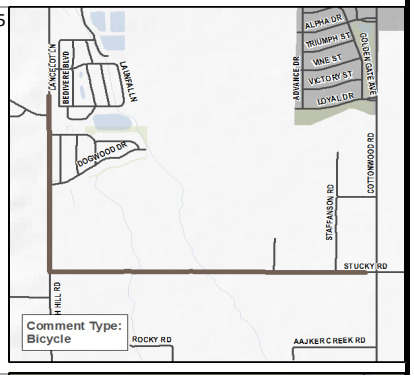
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
421	977855	Pedestrian					27-Oct-15	
422	977856	Bicycle	Lets add a paved bike path along the irrigation ditch at least to Gooch Hill, if not all the way to Hwy 191	5	5	0	27-Oct-15	
423	977859	Bicycle	Provide separate paved Shared Use / Bike path	2	2	0	27-Oct-15	

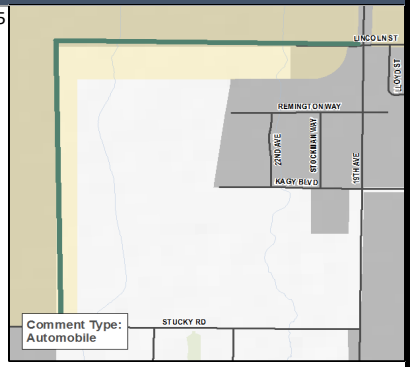
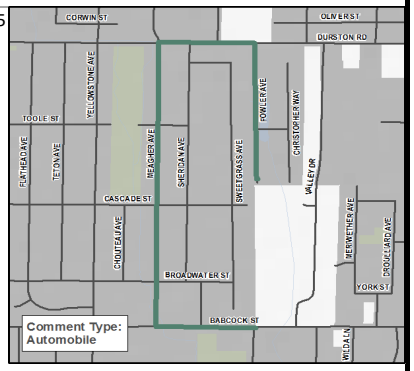
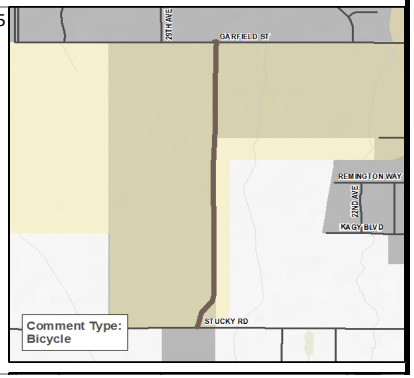
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
424	977860	Pedestrian	Add bridge and connector trail				27-Oct-15	
425	977861	Pedestrian	Add missing sidewalk & bridge to connect sidewalks	2	2	0	27-Oct-15	
426	977863	Pedestrian	Add or repair missing trail sections (Safe routes to school and access to parks)	1	1	0	27-Oct-15	

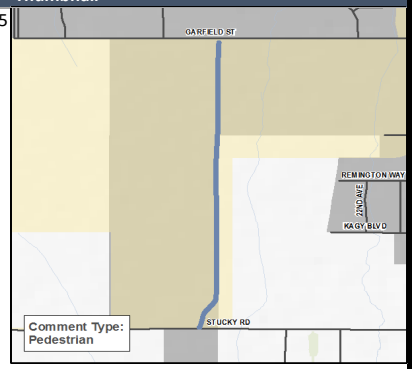
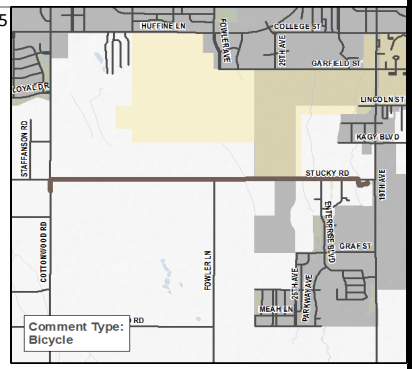
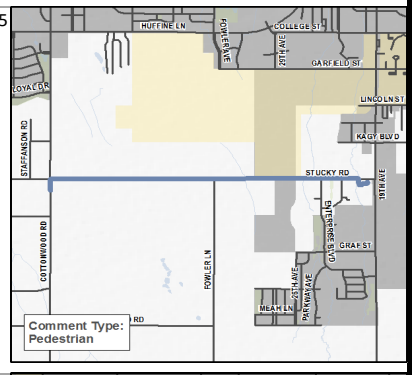
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
427	977864	Bicycle	Repair deteriorated pavement on Fowler Bike Path				27-Oct-15	
428	977865	Bicycle	Provide paved Shared-Use / Bike Path to connect along Fowler corridor and beyond to College st. Bike Path	1	1	0	27-Oct-15	
429	977866	Automobile	Make Oak 4 lanes and provide separate Bike Path where possible	3	3	0	27-Oct-15	

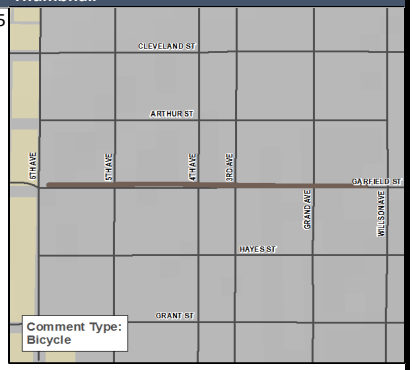
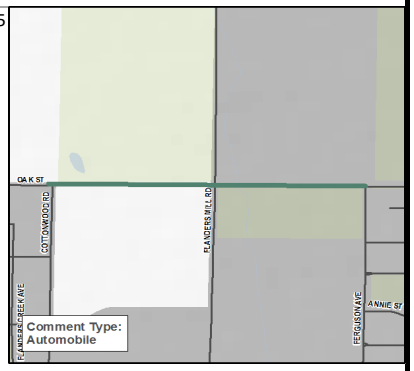
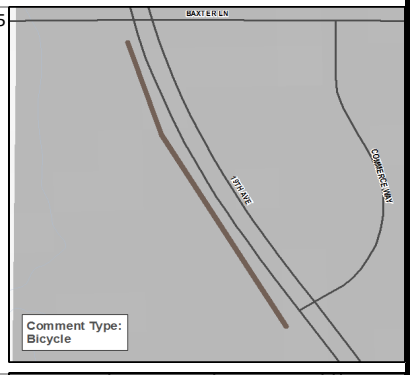
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
430	977868	Bicycle	Add trail and bridge over railroad tracks and freeway where embankments and grade exisitng	3	3	0	27-Oct-15	
431	977870	Automobile	Pave gravel section of Mcllhattan	1	1	0	27-Oct-15	
432	977872	Bicycle	Need more East-West Bike and Pedestrian Connectivity - Add future route on Juniper St to connect 19th to 7th	1	1	0	27-Oct-15	

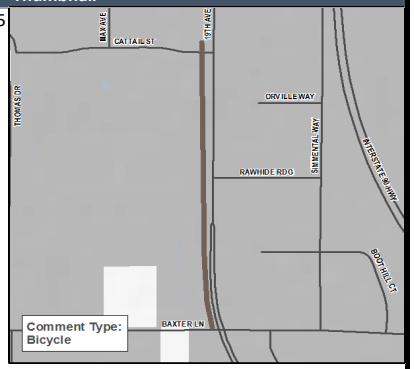
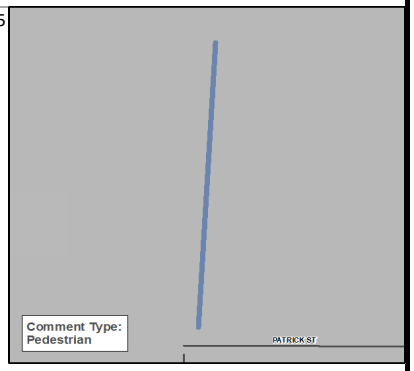
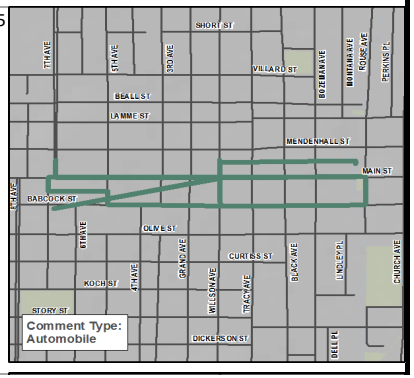
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
433	977873	Bicycle					27-Oct-15	
434	977874	Bicycle	There should be a Separate Shared use path on the N. Side of Oak from Rouse to 7th to match up to the West of 7th. In order to use these paths, bikers have to cross back and forth across Oak.	4	4	0	27-Oct-15	
435	977876	Automobile	Once Fowler is completed to Davis, it seems like it will become an Arterial St. Do not build it piecemeal, but rather all at once, to avoid directly traffic to neighborhood streets. Plan for and provide separated paved bike path from Main to Oak (Region	4	5	1	27-Oct-15	

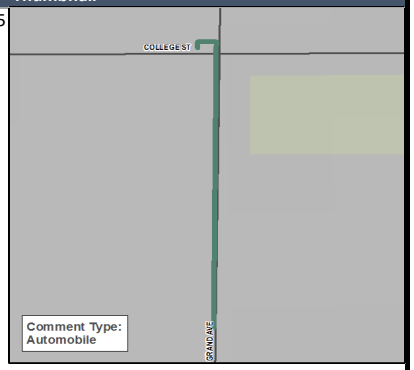
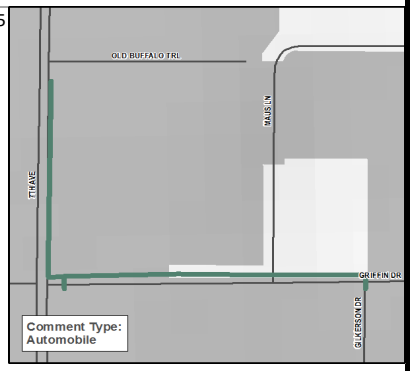
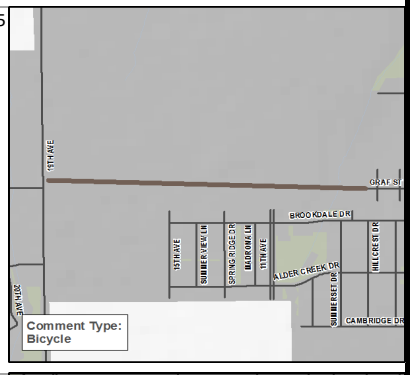
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
436	978006	Pedestrian	pedestrian trail				30-Oct-15	
437	978122	Automobile	This road has high speed (50) compared to Stucky which is more appropriate at 40. The road narrows after Loyal Gardens and there is no bike or pedestrian route.	1	2	1	3-Nov-15	
438	978123	Bicycle	There is a lot of bike traffic on this road which has problems with drivers going over the speed limit which is 40. The sides of the road are steep and it is hard to pass bicyclists with oncoming traffic.	2	2	0	3-Nov-15	

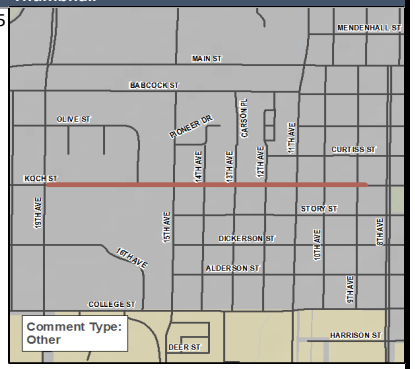
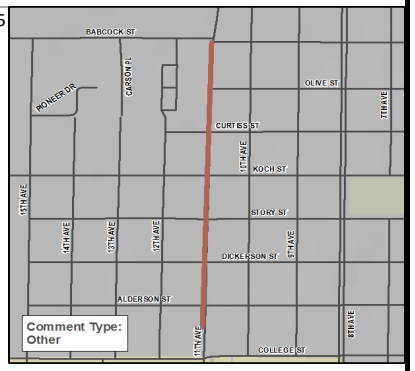
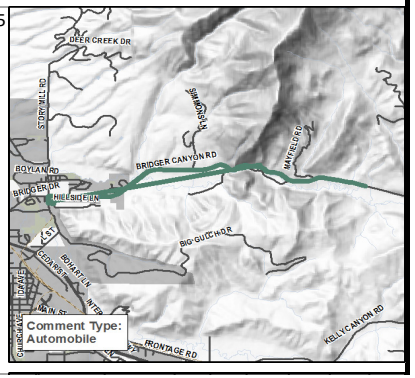
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
439	978124	Automobile	Why are these roads usable? Opening up these roads will reduce traffic on 19th, Garfield, Stucky and Fowler.				3-Nov-15	
440	978125	Automobile	Complete Fowler! We have too few streets that cross from Huffine into housing. The houses are all facing away from Fowler is it was intended to have traffic! This is a main choke point between Huffine and Durston. Finishing this road will limit traffic heavily on streets like Hunters Way and Michael Grove and ultimately 19th.	2	3	1	3-Nov-15	
441	978128	Bicycle	Bike path thru the MSU Ag Station would be safer than 19th				3-Nov-15	

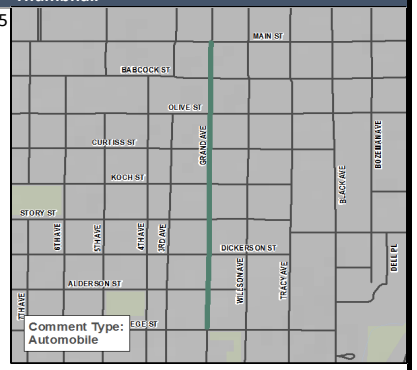
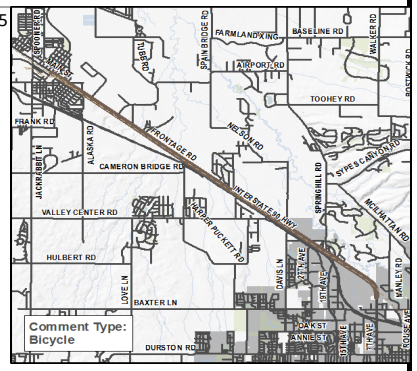
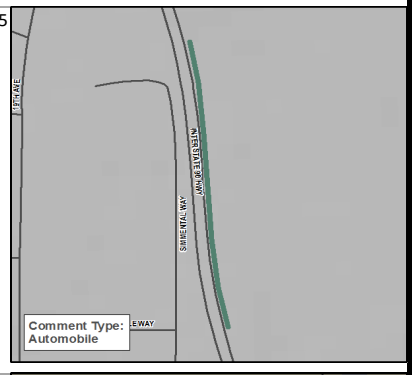
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
442	978129	Pedestrian	Pedestrian path thru the MSU Ag Station would be safer than 19th -- less vehicle exhaust. The air on a path next to a busy street is often more polluted than inside the vehicles on the same street."	3	3	0	3-Nov-15	
443	978130	Bicycle	Stucky needs a bike lane	2	2	0	3-Nov-15	
444	978131	Pedestrian	Stucky needs room for pedestrians				3-Nov-15	

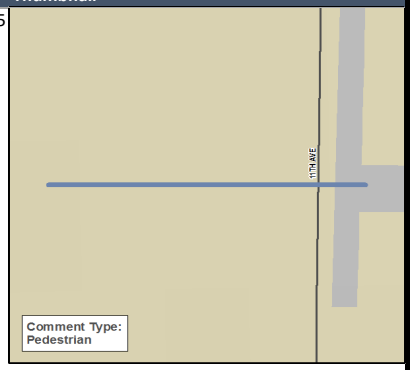
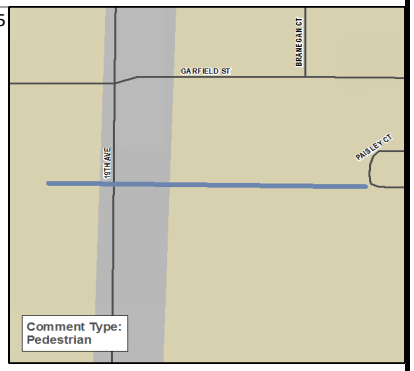
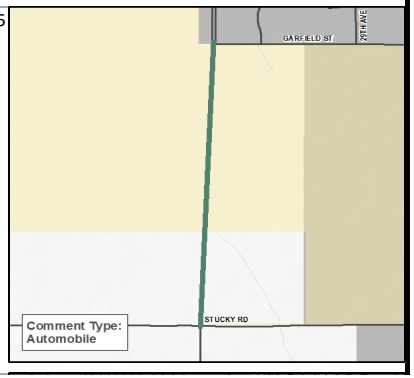
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
445	978352	Bicycle	Garfield Street is a East-West artery that is an important route for pedestrians and bicyclists alike. We live on Garfield and are constantly in awe of what an busy route it is for the commuting community and college folks. We believe that Garfield needs to be further developed into a bicycle-friendly route, as it is flanked to the South and North by streets (Cleveland and Grant) that work as important arteries for car traffic. Garfield is already set up to be a good option for a safer pedestrian and bicycle route as there is not parking on the South side of the street, and dead ends into Campus as well as has an easy access point for the Galligator trail.	2	2	0	8-Nov-15	
446	979085	Automobile	Connect Oak to Cottonwood to reduce traffic congestion on Ferguson.				12-Nov-15	
447	979115	Bicycle	Need to complete this trail connection.				13-Nov-15	

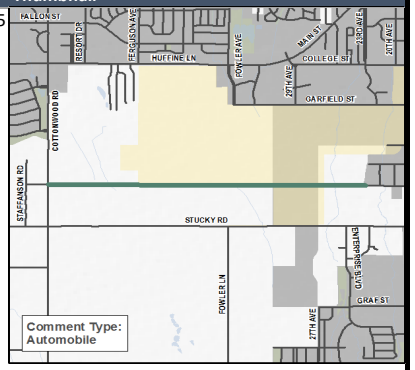
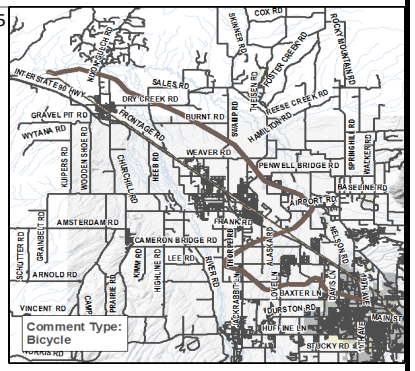
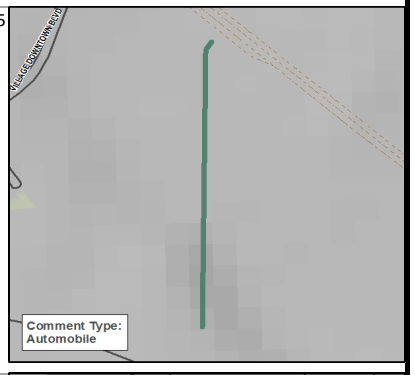
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
448	979116	Bicycle	need shared use path on this side too				13-Nov-15	
449	979117	Pedestrian	pathway connection until development occurs	1	2	1	13-Nov-15	
450	979215	Automobile	If you are considering changing the one-ways of Mendenhall and Babcock then you should also consider changing Main St to a 3-lane road.				18-Nov-15	

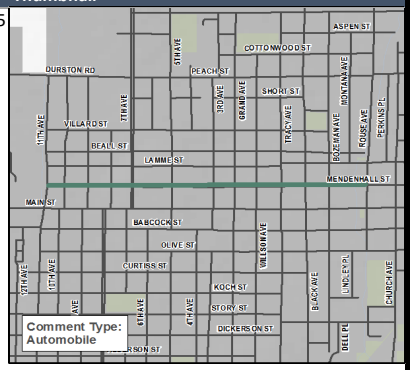
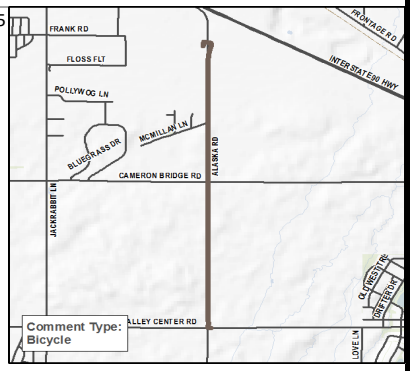
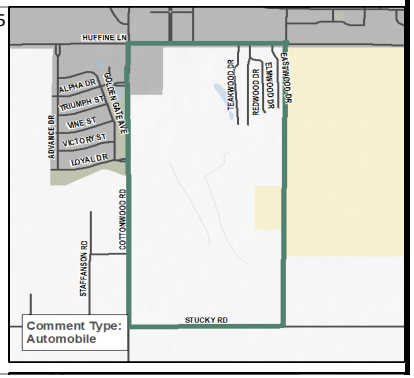
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451	979216	Automobile	Change right-hand-turn only at College and Willson to right-hand-turn only 7am-9 am and 4pm-6pm (or whatever hours work.) Having a blanket all day time is not working.	4	4	0	18-Nov-15	
452	979218	Automobile	A proper right-hand turn lane from Griffin to N 7th should be installed.	2	2	0	18-Nov-15	
453	979231	Bicycle	There needs to be an extension of Graf Street with multi-use trail to connect Meadow Creek, Southbridge and Enterprise Street. There are many workers at Oracle and other businesses along Enterprise Street.				18-Nov-15	

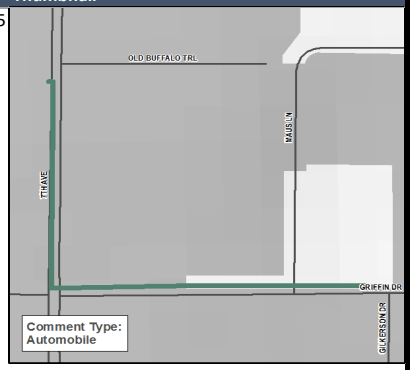
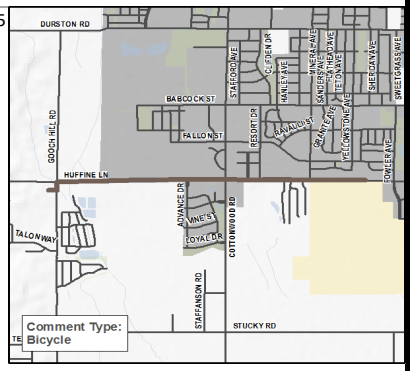
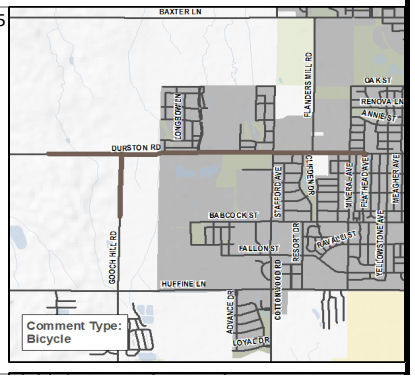
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
454	979282	Other	Remove parking on one side of this street and add dedicated bike lanes.	1	1	0	22-Nov-15	
455	979283	Other	Remove parking on one side and add dedicated bike lanes. As is this is a narrow road with lots of traffic.	1	1	0	22-Nov-15	
456	979284	Automobile	Excessive heavy truck thru-traffic makes Bridger Canyon inhospitable to bikes and peds (plus quite noisy on M and Drinking Horse)				22-Nov-15	

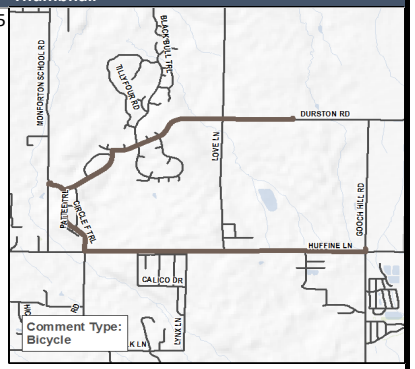
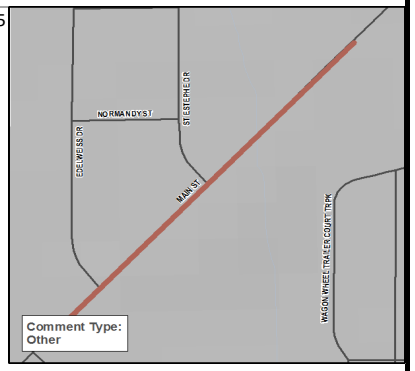
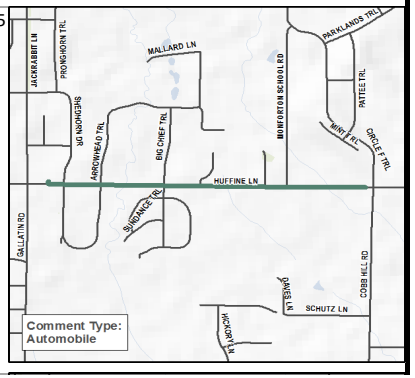
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
457	979286	Automobile	Lots of North-bound traffic on Grand moving very fast (downhill) due to Right-turn only at College & Willson. Seems like we just swapped problems with that: in exchange for lessening congestion on College, we pushed through-traffic onto Grand. Can we have a plan for getting non-local traffic (destination or point of origin within residential area between Willson & 8th, College and Olive) off of Grand which is not an arterial in any way shape or form? Or at least slows down traffic and removes incentive for motorists to speed downhill through uncontrolled intersections and towards the next arterial they are trying to get to?	1	1	0	23-Nov-15	
458	979311	Bicycle	We need a bike route from Bozeman to Belgrade. Between the Frontage Rd and RR, or between RR and Interstate would remove bikes from dangerous Frontage Rd. Add an underpass at the fishing site to connect with trail system there.	1	1	0	23-Nov-15	
459	979312	Automobile	3rd lane added with the new 7th Ave bridge project should have been extended all the way to the 19th off ramp	1	1	0	23-Nov-15	

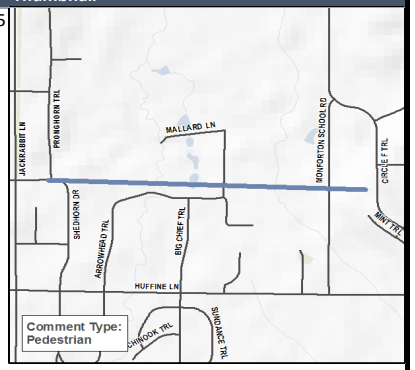
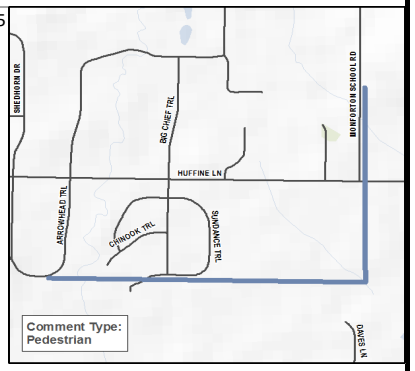
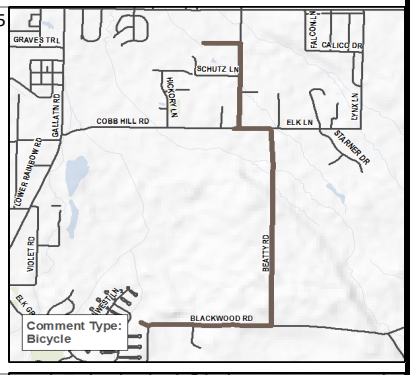
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
460	979313	Pedestrian	Above grade pedestrian crossing. The original design of Cheever and Haynes Halls called for this, and makes all kinds of sense.				23-Nov-15	
461	979314	Pedestrian	Above grade pedestrian crossing of 19th				23-Nov-15	
462	979315	Automobile	Finish Fowler				23-Nov-15	

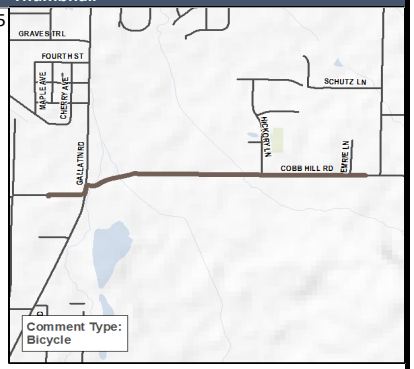
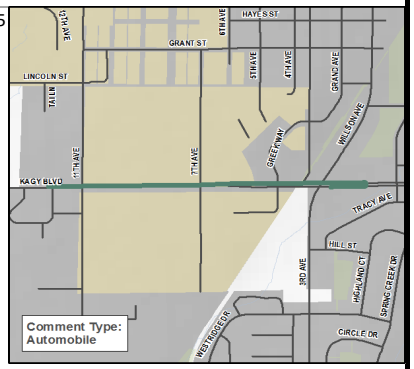
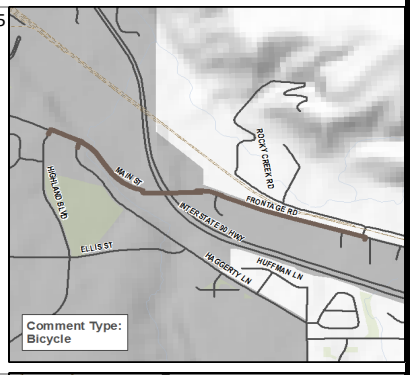
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
463	979316	Automobile	Push Kagy out to Cottonwood	4	4	0	23-Nov-15	
464	979317	Bicycle	Old rail line would make for a great multi-use trail to Headwaters State Park	1	2	1	23-Nov-15	
465	979318	Automobile	Do not extend Highland to the north through the wetlands. This would not significantly relieve traffic on main street, it would destroy valuable wetland habitat, and it would be extremely expensive.				24-Nov-15	

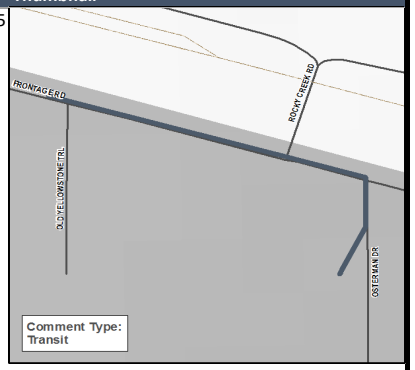
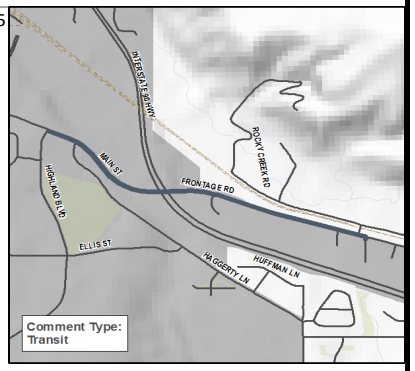
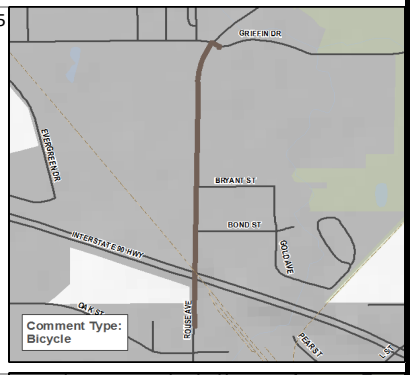
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
466	979319	Automobile	The one-way directions on Mendenhall and Babcock work very well the way they exist. Do not change them.	1	1	0	24-Nov-15	
467	979320	Bicycle	We almost have a safe bike route from Belgrade to Bozeman, with the exception of Alaska RD between the new interchange and Valley Center. No shoulder, 50mph speed limit, and frequent gravel trucks make this one section hazardous!				24-Nov-15	
468	980144	Automobile	Push Ferguson through to Kagy and/or Stucky.				25-Nov-15	

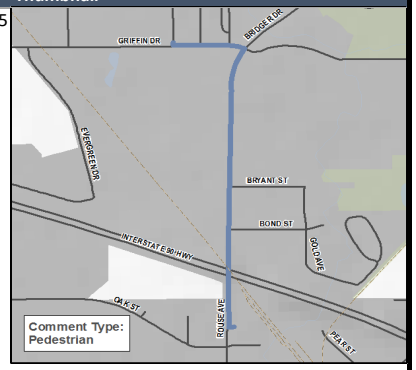
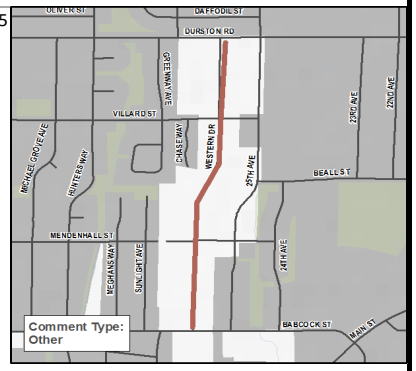
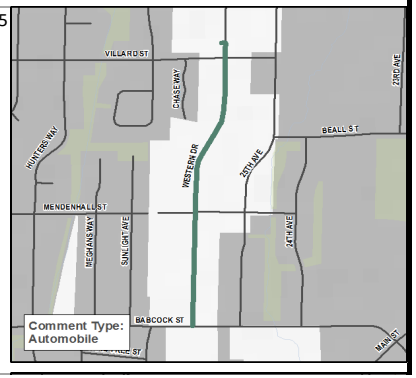
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
469	980147	Automobile	Left turn only signal at that intersection will help the backup of 'thru traffic' as well				25-Nov-15	
470	981328	Bicycle	Connect bike path from Four Corners to town to increase safety of pedestrians commuting by bicycle	2	2	0	1-Dec-15	
471	981329	Bicycle	There needs to be safe ways for pedestrians to commute into town. this will decrease the number of cars entering town from Four Corners and Gateway	1	1	0	1-Dec-15	

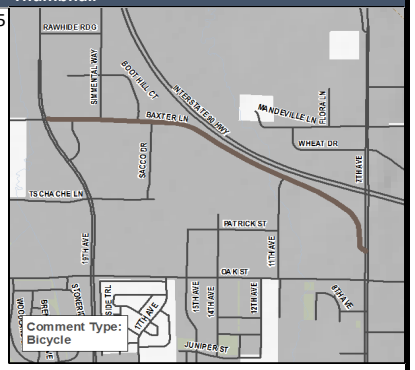
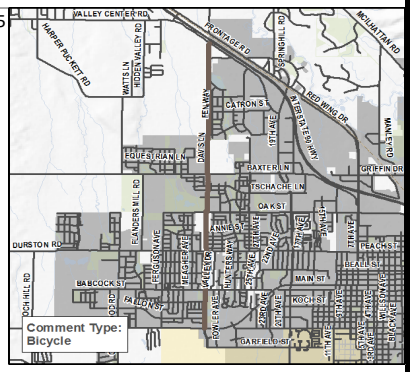
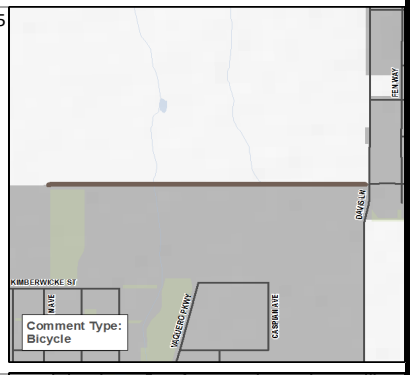
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
472	981330	Bicycle	Connect the bicycle path from Four Corners to the existing bicycle paths in town.	1	1	0	1-Dec-15	
473	981343	Other	The speed limit is too fast here. With no crosswalks or places for pedestrians to safely cross, the speed limit needs to be slowed.	1	1	0	2-Dec-15	
474	981344	Automobile	Four corners is a community growing at a very quick pace. This area needs to be treated as a community and not a fly-by for traffic. The spped needs to be dropped from 55mph to 45mph, and when closer to the intersection down to 35 mph. Children commute to school along this stretch of road, and the speed of traffic is a danger. With no crosswalks or areas to cross within a mile of the Huffine/Jackrabbit intersection, pedestrians risk their lives by trying to hop across 5 lanes of speeding traffic.	1	1	0	2-Dec-15	

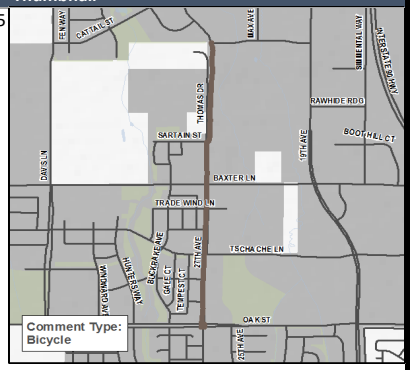
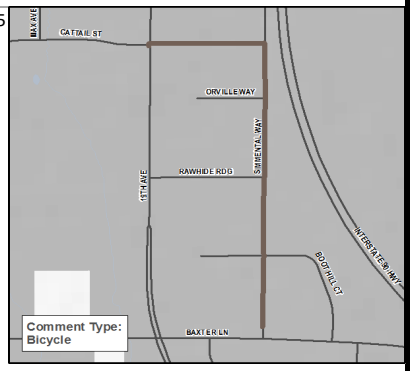
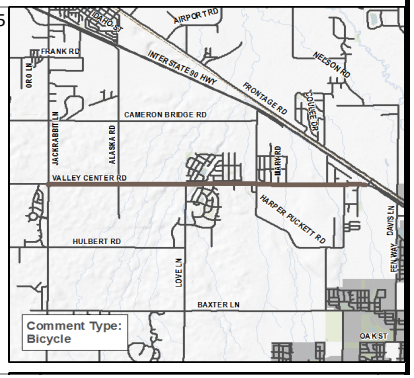
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
475	981345	Pedestrian	There needs to be a pedestrian path that connects sub divisions with school; increase safety and health for growing children.	1	1	0	2-Dec-15	
476	981346	Pedestrian	There needs to be walking paths that connect subdivisions to school and are not within 5 feet of speeding Huffine traffic. This will increase safety and health of children and community members commuting around the Four Corners community.				2-Dec-15	
477	981347	Bicycle	Bicycle paths to connect subdivision to other services such as schools will decrease use of automobiles and increase health. A walkable community is a healthy community; Four Corners is a community.	1	1	0	2-Dec-15	

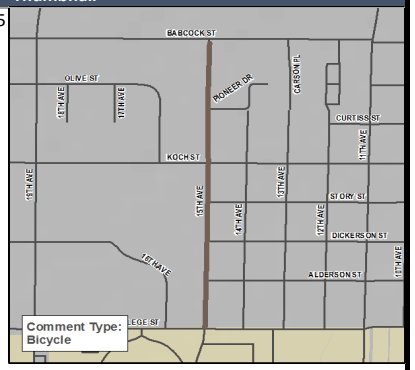
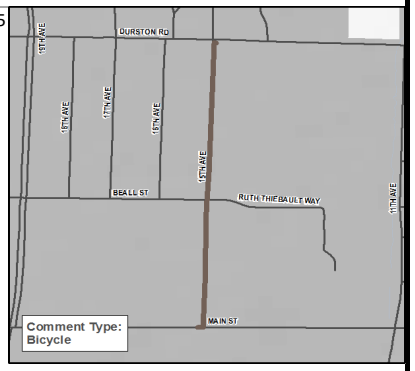
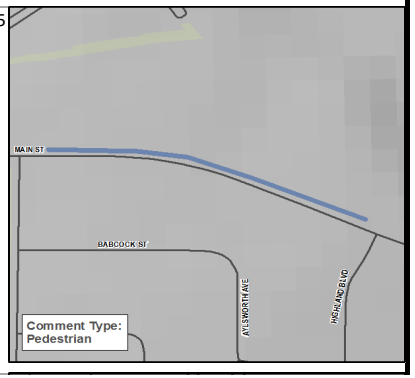
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478	981348	Bicycle	Connecting the subdivisions to the school and into Bozeman will decrease automobile traffic and increase health/safety of Four Corners residents/children.				2-Dec-15	
479	981621	Automobile	The city should not allow MSU to close a major thoroughfare before, during, and after football games. It is outrageous that citizens have to either triple their travel time and/or drive completely out of their way when leaving their homes the (often entire day) day of a football game.				3-Dec-15	
480	981692	Bicycle	bike lanes and walking safety to these east frontage road area businesses. Also Gallatin College is going to grow at their East Frontage location.				8-Dec-15	

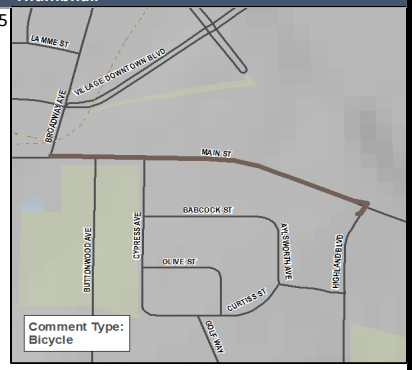
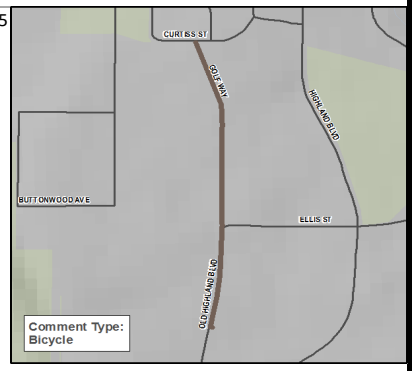
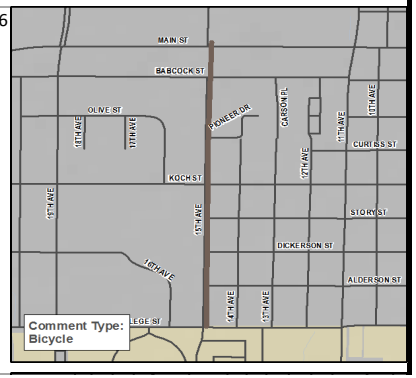
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481	981693	Transit	Public transportation to these East Frontage road businesses and Gallatin College.				8-Dec-15	
482	981694	Transit	Public transportation out farther to East Frontage road.	2	2	0	8-Dec-15	
483	981695	Bicycle	Bike path that is safe on North Rouse.				8-Dec-15	

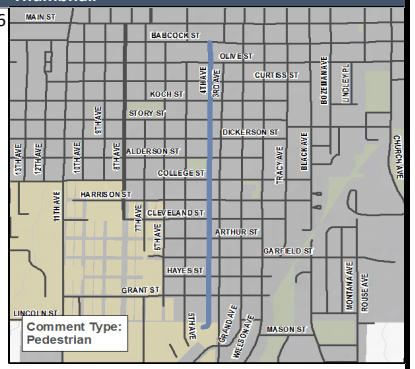
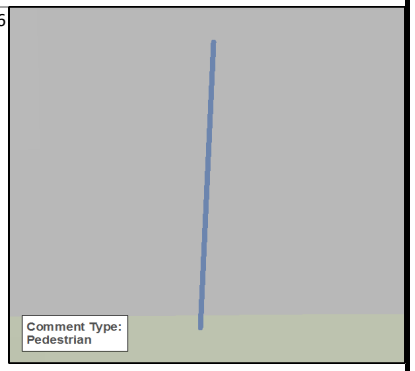
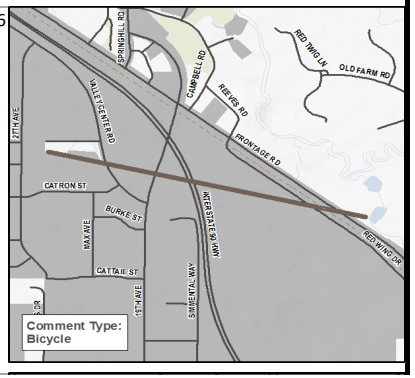
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
484	981696	Pedestrian	Safe walking path for Warming Center residents.	2	2	0	8-Dec-15	
485	981744	Other	Western Dr has no sidewalks or painted lines, yet is definitely used as a collector street. Something should be done (traffic controls?) to ensure safety of residents and address heavy and fast traffic flow, especially at peak traffic times.				10-Dec-15	
486	981745	Automobile	Traffic travels too fast, there are many pedestrians with no sidewalks, including kids. This street was not intended as heavily traveled street. Add 4-way stop signs on Mendenhall and at Villard.	1	1	0	10-Dec-15	

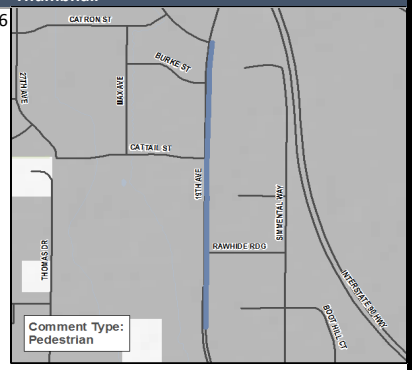
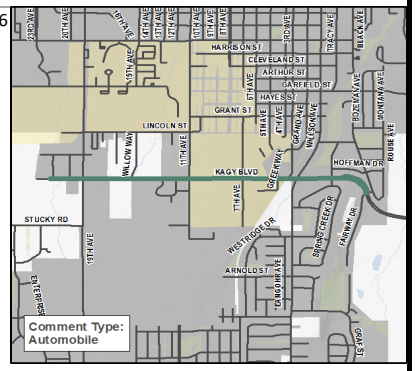
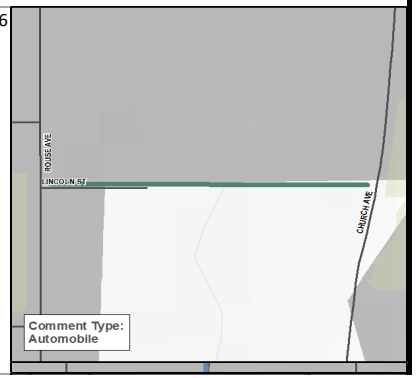
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487	981870	Bicycle	Baxter Lane should have a shared use path (12-14ft wide) along the north side. this is an ideal east west connector between 7th and 19th. The N side will have limited or no driveways conflicts with the pathway.	1	1	0	14-Dec-15	
488	981871	Bicycle	The entirety of the Fowler/Davis corridor should have a separated, shared use pathway in addition to bicycle lanes. This north south connection is a critical transportation corridor for all modes of transportation.				14-Dec-15	
489	981952	Bicycle	The sidewalk along this section would have been better as a paved two way bicycle/pedestrian route. There are many places in Bozeman that could use two way paved routes but I keep seeing sidewalks put in instead.	1	1	0	19-Dec-15	

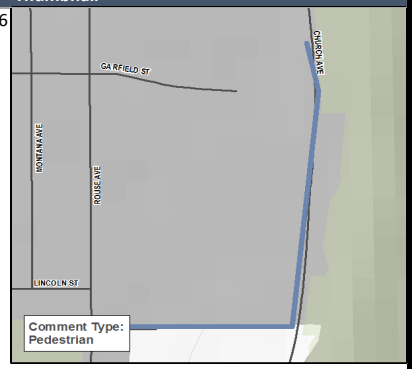
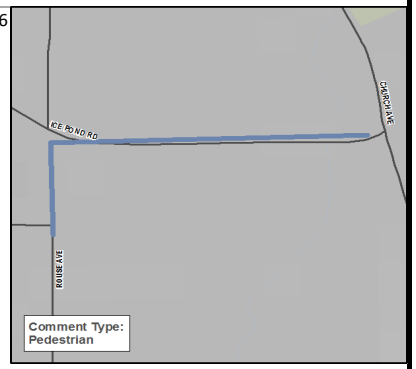
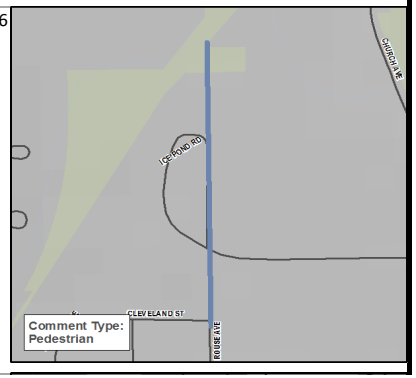
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490	981953	Bicycle	An excellent route for a paved separate two-way bike/pedestrian path				19-Dec-15	
491	981954	Bicycle	Sidewalks on Simmental would have been better as paved two-way bike/ped paths. Especially along storage unit side where there is little traffic coming in or out along there.				19-Dec-15	
492	981955	Bicycle	Excellent that there is a bike path along Valley Center, but it needs to be cleaned of gravel to be a useful route. I usually ride the road because the bike route is so full of gravel.				19-Dec-15	

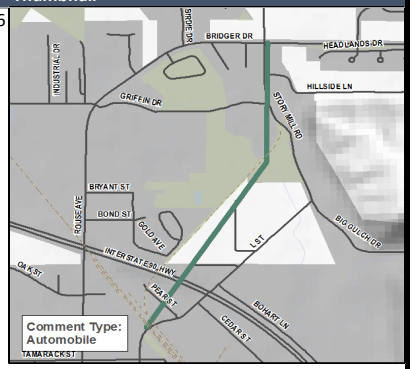
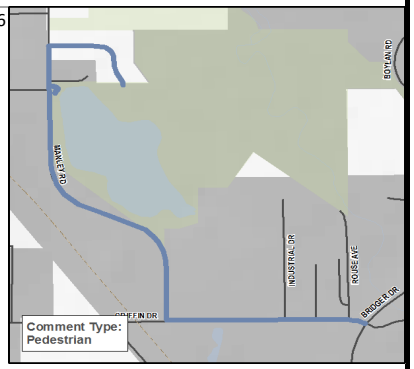
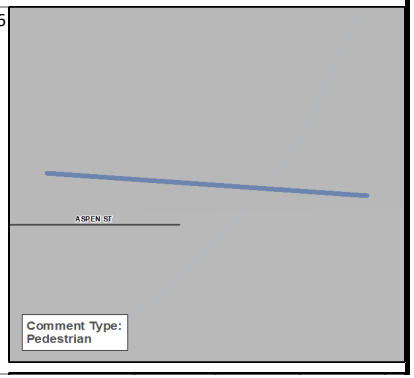
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493	981956	Bicycle	There are few good bike routes going north south toward the university from the north side of town. I like 15th avenue, will not ride 19th because of too much traffic. 15th as a designated bike route is needed and it needs to be plowed in the winter.				19-Dec-15	
494	981957	Bicycle	Designate this section as a bike route just as on the north side of Durston. Good route to go to and from the university from the north side of town.				19-Dec-15	
495	981996	Pedestrian	There is no setback between sidewalk and road here. Also there are giant, unused parking lanes out this way that are worth a look too.				22-Dec-15	

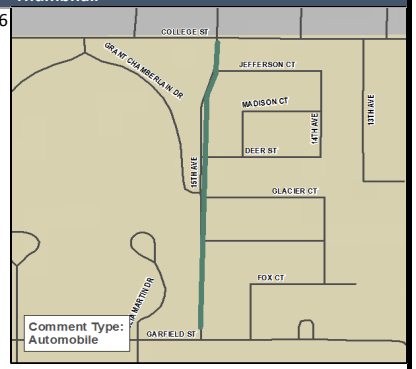
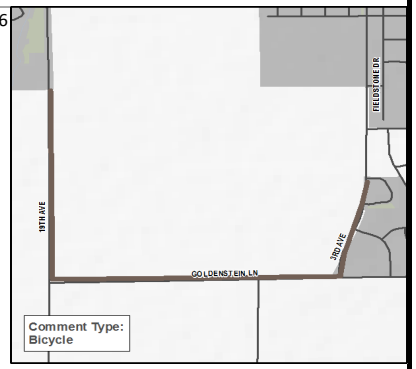
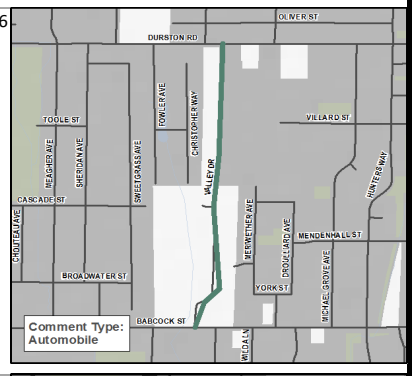
Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
496	982044	Bicycle	The separated path on Highland dead ends at E. Main. A bike connection is needed along Main St. between Highland and downtown. The wide shoulders on E main could be used as bike lanes. This will become even more important when Heebs relocates to Highland. It is a long walk from downtown, but relatively short bike ride.				29-Dec-15	
497	982045	Bicycle	This is a nice low stress bike route connecting neighborhoods to downtown. It should be improved/formalized with bike route signs, pavement and entryways on road (Golf Way) east of cemetery. There is a dirt section on corner of Ellis St./Golf Way that should be paved. This would provide a great winter bike route if plowed.	1	1	0	29-Dec-15	
498	999734	Bicycle	Exceptional opportunity for N/s bicycle boulevard - in particular with a bike/ped only pass through between Main and Babcock.				8-Jan-16	

Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
499	999735	Pedestrian	Pedestrian, bike, homeowner "woonerf".				8-Jan-16	
500	999736	Pedestrian	Connector trail between Olive and Bogert Park.	1	1	0	8-Jan-16	
501	999737	Bicycle	Connection between north side and west side Mainstreet-to-Mountains system needed.				8-Jan-16	

Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
502	999741	Pedestrian	Priority should be given to closing the gaps in the existing system like the few missing spots along the East side of 19th from Baxter to Valley Center.	-1	2	3	9-Jan-16	
503	999742	Automobile	Make Kagy 5 lanes! MSU is the biggest destination in the county on a daily basis. They are growing fast. Need associated bike lanes and wide pedestrian facilities as well with tunnels or bridges by 11th and 7th.				9-Jan-16	
504	999743	Automobile	Connect this street and make sure there are pedestrian facilities over the creek. S. Bozeman is cut off.				9-Jan-16	

Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
505	999744	Pedestrian	Install trail/sidewalk connection.				9-Jan-16	
506	999745	Pedestrian	Install sidewalk connection.				9-Jan-16	
507	999746	Pedestrian	Install trail/sidewalk link.	1	1	0	9-Jan-16	

Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
508	999747	Automobile	Upgrade Story Mill/L Street to city standard. Add bike facilities to link with proposed M Trail.				9-Jan-16	
509	999748	Pedestrian	Add sidewalks/ bike lanes from MDT widening of Rouse to the park.	1	1	0	9-Jan-16	
510	999960	Pedestrian	A pedestrian and bike bridge is needed here to connect to existing trail on the east bank of Bozeman Creek. For the past 15 years I have watched a poor lady ride a three wheel trike along Rouse to go to and from her home. A bridge would allow her to safely access the trail and N. Church Ave. The bridge must be installed before N. Rouse gets torn up for upgrades.				12-Jan-16	

Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
511	1002214	Automobile	Road is in terrible condition and needs to be repaired.				24-Jan-16	
512	1002215	Bicycle	Finish the bike/ped loop here.				24-Jan-16	
513	1002216	Automobile	Upgrade Valley Drive to paved with sidewalks.				24-Jan-16	

Comment ID		Category	Initial Comment	Net Like	Like	Dislike	Create Date	Thumbnail
514	1002217	Automobile	Finish Durston Road widening.				24-Jan-16	