

Comment and Summary Responses | Beattie Street Project | 1.14.2020

		Topics	Responses
PUBLIC INVOLVEMENT PROCESS			
1		BIKING COMMUNITY pushed this project forward - Where was the public involvement in determining Helena should be a major biking destination	There has been support from specific mountain bike groups for this project, as well as other special recreation groups. The City has not proposed or determined that Helena should be a major biking destination. The City manages for multiple use on open space lands, of which mountain biking has become a popular use, and the City acknowledges that use needs to be well-managed.
2	a	HOLMAC/CITY did not involve public from the start	The City started to analyze improvement potential for the Beattie Street Trailhead with the HOLMAC in 2011 and 2012. Although this was used as the public process, the City recognized that this was not all-inclusive of users and residents. The city has since rectified this situation by having a public involvement process in 2018 complete with an alternatives analysis. The City is now doing a robust public involvement process for the design. The City is also rewriting portions of the Open Lands management plan (Chapter 7) to specifically address the public involvement process.
	b	2016 - change in use for BLM lands from HOLMAC - public not notified - only HOLMAC	The City followed the BLM process for the change in use. Please see response above.
	c	Feb 2017 - FWP - Recreational Trails Program grant (RTP): No outreach to local residents	The City followed the FWP process for the RTP grant. Please see response above.
	d	NEPA/MEPA requirements for both the BLM Change in Use and RTP grant require key stakeholder involvement in public scoping	The City followed the appropriate process for the RTP Grant and the BLM. See #2a.
3		"RIGHT TO KNOW" - City in violation of Article II, section 9 of Montana Constitution's "Public Right to Know" which states: No person shall be deprived of the right to examine documents or to observe the deliberations of all public bodies or agencies of state government and its subdivisions, except in cases in which the demand of individual privacy clearly exceeds the merits of public disclosure.	The City has responded to all public information request in accordance with City of Helena Resolution NO. 20244. Most recently, the City made Parks and Recreation Director Files for the Beattie Street project available to requesting entities.

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4	a	ZONING CHANGE from PLI to R-1	The zoning for the area that includes the existing parking area, proposed parking area, and residential properties on Beattie, and other streets to the north of the trailhead has been zoned R-1 since at least 2005. There has been no recent zoning change.
	b	Zoning map was updated in July 2018 to include the “Urban standards boundary” and includes the parking lot.	The Urban Standards boundary was adopted as part of the City’s 2011 Growth Policy. The Urban Standards Area boundary identifies properties that may be suitable for future connection to City water, sewer, stormwater and transportation systems. The Urban Standards Area Boundary is not an additional zoning component. It is only focused on city infrastructure and possible extensions.
	c	This “boundary line” was not vetted through a public process, went against the recommendations of the consultants who advised holding a public process for zoning related issues, and appears arbitrary in its existence. Many of the City’s own staff do not know this boundary exists.	The Urban Standards Boundary was vetted as part of the City’s 2011 Growth Policy amendment. The Urban Standards Boundary was included in the Land Use Chapter and in the land use map for the Growth Policy. Public outreach was conducted as part of the Growth Policy work and included a public hearing prior to city commission adoption of the Growth Policy. Including it on the current zoning map does not change any of the zoning.
5	a	NEIGHBORS LEFT OUT of process and DISENFRANCHISED	See #2a
	b	Adjacent landowners should have been notified from the start	See #2a
	c	Neighbors were not informed about the commission decision on Alternative 1 Revised	The Commission provided consensus for staff to move forward on Alt. 1 Revised in Sept. 2018 after public input was gathered in Feb. All Administrative and Regular Commission meetings are noticed to the public.
	d	2018 petition signed by 130 people in neighborhood - submitted to city, never acknowledged	The city did receive and retain a copy of the petition.
	e	Were notices sent for previous meetings?	The Beattie St. Trailhead Open House events hosted on Feb. 20 & 27, 2018 involved sending invitation and letters to all residences residing south of Broadway, one block to the West of Beattie St. and from Beattie to the Meat Loaf Hill Park boundary. It also included legal notices in the Helena IR and a posting of information to the website. A full public process including notices to area residents has been completed for the current conceptual design phase as well.
	f	What is city doing now to get word out to the entire community about this project?	The City has undertaken a very deliberate public involvement and notification project that consists of: legal notices in the local paper, direct mailings to the local area, email notifications to more than 200 interested individuals, social media announcements and signage at the trailhead.

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g	<p>Need Mayor and City Commission to stop and slow down --- give us time to educate and organize so we can be fully involved in important decisions</p>	<p>The City started to analyze improvement potential for the Beattie Street Trailhead through HOLMAC in 2011 and 2012. Between 2012 and 2017 staff explored the viability of trailhead improvements including observing trail use and submitting inquiries to the BLM with regards to land use. In Feb, 2017 a topographical survey was completed to facilitate preliminary engineering design. The City included Beattie St. trailhead improvements in the 2017 work plan. The City then sought comment from the public. Notices regarding the public comment period were published in the March 4 & 10, 2017 papers and a box ad was placed in the paper on March 12, 2017. The initial survey work was followed by excavation "pit tests" during the summer of 2017. On Feb. 13, 2018, the City received a published report from the University of Montana on a trail study completed in 2017, indicating Beattie St. trailhead as the 2nd most used trailhead in the Helena Open Lands system. On Feb. 20 & 27, 2018 the City held open houses (see #5e) to review preliminary design options ("Alternative 1 & 2"). "Alternative Design 1, revised," was created as a result of the public input process that determined that the responding publics felt that the parking capacity in the new Beattie Street Parking lot should be sized in accordance with parking capacity in the present day parking area. On May 2, City staff reviewed comments collected at the Feb. open houses reviewing Alt. #1 & 2, and offered a third alternative developed in response to comments. The third alternative provided a turnaround in the existing right-of-way with on-street parking only, due to the fact that improvements to that street would require adequate turnaround per City policy, and the current space is not large enough to provide both turnaround and parking. After discussion of the three options, the commission gave direction to city staff to move forward with a final design and development/funding strategy for the Alt. #1, revised. Following public comment at the May 16 administrative meeting, the City Commission requested completion of a traffic speed study for Beattie St. The city hired Abelin Traffic Studies who conducted a speed and traffic study between Broadway St. and the south end of Beattie St. After completion of the study, city staff summarized the info and made it available on the City webpage. A public meeting was held on July 31, 2018 to discuss the traffic study, the City's traffic calming program/policy and the Alt. #1, revised. City staff also hosted an informational booth at Alive@Five, the following evening in an additional effort to inform citizens of the proposal. At the July 31 meeting, concerns were raised that the traffic study was conducted over a holiday weekend, which did not result in an accurate study. The city then requested a second study that indicated the 85th percentile speed on Beattie St. is 24.7 MPH, which is within the posted speed limit. Commission gave consensus to move forward with designing Alt. 1, revised with traffic calming and sidewalk improvements on Sept. 5, 2018. WGM Group was hired to complete the trailhead design with complementary street improvements and traffic calming in the summer of 2019. A public meeting was held on Aug. 22, 2019 to collect input on the initial conceptual design. A second public meeting was held on Sept. 30, 2019 with a further refined design that incorporated comments from the Aug. 22 public meeting.</p>
h	<p>Opposed until city rescinds BLM change of use request, returns RTP funds, and starts the process from a transparent and legal platform that justifies purpose and need</p>	<p>Data collected during the course of the 2017 (released in 2018) Trail usage study completed by the University of Montana provided clear evidence that the Beattie St. trailhead is the preferred access point for the Mount Ascension Natural Park. It is the second most-used trailhead in the Helena Open Lands System (Mt. Helena trailhead is the most used).</p>

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	i	Please engage those of us in the neighborhood with legitimate concerns before completing your design as there is still so much work to do. Consider putting this facility at the Old Shooting Range while optimizing the dead end portion of Beattie with curbs, gutters, sidewalks and asphalt	See #5a-h, #8, #10, #25a
6		RE: OPEN HOUSE #1	
	a	Appreciate the process - now take action and move forward	The City acknowledges this comment.
	b	Way better outreach than before - thanks for the open house	The City acknowledges this comment.
7		WHEN IS/WAS DECISION MADE?	See #5g
PROJECT NEED			
8	a	Identify and explain Purpose/Need	The City proposed this project to relocate the trailhead parking area out of the limited right-of-way on to open lands property in an effort to better serve the existing use and provide enhanced resource protection and trail user amenities. Additionally, please see #1, #5g, and #8a.
	b	Why did the city propose this project? When? Did someone request it? Who? (References to bikers, gold biking destination, biking competitions)	The City proposed this project to relocate the trailhead parking area out of the limited right-of-way on to open lands property in an effort to better serve the existing use and provide enhanced resource protection and trail user amenities. Additionally, please see #1, #5g, and #8a.
	c	If this doesn't increase capacity, why do this? Parking lot almost never full....	See #8a
	d	Need not supported by current Open Lands Plan designation as a minor trailhead, not a major trailhead	The City's Open Lands Plan is currently being updated. Since the time the plan was drafted in 2004, Mt. Ascension Natural Park has more than doubled in size. The City has conducted a trail use study indicating the Beattie St. is now the second most used trailhead in the Helena Open Lands system and the most accessed trailhead in Mt. Ascension Natural Park.
	e	Why does the city keep saying that emergency vehicle and turn around is such an issue (at a parking lot) when there isn't such a turn around at all dead end streets in the neighborhood?	The trailhead is a city asset and needs to be maintained with enough room for snow plows and emergency vehicles.
	f	Montana Bicycle Guild wants a facility to host mountain bike races as they stated at a neighborhood meeting on Jan 2 2018.	City staff are charged with activating our public spaces. Events at this trailhead would go through a permitting process that weighs impacts, just like any other events in public parks.
	g	MBG wants this trailhead as a hub for racing as it connects best to black diamond level - Downhill Directional Trail	The City is not in the position to affirm or refute what the Bike Guild wants. The best access for the downhill Directional Trail is the Arrowroot Trailhead at the intersection of 2006 Trail and Arrowroot Drive.

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	h	The overall project and design options feel very hodge podge, like there is no real overarching rationale for any of it and all these features back and forth are simply responding to one comment or another without a clear purpose or need.	See #8a-e for the project's purpose and need.
THIS PROJECT IN BROADER CONTEXT			
9	a	2004 Open Lands Management Plan – need to conform ; it's the most recent publicly vetted decision document	The Helena Open Lands Management Plan (2004) is currently being revised through an open public process as it is out-of-date and does not reflect the current needs of the Helena Open Lands system. See #8dd
	b	2004 plan states Beattie is to be left a “Minor Trailhead” while Old Shooting Range a “Major Trailhead”	See #8a, #8d, and #10
	c	No development/no decision until a new land use plan is completed	The City Commission provided consensus for staff to move forward with Alternative 1, Revised. The Revised Open Lands Management Plan (recreation chapter 7) will provide an overarching framework for providing access to open lands including consideration of trail use data.
10		Why not examine other trailheads ? Have we looked at adding parking and dispersing use to other trailheads? Davis, Old Shooting Range	The 2018 Open Lands Work Plan identified DeFord Trailhead as needing additional parking while the Old Shooting Range has never been observed to have parking use at full capacity. Additionally, City park ownership on Rodney Ridge has remained unchanged since 2004, while Mt. Ascension has more than doubled in size.
11	a	How does this project fit into a broader prioritization of city infrastructure ?	Prioritization of capital projects is set through the Capital Improvement Budget process
	b	Why pave Beattie? Other streets (Davis) need it more.... Or Rodney Street???	The City Commission discusses priorities and approves projects through the budgeting process. Rodney St. is currently a budgeted project. More information can be found here: https://www.helenamt.gov/pw/engineering/master-plans/budgeted-capital-projects.html
	c	Finish Centennial Trail first – a workable quality commuter non-motorized path is more important than Beattie Parking Lot	See #11a
PRIORITIES IN THIS PROJECT			
12	a	What project component has top priority? (Do paving and parking improvements at same time)	To-date, the project is assumed to be completed as a whole. Prioritization and phasing of projects is set through the budget process.
	b	What is the order of priority for the entire project? If our budget is limited, will the lower priority items on the list be eliminated? IF so, what might not happen as planned due to the limited budget?	See #12a
13		City should not piece-meal the project	See #12a
14		Fix the stormwater before you work on a trailhead	See #58e

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ENVIRONMENTAL ANALYSIS, NEPA, MEPA			
15	a	BLM Change in Use trigger NEPA - City has not complied with NEPA requirements for process, analysis, and decision document	See #18
	b	HOLMAC submitted application in 2016	The City submitted this application to the BLM.
16	a	Recreation Trails Program (RTP) grant for toilet must comply with NEPA and MEPA requirements	See #18
	b	Submitted by HOLMAC Feb 2017	The City submitted this application to the BLM.
	c	RTP \$ are federal dollars funneled through State Parks Board, NEPA must occur with key stakeholder scoping and environmental analysis	See #18
	d	Under the Environmental Review section of the grant, it asks, "Are you exempt from completion of an environmental review?" Brad answers no. "If you answered 'NO', then you need to upload your environmental review documents." But no documents to support that can be found	The application required uploaded environmental documents or to fill out the environmental review narrative in the application. As is clearly shown, the City filled out all the obligatory information in the environmental review narrative in the application.
17	a	Analyze Social-Environmental Impacts - Need to identify alternatives, projected impacts such as increased hike/bike use, analyze effects on natural open space, neighbors property values, viewsheds, safety considerations (venue for parties, drug deals), impact of pit toilet, storm drainage, etc.	The City did consider the effects of various alternatives and presented those alternatives in the 2018 public process. Alternative 1, revised was chosen for multiple reasons, including that it was less impact and disturbance than the others. In the final design phase of the project there have been several mitigations incorporated that specifically address viewsheds and safety considerations including construction of a berm to obstruct headlights and traffic calming. The City is not required to comply with NEPA-MEPA analysis of social-environmental impacts or property values. However, research compiled by a 2016 Headwaters Economics report indicates trails are more likely to be associated with increased property values. http://headwaterseconomics.org/wp-content/uploads/trails-library-property-value-overview.pdf property values near trails. Also, The Mt. Helena trailhead has served to attract and increase higher property values adjacent to and in the vicinity of the Mt. Helena Trailhead, which is much larger, but similar in design to Beattie Street.
	b	Need to analyze impact on value of homes adjacent to the parking lot	See #17a
	c	What studies have been done?	To facilitate preliminary engineering design of the proposed Beattie Street Trailhead improvement project, topographical survey work was completed in Feb. 2017. The initial survey work was followed by excavation, "pit tests" which were completed in Sept. 2017. The city has completed multiple traffic studies, and a trail usage study. See #18.

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18		City Not Exempt from MEPA requirements	Compliance with the Montana and National Environmental Policy Act is required of state and federal agencies making a decision that potentially affects the quality of the human environment. The City of Helena is not a state or federal agency. The City of Helena does work with State and Federal agencies to provide requisite information for their MEPA and NEPA compliance for projects that have state or federal funding, or other connections to state or federal actions. For example -- for the FWP grant, the City provided the required information for the state to meet their MEPA compliance.
COST - BENEFIT - SCHEDULE			
19		How much does it all cost?	The City's consultants, WGM Group, are currently working on designs and will put together a cost estimate for construction depending on the chosen final design. The cost estimate will be broken down into different aspects of the project, i.e. - cost for paving, cost for side walks, cost for curb and gutter, cost for traffic calming features.
20	a	Has funding been approved by city commission?	The City included the Beattie St. project in its justification for the 2019 Open Lands rate changes, which were approved by the City Commission in Aug. 2019. Though full project costs have yet to be determined, the City intends to fund this project through the approved Open Lands assessments, as well as using existing Open Land Reserve funds for the trailhead portion of the project. Street Improvement funds will be used for the portion of work that impacts the public right-of-way.
	b	If a bid comes in at \$200k or less, will project be built?	See #20a
	c	Are paving and sidewalk costs included in current proposed budget?	See #19 and #20a
21	a	Is Cost/Benefit of options being considered?	The City Commission considered options and provided consensus to move forward with Alt. #1, Revised.
	b	Saving money by expanding current lot would leave money available to address storm water issues on Beattie and side streets with paving, gutters, and sidewalks	The existing footprint plus land that could potentially be acquired through a land trade would not provide sufficient space for parking and a turnaround for snow plows and emergency vehicles. Paving, sidewalks and stormwater mitigation are being considered in the current design. See #55
22		How is this project being funded? Other than taxpayer dollars?	The restroom was acquired through a FWP grant. See #20a for other funding sources.
23	a	When will this be built? What are the triggers for construction (money, schedule? Which component first?)	At this point there is not a specific timeline for this as the City doesn't have a final design or a construction contract in place. The goal is to be in some phase of construction early next spring.
	b	Timeline for installation of paving and sidewalks	See #23a
PARKING LOT - LOCATION ALTERNATIVES			
24		Alternative 1, Revised	
	a	When is/was decision made?	The City Commission provided consensus to move forward with Alt. 31, Revised at the Sept. 5, 2018 City Commission Meeting.
	b	Done deal with no opt for further compromise, modifications?	The project has been approved, however the consultants are working on the final design now and public comment is being taken into consideration for modifications to the design.

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24-1		Alternative 1, Revised and Refined and presented at OH#2	
	a.	The number of spaces being proposed can still be obtained in the existing right-of way with the land trade my wife and I made with the city back in 2013 and the Pelzel property across from us (which they have also agreed to potentially trade)	See #25a
25		Neighborhood Alternative – Expand Existing Lot to West	The “Neighborhood Alternative” was mentioned in some public comments. In the Fall of 2019, a group of approximately six neighbors met and provided city staff with a design that they referred to as the “Neighborhood Alternative,” which was a schematic that expanded the existing parking area to the west. See #25
	a	On west side of existing lot – has city talked to owner to see if that’s a possibility? Possible land exchange	In conversations with the City, the land owners to the West were not willing to sell any property to the City, but were willing to consider trading a portion of their lot next to Beattie Street in exchange for the alley right-of-way (ROW) north of their lot. In order for the exchange to occur, the city would need to vacate the entire alley, and the ROW would be split, with half going to the adjoining neighbors to the north and half to the neighbor to the south. With half the alley to trade, the exchange would result in 36 additional feet for Beattie Street ROW to the west. This is not adequate for a parking lot and snow plow/emergency vehicle turnaround as described by the City of Helena Engineering standards.
	b	“Neighborhood Design” would push existing parking area to the west with a dramatic negative impact to neighbors on Iowa St	The City acknowledges this comment.
	c	A reasonable and thoughtful neighborhood alternative design was presented to the City, which, up to this point, the City has refused to openly address or discuss.	See #25a
	d	Preserves historic neighborhood	The neighborhood consists of a mixture of historic homes (over 50 years old) and new homes. The homes closest to the trailhead have been built within the past few years. The area accessed from Beattie Street Trailhead has been and continues to be an integral part of the neighborhood, much used by locals who can get there within a short walk of their homes. That said, the area accessible from the trailhead is several square miles, providing a wonderful recreational opportunity for those who live beyond the local neighborhood. It is a city asset of regional scale rather than that of a single neighborhood. We have attempted to strike a balance between neighborhood needs and the broader needs of the municipality regarding the South Hills open space access. Please see #8 for more information.

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26		No Change Alternative- No off-side Parking Lot, On-Street Parking Only	
	a	Leave existing parking lot as is - designate it for snow plow turn-around and emergency vehicles - encourage trail users to park on street	The City considered this option in 2018 as Alternative No. 3. It was not selected because neighbors did not want the only trailhead parking to be on-street in residential neighborhoods.
	b	Mark the existing trailhead parking as a turn-around and emergency vehicle access point	The existing parking area does not have enough space to accommodate trailhead parking and turn-around for emergency vehicles and snow plows.
	c	Parking lot doesn't need expansion -- only recall once in 20 years that lot was full and people parked on the street	See #8a
	d	On-street parking - capacity - paving adds enough new parking for existing use	See #8a & #26a
	e	No to encouraging trailhead parking on-street - not fair to South end residents	See 26a & #8a
27		Alt. Locations Suggested by Public in 2019	
27-1		Move to the East Suggestion	
	a	Move to the east where ground is flatter	Directly east of the proposed site is a gully.
	b	Move parking lot to the east - downhill into the gully and with 12-16 spots	The gully located east of the proposed parking area construction site function as a natural drainage, therefore, constructing a parking area in the bottom of said draw would result in a longer road, more fill, and more environmental impacts.
	c	Possible alternative to move parking lot to the east-- into or on the other side of the drainage? That would impact a wildlife corridor.	Natural drainage obstruction issues and private property boundary constraints prevents exploration of this location for parking area construction.
27-2		Over-the-Ridge Alternative	
	a	What about an alternative just over the ridge and to the west a bit.	Topographical restrictions and private property boundary constraints precludes consideration of this site for parking area construction.
28	a	Needs a low impact or no impact alternative	The low impact or no impact alternative was Alternative #3, considered in 2018. The City Commission provided consensus to move forward with Alt. 31, Revised after the public provided input that they desired a lower impact option. See #26a & #8a.
	b	Use other existing parking areas -- on-street parking by Clinton Park, vacant lots on Broadway, the Chamber of Commerce parking lot on 6th, or the federal building parking lot on S. Park -- people can get to the trails by foot or bike from these locations.	People prefer parking closest to their destination. If parking is not available at the trailhead, people will park in the next closest location, which will be city streets. Many neighbors are opposed to having more trail users parking on the streets. The proposed lot also provides ADA parking and facilities, which do not currently exist.

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29		Original BLM Alternative	
	a	Original BLM change in use proposal referenced a 50-vehicle, 40,000 sq foot parking area	Parking capacity was decreased in response to public comment. See #28
PARKING LOT - PROPOSED DESIGN			
30		Parking spaces/Parking Demand	
	a	Like the proposal and reduced # of parking spaces compared to earlier versions	The City has received mixed opinions from the public regarding the number of parking spaces to be provided by the proposed plan. In fall 2018, after several public meetings, the City Commission decided to move forward with "Alternative #1 - Revised", which incorporated 18 regular parking spaces and 2 ADA spaces. The currently proposed design is based upon Alternative #1 - Revised. A traffic study commissioned by the City observed the current parking lot usage during weekdays, weekends, and holidays and concluded that the proposed 20 car parking lot proposed by Alternative 1 - Revised will be adequate for current and future demand under normal operating conditions.
	b	How many spaces are included in the proposed design? Why that #?	There are 18 parking spaces plus 2 ADA accessible spaces for a total of 20 spaces in the current design. This is the same number of parking spaces as "Alternative 1 - Revised", which was selected by the City Commission for final design during fall 2018 after several public meetings. The current Beattie St trailhead parking lot has the capacity to park 15 cars. A traffic study commissioned by the City observed the current parking lot usage during weekdays, weekends, and holidays and concluded that the proposed 20 car parking lot proposed by Alternative 1 - Revised will be adequate for current and future demand under normal operating conditions.
	c	Existing parking area does experience overflow at current capacity (15-16 cars). Increase capacity to 24 cars	The City has received mixed opinions from the public about whether the existing parking lot overflows on a regular basis. The proposed design will slightly increase parking space from 15 (current) to 18 vehicles (w/ 2 additional ADA spaces) and allow overflow parking in parallel spaces on Beattie St for up to 21 vehicles (south of Rhode Island St). A traffic study commissioned by the City observed the current parking lot usage during weekdays, weekends, and holidays and concluded that the proposed 20 car parking lot will be adequate for current and future demand under normal operating conditions.
	d	Reduce # of parking spaces - parking lot is almost never full	The City has received mixed opinions from the public about whether the existing parking lot overflows on a regular basis. A traffic study commissioned by the City observed the current parking lot usage during weekdays, weekends, and holidays concluded that the proposed 20 car parking lot will be adequate for current and future demand under normal operating conditions.
	e	Existing Use does/ does not result in overflow on-street parking	The City has received mixed opinions from the public about whether the existing parking lot overflows on a regular basis. A traffic study commissioned by the City observed the current parking lot usage during weekdays, weekends, and holidays concluded that the proposed 20 car parking lot will be adequate for current and future demand under normal operating conditions. The same study noted that maximum parking utilization during the study period was 14 vehicles with an overflow of 4 vehicles. The current parking area has a capacity for 15 vehicles maximum before overflow occurs.

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	f	Increase parking spaces to 20-24 or dedicate overflow lot -- the 7-8 parking spaces on the east side of current parking could serve that overflow; the city vacated an alley to acquire those spaces but doesn't use that land in the proposed concept	The City has received mixed opinions from the public about whether the existing parking lot overflows on a regular basis. The proposed design will slightly increase parking space from 15 (current) to 18 vehicles (w/ 2 additional ADA spaces) and allow parallel street parking on Beattie St for up to 21 vehicles south of Rhode Island St. The number of proposed spaces is the same number of parking spaces as "Alternative 1 - Revised", which was selected by the City Commission for final design during fall 2018 after several public meetings. The proposed design is not conducive to 90deg parking on the street due to the steep street grade required to climb to the new parking lot pad. Angled parking may be possible (in the area of the east half of the existing lot), but would gain only 3 spaces over parallel configuration and would not be cost effective. This area could be converted to overflow parking in the future if the 3 spaces are deemed appropriate to add because of increased demand.
	g	Space for a school bus -- There was a comment about providing space for a school bus as if that was the reason for expanding the parking lot	The proposed design does not accommodate buses of any type.
	h	Will vehicles with bike racks be able to back out of parking spaces?	Standard width parking lot drive lanes have been included in the design, so cars and SUVs with bike racks will have adequate space for maneuvering into and out of parking spaces. Longer vehicles with racks may need to use on-street parking.
31		Looped drive access	
	a	Loop parking nice for cars with bike racks on the back	The City acknowledges this comment.
	b	Don't need the loop for emergency vehicle turn around - other dead-end streets don't have them	One of the primary issues for the existing trailhead is snow plow access. Currently, there is inadequate space for a safe turn around movement for the City's standard snow plows, and the steep street slope up to the trailhead make backup movements hazardous, particularly in the snow. Emergency vehicles, such as ambulances, fire engines, and snow plows, require either a loop, cul-de-sac, or hammerhead for a safe turn around movement. Many dead-end streets in Helena may not provide adequate space for emergency vehicle turn around movements, however the end of Beattie St is an extremely popular trailhead and has higher likelihood for emergency vehicle use. Therefore, it is the City's priority to provide safe and efficient access for emergency vehicles.
	c	Drive around loop unnecessary	See #31b
32		Ground disturbance/excavation	
	a	No excavation	Except for the "no change" option, all parking lot options/configurations examined up to this point require excavation and/or fill. The City will obtain a stormwater permit prior to work on-site.
	b	Like the proposed wide lot better than current gravel wide spot	The City acknowledges this comment.
	c	Show the disturbance area on design drawings or maps	The proposed grading footprint (i.e. disturbed area) is shown on design exhibits for the Sept. 30, 2019 public open house.
	d	Reduce disturbance, cut and fill, need for retaining walls	The parking lot pad requires relatively flat maximum grades for safe parking, ADA access, and snow plow movements. The grading footprint (i.e. disturbed area) has been reduced to the minimum practical while meeting max allowable slopes and without incorporating retaining walls.
	e	Do not fill in the gully - it is wildlife habitat - fox, deer, rabbits, snakes -- Mtn bluebirds prefer fringe habitat at grassland-forest interface. What mitigation measures will be taken for wildlife habitat?	The project will only partially fill the dry gully as part of its footprint. The viable wildlife habitat corridor is currently interrupted at Rhode Island St, which is only 2 blocks north of the project. Therefore, the project poses little additional impact to existing wildlife corridor conditions. Further, mitigation will be provided by the project's proposed revegetation efforts, including: 1) salvage/replacement of existing native bunch grasses and small shrubs, 2) aggressive native grass reseeding/revegetation efforts, and 3) transplanting of several young ponderosa pine trees.

No Color – Comment received during and after Open House #1, but prior to Open House #2.

Green – Comment received during and after Open House #2, but prior Open House #3.

Orange – Comment received during and after Open House #3.

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	f	Provide elevation(s) (cross-sections) of the project. Provide profile plans for the trailhead parking lot and street paving areas.	During the course of the project's design development, the City has provided multiple ways to help the public conceptualize the project's layout and footprint. The City's consultant has provided detailed grading plans showing the project's footprint for public review during the open houses on 9/30/19 and on 11/6/19. During the public open house on 9/30/19, the City's consultant provided a guided walk-through discussion at the trailhead site and used ground staking to show locations of project features and the project's footprint. Additional cross section and profile exhibits of the parking lot are not required for construction and are out of the project scope.
	g	Can the City post the 90% engineering design plans and specifications for the public to review?	The 90% design documents are still under review by the City. Full engineering plans and specifications will be available when the project goes to bid.
33	a	Pave the lot right away	Most of the new parking lot will be a crushed gravel surface, however the current design includes asphalt on all steeper slopes and the ADA parking spots. The City is considering paving the entire trailhead parking area in the future, particularly if dust becomes an issue.
	b	Unpaved, graveled lot will create dust and impedes use by disabled populations	See #33b ADA parking places were designed specifically so users would not have to navigate the parking area.
34	a	Reduce visual impacts	The parking lot pad requires relatively flat maximum grades for safe parking, ADA access, and snow plow movements. The grading footprint (i.e. disturbed area) has been reduced to the minimum impact practical while still meeting max allowable slopes and without incorporating retaining walls. A vegetated berm will be included to help screen the parking lot from neighboring properties. All cut and fill slopes will be aggressively revegetated by the Parks and Recreation Department for 2 to 3 years, or until native grasses are fully established. The results should mimic the well-vegetated slopes surrounding the Mt. Helena trailhead parking lot. In addition, the existing native bunch grasses and small shrubs will be salvaged and replaced along with several young transplanted ponderosa pines. The results should mimic or exceed the results of the well-vegetated slopes surrounding the Mt. Helena trailhead parking lot.
	b	Vegetation?	The proposed plan will include provisions for the contractor to provide initial seeding with native grasses. The Helena Parks and Recreation Department will follow up with aggressive reseeding efforts for 2 to 3 years (or until vegetation is established) after construction is completed. The result should look much like the well-vegetated slopes surrounding the Mt. Helena Trailhead parking lot, which used the same approach. In addition, the existing native bunch grasses and small shrubs will be salvaged and replaced along with several young transplanted ponderosa pines. The results should mimic or exceed the results of the well-vegetated slopes surrounding the Mt. Helena trailhead parking lot.
	c	Address headlight impact on nearby housing	An earthen headlight screening berm has been included in the design and is shown on project exhibits for the September 30, 2019 public open house.
	d	Will there be street lights? -- some people want it for safety and others are opposed, want more dark skies, less light pollution	Street lights are not proposed in the design plan.
	e	Recommend the following for revegetation: Grasses: sheep fescue, bluebunch wheat grass and rough fescue, Native forbs: yarrow, silky lupine and blanket flower, Trees: Ponderosa Pine and Rock y Mountain Juniper	Within the Helena Open Lands system, revegetation must follow the seed mix adopted by the Helena Open Lands Management Plan - Appendix G.

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Green – Comment received during and after Open House #2, but prior Open House #3.

Orange – Comment received during and after Open House #3.

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35		Stormwater drainage considerations	The proposed design incorporates several stormwater management features, including: 1) a dedicated detention pond for treatment of parking lot runoff, 2) parking lot grading that keeps runoff as sheet flow and guides it to the new detention pond (not down Beattie St), 3) extension of paving up all steep slopes to avoid erosion, and 4) paving/curb/gutter (south of Rhode Island St) to reduce erosion and control runoff conveyance to the existing storm drain system inlets at 2nd St. The City will obtain a stormwater construction permit prior to work on-site.
	a	Runoff coming down from the trail	The new trail connection should not concentrate and contribute runoff to the parking lot if built with outward slope as proposed.
	b	Runoff from the parking and drive areas	The proposed design incorporates several stormwater management features, including: 1) a dedicated detention pond for treatment of parking lot runoff, 2) parking lot grading that keeps runoff as sheet flow and guides it to the new detention pond (not down Beattie St), 3) extension of paving up all steep slopes to avoid erosion, and 4) paving/curb/gutter (south of Rhode Island St) to reduce erosion and control runoff conveyance to the existing storm drain system inlets at 2nd St.
	c	Impact to natural drainages	To meet design requirements for the parking lot (ADA, snow plow turning, emergency vehicle access, safe parking grades, etc.), it was necessary for the proposed design to place fill within an adjacent natural drainage. The function of this drainage has been perpetuated by including a culvert to convey runoff.
36		Doesn't address limited sight distance on Beattie Street	There are no significant sight distance issues on Beattie St south of Rhode Island St. Improving the sight distance on Beattie St north of Beattie St is not within the scope of this project.
37	a	ADA Facilities - why are those needed since the trail is not ADA compliant?	The City is committed to increasing access to its services and facilities for individuals with disabilities in accordance with the Americans with Disabilities Act of 1990 and the City's 2017 ADA Transition Plan. Fully ADA accessible facilities often occur incrementally as infrastructure is improved. Although the hiking trail is not currently ADA accessible, the parking lot, vault toilet, and picnic table will be ADA compliant, therefore a meaningful outdoor experience for individual with disabilities can still occur.
	b	ADA component of this project will provide a valuable experience for mobility-limited users. Being on-site at the approximate location drove that home.	The City acknowledges this comment. See #37a
	c	Need to be sure the rocks used to define parking are set far enough apart to accommodate wheelchairs	The plan has been clarified to indicate a minimum clearance of 4.0' through all ADA corridors within the parking lot.
	d	Gravel needs to be ADA accessible -- maintenance issues, it gets rutted	All ADA corridors will have ADA accessible surfacing (asphalt or decomposed granite) as opposed to crushed gravel.
	e	ADA trailer parking?	Unfortunately, due to space and grading constraints, trailer parking cannot be accommodated within the trailhead area.
	f	Extend ADA accessible surface from sidewalk all the way along south side of parking area to the restrooms	The current plan has been modified to extend the ADA surfacing from the restrooms at the south side to the sidewalk at the north side.
	g	ADA Track Chair Available	A track chair is not currently part of the proposed project.

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Green – Comment received during and after Open House #2, but prior Open House #3.

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	h	Urge you to ensure the highest level of accessibility for our disabled population. ADA standards should be met, even if at the expense of parking space. This should include clearly defined sidewalks or walking paths leading to the parking area and separated from the street. There should be predictable car entry and exit.	An uninterrupted raised concrete sidewalk from Beattie Street to the parking lot will provide separated connectivity to the trailhead. Further, ADA compatible surfaces (decomposed granite and asphalt) will be used to provide connectivity from the end of the concrete sidewalk to the kiosk, picnic table, vault toilet, and ADA parking spaces. Car entry and exit locations will be defined by new signage and site geometry cues. See also #37a.
38		Parking Lot does not comply with R-1 Zoning ; The zoning needs to be changed to OSR or PLI. The City is not exempt from zoning	The zoning does not need to change to accommodate open space or a parking lot. Open space/outdoor recreation are permitted by right in the R-1 district. Parking Lots are allowed as an accessory use under section 11-2-1 "General Provisions" of the city zoning code. The proposed uses comply with existing zoning code.
39	a	Great design in general, build it	The City acknowledges this comment.
	b	Match parking lot to city property lines	The City owns all the land where the parking lot is located.
40		What will city do with the land acquired in the exchange (land on east side of existing parking area)?	A portion of this land will become a fill slope that supports the newly paved portion of Beattie St. This area was considered for overflow parking, but grades are too steep for 90 deg. parking and only 3 spaces would be gained using angled parking (compared to the proposed parallel parking configuration). Given that the parking spaces in the new parking lot are expected to accommodate users the majority of the time without overflow, the 3 extra spaces were deemed unnecessary.
PARKING LOT - TOILET			
41		Why is a toilet necessary?	The new parking lot and toilet must be accessible because it is a new facility. The toilet is necessary to provide appropriate facilities to trail users. There are currently no toilet facilities for the Mt. Ascension park. Decent and dignified facilities are important for all users and particularly for the ADA community.
42		What kind of toilet is proposed - port-a-pottie or vault? Single or double? And Why?	A double vault toilet is currently proposed. The advantage of a double vault toilet is that one side can be open while the other is being serviced.
43		Health and Safety Issues	
	a	Smell and visual impact of bathroom facilities	The City currently services the vault toilet on Mt. Helena twice a week. This practice would be maintained at the new site.
	b	Who will keep it cleaned up	The City will maintain the toilet.
	c	Toilet could make area attractive for overnight visitors	To date, the vaulted restroom facility currently managed at the Mt. Helena Trailhead has not created overnight occupation issues.
	d	Toilet in direct line of site from nearby bedroom window, 200' from residential lot property line, smell and noise of door shutting	Ponderosa pine trees have been added to the parking lot design to help provide visual screening of the parking lot and toilet from the adjacent neighborhood. Further, a vegetated berm is being provided to help provide both visual screening and headlight screening from the adjacent neighborhood. Odors from the vault toilet will be mitigated by regular maintenance, including adding water and pumping. In similar fashion to the toilet at the Mt. Helena trailhead, the City is committed to performing regular toilet maintenance and keeping odors as low as possible (See #43a). Noise from the toilet door is not anticipated to exceed average background sound levels from a normal high density urban residential neighborhood.
	e	Want a privacy fence to block view of toilet and toilet door should face the hillside	Visual screening of the toilet will be provided by the 12 new transplanted ponderosa trees. Further, the manufacturer recommends that the black chimney tube face southward for optimal solar heating exposure and automatic venting functionality.

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44		Not consistent with city R-1 zoning	Vault toilets are allowed in certain circumstances in the City of Helena. Trailheads without a public water supply meet the criteria. The city will need to obtain a permit from the Public Health Department prior to installing the toilet.
45		Conflicting view points on toilet	
	a	Use Porta-Potties	See #41
	b	No to vault toilet – put at shooting range or at Davis	There have been public requests to locate restroom facilities at the Old Shooting Range, however, City parks has not placed a restroom at that trailhead due to persistent vandalism issues.
	c	No to any toilet	See #41
	d	Put a single vault toilet here and another at Davis	The restroom has already been purchased through a FWP grant.
	e	Vault toilet much needed	See #41
	f	Toilet ok if doesn't invite overnight visitor	See #41 #43c
	g	Double-vaulted toilet better at Old Shooting Range	See #41 & #45b
PARKING LOT - OTHER			
46		Concerned about safety and after-hour use -- parties, vandalism, noise, drugs	See #41 & 43c
BEATTIE STREET TRAFFIC CALMING			
47		Bulb-Outs	
	a	Bulb-outs not needed – use something less expensive – stop/yield signs, traffic bumps, temporary/seasonal traffic bumps, solar-powered speed indicator and camera for tickets, traffic circle seemed to work (Note: many specific comments re: where to locate traffic signs (stop/yield) and bulb-outs)	The City is seeking a balance between pedestrian safety, desirable vehicular behavior, maintenance functionality, & cost. Many of the alternatives listed do not have site-specific supporting data that meets the standard warrants for implementation. Corner bulb-outs were subsequently removed from the proposed design for the September 30, 2019 public open house. See #47i, 49e, and #50a-d.
	b	Bulb-outs – safer for pedestrians, less safe for bicyclists --force bikers into vehicle lane	As presented at the August 22, 2019 public open house, the driving lanes through the bulb outs included a 3-ft bike lane and 11-ft travel lane. Cyclists would not need to be completely within the travel lane through the bulb out area. Corner bulb-outs were subsequently removed from the proposed design for the September 30, 2019 public open house.
	c	Bulb-outs – make snow plowing more difficult	The City acknowledges that bulb-outs may increase the complexity of plowing operations, however less so than other alternatives, such as speed bumps. The City is seeking a balance between pedestrian safety, desirable vehicular behavior, maintenance functionality, & cost. Corner bulb-outs were subsequently removed from the proposed design for the September 30, 2019 public open house.

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d	Bulb-outs reduce speed a couple of miles/hr, according to city engineer, other alternatives may be more effective and less expensive	See #47a
e	Bulb-outs will squeeze water/ice into traffic lanes - needs better drainage engineering	If a bulb out design is chosen for the final design, a street inlet system will be included to evacuate water from the gutter before it enters travel lanes.
f	Bulb-outs - narrowing street width will make it more dangerous in winter due to icy conditions and steepness-- will be dangerous to vehicles going in opposite directions when they encounter the constriction	The bulb outs only take up the space that is currently reserved for parallel parked vehicles, which present a higher roadside hazard. Corner bulb-outs were subsequently removed from the proposed design for the September 30, 2019 public open house.
g	Driving lanes - 12' at bulb-outs - keep them narrow - not 14'	As presented at Public Meeting #1, the driving lanes through the bulb outs included a 3-ft bike lane and 11-ft travel lane. This was the reason for the 14-ft total width. Corner bulb-outs were subsequently removed from the proposed design for the September 30, 2019 public open house.
h	Use the savings from no bulb-outs to improve ADA at the parking lot	See #37a
i	Losing the bulb-outs in the latest design -- the one concession we got from the city on this project -- Adding signage without stop or yield signs does not meet need to minimize speed and is a safety concern for children accessing the park	The City has received mixed opinions from the public about whether traffic calming is necessary on Beattie Street. Traffic studies for Beattie St indicate that the 25 mph speed limit is obeyed by 91% of drivers. Examination of traffic data collected by Beattie St traffic studies reveals that the existing speed limit on Beattie St is appropriate, therefore reducing driver speeds below the existing speed limit is not a purpose of the project. Traffic pattern data on Beattie St does not meet standard warrants for implementation of stop and/or yield signs. Implementing aggressive speed controls, such as stop and yield signs, in situations where they are not warranted often results in either non-compliance or increased driver speeds in attempts to "catch up" after being delayed at low traffic intersections. Also see #50a-d.
j	Consider a wide range of options instead of just bump-outs - refer to the many options available at https://safety.fhwa.dot.gov/speedmgt/ePrimer/modules/module3pt2.cfm	The web address provided appears no longer valid. Several different options have been considered at various stages during the design process, including bulb outs, stop/yield signs, speed bumps, and increased signage. Bulb outs were met with lukewarm response from the public and they are highly expensive. Standard traffic warrants are not met for stop/yield signs. Speed studies have shown that 91% of drivers obey the speed limit on Beattie St, and speed bumps provide an overly aggressive solution that may not create the desired results (also see #47i, 47k, and #50a-d). Speed bumps also negatively affect drainage patterns, winter maintenance, and pavement longevity. Speed bumps can be a safety hazard if their paint markings are not maintained adequately and drivers do not notice them in time to slow down and negotiate. The City has chosen signage as the preferred alternative because it increases pedestrian safety without being overly aggressive at delaying traffic movement. The City has committed to re-examining traffic behavior and pedestrian safety conditions again approximately 1-year after the Beattie St trailhead improvement project is completed to determine if additional traffic calming solutions are necessary.

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Green – Comment received during and after Open House #2, but prior Open House #3.

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	k	Bike/Walk MT would like to partner on a removable speed hump “pop-up” project, with walk audit, community outreach, and gathering speed data	See #47j and #49e. The City appreciates the offer by Bike/Walk MT. Speed bumps/humps can create a driving hazard when they are not frequently painted/marked to give driver’s adequate warning to adjust their speed, particularly on steep grades such as Beattie St. City public works may not have the capability to keep up with the required frequent maintenance to ensure safety. Speed bumps can also create drainage issues and negatively affect pavement life. Further, the City believes that the three previous traffic studies for Beattie St provide adequate data to support a less aggressive traffic calming solution, such as the current proposal to increase signage and driver awareness at the Clinton Park pedestrian crossings.
	l	Use speed “dips” like they have on McHugh as a traffic calming measure.	Speed dips or depressions have very similar impacts to speed humps or bumps. Refer to responses #47j and 47k.
48		Conflicting perspectives on Need for Traffic Calming	
	a	Not needed: average speed is 19 mph	The City has received mixed opinions from the public about whether traffic calming is necessary. A recent traffic study commissioned by the City indicated that the average driver travels at 19 mph on Beattie St, however adherence to the speed limit does not necessarily imply that safety (both vehicular and pedestrian) is maximized.
	b	Need traffic calming along length of Beattie or other – yield, etc. need more calming up the hill	Traffic studies that the City has commissioned for Beattie St indicate that the 25 mph speed limit is obeyed 91% of the time by drivers and that uphill and downhill speeds vary by direction by less than 1 mph.
	c	Love traffic calming - many local residents like traffic calming	The City has received mixed opinions from the public about whether traffic calming is necessary. Traffic studies that the City has commissioned indicate that the 25 mph speed limit is obeyed by 91% of the drivers on Beattie Street. Based upon findings of recent traffic studies and public comments, the bulb outs have been removed from the proposal and the design has been revised to focus on signage near Clinton Park to increase pedestrian safety.
	d	Traffic calming on Beattie will shift traffic to Chaucer	Aggressive traffic calming measures (such as stop signs & speed bumps) may cause traffic patterns to be shifted to other streets. Appropriate levels of traffic calming will encourage safer, more responsible driving habits and naturally reduce vehicle speeds through changes in social behavior. Based upon 3 previous Beattie St traffic studies (available to the public upon request) and public comment on the design proposed during the August 22, 2019 public open house, the proposed design has been revised so that it is less aggressive. The bulb outs have been removed and pedestrian crossing signage near Clinton Park has been increased.
	e	It’s needed in other city locations too	The City acknowledges that traffic calming may be desirable in other locations around the City. These areas will be addressed as needs are established and prioritized through data collection and engineering analysis. The City maintains a traffic calming program and citizens can apply for a traffic calming evaluation by the City’s Public Works Department. Qualified projects may require matching funds or formation of an SID. (https://www.helenamt.gov/pw/engineering/educationalpagesfortransp/trafficcalming.html)
49		Speed Issues	
	a	25 mph speed limit is too fast for this street	Lower speed limits can allow drivers to stop in a shorter distance and result in less severe injuries. However, the speed limit must be perceived as reasonable, otherwise drivers will not comply with them. The City’s minimum standard minimum speed limit is 25 mph unless traffic data warrants otherwise and special speed limits are adopted. Recent traffic studies performed for Beattie St have found that there is no traffic data trends that support a reduced speed limit.

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	b	How much slower do people drive with traffic calming?	A traffic study performed for Beattie St by the Wester Transportation Institute in March/April 2019 found that average speed was reduced 1.5 mph by using a temporary traffic circle at State St. Traffic studies performed for Beattie St indicate very high compliance with the 25 mph speed limit (91% of drivers in compliance), the City has re-focused attention to improving pedestrian safety through signage in the vicinity of Clinton Park. The current traffic calming proposal has removed bulb outs and increase pedestrian signage messaging.
	c	Solar powered speed indicator and warning signs	Traffic studies that the City has commissioned for Beattie St indicate that the 25 mph speed limit is obeyed by 91% of drivers. These studies also indicate that the traffic conditions do not warrant aggressive traffic calming measures.
	d	Observation camera for enforcement and issuing tickets	Traffic studies that the City has commissioned for Beattie St indicate that the 25 mph speed limit is normally obeyed. Since most drivers obey the speed limit, an observation camera would not likely be productive.
	e	Use seasonal speed humps at Clinton Park and further south on Beattie (between 1st and 2nd?) -- fraction of cost of bulb-outs, documented to reduce speed to 15-20 mph, seasonally removable for snow plows, hard attachment points would allow seasonal installation, no problem for cyclists -- speed humps do not need to extend full width of street	Aggressive traffic calming measures (such as stop signs and speed bumps) may cause traffic patterns to be shifted to other streets, and/or cause drivers to speed up in an effort to make up time. This effect was observed in the Beattie St traffic study performed in March/April 2019 when it was observed that average speeds decreased by 1.5 mph with a temporary traffic circle in place, but speeds increased by 1 mph with a temporary traffic circle and bulb outs in place. This indicates that the temporary traffic circle and bulb outs was too aggressive and caused drivers to feel like they needed to catch up in the following blocks. Appropriate levels of traffic calming will encourage safer, more responsible driving habits and passively reduce vehicle speeds through changes in social behavior. Based upon 3 previous Beattie St traffic studies (available to the public upon request) and public comment on the design proposed during the August 22, 2019 public open house, the proposed design has been revised so that it is less aggressive. Based upon findings of recent traffic studies and public comments, the bulb outs have been removed from the proposal and the design has been revised to focus on signage near Clinton Park to increase pedestrian safety. See also #47k.
50		Intersection Control	
	a	People race down Beattie and assume traffic on side streets yield to them – Cars tend to yield to Beattie traffic despite traffic laws	Traffic studies that the City has commissioned for Beattie St indicate that the 25 mph speed limit is obeyed by 91% of drivers.
	b	Control all the intersections of side streets – traffic is increasing from subdivisions (e.g., Crestview -- one-way in/out) and the paved parking lot will make this worse	Traffic behavior for Beattie St and its side streets do not meet standard warrants for implementing stop signs. A stop sign is an inconvenience to motorists. Because of this, stop signs should only be placed if they meet a Manual on Uniform Traffic Control Devices (MUTCD) warrant. Stop signs are frequently violated if unwarranted. Warrants involve consideration of traffic volume, accident history, speed limit compliance, and sight distance. See also #50a,c and d.

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c	Put Yield signs on side streets to Beattie	At this time, there is no traffic behavior or site circumstances that warrant yield signs. Implementation of yield signs is similar to stop signs and is only recommended when certain warrants have been met. Warrants involve consideration of traffic volume, accident history, speed limit compliance, and sight distance. Further, implementation of yield signs may have the unintended side affect of increasing speeds on Beattie St if drivers know that all side streets are controlled. Currently, compliance with the speed limit on Beattie St is extremely high with 91% of all drivers obeying the 25 mph speed limit.
d	Install stop signs	Traffic behavior for Beattie St and side streets do not meet standard warrants for implementing stop signs. A stop sign is an inconvenience to motorists. Because of this, stop signs should only be placed if they meet a Manual on Uniform Traffic Control Devices (MUTCD) warrant. Stop signs are frequently violated if unwarranted. Warrants involve consideration of traffic volume, accident history, speed limit compliance, and sight distance. Further, recent Beattie St traffic studies have reviewed crash data and found no trends that require traffic signage adjustments. See also #50b.
e	Traffic circle didn't work - forced snow onto sidewalks, forcing homeowners to manage	At this time, a traffic circle is not being considered in the proposed design.
f	Traffic circle - none needed at State and Beattie, might be helpful at 3rd and Beattie, icy conditions could result in spin-outs on traffic circles; issues with snow plows	At this time, a traffic circle is not being considered in the proposed design.
g	Traffic circles work	A temporary traffic circle was investigated by one of the recent Beattie St traffic studies. The study found that average driver speeds were only reduced by 1.5 mph, 85th percentile speeds were reduced by 2 mph, and max speeds reduced by 2 mph. The study also noted that the tight radius of the circle made it difficult for delivery trucks to negotiate. The study interviewed 38 members of the public about the circle and that 42% were supportive and 52% were in opposition. The mixed results of the project appear to indicate that both performance and public feedback do not overwhelmingly support a traffic circle.
h	Signage needs to happen at other intersections (besides the park) on Beattie and Chaucer due to site obstruction problems and everyone assuming they have the right of way. People don't seem to know about yield to the right. Those unfamiliar with Beattie St. area may think they have right of way if no sign on street they are on.	A traffic study performed by Abelin Traffic Services examined crash data on Beattie St and noted that there are no specific crash trends apparent within the data. Crash data and traffic volumes do not meet standard warrant criteria for stop and/or yield signs. See #50a-d.
i	Pedestrian Crossings need to be striped and painted	The pedestrian crossings at Beattie St do not meet City engineering policies for applying striping. Most crossings within the City are not currently striped with the exception of school zones, the downtown area, and some MDT maintained routes.
j	Traffic does not stop for pedestrians	The proposed pedestrian crossing signage near Clinton Park will accentuate the popular crossing locations and increase driver compliance with pedestrian yield, which is required by State law.
k	Will there be signage on 3rd and State streets as well as on Beattie?	Additional signage on 3rd St and State St are not planned at this time. See #47j.

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	I	Regarding the traffic calming on Beattie Street presented at OH#3: 17 new signs will change the character of the neighborhood and I wonder if people can absorb the information on so many signs. Focus initially on signage at Clinton Park, then monitor traffic and survey neighborhood residents before implementing more measures	The signage design for the project strives to strike a balance between pedestrian safety, preserving neighborhood character, and satisfying standard requirements from the Manual of Uniform Traffic Devices (MUTCD) and the Public Rights-of-Way Accessibility Guidelines (PROWAG), while also using the minimum number of signs. The project will add seventeen (17) new signs, however four (4) of the signs are required for ADA accessibility and two (2) signs are additions to existing signs. Other signs, such as the pair of pedestrian crossing signs near the mid-block crossing just north of the parking lot and the “do not enter” sign for the one-way parking loop, address requirements in the MUTCD and PROWAG. At Clinton Park, only two new pedestrian crossing signs will be added, and two small “ahead” signs will be added to the existing playground symbol signs to increase driver awareness of children and pedestrians near the park. The City will monitor traffic patterns on Beattie St approximately 1-year after the project is completed to determine if any impact is caused by the project that would warrant additional traffic calming measures, which may include signage additions and revisions.
51		Traffic projections needed -- to analyze potential increase in traffic	The full build out of the local neighborhood may take many more years making traffic projections difficult and inaccurate. A traffic study commissioned by the City for Beattie St indicated traffic counts on Broadway St actually decreased slightly between 2007 and 2017. No historic traffic data is available for Beattie St, but the same traffic study surmised that traffic on Beattie St likely has likely remained constant or increased slightly during the same time period. The City will monitor traffic patterns on Beattie St approximately 1-year after the project is completed to determine if any impact is caused by the project that would warrant additional traffic calming measures .
52		No need for sharrows	At this time, striping or sharrows are not being considered in the proposed design. The traffic calming design has been revised to focus on pedestrian signage to increase safety near Clinton Park.
BEATTIE STREET - IMPROVEMENTS, PAVING, OTHER			
53		Paving	
	a	Paving needed to control runoff	Paving Beattie St (south of Rhode Island St) and paving a portion of the improved trailhead parking lot is currently included in the proposed design. Paving is anticipated to eliminate erosion issues and significantly improve the control of drainage within the street corridor.
	b	Don't pave - spend the money elsewhere where demand is greater	The City has received mixed public comment regarding the potential paving of Beattie St. The City is seeking to find a balance between addressing several existing issues near the existing trailhead, including erosion, drainage control, snow plow access, emergency vehicle access, pedestrian safety, and trailhead parking issues.
	c	Paving w/curbs will accelerate storm and snow runoff—use soft drainage diversions and flatter low curbs to diffuse runoff.	The consistently steep slope of Beattie St south of Rhode Island St does not lend itself to using runoff dispersal techniques or soft roadside stormwater treatment features (such as grassed swales and infiltration techniques). Further, there is no space within the existing right-of-way to locate effective onsite stormwater management features. Runoff collected in the new gutter system will be conveyed downhill to existing inlets at 3rd St.
	d	Addressing snow and ice on new paved portion?	The proposed design will significantly increase the ability for snow plows to efficiently clear snow.

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	e	Ensure curbs are built	Curb, gutter, and sidewalk are incorporated into the proposed design.
	f	Access onto private parcel on the west side of Beattie far south end - that area is proposed for paving and sidewalk - how will access to that lot be accommodated?	Future access to the last (southernmost) private parcel on the west side of Beattie St (geocode 05188831416150000) is still feasible with the proposed street grading scheme. There is no existing driveway for this parcel, therefore no driveway curb cut is being provided in the proposed design. In the future, the landowner of the parcel will be responsible for curb and sidewalk modifications to install a driveway. The modifications will require a curb cut permit and all work will need to meet City specifications and code requirements.
	g	Potential driveway - on Beattie into the SW corner lot at Iowa and Beattie?	The currently vacant SW corner lot at the intersection of Iowa St and Beattie St will likely be accessed in the future via Iowa St. There is no existing driveway for this lot, therefore no driveway curb cut is being provided in the proposed design. If the landowner desires access from Beattie St in the future, the landowner will be responsible for curb and sidewalk modifications to install a driveway. The modifications will require a curb cut permit and all work will need to meet City specifications and code requirements.
	h	In what ways and when (time-line) will the residents of Beattie be notified about the driveway accommodations?	City staff are currently in conversations with home owners regarding design impacts to existing driveways.
	i	Hydrant on Iowa?	The proposed hydrant at the corner of Iowa St and Beattie St will not be disturbed by the proposed design.
	k	RE: OH#3 design for Beattie between Rhode Island and Iowa--- eliminate the bulb out on the west side so there is more on-street parking	Please see 57c.
54	a	Stormwater -- how will this control runoff -- provide more detail	The proposed design incorporates several stormwater management features, including: 1) a dedicated detention pond for treatment of parking lot runoff, 2) parking lot grading that keeps runoff as sheet flow and guides it to the new detention pond (not down Beattie St), 3) extension of paving up all steep street/parking slopes to avoid erosion, and 4) paving/curb/gutter (south of Rhode Island St) to reduce erosion and control runoff conveyance to the existing storm drain system inlets at 2nd St.
	b	Will the new curbs and gutters and paving make that situation worse? Can something be done to get the flow of water back to the gutters instead of the sidewalk?	See #54a; All new sidewalks will be sloped toward the street so that they drain away from the walking corridor.
55		Pedestrians	
	a	Sidewalks - a priority -- will residents have to pay?	See #20a
	b	Will those who own property be responsible for cost of sidewalks and be eligible for the 10-year interest free loans same as everyone else in city?	See #20a
	c	Needs designated pedestrian access to trailhead -- now people walk in the street-- ensure sidewalks in this project	New concrete sidewalks that tie into the new trailhead parking lot are incorporated into the proposed design. Further, a fully separated walking corridor has been provided all the way to the trailhead.

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	d	Consider ICH ADA stop-rest spots on sidewalk	The City and the design team are investigating the feasibility of adding an ADA compliant crossing near Iowa St. The additional crossing location would also likely serve as an ADA stop-rest spot. Further, all driveway crossings will have adjacent sidewalk laydowns that will effectively serve as benched resting locations. There are difficult grading challenges for integrating additional stop-rest spots along this segment of Beattie St because the running slope of the street is already very steep (9% to 12.5%). Any flattening of the sidewalk grades would require flattening of the street. Either side of any potential flat stop-rest spot would require excessively steep (+12.5%) street/sidewalk grades until grades rematch the normal street profile. The flattening and steepening of street/sidewalk grades around the stop-rest spots would also cause adjacent grading catch limits to grow beyond the current right-of-way width in some locations. This would cause impacts to adjacent private properties.
56		Will improvements include street lights ? some people want it for safety and others are opposed, want more dark skies, less light pollution	Street lights are not currently included in the proposed design.
57	a	Paving will add how many on-street parking spaces ?	The design presented at the 9/30/19 public open house includes space for up to 21 parallel parking spots on Beattie St south of Rhode Island St.
	b	Use signage to discourage trailhead parking on neighborhood street and encourage trailhead users to seek other access points if parking lot at capacity	There will be a map of trails and other trailheads at the kiosk.
	c	Regarding the additional (new) curb bump-out on the west side -- can you eliminate some or all of the west side bump-out to make room for more on-street parking?	To address public concern regarding adequate street parking for local residents, the final design presented at the public open house on 11/6/2019 has been revised to include two parking spaces within the bulb out on the west side of Beattie St.
STORMWATER MANAGEMENT			
58	a	Stormwater management is the #1 issue to be addressed; before the trailhead	The proposed design incorporates several stormwater management features, including: 1) a dedicated detention pond for treatment of parking lot runoff, 2) parking lot grading that keeps runoff as sheet flow and guides it to the new detention pond (not down Beattie St), 3) extension of paving up all steep street/parking slopes to avoid erosion, and 4) paving/curb/gutter (south of Rhode Island St) to reduce erosion and control runoff conveyance to the existing storm drain system inlets at 2nd St.
	b	Consider paved areas, parking lot effects, runoff from trail	The proposed design incorporates several stormwater management features, including: 1) a dedicated detention pond for treatment of parking lot runoff, 2) parking lot grading that keeps runoff as sheet flow and guides it to the new detention pond (not down Beattie St), 3) extension of paving up all steep street/parking slopes to avoid erosion, and 4) paving/curb/gutter (south of Rhode Island St) to reduce erosion and control runoff conveyance to the existing storm drain system inlets at 2nd St. The new trail connection should not concentrate and contribute runoff to the parking lot if built with outward slope as proposed.
	c	Want more thorough design for stormwater; Additional Comment from 3rd meeting: Prevent flooding out of (over) curbs at intersections -- water flooding issue on NW corner of Rhode Island and Beattie, and SW of State/Beattie too	Additional design details have been added to the stormwater system design for the 9/30/19 public open house. No street improvements are proposed for State and Beattie other than signage, therefore a portion of this request is outside the project scope. The intersection of Rhode Island St and Beattie St will be fully re-paved, and new curb, gutter, and ADA accessible corners will be installed. The gutter will include new and improved continuous 48" wide valley gutter (e.g. cove gutter) sections across Rhode Island St. The improvements are designed to contain and direct flow down the street, but during large runoff events, it is possible that some water may flow partially up onto the ADA ramps, however runoff flows should not overtop the sidewalk onto private property except during very extreme events. See also 58d.

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	d	Bulb-outs will squeeze water/ice into traffic lanes – needs better drainage engineering; Additional Comment from 3rd meeting: Storm sewer pipe should be installed along with the new paving in the street	The proposed paving, curb, and gutter system are anticipated to adequately manage and convey runoff from the project. The City's engineering consultant has provided a detailed runoff analysis for the project that included studying the potential need to extend storm drain pipes farther south on Beattie St from their current terminus at the 2nd St intersection. The conclusion of the analysis was that the Beattie St project will not create a condition that warrants extension of the existing storm drain pipe system. The analysis indicates that runoff for storms up to the 100-year frequency will stay within the parking lane of the street corridor and will not overflow curbs, flow onto private property, or affect traveling safety. See also 35a,b, & c and 54 a&b
	e	Address sediment run-off from cross “feeder” streets – one of the worst is 2nd Street to the east of Beattie – a clear violation of MS4 Storm Water regulations	Erosion and sediment transport will be significantly reduced south of Rhode Island St by the improvements proposed by this project. Improving erosion and sediment transport issues on other feeder streets it not in the scope of this project.
OTHER			
59		Change project name – more than just a trailhead – Beattie Street Project	Changing the name of the project at this point may cause confusion to the public.
60	a	Event center at Trailhead? Concerned about “large outdoor event center” that was identified as a need in BLM Change in Use Application	See #8a and #8f
	b	Major events -- how does City manage those --permits? Other	See #8a and #8f
61	a	Bike/Hike balance	See #1
	b	E-bikes – and motorized bikes – restrict or ban	Motorized bikes/vehicles are not allowed on Helena Open Lands. E-bikes are currently not classified as motorized. The City is considering issues like this in the revision of the recreation management plan for open lands.
	c	UofM study shows primary users are neighborhood hikers, families, dog walkers, and minority are cyclists	See #8a
	d	Concerns about increasing mountain bike use, and faster speeds, facilitated with Strava app	See #1
	e	Helena trails are racetracks for “King of the Mtn” and “Queen of the Mtn” Strava status	See #1
	f	Ped-focused, quiet historic Beattie neighborhood and open space should be primary over need to add greater amounts of parking for bike races, tourism and event center	See #1, #8

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	g	Lost hiker/biker balance on our trails -- Bikers are way ahead -- In last 10 years, Helena has vigilant bike park (2013), Mt Ascension Bike Park (aka Directional Trail) (2018), expanded shuttle service, shuttle fest, enduro race events,	See #1
	h	Creating Helena as a mountain biking mecca - no one asked the question if this was best for our community and if this was consensus of the general public	See #1
	i	This will make Mt. Ascension busier for hiking/biking - don't want it to be like Mt Helena	The Trail usage study has indicated that Beattie St. Trailhead is the second most used trailhead in the Helena Open Lands system (Mt. Helena is the most used). The new trailhead design will provide increased functionality and ADA access.
62		Save the blue-birds/blue-bird houses already there	The City will work to avoid existing bluebird houses and replace any that cannot be saved.
63		Trailheads	
	a	Build the trailhead - provide access points to public lands	The City Commission and staff are committed to activating our public spaces.
	b	Don't change character of park - "undeveloped landscape within easy walking distance of many homes" - need a better interface between resource management of open lands and adjacent neighborhoods	See #8; The area accessed from Beattie Street Trailhead has been and continues to be an integral part of the neighborhood, much used by locals who can get there within a short walk of their homes. That said, the area accessible from the trailhead is several square miles, providing a wonderful recreational opportunity for those who live beyond the local neighborhood. It is a city asset of regional scale rather than that of a single neighborhood. We have attempted to strike a balance between neighborhood needs and the broader needs of the municipality regarding the South Hills open space access.
	c	Trail access alternatives at other areas in the neighborhood? 2nd and Rhode Island???	Locating a new trailhead in the South Beattie St. neighborhood was not considered due to the concern that relocating that trailhead parking to a new location would result in parking at two sites.
64		City's commitment to Sovners in 2014 - City backed out of good-faith agreement - Sovner wouldn't buy property if a parking lot was going to be built behind their house and did a land exchange with city to avoid that	The City completed a land trade with Rhonda Strainer on 9-13-13. In her application, Ms. Strainer indicated that she, as the property owner, was selling two lots and the buyers were interested in a land swap so the alley between lots would be vacated to create access to build a home and so the City could move forward with enlarging the Beattie St. trailhead parking lot.
65	a	Trail design to keep public off private	The new trail connection to the Prickly Pear Trail will be on the southwest side of the parking lot. This location will encourage the public to use the official trail system that is located on land owned by the City of Helena. The project will close an unofficial user-made trail that currently wraps around the east side of the new project and eventually crosses onto private property. In addition, the City has plans to close a second user-made trail that leaves the Prickly Pear Trail near the new trailhead parking area and heads west across private property. These two trail closures should help keep users on public property.
	b	Nip new social trails in the bud with landscaping, signage, barriers	Existing social trails will be closed and decommissioned during this project. The kiosk at the trailhead and berm in the looped lot will help focus users on the official trail. If new social trails develop at other points at the trail head, the city will take measures to close them and promote revegetation.
66		Encourage a walking audit for all types of ADA on Beattie - at park and the whole area up to the trailhead	The City will consider a walking audit.

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67		Losing open space and slowly evolving landscape in a very sensitive area	The goal of open space is to provide residents with opportunities to encounter nature and recreate. The trailhead area will still be managed as open space, the built area will provide greater ADA access so that more residents can enjoy Helena's open lands.
68		Will fragile and rocky trails just south of parking lot be able to handle increased concentration of use?	Yes
69		What next? More development planned here? Or other locations?	At this time, this is the only planned trailhead development on the Mt. Ascension system.
70		Make Raleigh St. Between 2nd St and Rhode Island a more walkable trail - it is already a closed street - this is where walking neighbors will access the trail system	This is beyond the scope of the current Beattie Street Trailhead project.
71		The map at the kiosk should indicate the shortest route to Mt. Ascension with mileage and elevation change.	The city will consider this addition to the map.
72		The trailhead area should be monitored and managed for weeds	The City will monitor and manage the trailhead and treat for noxious weeds.

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