



# Appendix A

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## PUBLIC COMMENTS

**Comments Received During Public Comment Period**

ID	Date	Comment	Response
01	7/11/2016  Jana Goodman	<p>A comment sent via email to Ed Toavs.</p> <p>Email Content:</p> <p>From: Jana Goodman [mailto:janamontana@live.com] Sent: Monday, July 11, 2016 9:09 AM To: Toavs, Ed Subject: courthouse road</p> <p>Mr. Toavs:</p> <p>I prefer alt 8. I prefer alt 2 as a 2nd place choice.</p> <p>As a downtown community, we have long talked of being “walkable” which is why we put in our streetscape effort years ago. This proposed slowing of traffic will continue to enhance that effort.</p> <p>I am a downtown property owner and have been for 20 years. Thank you for counting my vote.</p> <p>Jana Goodman KM Building 50 2nd St. E. #105 Kalispell, MT 59901</p>	<p><i>Good Morning Jana Thank you for your comments regarding the Kalispell Courthouse Couplet study. As the study and the project advance, your comments will be considered.</i></p> <p><i>Thanks again for your interest in the project.</i></p>
02	7/5/16  Debbie Snyder	<p>A comment sent via email to Scott Randall.</p> <p>Email Content:</p> <p>From: Debbie Snyder [mailto:dandeb@smontanasky.net] Sent: Tuesday, July 05, 2016 7:12 PM To: Scott Randall &lt;scottr@rpa-hln.com&gt; Subject: Kalispell business owner</p> <p>Hi Scott,</p> <p>I was at the June 28th meeting. I own Flowers by Hansen at 128 Main Street.</p> <p>I didn't find how to submit my vote on line, but my option is #2 and #8. Thank You,</p>	<p><i>Hi Debbie, Thank you for attending the meeting and for your comments. They will be included as record in the traffic report.</i></p> <p><i>Comments can be submitted to any of the contacts listed on the webpage. I just asked to have a link to the MDT online comment form added to the website as well, so hopefully that clears up any confusion.</i></p> <p><i>Have a great day! Thanks, - Scott</i></p>
03	7/1/16  Edwin Mahlum	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 07/01/2016 13:20:30 Project/Study Commenting On: Other Project or Activity Name: Edwin Mahlum Email Address: dash9gp9@gmail.com Other Details: <a href="http://www.mdt.mt.gov/pubinvolve/kalispellcourt/">http://www.mdt.mt.gov/pubinvolve/kalispellcourt/</a></p> <p>Comment or Question:</p>	<p><i>Mr. Mahlum Thank you for taking the time to contact the Montana Department of Transportation (MDT) to share your thoughts on the current Kalispell Courthouse Couplet &amp; Main Street study, as well as other transportation facilities in the Kalispell area.</i></p>

ID	Date	Comment	Response
		<p>Regarding Kalispell Courthouse and Main Street: Thank you for reading: I think MDT needs to fulfill their promise to make Hwy 93 four lanes around the courthouse. As wonderful and helpful as the alternate route (this is not a bypass - Missoula has a bypass) will be, there will still be significant traffic through town. If we subtract lanes it will be much more difficult to get them back. As appealing as it may seem to have just two travel lanes and angled parking on Main Street, that ship sailed decades ago and we cannot bottleneck a major state highway, even with the alternate route.</p> <p>Utilizing First Aves East and West as one way couplets might be worthwhile, but they still have to come back to Main at Center on the west side. Main Street between Center and Idaho is a major bottleneck now. Making Willow Glen a defacto eastside bypass with a direct entree to LaSalle would be a godsend for Main Street, East Idaho and West Reserve between 93 and LaSalle. Also getting Grandview to cross the river and join Evergreen Drive would make a big difference for Reserve. Of course, Right of Way and funding are the two major hurdles to all of this.</p> <p>Reference Number = prjcomment_663360595703125</p>	<p><i>Regarding your comments related to Main Street and the Courthouse Couplet, your comments will be considered as the study is completed, as well as during design of the Courthouse Couplet project.</i></p> <p><i>MDT has staff members that are part of larger group made up of city and county officials that prioritize the Surface Transportation Program Urban (STPU) funds that the Kalispell area receives.</i></p> <p><i>The MDT voting members of that group now have your comments and aware of your thoughts and concerns. I would suggest that you share your thoughts with Dave Prunty at Flathead County and Tom Jenz with the City of Kalispell.</i></p> <p><i>If you have further questions or comments, feel free to share those directly with me.</i></p>
04	<p>6/27/16</p> <p><b>Doug Wolf</b></p>	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 06/27/2016 07:42:19 Project/Study Commenting On:Other Project or Activity Name: doug wolf Email Address: <a href="mailto:dougwolf@montanasky.net">dougwolf@montanasky.net</a></p> <p>Comment or Question:</p> <p>Regarding 93 courthouse couplet Kalispell. I think option 8 makes the most sense.</p> <p>THANKS</p> <p>Reference Number = prjcomment_953765869140625</p>	<p><i>Mr. Wolf Thank you for taking the time to share your thoughts with the Montana Department of Transportation (MDT) regarding the study related to traffic on the Courthouse Couplet project.</i></p> <p><i>As the study and the project advance, your comments will be considered.</i></p> <p><i>If you have further comments or questions related to the project, please feel free to contact me directly.</i></p>
05	<p>6/28/16</p> <p><b>Margaret Davis</b></p>	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 06/28/2016 09:10:09 Project/Study Commenting On:Other Project or Activity Name: Margaret S Davis</p>	<p><i>Ms. Davis Thank you for taking the time to share your thoughts with the Montana Department of Transportation (MDT) regarding the study related to traffic on the Courthouse Couplet project.</i></p>

ID	Date	Comment	Response
		<p>Email Address: blems@aol.com Other Details: Hwy 93, Flathead County courthouse</p> <p>Comment or Question:</p> <p>Hwy 93, Kalispell, Flathead Co Courthouse options. Options for Hwy 93/Main St traffic revision should not be considered or decided before completion of the Hwy 93 By-Pass and analysis of its impact on traffic through downtown Kalispell. As a resident of Lakeside, I use both 93 and the 93 By-Pass often. I favor alternatives #1, 2, 7, and 8. I would also add an Option #9. I believe that an interchange at the south entrance to the Hwy 93 ByPass would greatly improve access to the By-Pass particularly by large trucks. The present left turn from the center lane is not as clearly marked as possible and often calls for alert driving. The north half of the By-Pass has far more sophisticated design and engineering. Kalispell's topography and street infrastructure is limited in its capacity to accept larger amounts of and faster traffic on the existing Hwy 93 corridor through town. The traffic calming effect of the Flathead County courthouse should be maintained.</p> <p>Margaret S Davis, Lakeside MT</p> <p>Reference Number = prjcomment_4588623046875</p>	<p><i>As the study and the project advance, your comments will be considered.</i></p> <p><i>If you have further comments or questions related to the project, please feel free to contact me directly.</i></p>
06	<p>6/27/16</p> <p><b>Brock Anderson</b></p>	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 06/27/2016 16:58:38 Project/Study Commenting On:KalispellBypass Name: Brock Anderson Email Address: 2b2kanderson1@gmail.com Other Details: Ed Toaves, Shane Stack, Scott Randall</p> <p>Comment or Question:</p> <p>We are writing to give my opinion of the Kalispell Bypass project proposal as we are unable to attend the meeting tomorrow in person. As a resident of Willow Glen subdivision, we are adamantly opposed to creating a turn lane on Willow Glen. Oftentimes, we wait for several minutes to cross the street as it is. Creating a turn lane and tripling the traffic would make this much worse. We also have children who would be unable to cross due to traffic, not to mention the increased traffic noise, emissions, etc. We are prepared to have the Willow Glen and Leisure Heights neighbors sign a petition opposing this proposal if necessary. Please contact me with additional information.</p> <p>Brock and Kristi Anderson 406-890-0392</p> <p>Reference Number = prjcomment_305877685546875</p>	<p><i>Mr. and Mrs. Anderson Thank you for taking the time to share your thoughts with the Montana Department of Transportation (MDT) regarding the study related to traffic on the Courthouse Couplet project.</i></p> <p><i>As the study and the project advance, your comments will be considered.</i></p> <p><i>You have requested to be contacted with additional information. If you know what information you need, let me know and I can work to provide that to you. You can also call and share with me what you might need. My contact information is listed below.</i></p>
07	<p>7/7/16</p> <p><b>Harvey Willis</b></p>	<p>A comment sent via email to Scott Randall.</p> <p>From: harveywillis &lt;harveywillis@suddenlink.net&gt; Date: 07/07/2016 1:28 PM (GMT-07:00)</p>	<p><i>Hi Harvey, thanks for your comments on the Courthouse Couplet. All comments received will be documented in the Traffic</i></p>

ID	Date	Comment	Response
		<p>To: scottr@rpa-hlh.com Subject: U.S. 93 Courthouse Couplet Robert &amp; Peccia Associates</p> <p>To: Scott R. I just had published an Op Ed on this highway problem around the Flathead County Courthouse in the Op/Ed Page of the Daily Interlake newspaper on Sunday, July, 3, 2016. The title of the article is: "Undercutting the Gordian knot of the courthouse couplet".</p> <p>Basically, I suggested that the solution to this traffic problem could be solved by taking the four lanes of U.S. Highwysy 93 down and under the courthouse and jail buildings. I know that both buildings have some form of basements, and that the ground water table is high in the area, but neither problem is insurmountable when you look at other supposedly highway traffic problems in the world and in the U.S.</p> <p>Actually, taking highways under buildings and other obstacles including even oceans has been done many times in the past quite successfully. Look at Holland's highway and water problems that they overcame. Then there is the English Channel under ocean rail system and B.A.R.T. under the San Francisco Bay of California. The city of L.A. put subways under that city long after the majority of that city was fully built, and that construction and system entails a Seismic Zone 4 Building Code.</p> <p>Depending on the depth needed to go under the two buildings, the highway from both the north and south directions could start ramping down at the north end between 5th and 6<sup>th</sup> streets and the south ends between 11th and 12th streets or wherever needed to get the proper depth and slope of the ingress and egress highway ramps to both sides of the buildings. The two north and south bound lanes would be separated by concrete divider foundations under the buildings and for the full length of the ramp-down project. Water pumping stations and lighting with full backup systems would have to be installed.</p> <p>The east-west streets in the project area would just pass over the highway ramps. The ramps could be left open to the sky or be fully covered based on weather, or aesthetic concerns, or for other reasons. This project would leave the areas around the two buildings practically roadless depending on how parking is handled around the buildings. If done properly, access to the two buildings should be excellent.</p> <p>Previously, when there were two lanes in each direction around the two buildings, access to the two buildings was almost suicidal. I think this proposed solution has merit, and none of the previous fixes over the last 25 years have worked and in some cases, actually made traffic matters even worse. All of the present proposals go around the problem and in many ways make traffic congestion worse and not better even though new solutions.</p> <p>Don't go around. Go under!</p> <p>Sincerely, Harvey Wills P.O. Box 122 Lakeside, MT 59922</p>	<p><i>Report and will be considered as the study and project advance.</i></p> <p><i>Thanks again for taking the time to comment!</i> - Scott</p>

ID	Date	Comment	Response
		<p>Cell: 1-760-920-0032. Email: harveywills@suddenlink.net</p>	
08	<p>7/8/16</p> <p><b>Harvey Willis</b></p>	<p>A comment sent via email to Scott Randall.</p> <p>From: harveywills [mailto:harveywills@suddenlink.net] Sent: Friday, July 08, 2016 8:22 PM To: Scott Randall &lt;scottr@rpa-hln.com&gt; Subject: RE: U.S. 93 Courthouse Couplet &amp; Some Other Suggestions to Alleviate Highway 93 Congestion in Kalispell</p> <p>Scott:</p> <p>Here are some more fixes for Kalispell Highway 93 gridlock. The State of Montana, Flathead County, and the City of Kalispell have all contributed to not fixing the traffic problems in the northern valley due to rapid growth in the area. They neither foresaw the problems coming nor studied any real long term solutions to solving these problems. All three agencies took the "Bandaid" approach to the problems making some traffic congestion worse.</p> <p>My solutions here address getting traffic on US 93 in down town Kalispell down the highway faster and more efficiently. My other solutions address getting vehicles off of US 93 altogether by giving them more efficient alternate routes. Of course alleviating a problem in one area can possibly compound problems in adjacent areas. Truckers coming north on US 93 south of Kalispell are not going to take the 93 Bypass if they are headed north and then east for highway 2. Willow Glen is a better choice if it were a multilane highway and came out to Highway 2 north of Conrad Drive instead of exiting west through the Woodland Park to Highway 2 or exiting east through Meadow Manor Village mobile home park. Both exits off the north end of Willow Glen Dr. on Conrad Drive are miserable ways to reach Highways 2 and 35.</p> <p>Possible Traffic Solution Fixes:</p> <ol style="list-style-type: none"> <li>1) Send some local MDOT traffic light programmers and (City of Kalispell and County) to the City of Reno, NV and teach them how to get a million vehicles moving very smoothly via properly set traffic lights. Downtown traffic lights here seem to be set so travelers downtown can window shop. It is horrible street flow management via traffic lights.</li> <li>2) Eliminate down town 93 street curb parking and convert to 3 north and south bound lanes. Requires additional parking lots in town or building a few 4 story parking structures.</li> <li>3) Eliminate all left turns from 11th street south to 2nd street south of Center street on highway 93. This still backs up and ties up traffic.</li> <li>4) Change all east and west streets each side of highway 93 down town to one way streets to eliminate left turn jamb ups from 10th street south to 2nd street.</li> <li>5) Continue Hutton Ranch Rd which now runs from Reserve Drive behind Home Depot down to Walmart south behind the east side of Flathead Valley Community College down to Grandview.</li> </ol>	<p><i>Thanks for the additional comments Harvey.</i></p> <p>- Scott</p>

ID	Date	Comment	Response
		<p>6) Extend west Evergreen Dr. west of Whitefish Stage Rd. over to the "to be extended south Hutton Ranch Rd." at the southeast corner of the college and then continue to extend West Evergreen Dr. to Grandview Dr.</p> <p>7) Widen Willow Glen Drive (State Route 317) to two north bound and two south bound lanes from Four Corners at its southern terminus at U.S. 93 and Cemetery Rd. north to Conrad Drive and then continue the highway north via an underground tunnel at the east side tip of the Conrad Memorial Cemetery north to East Idaho Street (Highway 2) and intersect Highway 2 a few hundred feet west of Applebees restaurant which is on the south side of Highway 2 just immediately west of the Stillwater River. Tunnel would probably be 100 ft below the cemetery grounds and a few hundred feet long. It would be a short 4 lane wide tunnel. If it were not for the cemetery, cutting the hill back would be cheaper. The tunnel keeps the cemetery intact.</p> <p>8) Get rid of the roundabouts on the southern part of US 93 Bypass. One trip on that bypass and the trucker will never drive it again. They will choose the traffic mess down town first.</p> <p>9) Complete the north section of the US 93 Bypass. These areas I drive trying to avoid traffic congestion. I am sure there are many other traffic problem areas and solutions. My next peave is business parking lots - designed for sub compact vehicles when 1/3 of the vehicles in the lite are pickup trucks and delivery trucks. Ever notice how many parking lot entries with narrow entry curbs are ran over by trucks and are demolished? K Mart has the best parking lot in town except for their narrow idiotic entry on the east side of the lot off of Highway 2.</p> <p>I hope these suggestions help. My mind is always looking for solutions to problems.</p> <p>Sincerely, Harvey Wills Lakeside, MT</p>	
09	7/15/16  Stephanie Milner	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Reason for Submission: Comment on a Project or Study Submitted: 07/15/2016 22:40:10 Project/Study Commenting On:KalispellCourtHouseCouplet Name: Stephanie Milner Email Address: stephanie.milner@gmail.com Other Details: Kalispell Courthouse Couplet Project, UPN E012000</p> <p>Comment or Question:</p> <p>Hello, Thank you for the map series. It was very useful for me in combining your information with my own daily experience living in SE Kalispell (3rd Ave E /13th St E) and driving through the couplet and downtown multiple times each day.</p>	<p><i>Ms. Milner Thank you for taking the time to contact the Montana Department of Transportation (MDT) to share your thoughts regarding the courthouse couplet study.</i></p> <p><i>It is clear you have taken some time to consider different options, and as the study and the courthouse couplet project move forward your comments will be considered.</i></p> <p><i>If you have further questions or comments, you can contact me directly using my contact information below, or</i></p>

ID	Date	Comment	Response
		<p>As I was digesting each alternative I found myself wondering if you are aware of the extremely frustrating pinch points that exist N of the couplet, specifically at Main (Hwy 93) and Hwy 2, further N at Hwy 93 and "Consumption Junction" (the FVCC to Reserve segment), and to a lesser extent at Main and Center. Perhaps these at times 2-3 light-long backups and far too short left turn lanes are implicit in your reason for this project, but you do not explicitly address the fact that these intersections are already at a point where they do not function adequately nor safely, even in low tourist winter. While the couplet may be pushing its designed capacity, it is hardly unpleasant to drive through even at high traffic times of day. In fact, its existence may be what is keeping downtown from being an utter disaster. Therefore I am thinking of the alternatives' impacts on downtown and 93N and less so on the couplet.</p> <p>Given the already overtaxed downtown and 93 corridor it hardly seems prudent to try to bring more traffic downtown. Alternatives 1 and 2 do nothing to alleviate any current problems with either couplet capacity or excessive 93 traffic. Alternative 3 will only serve to increase traffic coming to downtown and will create a nightmare. Alternative 4 is nice for dispersing traffic off the couplet but will not address the bottlenecks to the North. Alternatives 5 and 6 seem relatively pointless as well.</p> <p>Alternative 7 is a step in the right direction and Alt 8 is even better: together with the 93 bypass, get traffic headed to Whitefish or GNP away from the 93/Hwy 2 intersection! I would like to suggest another Alternative - combine Alt's 4 and 7. This would disperse in-town traffic off the couplet and throughout both sides of downtown rather than bottled along Main and 1st Ave E, and also shunt through-traffic out of downtown.</p> <p>Tourists who do need to stop in town for shopping will still do so, and downtown will be so much more pleasant for all. I would rather see an increase in traffic on Willow Glen than on residential streets in Kalispell; Willow Glen is not a road that was designed with pedestrians and neighborly interactions in mind. In addition, an "Eastside ByPass" that functions to shunt traffic toward Hwy 2/GNP makes far more sense than continuing to push traffic through residential areas such as 3<sup>rd</sup> and 4th Ave East.</p> <p>Signage that directs people headed to WF and GNP onto the 93 bypass and a future Willow Glen road would be crucial for increasing usage of these, as well as somehow making sure Google Maps and other GPS platforms direct through-traffic onto these routes rather than through town!</p> <p>When we moved here 8 years ago we were appalled at the amount of traffic and poor traffic flow relative to the population. Thank you for all of your efforts to alleviate these issues and make Kalispell a livable city.</p> <p>Sincerely, Stephanie Milner</p> <p>Reference Number = prjcomment_118011474609375</p>	<p><i>you can continue to use MDT's website.</i></p>
10	<p>7/29/16</p> <p><b>Citizens for a Better Flathead</b></p>	<p>Comments via statement by Citizens for a Better Flathead sent to Shane Stack.</p> <p>July 28, 2016</p>	<p><i>Mr. Leftridge Thank you and the Board of Citizens for a Better Flathead for taking the time to share the groups thoughts on the future of the Kalispell</i></p>



ID	Date	Comment	Response
		<p>Re: Kalispell Courthouse Couplet Project, UPN E012000</p> <p>The genesis of Kalispell's downtown was due in large part to the intersection of two highways, and these major arterials have led to our development of a beautiful and historic commercial downtown. However, Kalispell has grown up. It is now time to move into a new era of downtown transportation planning that focuses on walkable and bikeable city streets. Kalispell's downtown currently struggles with excessive traffic that deters locals and tourists alike from walking and shopping on Main Street.</p> <p>As the Flathead Valley continues to manage a growing population, which has led to an overburdening of the main arterial routes, it is essential that we do everything we can to create a quaint and family-friendly downtown that promotes a strong and vibrant pedestrian-friendly community while simultaneously stimulating the economy of the many local businesses located in the downtown corridor. This can be accomplished by reducing Main Street to single-lane traffic moving both north and south and changing the "Highway 93" designation to the new bypass to encourage predominantly local traffic moving through Kalispell's historic downtown. We believe that rerouting truck traffic and through-traffic from Main Street will positively impact our growing and vibrant community.</p> <p>We are writing to express our support for condensing Main Street in Kalispell to two lanes such as described in options 2, 4, and 8. We also believe that every effort should be made to ensure the Highway 93 designation, in any form, is removed from downtown Kalispell. We believe that these are essential steps to growing and strengthening the core of the City Center of the Flathead Valley.</p> <p>Sincerely yours,</p> <p>Dustin Leftridge and Matt Keenan on behalf of the Board of Directors</p>	<p><i>Courthouse Couplet and US 93.</i></p> <p><i>I wanted to let you know that we did receive your comments and they will be considered as the study advances.</i></p> <p><i>If you have further comments or questions, please feel free to share those with me. Have a great weekend, Shane Stack</i></p>
11	<p>7/6/16</p> <p><b>Neil Brewster</b></p> <p><b>890 Country Way N.</b> <b>Kalispell, MT 59901</b></p>	<p><i>Transcribed from MDT comment form:</i></p> <p>Thank you for the opportunity to review various proposed scenarios for the Kalispell Courthouse Couplet. Alternative 8 provides the best option to focus on preservation of the historic downtown area while providing a desirable east route to HWY 2 and HWY 35. In addition to reducing downtown traffic, this alternative will reduce traffic on Reserve Street which is already overly congested.</p> <p>While not addressed in this group of scenarios, Evergreen Drive needs to be extended providing a much needed east-west alternative route connecting HWY 93 to Whitefish Stage and HWY 2. This would improve traffic flow to FVCC and the RRMC hospital complex.</p>	
12	<p>6/28/16</p> <p><b>(At public meeting)</b></p> <p><b>Don Nelson</b></p>	<p><i>Transcribed from MDT comment form:</i></p> <p>Please improve Willow Glen &amp; Whitefish Stage. They are in very bad condition. Traffic could be [increased] on both.</p> <p>Wait for a year to see what they bypass will do to the 93 traffic. Things could change, making the present data invalid. Actual data is much better than projected data.</p> <p>Be careful &amp; wise how you spend my money.</p>	

ID	Date	Comment	Response
		Alt #8 seems best. Money well spent.	
13	6/28/16  (At public meeting)  Angela Hong	<p><i>Transcribed from MDT comment form:</i></p> <p>Definite <u>NO</u> to alternatives 1, 4, 5, and 6. We live on 1<sup>st</sup> Ave E &amp; have a rental on 2<sup>nd</sup> Ave W. The increased traffic would increase noise &amp; make our street less safe for our children.</p> <p>Option 3 seems best.</p> <p>My concerns with 7 &amp; 8 are the 3x traffic along Willow Glen (where my school is located, I am a teacher). If sidewalks were added &amp; the street made <u>safer</u> (it is already terribly dangerous already), these alternatives may be acceptable. They might actually make it a safer road.</p>	
14	6/28/16  (At public meeting)  Rob Heinecke	<p><i>Transcribed from MDT comment form:</i></p> <p>Alt 3 &amp; Alt 7 – 23k is needed, only alt 3 will provide that.</p> <p>Only alt 3 [allows] the more traffic that will be required in future years. I don't support reducing the traffic lanes of Main Street, which would pinch traffic &amp; force traffic onto 1<sup>st</sup> Ave E &amp; W which were reduced to 2 lanes years ago.</p>	
15	6/28/16  (At public meeting)  Tom Jentz	<p><i>Transcribed from MDT comment form:</i></p> <p>Option 2 coupled with option 8.</p>	
16	6/28/16  (At public meeting)  Pamela Carbonari on behalf of the Kalispell Business Improvement District	<p><i>Transcribed from letter to Ed Toavs from Pamela on behalf of the Kalispell Business Improvement District:</i></p> <p>Mr. Toavs,</p> <p>We are writing to you today regarding the Courthouse Couplet in Kalispell. We are pleased that you are in a public input process regarding the design of the roadway. As you are aware, there have been significant local conversations regarding this project and the hiring of an engineer to offer design options.</p> <p>It is our belief that increasing the lanes of traffic around the courthouse couplet will encourage truck traffic to remain on Main Street (HWY 93) rather than utilizing the new Alternate Route when it is opened fully in November of this year. We recognize that it is your duty to "move" traffic but safety must also take priority, we would assume, when designing a project. The economic future of downtown businesses is dependent on a pedestrian safe environment. Currently, the Courthouse Couplet serves as traffic calming for Main Street. If 4 lanes of traffic were created in the two blocks south of the Courthouse, and around the couplet, our Main Street would become anything but pedestrian safe. We would also like you to seriously consider the safety ramifications of a four lane highway to the youth of our community who cross the highway at the Courthouse on 8<sup>th</sup> &amp; 9<sup>th</sup> Streets to access Flathead High School. These children would not be able to safely cross a 4 lane highway. Additionally, St. Matthews School is located on Main Street and there is currently no posting for a school zone between 6<sup>th</sup> and 7<sup>th</sup> streets.</p>	

ID	Date	Comment	Response
		<p>We implore you to look at the fact that historic Highway 93 is MAIN STREET to Kalispell. We are aware that this is the last segment of the Highway 93 project and that there is an urgency to complete this project when funds are available. It would be our desire to encourage MDOT to consider the Highway 93 project complete, leaving the couplet as it is until the Alternate route is completed. For now, the repair work in progress north of the couplet and a pedestrian crossing signal would appear to work well to meet the needs of the Kalispell community.</p> <p>As you are aware, the City of Kalispell is working with the Montana West Economic Development and the Flathead Port Authority on a railroad project that will drastically change the traffic patterns in downtown by opening a minimum of 4 additional north/south routes that are closed currently across the railroad spur. It is our belief that now is not the time to push additional traffic down Main Street Kalispell with the creation of 4 lanes of traffic around the historic Courthouse Couplet.</p> <p>Additionally, we are also in favor of widening and intersection work on the Willow Glen Road, which we believe would again help with traffic flow in the core of Kalispell. Many thanks for your advocacy regarding traffic issues in Kalispell.</p> <p>Sincerely,</p> <p>Pamela Carbonari Coordinator</p>	

**Comments Received After Public Comment Period**

ID	Date	Comment
01	<p>09/05/16</p> <p><b>Rob Heinecke</b></p>	<p>Dear Mr Jentz and All,</p> <p>I want to voice my strong objection to reducing Main Street to 2 lanes and making 1st Ave East one ways. To create a bottle neck on a major highway and restrict traffic on 1st Avenues seems to me to be a solution looking for a problem. Frankly, I don't understand how the Montana State Highway Department would allow this.</p> <p>In my opinion people will avoid down town and this will have the opposite intended affect.</p> <p>Both 1st Avenue East and West were once 4 lanes and have been reduced to 2 lanes, what has been the impact of this?</p> <p>Do I really need to point out the problem is between Center Street and Idaho and from the Hospital to Reserve?</p> <p>No need to respond to my comments unless you would like to, I just wish to be counted in the "no" column for the Main Street Pinch and "yes" to dealing with Center Street to Idaho and the Hospital to Reserve.</p> <p>Respectfully,</p> <p>Rob Heinecke 320 Ponderosa Street Kalispell, MT 59901</p>