MADISON COUNTY
MONTANA

Gallatin County
MONTANA

RESORT TAX
Better Together

Joint-County Commission Meeting

May 8th, 2024 | 10:00 am

Prior to this meeting, Eggs and Issues will be from 8:00 – 9:30 am

This meeting will be conducted in person at the Wilson Hotel
(145 Town Center Ave, Big Sky, MT 59716) and virtually using Zoom.

To join through Zoom visit: us02web.zoom.us/j/84339330524

I. Open Meeting

A. Roll Call -- 10:00

B. Public Comment -- 10:00

C. Steve Johnson Tribute -- 10:05

D. BSRAD Consent Agenda -- 10:15

1. Finance Report: March 2024

E. Regular Agenda

1. Old Business

a. Post Office Update: *Discussion* -- 10:20

b. TIGER Grant Update: *Discussion* -- 10:25

c. BSRAD Government Services Requests*: Action* -- 10:30

- Interlocal Agreements and MOUs

d. Big Sky Roadmap: *Discussion* -- 10:50

2. New Business

a. Little Coyote Traffic Safety Group: *Discussion* -- 10:55

b. Gallatin Forest Partnership – Letter of Support: *Action* -- 11:00

c. World Language Initiative Introduction: *Discussion* -- 11:10

d. Local Government Review: *Discussion* -- 11:20

e. BSTRP Assessment Status: *Discussion* -- 11:30

f. Land Use Planning Process: *Discussion* -- 11:35

g. DDAMP: *Discussion* -- 11:40

h. Incorporation Exploration Study Proposal Selection: *Action* -- 11:50

F. Public Comment

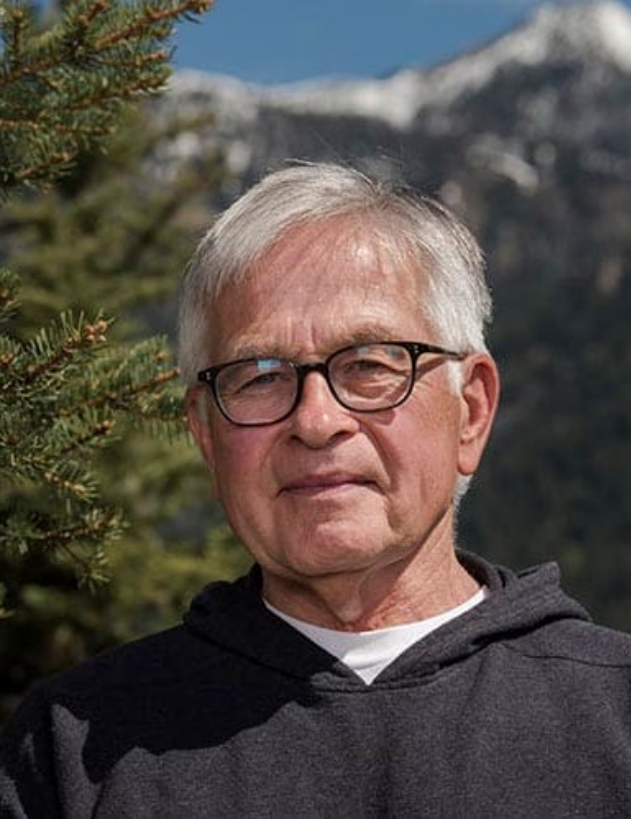
From: Bev Anthony
To: Big Sky Resort Tax District Information
Subject: Big Sky Community Library: SORA
Date: Friday, April 19, 2024 12:59:02 PM

Oh my gosh! Could you send this to the Big Sky Resort Tax Board? What a wonderful letter of recommendation. Thank you so much for the feedback. I'll keep working hard to provide the best service to our community! Hope you're doing well!

Erica

On Fri, Apr 19, 2024 at 11:32 AM Bev Anthony <montanawildflower@gmail.com> wrote:

> Dear Erica,
> Let me count the ways! Your attention to Sora has been such a wonderful addition to my reading life. Indeed, Tucson has been made sweeter this winter by so many mood-enhancing options. Thank you and Laine for your terrific efforts on the behalf of our library. Never, in my 40-some years, has Big Sky's library had all we could wish for in vibrancy, organization and opportunity. You've given the community a super power!
>
> Bev



STEVE JOHNSON
1947-2024

Accountant's Summary
Month Ended March 31, 2024

Balance Sheet

- Accounts receivable is down (amounts collected through April 30th) when compared to March 2023. However, approx. $1.7mm in collections have not cleared in MUNIRevs at the time this month-end close was completed.
- No other items noted.

Profit & Loss

- According to the P&L by month, total revenue was significantly down (less than 1%) from March 2023. However, if the $1.7mm is included, the month will yield a 3% increase.
- All other variations were within our expectations.
- Fiscal year to date, the tax collections are nearly equivalent to collections at this time in 2023. This includes the $1.7mm in collections noted above. Interest earnings are nearly 4x the amount realized in 2023 providing an additional $560,000 in funds through March 2024.
- The total budgeted expenditures for FY24 are approx. $1,482,625 and $1,033,000 (70%) of the budget was expended as of March 31, 2024.

BIG SKY RESORT AREA DISTRICT

Balance Sheet

As of March 31, 2024

	TOTAL	
	AS OF MAR 31, 2024	AS OF FEB 29, 2024 (PP)
ASSETS		
Current Assets		
Bank Accounts		
10000 Funds Available		
10100 Reserved Funds	-11,631,257.94	-11,243,560.78
10120 FSB-Checking #80073430	227,618.90	235,903.14
10121 FSB - Repurchase Checking	19,150,113.01	17,331,042.17
10125 FSB - Disbursements #1336	638.63	138.63
10140 FSB-MM #80073422 - .19	5,137.05	5,134.88
10160 Petty Cash	200.00	200.00
10170 STIP	11,827.39	11,773.94
10180 DA Davidson - #65611532 Operating	3,572,480.29	3,569,680.94
10190 DA Davidson - #17191343 Investment	3,572,986.30	3,560,716.02
Total 10000 Funds Available	**14,909,743.63**	**13,471,028.94**
10500 Funds Reserved		
10503 TIGER Project - Resolution 2022.01R	239,995.94	239,995.94
10505 Infrastructure Tax Collected, net	5,937,165.65	5,549,468.49
10510 Emergency reserve	1,500,000.35	1,500,000.35
10520 Operating reserve	329,017.00	329,017.00
10530 Capital reserve	3,550,000.00	3,550,000.00
10551 Opportunity fund	75,079.00	75,079.00
Total 10500 Funds Reserved	**11,631,257.94**	**11,243,560.78**
1072 Bill.com Money Out Clearing	12.00	12.00
Total Bank Accounts	**$26,541,013.57**	**$24,714,601.72**
Accounts Receivable		
12000 Accounts Receivable	3,438,947.22	4,484,566.01
Total Accounts Receivable	**$3,438,947.22**	**$4,484,566.01**
Other Current Assets		
13100 Prepaid expenses		
13100.2 Prepaid software	18,826.13	21,480.24
Total 13100 Prepaid expenses	**18,826.13**	**21,480.24**
Total Other Current Assets	**$18,826.13**	**$21,480.24**
Total Current Assets	**$29,998,786.92**	**$29,220,647.97**

BIG SKY RESORT AREA DISTRICT

Balance Sheet

As of March 31, 2024

	TOTAL	
	AS OF MAR 31, 2024	AS OF FEB 29, 2024 (PP)
Fixed Assets		
15030 Capital Furnishings & Fixtures	5,228.49	5,228.49
15040 Buildings & Improvements	558,781.05	558,781.05
16000 Accumulated Depreciation	-87,303.25	-87,303.25
Total Fixed Assets	**$476,706.29**	**$476,706.29**
Other Assets		
19010 Deferred outflows		
19011 Deferred Outflows - BSWS Agreement	15,847,571.00	15,847,571.00
Total 19010 Deferred outflows	**15,847,571.00**	**15,847,571.00**
Total Other Assets	**$15,847,571.00**	**$15,847,571.00**
TOTAL ASSETS	**$46,323,064.21**	**$45,544,925.26**
LIABILITIES AND EQUITY		
Liabilities		
Current Liabilities		
Accounts Payable		
21000 General Accounts Payable	12,236.45	25,826.57
Total Accounts Payable	**$12,236.45**	**$25,826.57**
Credit Cards		
21100 Divvy Credit Card	2,468.67	4,246.31
Total Credit Cards	**$2,468.67**	**$4,246.31**
Other Current Liabilities		
23000 Payroll Liabilities	0.00	0.00
23011 457 Employee	2,650.59	0.00
23020 Accrued Leave	10,939.71	10,939.71
23030 Federal Withholding	-12,190.84	-12,190.86
23100 State Unemployment	255.98	148.49
23110 State Withholding	-2,616.80	-2,616.80
23401 Health Insurance (company paid)	-224.84	-1,658.59

BIG SKY RESORT AREA DISTRICT

Balance Sheet

As of March 31, 2024

	TOTAL	
	AS OF MAR 31, 2024	AS OF FEB 29, 2024 (PP)
Total 23000 Payroll Liabilities	**-1,186.20**	**-5,378.05**
23500 General Appropriations		
Arts Council	194,000.00	194,000.00
Big Sky Chamber of Commerce	71,095.34	90,765.93
Big Sky Community Housing Trust	678,553.33	888,214.44
Big Sky Community Organization	169,781.75	220,373.03
Big Sky Discovery Academy	961.68	961.68
Big Sky Fire Department	418,033.00	724,311.00
Big Sky Sustainability Network Organization	294,158.04	377,150.50
Big Sky Trails, Recreation & Parks District	329,078.59	421,269.53
Big Sky Transportation District	765,743.98	765,743.98
Big Sky Water & Sewer District	560,000.00	560,000.00
Center for Large Landscape Con.	6,689.78	19,092.09
Food Bank	24,775.71	47,827.68
Friends of the Comm. Library	135,673.86	150,749.12
Gallatin Canyon Water & Sewer District	471,526.41	471,526.41
Gallatin River Task Force	809,540.87	809,540.87
Grow Wild	66,995.35	76,275.23
Morningstar	340,500.00	374,500.00
Sheriff's Office	331,834.00	331,834.00
Snowmobile Association	30,000.00	30,000.00
Visit Big Sky	498,980.28	589,171.92
Warren Miller Performing Arts C	176,800.00	176,800.00
Total 23500 General Appropriations	**6,374,721.97**	**7,320,107.41**
Total Other Current Liabilities	**$6,373,535.77**	**$7,314,729.36**
Total Current Liabilities	**$6,388,240.89**	**$7,344,802.24**
Long-Term Liabilities		
23600 WRRF Phase I Project	15,847,571.00	15,847,571.00
Total Long-Term Liabilities	**$15,847,571.00**	**$15,847,571.00**
Total Liabilities	**$22,235,811.89**	**$23,192,373.24**
Equity		
30100 Retained Earnings	4,942,748.65	4,942,748.65
30200 Committed Fund Balance	3,581,801.29	3,581,801.29
30300 Fund Balance	9,706,845.48	9,706,845.48
30500 Investment in Fixed Assets	464,581.04	464,581.04
31000 Restricted Fund Balance	5,297,424.26	5,297,424.26
32000 Nonspendable Fund Balance	12,584.81	12,584.81
Net Income	81,266.79	-1,653,433.51
Total Equity	**$24,087,252.32**	**$22,352,552.02**
TOTAL LIABILITIES AND EQUITY	**$46,323,064.21**	**$45,544,925.26**

BIG SKY RESORT AREA DISTRICT

Budget vs. Actuals: FY_2023_2024 - FY24 P&L

March 2024

	TOTAL			
	ACTUAL	BUDGET	OVER BUDGET	% OF BUDGET
Income				
40010 Interest Earned	75,336.56	5,000.00	70,336.56	1,506.73 %
40020 Late Payment Interest	244.74	500.00	-255.26	48.95 %
40030 Late Fees from Tax Collections	758.96	1,500.00	-741.04	50.60 %
41000 Tax Collections	1,778,846.64	4,591,793.80	-2,812,947.16	38.74 %
Total Income	**$1,855,186.90**	**$4,598,793.80**	**$ -2,743,606.90**	**40.34 %**
GROSS PROFIT	**$1,855,186.90**	**$4,598,793.80**	**$ -2,743,606.90**	**40.34 %**
Expenses				
60000 Bad Debt		41.67	-41.67	
60010 Bank Charges		5.00	-5.00	
60080 Dues & Meeting Expenses	1,038.63	4,244.59	-3,205.96	24.47 %
60090 Public Information & Engagement	14,403.11	11,533.31	2,869.80	124.88 %
61000 Dues & Property Taxes		0.00	0.00	
62000 Insurance	81.60	72.65	8.95	112.32 %
63000 Office Expenses	6,927.93	7,066.50	-138.57	98.04 %
64000 Professional Fees	17,194.20	31,695.65	-14,501.45	54.25 %
65000 Travel	0.00	184.52	-184.52	0.00 %
66000 Utilities	659.92	711.25	-51.33	92.78 %
67000 Personnel Expenses	89,429.30	61,067.67	28,361.63	146.44 %
Total Expenses	**$129,734.69**	**$116,622.81**	**$13,111.88**	**111.24 %**
NET OPERATING INCOME	**$1,725,452.21**	**$4,482,170.99**	**$ -2,756,718.78**	**38.50 %**
Other Income				
70000 Other Income	9,248.09		9,248.09	
Total Other Income	**$9,248.09**	**$0.00**	**$9,248.09**	**0.00%**
NET OTHER INCOME	**$9,248.09**	**$0.00**	**$9,248.09**	**0.00%**
NET INCOME	**$1,734,700.30**	**$4,482,170.99**	**$ -2,747,470.69**	**38.70 %**

BIG SKY RESORT AREA DISTRICT

Profit and Loss - Comparative by Month

March 2024

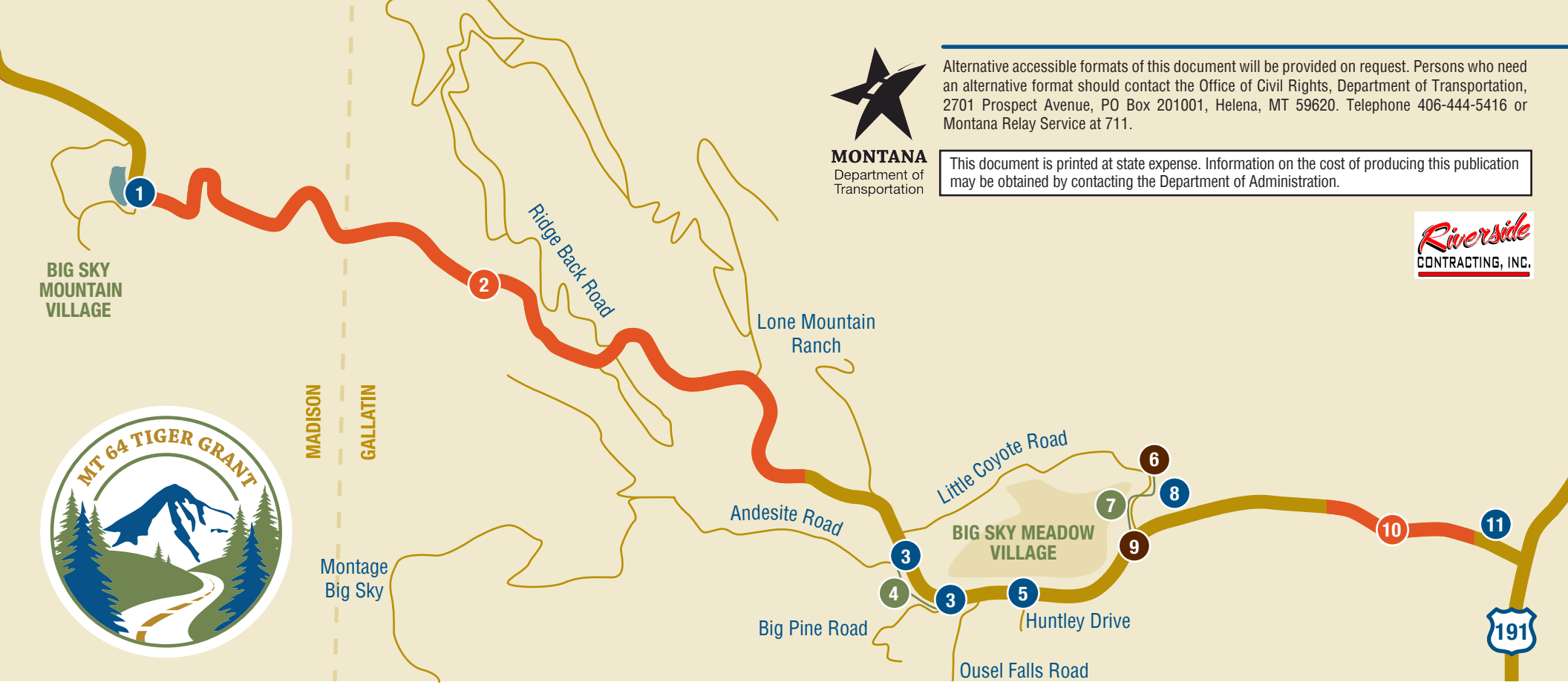
	TOTAL			
	MAR 2024	MAR 2023 (PY)	CHANGE	% CHANGE
Income				
40010 Interest Earned	75,336.56	43.07	75,293.49	174,816.55 %
40020 Late Payment Interest	244.74	490.20	-245.46	-50.07 %
40030 Late Fees from Tax Collections	758.96	1,014.69	-255.73	-25.20 %
40040 Miscellaneous Income		35,248.00	-35,248.00	-100.00 %
41000 Tax Collections	1,778,846.64	3,364,276.80	-1,585,430.16	-47.13 %
Total Income	**$1,855,186.90**	**$3,401,072.76**	**$ -1,545,885.86**	**-45.45 %**
GROSS PROFIT	**$1,855,186.90**	**$3,401,072.76**	**$ -1,545,885.86**	**-45.45 %**
Expenses				
60080 Dues & Meeting Expenses	1,038.63	1,209.13	-170.50	-14.10 %
60090 Public Information & Engagement	14,403.11	13,210.99	1,192.12	9.02 %
62000 Insurance	81.60	442.53	-360.93	-81.56 %
63000 Office Expenses	6,927.93	8,194.74	-1,266.81	-15.46 %
64000 Professional Fees	17,194.20	4,515.39	12,678.81	280.79 %
65000 Travel	0.00	75.98	-75.98	-100.00 %
66000 Utilities	659.92	964.63	-304.71	-31.59 %
67000 Personnel Expenses	89,429.30	70,840.93	18,588.37	26.24 %
Total Expenses	**$129,734.69**	**$99,454.32**	**$30,280.37**	**30.45 %**
NET OPERATING INCOME	**$1,725,452.21**	**$3,301,618.44**	**$ -1,576,166.23**	**-47.74 %**
Other Income				
70000 Other Income	9,248.09		9,248.09	
Total Other Income	**$9,248.09**	**$0.00**	**$9,248.09**	**0.00%**
NET OTHER INCOME	**$9,248.09**	**$0.00**	**$9,248.09**	**0.00%**
NET INCOME	**$1,734,700.30**	**$3,301,618.44**	**$ -1,566,918.14**	**-47.46 %**

BIG SKY RESORT AREA DISTRICT

Budget vs. Actuals: FY_2023_2024 - FY24 P&L

July 2023 - March 2024

	TOTAL			
	ACTUAL	BUDGET	OVER BUDGET	% OF BUDGET
Income				
40010 Interest Earned	691,661.20	45,000.00	646,661.20	1,537.02 %
40020 Late Payment Interest	3,680.86	4,500.00	-819.14	81.80 %
40030 Late Fees from Tax Collections	12,972.39	13,500.00	-527.61	96.09 %
41000 Tax Collections	15,690,164.12	19,757,627.91	-4,067,463.79	79.41 %
Total Income	**$16,398,478.57**	**$19,820,627.91**	**$ -3,422,149.34**	**82.73 %**
GROSS PROFIT	**$16,398,478.57**	**$19,820,627.91**	**$ -3,422,149.34**	**82.73 %**
Expenses				
60000 Bad Debt		375.03	-375.03	
60010 Bank Charges	29,043.19	45.00	28,998.19	64,540.42 %
60020 Appropriations	11,957,837.00		11,957,837.00	
60021 Opportunity Fund Appropriations	72,336.32		72,336.32	
60080 Dues & Meeting Expenses	14,056.65	38,201.27	-24,144.62	36.80 %
60090 Public Information & Engagement	98,176.63	124,400.03	-26,223.40	78.92 %
61000 Dues & Property Taxes	12,505.60	13,400.00	-894.40	93.33 %
62000 Insurance	7,353.62	7,313.85	39.77	100.54 %
63000 Office Expenses	82,164.88	72,064.50	10,100.38	114.02 %
64000 Professional Fees	259,679.22	310,190.97	-50,511.75	83.72 %
65000 Travel	2,250.83	3,357.66	-1,106.83	67.04 %
66000 Utilities	6,680.56	6,903.75	-223.19	96.77 %
67000 Personnel Expenses	520,966.71	550,109.14	-29,142.43	94.70 %
Total Expenses	**$13,063,051.21**	**$1,126,361.20**	**$11,936,690.01**	**1,159.76 %**
NET OPERATING INCOME	**$3,335,427.36**	**$18,694,266.71**	**$ -15,358,839.35**	**17.84 %**
Other Income				
70000 Other Income	74,508.43		74,508.43	
Total Other Income	**$74,508.43**	**$0.00**	**$74,508.43**	**0.00%**
Other Expenses				
79000 Other expenses	3,328,669.00		3,328,669.00	
Total Other Expenses	**$3,328,669.00**	**$0.00**	**$3,328,669.00**	**0.00%**
NET OTHER INCOME	**$ -3,254,160.57**	**$0.00**	**$ -3,254,160.57**	**0.00%**
NET INCOME	**$81,266.79**	**$18,694,266.71**	**$ -18,612,999.92**	**0.43 %**



MONTANA
Department of Transportation

Alternative accessible formats of this document will be provided on request. Persons who need an alternative format should contact the Office of Civil Rights, Department of Transportation, 2701 Prospect Avenue, PO Box 201001, Helena, MT 59620. Telephone 406-444-5416 or Montana Relay Service at 711.

This document is printed at state expense. Information on the cost of producing this publication may be obtained by contacting the Department of Administration.

Riverside CONTRACTING, INC.

1 BIG SKY RESORT ROAD
Construction of a left-turn lane and related improvements at Big Sky Resort Road.

2 CURVE WARNING SIGNAGE UPGRADES
Installation of curve warning signage upgrades between Big Sky Resort Road and Andesite Road.

3 ANDESITE ROAD TO BIG PINE DRIVE
Construction of left-turn lanes at Andesite Road and Big Pine Drive.

4 ANDESITE ROAD TO BIG PINE DRIVE SHARED-USE PATH
Construction of a paved shared-use pathway along MT 64 from Andesite Road to Big Pine Drive.

5 HUNTLEY DRIVE
Construction of a left-turn lane and related improvements at Huntley Drive.

6 LITTLE COYOTE ROAD PEDESTRIAN BRIDGE
Construction of a pedestrian bridge along Little Coyote Road over West Fork Gallatin River adjacent to the Big Sky Community Park.

7 LITTLE COYOTE ROAD PATHWAY
Construction of a paved shared-use pathway along Little Coyote Road from MT 64 to the Big Sky Community Park.

8 LITTLE COYOTE ROAD
Construction of a traffic signal, left and right-turn lanes at Little Coyote Road, and a left-turn lane at Meadow Village Drive.

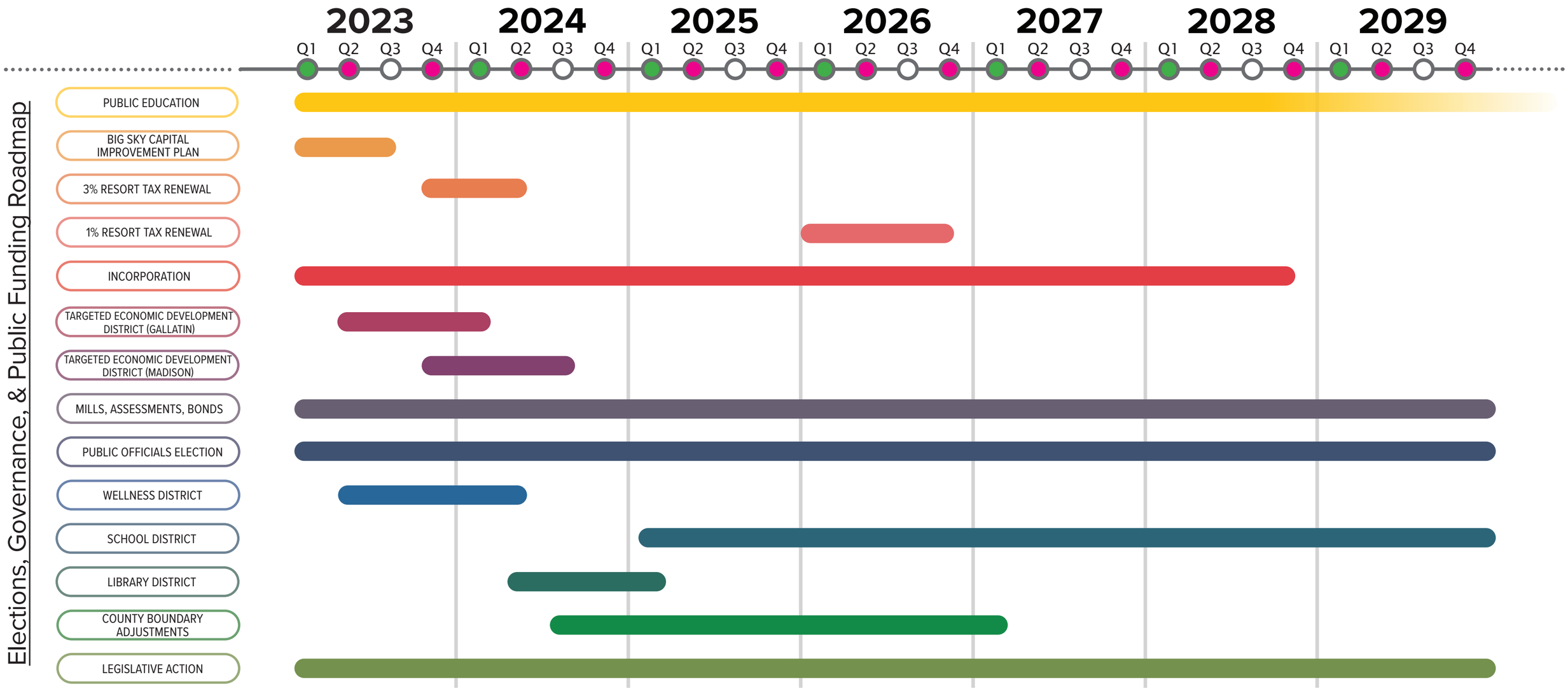
9 LITTLE COYOTE ROAD PEDESTRIAN TUNNEL
Construction of a pedestrian tunnel under MT 64 west of Little Coyote Road and related improvements.

10 WILDLIFE CROSSING SIGNAGE UPGRADES
Installation of wildlife crossing signage upgrades west of US 191.

11 US 191 AREA
Elimination of gravel shoulder parking by extending existing curb and gutter, installation of paved bus pull-outs, and installation of paved pull-outs for wildlife viewing.

KEY
- Turn Lanes and Road Improvements
- Signage Upgrades
- Pathway Construction
- Pedestrian Improvements

Elections, Governance, & Public Funding Roadmap



Q1 = January - March
Q2 = April - June
Q3 = July - September
Q4 = October - December

Legislative Session

Ballot Issue Votes*
**Does not reflect special elections*

GOVERNMENT SERVICE REQUEST SUMMARY

Sponsor	Project	FY25 Request	FY26 Request	FY27 Request	Request Type	Impact Area
Big Sky County Water and Sewer District #363	Little Coyote Sewer Access and New Road Engineering	$ 100,000	-	-	Capital	Public Works
Big Sky County Water and Sewer District #363	Water Master Plan and Capital Improvements Plan	$ 185,000	-	-	Capital	Public Works
Big Sky County Water and Sewer District #363	Mountain Village Water Tank Replacement Engineering	$ 250,000	-	-	Capital	Public Works
Big Sky School District #72	Teacher and School employee Housing	$ 375,000	-	-	Capital	Housing
Big Sky School District #72	BSSD FY25-FY27	$ 50,000	$ 50,000	$ 50,000	3-year operating	Education & Childcare
Gallatin Canyon County Water and Sewer District	GCWSD FY25-FY27	$ 200,000	$ 200,000	$ 200,000	3-year operating	Public Works
Big Sky Trails, Recreation and Parks District	BSTRP FY25-FY27	$ 675,533	$ 743,086	$ 817,395	3-year operating	Recreation
Gallatin County Sheriff's Office	GCSO FY25-FY27	$ 703,750	$ 729,760	$ 757,069	3-year operating	Health & Safety
Big Sky Fire Department	BSFD FY25-FY27	$ 1,150,000	$ 1,184,500	$ 1,220,035	3-year operating	Health & Safety
Big Sky Transportation District	BSTD FY25-FY27	$ 1,475,000	$ 1,525,000	$ 1,575,000	3-year operating	Public Works
~~Big Sky County Water and Sewer District #363~~	~~BSCWSD FY25-FY27~~	~~$ 500,000~~	~~$ 500,000~~	~~$ 500,000~~	~~3-year operating~~	~~Public Works~~

Little Coyote Traffic Safety Group
PO Box 160843 | Big Sky, MT 59716 | 720-278-4436

A PETITION TO THE MONTANA DEPARTMENT OF TRANSPORTATION FOR A LEFT TURN RESTRICTION ON MT64 AT UPPER LITTLE COYOTE ROAD IN BIG SKY

February 12, 2023

Geno Liva / District Administrator
Montana Department of Transportation
PO Box 3068
Butte, MT 59702-9626
gliva@mt.gov

Shane Sanders / Transportation Commissioner
Montana Department of Transportation - Bozeman
5200 Copeland Lane
Bozeman, MT 59715
vipreagle@gmail.com

Rebecca Barbula
Road Design – Project Manager
Montana Department of Transportation
PO Box 201001
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rbarbula@mt.gov

Malcolm Long / Director
Montana Department of Transportation
Helena Headquarters
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Gabe Priebe / Bureau Chief
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Helena, MT 59620
gpriebe@mt.gov

Kelsie Watkins / Commission Secretary
Transportation Commission
Montana Department of Transportation
PO Box 201001
Helena, MT 59620
kwatkins@**mt**.gov

CC: Kristina Kiltz / Montana Department of Transportation - Civil Engineering Specialist: kkilts@mt.gov
Kristine Fife / 191/64 Optimization & Tiger Grant Outreach: kristine@bigskypublicrelations.com
Levi Ewan / Gallatin County Engineering, Road & Bridges Department: Levi.Ewan@gallatin.mt.gov

The Little Coyote Traffic Safety Group submits this appeal on behalf of all Little Coyote Road homeowners. (Meadow Village Subdivision - Big Sky, MT)

SITUATION

Little Coyote Road is a two-lane 1.7 mile stretch of narrow, curving, unstriped asphalt with drainage ditches, no shoulder, no curbs, minimal lighting, no sidewalks, no marked school bus stops and no bike or walking lanes (except for a very small section in the commercial/bridge area). In its short span Little Coyote Road crosses a narrow bridge, intersects with 5 other residential streets, services 80 residential direct access driveways, provides access to five multi-unit complexes via 8 parking entrances, and serves as access to a community park, tennis courts, a church, and a commercial center via 12 (soon to be 15 with pond park and golf-course expansion) additional intersecting parking entrances. Vehicles are often parked partly in the road because single family homes used as workforce housing have more vehicles than will fit in the driveway, and because trailheads have no designated parking. As a result, traffic and congestion have grown exponentially -- in August 2023 an average 689 vehicles were tracked traveling ONE WAY on Little Coyote Road each day.

Little Coyote Road was originally designed as a residential street to provide access to homes, a golf- course and a small commercial center in the Meadow Village subdivision. It was not engineered for the volume, speed or complexity that exists today.

Increased density via multi-unit housing projects, the development of destination recreation facilities and a growing commercial area, as well as short-cut use by construction vehicles and resort visitors have caused an explosion in traffic volume on Little Coyote Road. Traffic coming down MT64 turning left on Upper Little Coyote Road to circumvent the back-up from three traffic lights is contributing to what is now an extremely dangerous situation for pedestrians, homeowners, bicyclists, and wildlife on our neighborhood Road.

After considerable research and analysis, including discussions with the Big Sky/Gallatin County Sheriff, road safety engineers and safety device manufacturers, as well as a review of the 2017 Morrison Maierle Traffic Study and more recent traffic/speed data, the Little Coyote Traffic Safety Group has developed a plan to improve safety by reducing volume and speed.

Limiting left turns from MT64 to Upper Little Coyote Road is a critical element of that plan.

PETITION

Little Coyote Road homeowners request that the Montana Department of Transportation install signs on MT64 prior to the Upper Little Coyote Road intersection notifying drivers that left turns onto Little Coyote Road are restricted (e.g. “Left Turn - No Thru Traffic” or “Left Turn Local Traffic Only” or “Next Left Closed to Thru Traffic”). NOTE: Current “No Thru Traffic” sign on upper Little Coyote Road close to the MT64 intersection is ineffective because thru-drivers are already on the road before they see the sign.

In addition, we request that the idea of adding a left turn lane on MT64 at the upper Little Coyote Road intersection be eliminated from consideration by the 191/64 Optimization Project and/or Tiger Grant Project. This idea would be vehemently opposed by Little Coyote Road homeowners.

RATIONALE

The growth of short-cut traffic by heavy construction vehicles and impatient resort guests/workers has resulted in homeowners regularly experiencing near-misses when backing out of residential driveways. Homeowners are getting flipped off, yelled at, passed on curves at high speed and passed on the left when signaling to TURN left into their own driveways. Wildlife have been killed, property has been damaged, and trail-users, school bus riders, and cyclists are at risk daily due to vehicles speeding around view-obstructed curves. The situation created by exponential growth without sufficient safety improvements is extremely dangerous.

The stoplight recently installed at East Little Coyote Road’s intersection with MT64 made it even easier for vehicles to use Little Coyote as a short-cut to get back on MT64 – this has increased ‘thru-traffic’ and exacerbated the problem.

Often on busy days between 4-6pm -- three out of every five cars turning from MT64 onto upper Little Coyote Road continue through and exit back onto MT64 via the light at the other end of Little Coyote Road. These ‘short-cutters’ are regularly exceeding the speed limit.

Slide #1: Disproportionate Traffic Growth

Traffic entering Big Sky at the 191/64 intersection has grown 43% since 2017. In that same time frame – traffic volume on Little Coyote Road has grown 66% while growth in residences served by the road has increased by only 3%. This disparity is attributable to mountain construction traffic and resort guests – all looking for the path of least resistance to 191.

Slide #2: Construction Impact
Weekday traffic on Little Coyote Road is 20% higher than the traffic count on weekends despite weekend resort guest traffic being higher during the winter. This highlights the impact of construction workers using Little Coyote Road as a short-cut.

Slide #3: Traffic Concentration
30% of the traffic volume on Little Coyote Road is concentrated in just two hours (4-6pm), further highlighting the impact of mountain workers and day-skiers using Little Coyote as a short-cut on their way back to 191.

Slide #4: Speed
In August 2023 an average 689 vehicles traveled eastbound on Little Coyote Road each day and 41% of them were exceeding the speed limit; almost 10% were going over 30 MPH. With a significant portion of that traffic concentrated in a 2-hour period – the situation is treacherous.

We know that enforcement of a left turn restriction will be challenging due to limited resources. However, we believe visible signage on MT64, in combination with the periodic presence of our local Sheriff at that intersection (something they already do to reduce speeding), and occasional representation from Highway Patrol on MT64 at the upper LCR intersection, will have a significant impact on short-cut use and encourage resort traffic and mountain construction traffic to stay on MT64. At the very least, signage will convey a legal expectation that enables enforcement when resources are available.

In addition, a state and county designation of 'No Through Traffic' for Little Coyote Road will enable us to petition navigation software providers like Google/Apple Maps and Waze which are used by out-of-town folks and locals alike to find the path of least resistance when traffic is backed up on MT64. With a state designation of 'local traffic only' those apps can be programmed to no longer suggest Little Coyote Road as an alternate route just to avoid traffic congestion.

We recognize that a "Next Left No Thru Traffic" sign on a state highway is not a common request. However, the situation on Little Coyote Road is uniquely dangerous, and an uncommon solution is needed.

We appreciate your time and attention to this critical matter and look forward to working with your designated representative to implement this safety solution as soon as possible.

Jan Weber / Little Coyote Traffic Safety Group
Representing 73% of all Little Coyote Road Direct Access Homeowners
Jan.weber@comcast.net

BIG SKY OWNERS ASSOCIATION

Little Coyote Road | Traffic Calming Study

Big Sky, Gallatin County, Montana

Morrison Maierle

engineers · surveyors · planners · scientists

September 2017

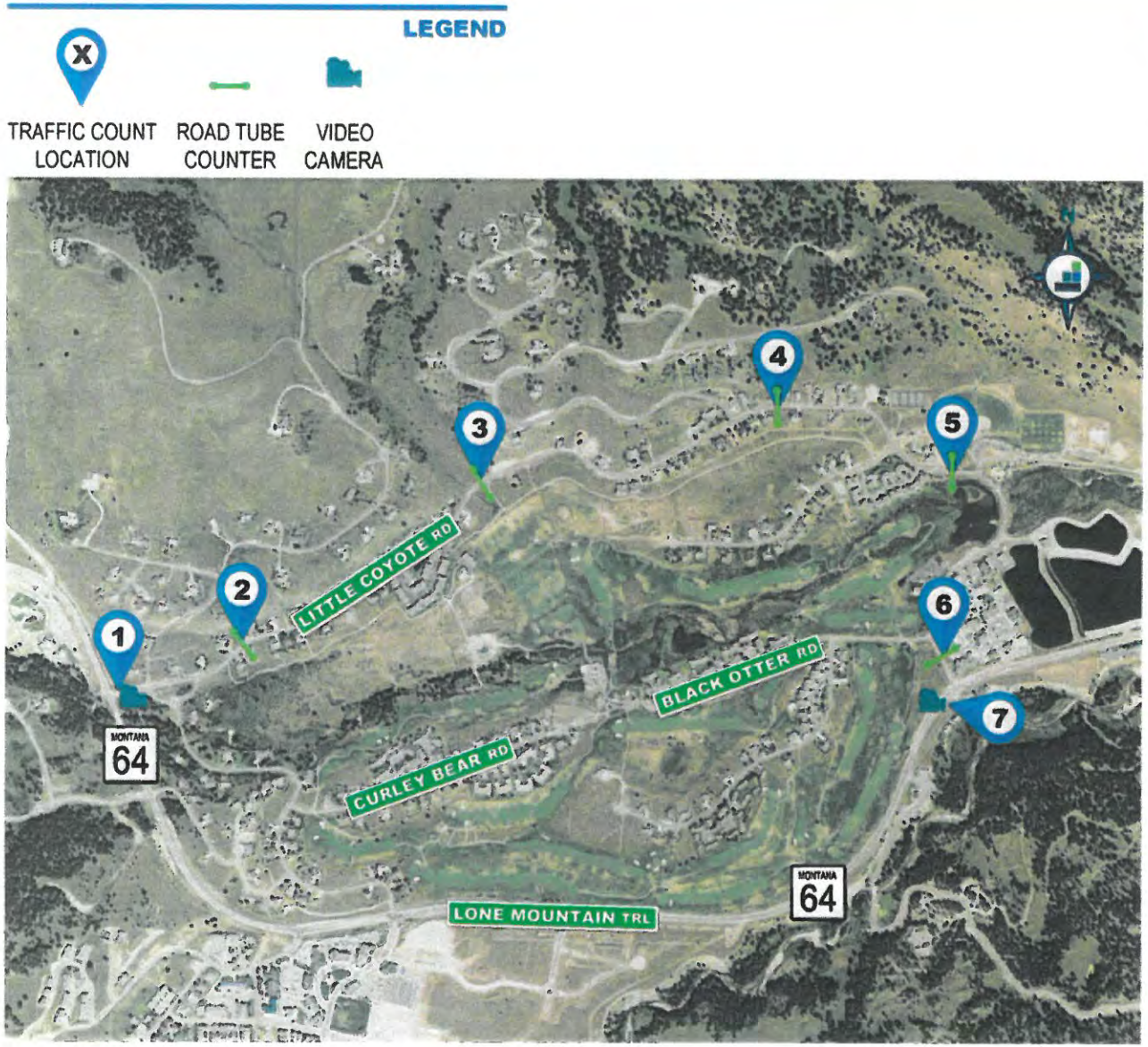


Figure 1: Traffic Count Locations

Purpose

The purpose of this study was to collect and analyze data related to traffic volume and speed conditions on Little Coyote Road in Big Sky, Gallatin County, Montana in order to provide recommendations for potential traffic calming measures to be incorporated along the roadway corridor.

Data Collection Methods

Data was collected using automatic traffic recorders (road tubes) and video traffic recorders (cameras) setup at the seven locations shown in Figure 1 to the left. Road tube data was collected from August 7 to September 1, 2017. Video camera data was collected during the week of August 7-13 and August 22-29, 2017. Traffic volume and speed data were obtained from the road tube locations. Traffic volume and cut-through traffic data were obtained from the video camera locations.

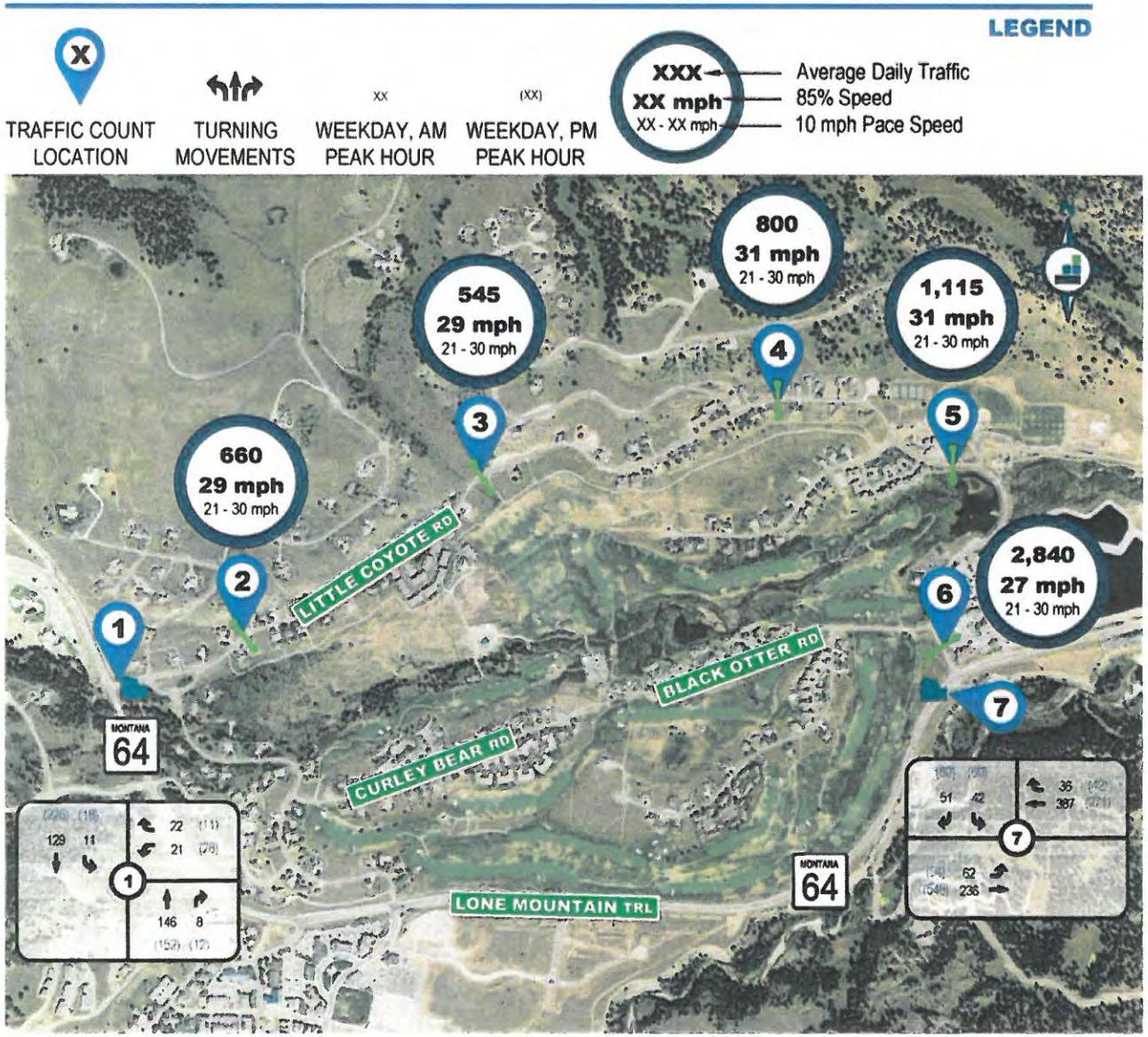


Figure 2: Traffic Data Summary

Traffic Conditions

Roadway Volumes

Average Daily Traffic

Average daily traffic (ADT) volumes were collected at five locations along Little Coyote Road for the period from August 7 to September 1, 2017. The ADT volume shown at each location is rounded to the nearest five vehicles. The ADT volumes shown in Figure 2 to the left indicate that there may be a split between directions of travel for residential traffic on either side of location 3. Summaries of the ADT counts for each location are included in Appendix A.

Intersection Turning Movements

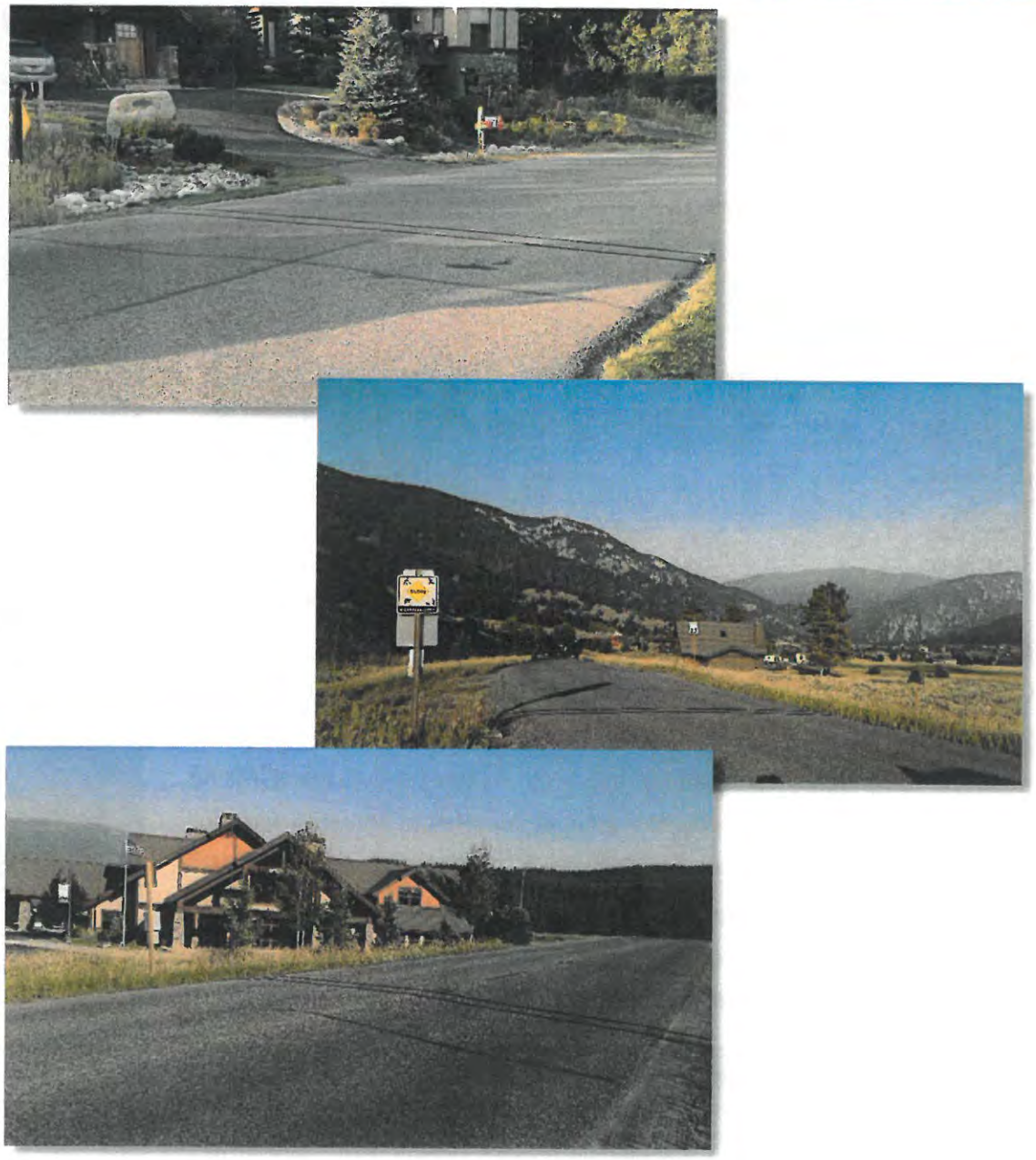
Weekday, AM and PM peak hour intersection turning movement volumes were derived from the video camera traffic data. The volumes shown in Figure 2 to the left are three day average volumes obtained on August 8-10, 2017 at location 1 and August 8-9 and 24, 2017 at location 7. Summaries of the intersection turning movement counts are also included in Appendix A.

Cut-Through Traffic

Cut-through traffic was analyzed from the video camera data by identifying individual vehicles at either end of the Little Coyote Road corridor (locations 1 and 7 shown in Figure 2 on the previous page). Based on a corridor length of approximately 1.74 miles, it is estimated that a vehicle would a little over four minutes (±4:10) traveling at the posted speed limit of 25 miles per hour. From the reviewed video data, cut-through traffic was found to be less than three percent (< 3%) of the overall traffic volume on Little Coyote Road.

Vehicle Speeds

Automatic traffic recorders (road tubes) were used to collect vehicle speed data at each of the five locations (2 thru 6) along Little Coyote Road. As shown in Figure 2 on the previous page, the 85th percentile speed ranged between two and six miles per hour above the posted speed limit. Summaries of the vehicle speed data are provided in Appendix B.




Source: *Urban Street Design Guide* (National Association of City Transportation Officials)

Traffic Calming Measures

Traffic calming is being considered with the desire to manage vehicle speeds and cut-through traffic as well as provide for the safety of pedestrians and bicyclists on Little Coyote Road. Based on the already narrow roadway width (approximately 24 feet) of Little Coyote Road, on-street parking, and roadside drainage provisions there are a limited number of options available for traffic calming measures along the roadway. However, there are some measures that may serve to meet the desired goals of street safety and livability in combination with functionality for residents and emergency services. Those measures may include speed tables, traffic circles, narrowings, and driver feedback signage alone or in combination.


Source: Seattle's Ballard Neighborhood (MyBallard.com, July 20, 2011)


Source: Institute of Transportation Engineers (ITE)

Speed Tables

Description

As stated in *Traffic Calming: State of the Practice* (Institute of Transportation Engineers, 1999) "speed tables are essentially flat-topped speed humps." When located at a pedestrian crossing, they may also be called a raised crosswalk. Speed tables are generally 22 feet long, consisting of a 10-foot flat topped surface with 6-foot ramps at the ends. It has a height of 3 to 4 inches.

Potential Impacts

- ❑ No effect on access.
- ❑ May limit speeds to be in the range of 25 to 27 miles per hour.
- ❑ Traffic volumes may be reduced (cut-through traffic).
- ❑ Generally less than 3 seconds of delay per speed table for fire trucks.

Cost

- ❑ ±$4,000 for asphalt tables.
- ❑ Higher cost for pavers, concrete, or other enhancements.

Traffic Circles

Description

Traffic circles are raised islands placed in intersections that traffic must circulate around with vehicles yielding to other vehicles already in the intersection. They require drivers to slow to a speed for comfortable maneuvering around them. Traffic circles differ from roundabouts in that they are generally smaller and are installed at lower traffic volume locations. They have a diameter in the range of 10 to 25 feet.

Potential Impacts

- ❑ No effect on access.
- ❑ May reduce speeds by about 10% within a couple hundred feet upstream and downstream of intersection.
- ❑ Can result in bicycle/auto conflicts because of narrowed travel lane.
- ❑ Approximate delay of between 5 and 8 seconds per circle for fire trucks.

Cost

- ❑ Ranging from ±$5,500 to $23,000.

Narrowings

Description

There are generally three types of narrowings – neckdowns, center island narrowings, and chokers. This study looks only at center island narrowings and chokers. Center island narrowings are raised islands located along the centerline of a street that narrow the travel lanes at that location. Chokers are curb extensions at midblock that narrow a street by widening the landscaped edge.

Potential Impacts

- ❑ May reduce parking and driveway access.
- ❑ May visually enhance the street through landscaping.
- ❑ Bicyclists prefer not to have the travel way narrowed into path of vehicles.
- ❑ Preferred by emergency response agencies to most other traffic calming measures.

Cost

- ❑ Ranging from ±$8,000 to $23,000.

Driver Feedback Signage

Description

Driver feedback signage (also called speed display signs or "your speed" signs) operate utilizing radar to measure a vehicles speed in a given travel direction and display it to the driver. Speed radar signs can be installed using both solar and AC power, even in areas above the snow belt with cold, snowy winters. Additional features may include alert messages, strobe lights, or even a simulated camera flash.

Potential Impacts

- ❑ Manufacturers cite studies showing 10-20% reductions in average roadway speeds with radar signs.
- ❑ Driver Feedback Signs must be programmed to not display speeds that are well in excess of the posted speed limit to discourage motorists from "racing" the speed display.

Cost

- ❑ Ranging from ±$2,500 to $5,000.

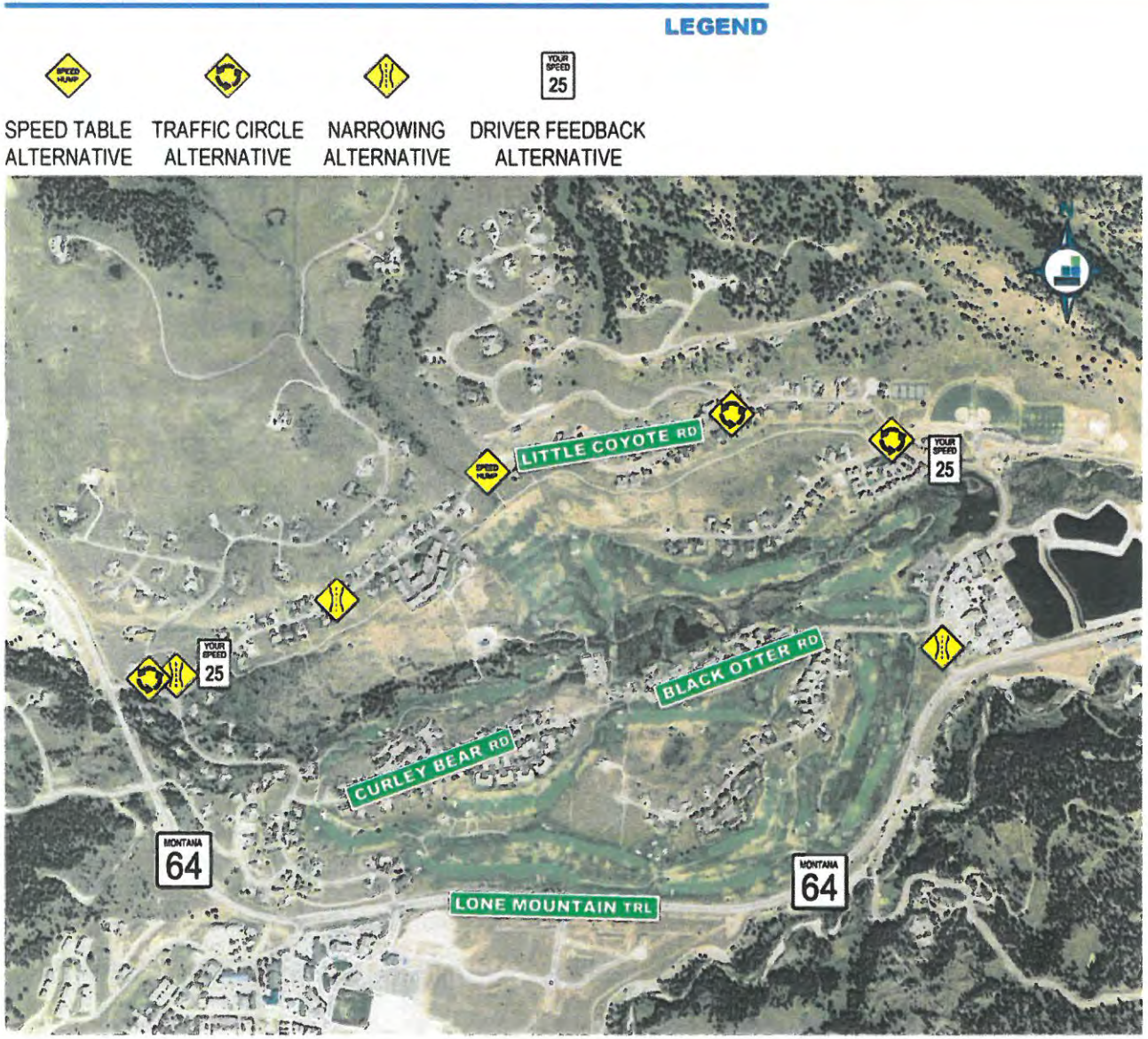


Figure 3: Traffic Calming Alternatives

Traffic Calming Alternatives

Alternatives for managing vehicle speeds, cut-through traffic, and providing for pedestrian and bicyclist safety are shown in Figure 3 at the left. These measures, as discussed on the previous page, may be implemented individually or as a system. To achieve a more complete management of vehicle speeds, they should be implemented as a system. Temporary measures may also be installed to evaluate the potential benefits and impacts that may result from their installation.

3 narrowing ($24,000 – $69,000
3 traffic circles ($16,500 + $69,000
2 driver feedback ($5,000 - $10,000
1 speed bump ($4000)
Range = $49,500 – $152,000

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APPENDIX A

Traffic Count Data

Intersection Turning Movement Count Summary

Intersection:	Lone Mountain Trail & Little Coyote Road (West Intersection)		
Location:	Big Sky, Gallatin County, Montana		
Date Count Performed:	Average - August 8-10, 2017 | By: Morrison-Maierle		
Count Time Period:	Weekday, AM Peak Period		
Seasonal Adjustment Factors:	***Major Roadway =*** ***0.867***	***Minor Roadway =***	***1.000***

Street/ Road	Movement	Start Time 7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	Total	Approach %	Total %	Peak Hour Volume	PHF	% Trucks	% Buses & RV's	% Heavy Vehicles
Lone Mountain Trail From the South (NB)	T	22	29	37	36	32	31	41	42	270	94.08%	44.85%	146	0.87	8.52%	1.85%	10.37%
	R	1	3	2	3	2	2	1	3	17	5.92%	2.82%	8	0.67	5.88%	0.00%	5.88%
	U-Turn	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00	0.00%	0.00%	0.00%
	Ped	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
	Bike	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
Lone Mountain Trail From the North (SB)	L	0	1	1	2	3	3	3	2	15	6.28%	2.49%	11	0.92	6.67%	0.00%	6.67%
	T	22	25	21	27	31	29	39	30	224	93.72%	37.21%	129	0.83	4.02%	2.68%	6.70%
	U-Turn	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00	0.00%	0.00%	0.00%
	Ped	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
	Bike	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
Little Coyote Road From the East (WB)	L	5	3	3	6	4	3	6	8	38	50.00%	6.31%	21	0.66	10.53%	0.00%	10.53%
	R	1	4	6	3	3	6	7	6	36	47.37%	5.98%	22	0.79	2.78%	0.00%	2.78%
	U-Turn	0	0	0	0	0	0	0	1	1	1.32%	0.17%	1	0.25	0.00%	0.00%	0.00%
	Ped	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
	Bike	0	0	0	1	0	0	0	0	1	1.32%	0.17%	0	0.00			
Intersection Totals		51	65	70	78	75	74	97	92	602		100.00%	338	0.87	6.64%	1.83%	8.47%
Hourly Volume					264	288	297	324	338								

Intersection Turning Movement Count Summary

Intersection:	Lone Mountain Trail & Little Coyote Road (West Intersection)		
Location:	Big Sky, Gallatin County, Montana		
Date Count Performed:	Average - August 8-10, 2017 | By: Morrison-Maierle		
Count Time Period:	Weekday, PM Peak Period		
Seasonal Adjustment Factors:	***Major Roadway =*** ***0.87***	***Minor Roadway =***	***1.00***

Street/ Road	Movement	Start Time 4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	Total	Approach %	Total %	Peak Hour Volume	PHF	% Trucks	% Buses & RV's	% Heavy Vehicles
Lone Mountain Trail From the South (NB)	T	32	33	35	41	40	36	30	37	284	90.73%	32.83%	152	0.93	1.76%	1.41%	3.17%
	R	3	4	3	4	3	2	5	4	28	8.95%	3.24%	12	0.75	7.14%	3.57%	10.71%
	U-Turn	0	0	0	0	0	0	0	1	1	0.32%	0.12%	0	0.00	0.00%	0.00%	0.00%
	Ped	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
	Bike	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
Lone Mountain Trail From the North (SB)	L	1	3	5	3	3	7	4	4	30	6.32%	3.47%	18	0.64	10.00%	0.00%	10.00%
	T	55	52	55	51	64	56	60	49	442	93.05%	51.10%	226	0.88	3.39%	0.90%	4.30%
	U-Turn	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00	0.00%	0.00%	0.00%
	Ped	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
	Bike	1	0	1	0	0	0	0	1	3	0.63%	0.35%	1	0.25			
Little Coyote Road From the East (WB)	L	6	8	5	7	6	10	8	2	52	67.53%	6.01%	28	0.70	5.77%	0.00%	5.77%
	R	3	3	3	3	4	1	1	3	21	27.27%	2.43%	11	0.69	19.05%	0.00%	19.05%
	U-Turn	1	0	0	0	0	1	0	0	2	2.60%	0.23%	1	0.25	0.00%	0.00%	0.00%
	Ped	0	0	1	0	0	0	0	0	1	1.30%	0.12%	1	0.25			
	Bike	0	0	0	0	0	0	0	1	1	1.30%	0.12%	0	0.00			
Intersection Totals		102	103	108	109	120	113	108	102	865		100.00%	450	0.94	4.16%	1.04%	5.20%
Hourly Volume					422	440	450	450	443								

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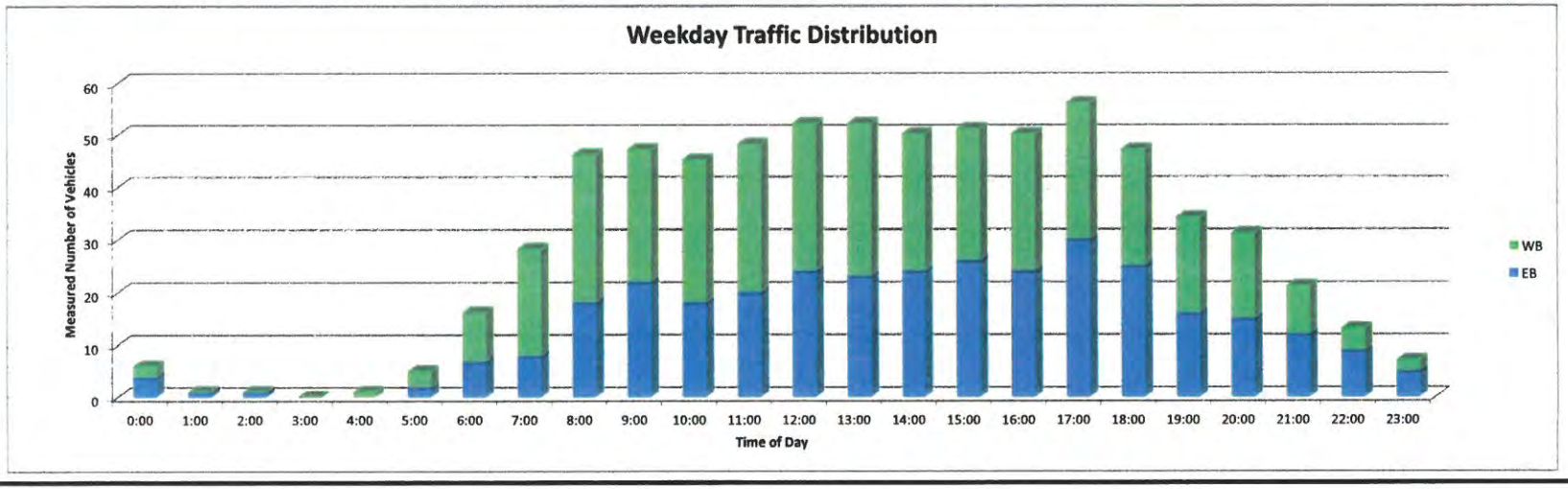
TRAFFIC VOLUME COUNT SUMMARY

Roadway:	LITTLE COYOTE ROAD
Count Location:	Traffic Counter #019919 | Location ID #2 | Approximate Milepost 0.208 Latitude: 45°15'59.54" N | Longitude: 111°18'46.97" W
Dates Performed:	Monday, August 7, 2017 to Friday, September 1, 2017
Road Classification:	Local Street
Weekday Seasonal Adjustment Factor:	1.00
Saturday Seasonal Adjustment Factor:	1.00
Sunday Seasonal Adjustment Factor:	1.00
Friday Seasonal Adjustment Factor:	1.00

Estimated Average Annual Daily Traffic (AADT) = 660

Hour	8/7, 8/14, 8/21, & 8/28/17 Monday Average		8/8, 8/15, 8/22, & 8/29/17 Tuesday Average		8/9, 8/16, 8/23, & 8/30/17 Wednesday Average		8/10, 8/17, 8/24, & 8/31/17 Thursday Average		8/11, 8/18, 8/25, & 9/1/17 Friday Average		8/12, 8/19, & 8/26/17 Saturday Average		8/13, 8/20, & 8/27/17 Sunday Average		Weekday Average		Weekday TOTAL	% of Weekday Total	Weekend Average		Weekend TOTAL	% of Weekend Total
Begin	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB		
0:00	4	2	3	1	2	1	4	2	5	2	2	1	4	1	4	2	6	0.85%	3	1	4	0.74%
1:00	1	0	1	1	0	0	2	0	1	1	1	0	2	0	1	0	1	0.14%	2	0	2	0.28%
2:00	0	0	1	1	1	0	1	0	2	1	0	0	1	1	1	0	1	0.14%	1	1	1	0.18%
3:00	1	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0.00%	1	1	1	0.18%
4:00	0	2	0	1	0	1	0	0	0	0	1	0	0	1	0	1	1	0.14%	1	1	1	0.18%
5:00	2	2	2	3	2	3	2	3	1	3	1	3	0	3	2	3	5	0.71%	1	3	4	0.64%
6:00	8	8	7	8	8	9	7	12	5	9	4	4	4	1	7	9	16	2.26%	4	3	7	1.20%
7:00	8	17	5	21	9	24	11	23	8	17	2	12	3	9	8	20	28	3.95%	3	11	13	2.39%
8:00	15	35	19	25	20	26	19	30	18	22	6	17	6	18	18	28	46	6.50%	6	18	24	4.33%
9:00	23	23	25	27	19	26	23	23	19	25	14	23	10	16	22	25	47	6.64%	12	20	32	5.80%
10:00	21	28	17	28	20	23	17	30	17	26	16	23	14	23	18	27	45	6.36%	15	23	38	7.00%
11:00	17	20	20	32	21	33	23	25	21	30	18	21	18	23	20	28	48	6.78%	18	22	40	7.37%
12:00	24	29	25	30	22	27	26	32	21	24	19	22	18	21	24	28	52	7.34%	19	22	40	7.37%
13:00	25	27	26	30	25	32	21	29	17	29	19	23	19	26	23	29	52	7.34%	19	25	44	8.01%
14:00	19	21	23	25	26	28	26	24	25	30	20	21	20	21	24	26	50	7.06%	20	21	41	7.55%
15:00	25	26	29	21	28	21	23	30	26	27	16	22	15	16	26	25	51	7.20%	16	19	35	6.35%
16:00	23	28	28	24	22	24	25	28	24	24	21	19	18	22	24	26	50	7.06%	20	21	40	7.37%
17:00	33	29	30	25	33	33	31	23	24	21	24	22	20	19	30	26	56	7.91%	22	21	43	7.83%
18:00	28	18	23	23	29	21	22	25	24	22	22	21	16	17	25	22	47	6.64%	19	19	38	7.00%
19:00	17	18	18	22	16	11	16	26	15	15	22	12	17	14	16	18	34	4.80%	20	13	33	5.99%
20:00	12	14	17	15	18	23	16	15	12	13	11	12	15	13	15	16	31	4.38%	13	13	26	4.70%
21:00	8	7	12	10	9	8	17	6	12	12	13	9	9	7	12	9	21	2.97%	11	8	19	3.50%
22:00	8	3	6	2	8	6	15	5	8	5	6	3	7	6	9	4	13	1.84%	7	5	11	2.03%
23:00	4	1	4	2	3	3	8	3	5	1	8	5	6	3	5	2	7	0.99%	7	4	11	2.03%
TOTAL	326	358	341	377	341	383	355	395	311	359	266	295	243	282	334	374	708	100.00%	255	289	543	100.00%
	684		718		724		750		670		561		525		708		708	100.00%	543		543	100.00%



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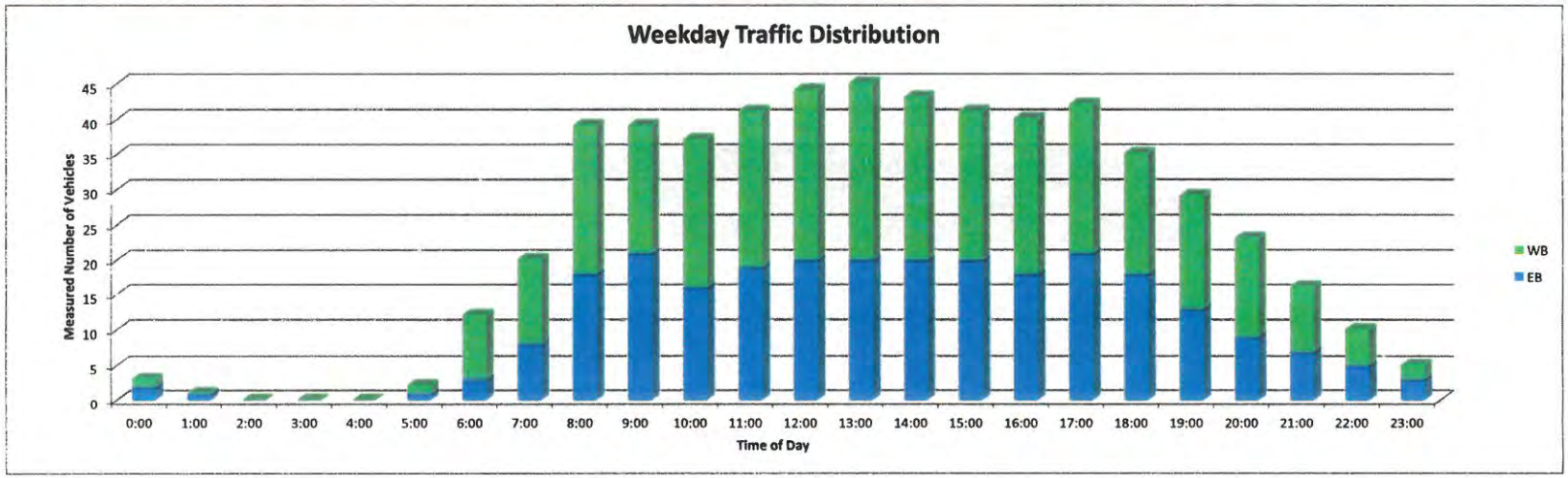
TRAFFIC VOLUME COUNT SUMMARY

Roadway:	LITTLE COYOTE ROAD
Count Location:	Traffic Counter #019970 | Location ID #3 | Approximate Milepost 0.616 Latitude: 45°16'11.58" N | Longitude: 111°18'22.80" W
Dates Performed:	Thursday, August 10, 2017 to Friday, September 1, 2017
Road Classification:	Local Street
Weekday Seasonal Adjustment Factor:	1.00
Saturday Seasonal Adjustment Factor:	1.00
Sunday Seasonal Adjustment Factor:	1.00
Friday Seasonal Adjustment Factor:	1.00

Estimated Average Annual Daily Traffic (AADT) = 545

Hour	8/14, 8/21, & 8/28/17 Monday Average		8/15, 8/22, & 8/29/17 Tuesday Average		8/16, 8/23, & 8/30/17 Wednesday Average		8/10, 8/17, 8/24, & 8/31/17 Thursday Average		8/11, 8/18, 8/25, & 9/1/17 Friday Average		8/12, 8/19, & 8/26/17 Saturday Average		8/13, 8/20, & 8/27/17 Sunday Average		Weekday Average		Weekday TOTAL	% of Weekday Total	Weekend Average		Weekend TOTAL	% of Weekend Total
Begin	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB		
0:00	2	2	2	1	2	1	2	2	2	1	1	1	3	1	2	1	3	0.53%	2	1	3	0.63%
1:00	0	0	1	1	0	0	1	0	1	1	1	0	1	1	1	0	1	0.18%	1	1	2	0.31%
2:00	0	0	0	1	1	0	0	0	1	1	0	0	1	1	0	0	0	0.00%	1	1	1	0.21%
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.00%	0	1	1	0.10%
4:00	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0.00%	1	1	1	0.21%
5:00	2	0	1	2	1	2	1	1	1	1	0	2	0	2	1	1	2	0.35%	0	2	2	0.42%
6:00	3	9	4	9	2	9	3	9	1	7	1	3	0	2	3	9	12	2.12%	1	3	3	0.63%
7:00	7	11	6	14	8	17	8	10	9	9	4	7	8	6	8	12	20	3.53%	6	7	13	2.61%
8:00	18	25	20	21	20	23	14	14	18	21	10	12	6	13	18	21	39	6.88%	8	13	21	4.28%
9:00	22	17	26	23	19	18	17	14	19	19	15	16	14	14	21	18	39	6.88%	15	15	30	6.16%
10:00	18	22	13	22	17	20	16	19	18	21	16	17	15	17	16	21	37	6.53%	16	17	33	6.78%
11:00	21	21	14	24	22	25	14	14	24	26	22	18	20	18	19	22	41	7.23%	21	18	39	8.14%
12:00	22	23	21	30	21	23	17	22	19	24	19	20	14	22	20	24	44	7.76%	17	21	38	7.83%
13:00	27	28	21	24	22	28	15	19	15	25	17	17	16	19	20	25	45	7.94%	17	18	35	7.20%
14:00	20	22	19	22	23	23	16	21	23	26	17	22	18	21	20	23	43	7.58%	18	22	39	8.14%
15:00	21	24	23	18	22	19	15	20	21	22	14	24	9	17	20	21	41	7.23%	12	21	32	6.68%
16:00	20	25	17	20	21	24	15	19	18	24	19	20	14	16	18	22	40	7.05%	17	18	35	7.20%
17:00	28	27	21	21	25	20	15	15	16	24	18	25	13	16	21	21	42	7.41%	16	21	36	7.52%
18:00	23	18	19	17	21	15	12	15	16	21	16	18	14	17	18	17	35	6.17%	15	18	33	6.78%
19:00	13	17	14	20	12	8	16	21	12	14	18	13	14	14	13	16	29	5.11%	16	14	30	6.16%
20:00	7	13	9	14	10	18	8	11	10	14	9	11	9	14	9	14	23	4.06%	9	13	22	4.49%
21:00	6	7	6	10	6	11	9	7	7	12	8	12	8	10	7	9	16	2.82%	8	11	19	3.97%
22:00	5	4	5	3	4	7	8	5	4	7	3	3	5	6	5	5	10	1.76%	4	5	9	1.77%
23:00	3	2	2	1	2	3	5	2	3	2	6	6	3	2	3	2	5	0.88%	5	4	9	1.77%
TOTAL	288	317	264	319	281	315	227	260	258	322	234	267	206	251	263	304	567	100.00%	220	259	479	100.00%
	605		583		596		487		580		501		457		567		567	100.00%	479		479	100.00%



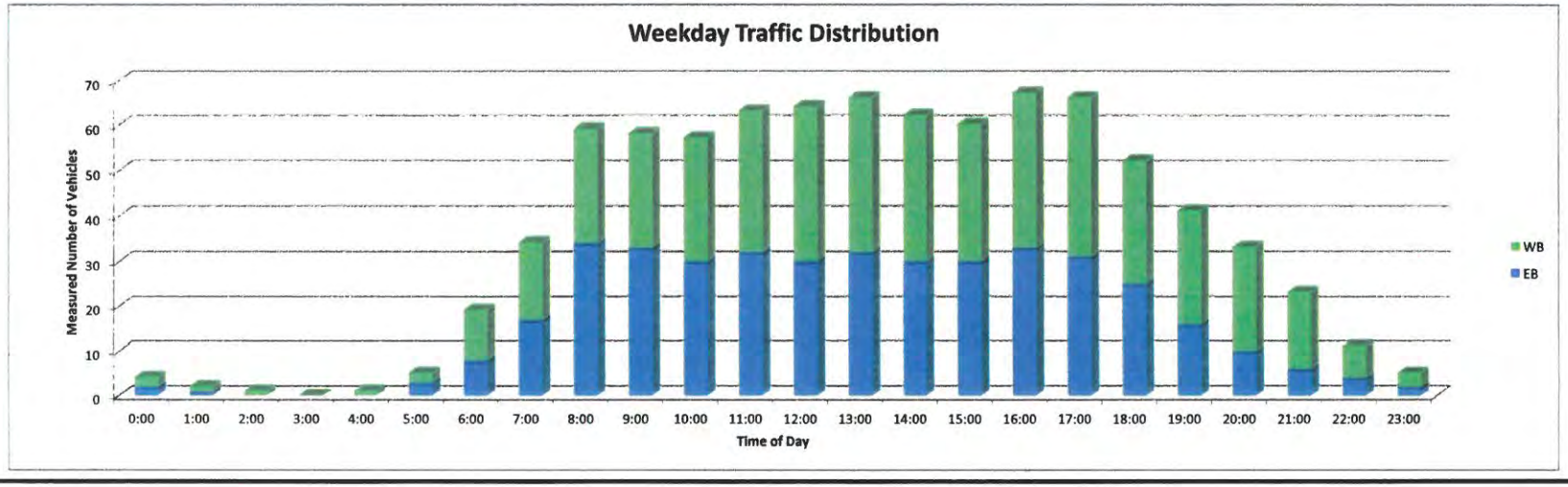
Morrison Maierle

TRAFFIC VOLUME COUNT SUMMARY

Roadway:	LITTLE COYOTE ROAD
Count Location:	Traffic Counter #019965 | Location ID #4 | Approximate Milepost 1.072 Latitude: 45°16'17.27" N | Longitude: 111°17'52.22" W
Dates Performed:	Monday, August 7, 2017 to Friday, September 1, 2017
Road Classification:	Local Street
Weekday Seasonal Adjustment Factor:	1.00
Saturday Seasonal Adjustment Factor:	1.00
Sunday Seasonal Adjustment Factor:	1.00
Friday Seasonal Adjustment Factor:	1.00

Estimated Average Annual Daily Traffic (AADT) = 800

Hour	8/7, 8/14, 8/21, & 8/28/17 Monday Average		8/8, 8/15, 8/22, & 8/29/17 Tuesday Average		8/9, 8/16, 8/23, & 8/30/17 Wednesday Average		8/10, 8/17, 8/24, & 8/31/17 Thursday Average		8/11, 8/18, 8/25, & 9/1/17 Friday Average		8/12, 8/19, & 8/26/17 Saturday Average		8/13, 8/20, & 8/27/17 Sunday Average		Weekday Average		Weekday TOTAL	% of Weekday Total	Weekend Average		Weekend TOTAL	% of Weekend Total
Begin	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB		
0:00	2	3	1	1	2	3	2	3	1	2	2	3	2	1	2	2	4	0.47%	2	2	4	0.60%
1:00	0	1	1	2	0	1	1	1	1	1	1	1	1	1	1	1	2	0.23%	1	1	2	0.30%
2:00	0	0	0	1	0	1	0	0	1	2	0	1	0	1	0	1	1	0.12%	0	1	1	0.15%
3:00	0	0	1	0	0	0	0	1	1	0	1	0	0	2	0	0	0	0.00%	1	1	2	0.22%
4:00	1	0	0	1	0	1	0	1	1	1	1	0	0	1	0	1	1	0.12%	1	1	1	0.15%
5:00	5	1	3	2	3	2	3	2	2	1	0	2	1	2	3	2	5	0.59%	1	2	3	0.37%
6:00	11	12	8	12	8	12	7	13	6	6	4	3	3	3	8	11	19	2.23%	4	3	7	0.97%
7:00	16	18	16	16	17	18	21	21	17	11	11	6	14	4	17	17	34	3.99%	13	5	18	2.61%
8:00	33	29	33	25	32	26	39	23	32	20	22	14	13	16	34	25	59	6.92%	18	15	33	4.85%
9:00	37	23	39	31	28	26	27	24	32	23	22	20	28	16	33	25	58	6.80%	25	18	43	6.41%
10:00	28	26	29	28	31	25	30	27	31	29	29	21	23	20	30	27	57	6.68%	26	21	47	6.94%
11:00	29	27	30	31	33	35	32	29	37	32	35	24	28	23	32	31	63	7.39%	32	24	55	8.20%
12:00	29	30	28	35	35	33	29	36	28	34	27	25	21	26	30	34	64	7.50%	24	26	50	7.38%
13:00	34	39	34	34	32	34	33	33	25	31	22	24	25	26	32	34	66	7.74%	24	25	49	7.23%
14:00	30	30	29	31	28	30	30	34	34	33	23	26	28	25	30	32	62	7.27%	26	26	51	7.61%
15:00	31	26	31	26	31	28	29	39	26	31	23	34	14	24	30	30	60	7.03%	19	29	48	7.08%
16:00	33	34	37	33	32	32	37	36	28	37	22	34	20	23	33	34	67	7.85%	21	29	50	7.38%
17:00	36	38	32	34	32	34	29	35	27	34	22	29	19	27	31	35	66	7.74%	21	28	49	7.23%
18:00	27	28	28	25	28	25	24	26	20	33	26	25	22	24	25	27	52	6.10%	24	25	49	7.23%
19:00	17	27	17	30	13	22	19	27	16	20	23	23	20	24	16	25	41	4.81%	22	24	45	6.71%
20:00	8	23	10	26	11	28	10	16	9	24	10	19	7	24	10	23	33	3.87%	9	22	30	4.47%
21:00	5	14	5	18	7	15	5	18	7	20	6	19	5	13	6	17	23	2.70%	6	16	22	3.21%
22:00	5	5	4	6	3	9	5	8	3	8	2	5	4	8	4	7	11	1.29%	3	7	10	1.42%
23:00	2	4	2	3	2	4	3	3	2	2	5	7	2	3	2	3	5	0.59%	4	5	9	1.27%
TOTAL	419	438	418	451	408	444	415	456	387	435	339	365	300	337	409	444	853	100.00%	320	351	671	100.00%
	857		869		852		871		822		704		637		853		853	100.00%	671		671	100.00%



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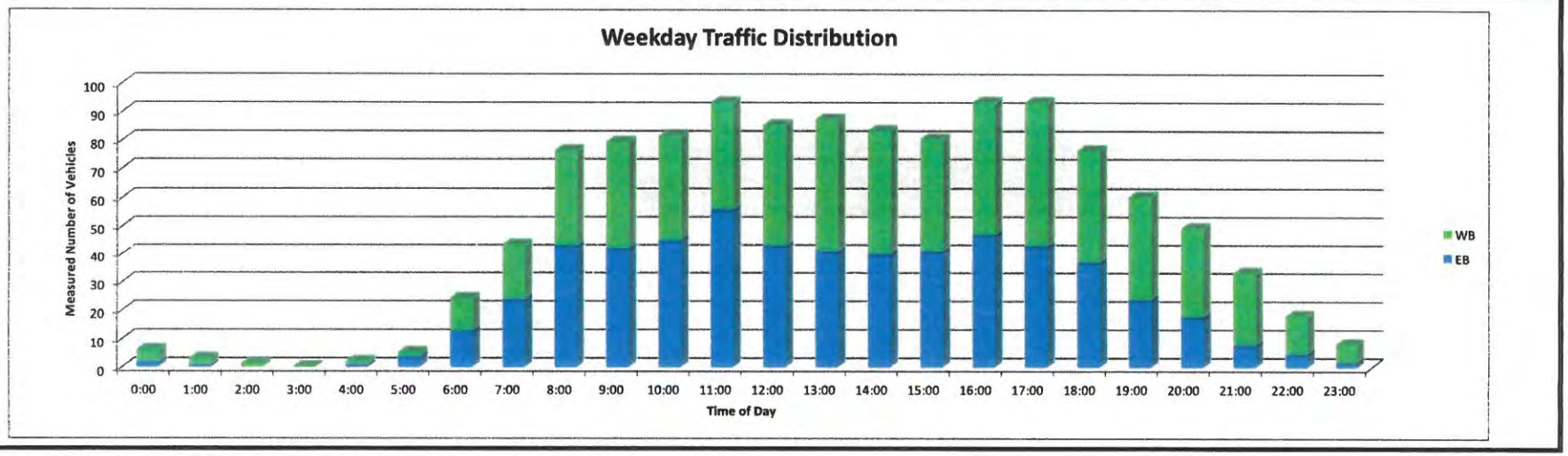
TRAFFIC VOLUME COUNT SUMMARY

Roadway:	LITTLE COYOTE ROAD
Count Location:	Traffic Counter #019912 | Location ID #5 | Approximate Milepost 1.353 Latitude: 45°16'12.91" N | Longitude: 111°17'34.06" W
Dates Performed:	Monday, August 7, 2017 to Friday, September 1, 2017
Road Classification:	Local Street
Weekday Seasonal Adjustment Factor:	1.00
Saturday Seasonal Adjustment Factor:	1.00
Sunday Seasonal Adjustment Factor:	1.00
Friday Seasonal Adjustment Factor:	1.00

Estimated Average Annual Daily Traffic (AADT) = 1,115

Hour Begin	8/7, 8/14, 8/21, & 8/28/17 Monday Average		8/8, 8/15, 8/22, & 8/29/17 Tuesday Average		8/9, 8/16, 8/23, & 8/30/17 Wednesday Average		8/10, 8/17, 8/24, & 8/31/17 Thursday Average		8/11, 8/18, 8/25, & 9/1/17 Friday Average		8/12, 8/19, & 8/26/17 Saturday Average		8/13, 8/20, & 8/27/17 Sunday Average		Weekday Average		Weekday TOTAL	% of Weekday Total	Weekend Average		Weekend TOTAL	% of Weekend Total
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB		
0:00	4	5	2	3	2	4	1	5	2	4	1	5	3	4	2	4	6	0.51%	2	5	7	0.68%
1:00	1	1	1	2	0	0	1	2	2	4	2	1	1	2	1	2	3	0.25%	2	2	3	0.31%
2:00	0	0	0	1	0	1	1	1	0	2	0	1	1	2	0	1	1	0.08%	1	2	2	0.21%
3:00	0	0	1	0	0	0	0	1	1	1	1	0	0	2	0	0	0	0.00%	1	1	2	0.16%
4:00	1	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	2	0.17%	1	1	2	0.21%
5:00	8	1	3	1	4	1	3	1	3	1	0	0	2	1	4	1	5	0.42%	1	1	2	0.16%
6:00	18	11	14	13	14	12	11	13	10	6	8	3	5	3	13	11	24	2.04%	7	3	10	0.99%
7:00	18	17	22	20	24	22	28	22	27	12	15	6	20	3	24	19	43	3.65%	18	5	22	2.30%
8:00	42	36	43	32	40	37	50	32	38	28	25	12	21	15	43	33	76	6.45%	23	14	37	3.82%
9:00	41	43	51	37	39	38	38	32	43	35	31	24	41	20	42	37	79	6.71%	36	22	58	6.07%
10:00	43	38	45	34	51	35	39	35	48	36	37	27	36	24	45	36	81	6.88%	37	26	62	6.49%
11:00	62	29	46	40	53	39	58	39	59	36	47	41	34	34	56	37	93	7.89%	41	38	78	8.17%
12:00	50	37	37	43	50	42	38	45	40	42	36	40	29	32	43	42	85	7.22%	33	36	69	7.17%
13:00	39	50	44	46	40	43	42	43	42	46	37	35	34	37	41	46	87	7.39%	36	36	72	7.49%
14:00	37	39	41	43	41	45	38	40	42	49	41	32	36	38	40	43	83	7.05%	39	35	74	7.70%
15:00	39	32	44	35	39	39	40	50	42	41	37	41	26	38	41	39	80	6.79%	32	40	71	7.43%
16:00	47	44	52	42	52	40	50	54	35	48	30	43	30	33	47	46	93	7.89%	30	38	68	7.12%
17:00	47	52	47	50	44	51	39	49	40	50	34	47	33	39	43	50	93	7.89%	34	43	77	8.01%
18:00	34	42	36	39	36	37	40	37	37	40	36	35	33	36	37	39	76	6.45%	35	36	70	7.33%
19:00	24	37	22	42	19	34	32	35	23	30	35	32	23	39	24	36	60	5.09%	29	36	65	6.75%
20:00	20	33	25	33	20	34	12	23	13	33	14	31	17	31	18	31	49	4.16%	16	31	47	4.87%
21:00	8	22	7	23	9	23	8	31	10	28	9	27	8	16	8	25	33	2.80%	9	22	30	3.14%
22:00	6	11	5	13	5	12	5	11	6	16	6	11	10	11	5	13	18	1.53%	8	11	19	1.99%
23:00	2	7	3	8	2	5	3	6	2	3	6	11	3	7	2	6	8	0.68%	5	9	14	1.41%
TOTAL	591	587	591	601	584	595	578	608	566	592	489	506	447	468	580	598	1,178	100.00%	468	487	955	100.00%
	1,178		1,192		1,179		1,186		1,158		995		915		1,178		1,178	100.00%	955		955	100.00%



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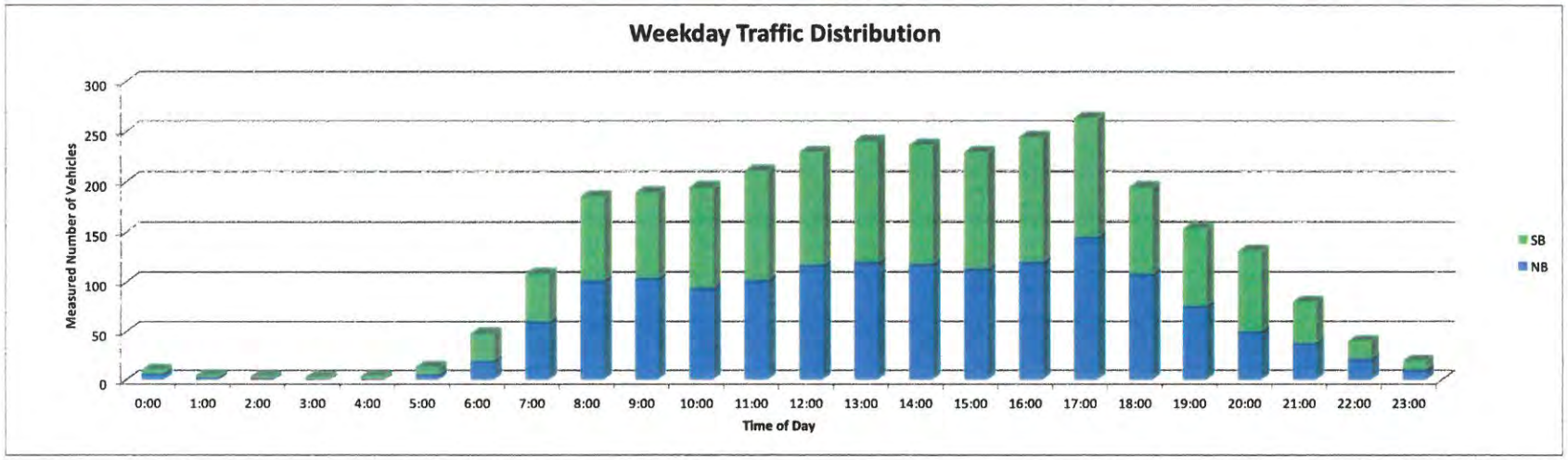
TRAFFIC VOLUME COUNT SUMMARY

Roadway:	LITTLE COYOTE ROAD
Count Location:	Traffic Counter #019917 | Location ID #6 | Approximate Milepost 1.704 Latitude: 45°15'59.88" N | Longitude: 111°17'34.47" W
Dates Performed:	Monday, August 7, 2017 to Friday, September 1, 2017
Road Classification:	Local Street
Weekday Seasonal Adjustment Factor:	1.00
Saturday Seasonal Adjustment Factor:	1.00
Sunday Seasonal Adjustment Factor:	1.00
Friday Seasonal Adjustment Factor:	1.00

Estimated Average Annual Daily Traffic (AADT) = 2,840

Hour	8/7, 8/14, 8/21, & 8/28/17 Monday Average		8/8, 8/15, 8/22, & 8/29/17 Tuesday Average		8/9, 8/16, 8/23, & 8/30/17 Wednesday Average		8/10, 8/17, 8/24, & 8/31/17 Thursday Average		8/11, 8/18, 8/25, & 9/1/17 Friday Average		8/12, 8/19, & 8/26/17 Saturday Average		8/13, 8/20, & 8/27/17 Sunday Average		Weekday Average		Weekday	% of Weekday	Weekend Average		Weekend	% of Weekend
Begin	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL	Total	NB	SB	TOTAL	Total
0:00	5	4	6	2	7	3	6	2	9	4	7	3	10	3	*7*	*3*	*10*	*0.33%*	*9*	*3*	*12*	*0.47%*
1:00	2	0	3	2	4	1	3	2	5	2	3	2	4	1	*3*	*1*	*4*	*0.13%*	*4*	*2*	*5*	*0.21%*
2:00	1	2	2	1	2	0	0	1	4	1	2	1	3	1	*2*	*1*	*3*	*0.10%*	*3*	*1*	*4*	*0.14%*
3:00	1	1	0	1	1	1	0	0	1	2	0	1	2	0	*1*	*1*	*2*	*0.07%*	*1*	*1*	*2*	*0.06%*
4:00	1	2	0	1	1	1	1	2	1	4	0	1	1	2	*1*	*2*	*3*	*0.10%*	*1*	*2*	*2*	*0.08%*
5:00	6	10	8	7	6	7	9	6	2	5	1	2	1	5	*6*	*7*	*13*	*0.43%*	*1*	*4*	*5*	*0.19%*
6:00	22	31	20	26	17	27	19	28	20	21	6	16	8	11	*20*	*27*	*47*	*1.56%*	*7*	*14*	*21*	*0.85%*
7:00	55	41	59	48	65	46	63	48	60	50	33	24	65	23	*60*	*47*	*107*	*3.55%*	*49*	*24*	*73*	*2.99%*
8:00	85	78	113	90	108	80	122	87	83	77	61	58	56	65	*102*	*82*	*184*	*6.11%*	*59*	*62*	*120*	*4.95%*
9:00	103	76	114	93	101	79	102	88	100	86	82	64	85	82	*104*	*84*	*188*	*6.25%*	*84*	*73*	*157*	*6.45%*
10:00	99	92	97	102	89	97	91	102	93	103	91	84	72	81	*94*	*99*	*193*	*6.41%*	*82*	*83*	*164*	*6.76%*
11:00	91	102	91	104	100	103	97	110	130	115	106	88	90	91	*102*	*107*	*209*	*6.94%*	*98*	*90*	*188*	*7.73%*
12:00	103	119	119	103	111	115	126	106	126	114	115	100	94	85	*117*	*111*	*228*	*7.57%*	*105*	*93*	*197*	*8.12%*
13:00	118	112	117	127	120	119	125	119	119	120	120	91	89	88	*120*	*119*	*239*	*7.94%*	*105*	*90*	*194*	*8.00%*
14:00	112	104	120	122	116	115	115	123	128	122	98	98	98	77	*118*	*117*	*235*	*7.81%*	*98*	*88*	*186*	*7.65%*
15:00	99	106	110	114	117	115	112	112	125	126	97	127	89	96	*113*	*115*	*228*	*7.57%*	*93*	*112*	*205*	*8.43%*
16:00	114	115	119	120	119	131	126	127	122	121	108	100	74	77	*120*	*123*	*243*	*8.07%*	*91*	*89*	*180*	*7.40%*
17:00	149	108	172	122	152	124	132	124	120	109	103	89	90	73	*145*	*117*	*262*	*8.70%*	*97*	*81*	*178*	*7.32%*
18:00	110	73	112	83	118	78	98	98	104	92	88	80	76	60	*108*	*85*	*193*	*6.41%*	*82*	*70*	*152*	*6.27%*
19:00	75	81	79	75	77	67	78	83	70	73	69	100	62	68	*76*	*76*	*152*	*5.05%*	*66*	*84*	*150*	*6.16%*
20:00	46	88	47	112	56	90	46	52	55	60	58	56	47	55	*50*	*80*	*130*	*4.32%*	*53*	*56*	*108*	*4.45%*
21:00	33	48	36	36	32	39	48	41	39	42	43	45	27	25	*38*	*41*	*79*	*2.62%*	*35*	*35*	*70*	*2.89%*
22:00	20	20	20	17	21	19	21	13	27	16	20	15	17	15	*22*	*17*	*39*	*1.30%*	*19*	*15*	*34*	*1.38%*
23:00	10	6	14	9	11	8	12	7	8	8	18	14	13	7	*11*	*8*	*19*	*0.63%*	*16*	*11*	*26*	*1.07%*
TOTAL	**1,460**	**1,419**	**1,578**	**1,517**	**1,551**	**1,465**	**1,552**	**1,481**	**1,551**	**1,473**	**1,329**	**1,259**	**1,173**	**1,091**	**1,540**	**1,470**	**3,010**	**100.00%**	**1,251**	**1,175**	**2,426**	**100.00%**
	2,879		3,095		3,016		3,033		3,024		2,588		2,264		3,010		3,010	100.00%	2,426		2,426	100.00%



Intersection Turning Movement Count Summary

Intersection:	Lone Mountain Trail & Little Coyote Road (East Intersection)
Location:	Big Sky, Gallatin County, Montana
Date Count Performed:	Average - August 8-9 & 24, 2017 | By: Morrison-Maierle
Count Time Period:	Weekday, AM Peak Period
Seasonal Adjustment Factors:	***Major Roadway = 0.867*** ***Minor Roadway = 1.000***

Street/ Road	Movement	Start Time 7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	Total	Approach %	Total %	Peak Hour Volume	PHF	% Trucks	% Buses & RV's	% Heavy Vehicles
Lone Mountain Trail From the West (EB)	L	3	3	5	10	16	11	19	16	83	17.29%	5.57%	62	0.82	2.41%	3.61%	6.02%
	T	30	40	43	44	51	60	57	68	393	81.88%	26.36%	236	0.87	6.36%	2.04%	8.40%
	U-Turn	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00	0.00%	0.00%	0.00%
	Ped	0	0	2	1	1	0	0	0	4	0.83%	0.27%	1	0.25			
	Bike	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
Lone Mountain Trail From the East (WB)	T	95	95	101	114	107	88	93	99	792	91.35%	53.12%	387	0.90	11.24%	0.76%	11.99%
	R	9	8	8	14	7	10	11	8	75	8.65%	5.03%	36	0.82	6.67%	5.33%	12.00%
	U-Turn	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00	0.00%	0.00%	0.00%
	Ped	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
	Bike	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
Little Coyote Road From the North (SB)	L	5	5	6	7	8	10	14	10	65	45.14%	4.36%	42	0.75	0.00%	4.62%	4.62%
	R	7	4	7	8	12	11	14	14	77	53.47%	5.16%	51	0.91	6.49%	3.90%	10.39%
	U-Turn	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00	0.00%	0.00%	0.00%
	Ped	0	0	0	1	1	0	0	0	2	1.39%	0.13%	1	0.25			
	Bike	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
Intersection Totals		149	155	172	199	203	190	208	215	1491		100.00%	816	0.95	8.45%	1.81%	10.26%
Hourly Volume					675	729	764	800	816								

Intersection Turning Movement Count Summary

Intersection:	Lone Mountain Trail & Little Coyote Road (East Intersection)
Location:	Big Sky, Gallatin County, Montana
Date Count Performed:	Average - August 8-9 & 24, 2017 | By: Morrison-Maierle
Count Time Period:	Weekday, PM Peak Period
Seasonal Adjustment Factors:	***Major Roadway = 0.867*** ***Minor Roadway = 1.000***

Street/ Road	Movement	Start Time 4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	Total	Approach %	Total %	Peak Hour Volume	PHF	% Trucks	% Buses & RV's	% Heavy Vehicles
Lone Mountain Trail From the West (EB)	L	16	21	16	23	19	27	25	22	169	14.13%	8.19%	94	0.87	1.18%	2.96%	4.14%
	T	105	113	124	140	140	140	128	125	1015	84.87%	49.18%	548	0.98	6.01%	1.18%	7.19%
	U-Turn	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00	0.00%	0.00%	0.00%
	Ped	1	0	1	1	1	1	1	1	7	0.59%	0.34%	4	1.00			
	Bike	1	1	1	0	0	0	1	1	5	0.42%	0.24%	1	0.25			
Lone Mountain Trail From the East (WB)	T	64	64	64	68	68	71	64	64	527	87.25%	25.53%	271	0.95	2.66%	1.33%	3.98%
	R	7	10	9	6	12	14	10	8	76	12.58%	3.68%	42	0.75	1.32%	6.58%	7.89%
	U-Turn	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00	0.00%	0.00%	0.00%
	Ped	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0	0.00			
	Bike	0	1	0	0	0	0	0	0	1	0.17%	0.05%	0	0.00			
Little Coyote Road From the North (SB)	L	15	16	13	16	11	19	14	10	114	43.18%	5.52%	60	0.79	4.39%	5.26%	9.65%
	R	19	16	17	18	18	22	22	12	144	54.55%	6.98%	80	0.91	0.69%	3.47%	4.17%
	U-Turn	0	0	0	0	1	0	0	0	1	0.38%	0.05%	1	0.25	0.00%	0.00%	0.00%
	Ped	1	0	0	1	0	0	1	0	3	1.14%	0.15%	2	0.50			
	Bike	1	0	0	0	0	0	0	1	2	0.76%	0.10%	0	0.00			
Intersection Totals		230	242	245	273	270	294	266	244	2064		100.00%	1103	0.94	4.46%	1.94%	6.40%
Hourly Volume					990	1030	1082	1103	1074								

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APPENDIX B

Traffic Speed Data

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SPOT SPEED STUDY SUMMARY

Roadway:	LITTLE COYOTE ROAD	**Posted Speed Limit:**	25 mph
Classification:	Local Street	**Analyst:**	Tom Eastwood, P.E.
Data Collection Location:	± 435' East of Half Moon Court | Approx. Milepost 0.208 Latitude: 45°15'59.54" N | Longitude: 111°18'46.97" W	**Agency / Co.:**	Morrison-Maierle
		Project:	Big Sky Owners' Association | Little Coyote Road Traffic Study Big Sky, Gallatin County, Montana
Data Collection Method:	Automatic Traffic Recorder (ATR) Data from Road Tubes Traffic Counter (TC) #019919 | Location ID #2	**Project No.:** 1714.003.010.000314	**Dates:** August 7, 2017 to September 1, 2017

Speed Bins		DATE DURATION	8/7/2017 to 8/13/2017 152 Hour Count		8/14/2017 to 8/20/2017 168 Hour Count		8/21/2017 to 8/27/2017 168 Hour Count		8/28/2017 to 9/01/2017 112 Hour Count		TOTALS		
Minimum	Maximum	DIRECTION	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	COMBINED
1	10	Measured Vehice Speeds (mph)	86	70	106	118	95	68	36	34	**323**	**290**	613
11	14		40	31	63	39	48	46	17	8	**168**	**124**	292
15	20		316	244	342	252	277	214	158	133	**1,093**	**843**	1,936
21	24		627	567	702	598	674	560	438	377	**2,441**	**2,102**	4,543
25	30		771	1,008	937	1,176	892	1,126	606	811	**3,206**	**4,121**	7,327
31	34		111	245	178	308	143	293	87	176	**519**	**1,022**	1,541
35	40		29	68	21	82	21	97	9	56	**80**	**303**	383
41	44		3	3	1	8	2	3	1	1	**7**	**15**	22
45	50		0	2	0	1	0	1	0	0	**0**	**4**	4
51	54		0	1	0	0	0	0	0	0	**0**	**1**	1
55	60		0	0	0	0	0	0	0	0	**0**	**0**	0
61	64		0	0	0	0	0	0	0	0	**0**	**0**	0
65	66		0	0	0	0	0	0	0	0	**0**	**0**	0
67 +			0	0	0	0	0	0	0	0	**0**	**0**	0
TOTALS			1,983	2,239	2,350	2,582	2,152	2,408	1,352	1,596	7,837	8,825	16,662
			4,222		4,932		4,560		2,948		16,662		

SUMMARY STATISTICS:

SPEED VARIABLES	DIRECTIONAL DATA EB	WB	COMBINED
15% SPEED:	**19 mph**	**21 mph**	**19 mph**
50% SPEED:	23 mph	25 mph	25 mph
85% SPEED:	29 mph	31 mph	29 mph
95% SPEED:	**31 mph**	**33 mph**	**33 mph**

ADDITIONAL SPEED DATA	DIRECTIONAL DATA EB	WB	COMBINED
10 MPH PACE SPEED:	**21 - 30 mph**	**21 - 30 mph**	**21 - 30 mph**
NUMBER OF VEHICLES IN PACE:	**5,647**	**6,223**	**11,870**
PERCENTAGE OF VEHICLES IN PACE:	**72.1%**	**70.5%**	**71.2%**
MAXIMUM MEASURED SPEED:	**43 - 44 mph**	**51 - 52 mph**	**51 - 52 mph**
NUMBER OF VEHICLES AT MAX SPEED:	**3**	**1**	**1**

MEAN SPEED (Average):	**24 mph**	**26 mph**	**25 mph**
# OF VEHICLES > 25 mph	**3,135**	**4,685**	**7,820**
% OF VEHICLES > 25 mph	**40.0%**	**53.1%**	**46.9%**

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SPOT SPEED STUDY SUMMARY

Roadway:	LITTLE COYOTE ROAD	**Posted Speed Limit:**	25 mph
Classification:	Local Street	**Analyst:**	Tom Eastwood, P.E.
Data Collection Location:	± 60' West of Ranch Loop Trail Crossing | Approx. Milepost 0.616 Latitude: 45°16'11.58" N | Longitude: 111°18'22.80" W	**Agency / Co.:**	Morrison-Maierle
		Project:	Big Sky Owners' Association | Little Coyote Road Traffic Study Big Sky, Gallatin County, Montana
Data Collection Method:	Automatic Traffic Recorder (ATR) Data from Road Tubes Traffic Counter (TC) #019970 | Location ID #3	**Project No.:** 1714.003.010.000314	**Dates:** August 10, 2017 to September 1, 2017

Speed Bins		DATE DURATION	8/7/2017 to 8/13/2017 152 Hour Count		8/14/2017 to 8/20/2017 168 Hour Count		8/21/2017 to 8/27/2017 168 Hour Count		8/28/2017 to 9/01/2017 112 Hour Count		TOTALS		
Minimum	Maximum	DIRECTION	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	COMBINED
1	10	Measured Vehicle Speeds (mph)	9	11	39	46	17	30	8	15	73	102	175
11	14		1	7	17	16	17	15	6	7	41	45	86
15	20		71	86	188	206	150	189	97	135	506	616	1,122
21	24		182	225	512	568	543	534	375	402	1,612	1,729	3,341
25	30		356	384	958	1,149	884	1,098	565	703	2,763	3,334	6,097
31	34		66	94	225	225	207	218	102	122	600	659	1,259
35	40		23	18	32	61	39	44	19	24	113	147	260
41	44		0	0	0	2	0	3	0	0	0	5	5
45	50		0	0	0	1	0	0	1	0	1	1	2
51	54		0	0	0	1	0	0	0	0	0	1	1
55	60		0	0	0	0	0	0	0	0	0	0	0
61	64		0	0	0	0	0	0	0	0	0	0	0
65	66		0	0	0	0	0	0	0	0	0	0	0
67 +			0	0	0	0	0	0	0	0	0	0	0
TOTALS			708	825	1,971	2,275	1,857	2,131	1,173	1,408	5,709	6,639	12,348
			1,533		4,246		3,988		2,581		12,348		

SUMMARY STATISTICS:

SPEED VARIABLES	DIRECTIONAL DATA		
	EB	WB	COMBINED
15% SPEED:	21 mph	21 mph	21 mph
50% SPEED:	25 mph	25 mph	25 mph
85% SPEED:	29 mph	29 mph	29 mph
95% SPEED:	33 mph	33 mph	33 mph

MEAN SPEED (Average):	26 mph	26 mph	26 mph
# OF VEHICLES > 25 mph	2,904	3,507	6,411
% OF VEHICLES > 25 mph	50.9%	52.8%	51.9%

ADDITIONAL SPEED DATA	DIRECTIONAL DATA		
	EB	WB	COMBINED
10 MPH PACE SPEED:	21 - 30 mph	21 - 30 mph	21 - 30 mph
NUMBER OF VEHICLES IN PACE:	4,375	5,063	9,438
PERCENTAGE OF VEHICLES IN PACE:	76.6%	76.3%	76.4%
MAXIMUM MEASURED SPEED:	47 - 48 mph	53 - 54 mph	53 - 54 mph
NUMBER OF VEHICLES AT MAX SPEED:	1	1	1

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SPOT SPEED STUDY SUMMARY

Roadway:	LITTLE COYOTE ROAD	**Posted Speed Limit:**	25 mph
Classification:	Local Street	**Analyst:**	Tom Eastwood, P.E.
Data Collection Location:	± 345' East of 2 Gun White Calf Road | Approx. Milepost 1.072 Latitude: 45°16'17.27" N | Longitude: 111°17'52.22" W	**Agency / Co.:**	Morrison-Maierle
		Project:	Big Sky Owners' Association | Little Coyote Road Traffic Study Big Sky, Gallatin County, Montana
Data Collection Method:	Automatic Traffic Recorder (ATR) Data from Road Tubes Traffic Counter (TC) #019965 | Location ID #4	**Project No.:** 1714.003.010.000314	**Dates:** August 7, 2017 to September 1, 2017

Speed Bins		DATE DURATION	8/7/2017 to 8/13/2017 152 Hour Count		8/14/2017 to 8/20/2017 168 Hour Count		8/21/2017 to 8/27/2017 168 Hour Count		8/28/2017 to 9/01/2017 112 Hour Count		TOTALS		
Minimum	Maximum	DIRECTION	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	COMBINED
1	10	Measured Vehice Speeds (mph)	77	36	96	41	86	58	50	32	**309**	**167**	476
11	14		16	16	27	19	24	19	15	9	**82**	**63**	145
15	20		183	173	160	127	168	165	121	100	**632**	**565**	1,197
21	24		532	598	511	615	565	629	402	439	**2,010**	**2,281**	4,291
25	30		1,218	1,438	1,358	1,547	1,399	1,572	944	1,035	**4,919**	**5,592**	10,511
31	34		322	367	433	447	396	424	211	282	**1,362**	**1,520**	2,882
35	40		71	58	108	101	103	107	64	64	**346**	**330**	676
41	44		6	1	6	8	5	6	2	2	**19**	**17**	36
45	50		1	0	1	0	1	0	0	0	**3**	**0**	3
51	54		0	0	0	0	0	0	0	0	**0**	**0**	0
55	60		0	0	0	0	0	0	0	0	**0**	**0**	0
61	64		0	0	0	0	0	0	0	0	**0**	**0**	0
65	66		0	0	0	0	0	0	0	0	**0**	**0**	0
67 +			0	0	0	0	0	0	0	0	**0**	**0**	0
TOTALS			2,426	2,687	2,700	2,905	2,747	2,980	1,809	1,963	9,682	10,535	20,217
			5,113		5,605		5,727		3,772		20,217		

SUMMARY STATISTICS:

SPEED VARIABLES	DIRECTIONAL DATA		
	EB	WB	COMBINED
15% SPEED:	**21 mph**	**23 mph**	**21 mph**
50% SPEED:	27 mph	27 mph	27 mph
85% SPEED:	31 mph	31 mph	31 mph
95% SPEED:	**33 mph**	**33 mph**	**33 mph**

MEAN SPEED (Average):	**27 mph**	**27 mph**	**27 mph**
# OF VEHICLES > 25 mph	**5,801**	**6,531**	**12,332**
% OF VEHICLES > 25 mph	**59.9%**	**62.0%**	**61.0%**

ADDITIONAL SPEED DATA	DIRECTIONAL DATA		
	EB	WB	COMBINED
10 MPH PACE SPEED:	**21 - 30 mph**	**21 - 30 mph**	**21 - 30 mph**
NUMBER OF VEHICLES IN PACE:	**6,929**	**7,873**	**14,802**
PERCENTAGE OF VEHICLES IN PACE:	**71.6%**	**74.7%**	**73.2%**
MAXIMUM MEASURED SPEED:	**49 - 50 mph**	**43 - 44 mph**	**49 - 50 mph**
NUMBER OF VEHICLES AT MAX SPEED:	**1**	**4**	**1**

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SPOT SPEED STUDY SUMMARY

Roadway:	LITTLE COYOTE ROAD	**Posted Speed Limit:**	25 mph
Classification:	Local Street	**Analyst:**	Tom Eastwood, P.E.
Data Collection Location:	± 240' East of Crail Ranch Drive | Approx. Milepost 1.353 Latitude: 45°16'12.91" N | Longitude: 111°17'34.06" W	**Agency / Co.:**	Morrison-Maierle
		Project:	Big Sky Owners' Association | Little Coyote Road Traffic Study Big Sky, Gallatin County, Montana
Data Collection Method:	Automatic Traffic Recorder (ATR) Data from Road Tubes Traffic Counter (TC) #019912 | Location ID #5	**Project No.:** 1714.003.010.000314	**Dates:** August 7, 2017 to September 1, 2017

Speed Bins		DATE DURATION	8/7/2017 to 8/13/2017 152 Hour Count		8/14/2017 to 8/20/2017 168 Hour Count		8/21/2017 to 8/27/2017 168 Hour Count		8/28/2017 to 9/01/2017 112 Hour Count		TOTALS		
Minimum	Maximum	DIRECTION	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	COMBINED
1	10	Measured Vehicle Speeds (mph)	245	109	403	145	463	151	393	105	**1,504**	**510**	2,014
11	14		25	37	23	28	29	49	9	20	**86**	**134**	220
15	20		275	589	261	630	315	634	162	323	**1,013**	**2,176**	3,189
21	24		607	1,199	680	1,287	716	1,245	411	810	**2,414**	**4,541**	6,955
25	30		1,455	1,547	1,563	1,635	1,595	1,765	1,071	1,140	**5,684**	**6,087**	11,771
31	34		706	264	725	259	712	276	519	190	**2,662**	**989**	3,651
35	40		266	35	286	38	306	42	155	34	**1,013**	**149**	1,162
41	44		14	1	28	7	23	2	14	2	**79**	**12**	91
45	50		2	2	2	2	4	1	4	1	**12**	**6**	18
51	54		0	1	0	0	0	0	1	0	**1**	**1**	2
55	60		0	1	0	0	0	0	0	0	**0**	**1**	1
61	64		0	0	0	0	0	0	0	0	**0**	**0**	0
65	66		0	0	0	0	0	0	0	0	**0**	**0**	0
67 +			0	0	0	0	0	0	0	0	**0**	**0**	0
TOTALS			3,595	3,785	3,971	4,031	4,163	4,165	2,739	2,625	14,468	14,606	29,074
			7,380		8,002		8,328		5,364		29,074		

SUMMARY STATISTICS:

SPEED VARIABLES	DIRECTIONAL DATA		
	EB	WB	COMBINED
15% SPEED:	**19 mph**	**19 mph**	**19 mph**
50% SPEED:	**27 mph**	**23 mph**	**25 mph**
85% SPEED:	**31 mph**	**29 mph**	**31 mph**
95% SPEED:	**35 mph**	**31 mph**	**33 mph**

MEAN SPEED (Average):	**26 mph**	**25 mph**	**25 mph**
# OF VEHICLES > 25 mph	**8,581**	**5,897**	**14,478**
% OF VEHICLES > 25 mph	**59.3%**	**40.4%**	**49.8%**

ADDITIONAL SPEED DATA	DIRECTIONAL DATA		
	EB	WB	COMBINED
10 MPH PACE SPEED:	**21 - 30 mph**	**21 - 30 mph**	**21 - 30 mph**
NUMBER OF VEHICLES IN PACE:	**8,098**	**10,628**	**18,726**
PERCENTAGE OF VEHICLES IN PACE:	**56.0%**	**72.8%**	**64.4%**
MAXIMUM MEASURED SPEED:	**51 - 52 mph**	**55 - 56 mph**	**55 - 56 mph**
NUMBER OF VEHICLES AT MAX SPEED:	**1**	**1**	**1**

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SPOT SPEED STUDY SUMMARY

Roadway:	LITTLE COYOTE ROAD	**Posted Speed Limit:**	25 mph
Classification:	Local Street	**Analyst:**	Tom Eastwood, P.E.
Data Collection Location:	± 235' North of Lone Mountain Trail | Approx. Milepost 1.704 Latitude: 45°15'59.88" N | Longitude: 111°17'34.47" W	**Agency / Co.:**	Morrison-Maierle
		Project:	Big Sky Owners' Association | Little Coyote Road Traffic Study Big Sky, Gallatin County, Montana
Data Collection Method:	Automatic Traffic Recorder (ATR) Data from Road Tubes Traffic Counter (TC) #019917 | Location ID #6	**Project No.:** 1714.003.010.000314	**Dates:** August 7, 2017 to September 1, 2017

Speed Bins		DATE DURATION	8/7/2017 to 8/13/2017 152 Hour Count		8/14/2017 to 8/20/2017 168 Hour Count		8/21/2017 to 8/27/2017 168 Hour Count		8/28/2017 to 9/01/2017 112 Hour Count		TOTALS		
Minimum	Maximum	DIRECTION	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	COMBINED
1	10	Measured Vehicle Speeds (mph)	224	188	245	242	302	235	139	140	**910**	**805**	1,715
11	14		86	85	80	97	103	109	56	63	**325**	**354**	679
15	20		1,966	1,834	1,844	1,731	2,008	1,707	1,438	1,137	**7,256**	**6,409**	13,665
21	24		4,058	3,544	4,305	3,731	4,332	3,802	2,971	2,547	**15,666**	**13,624**	29,290
25	30		2,913	3,014	3,557	3,522	3,408	3,520	2,019	2,245	**11,897**	**12,301**	24,198
31	34		194	313	250	421	228	442	104	240	**776**	**1,416**	2,192
35	40		18	43	27	72	27	66	7	43	**79**	**224**	303
41	44		0	0	2	3	1	1	0	0	**3**	**4**	7
45	50		0	0	0	0	1	1	0	0	**1**	**1**	2
51	54		0	0	0	0	0	0	0	0	**0**	**0**	0
55	60		0	0	0	0	0	0	0	0	**0**	**0**	0
61	64		0	0	0	0	0	0	0	0	**0**	**0**	0
65	66		0	0	0	0	0	0	0	0	**0**	**0**	0
67 +			0	0	0	0	0	0	0	0	**0**	**0**	0
TOTALS			9,459	9,021	10,310	9,819	10,410	9,883	6,734	6,415	36,913	35,138	72,051
			18,480		20,129		20,293		13,149		72,051		

SUMMARY STATISTICS:

SPEED VARIABLES	DIRECTIONAL DATA		
	NB	SB	COMBINED
15% SPEED:	**19 mph**	**19 mph**	**19 mph**
50% SPEED:	23 mph	23 mph	23 mph
85% SPEED:	27 mph	27 mph	27 mph
95% SPEED:	**29 mph**	**29 mph**	**29 mph**

MEAN SPEED (Average):	**23 mph**	**24 mph**	**24 mph**
# OF VEHICLES > 25 mph	**9,511**	**10,921**	**20,431**
% OF VEHICLES > 25 mph	**25.8%**	**31.1%**	**28.4%**

ADDITIONAL SPEED DATA	DIRECTIONAL DATA		
	NB	SB	COMBINED
10 MPH PACE SPEED:	**21 - 30 mph**	**21 - 30 mph**	**21 - 30 mph**
NUMBER OF VEHICLES IN PACE:	**27,563**	**25,925**	**53,488**
PERCENTAGE OF VEHICLES IN PACE:	**74.7%**	**73.8%**	**74.2%**
MAXIMUM MEASURED SPEED:	**49 - 50 mph**	**45 - 46 mph**	**49 - 50 mph**
NUMBER OF VEHICLES AT MAX SPEED:	**1**	**1**	**1**


The
GALLATIN
FOREST
Partnership

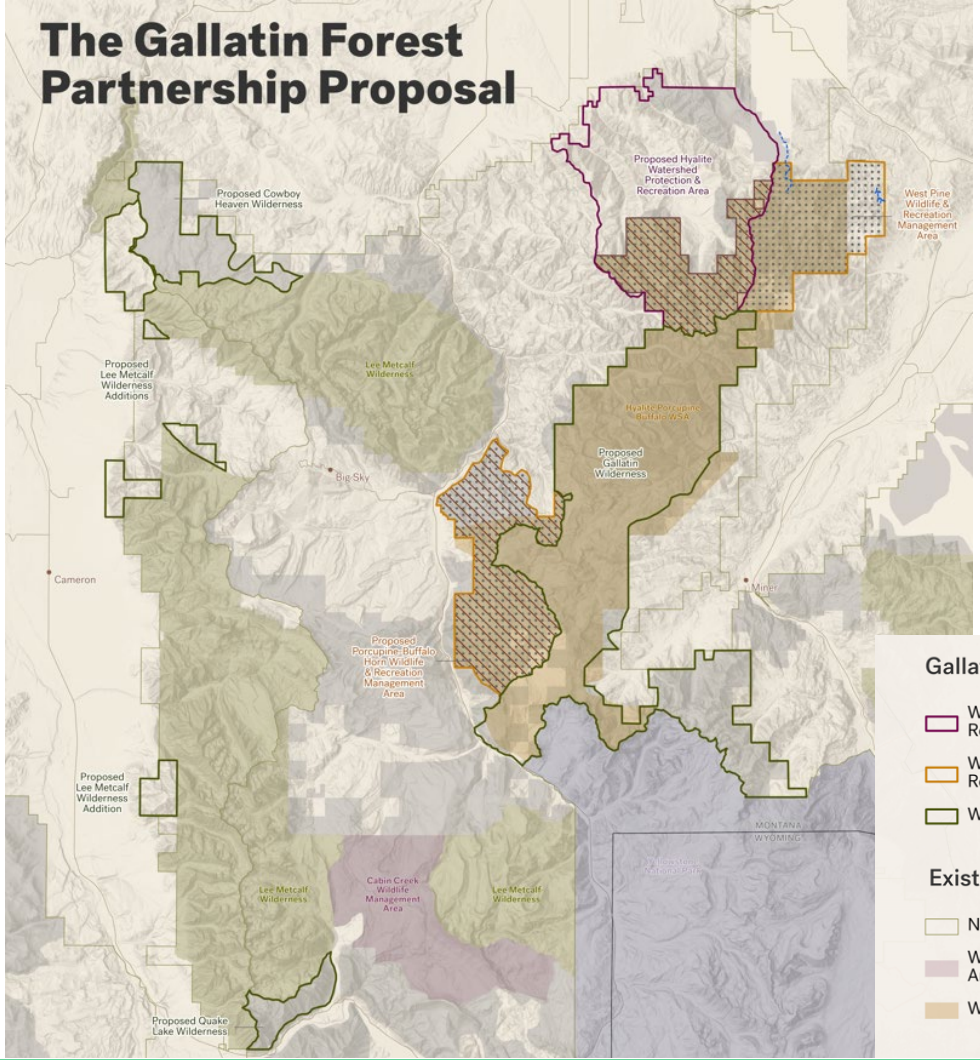
Who we are - The Gallatin Forest Partnership

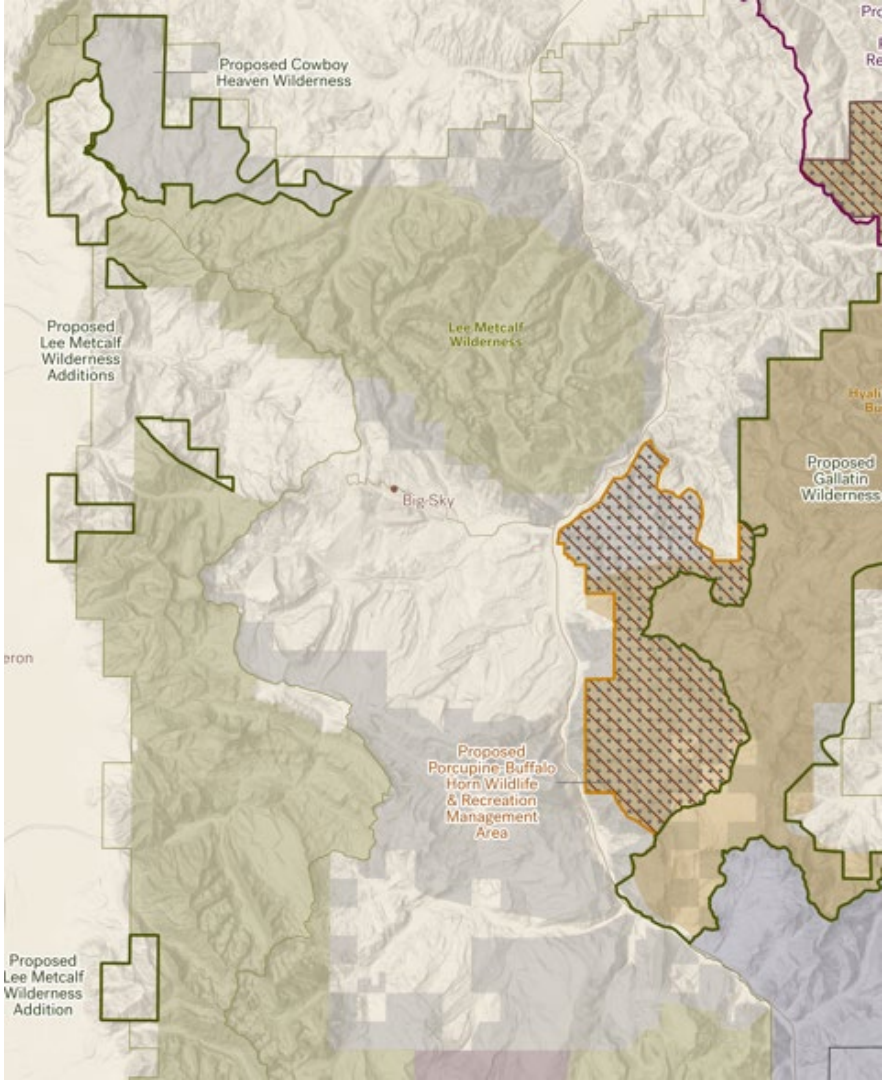
- Goal was to create a community driven vision for how to manage the Gallatin and Madison Ranges that would ensure access for all user groups, conserve key wildlife habitat, and protect our watersheds.

- GFP Authors:
  American Rivers
  MT Chapter Backcountry Hunters & Anglers
  Big Sky Mountain Bike Alliance
  Gallatin Valley Back Country Horsemen
  Greater Yellowstone Coalition
  Livingston Bike Club
  Lone Mountain Ranch
  Montana Backcountry Alliance
  Mountain Sky Guest Ranch
  Outdoor Alliance - MT
  Southwest MT Mountain Bike Association
  Wild Montana
  The Wilderness Society
  Winter Wildlands Alliance

GFP Accomplishments & Next Steps

- Worked for 1½ years to develop land protection designations and forest management guidance that they all agreed upon.
- Submitted the agreement to the Custer Gallatin National Forest Service, and was selected in 2022 as management guidance for these ranges.
- Now seeking permanent protections and the replacement of the Hyalite Porcupine Buffalo Horn Wilderness Study Area through an act of Congress.


The Gallatin Forest Partnership Proposal
Proposed Hyalite Watershed Protection & Recreation Area
West Pine Wildlife & Recreation Management Area
Proposed Cowboy Heaven Wilderness
Proposed Lee Metcalf Wilderness Additions
Lee Metcalf Wilderness
Hyalite-Porcupine-Buffalo WSA
Proposed Gallatin Wilderness
Big Sky
Cameron
Mine
Proposed Porcupine Buffalo Horn Wildlife & Recreation Management Area
Proposed Lee Metcalf Wilderness Addition
MONTANA
WYOMING
Lee Metcalf Wilderness
Cabin Creek Wildlife Management Area
Lee Metcalf Wilderness
Proposed Quake Lake Wilderness
Gallatin Forest Partnership Proposed Areas
Watershed Protection & Recreation Area
Timber Harvest Prohibited
Wildlife Protection & Recreation Area
Trail Construction Prohibited
Wilderness Area
Trail Corridor
Existing Federal Land Designations
National Forest
National Park
Wildlife Management Area
Roadless
Wilderness Study Area
Wilderness
Map by Mackenzie Bosher, TWS. Jan 2024. Sources: USFS, GFP, Esri.

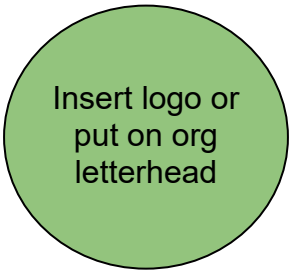


Focused look at Big Sky Area

Lee Metcalf Wilderness Additions: building out and connecting

Porcupine-Buffalo Horn Wildlife and Recreation Management Area: protects this key winter habitat, preserves all recreational access

Questions?



Madison and Gallatin Joint Commissions fully endorse the Gallatin Forest Partnership Agreement and legislation to permanently implement it.

May 8, 2024

Dear Senator Jon Tester, Senator Steve Daines, Representative Matt Rosendale, Representative Ryan Zinke, and Governor Greg Gianforte,

Madison and Gallatin Joint Commissions fully endorse the Gallatin Forest Partnership's (GFP) agreement to protect the Madison and Gallatin ranges as well as legislation that will permanently implement the agreement. The GFP was created through a non-partisan collaborative process involving conservationists, recreationists, agriculturalists, and sportsmen, with the goal being to create a commonsense management vision for this area. Many businesses and visitors come to our counties because of the high quality of life that our public lands provide, and with them they bring jobs and economic development. The area of Big Sky alone produces 4.6% of the State of Montana's entire GDP, and that is due in large part to the public lands and ecosystems that people get to experience when they visit.

These public lands provide clean water for our communities and agriculturalists, including 100% of Bozeman's water supply. The GFP agreement and legislation allows for important timber fuels treatments that will help prevent wildfire from damaging our drinking water sources and communities, as well as allows for grazing and outfitting to continue. The GFP agreement also protects all the recreational access that we currently have in these ranges, which ensures that our communities can maintain their access to outdoor recreation and nature.

The Madison and Gallatin Joint Commissions are not alone in our support. The Custer Gallatin National Forest implemented major aspects of the GFP agreement in their recently revised Forest Management Plan and acknowledged how compelling they found these recommendations. The GFP's agreement is now being put forward as legislation that would make these protections permanent, which will ensure water security for our children in the future, prevent user conflict down the line, and ensure our economies remain strong.

Madison and Gallatin County's long-term success and prosperity depends on protecting the multiple uses of national forest lands and securing public land management that is mutually beneficial for the health of our communities and the environment.

We urge you to introduce and pass legislation to permanently implement the Gallatin Forest Partnership Agreement.

Sincerely,

MADISON AND GALLATIN JOINT COMMISSION

Dan Allhands, Chair	Ron Nye, Member	Bill Todd, Member
Scott MacFarlane, Chair	Zach Brown, Member	Jennifer Boyer, Member


WORLD LANGUAGE INITIATIVE
MONTANA
KIDS WHO ARE CHANGING THE WORLD
TEA HORSE ROAD
China's ancient trade road to Tibet
BEDNAR
FLAGS OF THE WORLD
Gabriele Galimberti
Toy Stories
MATERIAL WORLD
WHERE CHILDREN SLEEP
JAMES MOLL
Smith • Armstrong
If the World Were a Village
SECOND EDITION
Just Like Me
A School Like Mine
CELEBRATIONS!
CHILDREN JUST LIKE ME
THE TRAVEL BOOK

WLI-MT in Big Sky

Current language offerings:

- English
- Spanish

Age Group

- Adult

English Program (Winter 2023-current)

- 172 students over 6 Sessions & 11 Classes
- 9 Combined with Bozeman & 2 Big Sky only
- Combined classes had 20% of participants living in Big Sky (32) and 44% of participants working in Big Sky (71)
- Big Sky only classes (2) had 12 students all living or working in Big Sky

Spanish Program (Fall 2023-current)

- 37 students through two sessions, beginner and beginner-intermediate

Total-serving 119 people living and/or working in Big Sky since February 2023

Current Big Sky Funders:

YELLOWSTONE CLUB COMMUNITY FOUNDATION

MOONLIGHT COMMUNITY FOUNDATION

Future

- Continue to provide language education in Big Sky as driven by community demand and feasibility, preventing overlap of services when possible
- Find partners in the community to help bring additional language and culture classes and programs to Big Sky
- Work with local area businesses to support language education needs
- Pursue opportunities for youth language education

Introduction

envisiongallatin.com

The development of a **Future Land Use Map** is a project identified as a short-term action item in the Gallatin County Growth Policy Implementation Table and is required by Montana state law.

The FLUM is a community's visual guide to future growth. The map should bring together all the elements of the Growth Policy, such as natural resources, agriculture, housing, and infrastructure.

It is a map of what the community wants to have happen; it is not a prediction.

The **Housing Strategy** is funded in part by a State of Montana CDBG grant and is a project that rose quickly to the top of the priority list over the last couple of years with the sharp increase in the cost of housing in Gallatin County.

The intent is to join these two projects together to the greatest extent practicable, as they influence each other.

Project Need

Projected population growth and development numbers in Gallatin County are significant.

The existing land use map is out of date and does not reflect the Growth Policy.

There is a need to accommodate residential, commercial, open space/ecological, and industrial land uses in a manner consistent with community goals.

There is no County housing plan.

Project Goals

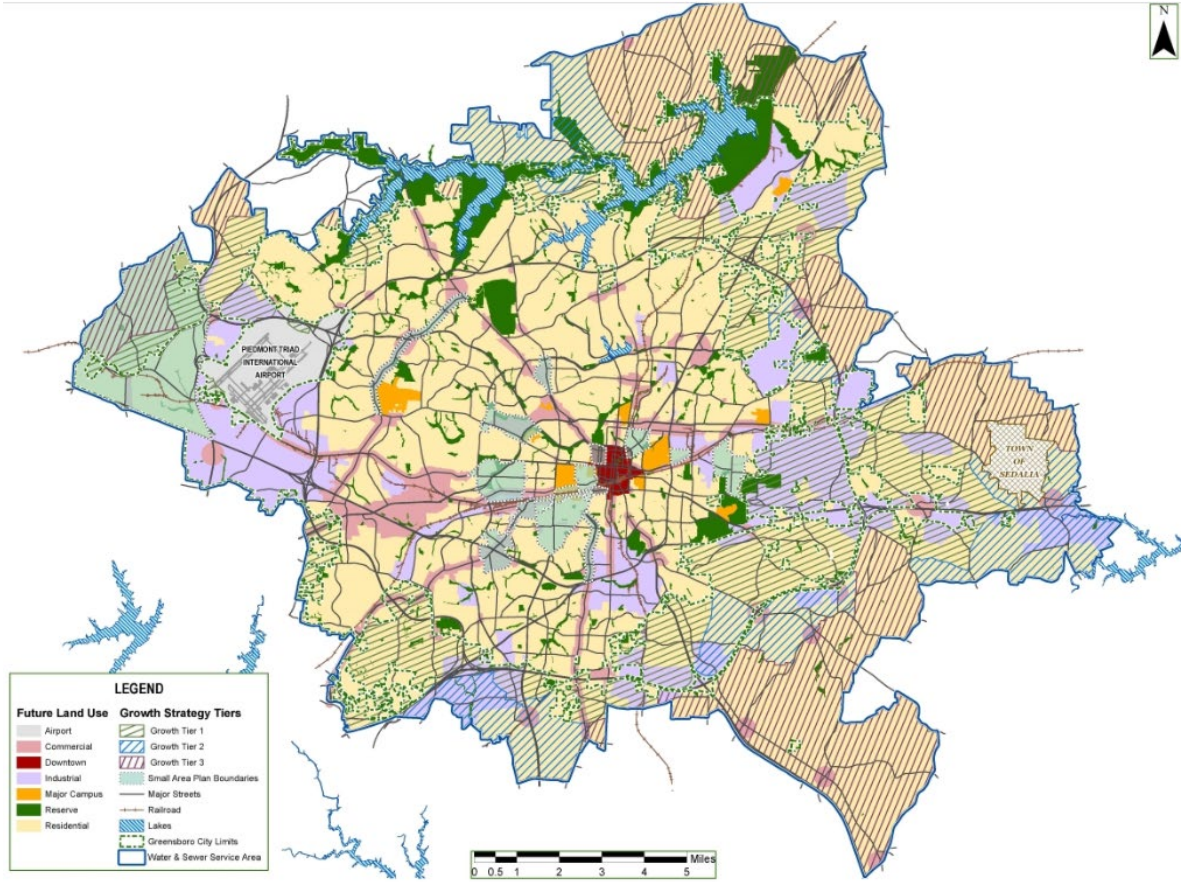
- **Build on what's been done.** The 2021 Growth Policy established an overarching vision and priorities for future land use in Gallatin County, and the County has adopted numerous area and neighborhood plans for many of its rural/unincorporated communities. This effort will focus on the implementation of adopted plans and policies through the FLUM and HS, as well as the identification of potential gaps or inconsistencies for future consideration.
- **Document housing gaps and needs and define a role for the County in housing**. Using the Gallatin County Regional Housing Strategy (2021) as a foundation, this effort will assess in more detail housing needs and opportunities specific to the unincorporated areas of Gallatin County. Key findings will be used to inform the creation of the FLUM and HS.
- **Foster continued collaboration within Gallatin County and the broader region.** There are many public and private stakeholder groups actively working on land use and housing issues in the region. This effort seeks to leverage the collective knowledge, experience, and roles of these diverse groups with a specific focus on identifying steps that Gallatin County can take to help implement regional priorities.
- **Establish a foundation for future updates to the County's zoning regulations**. The FLUM that emerges from this effort will help inform future area and neighborhood plans, requests for new zoning, and potential changes to existing zoning.


PHASE 1
Oct. - Nov. '23
Foundation
• Branding/ project website
• Initial Stakeholder Meetings
• Communication and Engagement Strategy
PHASE 2
Nov. - Jan. '24
Policy Review & Land Use Profiles
• Policy Audit
• County Land Use Profiles (Current/ Projected)
• Countywide Housing Needs Assessment
PHASE 3
Feb. - Mar. '24
Community Outreach, Round 1
• Review Current and Projected Land Use and Housing Needs
• Input on Initial Housing Policy Direction
PHASE 4
Apr. - Jun. '24
FLUM & Housing Strategies
• Draft Future Land Use Designations and Map
• Draft Housing & Implementation Strategies
PHASE 5
Jul. - Sept. '24
Community Outreach, Round 2
• Seek Input on Draft Future Land Use Designations and Map
• Implementation Recommendations
PHASE 6
Oct. - Nov. '24
Adoption
• Finalize Future Land Use Map and Regional Housing Strategy based on input received
• Public Hearings to Adopt
Community/Stakeholder Engagement
Kickoff Meetings
Community/Stakeholder Engagement
Joint Workshop (Elected & Appt. Officials)
Steering Committee Meeting
Planning Board Hearings (Adoption)
County Commission Hearings (Adoption)

How is a FLUM developed?

Some key aspects of our approach:

- Understand adopted land use policies
- Understand current land use profile
- Identify areas with development constraints
- Identify areas of development opportunity
- Develop Future Land Use Map
- Throughout entire process: Lots of community engagement and feedback!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PIEDMONT TRIAD INTERNATIONAL AIRPORT
TOWN OF SEDALIA
LEGEND
Future Land Use
Airport
Commercial
Downtown
Industrial
Major Campus
Reserve
Residential
Growth Strategy Tiers
Growth Tier 1
Growth Tier 2
Growth Tier 3
Small Area Plan Boundaries
Major Streets
Railroad
Lakes
Greensboro City Limits
Water & Sewer Service Area
0 0.5 1 2 3 4 5
Miles

Questions?

Contact Information:

envisiongallatin.com

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Gallatin County Planning and Community Development
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Gallatin DDAMP

Gallatin Drought & Deluge Adaptive Management Plan

Not too wet, not too dry

Gallatin DDAMP would integrate and coordinate the diversity of user groups in both the public and private spheres to:
(1) coordinate communication and public education;
(2) encourage **voluntary** drought response and water conservation; and
(3) establish long-term approaches and projects for watershed resiliency.

Gallatin DDAMP Overview

Mission

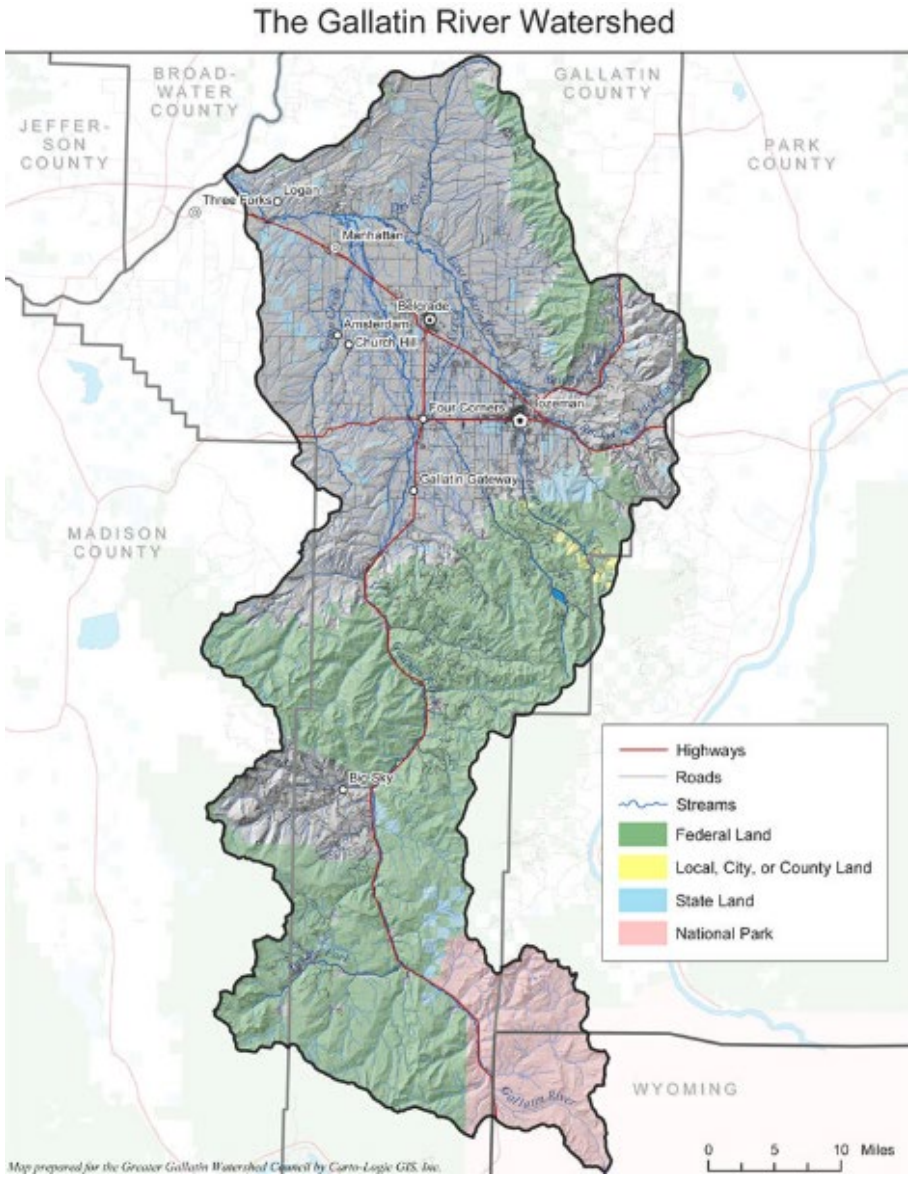
- The mission of Gallatin DDAMP is to coordinate drought communication and voluntary conservation efforts across the entire Gallatin watershed and to identify long-term management and resiliency projects for drought and deluge.

Vision

- Common messaging, coordinated, voluntary response strategies and long-term mitigation and adaptation approaches that reduce the negative impacts of drought and deluge on the community and support the ecological functions of the Gallatin Watershed.

Goals

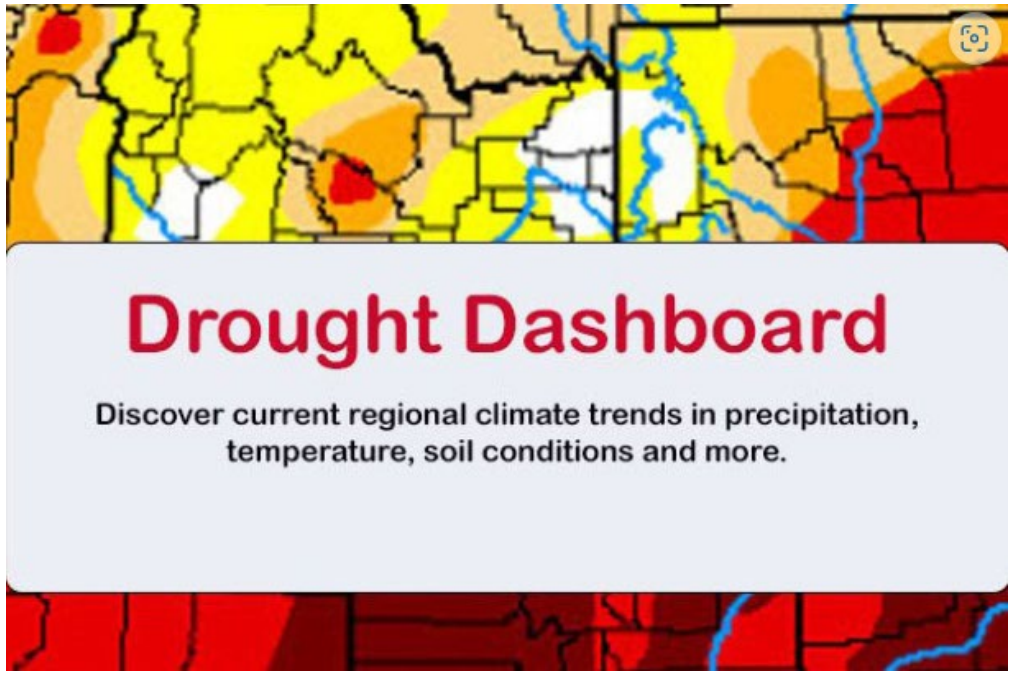
1. **Coordinate communication and public outreach** to raise awareness of drought conditions.
2. **Promote collaboration and coordination** of voluntary water conservation and incentivize reduced water use.
3. **Identify long-term mitigation and adaptation projects** to reduce the impacts of drought and deluge.



This isn’t new, just coordinated and expanded

- Other examples across the state
- Local efforts including Irrigators, Gallatin River Task Force (upper Gallatin), City of Bozeman, Gallatin Water Collaborative.
- Existing plans and studies (next slide)

- This effort will not replicate but coordinate and scale. By building a Gallatin DDAMP, the various efforts across the watershed can be linked and build a framework where public and private partners can use **consistent messaging and coordinated <u>voluntary</u> actions.** Gallatin DDAMP will also identify long-term mitigation opportunities.



Literature Review and Resources

Gallatin River Task Force: Drought in the Upper Gallatin Watershed - Gallatin River Task Force

Gallatin River Task Force: Big Sky Sustainable Watershed Stewardship Plan

Bozeman Drought Management: Drought Management | City Of Bozeman

Gallatin Watershed Council: Water Supply — Gallatin Watershed Council

4Corners Community Foundation: Slowing Down Water | Four Corners Foundation (4cornersfoundation.org)

Department of Natural Resources and Conservation:
MTDNRCMissouriHeadwatersBasin.Aug.2021.pdf
Montana Drought Plan (mtdroughtinfo.org)

Gallatin Local Water Quality District: Stream Flow Data – Gallatin Local Water Quality District (glwqd.org)

The Montana Water Center: Adapting to Change — Montana Water Center

Association of Gallatin Agricultural Irrigators: Home - Association of Gallatin Agricultural Irrigators (agaimt.com)

DNRC – Missouri Headwaters Drought Contingency Plan:
MTDNRCMissouriHeadwatersBasin.Aug.2021.pdf

DNRC Drought Information and Tracking: Montana Drought Plan (mtdroughtinfo.org)

Montana Climate Assessment: FINAL.2017-Montana-Climate-Assessment-lr.pdf (squarespace.com)
C2H2_MCA_brochurePage | MCA (montanaclimate.org)
Montana Climate Assessment — Montana Water Center

Bureau of Reclamation - WaterSMART Drought Response Program Framework

Gallatin Watershed Council Final Report to DNRC - Lower Gallatin Drought Vulnerability Assessment Project

Drought Plan Examples

Big Hole River Drought Management Plan 2022
Blackfoot Drought Response Plan 2016

Proposed Process

Tasks:

1. Develop project scope
2. Secure stakeholder, technical advisor commitments
3. Secure grant and matching funds
4. Finalize scope of work, outcomes and timeline
5. Secure project lead / facilitator
6. Establish Steering Committee and Technical Advisory Committee
7. Compile background / existing conditions data
8. Develop plan components (Reaches, drought indicators, voluntary responses, communications etc.)
9. Develop long-term resiliency management approaches
10. Adoption and implementation
11. Partner communications
12. Updates, review process and timeline (annually? Every 5 years?)

Questions?