

Sidney Truck Route Public Scoping Meeting May 20, 2008

The first public scoping meeting was held in order to spur a general discussion of the potential feasibility of a truck route facility and to gauge the level of public and political support for a truck route. There were 49 individuals in attendance at the meeting in the Sidney High School Cafeteria. The meeting consisted of a brief presentation of the history and background of the truck route concept, a broad overview of the planning study process, and an overview of the known constraints in the corridor. Meeting attendees were asked to respond to a series of questions. Responses are summarized below.

Question	Summary of Response
Is a truck route around Sidney needed?	By a show of hands, the crowd was split on whether or not a truck route was needed.
What are the travel concerns? Are the travel concerns seasonal?	By the nodding of heads and one verbal confirmation, there was general consensus that truck traffic is not seasonal. Various concerns about the constraints on Central Avenue and 9 th Avenue, such as safety and the proximity to schools and churches along with the long narrow streets with parking, were discussed along with concerns for keeping business in Sidney. Attendees also questioned whether the current signed truck route (14 th St SW/9 th Ave SE/ Holly St) was actually adequate due to its narrow streets and sharp corners.
What are the most logical termini?	A show of hands relayed that the crowd was split between wanting the east route, the west route, having no opinion, or wanting Central Avenue rebuilt. Discussion continued regarding whether hazardous material would be allowed near the airport and whether a route should be allowed through residential areas.
What are some major opportunities and constraints?	Meeting attendees noted a number of constraints, including the post office corner, the UBC corner, other BOR public waterways, gas and electrical substations on 9 th Avenue, Sidney High School and Sidney Middle School, residential areas along 9 th Avenue, and the substantial elevation change west of the airport. Some opportunities discussed were the 1983 Study route, Montana 23 across the railroad tracks and extending north along the east side of the railroad tracks, and varying approval of both the east and west routes.

The meeting concluded with comments from DOWL HKM and the Montana Department of Transportation (MDT) Director. Many attendees stayed after the meeting to talk with various MDT and DOWL HKM employees about potential routes and other concerns.