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**Questions regarding the current situation downtown**

1 message

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**Melinda Merrill** <melinda@haydenoutdoors.com>  
To: [gingerg@ennismontana.org](mailto:gingerg@ennismontana.org)

Fri, Aug 7, 2020 at 9:49 AM

Ginger - could you please send this email to all of the town commissioners as well as the town attorney for answers? Thank you.

Whether I agree or disagree with an issue I always try to research the information and understand the process and the facts before finalizing an opinion. A few days ago, under the leadership of Lisa Roberts, the town of Ennis began what is intended to be "an audit" about sidewalk and crosswalk safety. My research so far has led me to ask more questions of both the Ennis Commissioners and the Ennis town attorney:

- 1.) How did this process begin? It is my understanding that it was from a walk about with four women, Lisa being one of them, that created a document deciding that our downtown crosswalks were unsafe. Could I please get the names of who was involved, a copy of the document, as well as where it was submitted?
- 2.) Was MT DOT ever contacted for their opinion, ideas or input as to possible solutions regarding line of site or safety issues? I know they have extensive research into this subject and I would feel that they would be a very valuable resource - perhaps more knowledgeable? I have checked and it is my understanding that they were asked for an encroachment permit but have otherwise not been a part of this project.
- 3.) Was this ever noted or published as an Agenda item for public notice? I have asked and was told it was not. I requested the minutes of the meetings and the only mention that I can find is in the Ennis Town Commission Meeting Minutes in "Commission Comments" - never once as a publicized agenda item.
- 4.) Was this voted on and approved by the Town Council? I am trying to understand the process.....can any one council person start a project without a vote?
- 5.) What is the cost of this project? Was it funded by the town's tax dollars? Was this voted upon by the town council? Did it need a vote before monies were spent? Again.....just trying to understand the process and what would be "legal" as it would seem that it would need to be a published item for the public and a voted upon item before spending tax dollars - am I wrong?
- 6.) Were the downtown businesses that have already been affected by issues with Covid-tourism, given an opportunity for input? I have spoken with several that feel they were not informed. I personally was approached by Jason (one of the council members) as I was having lunch at the Sportsmans and he did send me a copy of a map. I was NEVER informed as to the true scope, length of time this audit was being done, nor the loss of ALL

of our business's street frontage parking before this began. We lost all three of our parking spaces and have already fielded multiple complaints by our clients. Was it ever published anywhere? Posted anywhere? If so, may I please get when and where?

7.) Has MDOT approved the "ramps" that are now in place (I assume to make the newly proposed cross walks ADA accessible). Do these ramps meet ADA requirements?

8.) There is a note in the minutes that a "Walk-Audit" was scheduled for April 23rd from 2-4 pm. Who attended this? Was it publicly noticed? Were the businesses that have been affected invited to join?

9.) In the minutes of the May 14 meeting it was noted under Commission Comments: "Roberts said the information from the "Walk Audit" today will be put together and brought back to the community." When, where and how was this information disseminated to the community? It states in the June 11th meeting - again in Commission Comments - "The walk audit report has been distributed to the Commission through email." They issued some renderings of ideas for the demonstration project this summer. Was there a vote taken at this time to approve? Again....I am just trying to understand the process and if this was from a push of one council member or if it was approved by the entire council.

10.) At the July 9th meeting it was noted that Roberts "submitted a plan for a Main Street Demonstration Project to look at improvements such as crosswalks." Was this voted on and approved at this meeting by the council? Did it need to be voted on and approved or does the town's process allow for each commissioner to have projects that they can do on their own with the use of town funds without approval of the entire council by vote?

11.) Are the council members aware of the proposed "parklets" that are being promoted (again, my understanding that have been sent to some business owners via email by Lisa Roberts - I have been shown the emails and photos) to replace the parking spaces that are to be deleted? Is this the endgate goal of Lisa's or the entire council?

12.) Last but not least - safety standards. As a business person with windows towards Main Street I have observed multiple near misses since this was put up on our corner (First Street). People are confused by all of the delineators and further confused as they stop to read signs (thus stopping in the crosswalk instead of moving forward or backward). They are often jaywalking to avoid as many think the crosswalks are now closed. People are now parking in spaces that before were closed to allow more line of sight (the one in front of the park between Hayden Outdoors and the Fishing Company). I've watched semis slide tires due to the bottleneck that has been created. Anyone with a trailer is now having to make a much wider turn to avoid the dilenators and they are often forced to go into the oncoming traffic lane to make the turn. I worry that this is creating a far greater hazzard than we have ever seen on Main Street before and have asked that our local law enforcement personnel and MDOT come to observe the chaos that is being created (not write tickets - just please observe). Given the safety issues, is it the intent of the Town Council to allow this to continue or can you make a motion to disband this project until more information and understanding has been brought to you?

I realize this is lengthy but these are just a few of the many questions that a lot of us have. I would appreciate your taking time to help find answers and I look forward to the Mayor's, the entire council, and the city attorney's timely responses. Thank you again for your time.

Sincerely worried,  
Melinda L. Merrill



Melinda Merrill  
Broker  
Ennis, MT  
C: 406-596-4288



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Ginger Guinn <gingerg@ennismontana.org>

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## Question

1 message

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**Daniel Olkowski** <dolkowski5@gmail.com>  
To: [gingerg@ennismontana.org](mailto:gingerg@ennismontana.org)

Sat, Aug 8, 2020 at 5:11 AM

I live in the Ennis area and have seen the new lines and pylons in town. I have ask why and have received many varied answers. I have to admit none of the answers seem plausible. So before I can make a informed decision to support the town's decision I would like to find out the truth behind it. So please inform me as why it was done with city's funds,

Dan-Olkowski

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**complaint re new crosswalks**

1 message

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**virginia stone** <virginiastone@sbcglobal.net>

Sat, Aug 8, 2020 at 12:04 PM

To: "gingerg@ennismontana.org" &lt;gingerg@ennismontana.org&gt;

Hello Ginger

Thank you for speaking with me yesterday regarding the new crosswalks and barriers along Main St.

As I stated, I am very upset about the new crosswalks. I have been coming to Ennis for over 40 years and love that Ennis has pretty much stayed the same in terms of its rustic look and feel to the town. What has been done to downtown is atrocious. It looks terrible, takes away from the charm of our town, and I'm sure it affects the businesses along main street with reduced parking spaces. If I was a visiting tourist, I would not like to see this. Looking down main street, seeing beautiful mountains, and preserved buildings is what we should see. As to the safety of Main Street, I am all for crosswalks, but 4 in a half mile stretch? And the barriers, ugly and unnecessary. Puling out in front of Shedhorn and trying to make a right hand turn, very unsafe. I believe we have had 1 pedestrian accident in 15 years? How did all of this come about? Was this voted on by the property tax payers? I was not notified of any such idea. If so, I would have strongly opposed this, if we were made aware of .

I hope you will pass my objections to the Mayor, and City Council. I hope they will remove theses barriers ASAP.

Thank You

Sincerely,

Virginia Stone

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**Fwd: Downtown parklets**

1 message

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**Angela Karanas** <angelakaranas1@gmail.com>

Sat, Aug 8, 2020 at 2:11 PM

To: "gingerg@ennismontana.org" &lt;gingerg@ennismontana.org&gt;

To mayor and commissioners

I'm a resident of Ennis but outside of town limits ( 10 miles out of town).

I'd like to register a few comments for the commissioners

1. I'd recommend that When an eyesore of a project is embarked upon, you spend some time socializing the goals, considerations, and decision criteria. It's just awful that this is being addressed mainly on social media.
2. If you'd like my opinion, the " parklets" are ugly , the charm of our town is adversely impacted , and it's a shame we lost so much parking.
3. I've heard rumor that this is a " study" which is why the white poles look so terrible - they're just a proof of concept and not the permanent configuration. Is that true? And if so, can you provide information about the duration and success metrics of the study?

Thank you

Angela Karanas

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Angela Karanas

ph: 406-321-1737

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Angela Karanas

ph: 406-321-1737

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Angela Karanas

ph: 406-321-1737

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## FAQ's about Pop-up Demonstration Project

1 message

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**Lisa Roberts** <lisar@ennismontana.org>

Sat, Aug 8, 2020 at 5:46 PM

To: Jason Schroeder <jasons@ennismontana.org>, Blake Leavitt <blakel@ennismontana.org>, Cory Hardy <coryh@ennismontana.org>, Kristy Ranson <kristyr@ennismontana.org>, John Bancroft <johnb@ennismontana.org>, Ginger Guinn <gingerg@ennismontana.org>, Kelly Elser <kelly@ennismontana.org>, Karen Ketchu <ennislib@3rivers.net>

Hi Everyone,

I put together a sheet of FAQ's for the crosswalk demonstration project. This might help people understand the project and what the goal is.

Thanks,  
Lisa



**Town of Ennis Crosswalk (5).pdf**

7393K



Ginger Guinn <gingerg@ennismontana.org>

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## Parklet support

1 message

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L G <lgraden1@gmail.com>

Mon, Aug 10, 2020 at 9:40 PM

To: Ginger Guinn <gingerg@ennismontana.org>, "blakel@ennismontana.org" <blakel@ennismontana.org>

Dear Ennis Town Council,

I would like to extend my support for the parklet projects that are currently set up on Main Street. Living in lower Ennis I use both First and Third Streets to go about my daily business. In years past, and increasingly more so this year, I find myself pulling nearly into oncoming traffic to see if cars are coming in either direction in order to pull onto 287. This results in me, and others like me nearly getting hit, blocking the crosswalk, as well as impeding upon oncoming traffic trying to turn onto First and Third Streets. This happens whenever large SUVs, pickups, etc. park within two to three parking spaces on either side of the intersections. As Ennis continues to grow and see more traffic I feel this is a safety concern for both motorists and pedestrians. Thank you for putting safety at the forefront of this project. I also think that this safety issue might be overlooked by folks who do not have to use these streets on a regular basis. I too desire to keep a small town feel, however dealing with its growth is inevitable and needs to be addressed.

Thank you for your consideration.

Respectfully,

Lindsey Graden

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**Re: Parklet support**

1 message

**Jason Schroeder** <jasons@ennismontana.org>

Wed, Aug 12, 2020 at 2:20 PM

To: Ginger Guinn &lt;gingerg@ennismontana.org&gt;

Cc: Blake Leavitt &lt;blakel@ennismontana.org&gt;, John Bancroft &lt;johnb@ennismontana.org&gt;, Cory Hardy &lt;coryh@ennismontana.org&gt;, Lisa Roberts &lt;lisar@ennismontana.org&gt;, Kristy Ranson &lt;kristyr@ennismontana.org&gt;

Lindsey,

Thank you for your input on the project. I hope we come up with a permanent solution that everyone likes. Please continue to engage with the commission on this project and other issues in the future.

Please review the attached FAQ sheet and pass it along.

Best,

Jason Schroeder

On Tue, Aug 11, 2020 at 8:16 AM Ginger Guinn &lt;gingerg@ennismontana.org&gt; wrote:

----- Forwarded message -----

From: **L G** <lgraden1@gmail.com>

Date: Mon, Aug 10, 2020 at 9:40 PM

Subject: Parklet support

To: Ginger Guinn &lt;gingerg@ennismontana.org&gt;, blakel@ennismontana.org &lt;blakel@ennismontana.org&gt;

Dear Ennis Town Council,

I would like to extend my support for the parklet projects that are currently set up on Main Street. Living in lower Ennis I use both First and Third Streets to go about my daily business. In years past, and increasingly more so this year, I find myself pulling nearly into oncoming traffic to see if cars are coming in either direction in order to pull onto 287. This results in me, and others like me nearly getting hit, blocking the crosswalk, as well as impeding upon oncoming traffic trying to turn onto First and Third Streets. This happens whenever large SUVs, pickups, etc. park within two to three parking spaces on either side of the intersections. As Ennis continues to grow and see more traffic I feel this is a safety concern for both motorists and pedestrians. Thank you for putting safety at the forefront of this project. I also think that this safety issue might be overlooked by folks who do not have to use these streets on a regular basis. I too desire to keep a small town feel, however dealing with its growth is inevitable and needs to be addressed.

Thank you for your consideration.

Respectfully,

Lindsey Graden

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Ginger Guinn

Clerk/Treasurer, Town of Ennis

328 W. Main Street

Ennis, MT. 59729

Ph: 406 682-4287

Fax: 406 682-5011



Ginger Guinn <gingerg@ennismontana.org>

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## Public comment

1 message

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**Keith Brauneis** <keith@keithbrauneis.com>  
To: [gingerg@ennismontana.org](mailto:gingerg@ennismontana.org)

Mon, Aug 10, 2020 at 9:55 AM

Hi Ginger,

Wendy and I would like to sign up to make a public comment at this Thursday's Town Commission Meeting. We'd also like to go on public record with your office as opposing the new crosswalk designs.

Thank you,

Keith and Wendy Brauneis

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**Fwd: Flat out UGLY**

1 message

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**Kristy Ranson** <kristyr@ennismontana.org>  
To: Ginger Guinn <gingerg@ennismontana.org>

Mon, Aug 10, 2020 at 12:17 PM

----- Forwarded message -----

From: **Lisa Roberts** <lisar@ennismontana.org>  
Date: Mon, Aug 10, 2020 at 9:00 AM  
Subject: Re: Flat out UGLY  
To: Amy Williams <amywilliams.studio@gmail.com>  
CC: Cory Hardy <coryh@ennismontana.org>, John Bancroft <johnb@ennismontana.org>, Kristy Ranson <kristyr@ennismontana.org>, Jason Schroeder <jasons@ennismontana.org>, Kelly Elser <kelly@ennismontana.org>, Blake Leavitt <blakel@ennismontana.org>

Hi Amy,

Thanks for reaching out. Attached below is a frequently asked questions sheet that you may find helpful in understanding this demonstration and traffic study project.

On Mon, Aug 10, 2020 at 8:07 AM Amy Williams <amywilliams.studio@gmail.com> wrote:

Dear all,

I was surprised to drive through town last week. I was astounded to see the mass of new reflectors perplexingly sprouted on Main Street like noxious weeds. I thought they must be temporary, marker of wet paint. I am completely confused by these ugly reflectors and their purpose.

They are an eyesore. They are distracting. They make it harder to identify moving cars and actually impede site lines. People were avoiding them and jaywalking away from the crosswalks! The experiment is a complete FAIL. Please remove them.

Amy Williams  
Resident, Ennis MT

DESIGN | ILLUSTRATION | CONSULTANCY  
[ameliawilliamsstudio.com](http://ameliawilliamsstudio.com)  
Please excuse any TYPOS.

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 **Town of Ennis Crosswalk (5).pdf**  
7393K

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**Fwd: eyesore - remove!**

1 message

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**Kristy Ranson** <kristyr@ennismontana.org>  
To: Ginger Guinn <gingerg@ennismontana.org>

Mon, Aug 10, 2020 at 12:18 PM

----- Forwarded message -----

From: **Brandt Williams** <brandtwilliams@gmail.com>

Date: Mon, Aug 10, 2020 at 10:34 AM

Subject: Re: eyesore - remove!

To: Lisa Roberts &lt;lisar@ennismontana.org&gt;

CC: Cory Hardy &lt;coryh@ennismontana.org&gt;, John Bancroft &lt;johnb@ennismontana.org&gt;, Kristy Ranson &lt;kristyr@ennismontana.org&gt;, Jason Schroeder &lt;jasons@ennismontana.org&gt;, Kelly Elser &lt;kelly@ennismontana.org&gt;, Blake Leavitt &lt;blakel@ennismontana.org&gt;, Brandt Williams &lt;brandtwilliams@gmail.com&gt;

Lisa,

Thank you for your prompt reply. I am glad to see that the current stanchions are not a permanent solution as they are an eyesore. Traffic calming ideas, can be beneficial but must be designed to be aesthetically pleasing as well as functional for the intended purpose and not be a solution looking for a problem.

Traffic calming and pedestrian safety is important. So is enforcement of the 25 mph speed limit for ALL motorists. The Ennis Police do NOT enforce the law equally. I have seen numerous passenger vehicle residents and visitors ticketed by the Ennis Police and yet they allow semi trucks to blast through town at speeds exceeding 35mph. I have witnessed on several occasions the Ennis Police watch truck traffic exceed the speed limit and not enforce the law.

As part of public response I ask that you please enter my comments into the public record.

-Brandt

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**Brandt Williams**

brandtwilliams@gmail.com

On Aug 10, 2020, 9:31 AM -0600, Lisa Roberts &lt;lisar@ennismontana.org&gt;, wrote:

Thanks for reaching out. Attached below is a frequently asked questions sheet that you may find helpful in understanding this demonstration and traffic study project.

On Sun, Aug 9, 2020 at 10:04 PM Brandt Williams <brandtwilliams@gmail.com> wrote:

Good day,

I will keep this brief. The white reflectors that outline no parking zones and identify cross walks are an absolute eyesore and have ruined the feel of Main Street Ennis. What was a charming quaint small town view of Main Street now looks like a failed ADA experiment. The reflectors are distracting to motorists, do NOTHING to protect pedestrians and create a traffic hazard for motorists trying to back out of parking spaces.

If the goal was to protect pedestrians it fails. If the goal is to prevent motorists from encroaching on pedestrians it fails. If the goal is to make Ennis Main Street more interesting to stroll it fails.

The reflectors are ugly, serve no purpose and disrupt the view of motorists passing through looking for encroaching traffic from side streets or parked cars seeking to back out.

There are many other ways to accomplish the goals of making Main Street more pedestrian friendly and safer, other than these cheap, hideous vertical reflectors.

Return our Main Street to something that we can be proud of rather than something we have to apologize for.

-Brandt

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Brandt Williams  
brandtwilliams@gmail.com

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**Fwd: Main Street**

1 message

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**Kristy Ranson** <kristyr@ennismontana.org>  
To: Ginger Guinn <gingerg@ennismontana.org>

Mon, Aug 10, 2020 at 12:18 PM

----- Forwarded message -----

From: **Lisa Roberts** <lisar@ennismontana.org>

Date: Mon, Aug 10, 2020 at 9:31 AM

Subject: Re: Main Street

To: John Way &lt;john@thetackleshop.com&gt;

CC: Cory Hardy &lt;coryh@ennismontana.org&gt;, John Bancroft &lt;johnb@ennismontana.org&gt;, Kristy Ranson &lt;kristyr@ennismontana.org&gt;, Jason Schroeder &lt;jasons@ennismontana.org&gt;, Kelly Elser &lt;kelly@ennismontana.org&gt;, Blake Leavitt &lt;blakel@ennismontana.org&gt;

Hi John,

Thank you for reaching out. Attached below are some frequently asked questions and answers in regards to the demonstration project downtown. The project aims to study traffic speeds, volume, and yield rates before and during the project. We can then use that data to go through the Ennis Master plan process. The goal is to work toward lower speeds and increasing safety in the downtown corridor. When people feel comfortable in commercial corridor they spend more time and ultimately more money. The MT Dept of Commerce, MT Main St, Headwaters RC & D as well as many national economic development organizations full support walkable and liveable community initiatives. Here is a link to one of many studies that finds a connection of walkability to economic vitality . AARP is also a strong supporter of liveable communities and has its own department of outreach and grants to support initiatives.

I hear your concern of parking challenges in downtown. What we have is a parking management issue, not an inventory issue. Through our Master Planning process, we aim to develop a system to help people find parking that's available. For instance, the lot behind Lone Elk Mall is rarely used, FATCO lot sits empty on Saturdays and Sundays maybe we can come to an agreement with these private lots to be utilized. Please see these pictures of parking available Saturday around 1 pm (from Chowning to Second St). People are drawn to places with shopping dining, and entertainment, "no one says let's go downtown its a great place to park". And when the biggest events happen businesses block off parking to accommodate more people ex. Shedhorn Rendeavour (closes the street for about a week) Bars (pre-COVID) on the 4th of July put the barrels out for patrons to watch the parade. Pic a nic basket gave up parking to expand seating.

Give me a call anytime, I am happy to discuss this important issue further with you.

Warm Regards,

Lisa

On Mon, Aug 10, 2020 at 7:30 AM John Way <john@thetackleshop.com> wrote:

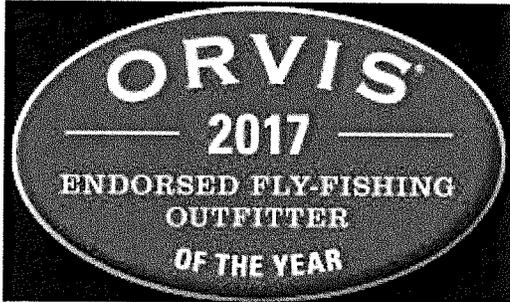
Council Members,

I am writing today to express my frustration and dislike of the changes on parking on Main Street. The look of what was done is horrific and it does not accomplish the purpose. There are many ways to make Ennis safer for pedestrians and white reflectors are not one of them. I do not recall where this was discussed at any meeting or a vote was taken to make these changes. What most of you do not understand is that our livelihoods depend on people stopping and browsing our town. If they drive past and parking is full they keep driving. Any loss of parking spaces forces would be customers to continue to other towns. The white vertical reflectors are ugly and ruin the Ennis feel.

I understand this is just a temporary experiment. Please take them down now and return parking to merchants that need it. This is a experiment that has gone horribly wrong.

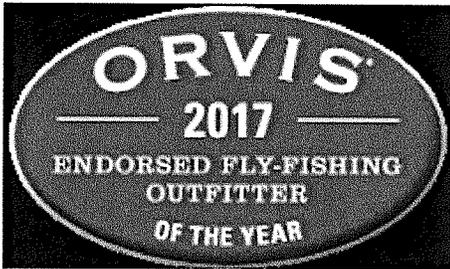
Good Fishing and God Bless,

John Way  
The Tackle Shop  
Phone 406-682-4263  
Cell 406-370-5206  
www.thetackleshop.com



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**3 attachments**



**PastedGraphic-2.tiff**  
22K

 **Town of Ennis Crosswalk (5) (1).pdf**  
7393K

 **AARP-Rural-Livability-Workshop-Report-22420-singles.pdf**  
7880K

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**parklets**

1 message

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**Ennis Trading Post** <ennistradingpost@gmail.com>

Mon, Aug 10, 2020 at 2:14 PM

To: gingerg@ennismontana.org

Just wanted to shoot over an email expressing my concern about the "Parklets" on Main Street. I believe traffic flows too fast through town and needs to be addressed, however, I would love to see flashing lights or even pedestrian stop lights at the crosswalks in town. I believe that the proposed parklets create more of a traffic hazzard - they make the intersections and turns very tight in some spots, additionally, they take away a lot of valuable parking on our already often packed Main Street! As a Main Street business owner, I feel as though our voice should matter on something as important as this. Please pass my concerns on to the mayor.

Thanks!

Jamie Lovett  
Ennis Trading Post



Ginger Guinn <gingerg@ennismontana.org>

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## New street crosswalk markings

1 message

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**Roy Washburn** <roywashburn69@gmail.com>  
To: [gingerg@ennismontana.org](mailto:gingerg@ennismontana.org)

Mon, Aug 10, 2020 at 4:31 PM

Ginger, the City Council made a huge mistake in marking off too much area and taking away too many parking spots on Main St. I am a store owner on Main and although none of my parking was affected, I have heard from other owners who are extremely upset; you now have pedestrians standing in those "holding" areas looking at their cell phones & talking to friends & not planning to cross the street; drivers do not know whether these people are ready to cross or not, so they slow down or stop which creates a traffic backup; there are other reasons why this is a bad mistake, the above alone is enough to reverse the Council's decision. Thank you, & please end this ASAP.

Roy Washburn  
Sent from my iPad



Ginger Guinn <gingerg@ennismontana.org>

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## Ennis main street sidewalk improvement

1 message

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Emily Osborn <em.osborn86@gmail.com>

Mon, Aug 10, 2020 at 8:22 PM

To: gingerg@ennismontana.org

Hello,

I was excited to see the sidewalk study/project that is being proposed for main street Ennis. I am a resident of Virginia City that works in downtown Ennis and frequently walk and drive down main street.

I felt compelled to address the city council and share my experience with a very similar project that took place in Great Falls, MT. I worked for a small local business in Great Falls prior to and after the same sidewalk improvement project took place on Central Avenue. The project noticeably boosted downtown pedestrian traffic which in turn boosted business in our small store. This change was noticed by the employees and business owners alike. The city of Great Falls landscaped and installed benches and/or art pieces on the curb extensions and also old fashioned lamp posts that increased the beauty of central avenue and turned it into a popular walking area for tourists and residents. They also have organized events downtown like art walks, and small concerts using the increased space of the curb extensions. The curb extensions also improved the safety of walking downtown as pedestrians are more visible.

Thank you for looking at ways to improve downtown Ennis as this community grows by increasing pedestrian safety and helping to guide and control vehicle traffic.

Sincerely,  
Emily Osborn

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## Study/Experiment & Future Parklets- DAEMS

1 message

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Selena Daems <akgirl02@me.com>  
To: gingerg@ennismontana.org

Tue, Aug 11, 2020 at 10:51 PM

Good afternoon-

I have several concerns.

1. This project was NEVER on the agenda or mentioned to the public. Also there was never a vote approving this project!
  2. From the sounds of it, our local DOT was never approached and Lisa Roberts bypassed our County and went straight to Helena to get it approved.
  3. She used her own funds to help with this project, and now wants restitution- which should not be allowed!
- I do believe she's exhausted her position and took on too much authority and should have repercussions. And that should for one cancel out this project.

There's much more involved in this, but here's my thoughts.

\* The layout of our town is already confined and lacking parking. It's on a US HWY, and this was supposed to be a "study/experiment " which doesn't mirror what your main goal is which is parklets!

This will not slow traffic.

I have had friends( local fishing guides, ranchers, and construction workers) say they can't make the corners around town and their trailers are clipping the poles. And many that are pulling the trailers are having to put their vehicle into oncoming traffic to get the swing of the trailer to miss the poles which they're still running over. What happens when our vehicles and trailers are damaged from this? Who's responsible?

We have local ranchers that for over 70yrs+ have had to drive their cattle down Main a few times a year- what happens for example, by Plain Janes, if a cow or several veer to the left and get caught up in the poles and are now running down the sidewalk? Or in your parklets? Some of us can't afford hauling our livestock by semi. These families have been doing this for almost 100 yrs. And it's a huge attraction for our town too. Even our local ReMax has a video of a cattle drive and this family coming down main.

These people like me feed American and need more support than what we get.

These parklets will not work. Our Main Street struggles with parking as it is. We have beautiful spots along the sidewalk to rest and enjoy. The Bank, by the Pharmacy, and our beautiful park. Let's keep our restrooms at the park open year round. That would be huge!

Let's put up a lite crosswalk signs like the one by the schools.

You can't make every little town a mini Bozeman. Our town is unique and that's what attracts our tourists.

These parklets would cater tourism a few months out of the year, and come at a cost to maintain. Especially snow removal.

What about the people that live here year round and have to work and make a living? Our contractors, construction, guides, ranchers? These people deserve a voice!

Someone should of walked to every business on main and asked the question of how they would feel about these and losing their Main Street parking. This should of been communicated to the public(facebook, mail, flyers, whatever) as well. I think you guys should have a Facebook page too. It stinks, but we're all apart of social media these days.

Another thought- maybe reroute the main road and make down town Ennis the "Historic District or Old Town Ennis " then you can put in your cute seating area. Make it parallel parking.

You can't make this about safety and then put seating and greenery and think that solves it. It's the exact opposite.

Please remove them. I think some people need to understand that some towns remain small and that's ok. That's what makes our town special and attractive. We are growing and time is changing, but there's other ways to work with growth. Don't choke out our main road. Ennis is "Small Town USA"

Let's please keep it this way.

Thank you  
Selena Daems  
Daems Ranch  
Sent from my iPhone

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**Re: Study/Experiment & Future Parklets- DAEMS**

1 message

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**Jason Schroeder** <jasons@ennismontana.org>

Wed, Aug 12, 2020 at 1:44 PM

To: Ginger Guinn &lt;gingerg@ennismontana.org&gt;, akgirl02@me.com

Cc: Blake Leavitt &lt;blakel@ennismontana.org&gt;, John Bancroft &lt;johnb@ennismontana.org&gt;, Cory Hardy &lt;coryh@ennismontana.org&gt;, Lisa Roberts &lt;lisar@ennismontana.org&gt;, Kristy Ranson &lt;kristyr@ennismontana.org&gt;

Hi Selena,

Thank you for your input on the temporary study/project downtown. I agree that the look of the reflectors is not the best. I also agree that the lines need to be set back at the corners as I have driven over the reflectors with my trailer five times now. Though there has been no damage to my truck or trailer from the reflectors. This study is to explore a way to make walkability safer and to ease motor traffic congestion. We removed parking spaces to increase the line of sight for motorists entering 287. This was my idea, not Lisa's. We also had to remove parking to comply with the MDT regulation that there be 20 feet either side of a crosswalk, intersection, and driveway. The parklets are not the goal of this project but a way to fill the space.

I'm not sure where you got your information from and I will address some of your concerns.

This issue has been talked about and is in the minutes from the last 5 meetings. Every member of the commission approved the study at the budget meeting on June 24th and every member seemed excited to move forward on fixing these issues.

This is a state highway, not a county or city road. We had to go through the appropriate channels to get the project approved. There were many permits and approvals necessary before we could do anything. Because it is a state highway, we went to the state. You wouldn't turn a passport application into the city for approval, you would send it to the appropriate federal government department. Lisa did nothing alone, she has no power to do anything on her own. The commission votes on what we want to do and at least three votes are needed. We had all five votes on this. Lisa did not fund this project, it was funded by a grant in conjunction with town tax dollars.

I personally walked to and discussed the project with the most affected businesses, Shedhorn, Haden outdoors, Berkshire, and Plain Jains. Willies, Troutstalkers, and Gravel bar were also talked to. Every business supported the project at the time including Haden.

This is a study and will conclude in October when it will come out. The data collected will be used by traffic engineers and they will suggest a permanent solution. We have to use real data and professional advice when doing projects like this so it is done right. If we let the loudest person decide what to do we would end up with problems.

Please review the attached FAQ sheet

Sincerely,

Jason Schroeder

On Wed, Aug 12, 2020 at 8:34 AM Ginger Guinn <gingerg@ennismontana.org> wrote:

----- Forwarded message -----

From: **Selena Daems** <akgirl02@me.com>

Date: Tue, Aug 11, 2020 at 10:51 PM

Subject: Study/Experiment & Future Parklets- DAEMS

To: <gingerg@ennismontana.org>

Good afternoon-

I have several concerns.

1. This project was NEVER on the agenda or mentioned to the public. Also there was never a vote approving this project!

2. From the sounds of it, our local DOT was never approached and Lisa Roberts bypassed our County and went straight to Helena to get it approved.

3. She used her own funds to help with this project, and now wants restitution- which should not be allowed! I do believe she's exhausted her position and took on too much authority and should have repercussions. And that should for one cancel out this project.

There's much more involved in this, but here's my thoughts.

\* The layout of our town is already confined and lacking parking. It's on a US HWY, and this was supposed to be a "study/experiment " which doesn't mirror what your main goal is which is parklets!

This will not slow traffic.

I have had friends( local fishing guides, ranchers, and construction workers) say they can't make the corners around town and their trailers are clipping the poles. And many that are pulling the trailers are having to put their vehicle into oncoming traffic to get the swing of the trailer to miss the poles which their still running over. What happens when our vehicles and trailers are damaged from this? Who's responsible?

We have local ranchers that for over 70yrs+ have had to drive their cattle down Main a few times a year- what happens for example, by Plain Janes, if a cow or several veer the to the left and get caught up in the poles and are now running down the sidewalk? Or in your parklets? Some of us can't afford hauling our livestock by semi. These families have been doing this for almost 100 yrs. And it's a huge attraction for our town too. Even our local ReMax has a video of a cattle drive and this family coming down main.

These people like me feed American and need more support than what we get.

These parklets will not work. Our Main Street struggles with parking as it is. We have beautiful spots along the sidewalk to rest and enjoy. The Bank, by the Pharamcy, and our beautiful park. Let's keep our restrooms at the park open year round. That would be huge!

Let's put up a lite crosswalk signs like the one by the schools.

You can't make every little town a mini Bozeman. Our town is unique and that's what attracts our tourists.

These parklets would cater tourism a few months out of the year, and come at a cost to maintain. Especially snow removal.

What about the people that live here year round and have to work and make a living? Our contractors, construction, guides, ranchers? These people deserve a voice!

Someone should of walked to every business on main and asked the question of how they would feel about these and losing their Main Street parking. This should of been communicated to the public(facebook, mail, flyers, whatever) as well.

I think you guys should have a Facebook page too. It stinks, but we're all apart of social media these days.

Another thought- maybe reroute the main road and make down town Ennis the "Historic District or Old Town Ennis " then you can put in your cute seating area. Make it parallel parking.

You can't make this about safety and then put seating and greenery and think that solves it. It's the exact opposite.

Please remove them. I think some people need to understand that some towns remain small and that's ok. That's what makes our town special and attractive. We are growing and time is changing, but there's other ways to work with growth. Don't choke out our main road. Ennis is "Small Town USA"

Let's please keep it this way.

Thank you  
Selena Daems  
Daems Ranch  
Sent from my iPhone

--  
Ginger Guinn  
Clerk/Treasurer, Town of Ennis  
328 W. Main Street  
Ennis, MT. 59729  
Ph: 406 682-4287  
Fax: 406 682-5011

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**Re: Study/Experiment & Future Parklets- DAEMS**

1 message

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**Lisa Roberts** <lisar@ennismontana.org>

Wed, Aug 12, 2020 at 3:47 PM

To: Jason Schroeder &lt;jasons@ennismontana.org&gt;

Cc: Ginger Guinn &lt;gingerg@ennismontana.org&gt;, akgirl02@me.com, Blake Leavitt &lt;blakel@ennismontana.org&gt;, John Bancroft &lt;johnb@ennismontana.org&gt;, Cory Hardy &lt;coryh@ennismontana.org&gt;, Kristy Ranson &lt;kristyr@ennismontana.org&gt;

Hi Selena,

Thanks for reaching out us to with your concerns. If I may. I would like to address the inaccuracies of the some information you presented.

1. This project was on the agenda for July 9th, 2020, it did not require a vote because the mayor has the authority to request an encroachment permit from MDT. And if you look through the minutes of the regular meeting you will see that this project was mentioned almost every month from August 2019 and it was in response to several public and resident comments asking the Town to address safety concerns on Main St in June and July of 2019. In preparing our preliminary budget, the town commissioners came to a consensus to contribute \$7,000 of Funds to the project. MSU-Western Transportation matches every dollar the put in with \$2. So no matter what the town would only contribute 30% of the cost of the project. We have not utilized the full \$7,000 to date.

2. MDT is a large organization with many different departments. And it can get a bit confusing. Let me try and explain. The Town of Ennis is a part of the MDT Butte District. The Butte pre-construction engineer and Butte traffic and safety engineer were aware of the project and reviewed the plan before the encroachment permit was issued by Bozeman Field Office. The local MDT is part of the Maintenance department and does not review plans.

3. In regards to using my own funds this not accurate. The Town of Ennis had to wait until the encroachment permit was issued before ordering materials. Some materials had to be ordered online because there isn't a local manufacturer/supplier. The day we needed order supplies to make sure they got here on time for installation Kelly Elser, public works director, was out of the office, the delineator order was very specific specifications and since I had that information and I do not have a Town of Ennis credit card, I purchased the materials on my credit card knowing that I would submit for reimbursement. Like all employees and commissioners have in the past for other materials or travel. This was not a donation or use of my own funds. Materials available locally were directly billed/invoiced to the Town of Ennis. I hope that brings some clarity to the situation.

At the June, July, and August 2019 meetings, the public demanded that the town do something to address the safety concerns on Main St. That is when I did two things. Went to the Co. Commissioners asking for their help. They graciously obliged and provided the funds for the speed radar sign you see today at the southeast end of town. Secondly, I reached out to rural transportation researchers at MSU-Western Transportation Institute for technical assistance in designing traffic calming measures for Main St. that were recommended by a community walkability workshop held in Ennis in May 2018 (open to the public).

This is temporary demonstration project of traffic calming measures to address safety concerns brought to Town Commission by business owners and residents. Economic development professionals at MT Dept of Commerce, MT Main St, Headwaters RC & D, and national organizations like AARP, support these types of projects to make downtowns not only safer but more economically sustainable. When people feel safe and comfortable they hang out and spend more money.

The best part of this project is that is it temporary and we can learn from the data gathered. And adjust some things as we go. Crosswalks require that they be 20 ft from parking. The temporary curb extensions cover this area. Some are larger for visibility. And the thought behind the parklets is that if businesses could utilize the space if they wanted to. Many restaurants are limited to seating and this helps them serve more customers. The Pic a nic basket is a good example of this. It was their idea to put out seating in the parking area next to the street. Being on the highway, of course, there would need to be additional barriers and clear zones adhered to. Keeping Ennis a small and charming town is the goal, MDT allowing Ennis to manage these types of projects is a big step in the right direction. I agree the temporary white delineators are not attractive, but what if the permanent design replicated other great cowboy towns like Cody, WY. Pictured below. There are lots of possibilities. Ennis will be going through a Master planning process this fall. There will be lots of community meetings facilitated by professionals to help guide us through these growing pains.

On a personal note, I love the cattle drives and see no reason why they couldn't continue while we work toward and after a longterm solution is put in place. The cowboys and cowgirls do a great job maneuvering through parked cars and people watching. Do you have a date to move your cattle drive?

Be well,  
Lisa Roberts



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## Main Street Concerns

1 message

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**Rob Gallentine** <rob@shedhorn.com>  
To: [gingerg@ennismontana.org](mailto:gingerg@ennismontana.org)

Tue, Aug 11, 2020 at 5:14 PM

Ginger:

August 11, 2020

Dear Ennis City Council members,

I am writing to you as an Ennis home owner and a Main Street business owner. I have some suggestions and some concerns regarding the recent traffic study and placement of traffic poles. I think some changes could be made that would increase the safety of the downtown without compromising our lively tourist-driven economy.

First, as far as studying traffic patterns, this is not a typical tourism year. With the current Covid-19 related situation, tourism is lighter than typical years. As an example, parking spaces as well as restaurant tables are available mid-day, which is definitely not the norm for August in Ennis.

Main street in Ennis is a bottle neck that brings together locals, tourists, and highway traffic in one little town. Vehicles large and small regularly travel Main Street at speeds in excess of 30 mph. Lowering this stretch to 20mph would increase safety to those driving, walking, and biking in our downtown.

Ennis is attractive to tourists because of its walkability. People are able to find food, drinks, gifts, sporting goods, and more without having to get in and out of a vehicle. The businesses work hard to provide welcoming sidewalks, awnings and window displays to entice tourists to stop. Every parking space within walking distance and directly on Main Street have potential to bring tourism dollars to our town. Limiting spaces with traffic poles and extra wide crosswalks puts extra strain on businesses already struggling to remain open and turn a profit in this unprecedented economic situation. If a family is passing through from the park, Virginia City, or Bozeman and there aren't spots, they won't stop and they won't spend much needed dollars.

Another possible solution is to add parking spaces in front of the businesses where driveways are accessible from off-Main Street (Hayden Outdoors and Chamber of Commerce). Valuable parking spaces could be added in these locations without compromising safety or traffic flow.

Lastly, I would implore you to remove the traffic obstructions immediately and allow for the previous parking spaces to be used during these last few weeks of higher traffic for 2020. Please allow the downtown businesses to try and salvage their busy season before the snow flies.

Thank you for your time,

Rob Gallentine

Shedhorn Sports

Ennis, MT 59729

(406) 682-4210

[www.shedhorn.com](http://www.shedhorn.com)

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**Fwd: Main Street Concerns**

1 message

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**Jason Schroeder** <jasons@ennismontana.org>

Wed, Aug 12, 2020 at 12:31 PM

To: Blake Leavitt <blakel@ennismontana.org>, Ginger Guinn <gingerg@ennismontana.org>, Cory Hardy <coryh@ennismontana.org>, Lisa Roberts <lisar@ennismontana.org>, John Bancroft <johnb@ennismontana.org>, Kristy Ranson <kristyr@ennismontana.org>, Kelly Elser <kelly@ennismontana.org>

----- Forwarded message -----

From: **Jason Schroeder** <jasons@ennismontana.org>

Date: Wed, Aug 12, 2020 at 12:28 PM

Subject: Re: Main Street Concerns

To: Rob Gallentine &lt;rob@shedhorn.com&gt;

Rob,

Thank you for your input on the pop-up project. I represent the people of Ennis and that includes business owners like you. I will use your input to make my decisions on this matter and other issues going forward. Please continue to engage with me in the future so we can make sure Ennis stays the home we want it to be. As a commissioner, I am tasked with making educated decisions on issues. These decisions need to be based on real data collected by professionals in the industry. These decisions have to be what is right for everyone, not just a few strong voices that are for or against a particular issue. As a prominent business owner in town, I respect your opinion and will not overlook your wisdom. However, I have to consider your opinion and desires equal to other residents of Ennis.

There is no doubt this year is not normal compared to previous years. I don't expect things to go back to the way they were anytime soon. With the recent decrease in traffic and tourism, we have been presented with the perfect opportunity to try out possible solutions and collect data. There have been multiple empty parking spots on Main street every day at midday and evening since we put up the project. This is helping to alleviate the impact of decreased parking due to the study/project. The data we collect from the study will prove to be useful regardless of the decrease in traffic. We are doing before and after comparisons of traffic. Because the data for before and after was and will be collected within a couple of months, all during this slow year, the comparisons will be valid.

I am absolutely on board with lowering the speed limit to 20MPH. I will do my best to get this changed. I will check with MDT to see if it is possible.

I can tell you that I am not in love with the look of the reflectors. and the lines do need to be set back. I have run over these reflectors five times now pulling my trailer. I can ensure you that this is not what it will look like permanently. I want downtown to look good. I want more walkability and I absolutely intend to make downtown Ennis even more walkable.

Parking is definitely a touchy issue. I absolutely love your idea of putting parking spots at the two driveways with other access points. This is an idea that I will explore further. Before we decided to do this project, I was pushing the council to consider the issue of parking in the main street district. I believe the issue is not that we don't have parking but that we are not making it clear where the available parking is. The extra parking is located on our side streets that are less than a block from Main. these include Chowning, First, Second, Third, Steffens, and Williams. We have public parking lots at the library, school, First and main, Chowning and Main and lions park. We have private parking lots that the public can use behind the lone elk mall, across from the Gravel bar, at and behind Trout Stalkers, at Madison bank, at Double M, and at Buckboard Mercantile. I think the parking issue is something we should endeavor to fix. Unfortunately, some of the parking spots that were removed for the study were removed for multiple reasons and will most likely be lost regardless of this project. The line of sight, for drivers entering 287 from first and third, is blocked by vehicles parked on the corner. These parked cars that block the line of sight will need to be removed permanently. The idea that less parking directly in front of business equates to a loss of revenue is a myth. Nearly every larger downtown in Montana has less parking per block than we do here in Ennis. These larger cities have more people and more businesses than us yet people find a place to park and walk to the stores they want to visit. There are even some businesses that block off their storefront parking to have a tent sale that draws in even more people than normal. When this happens, the business is serving more people with less or no parking at their storefront all while enjoying an increase in revenue.

The line of sight issue at West Main, First and 287 is my main concern and something we need to address. If drivers can not see oncoming traffic from the stop sign, they will pull forward to increase their field of view, blocking the crosswalk over First Street and blocking the line of sight between motorists and pedestrians attempting to cross 287. Motorists attempting to enter the intersection from West Main can angle in and add even more chaos to the line of sight issue. There is no question this issue exists, there is no question that it is dangerous, there is no question that it causes traffic congestion, and we will fix it. These issues are what drove me, not Lisa, to call for an expansion to the study. The expansion added the area in front of Shedhorn, the area in front of Haden, and the area in front of Troutstalkers.

I will not support ending the project before we gather the data we need. However, I will support modifying what we have in place. We need to move back some lines for an increased turning radius. The study will end in October and be removed. We will let the Western Traffic Institute study the data and move forward based on their professional advice as well as input from the community.

Let's work on this together and find a solution that we can all agree on.

Please review the FAQ sheet attached and feel free to pass it along.

Sincerely,

Jason Schroeder

On Tue, Aug 11, 2020 at 5:11 PM Rob Gallentine <rob@shedhorn.com> wrote:

Jason:

August 11, 2020

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Ginger Guinn <gingerg@ennismontana.org>

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## interesting

1 message

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**Rob Gallentine** <rob@shedhorn.com>

Wed, Aug 12, 2020 at 12:10 PM

To: Lisar@ennismontana.org, Jasons@ennismontana.org, coryh@ennismontana.org, johnb@ennismontana.org, blakel@ennismontana.org, kristyr@ennismontana.org, gingerg@ennismontana.org

To all: I find it both interesting and Disturbing that our Main street Businesses lost parking spaces, with some losing all. YET when you pull up to the second street stop sign, the visibility down main street is Zero to the right. It's interesting to note that Re-max lost no parking but two of their competitors lost ALL. It's disturbing to know that Lisa Roberts and her husband are employed by Re-Max. And it's even more disturbing to realize that Lisa funded the start of this debacle using \$7,000.00 of her personal money and has not been reimbursed yet... This is nothing less than a huge conflict of interest. I implore you to abandon this project until a time when it can be carried out FAIRLY.

Sincerely,

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**Re: interesting**

1 message

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**Jason Schroeder** <jasons@ennismontana.org>

Wed, Aug 12, 2020 at 2:08 PM

To: Rob Gallentine &lt;rob@shedhorn.com&gt;

Cc: Lisa Roberts &lt;Lisar@ennismontana.org&gt;, Cory Hardy &lt;coryh@ennismontana.org&gt;, John Bancroft &lt;johnb@ennismontana.org&gt;, Blake Leavitt &lt;blakel@ennismontana.org&gt;, Kristy Ranson &lt;kristyr@ennismontana.org&gt;, Ginger Guinn &lt;gingerg@ennismontana.org&gt;

Rob,

Businesses that lost all parking directly in front of their storefronts also have their own parking lots. It is my opinion that they will get by with these lots until the study/project is complete. You are correct that there is no visibility pulling onto 287 from 2nd street but there is minimal traffic compared to First and Third. There is a different solution I am exploring for 2nd street that does not require a curb extension and that is why I did not ask to expand the project to include this area. The fact that Remax is there and Lisa is an agent is purely coincidental. I am not aware of Lisa funding the project. From what I know, the project is being funded by a grant that requires a fractional contribution from the city. This contribution came from tax dollars as far as I know.

Best,

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Thu, Aug 13, 2020 at 1:28 PM

To: Jason Schroeder &lt;jasons@ennismontana.org&gt;

Cc: Rob Gallentine &lt;rob@shedhorn.com&gt;, Cory Hardy &lt;coryh@ennismontana.org&gt;, John Bancroft &lt;johnb@ennismontana.org&gt;, Blake Leavitt &lt;blakel@ennismontana.org&gt;, Kristy Ranson &lt;kristyr@ennismontana.org&gt;, Ginger Guinn &lt;gingerg@ennismontana.org&gt;

Rob,  
Thank you for reaching out and for your time when we spoke yesterday. When reading your first email I can't but acknowledge that we agree on a few major items: walkability and reduced speeds on Main Street are key components to consumers wanting to spend time and money downtown. We all want success for the wonderful businesses that make downtown charming and a place people want to stop, eat, drink, and shop. It is my hope that through the data collected we can come together as a community and find a solution that addresses the challenges and that we can all live with. The Ennis Master Planning process will begin this fall and be facilitated by professionals in the fields of land-use planning and economic development and encourage you and all business owners to participate.

In regards to me personally donating \$7000 to start this project, this is simply not true. This project was mentioned in almost every regular meeting from Aug 2019- July 2020, the town did not have a reviewed design until July 2020. In the budget meeting held on June 25th, the town council came to a consensus to allocate \$7,000 to the project. At this point, the permit was still under review by MDT. It was necessary to wait until the permit was approved before ordering supplies and this was a very short timeline to work with. Not to mention the constraints imposed by Covid-19. Kelly was in the field on July day the deadline came to order. Because I do not have a Town credit card, I provided mine with the full intention for reimbursement at a later date. When supplies could be purchased locally the town was directly invoiced.

I absolutely agree with you that Second Street visibility needs to be addressed, especially with the new building and apartments there. The project had to have a main focus and safety at the 1st crosswalk has been a longtime concern that is well documented. Jack Beals has been to meetings several times specifically for this issue. That is why that intersection and the crosswalk that cross Main St were the main focus. This has nothing to do with being associated with another real estate office in town and it saddens me to think an ulterior motive conspiracy theory is being propagated around.

A lower speed limit would also be a great solution. We are working with WTI on how we can use the state statute of the school and park proximity to the Hwy to be able to drop the limit to 15 mph. The traffic counts and speed data WTI is collecting will help this effort. Independently, Greg Winden "Whooter" has been in contact with MDT Commissioner Mike Hope, Rep Shaw, and St Sen Welbourn to get their assistance. Also, we need to look into how approaches are approved with MDT, if they issue permits, or are they easements that run with the land? We also need to assess if/how we can implement your suggestion of using the driveway at approaches as parking spaces.

Again, thank you for your feedback and suggestions.

Warm Regards,  
Lisa Roberts

On Wed, Aug 12, 2020 at 2:08 PM Jason Schroeder <jasons@ennismontana.org> wrote:  
Rob,

Businesses that lost all parking directly in front of their storefronts also have their own parking lots. It is my opinion that they will get by with these lots until the study/project is complete. You are correct that there is no visibility pulling onto 287 from 2nd street but there is minimal traffic compared to First and Third. There is a different solution I am exploring for 2nd street that does not require a curb extension and that is why I did not ask to expand the project to include this area. The fact that Remax is there and Lisa is an agent is purely coincidental. I am not aware of Lisa funding the project. From what I know, the project is being funded by a grant that requires a fractional contribution from the city. This contribution came from tax dollars as far as I know.

Best,

Jason Schroeder

On Wed, Aug 12, 2020 at 12:11 PM Rob Gallentine <rob@shedhorn.com> wrote:

To all: I find it both interesting and Disturbing that our Main street Businesses lost parking spaces, with some losing all. YET when you pull up to the second street stop sign, the visibility down main street is Zero to the right. It's interesting to note that Re-max lost no parking but two of their competitors lost ALL. It's disturbing to know that Lisa Roberts and her husband are employed by Re-Max. And it's even more disturbing to realize that Lisa funded the start of this debacle using \$7,000.00 of her personal money and has not been reimbursed yet... This is nothing less than a huge conflict of interest. I implore you to abandon this project until a time when it can be carried out FAIRLY.

Sincerely,

Rob Gallentine

Shedhorn Sports

Ennis, MT 59729

(406) 682-4210

[www.shedhorn.com](http://www.shedhorn.com)



Ginger Guinn <gingerg@ennismontana.org>

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## Traffic Calming Project

1 message

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**lwleonard7@aol.com** <lwleonard7@aol.com>

Wed, Aug 12, 2020 at 9:45 AM

Reply-To: lwleonard7@aol.com

To: "gingerg@ennismontana.org" <gingerg@ennismontana.org>

To Ennis Town Council

From: Larry and Ann Leonard - 64 Gravelly Range Road, Ennis

Subject: Traffic Calming Project

In the United States today, many small towns have failed or are failing because they lack adequate parking. Is it in the best interest of Ennis businesses to eliminate parking spaces for downtown shoppers? We think not.

Thank you for consideration of our comment.

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**Fwd: crosswalks**

1 message

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**Jason Schroeder** <jasons@ennismontana.org>

Wed, Aug 12, 2020 at 12:57 PM

To: Blake Leavitt <blakel@ennismontana.org>, John Bancroft <johnb@ennismontana.org>, Cory Hardy <coryh@ennismontana.org>, Ginger Guinn <gingerg@ennismontana.org>, Kelly Elser <kelly@ennismontana.org>, Kristy Ranson <kristyr@ennismontana.org>, Lisa Roberts <lisar@ennismontana.org>

----- Forwarded message -----

From: **Jason Schroeder** <jasons@ennismontana.org>

Date: Wed, Aug 12, 2020 at 12:54 PM

Subject: Re: crosswalks

To: Scott Kelley &lt;scottfordkelley@icloud.com&gt;

Scott,

Thank you for your input on the study/project. I absolutely agree that safety has improved. The parking was removed because of the MDT regulations on the "line of sight" at crosswalks, intersections, and driveways. The regulation is that there needs to be 20 feet either side of a crosswalk and either side of an intersection or driveway. The parklets are just a way to fill that empty space not the reason for the space. I do agree that we need to make it easier for people to find the available parking spaces that are on side streets and parking lots adjacent to Main Street. I have urged the commission to explore ways to do so. We need to make it obvious where the parking is and provide access to the parking. I look forward to working with you on this and other issues in the future. Thank You.

Please review the attached FAQ sheet and feel free to distribute it to anyone who has questions.

Sincerely,

Jason Schroeder

On Tue, Aug 11, 2020 at 5:10 PM Scott Kelley <scottfordkelley@icloud.com> wrote:

Hey Jason-

I support the new crosswalks with some caveats . . . First off, I believe that the safety of our pedestrians has greatly increased since the new crosswalks have been implemented. This is a good thing. It was dangerous before.

I think the sizes of the "parklets" needs to be revisited. Some of the areas seem too big. I feel for the businesses that lost all of the parking in front of their locations. Also, I think it would be wise for the city to explore alternate parking options as they work to make downtown safe for pedestrians. I think this would help alleviate a lot of the opposition to the new crosswalks.

All in all the crosswalks are a big step forward in addressing pedestrian safety in Ennis. I applaud the city for moving forward and am hopeful that with a few tweaks the crosswalks will become a permanent fixture in Ennis

Thanks  
Scott Kelley

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 **popupFAQ.pdf**  
7393K

To whom it may concern,

I am writing to express my support of the proposed changes and modifications regarding the crosswalks on main street. Having lived in lower Ennis most of my life and witnessed the growth of our town and the increase in summer time traffic through it I personally feel that this is a step in the right direction towards making the downtown area safer not only for pedestrians but for vehicle traffic as well. The increased visibility at intersections will undoubtedly help prevent accidents and close calls when trying to enter traffic on main street from First and Third Streets.

Granted this is just one person's opinion but I think you are at a minimum moving in the right direction.

Respectfully,

Jeff Barnes

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**Fwd: Letter of Support**

1 message

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**Jason Schroeder** <jasons@ennismontana.org>

Wed, Aug 12, 2020 at 2:14 PM

To: Blake Leavitt <blakel@ennismontana.org>, Cory Hardy <coryh@ennismontana.org>, John Bancroft <johnb@ennismontana.org>, Kristy Ranson <kristyr@ennismontana.org>, Lisa Roberts <lisar@ennismontana.org>, Ginger Guinn <gingerg@ennismontana.org>

----- Forwarded message -----

From: **Jeff** <jkb\_80@hotmail.com>

Date: Wed, Aug 12, 2020 at 6:56 AM

Subject: Letter of Support

To: jasons@ennismontana.org &lt;jasons@ennismontana.org&gt;

Jason,

I hope this letter helps, I feel that the town council is definitely moving in the right direction with the proposed changes.

Jeff Barnes

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**2 attachments** **ATT00001.htm**  
1K **Downtown Project.docx**  
13K

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**Re: Letter of Support**

1 message

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**Jason Schroeder** <jasons@ennismontana.org>

Wed, Aug 12, 2020 at 2:13 PM

To: Jeff <jkb\_80@hotmail.com>, Blake Leavitt <blakel@ennismontana.org>, John Bancroft <johnb@ennismontana.org>, Cory Hardy <coryh@ennismontana.org>, Kristy Ranson <kristyr@ennismontana.org>, Lisa Roberts <lisar@ennismontana.org>, Ginger Guinn <gingerg@ennismontana.org>

Jeff,

Thank you for you input on the project.

Please review the attached FAQ sheet and pass it along to anyone who has questions.

Best,

Jason Schroeder

On Wed, Aug 12, 2020 at 6:56 AM Jeff <jkb\_80@hotmail.com> wrote:

Jason,

I hope this letter helps, I feel that the town council is definitely moving in the right direction with the proposed changes.

Jeff Barnes

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 **popupFAQ.pdf**  
7393K

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## Curb Extensions

1 message

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**Julie Eaton** <mttrfshr@gmail.com>

Wed, Aug 12, 2020 at 3:01 PM

To: Blakel@ennismontana.org, Gingerg@ennismontana.org

Hello,

My family lived in Ennis for 7 plus years but for the last 14 are primarily three season residents. The four of us are all in favor of the curb extensions for visibility. Our current house is on Ennis Street so we most often find ourselves using the intersections at Shedhorn/1st St and 3rd St. Even in our truck and large suv we still have to creep out onto Main St to look for oncoming traffic. It's also an issue when coming back into town, especially from the east, to turn left onto 1st st or 3rd st when a vehicle is out so far into Main St due to poor visibility of oncoming traffic. In addition to improved visibility when driving it also improves a drivers visibility of pedestrians and the increased visibility of shops is a plus as well. The visibility issue is a problem year round and not just a summer issue.

Thank You for looking at this creative solution for Main St in Ennis,  
Julie Eaton  
406-581-2834



Ginger Guinn <gingerg@ennismontana.org>

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## Pop-up Study Concerns

1 message

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Marnie Smith <marnsaz@hotmail.com>

Wed, Aug 12, 2020 at 3:12 PM

To: "gingerg@ennismontana.org" <gingerg@ennismontana.org>

Please note, we **do not** agree with the current pop-up study being conducted in the town of Ennis and would not support the installation of curb extensions on Main Street. If pedestrian safety is a concern we suggest the installation of flashing light signals at the current cross walks to help alert drivers to pedestrian traffic.

Thank you.

Kirk and Marnie Smith

288 Axolotl Lakes Road

Ennis, MT 59729

Sent from Mail for Windows 10

8/12/2020 (7)

Dear Sirs

I HAVE HEARD AND DONE SOME RESEARCH  
ON THE BLOCKING OFF OF EVENTS PARKING AREAS  
IN FRONT OF BUSINESS BUILDINGS AND OTHER LOCALS  
THERE WAS NO NOTING OF EVER NOTICE OF THIS  
HAPPENING. I AM AGAINST THIS HAPPENING BY  
THOSE WHO DON'T HAVE AUTHORITY. I BELIEVE  
THEY SHOULD BE FIRED BECAUSE OF  
ILLEGAL DISTRIBUTION OF FUNDS AND  
MISREPRESENTATION OF THE PEOPLE. THEIR  
CONDUCT WAS NOT ~~THE~~ UNDER THE LAW.  
I WISH TO BE PART OF THE TOWN HALL  
MEETINGS ON THESE HAPPENINGS

Sincerely

RONALD G. GIBBS





Ginger Guinn <gingerg@ennismontana.org>

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## Main street parking study

1 message

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**Meg Sammons** <meg@doublem.biz>

Wed, Aug 12, 2020 at 2:18 PM

Reply-To: meg@doublem.biz

To: gingerg@ennismontana.org

Instead of taking away so many parking spaces why can't the state put the blinking lights similar to on Hwy 287 by the Medical Center so alert drivers that people are in the existing cross walks?

Thank you!

Meg Sammons

--

**Double M Business Services Inc.**  
**Office Hrs Mon-Fri 9am - 2pm**

**406 682-7092**

**Fax 682-5669**

**Mailing: PO Box 1681 Ennis, MT 59729**

**Physical: 219 E Main Ennis, MT 59729**

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**Re: Main street parking study**

1 message

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**schrodz** <schrodz22@gmail.com>

Wed, Aug 12, 2020 at 7:03 PM

To: Ginger Guinn &lt;gingerg@ennismontana.org&gt;

Cc: Blake Leavitt &lt;blakel@ennismontana.org&gt;, John Bancroft &lt;johnb@ennismontana.org&gt;, Cory Hardy &lt;coryh@ennismontana.org&gt;, Lisa Roberts &lt;lisar@ennismontana.org&gt;, Kristy Ranson &lt;kristyr@ennismontana.org&gt;, Jason Schroeder &lt;jasons@ennismontana.org&gt;, meg@doublem.biz

Meg,

Thank you for the input on the study/project. Flashing lights at each crosswalk is an option and something that I considered. We could have buttons that pedestrians can push to turn on flashing lights alerting motorists of them. The lights can be on bright yellow reflective signs that indicate there is a crosswalk ahead. These can be at every crosswalk. This would solve the pedestrian safety issue. We would also need a traffic signal at first and west main. This would solve the problem with the motorist traffic safety. This solution is far more invasive than curb extensions though. Flashing lights and signals are something I would like to avoid in the core area. If finished and properly sized, the curb extensions will provide a much better feel than flashing lights and bright reflective signs. The extensions are proven to increase safety for pedestrians.

Thank you,

Jason Schroeder

On Wed, Aug 12, 2020, 4:12 PM Ginger Guinn &lt;gingerg@ennismontana.org&gt; wrote:

----- Forwarded message -----

From: **Meg Sammons** <meg@doublem.biz>

Date: Wed, Aug 12, 2020 at 2:18 PM

Subject: Main street parking study

To: &lt;gingerg@ennismontana.org&gt;

Instead of taking away so many parking spaces why can't the state put the blinking lights similar to on Hwy 287 by the Medical Center so alert drivers that people are in the existing cross walks?

Thank you!

Meg Sammons

--

**Double M Business Services Inc.**  
Office Hrs Mon-Fri 9am - 2pm

406 682-7092

Fax 682-5669

Mailing: PO Box 1681 Ennis, MT 59729

Physical: 219 E Main Ennis, MT 59729

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Ginger Guinn  
Clerk/Treasurer, Town of Ennis  
328 W. Main Street

Ennis, MT. 59729  
Ph: 406 682-4287  
Fax: 406 682-5011

## ENNIS POP-UP DEMONSTRATION PROJECT

# FREQUENTLY ASKED QUESTIONS

### What is this?

This is a traffic calming/curb extension pop-up demonstration project. These temporary curb extensions are meant to improve safety and visibility of pedestrians and slow traffic speeds along Main St. This temporary project allows designs to be tested and studied before investing in long-term solutions. The white "cones" are only to show what is possible and are NOT the final design.

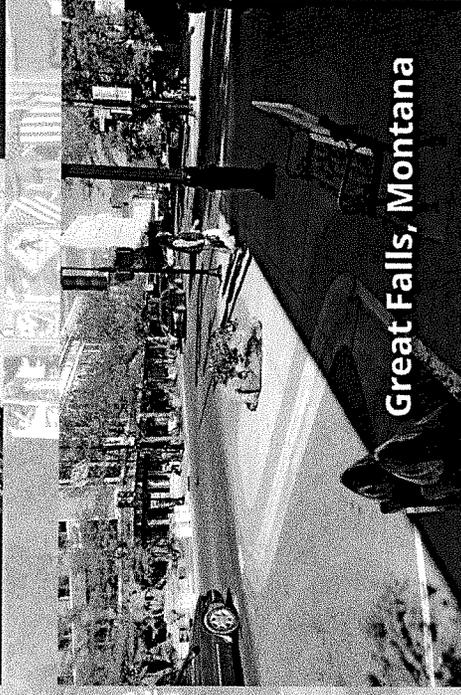
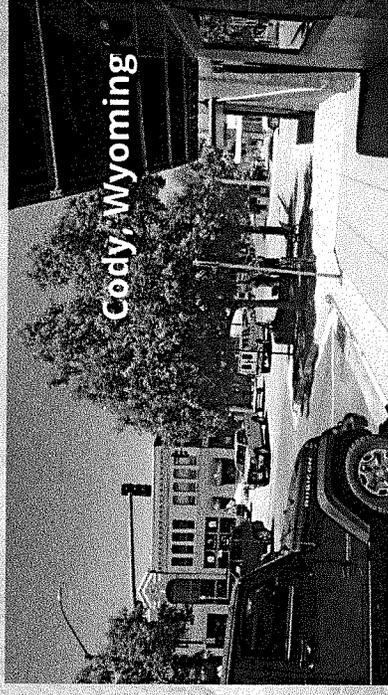
### Who is doing this?

The Town of Ennis partnered with MDT and Montana State University Department-Western Transportation Institute. WTI is the largest university network of engineers that studies Rural Transportation issues.

### Why is the Town doing this?

Safety. In recent years traffic volume has increased on Hwy 287 (Main St). This leads to more motorist/pedestrian interactions. Several residents and business owners have expressed concerns over traffic speed, visibility, and safety of crosswalks on Main St. continued

### Examples of Permanent Curb Extensions



By reducing vehicle speed and increasing pedestrian/bicycle visibility, we hope to increase user awareness for a safe and active downtown Ennis. Research shows that there are numerous safety, economic, health and social benefits to communities with safe and comfortable built environments in their downtown corridors. By conducting a study we can essentially 'try' it on, use the data and input collected, and work toward a more permanent solution that is tailored to our small town.

## Who is paying for this?

MSU-Western Transportation Institute is a 1:2 funds matching program for every dollar the Town of Ennis pays towards the project WTI contributes \$2. That means the Town of Ennis is only paying 30% of the cost.

## What's next?

Once the project is complete (October 19th weather depending). A final report with data collected (traffic volume, traffic speed, yield rates, etc) will be released. The Town of Ennis will then use that data for planning purposes. Specifically, for the Ennis Master Plan process that will begin this fall.

## How do I provide feedback?

All user (Motorist, pedestrian, and cyclist) feedback is a big component to a successful study and will be used for designing a long term solution. You can make comments and take the survey designed by MSU-WTI at the link: [surveymonkey.com/r/TownOfEnnis](https://surveymonkey.com/r/TownOfEnnis)



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**Public comment**

1 message

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**Lindsay DeGroot** <ldegrootcounseling@gmail.com>  
To: [gingerg@ennismontana.org](mailto:gingerg@ennismontana.org)

Thu, Aug 13, 2020 at 9:08 AM

Hi Ginger,  
I'm happy to read this comment in tonight's meeting.  
Thank you,  
Lindsay

8/13/2020

My name is Lindsay DeGroot and I would like to voice my support for the Walkability Demonstration Project in Ennis. As a property owner one block from Main Street, a 4th generation Madison Valley resident, and as a mother of two young children who utilize these crosswalks on a daily basis, I fully support this walkability project and the enhancement of our crosswalks. In Ennis, added walkability in the form of enhanced crosswalks will increase traffic safety, improve the physical health of our residents, increase revenue for downtown businesses, and increase our community sustainability.

*Economic benefits-*

Walkability and people-oriented streets encourage business activity and boosts economies in both rural and urban communities. A growing body of research shows that walkable neighborhoods have intrinsic economic value by encouraging economic transactions and social exchanges and by bolstering real estate property values. Each incremental increase in walkability, using Walkscore as a metric, can be associated with an increase in property values of up to 9 % (Pivo & Fisher, 2011). In 2009, Joe Cortright conducted a study that revealed: "In the typical market, an additional one point increase in Walk Score was associated with between a \$500 and \$3,000 increase in home values." Ennis' current Walkscore is 48 out of 100, we have plenty of room for improvement. Recent studies have also associated a reduced foreclosure probability with higher walkability (Rauterkus, Thrall, & Hangen, 2010). Not only does walkability bolster property values and decrease foreclosure rates, but it will increase the time people spend on Main Street which increases the time (and money) spent in local businesses. A walkable street ensures that people can safely cross from a business on the North side of Main Street to a business on the South side and spend money at both. According to the Strong Towns Project, "a walkable street is one in which many businesses occupy the bulk of the land, meaning that dozens of destinations can be accessed in a matter of minutes on foot, and that every inch of land is put to economically productive use — not squandered in empty parking lots."

The data unequivocally shows that people-oriented streets are more economically productive than auto-oriented streets in both cities and in rural small towns like Ennis. People will not simply drive to the next town if they can't find a parking spot directly in front of the business they intend to visit. Tourists visit Ennis to recreate/fish and will stay to patronize businesses in the town because they are already IN Ennis. We do not have a lack of parking, we simply need to manage the parking that we do have in a more efficient manner. Last Saturday afternoon I counted 45 open parking spots between First and Third streets. If businesses encouraged their employees to park off Main and walk to work there would be even more available parking for downtown business patrons. While we do not have a parking inventory problem, we do need proper signage to direct people to designated parking areas where they can park and meander through town,

patronizing businesses that they may not have otherwise visited if they had parked directly in front of their original destination. Thriving commercial districts prioritize walking. We, in Ennis, need to prioritize pedestrians and not vehicles. ***Vehicles don't spend money, people spend money.***

#### *Community sustainability-*

According to research, walkable communities have increased resilience from foreclosures, the decline in housing prices, and crime, making them more sustainable and better immune to economic recessions. Walkable neighborhoods also translate into more “eyes on the street,” which leads to less crime. Physically enticing and attractive walkable environments are proven to increase social capital in the region which leads to increased tourism and revenue for local businesses (Gilderbloom, Riggs, & Meares, 2015). Ennis can absolutely benefit from the increased economic sustainability and increased revenue that will occur as a result of this walkability project.

#### *Traffic safety-*

Traffic calming strategies such as the plan for improved highly visible crosswalks will increase traffic safety by making pedestrians more visible and naturally lower traffic speeds. We have had two pedestrians hit by vehicles in the intersection of 1st and Main in the last few years with more than a few close calls between pedestrians and vehicles, and a semi-crash to boot. According to the 2011 Madison County Health Needs Assessment the rate of excessive and binge drinking in Madison County is higher than the State rate AND the rate of death associated with motor vehicle accidents is significantly higher than the State and National benchmark. By enhancing our crosswalks so that pedestrians are more visible we will decrease the risk of traffic accidents and increase traffic safety in our town. We absolutely do not need to wait for more injuries or accidents to justify implementing enhanced traffic safety measures.

#### *Physical health benefits-*

A dependence on automobiles, and parking in close proximity to your destination, has been correlated with reduced physical activity and an increased likelihood of obesity (Frank, Kerr, Chapman, & Sallis, 2007). According to the 2011 Madison County Health Needs Assessment, heart disease is the leading cause of death in our Valley, higher than the State rate. Studies suggest that obesity is mitigated by increased activity associated with a more walkable environment. Studies have shown that engaging in light-to-moderate activities, such as walking, is associated with a substantially reduced risk of developing disease (Thompson, Edelsberg, Colditz, Bird, & Oster, 1999).

I want to validate that change is always difficult, especially during these uncertain times of Covid-19, political protests, and the polarization of our Nation. During times of uncertainty, change in the form of reduced parking and enhanced crosswalks could be perceived as a threat to our financial safety or our “way of life” in a small town. I know that people may be in opposition of this walkability project because they fear that reduction of parking spaces will equal a reduction in revenue and income, which, according to the data on walkability and economic improvement, is simply just not true. I implore the community of Ennis to consider the facts presented and to listen to the proposal presented by our Town officials with an open mind and an open heart.

In addition, I also fully support all of our elected officials who agree that traffic safety in our town needs to be addressed. These elected officials volunteer countless hours of their time for the betterment of our community. I am grateful that they take great care in advocating for what they believe is in the best interest in our community, even when there is some disagreement. In an effort to advocate for what I believe is in the best interest of our community, I ask that you please consider this data-driven plan that will increase traffic safety, improve the physical health of our residents, increase revenue for downtown businesses, and enhance community sustainability- all good things for the Ennis that we love.

In closing, I believe that in order to act in the best interest of Ennis, we as a community need to set aside our emotional bias and the fears associated with the *perceived* loss of parking and revenue, and trade in our subjective knee-jerk reactions for the objective data that is available to us. The data tells us that increased walkability improves economies, health, and safety. Following the data rather than our fear and emotion will allow us to make the most informed and rational decision about how to make improvements in our town. This is how we will see the greatest benefit and most viable outcome for the community as a whole. Thank you for your time and consideration.

**Lindsay DeGroot, MEd, LCPC, LPC, LSC**  
[www.lindsaydegroot.com](http://www.lindsaydegroot.com)

Confidentiality Statement: The information contained in this email is legally privileged and confidential and intended only for the use of the person(s) addressed above. If the recipient(s) of this email is not the intended recipient, you are hereby notified that any dissemination, distribution, or copy of this is strictly prohibited. If you have received this in error, please notify me immediately. Thank you



Ginger Guinn <gingerg@ennismontana.org>

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## New Main Street Crosswalks

1 message

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heather anderson <1heatheranderson@gmail.com>

Thu, Aug 13, 2020 at 9:14 AM

To: gingerg@ennismontana.org, lisar <lisar@ennismontana.org>, coryh <coryh@ennismontana.org>, johnb <johnb@ennismontana.org>, kristyr <kristyr@ennismontana.org>, jasons <jasons@ennismontana.org>

Dear Commissioners,

I just wanted to thank you for the crosswalks that have been installed downtown. As a walker and a driver the crosswalks are so much more visible. In addition the taking out of a few parking spaces has made turning onto main street so much safer.

Making the hard decisions for Ennis, like not allowing the 4th of July parade to go forward, is not always popular; but I appreciate your safety for the community first approach.

Thanks for all your hard work!

Best,  
Heather Andeson

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**Public Comment for Commissioners Meeting 08.13.2020**

1 message

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**Maggie Patterson Dodson** <maggiepadodson@gmail.com>  
To: [gingerg@ennismontana.org](mailto:gingerg@ennismontana.org)

Thu, Aug 13, 2020 at 11:02 AM

Hi there,

I would like to comment on one topic on tonight's agenda as well as the Walkability Project . First, Patrick Johnson's Variance Request. My family owns 109 E Ennis Street, across the street from Patrick's property. We were so excited that Patrick bought the house with the intention of remodeling. I love old houses and appreciate that he is hoping to save it and not demo a home that is almost 100 years old! The house has always been an eyesore in the neighborhood, especially the underground garage. I would ask that you grant Patrick's variance request for two reasons: safety and neighborhood home values.

As far as safety, I don't see how a car could get up or down the drive. I definitely don't think they would be able to see a young child walking or riding a bike down the street if they were coming out of the driveway. I have an 18 month old daughter and we are always going on walks or riding her bike down the street, as are other children in the neighborhood. I would love for our neighborhood to be attractive to young families and think the garage would be a concern for any parent. Of course as a homeowner, I want to see the value of my home and the homes in our neighborhood increase. I have spoken to the owners of 108 E Ennis Street, who share the lot line with Patrick, and they are in agreement that if granting the variance request will lead to the increase in our home value, they are in favor. Knowing what Patrick has told me regarding the water and vegetation that collects in the basement, I don't see why anyone would want to buy that house, and I'm afraid that it will remain as is if the variance is not granted.

Secondly, I would like to share my support of the Walkability Project. I completed the survey with comments, but I will reiterate them here. I am the Director of ECCS, and like I mentioned above, a mother to an 18 month old daughter. I love that ECCS is located within walking distance of downtown, the library and Lions Club Park. We often go on walking field trips and we visit the library every Friday. We cross at the 1st Street crosswalk, and it always takes some time before I am confident that our group has been seen and that it is safe to cross. The crosswalk demo has helped make our group more visible to drivers and they stop much quicker. I think if this is the case with the clutter of the white demo cones, that once the clean/neat curb extensions are in place that it will be even better! One reason I love living on E Ennis Street is that we can walk anywhere! We are always strolling downtown or going to the park. Anything to keep my child and other children safe will get my vote.

I also think the curb extension will make our town even more attractive to potential home buyers as well as tourists who will spend their money here! I can understand the fear of business owners who will be losing parking and in their mind, money. In my opinion, and I am not a downtown business owner so I may not have all the facts, but I see our downtown as a "strolling" shopping experience. I don't believe residents and tourists, for example, park at Shedhorn, then move their car to Cabin Creek and then move it again to Trout Stalkers, and so on. They park in one spot and stroll through town visiting the shops they pass. How many times I have been with friends/family who come to visit and they want to walk downtown to go in the shops. Every single time, we go into at least one shop that we hadn't intended to enter just because we WALKED by it. I believe the parking lots that are already in existence downtown can be and will be utilized more if we put up signage that directs downtown visitors to more parking.

Lastly, I would like to thank Lisa Roberts for spearheading this project. I love the vision she has for our town, and I will do what I can to support it! This seems like an amazing opportunity to improve the safety of our town with the monetary support of the MSU-Western Transportation Institute matching program!

Thank you,

Maggie Dodson  
Full-time Ennis Resident and Home-owner

**Traffic Calming study**

1 message

*After 12:00pm*

Nani Luebke <nanibobmt@gmail.com>  
To: gingerg@ennismontana.org

Thu, Aug 13, 2020 at 12:50 PM

Dear Mayor Leavitt & Ennis Town Council,  
Ennis is an intricate network of small business which have been severely impacted by the COVID 19 pandemic this year. Finally able to open & get up & running despite the restrictions still in place have challenged everyone's good humor.

Fortunately, Ennis has been able to welcome the summer influx of tourism, along with seasonal residents & passersby with the good service as always.

With this being said, it is , unquestionably, a disastrous time to have already limited parking, further eliminated from use for a traffic calming study that has been unfairly designed & allocated this summer season.

Heavy traffic in summer is a reality for Ennis every year. Extra Trucking traffic is due to many reasons, much of it due to the unending road work on HWY 191 through the Gallatin Canyon. I would ask all of the Town Council & Mayor, did you bother to take time to contact MDOT about increased trucking due to this construction?

Trucking lives & dies by taking the fastest/shortest & least expensive route to their destination. That's just good business which everyone should understand. Having worked on Madison Valley trucking issues for many years now, it is understandable that Ennis is up in arms at last about this issue.

However, with the "Parkletts" marked & in place, would that have prevented the 6/11/19 speeding truck crash @ the Riverside Motel? or the 10/2/14 speeding truck crash @ Willie's Distillery? I think not. What stops the trucks speeding from the Northwest side of town is that they must stop before entering directly downtown. On the Southeast side, not stopping required, except if the scales are open & even then they can get a run going to Ennis, disobeying all the speed limit signs.

So the big problem is speeding as I see it. I do not think you can count on "Parkletts" to slow traffic & make the roads safer. I would be very concerned for the City if any sort of vehicle went plowing into one of these zones.

Where is the study including ALL the options available for speed control?  
How about speed indicator monitors like the one on the North side of town -  
25 mph. How about the cross walk light flashers - west of the school & up by  
the hospital ? Rumble strips? Lots of options that have not been tested are  
available.

Please consider people outside the city limits, we care about the Town of  
Ennis too.

Respectfully yours,

Nani Luebke  
PO Box 269  
Ennis, MT. 59729  
406-682 4518

**Traffic Calming Comments**

1 message

*After 12:00 8/13*

**Josh Vujovich** <jvujov23@gmail.com>

Thu, Aug 13, 2020 at 1:55 PM

To: Lisa Roberts <bigskylisa@gmail.com>, blakel@ennismontana.org, Ginger Guinn <gingerg@ennismontana.org>

Hello,

Please see the attached letter.

Josh Vujovich  
406-570-9536

President, North 40 Development Company, Inc.

Managing Member, Boulder Field Construction Company, LLC

Sales Associate, Hayden Outdoors - Ennis, MT

 **August 8.pdf**  
223K

August 8, 2020

Town of Ennis  
328 W Main St  
Ennis, MT 59729

Mr. Mayor and Ennis Town Council,

I am in support of the Traffic Calming Project in principal but have some recommendations as to the design and implementation.

I have personally witnessed three incidents where vehicles have been stopped for pedestrians in the crosswalk and following vehicles have passed on the right, nearly colliding with pedestrians in the crosswalks. I have also had difficulty seeing pedestrians in the crosswalks since the sidewalks are set so far back from the roads.

Having said that, I do have issues with the design and implementation of the project. I do have some proposed solutions to these issues that I have attached for your reference. I would be happy to discuss these ideas with the council, MDT or any other people that would like to find a win-win solution to this problem.

Thank you,

A handwritten signature in black ink, appearing to read 'Josh Vujovich', written in a cursive style.

Josh Vujovich

Attachments: 1<sup>st</sup> Street Map, 2<sup>nd</sup> Street Map, 3<sup>rd</sup> Street Map

Red Lines are curbing, which could be filled with low landscaping, such as rock and bushes. White lines are the new crosswalk locations. Stop signs could be moved out closer to the travel lanes to allow for better visibility when pulling out onto US 287.

