



CITY OF HELENA

BENTON AVENUE PATH PROJECT



**Montana Transportation Alternatives Program (TAP)
2017-2018 Application
City of Helena
Benton Avenue Path
March 2017**

1. **Project Name:**

City of Helena – Benton Avenue Path

2. **Local Entity Sponsor and Population:**

City of Helena

Population more than 5,000

3. **Project Contact:**

David Knoepke, P.E.

City of Helena

City-County Building, Room 410

316 Norther Park Avenue

Helena, MT 59623

(406) 444-8099

dknoepke@helenamt.gov

4. **Estimated Project Cost:**

<i>Construction:</i>	\$685,675.00
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<i>Preliminary Engineering:</i>	\$205,703.00
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- *PE costs have traditionally been approximately 30% of construction costs*

<i>Construction Administration:</i>	\$137,135.00
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- *Estimated to be 20% of the construction costs*

<i>Indirect Cost (IDC)</i>	\$112,828.00
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<u>TOTAL PROJECT COST:</u>	<u>\$1,141,341.00</u>
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For a detailed outline of specific project tasks and related costs, refer to Appendix A – Engineer’s Opinion of Probable Project Cost

5. **Project Eligibility:**

The City of Helena proposes extending the City’s trail network by constructing approximately 3,877 lineal feet of ADA-accessible, 10-foot shared use pathway along the east side of Benton Avenue, going north along the Bill Roberts Golf Course and connecting to the existing path at the intersection of Elmwood Lane and Benton Avenues. 449 feet of the path will be constructed using concrete and the remaining 3,428 feet will be an asphalt separated path that will connect to the Helena Quiet Zone project, planned for construction in the spring of 2017. When completed, the improvements will result in increased pedestrian connectivity linking downtown Helena to commercial, residential, and recreational opportunities.

This project is eligible for funding as provided in MAP21 guidance, under 23 U.S.C. 213(b) Transportation Alternatives Program Categories 1A) construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; 1B) Construction, planning and design of infrastructure-related projects or systems that provide safe routes for non-drivers, especially children, older adults and individuals with disabilities to access daily needs and 2) Recreational Trails.

The project also closely aligns with the policy goals of TranPlan Montana as outlined:

Economic Development Policy Goal B2: Identify and address deficiencies in the strategic transportation network; C1: Continue to support business retention, recruiting and other related activities; and C3: Continue to coordinate with and provide support to local economic development initiatives. The Benton Avenue Path will address deficiencies in Helena’s non-motorized transportation network by replacing an unfinished, non-compliant dirt trail with an ADA-accessible 10-foot shared use pathway with curb and gutter, 6 ADA-compliant curb ramps and a 6’ fence that will provide a safety barrier between the trail and the adjacent golf course. When complete, the pathway will improve non-motorized access to Carroll College, Custer Avenue businesses, Lewis and Clark County Fairgrounds, local sporting events and popular events such as Symphony under the Stars that promote economic development, stimulate consumer activity, and support local business attraction and retention. Improved pedestrian pathways generally enhance the appearance of corridors and are associated with higher property values, again spurring economic development.

Traveler Safety: The project will reduce the number and severity of traffic crashes by increasing pedestrian safety through separation of pedestrians and motorized traffic. The existing pathway on the east side of Benton Avenue next to Bill Roberts Golf Course and Batch Fields is a rudimentary dirt trail and is not ADA-accessible. There is currently a paved sidewalk on the west side of Benton Avenue, but it is not as widely used as pedestrians naturally draw to the east side of the street where Carroll College, the sports fields, businesses, and community events are located. Bicyclists and mobility limited pedestrians instead often travel directly on Benton Avenue rather than use the existing dirt path, or they are forced to cross Benton Avenue to use the existing sidewalk, creating pedestrian and motorized vehicle conflict and potential for traffic crashes. By completing both the proposed ADA-accessible 10-foot path on the east, and completing and connecting the Spring Meadow/Centennial Park Trail and existing sidewalks on the west side of Benton, non-motorized traffic will have full separation from traffic, increasing pedestrian safety and accessibility in this busy section of town.

Bicycle and Pedestrian Transportation Goal A3: Assist units of government to provide transportation facilities that encourage or consider the use by bicyclists and pedestrians; and B5: Make selected bicycle and pedestrian improvements in urban areas as a congestion management and air quality improvement strategy. When completed, the Benton Avenue Path project will link Benton Avenue to a shared use path on Custer Avenue, creating north-south and east-west pedestrian connectivity in this area of Helena. The project will also connect the existing sidewalk on the west side of Benton with the Spring Meadow/Centennial Park Trail. The project encourages and enhances pedestrian access to Carroll College, Bill Roberts Golf Course, Batch Fields, and Spring Meadow/Centennial Trail.

Because this is a high traffic area with several widely-attended events, and a multitude of recreational opportunities, supporting non-motorized transportation on Benton Avenue will ease vehicle congestion and improve air quality as well.

Roadway System Performance Goal C5: Promote efficient system management and operations, and emphasize the preservation of the existing transportation system by implementing strategies that manage travel demand, enhance mobility, and extend the service life of the system. This project improves roadway system performance by separating pedestrian traffic from motor vehicle traffic and increasing pedestrian visibility as well as by enhancing mobility and addressing travel demands. As previously noted, Benton Avenue is the primary access road for Carroll College and many additional recreational, business and event venues. Travel demand here is high and enhancing pedestrian/bicyclist mobility will extend the life of both the motorized and non-motorized transportation systems.

The City of Helena updated its Greater Helena Area Long Range Transportation Plan (LRTP) in 2014. This project is consistent with several of the goals outlined in that plan, specifically Goal #2: Improve the efficiency, performance, and connectivity of a balanced transportation system; Goal #3: Promote consistency between land use and transportation planning to enhance mobility and accessibility; and Goal #5: Provide a safe and secure transportation system. The project also supports the ADA-accessibility and bicycle/pedestrian mobility goals of the Helena ADA Compliance Committee and the city's Non-Motorized Transportation Advisory Council (NMTAC).

6. Project Statement:

a) Project Narrative/Abstract:

The City of Helena Benton Avenue Path project proposes to extend the City's non-motorized trail network and connect existing sidewalks to the north and south by constructing approximately 3,877 lineal feet of ADA-accessible 10-foot shared use pathway along the east side of Benton Avenue. To the north, proposed construction would connect the existing shared use path on Custer Avenue and to the south, would connect with the existing pathway that begins at the southern edge of the Carroll College campus. In a complimentary and corresponding project (The Helena Quiet Zone Project), it is proposed to improve the west side of Benton by constructing approximately 335 lineal feet of ADA-accessible 10-foot shared use pathway that would connect to the existing Spring Meadow/Centennial Park Trail and the existing sidewalk and bike lane on that side of the road. The City of Helena is responsible for all costs for the Helena Quiet Zone project. This speaks to the City's commitment to this area of the community and a desire to collaborate with MDT to ensure the highest level of safety, connectively and accessibility possible.

Improvements will result in a north-south/east-west pedestrian connection that links downtown Helena to the commercial business district, increasing safety, connectivity, and accessibility considerably for non-motorized travelers. The proposed pathways will include curb and gutter and, on the east side six ADA-compliant curb ramps with truncated domes to provide unhindered access to Carroll College, Bill Roberts Golf Course, Batch Field softball fields, and Centennial Trail. On the east side, a 6' chain link fence is included that would provide a barrier between the path and Bill Roberts Golf Course.

Basic corridor landscaping and pedestrian features such as irrigation, top soil, seeding, fertilizer, trees and pedestrian benches are included, making it esthetically pleasing and user-friendly and functional. These features also limit area susceptibility to weed patches and/or mud holes which could negatively impact longevity and sustainability of the project. The City further proposes pedestrian crossing panels at the railroad track and corresponding Rail Crossing Pedestrian Warning Signals on both the east and west side of Benton to ensure maximum pedestrian safety.

Benton Avenue is located near the center of Helena and runs adjacent to the west edge of the Carroll College campus. Only a few blocks from downtown Helena, it connects to Custer Avenue to the north and North Park Avenue to the south. The east portion of the Avenue proposed for construction in this project is directly adjacent to Carroll College and to Bill Roberts Golf Course and Batch Field softball fields, creating just over ½ mile of multi-use path. The west portion of the Avenue proposed for construction is between the existing rails-to-trails Spring Meadow/Centennial Park Trail near the railroad tracks and the existing sidewalk and bike lane on the west side of Benton. Benton Avenue is a high speed, high volume 2-lane road, with speeds increasing to 35 mph at approximately the intersection of Benton and Meadow Drive. The Average Annual Daily Traffic Volume in 2015 was 8,610. (Please see attached photos and maps for further location details – Appendix B)

b. Project Benefits

SAFETY: This project directly impacts safety of pedestrians, bicyclists, and other non-motorized travelers in Helena. Benton Avenue is approximately 2.9 miles in total distance. It runs adjacent to several businesses and commercial shopping and eating venues, recreational areas, residences, and Carroll College. In short, it is a very high traffic area drawing a variety of both residents and visitors to the area.

As previously noted, there is an existing paved sidewalk on the west side of Benton, however, because Carroll College and the bulk of the sports fields, businesses and community events are located on the east side of the street, pedestrians and bicyclists are drawn away from this sidewalk to the rudimentary dirt trail on the east side. Additionally, the existing west side path is slightly less than 6 feet in width which is narrow for pedestrian and bicycle users. There are also several utility conflicts at the edge of the existing sidewalk which could be considered safety risks and would also make widening that path to make it ADA accessible cost prohibitive.

Because the dirt trail on the east side is not conducive to walking, bicycling, or for wheelchairs, non-motorized travelers often choose to travel directly on Benton Avenue rather than utilize the east side dirt trail. This, combined with the actual crossing of non-motorized traffic from the west to the east side of Benton Avenue without designated crosswalks or signage/lights, creates pedestrian and motorized vehicle conflict and higher potential for traffic crashes. Having both sides of Benton fully accessible is optimal.

The project will reduce the opportunities for incidents of pedestrian, bicycle, and motorized vehicle encounters by creating consistent and continuous separation of pedestrians and motorized traffic on Benton Avenue. The inclusion of pedestrian crossing panels at the railroad tracks and the corresponding installation of Rail Crossing Pedestrian Warning Signals at that crossing on both the east and west side will provide added protection, increasing safety of non-motorized travelers and motorized travelers alike.

ACCESSIBILITY: This project will bring a non-compliant dirt pathway into ADA compliance. It will extend the City of Helena's ADA-accessible trail network by almost 3,900 lineal feet and provide a north-south/east-west connection. Helena's ADA Committee has identified this project as a priority because the existing dirt trail on the east side of Benton Avenue is not ADA-accessible, and causes mobility issues for the ADA-community, the elderly, individuals with young children, pedestrians, and bicyclists. There is currently no ADA-accessible means to cross the railroad tracks, further hindering non-motorized travel.

The Benton Avenue project, inclusive of the proposed ADA compliant curb ramps and railroad crossings, will also increase and improve pedestrian, bicyclist, and ADA-impacted residents' access to Carroll College and to the various recreational and community gathering opportunities associated with the college as well as with Bill Roberts Golf Course and Batch Field softball fields. Along with the obvious sporting activities held in these venues, Carroll College is host to a variety of guest lectures, concerts, plays, and programs that draw significant resident and visitor crowds. Non-motorized accessibility to these gathering opportunities is imperative to continued economic growth, community building and tourism, all of which will be improved by creating an uninterrupted multi-use pathway in the proposed Benton Avenue area.

CONNECTIVITY: A significant portion of Benton Avenue is already equipped with multi-use paths and sidewalks that provide individuals access and connectivity with businesses, schools, residences, restaurants, and shopping. The proposed project would directly link to existing paths and sidewalk structures on both the west and east sides of Benton at both the north and south ends of each side, creating a fully connected and uninterrupted non-motorized path encouraging pedestrians and bicycle traffic by essentially linking downtown Helena with Carroll College, Bill Roberts Golf Course, Batch Field softball fields, Spring Meadow/Centennial Trail, and the Helena commercial district.

The City acknowledges that the proposed improvements do not address all the connectivity issues in this area. Improvements to the residential side of the road are not included as these will be costly and will involve significant utility impacts. The City fully intends to continue to address connectivity issues as part of a multi-phased approach to this area of town, and believes the proposed improvements provide the backbone for ongoing and future improvements to accessibility and connectivity.

c. Project Risk Analysis

In reviewing the project scope, cost, community impact and related factors, the following potential risks have been identified, evaluated, and where possible, already dismissed or mitigated:

Right of Way: City and KLJ engineers have scoped the entire project and determined that 100% of the proposed Benton Avenue project area is within the city of Helena's right-of-way. Right-of-way is secured and free of conflict.

Utility Impacts: Although significant utility impacts are not anticipated, it should be noted that there is a waterline that is located on the east side of Benton Avenue that is very near the edge of the pavement. Conflicts related to this line would be minimal, but may require raising or lowering some water valves or other water infrastructure in sections of the proposed east side construction. Further, there are

potentially three sewer crossings that could be impacted by the proposed project. Again, these will not require significant changes in design or costs.

Environmental Impacts: The only potential environmental impacts noted for this project are related to work that will be done very near the existing Bill Roberts Golf Course. To minimize impact to this area, preliminary design provides for a retaining wall, separating the newly completed path from the course. Aside from this small area, there are no evident adverse environmental impacts related to this project. The proposed enhancements are simple in nature requiring very little digging or ground work anywhere that has not already been disturbed in previous construction of the corresponding roads, sidewalks, and trails.

Project/Path Maintenance: The City of Helena is the project owner of Benton Avenue Project and related streets and sidewalks. Public works currently has a street and sidewalk maintenance schedule to which the proposed project will be added upon completion.

Cost Overages: The City of Helena prepared an initial cost estimate and then enlisted the aid of engineers from KLJ to create an outside estimate for the proposed project. This provides a high level of confidence that the scope of work and budget are accurate and that accommodations for a high bid or adjustments have been accounted for in the contingency budget. Should unforeseen costs arise, the City will seek alternative technical solutions to reduce cost before increasing the budget.

Railroad Crossings: The Benton Avenue Project proposes a multi-use path that will be required to cross an existing railroad track. This will require appropriate signage to caution pedestrian and bicycle traffic to the added risk. These are planned for accordingly in the preliminary budget calculations. Because the project intersects with the existing railroad track, permitting will be acquired from the railroad to create the appropriate crossing with the newly constructed multi-use path. As the City is already working with the railroad (Montana Rail Link) on the Helena Quiet Zone project, this will not be a significant issue and will not delay construction or add costs to the project budget. Pedestrian travel across the existing tracks has been a significant concern for the railroad for some time. The benefit and added safety of designated and signed pedestrian railroad crossings cannot be underestimated, and the railroad is anxious to provide whatever permits are necessary to accomplish this portion of the project.

Drainage and Related Retaining Walls: Current preliminary design of the Benton Avenue project calls for a short retaining wall on the east side of Benton near the Bill Roberts Golf Course. Because the proposed project includes boulevard landscaping between the trail and Benton Avenue, it is proposed to link to the Bill Roberts Golf Course irrigation system for watering and landscape maintenance purposes. This, in turn, will require an under drain beneath the retaining wall to drain water more effectively. Although this could be considered a construction complication, the budget reflects the need for these items. No soil, environmental or right-of-way issues would hinder effectively completing this project section and the existing storm drain system is considered sufficient to handle ongoing drainage in the remainder of the project area.

BUDGET: Project estimates were developed by the City engineer/KLJ utilizing industry-accepted project estimating techniques, including consideration of mobilization, traffic control and contingency and utilizing recent comparisons to similar projects. The recommended 30% engineering, 20% contingency and 20% construction administration costs are also included. Please see Appendix A: Engineer's Opinion of Probable Project Costs.

MATCHING FUNDS: The City of Helena is prepared to pay the required 13.42% match as prescribed in the application instructions. The total estimated cost of the proposed project including preliminary engineering, contingency and construction administration costs is \$1,141,341.00. 13.42% match is calculated at \$153,168.00

The City acknowledges an understanding that law requires MDT to collect indirect costs associated with project development and that the anticipated IDC rate for 2017 is 10.97%. The City is prepared to pay these costs as well. (Please see Letter of Match and IDC Verification from the City Manager –Appendix C).

PUBLIC INVOLVEMENT: This project was discussed and approved by the Helena City Commission in 2013, July of 2015, and again as part of the Helena Quiet Zone Project in 2016. It has been submitted for TA grant assistance in two prior years and continues to be of upmost priority to the City and to the community at large. Outside the City Commission, several community agencies and programs have also expressed their support. (Please see Letters of Support and Verification-Appendix C)

MDT COORDINATION: This project has been a priority for the City of Helena for several years. Proposed construction on the east side of Benton Avenue was originally submitted for Transportation Alternatives funding in 2013 and was discussed directly with MDT at that time. Helena updated the City's Long Range Transportation Plan (LRTP) in 2014. MDT participated in the technical working group throughout the 16 month LRTP update process and continues to be a valued partner in Helena's transportation planning, including current involvement in the related Helena Quiet Zone project.

PROJECT INDEPENDENCE: This project will function to its full intent and purpose on its own merits when completed. It is not dependent on any other projects. It will also provide increased connectivity and access for pedestrians and bicyclists as it completes existing sidewalks on Benton and Custer Avenues on the east side and connects existing sidewalks and the Spring Meadow/Centennial Park Trail to the west, resulting in a continuous and uninterrupted path connecting Helena's downtown district to the commercial district, Carroll College, Bill Roberts Golf Course, and Spring Meadow/Centennial Trail.

PROJECT OWNERSHIP AND MAINTENANCE: The City of Helena is the project owner for the Benton Avenue path project. Public works currently has a street and path maintenance schedule to which the proposed project will be added upon completion. Maintenance, including sweeping, snow removal, crack sealing, and maintenance of the pedestrian benches and path esthetics, as well as any other activities necessary for public use and safety will be completed by the City of Helena Public works staff as prescribed and needed.

PROJECT RIGHT-OF-WAY: City and KLJ engineers have scoped the entire project and determined that 100% of the proposed project area is within the city of Helena's right-of-way. Right-of-way is secured and free of conflict.

PROJECT UTILITY IMPACTS: The City of Helena and KLJ engineers have indicated there are no known utility conflicts or impacts associated with this project. Should utilities be discovered during initial design and construction, they would be relocated or otherwise mitigated in a timely and environmentally sensitive manner. Costs associated with these actions would be managed by utilizing contingency funds.

ATTACHMENTS:

Appendix A: Engineer's Opinion of Probable Project Cost

Appendix B: Project Site Photos and Maps

Appendix C: Letters of Support and Verification



BENTON AVENUE PATH PROJECT

APPENDIX A

OPINION OF PROBABLE PROJECT COST



Engineer's Opinion of Probable Project Cost

Benton Ave Path Project
Helena, Montana

Item	Quantity	Unit	Unit Cost	Cost
REMOVE BITUMINOUS PAVEMENT	1061	SQYD	\$3.03	\$3,214.83
EMBANKMENT IN PLACE	1895	CUYD	\$12.04	\$22,815.80
CRUSHED AGGREGATE COURSE	425	CUYD	\$22.13	\$9,405.25
COMMERCIAL MIX-3/8 IN-PG 64-28	878	TON	\$99.11	\$87,018.58
CSP 24 IN 0.079-CTD	103	LNFT	\$60.23	\$6,203.69
FENCE-CHAIN LINK 6 FT	1600	LNFT	\$35.56	\$56,896.00
SIDEWALK-CONCRETE 4 IN	630	SQYD	\$64.49	\$40,628.70
DETEC WARNING DEVICES-TYPE 1	22.2	SQYD	\$510.87	\$11,341.31
CURB AND GUTTER-CONC	131	LNFT	\$24.34	\$3,188.54
RETAINING WALL	250	LNFT	\$122.00	\$30,500.00
REMOVE CURB AND GUTTER	50	LNFT	\$8.80	\$440.00
SEEDING AREA NO 1	1	ACRE	\$376.64	\$376.64
FERTILIZING AREA NO 1	1	ACRE	\$87.42	\$87.42
PEDESTRAIN RAIL CROSSING PANEL	5	EACH	\$6,000.00	\$30,000.00
PEDESTRAIN RAIL CROSSING SIGNAL	4	EACH	\$35,000.00	\$140,000.00
UTILITY RELOCATE	1	LS	\$15,000.00	\$15,000.00
Traffic Contol	10%			\$45,711.68
Mobilization	15%			\$68,567.51
Subtotal				\$571,395.96
Contingency	20%			\$114,279.19
Construction Total				\$685,675.15
Construction Engineering	20%			\$137,135.03
Total				\$822,810.18
Preliminary Engineering	30%			\$205,702.54
Indirect Cost (IDC)	10.97%			\$112,827.85
Total Estimated Project Cost=				\$1,141,340.56



BENTON AVENUE PATH PROJECT

APPENDIX B



East side of Benton Avenue, looking north.



East side of Benton Avenue, looking north.



Railroad crossing on the east side of Benton looking north.



East side of Benton Avenue, looking south.



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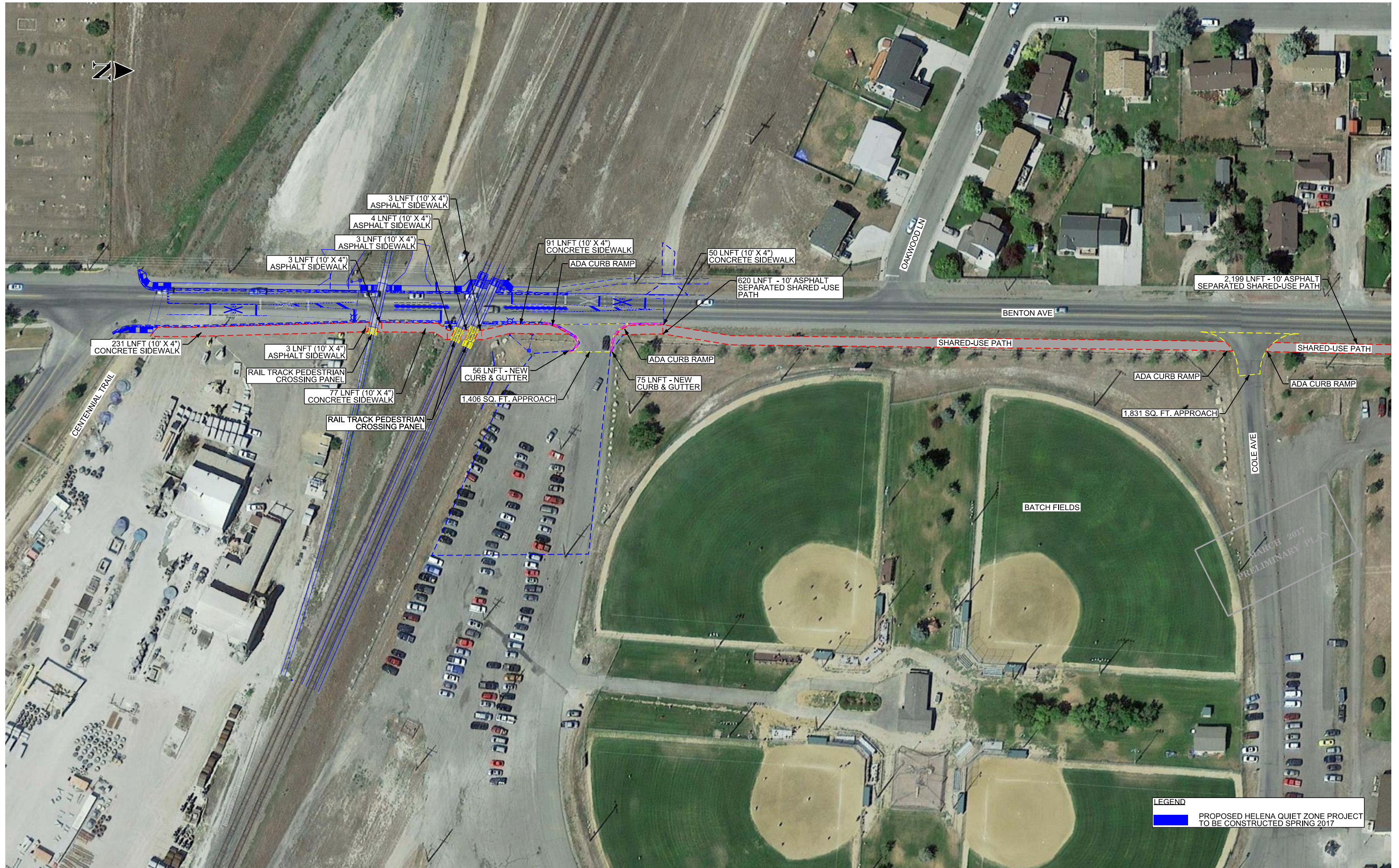
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ROAD PLANS
LEWIS & CLARK COUNTY

BENTON AVE PATH PROJECT

CITY OF HELENA
LOCATION MAP





SCALE: 1" = 100'

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ROAD PLANS
LEWIS & CLARK COUNTY

BENTON AVE PATH PROJECT

CITY OF HELENA
EXHIBIT 2



SCALE: 1" = 100'

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ROAD PLANS
LEWIS & CLARK COUNTY

BENTON AVE PATH PROJECT

CITY OF HELENA
EXHIBIT 3



BENTON AVENUE PATH PROJECT

APPENDIX C

LETTERS OF SUPPORT AND VERIFICATION



Ronald J. Alles, City Manager
316 North Park Avenue
Helena, MT 59623
Telephone: 406/447-8403 Fax: 406/447-8434
E-mail: ralles@helenamt.gov

City of Helena

March 23, 2017

David Holien
Montana Transportation Alternatives Program Manager
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Re: City of Helena Transportation Alternatives Program Grant Applications

Dear Mr. Holien and the Transportation Alternatives Project Selection Committee:

On behalf of the City of Helena, I respectfully request your support for the Transportation Alternative projects the City of Helena is pursuing, which include the Benton Avenue Shared Use Path project, the Neill and Fuller Avenue T-Intersection Project, the Neill Avenue and Front Street Raised Intersection Project and the Pedestrian Intersection Project. Each of these projects will enhance the City of Helena's non-motorized trail network and connect existing multimodal infrastructure throughout the community.

Grant funds will be used in numerous locations throughout the Helena community to ensure that intersections are equipped with ADA accessible curbs and pedestrian safe intersections as well as to grow non-motorized path infrastructure. If awarded, the projects increase the safety, accessibility, and connectivity for non-motorists in the City of Helena.

The City of Helena has committed \$358,143 in local match toward the projects to maximize the impact of federal investment through the Transportation Alternatives Program. In addition to meeting the program matching requirement, the City of Helena also ensures all local, state and federal accessibility requirements, policies, practices, goals and guidelines will be met with these projects. Additionally, the City acknowledges an understanding that law requires MDT to collect indirect costs associated with project development and that the anticipated IDC rate for 2017 is 10.97%.

We respectfully request your support in our efforts to make these important projects a success in our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald J. Alles". The signature is fluid and cursive, with a large initial "R" and "A".

Ronald J. Alles
City Manager, City of Helena



March 25, 2017

David Holien
Montana Transportation Alternatives Program Manager
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Re: City of Helena Transportation Alternatives Program Grant Applications

Dear Mr. Holien and the Transportation Alternatives Project Selection Committee:

Bike Walk Helena supports the City of Helena's applications to the Montana Department of Transportation for the Benton Avenue Shared Use Path project, the Neill/Fuller Avenue T-Intersection project, the Neill Avenue and Front Street Crosswalk and ADA curb Ramp Installation project, and the Helena Intersection Safety Improvements project.

When complete, the projects will enhance public health and improve mobility for all users. Funds would be used to enhance accessibility throughout the City with installation of ADA compliant curbs, safe crosswalks, and construction of a shared use path on Benton Avenue, improving safety and non-motorized user accessibility in critical areas of the community.

Bike Walk Helena values the City of Helena's investment in projects that will improve the health and safety of the community.

Please support the City of Helena's efforts to make these important improvements.

Sincerely,

A handwritten signature in cursive script that reads "M.C. Beeby".

Mary Cheryl "M.C." Beeby
Chair
Bike Walk Helena



225 Cruse Avenue, Suite A
Helena, MT 59601
Phone: 406.442.4120
Fax: 406.447.1532
Email: info@helenachamber.com
Website: www.helenachamber.com

March 31, 2017

David Holien
Montana Transportation Alternatives Program Manager
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Re: City of Helena Transportation Alternatives Program Grant Applications

Dear Mr. Holien and the Transportation Alternatives Project Selection Committee:

On behalf of the Helena Area Chamber of Commerce, I am writing this letter in support of the City of Helena's applications to the Montana Department of Transportation for the Benton Avenue Shared Use Path project, the Neill/Fuller Avenue T-Intersection project, the Neill Avenue and Front Street Crosswalk and ADA curb Ramp Installation project, and the Helena Intersection Safety Improvements project.

Grant funds would be used to improve safety, connectivity and access throughout Helena, encouraging non-motorized transportation and user accessibility in several key areas of the community.

We at the Helena Area Chamber of Commerce value investments that improve and maintain a high level of quality of life for the Helena community for our citizens, visitors and potential relocating families. The chamber asks that you please give high consideration to these projects as you review grant applications.

Thank you for your consideration.

Sincerely,

Cathy Burwell, President/CEO
Helena Area Chamber of Commerce



Montana Independent Living Project

Promoting Independence for People with Disabilities

Helena: 825 Great Northern Blvd., Suite 105 • Helena, MT 59601 • 406-442-5755

Toll Free 1-800-735-6457

Butte: 3475 Monroe, Suite 100 • Butte, MT 59701 • 406-782-4834

Bozeman: 3825 Valley Commons Dr., Suite 2 • Bozeman, MT 59718 • 406-522-7300

www.milp.us

March 31, 2017

David Holien
Montana Transportation Alternatives Program Manager
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Re: City of Helena Transportation Alternatives Program Grant Applications

Dear Mr. Holien and the Transportation Alternatives Project Selection Committee:

As the Chief Executive Officer for the Montana Independent Living Project, an organization that promotes independence for people with disabilities, I would like to express my support for the City of Helena's applications to the Montana Department of Transportation for the Benton Avenue Shared Use Path project, the Neill/Fuller Avenue T-Intersection project, the Neill Avenue and Front Street Crosswalk and ADA curb Ramp Installation project, and the Helena Intersection Safety Improvements project.

I would like to highlight that the projects will be ADA compliant and provides a means of transportation to all populations. Overall the projects will improve pedestrian and bicyclist mobility, enhance connectivity around Carroll College, the golf course and businesses in Helena and increase safety for both non-motorists and motorists.

Please support the City of Helena's efforts to make this community bicycle and pedestrian friendly. Thank you for your consideration.

Sincerely,

Bob Maffit
Chief Executive Officer
Montana Independent Living Project



MidTowne & Sixth Ward Neighborhood Association

March 31, 2017

David Holien
Montana Transportation Alternatives Program Manager
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Re: City of Helena Transportation Alternatives Program Grant Applications

Dear Mr. Holien and the Transportation Alternatives Project Selection Committee:

The MidTowne & Sixth Ward Neighborhood Association supports the City of Helena's applications to the Montana Department of Transportation for the ADA-accessible Benton Avenue Shared Use Path project, the Neill/Fuller Avenue T-Intersection project, the Neill Avenue and Front Street Crosswalk and ADA Curb Ramp Installation project, and the Helena Intersection Safety Improvements project.

When complete, the projects will enhance public health and improve mobility for all users. Funds would be used to improve safety and non-motorized user accessibility throughout critical and busy areas in the community. The projects will improve access to Carroll College, local sporting events, and help alleviate bottleneck pedestrian and automobile traffic along critical corridors.

Please support the City of Helena's efforts to make these important improvements.

Sincerely,

A handwritten signature in cursive script that reads "M.C. Beeby".

Mary Cheryl "M.C." Beeby
MidTowne & Sixth Ward Neighborhood Association



Lewis & Clark
**Public
Health**

1930 Ninth Avenue, Helena MT 59601

Phone: 406-457-8900

Fax: 406-447-8443

publichealth@lccountymt.gov

www.LewisAndClarkHealth.org

March 31, 2017

David Holien
Montana Transportation Alternatives Program Manager
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Re: City of Helena Transportation Alternatives Program Grant Applications

Dear Mr. Holien and the Transportation Alternatives Project Selection Committee:

Lewis and Clark Public Health works to improve and protect the health of all Lewis and Clark County residents. It is with this mission in mind that the Health Department supports the City of Helena's applications to the Montana Department of Transportation for the Benton Avenue Shared Use Path, the Neill/Fuller Avenue T-Intersection project, the Neill Avenue and Front Street Crosswalk and ADA curb Ramp Installation project, and the Helena Intersection Safety Improvements project.

Grant funds would be used to improve the safety, connectivity and access in Helena, encouraging non-motorized transportation in several key areas of the community. When complete, the projects will enhance public health by providing safe linkages for Helena pedestrians, bicyclists and wheelchair users. The number one factor identified by people for choosing to walk or bike is how safe the routes are. The second is whether the routes connect to places they want to visit during their daily routine. The proposed projects would address safety, accessibility and connectivity between key areas of the city. It also is consistent with the City's commitment to increasing accessibility for all users.

Please support the City of Helena's efforts to improve the safety and connectivity of non-motorized travel routes in our community.

Sincerely,

A handwritten signature in cursive script that reads "Melanie Reynolds".

Melanie Reynolds, MPH

Health Officer

Lewis and Clark Public Health

Our mission is to improve and protect the health of all Lewis and Clark County residents.