



Public Involvement Summary

City of Helena Concept Study Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection



City of Helena

316 N. Park
Helena, MT 59623



PO Box 1009
Helena, MT 59624
Project Manager: Gary Gray
406-442-0370

May 30, 2012



City of Helena Concept Study Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection



City of Helena





Table of Contents:

1. Public Meeting – May 15, 2012
 - a. Memo Summary
 - b. Sign-In Sheets
 - c. Written Comments

2. Second Stakeholder Meeting – March 6, 2012
 - a. Memo Summary
 - b. Sign-In Sheets
 - c. Written Comments

3. First Stakeholder Meeting – December 20, 2011
 - a. Memo Summary
 - b. Sign-In Sheets
 - c. Written Comments

4. Press / Public Polls
 - a. Public Opinion Poll Summary
 - b. City of Helena Poll Summary
 - c. KXLH News Station - Junction Poll Summary
 - d. Helena Independent Record Poll Summary



City of Helena Concept Study Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection

Public Meeting

Public Meeting May 15, 2012



City of Helena





MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: John Rundquist
City of Helena

Cc: Ryan Leyland, City Engineer
Phil Hauck, Assistant Public Works Director

From: Gary E. Gray
DOWL HKM Project Manager

Date: May 29, 2012

Subject: **Public Meeting held at 6:30
City of Helena Concept Study for
Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection**

The City of Helena hosted a public meeting at the Civic Center on Tuesday, May 15, 2012 at 6:30 p.m. The meeting began with a public open house from 6:30 pm until 7 pm. A formal presentation was made from 7 pm to 8 pm and a public comment period followed the presentation, beginning at approximately 8 pm and lasting until approximately 8:45 pm. The public comment period was followed by informational gatherings at various subject specific stations within the same room. A copy of the sign in sheet is included as Attachment 1.

Introduction by the Mayor

Mayor Jim Smith welcomed the public to the meeting and gave a brief introduction to the project including reasons the city has chosen to study alternatives for improvements to this intersection.

Overview of Concept Study

DOWL HKM (Phil Odegard and Gary Gray) provided an overview of the City of Helena's concept study of the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch intersection (including the 11th Avenue connection to Cruse Avenue). The study focused on possible options to improve future vehicular operations at this intersection and to provide safer passage through the intersection for non-motorized (pedestrian and bicycle) users.

It was noted that the study has considered a variety of options to improve the intersection. The options considered were reduce to three basic alternatives: (1) reconstruction of the intersection with a signalized intersection configuration, (2) reconstruction of the intersection with a roundabout configuration, and (3) a No-Build option.

At the end of the presentation, those in attendance were asked for oral comments. Several members of the audience and some public officials in attendance offered comments. Written comments were also accepted at the meeting and contact information was provided in order to facilitate written comments following the meeting. All comments will be recorded and submitted to the City Commission as an appendix to the final study report.

Public Comments

Comments provided by the public during the public comment period of the meeting are presented in paraphrased format within the following table. The public meeting was not recorded.

Written comments were also received at the meeting and via US Mail and e-mail both before and after the public meeting. All comments received are included within Attachment 2.

Next Step

The public was advised that the City Commission would make a decision as to how it wishes to proceed. The decision will be to select an alternative for further definition, to refine both major improvement alternatives for later decision or to take no action.

Comments Provided at Public Meeting May 15, 2012

#	Name	Affiliation		Comment
1	Joe Munsonrider	20 S. Benton Ave. Carroll College	Roundabout	In favor of a roundabout. Enjoyed traveling in Europe as a cyclist pedestrians and driver. They make brilliant sense to a driver to prevent the constant stop/go. Advantages include reduced air pollution, traffic back up and less gas.
2	Unknown		Traffic	Engineers should create traffic counts with the design and look at the increased column of traffic. That facility operates well as it is now.
3	Alan Nicolson	1 Quarry Lane	Traffic	I am curious on city growth. The city limits seem to grow there for the population will grow. You should be looking at the population in certain areas instead of the whole city. There should be two-way traffic to simulate and vibrate the downtown.
4	Karen Bohlinger	802 Power St. Holter	Roundabout	In favor of a roundabout. They are everywhere. In favor of a public art component, if we are going to publicize ourselves as the best small arts town, we need to have that as a component.
5	John Bohlinger	802 Power St. Holter	Roundabout	One thing I do not like about Helena is the traffic light delays. If we can move traffic faster and safer I would concur with that notion. Roundabouts are safe to convey traffic through the intersection. With speeds at 20 mph there is less injury and in the best interest of the community.
6	Chip Clawson	202 Pine St	Roundabout	In favor of a roundabout. I avoid this intersection right now. I agree with the previously stated roundabout comments. Public art should be a component. This is an opportunity to bring public are to the community.
7	Bob	Helena Resident	Access	Oppose a roundabout. It would be a disservice to close parking, and the businesses. I have never sat at that light more than 1 cycle. It has not been a problem. Money should be used for safety and giving out J walking tickets by the police. There is a place for art in the final design, it is behind Dairy Queen.

8	Pete Johnson	28 Neill Ave. American Federal	Access	I have attended the stakeholder meetings and there is no business in favor of the roundabout. Access to business will be a problem and what good would that do for businesses. With improvements, a raised median will block our entrance on Neill Ave. Will the city pay for an alternate entrance or to move our entrance?
9	Peter Donavan	1805 Paradise Drive L&C County Health Dept.	Roundabout	I would like to summarize a letter of support of a roundabout. Injury prevention, disease prevention, pedestrian safety- only looking one way, air quality, and fewer stops.
10	Melony Renolds	1930 Ninth Ave. L&C County Health Dept.	Roundabout	Health department submitted a letter of support for the project. A roundabout will prevent injuries, and air quality during winter. In my experience there is less stop and go and less idling.
11	George Allen	320 N. Last Chance Gulch By- George Sheila's	Two-Way Traffic	My understanding is the TIGER Grant is for economic recovery. Adding a cement barricade will not help. There is only 1 single lane going through Last Chance Gulch where shoppers go to spend money. Downtown pays more in taxes compared to the outskirts of town like Costco. Two-way traffic will be better for shopping including busses.
12	Siri Smillie	620 Harrison Helena Young Professional	Roundabout	I would like to support improvements to the intersection and a roundabout. I walk, drive or bike through the intersection daily. There are 5-6 roundabouts in Billings and they are used properly.
13	Fran Penneray	501 Adams Helena Young Professional	Non-Motorized	I walk and bike in this area. I would like the roundabout to be designed large enough for large trucks and snowplows to get through.
14	Lora Behlmen	9 Mullen Walking Mall Business Owner	Traffic	During the winter months there are more accidents. People still speed through roundabouts. This could take away direct access to businesses.
15	Andy	County Commission		Thank the City for addressing the issue. It is difficult to find the solution for bikes, peds, and business owners.

16	Pat Seiler	301 N. Park Ave. Livery Building Owner	Two-Way Traffic	100% of the 400 block of downtown is requesting two-way traffic, please make that happen. Keep the historic downtown alive and active. Roundabouts are more for rural areas.
17	Shannon Lewis	1124 Highland Senator Tester's Office		Supports project improvements. Their office gets requests for multiple grants and this was one that was a priority.
18	Community Member		Roundabout	How many jobs will this project bring? I am concerned about speeds in a Roundabout. Average speed is 15mph but what are the speeds for the current intersection?
19	Martin Baumann	2014 Lockey Ave.	Traffic	I avoid Roundabouts. There are more intelligent signaling. Just accept high AM and PM traffic volumes.
20	Mike Dowling	55 West 14th St. Ste 103 BID	Two-Way Traffic	I would like to echo what Pat stated. Whatever improvements are made it needs to benefit the downtown businesses. Business owners are struggling. Improvements should improve real estate and visitors. Show a solution that will work. This is a great way to improve traffic and pedestrian traffic. This is an urban planning concept. There is an overwhelming outcry for you to address the two-way traffic on Last Chance Gulch.
21	Kim Baraby	543 Third Street MT Arts Council		With grant money on the table there should be landscaping included.
22	Bill Hallinan	438 Clarke		I came here tonight to get more information. I support the roundabout only if it supports the downtown businesses. This would make traveling to and from downtown businesses easier. Some people struggle with the one-way grid that Helena has, drivers can just go around the block and pass through again.

**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch
Intersection**

Attachment 1

**Sign-in Sheets for Public Meeting
May 15, 2012**



City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance
Gulch Intersection

Public Meeting

Tuesday, May 15, 2012

Name:	Address:	City, State, ZIP Code	E-mail:	Speak During Meeting
Eloy Golemon	P.O. Box 445	East Helena MT 59036	egolemon@ci.helena.mt.us	<input type="checkbox"/>
Paul Pacini	303 State Street	Helena, MT 59601	ppacini@bresnan.net	<input type="checkbox"/>
Mike Dowling	55 West 14th St. Ste 103	" " "	mdowling@dsa-mt.com	<input type="checkbox"/>
Rachel Jones	927 5th Ave, HLN	59601	klane01@gmail.com	<input type="checkbox"/>
Riley Phelps	717 N Davis	" " "		<input type="checkbox"/>
Shane Castle	5747 Sunset Rd	Helena MT 59602		<input type="checkbox"/>
Duck Ren	1950 Grizzly Gulch	Helena MT 59602	duck@greenandgreen.biz	<input type="checkbox"/>
Bob Leman	710 Dearborn St	Helena, MT		<input type="checkbox"/>
DEMMIS McCANN	1934 HAUSER BLDG.	HELENA, MONT. 59601	GAUMPHANT22@GMAIL.COM	<input type="checkbox"/>
Scott Mincemoyer	1085 Strawberry Dr.	Helena, MT 59601	SMINCEMOYER@yahoo.com	<input type="checkbox"/>
Dick Thweatt	36 Harrison Av.	" " "		<input type="checkbox"/>
Greg Oseth	2660 Stuart	Helena MT 59601	greg@helenaindustries.org	<input type="checkbox"/>
LORA Behlmer	9 mullen	Helena MT 59601		<input type="checkbox"/>
Connie House	1217 Wilder Ave	Helena MT 59601		<input type="checkbox"/>
Bridget Michel	708 Dearborn	Helena, MT 59601		<input type="checkbox"/>
Jenny Michel	708 Dearborn	Helena, MT 59601		<input type="checkbox"/>
John Woffram	100 Neill Ave	59601	john.woffram@ampls.org	<input type="checkbox"/>
STEVE NITSCHERT	665 S. DAVIS	59601		<input type="checkbox"/>
Scrimm			dscrimmacc2@gmail.com	<input type="checkbox"/>
Amy Hall	2111 Cannon St	59601		<input type="checkbox"/>
ROBERT PURNY JR	815 MADISON AVE	HELENA 59601		<input type="checkbox"/>
Jon Jackson	PO Box 1823	EAST Helena 59635	Jon3@mt.net	<input type="checkbox"/>



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Public Meeting

Tuesday, May 15, 2012

Name:	Address:	City, State, ZIP Code	E-mail:	Speak During Meeting
Alia Fleisch	PO Box 201001	Helena MT 59602	afleisch@mt.gov	<input type="checkbox"/>
CHRIS Hunter	520 S Rodney	Helena	chrishunter@kresnan.net	<input type="checkbox"/>
DAVE Hewitt	10 Spring Hollow Ln	Clancy MT 59634	dhewitt@mt.net	<input type="checkbox"/>
Bill Bucher	301 Mining Pl.	Helena, MT 59601	bbucher@mt.net	<input type="checkbox"/>
Cory Swanson	1 S. Montana Ave, Suite L-1	Helena, MT 59601	swanriver@usa.net	<input type="checkbox"/>
Robert Hollow	323 Mingo Place	Helena, MT 59601		<input type="checkbox"/>
George G. Allen	320 N.L.C.G	Helena MT 59601	GEOSHEIL@AOL.COM	<input type="checkbox"/>
Martin C. Baumann	2014 Lockey Avenue	Helena, Montana 59601		<input type="checkbox"/>
Brian Caplin	1805 Solsyn St #129	Helena, MT 59601		<input type="checkbox"/>
Gail Beckner	1300 Charlie Russell	Helena, MT 59601	gail.beckner@gmail.com	<input type="checkbox"/>
Shannon Lewis	1124 Highland	Helena, MT 59601	shannon.lewis@tester.senate.gov	<input type="checkbox"/>
Bill Hallinan	438 Clarke	Helena MT 59601	wjhallinan@gmail.com	<input type="checkbox"/>
Jim Barnes	1909 Leslie	Helena MT 59601	jbarnes3071@msn.com	<input type="checkbox"/>
Austin Lyle	206 West Lawrence	Helena MT 59601	austineverettlyle@gmail.com	<input type="checkbox"/>
Tracy Tiller	46 11th Ave	Helena, MT 59601	tracykerwin@yahoo.com	<input type="checkbox"/>
Jim McHugh	225 Cruise Ave	Helena, MT 59601	jmchugh@mt.net	<input type="checkbox"/>
Kelson Heddenich	6 S Park Ave Apt C17	Helena, MT 59601	savepolicy@gmail.com	<input type="checkbox"/>
Pat Seiler	301 NO Park Ave	Helena		<input type="checkbox"/>
				<input type="checkbox"/>



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Gulch Intersection

Public Meeting

Tuesday, May 15, 2012

Name:	Address:	City, State, ZIP Code	E-mail:	Speak During Meeting
Willie Aguilar	1909 Leslie Ave	Helena, MT 59601		<input type="checkbox"/>
JEAN PALMAROVI	428 Flower Ave	Helena, MT 59601		<input type="checkbox"/>
Jim Smith	510 State	Helena, MT 59601		<input type="checkbox"/>
Elizabeth Archuleta	727 12 th Ave	Helena, MT 59601		<input type="checkbox"/>
Melinda Barnes	1909 Leslie	Helena, MT 59601		<input type="checkbox"/>
Morgan Brill	1202 Stuart	Helena, MT 59601		<input type="checkbox"/>
Ann Law	720 Helena Ave	Helena MT		<input type="checkbox"/>
Terry Zimmerman	797 Mill Rd	Helena MT		<input type="checkbox"/>
Steve Hagen	HELENA PD			<input type="checkbox"/>
Erik Makins	315 9 th Ave.	Helena 59601		<input type="checkbox"/>
Ed Miller	1503 Hausser	Helena 59601		<input type="checkbox"/>
Doug Brown	932 Hausser	Helena 59601		<input type="checkbox"/>
Sean Connolly	620 Dearborn	Helena 59601		<input type="checkbox"/>
Steve Behler	9 Mueller	Helena 59601		<input type="checkbox"/>
Kim Barabry Hupple	543 Third Street	Helena, MT 596020	khupple@mt.gov	<input type="checkbox"/>
JOE MUNZENBERGER	20 S BEDFORD AVE	HELENA MT 59601-6217	jmunzenr@carroll.edu	<input checked="" type="checkbox"/>
Gerry Hanson	327 N. Last Chance	Helena, MT 59601		<input type="checkbox"/>
Melanie Reynolds	1930 Ninth Ave	Helena, MT 59601	mreynolds@co.lewis-clark.mt.us	<input type="checkbox"/>
Pete Johnson	28 Neill Ave	Helena, MT		<input type="checkbox"/>
Kari Christensen	1719 Boulder Ave	Helena, MT		<input type="checkbox"/>
Ann Michelson	1 Quarry Lane	Helena, MT		<input type="checkbox"/>
Rachel Pulla	1100 Hightert	Helena, MT	ARPEWHA@RESMAN.NET	<input type="checkbox"/>

**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch
Intersection**

Attachment 2

Public Written Comments

Karlin, Erin

To: Brian Heaston
Subject: RE: Bozeman Roundabout

From: Melissa Lewis [<mailto:melissa@mlewisassoc.com>]
Sent: Tuesday, May 08, 2012 9:04 AM
To: 'Brian Heaston'; 'ggray@dowlhkm.com'
Cc: 'Richard Hixson'
Subject: RE: Bozeman Roundabout

Great, thanks!

From: Brian Heaston [<mailto:bheaston@BOZEMAN.NET>]
Sent: Tuesday, May 08, 2012 8:52 AM
To: Melissa Lewis; ggray@dowlhkm.com
Cc: Richard Hixson
Subject: RE: Bozeman Roundabout

You have my permission to include my statement in the meeting record and to read aloud if you'd like. Thanks for asking.

BH

From: Melissa Lewis [<mailto:melissa@mlewisassoc.com>]
Sent: Tuesday, May 08, 2012 8:46 AM
To: Brian Heaston; ggray@dowlhkm.com
Cc: Richard Hixson
Subject: RE: Bozeman Roundabout

Brian,

Thank you for your comments. We appreciate you taking the time to explain Bozeman's experience with the urban roundabout at 11th/College. If the City of Helena's Public Works Department feels it is appropriate, would you mind having your comments made public at the public meeting in Helena next week? It is possible that they could be read aloud or attached to the Bozeman Chronicle's recent article about Bozeman's roundabout and available as a handout. Thank you again. Melissa

From: Brian Heaston [<mailto:bheaston@BOZEMAN.NET>]
Sent: Monday, May 07, 2012 11:36 AM
To: ggray@dowlhkm.com
Cc: melissa@mlewisassoc.com; Richard Hixson
Subject: Bozeman Roundabout

Gary,

Following is a statement regarding the urban roundabout at 11th/College in Bozeman.

The intersection of College and 11th is a gateway to Montana State University and the location of Bozeman's first true urban roundabout. Prior to improvement, a four-way stop control was employed that experienced heavy traffic and excessive delays during peak periods. High volumes of pedestrian and bicycle traffic also use the intersection.

Study was initiated to determine the best method of improving the existing peak Level of Service 'F' to an LOS of 'C' or better. Life-cycle benefit/cost analyses revealed a roundabout to be less expensive than a traffic signal despite the larger up-front cost to construct. The decision to go with a roundabout was controversial and wrought with apprehension from a portion of the community. Many people seemed to believe that Bozeman drivers were incapable of learning roundabout etiquette and that the facility was doomed to disaster from the start.

Since opening last August, the roundabout has proven to be a resounding success. Evening peak period delay has been reduced from an average 153 seconds per vehicle to 20 seconds per vehicle for northbound traffic. Accident incidents and severity have both dropped and pedestrian complaints have not occurred. The initial apprehension to the roundabout has been replaced by a general feeling of acceptance within the community.

Sincerely,
Brian Heaston, P.E.
Project Engineer

City of Bozeman - Engineering
20 E. Olive St.
P.O. Box 1230
Bozeman, MT 59771

(406) 582-2280
bheaston@bozeman.net

All City of Bozeman emails are subject to the Right to Know provisions of Montana's Constitution (Art. II, Sect. 9) and may be considered a "public record" per Sect. 2-6-202 and Sect. 2-6-401, Montana Code Annotated. As such, this email, its sender and receiver, and the contents may be available for public disclosure and will be retained pursuant to the City's record retention policies. Emails that contain confidential information related to individual privacy may be protected from disclosure under law.

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May 8, 2012

**Western
Transportation
Institute**

Citizens of Helena,

I was asked to provide some comments on the decision you are grappling with regarding the construction of a roundabout as part of the Last Chance Gulch Corridor Gateway Project. When compared to other intersection traffic control measures, in general, roundabouts can be safer, having fewer conflict points, they can result in less driver delay under many traffic flow regimes, and they use less electricity (compared to signals). Roundabouts do take up more land and cause concerns about safety for those drivers, pedestrians and bicyclists that may not be used to navigating them. These general improvements in safety and operations are dependent on the characteristics of the site and the engineer working on the project can help to estimate the potential impacts of various design options for this specific project.

Instead of commenting on this project specifically, let me share the results of a recent experience in Bozeman, MT. My colleagues at the Western Transportation Institute and I recently studied the roundabout at 11th and College in Bozeman, MT. This was constructed in the summer of 2011. Previously, four-way stop signs were used at this intersection. During the evening peak period, traffic delay reduced by more than two minutes per vehicle due to the roundabout. There has not been enough time for a before after crash analysis to provide any significant results, but video was monitored for this intersection for several weeks during the peak travel times. This video analysis provided observational safety results. Only a few safety issues were found. The occasional goofball drove around the roundabout several times before exiting. Of more concern were incidents where entering vehicles failed to yield to traffic in the roundabout. These vehicles would enter the roundabout cutting off the vehicle with the right-of-way. The occurrence of this issue was seen less than once per day and may be similar to the number of vehicles that would violate other traffic control (running a red light for example). In general, reviewing the video showed that most people were able to use the roundabout with little or no experience. There also appears to be no problems with high numbers of bicycles and pedestrians navigating through this intersection.

Good luck on your decision, I hope this helps.

Submitted by Patrick McGowen at the Western Transportation Institute at Montana State University with the help of Steve Albert, David Kack and David Veneziano.

P.O. Box 174250
Bozeman, MT 59717-4250
www.coe.montana.edu/wti

Tel (406) 994-6114
Fax (406) 994-1697

Mountains & Minds

Following is a statement regarding the urban roundabout at 11th/College in Bozeman.

The intersection of College and 11th is a gateway to Montana State University and the location of Bozeman's first true urban roundabout. Prior to improvement, a four-way stop control was employed that experienced heavy traffic and excessive delays during peak periods. High volumes of pedestrian and bicycle traffic also use the intersection.

Study was initiated to determine the best method of improving the existing peak Level of Service 'F' to an LOS of 'C' or better. Life-cycle benefit/cost analyses revealed a roundabout to be less expensive than a traffic signal despite the larger up-front cost to construct. The decision to go with a roundabout was controversial and wrought with apprehension from a portion of the community. Many people seemed to believe that Bozeman drivers were incapable of learning roundabout etiquette and that the facility was doomed to disaster from the start.

Since opening last August, the roundabout has proven to be a resounding success. Evening peak period delay has been reduced from an average 153 seconds per vehicle to 20 seconds per vehicle for northbound traffic. Accident incidents and severity have both dropped and pedestrian complaints have not occurred. The initial apprehension to the roundabout has been replaced by a general feeling of acceptance within the community.

Sincerely,

Brian Heaston, P.E.

Project Engineer

City of Bozeman - Engineering
20 E. Olive St.
P.O. Box 1230
Bozeman, MT 59771

The City of Missoula opened the roundabout on Higgins Avenue at Beckwith Avenue and Hill Street with a ribbon-cutting and celebration on September 3, 2009. The new roundabout is helping traffic flow smoothly, improving safety and beautifying the area. It is making travel along Higgins Avenue easier for drivers, bicyclists, and pedestrians and making it safer for all to cross east and west. Police Department Traffic Services have reported that while initially there were a few fender benders, major accidents have been eliminated at this once dangerous intersection. Additionally, while this project was in development there was a bicyclist that was hit and killed while crossing this intersection and as this date we have had no conflicts to report with bikes or pedestrians.

Hope this is useful. If you need any additional information, feel free to contact me.

Gregg Wood

City of Missoula

Utility and Project Coordinator

406.552.6093



5/4/2012

Gary Gray,
DOWL
HKM, P.O. Box 1009,
Helena, MT 59624

Dear Mr. Gray:

I am writing you in support of the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project).

There are many reasons why I support the project. First of all the intersection will improve safety for vehicles, pedestrian, and cyclists by slowing vehicular speed and moving traffic more efficiently. Roundabouts have been shown to have significantly fewer fatal and injury crashes (70% reduction) than signalized intersections in urban environments due to less conflict points and slower speeds.

Secondly, bike lanes on the intersection will connect to the new bike lane on Helena Avenue making it safer for bicyclist. This will connect bike lanes from Helena Avenue to Neill Avenue making the bike lane seamless and connecting bike traffic from one part of Helena to another part of Helena.

Third, pedestrians will not be jaywalking against the light to cross the intersection, which will improve pedestrian safety.

Fourth, with over 40,000 vehicles moving through the intersection on a daily basis the roundabout will move traffic in and out faster with less time idling and polluting the environment.

Finally, a roundabout will improve the appearance of Helena. As a gateway to the city, visitors and resident alike will see a more beautiful city.

For all these reasons, I support the Last Chance Gulch Corridor Gateway Project.

Sincerely,

Peggy Stringer
9 Limestone Ct.
Helena, MT 59601
406 443 6628
strpb@q.com



Western Environmental Trade Association

2301 Colonial Drive, Suite 2A, Helena, MT 59601

406-443-5541

weta@weta-montana.org

www.weta-montana.org

May 14, 2012

Gary Gray
DOWL HKM, PO Box 1009
Helena, MT 59624

The Western Environmental Trade Association (WETA) supports construction of a roundabout for the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch intersection. The roundabout option offers the optimal solution for improving traffic flow and safety, reduction of fuel consumption, vehicle emissions reduction and construction jobs.

There are good reasons why communities all over the United States are choosing to install roundabouts at busy intersections. Studies in Wisconsin, Michigan and nationally have concluded that motor vehicle crashes have declined by 40 percent.

Roundabouts also improve traffic flow, thereby reducing vehicle emissions and fuel consumption. National studies have concluded that roundabouts reduce carbon monoxide emissions by 32 percent, nitrous oxide emissions by 34 percent, carbon dioxide emissions by 37 percent, hydrocarbon emissions by 42 percent and fuel consumption by 30 percent.

Construction of a roundabout at this intersection in Helena will certainly move traffic more quickly and ease congestion on the streets it serves. A Kansas State University study demonstrated roundabouts lead to a 20 percent reduction in traffic delays. Studies completed by the Insurance Institute for Highway Safety found that roundabouts can reduce delays by almost 90 percent.

Roundabout construction at this site will also benefit Montana contractors, engineers, landscapers, equipment and material suppliers and other businesses.

WETA encourages the City of Helena to keep these many benefits in mind during the decision-making process on this important issue.

Thank you for the opportunity to provide comments.

Best regards,

Mark Lambrecht
Executive Director

The Western Environmental Trade Association (WETA) represents Montana's natural resource industries. WETA's mission is to establish and maintain coalitions to promote and advocate for responsible natural resource development and reasonable environmental regulation.

May 15, 2012

Gary Gray

DOWL HKM Project Manager

P.O. Box 1009

Helena, MT 59624

via email: ggray@dowlhkm.com

RE: Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection project

Dear Mr. Gray,

As the representative of American Federal Savings Bank, which has a branch located at 28 Neill Avenue, I am submitting written comments regarding the above mentioned intersection project.

American Federal has had representatives at the previous stakeholder meetings. I am not aware of any business near the intersection which is in favor of making major changes, especially the roundabout option. In the case of our branch, the roundabout option contains a raised median which would not allow people travelling eastbound on Neill Avenue to access our branch. They would have to continue through the roundabout and return westbound on Neill. Every retail business will tell you that the harder you make it for customers to get to your location, the more likely you lose their business. We feel the roundabout option is not the preferred option, not only for reasons affecting our branch. We believe it would negatively impact access and parking for other businesses, as well as not be pedestrian friendly.

If any change is proposed, I believe that a new configuration of a signalized intersection would be preferred. A four-way intersection with left turn signals would speed up the wait time compared to the current situation. Neill Avenue and Helena Avenue could "face" each other, while Cruse Avenue and Last Chance Gulch could be the other two streets. With a left turn arrow, southbound traffic on Last Chance would be able to go left onto Helena Avenue while northbound traffic on Cruse could go left onto Neill. A normal green would allow southbound traffic on Last Chance to go either straight on Last Chance or Cruse, while northbound traffic on Cruse would go north on Last Chance. Similarly, a left turn arrow would allow Neill Avenue traffic to go left onto Last Chance and Helena Avenue traffic to go either onto Cruse or Last Chance. The green signal would allow Helena Ave. traffic to go straight to Neill while Neill traffic could go onto Helena Ave., Cruse or Last Chance. This to me appears to be a similar solution to what was done at the intersection of Lyndale and Last Chance. Wait times are reasonable and a lot of traffic is moved efficiently. I have sensed a preference to the roundabout option and don't understand why a signal change has not been discussed more. The simpler solution is oftentimes the better one – why spend a lot of money just because the city can get a grant?

Thank you for listening to my comments. Feel free to contact me at 457-4006.

Sincerely,

Pete Johnson, President/CEO

Karlin, Erin

From: Debbie Muir Grebenc <debg@dmg-inc.us>
Sent: Friday, May 04, 2012 9:40 AM
To: Gray, Gary
Subject: Roundabout in Helena

Hi –

I'm submitting comments about the proposal for fixing the mini-malfunction-junction at Helena/Cruse/O'Neill Ave in Helena. I'd like to see a roundabout installed at this intersection.

Thanks –

Debbie Grebenc
524 N Davis St
Helena, MT 59601
406 443-9199

Karlin, Erin

From: Steve Gurzler <engineer@cityofglensfalls.com>
Sent: Monday, May 07, 2012 1:52 PM
To: Gray, Gary
Subject: RE: Roundabout Question

I'm the City Engineer for Glens Falls, NY

So far we've been pretty happy with the improved traffic flow, traffic safety, pedestrian safety and aesthetics of our downtown roundabout.

The only issue we have experienced is with the turning radius of long tractor – trailer rigs. They have to go 270 degrees around the roundabout to make a right turn without mounting the outside curb. We have special sign up to show the maneuver required.

We have quite a bit of traffic, passenger vehicles, busses, fire trucks, log trucks, commercial traffic and freight trucks using the intersection. We have found that longer trucks are seeking alternate routes around the down town area, not a bad thing, but which should be allowed for in your planning.

Please feel free to call if you have any further questions.

Steve Gurzler, PE
Water and Sewer Superintendent
Glens Falls City Engineer
2 Shermantown Road
Glens Falls, NY 12801
Voice: 518.761.3850 X 126
Fax: 518.761.3862

From: Gray, Gary [<mailto:ggray@dowlhkm.com>]
Sent: Monday, May 07, 2012 1:55 PM
To: Carrie Lord
Subject: Roundabout Question

Mr. Schiavoni:

I'm a consultant working for the City of Helen, MT. We are considering the feasibility of a roundabout for a five legged intersection in downtown Helena. The setting appears to be similar to that in downtown Glens Falls so I thought I would ask if there is a contact you could point me to so that I may ask a few questions about the roundabout operations , planning & design issues, etc.

Thanks for your time,

Gary.

Gary E. Gray, P.E.
Sr Project Manager
CELL: (406) 439-8346

Karlin, Erin

To: drothbarber
Subject: RE: Public Meeting, May 15

From: drothbarber [mailto:drothbarber@gmail.com]
Sent: Friday, May 04, 2012 11:05 AM
To: Melissa Lewis
Cc: Peggy Stringer; Gray, Gary
Subject: Re: Public Meeting, May 15

Perfect - thank you!

On Fri, May 4, 2012 at 10:58 AM, Melissa Lewis <melissa@mlewisassoc.com> wrote:
I have a letter of support for the project the Helena Fire Department!

On May 4, 2012, at 9:35 AM, "Peggy Stringer" <strpb@q.com> wrote:

Gary can you answer this question?

From: drothbarber [mailto:drothbarber@gmail.com]
Sent: Friday, May 04, 2012 9:28 AM
To: Peggy Stringer
Subject: Re: FW: Public Meeting, May 15

Hi Peggy - I support roundabouts - so long as they are built to accommodate emergency vehicles (my bro-in-law is a firefighter in Chicago and has grown to hate them because they were are too small for the firetrucks). Has the City Fire Dept weighed in on this?

On Fri, May 4, 2012 at 9:19 AM, Peggy Stringer <strpb@q.com> wrote:

FYI,

Please plan to make a difference by making Helena more bicycle, pedestrian friendly, by supporting the roundabout. If you need more info contact Melissa Lewis.

Thanks,

Peggy

Sorry if you received multiple copies.

From: Melissa Lewis [mailto:melissa@mlewisassoc.com]
Sent: Wednesday, May 02, 2012 4:32 PM
To: strpb@q.com
Subject: Public Meeting, May 15

Please mark your calendar for Tuesday, May 15. The City of Helena is hosting a public input meeting on possible improvements to the intersection of Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch (mini-malfunction junction near the downtown Starbucks).

See attached public meeting notice for details.

There are three options under consideration:

1. No build (do nothing)
2. Conventional signalized intersection
3. Roundabout with bikes lanes, public art and landscaping

Studies show that roundabouts have several advantages over signalized intersections, including:

Safety benefits—roundabouts have been shown to have significantly fewer fatal and injury crashes (70% reduction) than signalized intersections in urban environments due to less conflict points and slower speeds.

Environmental benefits—roundabouts result in fewer stops and less time idling and polluting than signalized intersections.

Pedestrian and bicycle benefits—roundabouts promote a slower speed and safer environment than signalized intersections, which enhances the comfort level for pedestrians and bicyclists.

Operational benefits—roundabouts typically have a much lower delay compared to signalized intersections.

It is important for us to show up and voice our support for improving this intersection.

- Since 2006, there have been 50 accidents at the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch and 11th Avenue/Cruse Avenue intersections. 27 of those accidents were rear-end collisions and five accidents involved pedestrians or cyclists. This is an unusually high volume of accidents compared to other area intersections.
- High bicycle and pedestrian activity combined with insufficient bike lanes and unconventional geometry make the intersections challenging for pedestrians and bicyclists.
- The Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch intersection was constructed in the 1970's. Design and construction standards at that time did not address the long-term intersection needs. The intersection now serves as a gateway to the Montana State Capitol Complex, the Helena Business Improvement District, the Great Northern Town Center and the Carroll College Campus.
- Traffic at the intersection currently reaches over 40,000 vehicles per day.

- Based on traffic counts and growth projections, the "no-build" scenario for this intersection is estimated to result in 80 second delays at the intersection by year 2025. Population growth would also result in increased traffic counts and higher accident rates in the "no build" scenario.

Please help in the following ways:

1. Attend the public meeting and give verbal or written comments
2. Respond to the online project survey at <http://www.ci.helena.mt.us/home/seeking-public-input.html>
3. Submit comments to the project engineer at ggray@dowlhkm.com
4. Submit a letter to the Helena IR
5. Spread the word...the more people involvcd, the better!

Peggy, please let me know if any of your members would like additional information. I'd be happy to provide additional information about roundabouts or the project in general.

Melissa

P: (406) 422-0988

F: (406) 437-9113

800 E. 6th Ave.

Helena, Montana 59601

Karlin, Erin

From: Bob Giordano <mist@strans.org>
Sent: Monday, May 14, 2012 11:09 AM
To: Gray, Gary
Subject: our roundabout comment

Please accept this comment for your helena roundabout project at 11th, Cruse, Neill, etc.:

I see that Helena is considering a modern single lane roundabout for 'mini malfunction junction,' and that some are concerned. In Missoula, there were similar concerns before the Higgins Beckwith single lane roundabout opened almost 3 years ago.

The result? No injuries, barely a fender bender, reduced delay for all, safe and welcoming bicycle and pedestrian crossings, smooth operations for big trucks and emergency vehicles, simple snow plowing, saved electricity costs of over \$5,000 a year, less asphalt to maintain, less air pollution and carbon emissions, less road rage, overwhelming community support and more business-friendly streets.

Roundabouts are not the same as those high speed multi-lane New Jersey rotaries, or the small neighborhood traffic circles. While double lane roundabouts can work, it is the modern single lane roundabout- able to process up to 3,000 cars an hour- that seems to be the safest and most welcoming form of intersection.

From looking at the design, I would change the dual entry lanes on Neill Avenue to a single lane. Safety and flow would be increased for drivers, people on bicycles and people walking.

We further suggest: bike lanes on the approaches, 11' (or less) travel lanes, native landscaping, permeable pavements where possible, native rock truck apron instead of concrete slab, community art in the middle or a community process to choose art or greenery or both.

thanks

-Bob Giordano, Missoula Institute for Sustainable Transportation

Karlin, Erin

From: bret brunner <bsbrunner@bresnan.net>
Sent: Wednesday, May 16, 2012 10:02 AM
To: Gray, Gary
Subject: Neill/Helena/Cruse/Last Chance

I was unable to attend Tuesday's meeting so there may have been answers to many of these questions. I will keep reading the articles to learn more. I would like to submit some questions and comments on this project. I do not find the survey fits my needs, so I'm sending you an email. I do not expect a detailed response to all this.

1. I am not sure what problem(s) we are trying to solve. This intersection has been like this for a very long time and suddenly it appears to be considered problematic. I am not aware of this being especially hazardous, nor am I aware of any increase in accidents. I agree there are delays at times but that is true of many intersections - N Montana/Cedar for example. Is this a project working it's way up the list? Is there suddenly money available? It would be helpful to provide some context and background.
2. Looking at the alternatives, the pro/cons address off peak delay. While that is a good thing, what do the alternatives do for peak period?
3. In general, I have not found the existing roundabouts to be either necessary or useful. They are all in low volume areas and I can't quite picture one here with high traffic volume. Unless there is some specific objective/problem that only a roundabout will solve, I would tend to oppose it.
4. One small point about access control. It is not uncommon to have someone on 11th going onto Neill zoom through the intersection only to jam on the brakes to turn right into Starbucks. Closing the access nearest the light would help a bit.
5. It is not clear to me why the roundabout is paired with closing inbound Helena Ave.
6. The issues of truck and especially snowplow access in the roundabout seem to be deal breakers.
7. Has any consideration been given to changing Cruse? That street does not seem to be particularly useful.
8. I saw that Bozeman and Missoula thought their roundabouts improved rush hour traffic, but the statements were quite limited - Bozeman addressed northbound traffic improving but did not comment on anything else.

Thank you
Bret Brunner

Karlin, Erin

From: Thomas, Jeff <jethomas@mt.gov>
Sent: Monday, May 14, 2012 8:20 PM
To: Gray, Gary
Subject: Mini-Malfunction Junction design question

Gary,

I would like to ask a question about the potential design of the roundabout at the Mini-Malfunction Junction intersection of Neill Avenue, Last Chance Gulch, Helena Avenue, and Cruse Avenue:

In the roundabout plan, is the stoplight at Cruse and 11th Avenues going to remain? My concern is that when the stoplight is green for north/west bound traffic on Cruse, the stoplight will be red for traffic going up (south) on Cruse from the roundabout. But the roundabout design will allow unlimited traffic from Neill Avenue, Last Chance Gulch, and Helena Avenue to continue into roundabout, and that traffic heading up to 11th and Cruse Avenues will be stopped at the light. The short section between the roundabout and the stoplight will be filled with stopped cars and the roundabout will quickly fill as well. On top of that, as soon as the roundabout is filled with stopped traffic, the north- and west-bound traffic on Cruse will no longer be able to navigate the roundabout. The effect will be a complete traffic standstill.

It seems to me that the only solution to having the roundabout filled with stopped cars is to include the intersection of 11th Avenue and Cruse Avenue in the roundabout design. This would no longer make the roundabout a 5-sided roundabout, but rather this would now be a 6-sided roundabout.

I hope to make the public presentation meeting at the Civic Center Tuesday evening. In the event that I don't, I would like to formally state my opposition to the roundabout plan. In an area that was designed from the ground up to handle a 5- or 6-sided roundabout, the design may work well. But in this old mining camp, with businesses tight to the intersection and existing streets that don't lend themselves to this layout, my opinion is that the roundabout will at best be a heavily-hammered design squeezed into an area ill-suited for this type of traffic control.

Thank you,
Jeff Thomas
jethomas@mt.gov
(406) 443-6120

Karlin, Erin

From: Sandra/John Jarvie <campjarvie@yahoo.com>
Sent: Sunday, May 13, 2012 12:22 PM
To: Gray, Gary
Subject: Malfunction Junction traffic

We have lived on the upper West side of Helena for thirty-five years; which means we frequently go through 'malfunction junction'. We feel a roundabout at this spot would be the ideal solution. We have driven in most of the European countries and they all use roundabouts extensively; they keep traffic moving smoothly and are easy to use. The roundabout is a new idea for most Montanans but it is not a difficult concept and I am sure people would soon learn how to maneuver in it.

Please give careful consideration to a roundabout at this intersection.

Sandra and John Jarvie
1510 Hauser
Helena, MT

Karlin, Erin

From: ROGER DARIEN SCOTT <DARIEN637@MSN.COM>
Sent: Sunday, May 13, 2012 4:56 PM
To: Gray, Gary
Subject: Junction

I am sorry that I will not be able to attend the meeting, but would like to offer my opinion.

I worry that a round-about may not be the safest plan for pedestrians. I would really like to see a right turn lane from Last Chance Gulch on to Neil Avenue. I think it would help to increase the flow of traffic. Many times I will be behind cars going straight through on Last Chance Gulch, and by the time I get to the intersection to make a right hand turn, I am unable to do so.
Thank you for your consideration.
Darien Scott



**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance
Gulch Intersection
Public Meeting**

Tuesday, May 15, 2012

The City of Helena Invites Your Comments:

*Do not rule out the 2 way traffic
on Last Chance Gulch. A larger
round-a-bout to accomidate 2 way
traffic would help move large trucks
through also.*

To receive further study information, please provide your name and address:

Name: Jim Barnes
Address: 1909 Leslie
Helena
Email: jbarnes3071@msn.com

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection Concept Study





**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance
Gulch Intersection
Public Meeting**

Tuesday, May 15, 2012

The City of Helena Invites Your Comments:

Please consider roundabout, but please seek a design that is positive for downtown businesses - i.e. two way traffic on Last Chance.

Also why not a long range vision of roundabouts ~~at~~ in downtown → i.e. ~~at~~ in front of Civic Center, ~~Enter~~ by Base Camp, by on Broad way - some way of moving traffic in, around, and through Downtown for living & working.

To receive further study information, please provide your name and address:

Name: Bill Hallinan
 Address: 430 Clarke
Helena
 Email: wjhallinan@gmail.com

Please leave your comments with staff at the meeting, or mail to:
 Gary Gray
 DOWL HKM
 PO Box 1009
 Helena, MT 59624
 Please indicate comments are for the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection Concept Study





**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance
Gulch Intersection
Public Meeting**

Tuesday, May 15, 2012

The City of Helena Invites Your Comments:

I am in favor of the roundabout. It is safer, more efficient, and as an avid cyclist + runner, a roundabout is safer for several reasons. Only cross one lane at a time, + cars are moving slower. Please don't let traditional thinking get in the way of making Helena better.

Additionally, there are 24 hours a day where you simply sit + idle for 1-3 minutes + this needs to be fixed. A roundabout fixes this; would a signalized intersection?
(question: I don't know the answer)

To receive further study information, please provide your name and address:

Name: Erik Markus

Address: 315 9th Ave
Helena, MT 59601

Email: _____

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection Concept Study



**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance
Gulch Intersection
Public Meeting**

Tuesday, May 15, 2012

The City of Helena Invites Your Comments:

I had a European exchange student tell me that Europe is going away from roundabouts, why are they suddenly the thing in Montana? The neighborhood one in Helena is a joke, and the one near the South Helena exit is frightening. I nearly got T-boned when a driver going south turned east (left) right in front of me, instead of cycling the ridiculous roundabout like I was doing.

To receive further study information, please provide your name and address:

Name: Martha C. Baumann

Address: 2014 Lockley Avenue

Helena, Montana 59601-1820

Email: _____

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection Concept Study





**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance
Gulch Intersection
Public Meeting**

Tuesday, May 15, 2012

The City of Helena Invites Your Comments:

Please consider the size of circle used for intersection.
The circle on Sanders + Butte Ave could be smaller. Take out
1/2 of side walk on circle because N. Side streets are showing
wear on the intersections + Trucks have a hard time making
the turns.

Also a sign ahead of time would be nice.
Roundabout ahead
Keep Right



To receive further study information, please provide your name and address:

Name: Kari Christensen
Address: 1719 Boulder Ave
Helena MT 59601
Email: _____

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection Concept Study



**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance
Gulch Intersection
Public Meeting**

Tuesday, May 15, 2012

The City of Helena Invites Your Comments:

I stand in support of the roundabout. I grew up in Idaho Falls and the city was dealing with a similar traffic buildup that was resulting in grid lock. The city put roundabouts at several of the major traffic intersections. It eased many traffic problems and helped with both rush hour & peak traffic hour issues. They help with the flow of traffic and will help our down town moving at a quick pass.

To receive further study information, please provide your name and address:

Name: Austin Lyk
Address: 706 west Lawrence Apt 4
Helena MT 59601
Email: austineverettlyk@gmail.com

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection Concept Study





**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance
Gulch Intersection
Public Meeting**

Tuesday, May 15, 2012

The City of Helena Invites Your Comments:

I feel strongly that a roundabout is the obvious solution for this intersection. Many Helonans/Americans are intimidated by roundabouts because we are not familiar with them. Roundabouts save gasoline & time by keeping traffic moving and they reduce the chance of a serious accident by reducing the chances of a "T-bone" collision.

Two valid concerns are how pedestrians & bikers can negotiate an urban roundabout. Bikers are easy, they need to "claim their lane" and simply be part of the traffic - DON'T ride on either side but ride in the middle like a car. Pedestrian traffic is a bit more complicated. Crosswalks could of course be installed away from the roundabout itself but that would require a longer walk & possibly more signals. A possible solution might be to install an underpass system during construction, when there will be a lot of (over)

To receive further study information, please provide your name and address:

Name: Paul Pacini

Address: 303 State Street

Helena, MT 59601

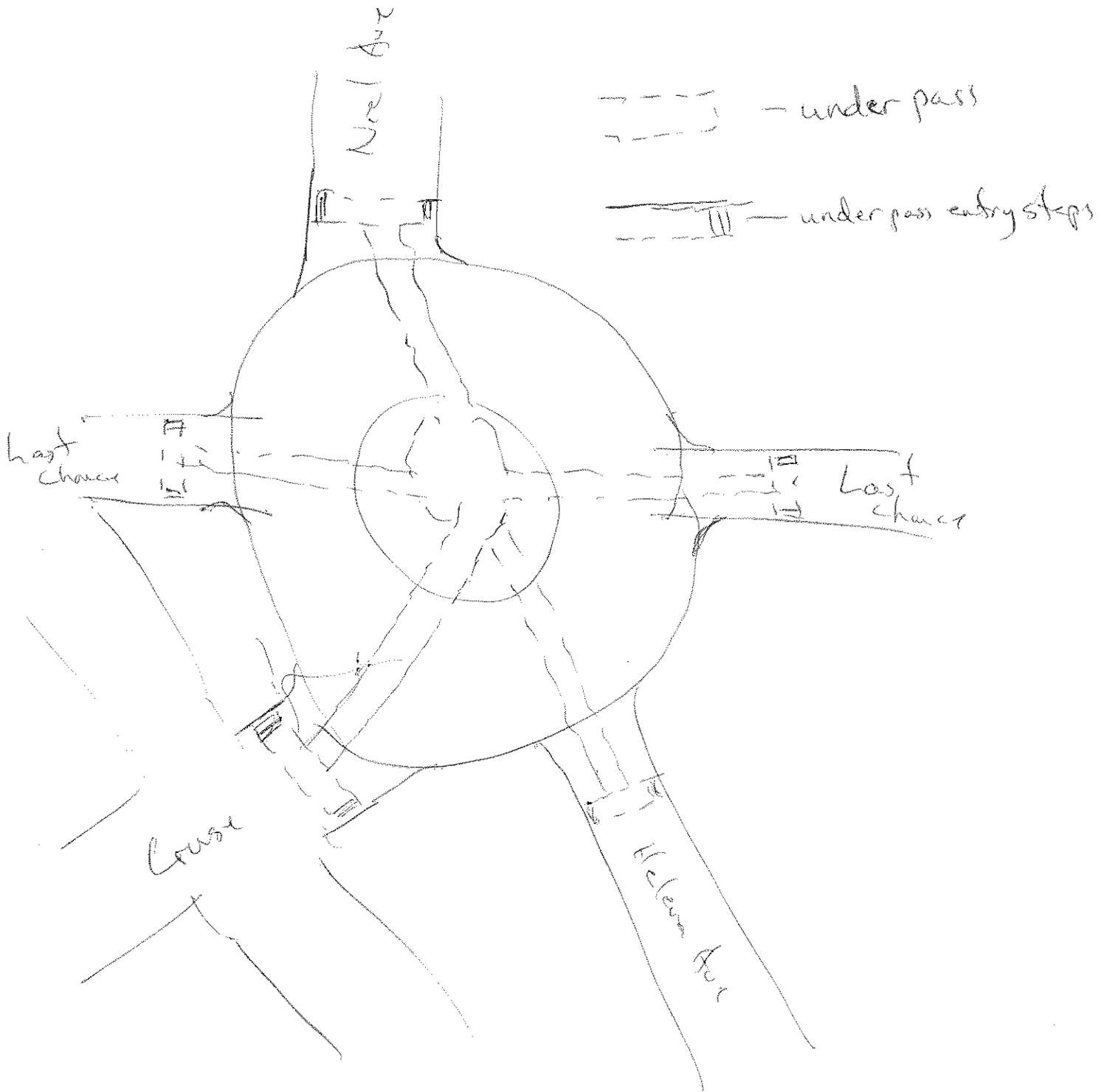
Email: ppacini@brosnan.net

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection Concept Study

earth moving going on anyway. An efficient layout is as follows!





**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance
Gulch Intersection
Public Meeting**

Tuesday, May 15, 2012

The City of Helena Invites Your Comments:

Roundabouts take up more space than a conventional intersection. They are confusing and unnecessary where we have an intersection that already works just fine.

We have all grown up with and use stop signs/signal lights and have for many years very successfully.

Roundabouts take up more space. Business owners in Helena can ill afford ~~losing~~^{losing} valuable parking spaces. We should be encouraging small businesses in Helena instead of hindering them by making access to them harder.

Large SUV's & Delivery trucks have a harder time navigating Roundabouts. (Not to mention towing boats or Campers ^{around} ~~one~~)

Please leave the intersection as a conventional signal light intersection

There are 2 days of the year where a Roundabout would be an absolute nightmare. Vigilante Day and The Day of the Stampede Parade!

To receive further study information, please provide your name and address:

Name: Connie House

Address: 1217 Wilder Ave

Helena MT 59601

Email: madhouse5and2@gmail.com

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection Concept Study

over

In the event a Roundabout is built what happens if a accident happens in the Roundabout does it tie up the whole thing and for how long? How would that affect traffic on all legs of the Roundabout?

Who ^{will} and how ~~will~~ drivers be educated on how to use a Roundabout? Not everyone has internet, or reads the Paper, or listens to the radio. The Roundabout option needs ALL drivers to be educated on how it works and it sounds like it's a done deal from the speakers I've heard tonight.



City of Helena Concept Study
Neill Avenue/Helena Avenue/Cruse
Avenue/Last Chance Gulch Intersection

Second Stakeholder Meeting
March 6, 2012

2nd Stakeholder Meeting



City of Helena





MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: John Rundquist
City of Helena

From: Gary Gray
DOWL HKM Project Manager

Date: May 29, 2012

Subject: **Stakeholder Meeting on March 6, 2012**
City of Helena Concept Study for
Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection

The City of Helena hosted a second stakeholder meeting at the Civic Center on Tuesday, March 6, 2012 at 6:00 p.m. The sign in sheets are provided in Attachment 1. The following people attended the meeting:

Name	Affiliation
Paul & Jackie Williams	612 / 614 N. Main Street
Brenda & Pat Brewer	615 Helena Avenue / The Man Store
Al Roy	613 N. Last Chance Gulch / Trophy Store
Pat Seiler	301N. Park Ave./ Livery Building Owner
Terry Zimmerman	357 Mill Road / Taxpayer
Marjorie Trainer	1931 8 th Ave.
George McCauley	926 5 th Ave.
Cooper Mitchell	25 Neill Avenue / Livery Building Dental
Jim McHugh	225 Cruise Avenue / Downtown Helena / BID
JR Aevelt	300 Neill Avenue
Joe Wojton	533 N. Main Street / God's Love
Mike and Val Davis	629 Helena Ave./Vacs R Us
Melinda Barnes	801 N. Last Chance Gulch
Bob Evans	Unknown
Doug Aunsaher	519 Diehl Dr.
Buck Rea	1950 Grizzly Gulch
Diane Papinen	19 Davidson St.
Sarah Sadowski	8 South Benton
Matthew Oppedahl	916 E. Broadway
George Allen	320 N. Last Chance Gulch/By-George Sheila's
Marilyn Greely	1225 LeGrande Canyon Blvd.
Mike Dowling	55 West 14 th St. Suite 103/BID
Gerry Hansen	327 N. Last Chance Gulch/Sole Sisters
Toby DeWolf	361 N. Last Chance Gulch/Bert and Ernie's

Piper Haugan	Helena Independent Record
Steve Hagen	City of Helena Police
Roy Peterson	Montana Department of Transportation
John Rundquist	City of Helena
Ryan Leland	City of Helena
Ron Alles	City of Helena
Phil Odegard	DOWL HKM
Gary Gray	DOWL HKM
Sarah Nicolai	DOWL HKM
David Stoner	DOWL HKM
Erin Karlin	DOWL HKM

Overview of Concept Study

DOWL HKM (Phil Odegard and Gary Gray) provided an overview of the City of Helena's concept study of the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection. The study will assess possible options to improve vehicular operations and accommodate pedestrian and bicycle users at the intersection.

It was noted that the study will consider a variety of options to improve the intersection. Using concepts provided in the City of Helena 2004 Transportation Plan Update as a starting point, options will likely include reconstruction of the intersection with a signalized intersection configuration, reconstruction of the intersection with a roundabout configuration, and a No Build option involving assessment of the signal timing for the existing intersection configuration.

Phil stated that the stakeholder meeting is intended as a listening session with property owners and tenants located in the vicinity of the intersection. The City of Helena is interested in hearing from stakeholders before developing improvement options. No decisions have been made at this time.

John provided an explanation of the TIGER grant that was submitted in March. He also explained the design process for the preferred alternative would be expedited if the City were to receive the grant.

Stakeholder Comments

The table below lists paraphrased comments provided by stakeholders. The stakeholder meeting was not recorded.

Written comments were received at the meeting and via mail. All comments received are attached in Attachment 2.

Comments Provided at Stakeholder Meeting March 6, 2012

#	Name	Affiliation		Comment
1	George Allen	320 N. Last Chance Gulch By-George Sheila's	Two-Way Traffic	Greg received signatures from all storefronts on the 300-400 blocks that they would like two-way traffic on Last Chance Gulch. Two-way traffic is a necessity.
2	Mike Dowling	55 West 14th St. Ste 103 BID	Two-Way Traffic	BID has expressed twice before that two-way traffic should be reviewed and should not be ignored. It is not BID's responsibility to hire an engineer.
3	Paul Williams	612 N. Last Chance Gulch Downtown Barber Shop	Two-Way Traffic	The entire corridor should be studied.
4	Pat Seiler	301 N. Park Ave. Building Owner	Two-Way Traffic	Take a step back and look at two-way traffic. Make Helena the best place or entrance to downtown. It is important to make it charming, inviting and sweet feeling entering downtown. We want to give the highest quality of life, provide fun and events.
5	Unknown		Non-Motorized	How would pedestrians get through the roundabout? If cars need to stop for pedestrians, this defeats the purpose of a roundabout.
6	Cooper Mitchell	25 Neil Ave. #204 Meadowlark Dental	Access	Restricted access in parking lots and alley ways could increase traffic in the alley and could cause problems.
7	Unknown		Non-Motorized	Are Bicycles pedestrian or Vehicles?
8	Unknown		Non-Motorized	It is important to take into consideration the type of population around this intersection. There are a lot of special needs.
9	Pat Seiler	301 N. Park Ave. Building Owner	Roundabout	Roundabouts seem to be more for rural areas. What percentage of roundabouts are in high traffic areas?
10	Mike Dowling	55 West 14th St. Ste. 103 BID	Roundabout, Traffic	Will a roundabout improve historic downtown? Will it work with the traffic? Roundabouts change the feeling of entering the area. This could be a great solution to and could strengthen the 300-400 blocks.
11	Unknown		Traffic	The hill coming down Cruse and 11th could be dangerous due to slipping and

				sliding in the winter.
12	George Allen	320 N. Last Chance Gulch By - George Sheila's	Non-Motorized	Walkable communities are healthiest communities. Non-Motorized needs need to be addressed.
13	Mike Dowling	55 West 14th St. Ste 103 BID	Two-Way Traffic	Hearing from Downtown that two-way traffic doesn't work. One-way traffic is low. If two-way traffic would help businesses, it should be looked at. How can we improve downtown? Two-way is better for urban development.
14	Unknown		Two-Way Traffic	It is not a traffic problem it is a business problem. There need to be more businesses to draw people downtown.
15	Unknown		Two-Way Traffic, Parking	There should be more research done on two-way traffic. Non-Motorized traffic brings in business. Parking is a frustration.
16	Unknown		Parking	It is frustrating that you are taking parking away. The Entire community of Helena is not all walkable.
17	Pat Seiler	301 N. Park Ave. Building Owner	Non-Motorized	The real reality is that people need to stay in business then look at walking and biking.
18	Unknown		Two-Way Traffic	Last Chance Gulch/Main Street is encroached upon having it dead end. Plus loss of parking. Two-way traffic will help; it feels like we are losing people right now. It needs to be easy access, and keep it beautiful.
19	Pat Seiler	301 N. Park Ave. Building Owner	Grant	What is the cost of the intersection? What is the timeline? Will these be the only two options to build? If we get the grant with the 400-300 block have a better chance of two-way traffic? If we get the money can we change the plans?
20	Al Roy	613 N. Last Chance Gulch The Trophy Case	Traffic	Do we have to maintain 5 legs? Can you create only 3 legs and shut down Cruse Ave.?
21	Unknown		Parking	Create a working intersection without losing parking.

**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch
Intersection**

Attachment 1

**Sign-in Sheets for Stakeholder Meeting
March 6, 2012**



Stakeholder Meeting

Tuesday, March 6, 2012

Name:	Address:	City, State, ZIP Code	E-mail:
Pat Seiler	406 431 5391	301 No Park Ave	patseiler@montana.com
Melissa Thayer	1931 9th Ave	406-442-4446	melissa-thayer@montana.com
George McConley	926 5th Ave	59601	metropoulos@mt.net
Bob Evans	406-457-4018	28 Neill Ave	rm.evans@amfedsb.com
K. Cooper Mitchell	25 Neill Ave #204	Helena, MT 59601	mitch5055@gmail.com
Mike & VAL DAVIS	629 Helena Ave	Helena MT 59601	VA CS R US @ GMAIL.COM
Doug Hunsaker	519 Diehl Dr.	59601	
Maege Ellison	300 N. Last Chance Gulch	Helena MT 59601	
PRENDA BARR	1015 Hale Ave	Helena MT 59601	
Buck Rea	1950 Grizzly Gulch	Helena MT 59601	buck@greenandgreen.biz
AL BOY	613 N/LCB	Helena 59601	
Dick Thyeatt	36 Harrison Ave	Helena MT 59601	dthweatt@ci.helena.mt.us
Diane Papinich	19 Division St	Helena MT 59601	indigospring1@yahoo.com
T. Zimmerman	357 Mill Rd.	Helena MT 59602	
Lisa Nelson	28 Neill Ave	Helena 59601	lisa.nelson@amfedsb.com
Steve Habew (HPD)	221 Broadwood Dr	Helena 59601	
Janet Sedowski	8 South Benton	Helena 59601	
Matthew Oppedahl	916 E. Broadway St	Helena, MT 59601	cosmopolit8@yahoo.com



City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance
Gulch Intersection

Stakeholder Meeting

Tuesday, March 6, 2012

Name:	Address:	City, State, ZIP Code	E-mail:
Melinda Barnes	801 N. Last Chance Gulch	Helena, MT 59601	melinda@bigskybikes.com
George G. Allen	320 N. LAST CHANCE GULCH	Helena MT 59601	GEOSHIEL @ AOL.com
Marilyn Greedy	1225 LeGrande Cannon Blvd	Helena 59601	
Piper Haugan			piper.haugan@helenaair.com
Joe Weston	533 N Main ST	Helena MT 59601	joe.godstae@bresnan.net
Garby Williams	614 N Main	Helena " "	OPPOSE
Paul Williams	//	// //	OPPOSE lugnutpaul@gmail.com
Mike Downing	55 West 14th St Suite 103	Helena	mdowning@dsa-mt.com
Gerry Hanson	327 N. Last Chance	Helena	solesisters@bresnan.net
Joy Dun	361 N. Last Chance	Helena	bertandernies@in-tch.com
J.P. Aebelt	300 NEILL AVE	HELENA	JFEUCHT@ci.helena.mt.us
Jim McHugh	225 Cruise	Helena	jmchugh@mt.net

(30 attendees)

**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch
Intersection**

Attachment 2

Stakeholder Written Comments



**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance
Gulch Intersection**

Stakeholder Meeting

Tuesday, March 6, 2012

The City of Helena Invites Your Comments:

The Man Store -

*We are not anti Roundabout our main
concern is access to our parking lot could
be closed off or with no parking in
front of our building we would
block a big leg of the Roundabout
most of the day on Tuesdays & Fridays
~~etc etc~~*

To receive further study information, please provide your name and address:

Name: Pat BREWER

Address: 615 Helena Ave
Helena MT 59601

Email: man.store@hotmail.com

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection Concept Study





**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance
Gulch Intersection**

Stakeholder Meeting

Tuesday, March 6, 2012

The City of Helena Invites Your Comments:

Lined area for handwritten comments, featuring a large scribble in the center.

To receive further study information, please provide your name and address:

Name: Mike Rowling

Address: Bed

Email: _____

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection Concept Study



**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance
Gulch Intersection**

Stakeholder Meeting

Tuesday, March 6, 2012

The City of Helena Invites Your Comments:

OUR BANK IS VERY CONCERNED THAT THE CHANGES UNDER CONSIDERATION WILL DRASTICALLY REDUCE THE ACCESS TO OUR BANK, A VERY NEGATIVE IMPACT, BY ELIMINATING A LEFT TURN INTO OUR BANK VIA NEILL AVE. ALSO, WE ARE CONCERNED THAT THE CHANGE WILL EXACERBATE THE PARKING PROBLEM WE EXPERIENCE ~~WITH~~ WITH MORE CUSTOMERS OF ADJACENT BUSINESSES USING OUR PARKING AREA.

To receive further study information, please provide your name and address:

Name: BOB EVANS

Address: 28 NEILL AVE

AMERICAN FEDERAL SAVINGS

Email: rmevans@amfedsb.com

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection Concept Study





**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance
Gulch Intersection**

Stakeholder Meeting

Tuesday, March 6, 2012

The City of Helena Invites Your Comments:

Remember this is the main intersection of Helena and the downtown area. We on Last Chance Gulch have been feeling the squeeze on our street - first the Walking Mall turns Last Chance Gulch into a Dead End! Next was expanding the sidewalks and the bump out on the street corners, which took up parking space. Now you want to further encroach upon our street by making it impossible to revive 2 way traffic, which all the merchants and property owners want! We want to keep our downtown alive and prosperous, with access from the intersection in and out of Last Chance Gulch.

To receive further study information, please provide your name and address:

Name: Greg Allen & Madge
Address: 320 N. Last Chance Gulch
Helena MT 59601
Email: geosheil@aol.com

Please leave your comments with staff at the meeting, or mail to:
Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624
Please indicate comments are for the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection Concept Study



**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance
Gulch Intersection**

Stakeholder Meeting

Tuesday, March 6, 2012

RECEIVED

MAR 9 2012

**DOWL HKM
HELENA**

The City of Helena Invites Your Comments:

Also, why should the few retailers around the intersection pay for the mistakes of 5 accidents a year, 5 bad drivers. The drivers are the ones who should pay the price for their own bad driving!

Plus, with all the developmentally delayed citizens in that area trying to cross the streets... which is safer for them? To push a button at a corner and wait to cross in a group, or to try to cross the roundabout...

It seems the City has located some "free" money and is in a big hurry to use it on local employees! Please reconsider what is best for the whole downtown.

To receive further study information, please provide your name and address:

Name: Madge Allen

Address: 320 N. L.C. G.
59601

Email: geosheil@aol.com

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection Concept Study

RECEIVED
 MAR 2012
 COP. HKT
 HELENA

We, the undersigned building and retail owners of Last Chance Gulch, Helena, Montana, would like the Dept. of Transportation and the City Engineer to re-engineer the plan for Round About or Stop lights to include 2 way traffic on Last Chance Gulch.

Name Business Address Date

Madge Allen	By George Skeela	320 N. L.C.G.	3-1-2012
George D. Kelly	McBee's Shirts	320 N. L.C.G.	3-1-12
Carrie Burdick	Sighs Now	323 N. L.C.G.	3-1-2012
	Capital FRET	335 N. L.C.G.	3-1-2012
Marybell Jensen	Turman Larison	337 N. L.C.G.	3.1.2012
Bonnie Lambert	Livestock Bldg	27 N. L.C.G.	3-1-12
Alanna N. Hunt	Barnes J	357 N. L.C.G.	3-1-12
Ken Duff	Bente Ennis	361 N. L.C.G.	3-1-12
Bill Sisk	MMS	401 N. L.C.G.	3-1-12
Bob	The Painted Hat	411 N. L.C.G.	3/1/12
Rob Ryan	Ryan's Shoe Repair	431 N. L.C.G.	3-1-12
Matt Strachan	Toi's Mrs	423 N. L.C.G.	3-1-12
Judith Stewart	Beads Extraordinaire	433 N. L.C.G.	3-1-12
Kevin Hudson	Helena Photography	426 N. L.C.G.	3-1-12
Rose Wiseman	O'TOOLE'S BAR	330 N. MAIN	3-1-12
Sym Black	ESP - Willy's Tavern	350 N. Last Chance	3-2-12
Alicia Little	O'Jools	330 N. Main	3-2-12
Kerry Hanson	Sole Sisters	327 N. L.C.G.	3/2/12
Kim Ramsey	Sole Sisters	317 N. L.C.G.	3/2/12
Mark K. Blum	US Bank	302 N. L.C.G.	3/2/12
Dan Stone	Hub Coffee	314 N. L.C.G.	3-5-12
SID GADOLPHIN	PLAZA PLAZA INC.	418 - 438 N. LAST CHANCE	3/5/12
Jimmy	VALLEY BRAW - DHT 27-11	300 FULLER AVE	3-5-12
Mike Kippert	Buy of Apple's	60 S. Last Chance	3/6/12
Jock Borinson		3508 RIMM RD.	3/16/12

THE INVESTMENT GROUP

40 W. LAWRENCE, SUITE C

Alex Rincón FOUZOSIX 318 N. LAST CHANCE GULCH 3.6.12

RECEIVED

JAN 4 2012

DOWL HKM
HELENA MT

Stakeholder Meeting

Tuesday, December 20, 2011

The City of Helena Invites Your Comments:

Let's talk public transportation. In the coming years this will have to play a large role in our community. Gas prices will never go down. Parking will not be plentiful. This area cannot grow. It can change but it cannot expand. There is only one Last Chance Gulch. Look to the future; bus stops, benches, amenities. Think out of the normal and look to the future of your community as we expect you to. You tax us to the hilt. The very least you can do is listen to your community. The most you can do is follow our wishes, respect us.

To receive further study information, please provide your name and address:

Name: _____

Address: _____

Email: _____

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection Concept Study



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JAN 4 2012

DOWL HKM
HELENA

Stakeholder Meeting

Tuesday, December 20, 2011

Re: 614 N Main

The City of Helena Invites Your Comments:

Helena's downtown area of Last Chance Gulch starting where 13th Ave crosses is a unique and special area of our town. Except for Starbucks & the Dept of Revenue in the old Kenney's Bldg, the businesses are local offering a variety of goods & services. Even the layout of the streets are historical & the buildings are a study in by-gone eras. This is not an "industrial area" nor a "Big Box" area. It is local people owning businesses & property, paying taxes, helping their neighbors investing all they have to live in this community and helping it thrive. Downtown is a "destination"! It is a place to linger and enjoy. It is rich in history, local flavor and diversity. This should be your #1 consideration for the area. Flow traffic for control in a different area. Make this safe for pedestrians of all ages.

To receive further study information, please provide your name and address.

Name: J Williams
 Address: 2488 Haystack
EHelena MT 59635
 Email: _____

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
 DOWL HKM
 PO Box 1009
 Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection Concept Study

Roundabout education is desperately needed before more are implemented in MT. Our culture is not a roundabout culture. It is straight forward & direct.



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JAN 4 2012

DOWL HKM
HELENA

Stakeholder Meeting

Tuesday, December 20, 2011

The City of Helena Invites Your Comments:

I own the building at 612-614 N. Last Chance Gulch.

My main concern is the loss of on street parking. Both tenants on the top floor of my building have told me they will move out when we lose the parking in front of my building. I invested in downtown Helena with the reasonable expectation that I would have on-street parking, which has existed since the building was built.

As more office space is built on this street, pedestrian travel increases thru our intersection. The city's commission seems determined to ruin the charm + uniqueness of our downtown Helena and limit our already scarce parking so drivers can save 5 seconds on their way thru our intersection.

KEEP ON STREET PARKING

To receive further study information, please provide your name and address:

Name: Paul Williams

Address: 2488 Haystack Drive

E. Helena MT 59635

Email: Lugnut paul@gmail.com

Please leave your comments with staff at the meeting, or mail to:

Gary Gray
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection Concept Study



City of Helena Concept Study Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection

First Stakeholder Meeting December 20, 2011



City of Helena





MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: John Rundquist
City of Helena

From: Gary Gray
DOWL HKM Project Manager

Date: December 27, 2011

Subject: **Stakeholder Meeting on December 20, 2011**
City of Helena Concept Study for
Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection

The City of Helena hosted a stakeholder meeting at the Civic Center on Tuesday, December 20, 2011 at 6:30 p.m. The following people attended the meeting:

Name	Affiliation
Paul & Jackie Williams	612 / 614 N. Main Street
Brenda & Pat Brewer	615 Helena Avenue / The Man Store
Al Roy	613 N. Last Chance Gulch / Trophy Store
Rod Grover	612 N. Last Chance Gulch / Downtown Barber Shop
Terry Zimmerman	357 Mill Road / Taxpayer
Debra Ekblom	612 N. Last Chance Gulch / Downtown Barber Shop
Pete Johnson	28 Neill Avenue / American Federal Savings Bank
Dave Galt	25 Neill Avenue / Livery Building
Jim McHugh	225 Cruise Avenue / Downtown Helena / BID
Kevin Kelly	300 Neill Avenue
Joe Wojton	533 N. Main Street / God's Love
Kris Goss	640 N. Benton Avenue
Melinda Barnes	801 N. Last Chance Gulch
Bob Evans	Unknown
Piper Haugan	Helena Independent Record
Steve Hagen	City of Helena Police
Roy Peterson	Montana Department of Transportation
John Rundquist	City of Helena
Ryan Leland	City of Helena
Ron Alles	City of Helena
Phil Odegard	DOWL HKM
Gary Gray	DOWL HKM
Sarah Nicolai	DOWL HKM
David Stoner	DOWL HKM
Erin Karlin	DOWL HKM

Overview of Concept Study

Phil Odegard provided an overview of the City of Helena's concept study of the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection. The study will assess possible options to improve vehicular operations and accommodate pedestrian and bicycle users at the intersection.

Phil noted that the study will consider a variety of options to improve the intersection. Using concepts provided in the City of Helena 2004 Transportation Plan Update as a starting point, options will likely include reconstruction of the intersection with a signalized intersection configuration, reconstruction of the intersection with a roundabout configuration, and a No Build option involving assessment of the signal timing for the existing intersection configuration.

Phil stated that the stakeholder meeting is intended as a listening session with property owners and tenants located in the vicinity of the intersection. The City of Helena is interested in hearing from stakeholders before developing improvement options. No decisions have been made at this time.

Stakeholder Comments

The table below lists paraphrased comments provided by stakeholders. The stakeholder meeting was not recorded.

No written comments were received at the meeting. Written comments received after the meeting are attached to this memorandum.

Comments Provided at Stakeholder Meeting December 20, 2011

#	Name	Affiliation	Topic	Comment
1	Paul Williams	612 / 614 N. Main Street Building Owner	Building Impacts	Is the City concerned about impacts to building owners?
2	Joe Wojton	533 N. Main Street God's Love	Traffic Parking	<ul style="list-style-type: none"> • Cruse Avenue is very dangerous in the wintertime when it is icy. Any roundabout approach might be problematic from this standpoint. • Also concerned about loss of parking.
3	Pat Brewer	615 Helena Avenue The Man Store	Driving Issues Parking	Concerned about overloading the Neill Avenue / Benton Avenue signalized intersection near the Civic Center if traffic is allowed to move more quickly through the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch intersection.
4	Paul Williams	612 / 614 N. Main Street Building Owner	Deliveries Parking	Why this intersection? Many intersections in the city are worse. Is there really a problem? The intersection was rebuilt about 15-20 year ago.
5	Brenda Brewer	615 Helena Avenue/The Man Store	Deliveries Parking Travel	<ul style="list-style-type: none"> • Semi-trucks deliver goods to our building regularly. Where would they park if the intersection is reconstructed? Deliveries would block the roundabouts. • Will we be able to keep our parking? • Peak hour traffic on Montana Avenue is much worse than this intersection.
6	Dave Galt	25 Neill Avenue / Livery Building	Parking Traffic	<ul style="list-style-type: none"> • The parking lot behind Starbucks is our parking lot. It holds 15-18 cars. There is always a morning, noon, and evening rush hour every day. • Parking downtown is hard. Loss of parking should not be an option. • Getting to and from the east end of town via 11th is a concern. It is easier to travel east, but more difficult to return west.
7	Debra Ekblom & Rod Grover	612 N. Last Chance Gulch Downtown Barber Shop	Access	<ul style="list-style-type: none"> • Access is vitally important. We have elderly clients that need to access our business.

			Non-Motorized	<ul style="list-style-type: none"> • Many of our clients walk through this intersection. We need safe pedestrian access. • If we lose parking, we'll have to move our business. We share parking with Starbucks. We are always in competition for parking since we don't have dedicated parking spaces. • Many residents of Sunset Capital Apartments use wheelchairs or scooters through this intersection.
8	Joe Wojton	533 N. Main Street God's Love	Non-Motorized	The area up and down the Gulch is heavily traveled by kids. They attend Alive at 5 and skateboard in the parks.
9	Al Roy	613 N. Last Chance Gulch/Trophy Store	Parking Non-Motorized	<ul style="list-style-type: none"> • Will this study consider the intersection of Cruse and 11th? • The 2004 study noted that the intersection operates at LOS D,E, and F. Is there any effort to bring it to LOS A, B, or C, or will it always operate poorly? • Will the signalized timing devices be adjusted? • The Civic Center intersection exhibits some of the same problems – three legs wait while one leg proceeds. • Will sacrificing parking spaces be acceptable when people prefer to park in front of businesses? There are unique businesses in this area with a lot of in-and-out traffic. • Pedestrians alone cause delays. People use scooters and skateboards. There are slow walkers and people carrying items through this intersection
10	Pete Johnson	28 Neill Avenue / American Federal Savings Bank	Access Parking	<ul style="list-style-type: none"> • We have an entrance to our business off of Neill Avenue. Will vehicles traveling eastbound on Neill still be able to make a left turn into our business? • Street parking is important to maintain

			Roundabout concerns	<ul style="list-style-type: none"> I live in Montana City where we have a roundabout. The medians extend too far and the intersection is horrible for pedestrians. People still don't know how to drive through the roundabout.
11	Paul Williams	612 / 614 N. Main Street Building Owner	Traffic	We keep hearing about an increase in traffic, but there is no available property to develop in this area that would generate more traffic. What has been the change in traffic volumes since 2000? It sounds like traffic is increasing at an alarming rate.
12	Dave Galt	25 Neill Avenue Livery Building	Traffic	It would be good to look at a traffic shift downtown. There will likely be some shuffling with the new State Fund building and other new developments. It would be interesting to know how these developments affect traffic patterns up the Gulch.
13	Debra Ekblom	612 N. Last Chance Gulch Downtown Barber Shop	Accidents	There aren't many accidents at this intersection. The only accidents involve people making inappropriate turns into the Starbucks parking lot. I have never witnessed an accident at this intersection.
14	Al Roy	613 N. Last Chance Gulch Trophy Store	Traffic	Will the study wait to see how the Custer Avenue project will affect traffic volumes? It would be interesting to know if trucks will use this intersection less.
15	Melinda Barnes	801 N. Last Chance Gulch		I walk to this intersection. It is really dangerous for cyclists. Did you gather pedestrian and bicycle counts for this study?
16	Jackie Williams	612 / 614 N. Main Street Building Owner	Public Transportation	Will public transportation be considered as part of this study? I would like to see additional bus stops and increased use of public transportation as a means to relieve congestion.
17	Al Roy	613 N. Last Chance Gulch/ Trophy Store	Non-Motorized	<ul style="list-style-type: none"> Will signal timing be addressed? It seems that fewer people run red lights when the lights turn quickly. The pedestrian button for pedestrians should be eliminated – it doesn't seem to work. It would be helpful to have left-hand turn arrows that turn yellow.
18	Jim McHugh	225 Cruse Avenue Downtown Helena / BID	Traffic	Will this study consider two-way traffic volumes on Last Chance Gulch?
19	Pat Brewer	615 Helena Avenue		The signal timing at this intersection was changed two or three years ago. It seemed to work better beforehand.

20	Debra Ekblom	612 N. Last Chance Gulch Downtown Barber Shop	Emergency Vehicles	How will the intersection accommodate fire trucks and other emergency vehicles?
21	Kris Goss	640 N. Benton Avenue / Resident	Non-Motorized	<ul style="list-style-type: none"> • There are significant delays at this intersection. In anticipating long delays, people take risks and put pedestrians and bicyclists in harm's way. • The study should broaden the list of stakeholders to homeowners in the vicinity.
22	Al Roy	613 N. Last Chance Gulch Trophy Store	Non-Motorized	The existing triangle near the Helena Avenue leg of the intersection should be removed. I have to walk across the street to reach the triangle in order to push the button that allows me to walk across the street. There are also storm drainage issues at this intersection.

**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch
Intersection**

Attachment 1

**Sign-in Sheets for Stakeholder Meeting
December 20, 2011**

Stakeholder Meeting

Tuesday, December 20, 2011

Name:	Address:	City, State, ZIP Code	E-mail:
Paul & Jackie Williams	2488 Haystack Dr. (61st N. Main)	East Helena 59635	lugnutpaul@gmail.com
Brenda + Pat Brown	615 Helena Ave	Helena MT 59601	man.stor.e@hotmail.com
AL Roy	613 N. West Chance	Helena MT 59602	roy.peter@mt.gov
Roy Peterson		Helena	rodgeover@hotmail.com
Rod Geover	612 N. Last Chance	Helena MT 59601	
Terry Zimmerman	357 Mill Rd	Helena " "	debcdogpalace@hotmail.com
Deb Eckblom	612 N. Last Chance	Helena, MT 59604	
Pete Johnson - AFSB	28 Neill Ave PO Box 4999	Helena MT	Dave@montanapetsclw.m.org
DAVE GALT	25 Neill Av Bx 1186	Helena, MT 59601	jmchugh@mt.net
Jim McHugh	225 Crow St, Sta B	HELENA MT 59601	
KEVIN KELLY	300 Neill Ave	Helena MT 59601	
John Rundquist	316 N. Park	Helena MT 59601	jrundquist@ci.helena.mt.us

Stakeholder Meeting

Tuesday, December 20, 2011

Name:	Address:	City, State, ZIP Code	E-mail:
Joe Weston	533 N Main St Helena 59601		Joe.Godstove@brosnan.net
Kris Goss	810 N. Benton Ave Helena, MT 59601		kgoss@brosnan.net
Melinda Barnes	801 N. LCG Helena MT 59601		melinda@bigskybikes.com
Bob Evans	Box 4999 Helena, MT 59604-4999		rmevans@amfedsb.com
Erin Karlin	2203 Alpine Dr. Helena, MT 59601		ekarlin@dowlhkm.com
Piper Haugan			piper.haugan@helenaair.com
Ben Alles	City of Helena		ralles@ci.helena.mt.us
Steve Haugen	Helena Police		SHAUGEN@CI.HELENA.MT.US

**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch
Intersection**

Attachment 2

Stakeholder Written Comments

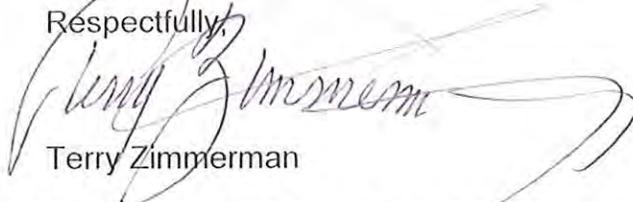
Helena should not lose more of its History. Last Chance Gulch has a long History behind it. This town was built around it. Not long ago, they tried to consolidate names from Cedar Street, Main, Last Chance Gulch, and Downtown to Last Chance Gulch. By doing so they could direct visiting traffic from I-15 (Currently named Cedar Street Exit, to be named Last Chance Gulch) to Downtown Helena by travelling along Last Chance Gulch. The Vigilante Parade and Last Chance Stampede Parade Historically have travelled this street. People needing to travel about Helena quickly should use Euclid Avenue on the North, Montana Avenue on the East, Benton Avenue on the West, and Broadway on the South. All Emergency Vehicles should be using these faster streets.

Cruise is a two block long street that is being used for a parking lot near the library, where it also dead ends. Cruise should be closed at 11th Avenue, changed into a parking lot at the God's Love End, and renamed "Cruise Alley". Last Chance Gulch should be opened up to one way traffic from Neil Avenue to Park Street. The walking mall removed. They should move the Farmers Market from Fuller Street to the new "Cruise Alley". This will open up Fuller Street to traffic off of Last Chance Gulch. 11th Avenue would then turn softly towards Neil at the west end. A Single traffic light would allow for traffic to flow freely based on timed signals.

Close the short street next to God's Love. Leave Last Chance Gulch Main Street alone, Leave Helena Avenue alone. Leave the Historic Steam Boat Block Alone. Leave Neil Avenue alone. Time the traffic lights for Traffic and pedestrian travel. Take out the traffic lights at 11th and Cruise since that no longer exist. Cruise is Dead end parking on both ends. Put in a nice sidewalk for the nursing home folks to get to Last Chance Gulch.

As a Real Estate Property Tax Payer (numerous properties in Helena and the area), I feel that we have paid for the City Streets, the City Parks and City Properties in the area, and all Federal Land and Buildings. We are paying for the Governing Process, and this whole process of review that is currently going on, therefore we should have a say in what is going to happen. Hope the elected officials are listening.

Respectfully,



Terry Zimmerman

Federal, State, & Local Tax Payer

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HELENA



City of Helena Concept Study Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection

Press / Public Polls



City of Helena

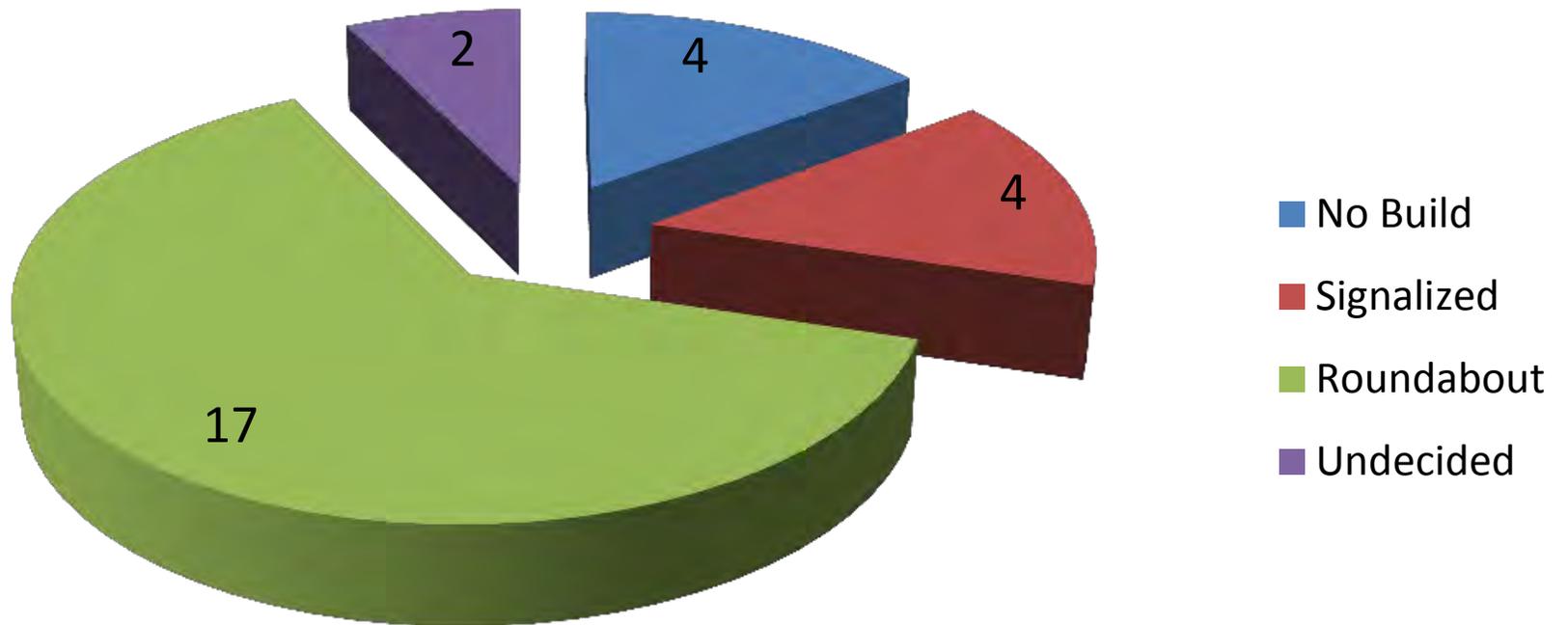


**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch
Intersection**

Attachment 1

Public Opinion Poll

Opinion Poll Summary



Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes
 No

Please explain:

Need something!

2. Which option would you prefer?

No build
 Conventional signalized option
 Roundabout

Please explain:

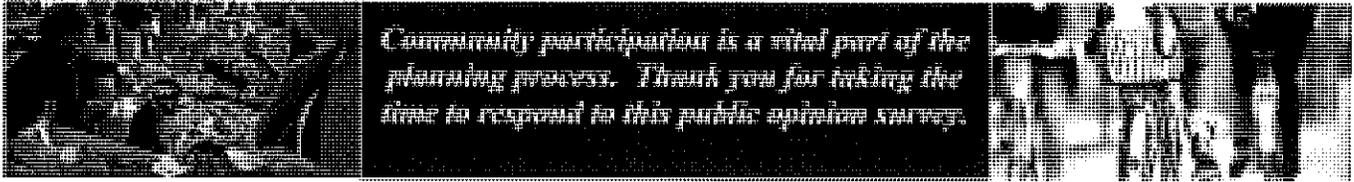
3. In your opinion, should public art and landscaping be included in a final design?

Yes
 No

Please explain:

As money is available

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes
 No

Please explain:

long waits at light

2. Which option would you prefer?

No build
 Conventional signalized option
 Roundabout

Please explain:

roundabout with consideration for pedestrians

3. In your opinion, should public art and landscaping be included in a final design?

Yes
 No

Please explain:

Yes! Make it very beautiful!

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

- Yes
 No

Please explain:

It's a troublesome intersection in town, anything that can make it operate more smoothly would be great to see.

2. Which option would you prefer?

- No build
 Conventional signalized option
 Roundabout

Please explain:

Seems the least invasive and has worked well in other locations in town and other states.

3. In your opinion, should public art and landscaping be included in a final design?

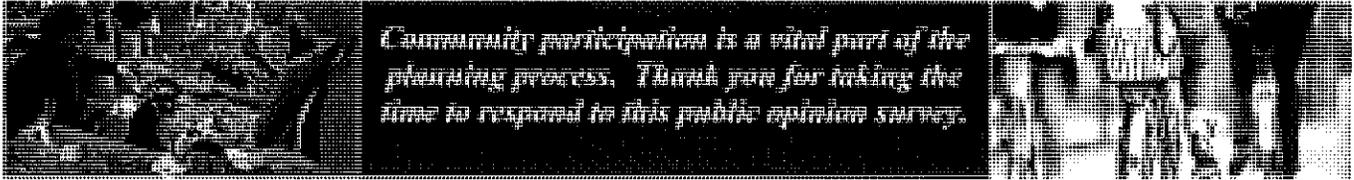
- Yes
 No

Please explain:

Anything that would include art or plantlife would be a welcome addition.

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection

(Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes
 No

Please explain:

The intersection is cumbersome and unfriendly to cyclists and especially pedestrians.

2. Which option would you prefer?

No build
 Conventional signalized option
 Roundabout

Please explain:

The studies are overwhelmingly supportive of roundabouts vs ~~vs~~ signalized intersections. It would also be aesthetically pleasing instead of being the eyesore that it is.

3. In your opinion, should public art and landscaping be included in a final design?

Yes
 No

Please explain:

Aside from functionality, the roundabout should inspire more like-minded civic engagement.

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes
 No

Please explain:

2. Which option would you prefer?

No build
 Conventional signalized option
 Roundabout

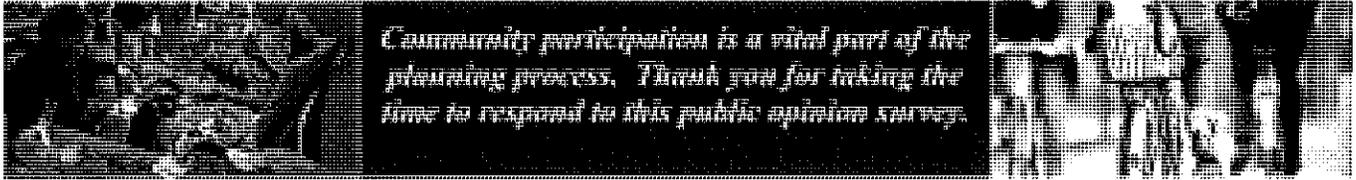
Please explain:

3. In your opinion, should public art and landscaping be included in a final design?

Yes
 No

Please explain:

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes
 No

Please explain: *It is a bit of a mess now w/ long wait times*

2. Which option would you prefer?

No build
 Conventional signalized option
 Roundabout

Please explain:

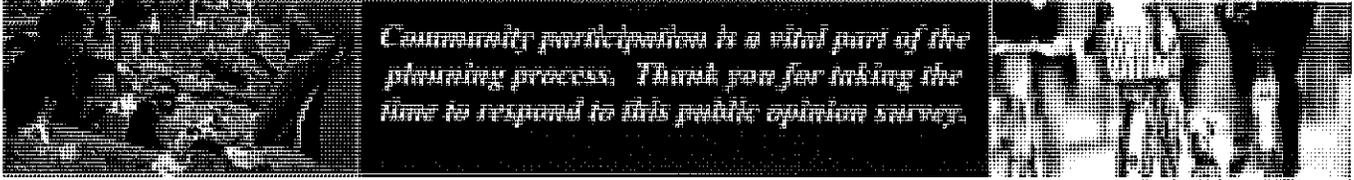
Roundabouts work worldwide and are safe and effective ways to move traffic. Safety for pedestrians and bike riders is something that must be addressed

3. In your opinion, should public art and landscaping be included in a final design?

Yes
 No

Please explain: *Good in all ways for our city*

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

- Yes
 No

Please explain:

The "solutions" sound like they are creating bigger problems.

2. Which option would you prefer?

- No build
 Conventional signalized option
 Roundabout

Please explain:

Anything but a roundabout.

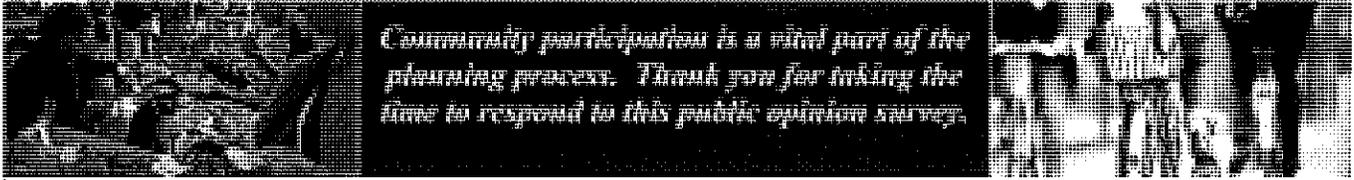
3. In your opinion, should public art and landscaping be included in a final design?

- Yes
 No

Please explain:

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection

(Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a "no build" option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes
 No

Spend the money for police patrols
No JAY walking for a start

Please explain:

Not Necessary, Money could be better
SPENT

2. Which option would you prefer?

No build
 Conventional signalized option
 Roundabout

- Synchronize the lights
so traffic does not all
reach the corners with
a red light

Please explain:

3. In your opinion, should public art and landscaping be included in a final design?

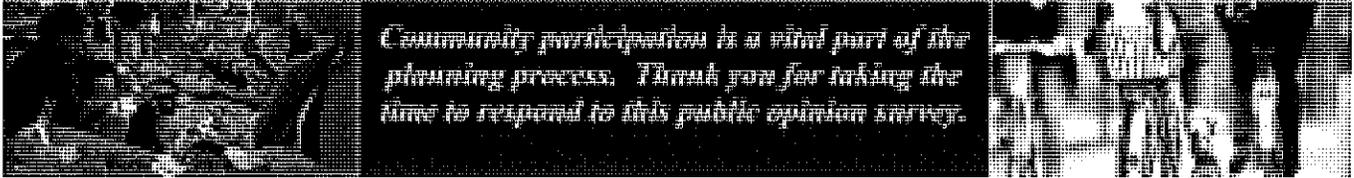
Yes
 No

There should ^{NOT} be a final design!

Please explain:

Bob Hollow

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

- Yes
 No

Please explain:

2. Which option would you prefer?

- No build
 Conventional signalized option
 Roundabout

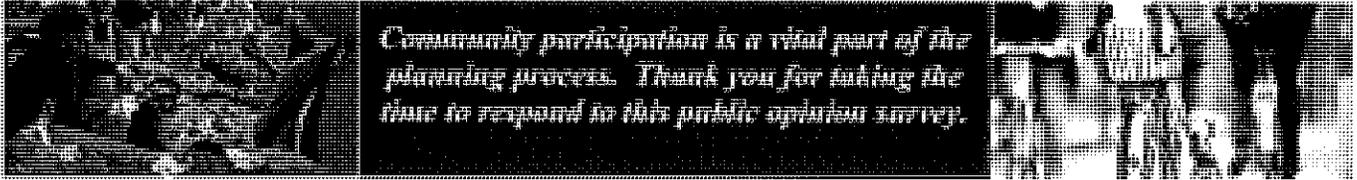
Please explain:

3. In your opinion, should public art and landscaping be included in a final design?

- Yes
 No

Please explain:

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

- Yes
 No

Please explain:

It needs no fixings

2. Which option would you prefer?

- No build
 Conventional signalized option
 Roundabout

Please explain:

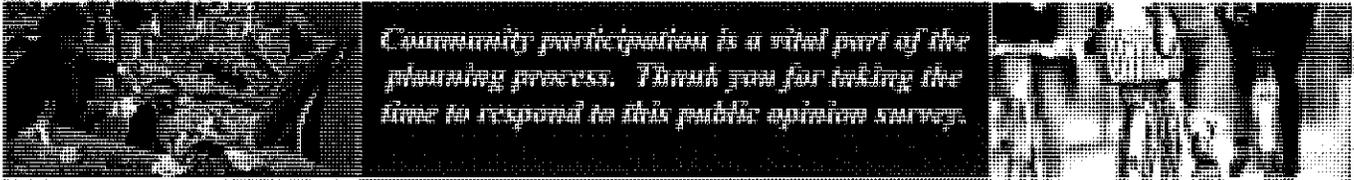
It works

3. In your opinion, should public art and landscaping be included in a final design?

- Yes
 No

Please explain:

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

- Yes
 No

Please explain:

2. Which option would you prefer?

- No build
 Conventional signalized option
 Roundabout

Please explain:

Roundabouts are an effective and efficient tool to manage traffic & pedestrian movement

3. In your opinion, should public art and landscaping be included in a final design?

- Yes
 No

Please explain:

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

- Yes
 No

Please explain:

Please fix downtown malfunction junction!

2. Which option would you prefer?

- No build
 Conventional signalized option
 Roundabout

Please explain:

Roundabout seems like a logical solution.

3. In your opinion, should public art and landscaping be included in a final design?

- Yes
 No

Please explain:

Let's make it look nice - might attract more people downtown! ☺

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes

No

Please explain: *The amount of time & gasoline spent at this intersection, waiting for a light cycle is completely out of line.*

2. Which option would you prefer?

No build

Conventional signalized option

Roundabout

Please explain: *A roundabout keeps traffic moving, especially at low volume times, which is most of the time.*

3. In your opinion, should public art and landscaping be included in a final design?

Yes

No

Please explain: *Why not? We're not Neanderthals!*

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes
 No

Please explain:

The waits (pedestrian or motorist) are frustrating - at either end! The rush hours, or minimal traffic times.

2. Which option would you prefer?

No build
 Conventional signalized option
 Roundabout

Please explain:

Experience driving in Europe over 25 years

3. In your opinion, should public art and landscaping be included in a final design?

Yes
 No

Please explain:

Public works don't have to be ugly. The ancient Romans settled that.

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection

(Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

- Yes
 No

Please explain:

I THINK THAT NORTH-SOUTH PEDESTRIAN TRAFFIC IS AS IMPORTANT AS EAST-WEST CAR TRAFFIC. I WANT TO SEE THE GREAT NORTHEAST AREA CONNECT TO THE REST OF DOWNTOWN — AND IN A GENUINE URBAN CONTEXT, THERE IS NO CONNECTION WITHOUT PEDESTRIAN CONNECTION.

2. Which option would you prefer?

- No build — AT THIS TIME
 Conventional signalized option
 Roundabout

WHY NOT A “BUMP OUT” PEDESTRIAN CROSSING BETWEEN THE SOUTH END OF FRONT STREET AND WOMEN’S PARK?

Please explain:

WHATEVER WE BUILD, WE’RE GOING TO BE STUCK WITH IT FOR 20 OR 30 YEARS. PRESENT PLANS ARE BASED ON EXPECTATIONS OF INCREASING CAR TRAFFIC IN THE FUTURE. WHY NOT ASSUME THAT THERE WILL BE AT LEAST AS MUCH OF AN INCREASE IN PEDESTRIAN TRAFFIC? THERE’S REASON TO THINK (AND CERTAINLY REASON TO HOPE) THAT IT’LL HAPPEN

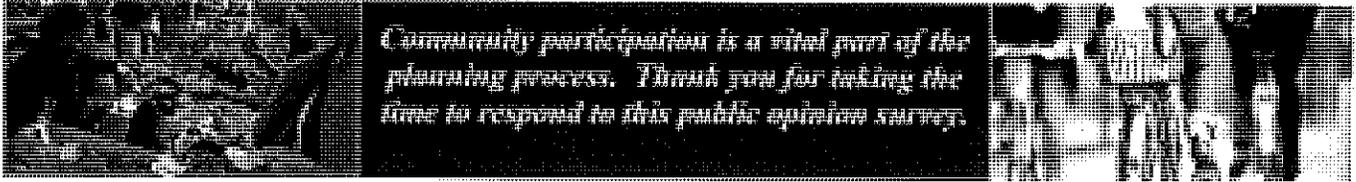
3. In your opinion, should public art and landscaping be included in a final design?

- Yes
 No

Please explain:

PUBLIC ART AND LANDSCAPING MAKE A POSITIVE CONTRIBUTION TO A PEDESTRIAN CONTEXT, SO IT MUST BE PLACED WHERE PEOPLE ARE WALKING. IT SHOULD BE USED TO HELP DEFINE AND ADD INTEREST TO PEDESTRIAN SPACES. ART AND LANDSCAPING IS WASTED IF IT IS PLACED ANYWHERE EXCEPT WHERE PEOPLE ON FOOT CAN INTERACT WITH IT.

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a "no build" option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes

No

Please explain:

I think the traffic is becoming a real issue & in the mornings & evenings it needs to be changed.

2. Which option would you prefer?

No build

Conventional signalized option

Roundabout

Please explain:

They ease traffic problems & help the flow of traffic.

3. In your opinion, should public art and landscaping be included in a final design?

Yes

No

Please explain:

The down town is a beautiful & wonderful space. Lets keep it that way.

Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes

No

Please explain:

2. Which option would you prefer?

No build

Conventional signalized option

Roundabout

Please explain:

3. In your opinion, should public art and landscaping be included in a final design?

Yes

No

Please explain:

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a "no build" option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

- Yes
- No

Please explain: *I currently avoid the intersection & therefore the businesses in the area please make a roundabout as I am a walker, biker & driver!*

2. Which option would you prefer?

- No build
- Conventional signalized option
- Roundabout

Please explain: *safety, safety, safety accommodate all users as we have an order Complete Streets policy that support*

3. In your opinion, should public art and landscaping be included in a final design?

- Yes
- No

Please explain: *competition? ~~reverts~~ non-permanent so artists could alternate installations*

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a "no build" option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

- Yes
 No
 Don't Know

Please explain:

There may be some improvements ^{needed} but so far I have never had a problem with this intersection. It seems to work just fine. Definitely DO NOT want a Roundabout put in.

2. Which option would you prefer?

- No build
or Conventional signalized option
 Roundabout

Please explain:

This intersection works fine as is!
Do not need business owners in Downtown Helena loosing valuable parking spaces as there is already a shortage of parking.

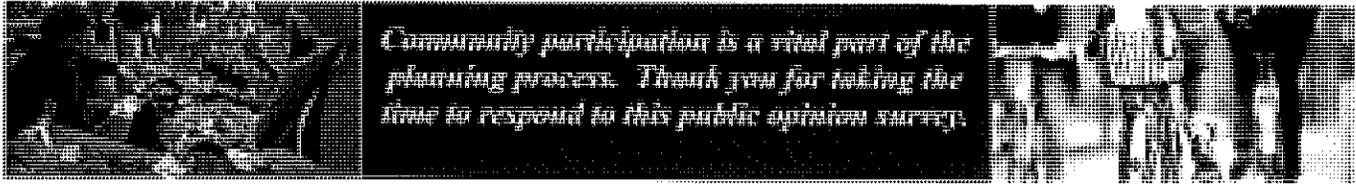
3. In your opinion, should public art and landscaping be included in a final design?

- Yes
 No
 maybe has the decision already been made??

Please explain:

Who gets to decide what is appropriate?

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

- Yes
 No

Please explain:

2. Which option would you prefer?

- No build
 Conventional signalized option
 Roundabout

Please explain:

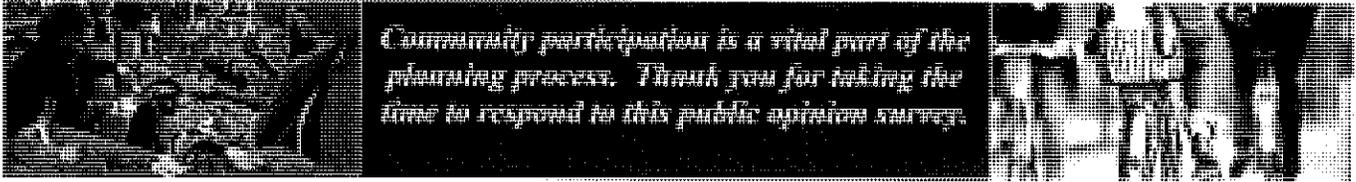
3. In your opinion, should public art and landscaping be included in a final design?

- Yes *yes, yes!*
 No

Please explain:

But equally important with moving traffic efficiently, is the aspect of supporting downtown businesses. Bringing people from out of downtown INTO downtown where they can drive easily, and parking, locate the businesses they are looking for & shop, eat... is VITAL to the life of our town.

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes

No

Please explain:

2. Which option would you prefer?

No build

Conventional signalized option

Roundabout

Please explain:

I would support the roundabout but am concerned about pedestrian safety. ^{Drivers} People would have to stop for pedestrians more reliably than they currently do at unsignalized cross-walks for this to be safe.

3. In your opinion, should public art and landscaping be included in a final design?

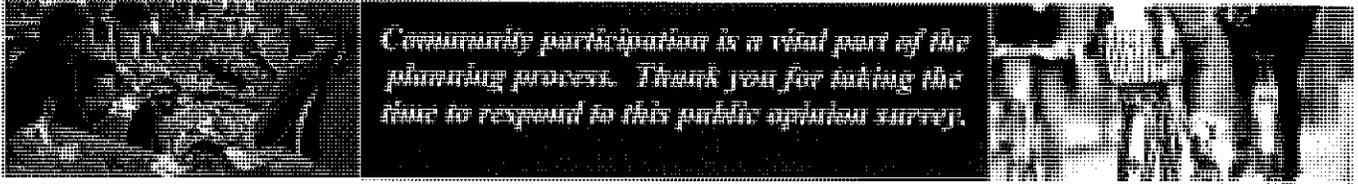
Yes

No

Please explain:

Nice opportunity for some urban beautification.

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes
 No

Please explain:

2. Which option would you prefer?

No build
 Conventional signalized option
 Roundabout

Please explain:

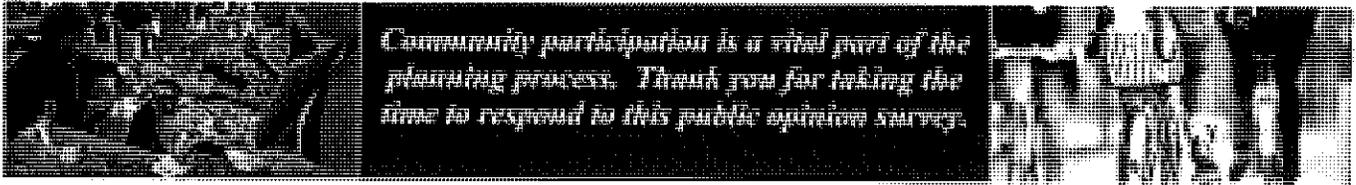
Not sure, 1st meeting
open to Round about iff it takes into consideration
impact on downtown businesses

3. In your opinion, should public art and landscaping be included in a final design?

Yes
 No

Please explain:

Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection (Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a "no build" option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes
 No

Please explain:

Anything which would make the situation and future more efficient and safer - less excuses not to come downtown

2. Which option would you prefer?

No build
 Conventional signalized option
 Roundabout

Please explain:

which ever solution best fills everyone's needs to the fullest without harming

3. In your opinion, should public art and landscaping be included in a final design?

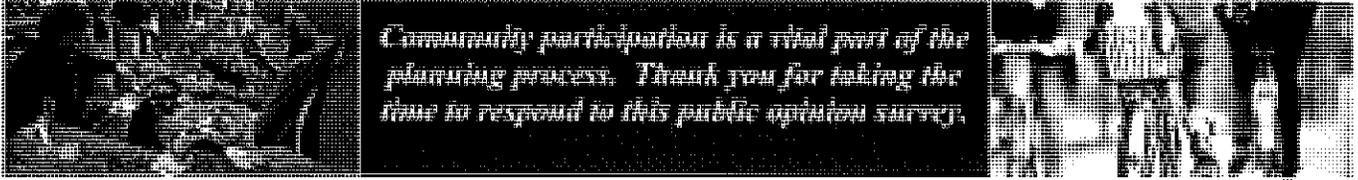
Yes
 No

Please explain:

attractive draws people.

Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch Intersection

(Last Chance Gulch Corridor Gateway Project)



The City of Helena is seeking public input on proposed improvements to the Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch intersection and vicinity. Options under consideration include a “no build” option, a conventional signalized intersection option and a roundabout option.

1. Are you supportive of Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch intersection and vicinity improvements?

Yes
 No

Please explain:

This intersection is a key gate way to access downtown. It should be welcoming.

2. Which option would you prefer?

No build
 Conventional signalized option
 Roundabout

Please explain:

3. In your opinion, should public art and landscaping be included in a final design?

Yes
 No

Please explain:

Attract people to the area.

**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch
Intersection**

Attachment 2

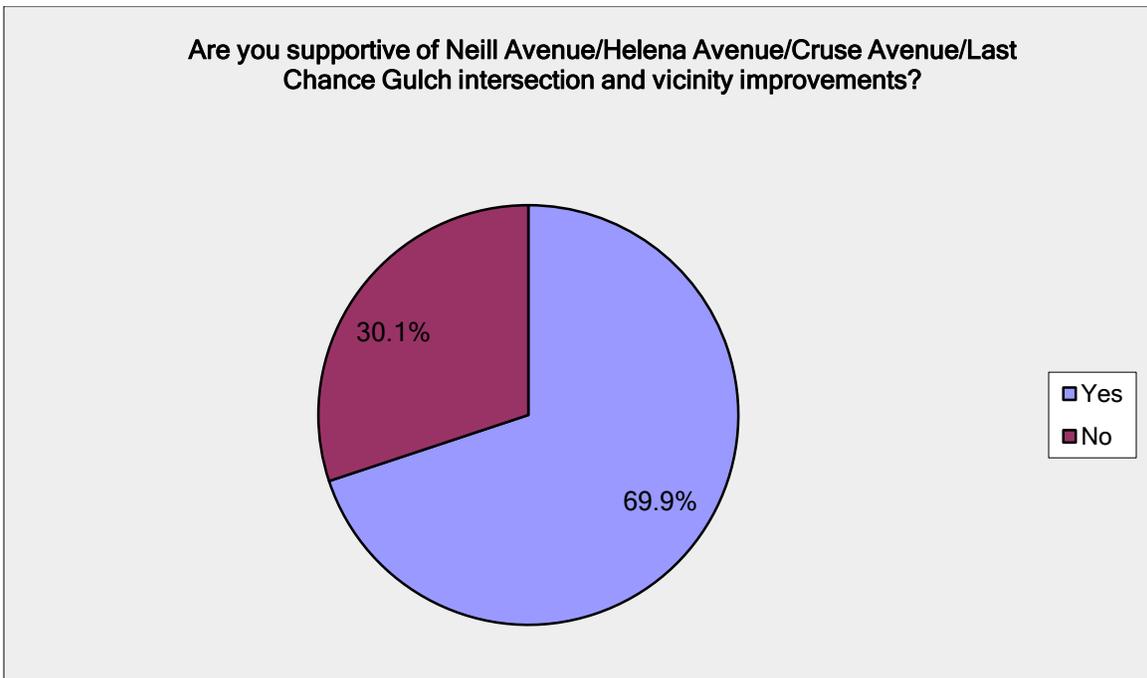
City of Helena Website Poll

Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection



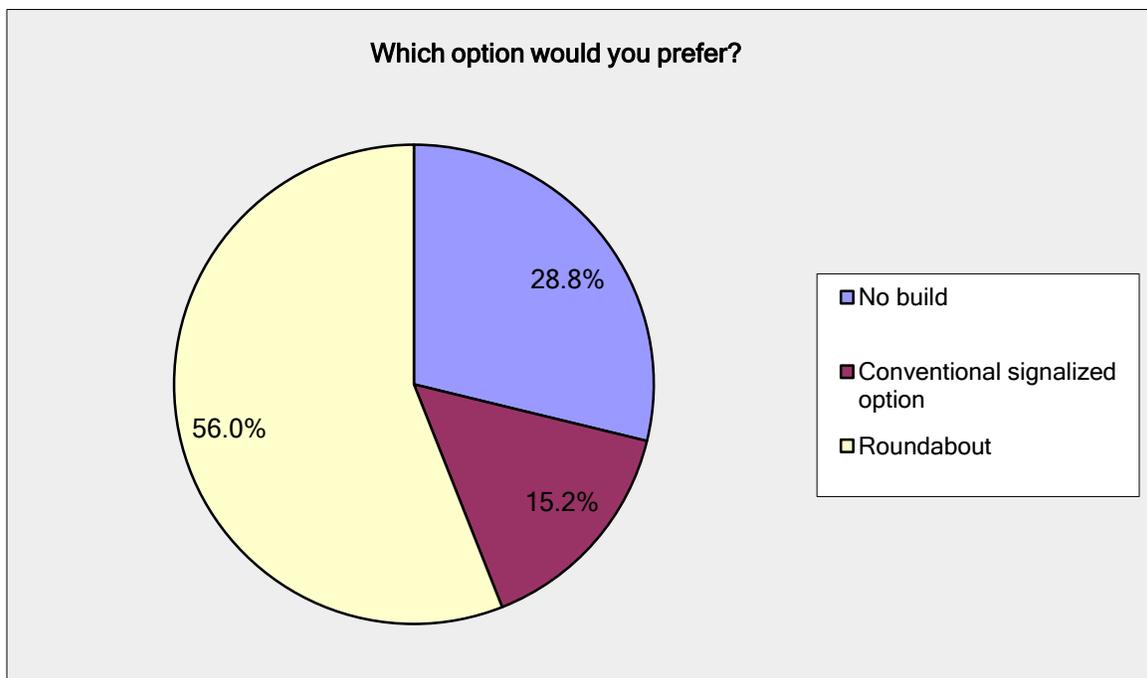
1. Are you supportive of Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch intersection and vicinity improvements?

	Response Percent	Response Count
Yes	69.9%	135
No	30.1%	58
Please explain:		87
answered question		193
skipped question		1



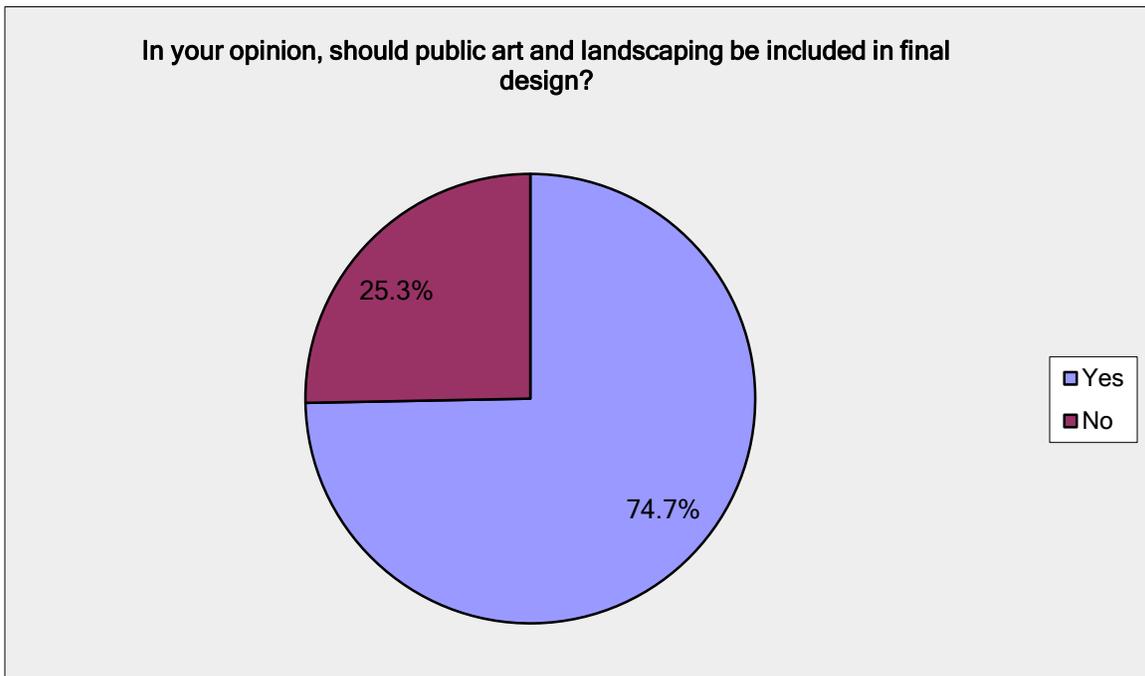
2. Which option would you prefer?

	Response Percent	Response Count
No build	28.8%	55
Conventional signalized option	15.2%	29
Roundabout	56.0%	107
Please explain:		108
answered question		191
skipped question		3



3. In your opinion, should public art and landscaping be included in final design?

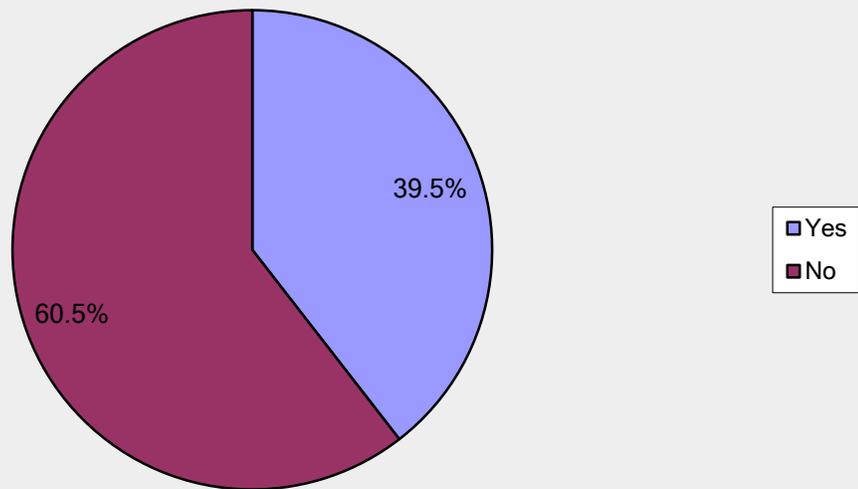
		Response Percent	Response Count
Yes		74.7%	142
No		25.3%	48
	Please Explain:		90
	answered question		190
	skipped question		4



4. Would you like to receive a summary of the results of this survey?

		Response Percent	Response Count
Yes		39.5%	75
No		60.5%	115
If so, please provide your name, phone number and email address			74
answered question			190
skipped question			4

Would you like to receive a summary of the results of this survey?



**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruise Avenue/Last Chance Gulch
Intersection**

Attachment 3

KXLH News Station Poll Summary

KXLH News Station - Junction Poll Results

Which Option Do You Prefer for Malfunction Junction?

Total Votes: 269



- Single-lane roundabout with multi-lane entry on Nell Avenue [76] (28.25%)
- Traffic signals at both intersections (Helena Avenue converted to one-way eastbound) [37] (13.75%)
- No build (Do nothing) [156] (57.99%)

**City of Helena Concept Study
for Neill Avenue/Helena Avenue/Cruse Avenue/Last Chance Gulch
Intersection**

Attachment 4

Helena Independent Record Poll Summary

Helena Independent Record Poll Results

Used with permission from Helena IR: May 28, 2012 article

When it comes to traffic at the five-way intersection downtown, most folks who voted online for last week's Question of the Week like it the way it is, and don't want to see a roundabout installed.

We asked, "Should the city of Helena remove the traffic signals and build a roundabout at the downtown intersection of Last Chance Gulch with Neill, Helena and Cruse avenues?"

More than 500 votes were registered in our unscientific online poll as of late Friday afternoon, with 187 votes in favor of the roundabout and 373 votes opposed. We received a greater-than-usual number of comments on the issue as well. (**See note below)

Here's just a sampling of what we heard:

-- "As far as I can tell, and I use that intersection often, the traffic signals seem to be working well, or at least well enough. There are definitely other intersections in town, including the infamous "Malfunction Junction," that deserve closer scrutiny and attending to."

-- "Roundabouts are so much safer for everyone. For those who don't understand them, remember to yield to the vehicles in the circle. That's it. No lights to run, no stop signs to blow through. Lives and time saved. Why the fear?"

-- "I think it's an elegant solution to a problematic intersection. A roundabout would greatly increase the safety at this intersection for pedestrians and cyclists. It would provide a safer way for cyclists to negotiate the intersection and allow pedestrians quicker, safer crossings. On top of all of that, studies show much shorter wait times for car traffic at roundabouts as well. I think it's a win, win, win situation."

-- "A roundabout at the Last Chance/Neill intersection is a poor solution to a non-issue. Roundabouts seem to be the trendy thing to build in Helena these days (I hear from my cousin that they are tearing them out in Colorado), but they are not a good idea. Drivers around Helena are getting more and more impatient, and I am frequently honked at for entering the roundabouts cautiously. That particular intersection gets a great deal of foot traffic crossing the streets, much of that traffic consisting of folks with disabilities. Nowhere have I read what will be done to facilitate pedestrians. I certainly hope that it is not assumed that the impatient drivers I have experienced will be expected to stop for those individuals that choose, or must, walk. If we want to be trendy and do something like the Europeans, why don't we put more money into a workable mass transit system."

-- "A roundabout at the downtown intersection is a very bad idea. It is a waste of money, but more importantly, on roundabouts drivers go too fast and dodge across lanes. Roundabouts are scary places. Better there were traffic lights to slow folks down."

-- "The problem at this intersection isn't too many streets and stoplights. The problem is too many vehicles. The proposed solution is a roundabout way of avoiding this very difficult societal problem."

Helena Independent Record Poll Results

-- "By all means build a roundabout. They work everywhere else in the world, why not here? It would be much more efficient at moving traffic through that intersection than the current signal structure. People seem to have figured out how the other roundabouts in town work, and this would be no different."

-- "It's a right, then a right, then a right. Everybody just makes right-hand turns, which are the easiest and safest kind."

-- "It would greatly increase safety for pedestrians and cyclists moving through this intersection. It would give cyclists a way to travel safely and make quicker safer crossings for pedestrians. Currently, pedestrians don't like to endure the wait times and will cross on a red light, therefore holding up traffic. Cyclists have no safe zone for crossing through the intersection and must ride with the fast traffic. A roundabout would slow down the traffic making it safer and provide two options for the cyclists to use."

-- "With relatives in Britain and France, I have driven through a lot of roundabouts of all types, sizes, and in all sorts of locations. They work very well. I have seldom had to stop and wait at a roundabout. I have accessed many successful businesses that are located on or adjacent to roundabouts. Roundabouts have been thoroughly proven worldwide to be the superior means of constructing intersections to maximize traffic efficiency and to minimize accidents."

-- "This issue will end up just like the search for the superintendent of schools in Helena. They'll ask for 'community input' which will be against the roundabout but the commission will build it anyway. It's all window dressing so that the people think they are taking part in the process."

-- "I hate roundabouts. You have to be so busy looking for a safe entry on and then the way to get off at your desired street it becomes very confusing. I have never seen a one-lane roundabout. I think the existing traffic lights do a satisfactory job."

-- "I have driven extensively in Europe and the UK. Used in the right place roundabouts are an aid to traffic, however, the last time I was in the UK, friends and relatives were complaining about some of them. As populations have increased and cities expanded and absorbed some of them, the local governments added stop lights to them for safety reasons. Thereby they became an impediment to the movement of traffic and stopping/slowing down traffic 24 hours a day. The roundabout at that intersection will only shift traffic patterns with unintended consequences at other intersections. Additionally, I would estimate the space available is pretty tight to allow for the construction of a sufficiently sized roundabout. I for one will avoid it."

-- "I believe we have some very useful roundabouts in this city and valley, but because of this intersection design it would be very dangerous. By the very nature of the way pedestrians and particularly bikers would have to traverse this area, it would be very slow at best, and very dangerous to say the least. This intersection is a little slow, but with some courtesy, everyone is able to get through it. I believe that before we make this change, a lot more study needs to be done, not only on traffic flow, but also people's driving, walking and biking attitudes and habits."

Helena Independent Record Poll Results

-- "I lived in New England for the first 20 years of my life and am quite familiar with the dangers of roundabouts. Roundabouts are not as safe as proponents would have you believe: motorists usually do not slow down to the speed limit posted for the interior of the roundabout and those trying to enter, often do not yield and wait for an opening as they should. I have seen too many accidents and near accidents in these roundabouts to advocate their use at malfunction junction. In New England, they are referred to as 'death traps' for good reason. Also, with five roads feeding into the roundabout, I do not believe that there would be enough distance between entering and exiting traffic between adjacent roads. One last note, how would this affect the access to the businesses that are currently at this intersection? It is already difficult to access these businesses' parking areas."

-- "For years, when in England, we've both happily and safely used roundabouts, they keep the traffic flowing smoothly instead of coming to a complete stop as at traffic lights; what's not to like about them?"

-- "The roundabout at Montana City functions very well. I-15 traffic, trucks from Ash Grove and other area companies, and locals all save time and fuel with a higher probability of safety than the former traffic signals provided."

**Note: The results published in the IR on May 28, 2012 were the poll results at that time. The poll continued through the weekend and closed May 29, 2012. The final poll results are documented below.

Final Poll Results: Poll closed May 29, 2012

