



# Helena Pedestrian Crossing Improvements

VIRTUAL INFORMATIONAL MEETING

March 21, 2024

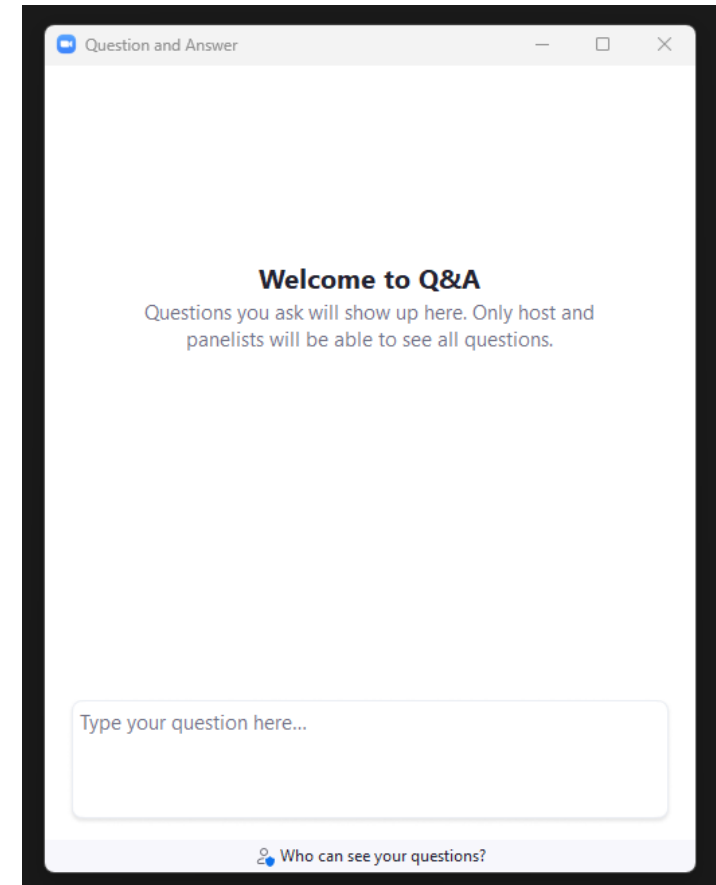
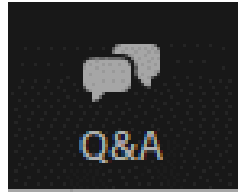


# Housekeeping Items

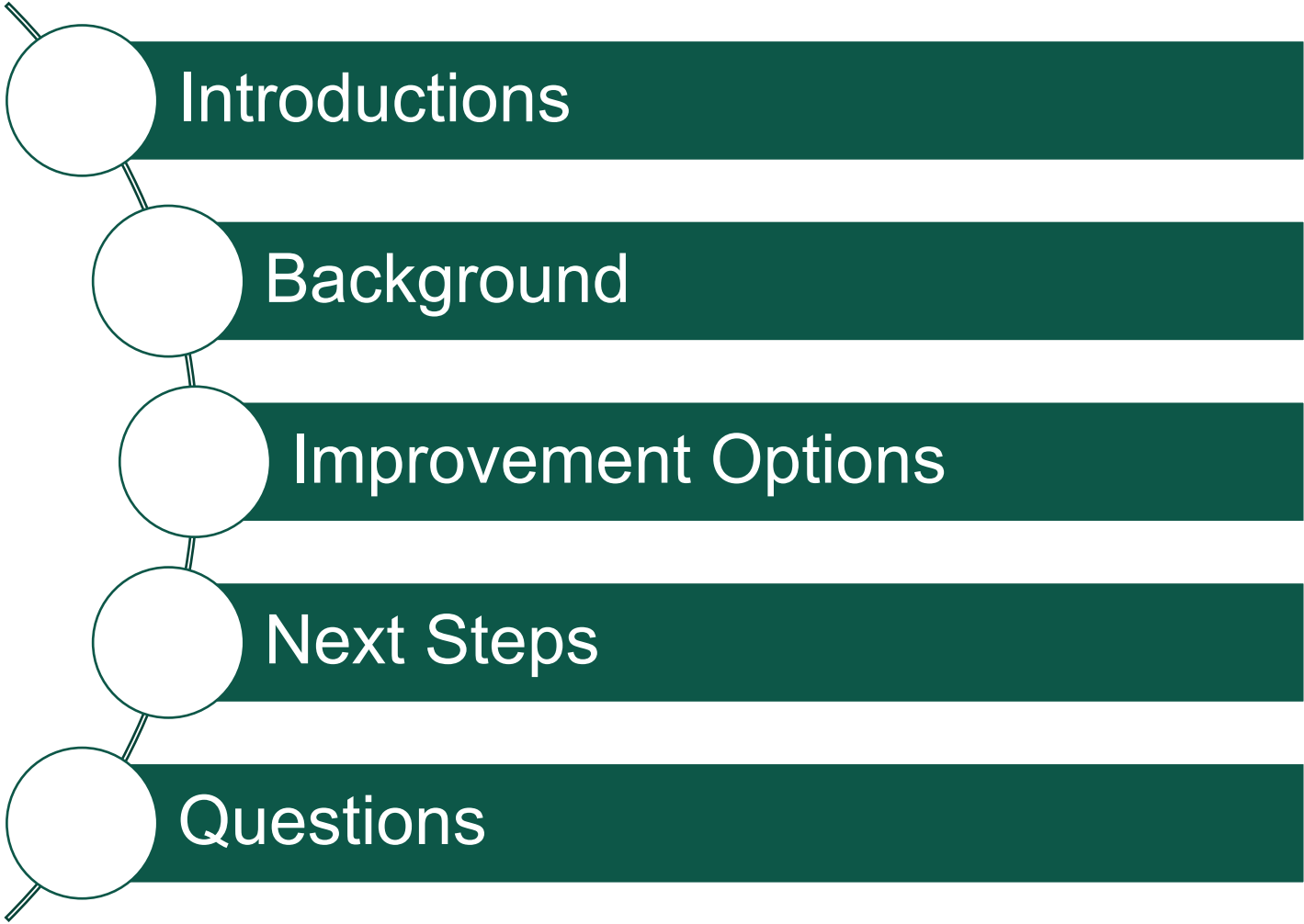
- This meeting is being recorded
- Questions & comments will be addressed **after** the presentation
- Please **type** your questions/comments in the **Q&A box** at the top of your screen



To **type** a question, click on the Q&A button:



# Meeting Overview



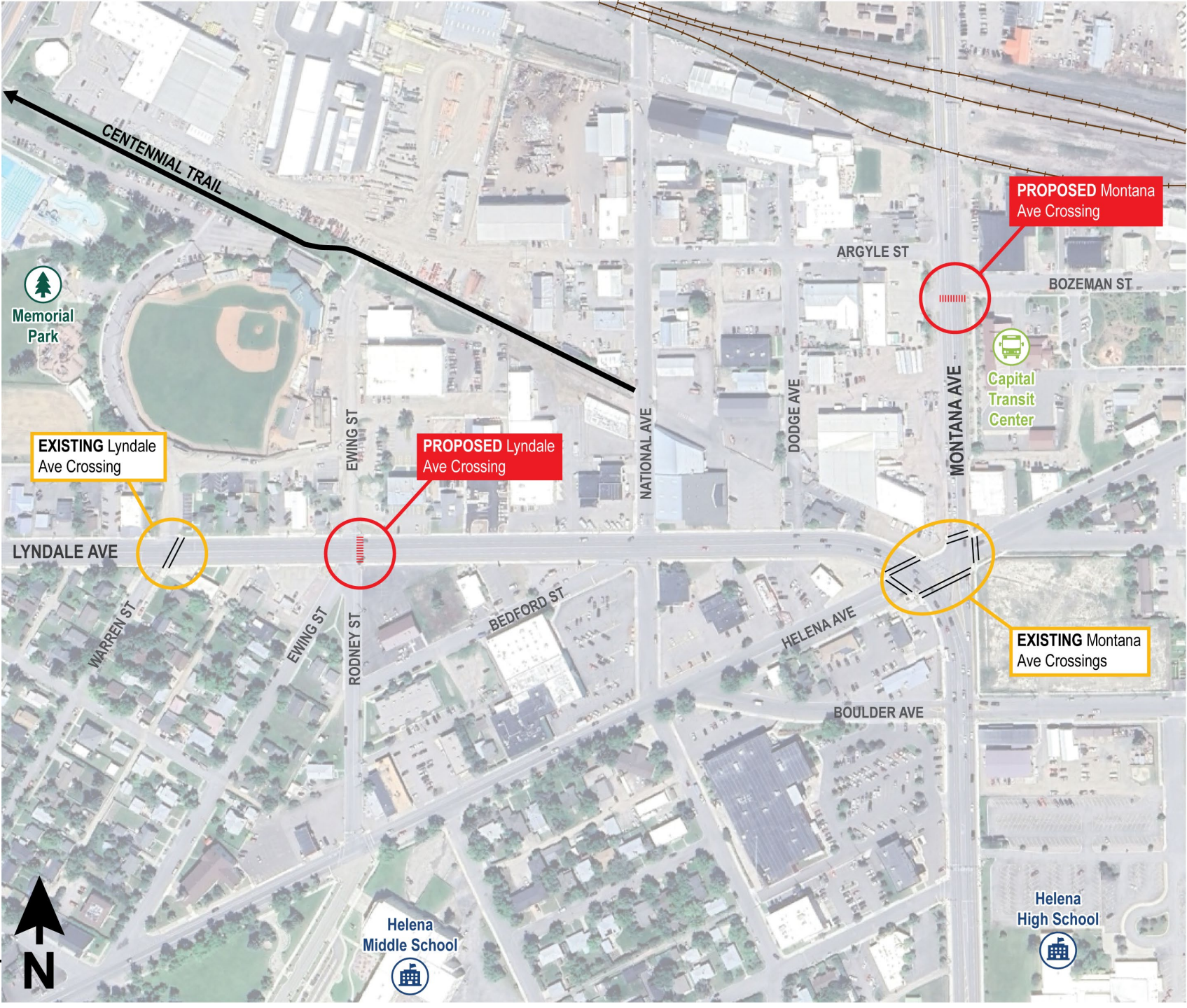
# Background

- Identified in 2021 Study
  - Relocate Lyndale Avenue crossing to **Ewing/Rodney Street intersection**
  - Centennial Trail Crossing and Extension; **new crossing at Bozeman Street**





# Area Map



# Alternatives Analysis Process

- Multi-phased approach considering:
  - ✓ Multimodal traffic needs
  - ✓ Safety concerns
  - ✓ Impacts
  - ✓ Cost (capital and maintenance)
  - ✓ Public & stakeholder feedback

## Alternatives Identification

- Geometric Enhancements
- Crosswalk Enhancements
- Identify Safety/Operational Concerns



## Evaluation

- Fatal Flaw Analysis
- Short- and Long-term Considerations
- Technical Evaluation



Eliminate alternatives exhibiting fatal flaws

## Stakeholder Engagement

- City of Helena
- Montana Department of Transportation (MDT)
- Adjacent Land Owners
- Public



**WE ARE HERE**

**Preferred Alternative**



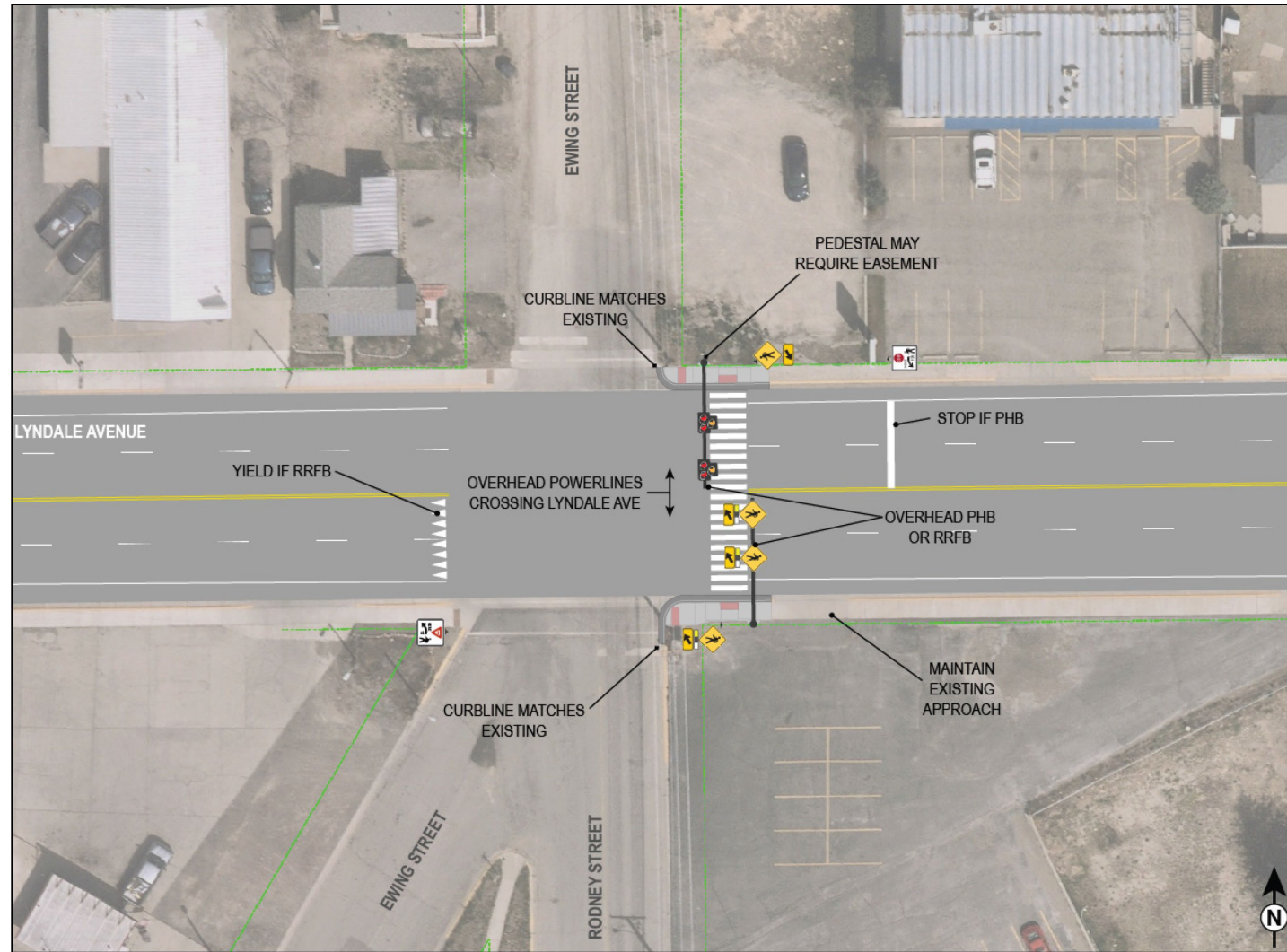
# Lyndale Avenue & Ewing/Rodney Street

- Existing crossing is difficult to see and under
- Recommended enhanced crossing at Ewing/Rodney Street
- Future connectivity to Centennial Trail
- Better connection to HMS, Memorial Park, Legion Field



# Option LYN-1: Enhanced Crossing

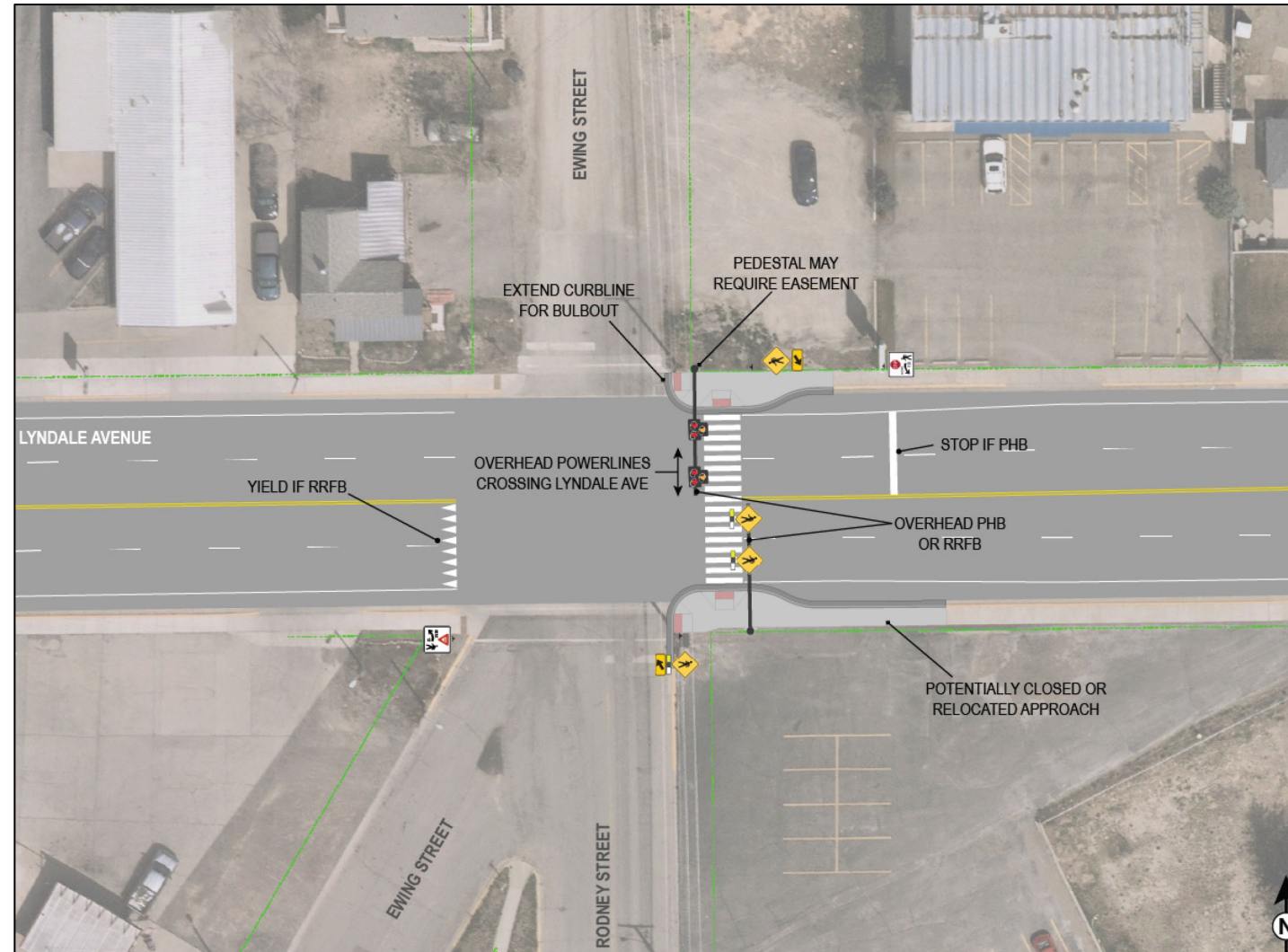
- Maintain existing roadway footprint
- No impacts to existing access
- ~60' crossing distance
- Overhead enhanced signing





# Option LYN-2: Bulbouts

- Curb bulbouts
- Impacts to one existing approach
- Reduced crossing distance (~52')
- Overhead enhanced signing



# Option LYN-3: Center Island

- Maintain existing roadway footprint
- Impacts to one existing approach
- Cross one direction at a time
- Maintenance and snow removal challenges





# Montana Avenue & Bozeman Street

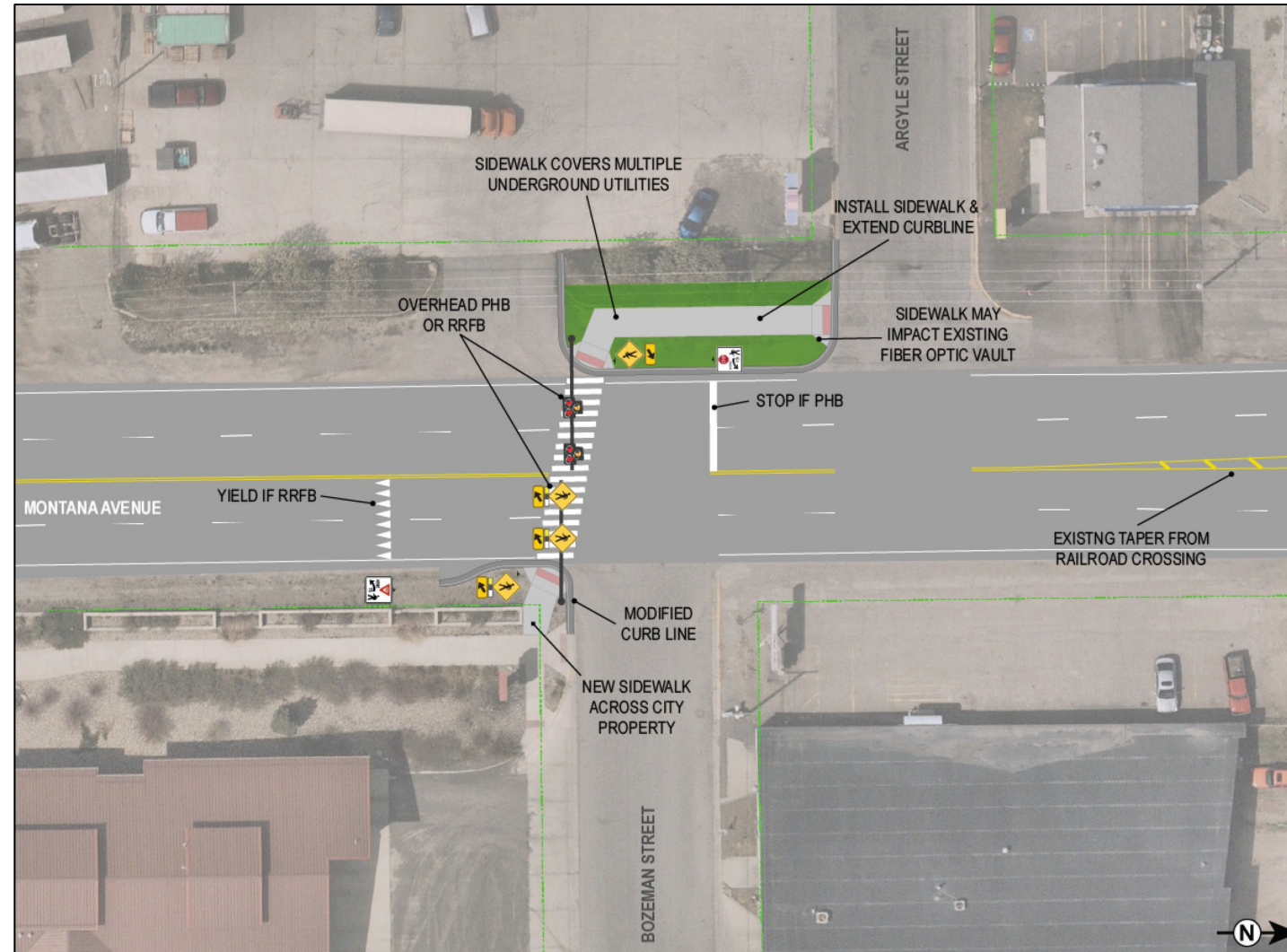
- Connectivity to 6<sup>th</sup> Ward
- Future Centennial Trail connection
- Improved routing instead of 5-point intersection





# Option MT-1: Skewed Crossing

- Maintains existing roadway alignment
- No impacts to existing business access
- ~60' crossing distance
- Slightly skewed crossing
- Overhead enhanced signing



# Option MT-2: Perpendicular Crossing

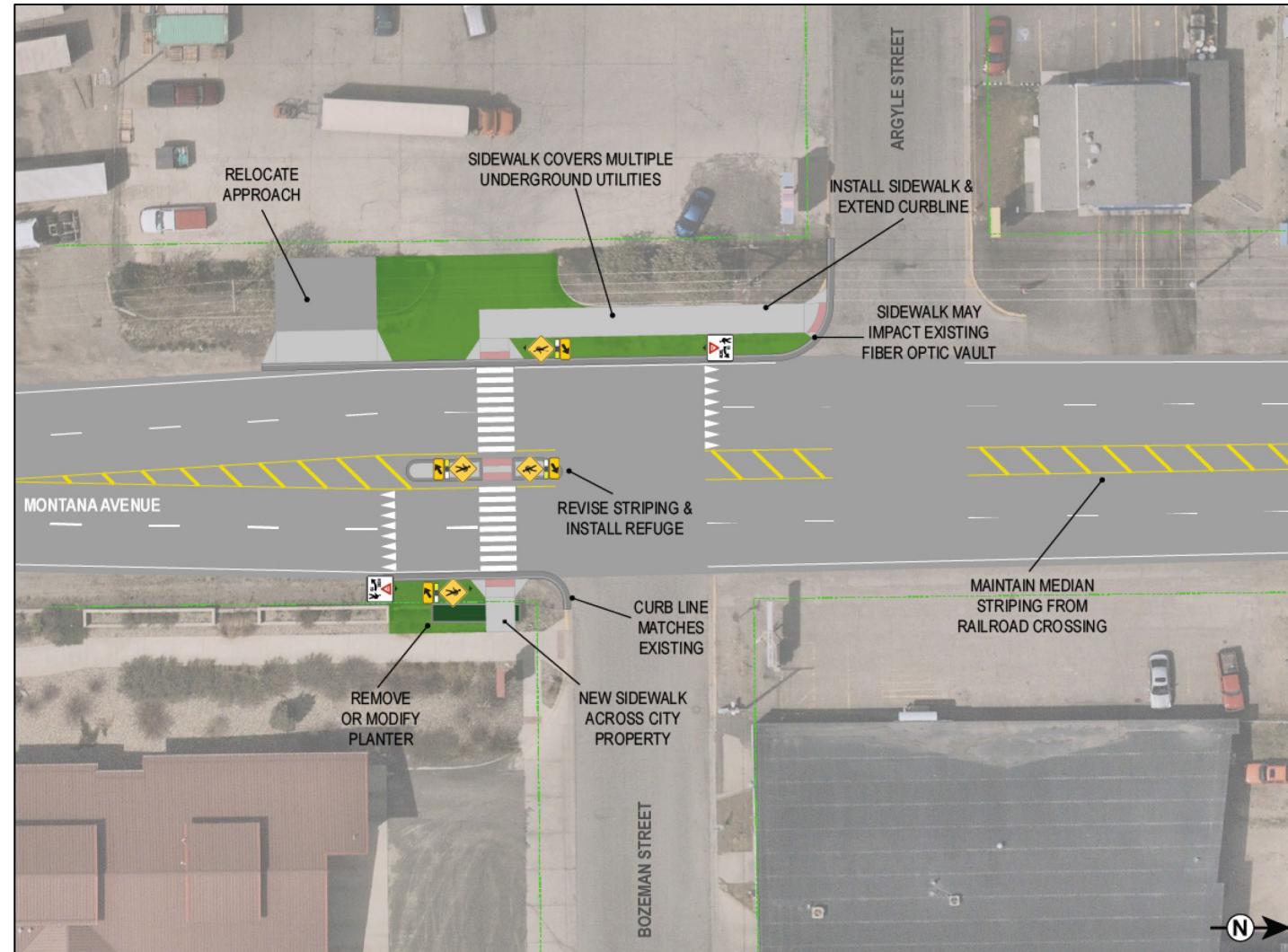
- Maintains existing roadway alignment
- Impacts to one existing approach
- Reduced crossing distance (~52')
- Overhead enhanced signing





# Option MT-3: Center Island

- Realignment of Montana Ave required
- Impacts to one existing approach
- Cross two lanes at a time
- Maintenance and snow removal challengee





# Rectangular Rapid Flashing Beacon (RRFB)

- User-activated enhanced pedestrian crossing with flashing LED lights
- Requires motorists to yield to crossing non-motorists
- Overhead RRFBs improve visibility and compliance
- No minimum pedestrian traffic volume
- Can be self-powered via solar power



Highly variable  
driver compliance  
rates

**19%-98%**



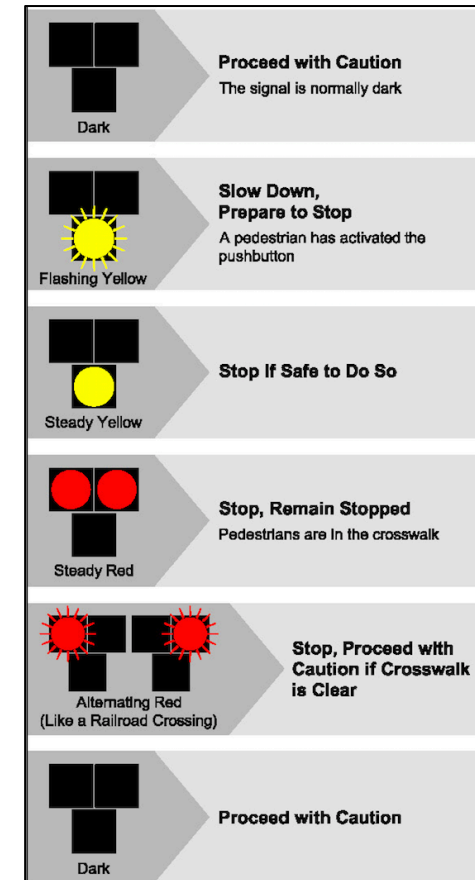
RRFBs have  
been shown  
to reduce  
pedestrian  
crashes by

**47%**



# Pedestrian Hybrid Beacon (PHB)

- User-activated pedestrian crossing with red and yellow beacons
- Requires motorists to stop until the non-motorists have cleared the crosswalk
- Highest driver compliance
- Requires 20 pedestrian crossings per hour



Driver compliance rates shown to exceed **90%**



PHBs have been shown to reduce pedestrian crashes by **55%**

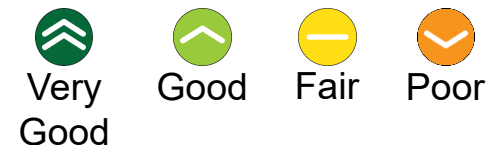


# Alternatives Analysis

- LYN-1 and MT-1 are least impactful and lowest cost
- Other options require modified access
- Center island increases cost and maintenance challenges
- PHB may not be warranted
- RRFBs can be self powered, reducing the needed infrastructure

Alternative	Peds	Vehicles	Safety	Impacts	Cost
<b>Lyndale Avenue &amp; Ewing/Rodney Street</b>					
LYN-1: Maintain Curblines					
LYN-2: Bulbouts					
LYN-3: Center Island					

Alternative	Peds	Vehicles	Safety	Impacts	Cost
<b>Montana Avenue &amp; Bozeman Street</b>					
MT-1: Skewed Crossing					
MT-2: Perpendicular Crossing					
MT-3: Center Island					



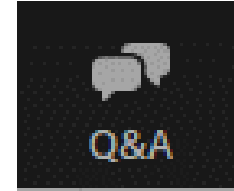


# Next Steps

- Identify preferred alternative
- Approval and review process
- Finalize design
- Anticipated construction for Montana/Bozeman in 2025
- Unknown timeline for Lyndale & Ewing/Rodney (seeking funding)



# Questions?



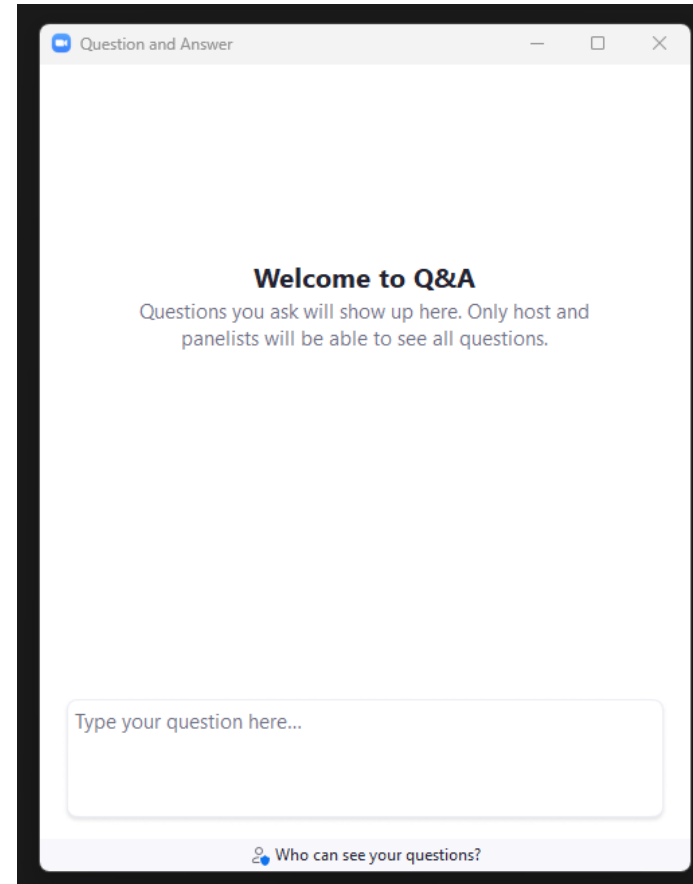
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[Beheardhelena.com/Helena-pedestrian-crossings](https://beheardhelena.com/Helena-pedestrian-crossings)