



Scott Randall
Robert Peccia & Associates
Helena, Mt

February 16, 2020

Re: City of Helena Five Point Intersection & Corridor Connections

Dear Scott,

I am submitting the following comments on behalf of Bike Walk Montana and our local chapter Bike Walk Helena. Thank you for including us early in the process and we applaud the excellent outreach leading up to this document.

These four corridors and the two five point intersections are the core of Helena's downtown transportation system. We support the long range considerations and how you have prioritized recommendations in both long and short term. However, we suggest you go even further in proposing infrastructure that permits complete and uninterrupted use by all modes of travel, and in particular, bicycles. This document is the best way to that goal.

As the first roundabouts potentially coming to main street Helena, the roundabouts proposed for the two five way intersections will set the standard for all to come. They should provide continuous bike path connections, rather than forcing the cyclist to merge into either traffic or the sidewalk. There should be enough room, by shrinking the center island or reducing lane size, to accommodate this. I am submitting this [link to a dutch roundabout](#) video to show what this could look like. This intersection seems very similar to traffic at the Last Chance/ Helena/Cruise intersection, a mix of vehicles, pedestrians and many bicyclists. Even the Montana intersection could be better with the slowing of vehicles and a welcoming route for pedestrians and bicyclists. As a state route, it would also be a chance to bring MDOT along to considering the benefits and then providing an uninterrupted route for all travelers, rather than simply trying to move vehicles as fast as possible with the least hindrance. This directly helps our local bicyclists and allows for bicycle commuting but would also provide a positive experience for the growing number of bicycle tourists visiting Helena.

We see many positive recommendations in this study such as shortening crosswalks through bulb-outs, extensive parklet development and streetscaping, sidewalk improvements and maintaining parking. We support retaining Last Chance Gulch as a one way and improving it as a primary gateway to our downtown (again, where the full roundabout would be a benefit). We very much endorse your proposal to extend Centennial Trail and provide a safe crossing at Argyle. As I suggested on your session with MNTAC, it could be routed along the edge of Northwest Energy's yard, making a gently swooping curve as the trail does further west. We are

offering to help in the discussions with landowners and the public in making this essential connection, as the Centennial Trail is near and dear to many of our Bike Walk Helena members and citizens and our top local priority.

We are strong proponents of making complete connections and eliminating gaps. We are so pleased to see this study doing that but once again ask that you take it the final step by offering a design making the 5 point intersections fully bicycle accessible.

We look forward to continued involvement in this study and hopefully, the many projects that it will support.

With regards,

Doug Habermann /s/

Doug Habermann
Executive Director
Bike Walk Montana/Helena