



Hamilton Area Transportation Plan 2009 Update

Citizens Advisory Committee (CAC) Notes August 10, 2009 – Meeting Number 3

Introduction

The third Citizens Advisory Committee (CAC) meeting for the Hamilton Area Transportation Plan (2009 Update) project was held on Monday, August 10, 2009, from 6:00 pm to 8:00 pm at City Hall. The purpose of the meeting was to continue CAC involvement on the project, and to more specifically discuss non-motorized transportation planning issues in the context of the Transportation Plan development and creation of a truly multi-modal transportation system for the community. The following CAC members were present for this third meeting:

- Ron Ehli (Chief, Hamilton Fire Department)
- Chip Pigman (Pigman Builders)
- Kelly Hudson (Rocky Mountain Laboratories)
- Kathleen Driscoll (Ravalli County Commissioner)
- Al Mitchell (City of Hamilton Councilor)
- Dennis Stranger (Project Manager City of Hamilton)
- Joanne Verwolf (Ravalli County Coordinator Summit Independent Living Center)
- Ann Harding (Interested Citizen)
- Dan Rothlisberger (Interested Citizen)

CAC members that were not able to attend due to previously scheduled commitments were Lance Pysher, Robin Pruitt (Bitter Root Land Trust), and Steve Powell. In addition, the following non-CAC members were in attendance:

- Mary Miller (Interested Citizen)
- Sheila Ludlow (Montana Department of Transportation - Helena)
- Shane Stack (Montana Department of Transportation – Missoula)
- Representatives from the City's Parks and Open Space Board

There were a total of twenty (20) individuals in attendance at this workshop. The meeting was facilitated by Jeff Key, CDM's project manager.

Work Station Discussion Items

The majority of the meeting was spent discussing non-motorized planning issues and problem areas. All in attendance stated that non-motorized planning should be an integral part of the overall transportation plan. Jeff agreed and stated that non-motorized planning is an important part of a truly multi-modal transportation plan, however it must be balanced with analysis of other travel modes and in itself does not trump other needs for transportation identified in the planning effort. Jeff then gave a powerpoint presentation about non-motorized transportation issues and treatments used throughout the State and the Pacific Northwest. After the presentation, Jeff asked the group to break out into work stations to brainstorm about constraints, opportunities and issues associated with non-motorized transportation in the community. As the groups were developing ideas, Jeff walked around to each table to facilitate and answer questions. Each group marked up aerial maps with ideas for consideration. At the conclusion of this exercise, a representative from each group stood up and explained what the group discussed and what they showed on their respective maps. The result of this effort is presented below:

Group 1

North-South Direction

- Need future bike facility and/or some type of connectivity along Old Corvallis Road, especially given land use changes
- Alternate route needed to US 93:
 - West side route could logically be 4th Street
 - East side route could be a mixture of existing streets. Suggest that between Golf Course Road and Fairgrounds Road, a parallel route to US 93 on the east side could be Daly Avenue (from Golf Course Road to Marcus Street), then Skeels Avenue (to Foxfield Street). At the intersection of Foxfield Street and Skeels Avenue, the route could either go straight north to Fairgrounds road, and use Foxfield Street west to the Rail Link right-of-way to Fairgrounds Road.
- 10th Street (between Pine Street and New York Avenue)
- Outside of the urban area, future connectivity to the Woodside Cutoff bicycle path is desirable, as a continuation along Old Corvallis Road
- Outside of the urban area, can the Rail Link right-of-way be used going north out of the planning area boundary?
- Can Grantsdale Road serve as a south connection to/from the Hamilton urban area?

East-West Direction

- Would like stronger connections across US 93. Identified three (3) main connections across US 93 as follows:
 - New York Avenue / Adirondac Avenue / Fairgrounds Road (between 10th Street and the high school)
 - Ravalli Street (between 4th Street and Daly Avenue)
 - Montana Avenue / Hope Avenue / Golf Course Road (between 4th Street continuing east to the rural area)

Potential Sidewalk Areas

- Pine Street (between 9th Street and 5th Street)
- Marcus Street (between Mill Street and Villa)
- Fairgrounds Road (east of Freeze Lane to Eastside Highway)
- West Main Street (west of 9th Street)
- 9th Street (south of West Main Street to Madison Street)



Group 2

North-South Direction

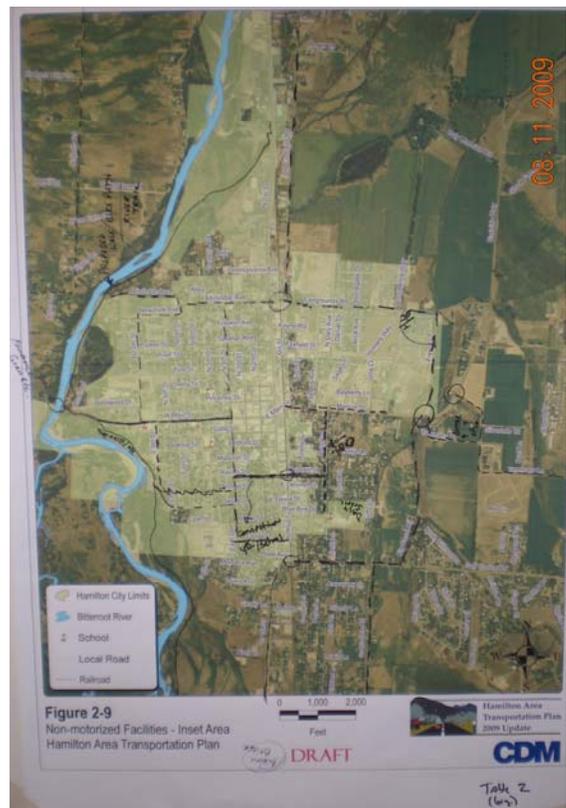
- Need future bike facility and/or some type of connectivity along Old Corvallis Road, especially given land use changes
- Alternate route needed to US 93:
 - West side route could logically be 4th Street. Also bicycle routes/signage along 10th Street and 9th Street to provide additional connections
 - East side route could be a mixture of existing streets. Suggest that near Daly School, a parallel route to US 93 on the east side could begin along Daly Avenue (from Daly School to Marcus Street), then use Marcus Street west to the Rail Link right-of-way. East of Daly Avenue a facility could traverse Marcus Street out to Freeze Lane.
- Outside of the urban area, future connectivity to the Woodside Cutoff bicycle path is desirable, as a continuation along Old Corvallis Road
- Big Corral Road, between Golf Course Road and Marcus Street, and Freeze Lane should also provide north-south connectivity in the community
- Can Grantsdale Road serve as a south connection to/from the Hamilton urban area?
- Begin to plan for a “River Trail” that traverses the entire community from north of Hamilton to south of Hamilton. This would be a huge asset to the community and should be in the plan to elevate the discussion.
- Potential routes along Westside Highway, south of West Bridge Road? Or even North Canyon Drive, north of West Bridge Road?
- Ricketts Road (west of the river)

East-West Direction

- Would like stronger connections across US 93. Identified three (3) main connections across US 93 as follows:
 - New York Avenue / Adirondac Avenue / Fairgrounds Road (between 10th Street and the high school)
 - Ravalli Street (between 4th Street and Daly Avenue)
 - Montana Avenue / Hope Avenue / Golf Course Road (between 4th Street continuing east to Big Corral Road)
- Grove Street (between 4th Street and Rail Link right-of-way)
- Desta Street (between 9th Street and 4th Street)

Other

- Formalize eastside loop from Eastside Highway, to Tammany lane, down to Duus Lane, tying into Golf Course Road, then back into town
- Maintenance issues over bridge, west on Main Street, regarding glass, gravel, sweeping, etc.
- Facilities on US 93 leaving town to connect with existing path
- Bridge crossing at Anglers Roost



Group 3

North-South Direction

- Need future bike facility and/or some type of connectivity along Eastside Highway
- Connection of bicycle/pedestrian facilities between Golf Course Road and Tammany Lane through the newer subdivision
- Tammany Lane facility?

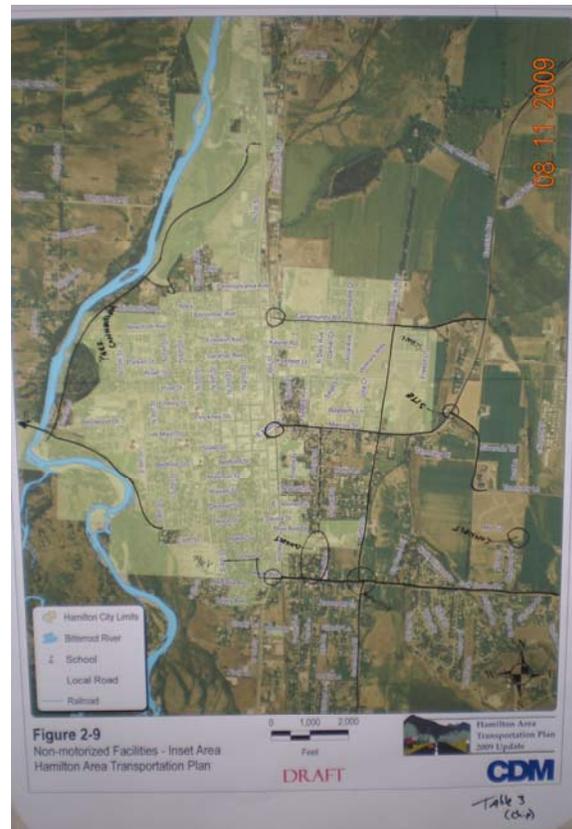
- Some type of facility along Daly Avenue, from the Daly School north to Marcus Street, should be investigated. Maybe a possible link south of the school as well along Daly Avenue to Golf Course Road?
- Alternate north-south route could be Grantsdale Road, shifting to Kurtz Lane, all the way up to the high school.
- Begin to plan for a “River Trail” that traverses the entire community from north of Hamilton to south of Hamilton. This would be a huge asset to the community and should be in the plan to elevate the discussion. This would connect several parks. Near the West main Street Bridge, the path could be wrapped southeast to link to Desta Avenue.
- Westside Road and Rickets Road – widened shoulder possible?

East-West Direction

- Would like stronger connections across and to US 93. Identified three (3) main connections across US 93 as follows:
 - Fairgrounds Road (between US 93 and Eastside Highway)
 - Marcus Street (between US 93 and Freeze Lane, with continuation north on Eastside Highway)
 - Grove Street / Hope Avenue / Golf Course Road (between 4th Street continuing east to the rural areas along Golf Course Road)
- Ravalli Street (between Rail Link and Daly Avenue)
- Can there be a Blood Lane connection, between Grantsdale Road and US 93? What would the intersection crossing US 93 look like? Grade separated?

Other

- Alignment issues at the intersection of Golf Course Road and Grantsdale Road/Kurtz Lane
- Difficult intersection crossing at US 93 and Hope Avenue
- Difficult crossing at intersection of Fairgrounds Road and Eastside Highway
- Bridge crossing at Anglers Roost
- Skalkaho Highway narrow with high traffic volumes. No shoulders and narrow bridges



Group 4

North-South Direction

- Need future bike facility and/or some type of connectivity along Old Corvallis Road, especially given land use changes. Prefer shared-use trail of some sort
- Alternate route needed to US 93:
 - West side route could logically be 4th Street and then 2nd Street (south of Grove Street) to tie back into US 93 near Nicol Lane. This route would serve both local and touring traffic and would need to be signed accordingly.
 - East side route could be a mixture of existing streets. Suggest that near Daly School, a parallel route to US 93 on the east side could begin along Daly Avenue (from Golf Course Road to Marcus Street), then use Marcus Street east to next intersection, then north on North Daly Avenue to Fairgrounds Road.
- Additional north-south connecting routes to be considered on the west side of US 93 include:
 - 9th Street (between Ravalli Street and West Main Street)
 - 10th Street (between West Main Street and Pine Street)
 - Geneva Avenue (north of Adirondac Avenue)

- Additional north-south connecting routes to be considered on the east side of US 93 include:
 - Grantsdale Road (south of Golf Course Road)
 - Kurtz Lane (between Golf Course Road and Fairgrounds Road)
 - Mill Street / Rail Link ROW (between Fairgrounds Road and Marcus Street)

- A formalized connection from the bicycle facilities coming into town from the north to “H-Park” would be desirable

- Begin to plan for a “River Trail” that traverses the entire community from north of Hamilton to south of Hamilton. This would be a huge asset to the community and should be in the plan to elevate the discussion.

East-West Direction

- Would like stronger connections across US 93. Identified five (5) main connections across US 93 as follows:
 - Adirondac Avenue / Fairgrounds Road (between Geneva Avenue and the high school)
 - Ravalli Street (between 9th Street and Daly Avenue)
 - Grove Street / Hope Avenue / Golf Course Road (between 4th Street continuing east to the rural areas)
 - Main Street / Marcus Street (from the existing bicycle lanes on West Main Street east to Tammany Lane)
 - Pine Street (between 10th Street and US 93)

- Secondary connections along Foxfield Street (between US 93 and Skeels Avenue) and Tammany Hill easterly to Tammany Lane.

Other

- Global issues relative to maintenance and the overall non-motorized system:
 - Maintenance and sweeping of shoulders
 - Deterioration of surface materials
 - Presence of broken glass and gravel/chips along roadways
 - Lack of pathways and unsuitable widths of pathways (where available)
 - Need for bicycle route signage in the community

- Numerous access points along US 93 causes danger and conflict to pedestrians and bicyclists

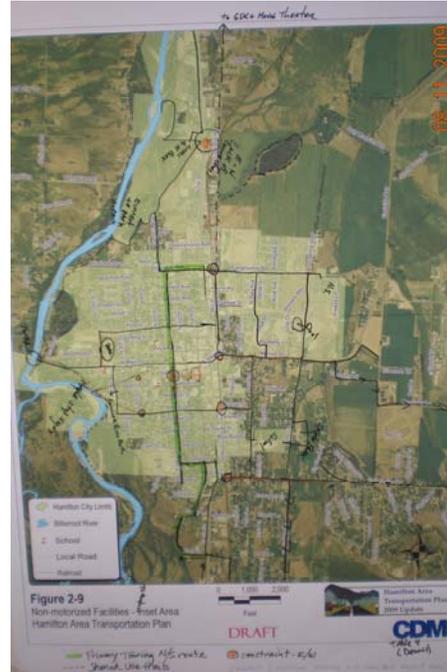
- Maintenance issues over bridge, west on Main Street, regarding glass, gravel, sweeping, etc.

- Facilities on US 93 leaving town to connect with existing path

- Bridge crossing at Anglers Roost

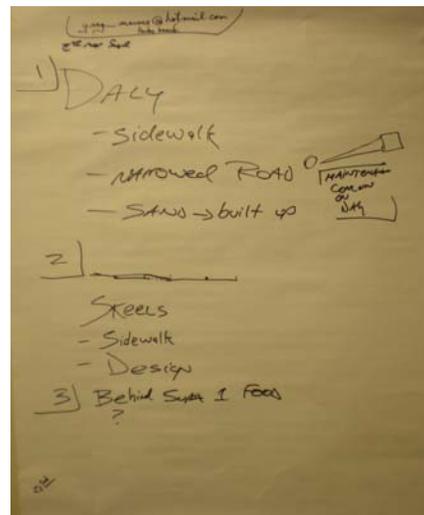
- Problem intersection crossings exist along US 93 at Golf Course Road, Ravalli Street, Main Street / Marcus Street, and Adirondac Avenue / Fairgrounds Road

- Problematic intersection crossings may also exist along State Street at 2nd Street, 3rd Street and 4th Street
- Potential stop sign locations may be needed at the intersection of Ravalli Street and South 7th Street, and the intersection of State Street and South 7th Street



Other Discussion Items

- Daly Avenue
 - Narrow Road
 - Sand builds up in gutter pan
- Skeels Avenue
 - Sidewalk interface with roadway
 - Design guidelines to eliminate sidewalk undulations (i.e. up and downs)
- Behind Super 1 Foods
 - Used as an alternative to going to US 93
 - Can route be formalized?



Conclusion & Action Items

The next meeting of the CAC (meeting number 4) is scheduled for Monday, September 10th, 2009 from 6:00 to 8:00 pm. The location will be at City Hall.