Chris Taggart

From: Matthew Rohrbach <mrohrbach@cityofhamilton.net>
Sent: Tuesday, December 6, 2022 9:26 AM
To: Ravalli County Commissioners Office; Jeff Burrows
Subject: [EXTERNAL] City of Hamilton RAISE Transportation Grant Update
Attachments: Hamilton, MT_RAISE Application 2022.pdf

Hello Commissioners,

I am writing to thank you again for supporting the City of Hamilton's US DOT RAISE grant application (attached) for multimodal transportation improvements on Main and Marcus Streets in Hamilton. You may have heard that Hamilton's grant request was not awarded during the 2022 cycle.

A few weeks ago we met with U.S. Department of Transportation staff for a debrief on the City's application. From the debrief we learned where the City's application scored well and where it could be improved. In the end we were encouraged to learn there were no fatal flaws and there remains a path forward for resubmitting what will hopefully be a successful application. With this feedback we intend to amend our application and apply for a similar project during the 2023 cycle of RAISE funding coming available in February.

We hope we can continue to count on Ravalli County's support for this important project for the City of Hamilton. Please let me know if you have any questions or feedback for us.

Thank you,

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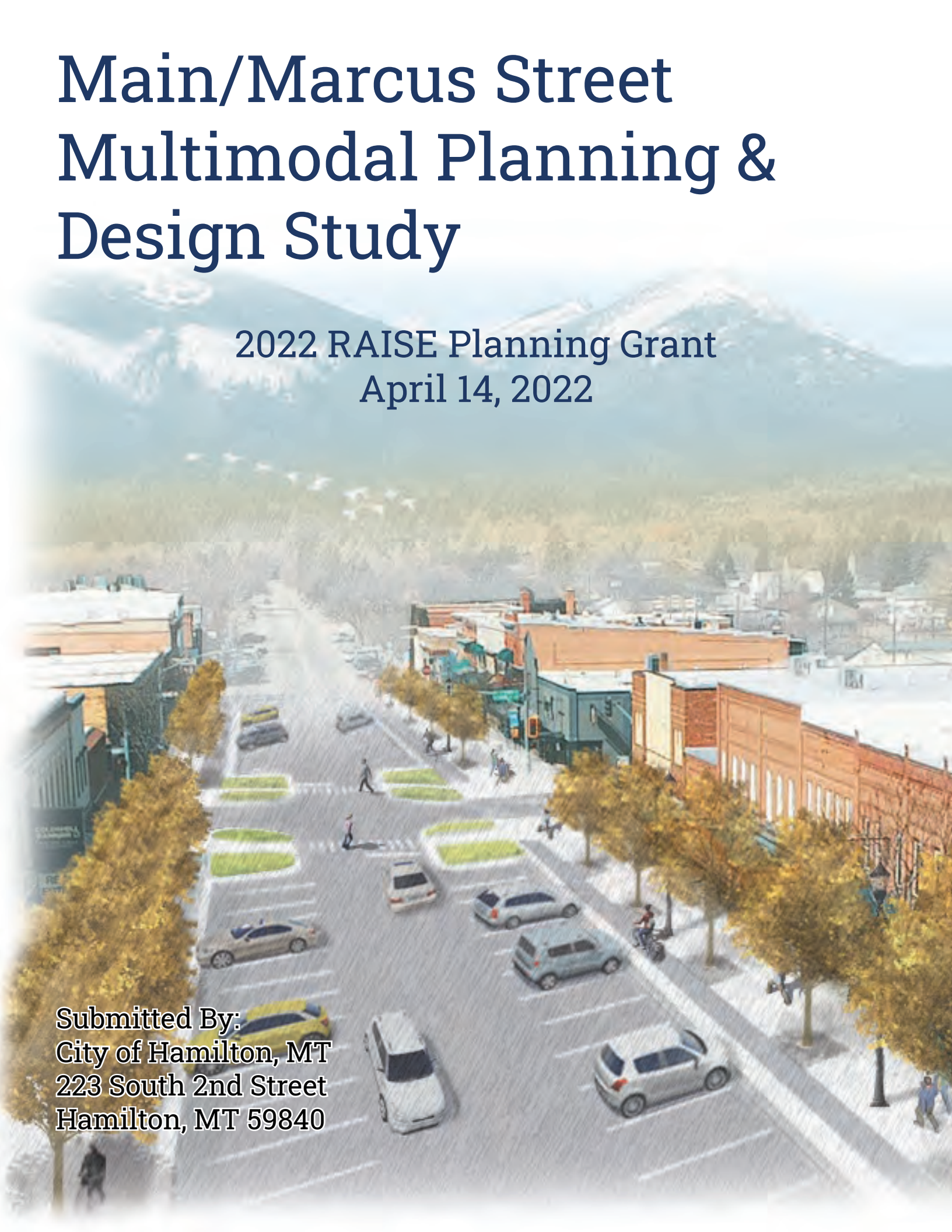
Main/Marcus Street Multimodal Planning & Design Study

2022 RAISE Planning Grant
April 14, 2022



Submitted By:
City of Hamilton, MT
223 South 2nd Street
Hamilton, MT 59840

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Project Description

The City of Hamilton, MT in partnership with the Montana Department of Transportation (MDT), is applying for $1,805,000 in USDOT RAISE Planning Grant funding to complete planning, design, and environmental analysis for a 2.5-mile section of the Main/Marcus Street Corridor (State Routes 531/269). This corridor has an auto-oriented design and lacks the facilities necessary to create a safe and welcoming environment for pedestrians and bicyclists. The Main/Marcus Street Multimodal Planning and Design Study, will identify all that is needed to improve connectivity and safety along Main/Marcus Street between the Bitterroot River and Fairgrounds Road, particularly non-motorized users.

Over the preceding five years, the City of Hamilton has applied for capital funding for several of the non-motorized improvements outlined in this grant application. However, these applications were unsuccessful due to uncertainty and risk associated with a lack of detailed design & engineering, environmental analysis, right-of-way, and utility relocations. This proposed planning project is intended to address these issues so that upon completion the City and MDT will be fully prepared to seek capital funding from local, state, and federal sources.

Why Here? Why Now?

Outside of Highway 93, Main/Marcus Street is arguably the most vital transportation corridor in Ravalli County, carrying thousands of people throughout the region to jobs and services in the City of Hamilton and beyond. Despite its small size (population ~5,000) Hamilton is home to a burgeoning biotech/medical research cluster (National Institutes of Health Rocky Mountain Laboratories, GlaxoSmithKline, Tonix Pharmaceuticals, and Lubrizol) in addition to all the organizations that come with being a regional service center in the Rocky Mountain West – schools, hospital, Forest Service, Airport, and government centers. Marcus/Main Street is Hamilton's primary east-west corridor, connecting these and other residential, commercial, and institutional destinations on either side of Highway 93, a five-lane highway bisecting Hamilton on a north-south axis.

This project is the result of many years of coordination between the City of Hamilton and MDT. The individual elements of this project are prioritized in several City plans including the Comprehensive Plan, Transportation Plan, Non-Motorized Transportation Plan, and the Connect 93 Action Plan – see Environmental Risk section for links to plans. With Hamilton's continued growth the time has come to move beyond policy level efforts and into planning for designs that will yield construction of a safe, sustainable, and equitable transportation system in the City of Hamilton.

A Tale of Two Cities

Hamilton west of Highway 93 is characterized by pre-WWII development with a connected transportation network and land use patterns that support a functional multi-modal transportation system. Despite there being numerous gaps in the non-motorized transportation network, this is Hamilton's safest and most comfortable place to walk and bike. Major destinations include downtown Hamilton, historic residential neighborhoods, Hamilton Middle School, Bitterroot College, Rocky Mountain Labs, Bitterroot Health (hospital), and Bitterroot River Parks.

Hamilton east of Highway 93 was developed in the last 30-years and conversely is neither a safe nor welcoming place to walk or bike due largely to the lack of non-motorized infrastructure along Marcus Street. This area is where the bulk of Hamilton's recent growth has occurred and is anticipated to continue. Major destinations include Daly Elementary School, Hamilton High School, residential neighborhoods, and the Ravalli County Airport. Marcus Street in this area also provides access to Hamilton's biotech cluster.

Recognizing the differing functions and needs along the Main/Marcus Street corridor, the proposed planning project is broken into four sections. While the City and MDT's preference is to complete planning and design for the entire 2.5-mile Corridor, this grant request has been structured and budgeted so that each individual section can exist as a stand-alone project. To that end the City has prioritized each section in the event the fully requested funding amount is not available.

Project Sections

Priority #1, Section C, Marcus Street from Highway 93 to Big Corral Road/Freeze Lane

This section of Marcus Street is approximately 2,900' in length and includes the intersection of Main/Marcus Street and Highway 93. Destinations accessed from Section C include Daly Elementary School, Hamilton High School, City Parks and ball fields, and residences. Section C currently has 60'-70' of right-of-way, 12' travel lanes, and intermittent 5' bike lanes. Of the four sections under consideration, Section C sees the most vehicle traffic (6,000 AADT) and, despite its lack of non-motorized facilities, also sees a fair amount of bicycle and pedestrian traffic due to its proximity to Daly Elementary and Hamilton High School.[1]

Marcus Street east of Highway 93

Marcus Street-Highway 93 Intersection

Issues of concern along Section C include lack of safe and connected pedestrian and bicycle facilities, wide crossings at the Highway 93-Main/Marcus Street intersection, lack of lighting and storm drainage, high vehicle speeds as travelers transition between rural and urban street sections, unsafe school crossings, lack of connectivity to adjacent trail networks, and delay and safety concerns at the intersection of Marcus Street and Kurtz Lane.

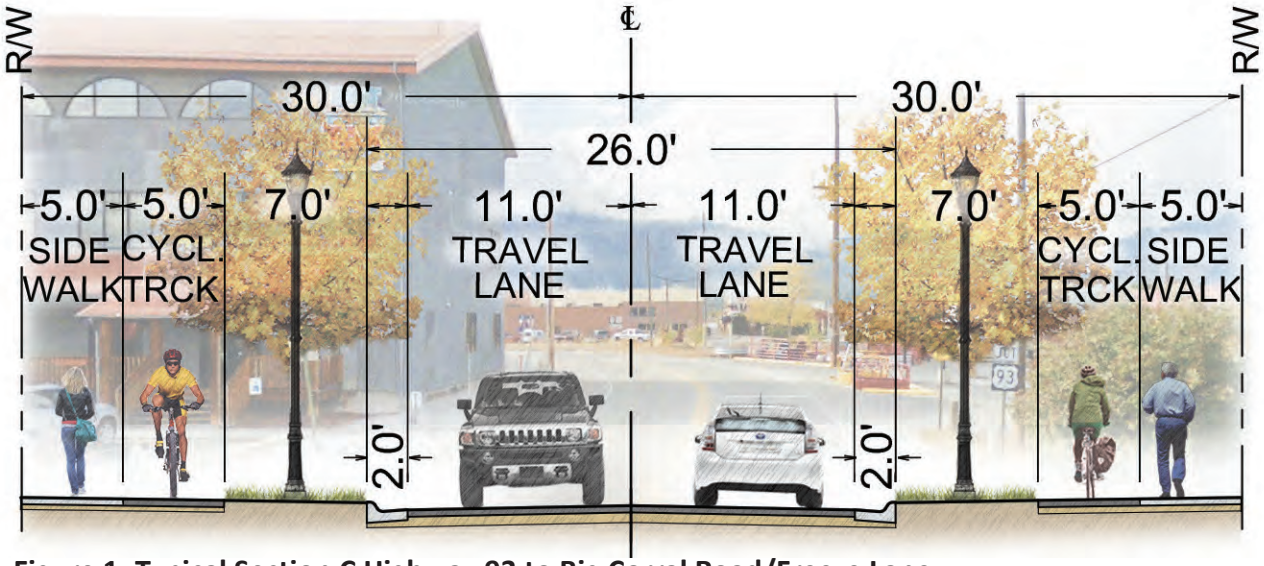


Figure 1: Typical Section C Highway 93 to Big Corral Road/Freeze Lane

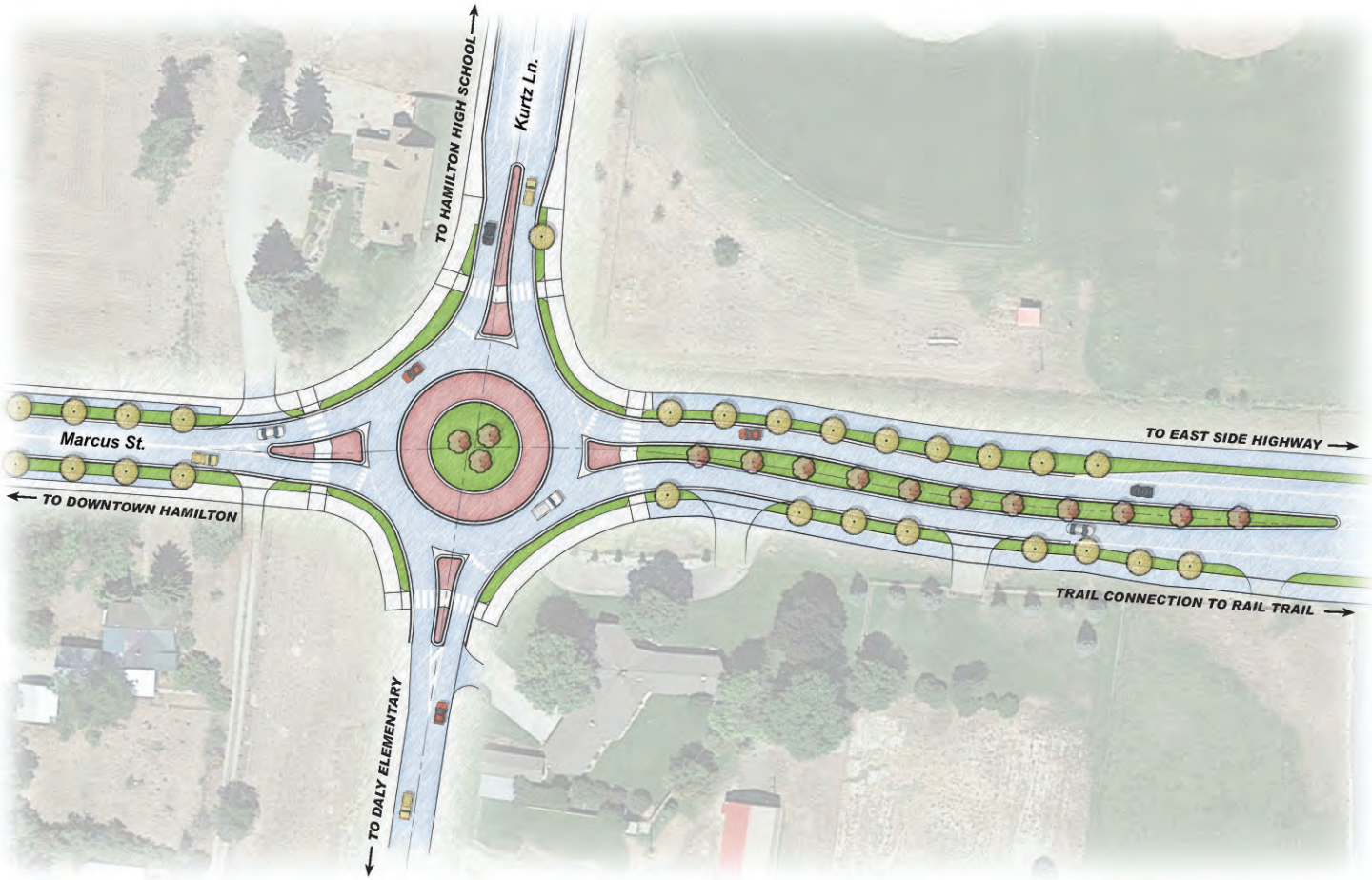


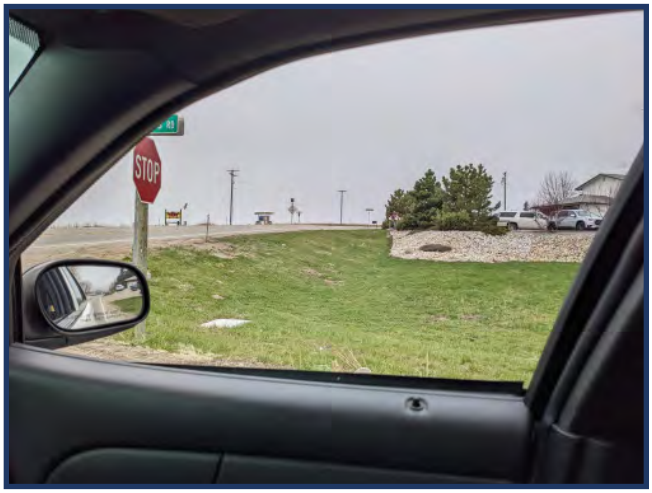
Figure 2: Conceptual Single Lane Roundabout at Marcus Street-Kurtz Lane Intersection

Improvements to be evaluated include:

- Narrowing vehicle lanes on Marcus Street to reduce vehicle speeds.
- Adding 5' sidewalks, 7' buffers, and 5' cycle tracks between Highway 93 and Kurtz Lane and 10' side paths between Kurtz Lane and Big Corral Road/Freeze Lane.
- Intersection improvements at the Main/Marcus Street- Highway 93 intersection, to include:
    - Signal timing improvements to allow for safer and more visible pedestrian movements.
    - Curb extensions to shorten crossing distances and improve pedestrian visibility.
    - Crosswalk installation.
- Roundabout at Kurtz Lane and Marcus Street intersection.
- Realignment of approaches to improve safety and access to private businesses.
- Rectangular Rapid Flashing Beacon at Marcus Street-Daly Avenue intersection to improve crossing safety for elementary school students.

Priority #2, Section D, Marcus Street/Eastside Highway from Big Corral Road/Freeze Lane to Fairgrounds Road

This section of Marcus Street/Eastside Highway is approximately 3,500' in length. Destinations accessed from Section D include Hamilton High School, Ravalli County Airport, trail networks, and rural residential neighborhoods. This is a rural section of roadway. Section D currently has 100'-160' of right-of-way, 13' travel lanes, and ~ 3' shoulders.



Eastside Hwy.-Fairgrounds Rd Intersection

The primary issue of concern along Section D is the intersection of Eastside Highway and Fairgrounds Road. This intersection is just beyond the crest of a hill, creating sight distance and safety concerns. Furthermore, the speed limit along this section of Eastside Way transitions between 50 m.p.h. and 60 m.p.h. with many vehicles on the higher end of that range. These factors contribute to the crash cluster seen at this intersection which is further explored in the safety section of this application.

Improvements to be evaluated include:

- Relocating Fairgrounds Road to the north to improve sight distances at Eastside Highway intersection.
- Relocating Hamilton Airport Road intersection to align with new Fairgrounds Road relocation and allow for economic development opportunities at airport.
- Improved intersection control at new Fairgrounds Road-Eastside Highway Intersection
- 10' side path on one or both sides of Eastside Highway.

Priority #3, Section B, Main Street from 5th Street to Highway 93

This section of Main Street comprises the heart of downtown Hamilton and is approximately 1,500' in length. Destinations accessed from Section B include downtown businesses, City and County offices, City Parks, residences, and Rocky Mountain Labs. This section of Main Street is one of Hamilton's busiest multimodal streets carrying approximately 3,300 vehicles per day and a steady flow of pedestrians and cyclists throughout the day.[2] Section B currently has 100' of right-of-way, 12' travel lanes, 17' angle parking lanes, 6' furniture zones, and 6' sidewalks, with a total curb-to-curb distance of 72-feet.

Issues of concern along Section B include lack of safe cycling facilities with bikes exposed to vehicles backing out of angle parking, wide pedestrian crossings for a downtown environment, and wide travel lanes that encourage higher than desirable vehicle speeds for downtown.

Improvements to be evaluated include:

- Narrowing street section to slow traffic and enhance downtown built environment.
- Enhancing non-motorized facilities and connectivity with 9.5' sidewalks, 4' buffers, and 6' cycle tracks.
- Installing curb extensions at Main Street intersections to shorten crossings, improve pedestrian visibility, and provide activate public spaces.

Downtown Hamilton

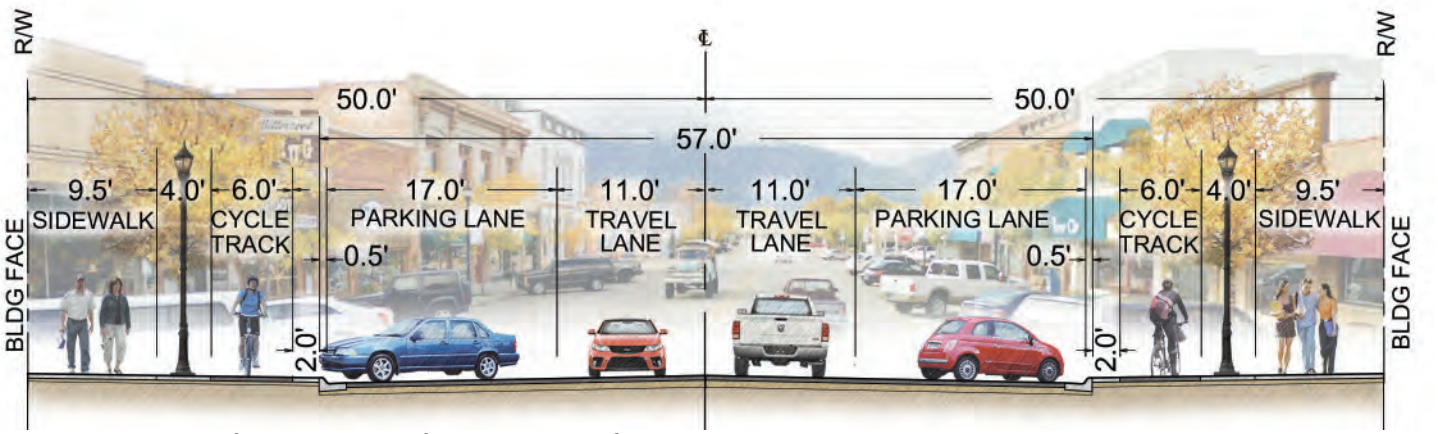


Figure 3: Typical Section B - 5th Street to Highway 93

Priority #4, Section A, Main Street from Bitterroot River to 5th Street

This section of Main Street is approximately 3,600' in length and provides access to Bitterroot Health, Bitterroot College, Bitterroot River Parks, residences, Hamilton Skate Park, Rocky Mountain Labs, and the Bitterroot National Forest. Section A currently has 100' of right-of-way, a 14' two-way left turn lane, 12' travel lanes, 5' bike lanes, 8.5' parallel parking lanes, and intermittent 6' sidewalks, with a total curb-to-curb distance of 65-feet. While this section of Main Street is well traveled by vehicle traffic, it is seldomly used by pedestrians and bicyclists due to gaps in the non-motorized network.

West Main Street

Issues of concern along Section A include lack of sidewalk and bike lane connectivity, wide unmarked crossings, varied and inadequate curb ramps, narrow bike lanes with no buffer between parking or drive lanes, and pavement deterioration. Additionally, while the speed limit along Section A is 25 m.p.h., motorists typically drive much faster, which may be attributed to wide travel lanes which have been shown to encourage speeding.[3] As a result of these issues this section of Main Street is neither safe nor welcoming for pedestrians and cyclists.

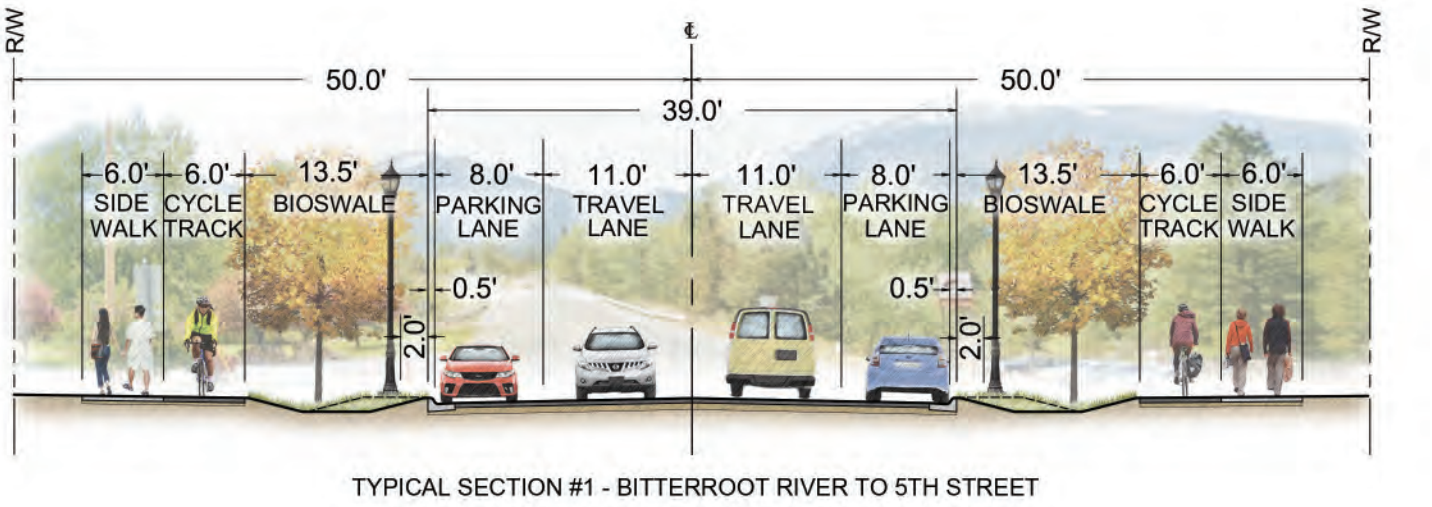


Figure 4: Typical Section A - Bitterroot River to 5th Street

Improvements to be evaluated include:

- Reconstruction to remove two-way left turn lane and narrow drive lanes to calm motor vehicle traffic.
- Installation of 6' sidewalks and 6' cycle tracks to improve nonmotorized connectivity and safety.
- High visibility crossings and curb extensions, incorporating elements of universal design, at key locations to improve safety and connectivity between parks, neighborhoods, and institutional land uses.
- Bioswales to manage stormwater runoff, accommodate snow storage, and provide aesthetic enhancement.

City of Hamilton, Montana 2022 Proposed RAISE Grant
Main/Marcus Street Multimodal Planning and Design Study

Hamilton Destinations

1. Bitterroot College
2. Middle School
3. Downtown
4. Rocky Mountain Labs
5. Tonix Pharmaceuticals
6. High School
7. Airport
8. Elementary School

Existing Paths

Parks

3 miles to Bitterroot National Forest

1.5 miles to GlaxoSmithKline

Bitterroot River

Highway 93

5th St.

Fairgrounds Rd.

Freeze Ln.

Marcus St./SR-269

Main St./SR-531

Big Corral Rd.

Section A, Priority #4:
Bitterroot River to 5th Street

- Remove center turn lane and narrow lanes.
- Fill gaps and enhance pedestrian & bicyle facilties to improve multiomodal connectivity.
- Safe crossings and curb extensions to connect neighborhoods, parks, and institutions.

Section B, Priortiy #3
5th Street to Highway 93

- Narrow street section to enhance downtown bicycle facilities & multimodal connectivity.
- Safe crossings and bulbouts to connect neighborhoods and businesses.

Non-motorized connectivity improvements at Hwy 93. & Main St.

Section C, Priorty #1:
Highway 93 to Big Corral Rd./Freeze Ln.

- Sidewalks, cycle track, & buffer
- Lighting, curb, gutter, & storm drainage
- Narrow lanes

Section D, Priortiy # 4:
Big Corrall Rd./Freeze Ln. to Fairgrounds Rd.

- Side path
- Realignment of Fairgrounds Road and Airport Road to improve sight distances and safety.
- Explore roundabout at intersection of Eastside Hwy. & Fairgrounds Rd.

Explore roundabout @ Marcus St. & Kurtz Ln.

Flashing beacon for school xing

N

0 500 1,000 2,000 Feet

Project Location

The proposed Main/Marcus Street Multimodal Planning and Design Study is located in the City of Hamilton, MT. Hamilton's 2020 population was 4,827, designating the project area as rural. Sections A and B are in Ravalli County Census Tract 5, which does not meet the definition of an area of persistent poverty. Sections C and D are in Census Tract 6 which does meet the definition of an area of persistent poverty and are also in a designated Opportunity Zone. Based on the budget figures on page 9 of this application, 49% of the project cost will be in an area of persistent poverty. The project is not in a historically disadvantaged community.

Main and Marcus Streets are owned and maintained by MDT, classified as major collectors, and encompass the only MDT designated urban route in Ravalli County. Main/Marcus Street intersects Highway 93 which is a principal arterial and on the National Highway System. The Main/Marcus Street-Highway 93 intersection carries more traffic than any other intersection in Ravalli County (20,000+ AADT).[4] As the corridor is owned by the state, MDT will serve as a subrecipient on this RAISE Grant assisting with administration and management.

Hamilton is the most populous city in and the employment center of Ravalli County. Ravalli County is one of the fastest growing counties in Montana increasing in population by 3.6% between 2020-21.[5] While that growth has been spread throughout the County, the transportation impacts are particularly acute in Hamilton due to it being the jobs and service center for the County and remote rural areas to the south.

Grant Funds

The City of Hamilton is requesting $1,805,000 in RAISE Planning Grant funds, which accounts for the full cost of the proposed Main/Marcus Street Multimodal Planning and Design Study. This will provide sufficient funding to complete the full scope of work outlined in Appendix A and develop preliminary plans at a 60% design level. The proposed project would use 100% federal funds through the RAISE Grant program.

Hamilton is in a rural area and is not required to provide match for this request. While this is Hamilton's top priority transportation project, the City is unable to provide match due to limited budget resources and rapidly rising cost of services. However, the City does have approximately $1.5 million set aside in MDT's Urban Highway Construction Program (Urban Routes), with estimated annual allocation of $176,000. Improvements to Main/Marcus Street are an eligible use of Urban Route funds and the City intends to use these funds in conjunction with capital funding for improvements designed as part of this proposed project.

The budget below shows costs for each individual task further described in the associated scope of work in Appendix A as well as costs broken out for each of the four priority ranked sections. Should the full funding request not be available the City and MDT would accept a lesser amount for planning and design work on the priority sections outlined on the project map.

Budget: Main/Marcus Street Multimodal Planning and Design Study							
Task #	**Description**	**Section A**	**Section B**	**Section C**	**Section D**	**Total**	**% of Total**
Task 1:	**Project Adminimstration**	**$154,500**	**$141,000**	**$140,000**	**$132,000**	**$567,500**	**31.4%**
1.1	Agency Administration	$112,500	$112,500	$100,000	$100,000	$425,000	
1.2	Consultant Administation	$42,000	$28,500	$40,000	$32,000	$142,500	
Task 2:	**Public Outreach**	**$65,000**	**$65,000**	**$70,500**	**$56,500**	**$257,000**	**14.2%**
2.1	Mailing List	$1,000	$1,000	$1,000	$1,000	$4,000	
2.2	Public Notice	$2,500	$2,500	$2,500	$2,500	$10,000	
2.3	Stakeholder Meetings	$17,500	$16,500	$15,750	$15,500	$65,250	
2.4	Public Information Meetings	$21,250	$28,000	$28,500	$23,000	$100,750	
2.5	Individual Landowner Meetings	$17,250	$12,000	$17,250	$10,500	$57,000	
2.6	City Council Meetings	$5,500	$5,000	$5,500	$4,000	$20,000	
Task 3:	**Survey**	**$57,000**	**$38,500**	**$54,000**	**$43,500**	**$193,000**	**10.7%**
3.1	Right-of-Way Survey	$18,500	$12,500	$19,000	$15,250	$65,250	
3.2	Topographic Survey	$38,500	$26,000	$35,000	$28,250	$127,750	
Task 4:	**Review Existing Plans**	**$1,000**	**$1,000**	**$1,000**	**$1,000**	**$4,000**	**0.2%**
Task 5:	**Traffic and Safety Analysis**	**$30,000**	**$37,000**	**$29,000**	**$25,500**	**$121,500**	**6.7%**
5.1	Pedestrian and Bicycle Safety	$10,000	$10,000	$8,500	$8,000	$36,500	
5.2	Manual Traffic Counts	$6,000	$6,000	$6,000	$4,500	$22,500	
5.3	Turn Lanes	$6,000	$6,000	$5,000	$5,000	$22,000	
5.4	ESAL Calculations	$2,000	$2,000	$2,000	$2,000	$8,000	
5.5	Signalized Intersection Eval	$-	$6,000	$-	$-	$6,000	
5.6	Traffic and Safety Report	$6,000	$7,000	$7,500	$6,000	$26,500	
Task 6:	**Environmental Analysis**	**$6,000**	**$4,000**	**$5,500**	**$6,000**	**$21,500**	**1.2%**
6.1	Archaeological/Histc. Resources	$2,500	$2,500	$2,500	$2,500	$10,000	
6.2	Section 4(f) Properties	$1,000	$1,000	$1,000	$1,000	$4,000	
6.3	Hazardous Materials	$2,500	$2,500	$2,500	$2,500	$10,000	
6.4	Noise Analysis	$2,500	$2,500	$2,500	$2,500	$10,000	
6.5	Socioeconomic & Enviro. Justice	$1,000	$1,000	$1,000	$1,000	$4,000	
6.6	Biological Resource Review	$6,000	$2,000	$2,000	$6,000	$16,000	
6.7	Regulatory Review	$3,000	$3,000	$3,000	$3,000	$12,000	
Task 7:	**Geotech and Materials**	**$21,000**	**$14,500**	**$20,000**	**$16,000**	**$71,500**	**4%**
7.1	Boring	$9,750	$6,000	$9,750	$7,500	$33,000	
7.2	Sampling	$4,750	$3,500	$4,250	$3,500	$16,000	
7.3	Report	$6,500	$5,000	$6,000	$5,000	$22,500	
Task 8:	**Utility Coordinaion**	**$6,500**	**$4,500**	**$6,000**	**$5,000**	**$22,000**	**1.2%**
8.1	Utility Mapping/Conflicts	$3,500	$2,500	$3,250	$3,000	$12,250	
8.2	Utility Coordination Meetings	$1,500	$1,500	$1,500	$1,500	$6,000	
8.3	Integrate Utility Information	$1,500	$500	$1,250	$500	$3,750	
Task 9:	**Preliminary Plans**	**$126,000**	**$100,000**	**$140,500**	**$80,500**	**$447,000**	**24.8%**
9.1	Design Criteria	$6,000	$6,000	$5,500	$4,500	$22,000	
9.2	Conceptual Design	$35,000	$22,500	$22,000	$22,500	$102,000	
9.3	Preliminary Road Plans	$20,500	$12,500	$14,500	$13,750	$61,250	
9.4	Electrical Plans	$25,000	$32,500	$28,500	$10,250	$96,250	
9.5	Signing & Pavement Marking Plans	$12,500	$12,500	$16,000	$12,500	$53,500	
9.6	Preliminary Water Plans	$-	$-	$16,250	$-	$16,250	
9.7	Preliminary Sewer Plans	$-	$-	$18,500	$-	$18,500	
9.8	Landscape and Irrigation Plans	$17,000	$7,000	$9,250	$7,000	$40,250	
9.9	Draft Special Provisions	$5,000	$3,500	$5,000	$5,000	$18,500	
9.10	Construction Cost Estimate	$5,000	$3,500	$5,000	$5,000	$18,500	
Task 10:	**Evaluate ROW Impacts**	**$8,500**	**$5,500**	**$8,000**	**$6,500**	**$28,500**	**1.6%**
Task 11:	**Funding Sources**	**$21,000**	**$14,500**	**$20,000**	**$16,000**	**$71,500**	**4%**
	Total Project Budget:	**$496,500**	**$425,500**	**$494,500**	**$388,500**	**$1,805,000**	**100%**

Merit Criteria

Safety

Crash statistics provided by the Montana Department of Transportation show that between 2011-2020 there were 244 crashes along the Main/Marcus Street Corridor, the most common being rear end (29%) and right angle (20%) crashes.[6] As can be seen in Figure 5, crash clusters exist at the following intersections – Main/Marcus Street & Highway 93, Marcus Street & Kurtz Lane, and Eastside Highway & Fairgrounds Road.

Figure 5: All Crashes 2011-2020

To address the crash cluster at the Marcus Street-Kurtz Lane intersection the City and MDT intend to design a roundabout. Between 2011-2020 there were 22 crashes at this intersection, 17 of which were right angle crashes, with 11 of those 17 being injury crashes. Of the five fatal or serious injury crash occurrences along the Main/Marcus Street Corridor between 2011-2020, two were at this intersection and they were both right angle crashes. FHWA studies have shown that "*…the potential for hazardous conflicts, such as right angle and left turn head-on crashes is eliminated with roundabout use.*"[7]

In addressing the crash cluster at the Eastside Highway-Fairgrounds Road intersection the City and MDT intend to realign Fairgrounds Road so that it intersects Eastside Highway to the north on flat ground. This will improve sight distances and reduce the likelihood for left turn crashes which have been a historical occurrence at this intersection. To that end the adjacent land owner (Ilona Bessenyey) has provided a letter in support of this effort and noted the history of crashes at this intersection.

Pedestrian and Bicycle Safety

The primary goal of the Main/Marcus Street Multimodal Planning and Design Study is to improve conditions for pedestrians and cyclists, and safety is paramount to that goal. Of the 244 crashes along the corridor only four were pedestrian crashes and seven were bike. This is less a factor of the corridor being safe for non-motorized users and more a result of it being so unsafe and unwelcoming that the only ones who will take the risk are the bravest souls or those who have no other choice. Hamilton has a relatively high rate of walking and biking relative to the state and nation. 2020 American Community Survey estimates show that 18% of Hamilton workers walked or biked to work compared to 4% for the United States and 7% for Montana.[8] Unfortunately, due to safety concerns and lack of facilities this high non-motorized commute mode share is not seen on Main and Marcus Streets outside of downtown.

Bicycle and pedestrian safety benefits include:

- Dedicated pedestrian and bicycle facilities along the length of the Corridor will protect non-motorized users from the risk of vehicle collisions that exist from having no buffer or separation from driving lanes. This is especially true on Marcus Street where there are currently no dedicated non-motorized facilities, yet people walk and bike along this street every day because there are no other options.
- The addition of curb and gutter and realignment of private driveways will better define uncontrolled access points along Marcus Street where vehicles pull-in and back out along wide frontages. This will provide access control along Marcus Street thereby increasing predictability for non-motorized users and reducing traffic backing into Marcus Street.
- The addition of a Rectangular Rapid Flashing Beacon at the intersection of Marcus Street and Daly Avenue will improve safety for children crossing Marcus Street by providing a more visual indicator for vehicles on Marcus Street. There is currently a shared use path that intersects Marcus Street north of the intersection with Daly Avenue – see project map on page 7. This path provides a safe non-motorized route for residents east of Highway 93 and north of Marcus Street, where the bulk of Hamilton's residential growth is occurring. Additionally, this is the main crossing for children accessing the existing Daly Avenue path to Daly Elementary School. This crossing currently has a high visibility crosswalk with accompanying signage. Despite this fact vehicles commonly fail to stop for pedestrians. During a one-day count at this intersection on April 7, 2022, 16 pedestrians crossed at this location during the 3:00 P.M. hour which corresponds with let out at Daly Elementary School.
- Constructing a cycle track through the core of downtown will provide bicyclists with a facility separated from vehicle traffic thereby not forcing cyclists to ride behind angle parked cars. This will remove the current risk of cyclist being backed into by parked cars unable to see them approaching.
- Curb extensions at Main Street intersections, including Highway 93, will improve pedestrian safety by increasing visibility, reducing the speed of turning vehicles, and shortening crossing distances.[9]

Environmental Sustainability

The transportation sector generates the largest amount of greenhouse gas (GHG) emissions in the United States (29% of total), primarily from burning fossil fuels for light-duty vehicles, which accounts for 58% of total transportation emissions.[10] One of the best ways the City of Hamilton can contribute to lowering GHG emissions, and corresponding impacts to climate change, is by shifting people from passenger vehicles to non-motorized modes. The proposed planning and design study will go beyond simply accommodating pedestrians and bicyclists to elevating their safety and comfort to a level equivalent to or beyond that of motor vehicles. The City and MDT feel that providing quality non-motorized facilities is crucial to achieving a mode shift to more walking and biking.

Hamilton is an ideal place for walking and biking, it is relatively flat, and most destinations are within 1-mile of the city center (Main/Marcus-Highway 93 intersection). What prevents people from walking and biking more is the lack of dedicated facilities along key corridors, notably Main and Marcus Streets. Additionally, the City knows that to truly increase walking and biking mode share there needs to be a non-motorized transportation system that is welcoming to all users, not just the most confident rider or most fearless pedestrian. That is why the City and MDT intend to explore designs that are well lit, connected, and provide buffers from motor vehicles.

Bringing safe and comfortable non-motorized facilities to Main/Marcus Street and the Highway 93 intersection will remove barriers to non-motorized travel making walking and biking easier and more enjoyable. As a result, once constructed, this project is expected to increase non-motorized mode share, thus reducing Hamilton's GHG emissions and lessening the City's climate change impact.

This project will also improve non-motorized transportation access and mobility for environmental justice populations. The Environmental Protection Agency's EJScreen Tool shows the project passes through and connects block groups with high percentages of low income individuals[1] – see Figure 6.

This project will also positively impact ground and surface water quality by adding storm water management systems where there currently are none. On Main Street west of Highway 93 stormwater is piped directly to the Bitterroot River. The proposed project will design bioswales along this section of Main Street as a way to infiltrate

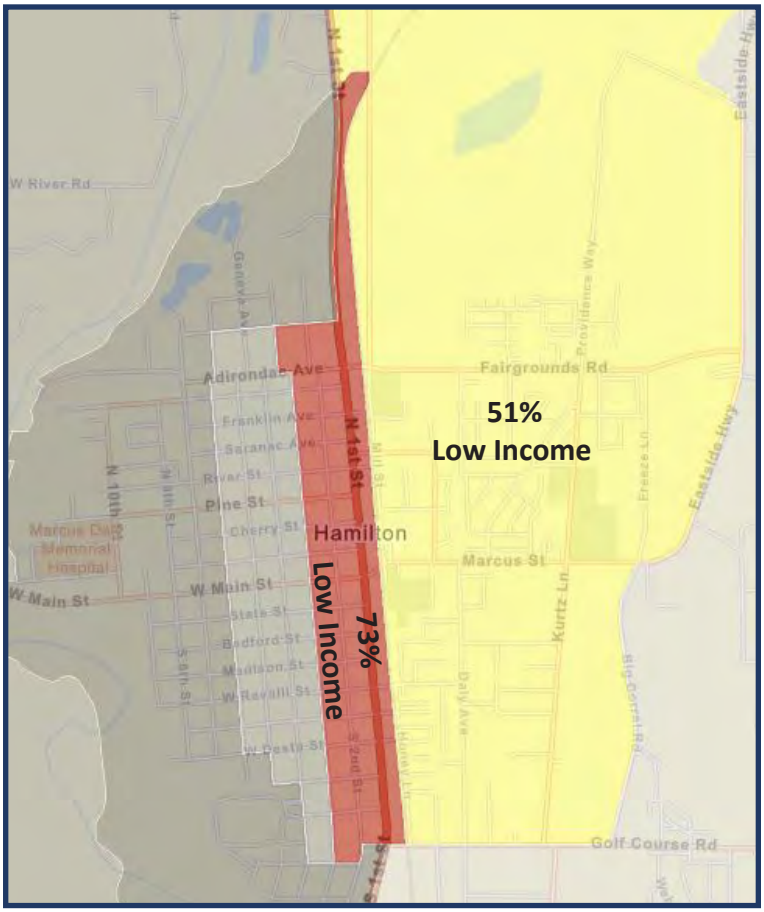


Figure 6: Percentage Low Income By Block Group

1 Percent of individuals whose ratio of household income to poverty level in the past 12 months was less than 2 (as a fraction of individuals for whom ratio was determined)

stormwater before it enters the Bitterroot River. Marcus Street east of Highway 93 there are no stormwater facilities. The proposed project designs will include dry wells and a 7' vegetative buffer as a means of pretreating stormwater before it enters the Bitterroot River aquifer.

Quality of Life

The proposed planning and design study will improve quality of life outcomes by enhancing non-motorized transportation access and mobility, particularly for underserved and disadvantaged communities in Hamilton. Sections C & D (the area east of Highway 93) are in an area of persistent poverty. Households in areas of persistent poverty are generally more likely to have fewer transportation options. In this area of Hamilton an estimated 17% of workers do not have access to a vehicle, a figure substantially higher than that for City (5%), State (2%), and Nation (4%).[11] The area east of Highway 93 also has a more disconnected transportation network and fewer safe non-motorized transportation options that connect to jobs, schools, and services. As a result, this area is more car dependent but also home to individuals that are most in need of transportation options other than a personal vehicle. The net result is a disparity in opportunity with the impacts disproportionately felt by disadvantaged communities.

Traditional affordability measures generally focus on housing and do not account for transportation costs which are typically a household's second biggest expenditure. Homes in walkable neighborhoods with good access to job, schools, and services typically have lower transportation costs and thus can be more affordable than auto-oriented neighborhoods. According to the Center for Neighborhood Technology's Housing and Transportation Index, the average household in Hamilton spends 26% of its monthly income on housing and 27% on transportation. Given the housing affordability crises in Hamilton, these figures are likely outdated. However, the trend they highlight is that Hamilton households spend a disproportionate amount of their income on transportation in comparison to housing; a problem that is likely exacerbated by the current rise in gas prices.

It is the City's desire for this project to spur development of vacant and underutilized parcels along the Main/ Marcus Street corridor. As improving walkability has been shown to increase land values, the City is hopeful that providing quality non-motorized facilities will create an incentive for infill mixed income residential and commercial development near downtown[12] To further this aim, in recent years the City has amended its' zoning and land use policies to encourage mixed-use develop and increased housing options along key transportation corridors, including Main and Marcus Streets.

By providing safe and connected pedestrian and bicycle facilities along a key corridor in the City, the proposed planning and design study project will improve quality of life outcomes by:

- Reducing transportation costs burdens.
- Providing equitable transportation options for an underserved and disadvantaged area of Hamilton.
- Incentivizing redevelopment near downtown.

Mobility and Community Connectivity

The proposed project aims to address non-motorized mobility and connectivity issues resulting from the lack of non-motorized facilities on Main and Marcus Streets and the auto-oriented design of the Main /Marcus Street-Highway 93 intersection. As can be seen on the project map on page 7, several existing non-motorized paths funnel pedestrians and cyclists onto Marcus Street, where there are essentially no non-motorized facilities. Additionally, the Main/Marcus Street-Highway 93 intersection is one of five signalized intersections in Hamilton and the main connection point to downtown and schools on Hamilton's eastside. However, this intersection has long crossings, short pedestrian crossing intervals, and poor pedestrian visibility. Together Marcus Street and the Highway 93 intersection serve to disconnect Hamilton and reduce mobility, particularly for individuals with a disability.

The proposed project will address these connectivity issues by designing a safe and direct route connecting Hamilton residents to downtown, jobs, schools, and recreation on the east and west side of Highway 93. There are over 1,000 households east of Highway 93 whose auto-mobile dependence will substantially decrease upon having access to safe and connected non-motorized facilities on Marcus Street, thus enabling a more car-free lifestyle for in-town trips.

Beyond this project the City understands that creating a safe and functional biking and walking environment goes beyond simply providing the infrastructure but also coordinating on land use so that development pattern welcome and encourage the use of non-motorized transportation. To that end, in the coming year there are plans to update the City's land use regulations so that they encourage development of a more walkable built environment.

Economic Competitiveness

The proposed pedestrian and bicycle facilities along Main and Marcus Street will connect with Hamilton's larger current and planned non-motorized transportation network. The City's overall goal is to create a network of pedestrian and bicycle facilities that connect housing, jobs, and services so that people can safely move throughout Hamilton without the use of a vehicle. The Main/Marcus Street corridor is the single largest missing piece in this network. Completing this large gap will allow for more location efficient housing in relation to employment centers and provide affordable non-motorized transportation options for workers.

Additionally, this project will analyze realigning Fairgrounds Road and Hamilton Airport Road at their intersection with Eastside Highway. This realignment will expand economic development opportunities at the Hamilton Airport by improving access and opening land for industrial and commercial development. This area is located in the Ravalli County Targeted Economic Development District, which utilizes tax increment financing to fund public improvements that support of economic development. Recent and in-development projects at the airport include extension of City sewer & water and expansion of the runway to accommodate larger planes. Both these projects have garnered substantial private investment interest at the airport. Furthermore, this realignment requires support from adjacent landowners – the Bessenyey and Mildenberger families – whose support for the project is documented in Appendix B of this application.

Lastly, the redevelopment potential outlined under the quality of life section, will assist in providing workforce housing, downtown revitalization, and bolstering Hamilton's tourism economy.

State of Good Repair

In addition to providing new non-motorized facilities along the Main/Marcus Street Corridor, the proposed planning and design study will lead to restoration of existing sidewalks, which in several places along Main Street are in dire need of replacement due to significant buckling and cracking. The eventual reconstruction of Main and Marcus Streets will also improve pavement condition and add storm drainage which will extend the life span of both streets.

Upon completion of all improvements, the City of Hamilton will be responsible for operation and maintenance of non-motorized facilities. The City of Hamilton has adequate financial and staff resources to undertake the additional maintenance that will result from this project. In addition to current street maintenance obligations, the City currently maintains sidewalks and pathways throughout Hamilton, including snow removal, concrete maintenance, and sweeping when necessary. Upon completion, this project will be added to the City's snow removal program and inspection and maintenance routines. The City's Street Department is operated on an approximately $500,000 annual budget, with additional money from Gas Tax, BaRSAA and the City's Street Maintenance Levy District used to meet operational and maintenance needs. The vehicle portions of Main and Marcus Streets will continue to be operated and maintained by MDT as they have been in the past.

In the event funding for the Main/Marcus Street Multimodal Planning and Design Study is not awarded Hamilton will have to take a piecemeal approach to improving this corridor that will likely extend needed improvements out to the next decade or more. This will prolong needed non-motorized safety improvements and lead to further deterioration of critical transportation infrastructure in Hamilton.

Partnership and Collaboration

The Main/Marcus Street Multimodal Planning and Design Study will be a collaborative process between the City of Hamilton and MDT. The City is the primary applicant for the RAISE Grant with MDT acting as subrecipient assisting with grant administration and management. Both the City and MDT will also work in concert throughout the 18-month planning and design process. Pending award of the RAISE Grant and obligation of funds, the City and MDT will contract with a qualified transportation planning and engineering firm with experience in the federal funding process.

Beyond City and MDT coordination this project will include collaboration with a wide variety of public and private partners, including, but not limited to, Ravalli County, Montana Rail Link, NorthWestern Energy, Hamilton Downtown Association, Ravalli County Economic Development Authority, local businesses, private landowners, and Bike Walk Bitterroot. All of these entities have actively engaged with the City on improving Marcus Street, notably through the recent Connect 93 Action Plan – see link in Environmental Risk section. Support from these entities can be found in Appendix B

Innovation

Innovative Technologies

The City and MDT intend to examine signal upgrades at the Main/Marcus-Highway 93 intersection to improve safety for both vehicles and non-motorized users, including the potential for pedestrian lead times to allow safer and more visible crossings.

Innovative Project Delivery

The Main/Marcus Street Multimodal Planning Study will be managed and delivered by the City of Hamilton in partnership with MDT

Innovative Financing

Financing for eventual construction is anticipated to come from a mix of local, state, and federal funding sources.

Project Readiness

Environmental Risk

Project Schedule

	Task	2023												2024					
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	Project Admin.	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
2	Public Outreach			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
3	Survey			■	■	■	■												
4	Review Plans		■	■	■	■	■	■											
5	Traffic & Safety Analysis			■	■	■	■	■	■	■	■								
6	Environmental Analysis				■	■	■	■	■	■	■	■							
7	Geotech & Materials					■	■	■	■	■	■								
8	Utility Coordination									■	■	■	■	■	■				
9	Prelim. Plans & Estimate						■	■	■	■	■	■	■	■	■	■	■	■	
10	Evaluate ROW Impacts								■	■	■	■	■	■	■	■	■		
11	Funding Sources													■	■	■	■	■	■

The Main/Marcus Street Multimodal Planning and Design Study is expected to take 18-months to complete following obligation of funds. In the event RAISE Grant funds are awarded the City and MDT will be prepared to begin planning and design efforts in January of 2023. See Appendix A for the full scope of work.

Upon completion this study will allow the City and MDT to seek funding for capital improvements. Full capital

costs are preliminarily estimated at $18.5 million. Potential capital funding opportunities include, USDOT RAISE capital grants, Transportation Alternatives, and MDT Urban Routes.

Required Approvals

NEPA Status

The Main/Marcus Street Multimodal Planning and Design Study will include pre-NEPA analysis to assess baseline conditions, evaluate impacts to environmental resources, and assess opportunities for avoidance and mitigation in support of future full NEPA analysis. Full NEPA analysis will be conducted as part of future capital phases of the project. Pre-NEPA analysis will include:

- **Archaeological and Historic Resources –** Conduct a Class I inventory of the project area, with the purpose of identifying known cultural resources in the study area and assess the need for additional survey information.
- **Section 4(f) Properties –** Based on results of Class I inventory, perform initial review of properties potentially protected under Section 4(f) of the US DOT Act of 1966.
- **Hazardous Materials –** Perform records review to identify properties along corridor that may be a source of petroleum product or hazardous materials contamination.
- **Noise Analysis –** Prepare preliminary Traffic Noise Analysis memo documenting receptors and need for traffic noise modeling or measurements versus a qualitative assessment of noise impacts.
- **Socioeconomic and Environmental Justice –** Review community resources and state/federal databases to evaluate existing state of socioeconomic and environmental metrics for future NEPA document. Document in review memo.
- **Biological Resource Review –** Perform a literature and GIS database review to identify general habitat/vegetation communities, noxious weeds, general wildlife species, and all aquatic resources. Perform wetland delineation using US Army Corps of Engineers and MDT guidance. Conduct initial review of species protected by the Endangered Species act.
- **Regulatory Review –** Summarize above tasks into comprehensive environmental review identifying baseline conditions, potential impacts, and potential avoidance/mitigation measures. Include discussion of anticipated permits, cumulative impacts, and path forward for NEPA compliance should the proposed project receive future federal funding.

Reviews, Approvals, and Permits by Other Agencies

The Main/Marcus Planning and Design Study will identify and provide a summary of the environmental reviews, permitting requirements, and timelines required for the City and MDT to be in a position to apply for state and federal capital funding opportunities. This will include identifying all that is necessary to secure federal environmental review clearances and all necessary permits issued by federal, state, and local regulatory agencies.

Environmental Studies and Other Documents

Select projects related to the proposed Main/Marcus Street improvements are addressed in the following documents.

- Hamilton Area Transportation Plan: https://cms3.revize.com/revize/hamilton/living/city_plans/docs/Hamilton_Area_Transportation_Plan__2009_Update_.pdf
- Hamilton Non-Motorized Transportation Plan: https://cms3.revize.com/revize/hamilton/living/city_plans/docs/Non-Motorized%20Transportation%20Plan%202012.pdf
- Hamilton Access Control Plan: https://cms3.revize.com/revize/hamilton/living/city_plans/docs/final-hamilton-access-control-plan.pdf
- Connect 93 Action Plan: https://cms3.revize.com/revize/hamilton/living/city_plans/Connect%2093%20Action%20Plan_Final_8.18.20.pdf

MDT discussions

Over the previous decade City of Hamilton and MDT staff have engaged regularly on developing concepts for non-motorized improvements to the Main/Marcus Street Corridor. The decision to partner on this RAISE Grant application was the result of a discussion between the City and MDT shortly after the release of the RAISE Notice of Funding Opportunity.

Public Engagement

In 2021 the City of Hamilton applied for Transportation Alternatives funding for a non-motorized path on Marcus Street between Highway 93 and Kurtz Lane. As part of that application process the City held two noticed public meetings before the Hamilton City Council. In addition, the City mailed letters to property owners within 500-feet of the proposed path notifying them of two online meetings to discuss and take feedback on the proposed project. Attendees noted the need for a path along Marcus Street due to how dangerous it is to walk or bike particularly for children.

Additionally, the 2020 Connect 93 Action Plan, which calls for non-motorized improvements along the Main/Marcus street corridor, had extensive public engagement, with over 7,000 people reached and 120 people attending public meetings.

As part of the proposed planning and design study the City and MDT anticipate continuing a robust and transparent public engagement process.

State and Local Approvals

Upon completion the Main/Marcus Planning & Design Study will be presented to the Hamilton City Council and MDT for approval. Any other required local and state approvals will be identified during the planning process.

Federal Transportation Requirements Affecting State and Local Planning

The Main/Marcus Planning & Design Study will identify and summarize all required federal requirements including environmental reviews, permitting, and timelines required to apply for capital federal funding opportunities.

Project Risks and Mitigation Strategies

Known project risks associated with improvements along the Main/Marcus Street Corridor include:

- Need to acquire right-of-way in select locations.
- Impacts associated with closing streets.
- Utility conflicts
- Impacts associated with reconfiguring streets, intersections, and driveways.

The Main/Marcus Street Multimodal Planning and Design Study will identify mitigation strategies for these known risks and others that are identified through the planning process.

Technical Capacity

City of Hamilton staff have administered several grant funded planning and infrastructure projects. However, having not administered a large federal transportation grant, the City of Hamilton has enlisted the assistance of MDT staff who are familiar with federal requirements and have previous BUILD and RAISE Grant experience. The City and MDT will solicit proposals from qualified firms to conduct the planning study. Both the City and MDT are committed to administering a successful project.

Financial Completeness

The scope and budget for this project are the result of thorough analysis by City of Hamilton and MDT staff as well as assistance from consulting engineers with experience on large federally funded projects. Together the City and MDT feel the requested $1,805,000 is sufficient to cover the cost of the Main/Marcus Street Multimodal Planning and Design Study. Should full funding not be available, the City and MDT have structured the project budget so that each individual section can exist as a stand-alone project. To that end, each section has been given a priority ranking outlined in the project description section.

Benefit-Cost Analysis

Not required for planning projects.

Endnotes

1 MDT Traffic Counts

2 ibid

3 Fitzpartick, Carlson, Brewer, and Wooldridge. 2000. "Design Factors That Affect Driver Speed on Suburban Streets." *Transportation Research Board* 1751: 18-25.

4 Montana Department of Transportation Traffic Counts

5 U.S. Census Bureau

6 Crash statistics provided by Montana Department of Transportation

7 FHWA Roundabouts: An Informational Guide P. 103 https://www.fhwa.dot.gov/publications/research/safety/00067/000675.pdf

8 American Community Survey

9 https://nacto.org/docs/usdg/pedestrian_safety_impacts_of_curb_extensions_randal.pdf

10 https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions

11 American Community Survey 2020 5-year estimates: Table B08141

12 https://nacto.org/docs/usdg/walking_the_walk_cortright.pdf

Appendix A: Scope of Work

City of Hamilton, MT

Main/Marcus Street Multimodal Planning and Design Study

April 2022

City of Hamilton (City) proposes planning, design, and engineering of improvements to Main and Marcus Streets, generally bounded by Bitterroot River on the west and Fairgrounds Road to the east. The project will be done in four sections:

- Section 1: Full reconstruction from the Bitterroot River east to 5th Street, including strengthening bicycle and pedestrian facilities to enhance multimodal connectivity as well as safe crossing and curb extensions to connect neighborhoods, institutions, and parks
- Section 2: Full reconstruction from 5th Street to US Highway 93, including enhanced multimodal connectivity, including narrowing the street section for enhanced downtown bicycle facilities with safe crossings and curb extensions
- Section 3: Full Reconstruct from US Highway 93 to Freeze Lane, including enhanced multimodal connectivity, including new sidewalks, bicycle facilities, lighting, curb, gutter and storm drainage, and road resurfacing
- Section 4: Enhanced multimodal connectivity from Freeze Lane east to Fairgrounds Road, including shared bicycle/pedestrian facilities and a realignment of Fairgrounds Road east of Freeze Lane.

Accordingly, a consultant will provide the City with planning and design engineering services as set forth in this scope of work. Any required services not specifically listed herein have either been, or will be, performed by the City or others.

Task 1: Project Administration & Management

Determine Project Activities, Scope of Services, and Cost Proposal – Identify those activities with work necessary to produce a complete set of plans. Document the work and phases in this scope of services proposal. Prepare a labor estimate spreadsheet.

Scope Negotiation/Project Agreement – Negotiate the project scope, fee, and schedule with the City. Meet with the City, if necessary, to complete negotiation. Complete execution of project contract agreement.

Monthly Reports – Prepare monthly status report and activity/budget updates.

Coordinate with City and MDT – Communicate with the City and Montana Department of Transportation (MDT) on a regular basis to update project status and work through project issues.

Schedule – Monitor project progress with design schedule goals.

Task 2: Public Outreach

Mailing List – Create a mailing list of all property owners and current residents on Main and Marcus Streets between the Bitterroot River and Fairgrounds Road for use in public outreach.

Public Notice – Prepare letters requesting the public's attendance at public meetings. It is assumed that the City will be responsible for reviewing, printing, and mailing project notifications.

Stakeholder Meetings – Meet with key project stakeholders to discuss project impacts and explore project options. Contact the stakeholder, arrange the meeting time/place, conduct the stakeholder meeting, and prepare a brief written meeting record. The following key project stakeholders have been identified:

- Montana Department of Transportation / Transportation Commission
- Hamilton Public Works Department
- Ravalli County
- Montana Rail Link
- NorthWestern Energy
- Impacted Private Landowners (Bessenyeys & Mildenbergers)
- Hamilton Downtown Association
- Bike Walk Bitterroot
- Bitterroot College
- Hamilton School District #3
- Hamilton Volunteer Fire Department

Public Informational Meetings – The goal of this task is to gather public information, weigh options vs. impacts/cost, and garner public support through informed consent on the proposed project. Conduct, coordinate, attend, and provide a written summary of each meeting including what was presented and the public input received. Prepare appropriate project graphics and information, including meeting handouts, boards, and presentations; coordinate meeting time and location; attend and conduct meeting; and prepare meeting summary. The details, topics, and format of each public meeting will be developed through coordination with key stakeholders.

Individual Landowner Meetings – Conduct meetings with landowners and businesses along the project corridor to discuss project impacts and explore options. This scope includes two meetings adjacent landowners. Meeting one will be to inform the landowner of the project being designed and to identify design, utility, and access issues. Meeting two will be a follow-up to show the landowner how the issues were addressed and identify potential acquisition needs for each property. Contact the landowner, arrange the meeting time/place, conduct the landowner meeting (with City representative present), and prepare a brief written meeting record.

City Council Meetings – Attend City Council meetings to discuss project design elements and garner City Council feedback and support.

Task 3: Survey

Right-of-Way Survey – Research public survey records and conduct field survey to locate existing right-of-way (ROW) and other controlling monuments for the project corridor. These monument locations and other field evidence will be combined with computations and records analysis to resolve and define the ROW of Main and Marcus Streets from the Bitterroot River on the west to Fairgrounds Road on the east. Some portions of Main and Marcus Streets may not have any granted or dedicated ROW. In these areas the ROW is likely prescriptive through use by the public and maintenance by Ravalli County/MDT. Acquire title reports for the property ownerships on both sides of the corridor described above. These title reports will confirm ownership, possible public ROW easements granted, and location of other encumbering easements that could affect ROW acquisition or construction of transportation improvements along Main and Marcus Streets. A control drawing with ROW and easement lines (current conditions map) will be prepared and referenced to the existing conditions base map and design drawings. The current conditions ROW map will be utilized for public outreach and design impacts identification for each parcel. A Certificate of Survey will not be completed for this project.

Deliverables – The deliverable for the Right-of-Way Survey phase will be the Current Conditions ROW map showing the existing ROW, with notes on prescriptive ROW and granted ROW for Main and Marcus Streets to be delivered with preliminary plan submittal.

Topographic Survey – Perform topographic and feature mapping of the project corridor, collecting all topographic information and location of improvements necessary for use in the project design. This survey will include underground utility locations mapping based on one-call markings, and review and integration of utility record plans, maps, drawings, and connection records. The field surveyed mapping data will be processed to create a base map of existing conditions to be used in the improvements design. The width of the topo survey along Main and Marcus Streets will be 50-feet on each side of existing centerline.

Deliverables – The deliverable for the Topographic Survey phase will be an electronic base map of the project area topography.

Task 4: Review Existing Planning Studies

Review Existing Plans –Review plans, such as the City of Hamilton's Connect 93 Plan, Downtown Master Plan, Growth Policy, Transportation Plan, Non-Motorized Transportation Plan, Hamilton Access Control Plan, Wayfinding Plan, Water Facility Plan, and Sewer Plans to identify issues and information relevant to the planning and design of the Main and Marcus Streets improvements.

Task 5: Traffic and Safety Analysis

Pedestrian and Bicycle Safety – Examine safety for all modes of transportation along the project corridor, and provide preliminary recommendations for enhanced crossings, potential locations for signalization at mid-block locations, trail connections, signalized intersection treatments, and transitions in facility types such as from dedicated pedestrian and bike facilities on both sides of the road to a shared facility on one side of the road.

Manual Traffic Counts – Conduct manual traffic counts during the AM and PM peak periods at the intersection along the corridor to identify peak-hour volumes for project analysis. Also conduct manual peak period traffic counts during the school year at select intersections to use in determining turn lane needs.

Turn Lanes – Calculate a growth factor to project existing traffic volumes to the design year. Analyze projected traffic volumes to determine turn lane needs at the locations listed above. Prepare a recommendation for the location of intersection turn lanes and/or two-way-left-turn-lane for City approval and eventual incorporation into the project design.

ESAL Calculations – Forecast the current year ADT, design year ADT, design hour volume, directional split, percent trucks, and growth rate for Main and Marcus Streets. Using this information, prepare equivalent single axle load (ESAL) calculations for use in the pavement design.

Signalized Intersection Evaluation – Evaluate the feasibility of redesigning the intersection of Main and Marcus Street with HWY 93 and Main Street and 2nd Street to determine whether reducing the number of lanes eastbound can be accommodated with acceptable operations through the use of HCS and/or microsimulation analysis. Geometry will be reviewed to ensure it meets current local, state, and federal regulations while providing reduced intersection crossing distances for pedestrian and bicycle traffic.

Traffic and Safety Report – Analyze and prepare a report summarizing the efforts to increase operations and safety for all modes of traffic, including signal operations, bicycle and pedestrian safety, sight triangles, and turn lane warrants.

Task 6: Environmental Analysis

Review existing environmental resources in the project area to assess a baseline condition. Coordinate with design team to evaluate impacts to environmental resources that may result from proposed project. Assess opportunities for avoidance and mitigation in support of future NEPA document.

Archaeological and Historic Resources – Conduct a Class I inventory of the project area, with the purpose of identifying known cultural resources in the study area and assess the need for additional survey information.

Section 4(f) Properties – Based on results of Class I inventory, perform initial review of properties potentially protected under Section 4(f) of the US DOT Act of 1966 to assess likelihood of a use.

Hazardous Materials – Perform records review to identify properties along corridor that may be a source of

petroleum product or hazardous materials contamination.

Noise Analysis – Prepare preliminary Traffic Noise Analysis memo documenting receptors and need for traffic noise modeling or measurements versus a qualitative assessment of noise impacts.

Socioeconomic and Environmental Justice – Review community resources and state/federal databases to evaluate existing state of socioeconomic and environmental metrics for future NEPA document. Document in review memo.

Biological Resource Review – Perform a literature and GIS database review to identify general habitat/vegetation communities, noxious weeds, general wildlife species, and all aquatic resources. Perform wetland delineation using US Army Corps of Engineers and MDT guidance. Conduct initial review of species protected by the Endangered Species act.

Regulatory Review – Summarize above tasks into comprehensive environmental review identifying baseline conditions, potential impacts, and potential avoidance/mitigation measures. Include discussion of anticipated permits, cumulative impacts, and path forward for NEPA compliance should the proposed project receive future federal funding.

Task 7: Geotech and Materials

Study and prepare recommendations for design and construction/rehabilitation of Main Street/Marcus Street between the Bitterroot River and Fairgrounds Road. Recommendations could include depths of milling/reclamation, percentages of additives, mix designs, pavement section thicknesses, recommendations for widened areas, sub-excavation recommendations as needed, foundation design, and preparation of special provisions.

Boring – Perform one drilled bore approximately every 1,000 feet along the project length. Each bore will be drilled to a depth of 10 to 15 feet to obtain asphalt pavement, granular base course thickness, subgrade types, and to investigate for presence of groundwater.

Sampling – Analyze samples to determine physical and engineering properties, including natural moisture content, gradation analyses, Atterberg Limits, and California Bearing Ratios.

Geotech Report – Develop recommendations for pavement reconstruction/rehabilitation as necessary to obtain a 20-year pavement life. Provide consultation services during design following submittal of geotechnical report, red-line plan review, and prepare project special provisions.

Task 8: Utility Coordination

Conduct the Phase I Subsurface Utility Engineering (S.U.E.) for the subject project. Utility locations are to be marked in the field by one-call and/or private utility owners. Record drawings will be utilized to verify utility locates. The utility information will be incorporated into the design files and cross sections.

Utility Mapping/Conflicts – Coordinate utility locates with one-call. Compile record/as-built drawings and utilize these records to verify the accuracy of the located utilities. Show utility information on preliminary plans and determine areas of utility conflict.

Utility Coordination Meetings – Conduct individual utility coordination meetings with impacted utilities to discuss methods, schedule, and coordination of the relocations. Prepare meeting records. Utility design will be performed by the utility companies and is not included in this scope.

Integrate Utility Information – Integrate existing utility data into all aspects of the project plans. Identify areas where S.U.E. II level investigations (potholing) are necessary.

Task 9: Preliminary Plans & Construction Estimate

Conceptual and preliminary project plans will be developed for the entire project corridor (Bitterroot River to Fairgrounds Road) to establish the right-of-way needs of the project. Conceptual plans will be developed to a 30% design level to help communicate project elements as the project progresses. Preliminary plans will be developed to a 60% design level to help analyze right-of-way impacts in advance of acquiring or dedicating construction funding. Anticipated design activities and plan components include the following:

Design Criteria – Compile project design criteria and document in a design memo.

Conceptual Design – Complete conceptual design layout based on City input, traffic analysis, environmental considerations, and design criteria. The conceptual layout will be used for public meeting graphics and stakeholder review, and be refined for landowner review and comment. This conceptual design will cover the entire corridor from the Bitterroot River to Fairgrounds Road.

Preliminary Roadway Plans –

- Title Sheet, Notes, Etc.: Prepare title sheet, table of contents, notes, and control traverse information.
- Typical Sections: Prepare typical sections to be included in the contract plans.
- Miscellaneous Details: Prepare details as necessary for construction of the project to include grading, drainage, and miscellaneous items.
- Channelization Plans: Develop channelization plans for the project defining recommended turning lanes, tapers, approaches, and multiuse path. Prepare truck-turning analysis for public intersections.
- Plan and Profile Sheets: Prepare preliminary design of all remaining project elements including horizontal and vertical alignment and show on plan and profile sheets.
- Hydraulics: Limited hydraulic design will be completed for storm drainage, but no extensive hydraulics analysis will be conducted, and hydraulics reports will not be prepared or submitted. It is assumed dry wells and green infrastructure will be used for this project.
- R/W and Utilities: Show right-of-way and utilities on plan sheets and cross-sections, as appropriate.

- Cross-Sections and Earthwork: Appropriate cross-sections will be developed for the roadway work. Earthwork quantities will be calculated.

Electrical Plans – Prepare lighting layout, quantity summaries, general luminaire pole details, lighting calculations, voltage drop, wiring diagrams, and wiring layout. Assume roadway lighting utilizing existing City lighting standards.

Signing and Pavement Marking Plans – Inventory existing signs. Prepare signing and striping plans, quantity summaries, and details.

Preliminary Water Plans – Prepare preliminary designs for approximately 1,100 feet of new water main (Silverberry to Kurtz) with stubs to each adjacent property, including those adjacent to the existing water main. Fire hydrants will be installed at a maximum 500 feet spacing.

Preliminary Sewer Plans – Prepare preliminary designs for approximately 2,125 feet of sewer main, with an 18-inch sewer main from Silverberry to Big Corral to include stub out north and south to the R/W lines.

Landscape and Irrigation Plans – Prepare concept level landscape plans showing tree locations for the entire project corridor. (Detailed landscape design, as well as irrigation design, to be completed during final design stage for Phase I only).

Draft Special Provisions – Develop special provisions for the project based on the MDT Standard Specifications for Road and Bridge Construction.

Construction Cost Estimate – Prepare Engineer's opinion of probable construction cost.

Task 10: Identify and Evaluate Right-of-Way Impacts

Provide an assessment of the acquisition areas necessary to successfully implement the selected corridor vision. The proposed plans will be used to evaluate whether additional right-of-way is needed. If right-of-way is needed, the area needed, property identification, and property owner will be documented for future property acquisition.

Task 11: Funding Sources

Develop a funding and implementation plan to construct the plan as developed throughout this planning and design effort. Conduct a workshop for key City staff and stakeholders that covers the various aspects of available competitive grant programs. The plan will identify potential funding sources, application deadlines, and roles and responsibilities for key stakeholders to monitor and plan for upcoming funding cycles.

Appendix B: Letters of Support

City of Hamilton

223 South Second Street
Hamilton, MT 59840

April 14, 2022

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning & Design

Dear Secretary Buttigieg,

This letter serves as a means of support for the City of Hamilton's RAISE Planning Grant Application for the Main/Marcus Street Multimodal Planning and Design Study. The Hamilton City Council and I are in full support of this grant request.

As Mayor of Hamilton, and long-time resident, I recognize the need for developing a complete non-motorized network for both safety and economic development purposes. Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, businesses, and schools on either side of Highway 93. However, in the absence of any separated non-motorized facilities, this corridor is unsafe and unwelcoming for bicycles and pedestrians. Separated non-motorized facilities will enable Hamilton residents to more fully utilize walking and biking as viable transportation modes. We see this project as a critical step in our effort to increase connectivity, create a more equitable transportation system, and reduce the City's impacts on climate change.

I have spoken with the City's Public Works Director about this project and he has confirmed the City's ability to maintain separated bicycle and pedestrian facilities on Main and Marcus Streets. Funding for maintenance will be incorporated into the City's annual streets maintenance budget.

I respectfully request your consideration of Hamilton's RAISE planning grant application.

Regards,

Dominic Farrenkopf
Mayor
City of Hamilton, MT
406.363.2101 ext. 213
dfarrenkopf@cityofhamilton.net

MONTANA
Department of Transportation

Malcolm "Mack" Long, Director

2701 Prospect • PO Box 201001
Helena MT 59620-1001

April 6, 2022

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: 2022 RAISE Grant-City of Hamilton Main/Marcus Street

Dear Secretary Buttigieg:

The Montana Department of Transportation (MDT) is pleased to support the City of Hamilton, Main/Marcus Street 2022 RAISE planning grant application.

Together, Main and Marcus Street serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, and commercial areas on either side of U.S. Highway 93. The objective of City of Hamilton's project is to address improvements needed to increase safety, mobility, and accessibility. This grant would also attend to roadway sections that need realignment and intersection control to address safety and delay concerns for all travel modes.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority reflected in Hamilton's transportation, downtown, and land use plans. This project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, and economic competitiveness and equity.

If awarded the 2022 RAISE planning grant funding, MDT will continue to assist the City of Hamilton during the development of the planning study. I appreciate your consideration of the City of Hamilton's RAISE planning grant application.

Sincerely,

Malcolm D. Long
Director

Cc: Rob Stapley, Administrator, Rail, Transit & Planning Division

Director's Office
Phone: (406) 444-6201
Fax: (406) 444-7643

Web Page: www.mdt.mt.gov
Road Report: (800) 226-7623 or 511
TTY: (800) 335-7592

JON TESTER
MONTANA

COMMITTEES:
APPROPRIATIONS
BANKING
COMMERCE
INDIAN AFFAIRS
VETERANS' AFFAIRS

United States Senate

SENATE HART BUILDING
SUITE 311
WASHINGTON, DC 20510
202-224-2644

INTERNET:
tester.senate.gov/contact

April 8, 2022

The Honorable Pete Buttigieg, Secretary
US Department of Transportation Office of the Secretary
1200 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Buttigieg:

I write in support of the application by the City of Hamilton for a 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to fund the Main and Marcus Street Project.

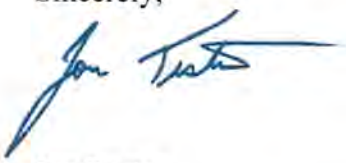
The City is asking for funding for the planning, design and engineering of the improvements to Main Street and Marcus Street. These streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93 – a five lane highway bisecting the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown and riverfront parks. Additionally, several sections of this corridor are in need of realignment and added intersection control to address safety and delay concerns for all travel modes.

Before construction can begin, Hamilton needs detailed planning, design and engineering that identifies workable alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to complete this project.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown, and land-use plans. By improving safety and connectivity for all users, this project would have a positive impact on Hamilton's quality of life, environmental sustainability, economic competitiveness, and equity.

Thank you for your attention to this application. If I can provide any additional information, please do not hesitate to contact me. I would also appreciate you informing my office of the eventual decision on this application.

Sincerely,



Jon Tester
United States Senator

BOZEMAN (406) 586-4450
BUTTE (406) 723-3277
GLENDIVE (406) 365-2391
GREAT FALLS (406) 452-9585
HELENA (406) 449-5401
KALISPELL (406) 257-3360
BILLINGS (406) 252-0550
MISSOULA (406) 728-3003

STEVE DAINES
MONTANA

320 HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-2651

United States Senate

COMMITTEES
BANKING
ENERGY AND NATURAL RESOURCES
FINANCE
INDIAN AFFAIRS

April 4, 2022

Secretary of Transportation, Pete Buttigieg
United States Department of Transportation (USDOT)
1200 New Jersey Ave. SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I write to you in support of the City of Hamilton's application for the Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant for the Main/Marcus Street Planning, Design, and Engineering Project.

The City of Hamilton, MT is situated in the scenic and mountainous Bitterroot Valley in Ravalli County, a location that has experienced significant growth in recent years. As a result, the City of Hamilton has grown to the east of Highway 93 leading to increased traffic, congestion and safety concerns. Further, a lack of non-motorized routes along Marcus Street within the City of Hamilton creates safety and connectivity concerns for school aged students walking or bike riding to school, as well as pedestrians walking to or from downtown and riverfront parks. Additionally, safety and throughput concerns exist at the intersections of Marcus Street and Kurtz Lane, as well as Eastside Highway and Fairgrounds Road.

If successful, the funding will support the completion of planning, design and engineering for transportation safety and connectivity improvements along Main Street and Marcus Streets. The project will provide safe routes to school, improve safety and throughput at congested intersections, provide non-motorized connections to downtown Hamilton and improve access to Ravalli County Airport.

I trust you will give this application fair and thoughtful consideration.

Sincerely,

Steve Daines

Steve Daines
United States Senator

MATTHEW M. ROSENDALE, SR.
MONTANA

1037 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3211

Congress of the United States
House of Representatives
Washington, DC 20515–2600

March 29, 2022

The Honorable Peter Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg,

I am writing to you today in support of the RAISE grant application for the City of Hamilton, Montana, for planning, design, and engineering for improvements to Main and Marcus Streets.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93 – a five lane highway bisecting the community. The absence of a dedicated bicycle and pedestrian facilities along much of this corridor creates an unwelcoming and unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown and river front parks. Additionally, several sections of this corridor are in need of realignment and added intersection controls to address safety and delay concerns for all travel modes.

Improving the safety and connectivity of the Main and Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown, and land use plans. Before construction can commence however, Hamilton needs detailed planning, design, and engineering that identifies workable design alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to complete this project. In the absence of this work, Hamilton will have to take a piecemeal approach that will likely extend needed improvements out to the next decade.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, economic competitiveness, and equity. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

Sincerely,

Matthew Rosendale, Sr.
Member of Congress

Hamilton PUBLIC SCHOOLS
Hamilton School District #3 • 217 Daly Avenue • Hamilton, Montana 59840-2827

The Honorable Peter Buttigieg Secretary,
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg,

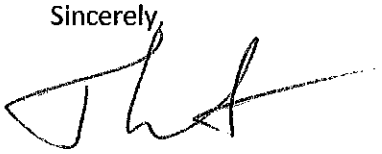
I am writing in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93 – a five lane highway bisecting the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unwelcoming and unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown and river front parks. Additionally, several sections of this corridor are in need of realignment and added intersection control to address safety and delay concerns for all travel modes.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown, and land use plans. Before construction can commence however, Hamilton needs detailed planning, design, and engineering that identifies workable design alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to complete this project. In the absence of this work, Hamilton will have to take a piecemeal approach that will likely extend needed improvements out to the next decade.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, economic competitiveness, and equity. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

Sincerely,



Thomas J. Korst

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217 Daly Avenue
P: 406.363.2280
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HAMILTON HIGH SCHOOL
327 Fairgrounds Road
P: 406.375.6060
F: 406.375.6076

HAMILTON MIDDLE SCHOOL
209 South 5th Street
P: 406.363.2121
F: 406.363.7032

DALY ELEMENTARY SCHOOL
208 Daly Avenue
P: 406.363.2122
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WASHINGTON PRIMARY SCHOOL
225 North 5th Street
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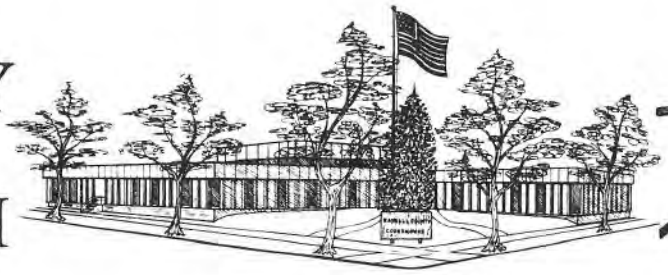
COUNTY OF RAVALLI



STATE OF MONTANA

The Bitterroot Valley

Hamilton, Montana 59840

April 04, 2022

Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

SUBJECT: RAISE Grant – City of Hamilton, Montana Main/Marcus Street Planning, Design and Engineering

Dear Secretary Buttigieg,

We are writing in support of the City of Hamilton's RAISE grant application for planning, design and engineering for improvements to Main and Marcus Street.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, school, parks and commercial areas on either side of Highway 93, a five eland highway bisecting the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unwelcoming and unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown and river front parks. Additionally, several sections of this corridor are in need of realignment and added intersection control to address safety and delay concerns for all travel modes.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown and land use plans. Before construction can commence however, Hamilton needs detailed planning, design and engineering that identifies workable design alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to complete this project. In the absence of this work, Hamilton will have to take a piecemeal approach that will likely extend needed improvements out to the next decade.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, economic competiveness and equity. We appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

Dan Huls, Chairman
Ravalli County Commissioners

Greg Chilcott, Member
Ravalli County Commissioners

Jeff Burrows, Member
Ravalli County Commissioners

April 7, 2022

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 2059

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg:

I am writing on behalf of Bitterroot Climate Action Group (BCAG) in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93 – a five lane highway bisecting the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unwelcoming and unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown businesses and riverfront parks. Additionally, several sections of this corridor are in need of realignment and added intersection control to address safety and delay concerns for all travel modes.

Bitterroot Climate Action Group takes an active interest in the projects needed in this area because of the opportunity to mitigate climate change and conserve energy in the improvements that will be studied and implemented. Specifically, we strongly support improvements that reduce energy consumption of vehicles and signaling, such as the use of roundabouts and LED traffic signals. Improved sidewalks and crosswalks will assist and encourage the many pedestrians who access the downtown's core. We also endorse bike paths which will promote non vehicular movement through these areas of town and reduce the use of fossil fuel powered vehicles. These bike paths and other improvements represent, especially for the nearby student populations, the perfect marriage of climate change mitigation and community safety.

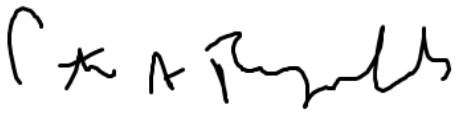
Since 1950, northwestern Montana's annual and seasonal average temperatures have steadily increased, in total by about 2.5°F, with the highest rate of warming occurring in the spring. During this same period, average annual precipitation decreased by about 3.8 inches, with most of that decline occurring during the winter season (Whitlock et al. 2017). Increasing stress on water resources, prolonged summer heat and risk of wildfires, and frequent caustic wildfire smoke are among the current climate change induced issues facing the City of Hamilton and Ravalli County. All capital improvements the City undertakes must recognize the urgency to mitigate these problems through appropriate infrastructure improvements, equipment

purchases, retrofitting of buildings, and energy conservation to reduce the overall carbon footprint of our community.

BCAG continues to advocate for planning and engineering that recognizes and addresses these facts as the City considers detailed planning, design, and engineering for the infrastructure improvements to Hamilton's core. We are delighted to offer our enthusiastic endorsement of this work which will meet significant needs of both city and county residents while also, most importantly, working to minimize the climate changes for which we all must prepare.

Thank you for your support.

Sincerely,



Peter Reynolds, Chair
Bitterroot Climate Action Group
P.O. Box 852
Hamilton, MT 58940
peter.reynolds@bitterrootcag.org
https://bitterrootcag.org

April 13, 2022

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg,

I am writing in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93 – a five-lane highway bisecting the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unwelcoming and unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown, riverfront parks, and Bitterroot College. Additionally, several sections of this corridor need realignment and added intersection control to address safety and delay concerns for all travel modes.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown, and land use plans. Before construction can commence, however, Hamilton needs detailed planning, design, and engineering that identifies workable design alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to complete this project. In the absence of this work, Hamilton will have to take a piecemeal approach that will likely extend needed improvements out to the next decade.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, economic competitiveness, and equity. Hamilton and the surrounding areas are currently experiencing a period of

increased growth. As more people move into the area, safe pedestrian and bike-friendly options are necessary to help alleviate traffic congestion.

I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

Sincerely,

Amy Fox
President, Bike Walk Bitterroot
www.bikewalkbitterroot.org
bikewalkbitterroot@gmail.com

BITTERROOT COLLEGE
UNIVERSITY OF MONTANA

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

April 11, 2022

Subject: RAISE Grant – City of Hamilton, MT
Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg,

I am writing in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93—a five-lane highway bisecting our community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unsafe and unwelcoming environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown, river front parks, and Bitterroot College. Notably, with Bitterroot College poised to transition to become Bitterroot Valley Community College over the next few years, considerable student and employee growth is expected. To accommodate this growth, improved travel management will be needed, with one solution being encouraging people to walk and bicycle—modes ultimately improved and supported by this grant.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown, and land use plans. Before construction can commence however, Hamilton needs detailed planning, design, and engineering that identifies workable design alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to complete this project. In the absence of this work, Hamilton will have to take a piecemeal approach that will likely extend needed improvements out to the next decade.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, economic competitiveness, and equity. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage the U.S Department of Transportation to fund this transformative project.

Sincerely,

Victoria Clark

Victoria Clark, EdD, Director, Bitterroot College UM

BITTERROOT COLLEGE UM
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406.375-0100 | FAX 406.375-0200 | *www.umt.edu/bc*

217 South Main Street, Suite 5
Hamilton, MT 59840
(406) 361-8182
www.visithamiltonmt.com
explore@hamiltondowntownassociation.org

April 4, 2022

Montana Department of Transportation,

The Hamilton Downtown Association has been made aware that the City of Hamilton is applying for a grant to construct a pedestrian and bicycle path on Marcus Street between Highway 93 and Kurtz Lane. Our organization wants to lend its voice in support of these traffic calming and community improvements. We feel that these pedestrian and bicycle paths will connect the residential neighborhoods on the east side of Hamilton to the library, parks, and businesses in downtown Hamilton positively affecting the local economy.

It is our understanding that there is currently no safe and convenient way to cross 93 by foot. People instead choose to go by car which makes downtown parking scarce further negatively impacting Main Street businesses. When residents can come and go by foot and bike it reduces motorist congestion freeing up parking spaces and allowing for more commerce downtown. These paths will also allow for greater access for seniors, and children who may not have access to a car or truck.

Hamilton has a growing business community on the eastside of Highway 93 as well, but the lack of connections makes it challenging for these businesses to gain exposure and grow. A bicycle and pedestrian path will help connect this growing business district to downtown and nearby residential neighborhoods.

Please approve this application for the grant so our community can continue to survive and thrive. With the influx of new residents in the valley, these sorts of projects are more critical than ever to serve the demand for a safe and connected community.

Thank you for your consideration,

Robin Pruitt

Executive Director

The Treasure State

MONTANA HOUSE OF REPRESENTATIVES

Representative David Bedey
House District 86

March 28, 2022

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg,

I am writing in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93 – a five lane highway bisecting the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unwelcoming and unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown and river front parks. Additionally, several sections of this corridor are in need of realignment and added intersection control to address safety and delay concerns for all travel modes.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown, and land use plans. Before construction can commence however, Hamilton needs detailed planning, design, and engineering that identifies workable design alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to complete this project. In the absence of this work, Hamilton will have to take a piecemeal approach that will likely extend needed improvements out to the next decade.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, economic competitiveness, and equity. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

V/R, David F. Bedey

DURING THE SESSION
State Capitol Building
PO Box 200400
Helena, MT 59620-0400
Phone: (406) 444-4800
leg.mt.gov

COMMITTEES
Appropriations
Appropriations - Education

HOME ADDRESS
224 S 5th St
Hamilton MT 59840
Phone: (406) 381-2059
David.Bedey@mtleg.gov

Bitter Root Stock Farm
PO Box 496, Hamilton, MT 59840 (406) 363-3100

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE, Washington, DC 20590

March 27, 2022

Re: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg,

We are writing in support of the City of Hamilton's RAISE grant application to address transportation infrastructure in our town. Hamilton has a window of time now to update its transportation systems in a way that respects the rural nature of our community before such opportunity is lost due to the fast-paced growth which we are experiencing. The RAISE grant would be invaluable in helping the community meet this acute need.

The Bitter Root Stock Farm is a fifth-generation ranch started in 1886 by Marcus Daly, who was also the founder of Hamilton. Mr. Daly supported careful planning that resulted in orderly, tree-lined streets in Hamilton's core neighborhoods and the classic western town feel of the downtown business district, both of which remain hallmarks of our community.

The beauty and bounty of the Bitterroot has drawn in many new residents and businesses, including bio-med and agricultural technology industries that cleanly complement our deep agricultural history. The fields that once dominated the landscape on the east side of Hamilton now hold subdivisions, schools and sports complexes, growing commercial and tourism uses, and a newly-expanded regional airport.

The related increase in traffic has overwhelmed our roads. It is not always easy to safely move around this part of town outside of a vehicle, despite the short distances and pleasant weather that otherwise would support people leaving their cars at home. Examples include the intersection of Fairgrounds Road and the East Side Highway, which is the site of regular vehicular accidents, resulting in serious injuries and even fatalities, and breaking fences which risks cattle escaping on to busy roads. Events at the popular Daly Mansion can overwhelm local roads, with families walking on narrow shoulders of busy roads. High school sporting events provide a final example, where a pleasant walk or bike ride could get people to the fields and stadiums in roughly the same time as a car but for the lack of safe non-motorized access. These issues could all be addressed through this grant proposal.

For our part, the need for change in this part of town became so evident that we developed a non-motorized commuter trail on our property. We opened the one-mile RAL Trail (as it is known) in December 2020, and to our delight it sees passionate commuter and casual use, has been integrated into many community events, and has drawn hundreds of kids and adults to volunteer their time to improve the trail.

In short, please approve Hamilton's grant proposal, and then come see for yourself the good use this community will make of the infrastructure money.

Sincerely,

Ilona Bessenyey

USDA United States Department of Agriculture | Forest Service | Bitterroot National Forest | 1801 North First Street Hamilton, MT 59840

File Code: FS1000
Date: March 24, 2022

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg,

I am writing in support of the RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets in Hamilton, Montana.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93 – a five lane highway bisecting the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unwelcoming and unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown and river front parks. Additionally, several sections of this corridor are in need of realignment and added intersection control to address safety and delay concerns for all travel modes.

The USDA Forest Service - Bitterroot National Forest operates an aviation facility at the Ravalli County Airport. During fire season, we operate helicopters and single-engine air tankers out of this facility. We consistently have firefighting crews and equipment that uses this intersection during fire season. With the current design of this intersection, there are definite safety concerns for our own firefighting crews, and for the safety of others. Not only do our firefighters use this route, but this main corridor is used by all of our Forest Service employees enroute to various projects on the Bitterroot National Forest.

The City of Hamilton needs detailed planning, design, and engineering that identifies workable design alternatives and a realistic budget to improve the safety and connectivity of Main/Marcus Street. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to complete this project. In the absence of this work, Hamilton will have to take a piecemeal approach that will likely extend needed improvements out to the next decade. With the increased impact of climate change and the impending fire season, the Forest Service supports the need for the best design possible to provide the safest route for our employees and for the local community.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, economic competitiveness, and equity. With these improvements, it will allow us to manage our firefighting resources and employees on a safer and

more efficient route. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

Matthew D. Anderson
Forest Supervisor

Bitterroot Health

1200 Westwood Drive, Hamilton, MT 59840
(406) 363-2211 • bitterroothealth.org

March 28, 2022

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg,

I am writing in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets.

Bitterroot Health is one of the largest employers in Hamilton and employs nearly 700 staff and provides services throughout the Bitterroot Valley. Bitterroot Health in Hamilton is comprised of a critical access hospital and 14 outpatient clinics all located off Main Street and Pine Street. The dedicated improvements will increase safety for not only employees of Bitterroot Health but also the patients of Bitterroot Health.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93 – a five lane highway bisecting the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates and unwelcoming and unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown and river front parks. Additionally, several sections of this corridor are in need of realignment and added intersection control to address safety and delay concerns for all travel modes.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown, and land use plans. Before construction can commence however, Hamilton needs detailed planning, design and engineering that identifies workable design alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to

Bitterroot Health
1200 Westwood Drive, Hamilton, MT 59840
(406) 363-2211 • bitterroothealth.org

complete this project. In the absence of this work, Hamilton will have to take a piecemeal approach that will likely extend needed improvements out to the next decade.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, economic competitiveness, and equity. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

Sincerely,

John Bishop, CEO

223 South 2nd Street Hamilton, MT 59840

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg,

I am writing in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets.

Together, Main and Marcus Streets are two of the busiest streets in the City of Hamilton carrying traffic to neighborhoods, schools, parks, and commercial areas throughout the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unsafe environment for pedestrians and cyclists, particularly children going to school. In addition, vehicles traveling on these streets commonly exceed posted speed limits owing both to the design of the roadway and the transition of speed limits. As a result, there are several crash clusters along this corridor, particularly the intersections of Eastside Highway & Fairgrounds Road, Highway 93 & Main/Marcus Street, and Marcus Street & Kurtz Lane.

I am confident this project will move the City forward with regards to improving safety along Main and Marcus Streets and will have a substantial positive impact on Hamilton's quality of life. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

Sincerely,

Brad Mohn, Fire Chief
Hamilton Fire Department
406-363-6338
bmohn@cityofhamilton.net

March 28, 2022

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street, Planning, Design, and Engineering

Dear Secretary Buttigieg,

I am a lifelong resident and forty year business owner in the city of Hamilton and am writing in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93 – a five lane highway bisecting the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unwelcoming and unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown and river front parks. Additionally, the intersection of Eastside Highway/Fairgrounds/Airport Road needs realignment to improve site distances and safety. This realignment would impact property owned by my family and I am interested in engaging in the redesign of this dangerous intersection.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown, and land use plans. Before construction can commence however, Hamilton needs detailed planning, design, and engineering that identifies workable design alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to complete this project. In the absence of this work, Hamilton will have to take a piecemeal approach that will likely extend needed improvements out to the next decade.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, economic competitiveness, and equity. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

Sincerely,

Brad Mildenberger
Mildenberger Motors
Owner

Andy Garland
Director of Communications

Montana Rail Link
101 International Drive
Missoula, MT 59808

March 30th, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: RAISE Grant – City of Hamilton, Montana – Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg:

On behalf of Montana Rail Link, I am writing in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets.

Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on both sides of US Highway 93 – a five-lane highway bisecting the community from north to south. However, the Main/Marcus corridor is deficient in the necessary accessibility, mobility and safety improvements needed for such a vital roadway link. For example, the absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unwelcoming and unsafe environment for pedestrians and cyclists, particularly children going to school and residents traveling to downtown and river front parks. Additionally, several sections of this corridor are in need of realignment and added intersection control to address safety and delay concerns for all travel modes.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown, and land use plans. However, Hamilton needs detailed planning, design, and engineering that identifies workable design alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to construct these needed improvements. Without these grant monies, Hamilton will have to take a piecemeal approach that will likely extend needed roadway improvements out to the next decade.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's quality of life, environmental sustainability, economic competitiveness, and equity. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

Sincerely,

Andy

CITY OF HAMILTON
POLICE DEPARTMENT

"Serving Our Community With Pride"

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

April 12, 2022

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg,

I am writing in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets.

Together, Main and Marcus Streets are two of the busiest streets in the City of Hamilton carrying traffic to neighborhoods, schools, parks, and commercial areas throughout the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unsafe environment for pedestrians and cyclists, particularly children going to school. In addition, vehicles traveling on these streets commonly exceed posted speed limits owing both to the design of the roadway and the transition of speed limits. As a result, there are several crash clusters along this corridor, particularly the intersections of Eastside Highway & Fairgrounds Road, Highway 93 & Main/Marcus Street, and Marcus Street & Kurtz Lane.

I am confident this project will move the City forward with regards to improving safety along Main and Marcus Streets and will have a substantial positive impact on Hamilton's quality of life. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project. Thank you for your consideration in this matter.

Sincerely,

Steve Snavely
Chief of Police
Hamilton Police Department

223 SOUTH SECOND,
HAMILTON, MT 59840
police@cityofhamilton.net

PHONE: (406) 363-2100
FAX: (406) 363-2102

EDA Ravalli County Economic Development Authority

April 6, 2022

The Honorable Peter Buttigieg

Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: RAISE Grant – City of Hamilton, MT Main/Marcus Street Planning, Design, and Engineering

Dear Secretary Buttigieg,

I am writing in support of the City of Hamilton's RAISE grant application for planning, design, and engineering for improvements to Main and Marcus Streets. Together, Main and Marcus Streets serve as the primary east-west corridor in Hamilton, connecting neighborhoods, schools, parks, and commercial areas on either side of Highway 93 – a five lane highway bisecting the community. The absence of dedicated bicycle and pedestrian facilities along much of this corridor creates an unwelcoming and unsafe environment for all citizens, but especially for children going to school, and particularly for those with disabilities and the elderly. Additionally, several sections of this corridor are in need of realignment and added intersection control to address safety and delay concerns for all travel modes.

Improving the safety and connectivity of the Main/Marcus Street corridor is a community priority, reflected in Hamilton's transportation, downtown, and land use plans. Before construction can commence however, Hamilton needs detailed planning, design, and engineering that identifies workable design alternatives and a realistic budget. With completed design and engineering, Hamilton will be in an advantageous position to seek capital funding to complete this project. In the absence of this work, Hamilton will have to take a piecemeal approach that will likely extend needed improvements out to the next decade. For more than twenty years the lack of funds for rural community infrastructure has led to a game of catch-up that cannot be won. Our community in Western Montana is experiencing unprecedented growth. In the next ten years it is likely that the area will nearly double in size. We cannot continue with essentially the same road system we have had since 1980.

By improving safety and connectivity for all users, this project will have a substantial positive impact on Hamilton's economic competitiveness, it will enhance existing and ongoing community revitalization work such as walkable neighborhoods, and citizens well-being. I appreciate your consideration of Hamilton's RAISE planning grant application and encourage you to fund this transformative project.

Sincerely,

Julie Foster,
Executive Director

274 Old Corvallis Rd, Suite A Hamilton, MT 59840 406.375.9416