

TRAFFIC CONTROL BOARD MINUTES

December 9th, 2015

APPROVED AS AMENDED

MEMBERS PRESENT: Todd Cormier, Pierre Jomini, Jerry Dunning, Trina White, Sondra Baker, Capt. Harper, Gene Wade

MEMBERS ABSENT: None

STAFF SUPPORT: Terry Smith, Aaron Lebsack, Erin Claunch, Lora Mattox, Chris Hertz (Engineering Division),
Wyeth Friday (Planning Division)

GUESTS: None

BUSINESS MEETING:

Call to order: Todd Cormier called the meeting to order at 12:10 pm in the conference room of the Public Works Building, 2224 Montana Avenue.

Minutes: Pierre noted the Old Business item regarding Revised Striping should indicate that plans should also be ready when a chip seal project comes up, not just for overlay projects (bottom of page 1). Motion by Jerry Dunning for approval of the October minutes, as amended. Seconded by Pierre Jomini. Motion carried on a voice vote.

OPEN PUBLIC COMMENT: None

STAFF REPORTS:

CTEP Project updates: Lora gave presentation on CTEP (Community Transportation Enhancement Program) projects constructed or approved during 2015. The City of Billings was able to put approximately \$1,000,000 towards 12 projects over the summer. These projects are as follows:

- Ponderosa School Path
- Swords Park/ 6th Ave N Bypass Path
- Poly School Crosswalk Enhancements
- Arrowhead School Path
- Calhoun Ln Sidewalk
- Poly Dr & Virginia Ln Pedestrian/ Bike Lane Improvements
- Jackson St Sidewalk
- 44th St W Sidewalk
- Wicks Ln Pathway
- Colton Blvd & 19th St W Sidewalk and School Crossing Enhancements
- Joe Medicine Crow Middle School Path
- Broadwater Elementary School Landscaping

In addition, Transportation Alternatives (TA) funding was approved for a multi-use trail along the north side of Broadwater Avenue between 32nd Street West and Shiloh. Design work has started on this project to be constructed in 2016.

- **Upcoming Major Street Projects:** Terry updated the board on some of the upcoming major street projects, as listed below:

- Grand Ave from 48th St W to 58th St West. This project will include street widening and sidewalks. The need for the project is driven by the new middle school to be constructed at 56th & Grand. If TA (*Transportation Alternatives*) funding is obtained it may also include sidewalk work along 54th Street West between Grand & Rimrock.
- Central Ave from 32nd St W to Shiloh Road. Design work is expected to start soon, but due to funding constraints construction is at least 2 years out (2017).
- Grand Ave from Zimmerman Trl to Shiloh Road. Design is almost complete on a project to widen Grand to 4 thru lanes with a raised median and left turn lanes between Zimmerman Trail & Shiloh. The project will include two new roundabouts – one at 38th St W and one just east of the cemetery to provide access to the commercial properties north and south of Grand.
- Orchard Ln from State Ave to King Ave East. Orchard lane will be reconstructed and widened to three lanes, similar to the project recently completed on Calhoun Lane. The project is being funded with tax increment funding from the South Billings Urban Renewal District (SBURD).

Lora reported that on Monday, December 14, TrailNet will be holding an open meeting in the community room at the Public Library from 5:30pm to 7:30pm with MDT and City/County staff. The meeting will discuss bicycle and pedestrian improvements associated with the following MDT projects in the Billings area:

1. a roundabout at the intersection of Zimmerman Trail and Highway 3
2. an update to the I-90 bridge
3. the Billings Bypass- from Johnson Lane in Lockwood to Mary St. in the Heights (including a bridge)

BOARD REPORTS: Laura updated the board on the new Federal transportation funding bill that was signed into law last Friday. It is known as the FAST Act (**F**ixing **A**merica's **S**urface **T**ransportation Act). The bill provides the framework for Federal transportation funding (including transit) thru 2020. This is the first long term federal transportation funding bill passed since 2005.

OLD BUSINESS:

- **Private Streets (Handling of maintenance, enforcement, complaints, etc):** Terry gave a presentation to the Board regarding private streets as a follow up to prior discussions regarding Kari Lane. State Law requires legal and physical access to each lot in new subdivisions. This may be provided by public streets or via access easements. The City subdivision codes provide minimum standards for public streets. Historically private streets were a means of avoiding many of these standards. More recently private streets have been required to adhere to requirements for street width and sidewalks. City enforcement authority for parking & driving violations is very limited on private streets. A development may desire to provide private streets to retain more control over issues such as parking, snow removal and general maintenance. Advantages to the City can include fewer miles of street to maintain and differences in how storm drainage is handled. A major change in City policy has been to allow the placement of public water & sewer mains in private streets. How private streets are handled continues to evolve. A comparison between how street and water/sewer service was provided in Montana Sapphire Subdivision (circa 2002) and Shiloh Crossing Subdivision (circa 2007) was given. How street and utility mains (water & sewer) were handled in Montana Sapphire Subdivision would not be allowed today. Terry, Chris, and Wyeth answered questions from the Board.

Pierre asked staff to research and report on whether the City Subdivision ordinance requires compliance with the *Manual on Uniform Traffic Control Devices* (MUTCD).

NEW BUSINESS:

- **Flaggers at Construction Sites:** Pierre asked if the City requires certification for flaggers at construction sites. Pierre noted that the State (MDT) requires certified flaggers on projects. City staff will follow up on this inquiry.
- **State vs. City crash statistics:** Pierre noted that when looking at crash data posted on the State website and on the Police Department webpage, there are consistently about 1000 fewer crashes per year reported for Billings in the State data for 2010 – 2014. He asked what reasons might lead to such a large discrepancy. Capt. Harper reported that the numbers shown on the City website reflect the number of crashes reported to the City Police Department. The State website only reflects those where a police officer has investigated the crash and a report was submitted to the State. If there is not an injury or property damage over \$1000 a report is not submitted to the State. Additionally the Police Department database may include entries for hit & run type crashes where it is not known when or how the crash occurred or for crashes that were called into dispatch when PD was operating under the “slick streets” policy and the drivers exchange information but a formal crash investigation is not conducted.

ITEMS FOR FUTURE AGENDAS

BPD Crash Data (January)
Traffic Safety – How Billings crash data is used by Engineering
Billings Bypass Project
Airport & Main Intersection study (MDT w/ Kittleson & Associates)

ADJOURNMENT:

The meeting was adjourned at 1:20 pm.