

TRAFFIC CONTROL BOARD MINUTES

June 22, 2016

APPROVED

MEMBERS PRESENT: Todd Cormier, Gene Wade, Jerry Dunning, Sondra Baker, Capt. Harper

MEMBERS ABSENT: Pierre Jomini, Ron Alles

STAFF SUPPORT: Aaron Lebsack, Erin Claunch, Terry Smith, Dakota Martenon

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: Motion by Gene Wade for approval of the April 2016 minutes as printed. Seconded by Jerry Dunning. Motion carried on a voice vote. *(Note: There was no meeting in May)*

OPEN PUBLIC COMMENT: None

STAFF REPORTS:

- **Grand Avenue reconstruction**—Zimmerman Trail to Shiloh Road. Construction started in early May and is on-schedule, despite some delays due to poor subgrade soils. The segment between Zimmerman and 38th will remain closed thru mid-August.

BOARD REPORTS: Lora Mattox was absent. Terry Smith reported:

- West End Multi-Modal Planning Study. The Technical Advisory Committee recommended approval at their May 5th meeting. The study was presented to City Council at a work session on June 20 and it is scheduled for City Council approval at their June 27 meeting.
- 5th Ave North Feasibility Study. Kadramas, Lee & Jackson (KLJ) is the consultant selected for this study. City Council will consider the contract with KLJ at their June 27 meeting.
- Community Transportation Safety Plan. A Community Safety Summit was held May 25th to review data collected and identify strategies that can be implemented to reduce fatality and serious injury crashes in the Billings metropolitan area. Approximately 25 people from various entities participated in the summit.
- Bikeway & Trail Plan Update. A public meeting is scheduled for June 30th and there will be an on-line survey to gather public input as well. Staff will send Board members a link to the plan website & survey.

OLD BUSINESS:

- **6th Avenue North & North 31st Street. Is there a pedestrian crash trend?:** This item was delayed from the April meeting. Terry reviewed the crash history at the intersection. He noted there is a pattern of pedestrian crashes between northbound left turning vehicles and pedestrians crossing 6th on the west side of the

intersection. After the two most recent crashes in January of this year, signs reminding turning traffic to yield to pedestrians were posted both northbound and southbound on N. 31st. Terry noted that pedestrian crashes are a larger CBD issue, not something happening at just this intersection. The City Council approved a Council Initiative at their Feb. 8, 2016 meeting asking the Director of Public Works and the Police Chief to work with the Downtown Billings Association to “. . . propose improvements to downtown intersections to increase pedestrian & vehicle safety” and to “Suggest improvements to signage, signals, enforcement, and traffic flow (direction and alignment).”

- **Access to MDT new crash database.** MDT has sent the City a draft agreement governing City access to the State database. The agreement is under review with City legal staff.
- **Accesses from Rimrock Frontage Road to Rimrock Road:** inconsistency in traffic control (no report)
- **Five non-signalized intersections with most injury/fatal accidents for 2014-2016.** (no report)

NEW BUSINESS:

- **Snowplowable pavement markers.** Gene asked if these could be used to delineate the lane lines where we have multiple turn lanes. Erin responded we have had good luck with markers installed on Broadwater between 16th & 24th Streets. The reflective markers installed at the “S” curve on 19th St. West (approx. 19th & Howard) have not provided the delineation expected. Because of the curve the reflectors are not in direct line with approaching headlights and therefore do not show up as well. Based on our experience on 19th we would not expect the reflective pavement markers to be effective in delineating dual turn lanes.
- **Crosswalk Uniformity (Jomini).** Delayed until Pierre is present
- **Central Avenue reconstruction.** Erin gave a presentation on the proposed project to widen and reconstruct Central Avenue between 32nd Street West and Shiloh Road. In general the street will be widened to 4 travel lanes with a two-way-left-turn-lane (TWLTL) east of 36th Street West and raised median west of 36th. Roundabouts will be constructed at 36th & 38th Streets West. The intersection at 32nd will remain signalized. A 10-foot wide multi-use path is planned along the south side, with 5-foot sidewalk on the north. Bus pull-outs are planned for the area near the college and the Career Center. Street lighting is proposed for the full length of the project.
- **Complete Streets—Council Review.** Terry reported the City Council made minor wording changes to the Complete Streets Policy, and added a requirement for a project checklist. The Central Avenue project (above) was the first test of the checklist added to the Policy.
- **School Speed Zone modifications.** Terry reported Municipal Court has been dismissing tickets because existing school speed zoning signing does not conform to the requirements in State Law. Street-Traffic crews will be working over the summer to bring school speed zones into compliance with State Law. In many cases this will result in the speed limit being raised as State Law limits the amount of speed reduction to 80% rounded down to the nearest 5-mile per hour increment. The required changes involve more than just the numerical speed limit.

ADJOURNMENT:

The meeting was adjourned at 1:30 pm.