

Traffic Control Board Draft Minutes
Tuesday, January 22nd, 2008

Sondra Baker
Angela Cimmino
Doug Kary ✓
Walt Willett✓

Judge Knisely
Capt Slade
Keith Lang
Steve Zeier ✓

✓ = Present

Staff Support: Terry Smith, Debi Meling, John Gibson, Lora Mattox, Erin Claunch

Guests: (all attending in conjunction with proposed MET transfer center)

- Tom Binford, A.A.E. Director of Aviation and Transit, City of Billings
- Ron Wenger, Billings MET Transit Manager
- Bob Marvin, P.E., Traffic Consultant, Marvin and Associates
- Debra Hagel, Billings Met Transit Planner
- Eirik Heikes, ASLA, Landscape Architect, CTA
- Patrick Fischer, P.E., Civil Engineer, CTA

Call to Order: At 12:15 in the Large Conference Room, 4th Floor of the Library

Minutes: A motion for approval of the December 11 minutes was made by Steve Zeier, and seconded by Walt Willett. Motion carried on voice vote.

PUBLIC COMMENT: None

STAFF REPORTS: Terry reported on the following projects:

- Aronson Avenue: The City Council awarded a \$5.6 Million dollar construction contract to COP Construction on January 14th, 2008. The project will extend Aronson Avenue to a connection with Alkali Creek Road near the existing Alkali Creek Road/Airport Road intersection. Work will start with the bridge over the BBWA canal. Overall project completion is expected by November 2008.
- King Avenue East: This project will widen and reconstruct King Avenue East between South Billings Boulevard and Orchard Lane. The City Council approved a design contract with HDR Engineering on Jan 14th. A design kick-off meeting is scheduled for February 1st. The current schedule anticipates bidding in April, with construction completed in August 2008. Estimated project cost, including design, is \$4 Million.
- King Avenue West: Construction continues on this project. The portion of King between 32nd Street West and Shiloh Road will remain closed until after July 4th.
- Quite Zone: Funding has been identified for the improvements required at the downtown railroad crossings at 27th, 28th & 29th Streets for implementation of a “quiet zone.” These improvements consist of installation of 4-quadrant gates and railroad signal circuitry upgrades. The 4-quadrant gates will prevent traffic from driving around the gates to “beat the train.” Once the changes are made, the City can seek approval of a “quiet zone”

from the Federal Railroad Administration so that trains will no longer be required to sound their horn at the crossings.

BOARD REPORTS:

Planning Board: Lora Mattox reported the City Council and the Board of County Commissioners have approved the South Park Neighborhood Plan. The North Park Neighborhood plan is being finalized. The North Elevation and Highland Task Forces may be bringing a request forward for improvements to address pedestrian concerns at the intersection of Parkhill-N. 32nd-11th Avenue North. This was identified as an intersection of concern in their neighborhood plan.

NEW BUSINESSES:

MET Downtown Transfer Center:

Ron Wenger and members of the design team made a presentation on the Proposed MET transfer center located on North 25th Street between 2nd and 3rd Avenue North. The transfer center would occupy the old Wells Fargo drive-up site and an existing parking area to the north. The transfer center design needs to accommodate 15 bus stalls. In order to accommodate the required number of busses and minimize conflicts with pedestrians and other traffic, the proposed site layout would use a bus-only contra-flow lane on N. 25th between 2nd and 3rd. This contra-flow would allow busses to travel southbound from 3rd to 2nd. It would be physically separated from north bound traffic by a raised island. In layout and operation it would be similar to the existing contra-flow lane on N. 31st between 3rd & 4th Avenues North, except it would be for bus traffic only. Steve Zeier asked if the site was being designed to fit with the proposed new federal courthouse building. Tom Binford responded that they are trying to design the transfer center to be as flexible as possible. The orientation and location of the transfer center was actually changed as a result of a land swap to better fit with the courthouse site. It was noted that the contra-flow lane was being designed so that if a return to two-way streets were made, there would still be room on N. 25th for bus parking plus two-way traffic. Steve Zeier made a motion to endorse the concept of a contra-flow lane on N. 25th Street adjacent to the proposed transfer center. Walt Willett seconded the motion and it carried on voice vote.

Election of Chairman: Steve Zeier asked that the election of Board members be postponed until to next months meeting so all members could be present to vote.

OLD BUSINESS:

State Avenue Project. No official action has been taken on the proposed project to reduce State Avenue from 4-lanes to 2-lanes with a center two-way left turn lane (TWLTL). This project was presented to the Board at the December meeting.

ADJOURNMENT

Meeting adjourned at 1:30 PM