

**Traffic Control Board Minutes**  
**Tuesday, May 27<sup>th</sup>, 2008**

Sondra Baker ✓  
Angela Cimmino  
Doug Kary ✓  
Walt Willett✓

Judge Knisely  
Capt Slade ✓  
Keith Lang ✓  
Steve Zeier ✓

✓ = Present

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

**Guests:** Bill Kemp, Street/Traffic Superintendent and John Strub, Traffic Signal Technician

**Call to Order:** At 12:15 in the Large Conference Room, 4<sup>th</sup> Floor of the Library

**Minutes:** Sondra moved for approval of the April minutes, second by Walt. Motion carried on voice vote.

**PUBLIC COMMENT:** None

**STAFF REPORTS:**

Terry Smith reported on the following projects:

1. Advertising for construction bids for the King Avenue East project from South Billings Blvd to Orchard Lane will start June 5<sup>th</sup>.
2. Due to the recent rain, the King Avenue West project (31<sup>st</sup> to Shiloh) probably will not be completed until mid August.
3. Starting in June, the EPA will be replacing the storm drain in Central Avenue from 8<sup>th</sup> Street West to 7<sup>th</sup> Street West. This is part of the solvent contamination clean up project from the old dry cleaner site in the area. Traffic will be detoured using Cline and 7<sup>th</sup> Street West. The project will take from 4 to 6 weeks to complete.

Sondra asked about the Lake Elmo Road Project. Erin stated that the project was being re- evaluated due to an increase in costs. The project might not continue forward until the summer of 2009. Improvements for Milton Road from the east side of Bench School property line are going to start later this summer. Curb, gutter, and sidewalk will be constructed along Milton, from the school west to Lake Elmo Road, and a new storm drain will be installed.

Doug asked if the design for the Airport Road Project was completed. Terry stated that the design is complete; the project will most likely take two seasons to complete and may bid in July of 2008. Because the project lowers the grade of Alkali Creek Road by about three feet where Aronson ties in, the Aronson project will be constructed with a temporary connection when it is completed this fall.

Doug asked John Strub if the City had any "Audible Pedestrian Signals". John stated there are audible pedestrian signals at Central and 24<sup>th</sup> Street West, Grand and 24<sup>th</sup> Street West, and Grand and 15<sup>th</sup> Street West. Terry noted these locations were selected based on input from various groups representing the visually impaired in Billings.

## **BOARD REPORTS:**

### **Planning Board:**

Lora Mattox stated that due to budget constraints, the Neighborhood Planner position will be discontinued as of July 1<sup>st</sup>, 2008. She will transfer into work with the transportation plan transportation modeling, and the CTEP program.

### **OLD BUSINESS:**

Terry distributed copies of a draft roundabout educational brochure that Debi Meling and Erin have developed. Doug commented that it would be good if this information could be presented at safety meetings for large fleets, such as utility companies, UPS, etc., and also given to driver education classes.

### **NEW BUSINESSES:**

Photo Enforcement presentation by Capt Slade postponed to June 24<sup>th</sup> meeting.

Stop Sign Requests: Country Manor & Ave B and 7<sup>th</sup> Street West & Avenue F. Terry presented some general background material on how requests are handled. When a request is received a field inspection is conducted to see if there are any vision obstructions (such as fences, hedges, etc). Accident records are checked and if the situation warrants, traffic counts are collected. Local street intersections are designed to operate without stop or yield signs and typically do so safely, unless vision obstructions block a driver's view of other vehicles entering the intersection. In general, intersections should be allowed to operate with the least restrictive traffic control consistent with traffic volumes & sight distance at the intersection. Stop or yield signs should be considered when total entering volumes at an intersection exceed about 1500 vehicles per day. The *Manual on Uniform Traffic Control Devices* (MUTCD) stipulates that stop signs not be used as a speed control measure.

Staff does not recommend additional intersection controls at the 7<sup>th</sup> St. W. & Avenue F intersection. Total entering volume is only about 900 vehicles per day. There are no accidents recorded in the database for this intersection. Measured 85%-ile approach speeds are consistent with a local residential street, ranging from a low of 18.9 MPH eastbound, to a high of 24.6 MPH westbound. There are some hedges in the NW quadrant of the intersection that need to be trimmed to comply with the City's clear vision ordinance.

Although there were some technical problems with the traffic counters at Country Manor and Avenue B, it appears the total entering volume will exceed 1500 vehicles per day. There were six accidents (all right angle) from Jan. 1, 2005 thru Dec. 31, 2007. It appears this intersection will warrant either stop or yield control based on the traffic volumes and the accident data. New counts will be collected to determine which street has the heavier traffic (normally want to control the minor street approaches). A final field evaluation will also be conducted to determine if there is sufficient sight distance for yield control to function properly.

## **ADJOURNMENT**

Meeting adjourned at 1:12 PM