

**Traffic Control Board  
Minutes  
June 22, 2010**

**Members Present:** James Knox, Sondra Baker, Walt Willett, Steve Zeier,

**Members Absent:** Brent Krueger, Capt Bedford

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

**Guests:** None

**BUISNESS MEETING**

**Call to Order:** The meeting was called to order by Chair Steve Zeier at 12:17 pm in the Conference Room of the Public Works Building, 2224 Montana Avenue.

**Minutes:** Motion for approval of the May meeting minutes by Walt Willett. Second by James Knox. Motion carried on voice vote.

**Open Public Comment:** None

**STAFF REPORTS:**

Debi Meling reported that 35 Public Works employees from the Street-Traffic and Utiliites Divisions were called out to clean up as a result of the June 20<sup>th</sup> storm. Main Street, Alkali Creek Road, and Senators Boulevard were all closed at one point. The rainfall during the storm was determined to represent a 100 year, two-hour storm. The City's storm drain system functioned well, given the large volume of rain in a short amount of time. Power was lost at the water & wastewater treatment plants for a short time.

Terry gave a staff report on speed zone concepts and speed limits. The presentation covered the legal authority under State law and City ordinance to establish speed zones, concepts behind speed zoning and the factors traffic engineers look at when establishing speed limits.

**OLD BUISNESS**

None

**NEW BUISNESS**

**Aronson Avenue Speeding Complaints.** There being no old business, the Board moved directly from the speed zoning presentation to a discussion of speeding on Aronson Avenue. Board member James Knox had sent an e-mail to staff concerning speeding complaints from residents along Aronson Avenue, south of Governors Boulevard. Residents have suggested placing "rumble strips" or posting warning flashers with the speed limit signs to reduce speeds.

Terry gave some background information regarding Aronson Avenue. Aronson Avenue is presently classified as an arterial street with a curb to curb width of approximately 50 feet through the residential area in question. The posted speed limit in the residential area between Governors and the edge of the rims is 25 MPH. Further south it is 30 MPH. Speed data collected in September 2007 near Mecca Drive shows an 85%-ile speed of 33 MPH, with a pace speed of 25 to 35 MPH. March 2009 speed data collected near Mecca shows an 85%-ile speed of 33 MPH and a pace of 24 to 33 MPH. The 2007 data shows 100% of the traffic exceeding 25 MPH. The Aronson Extension project had not been constructed in 2007, so this represents local neighborhood traffic, not arterial traffic passing through the neighborhood.

Terry noted that the characteristics of Aronson are similar to many other arterial streets in residential areas in Billings. It is approximately the same width as Rimrock Road, Poly Drive, and Governors Boulevard, which are all posted at 35 MPH. Available speed data on Rimrock near Missouri Street shows an 85%-ile speed of approximately 40 MPH. Governors Boulevard both north and south of Constitution Avenue has 85%-ile speeds of approximately 35 MPH.

Terry noted the construction project that extended Aronson down off the rims to connect with Alkali Creek Road, placed oversized speed limit signs (25 MPH) for both NB and SB traffic. The Aronson extension project also striped bike lanes along the existing residential portion of the street to visually narrow the street and make drivers feel more constrained.

Staff does not feel there is anything particularly unique about this segment of Aronson Avenue that would justify special signing or other treatments to attempt to reduce the speed of traffic. Aronson is very similar to a number of other arterial streets through residential neighborhoods and the observed speeds reflect that. It would be difficult to justify additional "speed control" measures on Aronson unless the City is willing to implement similar measures along other arterials as well.

### **BOARD REPORTS:**

Lora Mattox reported that the Transportation Plan Update was approved on June 1, 2010. A consultant is being selected for the Heritage Trail Plan update.

### **ADJOURNMENT**

Meeting adjourned at 1:15 PM

DRAFT