

## TRAFFIC CONTROL BOARD MINUTES

### August 28, 2012

MEMBERS PRESENT: Todd Cormier, Walt Willett, Brent Krueger, Capt Bedford, Trina White

MEMBERS ABSENT: Sondra Baker, Gene Wade

STAFF SUPPORT: Terry Smith, Lora Mattox, Erin Claunch, Zach Heid

GUESTS: None

#### BUSINESS MEETING:

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

**Minutes:** Motion for approval of the July minutes by Walt Willett, seconded by Trina White. Motion carried on a voice vote.

**Open Public Comment:** None

#### STAFF REPORTS:

**Public Works Engineering.** Terry Smith reported the Public Works Department was looking into doing an updated educational campaign on how to drive roundabouts. No specific details have been decided.

Trina White mentioned that she sent the roundabout poll question to her friends on Facebook and the overall consensus was positive.

#### BOARD REPORTS:

**Planning Board.** Lora Mattox reported that because Federal guidelines require the Transportation Plan to be fiscally constrained the Montana Department of Transportation has asked that all urban funding and MACI (air quality) funding in the Billings area be directed to the Billings Bypass project after the completion of Bench Boulevard. The City Council and the County Commissioners have approved the redirection of funds for the project. The project is estimated to cost \$89.5 million. The current funding package includes \$18 million left from the original earmark, and \$46.5 million in Interstate and Bridge funds from MDT. This leaves \$25 million to fund with Urban and MACI money from 2015 thru 2020. With all of the Urban and MACI money going to the Bypass project, other projects will be delayed until after the year 2020. If other funding is found for the Bypass project some of the Urban money could be freed up for other projects. There will be a public meeting on the Bypass project in Lockwood on September 12<sup>th</sup>.

Planning staff is preparing a Request for Proposals to hire a consultant to update the Transportation Plan. The plan update will incorporate conformance with MAP-21 requirements (Federal funding) and will also update the Transit element. Current budget for the plan update is \$170,000.

OLD BUSINESS: None

**NEW BUSINESS:**

**Pedestrian Accident Data.** Terry presented information on pedestrian and bicycle accident trends in Billings. The information covered the previous 5-year period. In addition to information on numbers of bike and pedestrian involved accidents, the charts demonstrated the types of information staff can pull from the accident database provided by the State, including summaries by month, day of week, time of day, and alcohol impairment.

The Board had previously asked how Billings compares to other cities in terms of pedestrian accidents. The following information was provided by the Montana Department of Transportation, Safety Management Section for Montana’s largest cities.

<b>City, State</b>	<b>Total Population (2010 Census) from Dept. of Commerce Website</b>	<b>Ped. Crashes as Reported Through MHP (2009 - 2011)</b>	<b>Ped. Crashes Per 1000 Population</b>
Billings City, Montana	104,170	106	1.02
Missoula City, Montana	66,788	68	1.02
Great Falls City, Montana	58,505	47	0.80
Bozeman City, Montana	37,280	21	0.56
Butte-Silver Bow (Balance), Montana	33,525	9	0.27
Helena City, Montana	28,190	33	1.17
Kalispell City, Montana	19,927	23	1.15

**Work Zone Speeding Fines.** Terry shared his findings about fines for speeding in construction work zones. Most traffic offenses in Billings are now “municipal infractions” subject to civil penalties, rather than criminal penalties. The State Code that provides for fines doubling in work zones was not one of the sections adopted as a “municipal infraction” in City ordinance. Capt. Bedford noted that officers always have the option of ticketing under State law, but normally do not do so because of the disposition of the fine money. Terry noted that State law requires specific signs to be in place for enforcement of the fines double law and the signs must be taken down whenever construction is not active. Many City work zones are very short and it would be difficult to fit in additional signing as opposed to a construction zone on a rural highway where signs are spaced much farther apart. On a side note, Erin mentioned that construction traffic control has been much better this year than in years past. Terry also noted that the Police Department has been very supportive in providing traffic enforcement in construction zones when requested to do so in problem areas.

Miscellaneous Issues and Questions from Board Members: None

**ADJOURNMENT:** The meeting was adjourned at 1:02 pm.