



Billings Technical Advisory Committee DRAFT Meeting Minutes—April 6, 2017

1. Call the meeting to order: Scott Walker called the meeting to order at 10:00 a.m. in the Miller Building first floor conference room, 2825 3rd Avenue North, Billings, Montana.

Members Present:

Scott Walker, Transportation Planning Coordinator; Wyeth Friday, Director, Planning & Community Services Depart; Vern Heisler, Deputy Public Works Director; Debi Meling, City Engineer; Public Works-Engineering Division; Erin Claunch, City Traffic Engineer, Tim Miller, Director, YC Public Works Dept.; Mike Black, YC Public Works Dept.; Debra Hagel, Transit Planner, MET; Gary Neville, MDT-Billings

Others Present: Lora Mattox, Transportation Planner; Tammy Deines, Planning Clerk; Jolene Rieck, Peaks to Plains Design

Conference Call: Kenn Winegar, MDT Statewide and Urban Planning

2. Public Comment: Scott Walker opened the public comment portion of the meeting and asked if there was anyone wishing to make a comment at this time. There was no public comment.

3. Minutes of August 4, 2016; October 20, 2016, March 2, 2017

Motion

Tim Miller made a motion and it was seconded by Debra Hagel to approve the minutes of August 4, 2016; October 20, 2016, and March 2, 2017 as submitted. The motion carried with a unanimous voice vote.

4. New Business:


4a Presentation. Motion/Recommendation. Billings Bikeway and Trail Master Plan. Scott Walker, Transportation Coordinator, presenting.

Scott Walker opened this agenda item and reviewed the hearing schedule. He introduced consultant Jolene Reick, Peaks to Plains Design. Ms. Rieck opened this agenda item with a PowerPoint presentation and thanked the members of the committee for their contributions to this plan as the issues are complex and dynamic. This is the final phase of the project with presentations and request for recommendations from the governing bodies.


VISIONS & GOALS: A Billings' specific Executive Summary was added along with language to acknowledge current efforts.

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Goals




1. Complete Streets: Improve, expand and consider active transportation and recreation facilities within the Billings Urban Area.




5. Maintenance: Ensure bicycle and trail facilities are clean, safe, and accessible.




2. Implementation: Consider the implementation of active transportation facilities at all levels of government and through all related policies, processes, and standards that encourage and enhance walking, bicycling, and other trail-related activities in the Billings area.




6. Education and Encouragement Programs: Implement comprehensive education and encouragement programs targeted at all ages and abilities.




3. Evaluation: Monitor the implementation of the Billings Area Bikeway and Trail Master Plan



7. Enforcement: Increase enforcement on City/County streets, trails and bikeways to make interactions between motorists, bicyclists, and pedestrians safer.



4. Transit Integration: Integrate bicycling and walking into the Metropolitan Transit System (MET)




8. Health and Safety: Encourage healthy activities through increased access and safe infrastructure for bicyclists and pedestrians.

EXISTING CONDITIONS ANALYSIS

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Contents of Existing Conditions Analysis




1. Past Plan Review
2. Demographic Analysis
3. Inventory of Existing Facilities
4. Counts Analysis
5. Existing Programs
6. Crash Analysis


CHAPTER 2:
EXISTING CONDITIONS

BIKE LANE IMPLEMENTATION STRATEGY

This is updated to reflect successes in the community. The miles of trail constructed is affected by annual funding availability. The accuracy of the data for non-motorized counts in Billings will raise with the standardization of the trail count program.

Recommendations 

- Trails
 - Leverage Capital roadway projects
 - Leverage private development
 - Pursue strategic standalone projects
 - Will require ongoing O&M

Recommendations 

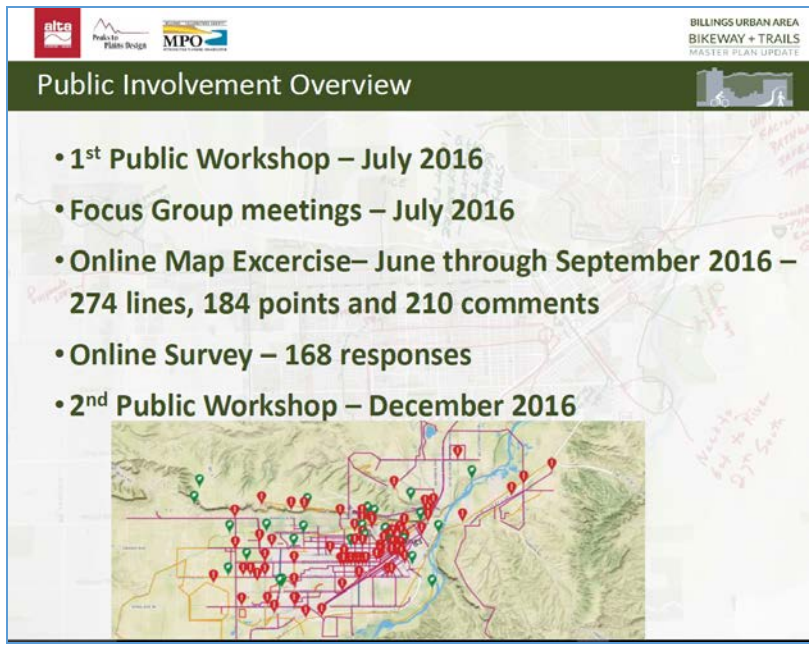
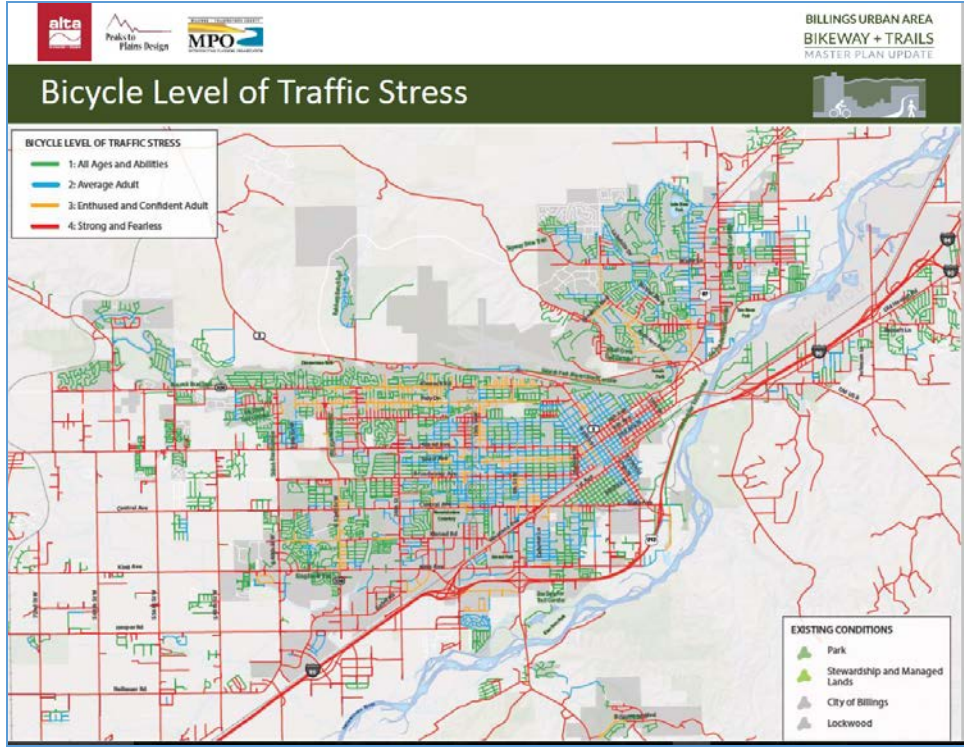
- Bike Lanes – Arterial and Collector Streets
 - Leverage resurfacing projects, Capital roadway projects
 - Some projects may require additional road space through parking removal, travel lane narrowing or reduction
 - Some are “Visionary” where no current solution exists
 - Many projects have multiple options for various levels of implementation
 - Some streets may have either bike lanes, trails or both in certain instances
 - Will require ongoing restriping (O&M)

WHERE CRASHES OCCUR: the statistics in the plan are clarified.

NEEDS ASSESSMENT-Identifies the Types of Bicyclists: “Enthusied & Confident”; “Interested but Concerned”; “No Way, No How”; and “Strong & Fearless”

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BICYCLE LEVEL OF TRAFFIC STRESS MAP-Clarified as requested by TAC members



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Recommendations

- **Bicycle Boulevards – Local Streets**
 - Leverage Neighborhood Streets that already have low speeds and volumes
 - Wayfinding signage, pavement markings, intersection treatments
 - Inexpensive to designate routes, then system can be incrementally improved
 - Will have some maintenance obligations

Bike Parking will be addressed through the zoning code in order to establish requirements for bike park for new developments.

PROGRAM & POLICY the language was updated for prioritization

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Policy

- Consider active transportation at all levels of government
- Coordinate trail management
- Update other plans/code to be consistent with this plan and with other current best practices
- Include active transportation with other planned projects
- Review opportunities annually
- Require developers to finance and install bikeway and trail facilities as appropriate

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MAINTENANCE- There were significant updates to this section.

A slide titled "Maintenance" with a green header. It contains three bullet points in italics. The slide also features logos for "atca", "ProAs to Plains Design", "MPO", and "BILLINGS URBAN AREA BIKEWAY + TRAILS MASTER PLAN UPDATE" in the top left and right corners. A small graphic of a person on a bicycle is in the bottom right corner of the slide.

- Roadway Restriping – *Additional resources will be needed as entire roadway and on-street bikeway networks grows*
- Street Sweeping – *Streets being swept, additional sweeping will increase cost*
- Snow Plowing/Removal – *Currently varying practices on snow plowing. New routes, or increased frequency will require additional resources. All on-street bike lanes on collectors and arterials currently plowed when the streets are plowed and trails in the right of way are plowed within 36 hours after a storm ends.*

IMPLEMENTATION

There is a widening funding gap with more challenges due to the decrease in Federal funding for non-motorized transportation projects. The reality is that growth needs to pay for itself. Clarification was given to local funding.

SHORT TERM PROJECTS-These projects will be competing for funding in the CIP.

Discussion

The reality is one size does not fit all for on street bike lanes/separated trails. Wyeth Friday stated this was established for arterials and collectors in the *Complete Streets Policy* and suggested additional language be added if needed, and to highlight section 4.2 in the presentation. Debi Meling commented on the Level of comfort/Level of Traffic Stress Map and suggested removing the existing conditions key for the underlying map. Gary Neville pointed out the Recommendations/Billings Bypass depicts a separated shared used bike path. The shared used path is separate from the roadway, and it is not currently in the plan to be built this way. There will be s separated bike path on Colton built by others. Scott Walker reviewed the adoption schedule.

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Planning Board #1	Presentation/PH of Item - Tuesday, April 11th at 6:00 p.m. 1st Floor Conference Room, Miller Building, 2825 3rd Avenue North -
Planning Board #2	Recommendation/Action - Tuesday, April 25th
Council Work Session	Presentation - Monday, April 17th at 5:30 p.m. - Items to Wynnette Thursday 4/12
Council Meeting	Action - Monday, May 8th at 6:30 p.m. - memo by Thursday 4/20 - Both meeting held in the City Council Chambers, 2nd Floor City Hall
County Discussion	Discussion - Monday, May 1st at 2:00 p.m. – Memo week before
Commissioner Meeting	Presentation/Action - Tuesday May 2 nd or 9 th at 9:30 a.m.- Both meetings held in the County Commissioners Board Room, 4th Floor, County Courthouse
PCC	Final Action – Tuesday, May 16th at 12:00 p.m. - 4th Floor County Courthouse, Commissioner Board Room

Scott Walker stated the TAC comments for this plan will be explained at the April 17, 2017 City Council Work Session. Vern Heisler suggested cutting back on background information and focusing more on current information, and allowing more time for discussion and questions during the presentation.

Motion/Recommendation

Tim Miller made a motion and Gary Neville seconded the motion to forward a recommendation of approval to the governing bodies of the Billings Bikeway & Trails Master Plan update with the suggested changes. The motion carried with a unanimous voice vote.

Scott Walker thanked the committee members and the oversight committee as this is a crucial planning document.

Other Business:

- **Update: 2017-18 Transportation Alternatives Program.** MDT received applications yesterday. Lora Mattox provided a listing of statewide applications with associated costs and said staff is paying special attention to the applications submitted by the City of Missoula and Missoula County. There is approximately 7-8 million dollars of available funding for projects and staff is tracking the program awards.

Adjournment: 11:34 a.m.

DRAFT- TO BE APPROVED BY A MOTION AT THE NEXT SCHEDULED MEETING.