



Billings Technical Advisory Committee
DRAFT Meeting Minutes—May 5, 2016

1. Call the meeting to order: Scott Walker called the meeting to order at 10:35 a.m. in the Miller Building first floor conference room, 2825 3rd Avenue North, Billings, Montana.

Members Present:

Scott Walker, Transportation Coordinator, Planning Division; Candi Millar, Director, Planning & Community Services; Vern Heisler, Deputy Public Works Director; Terry Smith, City Traffic Engineer, Public Works-Engineering Division; Debra Hagel, MET Transit; Mike Black, Yellowstone County Public Works Department; Stan Jonutis, MDT

Others Present: Lora Mattox, Transportation Planner; Tammy Deines, Planning Clerk

Conference Call: Danielle Scharff, Sanderson Stewart

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 April 7, 2016

Scott Walker called for approval of the April 7, 2016 meeting minutes.

Motion

Vern Heisler moved and Debra Hagel seconded the motion to approve the April 7, 2016 meeting minutes as submitted. The motion carried with a unanimous voice vote.

4. New Business:

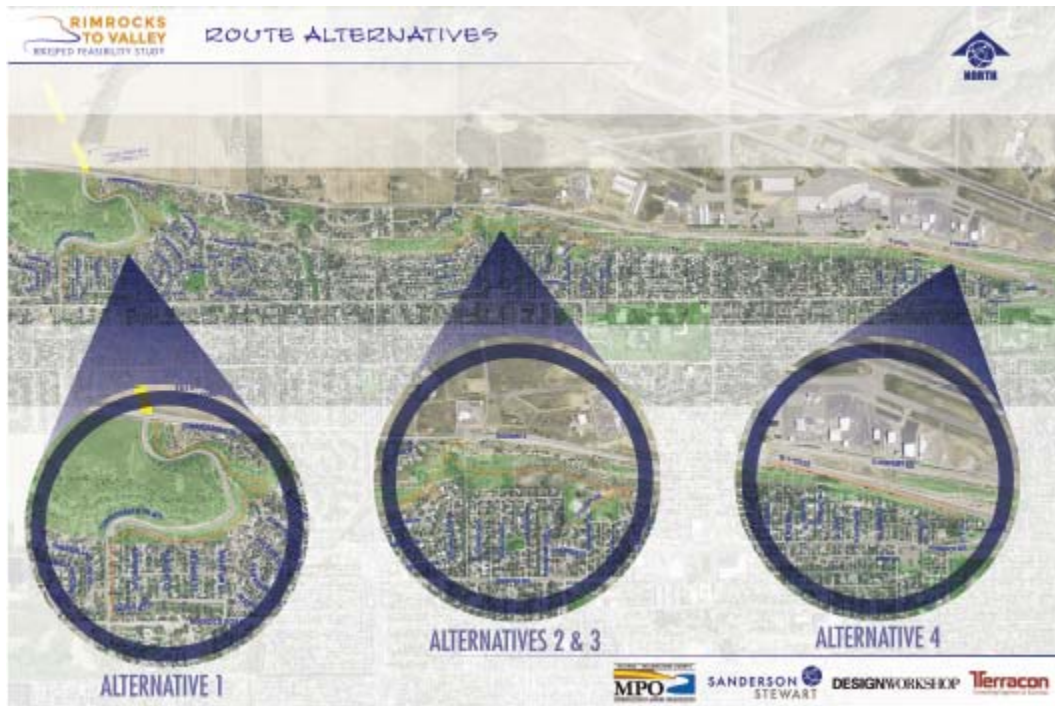
4a Motion/Recommendation. Rims to Valley Bike/Pedestrian Feasibility Study.

Scott Walker opened this agenda item and pointed out this is the last piece of trail that has either not been studied or completed with a path for the Marathon Loop. The study has found four feasible locations for consideration when future funding becomes available. He introduced DJ Clark, Sanderson Stewart and Consultant Danielle Scharf Sanderson Stewart who is participating via conference call. Mr. Clark thanked Scott Walker for his introduction and continued with a PowerPoint presentation.

Mr. Clark gave a PowerPoint presentation on this study. He reviewed the goals and expectations of this study and gave a brief overview of each alternative route.

Goals and Expectations

1. Identify routes that safely convey bicyclists and pedestrians addressing the needs of both recreational users and commuters.
2. Evaluate the feasibility of achieving ADA compliance.
3. Identify access points and place-making opportunities.
4. Consider the unique geology of the Rimrocks in the evaluation of alternatives.
5. Maintain consistency with existing community plans.
6. Identify and engage all relevant stakeholders, particularly the Rimrock neighborhoods.
7. Enhance recreational and aesthetic opportunities from atop the Rims.
8. Provide a key connection within the proposed 26-mile marathon loop trail around Billings.
9. Develop a prioritized list of short-term and long-term projects.



Alternative 1: Zimmerman Trail (Stagecoach Trail)

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Alternatives 2-3: Myers Trail and Morledge Trail

This alignment coincides with one of the planned parking areas along Highway 3. The Morledge Trail begins at 17th Street West and has potential for a connection to Mulberry Drive and parking below on City property. Scott Walker commented staff tasked Sanderson Stewart with finding reasonable assents and approaches to the Rim top. He stressed these alignments are not engineering schematics and may have to be adjusted as it takes the trail way through private properties.

Alternative 4-27th Street Trail.

There is enough existing right-of-way that an on street bike facility may be provided along with a separated pedestrian path behind the guardrail. This route has potential for a scenic overlook. In response Mike Black’s question, Danielle Scharff said only a cross section in the middle was considered and the transition into the acceleration lane would have to be looked at.

Public Involvement

Public Meeting 1- 95% of attendees felt a trail to the top would be beneficial and 90% said they would use it.

Public Meeting 2- 42 attendees. As to the results in terms of paved or natural surfaces, the preference is for pavement along 27th Street and a more natural surface for the other routes. Those attendees polled thought the 27th Street and Stage Coach Trail to be more "urgent" as they are currently being used without separate facilities. Danielle Scharff stated they focused on safety and connectivity with the overall ratings.

Probable Cost was considered for each alternative with the 27th Street Trail being the least expensive and the Stagecoach trail is most expensive. The Stagecoach Trail is under consideration by MDT as part of the Zimmerman Trail Improvement project.

Rimrocks to Valley Bike/Ped Study Review Schedule

TAC	Presentation/Action - Thursday, May 5th at 10:30 a.m. 1st Floor Conference Room, Miller Building, 2825 3rd Avenue North
Planning Board #1	Presentation of Item - Tuesday, May 10th at 6:00 p.m. 1st Floor Conference Room, Miller Building, 2825 3rd Avenue North
Planning Board #2	Public Hearing/Action - Tuesday, May 24th - Publish 5/5 & 5/19 - Same location
Council Work Session	Presentation - Monday, July 5th at 5:30 p.m. - Items to Wynnette Thursday 6/30

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Council Meeting	Action - Monday, July 11th at 6:30 p.m. - memo by Thursday 6/23 - Both meeting held in the City Council Chambers, 2nd Floor City Hall
County Discussion	Discussion - Monday, June 20th at 2:00 p.m. – Memo week before
Commissioner Meeting	Presentation/Action - Tuesday June 28th at 9:30 a.m.- Both meetings held in the County Commissioners Board Room, 4th Floor, County Courthouse
PCC	Final Action - Tuesday July 19th at 12:00 p.m. - 4th Floor County Courthouse, Commissioner Board Room

Discussion

Vern Heisler-commented on the Morledge Trail alignment and said considerations will need to be made for security along the City pump station areas. Scott Walker commented there has been some interest from the Morledge family to give an easement. Terry Smith asked if there is any concern with making this alignment public without the easements in place. Scott Walker said the neighborhood uses these paths but external persons may have some difficulty finding them. He spoke to the benefits of holding neighborhood meetings and said no negative comments came out these discussions. Danielle Scharf mentioned the meetings were very effective and the neighbors educated each other on the benefits have having these amenities in their neighborhood.

Motion

Terry Smith made a motion and it was seconded by Debra Hagel to forward a recommendation of approval of the Rims to Valley Feasibility Study as presented. The motion carried with a unanimous voice vote.

4b. Motion/Recommendation. West End Multi-Modal Planning Study. Scott Walker, Transportation Coordination, presenting.

Scott Walker introduced this agenda item and commented this study was born out of Planning Board discussions. The West End Multi-Model Planning Study is the result of a collaborative effort between the Billings-Yellowstone County Metropolitan Planning Organization (MPO), the City of Billings, Yellowstone County and the consultant Project Team, (Sanderson Stewart and Fehr & Peers).

DJ Clark, Sanderson Stewart continued with a PowerPoint presentation.

The purpose statement for the study is as follows:

To evaluate the cumulative effect of ongoing and projected future land development and population growth on the multi-modal transportation system for the area of Billings west of Shiloh Road

Study Area. The study area based on a pair of land development projection scenarios for the 20-year period leading up to the study Horizon Year of 2035.

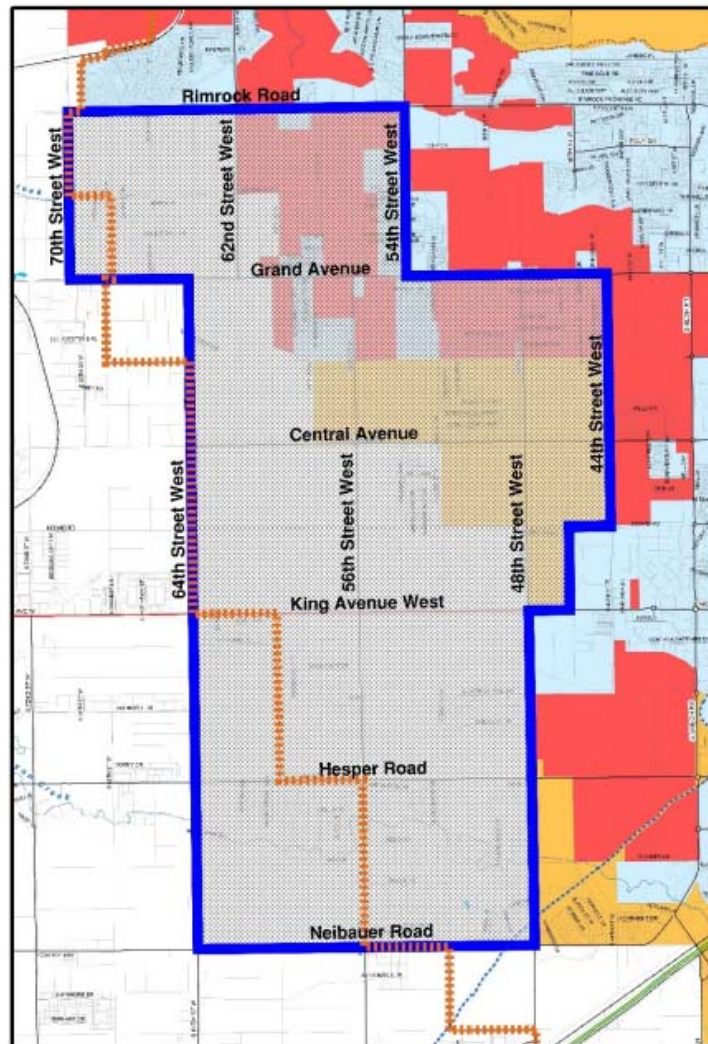


FIGURE ES1. STUDY AREA

Analysis Results: Future-Conditions-(2035)

Scenario 1

Under land use growth Scenario 1 (typical growth), most roadways in the study area continue to experience a Level of Service, (LOS), D or better. However, three of the primary east-west arterials (Rimrock Road, Grand Avenue, King Avenue West) are not projected to meet that standard.

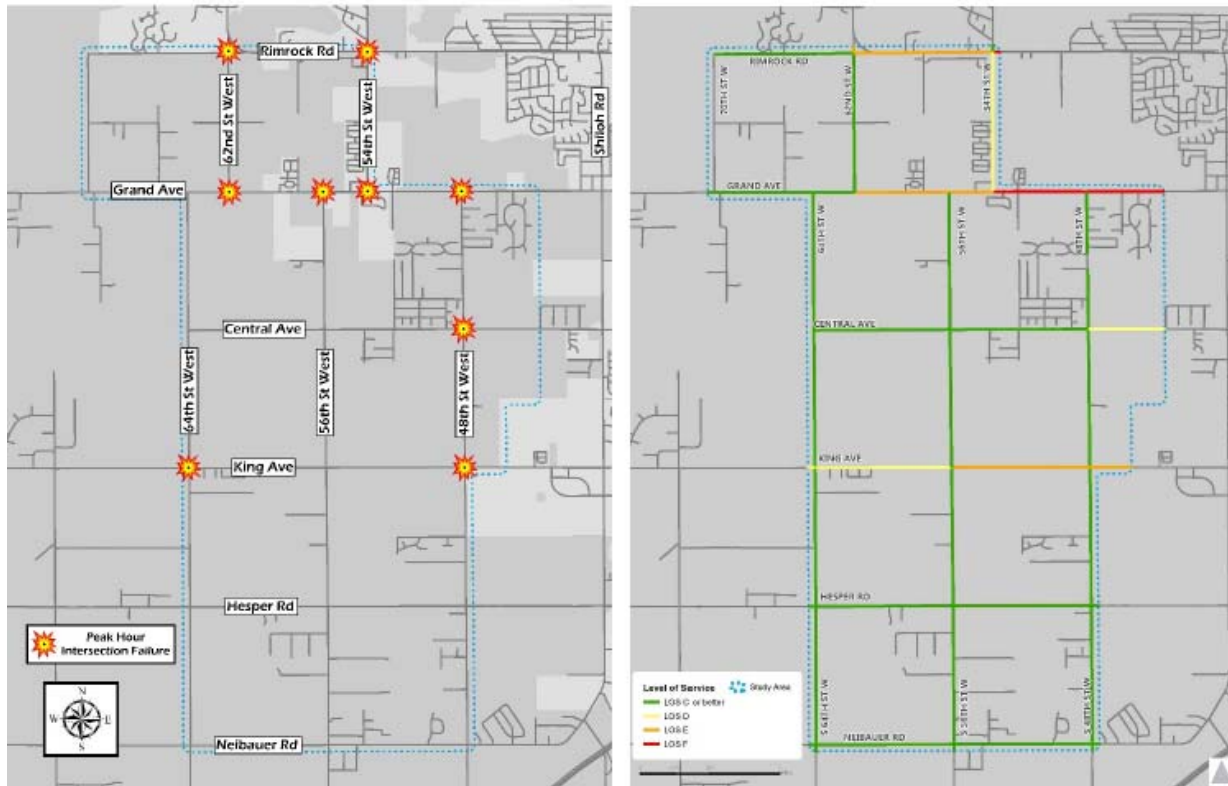


FIGURE ES2. SCENARIO 1 (2035) INTERSECTION AND CORRIDOR LOS ANALYSIS RESULTS

Scenario 2

Under the higher-growth Scenario 2 (aggressive growth), Central Avenue joins Rimrock Road, Grand Avenue and King Avenue West in having one or more segments exhibiting Level of Service, (LOS) E or worse conditions. For the north-south corridors, 62nd Street West, north of Rimrock Road degrades to LOS F, while 54th Street West is projected at LOS D north of Rimrock Road and LOS E south of Rimrock Road.

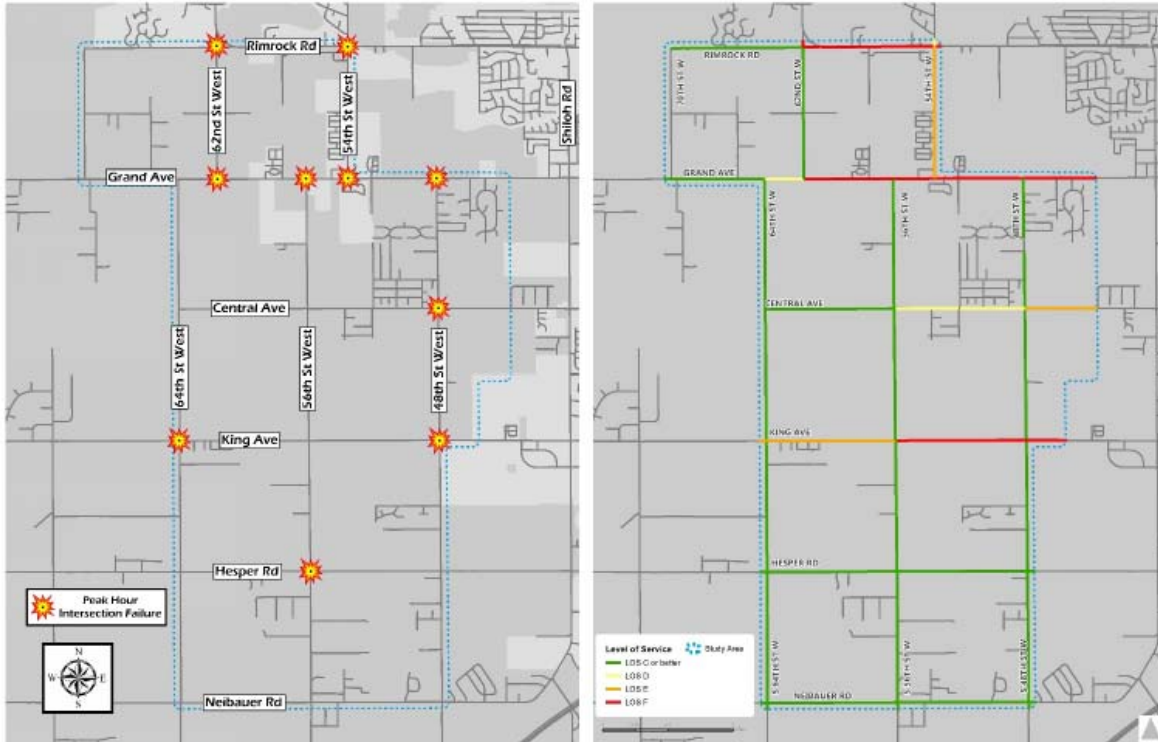


FIGURE E53. SCENARIO 2 (2035) INTERSECTION AND CORRIDOR LOS ANALYSIS RESULTS

Mitigation

Short-term priority projects are those that could be necessary in order to maintain safe and efficient operations during the first half of the 20-year study period. Long-term priority projects are more likely to be needed during the second half of that period. However, it should be noted that there are many factors related to land development that could change the priority, location and cost considerations that are summarized in these recommendations. As such, the recommendations are to be utilized as a guideline for planning and not as a hard and fast committed projects list.

This plan will be vetted through the City and County governing bodies with final action by PCC on Tuesday, July 19, 2016, 12:00 pm, 4th Floor Yellowstone County Courthouse, Commissioners’ Board Room

Discussion

Scott Walker voiced concern with the depiction of a 5-lane roadway on Rimrock Road as it is primarily residential in nature. Terry Smith commented this is a philosophical question with building facilities and it has to be considered within today’s perspective. He commented a 3-lane road may carry more traffic than conventionally thought. DJ Clark pointed out there are several

alternatives within this network. Terry Smith pointed out the growth is following the availability of water and sewer services. Vern Heisler asked if a planning study uses the detailed determination for lanes. He said he would be more comfortable with a general statement on building infrastructure to accommodate growth. Scott Walker commented this study may benefit the Public Works Department as it may give some pre-knowledge with what could happen. Terry Smith and Vern Heisler commented this study will allow planning for funding for these projects. They suggested including language addressing capacity issues. Scott Walker suggested labeling Rimrock Road with a “green LOS” designation and include a *notation to denote borderline capacity issues. It was the consensus of the committee to adjust the key to note additional capacity improvements are required beyond a 3-lane section of roadway and address the language in the document accordingly.

Motion

Terry Smith made a motion and Mike Black seconded the motion to move to approve the *West End Multi-Modal Planning Study* as presented by staff contingent on the modification to the report to reflect additional capacity needs on “Orange” Level of Service segments without specifying 5-lane treatments. The motion carried with a unanimous voice vote.

5. Other Business

A. May 17, 2016, 12:00 pm PCC meeting: Presentation by Wade Saylard, Kittelson & Associates on Airport Road & Main Street

Adjournment: 3:30 pm

DRAFT-TO BE APPROVED BY A MOTION ON AUGUST 4, 2016.