

# Wicks Lane Improvements Project

Bench Boulevard to Hawthorne Lane  
Phase I of Main to Bitterroot Project

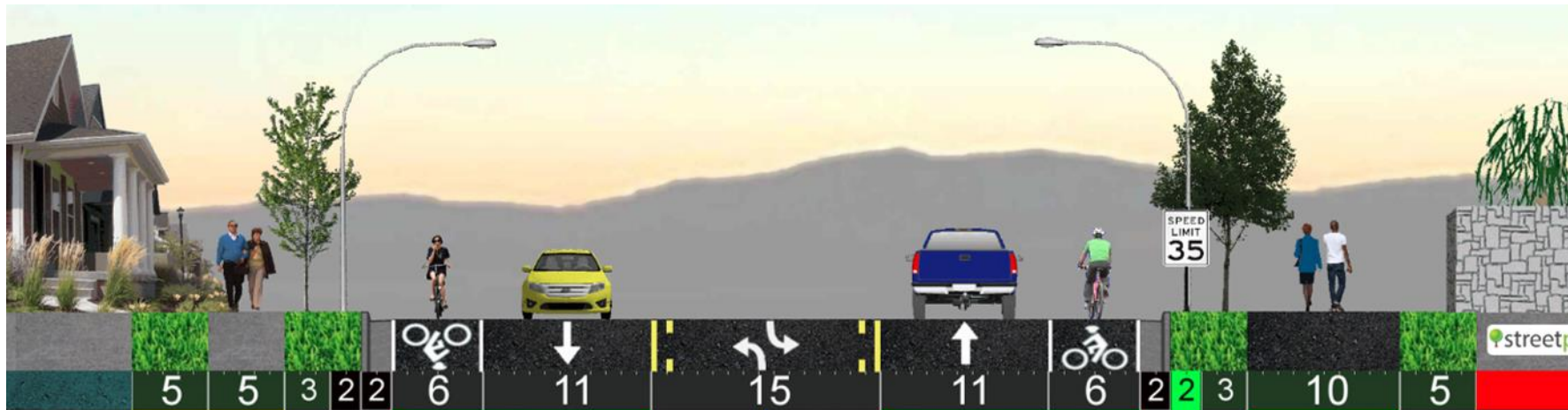
March 16, 2020



Project Limits: Bench Boulevard to Hawthorne Lane

# Arterial Street Section Determination

- ▶ Start With Facts - Generally residential, Arterial, Limited ROW, and Funding
- ▶ The Basic Components
  - ▶ Travel Lanes
  - ▶ Safety - TWLTL, turn lanes, access control, street lights
  - ▶ Multimodal users - sidewalk, path, bike lane, bus users
  - ▶ Parking - provided for local roads; very limited for arterials and collectors
  - ▶ Intersections

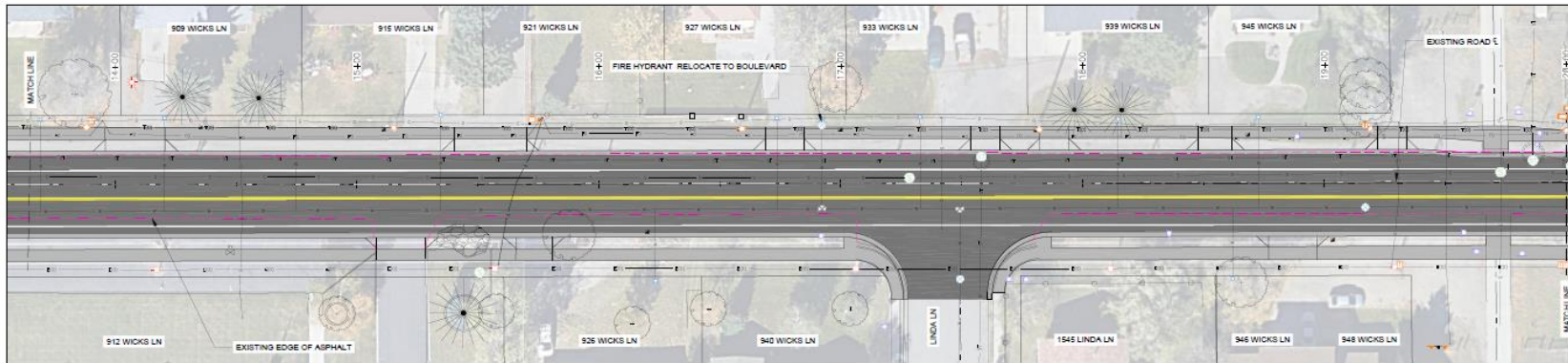
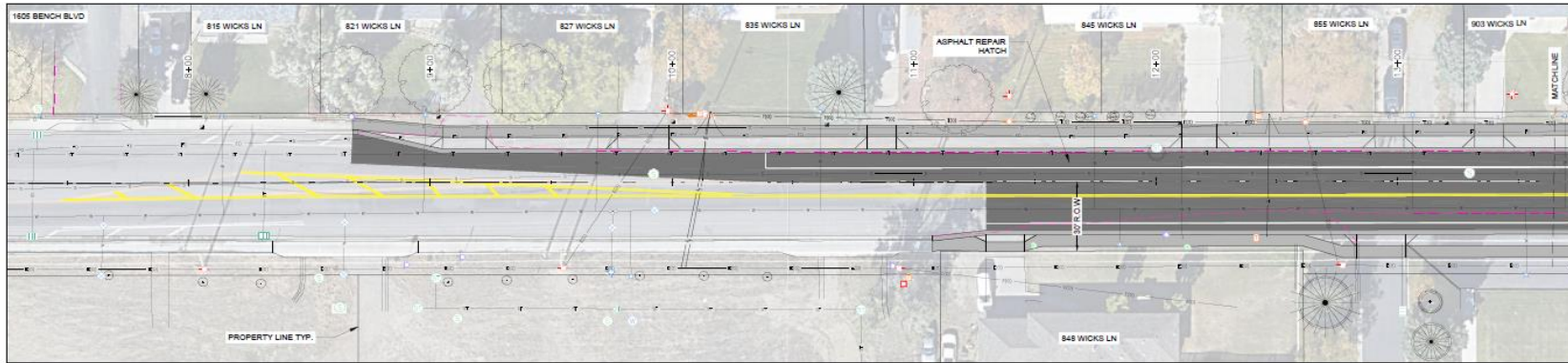


Ideal ROW width is 80-feet. This project has 60 to 70-feet of ROW.

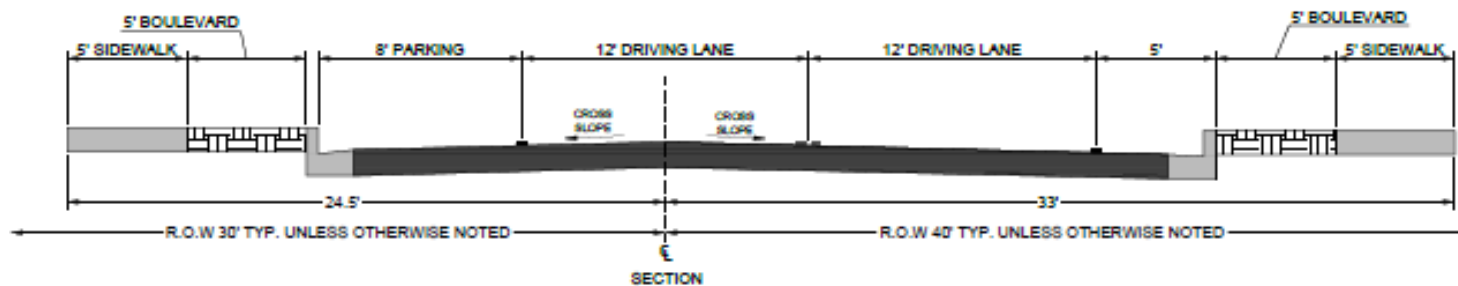
# Wicks Lane Proposed Section

- ▶ Travel Lanes
  - ▶ 5,166 vpd - current      7,000 vpd - 20 year projection
  - ▶ Two needed (one east bound, one west bound)
- ▶ Safety
  - ▶ TWLTL not warranted
  - ▶ Street lights throughout (future project)
- ▶ Multimodal users
  - ▶ Sidewalks on north and south - 5-ft boulevard walk (desired) and 7-ft curbside (areas of grading constraints)
  - ▶ On-street bike lanes - Kiwanis Trail inside corridor, limited ROW
  - ▶ MET Transit facilities will be provided
  - ▶ ADA compliant throughout
- ▶ Parking
  - ▶ On-street parking on north side (5 no, 3 yes, 4 no communication)
- ▶ Intersections
  - ▶ Existing Signal at Bench Boulevard
  - ▶ 4-way stop at Hawthorne (functional class C in design year) - possibly improve in Phase II
  - ▶ Rapid Flashing Beacons at Kiwanis Trail Crossing

# Wicks Lane Proposed: Bench Boulevard to Kiwanis Trail



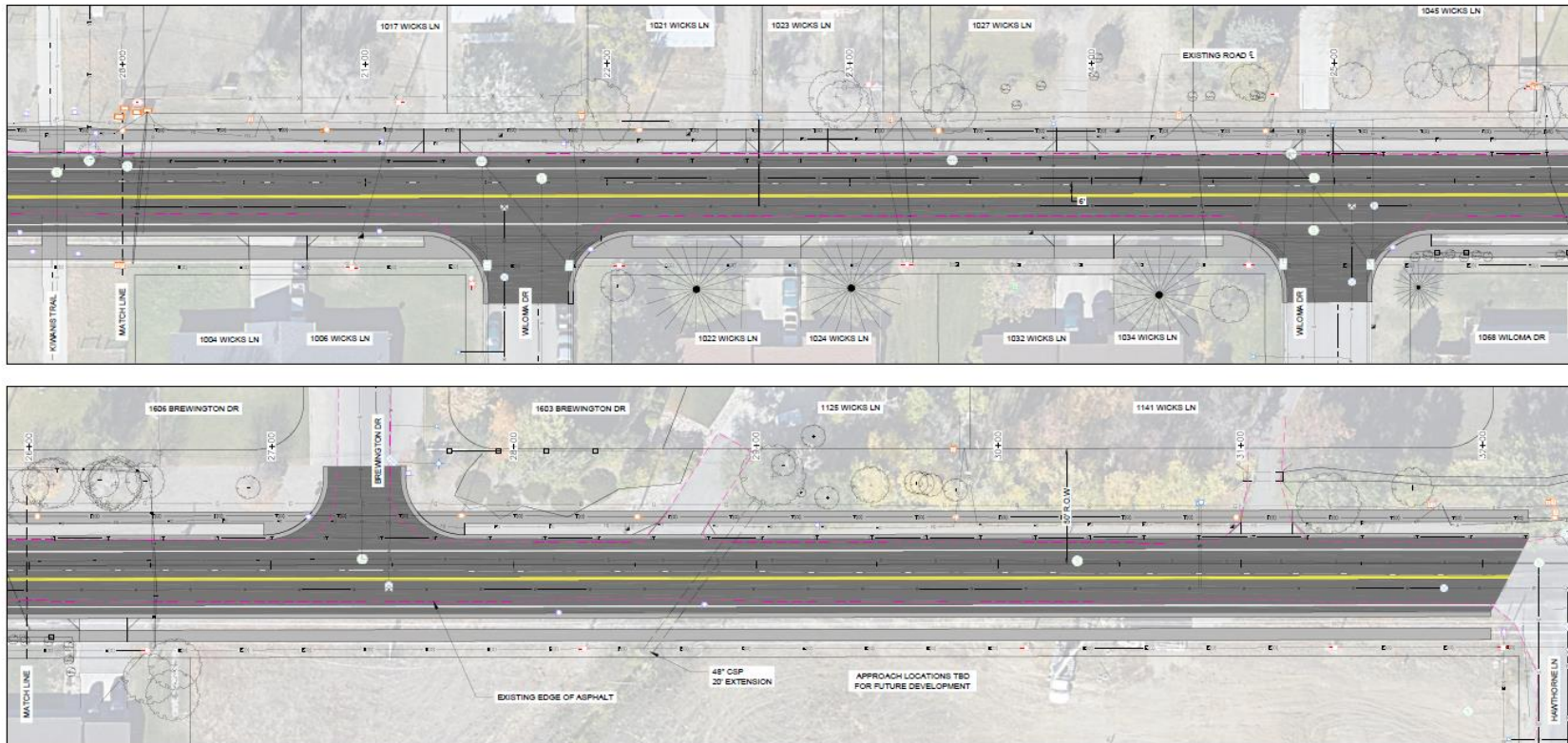
**TYPICAL SECTION**  
SIDEWALK AND BOULEVARD AS SHOWN UNLESS OTHERWISE NOTED



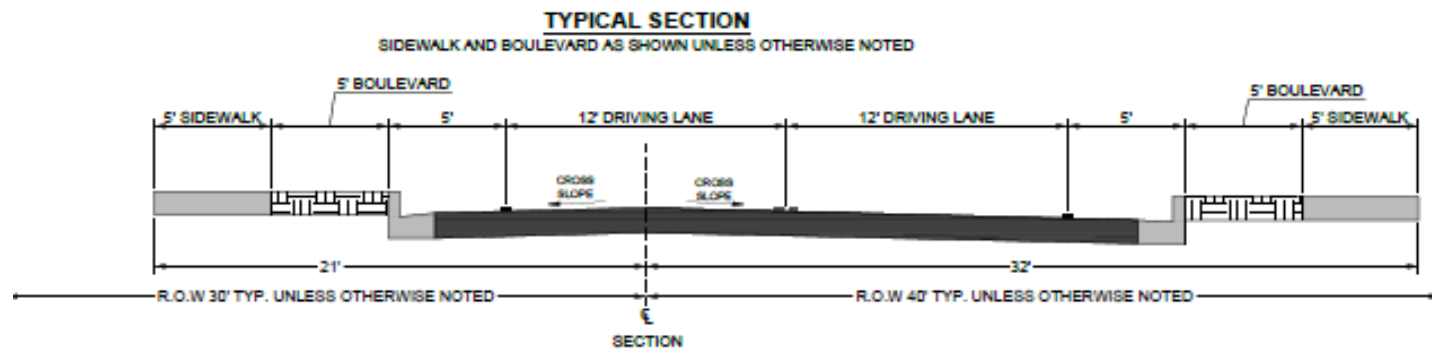
Potential changes to section:

1. Removing parking
2. Reducing Boulevard
3. 7' Curbwalk

# Wicks Lane Proposed: Kiwanis Trail to Hawthorne Lane



- Potential changes to section:
1. Reducing Boulevard
  2. 7' Curbwalk



# Complete Streets Checklist (Existing)

- ▶ Multimodal accommodations on existing?
  - ▶ No existing sidewalk, no existing bike lanes
- ▶ If no multimodal facilities, how far are existing parallel?
  - ▶ Project will connect to existing facilities at Bench Boulevard and Kiwanis Trail
- ▶ Existing challenges that could be addressed?
  - ▶ No sidewalks/trails or bike lanes, no ADA improvements, no bus stops
- ▶ What trip generators are in the vicinity?
  - ▶ Kiwanis Trail, Bitterroot School, Churches, and Residential
- ▶ Pedestrian/Bike collisions potential options?
  - ▶ Separated Sidewalks, On-street Bike Lanes, Improvements at Kiwanis Trail intersection
- ▶ Adopted plans?
  - ▶ Billings Area Bikeway and Trail Master Plan (2016)

# Complete Streets Checklist (Project Scope)

- ▶ Accommodations for multimodal?
  - ▶ Sidewalk, ADA corners, Rapid Flashing Beacons at Kiwanis Trail crossing
- ▶ Reasons for not including multimodal facilities?
  - ▶ Multimodal facilities are being provided
- ▶ Cost of bike and ped improvements and proportion of overall cost?
  - ▶ Overall \$1.24M (construction only, includes assessments)
  - ▶ Multimodal \$180K (15% of overall project)
    - ▶ Sidewalk \$135k
    - ▶ Bus pads \$5k
    - ▶ ADA corners \$20k
    - ▶ Flashing Beacons \$20k
- ▶ Agency responsible for maintenance of multimodal and how budgeted?
  - ▶ City of Billings Street/Traffic
  - ▶ Street Maintenance Fees

# Project Considerations:

- ▶ Intersections
  - ▶ No new signals or roundabouts
  - ▶ Rapid Flashing signals at Kiwanis Trail crossing
- ▶ Installation of Storm Drain Inlets and Laterals part of project
- ▶ Right of Way
  - ▶ Limited ROW
  - ▶ Grading Constraints
- ▶ Parking Lane being considered
- ▶ Bike Lanes being considered
- ▶ Property Owner Assessments
- ▶ Construction planned for spring/summer 2020 (Pending MDT review)

