****ATTENTION****

Due to the COVID-19 health concerns, the format of the City Council meeting will be held in a virtual videoconferencing environment. Councilmembers will attend the meeting via a remote location, using a virtual meeting method. City Hall and the Council Chambers will be closed during the meeting. In order to honor the Right of Participation and the Right to Know in Article II, sections 8 and 9, of the Montana Constitution, the City of Billings and City Council are making every effort to meet the requirements of the open meeting laws.

Citizens are invited to:

- Review the Agenda Packet on the City's website at: https://ci.billings.mt.us/117/Agendas-Minutes
- View the meeting:
  - On Community 7 TV - Channel 7 or Channel 507 – Spectrum Cable (On evenings when there is a conflict with School District No. 2 Board meetings, the City Council meeting will be broadcast on Channel 8 - Spectrum Cable.)
  - Online at www.comm7tv.com and click on the "Watch Live" icon. Community 7 also has links to their Facebook page and YouTube channel in which to view the meeting.
  - On the City's website at https://ci.billings.mt.us and click on "Watch Meetings Online".

Citizens may submit public comment via the following methods:

- Mail: City Clerk, P. O. Box 1178, Billings, MT 59103
- Email: https://ci.billings.mt.us/1538/City-Council-E-mail-Messages.
  - Emails received after 3:00 PM on the day of the meeting, may be posted on the Council's webpage the following day for public viewing.
- Call in during the Public Comment periods as indicated on the agenda:
  - Citizens may call in during specific Public Comment periods at **406.237.6196**. All callers will be placed in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be limited to 3 minutes of testimony as is customary.

Future delivery methods may be explored as best practice is learned.

Please contact Denise Bohlman, City Clerk, bohlmand@billingsmt.gov, with any questions.

CITY OF Billings

VISION STATEMENT:
"The Magic City: A diverse, welcoming community where people prosper and business succeeds."

WORK SESSION AGENDA

Council Chambers are Closed. The meeting will be held remotely via virtual meeting room. Please see coversheet for details and instructions for viewing and participation.

February 1, 2021 **5:30 P.M.**

CALL TO ORDER: Mayor Cole

1. **COVID-19 Update by Unified Incident Command (UIC).**
   (Presented by: John Felton, Yellowstone County Health Officer)

2. **Legislative Updates.**
   (Presented by: Chris Kukulski, City Administrator)
   - Public Comment

3. **2018 Long Range Transportation Plan (LRTP) - Amendment No. 2.**
   (Presented by: Scott Walker, Transportation Planner)
   - Public Comment

4. **Draft 2020-2024 Transportation Improvement Program (TIP) - Amendment No. 1.**
   (Presented by: Scott Walker, Transportation Planner)
   - Public Comment

5. **Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan.**
   (Presented by: Lisa Olmsted and Doug Enderson, DOWL)
   - Public Comment

6. **City Sidewalk Programs.**
   (Presented by: Debi Meling, Public Works Director)
   - Public Comment

7. **Proposed City Council Priorities for 2021.**
   (Presented by: Chris Kukulski, City Administrator)
   - Public Comment

COUNCIL DISCUSSION:

PUBLIC COMMENT on "NON-AGENDA ITEMS". Speaker Sign-in required. *(Restricted to ONLY items not on this printed agenda. Comments are limited to 3 minutes or as set by the Mayor. Please call 237-6196 during the public comment period.)*

ADJOURN:

Note:

- This meeting is an “informal” meeting of the City Council. The content of the Agenda is subject to change at the meeting.
- In the event there is a Closed Executive Session at the end of a Work Session, the sole purpose is to discuss litigation strategy. The other parties to the case(s) discussed are not public bodies or associations as described in Section 2-3-203(1) and (2), MCA. The meeting is closed, as allowed by Section 2-3-203(4)(a), MCA, “to discuss a strategy to be followed with respect to litigation when an open meeting would have a detrimental effect on the litigating position” of the City of Billings.

Council Work Session **3.**

Meeting Date: 02/01/2021

Title: 2018 Long Range Transportation Plan Amendment No. 2

Presented by: Scott Walker

Department: Planning & Community Services **Division:** Planning

RECOMMENDATION

Staff recommends the City Council review this 2018 Long Range Transportation Plan Amendment No. 2 at this Work Session. Staff will bring this item back to Council at its February 8 regular meeting with a recommendation to approve the amendment to the 2018 LRTP and forward the recommendation to the Policy Coordinating Committee. The PCC is schedule to meet on February 16.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

This past year, the City of Billings was awarded a Better Utilizing Investments to Leverage Development (BUILD) Grant. A first step to gain access to funds and be in compliance with federal requirements of the grant requires the MPO to amend its 2018 Long Range Transportation Plan (LRTP) to reflect acceptance of this grant and its utilization as a funding sources for the Inner Belt Loop and Skyline Trail. Both of these projects are identified in the currently adopted LRTP. Attached to this staff reports are two documents. The first being an amended version of the plan and the second being a quick reference sheet detailing the page number and generally described change in the document.

The schedule for review and adoption of the plan amendment includes actions by the:

- Technical Advisory Committee
- Yellowstone County Board of Planning
- Board of County Commissioners
- City Council
- Policy Coordinating Committee

The amended LRTP will then be sent to the Montanan Department of Transportation and Federal Highway Administration for review and concurrence.

ALTERNATIVES

City Council is not expected to take formal action on this item at the Work Session. However, Council will have the following alternatives when it takes action on this item on February 8:

- Approve the amendment to the 2018 LRTP and forward a recommendation of approval to the Policy Coordinating Committee, or;
- Disapprove the amendment to the 2018 LRTP and forward a recommendation of disapproval to the Policy Coordinating Committee. Disapproval will endanger the 2020 BUILD grant award to the City.

FISCAL EFFECTS

BUILD Grant Funding Breakdown

	Federal	**Local**	**Total**
Inner Belt Loop	$7,620,385	$7,000,000	$14,620,385
Skyline Trail	$4,036,380	$85,000	$4,121,380
Total	$11,656,765	$7,085,000	$18,741,765

Approval of the 2018 LRTP amendment will be a first step in the local approval process that will allow the City to leverage the BUILD Grant award.

Attachments

2018 LRTP Amendment 2

Quick Reference for LRTP Am. 2

2018 Billings Urban Area Long Range Transportation

BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION



2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

January 11, 2019

Revised on May 11, 2020 for Plan Amendment No. 1

Revised on December 8, 2020 for Plan Amendment No. 2

prepared by

KITTELSON & ASSOCIATES

DOWL

2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION

BILLINGS, MONTANA

Prepared for:
City of Billings

Prepared by:
Kittelson & Associates, Inc. and DOWL

The Plan received local approvals as follows:

	LRTP	LRTP Amendment No. 1	LRTP Amendment No. 2
Technical Advisory Committee (TAC)	October 4, 2018	April 24, 2020	December 17, 2020
Billings City Council	October 22, 2018	May 11, 2020	February 8, 2021
Yellowstone County Commissioners	October 16, 2018	May 12, 2020	February 2, 2021
Yellowstone County Board of Planning	October 23, 2018	May 12, 2020	January 26, 2021
Policy Coordinating Committee (PCC)	October 30, 2018	May 19, 2020	February 16, 2021

December 2018

ACKNOWLEDGMENTS

The Billings Urban Area Long Range Transportation Plan was developed under the guidance of a Steering Committee. Additional input and guidance was provided through the plan development process by many local and regional governing bodies, including the Policy Coordinating Committee, City of Billings Mayor and City Council, City of Billings/Yellowstone County Planning Board, Yellowstone Board of County Commissioners, and Technical Advisory Committee. Thank you to all of the members for their instrumental involvement with the development of the Billings Urban Area Long Range Transportation Plan.

We also want to thank any person, individual, group, agency, or participating member of the public that provided information, comments, suggestions, and/or their valuable time to the planning process and development of this plan. Thank you for your commitment to the community!

CITY OF BILLINGS
Erin Claunch
Michael Dotson
Kevin Moore

CITY OF BILLINGS COUNCIL
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Mike Yakawich, Ward 1
Frank Ewalt, Ward 2
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Scott Reiter, Billings Public Schools
Wyeth Friday, Planning Director/Exec Secretary

CITY / COUNTY PLANNING DIVISION
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Lora Mattox
Wyeth Friday
Monica Plecker
Elyse Monat

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Steve Rhyne
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Makenzie Cooper

DOWL
Doug Enderson
Sarah Patterson

MONTANA DEPARTMENT OF TRANSPORTATION
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Carol Strizich
Zach Kirkeno
Rod Nelson
Rebecca Goodman
Sheila Ludlow

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Mayor Bill Cole, City of Billings
Larry Brewster, Billings City Council
Darell Tunnicliff, President, Yellowstone County Planning Board
Stefan Streeter, District Administrator, Montana Department of Transportation
Kevin McLaury, Division Administrator, Federal Highway Administration

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Lora Mattox, Transportation Planner, City/County Planning
Wyeth Friday, Director, City/ County Planning
Monica Plecker, Division Manager, City/County Planning
Bruce McCandless, Interim City Administrator, City of Billings
Katie Potts, Transportation Planner, MDT
Sheila Ludlow, MDT Travel Modeler
Debra Hagel, City Transit Planner, MET
Erin Claunch, City Traffic Engineer, Public Works Engineering
Michael Dotson, City Traffic Tech, Public Works Engineering
Mike Black, County Engineer, Yellowstone County Public Works
Rod Nelson, Montana Department of Transportation Billings District
Bob Riehl, Lockwood
Darrell Tunnicliff, President, City/ County Planning Board
John Ostlund, Chairman, BOCC
Dennis Pitman, Member, BOCC
Robyn Driscoll, Member, BOCC

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Mike Black, Yellowstone County Public Works
Wyeth Friday, Planning and Community Services
Carol Strizich, Montana Department of Transportation

YELLOWSTONE COUNTY
Mike Black
Janelle Luppen

YELLOWSTONE BOARD OF COUNTY COMMISSIONERS
Commissioner John Ostlund, District No. 1
Commissioner Denis Pitman, District No. 2
Commissioner Robyn Driscoll, District No. 3

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2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 1
Introduction

INTRODUCTION

The Billings Urban Area Long Range Transportation Plan (LRTP) is a framework to guide the development and implementation of multimodal transportation system projects for the Billings urban area. The LRTP is updated every four years. This LRTP assesses today's (2017) land use and transportation conditions and forecasts into the future (year 2040) to identify and strategize transportation improvements for the region.

The Billings urban area lies at the western edge of the northern High Plains. It serves as a central hub for a large region comprised of Montana, northern Wyoming, and the western Dakota's. Due to its location, Billings has developed as an important economic, cultural, educational, and transportation urban center for the entire region. Billings is located in Yellowstone County between Minneapolis and Seattle (east to west), and Calgary and Denver (north to south) and is one of the largest cities between these major cities, including the largest in Montana. Exhibit 1.1 illustrates the location and regional importance of Billings.

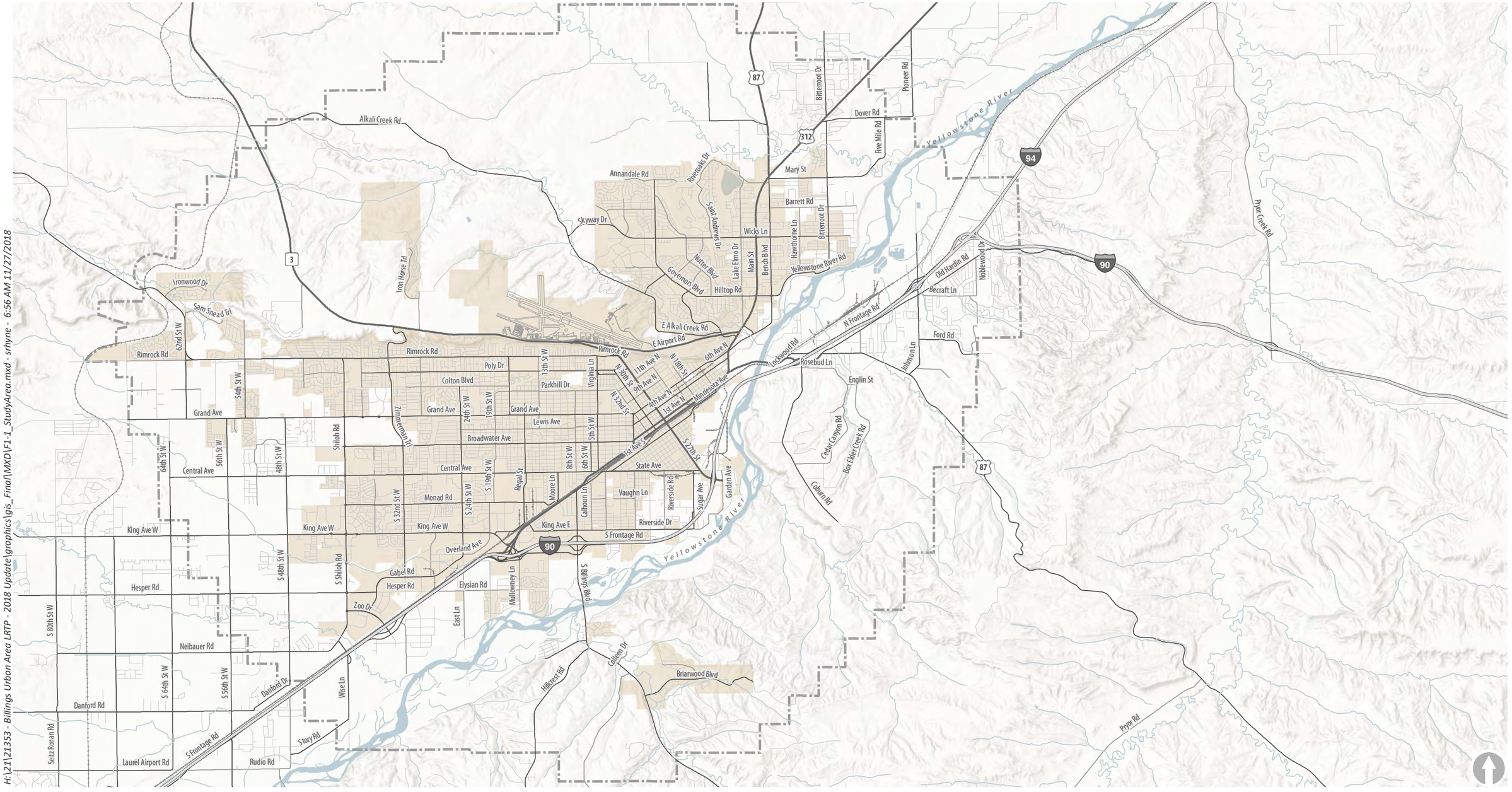
Transportation is a vital element to the residents and businesses of Billings and connects commerce from the Billings urban area to other parts of Montana and metropolitan areas via road, rail (freight), and air. The region's transportation infrastructure is robust and includes streets, highways, Interstate, rail, transit, sidewalks, bicycle facilities, trails, and an airport. Given the importance of the transportation infrastructure, this document plans for transportation facilities and services to ensure mobility and accessibility throughout the Billings urban area. The Yellowstone County Board of Planning is the designated Metropolitan Planning Organization (MPO) and oversees transportation planning for the Billings urban area. The area encompasses the City of Billings, as well as the planning area extending approximately 4.5 miles outside the City limits. Figure 1-1 illustrates the study area.

What topics are covered in this LRTP?

- Goals, objectives, performance measures, and target
- Public and interagency involvement
- Forecasts of population, households, and employment anticipated in 2040
- Inventory of needs and opportunities for transportation elements: streets and highways, public transit and transportation (bus, paratransit, and air), freight (truck and rail), pedestrians, bicyclists, trails, safety, security
- Funding sources and projected revenue
- Project recommendations and implementation strategies

Exhibit 1.1 Location and Regional Importance of the Billings Urban Area





H:\21\21353 - Billings Urban Area LRTP - 2018 Update\graphics\gis_Final\MXD\F1-1_StudyArea.mxd - srhyne - 6:56 AM 11/27/2018

Figure 1-1

Study Area

Development of this plan was guided by a Steering Committee (SC), which consisted of representatives from the following agencies:

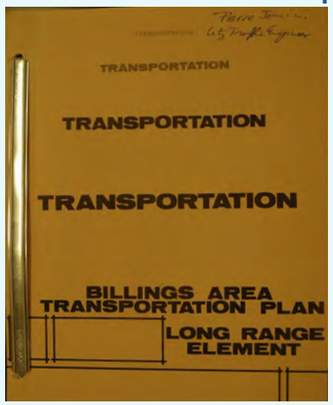
- Billings City Council
- Billings/Yellowstone County Planning Board
- Billings Metropolitan Transit
- Billings Planning
- Billings Public Works
- Billings/Yellowstone County MPO
- Lockwood Steering Committee
- Montana Department of Transportation (MDT)
- Yellowstone Board of County Commissioners
- Yellowstone County Public Works

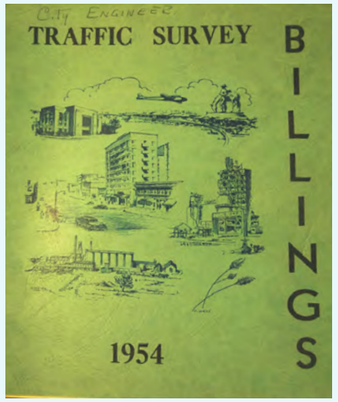
Additional input was received from the Technical Advisory Committee, Federal Highway Administration, Policy Coordinating Committee, Yellowstone Board of County Commissioners, Yellowstone County Planning Board, neighborhood groups, members of the public, and other consultation efforts conducted through the two-month planning process.

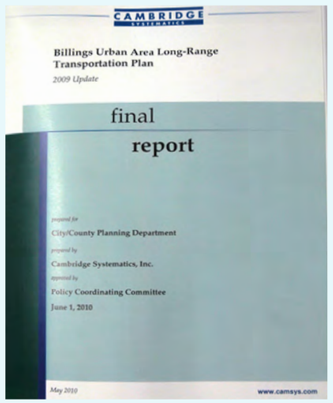
HISTORICAL CONTEXT

Transportation planning has been a key element of the City's planning efforts for over 100 years since its inception as a major rail hub. As such, one of the first transportation surveys was completed in 1954, which included a transportation inventory, traffic counts, parking, and other related data. Eleven transportation plans (1961, 1964, 1969, 1977, 1983, 1990, 2000, 2005, 2007, 2009, 2014) have been completed since 1961. Exhibit 1.2 illustrates some of the transportation plan covers from past efforts.

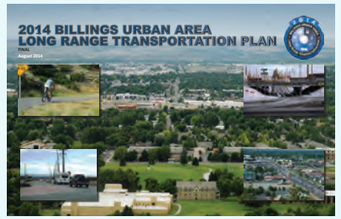
Exhibit 1.2 Past Transportation Plans







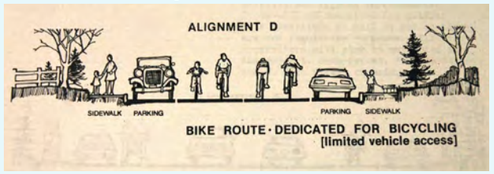




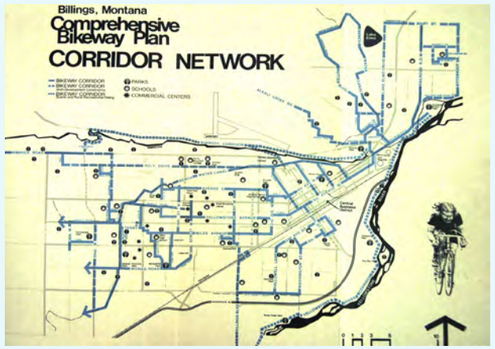
Similar to today's planning efforts, the past transportation plans assessed existing and future transportation conditions to identify a set of financially constrained improvements for the Billings urban area. Exhibit 1.3 illustrates roadway and bicycle elements from past transportation plans.

Exhibit 1.3 Elements of Past Transportation Plans









Since the 1950s, the Billings urban area has seen considerable growth in the development of population and employment areas in the downtown, along the Rims, and to the west. Recognizing the ongoing growth in the Billings urban area, it is critical that the MPO and local agencies continue to invest in long range transportation and land use planning efforts. These efforts identify, preserve, support, and maintain the infrastructure of the region's transportation system.

TRANSPORTATION PLAN IMPLEMENTATION SINCE 2014

The previous LRTP, completed in 2014 (1-1) included several key elements:

- Implemented a robust public and stakeholder involvement plan
- Updated the planning horizon to year 2040
- Confirmed study area boundaries and plan goals
- Assessed existing and future transportation and land use conditions
- Reviewed and updated non-motorized, bus, safety, security, and conformity elements
- Prepared a short- and long-range project list and financial plan

Since the 2014 plan adoption, several transportation projects and studies have been completed that play a role in the overall transportation system. Figure 1-2 illustrates the completed and ongoing projects, studies, and plans since 2014. Over 31 major projects and 17 studies have been completed in the last four years, which shows a commitment from the agencies and community to continue to invest in the transportation system for the next generation. There are many other completed transportation projects, such as sidewalk and ramp enhancements, street signing, overlays, etc., that are not depicted on Figure 1-2, but have been completed and are important elements of enhancing and maintaining the transportation system. These completed projects along with new federal requirements served as a basis for this transportation update.

PLAN REQUIREMENTS AND PROCESS

Fundamental elements of this transportation plan were to encompass all transportation modes and identify how these modes are accommodated through the new planning horizon of year 2040. In developing this transportation plan, several federal, state, and local planning requirements were addressed to ensure compliance and consistency with these regulatory requirements.

FEDERAL REQUIREMENTS

The scope of the planning process (1-2) for an MPO (urban areas with a population of more than 50,000 individuals) is to develop long-range transportation plans and a Transportation Improvement Program (TIP) through a performance-driven, outcome-based approach to planning for metropolitan areas of the State, such as Billings, MT. Additionally, this process needs to be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following planning factors:

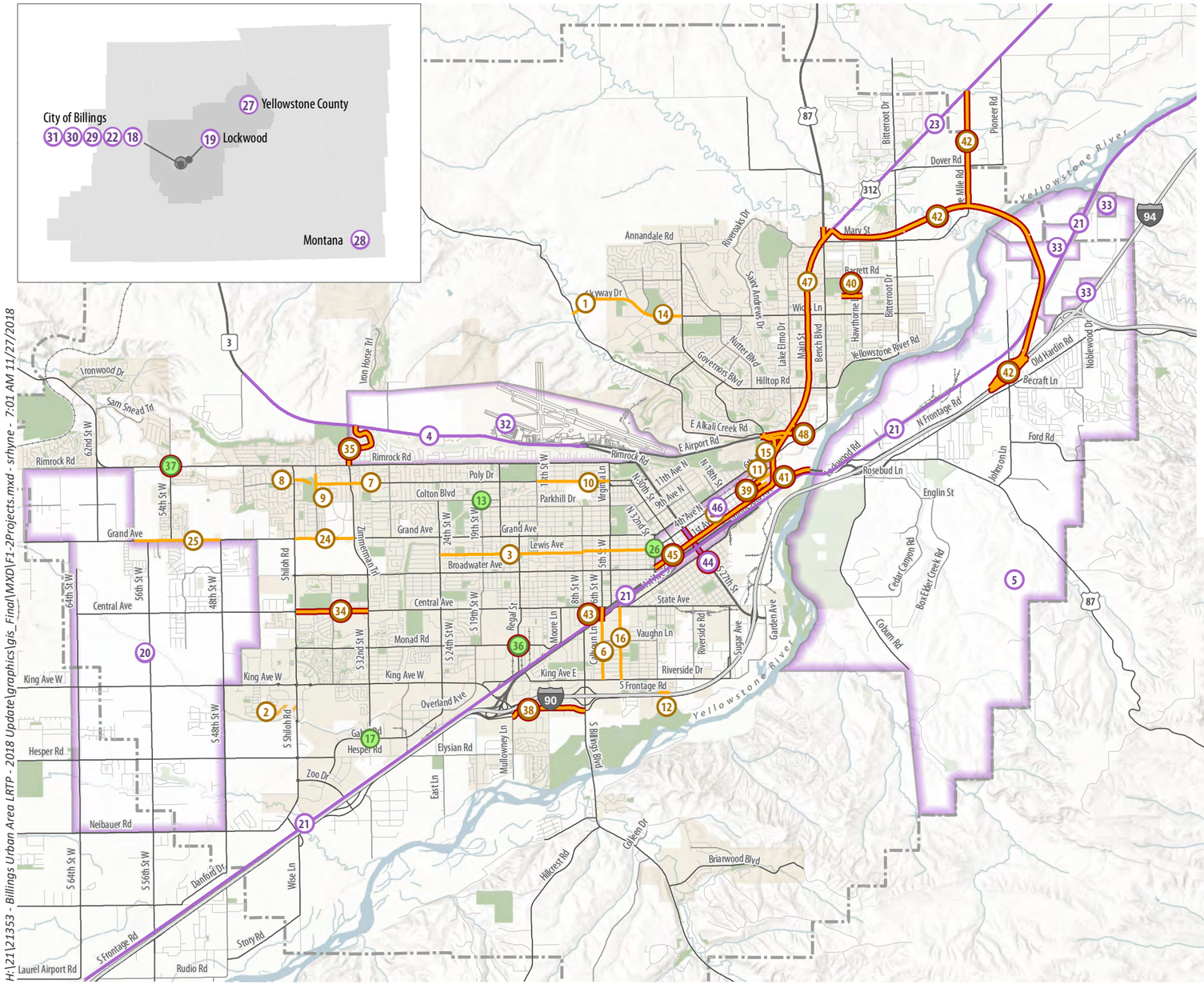
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism

The Moving Ahead for Progress in the 21st Century (MAP-21) Act (1-3) transformed the Federal-aid highway program by establishing requirements for performance management to promote the most efficient investment of Federal transportation funds. The Fixing America's Surface Transportation (FAST) Act (1-4) continues this performance-based approach to increase the accountability and transparency of this program and to support improved investment decisions through a focus on performance outcomes for the national planning factors. Additional information on the FAST Act is provided on FHWA's Fast Act website, as shown in Exhibit 1.4.

Exhibit 1.4 FAST Act Website



The Billings LRTP is consistent with the national transportation program, addresses priority issues, and leverages funding opportunities and initiatives incorporated in the national program. This LRTP was prepared in accordance with these federal requirements.



ID	Name
1	Inner Belt Loop Phase 1
2	Shiloh Conservation Area (Trail)
3	Lewis Avenue Bike Lanes (24th Street W to Division Street)
4	Highway 3 Corridor Study
5	Non-Motorized Transportation Plan
6	Calhoun Lane (King East to Underpass Avenue)
7	Poly Drive (32nd Street W to 38th Street W)
8	Arrowhead Trail (Arrowhead Elementary School to Shiloh Road)
9	Poly Drive School Sidewalks
10	Poly Drive/Virginia Lane Traffic Signal Reconstruction & Bike Lanes (Poly from Virginia to 13th St W)
11	Exposition Gateway (2nd & 3rd Ave N from Main Street to N. 10th)
12	Ponderosa Trail
13	19th St W & Colton School Crossing
14	Wicks Lane Trail (Siesta to Governors)
15	Swords Park Outlet Trail (Aronson to 6th Ave N)
16	Orchard Lane (King East to State Ave)
17	Gabel Road & 32nd Street West Traffic Signal
18	City of Billings Growth Policy
19	Lockwood Growth Policy
20	West End Multimodal Planning Study
21	Montana Rail Grade Separation Study
22	Billings Community Transportation Safety Plan
23	Old Highway 312 Corridor Study
24	Grand Avenue Widening (32nd Street West to Shiloh Road)

ID	Name
25	Grand Avenue (48th to 58th Streets West)
26	4th Ave N & Division Street Signal Reconstruction
27	Billings-Yellowstone Household Travel Survey
28	TranPlanMT
29	Billings Area Bikeways + Trails Master Plan Update
30	City of Billings Complete Streets Progress Report
31	City of Billings Comprehensive Parks and Recreation Master Plan
32	Rims to Valley Bike-Pedestrian Feasibility Study
33	Targeted Economic Development District (TEDD)
34	Central Avenue (32nd St W to Shiloh Road)
35	Zimmerman Trail (Rimrock Road to Hwy 3)
36	Monad & Daniel Traffic Signal
37	Rimrock & 54th St W Traffic Signal
38	Midland Road (S. Billings Blvd. to Mullowney Ln)
39	EBURD Reconstruct (2nd & 3rd Ave N from N. 13th to N. 10th)
40	Kyhl Lane (BBWA to Hawthorne)
41	1st Avenue North & Exposition Drive
42	Billings Bypass Arterial
43	Underpass Avenue Improvements
44	27th Street Railroad Crossing Study
45	1st Avenue North Billings
46	Billings Downtown Traffic Study
47	Main Street Signal Timing
48	Airport & Main Intersection

Figure 1-2

Projects/Plans/Studies/Policies Completed and On-Going Since 2014 LRTP

STATE PLANNING REQUIREMENTS

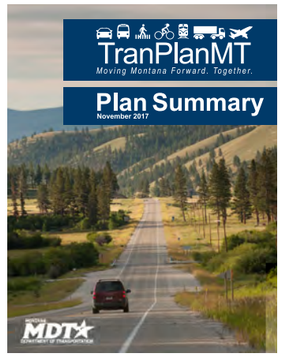
TranPlanMT, Montana's long-range transportation plan, was last amended in 2017 (1-5). TranPlanMT identifies key transportation priorities and outlines long-range policy goals and strategies to assist MDT in addressing aging infrastructure, changing environmental conditions, and ongoing funding challenges. It also provides a framework for MDT to advance and manage its transportation programs in compliance with evolving federal requirements. In support of MDT and national goals, MDT conducts performance-based planning in the following key areas mandated through federal regulations:

- Safety
- Infrastructure Condition
- Transit Asset Management
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability

TranPlanMT cites safety as an overarching goal which is applied in nearly every MDT decision-making process for all projects and programs.

Montana's Comprehensive Highway Safety Plan (1-6) was amended in 2015, as required by the MAP-21 federal legislation. The CHSP is intended to be a living document to help guide the State of Montana to effectively address the state's safety needs. The vision of the plan is "zero fatalities and zero serious injuries" on any public roadway in the State. The goal of the plan is "to reduce fatalities and incapacitating injuries in the State of Montana by half in two decades, from 1,704 in 2007 to 852 by 2030."

Exhibit 1.5 Past Statewide Plans





LOCAL PLANNING REQUIREMENTS

Several local plans, studies, and policies were reviewed to inform the process and elements to be considered in development of the plan. It is important to review and incorporate these documents into the planning process, as to ensure that the integrity and value discussion of past planning efforts are carried forward into today's planning effort. Development of this plan was coordinated with guidelines developed in the Yellowstone County Board of Planning Public Participation Plan (2009 and most recent update in conjunction with this plan update in 2018), the 2014 Billings Urban Area Long Range Transportation Plan, and past transportation and land use plans/studies/policies highlighted in the text box.

Transportation Plans/Studies (Completed since 2014)

- Airport Road / Main Street Intersection Transportation Study
- Billings Complete Streets Benchmark Report
- Billings-Yellowstone County Household Travel Survey
- Billings Area Bikeway + Trails Master Plan Update
- Billings Community Transportation Safety Plan
- Highway 3 Corridor Study
- Lockwood Non-Motorized Transportation Plan
- MET Transit Asset Management Plan
- Montana's Comprehensive Highway Safety Plan
- Montana Rail Grade Separation Study
- Old Highway 312 Corridor Study
- Rims to Valley Study
- TranPlanMT
- Underpass Avenue Improvements Concept Design
- West End Multimodal Planning Study

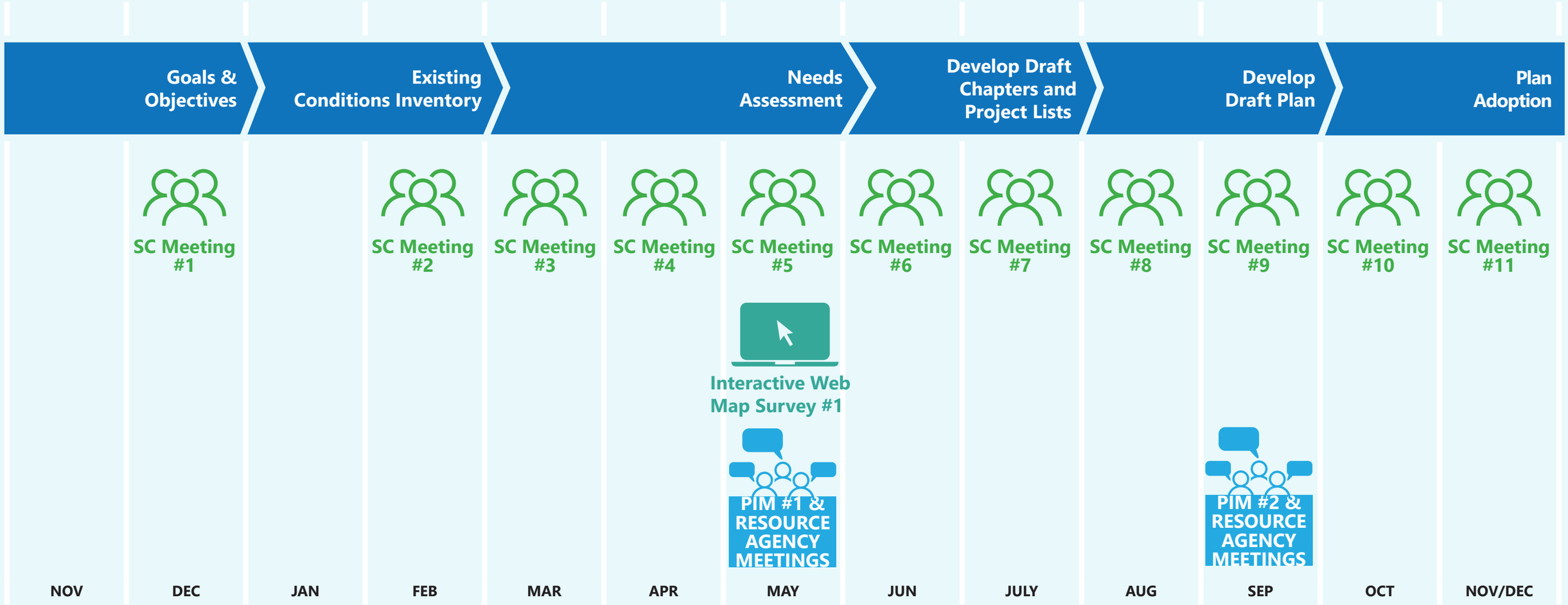
Land Use Plans/Policies (Completed since 2014)

- Billings Growth Policy
- Billings Stormwater Management Manual
- Downtown Billings Alliance Strategic Plan
- Lockwood Growth Policy
- Lockwood Targeted Economic Development District Comprehensive Development Plan
- Lockwood Targeted Economic Development District Strategic Plan

PLAN DEVELOPMENT PROCESS

The plan effort was initiated in November 2017 and completed with plan adoption in October 2018. Exhibit 1.6 illustrates the plan development process, which is described in more detail throughout this document.

Exhibit 1.6 Plan Development Process



2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 2

Interagency and Public Involvement Program

INTERAGENCY AND PUBLIC INVOLVEMENT PROGRAM

Public involvement and agency coordination is critical for plan development, acceptance, and adoption by the following groups:

- Policy Coordinating Committee (PCC), which is comprised of a representative from the Yellowstone County Planning Board, Yellowstone Board of County Commissioners, City Council, and Montana Department of Transportation
- Federal Highway Administration (FHWA)
- Montana Department of Transportation (MDT)
- City of Billings
- Yellowstone Board of County Commissioners
- Yellowstone County Planning Board (YCPB)

The public involvement plan (PIP) for this LRTP was developed based on past public involvement efforts for the 2014 LRTP and to be consistent with the public involvement elements of the YCBP 2009 Participation Plan (2-1), the development of the YCBP 2018 Public Participation Plan (2-2) in conjunction with this LRTP, and MDT's 2018 Public Involvement Plan (2-3).

Over 430 comments were received from the public to help inform the development of the plan. Thank you for your participation!

A collaborative and context-sensitive public engagement process was used in developing the plan. The public involvement approach strived to achieve the goals listed below.

- Facilitate an open, honest, and transparent decision-making process conducted through constructive two-way communication between the project team, agencies, and the public.
- Provide early and continuous opportunities for the public to share values, understand the opportunities and constraints within the study area, develop potential solutions, and raise issues and concerns to be considered.
- Inform and encourage community participation (Exhibit 2.1 shows the public participating in an open house.).
- Improve the public involvement process by measuring the effectiveness and modifying methods based on evaluation.

Exhibit 2.1 Presentation During Public Informational Meeting #2



Source: Kittelson

Interagency coordination and public involvement were achieved through the following methods:

Building Awareness of the Plan

- Steering Committee
- Resource agencies
- Neighborhood meetings
- Commissions, councils, and committees

Utilizing Various Outreach Methods

- Branding and logo
- Webpage
- Media coordination
- Email updates
- Youth engagement
- Online engagement
- Stakeholder interviews
- Public informational meetings
- Social media

Facilitating Plan Review and Approval

BUILDING AWARENESS OF THE PLAN

Prior to kicking off the project, the MPO formed a Steering Committee (SC) that represented agencies within the Billings urban area to help guide the plan development. Early in the process, team members connected with established regional boards and commissions and other community groups. The scope and schedule of the LRTP update was shared with boards, commissions, and community groups, which in turn provided valuable feedback on the initial direction of the plan development. The initial groups, which are identified in the following lists, also supplied additional contacts that helped the outreach effort extend deeper into the community.

STEERING COMMITTEE

The SC served as the primary sounding board for the development of the plan. The SC's responsibilities included reviewing project deliverables and providing guidance to the consultant team throughout plan development. The SC included staff from:

- City of Billings Administration
- City of Billings City Council
- City of Billings Planning
- City of Billings Public Works
- Lockwood Steering Committee
- MDT Billings District
- MDT Planning
- MET Transit
- Yellowstone County Commission
- Yellowstone County Planning Board
- Yellowstone County Public Works

The consultant team, with assistance from the MPO, scheduled and led ten meetings with the SC throughout the duration of the project. The goal of the SC meetings was to solicit feedback concerning the development of project deliverables and determine next steps for the consultant team. The consultant team provided materials to the SC, prior to the meeting, for review and comment. All meeting agendas and materials are included in the Appendix.

NEIGHBORHOOD MEETINGS

MPO staff provided updates to various neighborhood association groups and encouraged them to provide comments via the project website or interactive web map.

COMMISSIONS, COUNCILS, AND COMMITTEES

The project team and MPO met with other committees and officials throughout the LRTP development process. These meetings were meant to update these various groups of the progress being made and to solicit feedback at key stages of the project. These committees include:

- City of Billings City Council
- City of Billings / Yellowstone County Planning Board
- Policy Coordinating Committee
- Yellowstone Board of County Commissioners
- Technical Advisory Committee

RESOURCE AGENCIES

Prior to the first Public Informational Meeting (PIM) in May, the MPO sent a letter to resource agencies and stakeholders in the Billings urban area to notify them of the LRTP update. The letter also invited any interested groups to coordinate meetings with the consultant team to discuss the transportation planning process for the 2018 LRTP, changes in federal requirements through FAST Act, consistency with other plans, opportunities and constraints, ideas for implementation, and any questions they had about the project. Agencies or organizations highlighted with **bold** text participated in 1-on-1 meetings with the consultant team.

- Big Sky Economic Development Authority
- **Billings Area Chamber of Commerce (met twice)**
- Billings Association of Realtors
- Billings TrailNet
- **Billings Emergency Services/ Yellowstone County EMS**
- Billings Fire Department
- Billings Police Department
- Billings School District 2
- Billings Bicycle and Pedestrian Advisory Committee
- Billings Traffic Control Board
- Billings Community Development Board
- Billings Board of Adjustment
- Billings Zoning Commission
- Billings Aviation and Transit Board
- Billings Parking Board
- Bureau of Indian Affairs
- Downtown Billings Partnership, Inc
- Housing Authority of Billings
- Living Independently for Today & Tomorrow (LIFTT)
- **MET Transit**
- Montana Department of Environmental Quality
- Montana Department of Fish, Wildlife, and Parks
- Montana Department of Natural Resources & Conservation
- Montana Rail Link
- Central Terry Neighborhood Task Force
- Heights Neighborhood Task Force
- North Park Neighborhood Task Force
- Pioneer Park Neighborhood Task Force
- **Rimrock Neighborhood Task Force (met twice)**
- Southside Neighborhood Task Force
- Southwest Corridor Neighborhood Task Force
- **Westend Neighborhood Task Force**
- Riverstone Health (Yellowstone County Health Department)
- Weave Management Group, Inc.
- U.S. Bureau of Land Management
- U.S. Bureau of Reclamation
- Yellowstone County Sheriff's Office
- Yellowstone County Superintendent of Schools

UTILIZING VARIOUS OUTREACH METHODS

The public involvement activities for plan development reflected a multi-faceted approach. The outreach methods were created to facilitate communication between the public and project team and gather insights and direction for plan development.

BRANDING AND LOGO

A logo, color scheme and reporting templates were developed and implemented with this LRTP. These items established brand awareness and cohesiveness with plan materials through the development and adoption of the plan.

PROJECT WEBPAGE

The project website (provided at URL www.BillingsLRTP.com, shown in Exhibit 2.2) was maintained by the consultant team and served as the primary, public, 24-hour source for information on the plan. The website included maps, purpose, public involvement contacts, agency involvement, project schedule, documents, meeting information, and a place for the public to provide input, comments, or questions to the team.

Exhibit 2.2 Homepage of the 2018 Billings Urban Area LRTP Project Website



MEDIA COORDINATION

Outreach was conducted to appropriate media outlets to disseminate information regarding information on the plan and advising the community of public involvement opportunities. Media releases were provided to local media outlets in May and September 2018 regarding the plan development.

EMAIL UPDATES

The consultant team provided email updates to the MPO, which summarized the following:

- Consultant work tasks associated with the LRTP, PPP, and TDM - Included a summary of completed and on-going work tasks of the consultant's responsibility
- Action Items for MPO - Requests for guidance or materials review for the MPO from the consultant team
- Upcoming Meetings - Location, date, and time for any upcoming meetings

The goal of the updates was to keep a consistent line of communication between the MPO and the consultant team throughout the LRTP process. Additionally, the email updates were forwarded on to other agencies, committees, and elected officials to keep them apprised of the LRTP schedule.

YOUTH ENGAGEMENT

Involving elementary, middle, and high school teachers is a good way to inform and involve not only students, but also their parents. Social studies and government classes provide a good connection to this planning effort. Youth involvement is also a recommendation of Environmental Justice/Title VI best practices.

The consultant team presented to three classes (two geography classes and one social studies class) at the Riverside Middle School on Tuesday May 15th, 2018. These three classes included approximately 50 students. A presentation was provided on transportation planning and asking students to map how they traveled to school and to after school or weekend activities. The students mapped the routes they took, and color coded them by what mode of transportation they used. The students then discussed issues about these routes. Students were also asked "What makes a good transportation system?". They wrote these ideas down on sticky notes and placed them on a board for group discussion. These notes were also presented at the public open house in May 2018. Exhibit 2.3 shows a few of the completed maps, sticky notes, and ideas associated with what makes a good transportation system and challenges that exist today.

Exhibit 2.3 Middle School Outreach – What Makes a Good Transportation System? What Challenges Exist?











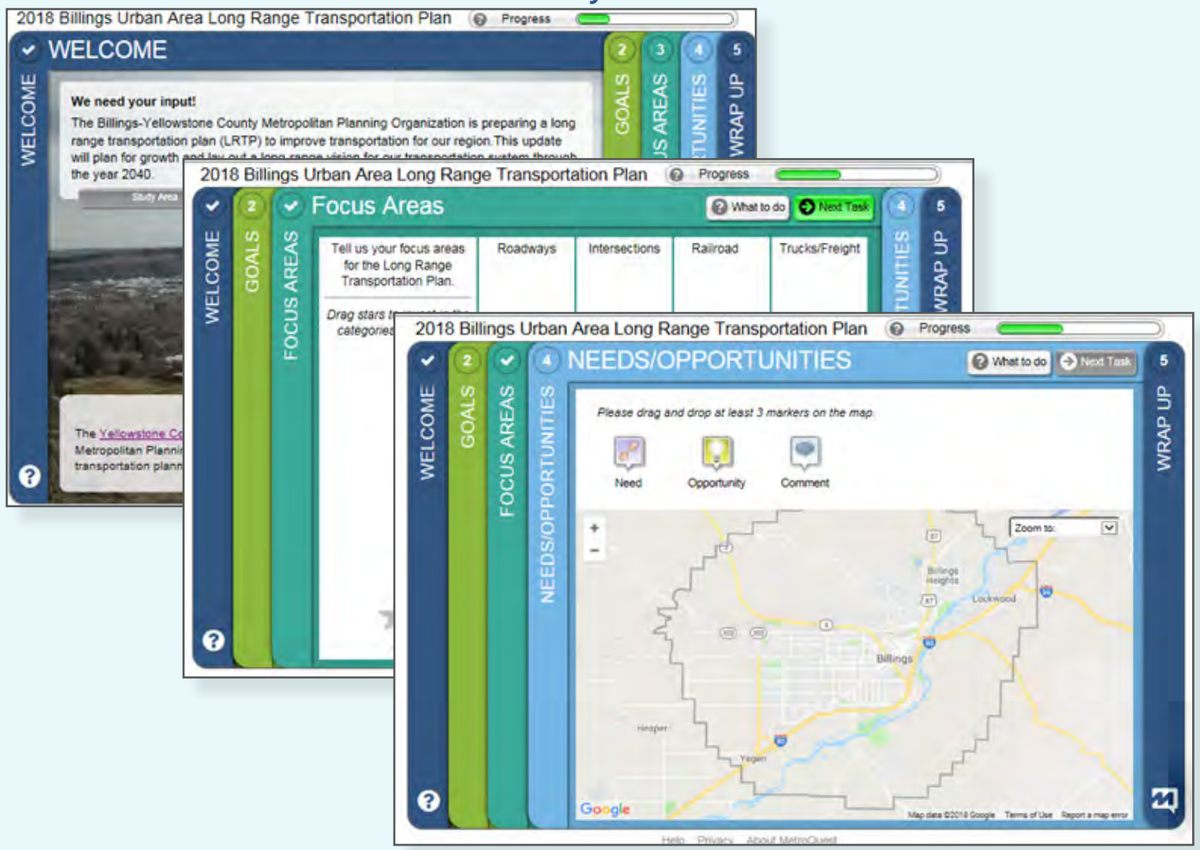
Source: Kittelson

ONLINE ENGAGEMENT

Two online outreach efforts were used during plan development to collect feedback and comments from the public.

Online Outreach #1 – An online survey was developed and implemented in conjunction with the Public Informational Meeting #1 in May 2018. This survey was developed to provide information on the LRTP, collect feedback on goals, priorities and allow users to map their comments regarding needs and deficiencies. The same questions were asked on the survey as at the public informational meeting. The online survey ran from May 14th to May 29th and had 139 participants. The site is no longer active, but the demo site can be viewed at: https://2018BillingsLRTP-demo.metroquest.com. Exhibit 2.4 shows the online survey #1.

Exhibit 2.4 Screenshot of Online Survey #1



Online Outreach #2 – The Public Informational Meeting #2 materials and Draft Plan of the LRTP was uploaded to the project website on September 27, 2018. This information was available form for public comment through October 9, 2018. Exhibit 2.5 shows the information available for public comment between September 27, 2018 and October 9, 2018.

Exhibit 2.5 Screenshot of PIM #2 Materials and Draft LRTP



SOCIAL MEDIA

Social media content and graphics were developed and provided to the MPO to publish on their existing social media networks. This information was used to provide updates on the plan and to promote meetings and opportunities for online engagement.

STAKEHOLDER INTERVIEWS

One-on-one meetings were held with various individuals and groups who have a key interest or stake in the plan. The purpose of these meetings included: introduce the plan, identify existing transportation deficiencies and/or concerns that should be addressed with the plan, and gather input on the proposed projects included in the plan. As noted in the resource agencies section, meetings were held with the Billings Area Chamber of Commerce, Billings Emergency Services/Yellowstone County EMS, MET Transit, Rimrock Neighborhood Task Force , and Westend Neighborhood Task Force..

PUBLIC INFORMATIONAL MEETINGS

Public Informational Meeting #1

The PIM #1 was held on May 14th at the Billings Library from 4 PM to 7 PM. The purpose of the open house was to give the public an opportunity to learn about the plan, review technical information about the LRTP, and provide comment on the following three items:

What goals are most important to you for the plan?	What transportation need and opportunities exist today?	What you like to see for the future transportation system?

Attendees were able to review materials on the LRTP, provide mapped comments regarding needs and opportunities, and provide feedback on goals and focus areas. 25 people signed into the meeting, 32 map comments were received and three comment sheets. Exhibits 2.6, 2.7, and 2.8 show the room layout and public at PIM #1.

Exhibit 2.6 PIM #1 Display Boards



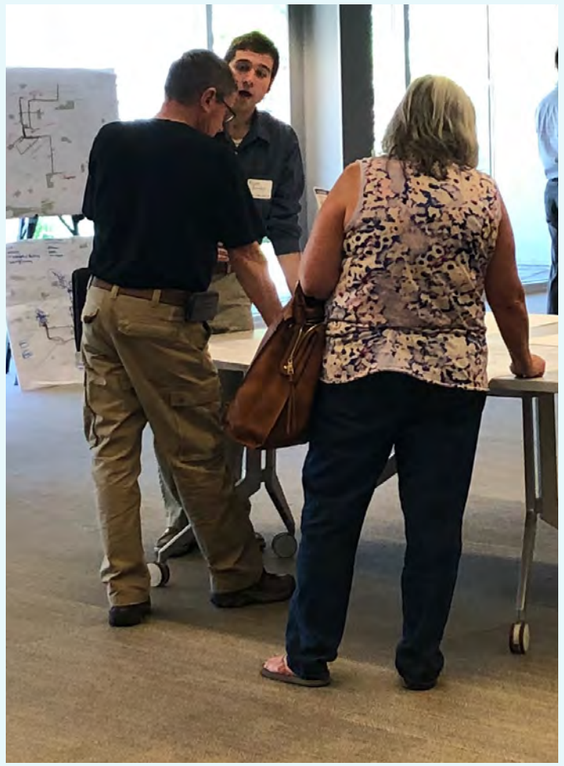
Source: Kittelson

Exhibit 2.7 PIM #1 Public Using the Comment Map



Source: Kittelson

Exhibit 2.8 PIM #1 Public Discussion



Source: Kittelson

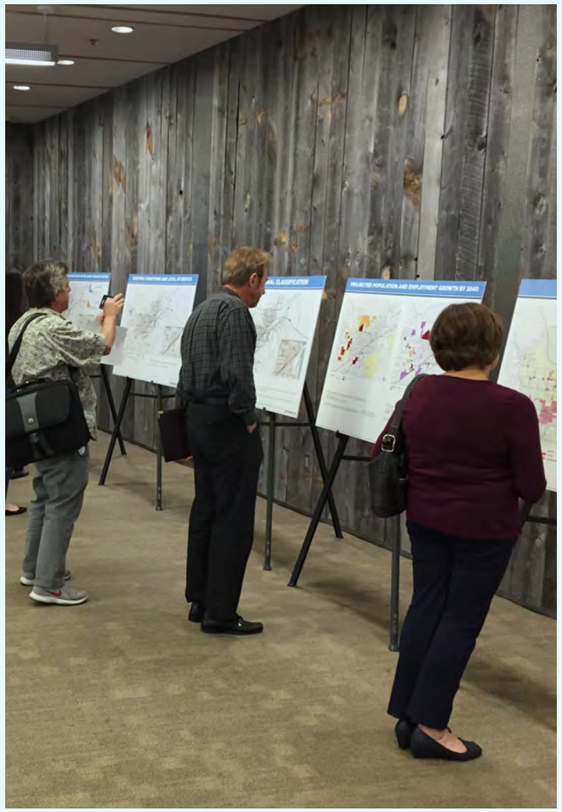
Public Informational Meeting #2

The PIM #2 was held on September 25, 2018 at the Billings Library from 4:30 PM to 6:30 PM. The purpose of the open house was to give the public an opportunity to learn about the plan, review draft project lists for the LRTP, and provide comments on the following three items:

Rank the project areas that you would most like to see the MPO prioritize.	Are there any projects not shown on the project maps that you would like to see added? Please explain.	Are there any projects shown on the project maps that you would like to see revised or removed? Please explain.

Attendees were able to review materials on the LRTP, provide feedback on the project area priorities for the MPO, and provide comments on maps for the draft project lists. 35 people signed into the meeting, 51 map comments were received and four comment sheets were turned in. Exhibits 2.9, 2.10, and 2.11 show the room layout and public at PIM #2.

Exhibit 2.9 PIM #2 Display Boards



Source: Kittelson

Exhibit 2.10 PIM #2 Project Map Activity



Source: Kittelson

Exhibit 2.11 PIM #2 Presentation



Source: Kittelson

Summary of Comments from Online Survey, PIM #1 and PIM #2

Public comments from the online survey, PIM #1, and PIM #2 were summarized in this section. Table 2.1 summarizes the total comments received during the public involvement process.

Table 2.1 Total Comments Received During the Public Involvement Process

	Activity		Total
	PIM #1 (May 14th – May 29th, 2018)	PIM #2 (September 25th – October 9th, 2018)	
Comment Sheets	3	4	7
E-mail	2	1	3
Online Survey / Mapped Comments	369	51	420
Project Website	0	2	2
Total	**374**	**58**	**432**

At PIM #1, focus areas with the most support were roadways, intersections, and bicycles followed by pedestrians, airport, and bus transit followed by railroad and truck/freight. Additionally, the public were asked to use the map to tell us about needs and opportunities with the existing transportation system in the Billings urban area. Figure 2-1 illustrates the needs and opportunities identified by category within the urban area at PIM #1 and via online survey #1. At PIM #2, the public were asked to use project maps by categories (bicycle and trail projects, congestion management projects, pedestrian projects, and roadway and intersection projects) to identify changes or additions to the project lists projects for consideration in the LRTP. Table 2.2 summarizes the project priorities identified by the public at PIM #2 and via online survey #2.

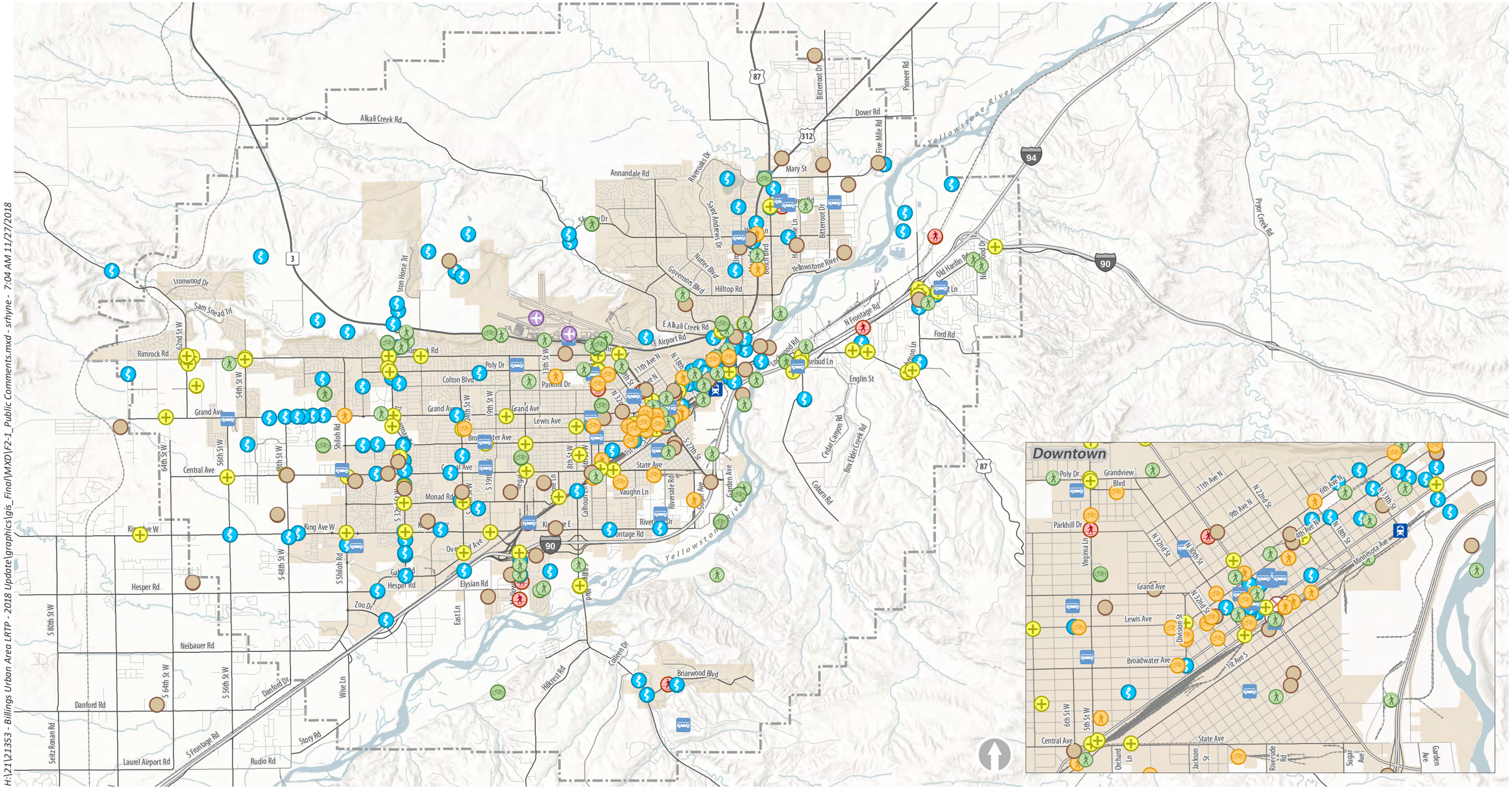
Table 2.2 Summary Table of Public Comments on Project Lists (September 25th, 2018)

Type	# of Comments on Existing Projects	# of New Projects Identified	# of General Comments	Total Comments	Common Themes
Bicycle and Trail Projects	8	6	5	19	• Bike boulevards and buffered bike lanes are critical for the safety of cyclists • Identified several east-west and north-south corridors as priorities • Identified a few new multiuse trails • Suggestions for road diets for buffered bike lanes and adding more wayfinding/ signage for the multiuse trails
Congestion Management Projects	0	6	0	6	• Install permanent traffic signal at 27th/Rimrock intersection • Add right turn lanes at a few intersections
Pedestrian Projects	4	10	2	16	• Consider remote drop/pick-up for vehicles at schools to reduce conflicts between students biking and walking • Add crossings to improve food dessert/equity due to railroad tracks and arterial roadway • Install additional sidewalks to fill in gaps near schools
Roadway and Intersection Projects	7	3	0	10	• Build the Inner Belt Loop • Left turn lanes are needed on Blue Creek Boulevard • Reconfigure the raised median on Laurel Road to add buffered bike lane • Improve the overcrossing on Zoo Drive • Left turn signal is needed at Montana/27th and 1st Avenue N/27th intersections • Signalize Virginia/Rimrock intersection • Build the new roadway between Highway 3 and Molt Road (this roadway is needed to accommodate growth in the City)
Total	**19**	**29**	**7**	**51**	

For more information about the content and summaries from the two PIMs, Public Comment Summary #1 and #2 are included in the Appendix.

FACILITATING PLAN REVIEW AND APPROVAL

The final phase of the plan update is completion and adoption of the LRTP. Between June and September, the SC reviewed the draft chapters of the LRTP and provided comments to the consultant team for incorporating in the final draft plan. In September, the draft LRTP was presented to the SC and public for review and comment. Additionally, the Technical Advisory Committee (TAC) met in October 2018 to review the draft plan, provide comments on the draft plan, and recommend approval of the LRTP to the Planning Board, Billings City Council, Yellowstone County Commissioners, and the PCC. The draft plan was also available to the public for review and comment from September 25th to October 30th, 2018. Much like the development of the plan, continued awareness and review of the draft plan are important steps toward plan adoption. In October, the draft plan was presented to the Planning Board, Commission, and City Council. Following these meetings and work sessions, a public hearing was scheduled with each body to hear public comments and a recommendation for plan adoption. The plan was presented and adopted unanimously by the PCC on October 30, 2018. The consultant team assisted the MPO throughout the adoption process by providing materials for review and attending some of the meetings in-person or over the phone to present information on the LRTP and address questions that came up during the meetings. The presentation materials are included in the Appendix.



Public Feedback Categories

- Airport
- Bike Route
- Bike Trail
- Bike/Pedestrian
- Bus Transit
- General
- Intersection
- Pedestrian Crossing
- Pedestrian Trail
- Railroad
- Roadway
- Sidewalks
- Trains
- Study Area

Figure 2-1

Needs and Opportunities from Public Comments

H:\21\21353 - Billings Urban Area LRTP - 2018 Update\graphics\gis_Final\MXD\F2-1_Public Comments.mxd - srhyne - 7:04 AM 11/27/2018

2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 3

Goals, Objectives, Performance Measures, and Targets

GOALS, OBJECTIVES, PERFORMANCE MEASURES, AND TARGETS

This chapter describes the goals, objectives, performance measures, and targets that will be used to measure the Billings urban area's success in establishing a transportation system that 1) aligns with national and state standards and 2) fulfills community desires and needs. The establishment of these goals fosters accountability, encourages measurement of progress, and creates actionable steps for the MPO to take to improve transportation in the Billings urban area. Federal and state targets to which the Billings urban area plans to adhere to are presented first in this chapter. Goals, objectives, and performance measures specific to the Billings urban area and created by the MPO are presented second. Together, these metrics ensure that the Billings urban area establishes a transportation system that both meets federal and state criteria and reflects the unique needs and desires of the community it serves.

FEDERAL AND STATE TARGETS

The FAST Act aligns with federal code of regulations 23.450.306, which states that MPOs shall develop long-range transportation plans through a performance-driven, outcome-based approach to planning for metropolitan areas of the State. It also states that this planning process should address the ten planning factors listed below. These factors were expanded upon by the FAST Act.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Three Federal-aid programs manage the funds apportioned through the FAST Act: the Highway Safety Improvement Program (HSIP), the National Highway Performance Program (NHPP), and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Each of these, and the Federal Transit Administration (FTA), prescribe targets to assess performance of the transportation system. MDT has implemented these national targets with exceptions made based on Montana's urban population sizes and lack of public transportation rail assets.

ADOPTED STATEWIDE TARGETS

Adopted statewide targets are summarized in Tables 3.1, 3.2, 3.3, and 3.4. The MPO has formally agreed to support the statewide targets.

Table 3.1 Safety Performance Targets*

Performance Measure	2019 Target 5-Year Average
Number of Fatalities	187.4
Fatality Rate	1.462
Number of Serious Injuries	892.8
Serious Injury Rate	6.968
Number of combined non-motorized fatalities and non-motorized serious injuries	73.2

** Safety performance targets are statewide totals or rates for 2018. Targets are based on a rolling 5-year average and determined annually.*

Table 3.2 NHS Pavement and Bridge Condition Targets

Performance Measure	2-Year Target	4-Year Target
Interstate Pavement	-	54% = Good Condition 3% = Poor Condition
Non-Interstate NHS Pavement	44% = Good Condition 6% = Poor Condition	44% = Good Condition 6% = Poor Condition
NHS Bridge Deck Area	12% = Good Condition 9% = Poor Condition	12% = Good Condition 9% = Poor Condition

Table 3.3 System Performance and Freight Targets

Category	2-Year Targets	4-Year Targets
Interstate Travel Time Reliability (TTR) (% Reliable – person miles)	98%	98%
Non-Interstate NHS TTR (% Reliable – person miles)	-	80%
Interstate Truck TTR (TTTR) (Truck Travel Time Reliability Index)	1.30	1.30

Table 3.4 CMAQ On-Road Emissions Sources Targets

Category	2-Year and 4-Year Targets*
CO Emissions	>0 kg/day
PM10 Emissions	
PM2.5 Emissions	

Transit Targets

FTA requires federally-funded public transportation providers to develop and implement transit asset management plans (TAMPs) with asset inventories, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets. The final rule (effective as of October 1, 2016) also established "state of good repair" (SGR) standards and four associated performance measures including:

- The percentage of non-revenue, support-service, and maintenance vehicles that have either met or exceeded their useful life benchmark (ULB);
- The percentage of rolling stock vehicles that have either met or exceeded their ULB;
- The percentage of track segments with performance restrictions for rail fixed guideway, track, signals, and systems; and
- The percentage of facilities rated below condition 3 on the Transit Economic Requirements Model (TERM) scale.

MET Transit completed a Transit Asset Management (TAM) Plan in 2019. This plan includes a summary of the current state of MET Transit assets and is intended to be used as a tool supporting state of good repair (3-1). The performance targets and measures set by the MET Transit Fiscal Year 2019 TAM Plan are shown in Table 3.5.

Table 3.5 Transit Targets

Asset Category – Performance Measures	Asset Class	Targets				
		2019	2020	2021	2022	2023
Revenue Vehicles						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	BU – Bus	47%	42%	37%	32%	26%
	CU – Cutaway Bus	17%	17%	17%	17%	17%
	VN – Van	6%	14%	14%	14%	14%
Equipment						
Age - % of vehicles that have met or exceeded their useful life benchmark (ULB)	Non-Revenue/ Service Automobile	66%	66%	66%	66%	66%
	Trucks and other Rubber Tire Vehicles	75%	75%	75%	75%	75%
	Facility Maintenance Vehicle	75%	75%	75%	75%	75%
Facilities						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger Facilities	33%	33%	33%	33%	33%
	Administration and Maintenance	33%	33%	33%	33%	33%

LRTP GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

In addition to the federal and state targets listed above, the MPO created the following goals, objectives, and performance measures tailored specifically to the Billings urban area. Many of the goals established by the MPO are similar to the federal and state targets listed above. Both focus on a long-term vision for a safe, efficient, and sustainable transportation system, but the MPO's goals reflect feedback gathered by the Billings community, as well as align with other adopted plans within the Billings urban area. These goals are intended to more closely align with community desires and needs. Table 3.6 summarizes the 2018 LRTP goals, objectives and performance measures. Table 3.7 shows how the adopted state targets intersect with the LRTP goals established by the MPO.

Goals
Intended downstream outcomes of accomplishing the proposed objectives

Objectives
Trackable action items that align with the goals

Performance Measures
Type of data to be collected to track the objectives.

The 2018 LRTP goals are:

Safety – Develop a safe transportation system

Functional Integrity and Efficiency – Optimize, preserve, and enhance the existing transportation system

Prioritized Improvements – Identify and prioritize projects that mitigate deficiencies, maximize the use of existing facilities, and balance anticipated needs with available funding

Environment – Develop a transportation system that protects the natural environment and promotes a healthy, sustainable community

Public Transit and Transportation – Create a transportation system that supports the practical and efficient use of transit

Pedestrians and Bicyclists – Create a transportation system that supports the practical and efficient use of active transportation such as walking and bicycling

Economic Vitality – Ensure adequate transportation facilities to support the existing local economy and connect Billings to local, regional, and national commerce.

Table 3.6 LRTP Goals, Objectives, and Performance Measures

2018 LRTP Goal	Objective	Performance Measure(s)	Data Source	Related Federal Planning Factors	Supportive Plan / Policy
Safety	Reduce the rolling five-year average number of fatal and serious injury crashes by 20% between 2018 and 2023.	Fatal and serious injury crashes	MDT / City of Billings	1, 2, 3, 4, 6, 7, 8, 9, 10	Billings Community Transportation Safety Plan
	Reduce the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles travelled by 20% between 2018 and 2023.	Fatal and serious injury crashes; vehicle miles travelled	MDT / City of Billings		
	Reduce the rolling five-year average number of fatal crashes and serious injury crashes involving non-motorized modes by 20% between 2018 and 2023.	Non-motorized fatal and serious injury crashes	MDT / City of Billings		
Functional Integrity and Efficiency	Develop an inventory of critical infrastructure. Update the regional emergency response plan at least once by 2023.	Critical infrastructure inventory and regional emergency response plan.	City of Billings / Yellowstone County	1, 3, 4, 6, 7, 8, 9, 10	Functional Classification Map Various Corridor and Intersection Studies Emergency Operations Plan Multi-Jurisdictional Pre-Disaster Mitigation Plan Update
	Reduce the number of intersections identified as operating at LOS E or worse during the peak hour in the 2018 LRTP by 10% between 2018 and year 2023.	Intersection level of service (LOS)	City of Billings / Yellowstone County		
	Reduce weekday peak hour vehicular and freight travel time on selected principal arterial corridors by 5% between year 2018 and 2023.	Weekday peak hour travel time	City of Billings/Yellowstone County		
Prioritized Improvements	Create an annual prioritized list of fiscally constrained projects.	List creation	City of Billings / Yellowstone County	7, 8	Transportation Improvement Program (TIP) Capital Improvement Plan (CIP) Unified Planning Work Plan (UPWP)
Environment	Develop and codify a stormwater management ordinance for the Billings urban area that establishes minimum stormwater management requirements and controls for major developments by year 2023.	Ordinance development and codification	City of Billings / Yellowstone County	5, 9	2017 Comprehensive Parks & Recreation Master Plan 2016 Billings Growth Policy 2016 Lockwood Growth Policy
Public Transit and Transportation	Maintain annual transit ridership each year from 2018 to 2023.	Total annual ridership	MET Transit	2, 3, 4, 6, 10	MET Business Plan MET Transit Asset Management Plan
	Maintain 2018 number of routes, hours of service of each route, and headways on each route for the next 5 years.	Number of routes, hours of service, headways	MET Transit		
	Maintain 2018 rate of replacement of buses for next 5 years.	Number of buses replaced	MET Transit		
Pedestrians and Bicyclists	Increase number of bicycle lane miles by 10% between year 2018 and 2023.	Number of bicycle lane miles	City of Billings / Yellowstone County	2, 3, 4, 6, 10	City of Billings Complete Streets Policy – 2016 Billings Area Bikeway and Trails Master Plan Update Lockwood Non-Motorized Transportation Plan Rims to Valley Study Highway 3 Corridor Study
	Increase number of shared-use trail miles by 10% between 2018 and 2023.	Number of trail miles	City of Billings / Yellowstone County		
	Incorporate bicycle or pedestrian facilities on 75% of projects between 2018 and 2023.	Number of projects with bicycle or pedestrian facilities incorporated	City of Billings / Yellowstone County		
	Increase bicycle and pedestrian traffic counts at selected trails and intersections by 10% between 2018 and 2023.	Number of bicyclists, number of pedestrians	City of Billings / Yellowstone County		
Economic Vitality	None – based on objectives shown for Functional Integrity and Prioritized Improvement Goals			1, 5, 10	None

Table 3.7 Statewide Targets and LRTP Goals

			Billings Urban Area LRTP Goals						
			Safety	Functional Integrity and Efficiency	Prioritized Improvements	Environment	Public Transit and Transportation	Pedestrians and Bicyclists	Economic Vitality
Statewide Targets	Pavement and Bridge Condition	Percentage of pavements on the Interstate System in Good condition		✓	✓				
		Percentage of pavements on the Interstate System in Poor condition		✓	✓				
		Percentage of pavements on the NHS (excluding the Interstate System) in good condition		✓	✓				
		Percentage of pavements on the NHS (excluding the Interstate System) in poor condition		✓	✓				
		Percentage of NHS bridges classified as in Good condition		✓	✓				
		Percentage of NHS bridges classified as in Poor condition		✓	✓				
	Safety Performance	Number of fatalities	✓						
		Rate of fatalities per vehicles miles traveled (VMT)	✓						
		Number of serious injuries	✓						
		Rate of serious injuries per VMT	✓						
		Number of combined non-motorized fatalities and non-motorized serious injuries	✓					✓	
	System Performance/Freight Movement/Congestion/CMAQ	Percent of reliable person-miles traveled on the Interstate		✓					✓
		Percent of reliable person-miles traveled on the non-Interstate NHS		✓					✓
		Percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index)		✓					✓
		Total emissions reductions for applicable pollutants				✓			
	Transit Asset Management	Percentage of non-revenue, support-service and maintenance vehicles that have either met or exceeded their useful life benchmark (ULB)			✓		✓		
		Percentage of rolling stock vehicles that have either met or exceeded their ULB			✓		✓		
		Percentage of facilities rated below condition 3 on the Transit Economic Requirements Model (TERM) scale			✓		✓		

REPORTING PROGRESS TOWARDS ACHIEVING PERFORMANCE TARGETS

The MPO will incorporate adopted statewide targets and MPO goals, objectives, and performance measures into the LRTP and discuss how the targets will be advanced and linked to investment priorities. The MPO will coordinate with MDT to obtain routinely collected data from the agency about the condition of roadway pavement and bridges, safety performance, and the overall operation of the transportation system within the Billings urban area. The information will help the MPO identify and advance projects in the LRTP which support adopted statewide targets and MPO goals, objectives and performance measures at the statewide and local level. The safety performance report is included in the Appendix.

2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 4
Land Use

LAND USE

This chapter summarizes the land use patterns under existing and future year 2040 forecast conditions in the study area. Knowing the locations of both existing (2017) and future 2040 population and employment patterns is critical for development of the base year 2017 and 2040 travel demand model.

The Billings urban area lies at the western edge of the northern High Plains. It serves as a central hub for a large region comprised of Montana, northern Wyoming, and the western Dakota's. Due to its location, Billings has developed as an important economic, cultural, educational, medical, and transportation urban center for the entire region. A critical part to developing a long-range transportation plan is understanding the current land use patterns and opportunities envisioned for growth. Exhibit 4.1 shows a higher density multifamily development and an urban infill development completed since the 2014 LRTP. Through this understanding, the transportation system and land use vision can be integrated to effectively match future infrastructure and system management projects with the desires of the community.

Recent city-wide studies/plans were reviewed to gain an understanding of the existing and future land use patterns and policies that guide the community, including:

- Billings Urban-Area Long Range Transportation Plan (2014)
- West End Multimodal Planning Study (2016)
- City of Billings Growth Policy (2016)
- Lockwood Growth Policy (2016)
- Lockwood Targeted Economic Development District (TEDD) Comprehensive Development Plan (2016)
- Lockwood TEDD Strategic Plan (2017)
- Billings-Yellowstone County Household Travel Survey (2017)
- Downtown Billings Alliance Strategic Plan (2018)

The Billings urban area is expected to increase from a population of 127,056 to approximately 169,767 by 2040. Having an interconnected, multimodal transportation system is an important part to providing for this growth and creating a livable community.

Exhibit 4.1 Examples of Higher Density Multifamily and Urban Infill Projects





Source: Kittelson

LAND USE ANALYSIS

A key component of the land use analysis is incorporating the existing and future population/ employment data in the regional travel demand model to develop traffic volume projections.

The Billings MPO travel demand model is developed with transportation analysis zones (TAZs) that represent geographic groupings of population and employment. An individual TAZ is intended to group land uses that have common access to the transportation system (for example, a group of houses that all use local streets to access the same blocks of two collector streets). Physical barriers (such as hillsides, rivers, freeways or railroad tracks) are typical borders because traffic cannot traverse these without the roadway network. TAZs are typically bordered by major roadways (e.g. arterials and collectors) because it is assumed that traffic does not pass through them, but either starts or ends a trip there. TAZs often have uniform (or relatively similar) land use where trips are attracted and produced, but this is not a requirement. For the Billings travel demand model, the TAZs were based on census blocks defined by the 2010 United States Census. A portion of the census blocks were then aggregated or split as appropriate to best represent the access for individual land uses. Figure 4-1 shows the TAZs used for the analysis.

The existing population and employment data was derived from the 2010 United States Census and other records to identify the 2017 population and employment total. In order to anticipate projections in population and employment to year 2040, coordination with the MPO was conducted to illustrate growth in the region beyond simple historical projections. Local knowledge from the MPO was utilized to anticipate where growth in population and employment would increase or stagnate. The refined year 2040 population and employment dataset was then incorporated into the regional travel demand model to develop traffic volume forecasts.

EXISTING CHARACTERISTICS AND DEMOGRAPHICS

The Billings urban area currently encompasses approximately 151.2 square miles and includes all of the City of Billings (44.9 square miles) and Lockwood, as well as a planning area extending 4.5 miles outside of the city limits and into Yellowstone County. Figure 4-2 shows the existing zoning map and key destinations within the study area.

The primary drivers of transportation demand and regional travel patterns are the scale and geographic distribution of population and employment. The relationships between land-use development and the effects on generating travel demand are well-defined. Established land uses in the urban area have influenced the travel patterns that exist today. Understanding the relationship between the distribution of population/ housing and employment (and the resulting regional travel patterns) is key to projecting future transportation demand. Therefore, a review of existing land use conditions is necessary to understand how the traffic network is affected by the components of where people live and where people work and/or shop.

Exhibit 4.2 New Residential Development in Billings



Source: Kittelson

POPULATION, HOUSING,AND EMPLOYMENT

Yellowstone County has the highest population of any county in Montana with a reported 2010 population of 147,972 persons (US 2010 Census). Billings remains the largest city in Montana with a 2010 population of 104,170. This is an increase of 15.9 percent (addition of 14,323 persons) over the 2000 population.

Figures 4-3 and 4-4 show the 2017 population and housing concentrations, respectively in the study area. The 2017 total population is 127,056 in the study area. The 2017 total housing units is 55,464 in the study area. Exhibit 4.2 shows an example of newer residential construction on the westend of Billings.

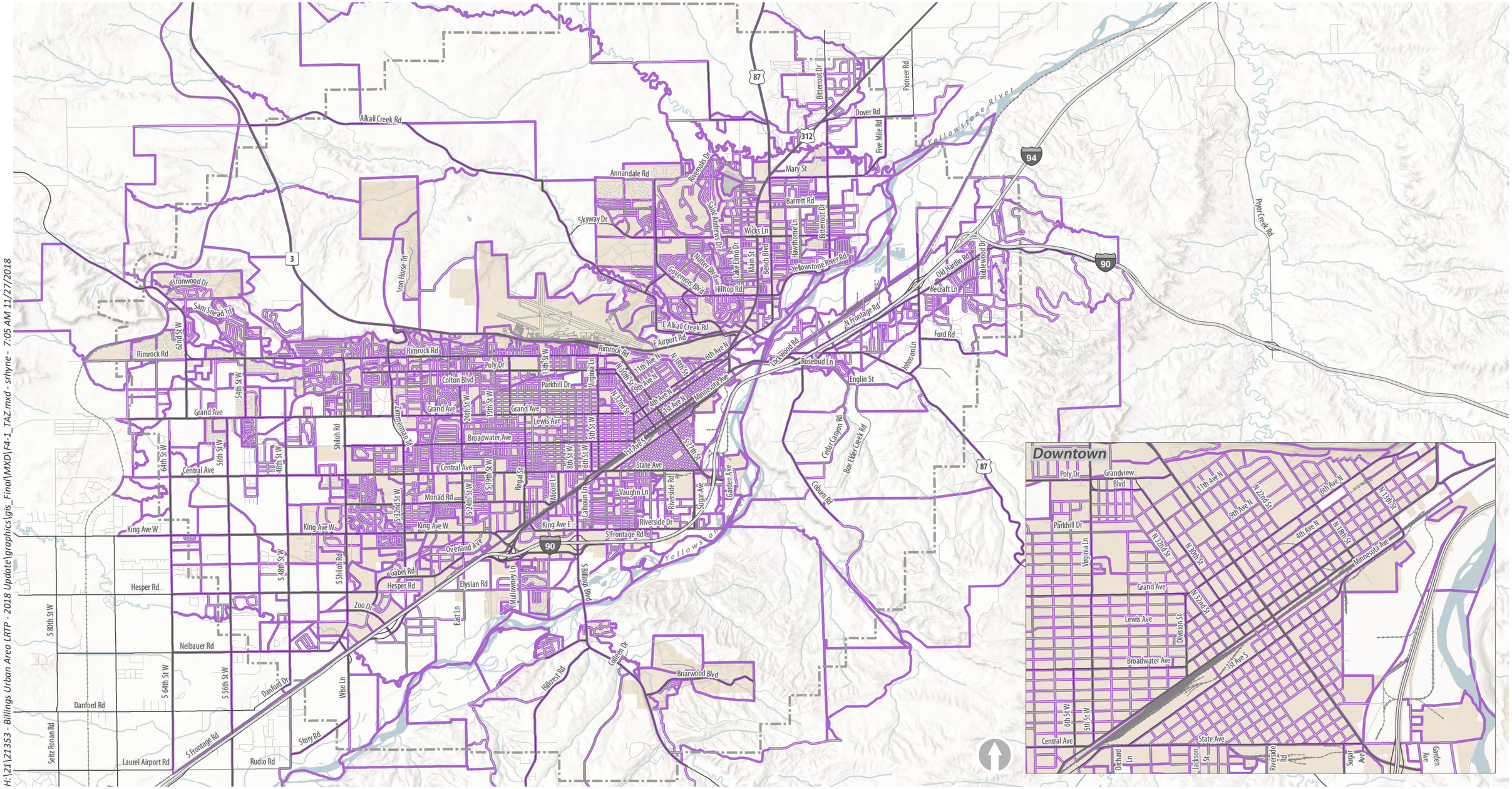
Employment is typically broken up into two primary components: retail and non-retail employment. These uses are differentiated because they typically exhibit different travel patterns in terms of mode choice, the time-of-day trips utilize the network, etc. Table 4.1 summarizes the 2017 employment within the study area. Figure 4-5 shows the current geographic concentrations of employment centers in the study area.

Table 4.1 2017 Billings Urban Area Employment

Zoned Land Use	Percent of Total
Retail	21,739
Non-retail	55,900
TOTAL	77,639

Source: City/County Planning Division

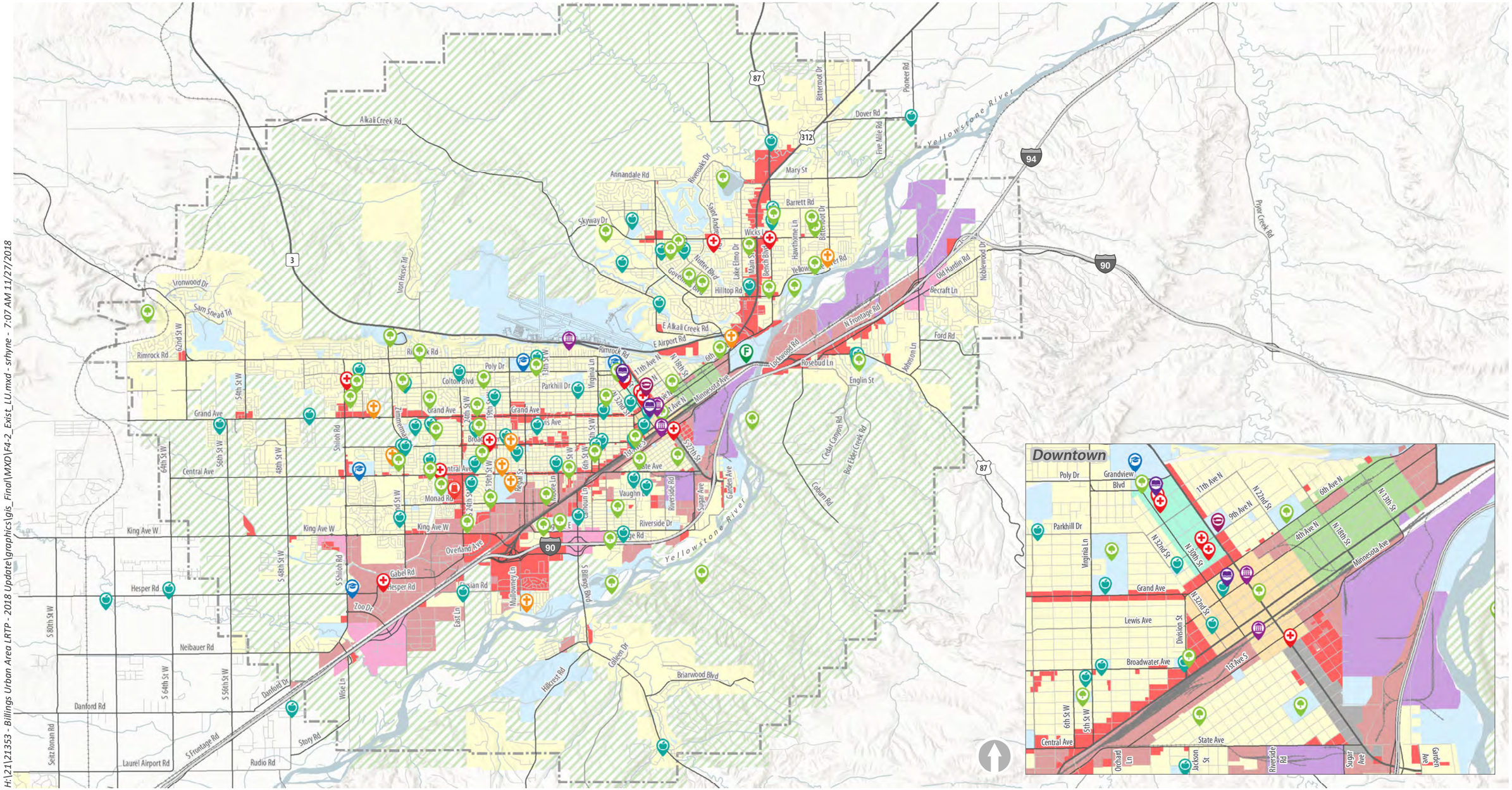
As shown in Figure 4-5, employment concentrations are greatest around the major employment centers including Billings Airport, Downtown Billings, Saint Vincent and Billings Clinic Hospitals, Rimrock Mall, and industrial facilities to the south of the Exit 446 Interchange on Interstate 90.



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Figure 4-1

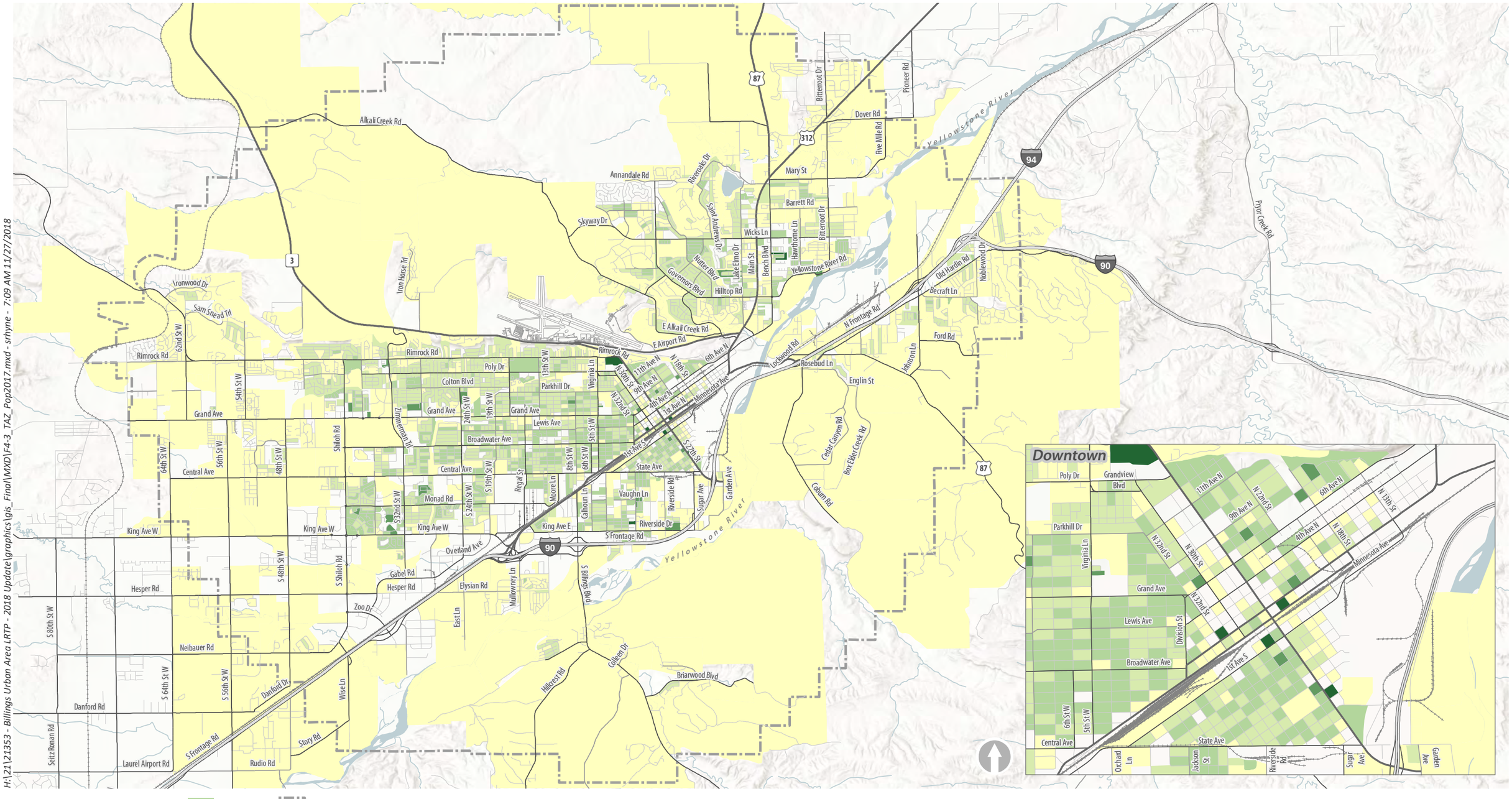
TAZ Boundaries



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Figure 4-2

Existing Zoning Map



Population Density (residents/acre)

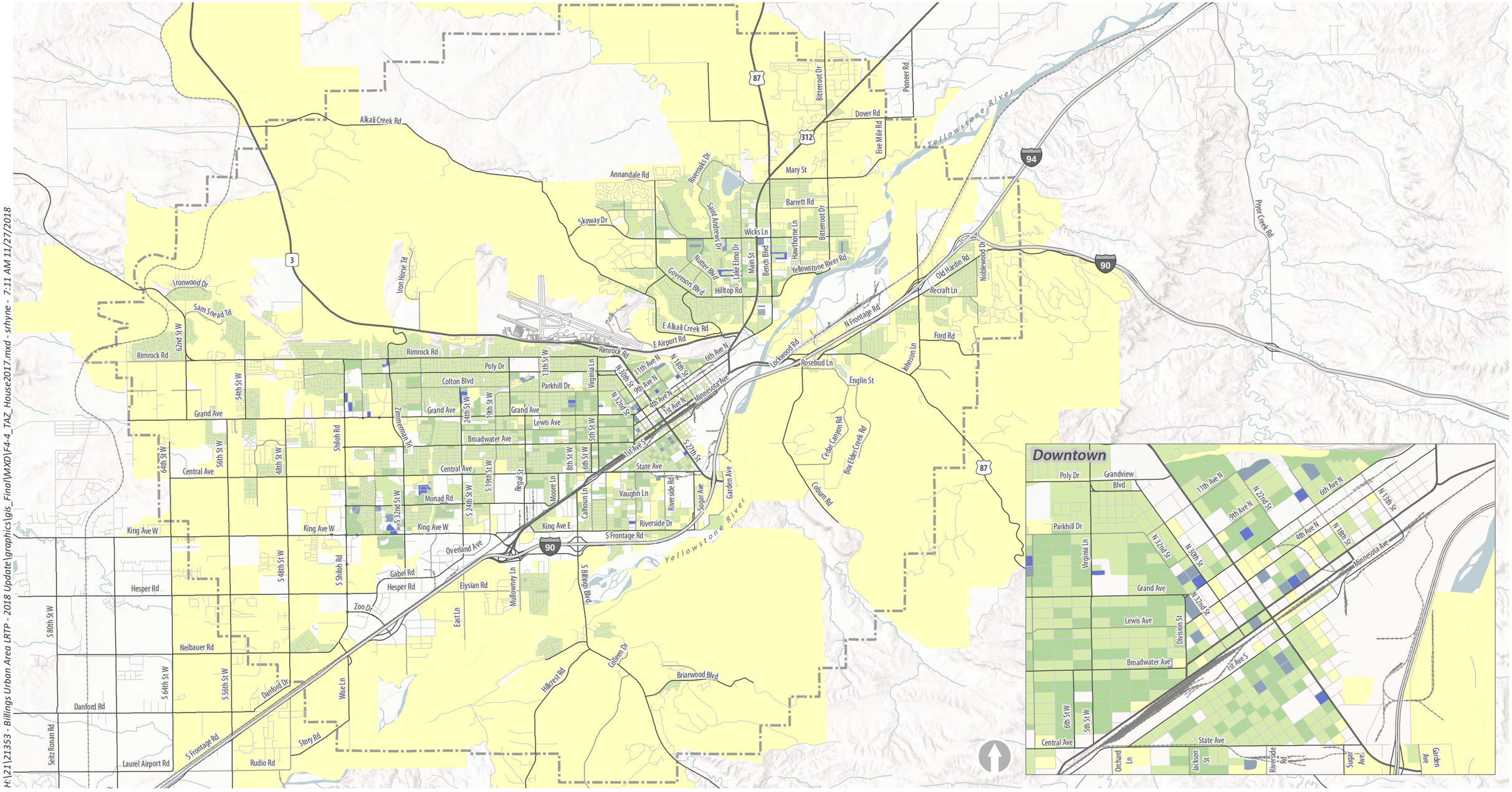
- 1 - 5
- 6 - 10
- 11 - 25
- 26 - 50
- >50
- Study Area

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Figure 4-3

2017 Population

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Housing Density (homes/acre)

- 0 - 1
- 2 - 5
- 6 - 10
- 11 - 15
- >15
- Study Area

Figure 4-4

2017 Housing

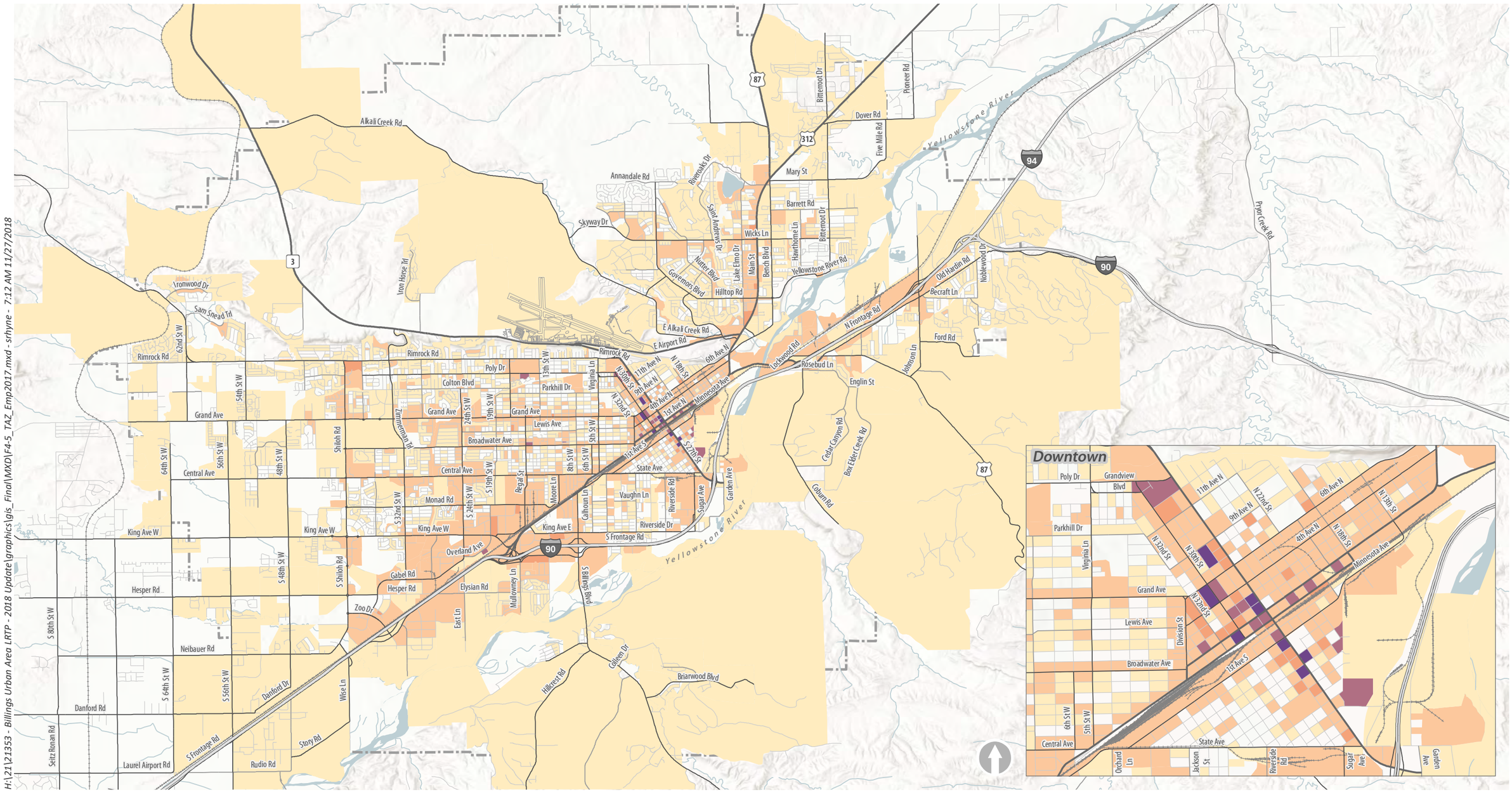


Figure 4-5

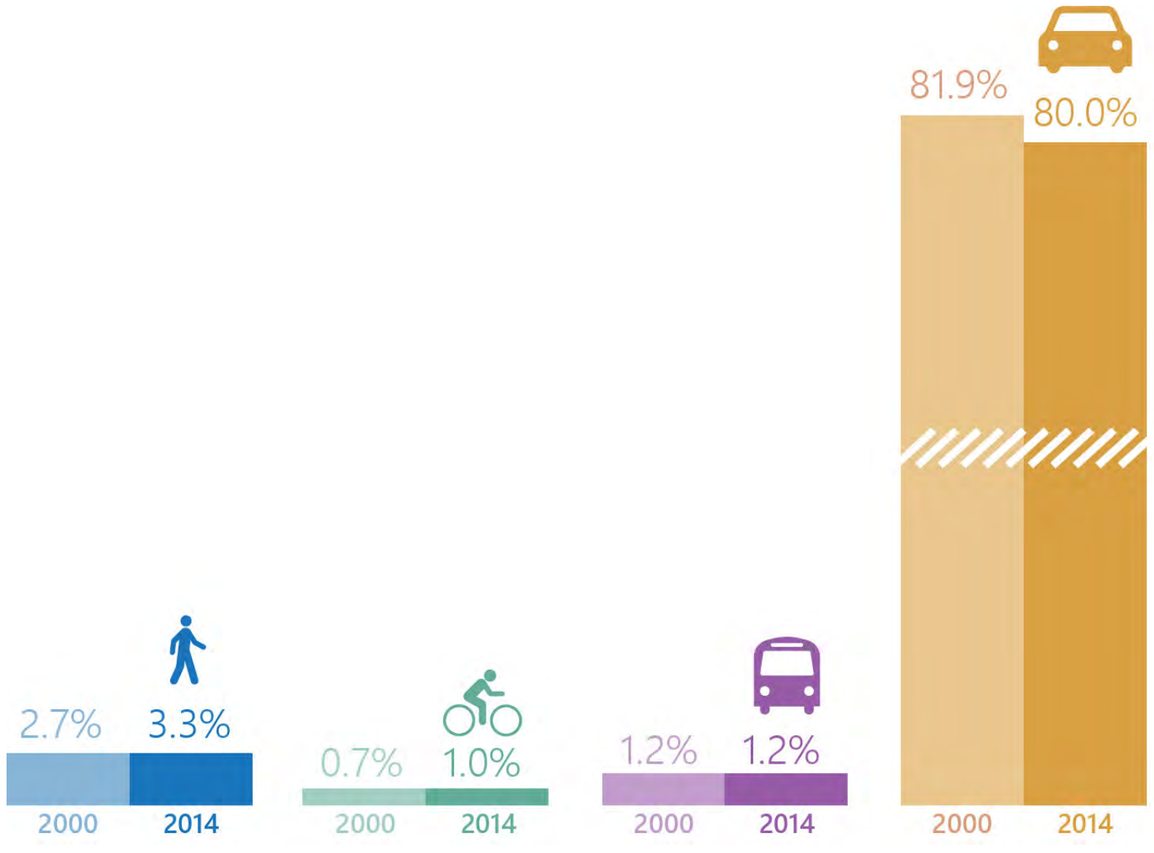
2017 Employment

TRAVEL PATTERNS

American Community Survey

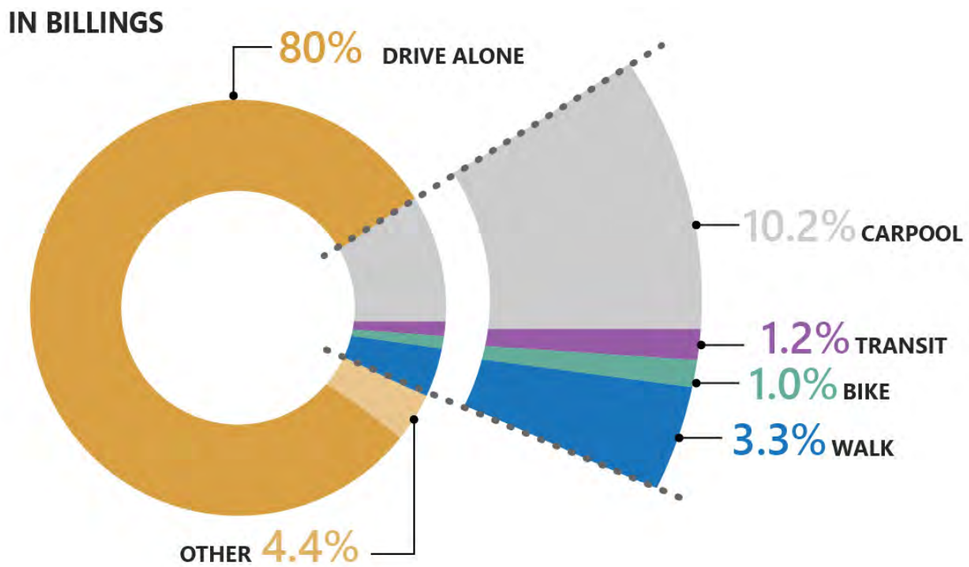
Data was summarized based on travel characteristics captured in the 2000 and 2010-2014 American Community Survey (ACS, 4-1) and presented in the recently completed Billings Area Bikeway and Trails Master Plan Update (4-2). Exhibit 4.3 illustrates the 2000 to 2014 mode share comparison for commute to work mode in the City of Billings. Exhibit 4.4 illustrates the 2014 mode share (commute to work trips) in the City of Billings.

Exhibit 4.3 2000 to 2014 Mode Share Comparison Commute to Work Mode (City of Billings)



Source: Census 2000 Summary File, 2010-2014 ACS

Exhibit 4.4 2014 Commute Mode Share (City of Billings)



Source: 2010-2014 ACS Data

Work trips comprise the majority of peak period travel, which has the highest impact on the transportation system. As shown, the predominant motorized mode is the single occupant vehicle, which is similar to other North American cities. Walking is the predominant non-motorized mode. Both walking and bicycling increased its' mode share since 2000 from a mode share percentage of 2.7% to 3.3% and 0.7% to 1.0%, respectively, which are both higher than the national average but lower than the cities of Bozeman, Helena, and Missoula in MT. A significant percent of work trips in the city (approximately 10.2 percent), are made by carpool, which is similar to the national average. In the Billings Area Bikeway and Trails Master Plan Update, travel time to work was summarized in detail. It was identified that the closer one lives to downtown Billings, the shorter their commute time is. The median trip length for the majority of the City of Billings ranges from less than 12 minutes to 17 minutes. There are a significant number of work trips made that are less than 15 minutes, which are trips that could be completed via a bicycle within a similar frame, especially when the time it takes to park a vehicle and access the final destination is included in the travel time calculation.

Yellowstone County Household Travel Survey

The 2017 Billings / Yellowstone County Household Travel Survey (HTS, 4-3) was sponsored by the MPO with support from MDT. The 2017 survey was undertaken with the purpose of understanding the demographics and travel behavior of residents of Billings and Yellowstone County. Below is a summary of selected characteristics from the HTS results, as reported in the HTS:

- 1,066 households with completed surveys (about 1.7 percent of Yellowstone County)
- A typical surveyed household in the region makes 7.9 trips a day and a typical person makes 3.86 trips per day.
  - After applying weights, the average number of household trips rises to 8.6 per day and the average person trip rate falls to 3.75.
- The majority of trips made (89.7 percent) in the region are as the driver or passenger of an automobile, van or truck.
- Non-motorized trips (biking or walking) account for 6.9 percent of the total.
- Trips made using a private vehicle take 15.6 minutes and covered 5.7 miles on average compared to transit trips which take 23.4 minutes and covered 2.8 miles.
- Work trips take an average of 16 minutes in the region.
- The average distance traveled was 5.3 miles.
- Work trips account for 13.7 percent of all trips made in the region.
- Trips not categorized as work, school, shopping, or recreational account for 22.5 percent of all trips made (these include escorting minors, and non-mandatory errands and maintenance activities).

Data and results from the HTS were used in development of the travel demand model for Billings urban area.

FORECAST DEMOGRAPHICS

Using historical growth patterns and discussions with the MPO and SC, future population/housing and employment concentrations were developed for the horizon year 2040 to help determine where future travel demand occurs on the roadway network.

HISTORICAL AND FUTURE GROWTH

New residents are attracted to Billings by its quality of life, economic and recreational opportunities, and small town atmosphere with the amenities of a large urban center. The population projections for the Billings urban area from 2017 to 2040 are anticipated to increase by 42,649 persons, for an average increase of 1,857 persons per year.

As depicted in Figures 4-3 and 4-4, the strongest concentrations of population and housing are in the "Heights" area and to the west of downtown Billings. Smaller pockets of dense population in the central portion of the MPO along Rimrock Road represent the student population at Montana State University Billings and Rocky Mountain College. Aside from the Heights neighborhoods in the north of the city, population and housing is relatively spread out across the metropolitan area. Typically, this distribution of population/housing tends to generate more vehicle-based trips because of the longer trips distances that result and the relative cost ineffectiveness of providing transit to residential areas with low population density.

POPULATION AND HOUSING PROJECTIONS

In 2017, the Billings urban area population was approximately 135,038 persons residing in 55,934 dwelling units. By 2040, the population is expected to grow to approximately 177,687 persons in 74,108 dwelling units. The growth in population and housing between 2010 and 2040 within the Billings urban area is summarized in Table 4.3.

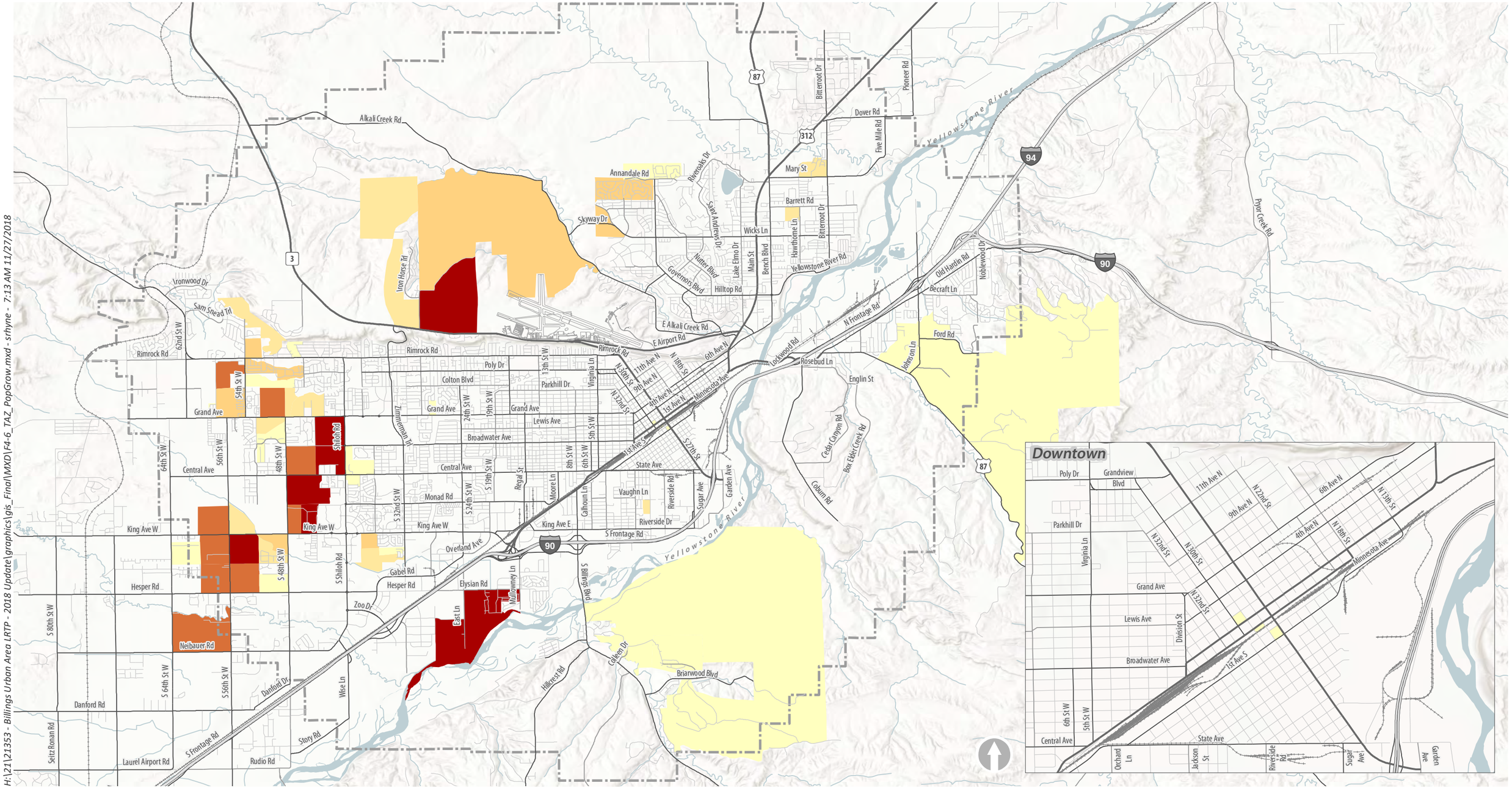
Table 4.3 Billings Urban Area Population and Housing 2017-2040

Demographic	2017	2040	Change	Percent Change
Population	135,038	177,687	42,649	+33.6%
Housing (Dwelling Units)	55,934	74,108	18,174	+32%

Source: MPO

Figure 4-6 shows the population growth between 2017 and 2040. As depicted in the figure, residential growth is mostly expected to reach westward towards the urban area boundary, particularly west of Shiloh Road. Additionally, more residential growth is expected to occur along Highway 3 and Alkali Creek Road to the north of the city limits. Residential in-fill is expected to be limited around the downtown and Central Billings areas. Infill is projected to occur in the southern areas within the city limits, Lockwood, and the Heights neighborhoods.

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Population Change

- 2 - 250
- 251 - 500
- 501 - 1,000
- 1,001 - 1,500
- 1,501 - 2,588
- Study Area

Figure 4-6

Population Growth (2017 to 2040)

FUTURE EMPLOYMENT

With growth in population, the employment sector within the study area is also expected to grow. As of 2017, the estimated total employment in the Billings urban area was approximately 73,347 jobs. By 2040, employment is projected to add another 26,687 jobs to result in an approximate 100,034 jobs in the Billings urban area. Table 4.4 summarizes the projected employment growth from 2017 to 2040.

Table 4.4 Billings Urban Area Employment Growth 2017-2040

Demographic	2017	2040	Change	Percent Change
Employment (Retail)	14,333	18,364	4,031	28%
Employment (Non-retail)	59,014	81,671	22,657	38%
Total Employment	**73,347**	**100,034**	**+26,687**	**+36%**

Source: MPO

Figure 4-7 shows the comparison between 2017 and 2040 employment distributions. Employment growth within the Billings urban area is expected to expand generally within current commercial areas and to "densify" current employment locations. These commercial areas include S. 24th Street, Shiloh Road, the airport, downtown, and near the I-90 interchanges. Exhibit 4.5 shows example employment centers within the academic, medical, and retail sectors.

POTENTIAL EFFECTS OF GROWTH ON TRANSPORTATION SYSTEM

While the western portions of the urban area are expected to grow in population, these areas are expected to be relatively stagnant in terms of employment growth. This potentially translates into encouraging more people to commute by driving themselves rather than alternative modes because the trip distances are too far to be an appealing option. Additionally, there is currently no existing transit service northwest of King Avenue and Shiloh Road and to/from Lockwood to provide this option.

Generally, the residential population is projected to continue to spread out within the study area, with greatest density occurring west of Shiloh Road and north of Highway 3 near Zimmerman Trail. However, employment is expected to mostly increase in density around the following areas: Shiloh Road (south of Grand Avenue); Downtown Billings; Highway 3 near and at the airport; TEDD area in Lockwood; and near the Zoo Drive, S Billings Boulevard, and Johnson Lane interchanges along I-90. This type of growth pattern results in future residents having longer commute distances than today.

To manage these commute distances, the MPO and represented agencies should continue to implement and evaluate strategies that can improve the mode split of the urban area. The MPO has observed positive outcomes from current strategies, such as the recent Growth Policy's by the City of Billings and Lockwood, as well as recent Strategic Plan's by the Downtown Billings Alliance and TEDD. These elements should be continued with an emphasis on integrating land use and transportation to provide options and enhance the quality of life in the region.

Exhibit 4.5 Employment Centers in the Billings Urban Area

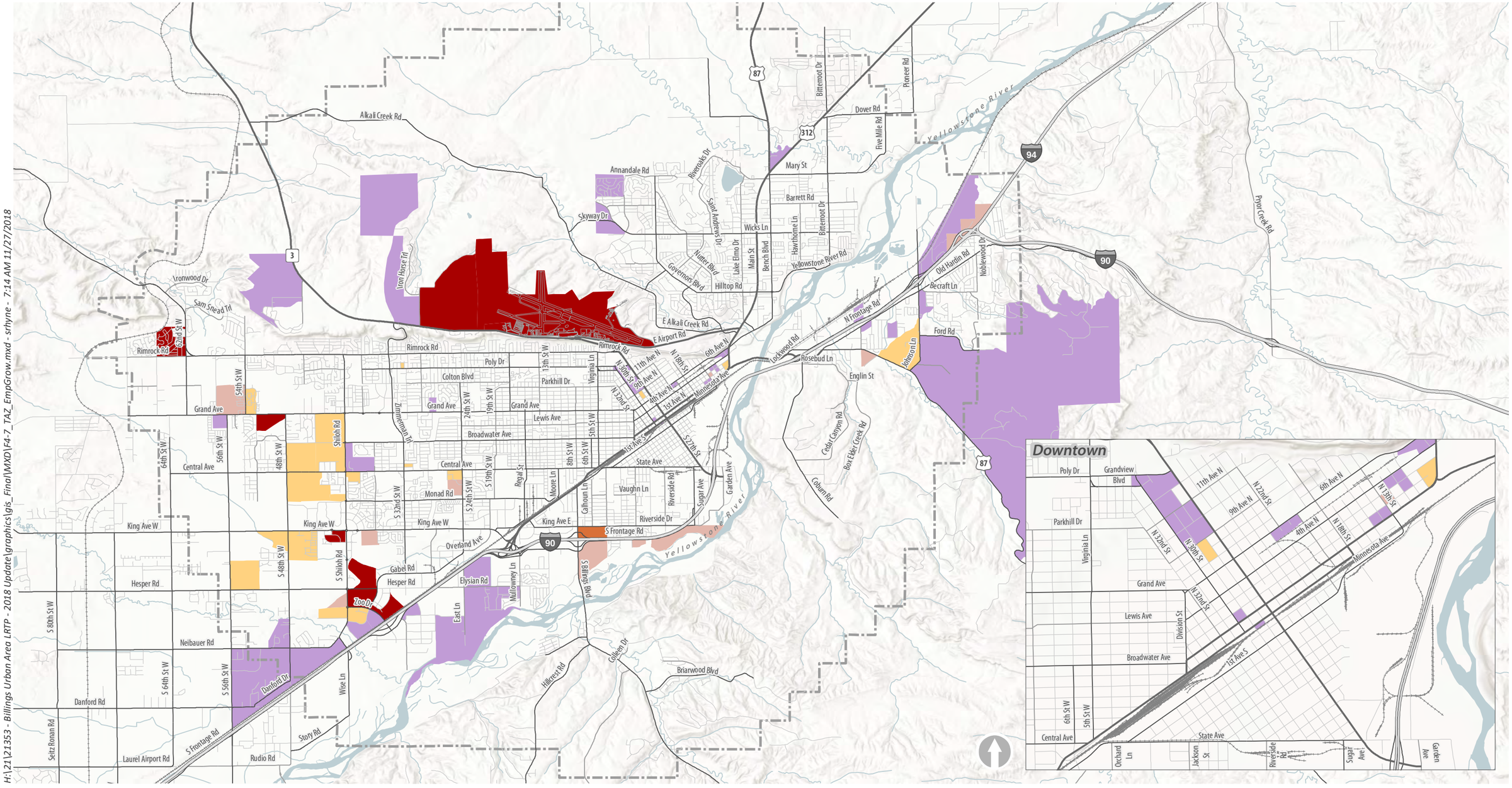








Source: Kittelson



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Figure 4-7

Employment Growth (2017 to 2040)

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2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 5

Streets & Highways

STREETS AND HIGHWAYS

People in the Billings urban area travel using many modes of transportation. The automobile is the primary mode of transportation for residents but other modes such as transit, walking, and bicycling also play significant roles. The US Census Bureau estimates that approximately 90% of Billings urban area commuters travel to work in a private vehicle, with approximately 81% driving alone. This chapter explores the existing and future mobility of the region's streets and highways and identifies a list of projects to address operational and safety deficiencies and needs.

2018 LRTP Goals Related to Streets and Highways

Goal 1: Safety – Develop a safe transportation system

Goal 2: Functional Integrity and Efficiency – Optimize, preserve, and enhance the existing transportation system

Goal 3: Prioritized Improvements – Identify and prioritize projects that mitigate deficiencies, maximize the use of existing facilities, and balance anticipated needs with available funding

Goal 4: Environment – Develop a transportation system that protects that natural environment and promotes a healthy, sustainable community.

Goal 7: Economic Vitality – Ensure adequate transportation facilities to support the existing local economy and connect Billings to local, regional, and national commerce.

FUNCTIONAL CLASSIFICATION

The Roadway Functional Classification System defines a road's role in the overall context of the highway transportation system. In addition, it helps to define which standards are generally desirable for roadway width, right-of-way needs, access spacing, pedestrian and bicycle facilities, and other specifications. The functional classification system is typically established by the following hierarchy:

- **Freeways** serve high speed, long distance travel movements and provide limited access to adjacent lands. Often included in the arterial classification, freeways are unique in that they provide access to other arterial roadways via grade-separated interchanges. In the Billings urban area, the freeways are classified as Interstate.
- **Arterials** are intended to serve higher volumes of traffic, particularly through-traffic, at higher speeds. They also serve truck movements and should emphasize traffic movement over access to adjacent property. Arterial roadways are further designated as principal arterials and minor arterials.
- **Collectors** represent the intermediate class. As the name suggests, these roadways collect traffic from the local street system and link travel to the arterial roadway system. These roadways provide a balance between through-traffic movement and property access and provide extended continuity to facilitate traffic circulation within an urban community or rural area.
- **Local Roads and Streets** are the lowest classification. Their primary purpose is to carry locally generated traffic at relatively low speeds to the collector street system and to provide more frequent access to individual businesses and residential property. Local streets provide connectivity through neighborhoods, but generally should be designed to discourage cut-through vehicular traffic.

In addition to the above functional classifications, a limited number of principal arterials are further identified as Interstate routes and National Highway System (NHS) routes. Within the Billings urban area, there are several roadways designated as NHS Routes (shown in Table 5.1). Exhibits 5.1 through 5.8 show a few different roadway types in the Billings urban area.

Exhibit 5.1 Main Street, Principal Arterial



Source: Kittelson

Exhibit 5.2 Laurel Road, Principal Arterial



Source: Kittelson

Exhibit 5.3 Rimrock Road, Principal Arterial



Source: Kittelson

Exhibit 5.4 Monad Road, Minor Arterial



Source: Kittelson

Exhibit 5.5 Lewis Avenue, Collector



Source: Kittelson

Exhibit 5.6 17th Street, Local Street



Source: Kittelson

Exhibit 5.7 Sedgwick Place, Local Street



Source: Google Earth

Exhibit 5.8 Stillwater Lane, Local Street



Source: Kittelson

As shown in the exhibits, each of the classified roadways has some similar design characteristics, but there is some flexibility in the cross-section elements, number of lanes, and posted speed included for each category. As part of the LRTP planning process, the existing functional classification map was updated to reflect completed roadway projects, new connections, and future connections. Figure 5-1 illustrates the updated functional classification map for the Billings urban area. The functional classification map is used for local planning purposes by the MPO and does not represent the federally approved system. A map of the federally approved system can be accessed through the MDT website. As shown in Figure 5-1, the future connections provide additional connectivity throughout the Billings urban area. The major proposed connections, listed in order of functional classification, include:

- **Freeway Connection** – provides an east-west connection from Interstate 94 to Highway 3, north of the Heights area and continues west of Highway 3 with a possible connection to Laurel (a study has not been completed to date)
- **Billings Bypass Arterial** – provides a connection from the junction of US 87 and Highway 312 to Interstate 90 at Johnson Lane (project currently in design and programmed for construction, Billings Bypass Environmental Impact Statement, 2014)
- **Alkali Creek Road to Highway 3 Arterial (Inner Belt Loop)** – provides a connection from Alkali Creek Road to Highway 3, north and west of the airport (programmed for construction, Inner Belt Loop Study, 2005)
- **Molt Road to Highway 3 Arterial** – provides a connection from Highway 3 to Molt Road (Molt Road/Highway 3 Study, 2004)

The 1964 Transportation Plan (Exhibit 5.9) identified many of the roads that are in place today and planned in the future.

Exhibit 5.9 Future Roadway Network Identified in 1964



Source: City of Billings

Exhibit 5.10 Shiloh Road



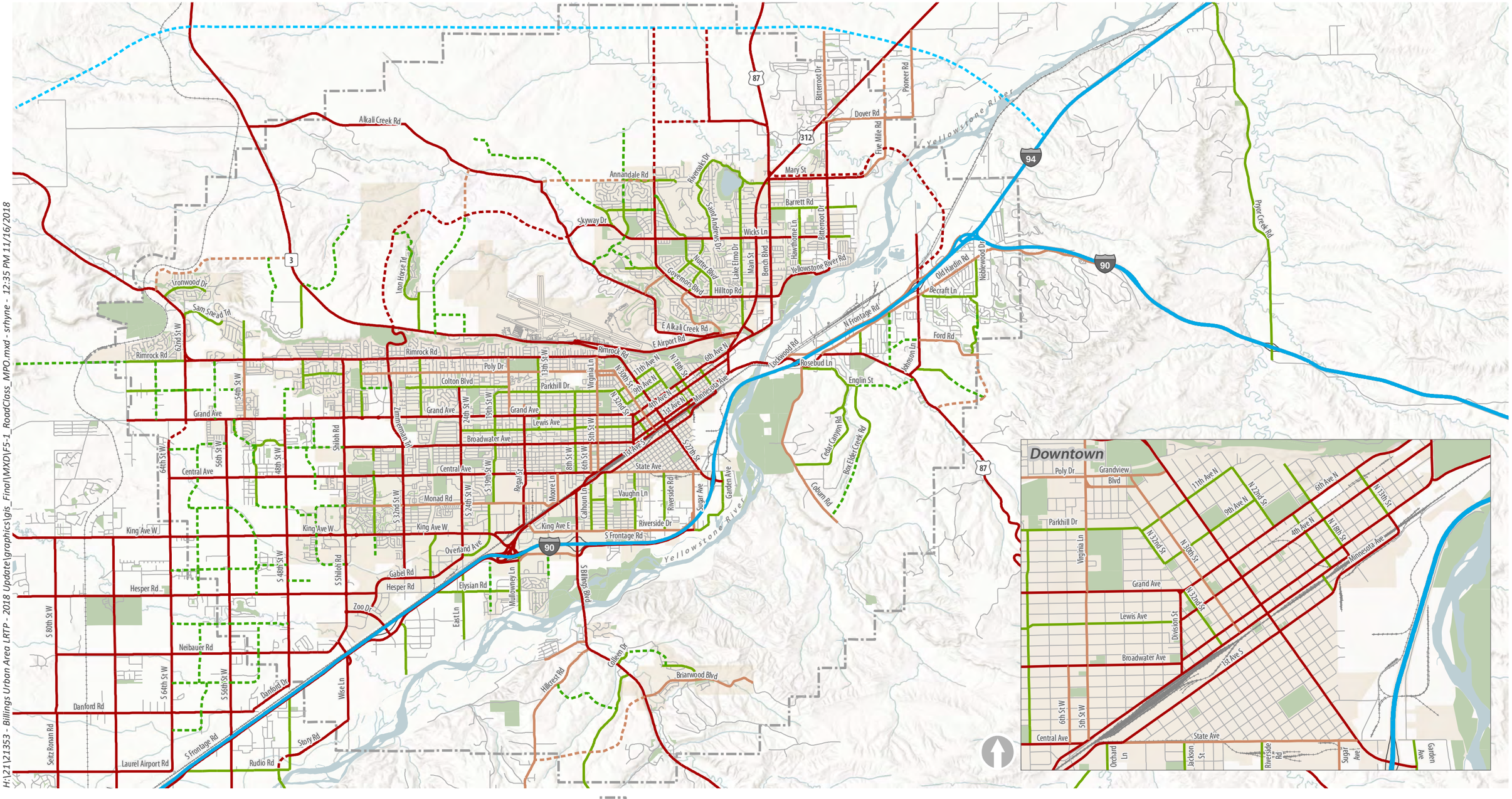
Source: Kittelson

EXISTING CONDITIONS

This section summarizes the existing roadway facilities, traffic volumes, and operations within the study area.

FACILITIES

Several major highways and roadways serve the Billings urban area, including Interstate 90, Interstate 94, US Route 87, and Montana Highway 3. Billings also lies along the Camino Real Corridor, a high priority corridor on the National Highway System and part of the North American Free Trade Agreement (NAFTA) that connects Canada, the United States, and Mexico. In total, the Billings urban area encompasses 970 miles of roadway, 173 signalized intersections, and 18 roundabouts. Exhibit 5.10 illustrates Shiloh Road (Principal Arterial), a roundabout corridor located on the west end of Billings. As shown in Figure 5-1, Interstate 90, Montana Highway 3, and US Route 87 are the three major roadways that converge near downtown Billings. Figure 5-2A through 5-2D show the existing roadways and traffic control devices. Exhibit 5.11 show existing intersection control within the Billings urban area.



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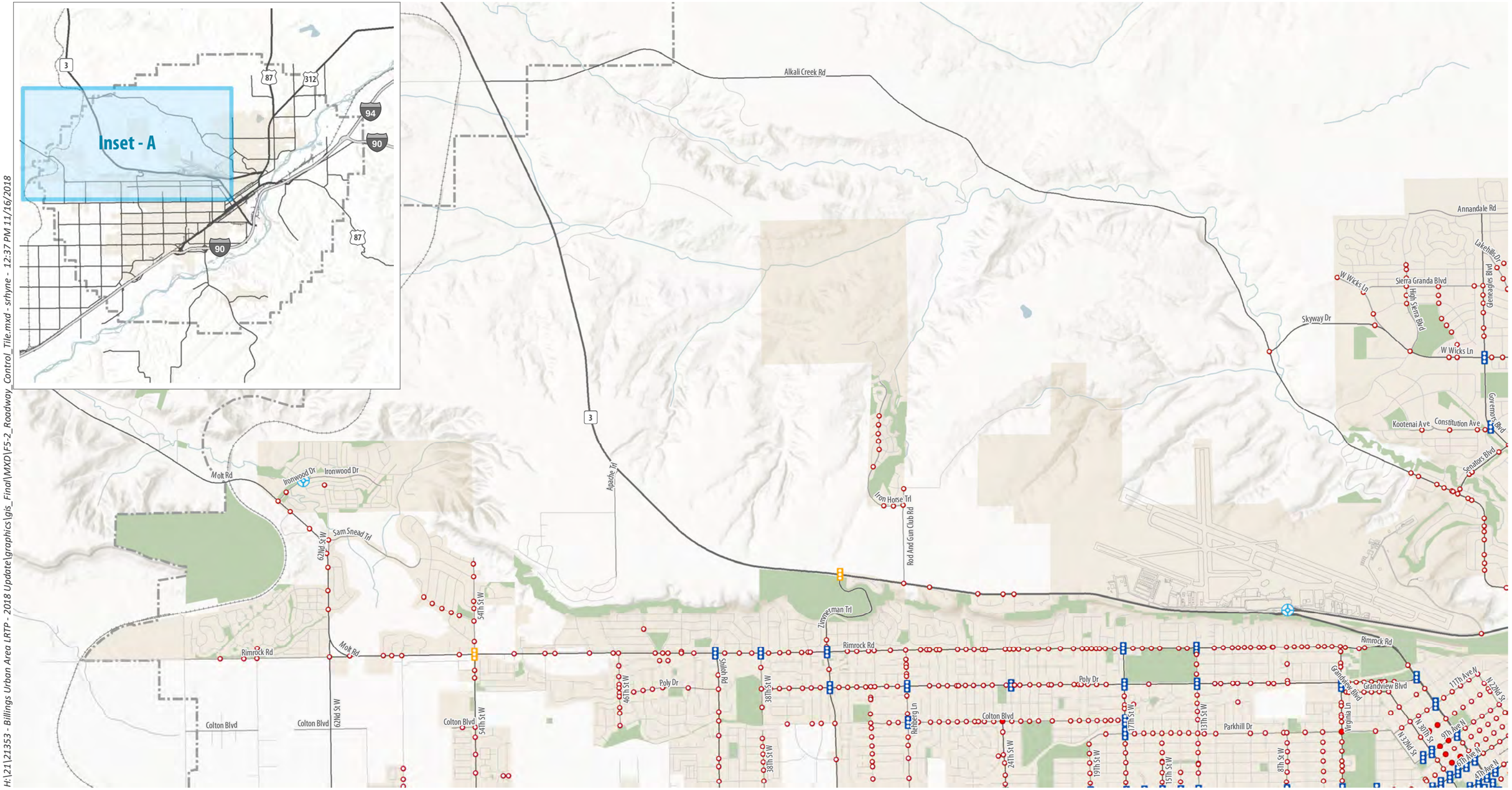
Roadway Classification

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local Streets
- Proposed Freeway Controlled Access
- Proposed Principal Arterial
- Proposed Minor Arterial
- Proposed Collector
- Study Area
- Park
- City of Billings

Note: This functional classification map does not represent the federally approved system.

Figure 5-1

Functional Classification Map

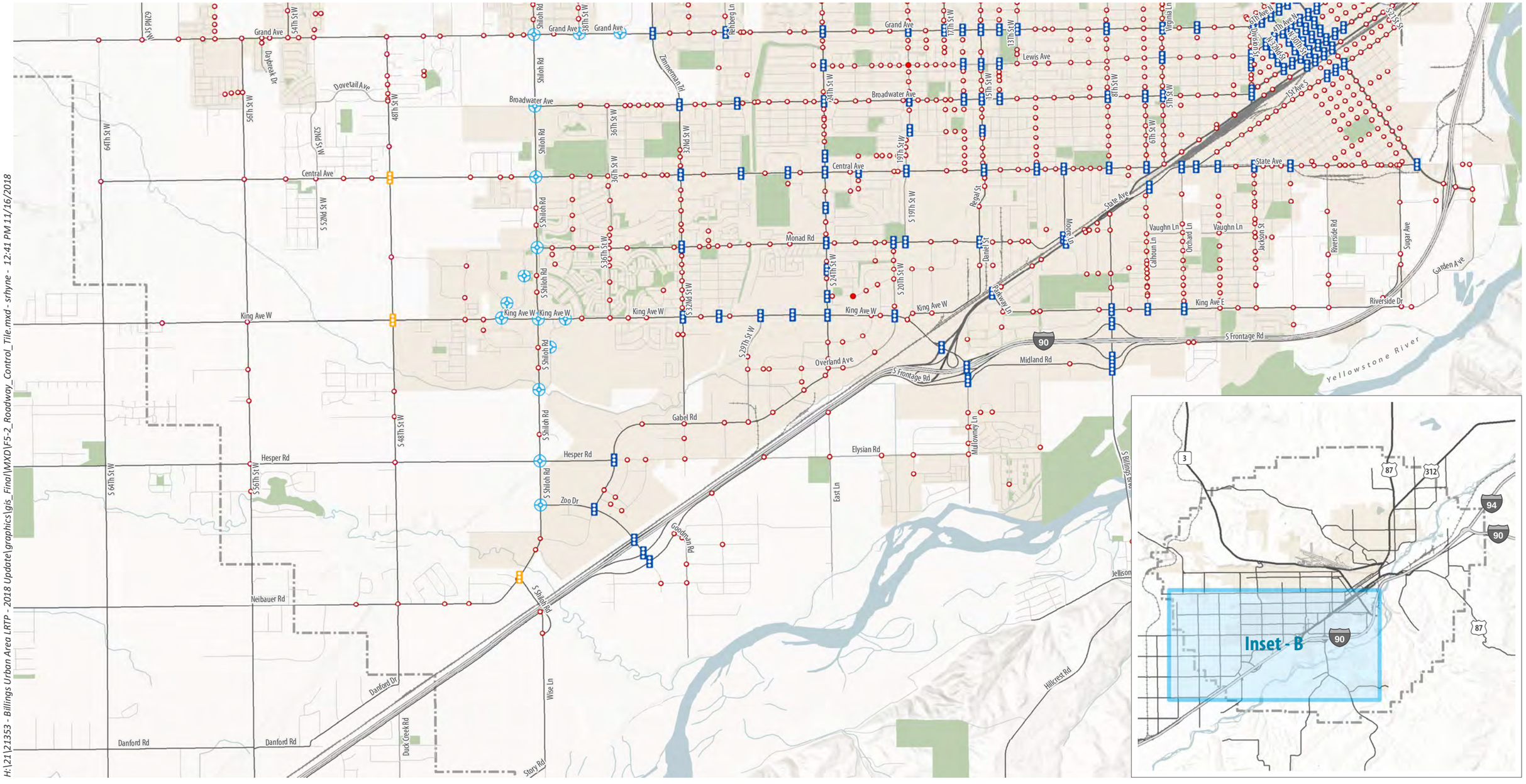


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Figure 5-2a

Existing Roadways and Traffic Control Devices

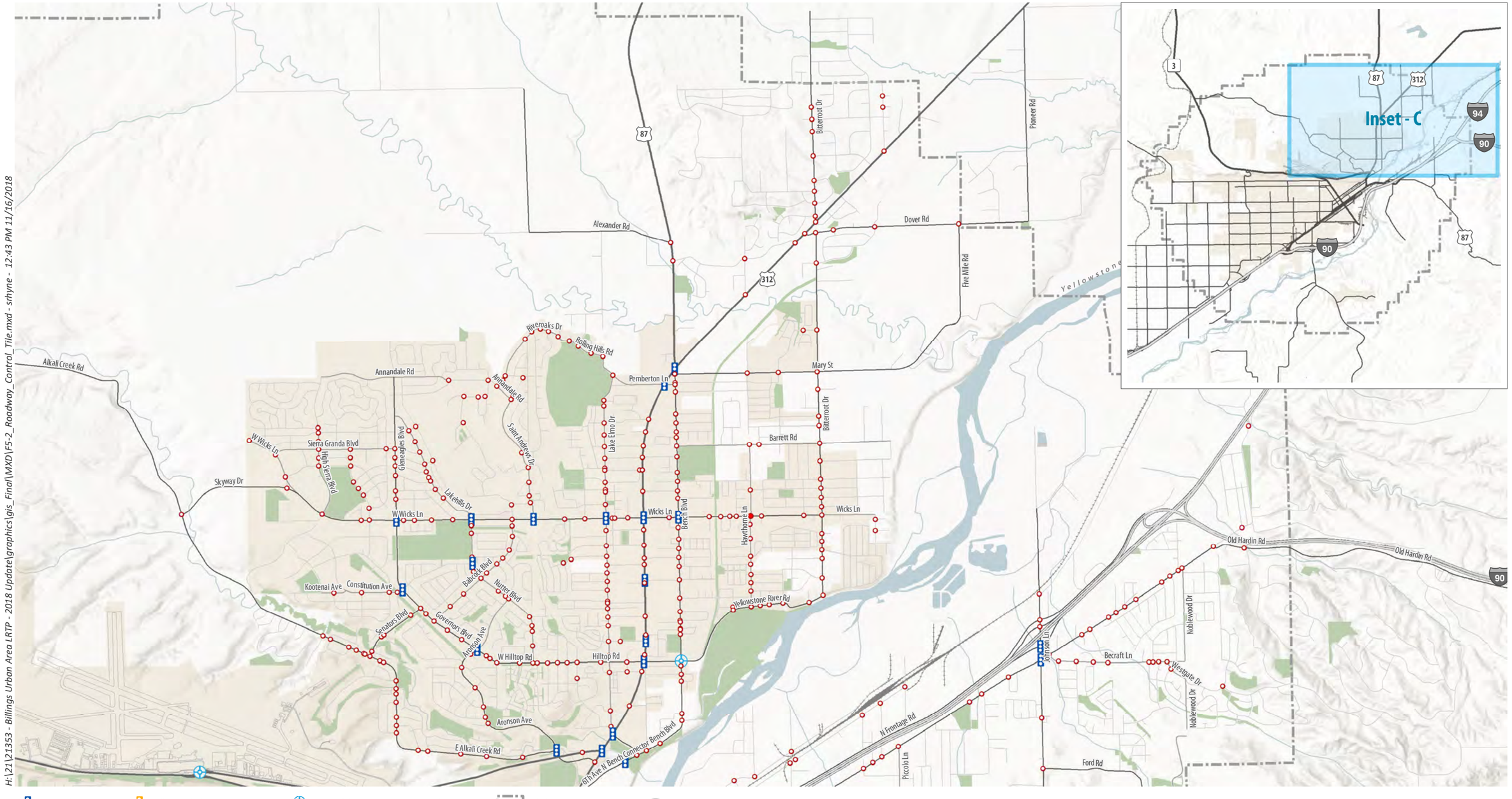
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Signal
All-Way Stop
Stop
Stop with Flashing Beacon
Hawk Signal
RRFB
Roundabout
Interstate
Highway
Arterial
Collector
Local
Study Area
Park
City of Billings

Figure 5-2b

Existing Roadways and Traffic Control Devices



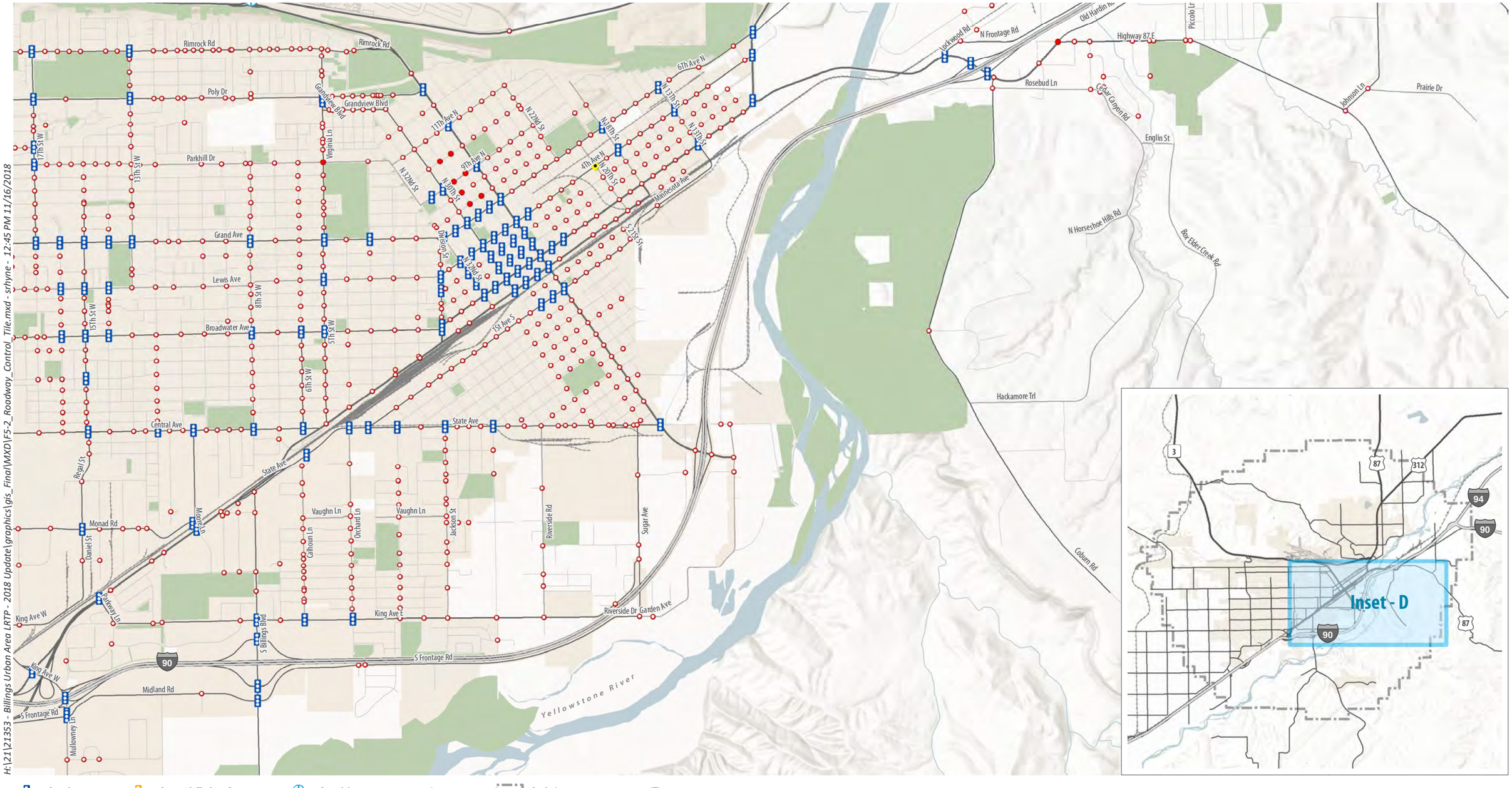
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Signal
All-Way Stop
Stop
Stop with Flashing Beacon
Hawk Signal
RRFB
Roundabout
Interstate
Highway
Arterial
Collector
Local
Study Area
Park
City of Billings

Figure 5-2c

Existing Roadways and Traffic Control Devices

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Signal
All-Way Stop
Stop
Stop with Flashing Beacon
Hawk Signal
RRFB
Roundabout
Interstate
Highway
Arterial
Collector
Local
Study Area
Park
City of Billings

Figure 5-2d

Existing Roadways and Traffic Control Devices

Critical roadways that are part of the National Highway System (NHS) in the Billings urban area include the following:

- Interstate 90 (NHS, Eisenhower Interstate System)
- Interstate 94 (NHS, Eisenhower Interstate System
- Montana Highway 3 (NHS, STRAHNET Route)
- US Route 87 (NHS, Other NHS Route)
- King Avenue (MAP-21 NHS Principal Arterial)
- Zoo Drive (MAP-21 NHS Principal Arterial)
- Laurel Road (MAP-21 NHS Principal Arterial)
- 1st Avenue S (MAP-21 NHS Principal Arterial)
- Montana Avenue (MAP-21 NHS Principal Arterial)
- 1st Avenue N (MAP-21 NHS Principal Arterial)

SAFETY

Consideration of highway crash data and safety issues is a critical element in the planning and design of any transportation system. A review of 2013-2017 highway crash data for the arterial and collector roadways within the study area was completed to identify roadways and intersections that had significantly higher crash rates. A total of 14,577 reported crashes occurred in the Billings urban area during this five-year period. Figure 5-3 shows all reported crashes over this five-year time period. Tables 5.2 and 5.3 show the crash rates for the intersections and roadway segments with the highest crash rates. Three of the top four intersections are roundabouts located on the Shiloh Road corridor. As shown in Table 5.2, the King Avenue West and Main Street corridors both have five high crash intersections, while the 24th Street West corridor has four. Figure 5-4 illustrates the location of these intersections and roadway segments.

Table 5.2 Intersections with High Crash Rates (2013-2017)

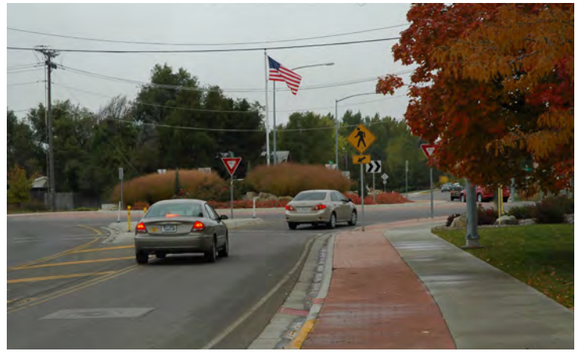
	Intersection	Control Type	Total Crashes	Crash Rate
1	Shiloh Road & King Avenue W	Roundabout	149	3.57
2	Shiloh Road & Grand Avenue	Roundabout	129	2.67
3	24th Street W & Rosebud Drive	Signal	84	1.62
4	Shiloh Road & Central Avenue	Roundabout	58	1.49
5	Central Avenue & N 15th Street W	Signal	64	1.46
6	Main Street & 1st Avenue N	Signal	92	1.35
7	27th Street & 6th Avenue N	Signal	85	1.35
8	King Avenue W & 24th Street W	Signal	101	1.25
9	Main Street & Lake Elmo Drive	Signal	113	1.17
10	King Avenue W & 32nd Street W	Signal	72	1.15
11	27th Street & 1st Avenue N	Signal	53	1.13
12	Central Avenue & 24th Street W	Signal	81	1.13
13	Grand Avenue & N 17th Street W	Signal	59	1.13
14	King Avenue W & S 20th Street W	Signal	94	1.07
15	Grand Avenue & Zimmerman Trail	Signal	56	1.07
16	Main Street & Wicks Lane	Signal	62	1.02
17	24th Street W & Monad Road	Signal	53	0.85
18	King Avenue W & Interstate-90 Single Point Interchange (SPI)	Signal	68	0.81
19	Main Street & Airport Road	Signal	66	0.71
20	Main Street & 6th Avenue N	Signal	53	0.53

Source: MDT Crash Data (2013 - 2017)
Crash rates were calculated based on Total Number of Crashes x 1,000,000 vehicles / Vehicles per day x Number of Years x 365 days per year.

Exhibit 5.11 Examples of Intersection Control on Grand Avenue, Main Street, and Bench Boulevard

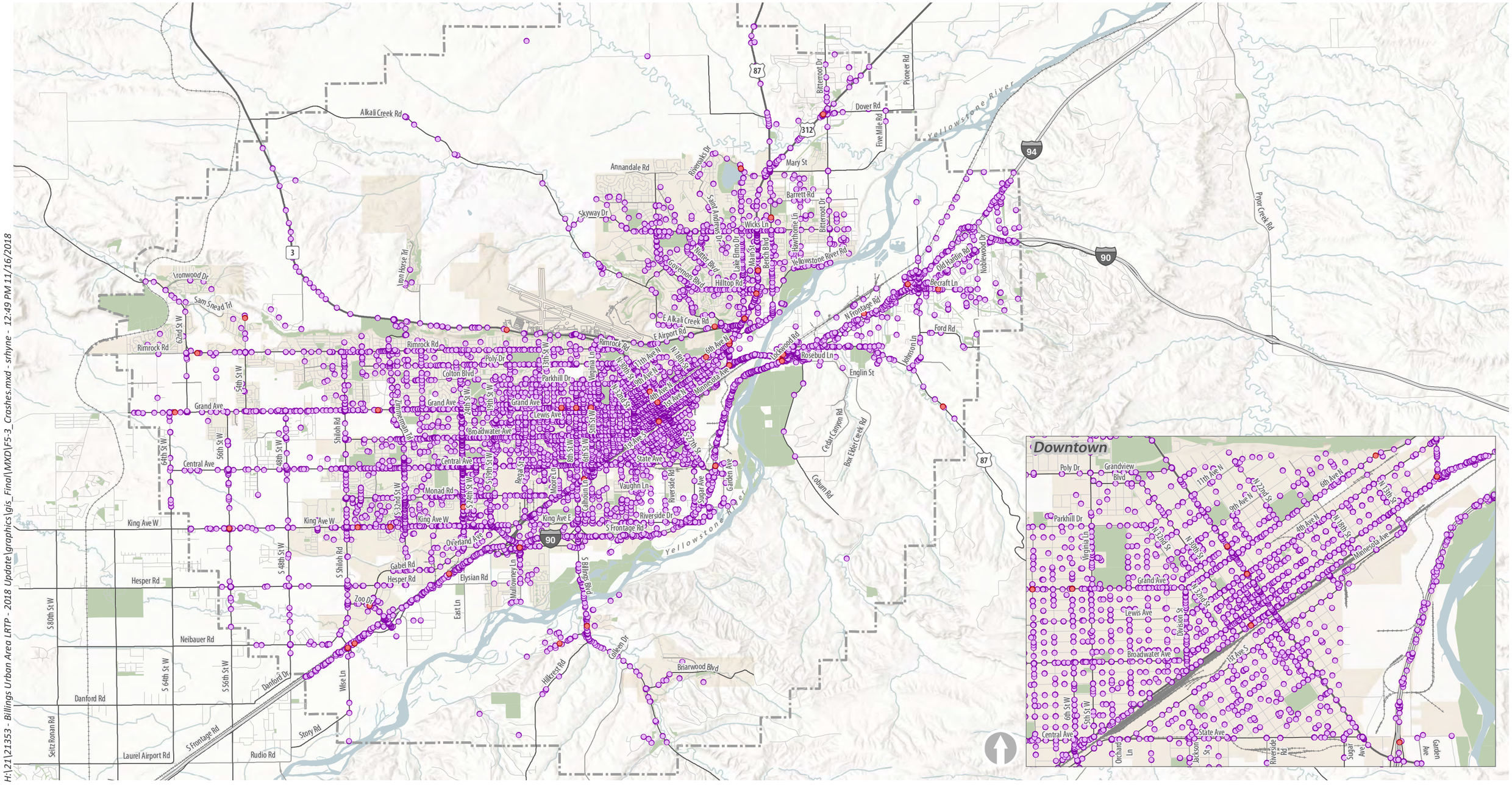






Source: Kittelson

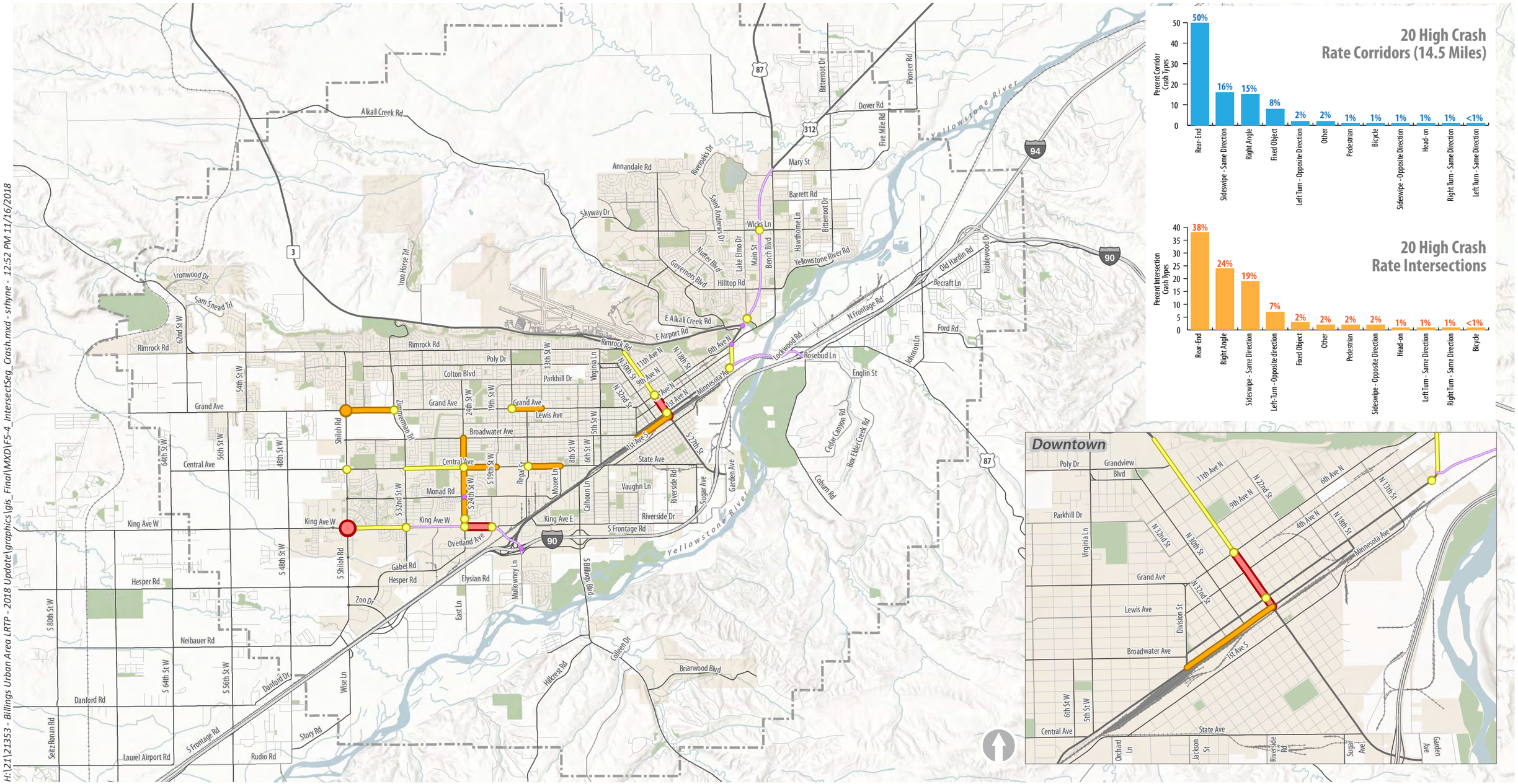
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- Reported Fatal Crashes
- Reported Crashes

Figure 5-3

Total Reported Crashes (2013 - 2017)



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Intersection Crash Rates

- .53 - 1.0
- 1.0 - 2.0
- 2.0 - 3.0
- 3.0 - 3.6

Corridor Crash Rates

- 5.6 - 8
- 8 - 12
- 12 - 15
- 15 - 29.5

- Study Area
- City of Billings
- Park

Figure 5-4

Intersection and Corridor Crash Rates

Table 5.3 Roadway Segments with High Crash Rates (2013 - 2017)

	Roadway Segment	Extent	ADT	Length (miles)	Total Crashes	Crash Rate
1	N 27th Street	Montana Avenue to 6th Avenue N	16,595	0.4	386	29.5
2	King Avenue W	20th Street to 24th Street	24,100	0.5	310	15.2
3	Montana Avenue	27th Street to Division Street	10,980	0.7	203	14.9
4	S 24th Street W	King Avenue W to Monad Road	24,660	0.5	334	14.6
5	Central Avenue	19th Street to 24th Street	15,640	0.6	224	14.0
6	S 24th Street W	Monad Road to Central Avenue	26,280	0.5	317	13.2
7	Central Avenue	Moore Lane to 15th Street	16,895	0.5	219	12.9
8	Grand Avenue	Zimmerman Trail to Shiloh Road	12,160	0.8	230	12.8
9	24th Street W	Central Avenue to Broadwater Avenue	22,685	0.5	257	12.4
10	Grand Avenue	13th Street to 17th Street	18,810	0.5	214	12.4
11	King Avenue W	32nd Avenue to Shiloh Road	14,290	1.0	294	11.8
12	Central Avenue	24th Street to 32nd Street	13,790	1.0	277	11.1
13	Main Street	1st Avenue N to 6th Avenue N	36,440	0.4	248	10.5
14	N 27th Street	6th Avenue N to Rimrock Road	15,255	0.9	247	9.9
15	King Avenue W	24th Street to 32nd Street	25,660	1.0	368	7.9
16	Main Street	Airport Road to Hilltop Road	44,550	0.7	369	6.5
17	King Avenue W	Midland Road at Mullowney Lane to 20th Street	40,470	0.7	349	6.5
18	Main Street	Hilltop Road to Wicks Lane	27,220	1.0	306	6.1
19	Main Street	Wicks Lane to US 87	16,840	1.1	199	6.0
20	Highway 87E	Interstate 90 to 1st Avenue N	26,040	1.3	347	5.6

Source: MDT Crash Data (2013 - 2017)
Crash rates were calculated based on Total Number of Crashes x 1,000,000 vehicles / Vehicles per day x Number of Years x 365 days per year x Length of Segment.

TRAFFIC OPERATIONS

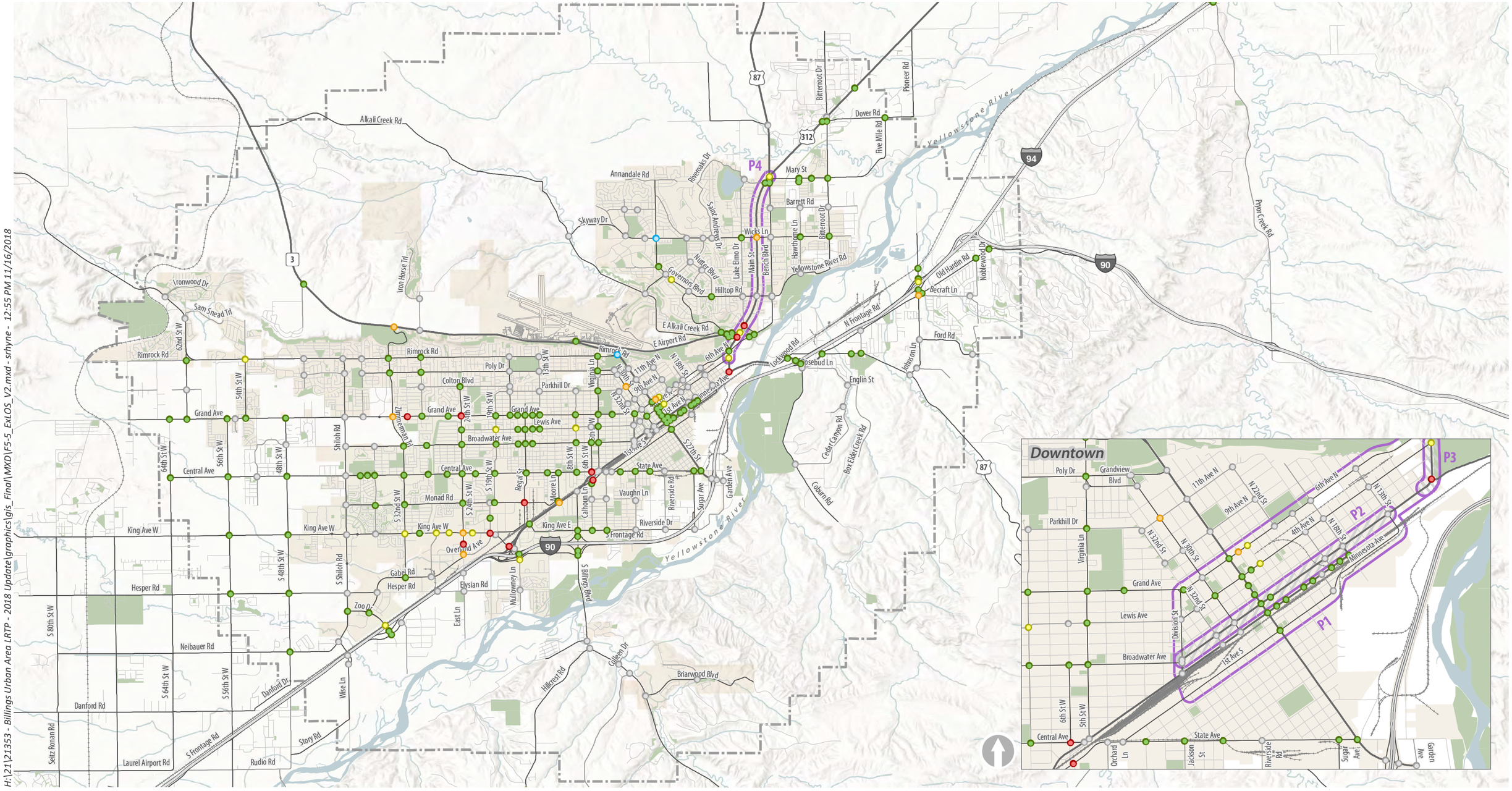
Intersection turning movement count data from a variety of sources informed peak hour level of service estimates at approximately 300 intersections throughout the Billings urban area. These estimates included most intersections featuring both approaches with collector or higher roadway classification. Turning movement counts taken before 2018 were normalized to 2018 levels by assuming a constant 1% annual growth rate. Figure 5-5 shows existing intersection peak hour level of service. Intersections operating at a critical peak hour level of service E or F or identified by the SC as potentially congested are shown in Table 5.4.

Table 5.4. Summary of LOS E, LOS F, and Potentially Congested Intersections During Critical Peak Hour (Year 2018)

Intersections Operating at LOS E	Intersections Operating at LOS F	Intersections Identified by SC as Potentially Congested
• Johnson Lane & Old Hardin Road • Laurel Road & Moore Lane • Wicks Lane & Main Street • Zimmerman Trail & Grand Avenue • Zimmerman Trail & Highway 3 • 6th Avenue N & N 26th Street • 11th Avenue N & N 30th Street • 24th Street W & King Avenue W • 24th Street W & Overland Avenue	• Aronson Avenue & Main Street • Daniel Street & Monad Road • King Avenue W & Laurel Road • King Avenue W & S 20th Street/W Overland Avenue • Lake Elmo Drive & Main Street • State Avenue & Underpass Avenue • 1st Avenue N & Main Street • 6th Street W & Central Avenue • 24th Street W & Grant Road • 24th Street W & Grand Avenue • 32nd Street W & Grand Avenue	• Governors Boulevard & Wicks Lane • N 27th Avenue & Rimrock Road

EXISTING DAILY TRAFFIC VOLUMES

In conjunction with the LRTP, the MPO developed a travel demand model for use in estimating traffic volumes and travel mode splits within the Billings urban area. The travel demand model includes a base year of 2017 and a future year of 2040. Existing daily traffic volumes for all roadway segments in the Billings urban area are shown in Figure 5-6.



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Level of Service
- A thru C
- D
- E
- F

- Intersections with No Data and Identified as Potentially Congested
- Intersections with No Data

More detailed analysis is being performed in these areas by other studies/projects

- P1 - Downtown Traffic Study
- P2 - 1st Avenue North
- P3 - 1st Avenue N / Expo
- P4 - Main Street Signal Timing

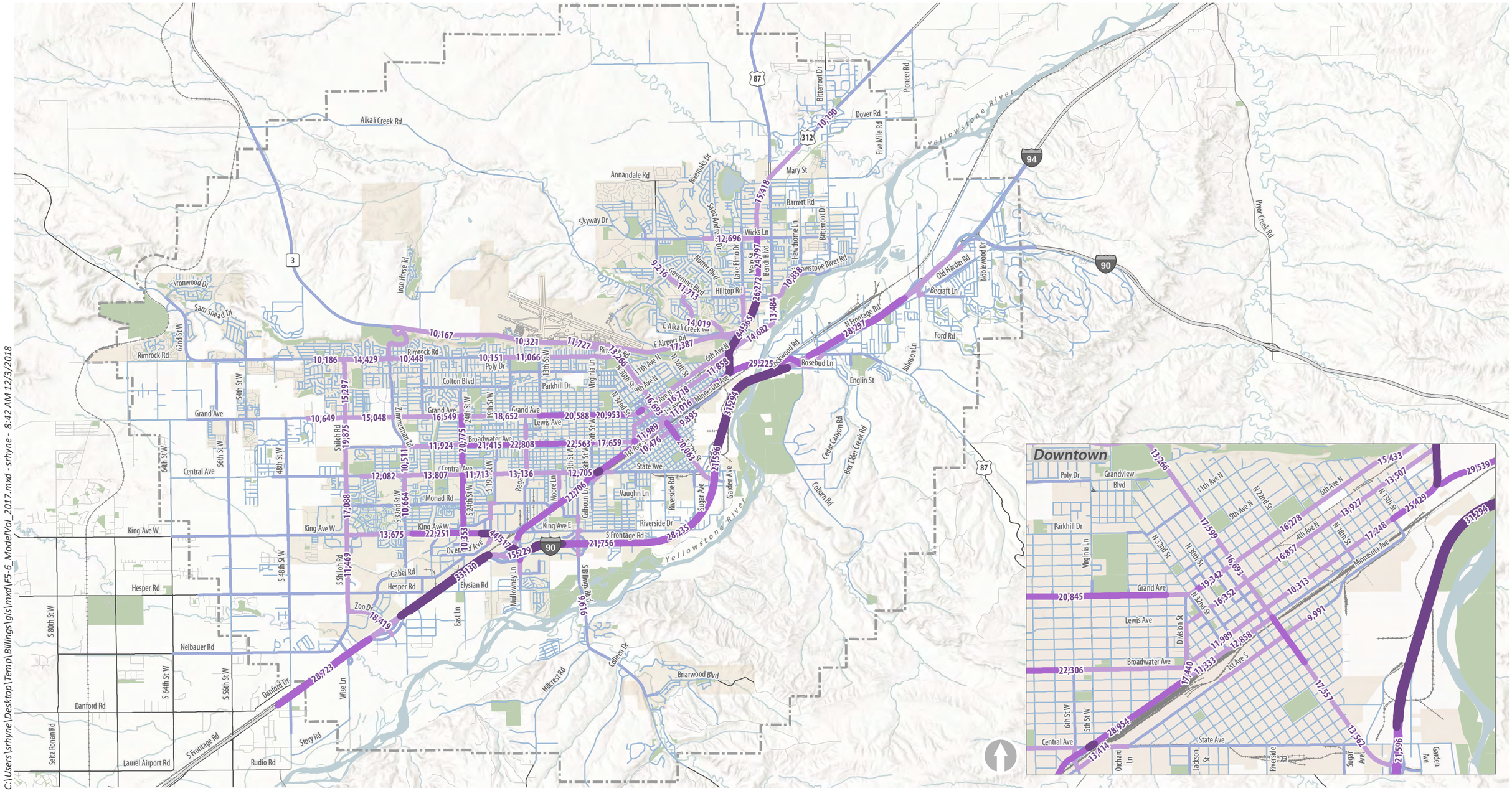
Roadway Classification
- Interstate
- Highway
- Arterial
- Collector
- Local

- Study Area
- Park
- City of Billings

Figure 5-5

Existing Conditions and Level of Service

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Alkali Creek Rd
Annandale Rd
Skyway Dr
Ironwood Dr
Sam Snead Trl
Rimrock Rd
Grand Ave
Central Ave
King Ave W
Hesper Rd
Neibauer Rd
Danford Rd
Laurel Airport Rd
Zimmerman Trl
Iron Horse Trl
Shiloh Rd
S Shiloh Rd
62nd St W
64th St W
56th St W
54th St W
48th St W
S 80th St W
S 64th St W
S 56th St W
Seitz Ronan Rd
Monad Rd
Colton Blvd
Poly Dr
Parkhill Dr
Virginia Ln
Broadwater Ave
Lewis Ave
State Ave
Riverside Dr
Vaughn Ln
Overland Ave
Gabel Rd
Elysian Rd
Zoo Dr
East Ln
Mullowney Ln
S Billings Blvd
Hillcrest Rd
Colleen Dr
Briarwood Blvd
Wise Ln
Story Rd
Rudio Rd
S Frontage Rd
E Alkali Creek Rd
E Airport Rd
Rimrock Rd
Poly Dr
Colton Blvd
Parkhill Dr
Virginia Ln
N 30th St
N 32nd St
9th Ave N
11th Ave N
N 18th St
6th Ave N
1st Ave N
Minnesota Ave
Grand Ave
Lewis Ave
Broadwater Ave
State Ave
Riverside Dr
Vaughn Ln
Monad Rd
King Ave W
King Ave E
Overland Ave
Gabel Rd
Hesper Rd
Zoo Dr
Neibauer Rd
Danford Rd
Laurel Airport Rd
Story Rd
Rudio Rd
S Frontage Rd
Riverside Rd
Sugar Ave
Garden Ave
Moore Ln
Calhoun Ln
Regis
Riverside Dr
Riverside Rd
Sugar Ave
Garden Ave
Riverside Rd
Riverside Dr
Riverside Rd
Riverside Rd
Riverside Rd

FUTURE CONDITIONS

This section summarizes the year 2040 traffic volumes and traffic operations within the study area.

TRAFFIC OPERATIONS

For the year 2040 conditions, the travel demand model was updated to include major committed projects within the Billings urban area. The major committed projects include:

Committed Projects

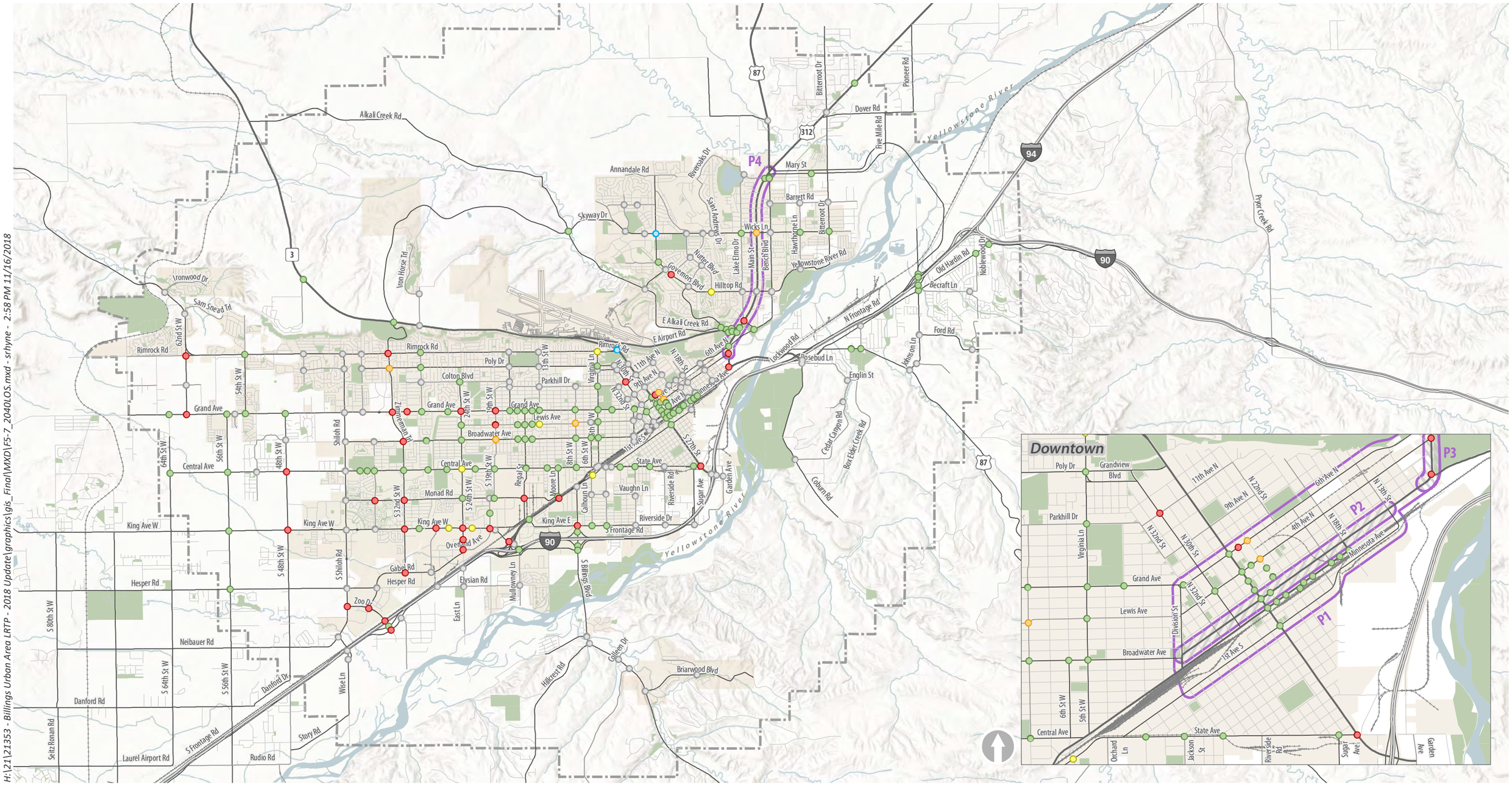
- Billings Bypass Arterial: 2-lane roadway from Johnson Lane interchange to Old Highway 312 and US 87
- Central Avenue: 5-lane roadway between 32nd Street W and Shiloh Road
- Five Mile Road: 2-lane roadway from Dover Road to Old Highway 312
- Inner Belt Loop: 2-lane roadway from Alkali Creek Road to Montana Highway 3
- King Avenue West: 5-lane roadway between Shiloh Road and 72nd Avenue
- Wicks Lane: 3-lane roadway between Bench Boulevard and Hawthorne Lane
- Zimmerman Trail: Add two-way left-turn lane between Montana Highway 3 and Rimrock Road
- 32nd Street West: 3-lane roadway between King Avenue W and Gabel Road
- Intersection improvements at Underpass Avenue, Airport/Main, Central Avenue/56th Street, Central Avenue/24th Street, Monad Road/19th Street/20th Street, 13th Street/1st Avenue N, Hillcrest Road/Blue Creek Road, Frontage Road/Wise Lane
- North 29th Street and North 30th Street 2-way Conversions between 6th Street North and Montana Avenue

The travel demand model was used to estimate future year 2040 daily traffic volumes with the committed projects in place in the Billings urban area. Based on the year 2017 and 2040 traffic volumes, growth rates were identified for individual regions of the Billings urban area and then applied to the existing peak hour intersection volumes to calculate year 2040 peak hour traffic volumes at the intersections. Figure 5-7 shows year 2040 level of service estimates at approximately 300 intersections throughout the Billings urban area and Table 5.5 shows intersections operating at level of service E or F in year 2040. Projected average daily traffic volumes for all roadway segments in the Billings urban area in year 2040 are shown in Figure 5-8.

Table 5.5. Summary of LOS E, LOS F, and Potentially Congested Intersections During Critical Peak Hour (Year 2040)

Intersections Projected to Operate at LOS E	Intersections Projected to Operate at LOS F		Intersections Identified by SC as Potentially Congested
• 4th Avenue N & N 25th Street	• 1st Avenue N & Exposition Drive	• Lake Elmo Drive & Main Street	• Governors Boulevard & Wicks Lane
• 6th Avenue N & N 25th Street	• 6th Avenue N & N 26th Street	• Laurel Road & Moore Lane	• N 27th Avenue & Rimrock Road
• Broadwater Avenue & 19th Street W	• 11th Avenue N & N 30th Street	• Lewis Avenue & 19th Street W	
• Lewis Avenue & 8th Street W	• 24th Street W & King Avenue W	• Monad Road & Daniel Street	
• Wicks Lane & Main Street	• 24th Street W & Overland Avenue	• Monad Road & 32nd Street W	
• Zimmerman Trail & Poly Drive	• 24th Street W & Grant Road	• Monad Road & 36th Street W	
	• 24th Street W & Grand Avenue	• Mullowney Lane & Midland Road	
	• 32nd Street W & Grand Avenue	• Rimrock Road & Zimmerman Trail	
	• 48th Street W & Central Avenue	• State Avenue & S 27th Street	
	• 48th Street W & King Avenue	• Zimmerman Trail & Grand Avenue	
	• 62nd Street W & Rimrock Road	• Zoo Drive & I-90 WB Ramps	
	• 62nd Street W & Grand Avenue	• Zoo Drive & I-90 EB Ramps	
	• Broadwater Avenue & 32nd Street W	• Zoo Drive & S Frontage Road	
	• Gabel Road & 32nd Street W	• Zoo Drive & Gabel Road	
	• Grand Avenue & 19th Street W	• Zoo Drive & S Shiloh Road	
	• Governors Boulevard Babcock Boulevard		
	• King Avenue W & Laurel Road		
	• King Avenue W & S 20th Street/W Overland Avenue		
	• King Ave W & S 29th St W		
	• King Ave W & S 32nd St SW		
	• King Avenue & S Billings Boulevard		

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Level of Service

- A thru C
- D
- E
- F

- Intersections with No Data and Identified as Potentially Congested
- Intersections with No Data

More detailed analysis is being performed in these areas by other studies/projects

- P1 - Downtown Traffic Study
- P2 - 1st Avenue North
- P3 - 1st Avenue N / Expo
- P4 - Main Street Signal Timing

Roadway Classification

- Interstate
- Highway
- Arterial
- Collector

- Study Area
- Park
- City of Billings

NOTE: Some intersections included in Figure 5-5 were not analyzed for future conditions and are not shown in this figure.

Figure 5-7

Future Conditions (2040) and Level of Service

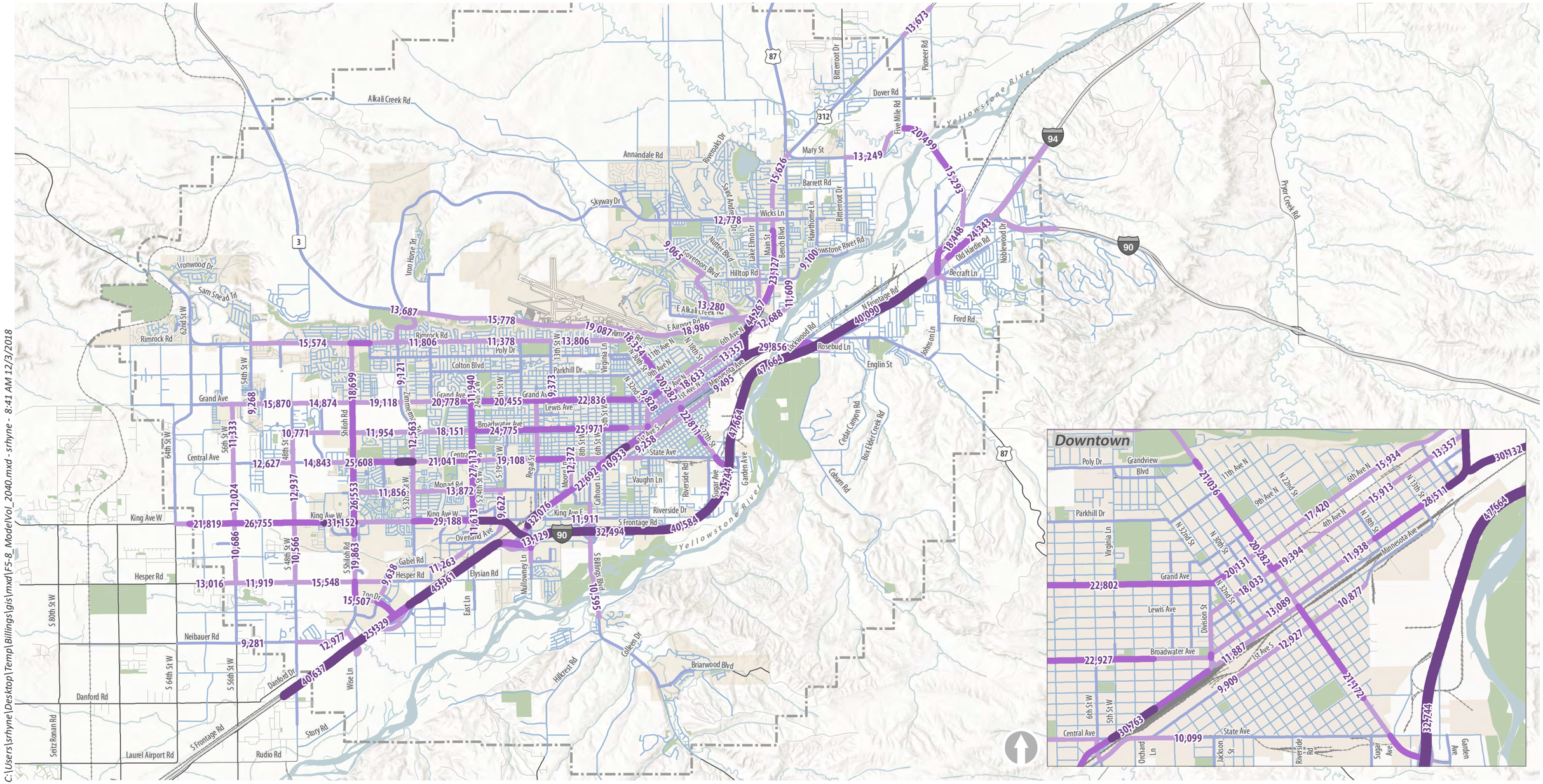


Figure 5-8

Future Model Year (2040) Average Daily Traffic (ADT)

NEEDS AND DEFICIENCIES

In order to guide identification of short- and long- range projects, deficiencies and needs were collected from the general public, the SC, and through a review of past plans/studies.

PUBLIC AND SC FEEDBACK

Forty-nine percent of the public comments corresponded to streets and highways or intersection deficiencies and needs in the study area. Review of the public comment feedback and SC comments suggested the following themes:

- Redesign unsafe intersections using roundabouts and traffic signals
- Improve traffic flow through signal retiming on congested corridors
- Provide better connectivity between the West End, Downtown, and Billings Heights
- Provide better connectivity between The Rims and the West End
- Maintain roadways, decrease the number of potholes, and improve snow removal
- Lower speed limits and calm streets with infrastructure improvements to reduce speeding
- Widen roadways to improve congestion
- Provide better connectivity between the west end and Lockwood
- Provide Inner Belt Loop and Outer Belt Loop connections
- Provide better connectivity over the Yellowstone River
- Increase capacity of railroad underpasses

NEEDS DEFINED IN PREVIOUS STUDIES/PLANS

There have been several city-wide studies/plans, highlighted in Exhibit 5.12, that focus on streets and highway facilities in the City of Billings. Below is a list of these studies/plans and their key needs and findings:

- **Highway 3 Corridor Planning Study (2015)** provides an access management and transportation circulation plan for the Highway 3 corridor from North 27th Street to Apache Trail (approximately 5 miles). It incorporates bicycle/pedestrian facilities, a parking plan, and a stormwater management plan along the top of the Rims. Key improvements include intersection control and bicycle/ pedestrian infrastructure implementation.
- **Old Highway 312 Corridor Study (2016)** develops a comprehensive long-range plan for managing the corridor and determining what can be done to improve the corridor, which connects the growing communities of Huntley, Shepherd, and Worden with Billings. Key improvements include safety measures such as overhead lighting, intersection control, and intersection realignment.
- **West End Multimodal Planning Study (2016)** develops a transportation model to project development and traffic demand growth on the west end and provides recommendations on scope and priority of improvement projects to mitigate projected impacts. Key improvements include intersection control implementation at intersections throughout the West End.
- **Underpass Avenue Improvements Conceptual Design Report (2016)** reviews and analyzes the existing site conditions and traffic needs to prepare possible improvement options to Underpass Avenue.
- L**ockwood TEDD Infrastructure Master Plan (2017)** documents the infrastructure needs of the Lockwood Targeted Economic Development District (TEDD) and addresses those needs while optimizing the potential of the Lockwood TEDD area for development. Key improvements include roadway segments to be implemented with development of the study area.
- **Billings Urban Area Long-Range Transportation Plan (2014)** summarizes several streets and highway projects in the urban area and details relevant studies and plans completed between 2008 and 2014:
  - **Lockwood Transportation Study (2008):** This study identifies a set of short and long-term improvements at intersections and roadways within in the Lockwood area (5-2).
  - **Billings Bypass EIS Project (2014):** The Billings Bypass Project proposes to construct a new principal arterial connecting Interstate 90 (I-90) east of Billings with Old Highway 312. The purpose of the proposed project is to improve access and connectivity between I-90 and Old Highway 312 to improve mobility in the eastern area of Billings. The Record of Decision (ROD) was issued on July 28, 2014. The Preferred Alternative has been separated into two phases, which are referred to throughout the FEIS as Phase 1 (an initial two-lane road) and the Full Buildout (a final four-lane road). Phase 1 will design and construct the initial two lanes of road along the entire length of the Preferred Alternative alignment and pursue right-of-way acquisition for a future four-lane road. The second phase will require a NEPA re-evaluation and separate ROD(s) to design and construct the Full Buildout four-lane road along this alignment (5-4).

Exhibit 5.12 Study Covers



- **I-90 Corridor Planning Study (2012):** The study recommends a set of near-term and long-term improvements to the I-90 corridor (mainline and interchanges) from the Laurel interchange to the Pinehills interchange. The improvements include mainline widening, bridge reconstruction, safety improvements, and geometric improvements (5- 4).
- **Molt Road/Highway 3 Collector Road Planning Feasibility Study (2004)**: The study demonstrated that a proposed collector alternative is feasible from a preliminary engineering analysis (5-5).
- **Billings Hospitality Corridor Planning Study (2013)**: This study identifies a set of near-term and long-term projects for the Main Street, Exposition Boulevard, and Highway 87 roadway segments and intersections. Key improvements include streetscape, sidewalk, pedestrian crossings, and roundabout at the 1st Street N./ Exposition Boulevard/Highway 87 intersection (5-6).

PROJECT LIST

Roadway, intersection, and congestion management projects were identified from the needs and deficiencies assessment and committed projects in the City of Billings Transportation Improvement Program, FY 2017-2021, Capital Improvement Program (5-8), Capital Improvement Program FY 2019 – 2023 (5-9), and MDT project programming. The LRTP identifies a total of 58 roadway projects, 62 intersection projects, and 28 congestion management projects. Investing in these types of projects supports the plan's goals and the region's desire to provide a robust, interconnected transportation system.

A project description and planning-level cost estimate was developed for each project. The planning-level cost estimates were developed from cost estimates included in past plans/studies, engineer's estimates made by the consultant team, or the sources described above.

Roadway projects include reconstruction of roadways, extension of existing roadways, and construction of new roadways. These projects represent maintenance, capacity, safety, and/or connectivity type projects. Table 5.6 summarizes the roadway projects. Figure 5-9 shows the approximate location of each project.

Intersection projects include reconstruction/ modifications of intersections, installation of traffic signals and/or roundabouts, and construction of new intersections. These projects represent maintenance, capacity, safety, and/or connectivity type projects. Table 5.7 summarizes the intersection projects. Figure 5-9 shows the approximate location of each project.

Congestion management projects include signal retiming or traffic signal upgrades on the roadway system. Other types of congestion management strategies could include promoting alternative modes, parking management, land use managements, and other traffic operational enhancements. Table 5.8 summarizes the congestion management projects. Figure 5-10 shows the approximate location of each project.

Table 5.6 Roadway Projects

Project ID	Proposed Name	Length (miles)	Project Description	Estimated Planning-Level Cost
R1	32nd Street West - King Ave West to Gabel Rd	0.8	Reconstruct to a 3-lane urban roadway	$4,100,000
R2	Old Hardin Road - Lockwood Interchange to Johnson Ln	2.4	Reconstruct to a 3-lane urban roadway	$5,700,000
R3	Wicks Lane (Main to Hawthorne)	0.5	Reconstruct to a 3-lane urban roadway (includes Bitterroot)	$300,000
R4	I-90 Yellowstone River - Billings	0.2	Replace bridges	$72,160,000
R5	Inner Belt Loop - Alkali Creek Rd to Highway 3	5	Construction of a new road from Alkali Creek Road to Highway 3.	$14,620,385
R6	1st Avenue South-Minnesota Avenue - 21st St to N 13th St	0.6	Reconstruct to urban roadway	$1,000,000
R7	Pemberton Lane - BBWA to Lake Elmo Dr	0.5	Reconstruct to urban roadway	$2,900,000
R8	Broadwater Avenue – BBWA to Shiloh Rd	1.5	Reconstruct to urban roadway	$4,000,000
R9	48th Street West – King Ave to Grand Ave	2	Reconstruct – cross section to be determined	$5,500,000
R10	King Avenue East – Orchard Ln to Sugar Ave	1.7	Reconstruct to a 3-lane urban roadway	$1,528,586
R11	Billings Bypass - Five Mile Road		New roadway and intersection improvements	$4,500,000
	Billings Bypass - Yellowstone River		New roadway and bridge	$52,760,000
	Billings Bypass - RR O'pass		New roadway and overpass	$14,400,000

Project ID	Proposed Name	Length (miles)	Project Description	Estimated Planning-Level Cost
	Billings Bypass - Johnson Ln Interchange - RR O'Pass		New roadway and overpass	$8,700,000
	Billings Bypass - Five Mile Road to US 87		New roadway and intersection improvements	$16,000,000
	Billings Bypass - Johnson Lane Interchange		New interchange, roadway, and intersection imrovements	$25,800,000
R12	N 21st Street – Montana Ave to 1st Ave S	0.1	Reconstruct railroad underpass	$3,052,000
R13	N 13th Street – 1st Ave N to Minnesota Ave	0.1	Reconstruct railroad underpass	$18,400,000
R14	27th Street – 1st Ave S to Airport Rd	2.99	Signal Optimization, Mill Overlay, ADA Corners, Sidewalks	$15,300,000
R15	Main St - Billings	3.7	Pavement preservation with ADA work	$5,735,460
R16	1st Avenue North - Division St to Main St	2	Reconstruct existing cross section	$14,500,000
R17	Hawthorne Lane Reconstruction	0.6	Reconstruct the roadway between Yellowstone River Road and Wicks Lane	$1,000,000
R18	Lincoln Lane Reconstruction	0.6	Reconstruct the roadway between Bench Boulevard and Conway	$1,000,000
R19	Daniel Street Reconstruction	1	Reconstruct the roadway between Monad Road and King Avenue	$2,800,000
R20	Various Projects	N/A	Pavement Preservation	Per Project
R21	MDT Preventive Maintenance	N/A	Pavement Preservation	Per Project
R22	Mossmain Intch - West Blgs Intch	N/A	Mill Fill	$11,675,000
R23	-	-	-	-

Project ID	Proposed Name	Length (miles)	Project Description	Estimated Planning-Level Cost
R24 - A	PAVER Program	N/A	Annual Program responsible for crack sealing, overlay, and chip seals of various streets throughout the City. BARSAA funding will be used in PAVER replacing some of the previously approved gas tax funding. The savings in gas tax funding will be used for the Inner Belt Loop project.	$14,725,000
R25 - A	Travel Corridor Coordination	N/A	Engineering will be done within Public Works.	$400,000
R26 - A	Misc. curb, gutter, and sidewalk	N/A	Annual replacement and infill program of curb, gutter, and sidewalk	$3,825,000
R27 - A	Annual ADA Replacement	N/A	Replace handicapped ramps in accordance with the signed agreement between the City of Billings and the Department of Justice	$1,250,000
R28 - A	Annual SID Contribution	N/A	This project will provide SID funding for Public Work's property that may be included in an SID for a given year.	$6,650,000
R29 - A	Snow Melt Facility	N/A	Snow melting system to melt some of the snow hauled from the City's streets. Additional funding in FY 2019 will allow development of a storage and melting location in addition to the other sites that will be used.	$1,200,000
R30	Mullowney Lane	0.8	Road reconstruction south of Midland Road	$4,100,000
R31	Hallowell Lane Improvements	1	Reconstruct to urban roadway	$1,781,058
R32 - A	SBURA Unimproved Streets Improvements	N/A		$1,500,000
R33	King Ave E	0.47	Pavement Preservation	$100,000
R34	Grand - 24th to Zimmerman	1.17	Pavement Preservation	$1,350,000
R35	Hardin Road	2.08	Pavement Preservation	$240,000
R36	Shiloh Road	1.99	Pavement Preservation	$60,000

Project ID	Proposed Name	Length (miles)	Project Description	Estimated Planning-Level Cost
R37	Blue Creek Road	2.59	Pavement Preservation	$881,000
R38	Billings Blvd	0.2	Pavement Preservation	$60,000
R39	Highway 3 Widening - Zimmerman to Apache	2	Widen Highway 3 from Zimmerman Trail to Apache Trail with TWLTL	$2,600,000
R40	Highway 312 Capacity Improvements - Shoulder Widening	2.5	Shoulder Widening	$341,000
R41	Highway 312 Capacity Improvements - Three-lane Section	0.4	Three-lane section, including bridge replacement at seven mile creek	$450,000
R42	Highway 312 Pavement Preservation	2.3	Pavement Preservation	$2,000,000
R43	Highway 312 Traffic Control Devices and Safety/Warning Features	N/A	Signing	$3500 per assembly
R44	Grand Ave - Shiloh Rd to 62nd St West	2.8	Widening/Reconstruction (5-lane section)	$11,000,000
R45	Rimrock Rd - Shiloh Rd to 62nd St West	2.8	Widening/Reconstruction (5-lane section/3-lane section)	$10,300,000
R46	King Ave West - MT Sapphire Dr to 64th St West	2.6	Widening/Reconstruction (5-lane section/3-lane section)	$9,300,000
R47	54th St West - Grand Ave to Rimrock Rd	1	Widening/Reconstruction (3-lane section)	$3,300,000
R48	Central Ave - Shiloh Rd to 48th St West	1	Widening/Reconstruction (3-lane section)	$3,100,000
R49	62nd St West - Rimrock Rd to Western Bluffs Boulevard	0.5	Widening/Reconstruction (3-lane section)	$1,100,000
R50	South Frontage Road	3.75	Pavement Preservation	$670,000
R51	SF 169 Blgs Area Safety Imprv.	N/A	Signage -- RP 1.7 - 2.17 (U-1026, King Ave. E); RP 3.45 - 3.65 (U-1027, Yellowstone River Rd); RP 2.35 - 2.45 (L-56-2389, Lake Elmo Drive); RP 1.9 - 2.1 (X-56395, South Frontage Road); RP 0 - 1.379 (L-56-982, Garden Ave); RP 0 - 0.76 (L-56-23, Nahmis Ave); RP 0.05 - 0.3 (L-56-1665, Story Road)	$21,000
R52	SF 169 I90 W King Ave Lighting	1.7	Roadway Lighting	$345,000
R53	King Avenue - Shiloh to 72nd	4	Reconstruct to a five lane section	$8,000,000
R54	I-90 from S Blgs Blvd Inch to 27th St Intch	2.9	Add a third travel lane to I-90	$4,000,000
R55	I-90 from Lockwood Intch to Johnson Lane Intch	2.5	Add a third travel lane to I-90	$3,000,000
R56	Hwy 3 from Airport to Zimmerman Trail	3	Widen with two-way, left-turn lane	$3,200,000
R57	Various Projects 2017-2021	N/A	Pavement Preservation	$2,500,000
R58	Highway 3 to Molt Road Connection Study	2.6	Study the feasibility of constructing a new Roadway connecting Highway 3 to Molt Road	$250,000
R59	North 29th Street and North 30th Street 2-way Conversions	0.4	Convert both 1-way streets to 2-way streets between 6th Street North and Montana Avenue	$1,900,000

Table 5.7 Intersection Projects

Project ID	Proposed Name	Project Description	Estimated Planning-Level Cost
I1	Rimrock Rd/N 27th St	Improve intersection capacity, operations, and safety	$4,700,000
I2	Exposition Drive & 1st Ave N Blgs	Intersection Improvement	$1,600,000
I3	Monad Rd/Daniel Ln	Improve intersection capacity, operations, and safety	$400,000
I4	Central Ave/24th St W	Improve intersection capacity, operations, and safety	$400,000
I5	Airport Rd & Main St - BLGS	Intersection Improvements	$11,700,000
I6	Rimrock Rd/Virginia Ln	Improve intersection capacity, operations, and safety	$410,000
I7	Underpass Avenue Improvements	Intersection Improvements	$8,600,000
I8	King Ave/24th St	Evaluate intersection to identify alternative intersection treatment	$1,500,000
I9	Grand Ave/24th St	Evaluate intersection to identify alternative intersection treatment	$250,000
I10	Division/Grand/6th Ave/N 32nd St	Improve intersection capacity, operations, and safety	$560,000
I11	Division/Broadwater/1st Ave N	Improve intersection capacity, operations, and safety	$560,000
I12	Lockwood Road & N Frontage Road	Reconfiguration of existing intersection	$495,000
I13	US Highway 87 & Old Hardin Road	Upgrade 3-way stop intersection to a roundabout	$630,000
I14	Johnson Lane & Old Hardin Road	Intersection improvements and access management around Johnson Lane Interchange	Included with R23
I15	Shiloh Interchange	Geometric improvements to improve operations and safety	$1,900,000
I16	South Billings Blvd Interchange	Additional EB and WB mainline lanes under and through the Interchange	$1,600,000
I17	27th Street Interchange	Construct additional EB and WB mainline lanes under and through Interchange. Restripe EB off-ramp and improve pedestrian facilities	$1,900,000
I18	Lockwood Interchange	Construct additional EB and WB mainline lanes under and through the Lockwood Interchange and improve pedestrian facilities	$1,900,000
I19	Johnson Ln Interchange	Geometric improvements to improve operations and safety	Included with R23
I20A	West Billings Interchange	Update geometry to match C standards, improve landscaping and improve pedestrian facilities	$6,900,000
I20B		Construct additional EB and WB mainline lanes through interchange, modify vertical curve, reconstruct bridge segments and restripe WB off-ramp at West Billings Interchange.	$12,600,000
I21	SF 129-RNDABOUT KING 56TH	Construct a roundabout at this intersection	$4,246,201
I22	SF 139-RNDABOUT CENTRAL/56TH	Construct a roundabout at this intersection	$3,500,000
I23	Pinehills Intch-Pryor CR Intch	Pavement Preservation	$887,557
I24	W Blgs Intch - Pinehills Intch	Mill Fill	$4,462,609
I25	27th Street RR Crossing	Railroad crossing study	$300,000
I26	SF-149 HILLCREST RIGHT TURN LN	Intersection Improvement	$331,073
I27	SF 129 BILLINGS HORIZONTAL CURVE SIGNAGE	Signage	$1,126,611
I28	SF 169 ROUNDABOUT RIMROCK & 62ND ST. W	Roundabout	$3,655,843
I29	SF 169 ITS INTERSECTION DETECTION	Intersection Improvement	$73,000

Project ID	Proposed Name	Project Description	Estimated Planning-Level Cost
I30	SF 169 KING AVE E. RUMBLE STRIPS	Rumble Strips	$11,000
I31	SF 169 YELLOWSTONE RIVER RD CHEVRONS	Signage	$6,000
I32	SF 169 JOHNSON LANE DELINEATION	Signage	$700
I33	SF 169 LAKE ELMO DRIVE DELINEATION	Signage	$420
I34	SF 169 SOUTH FRONTAGE ROAD SIGNAGE	Signage	$6,700
I35	SF 169 OLD HIGHWAY 312 DELINEATION	Signage	$3,500
I36	SF 169 GARDEN AVE SIGNAGE	Signage	$26,000
I37	SF 169 NAHMIS AVE DELINEATION	Signage	$7,500
I38	SF 169 STORY RD SIGNAGE	Signage	$3,000
I39	SF 149 - KING INTCH SFTY IMPRV	Safety	$14,942
I40	Intersection Capacity Improvements	Evaluate and construct improvements to selected intersection trouble areas.	$2,000,000
I41	Monad and 19th/20th St W Intersection Reconstruction		$3,500,000
I42	SF-169 Frontage Rd Wise Ln Intx	Intersection Improvement	$97,800
I43	Highway 3/Rod & Gun Club Road	Install roundabout at Highway 3/Rod & Gun Club Road, including single circulating lane, single-lane approaches, and bike and pedestrian accomodations	$1,500,000
I44	Highway 312 Intersection Improvements - Intersection Control	Intersection Control	$1500000 per intersection
I45	Neibauer Rd & 56th St West	All-way stop control/OH Flashing Beacons/Transverse Rumble Strips	$200,000
I46	Neibauer Rd & 48th St West	OH Flashing Beacons/Transverse Rumble Strips	$200,000
I47	Grand Ave & 48th St West	Traffic Signal or Roundabout	$1,500,000
I48	Grand Ave & 56th St West	Traffic Signal or Roundabout	$1,500,000
I49	King Ave West & 48th St West	Traffic Signal or Roundabout	$1,500,000
I50	Central Ave & 48th St West	Traffic Signal or Roundabout	$1,500,000
I51	King Ave West & 64th St West	Traffic Signal or Roundabout	$1,500,000
I52	Grand Ave & 62nd St West	Traffic Signal or Roundabout	$1,500,000
I53	Hesper Rd & 56th St West	All-Way Stop	$200,000
I54	King Ave/20th St	Evaluate intersection to identify alternative intersection treatment	$1,500,000
I55	Various Safety Projects	Safety	$4,500,000
I56	Laurel Road & Moore Lane	Study for capacity improvements	$250,000
I57	24th Street W & Overland Avenue	Study for capacity improvements	$250,000
I58	11th Avenue N & N 30th Street	Study for capacity improvements	$250,000
I59	24th Street W & Grant Road	Study for capacity improvements	$250,000
I60	24th Street West and Rosebud Drive/Market Place	Study for safety improvements	$250,000
I61	Blue Creek Rd at Briarwood and Riverfront Park	Add left turn lanes at the two intersections	$1,000,000

Table 5.8 Congestion Management Projects

Project ID	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
CM1	Grand Avenue – 3rd St W to 24th St W	2.6	Update signal timing for 10 signals	$100,000
CM2	Broadwater Avenue – 5th St W to Zimmerman	3.3	Update signal timing for 8 signals	$80,000
CM3	Central Avenue – 6th St W to Zimmerman	3.2	Update signal timing for 10 signals	$100,000
CM4	24th St West Signal Improvements	2	Upgrade of signals from King Avenue to Grand Avenue	$220,000
CM5	27th Street – State Ave to Poly Dr	2.1	Update signal timing for 11 signals	$110,000
CM6	Main Street – 1st Ave N to Permberton Ln	3.4	Update signal timing for 12 signals	$218,000
CM7	Division Street – Broadwater Ave to 4th Ave N	0.3	Update signal timing for 3 signals	$30,000
CM8	Grand Avenue – 24th St W to Zimmerman	1.2	Update signal timing for 3 signals	$30,000
CM9	Rimrock Road – 38th St W to 13th St W	2.6	Update signal timing for 5 signals	$50,000
CM10	15th Street West – Central Ave to Grand Ave	1	Update signal timing for 5 signals	$50,000
CM11	Wicks Lane – Governors Blvd to Bench Blvd	2	Update signal timing for 5 signals	$50,000
CM12	19th Street West – Monad Rd to Grand Ave	1.5	Update signal timing for 5 signals	$50,000
CM13	17th Street West – Grand Ave to Rimrock	1	Update signal timing for 5 signals	$50,000
CM14	Monad Road – 19th St W to 32nd St W	1	Update signal timing for 4 signals	$40,000
CM15	Governors Boulevard/Hilltop Road – Wicks Ln to Main St	2.4	Update signal timing for 3 signals	$30,000
CM16	ITS Signage and Advanced Warning System	N/A	Implement a signage and advanced warning system to inform transportation users of crossing delays due to incoming and stopped trains	$500,000
CM17	Downtown Billings Signal Upgrades (No 27th Street signals)	N/A	Traffic signal controller and signal timing upgrades at 36 signals in the downtown area, excluding 27th Street	$305,875
CM18	Downtown Billings Signal Upgrades	N/A	Traffic signal controller and timing upgrades at 13 signals in downtown	$316,091
CM19	Downtown Billings Signal Upgrades	N/A	Traffic signal controller and timing upgrades in the downtown area	$3,160,911
CM20	Citywide Signal Timing	N/A	Traffic signal controller and timing upgrades at 24 signals within Billings	$372,000
CM21	Billings Signal Upgrades	N/A	Signal Optimization	$320,869
CM22	Lockwood Signals	N/A	Signal Optimization	$18,948
CM23	Downtown State Signals BLGS	N/A	Signal Optimization	$6,522,824
CM24	Zoo Drive Signals	0.6	Signal Optimization	$50,000
CM25	Johnson Lane Signals	0.15	Signal Optimization	$12,970
CM26	MDT - MACI	N/A	Statewide CMAQ - Various	$1,000,000
CM27	MDT - MACI	N/A	Statewide CMAQ - ADA Compliance	$1,750,000
CM28	Traffic Signal Controller Upgrade	N/A	Traffic signal upgrades throughout the City	$3,225,000

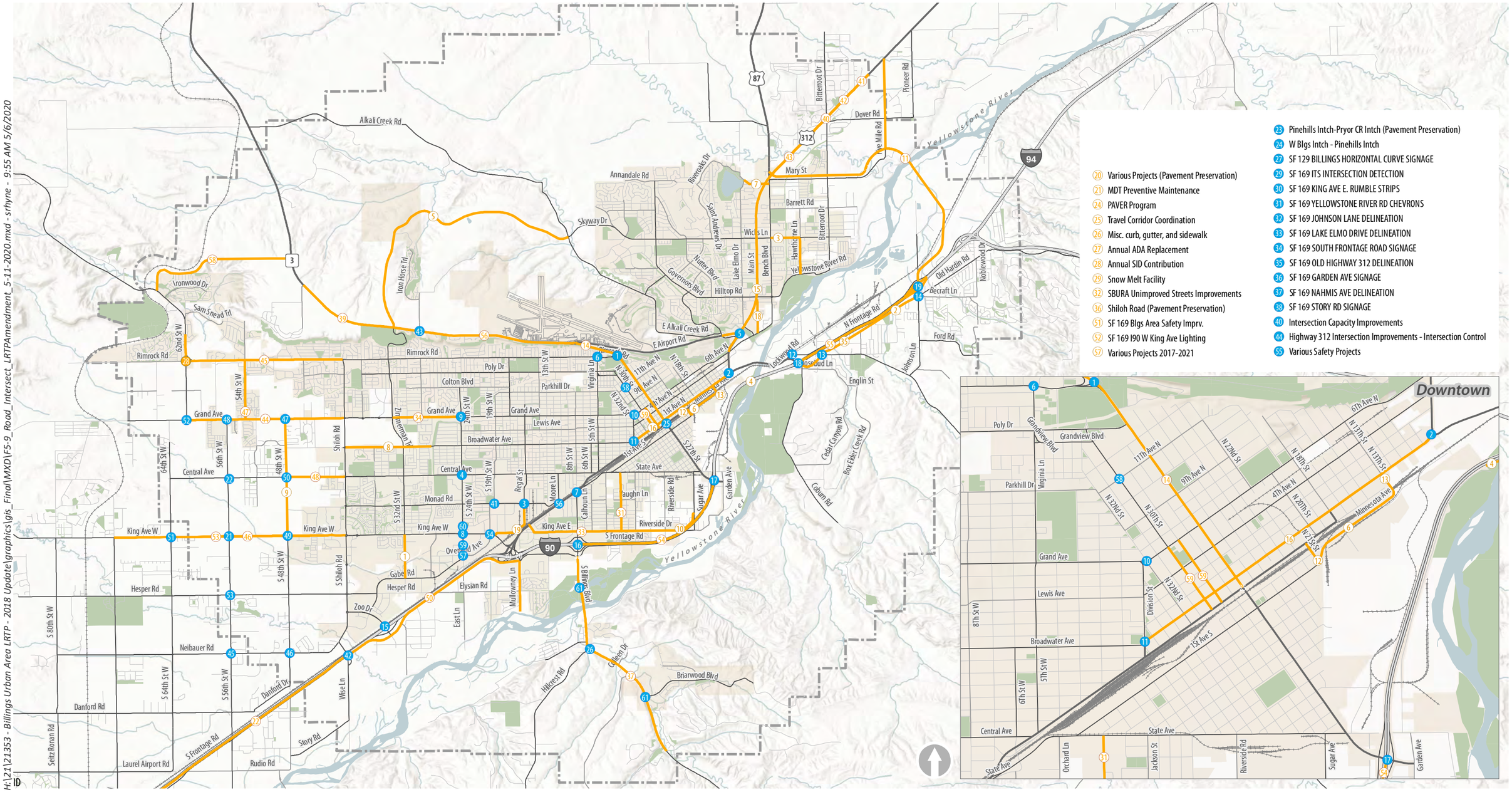


Figure 5-9

Intersection and Roadway Projects

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20 Citywide Signal Upgrades
26 MDT - MACI
27 MDT - MACI
28 Traffic Signal Controller Upgrade

Downtown

Congestion Management

Figure 5-10

Congestion Management Projects

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2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 6

Public Transit and Transportation

PUBLIC TRANSIT AND TRANSPORTATION

Like most public transportation systems, MET Transit (herein, referred to as MET) has been effective in developing a transit system with the limited funding resources available. Marginal revenue growth and rising operational costs have allowed for minimal service expansion over the past few years. For public transit service to be expanded significantly in the region, an increase in the operations funding would need to occur through an increase in the local mill levy, other local funding sources, and additional federal funds. Through this LRTP process, the community continued to identify projects and support for the public transportation system. Other services that complement MET include private for-profit public transportation providers, transportation network companies such as Uber and Lyft, and air service through the Billings Logan International Airport.

MET started in 1973 with five fixed routes in the Billings urban area. MET currently operates 18 routes with flag service and bus stops, transfer centers (see Exhibit 6.1 and 6.2), and other amenities.

Public transportation continues to be a priority of the community. Public transportation provides access to employment, recreation, shopping and social opportunities and also encourages active transportation such as walking and bicycling to reach transit routes.

Exhibit 6.1 Buses at the Downtown Transfer Center



Source: Kittelson

Exhibit 6.2 Downtown Transfer Center



Source: Kittelson

2018 LRTP Goals Related to Public Transit and Transportation

Goal 1: Safety – Develop a safe transportation system

Goal 2: Functional Integrity and Efficiency – Optimize, preserve, and enhance the existing transportation system

Goal 5: Public Transit and Transportation – Create a transportation system that supports the practical and efficient use of transit

Goal 6: Pedestrians and Bicyclists – Create a transportation system that supports the practical and efficient use of active transportation such as walking and bicycling

Goal 7: Economic Vitality – Ensure adequate transportation facilities to support the existing local economy and connect Billings to local, regional, and national commerce

EXISTING PUBLIC TRANSIT SERVICES

PUBLIC FIXED ROUTE

MET serves as the City of Billings fixed-route public transit service provider. Established in 1973 with only five routes, MET currently operates with eighteen routes and has two primary transfer centers. The MET complex is a 31,000 square-foot facility located at 1705 Monad Road in Billings. This complex, built in 1983 with renovations in 1998, 2000, and 2016 provides a centrally located facility for MET operations that includes administration, dispatch, vehicle maintenance, washing, and fueling. MET operates all routes through two transfer centers:

1. **Stewart Park Transfer Center** – This transfer center was constructed in 1993 and renovated in 2003, and is located next to the Rimrock Mall off of Central Avenue. This transfer center has ten bus parking spaces, passenger shelters and benches, and a driver break area.
2. **Downtown Transfer Center** – This transfer center (shown in Exhibit 6.3) was constructed in 2008 (opened in 2009) and is located at 220 N 25th Street in Downtown Billings. This transfer center has fifteen bus parking spaces, passenger shelters and benches, a covered passenger pavilion, and a driver break area. These transfer centers operate a "pulse" system where buses arrive and depart from the transfer center simultaneously.

Fleet

MET operates a fleet of 40 vehicles as detailed in Table 6.1. Exhibit 6.4 shows an example of a typical bus in the MET fleet. Exhibit 6.5 shows a bicycle on the bus..

Table 6.1 MET Fleet

Manufacturer	Description	Number of Vehicles	Equipment
Gillig LLC	35' low floor type	2	Wheelchair ramps, front bumper two-slot bicycle racks
Gillig LLC	35' standard floor type	17	Wheelchair lifts, front bumper two-slot bicycle racks
Champion	30' standard floor type	6	Wheelchair ramps, front bumper three-slot bicycle racks
Gasoline Powered Van	25', 13 passenger van	15	Wheelchair lifts and tie down areas
Total		**40 Vehicles**	

Source: MET

Exhibit 6.3 Downtown Transfer Center



Source: MET

Exhibit 6.4 Typical MET Bus



Source: MET

Exhibit 6.5 Bicycle on a MET Bus



Source: MET

SERVICE

MET currently provides eighteen fixed routes within the Billings city limits. These eighteen fixed routes include: nine all-day routes; four peak-hour routes; one midday-only route; and four tripper routes.

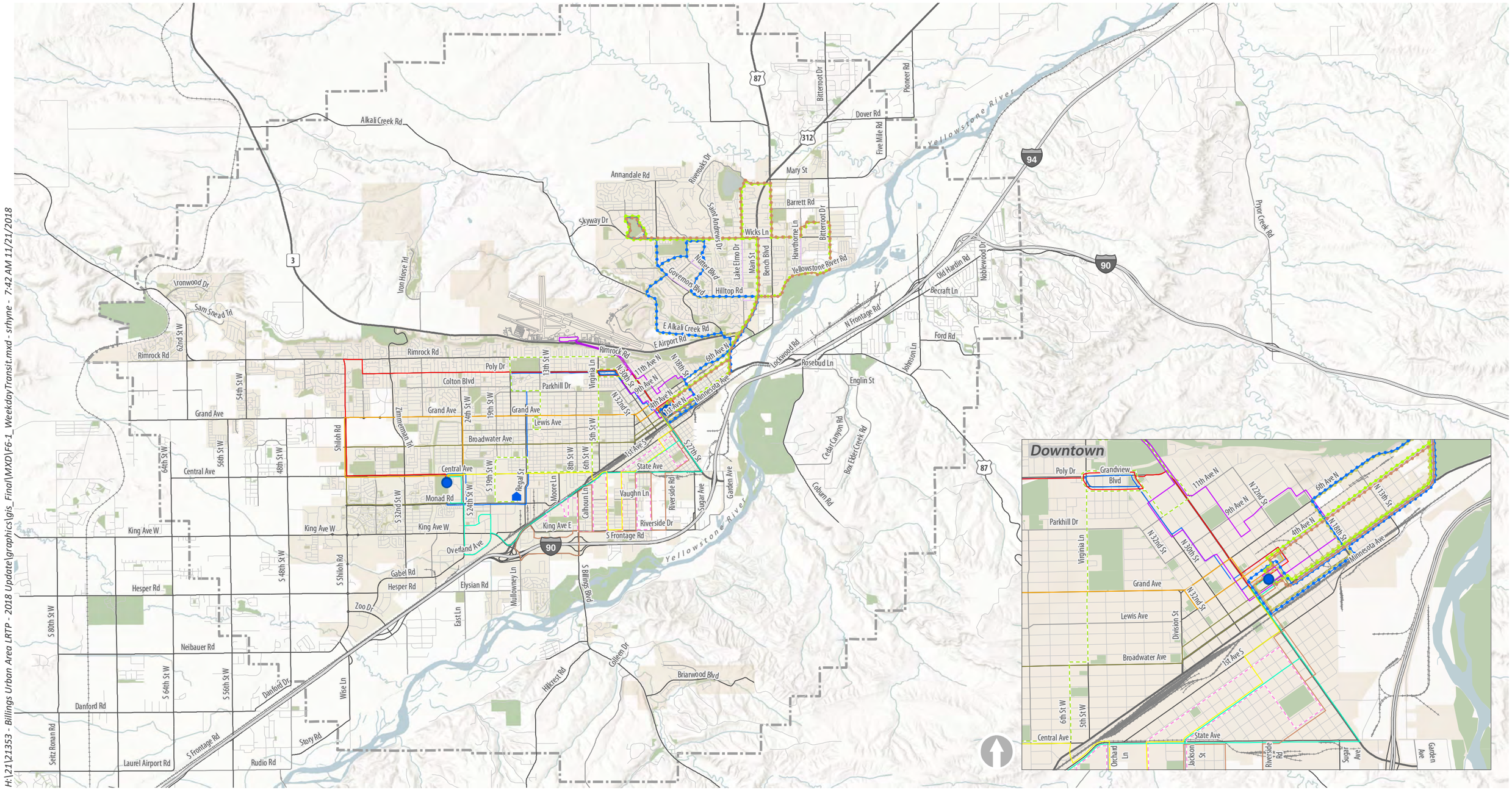
On July 2, 2018, MET updated the bus routes and schedules. Seven routes operate on Saturdays. No service is provided on Sunday. Figures 6-1 and 6-2 show the weekday and Saturday routes, respectively. Routes shown in Figures 6-1 and 6-2 reflect the updated route changes that took place in July 2018. MET also provides four tripper routes to and from middle and senior high schools in the area. Current service hours are shown in Table 6.2.

The downtown transfer center opened in 2009 and is one of the only transit centers in the US that is Leadership in Energy and Environmental Design (LEED) certified Platinum.

Table 6.2 MET Service Hours

Day(s)	Time Service is Available
Monday through Friday	5:50 AM – 6:50 PM
Saturday	8:10 AM – 5:45 PM
Sunday	No Service Available

Source: MET



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Bus Shelter
Transit Office
Transfer Station

Bus Route Number
1
3
5
7
9
10
13
14
15
16
17
18
19
24
T1
T2
T3
T4

Study Area
City of Billings
Park

Figure 6-1

Existing Weekday Transit Routes

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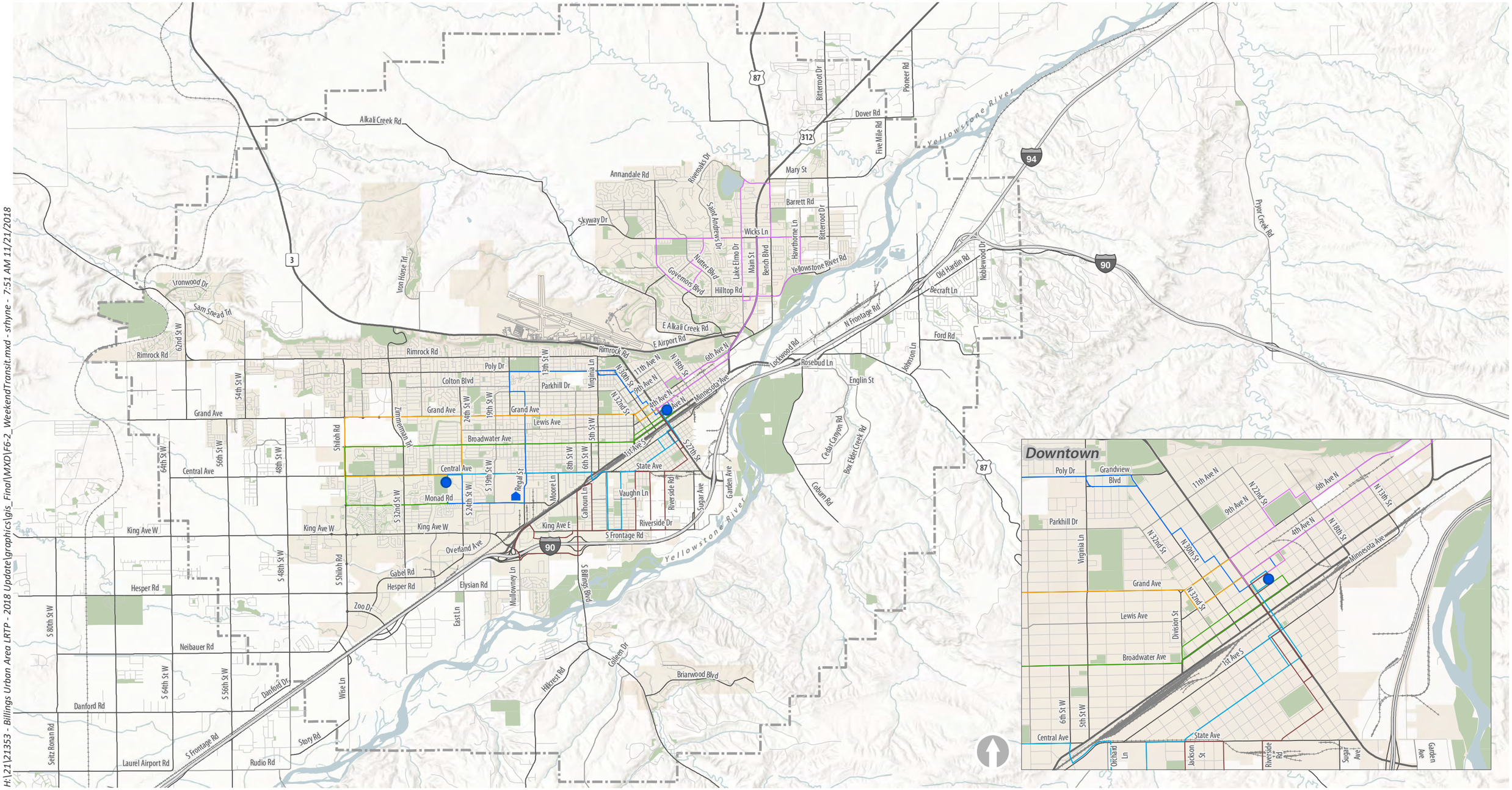


Figure 6-2

Existing Saturday Transit Routes

MET does not provide service on the following holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day. The weekday routes typically operate on 60-minute headways with the exception of two routes: the 1 route operates on 30- to 55-minute headways and the 18 and 19 routes operate on 55-minute to two-hour headways.

MET operates a fixed route system with 24 bus shelters in addition to bus benches and signed stops along the routes. MET riders can also flag down the bus at any safe intersection. Shelters are mostly concentrated along the high-volume routes to provide the most heavily used stops with protection from weather. Exhibit 6.6 shows an example of a MET bus shelter. Signed stops are located along all routes to help maintain headways and allow for a more orderly system of boarding and alighting. Additionally, benches are provided at many of the stops.

The current extent of service reaches most every geographic location within the Billings city limits including service to the Billings Logan International Airport. Transit service is not provided in the newer residential areas west of Shiloh Road, except for a short section on King Avenue West. Within the urban area, transit service is not provided to Lockwood. Lockwood is located outside of MET's service area, since MET only serves the City of Billings.

Ridership

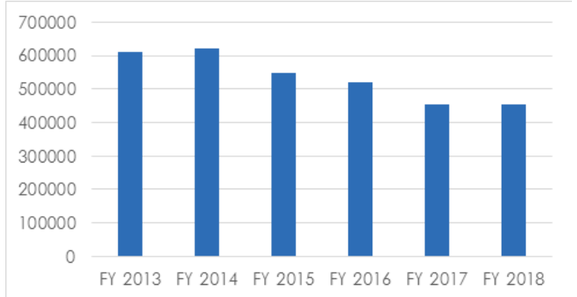
Exhibit 6.7 shows the annual ridership trends on the fixed route service between 2013 and 2018.

Exhibit 6.6 Typical MET Bus Shelter



Source: MET

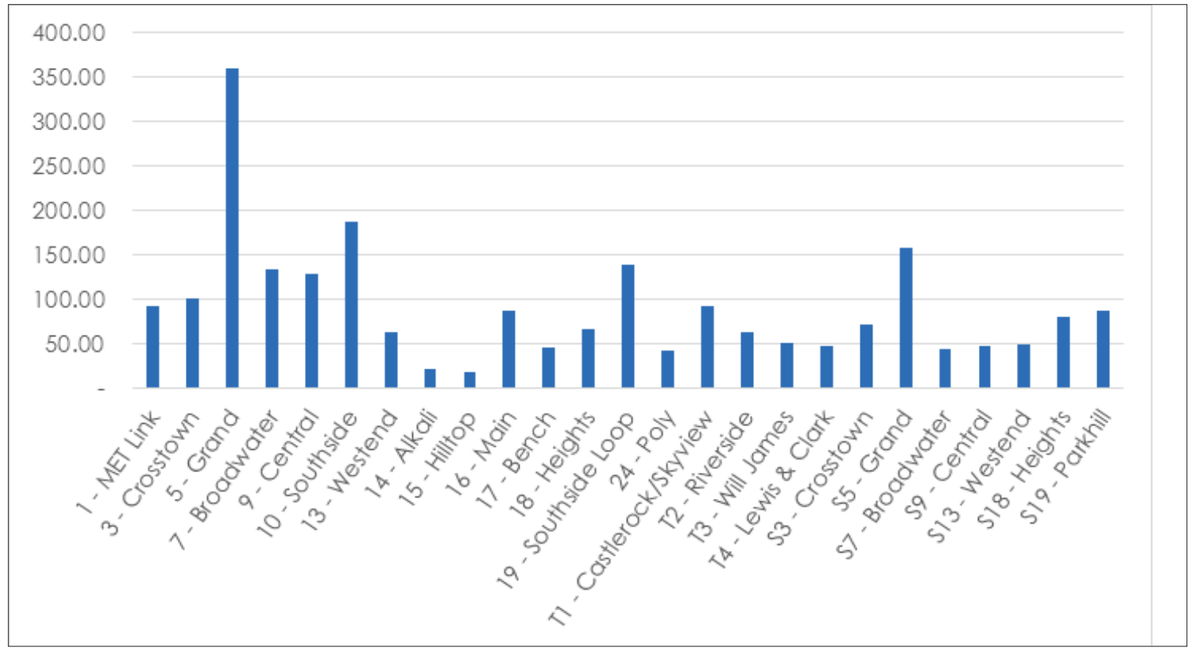
Exhibit 6.7 MET Annual Ridership Trends (FY 2013-FY 2018)



Source: MET

As shown in Exhibit 6.7, fixed route ridership is in a steady decline. Fiscal year 2018 saw a total of 454,395 MET riders and was similar to the FY 2017 ridership total. Exhibit 6.6 shows fiscal year 2018 ridership by route. As shown in Exhibit 6.8, the most productive weekday routes are Grand, Southside, and Southside Loop. Grand is also the most productive weekend route.

Exhibit 6.8 FY 2018 Average Daily Ridership by Route



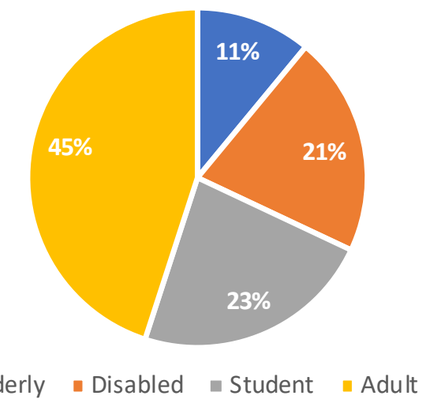
Source: MET

Additionally, based on conversations with MET staff, the Tripper routes are productive during the school year.

The demographic composition of MET ridership is shown in Exhibit 6.9 (6-1). Students represent the 2nd highest rider from their repeated use of the school tripper routes.

Public transportation makes up about 1.6% of commute trips in the Billings urban area (Source: ACS 2011)

Exhibit 6.9 MET Ridership



Source: MET

FINANCES

MET is primarily funded through the local transit-designated 10-mill levy property tax approved by voters in 1980. Funding is further supplemented by farebox revenue, advertising revenue, and by Federal Transit Administration (FTA) grants. In 2017, property taxes supported about 42.3% of the total annual operating cost (see Table 6.3) whereas the farebox revenue only supported approximately 11.7% of the total operating cost. Exhibit 6.10 shows the breakdown of actual FY 2017 funding sources.

The breakdown of METs expenditures for fiscal years 2017 through 2022 is shown in Table 6.3. The current rate for MET passengers is $1.75 per trip. The fiscal year 2017 cost per MET passenger was $7.58.

Table 6.3 MET Expenditures FY 2017 to FY 2022

Expenditures	Assumed Annual Growth	FY 2017 Actual	FY 2018 Budget	FY 2019 Projected	FY 2020 Projected	FY 2021 Projected	FY 2022 Projected
Operating Expenditures							
Personnel Services	5%	$3,696,042	$3,907,846	$4,103,238.30	$4,308,400	$4,523,820	$4,750,011
Operations & Maintenance	3%	$871,961	$1,410,785	$1,453,109	$1,496,702	$1,541,603	$1,587,851
Fuel	2%	$284,785	$400,451	$408,460	$416,629	$424,962	$433,461
Total Operating		$4,852,788	$5,719,082	$5,964,807	$6,221,731	$6,490,385	$6,771,323
Capital Expenditures							
Federal Capital		$850,385	$1,006,264	$944,077	$1,350,000	$500,000	$800,000
Local Capital		$212,596	$251,566	$236,019	$337,500	$125,000	$200,000
Total Capital		$1,062,981	$1,257,830	$1,180,096	$1,687,500	$625,000	$1,000,000
Total Expenditures		$5,915,769	$6,976,912	$7,144,903	$7,909,231	$7,115,385	$7,771,323

Source: MET

Exhibit 6.10 MET FY 2017 Revenue Sources



Source: MET

PUBLIC PARATRANSIT

MET also operates MET Special Transit (MST) which serves as a specialized, demand-responsive paratransit service. The MST service provides public transportation to persons whose disabling condition prevents the use of fixed route transit. MST is also available for local agencies to contract to provide service to clientele. It also serves as the City's MET-PLUS day-before advance reservation service that provides full compliance with the Americans with Disabilities Act (ADA) requirements. Persons who use this service must be certified as ADA complementary paratransit eligible. A person may be eligible for all or some of their trip needs. Exhibit 6.11 shows an example of a typical MST bus.

Exhibit 6.11 MST Bus



Source: MET

Service

MST operates 15 paratransit buses and provides ADA complementary paratransit service within all areas of the City of Billings. All trips must take place within this defined service area. The service schedule (i.e. when trips can be scheduled) is shown in Table 6.4.

Table 6.4 MST Service Hours

Day(s)	Time Service is Available
Monday through Friday	5:50AM – 6:50PM
Saturday	8:10AM – 5:45PM
Sunday	No Service Available

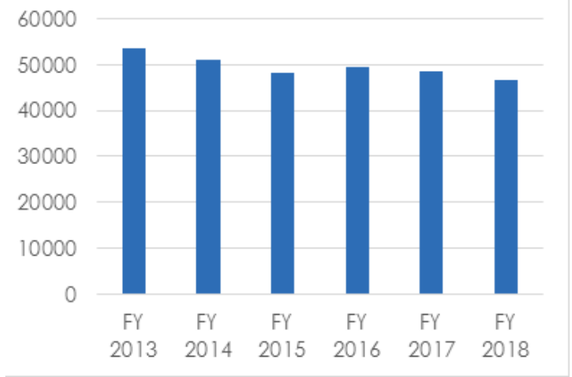
Source: MET

MST does not provide service on the following holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day.

Ridership

Ridership for MST has fallen in recent years, as shown in Exhibit 6.12. Paratransit ridership decreased from 53,500 rides in FY 2013 to 46,575 rides in FY 2018.

Exhibit 6.12 MST Annual Ridership Trends (FY 2013 - FY 2018)



Source: MET

Finances

The current rate for paratransit passengers is $3.50 per trip. The FY 2017 average cost per paratransit customer is $33.46 (up from $27.02 in 2013). MST operates at a deficit, which is not uncommon for paratransit systems. The budget for MST is incorporated in MET's overall budget.

PRIVATE OPERATORS

Private for-profit public transportation providers operating in and through the Billings urban area include intercity bus lines, charter and rental bus services, and taxicab services. Jefferson Lines provides the most extensive service connecting to Bozeman, Butte, Glendive, Livingston, Miles City, Missoula, and Sidney. Table 6.5 shows the private bus operators and their primary connections.

Table 6.5 Private Operator Connections

Company	Connections
Greyhound Lines	Missoula, Superior
Powder River Trailways	Cody, Lovell, Sheridan, WY
Jefferson Lines	Billings, Bozeman, Butte, Glendive, Livingston, Miles City, Missoula, Sidney
Flathead Transit	Missoula, Kalispell, Whitefish
Salt Lake Express	Dillon, Butte

Billings also has several transportation network companies and private taxi services available:

- Uber
- Lyft
- Transportation Services LLC
- Billings Yellow Cab
- Taxiing Services
- City Cab
- Total Transportation (A Plus Limos)
- Billings Limousine Service
- Red Lodge Tour and Taxi

EXISTING AIRPORT FACILITIES/ ACCESS

Billings Municipal Airport was officially opened in 1928. In 1971, the airport was renamed, as it is presently referred to, Billings Logan International Airport (airport code is BIL), entrance shown in Exhibit 6.13. The Billings Logan International Airport Master Plan was completed in March 2010 (6-3). This Master Plan documents planned expansions and improvements for the airport over the next twenty years. One of the improvements documented is the design for an expanded concourse area that will allow for more passenger gates and aircraft parking positions to accommodate the growing number of passengers. The existing five aircraft loading positions will be expanded to at least eight, with expanded passenger hold rooms, restrooms, and concessions. The terminal improvements are expected to be completed by 2021.

AIRPORT SERVICE

Currently, the airport serves as a regional hub for air traffic (shown in Exhibit 6.14) with nonstop service to five cities in Montana and ten U.S. cities outside of Montana:

- Chicago (seasonal)
- Dallas
- Denver
- Las Vegas – biweekly
- Los Angeles – seasonal
- Mesa – biweekly
- Minneapolis
- Portland
- Salt Lake City
- Seattle
- Sidney, Wolf Point, Havre, Glasgow, and Glendive, Montana

The Federal Aviation Administration (FAA) classifies the airport as a small hub with a local market area extending throughout central and eastern Montana.

The airport's importance to the region and State has been growing with passenger enplanements of 437,810 in FY 2017.
The airport has cargo and mail operations with 41,324 tons passing through in FY 2017. United Parcel Service and Federal Express serve the Billings market as well as several smaller cargo feeder airlines. The airlines currently serving the airport are shown in Table 6.6.

Exhibit 6.13 Billings Logan International Airport



Source: Kittelson

Table 6.6 Private Operator Connections

Airline	Direct Services	Daily Departures from BIL	Weekly Departures from BIL
Delta	Minneapolis, Minnesota and Salt Lake City, Utah	5	
United	Denver, Colorado and seasonally to Chicago, Illinois	5	
Alaskan	Seattle, Washington and Portland, Oregon	3	
American	Dallas, Texas	1	
Allegiant	Mesa, Arizona; Las Vegas, Nevada; and seasonal to Los Angeles, California		6
Cape Air	Glasgow, Glendive, Havre, Sidney and Wolf Point, Montana	13	

Exhibit 6.14 National and Regional Direct Flights from BIL



NEEDS AND DEFICIENCIES

To guide identification of future public transportation strategies, deficiencies and needs were collected from the public and MET.

PUBLIC FEEDBACK

Nine percent of the public comments corresponded to transit deficiencies and needs in the study area. Review of the public comment feedback suggested the following themes:

- Better bus frequency, especially to:
  - Billings Heights
  - West End
  - Montana State University – Billings (MSUB)
  - Hospitals
- Longer service spans, especially in:
  - Billings Heights
  - West End
  - South Side
- New service to:
  - Laurel
  - Briarwood
  - Schools throughout the Billings urban area
- More bus stops and bus shelters
- Better schedule coordination for transfers, especially downtown
- Better bus schedule advertisement and publicization
- Right-sized buses
- Sustainable fuel sources for buses
- More affordable flights at Billings Logan International Airport

MET NEEDS IDENTIFICATION

Key needs identified through discussions with MET include:

- **Funding** – Explore opportunities to increase funding through federal and local sources.
- **Capital Assets** – Specific asset needs are defined in the Transit Asset Management Plan, which was recently completed by MET. These needs include rolling stock, equipment, and facilities.
- **Service** – MET intends to have an all-day fixed-route service to Billings Heights by 2020.
- **Technology** – MET intends to provide all fixed-route buses with Automatic Vehicle Locators (AVL) by 2019 and to provide all fixed-route buses with automated fare collection systems and automated passenger counters by 2025.
- **Transit Stops** – MET intends to implement designated fixed-route bus stops by year 2025.
- **Service Analysis** – MET intends to complete a comprehensive service analysis by year 2025.

MET will monitor its progress towards addressing these needs to align with the goals, objectives, and targets established in Chapter 3.

PUBLIC TRANSPORTATION STRATEGIES

At this time, MET does not have the ability to expand the public transit system based on the current and projected operational funds. For public transit service to be expanded significantly in the region, an increase in the operations funding would need to occur through an increase in the local mill levy, other local funding source, and/or additional federal funds. Through this LRTP process, the community continued to identify projects and support for the public transportation system. Public transportation continues to be a priority of the community. It is recommended that the MPO and MET partner and investigate further the operations funding options for the region, what support there is within the community to fund transit and determine a plan to begin funding expansion of public transit in the Billings urban area. It is also recommended that MET monitor its progress towards the funding, capital assets, and service analysis related goals described above.







Source: Kittelson

2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 7

Truck Services and Facilities

TRUCK SERVICES AND FACILITIES

The movement of goods and services is an economic driver for the City of Billings. As the largest city in Montana, Billings experiences a significant amount of truck traffic on its roadway system due to the geographic location and proximity to other major hubs. Exhibit 7.1 shows the designated National Highway Freight Network in Montana (7-1). Exhibit 7.2 shows the level of commercial truck traffic on highways within Montana (7-2). As shown in Exhibit 7.1, Interstate 90 through Billings is designated on the freight network and connects with other cities to the west in Montana and to the south in Wyoming. As shown in Exhibit 7.2, Interstate 90 is the busiest Interstate route within the state, with commercial vehicle activity being the greatest in the Billings area.

2018 LRTP Goals Related to Truck Services and Facilities

Goal 1: Safety – Develop a safe transportation system

Goal 2: Functional Integrity and Efficiency – Optimize, preserve, and enhance the existing transportation system

Goal 7: Economic Vitality – Ensure adequate transportation facilities to support the existing local economy and connect Billings to local, regional, and national commerce.

Exhibit 7.1 National Highway Freight Network in Montana

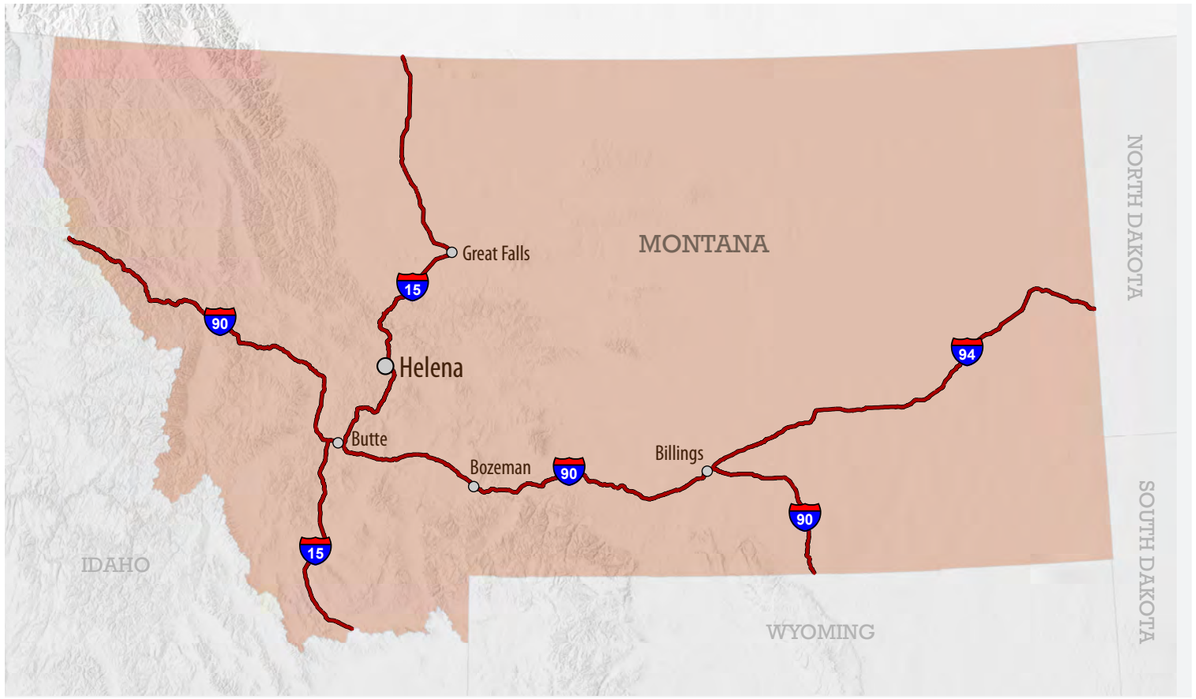
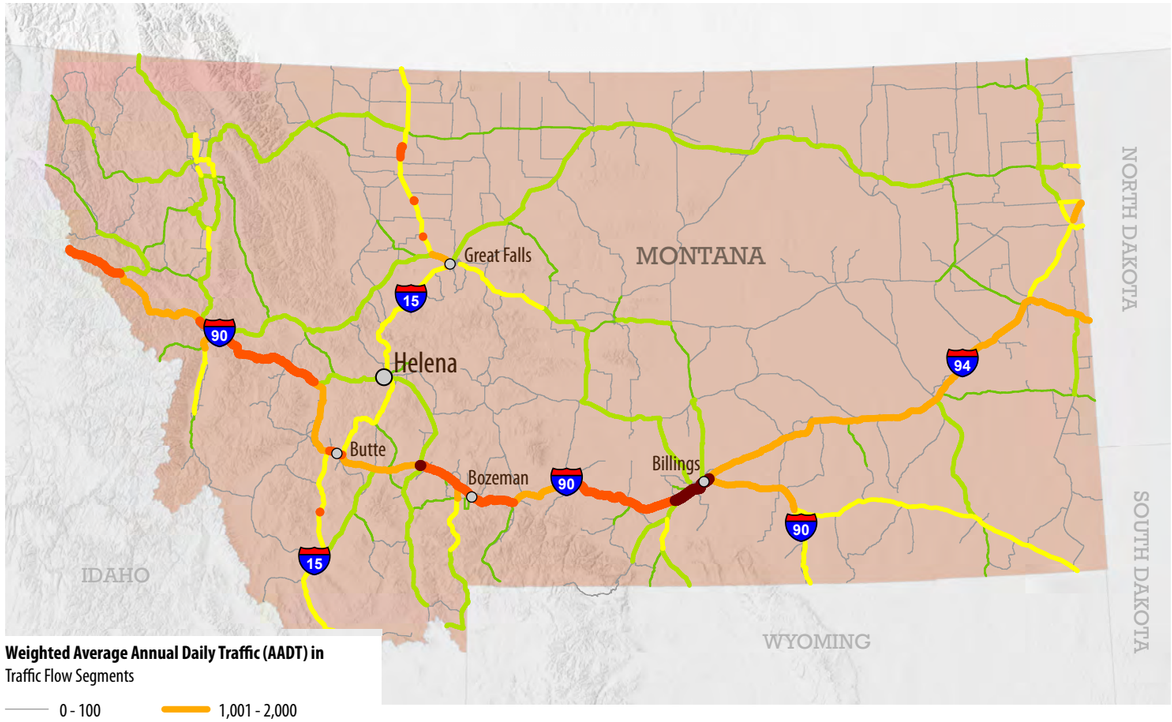


Exhibit 7.2 Montana Commercial Truck Traffic 2015



LITERATURE REVIEW

Recent city and statewide studies/plans were reviewed for existing conditions, available data, and short and long-range projects related to railroad truck in the study area. These studies/plans are described below:

- **2017 Montana Freight Plan** (7-2) represents the first plan specific to freight for MDT and for the state. This plan provides a comprehensive evaluation of freight transportation in Montana and provides guidance for both short and long-term freight-related transportation investment decisions.
- **2016 City of Billings Growth Policy** (7-3) includes a goal that the transportation system is designed to be safer and more efficient for all users. This goal has an objective on rail and freight, specifically for safe railroad crossings (both vehicle and pedestrian) and passenger rail.
- **2016 Lockwood Growth Policy** (7-4) has a growth guideline for the TEDD, which is an area located in the northeast area of Lockwood that has an emphasis on industrial uses and connectivity with the railroad.
- **Lockwood TEDD Strategic Plan** (7-5) provides a path for further developing a competitive advantage for Yellowstone County over competing locations for business and professional employment. The purpose of the Lockwood TEDD is to provide planned industrial space in order to attract and retain industrial and manufacturing businesses in Yellowstone County. The location of the Lockwood TEDD is located next to the rail service provided by MRL. The plan identifies that additional rail spurs and a transloading facility would benefit the development of the Lockwood TEDD.
- **Montana Freight Assessment:** Trends and Opportunities to Improve Access and Create Freight Efficiencies for Montana Companies (7-6) summarizes the potential for improving Montana's freight infrastructure to benefit producers and manufacturers.
- **Freight Analysis Framework** (7-7) produced through a partnership between BTS and FHWA, integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. FAF version 4 (FAF4) provides estimates for tonnage (in thousand tons) and value (in million dollars) by regions of origin and destination, commodity type, and mode. Available data used for the 2018 LRTP includes data from 2016 and forecasts to 2045.
- **Billings Montana City Code Article 24-900** – Truck Travel and Truck Routes (7-8) designates the routes for intracity and intercity truck travel.
- **Yellowstone County Ordinance 07-107 to Limit Truck Traffic on Certain County Roads** (7-9, 7-10) designates routes for truck travel within Yellowstone County.

EXISTING CONDITIONS

This section includes a summary of existing truck facilities, routes, and high freight activity zones within the study area. A brief safety and operations analysis was performed to identify any trends related to truck traffic along key corridors and at key intersections.

FACILITIES

Figure 7-1 shows the existing truck routes, restrictions, and local generators within Billings. Exhibit 7.3 illustrates a truck passing through the roundabout at Shiloh Road and Shiloh Crossings intersection on the western part of Billings.As shown in Figure 7-1, the study area is served by Interstate 90, Interstate 94, US Route 87, US Route 312, and Montana Route 3. Billings lies along the Camino Real Corridor, a high priority corridor on the National Highway System and part of the North American Free Trade Agreement (NAFTA) that connects Canada, United States, and Mexico. In Montana, the Camino Real Corridor follows Interstate 90 from Buffalo, WY to Billings, MT, then continues north on Montana Route 3, US Route 12, US Route 191, US Route 87 to Interstate 15 at Great Falls and continues from Great Falls on Interstate 15 to the Canadian border. Truck traffic within Billings plays a critical part in the economic vitality and movement of commerce throughout the state, country, and world.

Exhibit 7.3 Heavy Truck Traffic at the Shiloh Road/Shiloh Crossings Roundabout



Source: Kittelson

1	Conoco Refinery	14	Silvertip Propane
2	Exxon Mobil Refinery	15	US Post Office
3	Diversified Transfer Center	16	National Food Corporation
4	Sysco	17	Con-way Freight
5	SuperValu Distribution Center	18	CEN-DAK Leasing
6	Briggs Distributing	19	Lumber Yard Supply Co
7	Guardian Distribution	20	Billings Livestock Commission
8	MTS Freight	21	Pilot/Conoco Truck Center
9	Sweetheart Bakery	22	Flying J Travel Plaza
10	Agricultural Express	23	Boise Cascade Distribution
11	State Truck Center	24	FedEx Grand Hub
12	JE Williams Trucking	25	Drinkwalter WR & Sons
13	Western Sugar Corp	26	Prince Trucking
		27	Peterbuilt

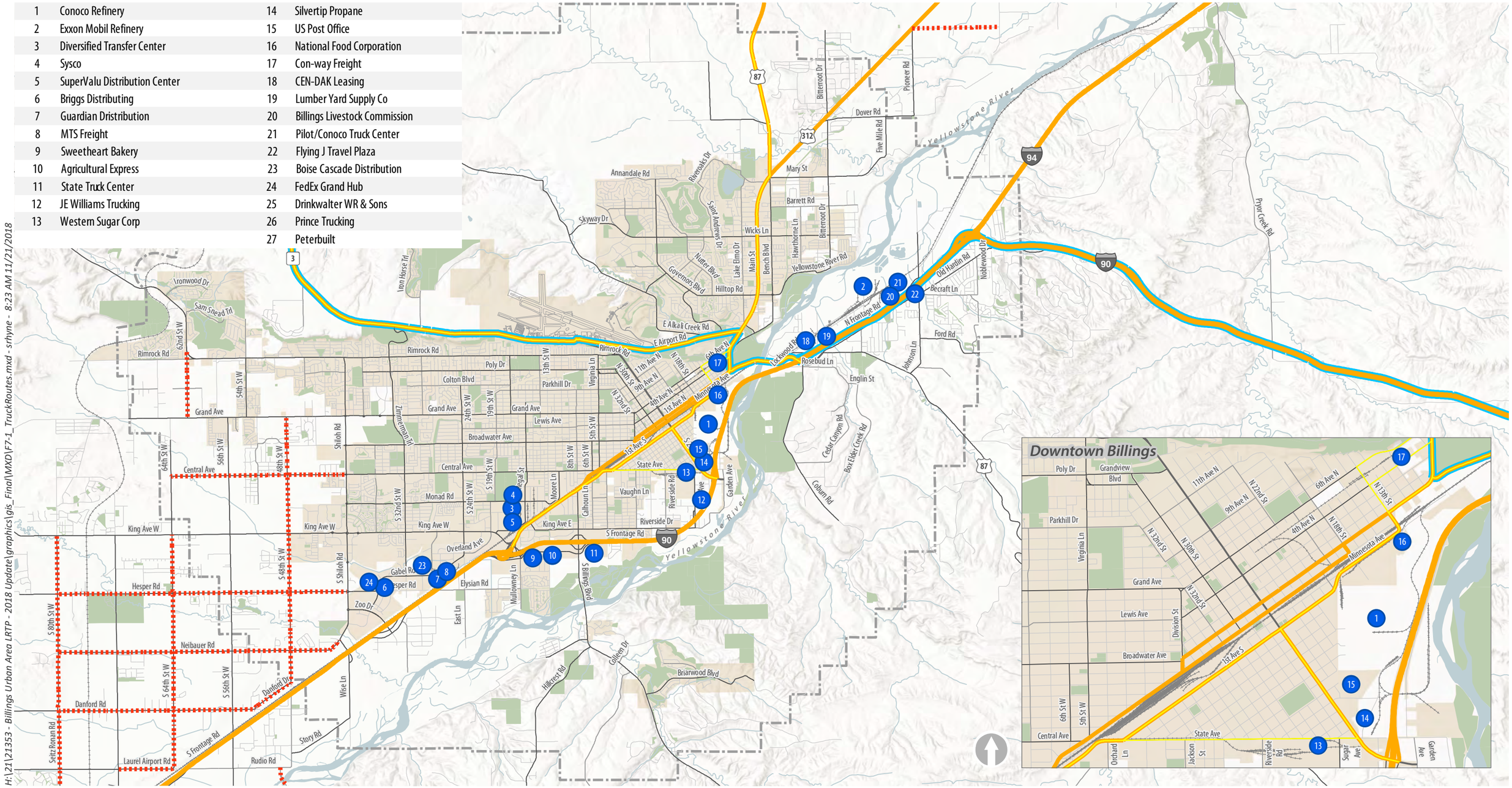


Figure 7-1

Existing Truck Routes, Restrictions, and Local Generators

H:\21\21353 - Billings Urban Area LRTP - 2018 Update\graphics\gis_Final\MXD\F7-1_TruckRoutes.mxd - srhyne - 8:23 AM 11/21/2018

Table 7.1 summarizes the roadway characteristics for the existing truck routes within the study area.

Table 7.1 Truck Route Roadway Characteristics

Roadway[1]	Functional Classification[2]	Truck Route Designation[3]	Access Type	# of Through Lanes	Posted Speed (mph[4])	AADT [5, 6]	Truck %[7]
Interstate 90	Interstate	Highway, Camino Real, Intercity	Grade Separated	4	75	30,000	11% - 23%
Interstate 94	Interstate	Highway	Grade Separated	4	75	9,000	14% - 18%
US Route 87	Principal Arterial	Highway, Camino Real, Intercity	Limited Access	2	70	5,000	4% - 5%
US Route 312	Principal Arterial	Highway, Intercity	Limited Access	2	60	11,500	2% - 3%
Montana Route 3	Principal Arterial	Highway, Camino Real, Intercity	Limited Access	2	60	4,200 - 14,400	3% - 9%
Main Street	Principal Arterial	Highway, Camino Real, Intercity	Signalized	6	45	18,500 - 44,200	4% - 9%
27th Street	Principal Arterial	Intercity	Signalized	4	30	13,000 – 18,500	3% - 4%
6th Avenue N	Principal Arterial	Intercity	Signalized	4	35	13,700	1% - 2%
4th Avenue N	Principal Arterial	Intercity	Signalized	3	35	11,700	3% - 5%
1st Avenue N	Principal Arterial	Intercity	Signalized	4	35	13,800 – 26,200	2% - 4%
N 13th Street	Collector	Intercity	Signalized	4	25	4,800	3% - 7%
Laurel Road	Principal Arterial	Highway, Intracity	Signalized	4	45	20,700 – 23,900	1% - 2%
Shiloh Road	Principal Arterial	Intracity	Roundabout	4	45	13,300 - 16,400	4% - 6%
Zoo Drive	Principal Arterial	Intracity	Signalized	4	35	4,700 - 10,000	4% - 6%
King Avenue W	Principal Arterial	Intracity	Signalized	4	35	5,000 - 43,500	2% - 10%
State Avenue	Minor Arterial	Intracity	Signalized	2	35	5,700 – 6,700	2% - 5%
Zimmerman Trail	Principal Arterial	Intracity	Signalized	2	25	9,000 - 12,800	1% - 2%
S. Billings Blvd	Principal Arterial	Intracity	Signalized	2	35	9,500 - 16,500	1% - 7%
1st Avenue S – Minnesota Avenue	Principal Arterial	Intercity	Signalized	2 to 4	25	9,200 - 10,200	3% - 4%
Old Hardin Road	Principal Arterial	-	Unsignalized	2	45	3,900 - 9,100	2% - 12%
Johnson Lane	Principal Arterial	-	Signalized	2	45	2,100 - 13,300	5% - 32%

[1]Refer to Figure 7-1 for limits of truck routes
[2]Billings Urban Area Functional Classification Map (7-11)
[3]GIS data provided by the City of Billings
[4]mph – miles per hour
[5]MDT Traffic Data (7-12); 2017 Traffic Count Map (7-13); Yellowstone County Traffic Counts (7-14) - range provided if multiple AADT values were given.
[6]AADT – Average Annual Daily Traffic
[7]Truck percentages (7-12)

As shown in Table 7.1 and Figure 7-1, the area is connected by a number of major highway and interstate facilities. These facilities provide trucks with direct access to several principal arterial roadways to travel through the City and access to various land uses associated with truck activity. Key characteristics of the truck routes are identified in Table 7.1, such as signalized corridors along Main Street and King Avenue, and a roundabout corridor along Shiloh Road. The City of Billings and Yellowstone County have designated truck travel and truck routes within the city limits.

- The **Billings Montana City Code (BMCC) Article 24-900 – Truck Travel and Truck Routes** (7-8) designates the routes for intracity and intercity truck travel. A truck is defined as a vehicle with a combined gross vehicle weight of 8,000 pounds (except for unloaded agricultural vehicles being used for passenger transportation) or more, which includes medium trucks, delivery trucks, dump trucks, tractor trailer trucks, heavy trucks, and super-heavy trucks. The BMCC directs truck routes passing through the City to an outside destination to use the major highways and arterials to connect with Interstate 90. The BMCC discourages truck use on Zimmerman Trail and 27th Street.
- **Yellowstone County Ordinance 07-107 to Limit Truck Traffic on Certain County Roads** (7-9, 7-10) designates routes for truck travel within Yellowstone County. A truck is defined as a vehicle with a combined gross vehicle weight of 16,000 pounds or more, which includes some medium trucks, delivery trucks, dump trucks, tractor trailer trucks, heavy trucks, and super-heavy trucks. The ordinance restricts truck activity along several county roads with the intent to reduce deterioration of the roads.

MAJOR TRUCK ACTIVITY CENTERS

Figure 7-1 identifies the location of major truck activity centers. These activity centers typically generate more truck traffic than other uses in the city. As shown in Figure 7-1, most of the truck destinations identified lie near Interstate 90, usually close to an existing interchange. Access is provided to Interstate 90 with interchanges at Shiloh Road/Zoo Drive, King Avenue (West Billings), South Billings Boulevard, South 27th Street, Old US 87 (Lockwood), and Johnson Lane. From a network perspective, truck traffic leaving the city to travel east or west is located close to the Interstate, providing easy travel for commercial trucks traveling east-west. However, trucks traveling north must pass through Billings to connect with Montana Route 3, US Route 87, or Old Highway 312. The lack of north-south routes in the city make this difficult for truck travel. Additionally, two of the existing north-south routes, N. 27th Street and Zimmerman Trail, have steep grades that make it challenging for truck/commercial vehicles to traverse and are discouraged for truck use by the BMCC. Additionally, Main Street, the other north-south route, includes several signalized intersections and a few congested intersections during the morning and evening peak hours, which increases the travel time and adds difficulty for trucks that stop and have to get started again. In addition to the overall network/system, the local connections from the Interstate are critical to support freight movement between the region and local uses. Exhibit 7.4 shows truck activity centers near the Johnson Lane interchange in Lockwood. As shown in Exhibit 7.4, access to this truck activity center is served by the Johnson Lane interchange with Interstate 90. The interchange has two signalized intersections and larger radii at the intersections to accommodate truck travel. This interchange area experiences heavy truck activity, as shown in Exhibits 7.5, 7.6, and 7.7.

The Johnson Lane/ Interstate 90 interchange area experiences a large proportion of daily truck activity. Improvements to this area with the Billings Bypass and Montana's first diverging diamond interchange will enhance truck mobility and the movement of goods to and from Billings.

Exhibit 7.4 Truck Activity Center near Johnson Lane Interchange



Exhibit 7.5 Turning Trucks at the Johnson Lane and N Frontage Road Intersection



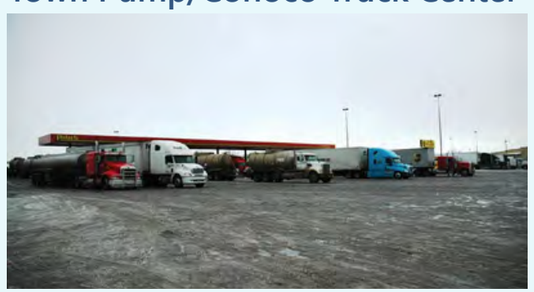
Source: Kittelson

Exhibit 7.6 Single Truck at the Johnson Lane and Frontage Road Intersection



Source: Kittelson

Exhibit 7.7 Truck Activity at the N Town Pump/Conoco Truck Center



Source: Kittelson

SAFETY

Crash data for the study area was reviewed to identify crashes involving heavy (truck > 10,000 pounds) vehicles over the five-year period from 2013 to 2017. Table 7.2 summarizes the heavy vehicle related crashes.

Table 7.2 Heavy Vehicle Related Crash Summary (2013-2017)

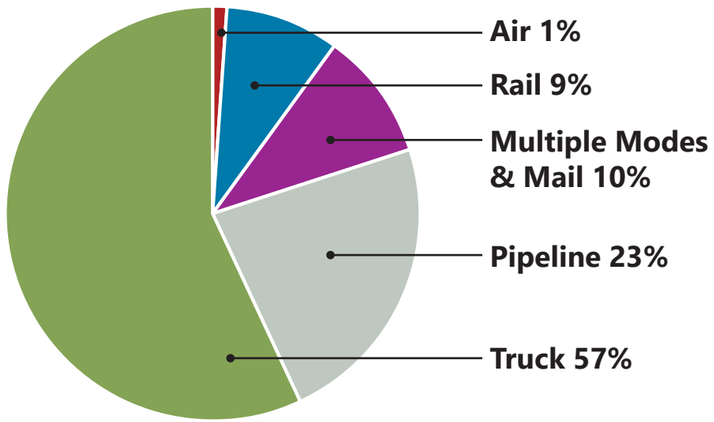
Category	Property Damage Only	Possible Injury	Non- Incapacitating Injury	Incapacitating Injury	Fatal	Unknown	Total
Crash Involving a Heavy Vehicle (Truck >10,000 pounds)	410 (80%)	64 (12%)	25 (5%)	9 (2%)	2 (<1%)	3 (<1%)	513

As shown in Table 7.2, there have been 513 reported crashes involving a heavy vehicle over the five-year time period. Of the crashes, 80% were property damage only crashes. Of the 100 crashes that did result in a type of injury, two of them were fatal crashes. Figure 7-2 shows the location and severity of heavy vehicle related crashes within the study area.

FUTURE TRUCK DEMAND

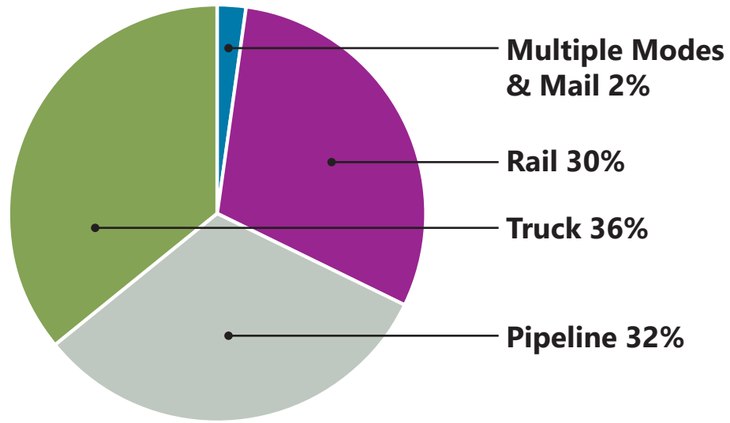
To aid in the identification of truck facility needs, year 2015/2016 and future year (year 2045) rail demand was summarized based on data provided in the Freight Analysis Framework by Federal Highway Administration (FHWA) (7-7). Exhibit 7.8 and Exhibit 7.9 show the percent breakdown of mode choice for moving freight by value and by weight in 2015, respectively.

Exhibit 7.8 Montana Freight Value Moved by Mode (2015)



Source: US DOT FHWA Freight Management and Operations - Montana Freight Profiles and Maps (http://ops.fhwa.dot.gov/freight/freight_analysis/state_info/montana/mt.htm)

Exhibit 7.9 Montana Freight Tonnage Moved by Weight (2015)



Source: US DOT FHWA Freight Management and Operations - Montana Freight Profiles and Maps (http://ops.fhwa.dot.gov/freight/freight_analysis/state_info/montana/mt.htm)

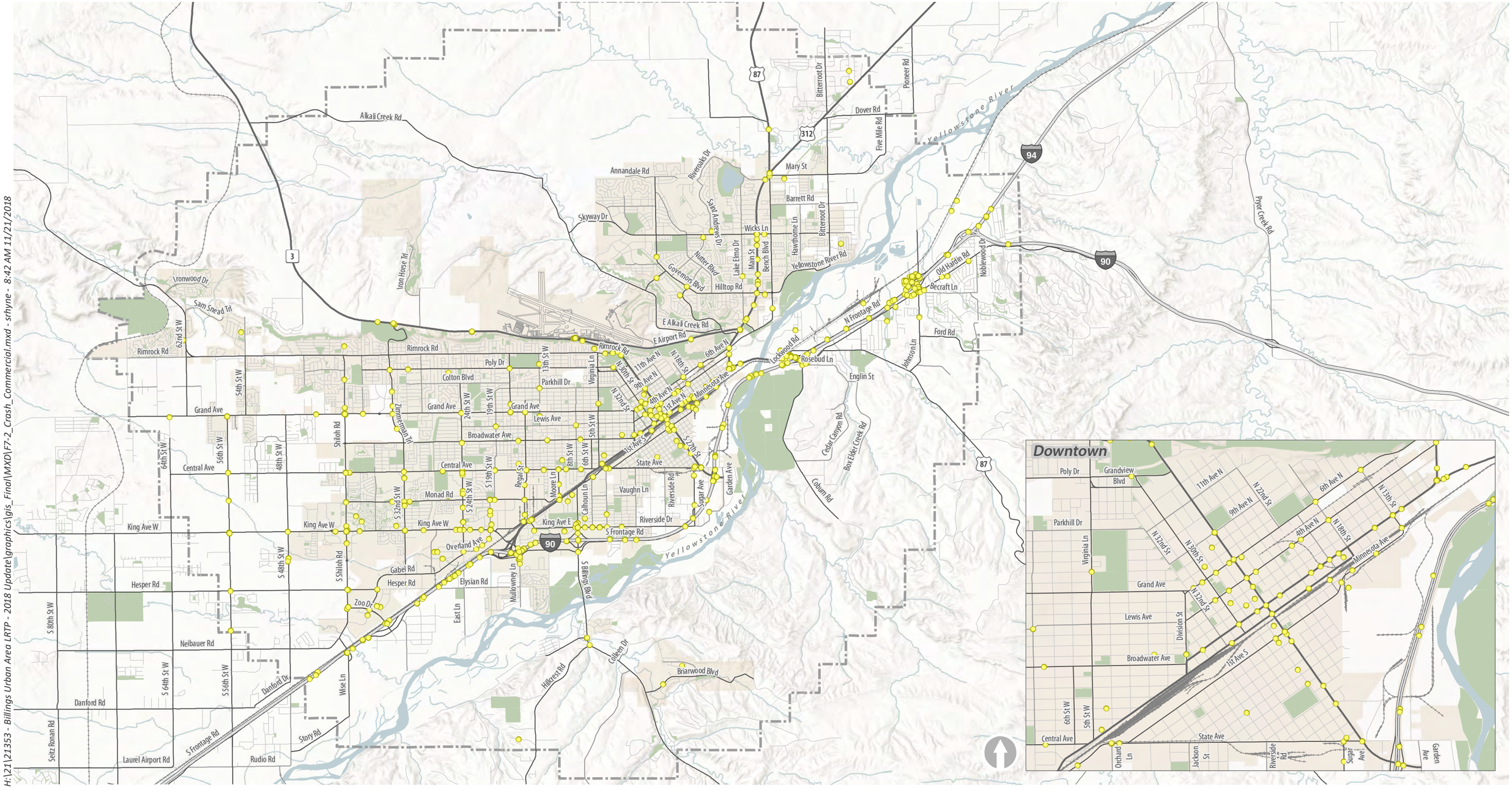


Figure 7-2

Heavy Vehicle Crashes (2013 - 2017)

Billings serves as a central location for trucking traffic in the state and the region. The area projects to continue serving in this capacity based on the future freight tonnage moved by truck within Montana. Exhibits 7.10 and 7.11 show the major flows by truck to, from, and within Montana in 2012 and 2045, respectively.

As shown in Exhibits 7.10 and 7.11, I-90 through Billings carries the highest truck activity in the state currently and projected in 2045. Table 7.3 compares the year 2016 and projected year 2045 truck shipment demand within, from, and to the state in millions of tons and millions of dollars.

Total freight moved by truck within, from, and to Montana is expected to increase by 46% between 2016 and 2045. As shown in Table 7.3, truck traffic is projected to continue to be a vital part of the City's economy, so it is important to continue to make investments for maintenance, capacity, and safety projects on the truck routes within the Billings urban area.

Exhibit 7.10 Major Flows by Truck To, From, and Within Montana (2012)

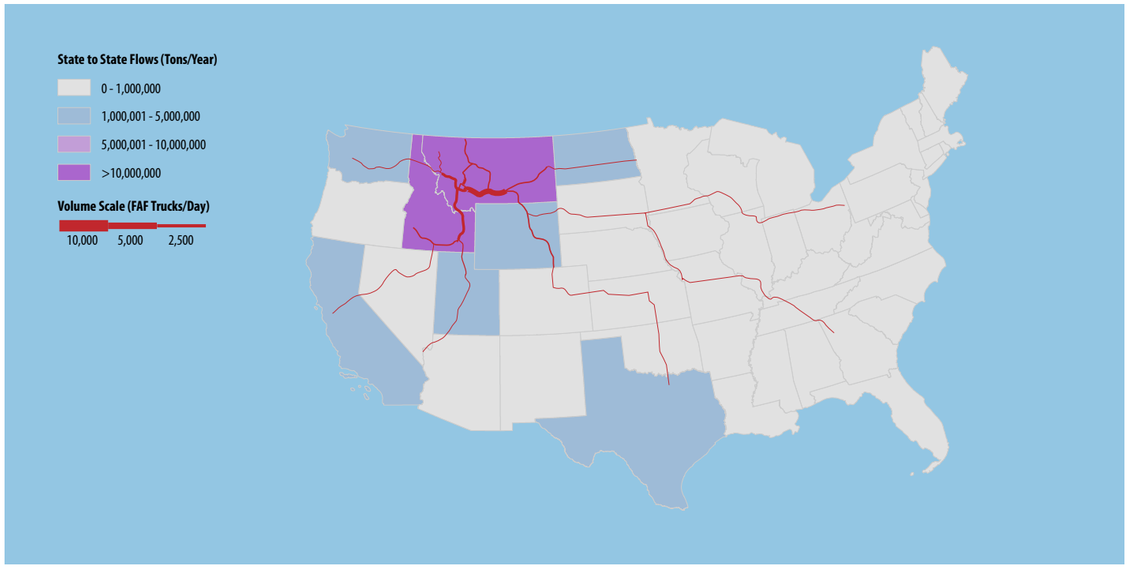


Exhibit 7.11 Major Flows by Truck To, From, and Within Montana (2045)

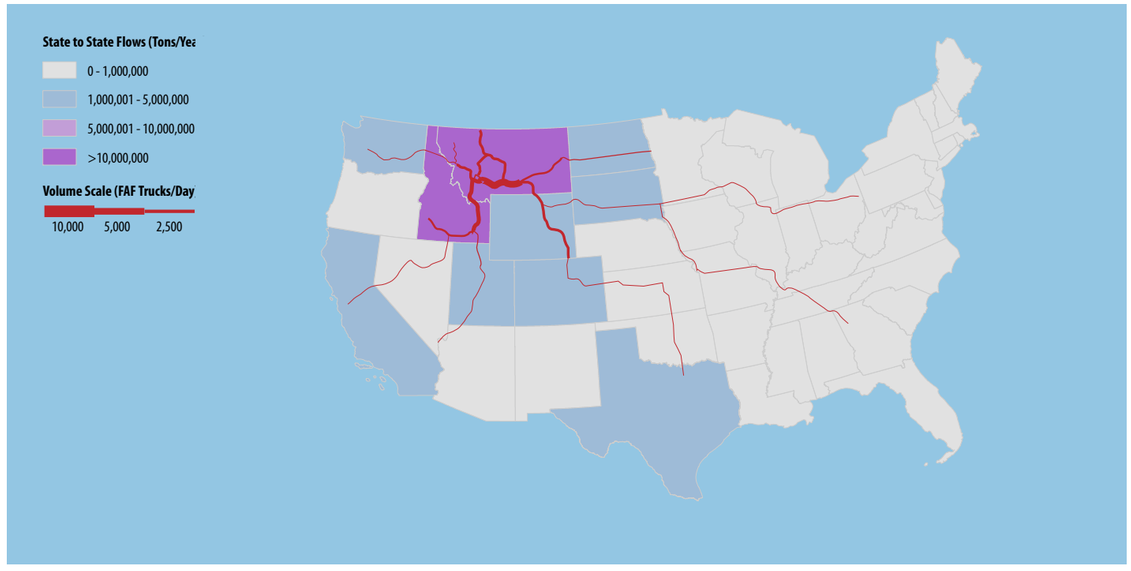


Table 7.3 Year 2016 and 2045 Total Freight Moved by Truck

Montana Truck Shipments	Within State			From State			To State		
	2016	2045	% change	2016	2045	% change	2016	2045	% change
In Millions of Tons (% moved by Truck)	29.8 (59%)	40.7 (39%)	37%	16.8 (21%)	21.9 (22%)	30%	12.8 (48%)	24.1 (55%)	88%
In Millions of Dollars (% moved by Truck)	$15,143 (56%)	$21,416 (52%)	41%	$12,256 (42%)	$24,419 (46%)	99%	$22,682 (63%)	$67,207 (75%)	196%

Source: Freight Analysis Framework by Federal Highway Administration (FHWA) - Freight Management and Operations (7-7)

NEEDS AND DEFICIENCIES

In order to guide identification of short and long-range truck projects, deficiencies and needs were collected from the public, SC, and review of past plans/studies.

PUBLIC AND SC FEEDBACK

Four percent of the public comments corresponded to truck deficiencies and needs in the study area. Review of the public comment feedback and SC comments suggested the following themes:

- Rebuild the underpass at North 13th Street to accommodate large trucks
- Rebuild the underpass at North 21st Street to accommodate large trucks
- Improve operations on Main Street, Exposition Drive, and US 87
- Improve the operations for trucks at the I-90 interchanges
- Connect Montana Highway 3 to Molt Road
- Provide a major north-south corridor on the western edge of the Billings urban area that connects Montana Highway 3 to Interstate 90
- Maintain a safe and efficient balance between residential and truck traffic on the roadway network.

NEEDS DEFINED IN PREVIOUS STUDIES/PLANS

Several recent city-wide studies/plans focus on facilities that currently support most of the truck traffic in the Billings urban area. Key needs from these studies/plans include:

- **2017 Montana Freight Plan** (7-2) identifies the following strategies and two specific infrastructure project for improving truck mobility and alleviating congestion in Billings and other locations in the state:
  - Address heavy vehicle impacts on infrastructure
  - Mitigate delay caused by freight
  - Alleviate freight mobility issues on state owned infrastructure caused by recurring or non-recurring congestion.
  - Utilize innovative technology for the safe, secure, and efficient movement of freight.
  - The Billings Bypass Arterial project will construct an alternate route in Billings to promote connectivity, improve access, decrease congestion and improve operations (LOS) on major routes in the Billings area. This project includes new (and improved) roadway network between Interstate 90 (at the Johnson Lane Interchange) and US-87 (near the Old Highway 312 intersection), as well as a roadway extension of Five Mile Road to connect with Old Highway 312.
  - I-90 Yellowstone River – Billings is a bridge replacement project on Interstate 90 in Billings to improve operations (increase LOS), decrease congestion and promote safety. This project includes additional lanes, new structures and ramp modifications.
- **2016 City of Billings Growth Policy** (7-3) calls out reduced congestion, improved traffic flow, and designated truck routes to support freight.
- **2016 Lockwood Growth Policy** (7-4) identifies growth guidelines for the TEDD, which is an area located in the northeast area of Lockwood that has an emphasis on industrial uses and connectivity with the railroad.
- **Lockwood TEDD Strategic Plan** (7-5) provides a path for further developing a competitive advantage for Yellowstone County over competing locations for business and professional employment. The purpose of the Lockwood TEDD is to provide planned industrial space in order to attract and retain industrial and manufacturing businesses in Yellowstone County. This plan includes new roadway connections to serve the industrial uses and connect to/from Interstate 90.
- **Billings Urban Area Long Range Transportation Plan** (2014, 7-15) summarizes several streets and highway projects in the urban area and details relevant studies and plans completed between 2008 and 2014 related to improving truck mobility:
  - **Lockwood Transportation Study** (7-16) identifies that the Lockwood area intersections and roadways should improve to accommodate heavy commercial trucking vehicles.
  - **Billings Bypass Arterial** (7-17) provides a new roadway connecting Lockwood and Billings.
  - **East Billings Urban Renewal District (EBURD) Master Plan** (7-18) identifies that new roadway facilities need to be developed that maintain access and circulation for large trucks.
  - **I-90 Corridor Planning Study** (7-19) identifies several capacity and safety projects at interchanges and the mainline segment along I-90.

Exhibit 7.12 Truck Activity on Highway 3 at the Airport Road Roundabout



Source: Kittelson

PROJECT LIST RELATED TO FREIGHT FACILITIES FOR TRUCKS

A list of projects related to freight facilities for trucks were identified through the literature review and the discussion of existing deficiencies and needs with the public and SC. Table 7.4 summarizes truck projects in the Billings urban area.

Table 7.4 Truck Projects

Project ID	Name	Description	Estimated Planning Level Cost
R11	Billings Bypass Arterial	Construct new roadway from US 87/Old Highway 312/Main Street intersection to Johnson Lane/I-90 and the Five Mile Road extension to Old Highway 312	$166,000,000
R4	I-90 Yellowstone River – Billings	Replace bridges	$72,160,000
R5	Inner Belt Loop – Alkali Creek Rd to Highway 3	Construction of a new road from Alkali Creek Road to Highway 3.	$7,000,000
R2	Old Hardin Road – Lockwood Interchange to Johnson Lane	Reconstruct to a 3-lane urban roadway	$5,700,000
R58	Highway 3 to Molt Road Connection	Study the feasibility of constructing a new Roadway connecting Highway 3 to Molt Road	$250,000
R56	Highway 3 Widening – Zimmerman to Apache	Widen Highway 3 from Zimmerman Trail to Apache Trail with TWLTL	$2,600,000
R54	I-90 from S Billings Boulevard interchange to 27th Street interchange	Add a third travel lane in each direction on I-90	$4,000,000
R55	I-90 from Lockwood interchange to Johnson Lane interchange	Add a third travel lane in each direction on I-90	$3,000,000
I12	Lockwood Road & N Frontage Road	Reconfiguration of existing intersection	$495,000
I13	US 87 & Old Hardin Road	Upgrade 3-way stop intersection to a roundabout	$1,000,000
I20A	West Billings Interchange	Update geometry to match C standards, improve landscaping and improve pedestrian facilities Construct additional EB and WB mainline lanes through interchange, modify vertical curve, reconstruct bridge segments and restripe WB off-ramp at West Billings Interchange.	$6,900,000 $12,600,000
I15	Shiloh Interchange	Geometric improvements to improve operations and safety	$1,900,000
I16	South Billings Blvd Interchange	Additional EB and WB mainline lanes under and through the Interchange	$1,600,000
I17	27th Street Interchange	Construct additional EB and WB mainline lanes under and through Interchange. Restripe EB off-ramp and improve pedestrian facilities	$1,900,000
I18	Lockwood Interchange	Construct additional EB and WB mainline lanes under and through the Lockwood Interchange and improve pedestrian facilities	$1,900,000
R11	Johnson Ln Interchange	Geometric improvements to improve operations and safety	Included with Bypass project
R12	21st Street Underpass	Add capacity and pedestrian/bicycle enhancements at the 21st Street underpass	$3,052,000
R13	13th Street Underpass	Add capacity and pedestrian/bicycle enhancements at the 13th Street underpass	$18,400,000
-	Lockwood TEDD Rail Coordination	Coordinate with the Lockwood TEDD regarding rail infrastructure improvements for this area	-
I12	Exposition Drive & 1st Avenue N Blgs	Intersection improvement	$1,600,000
I7	Underpass Avenue Improvements	Intersection Improvements	$8,600,000
I56	Laurel & Moore Lane	Study for capacity improvements	$250,000
I5	Airport Rd & Main St – BLGS	Intersection Improvements	$11,700,000

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2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 8

Rail Services and Facilities

RAIL SERVICES AND FACILITIES

Billings serves as a regional hub for freight rail traffic due to the geographic location and rail system that runs through the City and connects with adjacent states. Exhibit 8-1 shows the location of Billings and active railway lines in the state of Montana. No passenger rail service is provided through the City of Billings. Rail traffic within Billings plays a critical part in the economic vitality and movement of commerce throughout the state, country, and world.

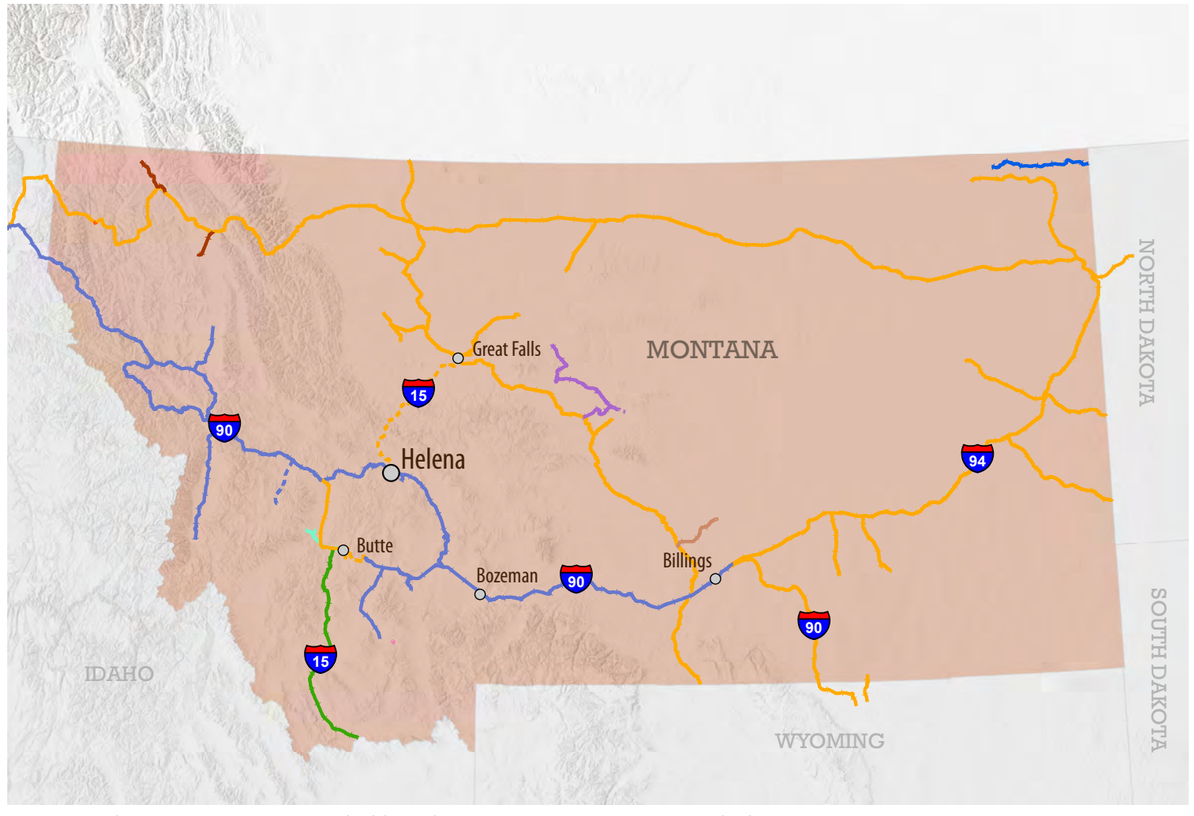
2018 LRTP Goals Related to Rail Services and Facilities

Goal 1: Safety – Develop a safe transportation system

Goal 2: Functional Integrity and Efficiency – Optimize, preserve, and enhance the existing transportation system

Goal 7: Economic Vitality – Ensure adequate transportation facilities to support the existing local economy and connect Billings to local, regional, and national commerce.

Exhibit 8-1. Montana Rail System



LITERATURE REVIEW

Recent city and statewide studies/plans were reviewed for existing conditions, available data, and short and long-range projects related to railroad facilities in the study area. These studies/plans are described below:

- **2017 Montana Freight Plan** (8-1) represents the first plan specific to freight for MDT and for the state. This plan provides a comprehensive evaluation of freight transportation in Montana and provides guidance for both short and long-term freight-related transportation investment decisions.
- **2010 Montana State Rail Plan** (8-2) summarizes statewide rail trends and facilities, feasibility of passenger rail service, and estimates rail trends for year 2035.
- **2016 City of Billings Growth Policy** (8-3) includes a goal that the transportation system is designed to be safer and more efficient for all users. This goal has an objective on rail and freight, specifically for safe railroad crossings (both vehicle and pedestrian) and passenger rail.
- **2016 Lockwood Growth Policy** (8-4) has a growth guideline for the TEDD, which is an area located in the northeast area of Lockwood that has an emphasis on industrial uses and connectivity with the railroad.
- **Lockwood TEDD Strategic Plan** (8-5) provides a path for further developing a competitive advantage for Yellowstone County over competing locations for

business and professional employment. The purpose of the Lockwood TEDD is to provide planned industrial space in order to attract and retain industrial and manufacturing businesses in Yellowstone County. The location of the Lockwood TEDD is located next to the rail service provided by MRL. The plan identifies that additional rail spurs and a transloading facility would benefit the development of the Lockwood TEDD.

- **2016 Montana Rail Grade Separation Study** (8-6) addresses changed conditions from the 2003 Montana Rail Grade Separation Study and assesses highway-rail crossing needs across that state. The 2016 Montana Rail Grade Separation Study used a data-driven evaluation process to identify a list of at-grade and grade-separated railroad crossings where potential feasible improvements may be considered. The findings included four locations in Billings—27th Street, Moore Lane, 13th Street, and 21st Street with more details provided below:
  - 27th Street (at-grade) – MDT is currently conducting a more detailed feasibility study at this location.
  - Moore Lane (at-grade) – An undercrossing is recommended at this location.
  - 13th Street (underpass) – Improvement options include modification to the horizontal and vertical clearances at the crossing locations to facilitate legal height truck usage.
  - 21st Street (underpass) - Improvement options include lowering the roadway to increase the vertical clearance of the underpass to enhance capacity.
- **27th Street Railroad Crossing Study** (8-7) is an ongoing feasibility study to develop improvement options at the 27th Street at-grade crossing location in downtown Billings.
- **Billings Railroad Crossing Feasibility Study** (8-8) examined current and future conditions with emphasis placed on effective delivery of emergency services, safety, and efficiency for all travel modes, business viability, and elimination of any real or perceived socio-economic division of the community created by the railroad tracks. This study identified several possible alternatives ranging from do nothing to technology upgrades to grade-separation (underpass or overpass) on 27th Street to relocating the main railroad line and/or operations.
- **Montana Freight Assessment: Trends and Opportunities to Improve Access and Create Freight Efficiencies for Montana Companies** (8-9) summarizes the potential for improving Montana's freight infrastructure to benefit producers and manufacturers.
- **Freight Analysis Framework** (8-10) produced through a partnership between BTS and FHWA, integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. FAF version 4 (FAF4) provides estimates for tonnage (in thousand tons) and value (in million dollars) by regions of origin and destination, commodity type, and mode. Available data used for the 2018 LRTP includes data from 2016 and forecasts to 2045.

EXISTING CONDITIONS

This section includes a summary of existing rail facilities, (Exhibit 8.1) operators, and crossings in the study area. A brief safety analysis was performed to identify any trends related to crashes near railroad crossing facilities.

RAIL FACILITIES AND OPERATORS

The Billings urban area is served by two railroad operators, Burlington Northern Santa Fe (BNSF) and Montana Rail Link (MRL). MRL enters the study area from the east and continues parallel to Interstate 90 to the west, connecting Billings with Bozeman, Helena, Missoula, and eventually entering Northern Idaho. BNSF breaks off of the MRL line west of the city and continues north. In addition to the railroad lines operated by BNSF and MRL, there is a section of abandoned rail to the west of Billings and several rail spurs that serve industrial zones in the study area. Figure 8-1 shows the existing rail facilities and crossings in the study area.

There are 27 grade crossings of the BNSF and MRL lines, of which 16 crossings are located at-grade within the Billings urban area.

Exhibit 8.1 Rail Activity and Crossings in Downtown Billings



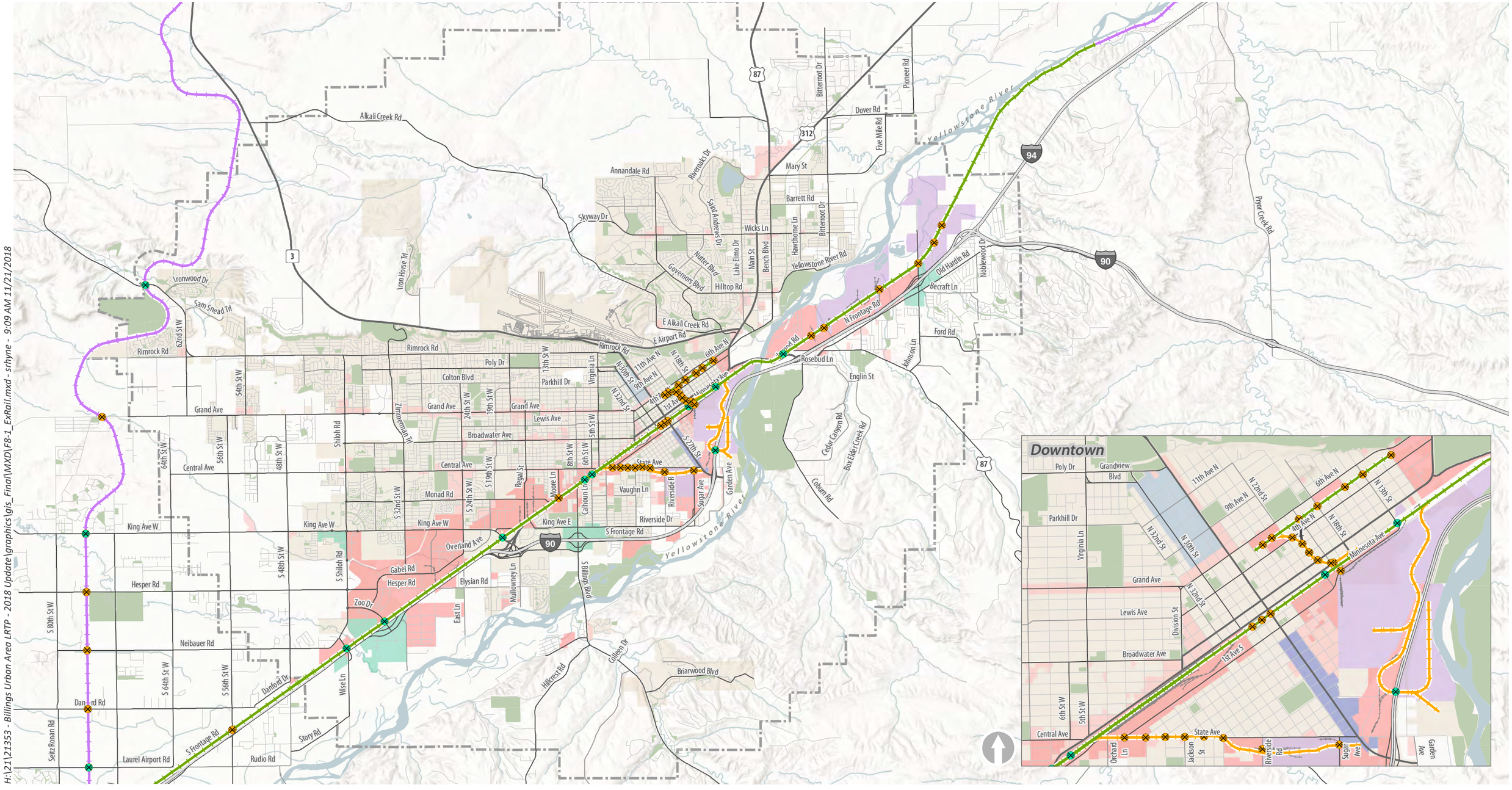
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- At Grade Crossing
- Grade Separated Crossing
- Burlington Northern Santa Fe
- Montana Rail Link
- Spur
- Study Area
- Park
- Commercial
- Commercial/Industrial
- Heavy Industrial
- Light Industrial
- Medical Corridor Permit
- South 27th Street Corridor
- Entryway
- City of Billings

Figure 8-1

Existing Railroad Facilities

RAIL CROSSINGS AND FREQUENCY

The MRL railroad tracks generally traverse along the north side of Interstate 90, along the south side of 1st Avenue South, and along the north side of Interstate 94 through the study area. The BNSF railroad tracks, although located mostly outside of the MPO study area follow Highway 3 to the north. The Manual for Uniform Traffic Control Devices (MUTCD) (8-11), defines an active crossing as any active traffic control that notifies the road user of rail traffic at grade crossings. The types of traffic control can include, but are not limited to, four-quadrant gate systems, automatic gates, flashing-light signals, traffic control signals, and actuated blank-out and variable message signs. A passive crossing would not include any of these traffic control devices.

There are 27 grade crossings of the BNSF and MRL lines, as shown in Figure 8-1. Table 8.1 summarizes the characteristics and level of train activity at the rail crossings for the BNSF and MRL lines the study area.

Table 8.1 Major Rail Crossing Characteristics – MRL and BNSF

Location of Railroad Crossing	Rail Operator	Type	Active or Passive	Number of Trains[1]		Roadway AADT[2] at Crossing Location	Pedestrian Crossing Treatment
				Thru Movements	Switching Movements		
72nd Street	MRL	At-Grade	Active	32	0	2,000	No
56th Street	MRL	At-Grade	Active	32	0	2,000	No
Shiloh Road	MRL	Grade Separated	N/A	32	0	5,000	N/A
Zoo Drive	MRL	Grade Separated	N/A	32	0	10,000	N/A
King Avenue W (Access Road)	MRL	Grade Separated	N/A	32	0	40,000	No
Moore Lane	MRL	At-Grade	Active	32	0	10,000	No
Montana Avenue	MRL	Grade Separated	N/A	32	0	20,000	N/A
6th Street	MRL	Grade Separated	N/A	32	0	10,000	N/A
29th Street	MRL	At-Grade	Active	32	10	2,600	Yes
28th Street	MRL	At-Grade	Active	32	6	2,100	Yes
27th Street	MRL	At-Grade	Active	32	6	15,000	Yes
N 21st Street	MRL	Grade Separated (underpass)	N/A	32	0	2,600	N/A
N 13th Street	MRL	Grade Separated (underpass)	N/A	32	0	10,000	N/A
US 87	MRL	Grade Separated	N/A	30	0	26,000	N/A
Steffes Road	MRL	At-Grade	Active	30	0	Not Available	No
Brickyard Lane	MRL	At-Grade	Active	30	0	Not Available	No
Exxon Refinery Road	MRL	At-Grade	Active	30	2	Not Available	No
Johnson Lane	MRL	At-Grade	Active (no gates)	30	0	500	No
Gravel Pit Road	MRL	At-Grade	Active	30	2	Not Available	No
Local Road	MRL	At-Grade	Passive	30	0	Not Available	No
Laurel Airport Road	BNSF	Grade Separated	N/A	6	0	2,000	N/A
Danford Road	BNSF	At-Grade	Passive	6	0	500	No
Neibauer Road	BNSF	At-Grade	Passive	6	0	500	No
Hesper Road	BNSF	At-Grade	Passive (stop sign)	6	0	500	No
King Avenue West	BNSF	Grade Separated	N/A	6	0	4,000	N/A
Grand Avenue	BNSF	At-Grade	Active	6	0	4,500	No
Molt Road	BNSF	Grade Separated	N/A	6	0	3,500	N/A

[1]Source: Federal Rail Administration
[2]Source: Billings Urbanized Area Traffic Count Map (8-12), Yellowstone County Traffic Counts Map (8-13)

As shown in Figure 8-1, there are several at-grade crossings in the downtown area that cross the MRL railroad tracks and spur lines. As shown in Table 8.1, AADT is reported for roadways that intersect rail lines in the study area. AADT's on roadways with at-grade crossings are typically below 5,000 vehicles, with the exception of 27th Street and Moore Lane, which both have an AADT of greater than 10,000 vehicles. As shown in Table 8.2, the train traffic through the study area is consistent and accommodations should be made to balance rail movement with other modes. Switching movements create additional delays compared to thru movements, as switching movements require the trains to stop for some amount of time.

The Montana Rail Link has approximately 30 to 32 daily trains that pass through the Billings urban area.

Pedestrian crossing treatments are included at three at-grade rail crossings in the downtown area. Exhibit 8.2 shows the railroad crossing and pedestrian treatment at 27th Street.

Crossing warning signals and technology upgrades, similar to those installed at 27th Street, have also been installed at 28th Street, 29th Street, and Moore Lane. Crossing upgrades such as these are completed through MDT with federal safety funds provided by the Administrative Rules of Montana (ARM 18.6.304) (8-14). Upgrades at 27th Street, 28th Street, and 29th Street were completed through the Billings Quiet Zone project in 2008 (8-15).

There are currently two grade-separated rail crossings within the downtown area, located at 21st Street and 13th Street. Exhibit 8.3 and 8.4 show the crossings at 13th Street and 21st Street, respectively. The crossing at 13th Street is signed with a vertical clearance of 13 feet 8 inches, while the MDT BMS documents the vertical clearance at 14 feet. The underpass is approximately a half-mile long with sidewalk on the west side only and serves an AADT of approximately 10,000 vehicles per day. The crossing at 21st Street has a clearance of 8 feet with sidewalk on both sides of the road. The underpass is approximately a tenth of a mile long and has an AADT of approximately 2,500 vehicles per day. Improvement options were identified at both of these crossing locations in the 2016 Montana Rail Grade Separation Study.

Exhibit 8.2 Rail and Pedestrian Crossing at 27th Street



Source: Kittelson

Exhibit 8.3 Rail Crossing at 13th Street



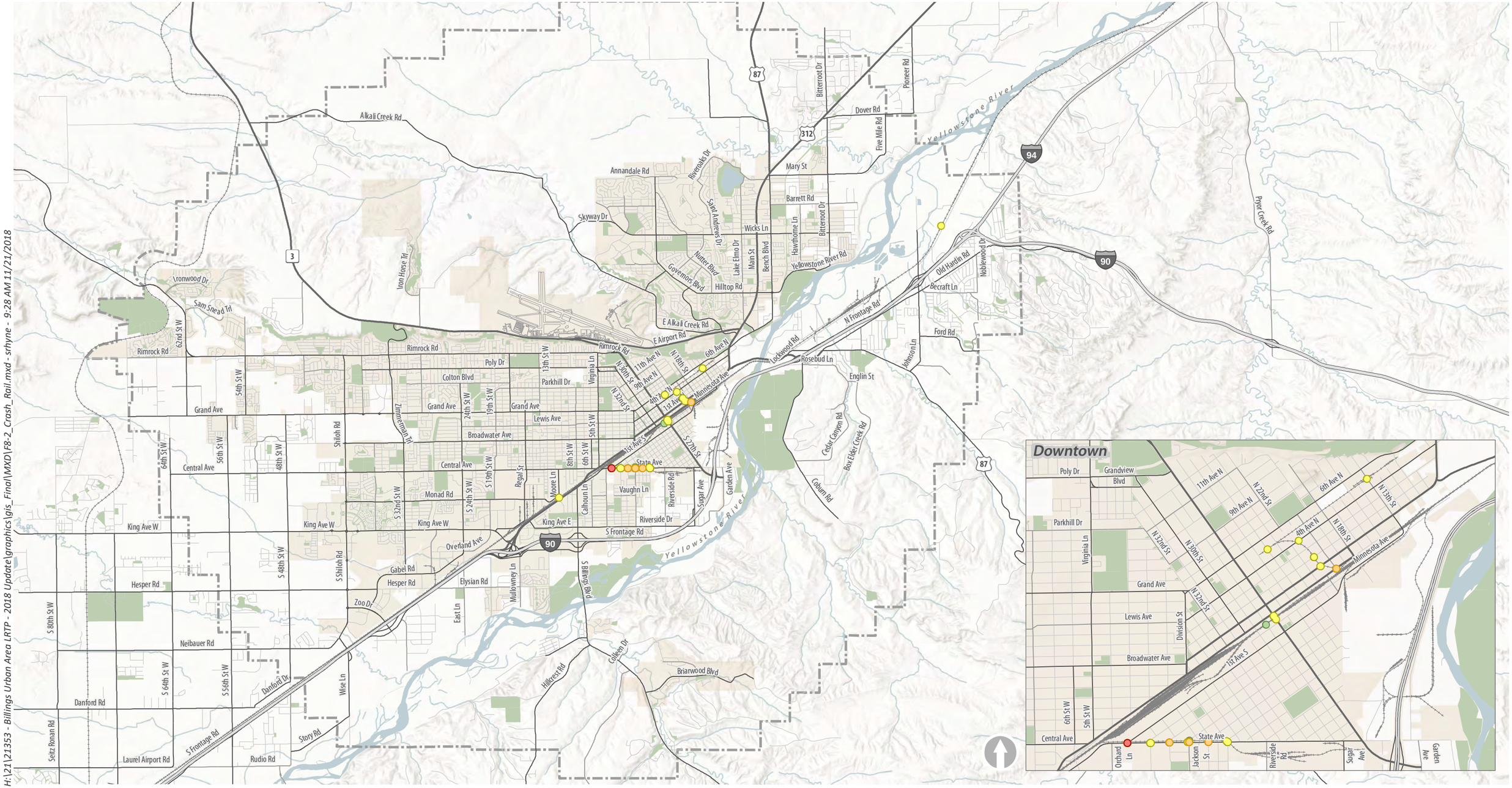
Source: Kittelson

Exhibit 8.4 Rail Crossing at 21st Street



Source: Kittelson

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Crash Severity

- Incapacitating Injury Accident
- Non-Incapacitating Evident Injury Accident
- Non-Injury Accident (Property-Damage-Only-Accident)
- Possible Injury Accident
- Unknown

Figure 8-2

At-Grade Rail Crossings Crashes (2013 - 2017)

SAFETY

Crash data for the study area was reviewed to identify crashes related to the rail crossings over the five year period from 2013 to 2017. Table 8.2 summarizes the crashes related to rail crossings in the study area. Figure 8-2 summarizes the rail related crashes in the study area.

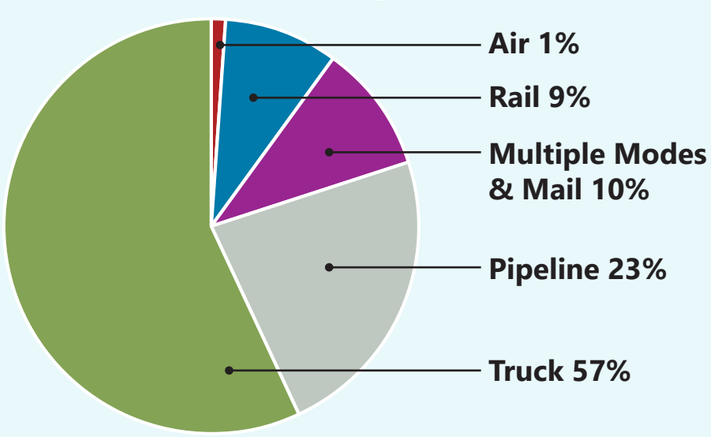
Table 8.2 At-Grade Rail Crossings Crash Summary (2013-2017)

Category	Property Damage Only	Possible Injury	Non- Incapacitating Injury	Incapacitating Injury	Fatal	Unknown	Total
Crash Related to At-Grade Rail Crossing	64 (73%)	16 (18%)	5 (6%)	1 (1%)	0 (0%)	2 (2%)	88

EXISTING AND FUTURE RAIL DEMAND

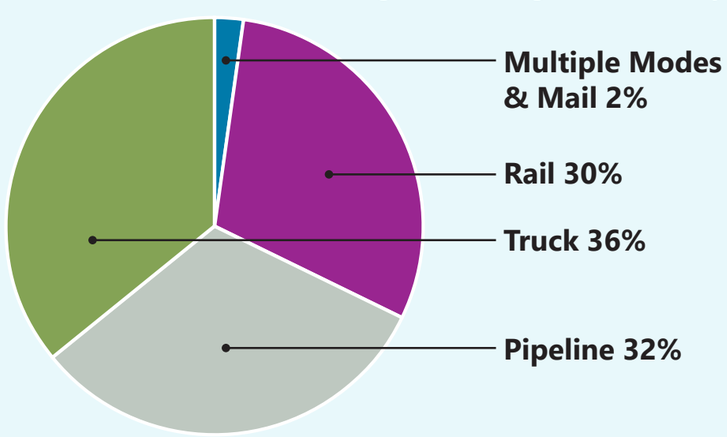
To aid in the identification of rail facility needs, year 2015/2016 and future year (year 2045) rail demand was summarized based on data provided in the Freight Analysis Framework by Federal Highway Administration (FHWA) (8-10). Exhibit 8.5 and Exhibit 8.6 show the percent breakdown of mode choice for moving freight by value and by weight in 2015, respectively.

Exhibit 8.5 Montana Freight Value Moved by Mode (2015)



Source: US DOT FHWA Freight Management and Operations - Montana Freight Profiles and Maps (http://ops.fhwa.dot.gov/freight/freight_analysis/state_info/montana/mt.htm)

Exhibit 8.6 Montana Freight Tonnage Moved by Weight (2015)



Source: US DOT FHWA Freight Management and Operations - Montana Freight Profiles and Maps (http://ops.fhwa.dot.gov/freight/freight_analysis/state_info/montana/mt.htm)

Rail is projected to continue to serve as a valuable economic driver in Billings and Montana. Approximately 30% of freight shipments by weight was moved by rail in 2015. Freight moved from the state by rail continues to account for the majority of rail traffic in the state. Coal accounts for a significant amount of freight tonnage originating in the state. Montana is the nation's sixth largest coal producing state with over 93% of it being shipped via rail (8-1, 8-10). Most of this production is in the rural southeast corner of the state, which is the reason for the high level of train activity through Billings. Table 8.3 compares the year 2016 and projected year 2045 rail demand within, from, and to the state in millions of tons and millions of dollars.

Table 8.3 Year 2016 and 2045 Total Freight Moved by Rail

Montana Rail Shipments	Within State			From State			To State		
	2016	2045	% change	2016	2045	% change	2016	2045	% change
In Millions of Tons (% moved by Rail)	4.2 (8%)	5.5 (5%)	31%	39.6 (48%)	32.0 (32%)	-20%	6.4 (24%)	8.8 (20%)	18%
In Millions of Dollars (% moved by Rail)	$1,158 (4%)	$1,584 (4%)	37%	$4,029 (14%)	$6,561 (12%)	60%	$2,960 (8%)	$6,221 (7%)	110%

Source: Freight Analysis Framework by Federal Highway Administration (FHWA) - Freight Management and Operations (8-10)

As shown in Table 8.3, freight moved from the state by rail is projected to decrease by 20% in total tonnage by the year 2045. Overall, the amount of freight moved around and across the state of Montana is projected to increase by 2045. Billings is anticipated to continue serving as a central hub for rail transport (Exhibit 8.7) in Montana and several surrounding areas.

EXHIBIT 8.7 RAIL TRANSPORTING COAL THROUGH DOWNTOWN BILLINGS



Source: Kittelson

NEEDS AND DEFICIENCIES

In order to guide identification of short and long-range rail projects, deficiencies and needs were collected from the public, SC, and review of past plans/studies.

PUBLIC AND SC FEEDBACK

Comments and feedback received identified delays during closures of roadways at the at-grade crossings as the primary concern regarding rail traffic in the study area. Comments from the Public Open House and feedback received from the SC identified the following focus areas for projects related to freight rail traffic.

- Provide a grade separated crossing of the railroad tracks on 27th Street in downtown Billings.
- Move the railroad tracks a way from downtown (A major urban center does not have a train track dividing its core downtown area in half).
- Provide an alternate route to 27th Street during closures/train delays – consider improvements to the underpasses at 13th Street and 21st Street.
- Consider advanced warnings, signal modifications, and other smart technology solutions for alerting motorists of trains. Real-time information is needed to alert transportation users of the time table of approaching trains in downtown and to expect delays. Advanced warning systems linked to websites and mobile devices could warn roadway users of delays at the at-grade intersections and identify potential alternate routes.
- Address capacity and design issues at railroad underpasses with 13th Street and 21st Street.

NEEDS DEFINED IN PREVIOUS STUDIES/PLANS

Review of recent studies/plans identified several needs for rail facilities, listed below and used to identify recommended projects.

- **2017 Montana Freight Plan** (8-1) represents the first plan specific to freight for MDT and for the state. This plan identified the following strategies related to rail:
  - BNSF invested approximately $180 million in Montana for capital improvements in 2016. This included maintaining and expanding the core network and related assets; new locomotives, freight cars, and other equipment; continuing implementation of positive train control (PTC); and investing in expansion and efficiency projects to enhance productivity and velocity.
  - The at-grade railroad crossings located at 27th Street and Moore Lane should be evaluated further to determine if improvements at these locations are viable and cost effective.
  - MDT will continue to work with railroad owners/lessees to implement effective safety technologies, particularly where rail and highway systems meet.
- **2016 City of Billings Growth Policy** (8-3) calls out providing safe railroad crossings (both vehicle and pedestrian) and passenger rail.

- **2016 Lockwood Growth Policy** (8-4) identifies growth guidelines for the TEDD, which is an area located in the northeast area of Lockwood that has an emphasis on industrial uses and connectivity with the railroad.
- **Lockwood TEDD Strategic Plan** (8-5) identifies that additional rail spurs and a transloading facility would benefit the development of the Lockwood TEDD.
- **2016 Montana Rail Grade Separation Study** (8-6) included four locations in Billings—27th Street, Moore Lane, 13th Street, and 21st Street with more details provided below:
  - 27th Street (at-grade) – The underpass improvements were identified at $73.9 million. The overpass improvements were identified at $39.2 million. MDT is currently conducting a more detailed feasibility study at this location, titled 27th Street Railroad Crossing Study.
  - Moore Lane (at-grade) – An undercrossing is recommended at this location with the cost estimate at $31 million.
  - 13th Street (underpass) – Improvement options include modification to the horizontal and vertical clearances at the crossing locations to facilitate legal height truck usage. The cost estimate is $1-2 million.
  - 21st Street (underpass) – Improvement options include lowering the roadway to increase the vertical clearance of the underpass to enhance capacity. The cost estimate is $1.5-3 million.
- **27th Street Railroad Crossing Study** (8-6) is an ongoing feasibility study to develop improvement options at the 27th Street at-grade crossing location in downtown Billings.
- **Billings Railroad Crossing Feasibility Study** (8-7) identified several possible alternatives ranging from do nothing to technology upgrades to grade-separation (underpass or overpass) on 27th Street to relocating the main railroad line and/or operations. The alternatives present significant challenges for implementation due to physical constraints and project cost. As a result, the grade separated crossings located at 13th Street and 21st Street are a high priority for potential improvements as they are the only grade separated crossings in the downtown area. Geometric improvements are needed to improve drainage, visibility, and accommodate emergency services vehicles and large trucks. In addition, pedestrian and bicycle facilities are needed at the two underpasses to improve connectivity and safety for non-motorized users. These two underpasses are identified with potential improvements in the 2016 Montana Rail Grade Separation Study.
- **Montana Freight Assessment: Trends and Opportunities to Improve Access and Create Freight Efficiencies for Montana Companies:** This assessment identifies the challenges of freight services in Montana (8-8).

FREIGHT PROJECTS RELATED TO RAIL TRAFFIC

A list of projects related to freight facilities for rail were identified through the literature review and the discussion of existing deficiencies and needs with the public and SC. Table 8.4 summarizes rail projects in the Billings urban area.

Table 8.4 Rail Projects

Project ID	Name	Description	Estimated Planning Level Cost
I25	27th Street Railroad Crossing Study	Complete the feasibility study for the at-grade rail crossing at 27th Street	Ongoing
I56, P26	Moore Lane Railroad Crossing Study	Perform a feasibility study for the at-grade rail crossing at Moore Lane	$300,000
R13	21st Street Underpass	Add capacity and pedestrian/bicycle enhancements at the 21st Street underpass	$3,000,000
R12	13th Street Underpass	Add capacity and pedestrian/bicycle enhancements at the 13th Street underpass	$2,000,000
-	Lockwood TEDD Rail Coordination	Coordinate with the Lockwood TEDD regarding rail infrastructure improvements for this area	-

2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 9

Pedestrian and Bicycle Facilities

PEDESTRIAN AND BICYCLE FACILITIES

The Billings urban area has been upgrading sidewalk facilities, constructing trail systems, and adding bike lanes to roadways over the last 25 years. Recent examples by the City of Billings, Lockwood, and the MPO include the following:

- The City of Billings has taken steps toward this goal by promoting programs such as Safe Routes to School, by partnering with St. Vincent Healthcare and School District #2 to develop bicycle education and repair events at elementary schools, and by adopting planning studies such as the BikeNet Plan (1995), Heritage Trail Plan (2004), Billings Area Bikeway and Trail Master Plan (2011) and Update (2017), and Complete Streets Policy (2011 and 2016), Benchmark Study (2013), and Progress Report (2017).
- Lockwood has taken recent steps towards this goal with the completion of a Non-Motorized Transportation Plan (2015).
- Promoting active transportation has led to the completion of nine Safe Routes to School Studies (SRTS) for elementary schools in Yellowstone County by RiverStone Health. Additional studies are in progress as of this report's publication. These studies aim to enhance student safety and encourage more students to walk and bike to school.
- The MPO has added an Active Transportation Planner to help lead and coordinate these efforts.

Infrastructure investments have been made throughout the MPO, including sidewalks and buffers in downtown Billings (Exhibit 9.1) and with bike lanes on S 25th Street (Exhibit 9.1). Active transportation continues to be a priority of both communities and the MPO. Active transportation also supports transit use, as many transit trips begin and end with walking or bicycling.

A goal of the region is to establish one of the most comprehensive bicycle and trail networks in the State of Montana, and a 'Gold Bicycle Friendly Community' rating by the League of American Bicyclists by the year 2030.

2018 LRTP Goals Related to Active Transportation

Goal 1: Safe – To develop a safe transportation system.

Goal 4: Environment – To develop a transportation system that protects the natural environment and promotes a healthy sustainable community.

Goal 6: Pedestrians and Bicyclists – To create a transportation system that supports the practical and efficient use of active transportation such as walking and bicycling

Goal 7: Economic Vitality – To ensure adequate transportation facilities to support the existing local economy and connect Billings to local, regional, and national commerce.

Exhibit 9.1 Pedestrians Walking in Downtown Billings



Souce: Kittelson

Exhibit 9.2 Bike Lane on S 25th Street



Souce: Kittelson

LITERATURE REVIEW

Recent studies/plans were reviewed for existing conditions, available data, and short/long-term projects related to pedestrian and bicycle facilities in the study area. These studies/plans are described below:

- **2014 Billings Urban Area Long Range Transportation Plan (9-1):** This plan summarizes active transportation in the Urban Area and identifies priority projects for the area.
- **Billings Area Bikeway and Trail Master Plan Update (9-2):** This plan identifies eight goals associated with the bikeway and trail system in the Billings urban area. The plan includes a demographic analysis, inventory of existing facilities, project, program and policy recommendations, and implementation plan. This plan is an excellent technical resource for the community regarding bikeway and trail facilities, usage, and project recommendations.
- **Trail Asset Management Plan (9-3):** The plan discusses the maintenance needs of the existing and future trail system including a discussion of potential funding sources.
- **Safe Routes to School Study Phase I & Phase II (9-4):** The plan evaluates active transportation options to and from the 22 existing elementary schools in the City of Billings. Two goals are identified by the project: 1) enhance the safety for students traveling to and from school, and 2) increase the number of students walking or bicycling to school. The study focuses primarily on engineering improvements but discusses the 5 E's for SRTS efforts: Engineering, Enforcement, Encouragement, Education, and Evaluation.
- **Complete Streets Progress Report (9-5):** This report offers a performance-based approach to the Billings transportation system to ensure it works for all people of all abilities. It examines current and future opportunities for a balanced transportation network using data from the previous three years.
- **Lockwood Non-Motorized Transportation Plan (9-6):** This plan seeks to eliminate fatalities and serious injuries caused by vehicular and pedestrian conflicts throughout the Lockwood area. It identifies a five-year work plan and 20-year desired project list in the areas of education, enforcement, engineering, evaluation, and partnerships and funding to achieve this goal.

The studies listed below were also reviewed, but either had a larger scope than just pedestrian/bicycle elements or focused on a particular section of the urban area.

- Billings-Yellowstone County Household Travel Survey (2017)
- TranPlanMT (2017)
- Billings Community Transportation Safety Plan (2016)
- City of Billings Growth Policy (2016)
- Lockwood Growth Policy (2016)
- West End Multimodal Planning Study (2016)
- Rims to Valley Study (2016)

EXISTING CONDITIONS

The existing facilities for the study area were summarized into three categories: pedestrian facilities, bicycle facilities, and trail facilities. Existing facilities and available data are discussed for each category, as well as available mode share data for the entire system. A safety analysis was also completed for all pedestrian and bicycle related crashes in the study area.

MODE SHARE

Year 2016 mode share data was obtained through the American Community Survey (ACS). Table 9.1 summarizes the mode share data for commuters in Billings.

Table 9.1 Year 2016 Mode Share for Commuters in the City of Billings

Mode Used	Number of Commuters	Percent of Commuters
Drove Alone	44,908	81.0%
Carpool (2 people)	4,180	7.5%
Carpool (3+ people)	1,108	2.0%
Public Transportation	592	1.1%
Bike	425	0.8%
Walk	1,760	3.2%
Other	390	0.7%
Worked at Home	2,045	3.7%
Total	**55,408**	**100%**

Source: ACS 2016

As shown in Table 9.1, driving alone to work is the most common commuter mode share (81.0%). Active transportation (biking and walking) makes up 4.0% of commuter mode share. Public transportation, which relies on the active transportation network for many of its users to begin and end their trips, makes up 1.1% of the commuter mode share.

Biking and walking trips account for 4% of the commuter mode share.

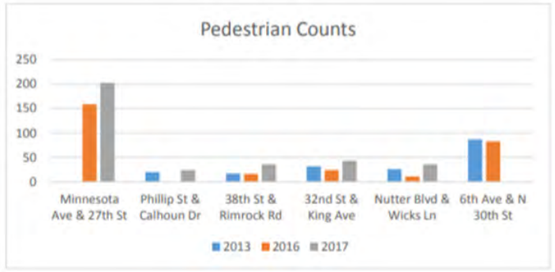
As part of the 2013 Complete Streets Benchmark Study (9-5), bicycle and pedestrian counts were collected on a weekday and weekend in September 2013 at the following six intersections:

- Minnesota Avenue & South 25th Street - unsignalized
- Philip Street & Calhoun Drive - unsignalized
- 38th Street & Rimrock Rd - unsignalized
- 32nd Street & King Avenue - signalized
- Nutter Boulevard & Wicks Lane - signalized
- 6th Avenue & North 30th Street – signalized

The 2017 Complete Streets Progress Report again measured bicycle and pedestrian counts at these six intersections. These counts were taken in May 2016 and May 2017, making an annual comparison to the 2013 data difficult.

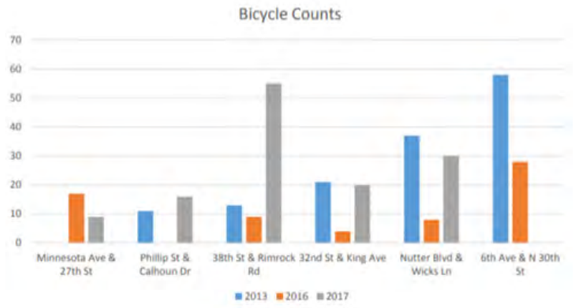
The pedestrian and bicycle counts across the three years are shown in Exhibits 9.3 and 9.4, respectively. Pedestrian and bicycle usage was found to be consistently higher on weekdays than weekends. The 2017 pedestrian volumes increased at all counted locations from 2016. The 2017 bicycle volumes increased significantly at all locations from 2016, except for the Minnesota Avenue/27th Street location.

Exhibit 9.3 Billings Pedestrian Counts by Location



** Note that data gaps represent counts not taken due to road construction*

Exhibit 9.4 Billings Bicycle Counts by Location



School-Related Mode Share

The Billings-Yellowstone County travel survey collected data in early 2017. Table 9.2 uses data from this survey to show mode share to school across the Billings area. As shown, about 75% of respondents reported typically driving to school, either as the driver or passenger, and a similar rate did drive to school on the day of the survey. About 6.5% of respondents reported typically walking or bicycling to school and a similar rate did walk or bicycle to school on the day of the survey.

As shown in Table 9.2, driving to school and being driven to school are still the most popular mode choices. Because over 5% of students walk to school, the City of Billings has increased focus on providing safe travel for students walking to school. This includes updating and maintaining sidewalk facilities, using speed zones to reduce speeds near schools, and providing crossing guards at popular locations.

The RiverStone Health SRTS program is in the process of evaluating the pedestrian and bicyclist network supporting elementary schools in Yellowstone County. These studies recommend improvements at each school to make active transportation a safer choice for children's commutes.

Table 9.2 School-Related Mode Share

	Typical School Mode							
Actual School Mode	**Passenger**	**Driver**	**School Bus**	**Walk**	**Carpool**	**Public Transit**	**Bike**	**Grand Total**
Passenger	42.98%	0.85%	3.40%	1.28%	2.55%		0.43%	51.149%
Driver	6.81%	16.17%	0.43%					23.40%
School Bus	4.68%	0.43%	10.21%	0.43%	0.43%			16.17%
Walk	0.85%			4.26%				5.11%
Carpool	0.85%				0.85%			1.70%
Public Transit						0.43%		0.43%
Bike	0.85%		0.85%					1.70%
Total	**57.02%**	**17.45%**	**14.89%**	**5.96%**	**3.83%**	**0.43%**	**0.43%**	**100.00%**

Source: Billings-Yellowstone County Travel Survey

PEDESTRIAN FACILITIES

Figure 9-1 shows the existing pedestrian and trail facilities in the study area. Sidewalk facilities exist in the downtown area, approximately from N 32nd Street to N 22nd Street and Montana Avenue to 6th Avenue, and most areas throughout the city. Exhibits 9.5, 9.6, and 9.7 illustrate some of the existing pedestrian facilities in the region.

Exhibit 9.5 Sidewalks and Pedestrian Buffer Zone in Downtown Billings



Source: Kittelson

Exhibit 9.6 Pedestrian Hybrid Beacon (HAWK) at 4th Avenue in Downtown Billings

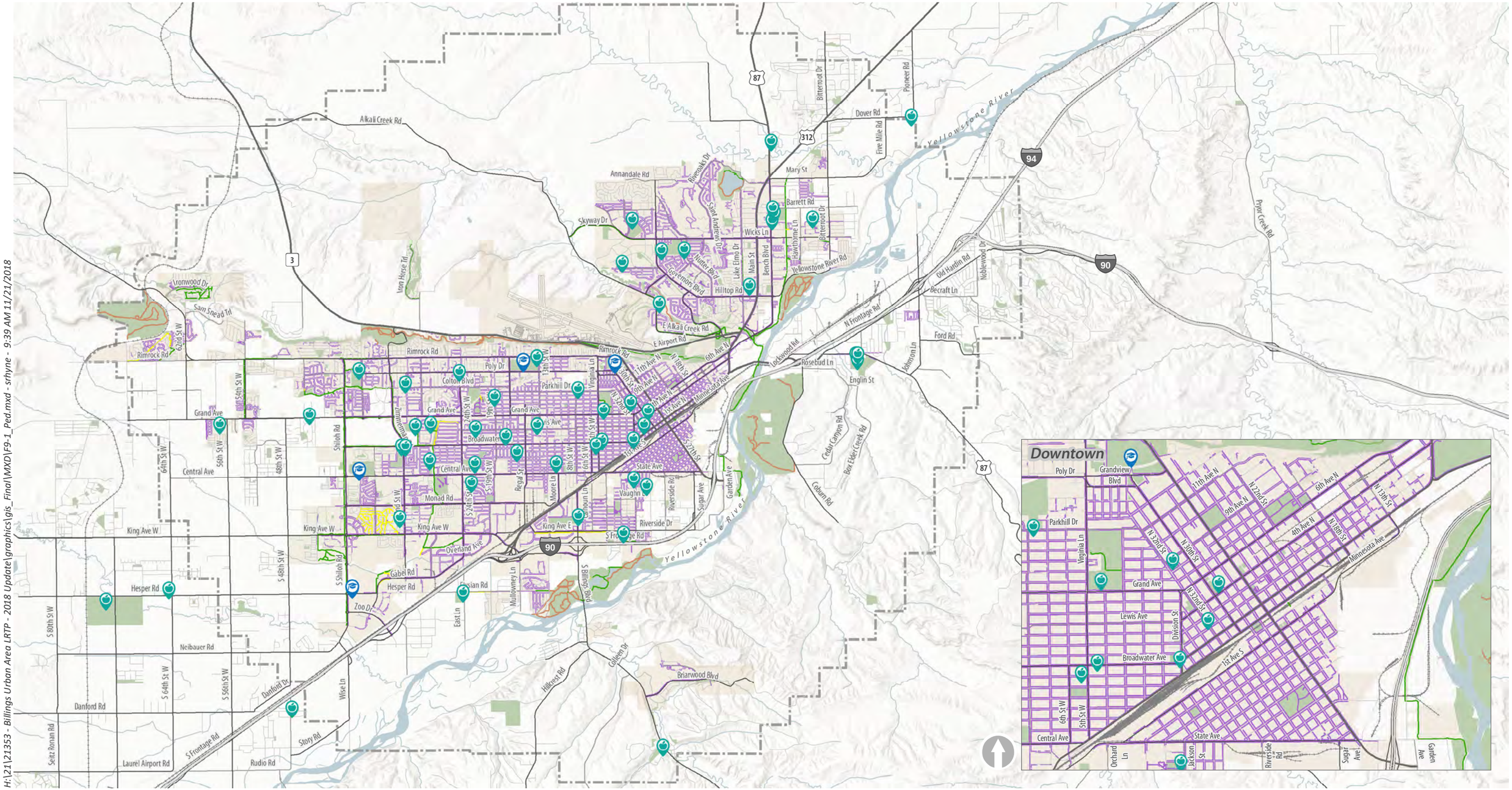


Source: Kittelson

Exhibit 9.7 Rectangular Rapid Flashing Beacon (RRFB) on King Avenue



Source: Kittelson



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Figure 9-1

Existing Pedestrian and Trail Facilities

BIKEWAY FACILITIES

Development of the City's bicycle facilities has mostly occurred over the last fifteen years, including 6.5 miles of new bike lanes provided during 2010. The overall rate of bike lane implementation has remained essentially constant at a rate of close to two miles per year over this time. The City of Billings currently maintains close to 30 miles of bikeway facilities, classified as bike lanes or shared roadways. Figure 9-2 shows the existing bikeway and trail facilities in the study area. Existing bikeway and trail facilities work together to provide good connectivity around the city.

The types of bikeways are described below.

- **Bike Lanes:** This type of facility provides a dedicated space within the roadway for bicyclists to travel and uses signage and striping to delineate the right-of-way assigned to bicyclists and motorists. Billings currently has 26 miles of bike lanes in its transportation system.
- **Shared Roadways:** Shared roadways are designated by signage and/or shared lane markings. Shared lane markings are pavement markings that indicate the position within a roadway where bicyclists should ride. They also provide wayfinding guidance to bicyclists and indicate to motorists to be aware that bicyclists will be travelling in the roadway. Streets marked with shared lane markings, or sharrows, are intended to be shared streets, with motorists and bicyclists sharing the travel lane. Billings currently has 2.6 miles of shared roadways in its transportation system.

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In addition to these existing types of bikeways, the Bikeway and Trails Master Plan Update describes a variety of new bikeway types that could help provide low-stress connections for bicyclists in areas of high traffic volumes. These include:

- **Separated Bike Lanes:** Of all on-street bicycle facilities, separated bike lanes offer the most protection and separation from adjacent motor vehicle traffic. Separated bike lanes are bicycle facilities that are physically separated from motor vehicle traffic by a painted buffer and physical barriers such as flexible delineators, curbs, or planters.
- **Bicycle Boulevards:** Bicycle boulevards are local streets with low motorized traffic volumes and speeds that have been designated as bicycle routes. Bicycle boulevards should have a maximum posted speed of 25 mph and target motor vehicle volumes of less than 1,500 vehicles per day. Many streets in Billings exhibit these characteristics already, and minor modifications such as the addition of signage and pavement markings could cost-effectively designated key corridors as bicycle boulevards.
- **Buffered Bike Lanes:** Buffered bike lanes are conventional bike lanes that are enhanced through the application of diagonally striped buffer space. While not providing physical separation, this creates a wider buffer area between vehicles and bicyclists than a conventional six-inch bike lane stripe.

As shown in Figure 9-2, the bikeway and trail system almost provide a complete "loop" around Billings, as well as north-south connectivity in the Heights and the west end on Shiloh Road. To promote the construction of consistent facilities, the City of Billings has adopted specific design standards for all types of bikeway facilities, included in their Design Standards for Trails & Bikeways (9-7). Exhibits 9.8, 9.9, 9.10, and 9.12 illustrate some of the existing bike facilities in the region.

Implementing bike lanes, sharrows, cycle tracks, and bike boulevards on roadways, in conjunction with wayfinding signs, bike racks, and other amenities are great ways to increase bicycle awareness and usage in the region.

Exhibit 9.8 Bike Rack in Downtown Billings



Exhibit 9.9 Bikes Lanes on Rimrock Road

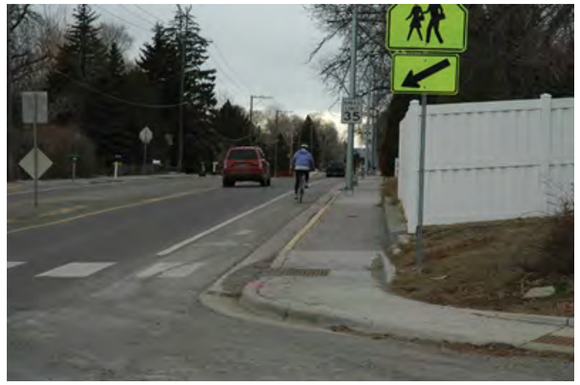
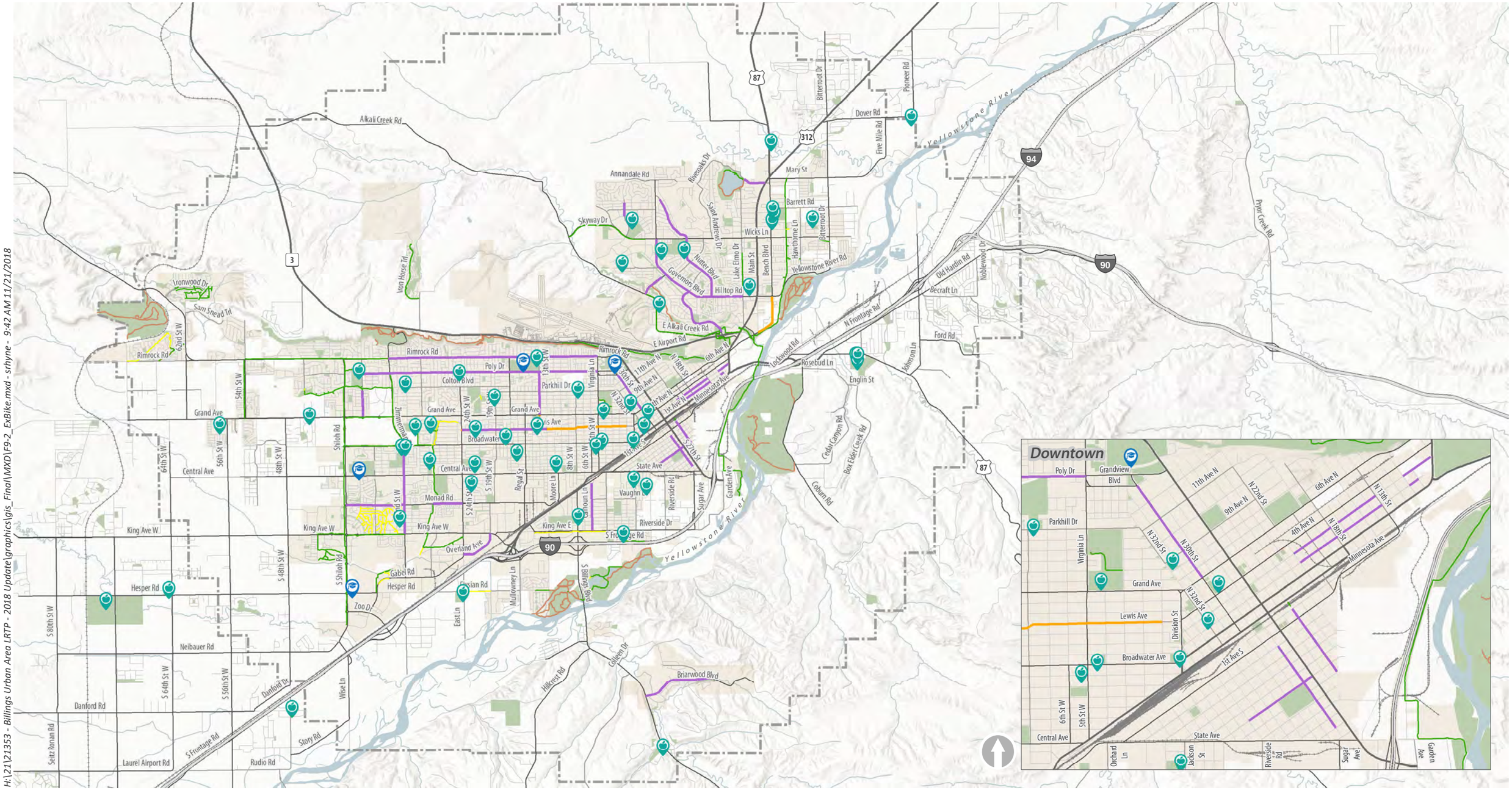


Exhibit 9.10 Bikes Lanes on Monad Road





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Bike Lane
Shared Lane Marking
Shared Use Path
Neighborhood Trail
Unpaved Trail
College
Schools
Study Area
Park
City of Billings

Figure 9-2

Existing Bikeway and Trail Facilities

Exhibit 9.11 Buffered Bike Lane on Monad Road



Source: Google Earth

TRAIL FACILITIES

The City of Billings currently maintains approximately 81 miles of trails throughout the study area. As shown in Figures 9-1 and 9-2, multi-use trails are provided along Shiloh Road from Rimrock Road to past Zoo Drive, from Alkali Creek Road and Mary Street in the Heights to an area close to the 27th Street interchange with I-90, and east-west across the rims parallel to Airport Road from Billings Logan International Airport to Skeleton Cliff. Soft surface trails are also provided through Riverfront Park to the south, Two Moon Park in the Heights, and around Lake Elmo. Most of the neighborhood trails are provided in neighborhoods between Shiloh Road, 32nd Street, King Avenue, and Monad Road. Some of the cities unimproved trails are in Phipps Ranch Park, located outside of the MPO boundary and others connect multi-use paths in Zimmerman Park to those on the eastern half of the rims, connecting into the Heights. Table 9.4 summarizes the types and lengths of trails.

Table 9.4 Type and Length of Existing Trails in the Billings urban area

Type of Facility	Mutli-Use	Soft Surface	Neighborhood	Unimproved	Total
Length (miles)	45	11	11	14	81

Source: GIS data provided by City of Billings

Exhibits 9.12 and 9.113 illustrate some of the existing trail facilities in the region.

Exhibit 9.12 Jim Dutcher Trail by MetraPark Arena



Source: Kittelson

Exhibit 9.13 Swords Park Trail Near the Airport



Source: Kittelson

Trail Counts

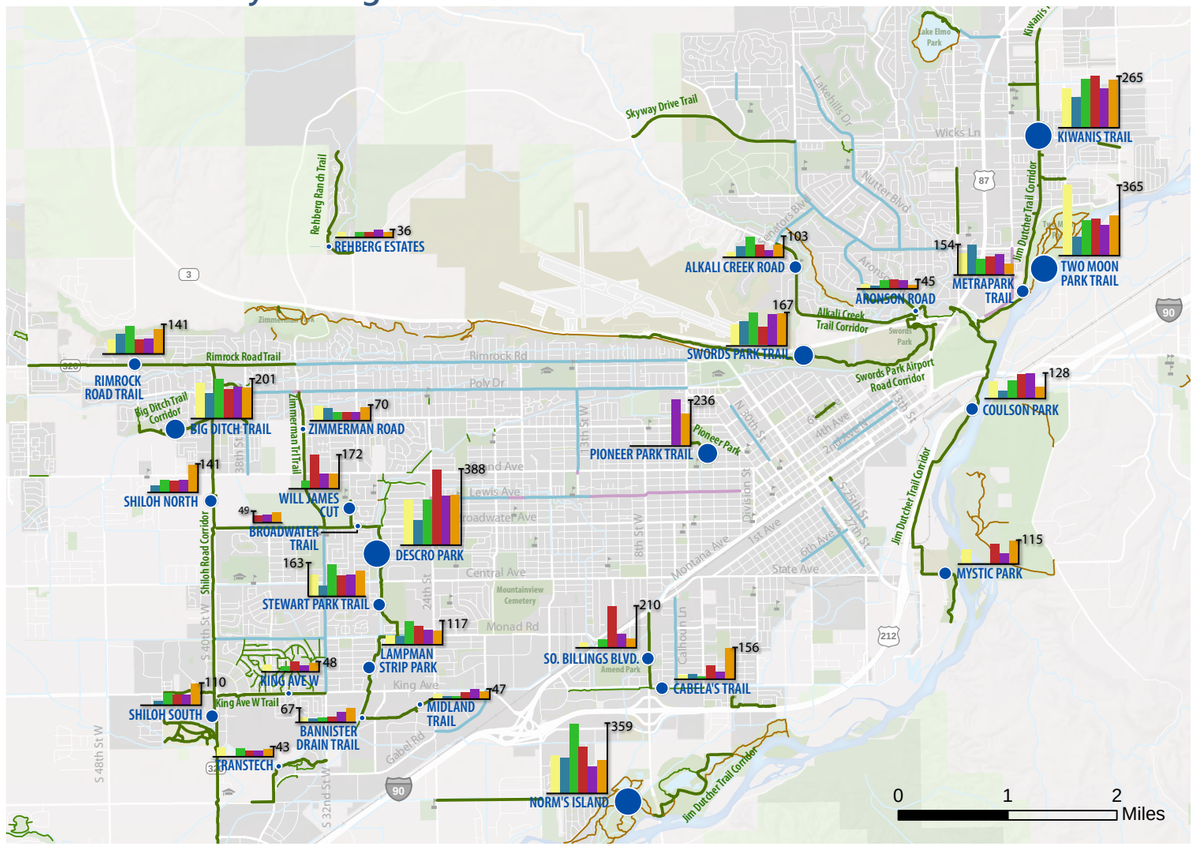
Billings currently uses two methods to count people walking and biking on its trails at 26 locations: automated trail counters and manual counts.

Automated counters are typically left alongside a trail for one week and then rotated to a new location. The City owns three counters and rotates them such as that the same location is counted during the same time frame each year, making year-to-year comparisons possible. Two locations use permanently installed counters along shared-used paths.

In addition to automatic counts, Billings has been conducting manual counts at key locations throughout the area to better understand bicycle and pedestrian transportation patterns. Between 2013 and 2015, counts were conducted at twenty-five different locations, with the largest concentration in downtown Billings. However, because no locations was counted twice, annual or seasonal comparisons should not be drawn.

As shown in Exhibit 9.14, trail usage in the study area has steadily increased over the last six years. The total annual number of trail users counted on the system has steadily risen from 2,287 in 2010 to 2,617 in 2015, an increase of 21% over that timeframe.

Exhibit 9.14 Daily Average Trail Counts Per Year



Source: 2017 Billings Area Bikeway and Trails Master Plan Update

CRASH HISTORY

Crash data for the study area was reviewed to identify crashes involving a pedestrian or bicyclist over the five-year period from 2013 to 2017. Table 9.6 summarizes the pedestrian and bicycle related crashes. Figure 9-3 shows the approximate location of pedestrian-related crashes in the study area from 2013 – 2017 and Figure 9-4 shows the approximate location of bicycle-related crashes in the study area from 2013-2017.

As shown in Table 9.6, there have been 350 reported crashes involving a pedestrian or bicyclist over the five- year time period. 80% of the crashes involving a pedestrian or bicyclist resulted in some type of injury. Nine fatal crashes involving a pedestrian or bicyclist occurred during the five-year time period. Eight involved pedestrians and one involved a bicyclist.

Table 9.6 Pedestrian and Bicycle Crash Summary by Severity (2013-2017)

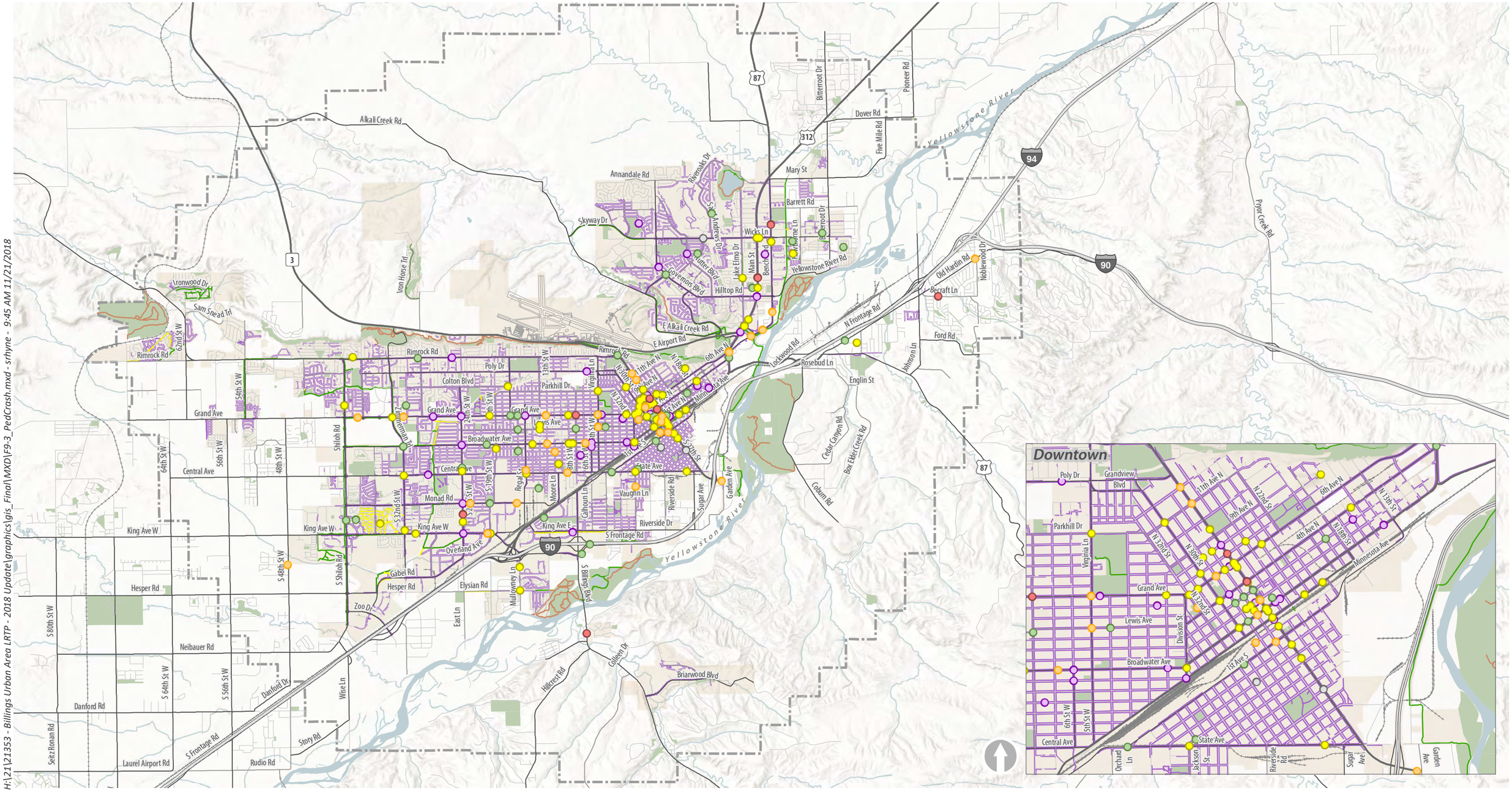
Category	Possible Injury	Non-incapacitating (Injury Evident)	Incapacitating Injury	Property Damage Only	Fatal	Unknown	Total
Pedestrian	84	42	31	42	8	3	210
Bicycle	68	35	8	28	1	0	140
Total	**152 (43%)**	**77 (22%)**	**39 (11%)**	**70 (20%)**	**9 (3%)**	**3 (1%)**	**350**

As shown in Table 9.7, bicycle and pedestrian crash occurrences have stayed relatively constant over the five-year period from 2013 to 2017. Crash occurrences of both kinds fell slightly from 2013 to 2015 but then rose slightly from 2015 to 2017.

Table 9.7 . Pedestrian and Bicycle Crash Summary by Year (2013-2017)

Year	2013	2014	2015	2016	2017
Bicycle Crashes	31	23	28	31	27
Pedestrian Crashes	49	39	40	37	46

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Crash Severity

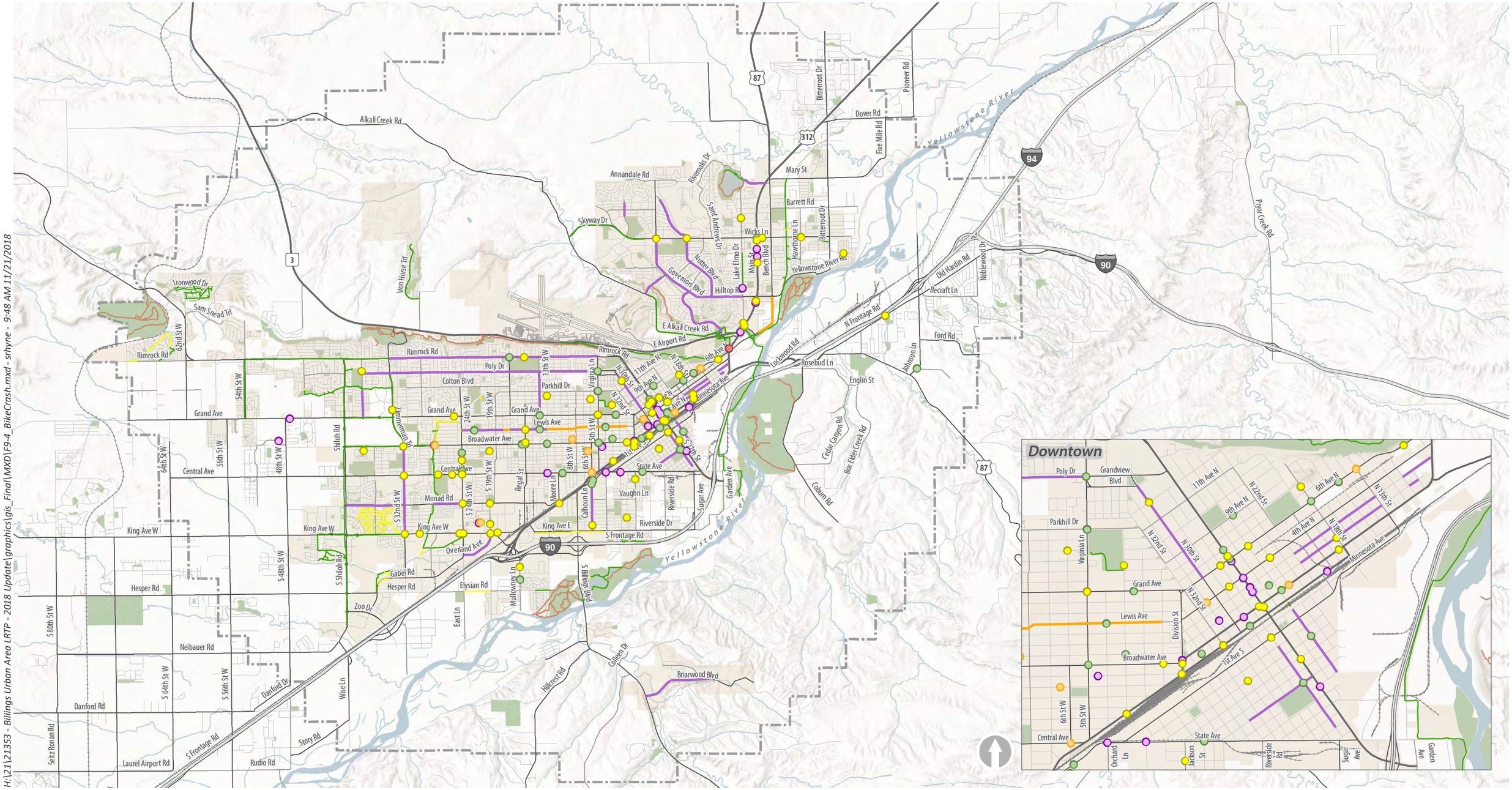
- Fatal Accident
- Incapacitating Injury Accident
- Possible Injury Accident
- Non-Incapacitating Evident Injury Accident
- Non-Injury Accident (Propoert- Damage-Only Accident)
- Unknown

- Shared Use Path
- Neighborhood Trail
- Unpaved Trail
- Sidewalks

- Study Area
- Park
- City of Billings

Figure 9-3

Pedestrian Crashes (2013 - 2017)



Crash Severity

- Fatal Accident
- Incapacitating Injury Accident
- Possible Injury Accident
- Non-Incapacitating Evident Injury Accident
- Non-Injury Accident (Propoert- Damage-Only Accident)
- Unknown

- Bike Lane
- Shared Lane Marking
- Shared Use Path
- Neighborhood Trail
- Unpaved Trail
- Study Area
- City of Billings
- Park

Figure 9-4

Bicycle Crashes (2013 - 2017)

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DEFICIENCIES AND NEEDS

In order to guide identification of short and long-range bicycle and pedestrian projects, deficiencies and needs were collected from the general public, Steering Committee (SC), and review of past plans/studies.

PUBLIC AND SC FEEDBACK

Forty-four percent of the public comments received corresponded to bicycle, pedestrian, or multi-use facilities. In addition, public comment identified the bicycle and pedestrian element of the LRTP to be among the most important elements of the 2018 LRTP update , as demonstrated by Exhibit 9.15 which shows a sampling of the many active transportation facilities within the Billings urban area.

NEEDS DEFINED IN PREVIOUS STUDIES/PLANS

Several recent city-wide studies/plans identified pedestrian and bicycle facility needs. Key needs from these studies/plans include:

- **2014 Billings Urban Area Long Range Transportation Plan:** Prioritized projects related to on-street bikeways and multi-use trails with the following criteria.
  - On-street bikeways- route continuity, nonmotorized travel demand, bicycle compatibility index and public opinion
  - Multi-use trails- safety, connectivity/ accessibility, route continuity, aesthetics/recreational value, nonmotorized travel demand, and public opinion
- **Billings Area Bikeway and Trail Master Plan Update:** Prioritized bikeway and trail projects according to a needs assessment, system coverage, safety, connectivity, and connections to adjacent jurisdictions. The top noted priorities for investment in the bicycle and trail system include:
  1. Expansion of the trail network
  2. Maintenance of the existing bikeway and trail network, and
  3. Expansion of existing on-street bikeways

The most critical gaps in the existing bicycle and trail system include:

1. Riverfront trails along the Yellowstone River
2. Connections from West Billings to Downtown
3. Connection atop the Rimrocks from 27th Street to Zimmerman Trail
4. Connection from Billings Heights to Downtown
5. Connection from the river/Lockwood to Downtown
6. Connection from the Rimrocks to Downtown, and
7. Connections from South Billings to Downtown

- **Trail Asset Management Plan:** Identifies need to maintain existing trail facilities related to safety and aesthetics.
- **Safe Routes to School Study Phase I & II:** Projects were identified to enhance safety and increase the number of students walking or biking to school.
- **Lockwood Non-Motorized Transportation Plan:** Identifies education, enforcement, encouragement, engineering, evaluation, and partnership and funding action items to improve non-motorized transportation safety in the Lockwood area.
- **Other Documents Reviewed:** Recommendations based on projects that would best improve facilities in the specific study area. These studies/ plans included:
  - West End Multimodal Planning Study (9-8)
  - Rims to Valley Study (9-9)

Exhibit 9.15 Active Transportation Facilities in the Billings Urban Area







Source: Kittelson

PROJECT LIST RELATED TO PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian, bicycle, and multi-use path projects were identified from the needs and deficiencies assessment. The LRTP identifies a total of 53 pedestrian facility projects, 144 bicycle facility projects, and 116 trail projects. Investing in these types of projects supports the plan's goals and the region's desire to implement one of the most comprehensive bicycle and trail networks in the State of Montana.

A project description and planning-level cost estimate was developed for each project. The planning-level cost estimates were developed from cost estimates included in past plans/studies, engineer's estimates made by the consultant team, or City of Billings Capital Improvement Plan, FY 2019 – 2023 (9-10).

Pedestrian projects include pedestrian crossings, safe routes to school projects, and sidewalk (Exhibit 9.16) projects. Safe Routes to School (SRTS) projects are listed by school name and include a brief description. Table 9.8 summarizes the pedestrian projects. Figure 9-5 shows the approximate location of each project.

Bikeway projects include on-street bike lanes (Exhibit 9.17), shared roadways, and bicycle boulevards. Bicycle routes and boulevards are classified as secondary bikeways. Table 9.9 summarizes the bikeway projects. Figure 9-6 and Figure 9-7 show the approximate location of each project.

Multi-use trail projects include both soft-surface and paved trails. Table 9.10 summarizes the multi-use trail projects.

Exhibit 9.16 Enhanced Pedestrian Zone with Detached, Wide Sidewalks at the Yellowstone County Courthouse

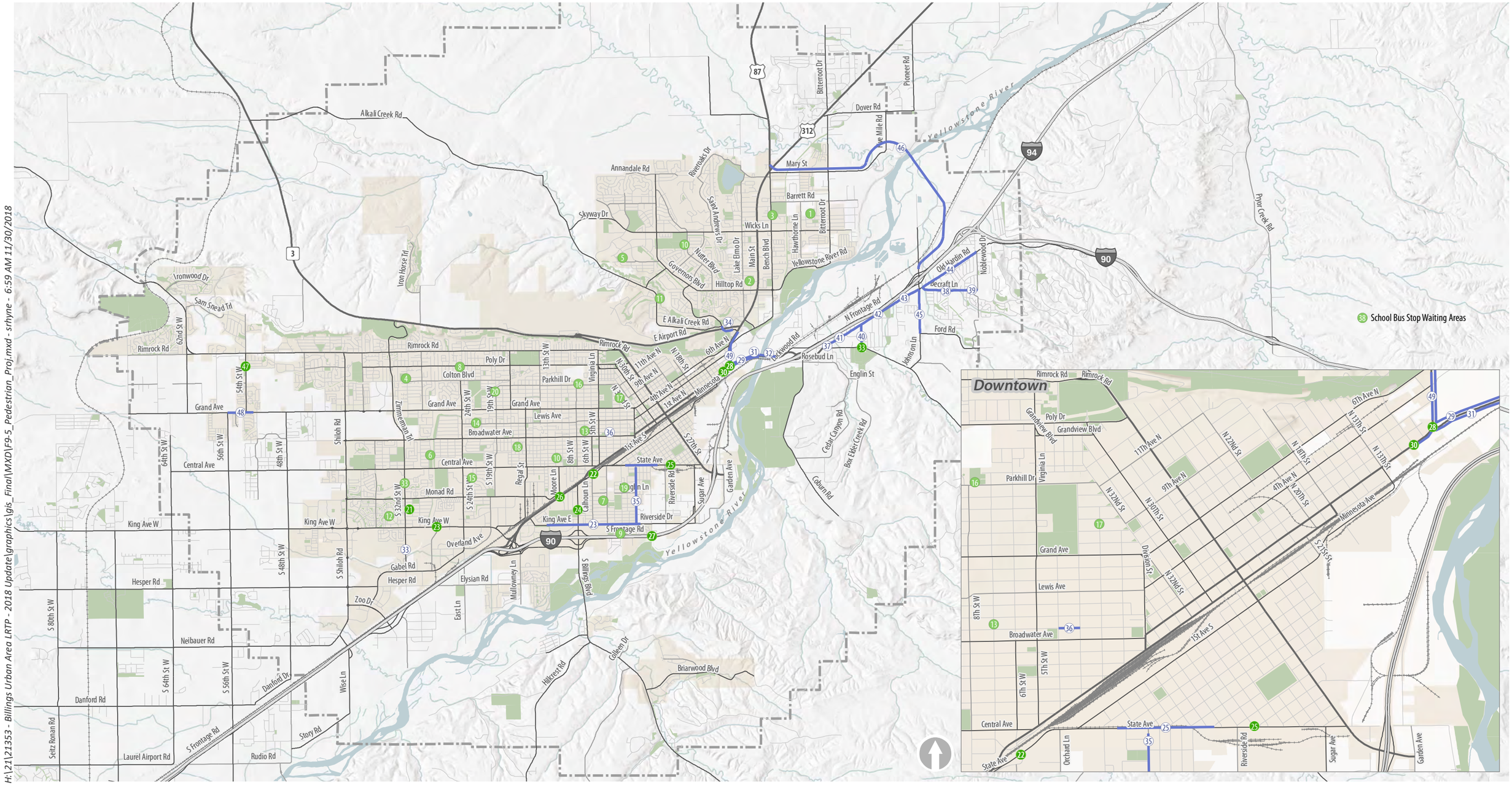


Source: Kittelson

Exhibit 9.17 Bicyclist on 3rd Avenue



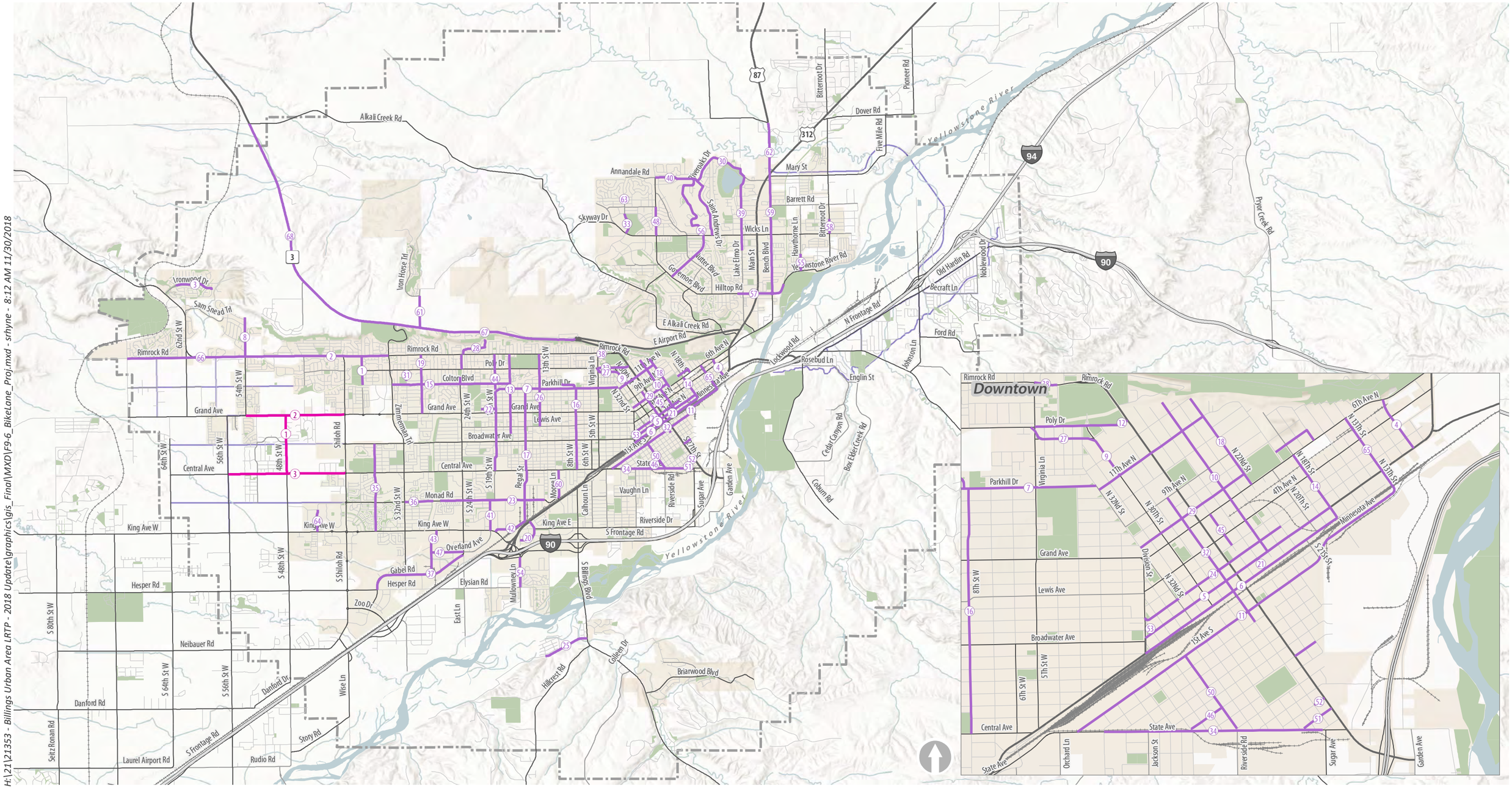
Source: Kittelson



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Figure 9-5

Pedestrian Projects



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Bicycle Lane

Buffered Bike Lane

Figure 9-6

Bicycle Lane and Buffered Bike Projects

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Bicycle Boulevard; BB62

Figure 9-7

Bicycle Boulevard Projects

Table 9.8 Pedestrian Projects

Project ID	Proposed Name	Project Description	Estimated Planning-Level Cost
P1	SRTS - Beartooth	Install a crosswalk on Barrett Road at Linden Drive and install a new sidewalk or multi-use trail along the south side of Barrett and the west side of the alley; install sidewalk along the east side of Bitterroot Drive from Cherry Creek Estates to Wicks Lane with a school crosswalk at Wicks Lane and the access to Emma Jean Estates Subdivision. Installation of sidewalk will likely require private property easements from adjacent landowners; Sign alley adjacent to school one-way northbound.	$524,621
P2	SRTS - Bench	Install an east-west sidewalk or trail connection to the north end of school property along Lola Lane. This connection would shorten the walking distance coming from the north on Lake Elmo Drive. Install sidewalks on Rex Lane.	$102,199
P3	SRTS - Bitterroot	Construct pedestrian path connection and crossing over the Holling Drain from residential area to the east. (Requires local SID for roadwork). Install sidewalk or pedestrian path along Barrett Road. Installation of sidewalk will likely require private property easements from adjacent landowners. Install fluorescent yellow school crossing signs and ladder-style crosswalk at the multi-use trail crossing on Barrett Road.	$840,585
P4	SRTS - Boulder	Install sidewalks and curb and gutter along Boulder Avenue. Consider installing a flasher on the existing school zone speed limit sign. Install sidewalks on Poly Drive west of 32nd Street West.	$354,289
P5	SRTS - Eagle Cliffs	Construct a trail connection from the intersection of Constitution Avenue and Kootenai Avenue to Marias Drive. Permission must be obtained from DNRC.	$115,825
P6	SRTS - Meadowlark	Install enhanced school crossing with curb extensions or pedestrian refuge island on 32nd Street West near the intersection with St. John's Avenue.	$144,782
P7	SRTS - Newman	Install sidewalks where missing along Calhoun Lane. Install sidewalks where missing along east-west side streets.	$1,140,880
P8	SRTS - Poly Drive Sidewalk Improvements	Pedestrian Improvements at the Poly Drive and Arvin Road Intersection	$97,147
P9	SRTS - Ponderosa	Improve the landing/pedestrian storage area on the northeast corner of King Avenue East and Hallowell Lane. Reconfigure intersection of Hallowell, Arlington, and school access to reduce pedestrian conflicts and improve traffic operations. Install trail connection and ditch crossing between Kings Green Subdivision and south end of school property. Construct a pedestrian path along King Avenue East.	$1,192,320
P10	SRTS - Sandstone	Install sidewalks on neighborhood streets southeast of Babcock Boulevard. Install sidewalks on neighborhood streets north of Wicks Lane. Consolidate crosswalks on Nutter Boulevard in front of school to the north location and restripe as a ladder style crosswalk.	$1,111,816
P11	SRTS - Alkali Creek	Install sidewalk along south side of Alkali Creek Road northwest of school. Install sidewalk along Pinon Drive just west of Alkali Creek Road. Install sidewalk along south side of Indian Trail.	$472,443
P12	SRTS - Big Sky	Enhance crossing at 32nd Street West and Lampman Drive or move crossing to Granger Avenue and signalize. Perform a signal warrant analysis at 32nd Street West and Granger Avenue. If warranted, move the school crossing from Lampman Drive to Granger and signalize the intersection. Install crosswalk markings on the south leg of the intersection of Monad Road and 36th Street West. Enhance existing crossing on west leg.	$182,678
P13	SRTS - Broadwater	Install curb extensions at the intersection of 4th Street West and Wyoming Avenue. Improve loading zone through alley by defining entry to separate from local business, improve sight distance around corner, reducing the exit to a single lane and providing physical separation between the walking area and the parking area.	$398,427
P14	SRTS - Burlington	Install curb extensions at the intersection of Lewis Avenue and 22nd Street West. Install signing, striping and curb extensions for midblock crossing on 22nd Street West directly in front of main school entrance and consider requiring students to use this entrance.	$119,686

Project ID	Proposed Name	Project Description	Estimated Planning-Level Cost
P15	SRTS - Central Heights	Widen sidewalks on Lexington Drive, Alamo Drive, and Pueblo Drive, and install curb extensions at mid-block crossings on Alamo Drive and Lexington Drive. Install curb extensions at intersection of Lexington Drive and Eldorado Drive and marked crosswalk on east leg. Install curb extensions or another form of traffic calming at Santa Fe Drive and Eldorado Drive. Install curb extensions for crosswalk at Monad Road/Monterey Drive.	$444,096
P16	SRTS - Highland	Install sidewalks and curb extensions at the intersection of O'Malley Drive and Virginia Lane. Install crosswalks with enhancements to shorten crossing distance at Rimrock Road/Missouri Street and Rimrock Road/ Virginia Lane. Install sidewalk and/or a bike lane on Virginia Lane from Rimrock Road to Parkhill Drive.	$330,710
P17	SRTS - McKinley	Install pedestrian crossings and enhancements at the intersections of Parkhill Drive/North 32nd Street and 11th Avenue North/North 32nd Street. Install curb extensions at 9th Avenue North/North 31st Street. Install curb extensions at 8th Avenue North/North 32nd Street.	$403,151
P18	SRTS - Miles Avenue	Install curb extensions at 16th Street West and Miles Avenue. Install pull-out area along east side of alley to enhance loading zone and move loading away from pedestrian traffic. Sign alley "one-way" northbound, but allow exception for garbage trucks.	$149,607
P19	SRTS - Orchard	Install curb extensions and crosswalk enhancements on Jackson Street crossings.	$129,134
P20	SRTS - Rose Park	Install curb extensions at 19th Street West/Avenue E; eliminate crosswalk on south leg of this intersection and south leg of Avenue F intersection. Install traffic calming improvements on 19th Street West to slow traffic speeds. Complete curb and sidewalk on Parkhill Drive to provide continuous walking route, including curb extensions at corner; would also prevent most U-turns.	$305,513
P21	S 32nd Street Pedestrian Crossing	Install a midblock crossing on S 32nd Street	$210,000

Project ID	Proposed Name	Project Description	Estimated Planning-Level Cost
P22	6th Ave Underpass	Pedestrian Improvements to Existing Underpass	$102,211
P23	King Ave Pedestrian Crossings	Seven proposed crossings along King Ave	$264,992
P24	S. Billings Blvd & Simpson St Crossing	Pedestrian crossing treatment to be determined	$158,995
P25	State Ave Pedestrian Crossings	Three proposed crossings along State Ave	$149,910
P26	Moore Ln & Laurel Rd Pedestrian Crossing	Pedestrian crossing treatment to be determined	$210,000
P27	Washington St Pedestrian Crossing	Overpass or underpass crossing of Interstate 90	$1,680,000
P28	1st Ave N/ US 87/ Main St (Exposition Dr)	Add pedestrian crossings to existing intersections	$28,000
P29	US 87 Pedestrian Easement	1.0 miles adjacent to Metra Park from Airport Rd to Yellowstone River	$369,600
P30	N 10th St/1st Ave N	Add pedestrian crossings to existing intersection (potential new signal with pedestrian phase)	$280,000
P31	1st Ave N/US 87 Sidewalk	Add 0.7 miles of sidewalks to N 10th Street to Yellowstone River	$258,720
P32	US 87 Sidewalks	Add 0.3 miles of sidewalks to northside of Bridge crossing Yellowstone River	$110,880
P33	N 32nd Street Pedestrian Crossing	Install a midblock crossing on N 32nd Street	$210,000
P34	Aronson Ave Sidewalk	Add sidewalk along Aronson Ave south of E Alkali Creek	$73,920

Project ID	Proposed Name	Project Description	Estimated Planning-Level Cost
P35	Jackson Street Sidewalks	Construct new 5-foot sidewalk on west side of Jackson/crossing at Orchard	$216,500
P36	Broadwater Elementary School	Install sidewalk, fencing, and landscaping	$131,290
P37	Evaluate re-opening of cut-through path at East Ridge Estates	Cut-through to connect residents to Highway 87 Sidewalk	Unknown
P38	School Bus Stop Waiting Areas	Lighting for students at bus stops; waiting area so children aren't forced to wait in street due to snow; install curb and gutter to add buffer for pedestrians; install bus stops every other year	$350,000
P39	Becraft Lane Sidewalk	Path from Old Hardin Rd to Noblewood Drive; serves as Pedestrian Connection to the commercial area at the Old Hardin Rd/Johnson Ln intersection and to Harris Park; path to run along north side of Becraft Lane	$410,000
P40	Piccolo Ln	Five foot concrete curb-walk from Old Harding Rd to Highway 87; serving housing along street and create a pedestrian connection to the IGA convenience store on the southwest corner of the Piccolo Ln/Old Hardin Rd intersection; Piccolo Ln has potential to become neighborhood shareway/greenway or a woonerf	$250,000
P41	Old Hardin Road Sidewalk (Segment 1)	Path from US 87 to Piccolo Lane; path to run on the south side of Old Hardin Rd; possibility of using irrigation canal as a location for a pedestrian path	$350,000
P42	Old Hardin Road Sidewalk (Segment 2)	Path from Piccolo Lane to Greenwood Avenue; path to run on the south side of Old Hardin Rd; possibility of using irrigation canal as a location for a pedestrian path	$410,000
P43	Old Hardin Road Sidewalk (Segment 3)	Path from Greenwood Avenue to Johnson Lane; path to run on the south side of Old Hardin Rd; possibility of using irrigation canal as a location for a pedestrian path	$250,000
P44	Old Hardin Road Sidewalk (Segment 4)	Path from Johnson Lane to Noblewood Drive; path to run on the south side of Old Hardin Rd; possibility of using irrigation canal as a location for a pedestrian path	$625,000
P45	Johnson Lane	Path from the I-90 Interchange to Ford Rd; pedestrian connection to Lockwood School and connection to Hillner Park; opportunity to use irrigation canal to construct pedestrian path; path would run along the west side of Johnson Ln from Old Hardin Rd to the irrigation canal, run along the north side of the canal from Johnson Lane to Greenwood Ave, run along the south side of Sunrise Ave, and along the east side of Hemlock Dr	$587,000
P46	Billings Bypass Sidewalk	Current 8-foot shoulder planned; letter submitted to the Yellow County Commission indicating desire for a separated facility parallel to the road to provide pedestrian safety	$600,000
P47	54th St W Midblock Crossing	At terminus of multi-use path (north end of Cottonwood Park); mid-block pedestrian-actuated beacon, possibly a pedestrian hybrid beacon (HAWK Signal) or rectangular rapid flashing beacon (RRFB)	Unknown
P48	Grand Ave Sidewalk	From west boundary of Foxtail Subdivison to HAWK signal	Unknown
P49	Pedestrian Overpass on Main Street	The East End TIFF will determine if adqeuate funding is available for this project in FY 2019	$3,500,000

Table 9.9 Bikeway Projects

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
Bicycle Lane Projects				
BL1	38TH ST W	0.5	Bicycle Lane from Rimrock Rd to S of Colin Dr	$32,330
BL2	RIMROCK RD	2	Bicycle Lane from Poly Dr to Zimmerman Trl	$129,320
BL3	IRONWOOD DR	0.25	Bicycle Lane from Woodcreek Dr to Molt Rd	$16,165
BL4	N 10TH ST	0.25	Bicycle Lane from 6th Ave N to 1st Ave N	$16,165
BL5	1ST AVE N	1.25	Bicycle Lane from N 13th St to N 36th St	$80,825
BL6	MONTANA AVE	0.5	Bicycle Lane from N 18th St to Division St	$32,330
BL7	11TH AVE N	0.75	Bicycle Lane from N 22nd St to 19th St W	$48,495
BL8	54TH ST W	0.75	Bicycle Lane from N of Billy Casper Dr to Rimrock Rd	$48,495
BL9	N 30TH ST	0.25	Bicycle Lane from Poly Dr to 12th Ave N	$16,165
BL10	N 24TH ST	0.5	Bicycle Lane from 1st Ave N to North of 12th Ave N	$32,330
BL11	N 13TH ST	2.25	Bicycle Lane from N 13th St to State Av	$145,485
BL12	POLY DR	0.25	Bicycle Lane from N 27th St to Virginia Ln	$16,165
BL13	17TH ST W	1	Bicycle Lane from Rimrock Rd to Yellowstone Ave	$64,660
BL14	N 18TH ST	0.5	Bicycle Lane from 6th ave N to Montana Ave	$32,330
BL15	COLTON BLVD	1.5	Bicycle Lane from 17th St W to Zimmerman Trl	$96,990
BL16	8TH ST W	1	Bicycle Lane from Azalea Ln to Central Ave	$64,660
BL17	15TH ST W	2.25	Bicycle Lane from Parkhill Dr to King Ave W	$145,485
BL18	N 22ND ST	0.5	Bicycle Lane from 6th Ave N to 12th Ave N	$32,330
BL19	REHBERG LN	1	Bicycle Lane from Rimrock Rd to Grand Ave	$64,660
BL20	PARKWAY LN	0.25	Bicycle Lane from Laurel Rd to Mullowney Ln	$16,165
BL21	N 25TH ST	0.25	Bicycle Lane from 1st Ave N to Montana Ave	$16,165
BL22	PARKHILL DR	1.5	Bicycle Lane from N 22nd St to 19th St W	$96,990
BL23	MONAD RD	0.5	Bicycle Lane from S Plainview St to S 32nd St W	$32,330
BL24	2ND AVE N	0.25	Bicycle Lane from N 22nd St to Yellowstone Ave	$16,165
BL25	JELLISON RD	0.75	Bicycle Lane from Quanta Ln to Aldonna St	$48,495
BL26	13TH ST W	0.25	Bicycle Lane from Rimrock Rd to Lewis Ave	$16,165
BL27	GRANDVIEW BLVD	0.5	Bicycle Lane from N 27th St to Virginia Ln	$32,330
BL28	24TH ST W	0.25	Bicycle Lane from Country Club Cir to Colton Blvd	$16,165
BL29	7TH AVE N	0.75	Bicycle Lane from 6th Ave N to N 32nd St	$48,495
BL30	ROLLING HILLS RD	1.25	Bicycle Lane from Annandale Rd to Uinta Park Dr	$80,825
BL31	32ND ST W	0.5	Bicycle Lane from Poly Dr to Boulder Ave	$32,330
BL32	N BROADWAY	0.75	Bicycle Lane from 9th Ave N to State Ave	$48,495
BL33	HIGH SIERRA BLVD	0.25	Bicycle Lane from Siesta Ave to W Wicks Ln	$16,165

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
BL34	STATE AVE	1.25	Bicycle Lane from Sugar Ave to Hallowell Ln	$80,825
BL35	S 36TH ST W	0.75	Bicycle Lane from Broadwater Ave to King Ave W	$48,495
BL36	MONAD RD	1	Bicycle Lane from S Plainview St to S 32nd St W	$64,660
BL37	GABEL RD	1.75	Bicycle Lane from S 24th St W to Hesper Rd	$113,155
BL38	RIMROCK RD	0.25	Bicycle Lane from Normal Ave to Virginia Ln	$16,165
BL39	LAKE ELMO DR	1.25	Bicycle Lane from Annandale Rd to Uinta Park Dr	$80,825
BL40	SAINT ANDREWS DR	1.75	Bicycle Lane from Gleneagles Blvd to Wicks Ln	$113,155
BL41	S 20TH ST W	0.5	Bicycle Lane from Rimrock Rd to King Ave W	$32,330
BL42	KING AVE W	0.25	Bicycle Lane from S 15th St W to King Ave W	$16,165
BL43	S 29TH ST W	0.75	Bicycle Lane from King Ave W to Gabel Rd	$48,495
BL44	S 19TH ST W	0.5	Bicycle Lane from Rimrock Rd to King Ave W	$32,330
BL45	N 26TH ST	0.25	Bicycle Lane from 6th Ave N to 3rd Ave N	$16,165
BL46	6TH AVE S	0.25	Bicycle Lane from S 25th St to State Ave	$16,165
BL47	OVERLAND AVE	0.5	Bicycle Lane from S 24th St W to Hesper Rd	$32,330
BL48	GLENEAGLES BLVD	0.5	Bicycle Lane from Black Diamond Rd to W Wicks Ln	$32,330
BL49	-	-	-	-
BL50	S 34TH ST	0.5	Bicycle Lane from 1st Ave S to State Ave	$32,330
BL51	11TH AVE S	0.25	Bicycle Lane from 9th Ave N to State Ave	$16,165
BL52	10TH AVE S	0.25	Bicycle Lane from S 29th St to S 28th St	$16,165
BL53	N 35TH ST	0.25	Bicycle Lane from 2nd Ave N to 1st Ave N	$16,165
BL54	MULLOWNEY LN	0.5	Bicycle Lane from Midland Rd to Elysian Rd	$32,330
BL55	HAWTHORNE LN	0.25	Bicycle Lane from Hemingway Ave to Yellowstone River Rd	$16,165
BL56	BABCOCK BLVD	1	Bicycle Lane from Annandale Rd to Governors Blvd	$64,660
BL57	YELLOWSTONE RIVER RD	0.25	Bicycle Lane from E of Bench Blvd to West of Hansen Ln	$16,165
BL58	BITTERROOT DR	0.25	Bicycle Lane from Elaine St to Wicks Ln	$16,165
BL59	BENCH BLVD	0.5	Bicycle Lane from Highway 312 to Hilltop Rd	$32,330
BL60	MOORE LN	0.5	Bicycle Lane from Rimrock Rd to Monad Rd	$32,330
BL61	ROD AND GUN CLUB RD	0.5	Bicycle Lane from Iron Horse Trl to High Way 3	$32,330
BL62	HIGHWAY 87 N	0.75	Bicycle Lane from Alexander Rd to Highway 312	$48,495
BL63	HIGH SIERRA BLVD	0.25	Bicycle Lane from Benjamin Blvd to Matador Ave	$16,165
BL64	S 44TH ST W	0.5	Bicycle Lane from Georgina Dr to Hesper Rd	$32,330
BL65	N 13TH ST	0.5	Bicycle Lane from 6th Ave N to Minnesota Ave	$32,330
BL66	RIMROCK RD	0.25	Bicycle Lane from Rimrock to 50th St W	$16,165
BL67	Highway 3	3	Bike Lanes from North 27th St to Zimmerman Trail	$4,500,000
BL68	Highway 3	2	Bike Lanes from Zimmerman Trail to Apache Trail	$2,600,000

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
Bicycle Boulevard Projects				
BB1	Wentworth Drive	1.5	Bicycle route from Annandale Rd to Wicks Ln	$10,080
BB2	Butterfly Lake Lane	1	Bicycle route from Nutter Blvd to Uninta Park Dr	$6,720
BB3	Crist Drive	0.5	Bicycle route from Main St to Yellowstone River Trail	$3,360
BB4	Avenue C	0.5	Bicycle route from 3rd St W to N 32nd St	$3,360
BB5	28th Street West	0.5	Bicycle route from Grand Ave to Broadwater Ave	$3,360
BB6	10th Street West	1.5	Bicycle route from Parkhill Dr to Central Ave	$10,080
BB7	Wingate Lane	0.5	Bicycle route from Rimrock Rd to Colton Blvd	$3,360
BB8	12th Street West	1	Bicycle route from Lewis Ave to Central Ave	$6,720
BB9	Simpson Street	1	Bicycle route from Newman Ln to Jackson St	$6,720
BB10	Virginia Lane	0.5	Bicycle route from Rimrock Rd to Poly Dr	$3,360
BB11	Lewis Avenue	0.5	Bicycle route from 24th St W to Parkview Dr	$3,360
BB12	Kootenai Ave/ Constitution Avenue	1	Bicycle Boulevard from Calico Ave to Nutter Blvd	$337,459
BB13	Berthoud Drive/ Santa Fe Drive	1	Bicycle Boulevard from Monad Rd to St Johns Ave	$194,039
BB14	2nd Street West	1	Bicycle Boulevard from Avenue C to Miles Ave	$230,597
BB15	4th Avenue South	1	Bicycle Boulevard from S 27th St to State Ave	$258,719
BB16	Avenue D	2	Bicycle Boulevard from 21st St W to Virginia Ln	$568,056
BB17	Miles Avenue/ Terry Avenue	3.5	Bicycle Boulevard from 28th St W to Montana Ave	$928,013
BB18	Yellowstone Avenue	3	Bicycle Boulevard from 22nd St W to Division St	$815,526
BB19	North 32nd Street	1	Bicycle Boulevard from Grand Ave to Poly Dr	$230,597
BB20	Lyman Ave/Avenue D/ Avenue C/9th Ave		Bicycle Boulevard from 7th Ave N to West to Meadowood St	$244,000
BB21	24th St W/Arvin Rd		Bicycle Boulevard from Country Club Cir to Colton Blvd	$133,000
BB22	Terry Ave/Howard Ave/24th St W		Bicycle Boulevard from Montana Ave to 36th St W	$68,000
BB23	Milton/Prince of Wales/ Heights Ln/Shawnee Dr/Arronson/Nutter		Bicycle Boulevard from Heights Ln to West of Prince Charles Dr	$50,000
BB24	Arronson/Uinta Park Dr/ Riley/Cherry Creek Lp		Bicycle Boulevard from Cherry Creek Loop to Governors Blvd	$44,000
BB25	Azalea Ln/10th St W/11th St W/Missouri St/Moore Ln		Bicycle Boulevard from Rimrock Rd to Monad Rd	$75,000
BB26	S 41st St/Hallowell Ln/Arlington Dr/ Carlton Ave SW		Bicycle Boulevard from 1st Ave S to Carlton Ave SW	$20,000
BB27	4th Ave S/Jackson St		Bicycle Boulevard from S 28th St to King Ave E	$28,000
BB28	Avalong Rd/Vickery Dr/Vickery Ct		Bicycle Boulevard from Colton Blvd to Vickery Ct	$11,000

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
BB29	Lampman Dr/Decathlon Pkwy/S 38th St W		Bicycle Boulevard from S 29th St W to S Shiloh Rd	$12,000
BB30	Normal Ave/Ash St/ Colton Blvd/N 32nd St		Bicycle Boulevard from Rimrock Rd/South of Avenue B	$19,000
BB31	Pemberton Ln/Crist Dr/Columbine Dr		Bicycle Boulevard from Mary St/Main St	$13,000
BB32	8th Ave S		Bicycle Boulevard from S 28th to S 34th St	$7,000
BB33	Yellowstone/Clark		Bicycle Boulevard from Division to 10th St W	$90,000
BB34	Constitution/Kootenai		Bicycle Boulevard from Nutter Blvd to West of Amendment Cir	$20,000
BB35	12st W		Bicycle Boulevard from Avenue C to South of Kalmar Dr	$24,000
BB36	Jerrie Ln/Kyhl Ln/Elaine/ Primrose/Maurine		Bicycle Boulevard from East of Walter Rd to Lake Elmo Dr	$162,000
BB37	Fantan St		Bicycle Boulevard from Siesta Ave to Wicks Ln	$7,000
BB38	2nd St W		Bicycle Boulevard from Avenue C to Montana Ave	$13,000
BB39	Simpson St/Moore Ln/Stone St		Bicycle Boulevard from Carlton Ave SW to Moore Ln	$19,000
BB40	Cherry Hills/ Black Diamond		Bicycle Boulevard from Saint Andrews Dr to Gleneagles Blvd	$14,000
BB41	N 14th St		Bicycle Boulevard from Park Pl to 6th Ave N	$3,000
BB42	Marias Dr		Bicycle Boulevard from Keno St to Kootenai Ave	$3,000
BB43	Piccolo Ln		Bicycle Boulevard from Old Hardin Rd to Highway 87E	$6,000
BB44	Hemlock Dr		Bicycle Boulevard from Clayton St to Hillner Ln	$8,000
BB45	Bobolink St/Canary Ave		Bicycle Boulevard from Dickie Rd to Old Hardin Rd	$9,000
BB46	Constellation Trl/Eagle/ Southern Hills/Venus		Bicycle Boulevard from Riveroaks Dr to Saint Andrews Dr	$15,000
BB47	Maier Rd		Bicycle Boulevard from Highway 87E Rosebud Ln	$4,000
BB48	Sunrise Ave/ Greenwood Ave		Bicycle Boulevard from Nutter Blvd to West of Amendment Cir	$9,000
BB49	Ironwood Dr/ Ben Hogan Ln		Bicycle Boulevard from Molt Rd to 54th St W	$32,000
BB50	Shamrock Ln		Bicycle Boulevard from North of Killarney St to Emerald Dr	$3,000
BB51	Sam Snead Trl		Bicycle Boulevard from Ben Hogan Ln to Molt Rd	$14,000
BB52	Tampico Dr		Bicycle Boulevard from El Paso St to Baja Pl	$1,000
BB53	El Paso St/Tampico Dr		Bicycle Boulevard from Guadeloupe Dr to La Paz Dr	$6,000
BB54	-		-	-
BB55	Lakewood Ln		Bicycle Boulevard from East of Constellation Trl to Riveroaks Dr	$125,000
BB56	Spotted Jack Loop S/Westgate Dr		Bicycle Boulevard from Spotted Jack Loop E to Trailmaster Dr	$9,000
BB57	Driftwood Ln/Marie Dr		Bicycle Boulevard from Driftwood Ln to Mitzi Dr	$12,000

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
BB58	Tanglewood Dr/ San Marino Dr/La Paz Pl/Mitzi Dr		Bicycle Boulevard from Noblewood Dr to La Paz Dr	$17,000
BB59	58th Street		Construct Low-Stress Roadway from Rimrock Road to Grand Ave	Unknown
BB60	66th Street		Construct Low-Stress Roadway from Rimrock Road to Grand Ave	Unknown
BB61	60th Street Corridor		Construct Low-Stress Roadway along 60th St corridor	Unknown
BB62	52nd Street Corridor		Construct Low-Stress Roadway along 52nd St corridor	Unknown
BB63	Monad Road		Construct Low-Stress Roadway Extension of Monad Rd	Unknown
BB64	Broadwater Ave		Construct Low-Stress Roadway Extension of Broadwater Ave	Unknown
BB65	Colton Blvd		Construct Low-Stress Roadway Extension of Colton Blvd	Unknown
Separated or Buffered Bicycle Facility Projects				
BBL1	54th St		Improvements from Rimrock Rd to Grand Ave; could include shoulder widening, protected bicycle lane, or sidepaths	Unknown
BBL2	48th St		Improvements from Central Ave to Grand Ave; could include shoulder widening, protected bicycle lane, or sidepaths	Unknown
BBL3	Grand Ave		Improvements from 58th St to Shiloh Rd; could include shoulder widening, protected bicycle lane, or sidepaths	Unknown

1 BL = Bike Lane Project, BB = Bicycle Boulevard Project, BBL = Buffered Bicycle Lane Project

Table 9.10 Multi-use Trail Projects

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
MT1	Audubon Conservation Education Center Connector Trail	0.5	Construct a multi-use trail from ACEC Trails to Mullowney Lane	$274,017
MT2	Audubon Conservation Education Center Trail	0.5	Construct a multi-use trail from Riverfront Park to Josephine Crossing	$456,695
MT3	Alkali Creek Trail	0.5	Extend trail from Swords Park northeast along Alkali Creek or Swords Lane to Main Street Pedestrian Underpass	$250,000
MT4	Arnold Drain Trail	0.5	Construct a multi-use trail from Arnold Drain Connector to Grand Ave	$456,695
MT5	Arnold Drain/Shiloh Road Connector Trail	1	Construct a multi-use trail from Broadwater Ave to Shiloh Rd	$913,390
MT6	BNSF Rail with Trail	15	Construct a multi-use trail from MRL Rail with Trail to Highway 3	$8,220,506
MT7	Briarwood to Blue Creek School	1.5	Construct a multi-use trail from Briarwood Blvd to Blue Creek School	$1,370,084
MT8	Briarwood to Pictograph Caves	2.5	Construct a multi-use trail from Briarwood Blvd to Pictograph Caves State Park	$1,370,084
MT9	Canyon Creek	6	Construct a multi-use trail from Zoo Montana to BNSF Rail with Trail	$3,288,202
MT10	Castle Rock	1	Construct a multi-use trail from Governors Blvd to BBWA Canal	$913,390
MT11	Colton Connector	1	Construct a multi-use trail from 32nd St W to 38 St W	$913,390
MT12	Cove Ditch	2	Construct a multi-use trail from Molt Rd to Hogans Slough	$1,096,067
MT13	Downtown - Coulson Park Trail Connection	1	Extend trail from South 25th Street to 8th Ave. South to South 26th Street to Lillian Avenue and Coulson Park Trail	$1,000,000

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
MT14	Four Dances Connector	1	Construct a multi-use trail from Lockwood Trail to Four Dances Natural Area	$548,034
MT15	Heights BBWA	3	Construct a multi-use trail from Aronson Ave to Lake Elmo State Park	$2,740,169
MT16	Heights Upper Loop	4.5	Construct a multi-use trail from Yellowstone River to Alkali Creek Rd	$4,110,253
MT17	High Ditch	4	Construct a multi-use trail from Rimrock West Trail to Hogans Slough	$2,192,135
MT18	Hogans Slough	5.5	Construct a multi-use trail from Shiloh Rd to BNSF Rail with Trail	$3,014,186
MT19	Inner Belt Loop	6.5	Construct a multi-use trail from Governors Blvd to Highway 3	$5,937,032
MT20	King Avenue	1	Construct a multi-use trail from S 44th St W to Hogans Slough	$913,390
MT21	Lockwood	6	Construct a multi-use trail from Interstate-90 to Shiloh Rd	$5,480,337
MT22	Monad	1	Construct a multi-use trail from S 45th St W to Hogans Slough	$913,390
MT23	Monad	2.5	Construct a multi-use trail from BBWA Canal Trail to 48th St W	$2,283,474
MT24	MRL Rail with Trail	9	Construct a multi-use trail from Interstate-90 to Highway 312	$8,220,506
MT25	Rehberg Ranch	1	Construct a multi-use trail from Extension of Existing Trail to Inner Belt Loop	$913,390
MT26	Rimrock Road	1.5	Construct a multi-use trail from 54th St W to Cove Ditch	$1,370,084
MT27	Senators Park	1	Construct a multi-use trail from Aronson Ave to Inner Belt Loop Trail	$913,390
MT28	Snow Ditch	2	Construct a multi-use trail from Shiloh Rd to Big Ditch	$1,096,067
MT29	South Hogans Slough	1	Construct a multi-use trail from Suburban Ditch to MRL Rail with Trail	$913,390
MT30	Spring Creek Extension	1	Construct a multi-use trail from 24th St W to 15th St W	$913,390
MT31	Transtech Connector	0.5	Bring McCail trail segment up to standards and complete connection to Transtech Center Trail at 32nd Street West	$480,000
MT32	Two Moon Park to Five Mile Creek	3	Construct a multi-use trail from Kiwannis Trail to Five Mile Creek	$2,740,169
MT33	Western Yellowstone River Trail	5	Construct a multi-use trail from Josephine Crossing Trail to Shiloh Rd Trail	$4,566,948
MT34	Riverfront Park	2.5	Construct a multi-use trail from Mystic Park Trails to Riverfront Park Trails	$1,500,000
MT35	25th Street Railroad Bridge	0.5	Construct a multi-use trail from Montana Avenue to Minnesota Avenue	$1,700,000
MT36	BBWA to Swords Park Trail	5.5	Construct a multi-use trail from Lillis Park to Aronson Ave	$5,023,643
MT37	Skyline Trail	3.5	New Trail along the Rims resulting from Highway 3 corridor study	$4,121,380
MT38	Downtown BBWA Corridor Trail/On Street Facilities	1.5	Complete Trail through MSU-B Campus in alignment with MSU-B Master Plan and trail/on-street facilities along Poly Dr. through Virginia Lane intersection to 13th/Poly Drive	$210,000
MT39	34th Street Pedestrian Bridge	0.25	Construct a multi-use bridge to cross the tracks near 34th Street	$2,000,000

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
MT40	44th Street West	0.5	Construct a multiuse bike/pedestrian path along 44th Street from Shiloh Conservation Area to King Avenue West	$102,000
MT41	Heights Middle School Path	0.25	Construct a trail from the Kiwanis trail to New Heights Middle School near Bench and Barrett	$131,290
MT42	6th Avenue N		Multi-use Trail from 6th Avenue Bypass to N 19th St	$1,062,000
MT43	BBWA Canal Trail		Multi-use Trail from 6th Avenue N to Transtech Way	$6,115,000
MT44	Montana Ave/ Underpass Ave		Multi-use Trail from Division St to S Billings Blvd	$1,509,000
MT45	Wicks Ln		Multi-use Trail from Gleneagles Blvd to Kiwanis Trail	$2,351,000
MT46	Rosebud Ln		Multi-use Trail from Highway 87E to West of Rosebud Ln	$2,765,000
MT47	N 27th St		Multi-use Trail from Rimrock Rd to Mountain View Blvd	$312,000
MT48	Grand Ave		Multi-use Trail from 24th St W to Zimmerman Trl	$674,000
MT49	Hesper Rd		Multi-use Trail from East of Shiloh Rd to S Shiloh Rd	$181,000
MT50	Highway 87E		Multi-use Trail from Johnson Ln to Old Hardin Rd	$824,000
MT51	24th		Multi-use Trail from Stillwater to South of King Ave W	$332,000
MT52	Broadwater Ave		Multi-use Trail from 24th St W to 28th St W	$505,000
MT53	1st Ave/Old Hardin Rd/Highway 87E		Multi-use Trail from N 13th St to Hogan Rd	$6,168,000

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
MT54	BBWA Canal Trail North		Multi-use Trail from East of Shadow Heights to Aronsen Ave	$3,337,000
MT55	26th St Trail		Multi-use Trail from S 25th St to S 27th St	$177,000
MT56	Gabel Rd		Multi-use Trail from Hesper Rd to Zoo Rd	$317,000
MT57	South of Emerald Dr/Sword Ln		Multi-use Trail from Emerald Dr to Sword Lane	$540,000
MT58	Rimrock Rd		Multi-use Trail from 54th St W to 66th St W	$855,000
MT59	King Ave E		Multi-use Trail from Sugar Ave to King Ave W	$1,297,000
MT60	King Ave W/Moland Rd		Multi-use Trail from S 29th St W to S Frontage Rd	$2,796,000
MT61	Arnold Drain Trail		Multi-use Trail from 18th St W to 25th St W	$849,000
MT62	Chrysalis Acres		Multi-use Trail from Van Buren St to Hallowell Ln	$75,000
MT63	Suburban Ditch Trail		Multi-use Trail from Songbird Dr to Mullowney Ln	$526,000
MT64	Falcon Ridge		Multi-use Trail; unspecified	$200,000
MT65	Kiwanis Trail Corridor		Multi-use Trail from Bitterroot Dr to Mary St	$559,000
MT66	Highway 87 Bypass		Multi-use Trail from Roundup Rd to Johnson Ln	$6,747,000
MT67	Jim Dutcher Trail		Multi-use Trail from South of Mary St to E&F St	$1,479,000
MT68	Mullowney Ln		Multi-use Trail from S Frontage Rd to Story Rd	$432,000
MT69	Terrace Park Trail		Multi-use Trail from High Sierra Blvd to Alkali Creek Rd	$1,295,000

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
MT70	Tania Cir Ditch Trail		Multi-use Trail from Naples St to Bitterroot Dr	$436,000
MT71	Colton Blvd		Multi-use Trail from Zimmerman Trl to 36th St W	$304,000
MT72	S Billings Blvd/ Blue Creek Rd		Multi-use Trail from King Ave S to Glengary Ln	$3,712,000
MT73	SE Shiloh Rd/Entryway Dr/Shakelford Ln		Multi-use Trail from East of Mullowney Ln to Shiloh Rd	$4,450,000
MT74	Gabel Rd		Multi-use Trail from S 32nd St W to Transtech Way	$194,000
MT75	62nd St W		Multi-use Trail from Falcon Ridge Way to Rimrock Rd	$183,000
MT76	West Wicks Ln		Multi-use Trail from Annandale Rd to Skyway Dr	$1,012,000
MT77	Hesper Rd		Multi-use Trail from East of Majestic Ln to Gabel Rd	$190,000
MT78	Alkali Creek Rim Trail		Multi-use Trail from Judicial Ave to Alkali Creek Rd	$317,000
MT79	Peters St		Multi-use Trail from Highway 87E to East of Peters St	$465,000
MT80	State Ave/S 27th St		Multi-use Trail from 12th Ave S to Garden Ave	$601,000
MT81	Railroad/State Ave Trail		Multi-use Trail from 2nd Ave S to Trail near S 24th St W	$3,225,000
MT82	Shiloh Rd		Multi-use Trail from Pierce Pkwy to Autumn Ln	$755,000
MT83	Zimmerman Trl		Multi-use Trail from Highway 3 to Poly Dr	$1,308,000
MT84	Unita Park/Twin Oaks Park		Multi-use Trail from Wicks Ln to Ditch Trail	$547,000
MT85	South of Governors Blvd		Multi-use Trail from W Wicks Ln to Aronson Ave	$871,000
MT86	Lockwood Tributary Trail		Multi-use Trail from Old Hardin Rd to Highway 87E	$1,804,000
MT87	Central Ave		Multi-use Trail from Shiloh Rd to East of 64th St W	$1,541,000
MT88	West of Governors Blvd		Multi-use Trail from South of W Wicks Ln to Constitution Ave	$219,000
MT89	Innter Belt Loop Trail		Multi-use Trail from Alkali Creek Rd to Highway 3	$3,367,000
MT90	Blue Creek Rd		Multi-use Trail from Colleen Dr to Prestwick Rd	$430,000
MT91	Broadwater Ave		Multi-use Trail from Shiloh Rd to unspecified	$806,000
MT92	Monad Rd		Multi-use Trail from S 12th St W to Laurel Rd	$221,000
MT93	Hogans Slough Trail		Multi-use Trail from S 48th St W to Discovery Dr	$1,778,000
MT94	Monad Rd		Multi-use Trail from S Shiloh Rd to East of S 64th St W	$1,676,000
MT95	King Ave W		Multi-use Trail from S 44th St W to East of S 72nd St W	$1,974,000
MT96	Lockwood Canal		Multi-use Trail from Nobelwood Dr to Hillner Ln	$2,642,000
MT97	Coburn Rd		Multi-use Trail from Old Hardin Rd to South extent of Coburn Rd	$2,921,000
MT98	Johnson Ln/Highway 87E		Multi-use Trail from Jim Dutchner Trail to Stonehaven Trl	$5,123,000
MT99	Krumheuer Dr		Multi-use Trail from Old Hardin Rd to Mitzi Dr	$497,000

Project ID1	Proposed Name	Length (Miles)	Project Description	Estimated Planning-Level Cost
MT100	Enfield St/Toledo St/La Paz Dr		Multi-use Trail from Becraft Ln to Ford Rd	$580,000
MT101	Ford Rd		Multi-use Trail from East of Eagle Cliff Meadows Rd to Johnson Ln	$669,000
MT102	S 52nd St W		Multi-use Trail from North of Rich Ln to South of Onyx Blvd	$712,000
MT103	Nobelwood Dr		Multi-use Trail from Old Hardin Rd to Ford Rd	$1,063,000
MT104	Highway 3 Multi-use Trail		Consider future paved multi-use trail on north side of highway as development occurs	$2,000,000
MT105	6th Avenue North Widening		Street widening project for a multi-use path from Main St. to 13th. PAVER funds will be used for the overlay.	$450,000
MT106	Johnson Lane Multiuse Trail		Connects new trail alignment with Bypass	$500,000
MT107	Lower Lockwood Irrigation Ditch	n/a	Placing trails in the Lockwood Irrigation Ditch District; lower ditch trail would run from Maier Rd to Rykken Circle and Old Hardin Rd; parallel to Old Hardin Rd, may be an alternate route until solution for Old Hardin Rd can be obtained	$200,000
MT108	Upper Lockwood Irrigation Ditch	n/a	Placing trails in the Lockwood Irrigation Ditch District; upper ditch trail would run from Dickie Rd, past Coburn Rd, and provides an alternative trail alignment for people wishing to connect from the Johnson area to Lockwood School; greatest potential to safely move people from east side of Lockwood ubranized area to the west side; opportunities for tourism route	$30 per linear foot
MT109	Johnson Lane	n/a	Interest from property owners to construct trail corridor linking Johnson Ln at I-90 north to the Yellowstone River	Unknown
MT110	Bicycle Tourist Route	n/a	Route to promote tourism within the LPSD; starting point at Holiday Inn Express; route follows Lockwood Irrigation District canal over to Coburn Rd; route then extends to the Four Dances Natural Area and Pictograph Caves State Park; route could extend to Billings with an Interstate Bridge connection, connecting into the proposed "Marathon Loop"; tourists staying at Holiday Inn Express could potential ride north towards the future Dover Park, connect tot the Heights Kiwanis Bike trail, and also tie into the Marathon Loop	Unknown

CLOSING

One of Billings' seven goals for this plan is to create a transportation system that supports the practical and efficient use of active transportation such as walking and bicycling. By investing in active transportation infrastructure such as sidewalks, trails, and bike lanes, the City can increase the safety and comfort of these modes and thus increase their use.

Billings is pursuing this goal because of the wide variety of community benefits caused by prioritizing active transportation. As described in the Billings Bikeway and Trails Master Plan Update, increasing active transportation mode share can lead to community benefits.

Given the existing usage of the bicycle and pedestrian system, the plan estimates the total value of the health benefits associated with frequent exercise, environmental benefits associated with not generating vehicle emissions, and economic benefits associated with additional transportation options for those without access to vehicles at over eight million dollars per year. The plan also estimates that, with high growth in biking and walking mode share, this value could increase to over 22 million dollars.

To achieve this high level of growth in pedestrian and bicycle use, the City of Billings, Lockwood, and the MPO will need to continue to invest in its pedestrian and bicycle system and continue to strive to make its transportation system appealing to all modes.

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2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 10
Safety

SAFETY

A variety of federal, state, and local requirements and guidelines address incorporating safety into the transportation planning process. This chapter presents background information, analysis, and strategies to address safety within the Billings urban area. Previous chapters also include discussion on crash data and analysis for their respective modes. Overall, safety is a key element in the transportation planning process. As such, the 2018 LRTP outlines several goals related to safety elements:

2018 LRTP Goals Related to Safety

Goal 1: Safe – Develop a safe transportation system.

Goal 4: Environment – Develop a transportation system that protects the natural environment and promotes a healthy sustainable community.

With new research and available data, safety can be incorporated in planning, project development, and operation/maintenance activities to effectively identify countermeasures to reduce crashes and crash severity for the Billings community.

BACKGROUND

FEDERAL REQUIREMENTS

MPOs must comply with federal requirements associated with the transportation planning process as outlined in the 23 CFR Part 450 for Metropolitan Transportation Planning and Programming. The planning process should address increasing the safety of the transportation system for motorized and non-motorized users. The metropolitan transportation planning process should be consistent with the Strategic Highway Safety Plan, as specified in 23 U.S.C. 148, and other transit safety and security planning and review processes, plans, and programs, as appropriate (10-1).

STATE PLANS

TranPlanMT, Montana's long-range transportation plan, was last amended in 2017 (10-2). This plan cites safety as an overarching goal which is applied in nearly every MDT decision-making process for all projects and programs. The MPO participated in a workshop in October 2016 to review statewide and MPO goals to ensure consistency and foster collaboration. The statewide plan lists the following eight goals to improve transportation system safety.

- Maintain infrastructure condition to provide safe conditions for the traveling public.
- Continue improvements to the safety rest area program to provide safe stopping locations for the traveling public.
- Target safety improvement projects to address crash pattern locations.
- Incorporate technology advancements in project development to improve safety.
- Leverage relationships with education, enforcement, emergency medical services, and engineering partners to foster a culture of safety on Montana roadways.
- Reduce unsafe driving behavior through targeted focus on transportation safety emphasis areas identified in Montana's Comprehensive Highway Safety Plan.
- Enhance crash data integration and analysis to support decision making and data-driven problem identification.
- Provide leadership in air traveler safety through promotion of flight safety, accident prevention, and air search and rescue programs.

Montana's Comprehensive Highway Safety Plan (10-3) was amended in 2015, as required by the 2014 Moving Ahead for Progress in the 21st Century Act (MAP-21) federal legislation. The CHSP is intended to be a living document to help guide the State of Montana to effectively address the state's safety needs. The vision of the plan is "zero fatalities and zero serious injuries" on any public roadway in the State. The goal of the plan is "to reduce fatalities and incapacitating injuries in the State of Montana by half in two decades, from 1,704 in 2007 to 852 by 2030." To accomplish the goal, the State has established three overarching safety strategy areas:

- Improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety analysis;
- Support the essential role of Emergency Medical Services in reducing the severity of injury outcomes and the technologies and systems necessary to advance collaboration with all safety partners; and
- Collaborate across agencies, organizations, and with the public to improve the safety culture and promote the institutionalization of Vision Zero.

In addition, three emphasis areas are identified in the CHSP: roadway departure and intersection crashes, impaired driving crashes, and occupant protection.

LOCAL PLANS

The Billings Community Transportation Safety Plan, shown in Exhibit 10.1 was completed in 2016 (10-4). The plan takes a data-driven approach to identify safety issues, determine areas in need of increased emphasis, and define strategies to reduce roadway fatalities and serious injuries. The goal for the plan is to reduce fatalities and serious injuries in the Billings MPO area by 20% from 70 in 2014 to 56 by 2020 based on a five-year rolling average calculation. The plan defines three emphasis areas: unrestrained occupants, impaired driving, and inattentive driving/speeding. A group of local Billings safety partners representing education, law enforcement, emergency medical services, and engineering organizations met monthly to evaluate crash trends, review existing safety programs and best practices, identify gaps, and develop safety strategies outlining specific methods, implementation partners, resources, and action steps to reduce fatalities and serious injuries in Billings.

Exhibit 10.1 Recent Safety Plan Completed by the MPO

BILLINGS • YELLOWSTONE COUNTY

SAFER COMMUNITY SAFER BILLINGS

A COMMUNITY TRANSPORTATION SAFETY PLAN

The Yellowstone County and City of Billings 2016 Growth Policy (10-5) is a guide for local officials and community members in making decisions that will affect the future of the community. The plan has several growth guidelines that focus on safety within different elements of the plan. The following three guidelines were listed as essential investments related to safety:

- The **safety** of all users and the connectivity of the transportation system are important criteria to consider in roadway design and transportation plans.
- Planning and construction of **safe** and affordable interconnected sidewalks and trails are important to the economy and livability of Billings.
- Public health, **safety** and emergency service response are critical to the well-being of Billings' residents, businesses, and visitors.

City of Billings Safe Routes to School Study (2011) developed recommendations for 22 elementary schools in Billings (10-6). The goals of the study were to 1) enhance the safety of students traveling to and from school and 2) increase the number of students talking or bicycling to school. Projects from the SRTS study are included in the project lists for pedestrians and bicyclists in Chapter 9.

Lockwood School District Safe Route to School Plan (2009) developed recommendations to enhance the safety of students traveling to and from school in Lockwood School District (10-7). Projects from the plan have been included in the project lists for pedestrians and bicyclists in Chapter 9.

Billings Area Bikeway and Trail Master Plan Update (2017) developed recommendations to provide connectivity and options for bicyclists in the Billings urban area (10-8). Two of the eight goals focused on safety: 1) Enforcement: Increase enforcement on City/County streets, trails and bikeways to make interactions between motorists, bicyclists, and pedestrians safety; and 2) Health and Safety: Encourage healthy activities through increased access and safe infrastructure for bicyclists and pedestrians. Projects from the plan have been included in the project lists for pedestrians and bicyclists in Chapter 9.

Lockwood Non-Motorized Transportation Plan (2015) seeks to eliminate fatalities and serious injuries caused by vehicular and pedestrian conflicts throughout the Lockwood area (10-9). It identifies a five-year work plan and 20-year desired project list in the areas of education, enforcement, engineering, evaluation, and partnerships and funding to achieve this goal.

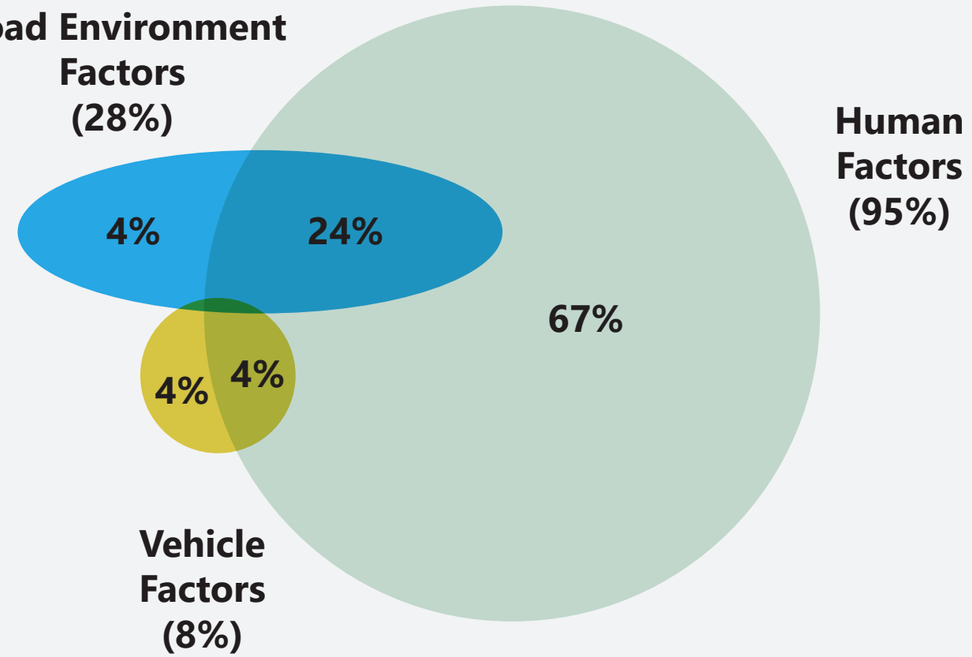
SAFETY CONSIDERATIONS

INTRODUCTION TO THE 5 "E" APPROACH TO SAFETY

Motor vehicle crashes generally involve multiple contributing factors, shown in Exhibit 10.2, which may be related to drivers, the roadway, or the vehicles(s) involved, thus making transportation safety a multidisciplinary concern. Human factors are involved in 95% of crashes, while the road environment is a contributing factor in only 28% of crashes (10-10).

This means we cannot "engineer" our way to safety, and that education and enforcement must be integrated into a safety culture and implementation strategies. The State of Montana and the Billings urban area safety goals cannot be achieved by one agency working alone. Accomplishing the Billings community's safety goals requires a collaborative approach that draws from several key areas associated with traffic safety, as listed below.

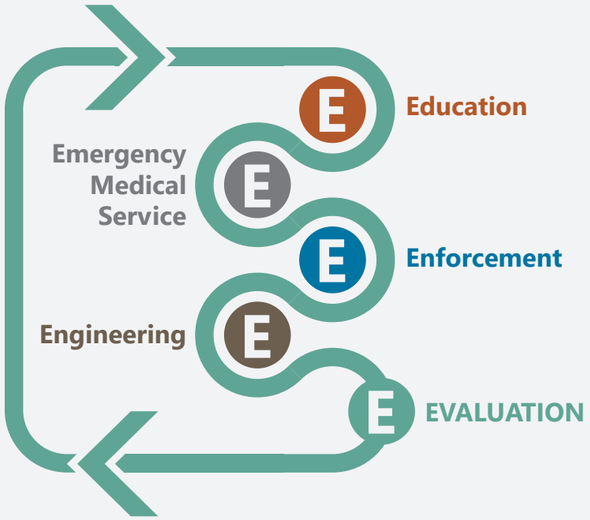
Exhibit 10.2 Contributing Factors to Crashes



- **Education** – States and cities incorporating strong educational components report declines in fatality rates (10-11). Effective prevention education programs typically include some combination of knowledge content, social norming, personal commitment, and resistance skill strategies (10-12).
- **Enforcement** – Law enforcement officials can encourage behavior changes of transportation system users through enforcement, education, and incarceration.
- **Emergency Medical Service** (EMS) – EMS provides the last opportunity to improve health outcomes from motor vehicle crashes and other medical emergencies. EMS data is highly reliable and valuable to crash analysis
- **Engineering** – State, county, and city engineers consider safety during planning, design, construction, operation, and maintenance of transportation facilities.
- **Evaluation** – The MPO ties the previous four elements together by measuring the effectiveness of implemented solutions and deploying new solutions to address evolving needs.

The 5 E's of safety, as shown in Exhibit 10.3 define the broad stakeholder communities who are responsible for making the transportation system safe for all users.

Exhibit 10.3. The 5 E's



SAFETY ANALYSIS

CRASH DATA SUMMARY

MDT provided historical crash data for crashes involving various modes over the five-year period from January 1, 2013 to December 31, 2017. A total of 14,577 crashes were reported over the five-year period in the study area. Figure 10-1 illustrates the locations of each crash type.

A total of 4,005 injury crashes occurred (27% of total crashes) which resulted in 5,940 injuries over the five-year period. Of the injury crashes, 243 (6% of injury crashes) resulted in an incapacitating injury.

In addition, 42 fatal crashes (0.3% of total crashes) resulted in 42 fatalities. Tables 10.1 and 10.2 show the breakdown of fatalities by road user type, drug/alcohol involvement, and seatbelt use. Motorcyclists made up 40% of all fatalities, followed by motor vehicle occupants (36%). Impaired driving factored into 40% of the fatal crashes; 60% of motor vehicle occupant fatalities were not wearing a seatbelt.

Table 10.1 Fatal Crash Road User Types (2013-2017)

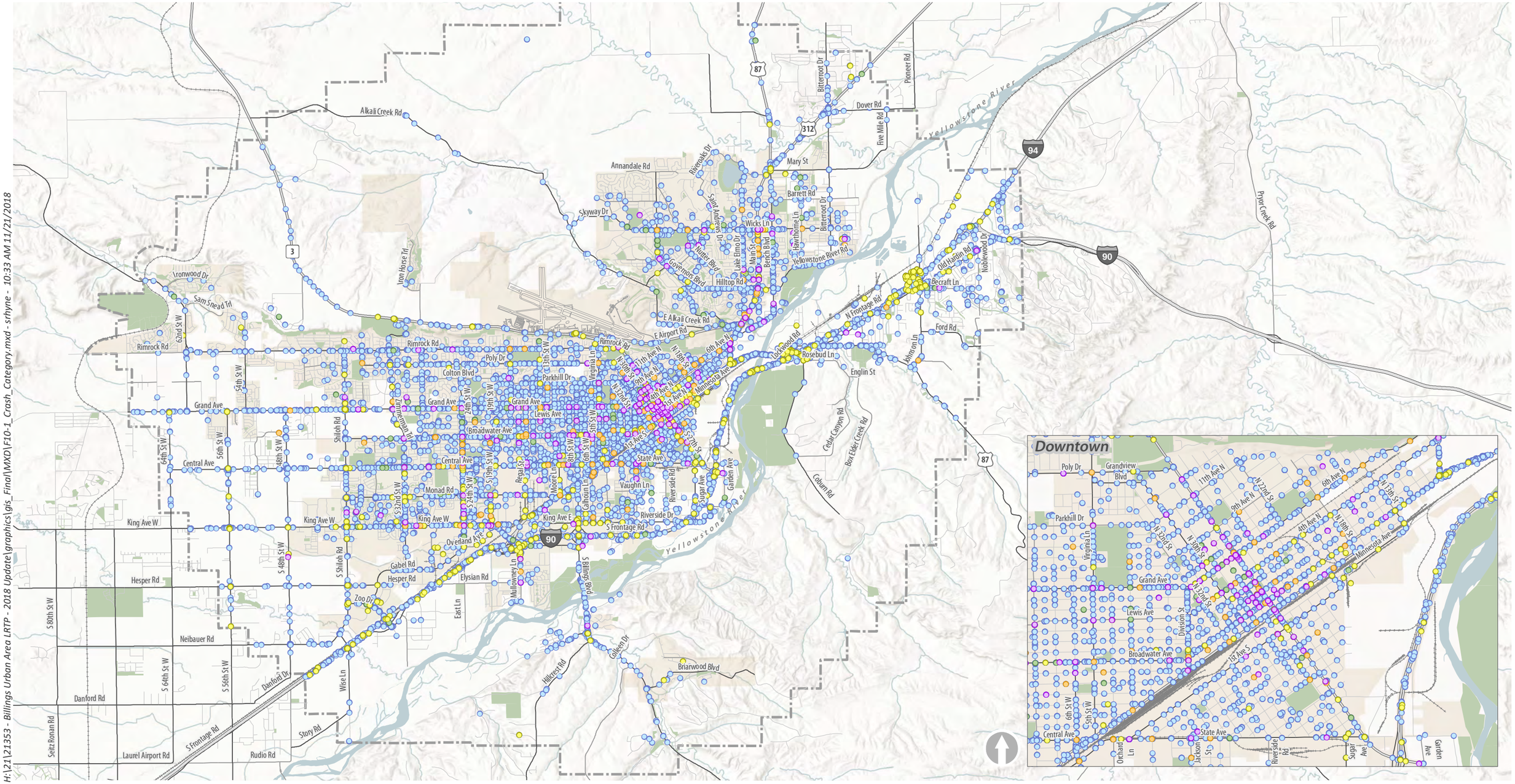
Road User Type	Motor Vehicle Occupant	Motorcyclist	Pedestrian	Bicyclist	ATV
# Fatalities (Percent of Total)	15 (36%)	17 (40%)	8 (19%)	1 (2%)	1 (2%)

Table 10.2 Fatal Crash Attributing Factors (2013-2017)

Drugs / Alcohol Involved	Yes	No	Unknown
# Fatalities (Percent of Total)	17 (40%)	22 (52%)	3 (7%)
Seatbelt Used (Motor Vehicle Occupants Only)	**Yes**	**No**	**Unknown**
# Fatalities (Percent of Total)	3 of 15 (20%)	9 of 15 (60%)	3 of 15 (20%)

The goal set in the Billings CTSP is to reduce fatalities and serious injuries in the Billings MPO area by 20% from 70 in 2014 to 56 by 2020 (based on a five-year rolling average). As of 2017, there were an average of 65 fatalities and serious injuries in the study area per year, as shown in Exhibit 10.4. This represents a 7% reduction from the average of 70 reported in the CTSP for the 2010-2014 period. An additional 14% reduction will be required to meet the CTSP goal, which is to reduce the average to 56 by year 2020.

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- Pedestrian Crash
- Bike Crash
- Heavy Vehicle Crash
- Bus Crash
- Vehicle Crash
- Study Area
- Park
- City of Billings

Figure 10-1

Crashes by Category (2013 - 2017)

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Crash Severity

- Fatal Accident
- Incapacitating Injury Accident
- Non-Incapacitating Evident Injury Accident
- Possible Injury Accident
- Non-Injury Accident (Property- Damage-Only Accident)
- Unknown

Figure 10-2

Fatal and Serious Injury Crashes (2013 - 2017)

Exhibit 10.4 Fatal and Serious Injury Crashes (Five-Year Rolling Average)

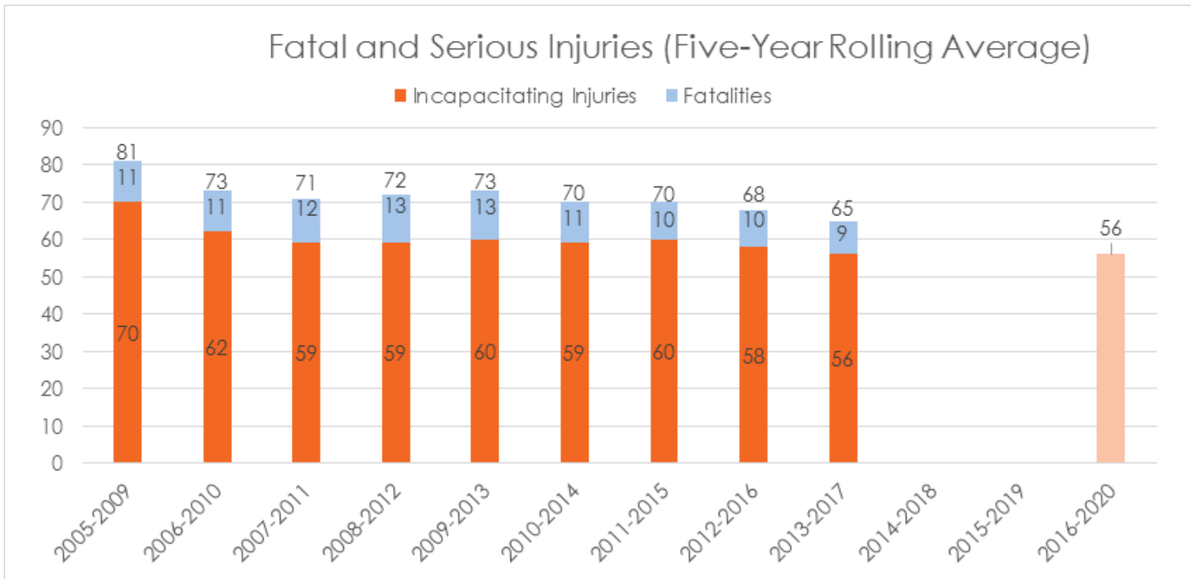


Figure 10-2 shows the location of crashes that resulted in a fatality or an incapacitating injury.

CRASH TYPES

This LRTP is focused on addressing safety for all transportation modes. Table 10.3 summarizes the crash severity for crashes involving a heavy (truck > 10,000 lbs) vehicle, bus, at-grade rail crossing, pedestrian, or bicyclist. There were eight fatal pedestrian crashes and one fatal bicycle crash in the five-year period. There were two fatal crashes involving commercial vehicles.

Table 10.3 Heavy Vehicle, Bus, Rail Pedestrian and Bicycle Crash Summary (2013-2017)

Category	Property Damage Only	Possibly Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal	Unknown	Total
Crash Involving a Heavy Vehicle (Truck >10,000 pounds)	410	64	25	9	2	3	513
Crash Involving a School Bus	37	12	2	0	0	1	52
Crash Involving MET Bus	1	2	0	0	0	0	3
Crash Involving Other Bus Types (e.g., Charter Bus)	52	11	1	0	0	0	64
Crash Related to At-Grade Rail Crossing	64	16	5	1	0	2	88
Pedestrian	42	84	42	31	8	3	210
Bicycle	28	68	35	8	1	0	140

CRASH RATES

Intersection and roadway segment crash rates are reported for high crash locations within the study area. The crash rate provides more information than crash frequency alone, as it factors in the number of vehicles entering an intersection or roadway segment. This makes the crash rate an effective tool for comparing the relative safety of one intersection or segment to another. Of note, due to different crash reporting methods used in different jurisdictions, the crash rate is best used to compare the relative safety of an intersection compared to similar intersections within the same jurisdiction.

The crash rate equations are provided below. Intersection crash rate is the number of crashes occurring per million entering vehicles, while segment crash rate is the number of crashes per million vehicle miles of travel on the segment. All crash rates were calculated using annual average daily traffic (AADT) volumes from the 2017 Billings urban area Traffic Count Map (10-13).

$$\textit{Intersection Crash Rate} = \frac{(\text{Total Number of Crashes} \times 1{,}000{,}000 \text{ Vehicles})}{(\text{Vehicles per Day} \times \text{Number of Years} \times 365 \text{ Days per Year})}$$

$$\textit{Segment Crash Rate} = \frac{(\text{Total Number of Crashes} \times 1{,}000{,}000 \text{ Vehicles})}{(\text{Vehicles per Day} \times \text{Number of Years} \times 365 \text{ Days per Year} \times \text{Segment Length})}$$

Table 10.4 shows the crash rates for the intersections with the highest number of crashes. Three of the intersections in the top ten are roundabouts located on the Shiloh Road corridor.

Table 10.4 Intersections with High Crash Rates (2013-2017)

	Intersection	Control Type	Total Crashes	Crash Rate
1	Shiloh Road & King Avenue W	Roundabout	149	3.57
2	Shiloh Road & Grand Avenue	Roundabout	129	2.67
3	24th Street W & Rosebud Drive	Signal	84	1.62
4	Shiloh Road & Central Avenue	Roundabout	58	1.49
5	Central Avenue & N 15th Street W	Signal	64	1.46
6	Main Street & 1st Avenue N	Signal	92	1.35
7	27th Street & 6th Avenue N	Signal	85	1.35
8	King Avenue W & 24th Street W	Signal	101	1.25
9	Main Street & Lake Elmo Drive	Signal	113	1.17
10	King Avenue W & 32nd Street W	Signal	72	1.15
11	27th Street & 1st Avenue N	Signal	53	1.13
12	Central Avenue & 24th Street W	Signal	81	1.13
13	Grand Avenue & N 17th Street W	Signal	59	1.13
14	King Avenue W & S 20th Street W	Signal	94	1.07
15	Grand Avenue & Zimmerman Trail	Signal	56	1.07
16	Main Street & Wicks Lane	Signal	62	1.02
17	24th Street W & Monad Road	Signal	53	0.85
18	King Avenue W & Interstate-90 Single Point Interchange (SPI)	Signal	68	0.81
19	Main Street & Airport Road	Signal	66	0.71
20	Main Street & 6th Avenue N	Signal	53	0.53

Table 10.5 shows crash rates for the roadway segments with the highest number of crashes. Three of the segments in the top ten are located on South 24th Street West from King Avenue to Broadwater. Additionally, five roadways, King Avenue, 24th Street, Central Avenue, Grand Avenue, and Main Street had multiple segments with the high crash rates in the study area.

Table 10.5 Roadway Segments with High Crash Rates (2013-2017)

Roadway Segment		Extent	ADT	Length (miles)	Total Crashes	Crash Rate
1	N 27th Street	Montana Avenue to 6th Avenue N	16,595	0.4	386	29.5
2	King Avenue W	20th Street to 24th Street	24,100	0.5	310	15.2
3	Montana Avenue	27th Street to Division Street	10,980	0.7	203	14.9
4	S 24th Street W	King Avenue W to Monad Road	24,660	0.5	334	14.6
5	Central Avenue	19th Street to 24th Street	15,640	0.6	224	14.0
6	S 24th Street W	Monad Road to Central Avenue	26,280	0.5	317	13.2
7	Central Avenue	Moore Lane to 15th Street	16,895	0.5	219	12.9
8	Grand Avenue	Zimmerman Trail to Shiloh Road	12,160	0.8	230	12.8
9	24th Street W	Central Avenue to Broadwater Avenue	22,685	0.5	257	12.4
10	Grand Avenue	13th Street to 17th Street	18,810	0.5	214	12.4
11	King Avenue W	32nd Avenue to Shiloh Road	14,290	1.0	294	11.8
12	Central Avenue	24th Street to 32nd Street	13,790	1.0	277	11.1
13	Main Street	1st Avenue N to 6th Avenue N	36,440	0.4	248	10.5
14	N 27th Street	6th Avenue N to Rimrock Road	15,255	0.9	247	9.9
15	King Avenue W	24th Street to 32nd Street	25,660	1.0	368	7.9
16	Main Street	Airport Road to Hilltop Road	44,550	0.7	369	6.5
17	King Avenue W	Midland Road at Mullowney Lane to 20th Street	40,470	0.7	349	6.5
18	Main Street	Hilltop Road to Wicks Lane	27,220	1.0	306	6.1
19	Main Street	Wicks Lane to US 87	16,840	1.1	199	6.0
20	Highway 87E	Interstate 90 to 1st Avenue N	26,040	1.3	347	5.6

USE OF THE HIGHWAY SAFETY MANUAL IN PROJECT DEVELOPMENT

Roadway safety evaluation tools have historically included methods based on current and past data, typically centered on calculations dealing with crash rate, crash frequency, and crash severity. Planners and engineers can use a more comprehensive method available for examining roadway safety. The 1st Edition of the Highway Safety Manual (HSM) outlines methods and procedures to comprehensively manage roadway facilities and guide project decisions (10-14). HSM concepts include an integrated approach to safety-based improvements applicable to all aspects of planning, project development, and operation/maintenance.

Additionally, NCHRP Project 17-71 (10-15) is developing the 2nd Edition of the Highway Safety Manual. The 2nd Edition is expected to contain additional technical content, as well as content aimed at making the manual more user-friendly to practitioners. Technical content will include new research that has been completed, or is currently ongoing, since the 1st Edition was published, including predictive models for roundabouts, one-way streets, six-lane arterials, and other intersection and roadway configurations. The 2nd Edition is also expected to include comprehensive sample problems illustrating real-world scenarios and more content related to pedestrian and bicycle safety.

How can the HSM be used on Projects?

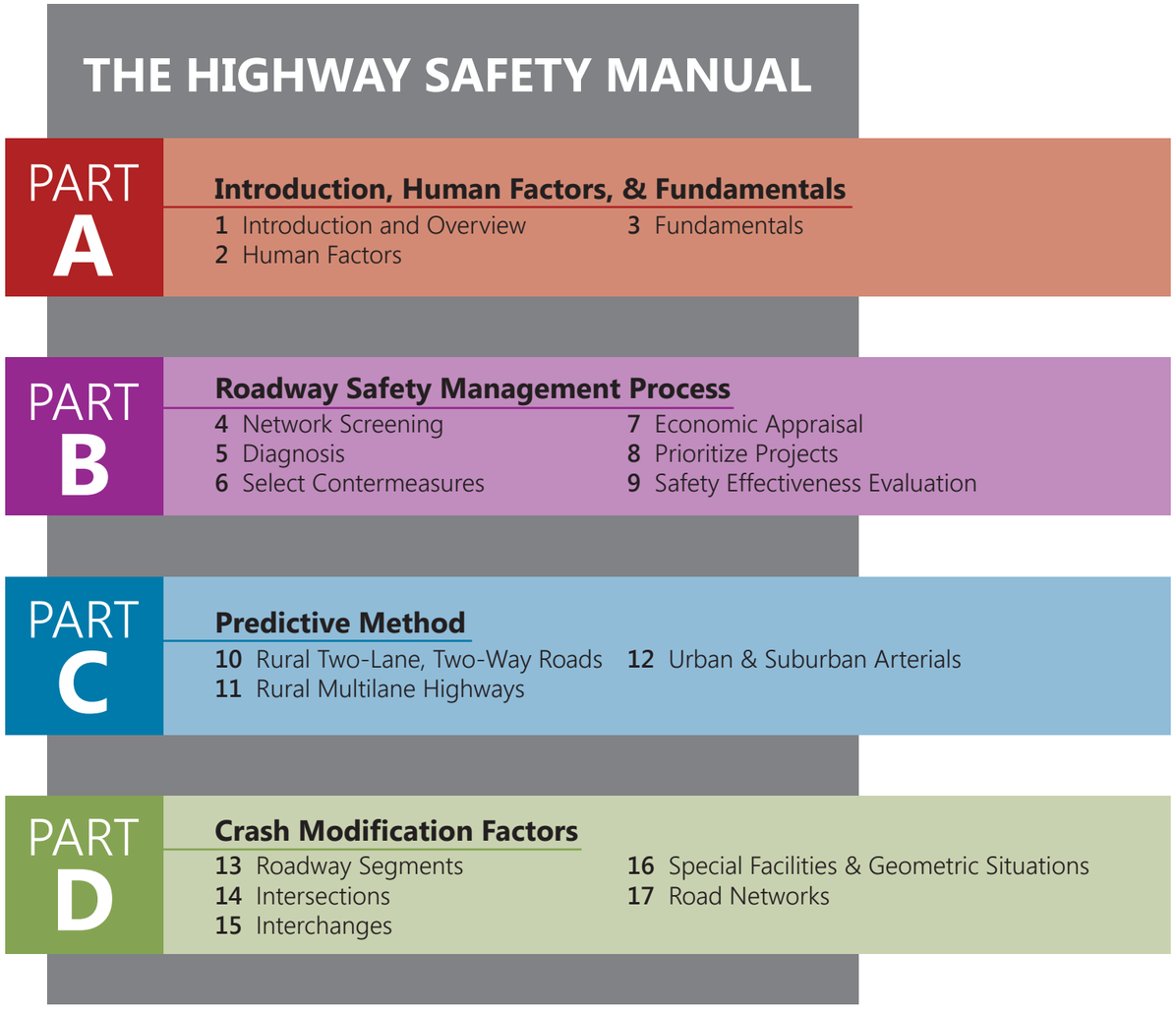
Planning – The HSM can be used to assess the safety performance of different corridor and intersection alternatives, as well as evaluate countermeasure costs and effectiveness.

Design – The HSM can be used to assess the safety performance of design alternatives and design exceptions, such as lane width, shoulder width/type, median width/type, and intersection control.

Implementation and policy projects - The HSM can be used to assess the safety effectiveness of potential countermeasures and to modify policies and design criteria.

The organization of the HSM is shown below in Exhibit 10.5.

Exhibit 10.5 Organization of the Highway Safety Manual



RECOMMENDED STRATEGIES

Several recommended strategies are identified for incorporating safety in the transportation planning process and furthering the implementation effort to meet the Billings community's safety goals. These recommended strategies include:

- Continuing to establish partnerships between agencies to incorporate safety elements into existing and future plans,
- Continuing to support implementation of the recommended projects and strategies from the Billings Community Transportation Safety Plan, City of Billings Safe Routes to School Study, and Lockwood School District Safe Routes to School Plan,
- Integrating the Highway Safety Manual methods and procedures into the planning, design, and policy components of the project development process, and
- Evaluating the high crash rate locations in more detail to determine specific countermeasures to address specific crash types.

2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 11
Security

SECURITY

This chapter addresses security planning for the Billings urban area regional transportation system, including federal requirements; state and local plans; agency coordination; potential hazards; community priorities; and strategies.

Transportation security planning can reduce the negative impacts to the regional transportation system from major natural or manmade events. Some examples of these events are listed below:

- natural disasters, such as tornadoes, flooding, or blizzards;
- attempts to destroy elements of the regional transportation network to cause disruption;
- use of an element of the transportation system as a weapon, such as crashing a truck through a wall to deliver explosive materials; or
- large planned events, such as a state fair or parade.

The impacts of major events are reduced by being prepared; expediting responses; and aiding the recovery to normal services. In addition to preparing against, expediting responses to, and aiding in recovery from major events, transportation security planning helps keep people and goods moving, protects public health and life safety, supports economic productivity, and minimizes impacts of major events on the environment (11-1).

BACKGROUND

FEDERAL REQUIREMENTS

There are several federal requirements associated with MPOs and the transportation planning process included in the 23 CFR Part 450 for Metropolitan Transportation Planning and Programming. The planning process should address increasing the security of the transportation system for motorized and non-motorized users. In carrying out the metropolitan transportation planning process, MPOs, States, and public transportation operators may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate to safeguard the personal security of all motorized and non- motorized users (11-2).

A local mitigation plan (for Yellowstone County, this is the Multijurisdictional Pre-Disaster Mitigation Plan) should be developed and prepared in compliance with federal, state and local hazard mitigation planning requirements published under 44 CFR Part 201 (11-3). The local mitigation plan is the representation of the jurisdiction's commitment to reduce risks from natural hazards, serving as a guide for decision makers as they commit resources to reducing the effects of natural hazards. Local plans will also serve as the basis for the State to provide technical assistance and to prioritize project funding (11-3).

The FEMA Disaster Mitigation Act of 2000 provides the legal basis for FEMA mitigation planning requirements for State, local and Indian Tribal governments as a condition of mitigation grant assistance (11-4).

> On June 20, 2010, a tornado came through Billings and caused damage to the MetraPark, businesses, homes, and transportation infrastructure in the area. Planning for and developing a transportation system with multiple connections and parallel routes allows the region to actively plan for potential natural or manmade hazards.

STATE PLANS

TranPlanMT (2017)

Originally adopted in 1995 as TranPlan 21 and updated in 2017, TranPlanMT defines MDT's policy direction for operating, preserving, and improving Montana's transportation system over a 20-year period. A transportation system security section was created in the 2007 update and includes transportation security related goals and actions to support the statewide transportation planning process (11-5).

Montana Emergency Response Framework (2017)

Montana Emergency Response Framework (MERF, 2017) presents a structure for utilizing the emergency response and recovery resources of state, local, and other agencies. It describes the activities necessary to prepare for and respond to events stemming from natural, technological, and man-made hazards and the roles and responsibilities of all participants dealing with these events. This plan also provides a comprehensive all- hazards plan designed to provide the basis for an effective and coordinated response to disasters and emergencies that impact our state (11-6).

LOCAL PLANS

Multijurisdictional Pre-Disaster Mitigation Plan (2012)

The Yellowstone County Disaster and Emergency Services prepared a Multijurisdictional Pre- Disaster Mitigation Plan (PDM) in 2012. This PDM is an update to the 2004 plan and consists of a multi-jurisdictional assessment of each identified hazard, and updated recommendations for hazard mitigation planning actions moving forward. The 2012 PDM Update identifies opportunities and suggestive actions, which could reduce the impact of future disasters or emergencies (11-7).

Emergency Operations Plan for Billings, Laurel, & Broadview and Yellowstone County (2011)

The Emergency Operations Plan (EOP) provide s public officials of the City of Billings, City of Laurel, Town of Broadview, and Yellowstone County with a plan for carrying out their responsibilities in case of a disaster that threatens the lives and property of city and county citizens and is beyond the capacity of the appropriate emergency service(s) to control. It provides an organizational framework and response capability from which the cities and county can respond to natural, technological, or war caused emergencies that require comprehensive and integrated responses thus meeting the emergency services legal mandates. This document is currently being updated with an expected publication date of late 2018 (11-8).

SECURITY CONSIDERATIONS

COORDINATION

The Yellowstone County Disaster and Emergency Services is an integrated effort to prevent or minimize the seriousness of emergencies and disasters, and to plan and coordinate the community's response to them should they occur. This effort requires establishing partnerships among professional emergency management personnel to prevent, respond to, and recover from disasters. Coordination is a key factor in establishing an emergency management program, and continual improvement saves lives and reduces losses from disasters. The Yellowstone County Disaster and Emergency Services are responsible for:

- Developing and updating emergency plans,
- Coordinating communications of emergency responders,
- Maintaining a county-wide system of alerting sirens,
- Maintaining the emergency operations center,
- Participating and coordinating exercises with all emergency responders,
- Recommending an emergency declaration or disaster declaration to the policy bodies of city and county government, preparing disaster declaration resolutions, serving as the City and/or County's authorized agent for FEMA declare disasters (e.g. floods of 1978 and 1997), and managing the authorized emergency levy, and
- Serving as the County Fire Warden and administrator of the rural fire protection program.

In addition to the Yellowstone County Disaster and Emergency Services, there are several agencies and organizations that are involved with planning and implementation of security within the Billings urban area. The EOP and Multijurisdictional PDM identify the various agencies involved in these planning and implementation efforts and can be used as future references for agency consultation.

POTENTIAL HAZARDS

The Multijurisdictional PDM reviewed and identified the potential hazards for the Yellowstone County. Table 11.1 presents the potential hazards for the Yellowstone County. The Multijurisdictional PDM presents information on each potential hazard, latest occurrence(s), and summary of vulnerability and impact to Yellowstone County. Below is an overview of the information presented on transportation/mobile incidents in the Multijurisdictional PDM as it relates directly to the regional transportation system.

Table 11.1 Potential Hazards in Yellowstone County

Hazard Type	Event	Data Sources	Location Specific
Water	Flooding	Preliminary Flood Insurance Study 2010	Yes
	Dam Failure	2004 PDM Plan / Montana Department of Natural Resources & Conservation	Yes
Wildfire	Wildfire	Community Wildfire Protection Plan	Yes
Weather	Wind and Hail Storm	Spatial Hazard Events & Losses Database	County
	Tornado	Spatial Hazard Events & Losses Database	County
	Winter Storm	Spatial Hazard Events & Losses Database	County
	Drought / Insect Infestation	Montana Department of Natural Resources & Conservation	County
Geologic	Expansive Soil	Montana Bureau of Mines & Geology	Yes
	Landslide	Montana Bureau of Mines & Geology	Yes
	Earthquake	HAZUS	County
	Volcanic Ash	US Geological Survey	County
Manmade	Urban Fire	2004 PDM Plan	County
	Transportation/ Mobile Incident	US Department of Transportation	County
	Hazardous Materials Incident/Accident-Fixed	US Environmental Protection Agency Triexplor Database	County
	Terrorism/Bio-Terrorism	2004 PDM Plan	County
	Civil Disturbance/ Riot/Labor Unrest	2004 PDM Plan	County
	Enemy Attack	2004 PDM Plan	County

Yellowstone County is identified as a high probability of occurrences of transportation/mobile incidents because of the larger population, industrial base within the County, interstate highways, and major rail lines running through downtown. A transportation/ mobile incident is any incident that occurs for which the exact location cannot be predetermined. Any incident involving a mode of transportation including car, truck, rail, pipeline, air, or mass transit is classified as a mobile incident. These can include incidents involving the transport of hazardous materials. Risks will increase as the population of the Billings urban area continues to increase. Additionally, damaging impacts to transportation infrastructure by the secondary effects of other potential hazards (storms, flooding, earthquakes, landslides, etc.) could also contribute to increased risks of future transportation/mobile incidents.

With each of the potential hazards, it is critical to provide connectivity and alternate routes and maintain this infrastructure throughout the regional transportation system. For more details on the potential hazards in Yellowstone County, refer to the latest Multijurisdictional PDM.

CRITICAL INFRASTRUCTURE

The entire multimodal transportation system plays a role in providing for local, regional, and national security. Facilities that are considered crucial or vital to security include elements of the system that are perceived or known to be most vulnerable. These tend to be at specific points and on connecting segments of the transportation system. Examples of the specific points on the system are bridges, interchanges, and intermodal facilities. Examples of connecting segments are evacuation routes, state and interstate highways/freeways, transmission lines, and mainline freight and passenger rail lines.

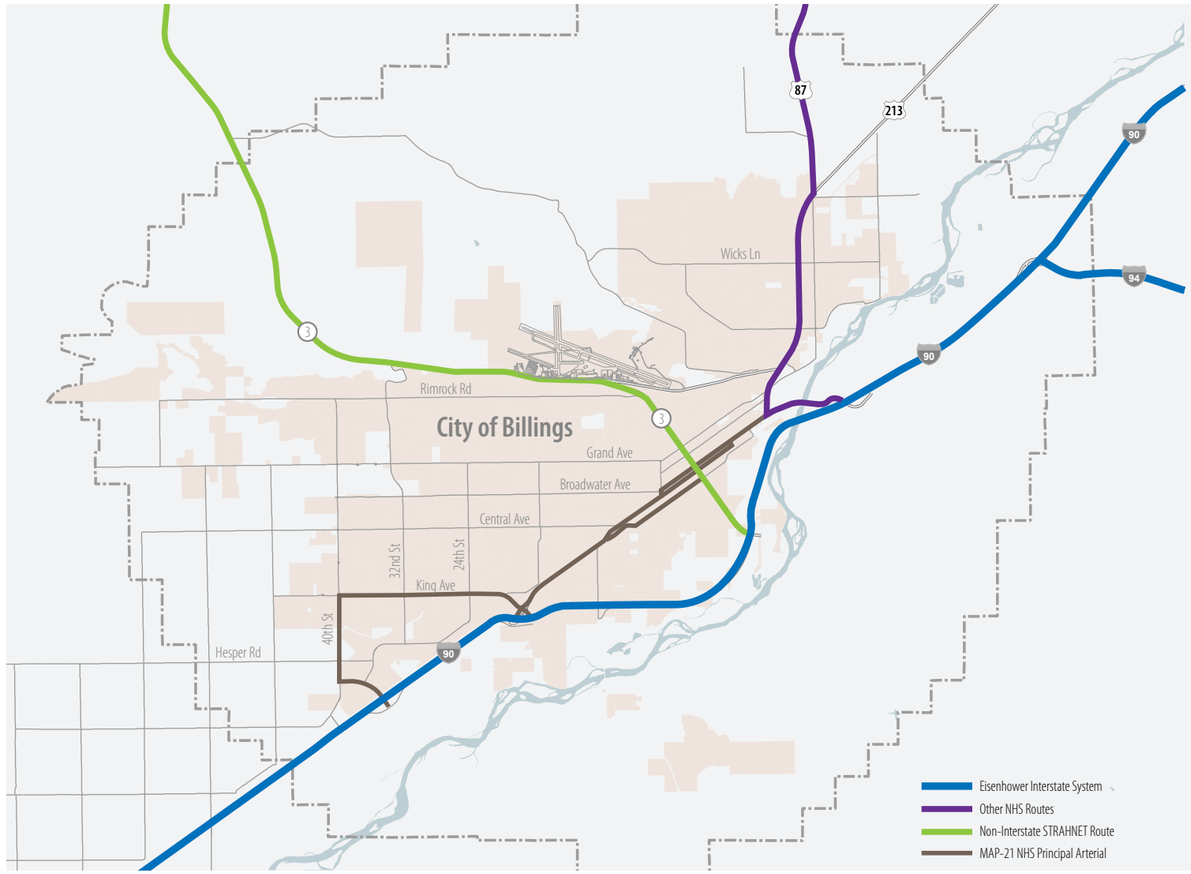
As shown in Exhibit 11-1, critical roadways that are part of the National Highway System (NHS) in the Billings urban area include the following (11-9):

- Interstate 90 (NHS, Eisenhower Interstate System)
- Interstate 94 (NH, Eisenhower Interstate System)
- Montana Route 3 (NHS, STRAHNET Route)
- US Route 87 (NHS, Other NHS Route)
- King Avenue (MAP-21 NHS Principal Arterial)
- Zoo Drive (MAP-21 NHS Principal Arterial)
- Laurel Road (MAP-21 NHS Principal Arterial)
- 1st Avenue S (MAP-21 NHS Principal Arterial)
- Montana Avenue (MAP-21 NHS Principal Arterial)
- 1st Avenue N (MAP-21 NHS Principal Arterial)

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the following categories within the Billings urban area:

- Interstate: The Eisenhower Interstate System of highways retains its separate identity within the NHS.
- Other Principal Arterials: These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal facility.
- Strategic Highway Network (STRAHNET): This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity, and emergency capabilities for defense purposes.

Exhibit 11-1. National Highway System: Billings, MT



Significant intermodal facilities within the Billings urban area include:

- MET Transfer Centers (Stewart Park and Downtown),
- Billings Logan International Airport,
- Montana Rail Link railroad facilities, and
- Burlington Northern Santa Fe railroad facilities.

COMMUNITY PRIORITIES

As part of the 2004 Multijurisdictional PDM, a community involvement process was conducted to assess the community's ranking of all potential hazards. This ranking was reviewed for the 2012 Multijurisdictional PDM with the rankings staying unchanged. Table 11.2 summarizes the community rankings of potential natural and man-made hazards.

As shown in Table 11.2, the top rankings have a direct relationship with the regional transportation system (i.e., connectivity, providing alternate routes, etc.) in the event one occurred. Therefore, it is critical for the MPO and region to continue to collaborate on security items as part of the transportation planning process and maintenance of the Multijurisdictional PDM.

RECOMMENDED STRATEGIES

Several recommended strategies are identified for incorporating security in the transportation planning process. These recommended strategies include:

- Continue to establish partnerships between agencies to incorporate security elements into existing and future plans.
- Implement the proposed mitigation actions identified in the Yellowstone County Multijurisdictional PDM, in particular the following related transportation projects:
  - Highway 3 Stormwater Controls: Study options for mitigating stormwater runoff from Highway 3 near the Airport.
  - Continued community outreach on floodplain awareness, firewise demonstrations, severe storm education, and school safety.
- Involve identified security stakeholders throughout the transportation planning process, including analysis of transportation system security at the program and project levels associated with both the development of subsequent LRTPs and transportation improvement program (TIP) updates, as well as ongoing corridor and system-wide project evaluations.
- Implement key transportation projects that provide alternate routes and connections within the Billings urban area, such as the Billings Bypass Arterial and Inner Belt Loop.
- Implement ITS technologies (i.e., signage, signal systems, wayfinding, etc.) to improve communications, manage the transportation system, and allow for deployment of signal timing contingency plans during potential hazards/events.

Table 11.2. Community Rankings of Natural and Man-made Hazards in Yellowstone County

Hazard	History	Vulnerability	Maximum	Probability	Rank
Natural Hazard Vulnerability Ranking for Yellowstone County					
Flooding	High	High	High	High	1
Wildfire	High	High	High	High	2
Wind and Hail Storms	High	High	High	High	3
Tornado	Moderate	Moderate	Moderate	Moderate	4
Winter Storms	High	Moderate	Moderate	Moderate	5
Drought	High	Low	Moderate	Moderate	6
Insect Infestations	Moderate	Moderate	Moderate	Moderate	7
Urban Fire	Low	Low	Moderate	Low	8
Dam Failure	Low	Moderate	Moderate	Low	9
Expansive Soil	Moderate	Low	Low	Moderate	10
Landslides	Moderate	Low	Low	Low	11
Earthquake	Low	Low	Low	Low	12
Volcanic Ash	Low	Low	Low	Low	13
Manmade Hazard Vulnerability Ranking for Yellowstone County					
Transportation/ Mobile Incident	Moderate	Moderate	High	High	1
Hazardous Materials Incident/ Accident-Fixed	Moderate	Moderate	High	High	2
Terrorism/Bio-Terrorism	Low	Moderate	High	Low	3
Civil Disturbance/ Riot/Labor Unrest	Moderate	Moderate	Moderate	Moderate	4
Enemy Attack	Low	Moderate	High	Low	5

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2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 12

Recommended Plan

RECOMMENDED PLAN

This chapter presents the recommended set of projects that help to ensure the safe and efficient movement of people and goods within and through the Billings urban area. These projects were identified from the previous LRTP and recent plans/studies, projects developed through the CIP and TIP process, projects developed through the deficiencies and needs assessment, and projects developed through the LRTP public involvement and interagency process. The LRTP investments provide several benefits to the transportation system:

- Improve transportation options
- Increase road safety, connectivity, and capacity
- Manage the transportation system better
- Maintain the public transportation system
- Improve and expand pedestrian, bicycle, and multiuse trail facilities
- Enhance the signal system with new technologies and updated timings
- Integrate the transportation system with land use and community desires

A TOOLBOX OF TRANSPORTATION STRATEGIES

The Billings urban area has significantly invested in streets, highways, intersections, and multiuse trails infrastructure over the past 20 years. With the population and employment growth and current community vision, investment in safety and a transportation system for all modes has become a priority for the Billings urban area. Several strategies are presented in this section for consideration in the recommended plan.

CONGESTION MANAGEMENT

Managing traffic signals is one of the most important traffic engineering functions within a city. Few activities have equivalent impact on the public. Optimizing traffic signal timing and coordination has the potential to significantly reduce driver delay and congestion and enhance safety. Simple things—like adjusting the length of the red-green-yellow cycle for different daytime hours, weekdays versus weekends, and seasonally—can reduce traveler delay and enhance the overall travel experience. Approximately 178 intersections have traffic signals in the Billings urban area. Getting the timing correct is critical for minimizing delay, improving safety, and protecting non-motorized modes of transportation. The City of Billings and MDT have been working on major upgrades to the signal system and incorporating a signal timing program to analyze and update signal timings at intersections. Exhibits 12.1 and 12.2 illustrate a few of the critical signalized corridors, Main Street and 27th Street in the Billings urban area.

Adding road and public transportation capacity cannot be the sole strategy for addressing transportation needs. Management strategies can complement capacity expansion projects and offer other ways to make transportation more efficient, more flexible, and less intrusive. They include optimizing the operating performance of the transportation network, creating more travel options, carefully managing road work schedules to minimize travel disruption, increasing operations efficiency, and managing demand to conserve and influence travel behavior. Events at MetraPark can create large traffic impacts. Event management planning is another strategy that can mitigate community and travel disruption. Exhibits 12.3 and 12.4 illustrate the area around MetraPark. Collectively, these strategies can relieve stress on the available capacity in peak commute hours and can moderate travel impacts.

Exhibit 12.1 Signalized Intersection on Main Street



Source: Kittelson

Exhibit 12.2 Signalized Intersections on 27th Street, Gateway to Downtown Billings



Source: Kittelson

Exhibit 12.3 Rimrock Arena at MetraPark



Source: Kittelson

Exhibit 12.4 Exposition Drive along MetraPark



Source: Kittelson

PUBLIC TRANSPORTATION SYSTEM OPERATIONS

The MET Transit budget is between $6 and $7 million annually to operate the public transit and paratransit system (Exhibits 12.5 and 12.6). This annual budget increases during some years depending on capital purchases and increases in operating expenses. The cost is partially offset by operating revenues from passenger fares and advertising. However, MET Transit's ability to expand and deliver more service is directly tied to the level of operating funding. Funding is the critical issue for MET Transit throughout the LRTP planning horizon. Maintaining the momentum—increases in ridership and continued public interest in the transit system is critical. Momentum cannot be sustained in the absence of committed and stable public funding support. Available funding provides for continuing vehicle replacement over the next twenty years. However, a change in the funding will need to occur to allow MET Transit to begin implementing new routes and increasing frequency on existing routes, which should result in higher ridership and better awareness of the transit system from the public.

Exhibit 12.5 A Key Transportation Option for the Billings Urban Area



Source: Kittelson

Exhibit 12.6 MET Transit Center



Source: Kittelson

CONNECTING PEOPLE

Pedestrians, bicycle, and multiuse trail facilities contribute to the attractiveness and livability of the city, enhance personal health, and help foster a sense of community. These facilities are used by people to travel to and from the public transportation system, jobs, medical facilities, schools, parks, and other destinations. To create a network of facilities, it is critical for the MPO and agency partners to evaluate, design, and implement these connections throughout the Billings urban area. The types of connections include improving the on-street bicycle and trails connectivity (east-west and north-south), filling in the missing links of sidewalk, joining key population and employment areas with roadways, and extending public transportation routes to areas that are underserved. Exhibits 12.7 and 12.8 illustrate existing trails within the Billings urban area.

Exhibit 12.7 Connecting Neighborhoods with Trails



Source: Kittelson

Exhibit 12.8 Trail Connection at MetraPark



Source: Kittelson

ALTERNATIVE INTERSECTIONS AND INTERCHANGES

Alternative intersections and interchanges offer the potential to improve safety and reduce delay at a lower cost and with fewer impacts than traditional solutions. Some of these forms that may be applicable in the Billings urban area include at-grade intersections, such as the Displaced Left Turn (DLT), Median U-Turn (MUT), and Restricted Crossing U-Turn (RCUT), and interchanges, such as a Diverging Diamond Interchange (DDI). At the national level, guidance is being developed based on recent research and practical application of these forms in communities throughout the U.S (12-1).

In the Billings urban area, there are some intersections (i.e., King Avenue/24th Street, Grand Avenue/24th Street, and a few intersections on Main Street) and interchanges with high traffic volumes and crash rates that could potentially see an enhancement from these types of intersection forms. These types of intersections and interchanges could be incorporated as alternatives for consideration in future design projects as potential solutions to enhance operations and safety.

Exhibit 12.9 illustrates a MUT in Utah.
Exhibit 12.10 illustrates a DDI in Minnesota. MDT is planning Montana's first DDI at the Johnson Lane/Interstate 90 interchange as part of the Billings Bypass project.

Exhibit 12.9 Median U-Turn intersection in Draper, Utah



Source: FHWA

Exhibit 12.10 Diverging Diamond Interchange in Minnesota



Source: FHWA

SAFETY

Along with some of the alternative intersection forms, other strategies to improve the safety performance of our roadways and intersections for all users include the use of medians and pedestrian crossing islands, roundabouts, road diets, pedestrian hybrid beacon, and flashing yellow left-turn arrows at signalized intersections. Many of these applications are already being incorporated in the planning and design efforts by the MPO and partnering agencies. The safety performance is enhanced with these treatments. For instance, the installation of a pedestrian hybrid beacon has been shown to provide the following safety benefits: 1) up to a 69 percent reduction in pedestrian crashes; 2) up to a 29 percent reduction in total roadway crashes; and 3) 15% reduction in serious injury and fatal crashes (12-2). Exhibit 12.11 illustrates the pedestrian hybrid beacon implemented on 4th Avenue in downtown Billings.

Exhibit 12.11 Pedestrian Hybrid Beacon on 4th Avenue



Source: Kittelson

Roundabouts have three basic operational principles: 1) geometry that results in a low- speed environment, creating substantial safety advantages; 2) entering traffic yields to vehicles in the circulatory roadway, leading to excellent operational performance; and 3) channelization at the entrance and deflection around a center island are designed to be effective in reducing conflict. Roundabouts have demonstrated significant reductions in fatal and injury crashes. The Highway Safety Manual (HSM) indicates the following: 1) by converting from a two-way stop control mechanism to a roundabout, a location can experience an 82 percent reduction in severe (injury/fatal) crashes and a 44 percent reduction in overall crashes, and 2) by converting from a signalized intersection to a roundabout, a location can experience a 78 percent reduction in severe (injury/fatal) crashes and a 48 percent reduction in overall crashes (12-3). Exhibit 12.12 illustrates a roundabout on the Shiloh Road Corridor.

Exhibit 12.12 Roundabout on Shiloh Road



Source: Kittelson

To continue enhancing the safety performance of the transportation system, these strategies combined with education and enforcement are recommended for future transportation projects within the Billings urban area.

TRANSPORTATION PROJECTS TO ADDRESS THE FUTURE VISION

The transportation projects in the LRTP are broken into committed, recommended, and illustrative types.

- **Committed projects** are projects that are included in the STIP, MPO TIP, or City of Billings CIP. These projects are funded and programmed and planned for completion within the next 10 years.
- **Recommended projects** are projects that are expected to be fully funded by year 2040, but are not currently committed within the STIP, TIP, or CIP. The recommended projects were identified based on the input received during the planning process and projects identified in recent plans.
- **Illustrative projects** are projects not expected to be funded by 2040, because of fiscal constraint. These projects could be included in the adopted LRTP if additional resources beyond those identified in the financial plan become available. The illustrative projects are identified in the project lists for streets and highways, public transit, pedestrians, bicyclists, and multiuse trails in the earlier chapters.

All project costs were converted to year of expenditure (YOE) dollars using a four-percent annual inflation (Source: FHWA). The following references and documents were used in development of this section.

- Montana Department of Transportation (12-4)
- Billings Urban Area Transportation Improvement Program (TIP), FY 2017-2021 (12-5)
- City of Billings FY 2019-2023 Capital Improvement Program (CIP) (12-6)
- City of Billings Proposed Budget FY 2019 (12-7)
- MET Transit

At this time, project priorities were not assigned to the list of projects within the LRTP. However, project prioritization is determined through the MPO's TIP process. Given the current level of funding committed to transportation infrastructure in the Billings urban area, most of the recommended projects are not anticipated to occur until after the next plan update. Therefore, it is reasonable that these projects and priorities be reviewed as part of the TIP process and during the next LRTP update.

STREETS AND HIGHWAYS

The streets and highways committed and recommended projects are necessary to provide system connectivity, enhance efficiency, and accommodate expected future traffic demand. Additionally, these projects may include pedestrian and bicycle facilities to assist with development of a multimodal system. The intersection projects address specific capacity and/or safety problems. The congestion management projects include signal system upgrades and signal timing efforts to improve traffic flow and pedestrian timings at signalized intersections. These projects also support the rail and trucking element of the LRTP. Table 12.1 summarizes the committed and recommended projects for streets and highways.

Table 12.1 Streets and Highways Projects

Project ID	Proposed Name	Project Description	Funding Source	Year of Expenditure Cost
Committed Projects				
R1	32nd Street West - King Ave West to Gabel Rd	Reconstruct to a 3-lane urban roadway	AFF	$4,100,000
R3	Wicks Lane (Main to Hawthorne)	Reconstruct to a 3-lane urban roadway (includes Bitterroot)	AFF	$300,000
R4	I-90 Yellowstone River - Billings	Replace bridges	IM , Bridge, NHFP	$72,160,000
R5	Inner Belt Loop - Alkali Creek Rd to Highway 3	Construction of a new road from Alkali Creek Road to Highway 3	BUILD	$14,620,385
R10	King Avenue East – Orchard Ln to Sugar Ave	Reconstruct to a 3-lane urban roadway	TIFD	$1,528,586
R11	Billings Bypass - Five Mile Road	New roadway and intersection improvements	STPU, CMAQ	$5,800,000
	Billings Bypass - Yellowstone River	New roadway and bridge	NH, CMAQ, Bridge, STPU	$55,950,000
	Billings Bypass - RR O'pass	New roadway and overpass	NH, CMAQ, STPU	$16,720,000
	Billings Bypass - Johnson Ln Interchange - RR O'Pass	New roadway and overpass	NH, CMAQ, STPU	$10,380,000
	Billings Bypass - Five Mile Road to US 87	New roadway and intersection improvements	NH, CMAQ, STPU	$18,750,000
	Billings Bypass - Johnson Lane Interchange	New interchange, roadway, and intersection imrovements	IM, NH, STPU, CMAQ	$28,900,000
R14	27th Street – 1st Ave S to Airport Rd	Signal Optimization, Mill Overlay, ADA Corners, Sidewalks	NH , MACI	$15,300,000
R15	Main St - Billings	Pavement preservation with ADA work	NH	$5,735,460

Project ID	Proposed Name	Project Description	Funding Source	Year of Expenditure Cost
R16	1st Avenue North - Division St to Main St	Reconstruct existing cross section	NH	$14,500,000
R17	Hawthorne Lane Reconstruction	Reconstruct the roadway between Yellowstone River Road and Wicks Lane	AFF	$1,000,000
R18	Lincoln Lane Reconstruction	Reconstruct the roadway between Bench Boulevard and Conway	AFF	$1,000,000
R19	Daniel Street Reconstruction	Reconstruct the roadway between Monad Road and King Avenue	AFF	$2,800,000
R20	Various Projects	Pavement Preservation	IM	misc.
R21	MDT Preventive Maintenance	Pavement Preservation	NH	misc.
R22	Mossmain Inch - West Blgs Intch	Mill Fill	IM	$11,675,000
R23	-	-	-	-
R24 - A	PAVER Program	Annual Program responsible for crack sealing, overlay, and chip seals of various streets throughout the City. BARSAA funding will be used in PAVER replacing some of the previously approved gas tax funding. The savings in gas tax funding will be used for the Inner Belt Loop project.	AFF, BARSAA, GT	$14,725,000
R25 - A	Travel Corridor Coordination	Engineering will be done within Public Works.	AFF	$400,000

Project ID	Proposed Name	Project Description	Funding Source	Year of Expenditure Cost
R28 - A	Annual SID Contribution	This project will provide SID funding for Public Work's property that may be included in an SID for a given year.	GT, BARSAA, SID	$6,650,000
R29 - A	Snow Melt Facility	Snow melting system to melt some of the snow hauled from the City's streets. Additional funding in FY 2019 will allow development of a storage and melting location in addition to the other sites that will be used.	SMF	$1,200,000
R30	Mullowney Lane	Road reconstruction south of Midland Road	AFF	$4,100,000
R31	Hallowell Lane Improvements	Reconstruct to urban roadway	TIFD	$1,781,058
R32 - A	SBURA Unimproved Streets Improvements		TIFD	$1,500,000
R33	King Ave E	Pavement Preservation	UPP	$100,000
R34	Grand - 24th to Zimmerman	Pavement Preservation	UPP	$1,350,000
R35	Hardin Road	Pavement Preservation	UPP	$240,000
R36	Shiloh Road	Pavement Preservation	UPP	$60,000
R37	Blue Creek Road	Pavement Preservation	UPP	$881,000
R38	Billings Blvd	Pavement Preservation	UPP	$60,000
R50	South Frontage Road	Pavement Preservation	UPP	$670,000

Project ID	Proposed Name	Project Description	Funding Source	Year of Expenditure Cost
R51	SF 169 Blgs Area Safety Imprv.	Signage -- RP 1.7 - 2.17 (U-1026, King Ave. E); RP 3.45 - 3.65 (U-1027, Yellowstone River Rd); RP 2.35 - 2.45 (L-56-2389, Lake Elmo Drive); RP 1.9 - 2.1 (X-56395, South Frontage Road); RP 0 - 1.379 (L-56-982, Garden Ave); RP 0 - 0.76 (L-56-23, Nahmis Ave); RP 0.05 - 0.3 (L-56-1665, Story Road)	HSIP	$21,000
R52	SF 169 I90 W King Ave Lighting	Roadway Lighting	HSIP	$345,000
R57	Various Projects 2017-2021	Pavement Preservation	UPP	$2,500,000
I2	Exposition Drive & 1st Ave N Blgs	Intersection Improvement	NH	$1,600,000
I3	Monad Rd/Daniel Ln	Improve intersection capacity, operations, and safety	AFF	$400,000
I4	Central Ave/24th St W	Improve intersection capacity, operations, and safety	AFF	$400,000
I5	Airport Rd & Main St - BLGS	Intersection Improvements	NH	$11,700,000
I7	Underpass Avenue Improvements	Intersection Improvements	NH , MACI	$8,600,000
I14	Johnson Lane & Old Hardin Road	Intersection improvements and access management around Johnson Lane Interchange	See R11	See R11
I19	Johnson Ln Interchange	Geometric improvements to improve operations and safety	See R11	See R11
I21	SF 129-RNDABOUT KING 56TH	Construct a roundabout at this intersection	HSIP	$4,246,201

Project ID	Proposed Name	Project Description	Funding Source	Year of Expenditure Cost
I22	SF 139-RNDABOUT CENTRAL/56TH	Construct a roundabout at this intersection	HSIP	$3,500,000
I23	Pinehills Intch-Pryor CR Intch	Pavement Preservation	IM	$887,557
I24	W Blgs Intch - Pinehills Intch	Mill Fill	IM	$7,150,000
I25	27th Street RR Crossing	Railroad crossing study	STPX	$1,200,000
I26	SF-149 HILLCREST RIGHT TURN LN	Intersection Improvement	HSIP	$331,073
I27	SF 129 BILLINGS HORIZONTAL CURVE SIGNAGE	Signage	HSIP	$1,126,611
I28	SF 169 ROUNDABOUT RIMROCK & 62ND ST. W	Roundabout	HSIP	$3,655,843
I29	SF 169 ITS INTERSECTION DETECTION	Intersection Improvement	HSIP	$73,000
I30	SF 169 KING AVE E. RUMBLE STRIPS	Rumble Strips	HSIP	$11,000
I31	SF 169 YELLOWSTONE RIVER RD CHEVRONS	Signage	HSIP	$6,000
I32	SF 169 JOHNSON LANE DELINEATION	Signage	HSIP	$700
I33	SF 169 LAKE ELMO DRIVE DELINEATION	Signage	HSIP	$420
I34	SF 169 SOUTH FRONTAGE ROAD SIGNAGE	Signage	HSIP	$6,700
I35	SF 169 OLD HIGHWAY 312 DELINEATION	Signage	HSIP	$3,500

Project ID	Proposed Name	Project Description	Funding Source	Year of Expenditure Cost
I36	SF 169 GARDEN AVE SIGNAGE	Signage	HSIP	$26,000
I37	SF 169 NAHMIS AVE DELINEATION	Signage	HSIP	$7,500
I38	SF 169 STORY RD SIGNAGE	Signage	HSIP	$3,000
I39	SF 149 - KING INTCH SFTY IMPRV	Safety	HSIP	$14,942
I40	Intersection Capacity Improvements	Evaluate and construct improvements to selected intersection trouble areas.	AFF	$2,000,000
I41	Monad and 19th/20th St W Intersection Reconstruction		AFF	$3,500,000
I42	SF-169 Frontage Rd Wise Ln Intx	Intersection Improvement	HSIP	$97,800
I55	Various Safety Projects	Safety	HSIP	$4,500,000
CM4	24th St West Signal Improvements	Upgrade of signals from King Avenue to Grand Avenue	AFF	$220,000
CM21	Billings Signal Upgrades	Signal Optimization	MACI	$320,869
CM22	Lockwood Signals	Signal Optimization	MACI	$18,948
CM23	Downtown State Signals BLGS	Signals	MACI	$6,522,824
CM24	Zoo Drive Signals	Signals	MACI	$50,000
CM25	Johnson Lane Signals	Signals	MACI	$12,970
CM26	MDT - MACI	Statewide CMAQ - Various	MACI	$1,000,000
CM27	MDT - MACI	Statewide CMAQ - ADA Compliance	MACI	$1,750,000
CM28	Traffic Signal Controller Upgrade		AFF	$3,225,000
R59	North 29th Street and North 30th Street 2-way Conversions	Convert both 1-way streets to 2-way streets between 6th Street North and Montana Avenue	TIF	$1,900,000
Total Committed Streets & Highways Project Costs $384,283,556				

Project ID	Proposed Name	Project Description	Eligible Funding Source	Year of Expenditure Cost
Recommended Projects				
R12	N 21st Street – Montana Ave to 1st Ave S	Reconstruct railroad underpass	AFF	$3,052,000
R13	N 13th Street – 1st Ave N to Minnesota Ave	Reconstruct railroad underpass	AFF, STPU, MACI/ CMAQ	$18,400,000
R53	King Avenue - Shiloh to 72nd	Reconstruct to a five lane section	S, HSIP, STPU	$8,000,000
R54	I-90 from S Blgs Blvd Inch to 27th St Intch	Add a third travel lane to I-90	IM, MACI/ CMAQ	$4,000,000
R55	I-90 from Lockwood Intch to Johnson Lane Intch	Add a third travel lane to I-90	IM, MACI/ CMAQ	$3,000,000
R56	Hwy 3 from Airport to Zimmerman Trail	Widen with two-way, left-turn lane	NH, HSIP	$3,200,000
I1	Rimrock Rd/N 27th St	Improve intersection capacity, operations, and safety	AFF, HSIP , NH, STPU	$4,700,000
I6	Rimrock Rd/Virginia Ln	Improve intersection capacity, operations, and safety	AFF, STPU	$410,000
I8	King Ave/24th St	Evaluate intersection to identify alternative intersection treatment	AFF, HSIP , STPU, NH	$1,500,000
I9	Grand Ave/24th St	Evaluate intersection to identify alternative intersection treatment	AFF, HSIP, STPU	$250,000
I10	Division/Grand/6th Ave/N 32nd St	Improve intersection capacity, operations, and safety	AFF, HSIP, STPU	$560,000
I11	Division/Broadwater/1st Ave N	Improve intersection capacity, operations, and safety	AFF, HSIP , NH, STPU	$560,000
I12	Lockwood Road & N Frontage Road	Reconfiguration of existing intersection	AFF, HSIP	$495,000

Project ID	Proposed Name	Project Description	Eligible Funding Source	Year of Expenditure Cost
I13	US Highway 87 & Old Hardin Road	Upgrade 3-way stop intersection to a roundabout	AFF, NH, HSIP, STPU	$630,000
I17	27th Street Interchange	Construct additional EB and WB mainline lanes under and through Interchange. Restripe EB off-ramp and improve pedestrian facilities	IM, NH	$1,900,000
I18	Lockwood Interchange	Construct additional EB and WB mainline lanes under and through the Lockwood Interchange and improve pedestrian facilities	IM, NH	$1,900,000
I45	Neibauer Rd & 56th St West	All-way stop control/ OH Flashing Beacons/ Transverse Rumble Strips	AFF, HSIP	$200,000
I46	Neibauer Rd & 48th St West	OH Flashing Beacons/ Transverse Rumble Strips	AFF, HSIP	$200,000
I47	Grand Ave & 48th St West	Traffic Signal or Roundabout	AFF, HSIP	$1,500,000
I48	Grand Ave & 56th St West	Traffic Signal or Roundabout	AFF, HSIP	$1,500,000
I49	King Ave West & 48th St West	Traffic Signal or Roundabout	AFF, HSIP	$1,500,000
I50	Central Ave & 48th St West	Traffic Signal or Roundabout	AFF, HSIP	$1,500,000
I51	King Ave West & 64th St West	Traffic Signal or Roundabout	AFF, HSIP , Secondary	$1,500,000
I52	Grand Ave & 62nd St West	Traffic Signal or Roundabout	AFF, HSIP	$1,500,000
I53	Hesper Rd & 56th St West	All-Way Stop	AFF, HSIP	$200,000

Project ID	Proposed Name	Project Description	Eligible Funding Source	Year of Expenditure Cost
I54	King Ave/20th St	Evaluate intersection to identify alternative intersection treatment	AFF, HSIP, NH	$1,500,000
I56	Laurel Road & Moore Lane	Study for capacity improvements	AFF, HSIP, NH	$250,000
I57	24th Street W & Overland Avenue	Study for capacity improvements	AFF	$250,000
I58	11th Avenue N & N 30th Street	Study for capacity improvements	AFF	$250,000
I59	24th Street W & Grant Road	Study for capacity improvements	AFF	$250,000
I60	24th Street West and Rosebud Drive/Market Place	Study for safety improvements	AFF	$250,000
I61	Blue Creek Rd at Briarwood and Riverfront Park	Add left turn lanes at the two intersections	HSIP, STPU	$1,000,000
I62	Rimrock Rd/N 27th St	Study for safety improvements	AFF, HSIP , NH, STPU	$250,000
CM1	Grand Avenue – 3rd St W to 24th St W	Update signal timing for 10 signals	AFF , STPU, CMAQ, MACI	$100,000
CM2	Broadwater Avenue – 5th St W to Zimmerman	Update signal timing for 8 signals	AFF , STPU, CMAQ, MACI	$80,000
CM3	Central Avenue – 6th St W to Zimmerman	Update signal timing for 10 signals	AFF , STPU, CMAQ, MACI	$100,000
CM5	27th Street – State Ave to Poly Dr	Update signal timing for 11 signals	MACI	$110,000
CM6	Main Street – 1st Ave N to Permberton Ln	Signals	MACI, NH	$218,000
CM7	Division Street – Broadwater Ave to 4th Ave N	Update signal timing for 3 signals	MACI, STPU	$30,000
CM8	Grand Avenue – 24th St W to Zimmerman	Update signal timing for 3 signals	MACI, STPU	$30,000
CM9	Rimrock Road – 38th St W to 13th St W	Update signal timing for 5 signals	AFF, STPU	$50,000
CM10	15th Street West – Central Ave to Grand Ave	Update signal timing for 5 signals	AFF	$50,000
CM11	Wicks Lane – Governors Blvd to Bench Blvd	Update signal timing for 5 signals	AFF, STPU	$50,000
CM12	19th Street West – Monad Rd to Grand Ave	Update signal timing for 5 signals	AFF	$50,000
CM13	17th Street West – Grand Ave to Rimrock	Update signal timing for 5 signals	AFF, STPU	$50,000
CM14	Monad Road – 19th St W to 32nd St W	Update signal timing for 4 signals	AFF	$40,000
CM15	Governors Boulevard/Hilltop Road – Wicks Ln to Main St	Update signal timing for 3 signals	AFF, STPU	$30,000
CM16	ITS Signage and Advanced Warning System	Implement a signage and advanced warning system to inform transportation users of crossing delays due to incoming and stopped trains	AFF, MACI	$500,000
CM17	Downtown Billings Signal Upgrades (No 27th Street signals)	Traffic signal controller and signal timing upgrades at 36 signals in the downtown area, excluding 27th Street	AFF, MACI	$305,875
CM18	Downtown Billings Signal Upgrades	Traffic signal controller and timing upgrades at 13 signals in downtown	AFF, MACI	$316,091
CM19	Downtown Billings Signal Upgrades	Traffic signal controller and timing upgrades in the downtown area	AFF, MACI	$3,160,911
CM20	Citywide Signal Timing	Traffic signal controller and timing upgrades at 24 signals within Billings	AFF	$372,000

Project ID	Proposed Name	Project Description	Eligible Funding Source	Year of Expenditure Cost
R2	Old Hardin Road - Lockwood Interchange to Johnson Ln	Reconstruct to a 3-lane urban roadway	STPU, HSIP	$5,700,000
R6	1st Avenue South-Minnesota Avenue - 21st St to N 13th St	Reconstruct to urban roadway	STPU, HSIP	$1,000,000
R7	Pemberton Lane - BBWA to Lake Elmo Dr	Reconstruct to urban roadway	AFF	$2,900,000
R8	Broadwater Avenue – BBWA to Shiloh Rd	Reconstruct to urban roadway	AFF, STPU	$4,000,000
R9	48th Street West – King Ave to Grand Ave	Reconstruct – cross section to be determined	AFF	$5,500,000
R39	Highway 3 Widening - Zimmerman to Apache	Widen Highway 3 from Zimmerman Trail to Apache Trail with TWLTL	NH, HSIP	$2,600,000
R40	Highway 312 Capacity Improvements - Shoulder Widening	Shoulder Widening	STP, HSIP	$341,000
R41	Highway 312 Capacity Improvements - Three-lane Section	Three-lane section, including bridge replacement at seven mile creek	STP, HSIP	$450,000
R42	Highway 312 Pavement Preservation	Pavement Preservation	STP, HSIP	$2,000,000
R43	Highway 312 Traffic Control Devices and Safety/ Warning Features	Signing	STP, HSIP	misc.
R44	Grand Ave - Shiloh Rd to 62nd St West	Widening/Reconstruction (5-lane section)	AFF	$11,000,000
R45	Rimrock Rd - Shiloh Rd to 62nd St West	Widening/Reconstruction (5-lane section/3-lane section)	AFF	$10,300,000
R46	King Ave West - MT Sapphire Dr to 64th St West	Widening/Reconstruction (5-lane section/3-lane section)	AFF	$9,300,000
R47	54th St West - Grand Ave to Rimrock Rd	Widening/Reconstruction (3-lane section)	AFF	$3,300,000
R48	Central Ave - Shiloh Rd to 48th St West	Widening/Reconstruction (3-lane section)	AFF	$3,100,000
R49	62nd St West - Rimrock Rd to Western Bluffs Boulevard	Widening/Reconstruction (3-lane section)	AFF	$1,100,000
R58	Highway 3 to Molt Road Connection Study	Study the feasibility of constructing a new Roadway connecting Highway 3 to Molt Road		$250,000
I15	Shiloh Interchange	Geometric improvements to improve operations and safety	IM, NH	$1,900,000
I16	South Billings Blvd Interchange	Additional EB and WB mainline lanes under and through the Interchange	IM, NH	$1,600,000
I20A	West Billings Interchange	Update geometry to match C standards, improve landscaping and improve pedestrian facilities	IM, NH	$6,900,000
I20B		Construct additional EB and WB mainline lanes through interchange, modify vertical curve, reconstruct bridge segments and restripe WB off-ramp at West Billings Interchange.	IM, NH	$12,600,000
I43	Highway 3/Rod & Gun Club Road	Install roundabout at Highway 3/ Rod & Gun Club Road, including single circulating lane, single-lane approaches, and bike and pedestrian accomodations	NH, HSIP	$1,500,000
I44	Highway 312 Intersection Improvements - Intersection Control	Intersection Control	AFF, HSIP	misc.
Total Recommended Streets & Highways Project Costs				**$159,140,877**

PEDESTRIAN, BICYCLE, AND MULTIUSE TRAILS

The pedestrian, bicycle, and multiuse trails committed and recommended projects provide for new bike facilities on a few of the east-west and north-south corridors, filling in gaps in the sidewalk system, providing crossing enhancements, and additional connectivity with multiuse trails. Additionally, the City includes a few annual programs that implement striping for bike lanes; curb, gutter, and sidewalk; and ramp replacement for ADA compliance. These programs can be used to implement some of the pedestrian projects associated with the Safe Routes to School program. Table 12.2 summarizes the committed and recommended projects for pedestrians, bicycles, and multiuse trails.

Table 12.2 Pedestrian and Bike Projects

Project ID	Proposed Name	Project Description	Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
Committed Projects					
P8	SRTS - Poly Drive Sidewalk Improvements	Pedestrian Improvements at the Poly Drive and Arvin Road Intersection		2019	$97,147
P49	Pedestrian Overpass on Main Street	The East End TIFF will determine if adqeuate funding is available for this project in FY 2019	TIFD	2019	$3,500,000
MT3	Alkali Creek Trail	Extend trail from Swords Park northeast along Alkali Creek or Swords Lane to Main Street Pedestrian Underpass	RTP, PC, BTN	2020	$350,000
MT13	Downtown - Coulson Park Trail Connection	"Extend trail from South 25th Street to 8th Ave. South to South 26th Street to Lillian Avenue and Coulson Park Trail"	DM, PC	2021	$750,000
MT31	Transtech Connector	"Bring McCail trail segment up to standards and complete connection to Transtech Center Trail at 32nd Street West"	RTP, BTN	2021	$700,000
MT34	Riverfront Park	Construct a multi-use trail from Mystic Park Trails to Riverfront Park Trails	PC, RTP	2020	$1,500,000
MT37	Skyline Trail	Construct a multi-use trail along the rims	BUILD, BTN	2019	$4,121,380
MT38	Downtown BBWA Corridor Trail/On Street Facilities	Complete Trail through MSU-B Campus in alignment with MSU-B Master Plan and trail/ on-street facilities along Poly Dr. through Virginia Lane intersection to 13th/Poly Drive	PC, BTN	2020	$220,000
MT105	6th Avenue North Widening	Street widening project for a multi-use path from Main St. to 13th. PAVER funds will be used for the overlay.	AFF	2019	$450,000
MT83	Stagecoach Trail (Rimrock Road to Highway 3) - Zimmerman Trail	Construct a multi-use trail from Highway 3 to Rimrock Road	PC, FA	2020	$3,150,000
R27 - A	Annual ADA Replacement	Replace handicapped ramps in accordance with the signed agreement between the City of Billings and the Department of Justice	AFF, GT	2019	$1,250,000
R26 - A	Misc. curb, gutter, and sidewalk	Annual replacement and infill program of curb, gutter, and sidewalk	SB, GT, SD	2019	$3,825,000
P22	6th Ave Underpass	Pedestrian Improvements to Existing Underpass	See I7	See I7	See I7

Project ID	Proposed Name	Project Description	Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
P28	1st Ave N/US 87/ Main St (Exposition Dr)	Add pedestrian crossings to existing intersections	See I2	See I2	See I2
P31	1st Ave N/US 87 Sidewalk	Add 0.7 miles of sidewalks to N 10th Street to Yellowstone River	See I2	See I2	See I2
P32	US 87 Sidewalks	Add 0.3 miles of sidewalks to northside of Bridge crossing Yellowstone River	See I2	See I2	See I2
MT42	6th Avenue N	Multi-use Trail from 6th Avenue Bypass to N 19th St	See MT 105	See MT 105	See MT 105
BL67	Highway 3	Bike Lanes from North 27th St to Zimmerman Trail	See MT 37	See MT 37	See MT 37
BL68	Highway 3	Bike Lanes from Zimmerman Trail to Apache Trail	See MT 37	See MT 37	See MT 37
Total Committed Pedestrian, Bicycle, and Multiuse Trail Projects $19,913,527					

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
Recommended Projects					
P1	SRTS - Beartooth	Install a crosswalk on Barrett Road at Linden Drive and install a new sidewalk or multi-use trail along the south side of Barrett and the west side of the alley; install sidewalk along the east side of Bitterroot Drive from Cherry Creek Estates to Wicks Lane with a school crosswalk at Wicks Lane and the access to Emma Jean Estates Subdivision. Installation of sidewalk will likely require private property easements from adjacent landowners; Sign alley adjacent to school one-way northbound.	TAP, BTN, PC, AFF	>2028	$524,621
P2	SRTS - Bench	"Install an east-west sidewalk or trail connection to the north end of school property along Lola Lane. This connection would shorten the walking distance coming from the north on Lake Elmo Drive. Install sidewalks on Rex Lane.	TAP, BTN, PC, AFF	>2028	$102,199

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
P3	SRTS - Bitterroot	"Construct pedestrian path connection and crossing over the Holling Drain from residential area to the east. (Requires local SID for roadwork). Install sidewalk or pedestrian path along Barrett Road. Installation of sidewalk will likely require private property easements from adjacent landowners. Install fluorescent yellow school crossing signs and ladder-style crosswalk at the multi-use trail crossing on Barrett Road.	TAP, BTN, PC, AFF	>2028	$840,585
P4	SRTS - Boulder	"Install sidewalks and curb and gutter along Boulder Avenue. Consider installing a flasher on the existing school zone speed limit sign. Install sidewalks on Poly Drive west of 32nd Street West.	TAP, BTN, PC, AFF	>2028	$354,289
P5	SRTS - Eagle Cliffs	Construct a trail connection from the intersection of Constitution Avenue and Kootenai Avenue to Marias Drive. Permission must be obtained from DNRC.	TAP, BTN, PC, AFF	>2028	$115,825
P6	SRTS - Meadowlark	Install enhanced school crossing with curb extensions or pedestrian refuge island on 32nd Street West near the intersection with St. John's Avenue.	TAP, BTN, PC, AFF	>2028	$144,782
P7	SRTS - Newman	"Install sidewalks where missing along Calhoun Lane. Install sidewalks where missing along east-west side streets.	TAP, BTN, PC, AFF	>2028	$1,140,880
P9	SRTS - Ponderosa	"Improve the landing/ pedestrian storage area on the northeast corner of King Avenue East and Hallowell Lane. Reconfigure intersection of Hallowell, Arlington, and school access to reduce pedestrian conflicts and improve traffic operations. Install trail connection and ditch crossing between Kings Green Subdivision and south end of school property. Construct a pedestrian path along King Avenue East.	TAP, BTN, PC, AFF	>2028	$1,192,320
P10	SRTS - Sandstone	Install sidewalks on neighborhood streets southeast of Babcock Boulevard. Install sidewalks on neighborhood streets north of Wicks Lane. Consolidate crosswalks on Nutter Boulevard in front of school to the north location and restripe as a ladder style crosswalk.	TAP, BTN, PC, AFF	>2028	$1,111,816

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
P11	SRTS - Alkali Creek	"Install sidewalk along south side of Alkali Creek Road northwest of school. Install sidewalk along Pinon Drive just west of Alkali Creek Road. Install sidewalk along south side of Indian Trail.	TAP, BTN, PC, AFF	>2028	$472,443
P12	SRTS - Big Sky	"Enhance crossing at 32nd Street West and Lampman Drive or move crossing to Granger Avenue and signalize. Perform a signal warrant analysis at 32nd Street West and Granger Avenue. If warranted, move the school crossing from Lampman Drive to Granger and signalize the intersection. Install crosswalk markings on the south leg of the intersection of Monad Road and 36th Street West. Enhance existing crossing on west leg.	TAP, BTN, PC, AFF	>2028	$182,678
P13	SRTS - Broadwater	"Install curb extensions at the intersection of 4th Street West and Wyoming Avenue. Improve loading zone through alley by defining entry to separate from local business, improve sight distance around corner, reducing the exit to a single lane and providing physical separation between the walking area and the parking area.	TAP, BTN, PC, AFF	>2028	$398,427
P14	SRTS - Burlington	"Install curb extensions at the intersection of Lewis Avenue and 22nd Street West. Install signing, striping and curb extensions for midblock crossing on 22nd Street West directly in front of main school entrance and consider requiring students to use this entrance.	TAP, BTN, PC, AFF	>2028	$119,686
P15	SRTS - Central Heights	"Widen sidewalks on Lexington Drive, Alamo Drive, and Pueblo Drive, and install curb extensions at mid-block crossings on Alamo Drive and Lexington Drive. Install curb extensions at intersection of Lexington Drive and Eldorado Drive and marked crosswalk on east leg. Install curb extensions or another form of traffic calming at Santa Fe Drive and Eldorado Drive. Install curb extensions for crosswalk at Monad Road/Monterey Drive.	TAP, BTN, PC, AFF	>2028	$444,096
P16	SRTS - Highland	"Install sidewalks and curb extensions at the intersection of O'Malley Drive and Virginia Lane. Install crosswalks with enhancements to shorten crossing distance at Rimrock Road/Missouri Street and Rimrock Road/Virginia Lane. Install sidewalk and/or a bike lane on Virginia Lane from Rimrock Road to Parkhill Drive.	TAP, BTN, PC, AFF	>2028	$330,710

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
P17	SRTS - McKinley	"Install pedestrian crossings and enhancements at the intersections of Parkhill Drive/North 32nd Street and 11th Avenue North/North 32nd Street. Install curb extensions at 9th Avenue North/North 31st Street. Install curb extensions at 8th Avenue North/North 31st Street. Install curb extensions at 8th Avenue North/North 32nd Street.	TAP, BTN, PC, AFF	>2028	$403,151
P18	SRTS - Miles Avenue	Install curb extensions at 16th Street West and Miles Avenue. Install pull-out area along east side of alley to enhance loading zone and move loading away from pedestrian traffic. Sign alley "one-way" northbound, but allow exception for garbage trucks.	TAP, BTN, PC, AFF	>2028	$149,607
P19	SRTS - Orchard	Install curb extensions and crosswalk enhancements on Jackson Street crossings.	TAP, BTN, PC, AFF	>2028	$129,134
P20	SRTS - Rose Park	"Install curb extensions at 19th Street West/ Avenue E; eliminate crosswalk on south leg of this intersection and south leg of Avenue F intersection. Install traffic calming improvements on 19th Street West to slow traffic speeds. Complete curb and sidewalk on Parkhill Drive to provide continuous walking route, including curb extensions at corner; would also prevent most U-turns.	TAP, BTN, PC, AFF	>2028	$305,513
P21	S 32nd Street Pedestrian Crossing	Install a midblock crossing on S 32nd Street	TAP, BTN, PC, AFF	>2028	$210,000
P29	US 87 Pedestrian Easement	1.0 miles adjacent to Metra Park from Airport Rd to Yellowstone River	TAP, BTN, PC, AFF	>2028	$369,600
P30	N 10th St/1st Ave N	Add pedestrian crossings to existing intersection (potential new signal with pedestrian phase)	TAP, BTN, PC, AFF	>2028	$280,000
P35	Jackson Street Sidewalks	Construct new 5-foot sidewalk on west side of Jackson/ crossing at Orchard	TAP, BTN, PC, AFF	>2028	$216,500
P36	Broadwater Elementary School	Install sidewalk, fencing, and landscaping	TAP, BTN, PC, AFF	>2028	$131,290

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
P39	Becraft Lane Sidewalk	Path from Old Hardin Rd to Noblewood Drive; serves as Pedestrian Connection to the commercial area at the Old Hardin Rd/ Johnson Ln intersection and to Harris Park; path to run along north side of Becraft Lane	TAP, BTN, PC, AFF	>2028	$500,000
P40	Piccolo Ln	Five foot concrete curb-walk from Old Harding Rd to Highway 87; serving housing along street and create a pedestrian connection to the IGA convenience store on the southwest corner of the Piccolo Ln/Old Hardin Rd intersection; Piccolo Ln has potential to become neighborhood shareway/ greenway or a woonerf	TAP, BTN, PC, AFF	>2028	$250,000
P41	Old Hardin Road Sidewalk (Segment 1)	Path from US 87 to Piccolo Lane; path to run on the south side of Old Hardin Rd; possibility of using irrigation canal as a location for a pedestrian path	TAP, BTN, PC, AFF	>2028	$350,000
P42	Old Hardin Road Sidewalk (Segment 2)	Path from Piccolo Lane to Greenwood Avenue; path to run on the south side of Old Hardin Rd; possibility of using irrigation canal as a location for a pedestrian path	TAP, BTN, PC, AFF	>2028	$410,000
P43	Old Hardin Road Sidewalk (Segment 3)	Path from Greenwood Avenue to Johnson Lane; path to run on the south side of Old Hardin Rd; possibility of using irrigation canal as a location for a pedestrian path	TAP, BTN, PC, AFF	>2028	$250,000
P44	Old Hardin Rd Sidewalk (Segment 4)	Path from Johnson Lane to Noblewood Drive; path to run on the south side of Old Hardin Rd; possibility of using irrigation canal as a location for a pedestrian path	TAP, BTN, PC, AFF	>2028	$625,000
P45	Johnson Ln	Path from the I-90 Interchange to Ford Rd; pedestrian connection to Lockwood School and connection to Hillner Park; opportunity to use irrigation canal to construct pedestrian path; path would run along the west side of Johnson Ln from Old Hardin Rd to the irrigation canal, run along the north side of the canal from Johnson Lane to Greenwood Ave, run along the south side of Sunrise Ave, and along the east side of Hemlock Dr	TAP, BTN, PC, AFF	>2028	$587,000

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
P46	Billings Bypass Sidewalk	Current 8-foot shoulder planned; letter submitted to the Yellow County Commission indicating desire for a separated facility parallel to the road to provide pedestrian safety	TAP, BTN, PC, AFF	>2028	$600,000
BL1	38TH ST W	Bicycle Lane from Rimrock Rd to S of Colin Dr	TAP, BTN, PC, AFF	>2028	$32,330
BL2	RIMROCK RD	Bicycle Lane from 50th St W to Zimmerman Trl	TAP, BTN, PC, AFF	>2028	$129,320
BL3	IRONWOOD DR	Bicycle Lane from Woodcreek Dr to Molt Rd	TAP, BTN, PC, AFF	>2028	$16,165
BL4	N 10TH ST	Bicycle Lane from 6th Ave N to 1st Ave N	TAP, BTN, PC, AFF	>2028	$16,165
BL5	1ST AVE N	Bicycle Lane from N 13th St to N 36th St	TAP, BTN, PC, AFF	>2028	$80,825
BL6	MONTANA AVE	Bicycle Lane from N 18th St to Division St	TAP, BTN, PC, AFF	>2028	$32,330
BL7	11TH AVE N	Bicycle Lane from N 22nd St to 19th St W	TAP, BTN, PC, AFF	>2028	$48,495
BL8	54TH ST W	Bicycle Lane from N of Billy Casper Dr to Rimrock Rd	TAP, BTN, PC, AFF	>2028	$48,495
BL9	N 30TH ST	Bicycle Lane from 6th Ave N to Montana Ave	TAP, BTN, PC, AFF	>2028	$16,165
BL10	N 24TH ST	Bicycle Lane from 1st Ave N to North of 12th Ave N	TAP, BTN, PC, AFF	>2028	$32,330
BL11	N 13TH ST	Bicycle Lane from 6th Ave N to Minnesota Ave	TAP, BTN, PC, AFF	>2028	$145,485
BL12	POLY DR	Bicycle Lane from N 27th St to Virginia Ln	TAP, BTN, PC, AFF	>2028	$16,165
BL13	17TH ST W	Bicycle Lane from Rimrock Rd to Yellowstone Ave	TAP, BTN, PC, AFF	>2028	$64,660
BL14	N 18TH ST	Bicycle Lane from 6th ave N to Montana Ave	TAP, BTN, PC, AFF	>2028	$32,330
BL15	COLTON BLVD	Bicycle Lane from 17th St W to Zimmerman Trl	TAP, BTN, PC, AFF	>2028	$96,990
BL16	8TH ST W	Bicycle Lane from Azalea Ln to Central Ave	TAP, BTN, PC, AFF	>2028	$64,660
BL17	15TH ST W	Bicycle Lane from Parkhill Dr to King Ave W	TAP, BTN, PC, AFF	>2028	$145,485
BL18	N 22ND ST	Bicycle Lane from 6th Ave N to 12th Ave N	TAP, BTN, PC, AFF	>2028	$32,330
BL19	REHBERG LN	Bicycle Lane from Rimrock Rd to Grand Ave	TAP, BTN, PC, AFF	>2028	$64,660
BL20	PARKWAY LN	Bicycle Lane from Laurel Rd to S Billings Blvd	TAP, BTN, PC, AFF	>2028	$16,165
BL21	N 25TH ST	Bicycle Lane from 1st Ave N to Montana Ave	TAP, BTN, PC, AFF	>2028	$16,165
BL22	PARKHILL DR	Bicycle Lane from N 22nd St to 19th St W	TAP, BTN, PC, AFF	>2028	$96,990
BL23	MONAD RD	Bicycle Lane from S Plainview St to S 32nd St W	TAP, BTN, PC, AFF	>2028	$32,330
BL24	2ND AVE N	Bicycle Lane from N 22nd St to Yellowstone Ave	TAP, BTN, PC, AFF	>2028	$16,165
BL25	JELLISON RD	Bicycle Lane from Quanta Ln to Aldonna St	TAP, BTN, PC, AFF	>2028	$48,495
BL26	13TH ST W	Bicycle Lane from Rimrock Rd to Lewis Ave	TAP, BTN, PC, AFF	>2028	$16,165
BL27	GRANDVIEW BLVD	Bicycle Lane from N 27th St to Virginia Ln	TAP, BTN, PC, AFF	>2028	$32,330

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
BL28	24TH ST W	Bicycle Lane from Country Club Cir to Colton Blvd	TAP, BTN, PC, AFF	>2028	$16,165
BL29	7TH AVE N	Bicycle Lane from 6th Ave N to N 32nd St	TAP, BTN, PC, AFF	>2028	$48,495
BL30	ROLLING HILLS RD	Bicycle Lane from Annandale Rd to Uinta Park Dr	TAP, BTN, PC, AFF	>2028	$80,825
BL31	32ND ST W	Bicycle Lane from Poly Dr to Boulder Ave	TAP, BTN, PC, AFF	>2028	$32,330
BL32	N BROADWAY	Bicycle Lane from 9th Ave N to State Ave	TAP, BTN, PC, AFF	>2028	$48,495
BL33	HIGH SIERRA BLVD	Bicycle Lane from Siesta Ave to W Wicks Ln	TAP, BTN, PC, AFF	>2028	$16,165
BL34	STATE AVE	Bicycle Lane from Sugar Ave to Hallowell Ln	TAP, BTN, PC, AFF	>2028	$80,825
BL35	S 36TH ST W	Bicycle Lane from Broadwater Ave to King Ave W	TAP, BTN, PC, AFF	>2028	$96,990
BL36	MONAD RD	Bicycle Lane from S Plainview St to S 32nd St W	TAP, BTN, PC, AFF	>2028	$64,660
BL37	GABEL RD	Bicycle Lane from S 24th St W to Hesper Rd	TAP, BTN, PC, AFF	>2028	$113,155
BL38	RIMROCK RD	Bicycle Lane from Normal Ave to Virginia Ln	TAP, BTN, PC, AFF	>2028	$16,165
BL39	LAKE ELMO DR	Bicycle Lane from Annandale Rd to Uinta Park Dr	TAP, BTN, PC, AFF	>2028	$80,825
BL40	SAINT ANDREWS DR	Bicycle Lane from Gleneagles Blvd to Wicks Ln	TAP, BTN, PC, AFF	>2028	$113,155
BL41	S 20TH ST W	Bicycle Lane from Rimrock Rd to King Ave W	TAP, BTN, PC, AFF	>2028	$32,330

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
BL42	KING AVE W	Bicycle Lane from S 15th St W to King Ave W	TAP, BTN, PC, AFF	>2028	$16,165
BL43	S 29TH ST W	Bicycle Lane from King Ave W to Gabel Rd	TAP, BTN, PC, AFF	>2028	$48,495
BL44	S 19TH ST W/ Hoover Avenue	Bicycle Lane from Rimrock Rd to King Ave W	TAP, BTN, PC, AFF	>2028	$32,330
BL45	N 26TH ST	Bicycle Lane from 6th Ave N to 3rd Ave N	TAP, BTN, PC, AFF	>2028	$16,165
BL46	6TH AVE S	Bicycle Lane from S 25th St to State Ave	TAP, BTN, PC, AFF	>2028	$16,165
BL47	OVERLAND AVE	Bicycle Lane from S 24th St W to Hesper Rd	TAP, BTN, PC, AFF	>2028	$32,330
BL48	GLENEAGLES BLVD	Bicycle Lane from Black Diamond Rd to W Wicks Ln	TAP, BTN, PC, AFF	>2028	$32,330
BL49					
BL50	S 34TH ST	Bicycle Lane from 1st Ave S to State Ave	TAP, BTN, PC, AFF	>2028	$32,330
BL51	11TH AVE S	Bicycle Lane from 9th Ave N to State Ave	TAP, BTN, PC, AFF	>2028	$16,165
BL52	10TH AVE S	Bicycle Lane from S 29th St to S 28th St	TAP, BTN, PC, AFF	>2028	$16,165
BL53	N 35TH ST	Bicycle Lane from 2nd Ave N to 1st Ave N	TAP, BTN, PC, AFF	>2028	$16,165
BL54	MULLOWNEY LN	Bicycle Lane from Midland Rd to Elysian Rd	TAP, BTN, PC, AFF	>2028	$32,330
BL55	HAWTHORNE LN	Bicycle Lane from Hemingway Ave to Yellowstone River Rd	TAP, BTN, PC, AFF	>2028	$16,165

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
BL56	BABCOCK BLVD	Bicycle Lane from Annandale Rd to Governors Blvd	TAP, BTN, PC, AFF	>2028	$64,660
BL57	YELLOWSTONE RIVER RD	Bicycle Lane from E of Bench Blvd to West of Hansen Ln	TAP, BTN, PC, AFF	>2028	$16,165
BL58	BITTERROOT DR	Bicycle Lane from Elaine St to Wicks Ln	TAP, BTN, PC, AFF	>2028	$16,165
BL59	BENCH BLVD	Bicycle Lane from Alexander Rd to Hilltop Rd	TAP, BTN, PC, AFF	>2028	$32,330
BL60	MOORE LN	Bicycle Lane from Rimrock Rd to Monad Rd	TAP, BTN, PC, AFF	>2028	$32,330
BL61	ROD AND GUN CLUB RD	Bicycle Lane from Iron Horse Trl to High Way 3	TAP, BTN, PC, AFF	>2028	$32,330
BL62	HIGHWAY 87 N	Bicycle Lane from Alexander Rd to Hilltop Rd	TAP, BTN, PC, AFF	>2028	$48,495
BL63	HIGH SIERRA BLVD	Bicycle Lane from Benjamin Blvd to Matador Ave	TAP, BTN, PC, AFF	>2028	$16,165
BL64	S 44TH ST W	Bicycle Lane from Georgina Dr to Hesper Rd	TAP, BTN, PC, AFF	>2028	$32,330
BL65	N 13TH ST	Bicycle Lane from 6th Ave N to Minnesota Ave	TAP, BTN, PC, AFF	>2028	$32,330
BL66	RIMROCK RD	Bicycle Lane from 50th St W to 70th St W	TAP, BTN, PC, AFF	>2028	$16,165
BB20	Lyman Ave/ Avenue D/Avenue C/9th Ave	Bicycle Boulevard from 7th Ave N to West to Meadowood St	TAP, BTN, PC, AFF	>2028	244,000
BB21	24th St W/ Arvin Rd	Bicycle Boulevard from Country Club Cir to Colton Blvd	TAP, BTN, PC, AFF	>2028	$133,000
BB22	Terry Ave/Howard Ave/24th St W	Bicycle Boulevard from Montana Ave to 36th St W	TAP, BTN, PC, AFF	>2028	$68,000
BB23	Milton/Prince of Wales/Heights Ln/Shawnee Dr/ Arronson/Nutter	Bicycle Boulevard from Heights Ln to West of Prince Charles Dr	TAP, BTN, PC, AFF	>2028	$50,000
BB24	Arronson/Uinta Park Dr/Riley/ Cherry Creek Lp	Bicycle Boulevard from Cherry Creek Loop to Governors Blvd	TAP, BTN, PC, AFF	>2028	$44,000
BB25	Azalea Ln/10th St W/11th St W/ Missouri St/ Moore Ln	Bicycle Boulevard from Rimrock Rd to Monad Rd	TAP, BTN, PC, AFF	>2028	$75,000
BB26	S 41st St/Hallowell Ln/Arlington Dr/ Carlton Ave SW	Bicycle Boulevard from 1st Ave S to Carlton Ave SW	TAP, BTN, PC, AFF	>2028	$20,000
BB27	4th Ave S/ Jackson St	Bicycle Boulevard from S 28th St to King Ave E	TAP, BTN, PC, AFF	>2028	$28,000
BB28	Avalong Rd/ Vickery Dr/ Vickery Ct	Bicycle Boulevard from Colton Blvd to Vickery Ct	TAP, BTN, PC, AFF	>2028	$11,000
BB29	Lampman Dr/ Decathlon Pkwy/S 38th St W	Bicycle Boulevard from S 29th St W to S Shiloh Rd	TAP, BTN, PC, AFF	>2028	$12,000
BB30	Normal Ave/ Ash St/Colton Blvd/N 32nd St	Bicycle Boulevard from Rimrock Rd/ South of Avenue B	TAP, BTN, PC, AFF	>2028	$19,000
BB31	Pemberton Ln/Crist Dr/ Columbine Dr	Bicycle Boulevard from Mary St/Main St	TAP, BTN, PC, AFF	>2028	$13,000
BB32	8th Ave S	Bicycle Boulevard from S 28th to S 34th St	TAP, BTN, PC, AFF	>2028	$7,000

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
BB33	Yellowstone/Clark	Bicycle Boulevard from Division to 10th St W	TAP, BTN, PC, AFF	>2028	$90,000
BB34	Constitution/ Kootenai	Bicycle Boulevard from Nutter Blvd to West of Amendment Cir	TAP, BTN, PC, AFF	>2028	$20,000
BB35	12st W	Bicycle Boulevard from Avenue C to South of Kalmar Dr	TAP, BTN, PC, AFF	>2028	$24,000
BB36	Jerrie Ln/Kyhl Ln/ Elaine/Primrose/ Maurine	Bicycle Boulevard from East of Walter Rd to Lake Elmo Dr	TAP, BTN, PC, AFF	>2028	$162,000
BB37	Fantan St	Bicycle Boulevard from Siesta Ave to Wicks Ln	TAP, BTN, PC, AFF	>2028	$7,000
BB38	2nd St W	Bicycle Boulevard from Avenue C to Montana Ave	TAP, BTN, PC, AFF	>2028	$13,000
BB39	Simpson St/ Moore Ln/ Stone St	Bicycle Boulevard from Carlton Ave SW to Moore Ln	TAP, BTN, PC, AFF	>2028	$19,000
BB40	Cherry Hills/ Black Diamond	Bicycle Boulevard from Saint Andrews Dr to Gleneagles Blvd	TAP, BTN, PC, AFF	>2028	$14,000
BB41	N 14th St	Bicycle Boulevard from Park Pl to 6th Ave N	TAP, BTN, PC, AFF	>2028	$3,000
BB42	Marias Dr	Bicycle Boulevard from Keno St to Kootenai Ave	TAP, BTN, PC, AFF	>2028	$3,000
BB43	Piccolo Ln	Bicycle Boulevard from Old Hardin Rd to Highway 87E	TAP, BTN, PC, AFF	>2028	$6,000
BB44	Hemlock Dr	Bicycle Boulevard from Clayton St to Hillner Ln	TAP, BTN, PC, AFF	>2028	$8,000
BB45	Bobolink St/ Canary Ave	Bicycle Boulevard from Dickie Rd to Old Hardin Rd	TAP, BTN, PC, AFF	>2028	$9,000
BB46	Constellation Trl/ Eagle/Southern Hills/Venus	Bicycle Boulevard from Riveroaks Dr to Saint Andrews Dr	TAP, BTN, PC, AFF	>2028	$15,000
BB47	Maier Rd	Bicycle Boulevard from Highway 87E Rosebud Ln	TAP, BTN, PC, AFF	>2028	$4,000
BB48	Sunrise Ave/ Greenwood Ave	Bicycle Boulevard from Nutter Blvd to West of Amendment Cir	TAP, BTN, PC, AFF	>2028	$9,000
BB49	Ironwood Dr/ Ben Hogan Ln	Bicycle Boulevard from Molt Rd to 54th St W	TAP, BTN, PC, AFF	>2028	$32,000
BB50	Shamrock Ln	Bicycle Boulevard from North of Killarney St to Emerald Dr	TAP, BTN, PC, AFF	>2028	$3,000
BB51	Sam Snead Trl	Bicycle Boulevard from Ben Hogan Ln to Molt Rd	TAP, BTN, PC, AFF	>2028	$14,000
BB52	Tampico Dr	Bicycle Boulevard from El Paso St to Baja Pl	TAP, BTN, PC, AFF	>2028	$1,000
BB53	El Paso St/ Tampico Dr	Bicycle Boulevard from Guadeloupe Dr to La Paz Dr	TAP, BTN, PC, AFF	>2028	$6,000
BB54					
BB55	Lakewood Ln	Bicycle Boulevard from East of Constellation Trl to Riveroaks Dr	TAP, BTN, PC, AFF	>2028	$125,000
BB56	Spotted Jack Loop S/Westgate Dr	Bicycle Boulevard from Spotted Jack Loop E to Trailmaster Dr	TAP, BTN, PC, AFF	>2028	$9,000
BB57	Driftwood Ln/ Marie Dr	Bicycle Boulevard from Driftwood Ln to Mitzi Dr	TAP, BTN, PC, AFF	>2028	$12,000

Project ID	Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
BB58	Tanglewood Dr/ San Marino Dr/ La Paz Pl/Mitzi Dr	Bicycle Boulevard from Noblewood Dr to La Paz Dr	TAP, BTN, PC, AFF	>2028	$17,000
MT35	25th Street Railroad Bridge	Construct a multi-use trail from Montana Avenue to Minnesota Avenue	TAP, BTN, PC, AFF	>2028	$1,700,000
MT39	34th Street Pedestrian Bridge	Construct a multi-use bridge to cross the tracks near 34th Street	TAP, BTN, PC, AFF	>2028	$2,000,000
MT40	44th Street West	Construct a multiuse bike/ pedestrian path along 44th Street from Shiloh Conservation Area to King Avenue West	TAP, BTN, PC, AFF	>2028	$102,000
MT106	Johnson Lane Multiuse Trail	Connects new trail alignment with Bypass	TAP, BTN, PC, AFF	>2028	$500,000
MT107	Lower Lockwood Irrigation Ditch	Placing trails in the Lockwood Irrigation Ditch District; lower ditch trail would run from Maier Rd to Rykken Circle and Old Hardin Rd; parallel to Old Hardin Rd, may be an alternate route until solution for Old Hardin Rd can be obtained	TAP, BTN, PC, AFF	>2028	$200,000
P26	Moore Ln & Laurel Rd Pedestrian Crossing	Pedestrian crossing treatment to be determined	TAP, BTN, PC, AFF	>2028	$210,000
Total Recommended Pedestrian, Bicycle, and Multiuse Trail Projects $21,952,687					

PUBLIC TRANSPORTATION

The public transportation committed and recommended projects are focused on the purchase of new vehicles for operating the transit system. Table 12.3 summarizes the committed and recommended projects for public transportation. It is recommended that additional funding be pursued by the MPO and MET Transit to support future expansion of the public transportation system.

Utilizing Performance Measures in Future Planning Efforts

Table 12.3 Public Transit Projects

Proposed Name	Project Description	Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
Committed Projects				
Transit Operations	Operations for MET Transit	FTA Section 5307 and local funds	2019-2023	$21,429,034
Transit Operations	Operations for MET Transit	TRANSADE	2019-2023	$350,000
Transit Capital	Replacement Vehicles	FTA Section 5310 and local funds	2019-2023	$960,000
Transit Capital	Replacement Vehicles	FTA Section 5339 and local funds	2019-2023	$2,625,000
Total Committed Public Transit Project Costs (Operations and Capital) $25,364,034				

Proposed Name	Project Description	Eligible Funding Source	Anticipated Year of Construction	Year of Expenditure Cost
Recommended Projects				
Transit Operations				
Transit Operations	Operations for MET Transit	FTA Section 5307 and local funds	2024-2028	$21,429,034
Transit Operations	Operations for MET Transit	FTA Section 5307 and local funds	2029-2033	$21,429,034
Transit Operations	Operations for MET Transit	FTA Section 5307 and local funds	2034-2038	$21,429,034
Transit Operations	Operations for MET Transit	FTA Section 5307 and local funds	2038-2040	$8,571,613
Transit Operations	Operations for MET Transit	TRANSADE	2024-2028	$350,000
Transit Operations	Operations for MET Transit	TRANSADE	2029-2033	$350,000
Transit Operations	Operations for MET Transit	TRANSADE	2038-2040	$140,000
Total Operations Costs $74,048,715				
Transit Capital				
Transit Capital	Replacement Vehicles	FTA Section 5310 and local funds	2024-2028	$960,000
Transit Capital	Replacement Vehicles	FTA Section 5310 and local funds	2029-2033	$960,000
Transit Capital	Replacement Vehicles	FTA Section 5310 and local funds	2034-2038	$960,000
Transit Capital	Replacement Vehicles	FTA Section 5310 and local funds	2038-2040	$384,000
Transit Capital	Replacement Vehicles	FTA Section 5339 and local funds	2024-2028	$2,625,000
Transit Capital	Replacement Vehicles	FTA Section 5339 and local funds	2029-2033	$2,625,000
Transit Capital	Replacement Vehicles	FTA Section 5339 and local funds	2034-2038	$2,625,000
Transit Capital	Replacement Vehicles	FTA Section 5339 and local funds	2038-2040	$1,050,000
Total Capital Costs $12,189,000				
Total Recommended Public Transit Project Costs (Operations and Capital) $86,237,715				

UTILIZING PERFORMANCE MEASURES IN FUTURE PLANNING EFFORTS

The 2040 LRTP network consists of a comprehensive transportation network for streets and highways, public transportation, pedestrian, bicycle, and multiuse trails. This network is discussed in the early chapters and further explained in this chapter regarding the specific projects that are committed and recommended for the LRTP. Performance measures are identified as part of this planning process and highlighted in Chapter 3. The performance measures are directly related to the goals and objectives and provide a means to measure progress toward achieving the goals and objectives. The performance measures incorporate all transportation modes, safety, and environmental elements to help with plan implementation and monitoring. These performance measures should be incorporated into the planning process moving forward with the MPO and partnering agencies. As part of the next LRTP update, these performance measures can be reviewed and assessed to better understand any missing data needs and how the MPO is doing related to implementation and performance of the LRTP.

SUMMARY OF LRTP RECOMMENDATIONS

The recommended 2040 LRTP provides the framework for the development, operations, and maintenance of the multimodal transportation system to meet the travel needs of the Billings urban area through the year 2040. The LRTP meets the requirements set forth by the current federal legislation and regulations, but most importantly incorporates the community's desires into the transportation planning process. Table 12.4 summarizes the capital costs of the committed and recommended LRTP projects by mode.

Table 12.4 Summary of LRTP Projects Cost

Mode	Committed	Recommended	2040 Fiscally Constrained Total	2040 Revenue Projection Total	Difference
Streets and Highways	$339,953,390	$129,140,877	$469,094,267	$613,535,000	$144,440,733
System Operations and Maintenance	$44,330,166	$30,000,000	$74,330,166	$137,420,000	$63,089,834
Pedestrian, Bicycle, and Multiuse Trails	$19,913,527	$21,952,687	$41,866,214	$45,495,000	$3,628,786
Public Transportation (Capital Only)	$3,585,000	$12,189,000	$15,774,000	$16,770,000	$996,000
Public Transportation (Operations)	$21,779,034	$74,048,715	$95,827,750	$101,620,000	$5,792,250
TOTAL	**$429,561,117**	**$267,331,280**	**$696,892,397**	**$914,840,000**	**$217,947,603**

2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 13
Financial Plan



FINANCIAL PLAN

This chapter discusses the financial plan for the 2040 LRTP. Federal legislation requires that the LRTP be "financially constrained"; in other words, the cost of implementing and maintaining transportation improvements should be within a funding amount that can reasonably be expected to be available during the life of the plan.

Federal regulations establish the requirements for the financial plan in Title 23, Section 450.322(f)(10), of the Code of Federal Regulations. To summarize, the regulations state that the financial plan should include the following:

- Estimates of costs and revenue sources needed to operate and maintain federal-aid highways and public transportation
- Estimates of funds that will be available to support the LRTP implementation and that are agreed upon by the MPO, public transportation operator(s), and the state
- Recommendations on any additional financing strategies to fund projects and programs included in the LRTP
- Revenue and cost estimates that use an inflation rate to reflect "year of expenditure dollars" and that have been developed cooperatively by the MPO, state, and public transportation operator

Funding to implement the LRTP recommendations comes from federal, state, and local sources. This financial element of the LRTP includes estimates of costs that would be required to implement the LRTP as well as estimates of existing and contemplated sources of funds available to pay for these improvements. Different sets of revenue assumptions apply for capital, for operations and maintenance (O&M), and for each mode—non-motorized (pedestrian, bicycle, and trail facilities); public transportation; and streets and highways. The costs to design, construct, operate, and maintain all elements of the committed and recommended projects in the LRTP through 2040 are more than $695 million. Additional funding would be required to address the illustrative projects identified in Chapter 12 of the LRTP. The following references and documents were used to develop this chapter.

- Montana Department of Transportation (13-2)
- Billings Urban Area Transportation Improvement Program (TIP), FY 2017-2021 (13-3)
- City of Billings FY 2019-2023 Capital Improvement Program (CIP) (13-4)
- City of Billings Proposed Budget FY 2019 (13-5)
- MET Transit

The 2040 LRTP will guide more than $695 million in transportation project investments within the Billings urban area over the next 20 years.

FUNDING SOURCES

MDT administers a number of programs that are funded from State and Federal sources. Each year, in accordance with 60-2-127, Montana Annotated Code (MCA), the Montana Transportation Commission allocates a portion of available Federal-aid highway funds for construction purposes and for projects located on the various systems in the state as described in this chapter. Additional details of these funding mechanisms are included in the Appendix.

FEDERAL FUNDING SOURCES

In order to receive project funding under these programs, projects must be included in the State Transportation Improvement Program (STIP) and the MPO TIP, where relevant. Table 13.1 summarizes the available federal funding sources.

The Billings urban area is expected to receive over $17 million for transportation infrastructure from the House Bill 473 legislation.

Table 13.1 Federal Funding Sources

Funding Source	Description	MDT Funding Program
National Highway Performance Program (NHPP)	The NHPP provides funding for the National Highway System, including the Interstate System and National Highways system roads and bridges. NHPP funds are Federally-apportioned to Montana and allocated to Districts by the Montana Transportation Commission.	• National Highway (NH) • Interstate Maintenance (IM) • Bridge
Surface Transportation Program (STP)	STP funds are Federally-apportioned to Montana and allocated by the Montana Transportation Commission to various programs. Project types vary with each program, but can include roadway reconstruction and rehabilitation, to bridge construction and inspection, to highway and transit safety infrastructure, environmental mitigation, operational improvements, carpooling, and bicycle and pedestrian transportation facilities.	• Primary Highway System (STPP) • Secondary Highway System (STPS) • Urban Highway System (STPU) • Surface Transportation Program Bridge (STPB • Surface Transportation Program for Other Routes - Off-system (STPX) • Urban Pavement Preservation Program (UPP)
Highway Safety Improvement Program (HSIP)	HSIP funds are apportioned to Montana for allocation to safety improvement projects approved by the Commission and are consistent with the strategic highway safety improvement plan. Projects described in the State strategic highway safety plan must correct or improve a hazardous road location or feature, or address a highway safety problem.	• No other programs are included with this source.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Federal funds available under this program are used to finance transportation projects and programs to help improve air quality and meet the requirements of the Clean Air Act. The Commission allocates funds from the MACI Guaranteed Program directly to Billings and Great Falls to address carbon monoxide issues.	• CMAQ (formula) • Montana Air & Congestion Initiative (MACI)–Guaranteed Program (flexible) • Montana Air & Congestion Initiative (MACI)–Discretionary Program (flexible)
Transportation Alternatives Program (TA)	The TA program requires MDT to obligate 50% of the funds within the state based on population, using a competitive process, while the other 50% may be obligated in any area of the state. The Federal share for these projects is 86.58%, with the non-Federal share funded by the project sponsor through the HSSR. Funds may be obligated for projects submitted by: Local governments, transit agencies, natural resource or public land agencies, school district, schools, local education authority, tribal governments, and other local government entities with responsibility for recreation- al trails for eligible use of these funds.	• No other programs are included with this source.
Federal Lands Access Program (FLAP)	The FLAP was created by the MAP-21 to improve access to Federal lands. Western Federal Lands administers the funds, not MDT. However, MDT is an eligible applicant for the funds. The program is directed towards Public Highways, Roads, Bridges, Trails, and Transit systems that are under State, county, town, township, tribal, municipal, or local government jurisdiction or maintenance and provide access to Federal lands.	• No other programs are included with this source.
Congressionally Directed or Discretionary Funds	Congressionally Directed funds may be received through either highway program authorization or annual appropriations processes. These funds are generally described as "demonstration" or "earmark" funds.	• No other programs are included with this source.
Transit Capital & Operating Assistance Funding	The MDT Transit Section provides federal and state funding to eligible recipients through Federal and state programs. Federal funding is provided through the Section 5307, Section 5310, Section 5311, and Section 5339 transit programs and state funding is provided through the TransADE program.	• Urbanized Area Formula Grants (Section 5307) • Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) • Formula Grants for Rural Areas (Section 5311) • Bus and Bus Facilities (Section 5339)
National Highway Freight Program (NHFP)	The National Highway Freight Program was created by the FAST Act to invest in freight projects on the National Highway Freight Network. This program is apportioned to States by formula and a State must have a freight plan in place beginning FY 2018 in order to receive formula funding. This program provides funding for construction, operational improvements, freight planning, and performance measures. Up to 10% of these funds may be used for intermodal projects. Generally, the Federal share for this program is 91.24% and the State is responsible for the remaining 8.76%. The State share is typically funded through the HSSRA for projects on state highways and local governments provide the match for local projects.	• No other programs are included with this source.

Source: MDT

STATE FUNDING SOURCES

Table 13.2 summarizes the available state funding sources.

Table 13.2 State Funding Sources

Funding Source	Description
State Special Revenue/ State Funded Construction	The State Funded Construction Program, which is funded entirely with state funds from the Highway State Special Revenue Account, provides funding for projects that are not eligible for Federal funds. This program funds projects to preserve the condition and extend the service life of highways.
State Fuel Tax	The State of Montana assesses a tax of $0.315 per gallon on gasoline and $0.2929 per gallon on diesel fuel used for transportation purposes through the Bridge and Road Safety and Accountability Act (BaRSAA). According to State law, each incorporated city, town, and county within the State receives an allocation based upon population, street mileage, and land area. All fuel tax funds must be used for the construction, reconstruction, maintenance, and repair of rural roads or city streets and alleys. The funds may also be used for the share that the city or county might otherwise expend for proportionate matching of Federal funds allocated for the construction of roads or streets that are part of the primary, secondary, or urban system.
Rail/Loan Funds	The Montana Rail Freight Loan Program (MRFL) is a revolving loan fund administered by the Montana Department of Transportation to encourage projects for construction, reconstruction, or rehabilitation of railroads and related facilities in the State and implements MCA 60-11-113 to MCA 60-11-115. Loans are targeted to rehabilitation and improvement of railroads and their at- tendant facilities, including sidings, yards, buildings, and intermodal facilities. Rehabilitation and improvement assistance projects require a 30 percent loan- to value match. Facility construction assistance projects require a 50 percent match.

Source: MDT

LOCAL FUNDING SOURCES

Local governments generate revenue from variety of sources that contribute to the funding of transportation projects in the Billings urban area. Table 13.3 summarizes the available local funding sources.

Table 13.3 Local Funding Sources

Funding Source	Description
Arterial Street Fees Fund	The Arterial Street Fees Fund is for the construction and reconstruction of arterial street segments within the City.
Bike Paths and Trails Donations	This fund is used to account for the contributions and grants related to the construction of bike and pedestrian pathways.
Community Development Block Grant Program (CDBG)	This federally funding program is uses by local governments to provide decent housing, a suitable living environment, and to expand economic opportunities for local income households and are issued through the US Dept. of Housing and Urban Development (HUD). These funds can be used for construction of public facilities, including transportation.
Developer Contributions	Developers contribute funds to a transportation project.
Gas Tax	This special revenue fund is managed by the Billings Public Works Department and implements the City Council's goals relating to maintaining quality streets and street maintenance. Funding for this activity is derived from the City's share of Gas Tax proceeds and a transfer from the Street Maintenance District Fund for maintenance.
Sidewalk Bonds	These bonds are issued to finance the repair and/or replacement of sidewalks throughout the com- munity.
Special Improvement District (SID) Bonds	A SID is a group of properties that become a legal entity in order to construct public improvements. Some improvements that can be constructed through an SID include street paving, curb and gutter, water main, sewer main, and storm drain. Improvement costs are carried by property owners within the SID boundaries.
Street Maintenance Fees	The street maintenance special assessment districts provide funding to maintain quality streets and street maintenance for the safety of residents and visitors and to continue to improve the city's street network. Street Maintenance District #1 is comprised of the central downtown area and Street Maintenance District #2 is the remainder of the city. This program includes the City's Street- Traffic Division operations, PAVER Program, and Street Light Maintenance.
Tax Increment Financing (TIF)	Tax Increment Financing (TIF) is a mechanism that allows a local government or redevelopment authority to generate revenues for a group of blighted properties targeted for improvement, known as a TIF district. As improvements are made within the district, and as property values increase, the incremental increases in property tax revenue are captured in a fund that is used for public improvements within the district. The funds generated from a new TIF district could be used to finance projects such as street and parking improvements, tree planting, installation of new bike racks, trash containers and benches, and other streetscape beautification projects within the designated area. Billings currently has three active TIF districts: Downtown TIFD, East Billings TIFD, and South Billings TIFD.

Source: City of Billings Capital Improvement Program

SPENDING AND REVENUE PLAN

MDT Statewide and Urban Planning Section provided a current allocation (2018) of available transportation funding for the Billing Urban Area. The current allocation (2018) was projected to year 2023 (5-year), year 2028 (10-year), and year 2040. Table 13.4 summarizes the current and projected funding (estimated) for the Billings urban area.

The projects in the LRTP are broken into committed, recommended, and illustrative types.

- **Committed projects** are those projects that are included in the STIP, MPO TIP, or City of Billings CIP.
- **Recommended projects** are projects that are expected to be fully funded by year 2040, but are not currently committed within the STIP, TIP, or CIP.
- Projects that are not expected to be funded by 2040, because of fiscal constraint, are considered **illustrative**, meaning that they could be included in the adopted LRTP if additional resources beyond those identified in the financial plan become available.

The committed and recommended projects for streets and highways; pedestrians, bicyclists, and multiuse trails; and public transit are included in Chapter 12. All project costs were converted to year of expenditure (YOE) dollars using a four-percent annual inflation (Source: FHWA).

Table 13.4 Project Funding (Estimated) by Funding Source

Funding Source	Current Annual Allocation 2018	Revenue Projection 2023	Revenue Projection 2028	Revenue Projection 2040
NHPP – NH[1]	$3,043,525	$65,000,000	$130,000,000	$179,640,000
NHPP – IM[1]	$3,388,406	$45,120,000	$62,740,000	$105,030,000
HSIP Safety[1]	$1,397,065	$14,260,000	$21,530,000	$38,960,000
STPU – Urban	$2,489,770	$12,950,000	$25,890,000	$56,970,000
STPS – Secondary*[1]	$0	$0	$0	$0
STP – Bridge*[1]	$2,977,177	$15,480,000	$33,000,000	$33,000,000
UPP – Preservation*	$877,085	$4,560,000	$9,120,000	$20,070,000
TA	$250,000	$3,300,000	$4,600,000	$7,720,000
Earmark	$3,584,158	$0	$0	$0
MACI - CMAQ	$2,101,542	$10,930,000	$21,860,000	$48,080,000
Operations & Maintenance (State)	$1,415,692	$7,360,000	$14,720,000	$32,390,000
Local CMAQ Funding	$1,539,717	$8,010,000	$16,010,000	$35,230,000
State Fuel Tax (City)	$1,762,119	$9,160,000	$18,330,000	$40,320,000
State Fuel Tax (County)	$305,512	$1,590,000	$3,180,000	$6,990,000
Gas Tax City HB473	$655,684	$3,410,000	$6,820,000	$15,000,000
Gas Tax County HB473	$112,345	$580,000	$1,170,000	$2,570,000
FTA Sec. 5307	$1,751,140	$9,110,000	$18,210,000	$40,070,000
FTA Sec. 5310	$160,000	$830,000	$1,660,000	$3,660,000
FTA Sec. 5311	$70,000	$360,000	$730,000	$1,600,000
FTA Sec. 5339	$420,000	$2,180,000	$4,370,000	$9,610,000
Other (Private, Bonds, TIF, CBDG, etc.)	$3,301,929	$17,170,000	$34,340,000	$75,550,000
Local Transit Mill Levy	$2,054,164	$10,680,000	$21,360,000	$47,000,000
Fares	$565,923	$2,940,000	$5,890,000	$12,950,000
Other (Transit)	$152,982	$800,000	$1,590,000	$3,500,000
Arterial Fee Fund	$2,670,000	$22,480,000	$44,970,000	$98,930,000
TOTAL	**$37,045,936**	**$268,260,000**	**$502,090,000**	**$914,840,000**

1 - These funds are distributed as needed to the area by the Program Managers and District.

MAJOR COMMITTED PROJECT - BILLINGS BYPASS

The Billings Bypass project proposes to construct a new principal arterial connecting Interstate 90 east of Billings with Old Highway 312. The purpose of the proposed project is to improve access and connectivity between I-90 and Old Hwy 312 and to improve mobility in the eastern area of Billings. Through the metropolitan planning process, the Billings Bypass is the number one priority for federal and state funds provided through the Surface Transportation Program – Urban and MACI funding programs. Additional sources identified to complete the funding package for the Billings Bypass include local funds, congressionally directed earmarks, Interstate Maintenance funding, national highway system funding, and bridge programs.

The total cost of the preferred alternative for the Billings Bypass is $166 million* in year of expenditure dollars. This project is funded through the following sources.

Billings Bypass

	$24,000,000 (secured earmarks)
	$111,000,000 (NH, IM, Bridge)
	$31,000,000 (Urban**, CMAQ**, Local funding)
Total	$166,000,000*

**Costs have been revised from the EIS to reflect PE/ RW/IC + IDC and inflation*

***$2.5 million annual urban allocation (STPU), $1.5 million annual CMAQ allocation—local commitment of funding $31,000,000 or until completion of project*

At this time, project priorities were not assigned to the list of projects within the LRTP, as project prioritization is determined through the MPO's Transportation Improvement Program (TIP) process. Given the current level of funding committed to transportation infrastructure in the Billings urban area, most of the recommended projects are not anticipated to occur until after the next plan update. Therefore, it is reasonable that these projects and priorities be reviewed as part of the TIP process and during the next LRTP update. Table 13.5 summarizes the fiscal constraint of this plan, including the committed and recommended projects by category and funding source and the remaining revenue available.

As identified in Chapter 12, the illustrative projects do not have a funding source within the 22-year timeframe of this plan. Therefore, these projects are not included in this summary of costs and the fiscal constraint of the LRTP.

As shown in Tables 13.5, the estimated available revenue ($915 million) is greater than the estimated total costs ($668 million) to implement the committed and recommended projects for this LRTP. Therefore, this plan is fiscally responsible and meets the fiscally constrained requirement.

Table 13.5 Committed and Recommended Projects by Category and Funding Source

	2019-2028			2029-2040		
Funding Source	**Projected Funding**	**Expenditures**	**Difference[1]**	**Projected Funding + Carryover**	**Expenditures**	**Difference[1]**
FEDERAL						
National Highway Perfomance Program	$258,620,000	$241,529,142	17,090,858	$77,344,858	$47,041,000	$30,303,858
National Highway (NH)	$130,000,000	$122,738,533	$7,261,467	$25,225,467	$13,241,000	$11,984,467
Interstate Maintenance (IM)	$62,740,000	$52,910,609	$9,829,391	$52,119,391	$33,800,000	$18,319,391
National Highway Primary Bridge (NHPB)	$33,000,000	$33,000,000	$-	$-	$-	$-
National Highway Freight Program (NHFP)	$32,880,000	$32,880,000	$-	$-	$-	$-
Highway Safety Improvement Program (HSIP)	$21,530,000	$19,908,244	$1,621,756	$19,051,756	$17,935,000	$1,116,756
Surface Transportation Improvement Program	$39,610,000	$30,095,611	$9,514,389	54,639,000	$46,734,301	$7,904,699

1 - The excess funding projected in this plan (shown in difference column in the table) could be used by the District to fund other projects in the District outside of the urban area if other needs are not identified within the urban area.

	2019-2028			2029-2040		
Funding Source	**Projected Funding**	**Expenditures**	**Difference**[1]	**Projected Funding + Carryover**	**Expenditures**	**Difference**[1]
Surface Transportation Program Urban Highways (STPU)	$25,890,000	$19,660,000	$6,230,000	$37,310,000	$36,152,000	$1,158,000
Urban Pavement Preservation Program (UPP)	$9,120,000	$5,861,000	$3,259,000	$14,209,000	$8,500,000	$5,709,000
Transportation Alternatives (TA)	$4,600,000	$4,574,611	$25,389	$3,120,000	$2,082,301	$1,037,699
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	$37,870,000	$28,393,611	$9,476,389	$54,916,389	$12,920,877	$41,995,512
Montana Air and Congestion Initiative (MACI) - Guaranteed Program	$21,860,000	$16,893,611	$4,966,389	$31,186,389	$-	$31,186,389
Montana Air and Congestion Initiative (MACI) - Discretionary Program	$16,010,000	$11,500,000	$4,510,000	$23,730,000	$12,920,877	$10,809,123
Federal Transit Authority (FTA) Funds	$24,240,000	$23,817,028	$422,972	$29,522,972	$29,100,000	$422,972
BUILD Grant	$11,656,765	$11,656,765	$-	$-	$-	$-

	2019-2028			2029-2040		
Funding Source	**Projected Funding**	**Expenditures**	**Difference**[1]	**Projected Funding + Carryover**	**Expenditures**	**Difference**[1]
STATE AND LOCAL						
TransADE	$730,000	$700,000	$30,000	$900,000	$870,000	$30,000
Operations and Maintenance (State)	$14,720,000	$14,720,000	$-	$17,670,000	$17,670,000	$-
State Fuel Tax	$21,510,000	$17,005,684	$4,504,316	$30,304,316	$23,196,000	$7,108,316
City	$18,330,000	$17,005,684	$1,324,316	$23,314,316	$23,196,000	$118,316
County	$3,180,000	$-	$3,180,000	$6,990,000	$-	$6,990,000
HB473 Gas Tax Funds (BaRSAA)	$7,990,000	$6,344,316	$1,645,684	$11,225,684	$8,404,000	$2,821,684
City	$6,820,000	$6,344,316	$475,684	$8,655,684	$8,404,000	$251,684
County	$1,170,000	$-	$1,170,000	$2,570,000	$-	$2,570,000
Other (Private, Bonds, TIF, CDBG, etc.)	$34,340,000	$24,939,144	$9,400,856	$50,610,856	$40,549,572	$10,061,284
Local Transit Mill Levy	$21,360,000	$21,360,000	$-	$25,640,000	$25,640,000	$-
Transit Fares	$5,890,000	$5,890,000	$-	$7,060,000	$7,060,000	$-
Other (Transit)	$1,590,000	$1,590,000	$-	$1,910,000	$1,910,000	$-
Arterial Fee Fund	$44,970,000	$20,970,000	24,000,000	$53,960,000	$53,882,814	$77,186
Total	**$546,626,765**	**$468,919,545**	**$77,707,220**	**$434,755,831**	**$332,938,729**	**$101,817,102**

1 - The excess funding projected in this plan (shown in difference column in the table) could be used by the District to fund other projects in the District outside of the urban area if other needs are not identified within the urban area.

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2018 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

Chapter 14

Conformity Analysis/Determination

CONFORMITY ANALYSIS/ DETERMINATION

On November 15, 1990, the Clean Air Act Amendments (CAAA) of 1990 was signed into law. The CAAA is an extremely detailed and complex law that has had a major impact on the programs of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The Act requires substantial emission reductions from the transportation sector. The purpose of the conformity provision of the CAAA is to ensure consistency between the Federal transportation planning process and Federal air quality planning process. The regulations require that for an urban area designated as nonattainment of National Ambient Air Quality Standards (NAAQS) for transportation-related criteria pollutants, or which has a maintenance plan for such pollutants, a conformity determination must be conducted to demonstrate that its LRTP, transportation improvement plan (TIP), or any revisions to its plan will not adversely affect air quality (14-1).

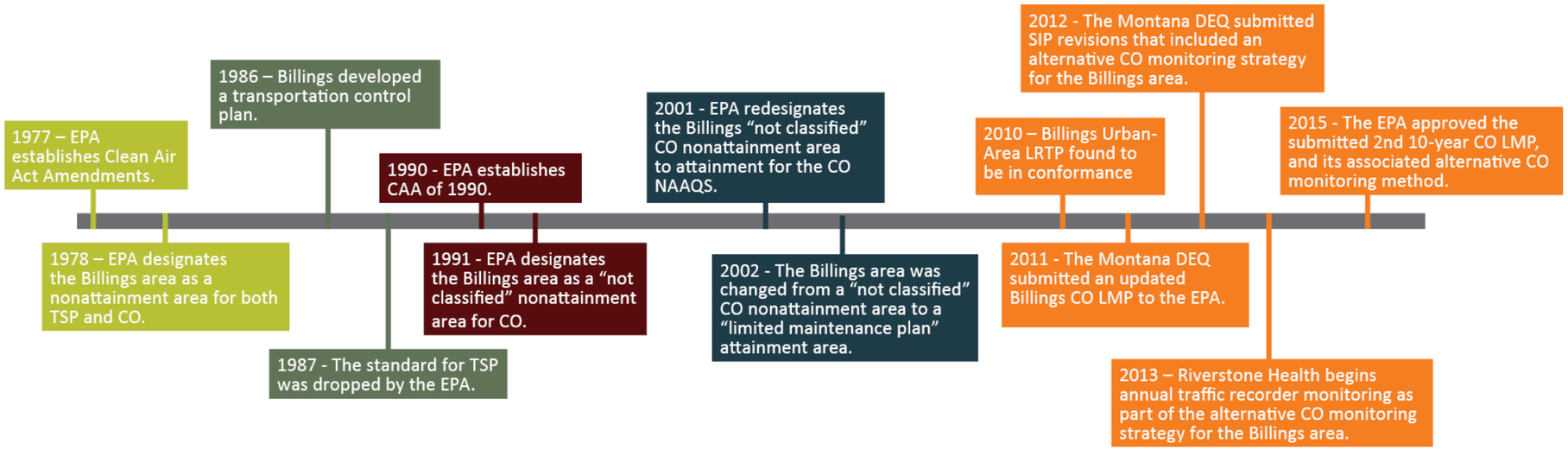
The conformity analysis and determination was developed based on the applicable federal, state, and local requirements; input from the MPO; 2017-2021 Billings Transportation Improvement Program (14-2); and information presented in Chapter 13, Conformity Analysis/Determination of the adopted Billings Urban Area LRTP 2014 (14-3).

BACKGROUND

TIMELINE OF CONFORMITY REGULATIONS AND ACTIONS

Over the last 40 years, several regulations have passed and actions have occurred within the State of Montana and Billings area that have changed certain requirements for determining conformity of an LRTP. Exhibit 14.1 illustrates a timeline of the different regulations and actions for conformity.

Exhibit 14.1 Timeline of Conformity Regulations and Actions for the Billings Area



DETAILS

Billings was designated as a nonattainment area by the Environmental Protection Agency (EPA) for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) in a Federal Register (FR) notice on March 3, 1978 (43 FR 8962) as a result of the Clean Air Act Amendments (CAAA) of 1977. The NAAQS for CO is 9.0 parts per million (ppm) for an 8-hour average concentration, not to be exceeded more than once per calendar year.

At that time, a transportation control plan (TCP) was developed to bring Billings back into compliance following the nonattainment designation. The CO violation was attributed primarily to motor vehicle emissions. The initial CO TCP concentrated on an intersection reconstruction at Exposition Drive and 1st Avenue N. The final CO TCP incorporated computer modeling with the intersection reconstruction and was approved in the Federal Register on January 16, 1986 (51 FR 2397). Additionally, in 1987 the standard for TSP was dropped, and a new standard for particulate matter under 10 microns in size (PM - 10) was adopted (52 FR 24854). The EPA has also adopted the PM 2.5 standard and Billings is considered to

be in compliance with both of these new standards. Billings was reevaluated in September 1990, based on the 1990 CAAA and the lack of exceedances in the CO monitoring data for 1988 and 1989. In a November 6, 1991 Federal Register notice (56 FR 56799), Billings was listed as a "not classified" nonattainment area for CO.

The Montana Department of Environmental Quality (DEQ) developed this redesignation request with guidance from the 1990 CAAA and a September 4, 1992 EPA memo from John Calcagni to the EPA Regional Air Directors. Section 107(d)(3)(E) of the CAAA defines the five required criteria of a redesignation request. The criteria are as follows:

- Criterion 1: Attainment of the Applicable NAAQS
- Criterion 2: State Implementation Plan Approval
- Criterion 3: Permanent and Enforceable Improvements in Air Quality
- Criterion 4: Fulfillment of CAAA Section 110 and Part D Requirements
- Criterion 5: Fully Approved Maintenance Plan under CAAA Section 175A

Each of these criteria were accomplished and demonstrated in the CO redesignation request submitted in 2001. On February 9, 2001, the Governor of Montana submitted a request to redesignate the Billings "not classified" carbon monoxide (CO) nonattainment area to attainment for the CO NAAQS. The Governor also submitted a CO maintenance plan with this request. In this action, the EPA approved the Billings CO designation request and the 10-year maintenance plan effective on April 22, 2002. With this action, the Billings area legal designation was changed from "not classified" nonattainment for CO to a "limited maintenance plan" attainment area.

With the redesignation to attainment, the Billings area was required to comply with the provisions of the 2002 Carbon Monoxide Limited Maintenance Plan (2001 LMP Submittal) and submit a CAA section 175A(b) required revised maintenance plan in 2010 that provided for maintenance of the CO standards for an additional ten years. The Billings area can request full attainment status if the Billings area does not have any further CO NAAQS violations during the maintenance period.

The Montana DEQ submitted an updated Billings Carbon Monoxide Limited Maintenance Plan (2011 LMP Submittal) on July 13, 2011, as required by 42 USC 7505(A). The 2011 LMP submittal documents the first ten years of CO monitoring under the 2002 LMP, and details strategies for maintaining CO standards for the subsequent ten years. As such, the 2011 LMP document fulfills the criteria established in 40 CFR Part 51, Appendix V.

On June 22, 2012, the Montana DEQ submitted SIP revisions that included an alternative CO monitoring strategy due to the Billings area monitoring consistently low levels of CO for over a decade. The DEQ determined that using the resource-intensive CO analyzers to confirm CO levels was not justifiable.

The alternative CO monitoring strategy includes the following:

- reviewing the traffic volumes annually in each of the CO maintenance areas using the data from the MDT's permanent automatic traffic recorders (ATR) in Billings,
- comparing the latest 3-year monthly average of the average daily traffic (ADT) volumes during the traditional CO concentration season of November through February against baseline 2008-2010 ADT average for those months, and
- implementing a contingency plan, so that if the most recent, consecutive 3-year period ADT in the CO maintenance area increases by greater than 25% from the baseline 2008-2010 period (The contingency plan includes reinstituting the gaseous monitoring at the 2008-2010 monitoring location or at a site expected to read greater CO than that site.). (14-4).

On March 30, 2015, the EPA approved the submitted 2nd 10-year CO LMP, and its associated alternative CO monitoring method.

The following conformity determination was made in accordance with the above referenced Federal regulations. The determination is for CO and applies to the 2018 Billings Urban Area LRTP and the Carbon Monoxide State Implementation Plan (SIP) for the State of Montana. As of the date of this conformity determination, the Billings urban area is not designated as a nonattainment or maintenance area for any other air pollutant.

CONFORMITY DETERMINATION

INTERAGENCY CONSULTATION

The consultation guidance contained in the State of Montana Air Quality Rules on Conformity (ARM Chapter 17 Chapter 8 Subchapter 13) was used in the preparation of this conformity determination and emissions analysis. These rules incorporate by reference Federal regulations contained in 40 CFR Part 93, Subpart A. This consultation generally involved a cooperative and coordinated process including the MDT, Montana DEQ, and Yellowstone County Planning Board.

The Montana DEQ and MDT coordinate regarding air quality and transportation conformity on behalf of MPOs such as the City of Billings-Yellowstone County MPO. Coordination is conducted in accordance with applicable Federal code (40 CFR 93) and state administrative rules (ARM Chapter 17 Chapter 8 Subchapter 13). Coordination typically takes the form of consultation through letter correspondence between the state agencies.

Air quality planning is an integral part of the Billings urban area transportation planning process. As such, air quality has received specific attention during development of the numerous plans, programs, and projects over the last 30 years. The actions and activities of the 2018 Billings Urban Area LRTP and process closely parallel those of the SIP and support its intentions of achieving and maintaining the NAAQS.

PUBLIC, STAKEHOLDER, AND INTERAGENCY INVOLVEMENT

The City of Billings-Yellowstone County MPO conducts ongoing public, stakeholder, and interagency outreach for all transportation planning activities in the Billings urban area. Guidance for the outreach is included in the Yellowstone County Planning Board Public Participation Plan (14-5), which was updated by the MPO and adopted by the PCC in September 2018. The plan is reviewed and updated periodically by the MPO.

For this LRTP, a public involvement plan was established at the beginning of the project and used to guide the public, stakeholder, and interagency involvement (14-6). Chapter 2 of this LRTP summarizes the process and outreach activities incorporated for development of this plan.

LATEST PLANNING ASSUMPTIONS AND REGIONAL EMISSIONS ANALYSIS

An October 6, 1995 EPA policy memorandum for LMPs in non-classifiable CO nonattainment areas included a discussion of the applicability of the conformity rule requirements in these areas. According to this policy, a LMP attainment area is not required to project emissions over the maintenance period, because the air quality design value for the area is low enough that the stationary source permitting program, existing SIP controls and Federal control measures provide adequate assurance of maintenance of the CO standard over the initial 10-year maintenance period. The design value must continue to be at or below 7.65 ppm. The CO average design value for the Billings area is 5.5 ppm, which is well below the requirement. Therefore, the Billings area adequately demonstrates maintenance.

Under a CO LMP, the following elements are applicable regarding the regional emissions analysis:

- No regional emissions analysis is required for applicable pollutants/precursors and analysis years.
- Transportation plan, TIP, and project conformity determinations are still required.
- For applicable projects, hot-spot analyses are still required. 40 CFR Section 93.109(e).

The Transportation Improvement Program (TIP) is a required planning program for federally assisted highway and transit improvements for the Billings metropolitan planning area and the MDT over a five-year period. The TIP is prepared every five years and amended as needed, and is in conformance with 23 CFR, Part 450 324-330.

Therefore, conformity demonstration using regional emissions analysis is not required for the LRTP.

Incorporation of the 2012 LMP Alternative CO Monitoring Strategy

As identified in the 2012 LMP, an alternative CO monitoring strategy was identified that included monitoring traffic volumes annually in each of the CO maintenance areas using the data from the MDT's permanent automatic traffic recorders (ATR) in Billings. The ATR location is Site A-050 (US 87, Main Street, between Milton and Hansen) in Billings (14-9). Table 14.1 summarizes the rolling three year monthly average daily traffic (ADT) comparison between the 2008-2010 base year and the most recent 2015-2017 year time-period.

Table 14.1 Rolling Three Year Monthly Average Daily Traffic (ADT) Comparison

Year	Monthly Average Nov-Feb ADT
2015-2017	29,522
2008-2010	33,952
% Difference	-13.0%

Source: MDT's Monthly Automatic Traffic Recorder Comparison (14-8)

As shown in Table 14.1, the most recent rolling three-year monthly ADT is 13.0 percent lower than the baseline ADT. Therefore, the alternative CO monitoring strategy meets the requirements and is in conformance with the 2012 LMP.

TIMELY IMPLEMENTATION OF SIP TRANSPORTATION CONTROL MEASURES

Specific TCMs have not been proposed for Billings. There are no TCM's in the SIP and no specific TCM's are recommended for implementation in this LRTP. Therefore, the TCM timely implementation requirement is not applicable to this conformity determination.

FISCAL CONSTRAINT

Metropolitan transportation plans are required to meet Federal fiscal constraint requirements as detailed in 23CFR450.322(b) (11). For LMP areas such as Billings, this fiscal constraint requirement must be met before a conformity determination is approved. Chapter 13 of this LRTP documents that planned expenditures are consistent with existing and proposed funding sources that can reasonably be expected to be available for transportation uses. As such, the LRTP meets that fiscal constraint requirement.

CONCLUSION

In addition to the above conditions and requirements, it is concluded that the 2018 Billings Urban Area Long Range Transportation Plan is found to be in conformance with the applicable provisions of Section 176(c) of the Clean Air Act, 40 CFR 93 Subpart A, and the Billings Carbon Monoxide Limited Maintenance Plan element of State Implementation Plan for the State of Montana.

2018 BILLINGS URBAN AREA
LONG RANGE TRANSPORTATION PLAN

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STAR OF THE BIG SKY COUNTRY
BILLINGS
MONTANA

Quick Reference For:

List of Long Range Transportation Plan Amendments

- Cover page
  - Revised on October 9, 2020 for Plan Amendment No. 2
- Title page
  - Added column for LRTP Amendment No. 2 to the amendment table
- Chapter 5
  - Page 58, Table 5.6 - Updated cost for Inner Belt Loop project
- Chapter 9
  - Page 124, Table 9.10 – Updated cost and name for Skyline Trail project
- Chapter 12
  - Page 149, Table 12.1 - Updated cost, funding source for Inner Belt Loop project
  - Page 152, Table 12.1 - Updated total committed cost
  - Page 156, Table 12.2 – Updated cost, funding source for Skyline Trail project
  - Page 157, Table 12.2 - Updated total committed cost
  - Page 168, Table 12.4 – Updated total costs based on these two projects
- Chapter 13
  - Page 170, 2nd column – Updated total investment costs for the plan to $695 million
  - Page 175, Table 13.5
    - Added BUILD funding source and amount based on the awarded grant
    - Updated costs for Other (Private, Bonds, TIF, CDBG, etc.)
    - Updated total costs

Council Work Session **4.**

Meeting Date: 02/01/2021

Title: Draft 2020-2024 Transportation Improvement Program (TIP) - Amendment No. 1

Presented by: Scott Walker

Department: Planning & Community Services **Division:** Planning

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RECOMMENDATION

No formal action is expected at this Work Session. However, this item is scheduled for the February 8 Regular City Council Meeting and staff will bring a recommendation to City Council to approve the 2020-2024 TIP Amendment I and forward that recommendation to PCC through its designee, Mayor Cole. The PCC is scheduled to meet on February 16 for action on this item.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Federal regulations require that Metropolitan Planning Organizations (MPOs) review and update their Transportation Improvement Program (TIP) periodically. Given some timing and funding adjustments with several transportation projects, the current Billings 2020-24 TIP must be amended to maintain compliance with State and Federal requirements. The Transportation Improvement Program (TIP) is a short-range program of highway and transit projects in the Billings MPO area and is prepared by City-County Planning Division staff in cooperation with state and local agencies. The purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicate regional priorities, and demonstrate a short range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the urbanized area that are exempt from the TIP approval process, such as projects that do not utilize federal funds. This TIP amendment is being presented to the Council for review due to timing and cost updates to several projects.

Staff has included below a quick reference indicating what new projects are included.

2020-2024 TIP Amendment #1 Highlights

- Build Grant - Inner Belt Loop/Skyline Trail - New Projects
- Montana Avenue Overpass: Study and Rehab – New Project
- Grand Avenue (24th to Zimmerman - Pavement Preservation) - New Project
- MET Transit Funds Added to the Program (Aware)

All other monetary adjustments to the document are at the request of the Montana Department of Transportation and the Federal Transit Administration.

ALTERNATIVES

The current TIP includes updates of federal funding for several projects in the Billings area. When the Council considers this item at its February 8 Meeting, it may:

- Recommend approval to the Policy Coordinating Committee (PCC) of the 2020-2024 TIP Amendment I as drafted in order to continue the implementation of federally funded transportation projects in the Billings MPO area; or
- Recommend modifications to the proposed 2020-2024 TIP Amendment I and present these recommendations to the Policy Coordinating Committee for further consideration.

Not approving the 2020-2024 TIP Amendment I would cause the Billings MPO to be out of compliance with State and Federal requirements and could affect the schedule and completion of transportation projects in the Billings MPO area.

FISCAL EFFECTS

A range of federal funding sources is available to the Billings MPO area for the purposes of funding transportation system improvements. A list of those sources is shown in the TIP. There is no known direct impact to City or County funds in budgeting for these projects given the use of federal funding sources. Projects in the TIP that are not federally funded have already been identified in other programming documents, like the City's Capital Improvement Program.

Attachments

TIP Amend. 1 Quick Reference

2020-24 TIP Amend. 1

2020-2024 TIP Amendment 1 – Highway and Transit Updates – Quick Reference

New Projects:

- BUILD Grant
  - Inner Belt Loop
  - Skyline Trail
- 9509 – Grand 24th to Zimmerman
  - Added to Earmark Section on Projects sheet o CN programmed costs added on Earmarks sheet
- 9913 – Montana Ave Overpass – Billings
  - Added to Projects Sheet
  - Added to Bridge Program Sheet with most recent costs
- 9914 – Montana Ave Structures – BLGS
  - Added to Projects Sheet
  - Added to Bridge Program Sheet with most recent costs
- Transit
  - Bus Replacement

Carry-over Projects Listed Due to Cost Adjustments:

- 4199 – Billings Bypass (overall)
  - NH IC costs updated on Multiple Funding and NH sheets
- 4199 – Billings Bypass (Five Mile Road)
  - STPU IC and CN Costs updated on Multiple Funding and STPU sheets
- 4199 – Billings Bypass (Yellowstone River Bridge)
  - NH IC costs updated on Multiple Funding and NH sheets
  - NH CN costs updated on Multiple Funding and NH sheets
- 4199 – Billings Bypass (Johnson Lane Interchange)
  - STPU CN costs updated on Multiple Funding and STPU sheets
  - IM CN costs updated on Multiple Funding and IM sheets
- 4199 – Billing Bypass (RR Overpass)
  - NH CN updated on Multiple Funding and NH sheets
- 4199 – Billings Bypass (Johnson Lane to RR Overpass)
  - NH CN updated on Multiple Funding and NH sheets
- 7972 – I-90 Yellowstone River Bridges
  - Bridge PE programmed costs updated on Multiple Funding and Bridge sheets
  - IM RW programmed costs updated on Multiple Funding and IM Sheets
  - IM IC costs updated on Multiple Funding and IM Sheets
  - Bridge CN costs updated on Multiple Funding and Bridge sheets
  - NHFP CN costs updated on Multiple Funding and NHFP sheets
- 9198 – Mossmain Interchange
  - PE programmed costs updated on IM sheet
  - CN costs updated on IM Sheet
  - CN costs updated on MACI sheet

- 7908 – Exposition Drive & 1st Ave N. Blgs.
    - NH PE programmed costs updated on NH sheet
    - NH CN costs updated on NH sheet
- 7910 – 27th St – 1st Ave S to Airport
    - Programmed CN costs updated on NH Sheet
    - CN costs updated on NH Sheet
    - CN programmed costs updated on MACI sheet
- 8669 – Underpass Ave Improvements
    - CN costs updated on NH Sheet
    - IC/RW and CN costs updated on MACI sheet
- 8717 – Main Street – Billings
    - IC and CN costs updated on NH Sheet
    - CN programmed costs updated on MACI sheet
- 8718 – Airport Rd & Main St Blgs
    - PE programmed costs updated on NH sheet
    - CN costs updated on NH sheet
- 9022 – 1st Ave N – N 9th to RR Xing
    - PE and CN costs updated on NH sheet
- 9597 – Zoo Drive Improvements
    - CN costs updated on NH sheet
- 9880 – 1st Ave N – RR Xing to Broadway
    - PE costs updated on NH sheet
- 9881 – 1st Ave N – Broadway to Division
    - PE costs updated on NH sheet
- 9383 – SF 169 Rimrock & 62nd St. W
    - OT programmed costs updated on STPS-STPX-SFCN sheet
- 8052 – SF 129 – Roundabout King 56th
    - CN costs updated on HSIP sheet
- 8611 – SF 139 – Central & 56th Roundabout
    - PE IC and CN costs updated on HSIP sheet
- 8904 – SF 149 – Hillcrest Rt Turn
    - PE and RW programmed costs updated on HSIP sheet
- 9383 – SD 169 Rimrock & 62nd St W
    - CN costs updated on HSIP sheet
- 9384 – SF 169 – Frontage Rd Wise Ln Intersection
    - CN costs updated on HSIP sheet
- 9420 – SF 169 BLGS Area Safety Improvement
    - CN programmed costs updated on HSIP sheet
- 7960 – 2012 Scour Mitigation
    - CN programmed costs updated on BR sheet
- 9720 – Shiloh Rd / I-90 Bridge Blgs
    - CN costs updated on BR Sheet
- 9568 – Laurel Rd Signals – Billings
    - PE programmed costs updated on MACI sheet

    - CN costs updated on MACI sheet
- 9158 – Becraft Lane Sidewalk – Lockwood
    - CN programmed cost updated on TA sheet

Billings Metropolitan Planning Organization
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Federal Fiscal Years

Draft FFY 2020 – 2024

Amendment 1
November 2, 2020

Prepared by:

Billings Metropolitan Planning Organization

Yellowstone County Board of Planning

In cooperation with:

City of Billings, Montana
County of Yellowstone, Montana
Billings Urban Transportation District
Montana Department of Transportation
Federal Highway Administration
Federal Transit Administration

APPROVALS

REVIEWED BY	2020-2024	2020-2024 Amd I
Technical Advisory Committee	May 14, 2020	December 17, 2020
Yellowstone County Board of Planning (Public Hearing on May 27, 2020)	June 9, 2020	January 26, 2021
Billings City Council	June 9, 2020	February 8, 2021
Yellowstone County Board of County Commissioners	June 9, 2020	February 2, 2021

APPROVED BY	2020-2024	2020-2024 Amd I
Policy Coordinating Committee	June 16, 2020	February 16, 2021
Montana Department of Transportation	July 31, 2020	
Federal Highway Administration	July 31, 2020	
Federal Transit Administration	July 31, 2020	

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Acronyms

BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30.
GROWTH	Flexible state CMAQ funds distributed to high growth urban areas
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
PE	Preliminary Engineering
PLH	Public Lands Highways
PLHD	Public Land Highways Discretionary Fund
PM_{10}	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
$PM_{2.5}$	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
SAFTEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFC	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
STIP	State Transportation Improvement Program
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary
STPU	Surface Transportation Program Urban
STPX	Surface Transportation Program Off-System
TA	Transportation Alternatives Program

TEA-21	Transportation Efficiency Act for the 21st Century
TCM	Transportation Control Measure
TIP	Transportation Improvement Program. A multi-year program of highway and transit projects on the Federal aid system, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
TPCC	Transportation Policy Coordinating Committee. Together with the TTAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
TSP	Total Suspended Particulate
UHPIP	Urban Highway Pilot Improvement Program
UPP	Urban Pavement Preservation

Introduction

Preface

The Yellowstone County Board of Planning (YCBP) is the Metropolitan Planning Organization, (MPO), for the Billings metropolitan planning area. The Transportation Improvement Program, (TIP), is the funding mechanism for transportation projects requesting federal dollars in the Billings urbanized area. All MPO's are required by the current Federal Highway Bill SAFETEA LU to produce a TIP and update it at least every four years. SAFETEA LU was the first Transportation Bill that required a TIP. The bill was signed into law by President Bush in 2005, and extended by President Obama through June 2012. The act and extensions authorized highway, highway safety, transit, and other surface transportation programs.

On July 6, 2012 Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law. The law provides federal program funding through the end of Federal Fiscal Year 2014 and brings program structure changes that will be fully addressed in future long range transportation plans and TIPs. The Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015, and authorizes federal transportation funding for federal fiscal years 2016 through 2020. This document contains a list of all surface transportation projects requesting the use of federal funds. Local jurisdictions working through the Billings MPO's Policy Coordinating Committee (PCC) determine how the area's transportation system is developed and expanded.

About the Transportation Improvement Program

The TIP is a short-range program of highway and transit projects in the Billings metropolitan planning area and is prepared by YCBP staff in cooperation with state and local agencies. The basic purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the planning area that are exempt from the TIP approval process such as projects that do not utilize federal funds.

TIP Process and Development

The development of the TIP document is the responsibility of the Billings MPO and provides an opportunity for local officials to determine priorities and spending for federal highway and transit funds. Any transportation project located in the Billings metropolitan planning area must be included in the TIP prior to receiving federal funds. TIP projects must be included in the area's 20-year Transportation Plan, and are proposed for the TIP by local elected officials, transit operating officials, or state highway agencies. The TIP is reviewed and endorsed annually by the Billings MPO's Policy Coordinating Committee, (PCC), and may be modified through the TIP amendment process. The PCC includes a Billings City Council representative, the Chair of the Yellowstone County Commission, the President of the Yellowstone County Board of Planning and the District Administrator of the Montana Department of Transportation. After PCC endorsement, the TIP is submitted to the Montana Department of Transportation (MDT) and to the Federal Highway Administration and Federal Transit Administration for federal review of the document and approval of conformity and fiscal constraint determination.

Federal Regulations

The Transportation Improvement Program (TIP) is a required planning program for federally assisted highway and transit improvements for the Billings metropolitan planning area and the Montana Department of Transportation (MDT) over a five-year period. The principal focus is given to the first two years of the program, the Biennial Element, which contains projects that could be implemented between October 1, 2020 –

September 30, 2024 (FFY 2020 & 2024). The TIP is prepared annually and is in conformance with 23 CFR, Part 450 324-330.

Financial Resources

A range of federal funding sources is available to the Billings planning area for the purposes of funding transportation system improvements. Following is a list of those sources which, when available to the Billings area, are shown in the Transportation Improvement Program. Project implementation is indicated as expected to occur during the pertinent program year. Billings has had a favorable history of receiving federal earmarks as reflected in the table below.

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

Project	Earmark
Billings Bypass	$22,445,600
Zimmerman Trail	$ 6,242,553

Funding Sources

- Surface Transportation Program Off System (STPX)
- Seconday (STPS)
- State Funded Construction (SFCN)
- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway (NH)
- National Highway System (NHS)
- National Highway Freight (NHFP)
- Interstate Maintenance (IM)
- Railroad Crossing (RRS)
- Highway-Railway Crossing Program (RRX)
- Highway Safety Improvement Program (HSIP)
- Bridge Replacement and Rehabilitation Program (HBRRP)
- Urban Pavement Preservation (UPP)
- Transportation Alternatives Program (TAP)
- State Funded Construction (SFC)
- Congestion Mitigation Air Quality (CMAQ)
- Montana Air Congestion Initiative (MACI)
- Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- FTA Section 5339 (Formerly Sec. 3)
- FTA Section 5307 (Formerly Sec. 9); FTA Section 5307 CARES Act
- FTA Section 5310 (Formerly Sec. 16)
- Transade (State Funded)
- Congressionally Directed Funds (MT, NCPD, DEMO)

AIR QUALITY CONSISTENCY

Billings was designated as a non-attainment area for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) on March 3, 1978, (Federal Register, Vol. 44, No. 150, page 45421, August 2, 1979). As such, Billings was required to prepare a Transportation Control Plan (TCP). The TCP identified strategies to mitigate the TSP and CO problems. The TCP is the Billings element of Montana's State Implementation Plan (SIP). The TIP is required to be, and is, consistent with the TCP as discussed in the Billings conformity statement.

In 1987 the standard for TSP was dropped, and a new standard for particulate matter under 10 microns in size (PM - 10) was adopted (7/1/87 at 52 FR 24854). The Environmental Protection Agency (EPA), has also adopted the PM 2.5 standard and Billings is considered to be in compliance with both of these new standards.

Conformity of the Billings Area Transportation Improvement Program with the 1990 Clean Air Act

A portion of the Billings Urbanized Area, (Billings), was designated non-attainment for carbon monoxide (CO) on 3/3/78 (43 FR 8962) with a secondary classification of "unclassified". EPA approved the Billings CO Control Plan on 1/16/86 (51 FR 2397). Billings was then re-designated as "Not Classified" on 11/6/91 (56 FR 56697). The area meets the qualifications of the Clean Air Act (CAA) for classification as an attainment area for ozone.

The Billings "not classified" carbon monoxide (CO) nonattainment area was re-designated by the Environmental Protection Agency (EPA) to attainment for the CO National Ambient Air Quality Standards (NAAQS) with an approved limited maintenance plan effective April 22, 2002. Under a CO limited maintenance plan, the motor vehicle emissions budgeted may be treated as essentially non-constraining for the length of the maintenance period because growth would need to exceed reasonable expectations to create a violation of the NAAQS for transportation-related CO. Therefore conformity demonstration using regional emissions analysis is not required; however, individual projects may still be required to conduct "hot spot" analysis.

As demonstrated in the following sections, the Transportation Improvement Program (TIP) satisfactorily meets the requirements established by the 1990 amendments to the CAA regarding the conformity of TIP's.

- The most recent estimates of CO mobile source emissions have been developed by the Analytical Services Section, Montana Department of Environmental Quality and are based upon development and transportation data provided by the Yellowstone County Board of Planning.
- EPA has approved the second 10-year carbon monoxide (CO) maintenance plan for the Billings area. This second 10-year CO maintenance plan meets the requirements of CAA section 175A (b) and is also a Limited Maintenance Plan (as was the maintenance plan with the original 2002 EPA approval.) The second 10-year CO maintenance plan continues to correctly reflect the Limited Maintenance Plan transportation conformity requirements. The EPA-approved Billings second 10-year CO maintenance plan is available at the Planning office.

Transportation Control Measures

Specific Transportation Control Measures have not been proposed for Billings recently, however, the SIP completed in 1986 included the widening of Exposition Drive (Main Street) and the signalization at Main Street and First Avenue North. Both of these projects were completed in 1983.

There are no Transportation Control Measures (TCM's) in the State Implementation Plan (SIP) and therefore there are no specific TCM's recommended for implementation in this TIP.

TIP Conformity

As a prerequisite for receiving Federal-aid transportation funds through the TIP, a determination must be made that the proposed transportation projects do not cause or contribute to violations of the carbon monoxide ambient air quality standards. An analysis, which meets the EPA conformity determination regulations specified in 40 CFR Part 51 was performed in conjunction with the development of the Billings Urban Area 2018 Long Range Transportation Plan. The plan discusses conformity analysis in Chapter 14, pages 172-174. As the transportation projects in the TIP are contained in the Transportation Plan's analysis, a separate analysis for the TIP is not necessary.

Regionally Significant Projects

There are no new regionally significant projects in this 2020-2024 Billings Urban Area TIP.

> 40 CFR part 93, subpart A - §93.126 Highway and Transit projects included in subpart A are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A project will not be exempt if the MPO in consultation with other agencies, the EPA, FHWA, or FTA concur that it has potentially adverse emissions impacts for any reason.

REGIONALLY SIGNIFICANT PROJECT (2020-2024)

Project	Scope	Comments
Billings Bypass (aka North Bypass)	Location/Environmental	New Construction

Energy Conservation Considerations

Energy impact analyses have been conducted as a part of the urban transportation planning process. In addition, increased attention has been given to energy conservation and contingency planning on a project specific basis.

As part of the 2018 update of the Billings Urban Area Transportation Plan, energy conservation was considered in each of the proposed alternative transportation networks.

The City of Billings has a well-developed transit system, and ride-sharing opportunities have been examined. Transit facilities and highway system proposals will continue to be considered in a comprehensive method through the adopted Transportation Planning process.

The detailed energy conservation analysis of specific projects has been conducted for each of the major highway construction projects recommended in the 2018 update of the Billings Urban Area Transportation Plan.

PROGRAMMING OF NON-URBAN SYSTEM, FEDERAL AID, AND STATE FUNDING

Proposed projects involving federal-aid funding, other than urban system funding, that are proposed within existing rights-of-way and which are determined to not significantly change traffic patterns, may not be considered to be of appropriate scale to warrant a modification to a currently valid TIP.

When there is knowledge of such projects prior to the annual adoption of the TIP, each project will be included in the program. Generally, projects falling within this category are those which serve to preserve and maintain the integrity of the existing plant or facility such as: overlays to improve or maintain surface conditions; bridge expansion joints and deck repairs necessary to maintain structural and surface sufficiency; slope repair necessary to maintain drainage adequacy; etc. Projects of this nature will be identified by MDT with appropriate justification when requesting program approval of federal highway funds. Local urban area officials will be advised by the Department through the local planning process of the Department's intent to expend federal funds (non-urban system) for such improvements in their area.

Performance Measures

Performance measures have historically been used in Transportation Planning; the Moving Ahead for Progress in the 21st Century Act, (MAP-21), transformed the Federal-aid highway program by establishing requirements for performance management to promote the most efficient investment of Federal transportation funds. The Fixing America's Surface Transportation, (FAST), Act continues these requirements to increase the accountability and transparency of this program and to support improved investment decisions through a focus on performance outcomes for national transportation goals. Establishing performance measures encourage Metropolitan Planning Organizations (MPOs) and State Transportation Departments to maximize the allocation of resources in their respective areas, as well as monitor the performance of the system for eventual use of future resources.

The Billings MPO supports the State targets for applicable performance measures for safety, pavement and bridge condition, system performance, freight, and CMAQ, and will support the Billings MET Transit for associated transit performance measures. Thus, the MPO will plan and program projects that contribute toward relevant targets for each performance measure.

Safety

The goal of safety performance measures is to reduce the number of traffic fatalities and serious injuries in the public right of way. Interstate Maintenance, National Highway, Highway Safety

Improvement Program, Surface Transportation Program Off-System, Secondary, and State Funded Construction funding sources support projects with the intent to improve safety measures.

Pavement and Bridge Condition

Pavement and bridge condition performance measures aim to maintain roadway and bridge infrastructure in such a way it remains functional and in good repair. Pavement and Bridge Condition are impacted most by Interstate Maintenance, National Highway, Bridge Program, and Urban Pavement Preservation funding sources. Projects included for funding under these sources were selected in part due to their contribution towards pavement and bridge condition targets.

System Performance

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion and travel times and increase reliability of the system. These measures are related to Congestion Mitigation and Air Quality, Surface Transportation Program Urban, and Transportation Alternatives funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

FREIGHT-NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)*

The purpose of freight performance measures is to improve the national freight network, while providing access to trade and enhancing the capacity of communities to participate in, and support regional economic development. Freight performance measures are most strongly influenced by the National Highway Freight Program Federal funding source. Project selected for National Highways funding will contribute to improving the national freight network and meeting state targets.

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source Local	Funding Source State 13.42%	Funding Source Federal 86.58%	Total Project Costs
I-90 Yellowstone River Bridges	Reconstruction of	CN			17,325.0					2,325.0	15,000.0	17,325.0
UPN 7972	interstate bridges									0.0	0.0	0.0
										0.0	0.0	0.0
										0.0	0.0	0.0
MDT	I-90 RP 450.09 to 452.73	**Total**	**0.0**	**0.0**	**17,325.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,325.0**	**15,000.0**	**17,325.0**
NHFP TOTAL			**0.0**	**0.0**	**17,325.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,325.0**	**15,000.0**	**17,325.0**

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.
Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
*NHFP is funded by the federal National Highway Performance Program.
CN estimates include CE costs

Congestion Mitigation and Air Quality (CMAQ)

The collection of data regarding air quality performance measures helps to evaluate projects to ensure they are protecting and enhancing the health of the natural environment. These performance measures may be impacted by Congestion Mitigation and Air Quality, Montana Air and Congestion Initiative Discretionary Program, Transportation Alternatives, and Federal Transit Administration funding sources and associated projects that provide support for non-motorized transportation projects and programming that enhances air quality and encourages sustainable transportation options.

Advancement of Projects

It is mutually agreed that the first two years of this program is the best estimate of the project phase that will be undertaken during the Biennial timeframe. Occasionally, projects advance through the design process faster than anticipated. An approved project may accelerate into the next logical phase providing that the funding source does not change from that, which was initially identified in the TIP. Federal, State, and local governments have agreed that a TIP revision is not required in order to accelerate a specific project phase, so long as other planned work is not unduly delayed. The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:

1) Operating Assistance.
   - The priorities with regard to the FTA Section 5310 projects in the Biennial Element are: 1) Replacement vehicles for MET Special Transit.
   - The priorities with regard to the FTA Section 5339 projects are: 1) Assistance for bus/bus facilities

PRIVATE ENTERPRISE PARTICIPATION

Both the City of Billings and Yellowstone County have locally developed policies and procedures to examine opportunities for private sector participation in the provision of transit services and related support services. The City of Billings adopted resolution 86-15346 which states said policy and provides a process for implementation. The Council approved that resolution on July 7, 1986. Further, a Private Transportation Enterprise Participation Policy (PEP) and implementing procedures were adopted by the MPO's Technical Advisory Committee on April 24, 1986; by the Policy Coordinating Committee on May 8, 1986; and by the Yellowstone County Planning Board on May 13, 1986.

The City's MET Transit Department has examined various opportunities for private sector provision of services. The Department utilizes private tire firms to handle parts of servicing of the tire inventory. The Department also contracts with various private firms for radiator repair, air compressor rebuilds, as well as glass, bodywork on the vehicles, and occasional component rebuilds.

The required TIP documentation related to the PEP process is as follows:

a) The City of Billings MET Transit System solicited the possible interest or involvement of the private sector in providing leased tires for the MET Transit fleet of coaches. In the spring of 1993, 1996, 2001, 2006 and 2011, and 2016 a Request for Bids was sent to potentially interested private vendors and was also advertised in a local newspaper and a national transit journal. Bids are evaluated based on cost and ability to perform. Three firms requested bid packages. The current contract for the tire lease is in effect through August 31, 2020 with one additional one-year renewal option. It will again be advertised for bid following execution of the final option.
b) No other proposals were received from the private sector.
c) There are no known impediments to holding service out for competition.
d) There are no known private sector complaints.

The Yellowstone County-City of Billings Planning Division has and will continue to follow its adopted policy and procedures regarding private sector participation. The mailing list of private providers has been updated and used to provide notice about TAC and PCC meetings, including those that deal with the Unified Planning Work Program, (UPWP), projects and process as well as the TIP process. Through these mailings the private providers are aware of the development of the proposed transit capital and operating projects as well as the proposed paratransit capital projects for the five years covered in the TIP.

FEDERAL TRANSIT ADMINISTRATION PROJECTS

The Federal Transit Act funded projects, including FTA Section 5339 grant projects, (Biennial Element) are intended to insure the continued efficient operation, maintenance and administration of the MET Transit system fleet and facilities, including meeting federal regulations such as the Americans with Disabilities Act (ADA). The operating grants are for the fiscal years of July 1, 2019 to June 30, 2023 and the Section 5339 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2020 through 2024.

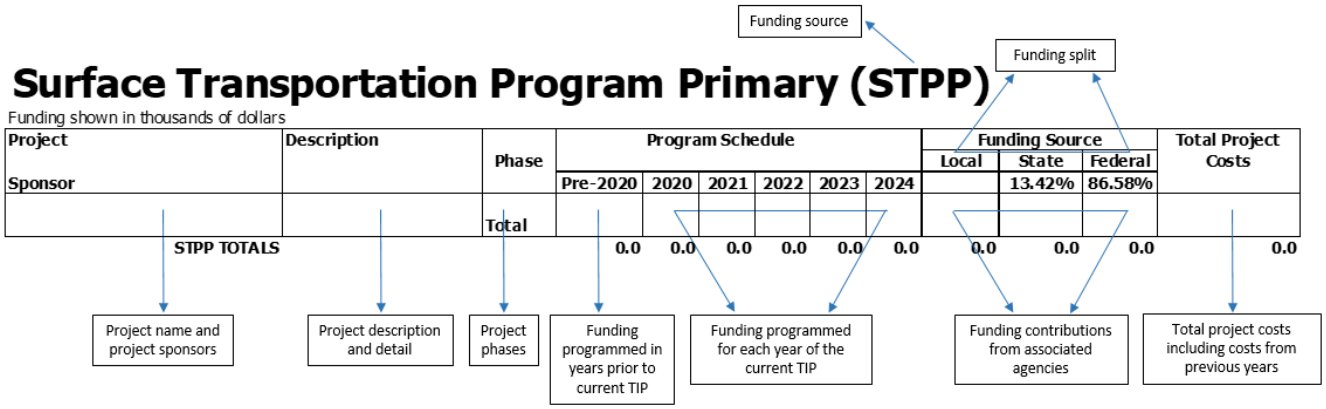
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will address some of the transportation needs of individuals with disabilities and senior populations.

Major Federally Funded Project Summary

Section 1203(h)(7)(B) of MAP-21 requires publication of an annual listing of projects for which Federal funds have been obligated in the TIP in the preceding year consistent with the categories identified in the TIP.

Understanding the TIP Funding Tables

The TIP project funding tables consist of multiple components, and are designed to best display integral information regarding the projects within the TIP. The image below identifies and explains each of the various components of the TIP project funding tables, and can be used as a tool to understand the information being presented within the funding tables.



All construction projects included in the TIP will be completed in multiple phases (i.e. PE, RW, IC, and CN). Funding for each construction project is broken down by the costs of each specific phase. The table below provides a description of construction project phases and additional project phases the reader can expect to see within TIP funding tables.

Project Phase	Description
CN	Construction – Construction and/or reconstruction work performed by the agency or contractor
IC	Incidental Construction – 'Safety net' for unexpected construction expenditures
OT	Other – Additional programmatic expenditures including costs for education, and outreach
PE	Preliminary Engineering – Analysis and design work completed prior to project construction (the abbreviation EIS will be added if phase includes an environmental impact statement)
Purch.	Purchase – Procuring equipment, software, vehicles, or facilities
RW	Right of Way – Tasks associated with acquiring and preparing the right of way for a project (e.g. property acquisition and utility relocation)
Transit	Transit operations

Projects that are Regionally Significant

PROJECT	SCOPE	COMMENTS
Billings Bypass (aka North Bypass)	Location/Environmental	New Construction

Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS
CMAQ			
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
STPU			
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
SRTS			
IM			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
NH			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
Main St. - Billings	8717	Pavement Preservation	
27th St. - 1st Ave S. to Airport Rd	7910	Pavement Preservation	
Billings Bypass	4199-001	New Construction	Covers PE & IC
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Billings Bypass - RR O'pass	4199-005	New construction of bridge over the railroad	
Billings Bypass - Johnson Lane Intch - RR O'pass	4199-006	New construction of connection from interchange to the railroad overpass	
Billings Bypass - Five Mile Road to US 87	4199-004	New construction of connection from Five Mile to US 87	
Exposition Dr. & 1st Ave N. Blgs	7908	Intersection Improvements	
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction	
Underpass Ave. Improvements	8669	Intersection Improvements	
Airport Rd. & Main St. - Blgns	8718	Intersection Improvements	
Zoo Drive Improvements	9597	Intersection Improvements	
1st Ave. N - RR Xing to Broadway	9880	Major Reconstruction	
1st Ave. N - Broadway to Division	9881	Major Reconstruction	
NHFP			
I-90 Yellowstone River - Billings		Bridge Replacement	
STPX, STPS, SFCN			
27th Street RR Crossing	9354	Railroad Crossing Study	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvement Study	
Blue Creek Road - Billings	9503	Pavement Preservation	
Lockwood Interchange	9588	Interchange Improvements Study	
STPP			
RRS			

Billings MPO Project List, (Continued)

HSIP			
Various Safety Projects			Plug to allow project nominations
SF 149 Hillcrest Right Turn Ln	8904	Intersection Improvements	
SF 169 Frontage Rd. Wise Ln Intersection	9384	Intersection Improvements	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvements	Roundabout
SF 169 Blgs. Area Safety Improvements	9420	Signing	
SF 169 I-90 W. King Ave Lighting	9421	Roadway Lighting	
Zoo Drive Improvements	9597	Intersection Improvements	
SF 169 Blgs. District Safety Improvements	9423	Signage	Only portion in MPO bdry
BR			
2012 Scour Mitigation	7960	Mitigation	
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River	
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge Study	
MONTANA AVE STRUCTURES - BLGS	9914	Bridge Rehab	
UPP			
Various Preservation Projects		Pavement preservation	Plug to allow project nominations
Blue Creek Road - Billings	9503	Pavement preservation	
Grand - 24th to Zimmerman	9509	Pavement preservation	
MACI			
MDT MACI		Statewide CMAQ - Various	Plug to allow project nominations
MDT MACI		Statewide CMAQ - ADA Compliance	Plug to allow project nominations
MDT MACI		Equipment Purchases	
Underpass Ave. Improvements	8669	Intersection Improvements	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Laurel Road Signals - Billings	9568	Signal Improvements	
CITY TA			
EARMARK			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
Grand - 24th to Zimmerman	9509	Pavement Preservation	
BUILD			
Inner Belt Loop		Road Construction	
Skyline Trail		Multi Use Path Construction	
FTA 5307			
FTA 5339			
FTA 5310			
FTA 5311			
100 % LOCALLY FUNDED PROJECTS			
Various Projects		Annual Operation and Maintenance	
State Funded Maintenance			
Various Maintenance Projects		Maintenance	

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass		Description	Phase	Program Schedule							Funding	Local	State	Federal	Total Project Costs
Sponsor: MDT				Pre-2020	2020	2021	2022	2023	2024	2024+	Source		13.42%	86.58%	
Billings Bypass	*UPN4199000*	Environmental Impact Statement	PE-EIS	4,919.6							EARMARK		660.2	4,259.4	4,919.6
		Preliminary Engineering	PE	9,679.0							EARMARK		1,298.9	8,380.0	9,679.0
		Preliminary Engineering	PE	2,734.3	2,444.8						NH		695.0	4,484.1	5,179.1
		Right of Way Acquisition	RW	7,870.5							MT/NH		1,056.2	6,814.3	7,870.5
		Utility Moves	IC			3,019.0					NH		405.1	2,613.8	3,019.0
MDT			**Total**	**25,203.5**	**2,444.8**	**3,019.0**	**0.0**	**0.0**	**0.0**				**4,115.5**	**26,551.7**	**30,667.2**
Billings Bypass	*UPN4199002*	Construction of Five Mile Road	IC	141.0	15.8						STPU		21.0	135.8	156.8
(Five Mile Road)			CN		6,077.5						STPU		815.6	5,261.9	6,077.5
MDT			**Total**	**141.0**	**6,093.3**	**0.0**	**0.0**	**0.0**	**0.0**				**836.6**	**5,397.7**	**6,234.3**
Billings Bypass	*UPN4199003*	Construction of a new bridge	IC		416.2						NH		55.9	360.4	416.2
(Yellowstone River Bridge)		over the Yellowstone River	CN		11,364.2						STPU		1,525.1	9,839.1	11,364.2
			CN		5,000.0						CMAQ		671.0	4,329.0	5,000.0
			CN		5,000.0						BRIDGE		671.0	4,329.0	5,000.0
			CN		15,009.8						NH		2,014.3	12,995.5	15,009.8
MDT			**Total**	**0.0**	**36,790.2**	**0.0**	**0.0**	**0.0**	**0.0**				**4,937.3**	**31,853.0**	**36,790.2**
Billings Bypass	*UPN4199007*	Reconstruction of existing	CN				2,201.6				STPU		295.5	1,906.2	2,201.6
(Johnson Lane Interchange)		Interchange	CN				6,200.0				CMAQ		832.0	5,368.0	6,200.0
			CN				1,800.0				NH		241.6	1,558.4	1,800.0
			CN				30,188.4				IM		3,018.8	27,169.5	30,188.4
MDT			**Total**	**0.0**	**0.0**	**0.0**	**40,390.0**	**0.0**	**0.0**				**4,387.9**	**36,002.1**	**40,390.0**
Billings Bypass	*UPN4199005*	Construction of new bridge	CN					19,349.8			NH		2,596.7	16,753.0	19,349.8
(Railroad Overpass)		over railroad													
MDT			**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**19,349.8**	**0.0**				**2,596.7**	**16,753.0**	**19,349.8**
Billings Bypass	*UPN4199006*	Construction of connection	CN						8,397.6		NH		1,127.0	7,270.6	8,397.6
(Johnson Lane Interchange to RR O'pass)		from Interchange to RR O'pass													
MDT			**Total**						**####**				**1,127.0**	**7,270.6**	**8,397.6**
Billings Bypass	*UPN4199004*	Construction of connection	CN							18,741.7	NH		2,515.1	16,226.6	18,741.7
(Five Mile Rd to US 87)		from Five Mile to US 87													
MDT			**Total**							**18,741.7**			**2,515.1**	**16,226.6**	**18,741.7**
Totals				**25,344.4**	**45,328.4**	**3,019.0**	**40,390.0**	**19,349.8**	**8,397.6**	**18,741.7**		**0.0**	**20,516.2**	**140,054.7**	**160,570.9**

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

CN estimates include CE costs

I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

Project: I-90 Yellowstone River Bridges	Description	Phase	Program Schedule							Funding	Local	State	Federal	Total Project Costs
Sponsor: MDT			Pre-2020	2020	2021	2022	2023	2024	2024+	Source		13.42%	86.58%	
I-90 Yellowstone River Bridges	Reconstruction of Interstate	PE	6,287.8	161.8						BRIDGE		865.5	5,584.1	6,449.6
UPN 7972	bridges over the Yellowstone	RW		240.0						IM		24.0	216.0	240.0
	River	IC			341.2					IM		34.1	307.1	341.2
		CN			47,546.2					BRIDGE		6,380.7	41,165.5	47,546.2
		CN			5,000.0					IM		500.0	4,500.0	5,000.0
		CN			17,325.0					NHFP		2,325.0	15,000.0	17,325.0
MDT	RP 450 to 452.7	**Total**	**6,287.8**	**401.8**	**70,212.4**	**0.0**	**0.0**	**0.0**	**0.0**			**10,129.4**	**66,772.6**	**76,902.0**
Totals			**6,287.8**	**401.8**	**70,212.4**	**0.0**	**0.0**	**0.0**	**0.0**			**10,129.4**	**66,772.6**	**76,902.0**

CN estimates include CE costs

Estimated Revenue

Estimated Revenue

Amounts shown in thousands of dollars

Federal					STP/S*/X*										
Fiscal Year	CMAQ**	STPU*	IM*	NH*	NHFP*	SFCN	STPP*	RRS	HSIP*	BR*	UPP*	MACI*	BUILD**	TA*	SUBTOTAL
Carryover	5,841.8	20,037.6													25,879.4
FFY 2020	1,390.2	2,489.8	1,911.5	28,694.8	0.0	1,082.0	0.0	225.5	2,071.1	6,739.8	723.0	2,139.5	0.0	380.7	47,847.8
FFY 2021	1,390.2	2,489.8	6,819.4	2,817.3	17,325.0	0.0	0.0	0.0	2,538.5	47,558.6	1,970.1	797.5	0.0	300.0	84,006.3
FFY 2022	1,390.2	2,489.8	31,688.4	8,877.6	0.0	0.0	0.0	0.0	12,507.2	2,886.7	500.0	1,954.8	0.0	300.0	62,594.7
FFY 2023	1,390.2	2,489.8	1,500.0	20,375.0	0.0	0.0	0.0	0.0	500.0	1,809.8	500.0	750.0	0.0	300.0	29,614.7
FFY 2024	1,390.2	2,489.8	19,382.3	52,318.2	0.0	37,685.0	0.0	0.0	1,111.8	0.0	500.0	1,193.5	0.0	300.0	116,370.8
TOTAL	12,793.0	32,486.5	61,301.6	113,082.8	17,325.0	38,767.0	0.0	225.5	18,728.6	58,994.8	4,193.1	6,835.2	0.0	1,580.7	366,313.8

Federal	FTA 5307		FTA 5339		FTA 5310		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	TOTAL
Carryover	0.0		3,418.3							29,297.8
FFY 2020	1,891.4	1,891.4	514.0	695.1	134.6	23.8	1,739.8	313.8	2,225.5	57,277.1
FFY 2021	1,910.3	1,910.3	420.0	135.2	104.5	20.8	1,739.8	313.8	1,569.8	92,130.8
FFY 2022	1,929.3	1,929.4	420.0	105.0	160.0	29.3	1,739.8	313.8	2,417.1	71,638.3
FFY 2023	1,948.7	1,948.7	420.0	105.0	160.0	29.3	1,739.8	313.8	1,600.3	37,880.3
FFY 2024	1,968.2	1,968.2	420.0	105.0	160.1	29.3	1,739.8	313.8	1,615.6	124,690.8
TOTAL	9,647.9	9,647.8	5,612.3	1,145.3	719.2	132.5	8,699.1	1,569.0	9,428.2	412,915.0

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding beyond 2020 will be subject to the obligation limitation set by the annual appropriations process.

NOTES:

These estimates are based on historical data and projections.

* STPU, IM, NH, NHFP, STPX, STPP, HSIP, BR, UPP, MACI, and TA funds include match.

**Reflective of federal share only.

Operations and Maintenance funds (average of Fiscal Years 2015-2017), local match, and CMAQ (local match) makes up OTHER

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

Unless otherwise indicated the matching ratios for these projects are 86.58% Federal and 13.42% Match

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
Carryover (Federal)				5,841.8	2,903.0	4,293.3	315.5	1,705.8				
Estimated allocation (Federal)				1,390.2	1,390.2	1,390.2	1,390.2	1,390.2				
Billings Bypass *UPN4199003*	Construction of a new bridge											
(Yellowstone River Bridge)	over the Yellowstone River	CN		5,000.0						671.0	4,329.0	5,000.0
MDT		**Total**	**0.0**	**5,000.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**671.0**	**4,329.0**	**5,000.0**
Billings Bypass *UPN4199007*	Reconstruction of existing											
(Johnson Lane Interchange)	Interchange	CN				6,200.0				832.0	5,368.0	6,200.0
MDT		**Total**	**0.0**	**0.0**	**0.0**	**6,200.0**	**0.0**	**0.0**	**0.0**	**832.0**	**5,368.0**	**6,200.0**
Project Adjustments/Closures												
		CMAQ Totals		**5,000.0**	**0.0**	**6,200.0**	**0.0**	**0.0**	**0.0**	**1,503.0**	**9,697.0**	**11,200.0**
		Federal		**4,329.0**	**0.0**	**5,368.0**	**0.0**	**0.0**				
		State		**671.0**	**0.0**	**832.0**	**0.0**	**0.0**				
		Ending Balance (Federal)		**2,903.0**	**4,293.3**	**315.5**	**1,705.8**	**3,096.0**				

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Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
CN estimates include CE costs

National Highway (NH)*

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	Funding Source: State	Funding Source: Federal	Total Project Costs
MDT-PREVENTATIVE MAINTENANCE - NH	Maintenance	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0
MDT		**Total**		**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**		**671.0**	**4,329.0**	**5,000.0**
Billings Bypass	New construction	PE	2,734.3	2,090.7						647.5	4,177.5	4,825.0
UPN 4199-000		IC			3,019.0					405.1	2,613.8	3,019.0
MDT		**Total**	**2,734.3**	**2,090.7**						**1,052.7**	**6,791.4**	**7,844.0**
Billings Bypass - Yellowstone River Bridge	New construction of bridge	IC		416.2						55.9	360.4	416.2
UPN 4199-003	over the Yellowstone River	CN		15,009.8						2,014.3	12,995.5	15,009.8
MDT		**Total**	**0.0**	**15,426.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,070.2**	**13,355.9**	**15,426.0**
Billings Bypass - Five Mile Rd to US 87	Construction of connection	CN						18,741.7		2,515.1	16,226.6	18,741.7
UPN 4199-004	from Five Mile to US 87											
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**18,741.7**	**0.0**	**2,515.1**	**16,226.6**	**18,741.7**
Billings Bypass - RR O'pass	New construction of	CN					19,349.8			2,596.7	16,753.0	19,349.8
UPN 4199-005	RR O'pass									0.0	0.0	0.0
										0.0	0.0	0.0
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**19,349.8**	**0.0**	**0.0**	**2,596.7**	**16,753.0**	**19,349.8**
Billings Bypass - Johnson Ln. Intch - RR O'pass	New construction of connection	CN						8,397.6		1,127.0	7,270.6	8,397.6
UPN 4199-006	from Interchange to bridge									0.0	0.0	0.0
										0.0	0.0	0.0
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**8,397.6**	**0.0**	**1,127.0**	**7,270.6**	**8,397.6**
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	CN				1,800.0				241.6	1,558.4	1,800.0
UPN 4199-007	Interchange									0.0	0.0	0.0
	RP 455.5	**Total**	**0.0**	**0.0**	**0.0**	**1,800.0**	**0.0**	**0.0**	**0.0**	**241.6**	**1,558.4**	**1,800.0**
Exposition Dr. & 1st Ave. N. Blgs	Interesction Improvements	PE	1,192.3							160.0	1,032.3	1,192.3
UPN 7908										0.0	0.0	0.0
		CN						2,085.0		279.8	1,805.2	2,085.0
MDT	RP .35 to 1.35	**Total**	**1,192.3**	**0.0**	**0.0**	**0.0**	**0.0**	**2,085.0**	**0.0**	**439.8**	**2,837.4**	**3,277.2**
27th St - 1st Ave S to Airport	Mill and overlay	PE	2,132.5							286.2	1,846.3	2,132.5
UPN 7910		RW	772.6							103.7	668.9	772.6
		IC	179.8							24.1	155.7	179.8
		CN	10,698.0	539.8					262.6	1,508.1	9,729.7	11,500.4
MDT	RP 0.0 to 3.0	**Total**	**13,782.8**	**539.8**	**0.0**	**0.0**	**0.0**	**0.0**	**262.6**	**1,922.1**	**12,400.6**	**14,585.3**
Underpass Ave. Improvements	Intersection Improvements									0.0	0.0	0.0
UPN 8669		CN				6,052.4				812.2	5,240.2	6,052.4
MDT	RP .51 to .72	**Total**	**0.0**	**0.0**	**0.0**	**6,052.4**	**0.0**	**0.0**	**0.0**	**812.2**	**5,240.2**	**6,052.4**
Main Street - Billings	Pavement Preservation	PE	668.2	130.0						107.1	691.1	798.2
UPN 8717	with micro-surfacing	RW	180.0							24.2	155.8	180.0
		IC	77.3	38.5						15.5	100.2	115.8
		CN		8,469.7						1,136.6	7,333.1	8,469.7
MDT	RP 1.08 to 4.66	**Total**	**925.5**	**8,638.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,283.4**	**8,280.3**	**9,563.7**
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT	295.6							39.7	255.9	295.6
UPN 8718		PE	2,229.8							299.2	1,930.6	2,229.8
		RW			61.2					8.2	53.0	61.2
		IC			153.1					20.5	132.5	153.1
		CN						8,532.4		1,145.0	7,387.3	8,532.4
MDT	RP 1.5 to 2.2	**Total**	**2,525.4**	**0.0**	**214.3**	**0.0**	**0.0**	**8,532.4**	**0.0**	**1,512.7**	**9,759.4**	**11,272.1**
1st Ave. N - N 9th to RR Xing	Reconstruction of roadway	PE	1,746.7		1,483.3					433.5	2,796.5	3,230.0
UPN 9022	Major Rehab	RW			59.8					8.0	51.8	59.8
		IC			59.8					8.0	51.8	59.8
		CN						10,795.5		1,448.8	9,346.7	10,795.5
MDT	N-115 RP 0.7 - RP .93	**Total**	**1,746.7**	**0.0**	**1,603.0**	**0.0**	**0.0**	**10,795.5**	**0.0**	**1,898.3**	**12,246.8**	**14,145.1**
Zoo Drive Improvements	Intersection Improvements	PE	130.0							17.4	112.6	130.0
UPN 9597	I-90 RP 442.9 to 444.3	CN						2,766.1		371.2	2,394.9	2,766.1
MDT	U-1011 RP 2.36 to 3.04	**Total**	**130.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,766.1**	**0.0**	**388.7**	**2,507.4**	**2,896.1**
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway	PE		500.0						67.1	432.9	500.0
UPN 9880	Major Rehab	RW				12.6				1.7	10.9	12.6
		IC				12.6				1.7	10.9	12.6
CN outside of TIP Timeframe 2025		CN								0.0	0.0	0.0
MDT	N-115 RP 0.93 - RP 1.45	**Total**	**0.0**	**500.0**	**0.0**	**25.2**	**0.0**	**0.0**	**0.0**	**70.5**	**454.7**	**525.2**
1st Ave. N - Broadway to Division	Reconstruction of roadway	PE		500.0						67.1	432.9	500.0
UPN 9881	Major Rehab	RW					12.6			1.7	10.9	12.6
		IC					12.6			1.7	10.9	12.6
CN outside of TIP Timeframe 2026		CN								0.0	0.0	0.0
MDT	N-115 RP 1.45 to RP 2.05	**Total**	**0.0**	**500.0**	**0.0**	**0.0**	**25.2**	**0.0**	**0.0**	**70.5**	**454.7**	**525.2**
NH TOTAL			**23,037.0**	**28,694.8**	**2,817.3**	**8,877.6**	**20,375.0**	**52,318.2**	**262.6**	**18,672.4**	**120,466.4**	**139,401.4**

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

*NH is a state sub-allocated program funded by the federal National Highway Performance Program.

CN estimates include CE costs

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024		13.42%	86.58%	
I-90 Yellowstone River Bridges	Reconstruction of	CN			17,325.0					2,325.0	15,000.0	17,325.0
UPN 7972	interstate bridges									0.0	0.0	0.0
										0.0	0.0	0.0
										0.0	0.0	0.0
MDT	I-90 RP 450.09 to 452.73	**Total**	**0.0**	**0.0**	**17,325.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,325.0**	**15,000.0**	**17,325.0**
NHFP TOTAL			**0.0**	**0.0**	**17,325.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,325.0**	**15,000.0**	**17,325.0**

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.
Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
*NHFP is funded by the federal National Highway Performance Program.
CN estimates include CE costs

Surface Transportation Program Off System (STPX), Secondary (STPS), State Funded Construction, (SFCN)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
27th Street RR Crossing	Railroad crossing study	OT	1,075.0							144.3	930.7	1,075.0
UPN 9354		RW								0.0	0.0	0.0
MDT	RP 1 to 1.6	**Total**	**1,075.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**144.3**	**930.7**	**1,075.0**
SF 169 Rimrock & 62nd St. W	Intersection Improvement	OT	563.8	-64.8						67.0	432.0	499.0
UPN 9383	Study									0.0	0.0	0.0
MDT	RP 2.4 to 2.8	**Total**	**563.8**	**-64.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**67.0**	**432.0**	**499.0**
Lockwood Interchange	Interchange Improvement	OT	300.0	1,146.8						194.2	1,252.6	1,446.8
UPN 9588	Study	CN						37,685.0		5,057.3	32,627.6	37,685.0
MDT	RP 450 to 455.3	**Total**	**300.0**	**1,146.8**	**0.0**	**0.0**	**0.0**	**37,685.0**	**0.0**	**5,251.5**	**33,880.3**	**39,131.8**
TOTALS			**1,938.8**	**1,082.0**	**0.0**	**0.0**	**0.0**	**37,685.0**	**0.0**	**5,462.7**	**35,243.0**	**40,705.7**

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	Funding Source: State 10.00%	Funding Source: Federal 90.00%	Total Project Costs	
RRXING - STEFFES RD - BILLINGS	Upgrade Rail grade crossing signals	PE		9.0						0.9	8.1	9.0	New project
UPN 9827		CN		216.5						21.7	194.9	216.5	
MDT	L-56-1059 RP 0.03	**Total**		**225.5**						**22.6**	**203.0**	**225.5**	
TOTALS			**0.0**	**225.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**22.6**	**203.0**	**225.5**	

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	Funding Source: State 10.00%	Funding Source: Federal 90.00%	Total Project Costs
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0
MDT		**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**250.0**	**2,250.0**	**2,500.0**
SF 129 - Rndabout King 56th	Intersection Improvements -	PE	887.3	61.7						94.9	854.1	949.0
UPN 8052	Roundabout	RW	975.0							97.5	877.5	975.0
		IC	278.3							27.8	250.4	278.3
	ST SEC RTE 532	CN	0.0			4,100.0				410.0	3,690.0	4,100.0
MDT	RP 15.4 to 15.7	**Total**	**2,140.5**	**61.7**	**0.0**	**4,100.0**	**0.0**	**0.0**	**0.0**	**630.2**	**5,672.0**	**6,302.2**
SF 139-CENTRAL & 56TH RNDABOUT	Intersection Improvements -	PE	723.9	69.9	62.7					85.7	770.9	856.5
UPN 8611	Roundabout	RW	230.0	670.0						90.0	810.0	900.0
		IC	0.0		127.0					12.7	114.3	127.0
	L-56-504	CN	0.0			2,750.0				275.0	2,475.0	2,750.0
MDT	RP 1.7 TO RP 2.3	**Total**	**953.9**	**739.9**	**189.7**	**2,750.0**	**0.0**	**0.0**	**0.0**	**463.3**	**4,170.1**	**4,633.5**
SF-149 HILLCREST RT TURN	Install Right Turn Lane	PE	176.3	-51.0						12.5	112.7	125.3
UPN 8904		RW	60.0	-35.4						2.5	22.1	24.6
		IC	60.7	78.8						14.0	125.6	139.6
		CN	0.0		386.7					38.7	348.0	386.7
MDT	U1033 RP .9-1.3	**Total**	**297.0**	**-7.6**	**386.7**	**0.0**	**0.0**	**0.0**	**0.0**	**67.6**	**608.5**	**676.1**
SF 169 RIMROCK & 62ND ST W	Intersection Improvements -	PE	0.0	750.0	158.9					90.9	818.0	908.9
UPN 9383	Roundabout	RW	0.0		125.0					12.5	112.5	125.0
		IC	0.0		750.0					75.0	675.0	750.0
		CN	0.0			5,157.2				515.7	4,641.5	5,157.2
MDT	U1034 RP 2.4-2.8	**Total**	**0.0**	**750.0**	**1,033.9**	**5,157.2**	**0.0**	**0.0**	**0.0**	**694.1**	**6,247.0**	**6,941.1**
SF 169 FRNTG RD WISE LN INTX	Intersection warning system	PE	15.8	17.7						3.3	30.1	33.5
UPN 9384		CN	0.0		141.2					14.1	127.0	141.2
MDT	RP 3.5	**Total**	**15.8**	**17.7**	**141.2**	**0.0**	**0.0**	**0.0**	**0.0**	**17.5**	**157.2**	**174.6**
SF 169 BLGS AREA SFTY IMPRV	Installation of lighting and panel	PE	21.3	2.8						2.4	21.7	24.1
UPN 9420	delineation	CN	111.1	4.5						11.6	104.1	115.6
MDT	I-90 RP 445.6-447.3	**Total**	**132.4**	**7.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**14.0**	**125.8**	**139.7**
SF 169 I90 W KING AVE LIGHTING	Installation of lighting and panel	PE	44.8							4.5	40.3	44.8
UPN 9421	delineation	CN	0.0		287.1					28.7	258.4	287.1
MDT	I-90 RP 445.6-447.3	**Total**	**44.8**	**0.0**	**287.1**	**0.0**	**0.0**	**0.0**	**0.0**	**33.2**	**298.7**	**331.9**
SF 169 I90 SF 169 BLGS DISTRIC SFTY I	Installation of signage and panel	PE	13.0							1.3	11.7	13.0
UPN 9423	delination	CN	124.3	2.1						12.6	113.7	126.4
MDT	Various Locations	**Total**	**137.3**	**2.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**13.9**	**125.4**	**139.4**
ZOO DRIVE IMPROVEMENTS - BLGS	Safety Improvements for Traffic Operat	PE	128.2							12.8	115.4	128.2
UPN 9597		CN	0.0					611.8		61.2	550.6	611.8
MDT	Various Locations	**Total**	**128.2**	**0.0**	**0.0**	**0.0**	**0.0**	**611.8**	**0.0**	**74.0**	**666.0**	**740.0**
HSIP Totals			**3,850.0**	**2,071.1**	**2,538.5**	**12,507.2**	**500.0**	**1,111.8**	**0.0**	**2,257.9**	**20,320.7**	**22,578.6**

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
BBP-YELLOWSTONE RIVER	Bridge rehabs									0.0	0.0	0.0	
UPN 4199-003		CN		5,000.0						671.0	4,329.0	5,000.0	
MDT	Statewide	**Total**	**0.0**	**5,000.0**	**0.0**	**0.0**	**0.0**	**0.0**		**671.0**	**4,329.0**	**5,000.0**	
2012 SCOUR MITIGATION	Bridge rehabs	PE	111.9							15.0	96.9	111.9	Using 20% for costs
UPN 7960		RW	560.0	142.0						94.2	607.8	702.0	
One project in MPO		CN		432.8						58.1	374.7	432.8	
MDT	Statewide	**Total**	**671.9**	**574.8**	**0.0**	**0.0**	**0.0**	**0.0**		**167.3**	**1,079.4**	**1,246.8**	
I-90 Yellowstone River		PE	6,287.8	161.8						865.5	5,584.1	6,449.6	
UPN 7972		CN			47,546.2					6,380.7	41,165.5	47,546.2	
MDT	RP 2.7 to 3.0	**Total**	**6,287.8**	**161.8**	**47,546.2**	**0.0**	**0.0**	**0.0**		**7,246.2**	**46,749.5**	**53,995.8**	
SHILOH RD / I-90 BRIDGE - BLGS	Bridge rehab	PE	309.9							41.6	268.3	309.9	
UPN 9720		IC			12.4					1.7	10.7	12.4	
		CN				2,810.8				377.2	2,433.6	2,810.8	
MDT	U-1031 RO 5.0 to 5.3	**Total**	**309.9**	**0.0**	**12.4**	**2,810.8**	**0.0**	**0.0**		**420.5**	**2,712.6**	**3,133.1**	
MONTANA AVE OVERPASS- BILLINGS	Bridge rehab	PE		253.1						34.0	219.1	253.1	New project
UPN 9913		RW				38.0				5.1	32.9	38.0	
		IC				38.0				5.1	32.9	38.0	
		CN					1,809.8			242.9	1,566.9	1,809.8	
MDT	N113 RP1.82 TO 1.92	**Total**	**0.0**	**253.1**	**0.0**	**75.9**	**1,809.8**	**0.0**		**287.0**	**1,851.8**	**2,138.8**	
MONTANA AVE STRUCTURES - BLGS	Bridge Study	OT		750.0						100.7	649.4	750.0	New study
UPN 9914										0.0	0.0	0.0	
MDT	N113 RP1.82 TO 1.92	**Total**	**0.0**	**750.0**	**0.0**	**0.0**	**0.0**	**0.0**		**100.7**	**649.4**	**750.0**	
BR TOTAL			**7,269.6**	**6,739.8**	**47,558.6**	**2,886.7**	**1,809.8**	**0.0**	**0.0**	**8,892.7**	**57,371.7**	**66,264.4**	

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024		13.42%	86.58%	
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
MDT	Various Locations	**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**335.5**	**2,164.5**	**2,500.0**
SHILOH ROAD - BILLINGS	Pavement Preservation	PE	45.4	-30.2						2.0	13.2	15.2
UPN 9502		CN		53.4						7.2	46.2	53.4
MDT	U-1031 RP 4.4-5.4	**Total**	**45.4**	**23.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**9.2**	**59.4**	**68.6**
KING AVE E - BILLINGS	Pavement Preservation	PE	26.0	-12.7						1.8	11.5	13.3
UPN 9505		CN		42.4						5.7	36.7	42.4
MDT	U-1026 RP 1.7-2.2	**Total**	**26.0**	**29.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**7.5**	**48.2**	**55.7**
HARDIN ROAD - BILLINGS	Pavement Preservation	PE	26.0	-10.5						2.1	13.4	15.5
UPN 9506		CN		180.6						24.2	156.4	180.6
MDT	U-1028 RP 0-2.1	**Total**	**26.0**	**170.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**26.3**	**169.8**	**196.1**
GRAND-24TH T0 ZIMMERMAN (BLGS)	Pavement Preservation	PE	77.9							10.4	67.4	77.9
UPN 9509		CN			1,470.1					197.3	1,272.8	1,470.1
MDT	U-1004 RP .8- RP2	**Total**	**77.9**	**0.0**	**1,470.1**	**0.0**	**0.0**	**0.0**	**0.0**	**207.7**	**1,340.2**	**1,547.9**
UPP TOTAL			**175.2**	**723.0**	**1,970.1**	**500.0**	**500.0**	**500.0**	**0.0**	**586.2**	**3,782.0**	**4,368.2**

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)- Discretionary Program

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
MDT	ADA upgrades	**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**		**335.5**	**2,164.5**	**2,500.0**
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
MDT	Signalization	**Total**		**250.0**	**250.0**	**250.0**	**250.0**	**250.0**		**167.8**	**1,082.3**	**1,250.0**
27th St - 1st Ave S to Airport	Mill and overlay											
UPN 7910		CN	5,500.0	197.1						764.6	4,932.6	5,697.1
MDT	HWAY RT 53/MT3 RP1.1 TO 3.0	**Total**	**5,500.0**	**197.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**764.6**	**4,932.6**	**5,697.1**
Underpass Ave. Improvements	Intersection Improvements	PE	1,167.6							156.7	1,010.9	1,167.6
		IC/RW		110.0	47.5					21.1	136.3	157.5
UPN 8669		CN				955.4				128.2	827.2	955.4
MDT	RP .51 to .72	**Total**	**1,167.6**	**110.0**	**47.5**	**955.4**	**0.0**	**0.0**	**0.0**	**306.0**	**1,974.4**	**2,280.4**
Main Street - Billings	Pavement Preservation											
UPN 8717	with micro-surfacing	CN		1,000.0						134.2	865.8	1,000.0
MDT	RP 1.08 to 4.66	**Total**	**0.0**	**1,000.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**134.2**	**865.8**	**1,000.0**
Mossmain Intch-West Blgs Inch	Pavement Preservation											
UPN 9198	Not all locations inside MPO boundary	CN						443.5		59.5	384.0	443.5
MDT	I-90 RP 437.12 to 446.7	**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**443.5**	**0.0**	**59.5**	**384.0**	**443.5**
LAUREL ROAD SIGNALS - BILLINGS	INT UPGRADE/SIGNALS	PE	51.2	82.4						17.9	115.6	133.6
UPN 9568										0.0	0.0	0.0
Route N-113	RP .6 and 1.3	CN				249.4				33.5	215.9	249.4
MDT	Various Locations	**Total**	**51.2**	**82.4**	**0.0**	**249.4**	**0.0**	**0.0**	**0.0**	**51.4**	**331.6**	**383.0**
		Total	**6,718.8**	**2,139.5**	**797.5**	**1,954.8**	**750.0**	**1,193.5**	**0.0**	**1,819.0**	**11,735.1**	**13,554.0**

CN estimates include CE costs

Transportation Alternatives

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
Transportation Alternatives									0.0	0.0	0.0	0.0
		All		300.0	300.0	300.0	300.0	300.0	0.0	201.3	1,298.7	1,500.0
MDT/Locals	**Various Locations**	**Total**	**0.0**	**300.0**	**300.0**	**300.0**	**300.0**	**300.0**	**0.0**	**201.3**	**1,298.7**	**1,500.0**
BECRAFT LANE SIDEWALK-LOCKWOOD	Install sidewalks	PE	238.7	-0.6					31.9		206.1	238.0
UPN 9158		CN	897.6	81.4					131.4		847.6	979.0
MDT/Locals	**Various Locations**	**Total**	**1,136.3**	**80.7**	**0.0**	**0.0**	**0.0**	**0.0**	**163.3**	**0.0**	**1,053.7**	**1,217.0**
TA TOTALS			**1,136.3**	**380.7**	**300.0**	**300.0**	**300.0**	**300.0**	**163.3**	**201.3**	**2,352.4**	**2,717.0**
Federal			**983.8**	**329.6**	**259.7**	**259.7**	**259.7**	**259.7**				
Local			**152.5**	**51.1**	**40.3**	**40.3**	**40.3**	**40.3**				

Funding dependent on the outcome of a competitive process and funding availability.

CN estimates include CE costs

Earmarks

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source Local 13.42%	 State 13.42%	 Federal 86.58%	Total Project	
Billings Bypass UPN4199000	Environmental Impact Statement	PE	17,332.9							2,326.1	15,006.8	17,332.9	
	Preliminary Engineering Right of Way Acquisition	RW	7,847.0							1,053.1	6,793.9	7,847.0	
MDT		**Total**	**25,179.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,379.1**	**21,800.8**	**25,179.9**	
GRAND-24TH T0 ZIMMERMAN (BLGS)	Pavement Preservation												
UPN 9509		CN	84.4							11.3	73.1	84.4	new funding source
MDT	U-1004 RP .8- RP2	**Total**	**84.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**11.3**	**73.1**	**84.4**	
		Total	**25,264.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,390.5**	**21,873.8**	**25,264.3**	

CN estimates include CE costs

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2020	2021	2022	2023	2024	Funding Source City	 County	 State	 Federal	Total Estimated Obligation FY2020-2024
Inner Belt Loop UPN	New Construction of Roadway				7,310.2	7,310.2		7,000.0			7,620.4	
MDT		**Total**	**0.0**	**0.0**	**7,310.2**	**7,310.2**	**0.0**	**7,000.0**	**0.0**	**0.0**	**7,620.4**	**14,620.4**
Skyline Trail UPN	Construction of Multi Use Path				2,060.7	2,060.7		85.0			4,036.4	
		Total	**0.0**	**0.0**	**2,060.7**	**2,060.7**	**0.0**	**85.0**	**0.0**	**0.0**	**4,036.4**	**4,121.4**
BUILD TOTAL			**0.0**	**0.0**	**9,370.9**	**9,370.9**	**0.0**	**7,085.0**	**0.0**	**0.0**	**11,656.8**	**18,741.8**

CN estimates include CE costs

Federal Transit Administration Section 5307 CARES Act*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2020	2021	2022	2023	2024	Funding Source Local 0%	Federal 100%	Total Estimated Obligation FY2020-2024
Carryover			0.0	0.0	0.0	0.0	0.0			
Allocation			2,842.6	0.0	0.0	0.0	0.0			
Bus Purchases	Purchase six (6)									0.0
MET Transit	replacement ADA							0.0	0.0	0.0
	Heavy Duty Buses							0.0	0.0	0.0
		Total	**2,249.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,249.8**	**2,249.8**
Facility Improvement	Training Lot Construction									
MET Tranist										
		Total	**500.0**					**0.0**	**500.0**	**500.0**
Bus Technology	Electronic Fare System							0.0	0.0	0.0
MET Transit								0.0	0.0	0.0
		Total	**92.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**92.8**	**92.8**
SECTION 5307 CARES TOTALS*			**2,842.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,842.6**	**2,842.6**
Federal			**2,842.6**	**0.0**	**0.0**	**0.0**	**0.0**			
Local			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			
Ending Balance (Federal)			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			

*FTA administered CARES ACT funds are subject to the section 5307 regulations regarding eligible projects and expenses. These projects are 100% federal funds with no requirement for local match. Only funds utilized for capital projects that involve a substantial change to the function, location, or capacity of the system are required to be reflected in this plan.

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2020	2021	2022	2023	2024	Funding Source Local 20%	 State	 Federal 80%	Total Estimated Obligation FY2020-2024
Carryover			0.0	0.0	0.0	0.0	0.0				
5311 Transfer from State(Fed Share)											
Allocation (Estimated)(Fed Share)			1,891.4	1,910.3	1,929.3	1,948.7	1,968.2				
Bus & Passenger Amenities	Recurring										0.0
Automated Passenger Counter System	Purch.							0.0		0.0	0.0
Upgrade Equipment on Cutaways								0.0		0.0	0.0
Bus Stop Signage								0.0		0.0	0.0
Met Transit		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
Transit Operations* **											
Met Transit		**Total**	**3,782.7**	**3,820.5**	**3,858.7**	**3,897.3**	**3,936.3**	**9,647.8**		**9,647.8**	**19,295.6**
Purchase buses	Recurring							0.0		0.0	0.0
	Purch.							0.0		0.0	0.0
Expansion Cutaway								0.0		0.0	0.0
Replacement Buses								0.0		0.0	0.0
Met Transit		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
SECTION 5307 TOTALS*			**3,782.7**	**3,820.5**	**3,858.7**	**3,897.3**	**3,936.3**	**9,647.8**	**0.0**	**9,647.8**	**19,295.6**
Federal			**1,891.4**	**1,910.3**	**1,929.4**	**1,948.7**	**1,968.2**				
Local			**1,891.4**	**1,910.3**	**1,929.4**	**1,948.7**	**1,968.2**				
Ending Balance (Federal)			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				

*FTA administered funds are not subject to indirect cost recovery. 5307 funds may be supplemented by Small Transit Intensive Cities (STIC) funds based on transit system performance for the urbanized area (MET).

***Total local funding reflects an overmatch on federal share. Operations Match ratio is 50/50.

CARES Act is 100% federally funded

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2020	2021	2022	2023	2024	Funding Source Local 20%	 State	 Federal 80%	Total Estimated Obligation FY2020-2024
Carryover			3,418.3	120.8	0.0	0.0	0.0				
Allocation (Estimated)			514.0	420.0	420.0	420.0	420.0				
Bus Purchases	Replacement							0.0		0.0	0.0
Met Transit	85/15 for ada		**4,124.8**	**0.0**	**0.0**	**0.0**	**0.0**	**618.7**		**3,506.1**	**4,124.8**
Automated Passenger Counter	Upgrade										
Met Transit			**71.4**	**0.0**	**0.0**	**0.0**	**0.0**	**14.3**		**57.1**	**71.4**
Bus and Bus Technology	Upgrade										
Met Transit			**282.7**	**0.0**	**0.0**	**0.0**	**0.0**	**56.5**		**226.1**	**282.7**
Bus Facilities Security System	Upgrade										
Met Transit			**27.8**	**0.0**	**0.0**	**0.0**	**0.0**	**5.6**		**22.2**	**27.8**
Bus, Facilities, and Technology	Upgrade facilities, replace										
Met Transit	**buses, add technology**		**0.0**	**676.0**	**525.0**	**525.0**	**525.0**	**450.2**		**1,800.8**	**2,251.0**
		Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
SECTION 5339 TOTALS			**4,506.6**	**676.0**	**525.0**	**525.0**	**525.0**	**1,145.3**	**0.0**	**5,612.3**	**6,757.6**
Federal			**3,811.5**	**540.8**	**420.0**	**420.0**	**420.0**				
Local			**695.1**	**135.2**	**105.0**	**105.0**	**105.0**				
Balance			**120.8**	**0.0**	**0.0**	**0.0**	**0.0**				

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	2020	2021	2022	2023	2024	Funding Source: Local 15/20%	Funding Source: State	Funding Source: Federal 85/80%	Total Estimated Obligation FY2020-2024	
Carryover			22.0	47.3	102.8	102.9	102.9					
Allocation (Estimated)			160.0	160.0	160.0	160.0	160.0					
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for MET	Purch.						0.0		0.0	0.0	
	and other Coordination members as applicable	Purch.						0.0		0.0	0.0	
Met Transit and Coordination Group			**158.4**	**85.5**	**170.9**	**170.9**	**170.9**	**0.0**		**0.0**	**0.0**	updated costs from transit
Traditional and Non-Trad	Projects to support identified community needs	Purch.						0.0		0.0	0.0	
Projects	but may be also be used for vehicles	Purch.						0.0		0.0	0.0	
		Purch.						0.0		0.0	0.0	
		Purch.						0.0		0.0	0.0	
Coodination Members			**0.0**	**0.0**	**18.4**	**18.4**	**18.5**	**0.0**		**0.0**	**0.0**	
		Purch.						0.0		0.0	0.0	
		Purch.						0.0		0.0	0.0	
		Purch.						0.0		0.0	0.0	
		Purch.						0.0		0.0	0.0	
AWARE	**Mini van w/ ramp**	Purch.	**0.0**	**39.8**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**	new purchase from transit
SECTION 5310 TOTALS			**158.4**	**125.3**	**189.3**	**189.3**	**189.4**	**0.0**		**0.0**	**0.0**	
Federal			**134.6**	**104.5**	**160.0**	**160.0**	**160.1**					
Local			**23.8**	**20.8**	**29.3**	**29.3**	**29.3**					
Balance			**47.3**	**102.8**	**102.9**	**102.9**	**102.8**					

NOTE: Indirect costs will be recovered on van/bus purchases.
Funding dependent on the outcome of a competitive process and funding availability.

TRANSADE (STATE FUNDED)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2020	2021	2022	2023	2024	State Funded 100%	Total Estimated Obligation FY2020-2024	
Carryover			0.0	9.5	24.8	40.0	55.3			
Allocation (Estimated)			**109.5**	**115.3**	**115.3**	**115.3**	**115.3**	**570.6**	**570.6**	updated costs from transit
Transit Operations	Operating		100.0	100.0	100.0	100.0	100.0	**500.0**		
Met Transit			**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**500.0**	**500.0**	
STATE TOTALS			**9.5**	**24.8**	**40.0**	**55.3**	**70.6**	**500.0**	**500.0**	

Public Comment

The MPO will post the draft Transportation Improvement Program (TIP) to the Transportation Resource page of the City of Billings Website. Link to the page is: https://www.ci.billings.mt.us/2336/Transportation-Resources . MPO additionally will post agendas for the Boards, Council and Commission that review and act on the Transportation Improvement Program here: https://www.ci.billings.mt.us/117/Agendas-Minutes . The MPO published a Public Hearing Notice in the Yellowstone County News on May 8 and May 22, 2020 noting that public comment will be received on the Transportation Improvement Plan at the Yellowstone County Planning Board Meeting scheduled for Wednesday, May 27, 2020.

Below is a list of the Public Meetings that allow for public review and comment on the Transportation Improvement Program. Each meeting notes the number of public attending and comments received from any public:

Technical Advisory Committee:	Thursday, December 17, 2020 (Video Conference Format with public streaming due to COVID-19) Attendance at Meeting: TAC Members, Planning Staff Public Comment period
YC Planning Board:	Tuesday, January 26, 2021 (Video Conference Format with public streaming due to COVID-19) Attendance at Meeting: Planning Board members, Planning Staff Public Comment period
Billings City Council:	Monday, February 08, 2021 (Video Conference Format with public streaming due to COVID-19) Attendance at Meeting: City Council Members, Staff Public Comment period
YC Board of Commissioners:	Tuesday, February 2, 2021 (Video Conference Format with public streaming due to COVID-19) Attendance at Meeting: Commissioners, Staff Public Comment period
Policy Coordinating Committee:	Tuesday, February 16, 2021 (Public meeting and Video Conference Format with public streaming) Attendance at Meeting: PCC Members, Staff, MDT Planning; Public Comment period

Public Participation Plan City of Billings MET Transit

The purpose of the City of Billings MET Transit Public Participation Plan is to ensure and improve access to MET's decision-making process for all members of the public including low-income, minority, and other disadvantaged populations. MET endeavors to provide opportunities for the public to assist and provide input on transit projects in regards to social, environmental, and economic impacts to the area's population.

The Public Participation Plan identifies methods for informing and involving the public in the decision making process, including minority and limited-English proficiency (LEP) populations. Methods of informing the public include, but are not limited to, printed material, partner and community outreach, press releases, paid advertising, transit advertising, and the MET website and social media platforms. Methods of involving the public include, but are not limited to, public meetings, public hearings, surveys, Aviation and Transit Commission meetings, public comment cards, and multiple feedback options.

To download a copy of MET's updated (10/2019) Public Participation Plan, insert the link below in your browser

https://ci.billings.mt.us/DocumentCenter/View/39212/MET-Transit-Public-Participation-Plan-FINAL-10_2019

Certification

The Billings Metropolitan Planning Organization for the Billings, Montana, urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

I. 49 USC. Section 5303 and 23 USC. 134 and CFR 450.334;
II. Title VI of the Civil Rights Act of 1964, as amended (42 USC. 2000d-1) and 49 CFR, Part 21;
III. Section 1101(b) of the MAP-21 (Pub. L. 112-141) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (49 CFR part 26);
IV. The provision of the Americans With Disabilities Act of 1990 (42 USC. 12101 *et esq.*,) and the U. S. DOT implementing regulation (49 CFR Parts 27, 37 and 38);
V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;
VI. Sections 174 and 176(c) and (d) of the Clear Air Act as amended (42 USC. 7504, 7506(c) and (d));
VII. 49 USC. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
VIII. 23 CFR, Part 230, regarding the implementation of an equal employment opportunity on Federal and Federal-aid highway construction contracts;
IX. The Older Americans Act as amended (42 USC. 6101), prohibiting discrimination on the basis of age in program or projects receiving Federal financial assistance;
X. Section 324 of Title 23 USC. regarding the prohibition of discrimination based on gender; and
XI. Section 504 of the Rehabilitation Act of 1973 (29 USC. 794) and 49 CFR, Part 27 regarding discrimination against individuals with disabilities.

Billings, Montana
Metropolitan Planning Organization

_____
Woody Woods, President, Yellowstone County Board of Planning

_____
Date

Council Work Session **5.**

Meeting Date: 02/01/2021

Title: Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan

Presented by: Lora Mattox

Department: Planning & Community Services **Division:** Planning

RECOMMENDATION

Staff recommends the City Council review the Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan (Preference Plan) at this Work Session as no formal action will be taken. This item will be brought to the City Council at its February 8 regular meeting for action with a staff recommendation of approval of the Preference Plan to forward to the Policy Coordinating Committee. The PCC is scheduled to take final action on the study at its February 16 meeting.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The Billings Metropolitan Planning Organization (MPO) requested proposals from qualified firms to develop a Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan (Preference Plan). The goal of this project was to the take the identified transportation network alternatives in the Downtown Billings Traffic Study (DBTS) completed for the City of Billings Engineering Division by Kittelson and Associates and Dowl in 2019, and execute a robust and creative public outreach process to develop an implementation and project prioritization strategy. During this work session the City Council will receive a presentation highlighting the project in anticipation of formal action at the February 8th City Council meeting where the Council will be expected to forward a recommendation to the Policy Coordinating Committee (PCC).

The Preference Plan solicited public feedback and prioritization preference of the feasible transportation network alternatives vetted in the DBTS. The results of the vetted alternatives presented to the public via survey are as follows:

- **One-Way to Two-Way Conversions: North and South**
  - This segment of the survey included six questions, five offering feasible options on 33rd, 34th, and 35thStreets; 26th, 29th, and 31st Streets; 30th and 32nd Streets; 25th Street; and 25th Street at the MET Transfer Center; and one offering an option for participants to comment.
  - Of the 2,167 survey answers provided to this line of questions, **65% were in favor of a conversion**.
  - 116 comments were made offering feedback related to traffic flow, the need for bike lanes, parking concerns/need, and safety.
- **One-Way to Two-Way Conversion: East and West (1st Avenue N and 2nd Avenue N)**
  - This segment of the survey included two questions, one asking about the conversion from one-way to two-way and one offering an option for participants to comment.
  - Of the 442 survey answers provided to this line of questions, **61% were in favor of a conversion**.
  - 65 comments were made offering feedback; recurring themes included economic impact, concern over construction expense and possible congestion, and the need for bicyclist and pedestrian safety.
- **Road Diet: Montana Avenue (Division Street to 18th Street)**
  - This segment of the survey included four questions, three asking about possible road diet options between30th-35th Street, 27th-30th Street, and one offering an option for participants to comment.
  - Of the 1,326 survey answers provided to this line of questioning, **60% were in favor of a conversion**.

    - 94 comments were made offering feedback; recurring themes included varying opinions on the need for bike facilities and concerns over congestion, traffic speed and pedestrian safety on the east end of Montana Avenue, and loss of parking spaces.
- **Road Diet: 6th Avenue N (Main Street to North 13th Street)**
    - This segment of the survey included three questions, two asking about possible road diet options between 10thStreet and main Street, and 13th Street and 10th Street, and one offering an option for participants to comment.
    - Of the 2,167 survey answers provided to this line of questioning, **66% were in favor of a conversion**.
    - 61 comments were made offering feedback; recurring themes included concerns about congestion and commute time. Others emphasized the need for a connection for bicyclists between the Heights and Downtown and bike/pedestrian safety. References to the East Billings Urban Renewal District (EBURD) Master Plan, 5th Avenue N project, and the Inner Belt Loop integration were also made.
- **Road Diet: 13th Street (Between 6th Avenue North and 1st Avenue North)**
    - This segment of the survey included three questions, two asking about possible road diet options between 4thAvenue N and 6th Avenue N, and 1st Avenue N, and one offering an option for participants to comment.
    - Of the 875 survey answers provided to this line of questioning, **60% were in favor of a conversion**.
    - 29 comments were made offering feedback; recurring themes included the need for bicycle and pedestrian safety, traffic flow and BIRD development. Others questioned the need for bike lanes in the industrial area of town and related expense. Again, integration with the East Billings Urban Renewal District (EBURD) Master Plan and 5th Avenue N projects were recommended.
- **Seasonal Closure: Broadway Avenue**
    - This segment of the survey included two questions, one asking about a seasonal closure and one offering an option for participants to comment.
    - Of the 441 survey answers provided to this line of questions, **64% were in favor of a seasonal closure**.
    - 603 comments were made offering feedback; recurring themes included business access, economic vitality, and activity in downtown. Some participants expressed a desire to see a full closure, while others were concerned about the impact to traffic flow and parking spaces.

Overall, members of the public and stakeholder groups who were engaged with the project provided passionate, thoughtful feedback. Citizens are deeply engaged in the community and downtown; hopeful that improvements will increase economic vitality and spur development; and concerned about accessibility, walkability and bike-ability.

ALTERNATIVES

City Council is not expected to take formal action on this item at the Work Session. However, Council will have the following alternatives when it takes axction on this item on February 8:

- Recommend approval of the Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan to the Policy Coordinating Committee; or
- Recommend disapproval of the Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan to the Policy Coordinating Committee. The significant community involvement and participation in the development of this Preference Plan demonstrates the communities desire to see traffic patterns altered in the downtown. By not moving forward with the Preference Plan, it would limit the ability of the City to prioritize and complete the recommended elements of the Downtown Traffic Study.

FISCAL EFFECTS

The contract for the Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan with Dowl was budgeted at $50,000. The majority of the funding is through the MPO's Federal PL (planning) funds. PL funds for this project required 40% local match, which was provided through the Planning Division's approved FY21 budget.

Although this study does not provide exact costs associated with preferred alternatives, the Downtown Billings Traffic Study completed by Kittelson & Associates in 2019 provided planning level cost estimates for selected elements. Further decisions about what conversions might be done first, timing and allocations of funds, are all elements that may happen next using this Preference Plan's findings.

Attachments

Draft Preference Plan

CITY OF BILLINGS

DOWNTOWN

TRAFFIC STUDY



Visualization of possible conversions

DOWNTOWN BILLINGS TRAFFIC STUDY:
ALTERNATIVE PRIORITIZATION AND PUBLIC PREFERENCE PLAN

Draft Report

December 2020

BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

CITY OF Billings

DOWL

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EXECUTIVE SUMMARY

Project Purpose

The Downtown Billings Traffic Study Alternative Prioritization and Public Preference Plan project was prompted by the Downtown Billings Traffic Study (DBTS), completed for the City of Billings Engineering Division by Kittelson and Associates and DOWL and released in June 2019. This study solicited public feedback and prioritization preference of the feasible transportation network alternatives vetted in the DBTS. The vetted alternatives presented to the public are:

- **One-Way to Two-Way Conversions: North and South** – Converts north and south one-way streets between Division Street and 24th Street to two-way operation
- **One-Way to Two-Way Conversion: East and West (2nd Avenue N and 3rd Avenue N**) – Converts 2nd Avenue N and 3rd Avenue N west of 22nd Street to Division Street to two-way operation
- **Road Diet: Montana Avenue (Division Street to 18th Street)** – Provides options to accommodate all roadway users within existing curb limits
- **Road Diet: 6th Avenue N (Main Street to North 13th Street)** – Provides options to accommodate all roadway users within existing curb limits
- **Road Diet: 13th Street (Between 6th Avenue North and 1st Avenue North**) – Provides options to accommodate all roadway users within existing curb limits
- **Broadway Street Closure** – Creates a festival street by closing Broadway Street to vehicles between 1st Avenue N and 2nd Avenue. The DBTS noted a permanent closure, but this project explored public perspectives related to a seasonal closure at the direction of the City-County MPO.

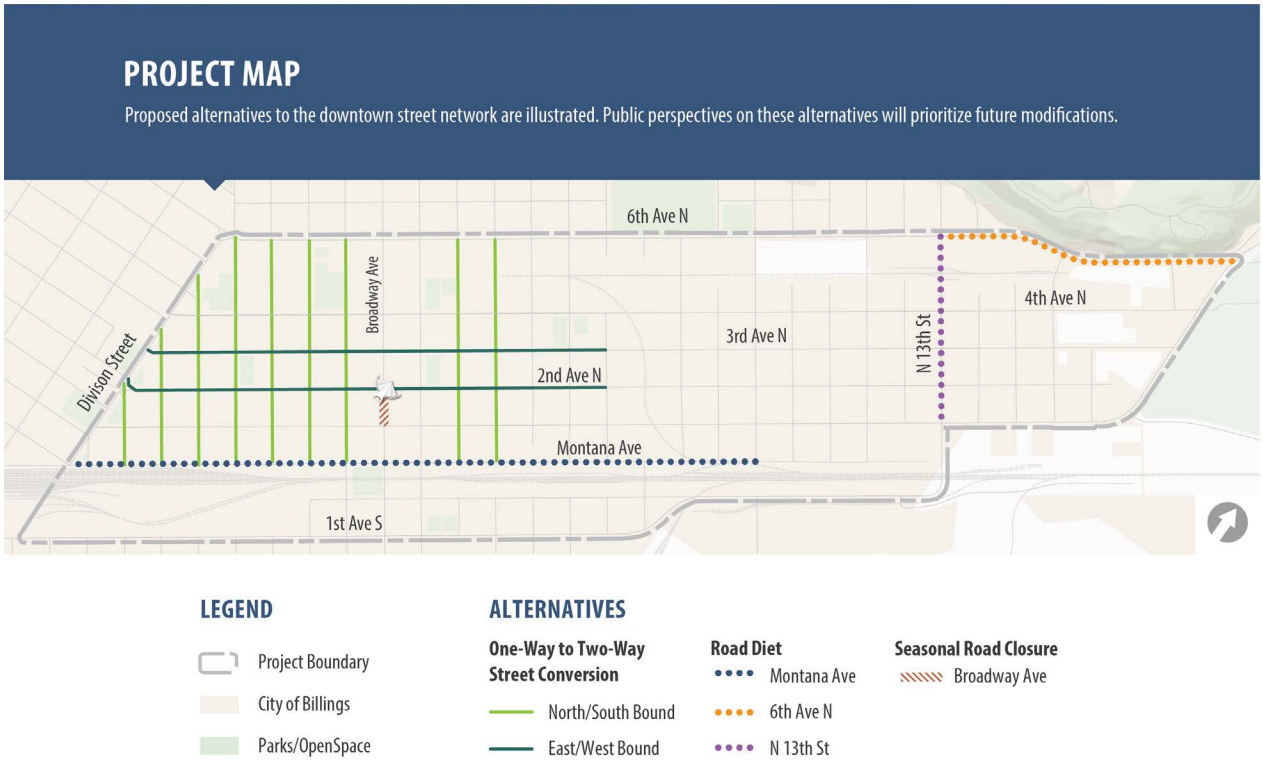


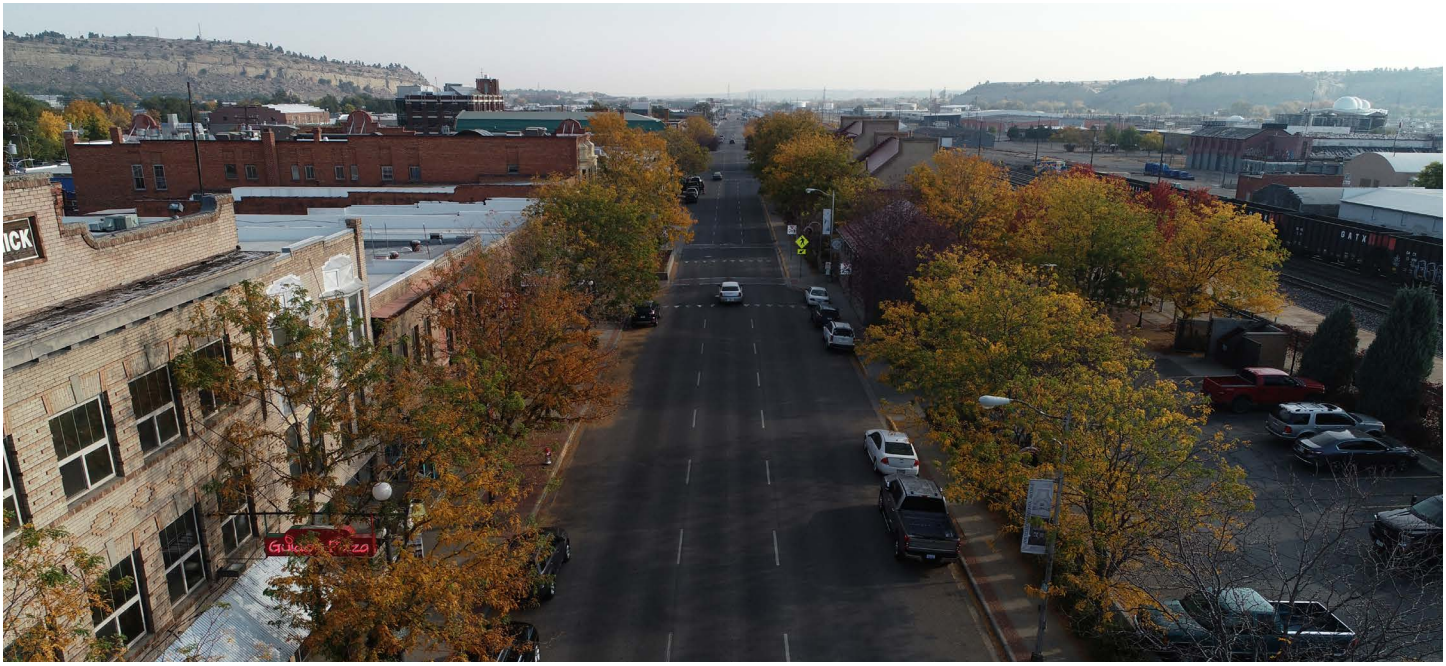
Figure 1. Study Area

Synopsis of Public Feedback

DOWL solicited public opinion on the proposed alternatives through in-person and virtual presentations to the public and stakeholder groups, direct outreach to property owners, and media coordination. An online website and survey was developed to collect feedback, with questions written to address corridor specifics, sometimes breaking corridors into multiple questions to accommodate differing dynamics along the corridor. Bicycle facilities were also integrated into the questions, in accordance with the 2016 Billings Bikeways and Trails Master Plan.

The online platform tracked a total of 6,176 visits from 2,393 users who completed 455 surveys and submitted 526 comments related to the project in general and specific alternatives. Overall, feedback collected was receptive to alterations to the current traffic system.

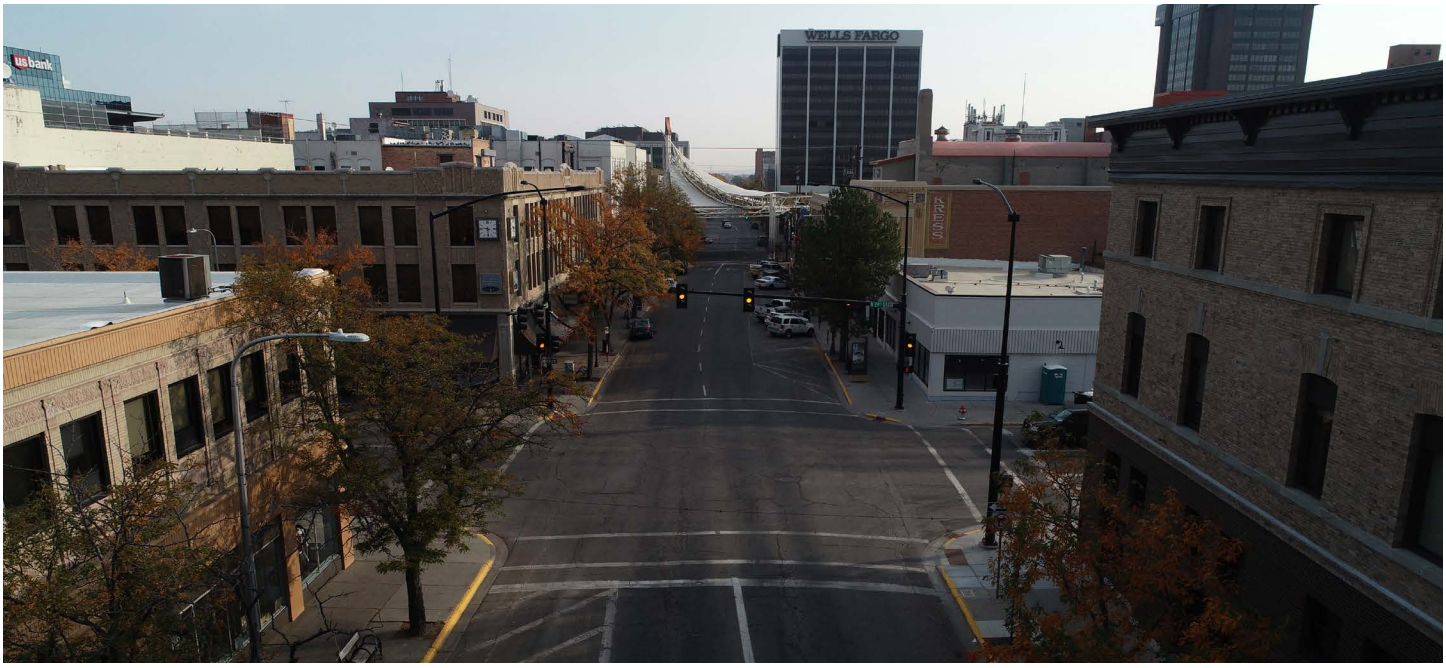
- **One-Way to Two-Way Conversions: North and South**
  - This segment of the survey included six questions, five offering feasible options on 33rd, 34th, and 35th Streets; 26th, 29th, and 31st Streets; 30th and 32nd Streets; 25th Street; and 25th Street at the MET Transfer Center; and one offering an option for participants to comment.
  - Of the 2,167 survey answers provided to this line of questioning, **65% were in favor of a conversion**.
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- **Road Diet: Montana Avenue (Division Street to 18th Street)**
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  - Of the 1,326 survey answers provided to this line of questioning, **60% were in favor of a conversion**.
  - 94 comments were made offering feedback; recurring themes included varying opinions on the need for bike facilities and concerns over congestion, traffic speed and pedestrian safety on the east end of Montana Avenue, and loss of parking spaces.



Montana Avenue currently has three one-way lanes with parallel parking on either side.

- **Road Diet: 6th Avenue N (Main Street to North 13th Street)**
  - This segment of the survey included three questions, two asking about possible road diet options between 10th Street and Main Street, and 13th Street and 10th Street, and one offering an option for participants to comment.
  - Of the 2,167 survey answers provided to this line of questioning, **66% were in favor of a conversion**.
  - 61 comments were made offering feedback; recurring themes included concerns about congestion and commute time. Others emphasized the need for a connection for bicyclists between the Heights and Downtown and bike/pedestrian safety. References to the East Billings Urban Renewal District (EBURD) Master Plan, 5th Avenue N project, and Inner Belt Loop integration were also made. The consideration of Metra event-related traffic was also encouraged.
- **Road Diet: 13th Street (Between 6th Avenue North and 1st Avenue North)**
  - This segment of the survey included three questions, two asking about possible road diet options between 4th Avenue N and 6th Avenue N, and 1st Avenue N and 4th Avenue N, and one offering an option for participants to comment.
  - Of the 875 survey answers provided to this line of questioning, **60% were in favor of a conversion**.
  - 29 comments were made offering feedback; recurring themes included the need for bicycle and pedestrian safety, traffic flow and BIRD development. Others questioned the need for bike lanes in the industrial area of town and related expense. Again, integration with the East Billings Urban Renewal District (EBURD) Master Plan and 5th Avenue N project were recommended.
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  - 603 comments were made offering feedback; recurring themes included business access, economic vitality, and activity in downtown. Some participants expressed a desire to see a full closure, while others were concerned about the impact to traffic flow and parking spaces.

Overall, members of the public and stakeholder groups who engaged with the project provided passionate, thoughtful opinions. Citizens are deeply engaged in the community and downtown; hopeful that improvements would increase economic vitality and spur development; and concerned about accessibility, walkability and bikability.



2nd Avenue North currently has three one-way lanes with parallel parking on either side.

BACKGROUND

The transportation network in downtown Billings has served the community in various ways since its inception is constantly reviewed to change to meet current demands and technologies. In an effort to continue to meet community needs, the City of Billings conducted the Downtown Traffic Study in partnership with Kittelson and Associates and DOWL. The study, released in June 2019, identified six feasible alternatives for City consideration. The process and results outlined in this report was a public outreach effort to collect public preferences related to the feasible alternatives.

This study solicited public feedback and prioritization preference of the feasible transportation network alternatives vetted in the DBTS. The vetted alternatives presented to the public are:

- **One-Way to Two-Way Conversions: North and South** – Converts north and south one-way streets between Division Street and 24th Street to two-way operation
- **One-Way to Two-Way Conversion: East and West (2nd Avenue N and 3rd Avenue N**) – Converts 2nd Avenue N and 3rd Avenue N west of 22nd Street to Division Street to two-way operation
- **Road Diet: Montana Avenue (Division Street to 18th Street)** – Provides options to accommodate all roadway users within existing curb limits
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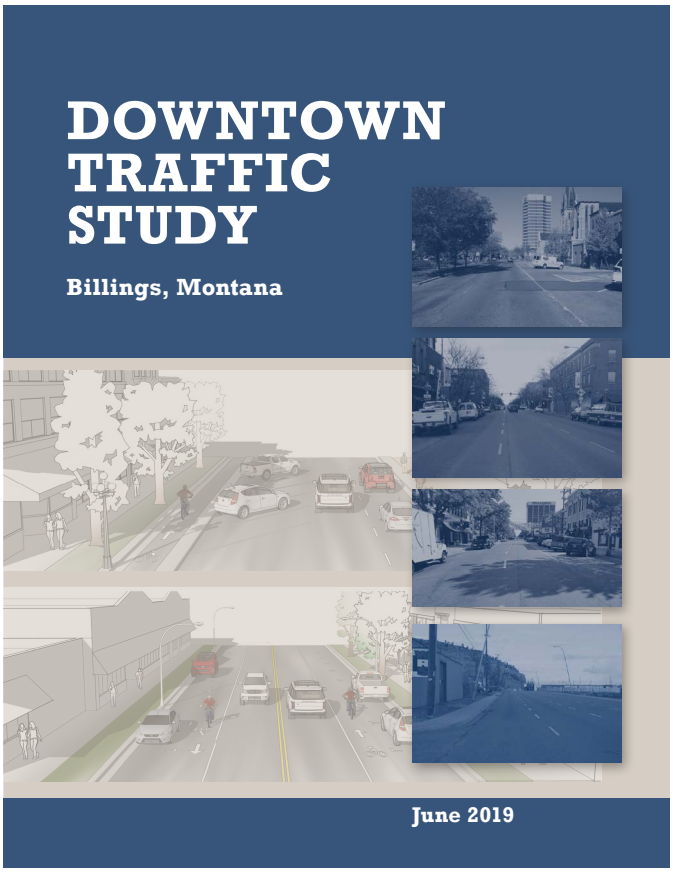


Figure 2. Downtown Traffic Study

TIMELINE

The following graphic illustrates the general timeline of this project.

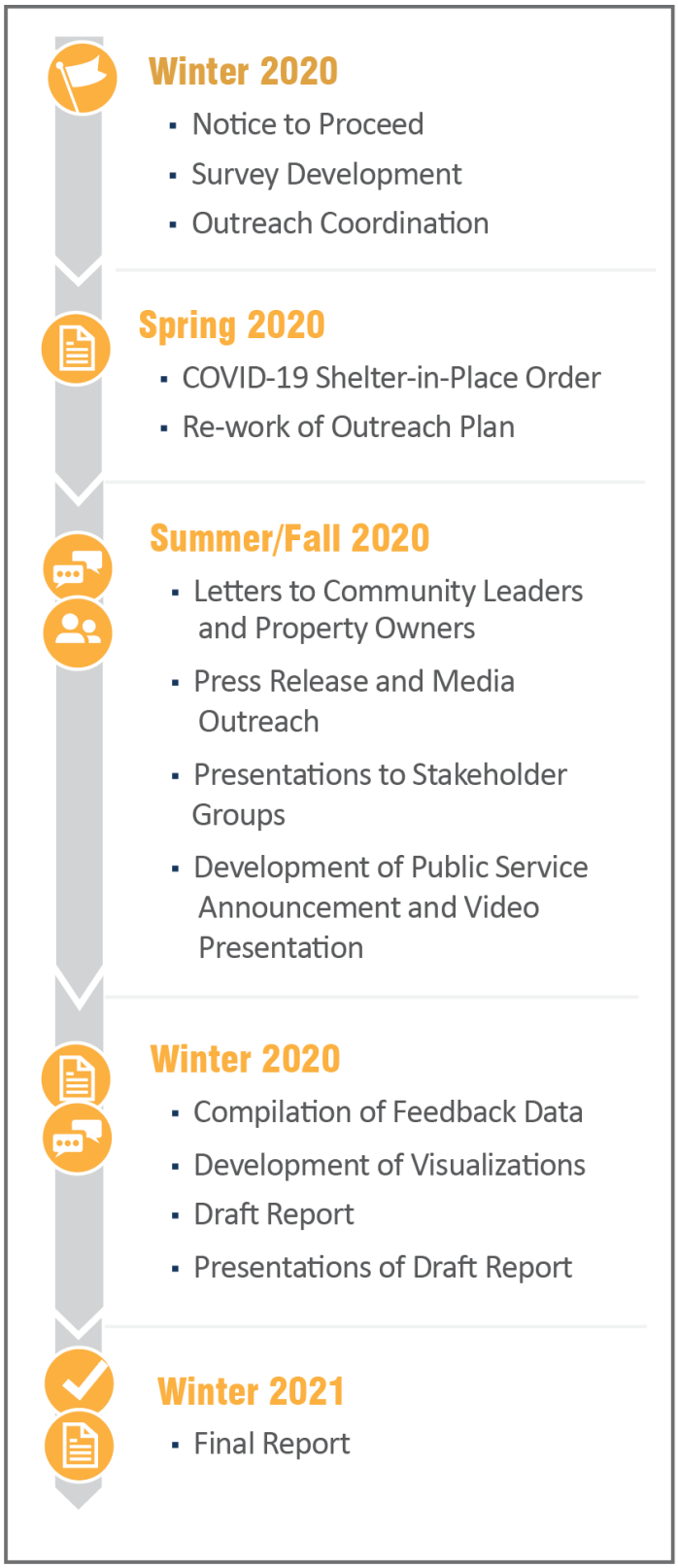


Figure 3. Project Timeline

GOALS AND STRATEGIES



Goal

Take the Message to the Public

Strategies

- In-person meetings were scheduled with local stakeholder groups until local restrictions forced virtual meetings responding to COVID-19 impacts.
- A promotional video soliciting publicinput was produced and boosted on Facebook in response to local meeting restrictions.



Goal

Informative Outreach Strategy

Strategies

- To collect relevant feedback, stakeholders were educated of the advantages and disadvantages of each alternative through outreach including presentations, personal conversations, and print and digital materials.
- A PowerPoint presentation discussed the advantages/ disadvantages to survey participants as they participated in the survey.
- Due to pandemic restrictions, a video recording of the presentation was posted on the project website to serve as a stand-alone introduction to the survey.



Goal

Feedback from Broad Demographics

Strategies

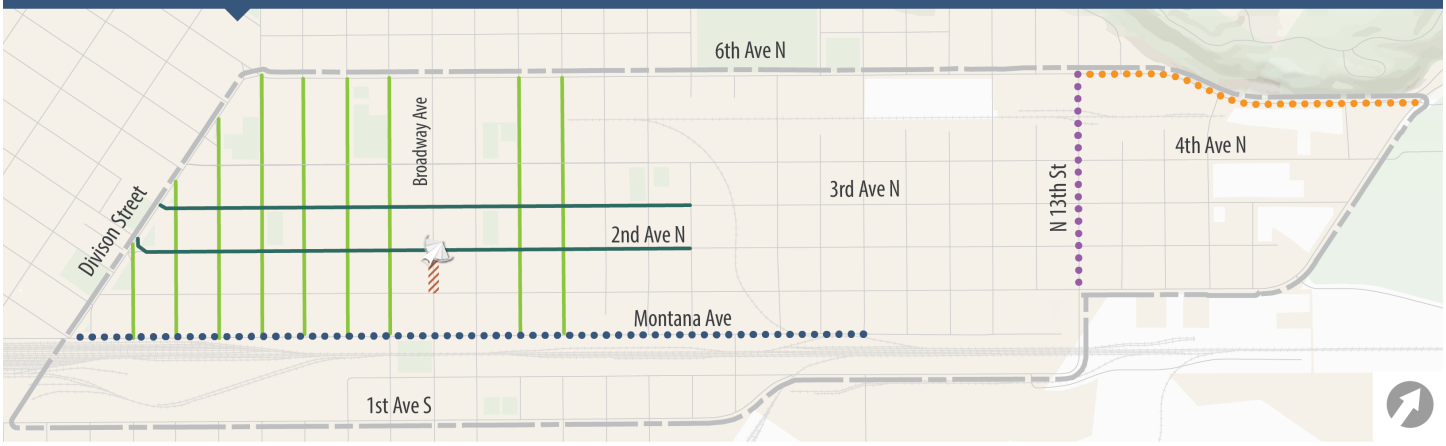
- With local knowledge of the community and the various demographics represented, outreach plan strategically addressed both varied age and geographic demographics.
- The goal was to obtain 400 survey responses to achieve a statistically valid survey; the total number of completed surveys was 455. Prioritization of educated participation steered outreach strategies.

STUDY AREA

This project was based on the study area identified in the DBTS. The boundaries extended west to east from Division Street to Exposition Drive and north to south from 6th Avenue North to 1st Avenue South.

PROJECT MAP

Proposed alternatives to the downtown street network are illustrated. Public perspectives on these alternatives will prioritize future modifications.



LEGEND

- Project Boundary
- City of Billings
- Parks/OpenSpace

ALTERNATIVES

One-Way to Two-Way Street Conversion

- North/South Bound
- East/West Bound

Road Diet

- Montana Ave
- 6th Ave N
- N 13th St

Seasonal Road Closure

- Broadway Ave

Figure 4. Study Area

PUBLIC ENGAGEMENT EFFORT

The objective of the project was to identify public preference for each alternative including preferred bicycle facility options; and to do this, the following tools and tactics were engaged. Example outreach materials and news coverage is included in *Appendix B*.

- **Online Website/Survey.** An interactive online tool was developed, using the Social Pinpoint platform, to collect public feedback. Based on survey results 64% of people accessed the survey on their desktop, 30% on mobile devices, and 6% on tablets.

  Information about the project was provided on the landing page discussing the purpose of the project, answering FAQs, offering contact information, and defining terms found in the survey (road diet, buffered bike lane, conventional bike lane, cycle track, separated bike lane, and sharrow).

  The website also included a detailed survey, a budgeting tool, and an idea wall to collect general feedback participants wished to off that were not captured through the survey questions.

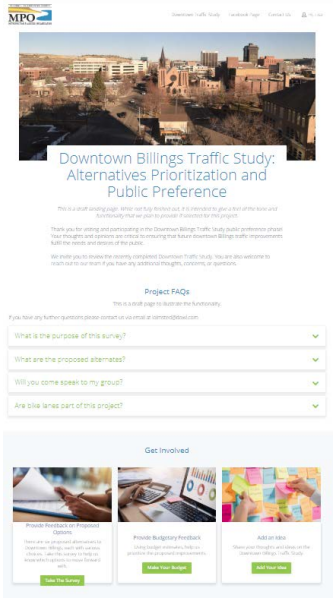




Figure 5: Screenshot of Social Pinpoint landing page. The survey is also mobile-friendly

In partnership with the City-County Planning Division team, the following questions were developed and asked of survey participants:

Question	Possible Answers
Demographic Data	
Age range (optional)	▪ Under 18 ▪ 18-25 ▪ 26-39 ▪ 40-60 ▪ 60-75 ▪ 75+
Gender (optional)	▪ Male ▪ Female ▪ Prefer not to answer
What is your annual household income? (optional)	▪ Less than $50,000 ▪ $50,001-$75,000 ▪ $75,000-$100,000 ▪ $100,000+
What is your level of education? (optional)	▪ Some schooling ▪ High school diploma ▪ Some college ▪ Bachelor's Degree ▪ Master's Degree ▪ Doctorate Degree
Zip code where you live. (optional)	▪ Blank text box provided
Zip code where you work. (optional)	▪ Blank text box provided
What ethnicity do you identify as? (optional)	▪ Blank text box provided

One-Way to Two-Way Street Conversion: North and South-Bound	
Would you like to see (north and south-bound) 33rd Street, 34th Street and 35th Street converted from one-way to two-way traffic?	▪ No. Leave them the way they are. ▪ Yes. I would prefer two-way travel with front-in angled and parallel parking. ▪ Yes. I would prefer two-way travel with only parallel parking.
Would you like to see (north and south-bound) 31st Street, 29th Street, and 26th Street converted from one-way to two-way traffic?	▪ No. Leave them the way they are. ▪ Yes. I would prefer two-way travel with front-in angled and parallel parking. ▪ Yes. I would prefer two-way travel with back-in angled and parallel parking.
Would you like to see (north and south-bound) 30th Street and 32nd Street converted from one-way to two-way traffic?	▪ No. Leave them the way they are. ▪ Yes. Provide a protected bike lane. ▪ Yes. Provide front-in angled parking with a sharrow.
Would you like to see (north and south-bound) 25th Street converted from one-way to two-way traffic?	▪ No. Leave it the way it is. ▪ Yes. Provide parallel parking with a protected bike lane. ▪ Yes. Provide front-in angled parking with a sharrow.
Would you like to see (north and south-bound) 25th Street at the MET Transfer Center converted from one-way to two-way traffic?	▪ No. Leave them the way they are. ▪ Yes. I prefer a conventional bike lane and sharrow. I understand that as a result, no on-street parking can be provided at this location. ▪ Yes. I prefer a sharrow in each lane. I understand that as a result, no on-street parking can be provided at this location.
Do you have any other comments regarding the conversion of north and south-bound streets from one-way to two-way?	▪ Blank text box provided
One-Way to Two-Way Street Conversion: East and West-Bound	
Would you like to see (east and west-bound) 2nd Avenue N and 3rd Avenue N converted from one-way to two-way traffic?	▪ No. Leave them the way they are. ▪ Yes. I would prefer two-way travel with conventional bike lanes and parallel parking. ▪ Yes. I would prefer two-way travel with a sharrow, and front-in angled and parallel parking. ▪ Yes. I would prefer a center turn lane and sharrows.
Do you have any other comments regarding the conversion of east and west-bound 2nd Avenue N and 3rd Avenue N from one-way to two-way?	▪ Blank text box provided
Road Diet: Montana Avenue	
Would you like to see Montana Avenue between 30th Street and 35th Street modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like a separated bike lane with back-in angled parking. ▪ Yes. I would like a cycle track. I understand that as a result, no on-street parking will be available.
Would you like to see Montana Avenue between 27th Street and 30th Street modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like separated bike lane. ▪ Yes. I would like cycle track.
Would you like to see Montana Avenue between 18th Street and 27th Street modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes, I would like a separated bike lane. ▪ Yes. I would like a cycle track. ▪ Yes. I would like back-in angled and parallel parking. I understand that as a result, no bike facility is included.

Do you have any other comments regarding the proposed modifications to Montana Avenue?	▪ Blank text box provided
Road Diet: 6th Avenue	
Would you like to see 6th Avenue between 10th Street and Main Street modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like a protected bike lane. ▪ Yes. I would like a multi-use path.
Would you like to see 6th Avenue between 13th Street and 10th Street modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like a protected bike lane. ▪ Yes. I would like a separated multi-use path.
Do you have any other comments regarding the proposed modifications to 6th Avenue N Avenue?	▪ Blank text box provided
Road Diet: 13th Street	
Would you like to see 13th Street between 4th Avenue N and 6th Avenue N modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like conventional bike lanes and parallel parking. ▪ Yes. I would like sharrows with a center turn lane and parking.
Would you like to see 13th Street between 1st Avenue N and 4th Avenue N modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like protected bike lane.
Do you have any other comments regarding the proposed modifications to 13th Street?	▪ Blank text box provided
Seasonal Road Closure: Broadway Avenue	
Would you like to see Broadway Avenue closed seasonally between 1st Avenue N and 2nd Avenue N?	▪ No. I like it the way it is. ▪ Yes. I like the idea of seasonal closure.
Do you have any other comments regarding the proposed modifications to Broadway Avenue?	▪ Blank text box provided
Conclusion Questions	
Please rank the six proposed alternatives in order of your preference (highest priority at the top, down to your lowest priority).	▪ North and South One-Way to Two-Way Conversion ▪ East and West One-Way to Two-Way Street Conversion ▪ Montana Avenue Road Diet ▪ 6th Avenue Road Diet ▪ 13th Street Road Diet ▪ Broadway Avenue Seasonal Street Closure
How often to you use bike lanes in Billings?	▪ Daily ▪ Weekly ▪ Monthly ▪ Infrequently ▪ Never
How often do you use Downtown Billings parking garages?	▪ Daily ▪ Weekly
Email	▪ Blank text box provided

Figure 6. Survey Questions

Final Survey Participation Data	
Total Visits	*6176*
Unique Users	*2393*
Average Time	*1:59 mins*
Comments:	
General	*58*
One-Way to Two-Way (N-S)	*116*
One-Way to Two-Way (E-W)	*65*
Road Diet: Montana Ave.	*94*
Road Diet: 6th Ave. N	*61*
Road Diet: N. 13th St.	*29*
Seasonal Closure: Broadway Ave.	*103*
Total:	*526*
Survey Responses	*455*
Budget Responses	*34*

Figure 7. Final Survey Participation Data

- **Presentations to Stakeholder Groups.** Presentations and/or project information was provided to the following stakeholder groups to discuss the Study, the purpose of the project, and the advantages/disadvantages of the proposed alternatives.
  - Downtown Billings Alliance, Business Improvement District, All-board Meeting
  - Downtown Billings Property Owner Group
  - Billings Industrial Revitalization District (BIRD) and East Billings Urban Renewal District (EBURD)
  - Big Sky Economic Development and Better off in Billings
  - Heights Task Force
  - Pioneer Park Task Force
  - Southside Task Force
  - Billings Downtown Rotary
  - Billings West End Rotary
  - Billings Chamber of Commerce
  - NextGen
  - Breakfast Exchange Club
  - West High School
  - Rocky Mountain College
  - Living Independently For Today and Tomorrow (LIFTT)
  - Yellowstone Citizens Advisory Council
  - Bicycle Pedestrian Advisory Committee (BPAC)
  - Leadership Billings
  - Montana Association of Female Executives
  - Billings Police Department
  - Billings Fire Department
  - Billings TrailNet
  - Visit Billings
  - Visit Southeast Montana

  A video recording of the presentation was also posted it to the project website when other outreach opportunities were canceled due to COVID-19 restrictions.

- **Facebook Page.** A project-specific Facebook page was developed to engage participation through boosted posts and leverage the pre-existing social media following of partner pages.



Figure 8. Project Facebook Page

- **Press Releases and Media Coordination.** Two press releases were distributed and follow-up and coordination with multiple local media representatives resulting in project information being shared by:
  - Billings Gazette
  - KULR8
  - Yellowstone County News
  - KSVI ABC6/Fox 4
  - Yourbigsky.com
  - Community 7
  - Northern News Network
  - Hot 101.9
  - Newsbreak.com
  - Q2
  - Desert Mountain Broadcasting "Love Billings"
- **Public Service Announcement.** In partnership with Community 7, a video was developed about the outreach effort that was posted on the Facebook page and shared with local media.
- **Letters and Emails.** Direct mail letters were sent to community leaders and property owners within the project boundaries. Emails were sent to engaged participants to prompt participation in the survey and provide project updates through Constant Contact. Local partners also shared the content to their pre-existing email lists.
- **Posters.** Project posters were displayed in the Downtown Billings Association's kiosks and on MET buses.
- **Rack Cards.** Project brochures were developed and handed out to partners and at any possible in-person outreach events.

Facebook Data	
Total Post Engagement	*459*
Total Post Reach	*4,127*

Figure 9. Facebook Engagement Data

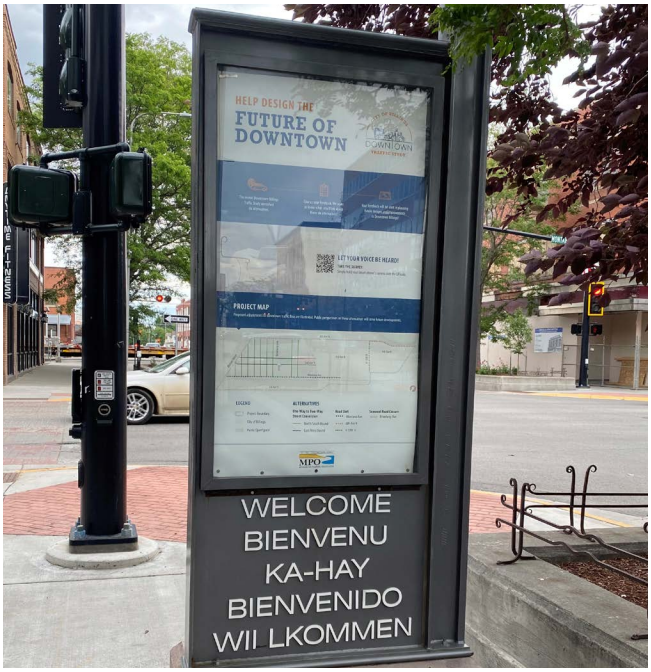


Figure 10. Project Poster in Downtown Kiosk

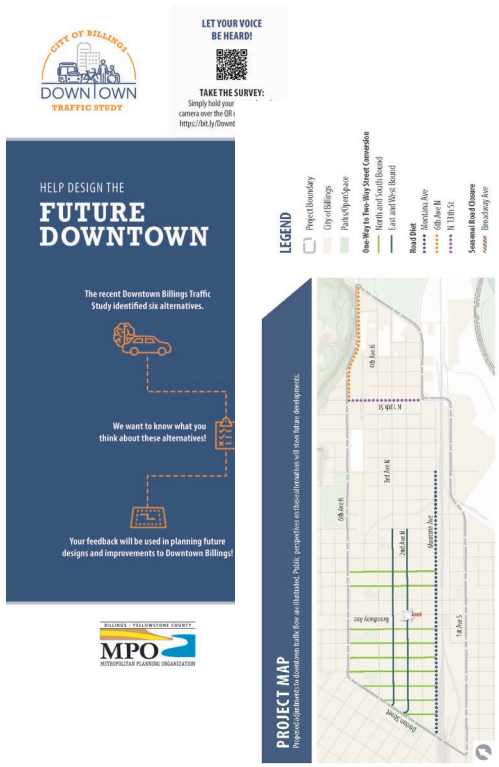


Figure 11. Project Rack Card

SURVEY POPULATION

The City of Billings is comprised of a diverse group of individuals who are very passionate about their city and streets. The survey resulted in a sample size of 455 participants, ranging from under 18 to 75+, with the majority aged 26-60. Level of education among surveyors varied, but a significant majority of respondents have an education level of a Bachelor's degree or higher. 33% of participants were female, 39% are male, and 28% preferred to not respond. Annual household incomes range from less than $50,000 to $100,000+, with majority being less than $75,000.

The following survey findings illustrate how participants feel about the proposed alternatives to the downtown Billings traffic system. All comments received from the survey have been included in **Appendix A**.

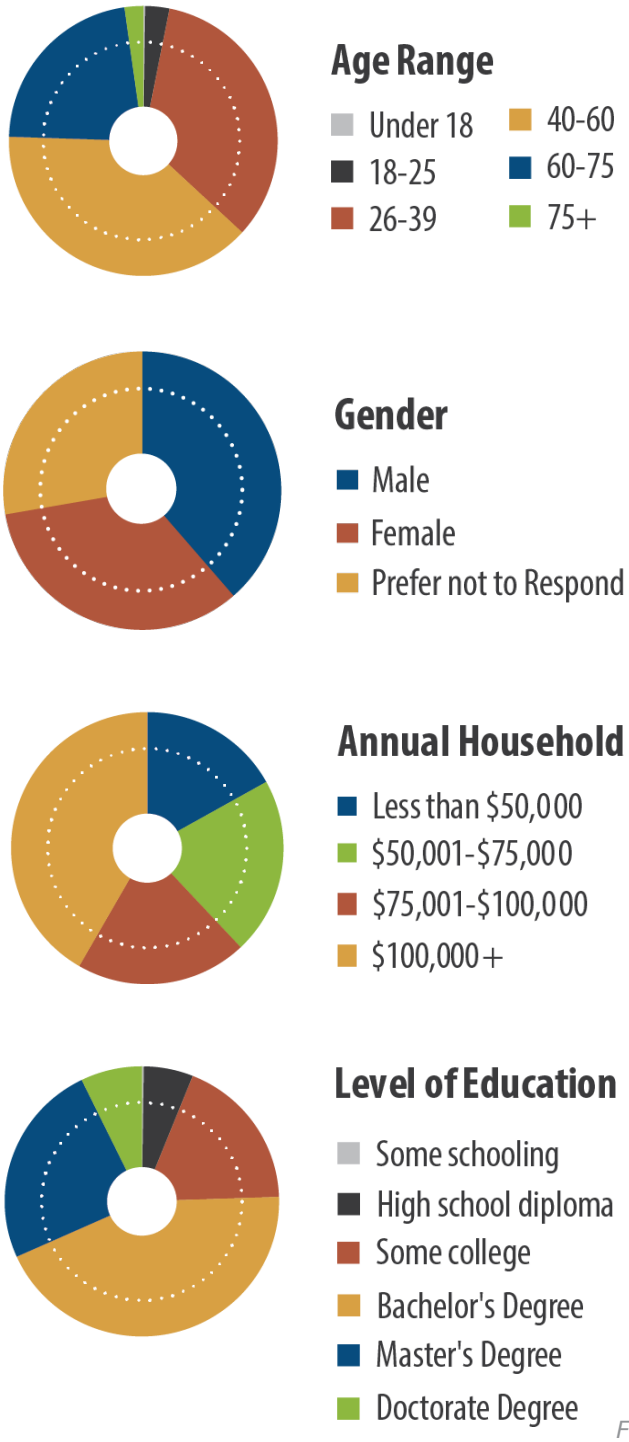


Figure 12. Survey Demographic Data

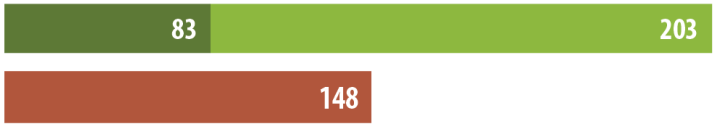
SURVEY RESULTS

The following charts illustrate how respondents felt about the various alternatives that were posed to them.

One-Way to Two-Way Street Conversion: North and South-Bound

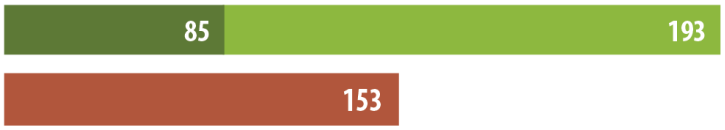
Survey Response Data

Would you like to see (north and south-bound) 33rd Street, 34th Street, and 35th Street converted from one-way to two-way traffic?



- **Yes.** I would prefer two-way travel with only parallel parking.
- **Yes.** I would prefer two-way travel with front-in angled/parallel parking.
- **No.** Leave them the way they are.

Would you like to see (north and south-bound) 31st Street, 29th Street, and 26th Street converted from one-way to two-way traffic?



- **Yes.** I would prefer two-way travel with back-in angled/parallel parking.
- **Yes.** I would prefer two-way travel with front-in angled/parallel parking.
- **No.** Leave them the way they are.

Would you like to see (north and south-bound) 30th Street and 32nd Street converted from one-way to two-way traffic?



- **Yes.** Provide front-in angled parking with a sharrow.
- **Yes.** Provide a protected bike lane.
- **No.** Leave them the way they are.

Would you like to see (north and south-bound) 25th Street converted from one-way to two-way traffic?



- **Yes.** Provide front-in angled parking with a sharrow.
- **Yes.** Provide parallel parking with a protected bike lane.
- **No.** Leave it the way it is.

Would you like to see (north and south-bound) 25th Street at the MET Transfer Center converted from one-way to two-way traffic?



- **Yes.** I prefer a sharrow in each lane. I understand that as a result, no on-street parking can be provided at this location.
- **Yes.** I prefer a conventional bike lane and sharrow. I understand that as a result, no on-street parking can be provided at this location.
- **No.** Leave them the way they are.

Figure 13. One-Way to Two-Way Street Conversion: North and South Bound Survey Data

Visualization



Figure 14. Before (top) and After (bottom) images to offer a visualization of the potential conversions.

*While this study was being done, bonding associated with TIFF funding moved forward for improvements on North 29 Street and North 30th Street. Based on property owner coordination, angled parking was the desired layout, therefore, eliminating the opportunity for bike lanes on these streets. Bike facilities can still be included in the design of other north-south streets.

A two lane traffic flow with parking would be a big benefit towards downtown businesses. The lower traffic speed promotes pedestrian safety and encourages people to walk by businesses more.

It seems that every 10 to 20 years we go from 2 way streets to 1way streets and back again. Your proposals seem as if they were all written by bicycle enthusiasts to the exclusion of others.

I commute downtown by bicycle often, and have learned to use one-way streets to my advantage. Automobile traffic flow for over 20-yrs also seems ideal. I see no reason to change.

Overall, I am in favor of converting as many N-S streets from one way to two way as possible.

There aren't enough cyclists in the entire county to justify the expense.

We do a lot of aerial lift work downtown, a lot of our work is for the city. And converting these one ways to 2 ways would greatly impact both out work and the flow of traffic

I hope bicycle facilities will have transitions at intersections to allow bikes to continue on bike facilities (especially when turning) or have the option to move to the sidewalk

Turn North 26th Street to North 22nd Street between Montana and 1st Avenue North into one ways with front load angled parking on each side. Turn the alley between the locations into walking well lighted space. Create Speak Easy alley entrances. Adds on street parking and slows down traffic for a more walker friendly setup.

The one way streets are working, so if it's not broken, why change? The few bikes are not worth the cost. If you want to fix a problem, get an overpass over the railroad tracks. That is a problem that needs attention. Use the money for that project.



Figure 15. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

Thank you for doing this important work. It is time to go back to having a vibrant downtown that was removed when all the streets were converted to one ways.

I cannot say which type of bike lane is better for each location but I would like to see two way traffic in as many streets as possible

More bike facilities, the better. Would like to see a way for traffic lights to trigger when it's just a bicyclist on the road. There have been numerous times where I have to ride off the road and press the button.

I work downtown and have no problem with any traffic. I have been driving in Billings for over 50 years and the one way system downtown moves traffic very efficiently through downtown. Any alteration would simply make the traffic more congested and be a waste of taxpayer money. Not sure how traffic studies are done but I know what works.

Reducing lanes in downtown is the craziest idea I have heard. I understand the desire to make it safer for bicyclists, but those of us who drive in and out downtown likely agree that the one-ways are manageable and make for more traffic to move faster. When 4th or 6th are blocked or have lane reduced, it become obvious in all other road ways. It put pressure on similar direction streets. One ways in the cross streets allow for those turning right or left to make a choice and make the traffic move along when the lights are green.

Hi, I'm window cleaner with sky line services we work down town doing boom work it would make it hard to keep traffic flowing or any kind of work on those roads for people using a boom or any kind of work that would need to block the traffic! With the one way Road it allows you to guide traffic safely!

Love the whole idea...long time in coming!

making these into 2 way traffic would help tremendously. I work downtown and evey day i see someone driving the wrong way on a one way. Someone is going to get hurt.

How do the trains impact the back up of traffic if these roads were 1 lane each way?

I believe that conversion to two-way will greatly decrease drive time as drivers navigate from place to place. That reduces frustration, time, gas, and the potential, probability, for accident. Confusion will decrease as motorists just don't know when or where their street is going to become 1 way, or turn into a 1 way against them!

One-Way to Two-Way Street Conversion: East and West-Bound

Survey Response Data

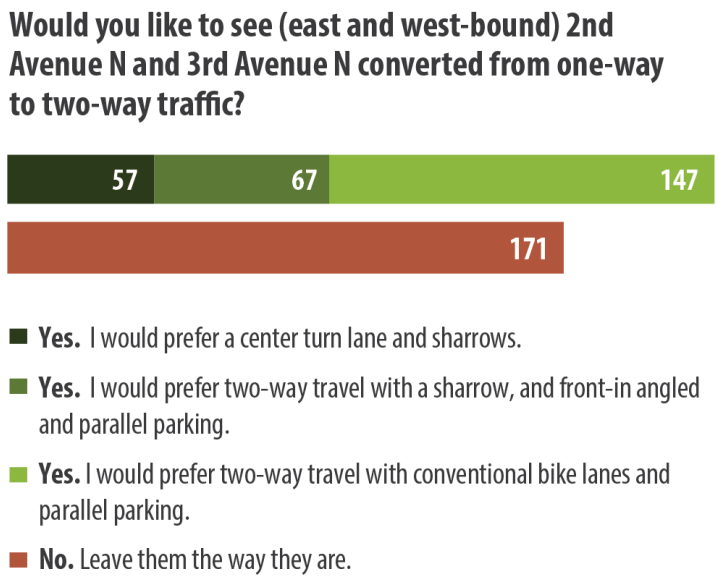


Figure 16. One-Way to Two-Way Street Conversion: East and West-Bound Survey Data

Visualization



Figure 17. Before (left) and After (right) images to offer a visualization of the potential conversions.

Example Comments

A full list of public comments is available in Appendix A.

Billings must continue to make bicycling to and from work and retail shopping a priority. This will make the community safer, healthier, and attractive to those moving into the city.

I am supportive of any change that allows more use of downtown and makes the traffic situation less intimidating. I would love to see biking areas however, parking is more critical as this is always everyone's complaint. I also like turn lanes for traffic flow; however, this takes away from usable space for parking or bike lanes. I would encourage more arrows downtown for turning on busier roads if a center lane is not possible.

Evidence shows that two-way streets are both safer and better for business. One-ways encourage people to speed through an area because they don't have to be attentive to oncoming traffic. It also disincentivizes both tourists and visitors from other parts of town (I have many times heard "I get so turned around with all the one-ways downtown"). To build downtown businesses, we should make it easy to get around and bring back two-ways. I once dated someone who, as a pedestrian, had been struck by a car downtown barreling down a one-way. The conversion should also make it safer as drivers are more attentive. It's a win-win.

Being able to safely ride a bicycle downtown is a top priority for me!

Leave them as one ways with back in angled parking and parallel parking and with a cycle track or sharrow.

We already have options for people to drive through downtown. Let's give people a couple of roads to drive to downtown.

It appears the plan is to serve bicyclists more than traffic flow. When the bikers start paying a road/use tax I'll consider supporting some of these ideas.



Figure 18. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

These streets are perfect the way they are. If you want to add accommodations for bicycles, great. Otherwise, Billings' system of alternating one-way streets both north-south and east-west is, believe it or not, extremely efficient in moving traffic throughout downtown. Every city should adopt a similar system; it makes it very easy to get around. Please, keep things the way they are. There is no reason to spend all that money changing everything around!

Would make the city easier to navigate as a visitor

Two way is preferable to all the one-ways.

Thank you for including the option for more bike lanes to make Billings more bike friendly!

Division Street would have a light on each intersection. This would slow the traffic flow and cause delays during increased use (i.e. weekday 8 a,m. and 5 p.m. and special events). Visitors from out of Billings might be confused as to just 2 east and west bound streets being two way. If you keep 4th and Montana one way there might be a possibility of increased cars turning the wrong way on the one way in error. The traffic flow into and out of the downtown area flows easily as it is now.

I like bike lanes...parking can be parallel or front in depending on best use of existing space.

Strongly against two way traffic on these streets, concerned about introducing more congestion and additional traffic light patterns.

I like more parking options and feel it would boost the desire to open businesses downtown, and to visit those businesses.

Include bike lanes in any new or revised construction in town and county. Thanks

One-way streets provide smooth efficient traffic flows and are safer to navigate. Many of us have to pass through downtown on our way to/from other destinations. Please don't make it any harder and slower than it already is.

I think a separated bike lane here would be best, as it is a little terrifying biking those streets, but hopefully the 2-way conversion and lanes would make it a lot safer to bike and get to destinations downtown

Keep cyclists safe. Promote more bike use in Billings.

Road Diet: Montana Avenue

Survey Response Data

Would you like to see Montana Avenue between 30th Street and 35th Street modified to allow for more options?



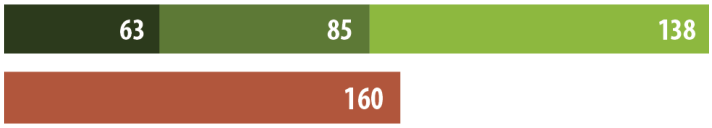
- **Yes.** I would like a cycle track. I understand that as a result, no on-street parking will be available.
- **Yes.** I would like a separated bike lane with back-in angled parking.
- **No.** Leave it the way it is.

Would you like to see Montana Avenue between 27th Street and 30th Street modified to allow for more options?



- **Yes.** I would like cycle track.
- **Yes.** I would like a separated bike lane.
- **No.** Leave it the way it is.

Would you like to see Montana Avenue between 18th Street and 27th Street modified to allow for more options?



- **Yes.** I would like back-in angled and parallel parking. I understand that as a result, no bike facility is included.
- **Yes.** I would like a cycle track.
- **Yes.** I would like a separated bike lane.
- **No.** Leave it the way it is.

Figure 19. Road Diet: Montana Avenue Survey Data

Visualization



Figure 20. Before (left) and After (right) images to offer a visualization of the potential conversions.

Example Comments

A full list of public comments is available in Appendix A.

There is a great deal of traffic on Montana Avenue. I think it would be taking a big step backward to take away lanes. I also think traffic is too busy on Montana and 1st Ave. North to include bicycle lanes.

Only put bike lanes on lesser traveled roads. No bike lanes on Montana Ave, 1st Ave N, 4th Ave N, and 6 Ave N, but can be put on 2nd and 3rd Ave N.

I think slowing down traffic on Montana Ave would be really beneficial after 27th street. While there are crosswalks there, the lack of lights means vehicles often aren't stopping for pedestrians in this area. I think bike lanes and angled parking would help a lot with that.

Cycle track is the best option. Need more usable bike racks on Montana, wider sidewalks. Drivers speed badly on Montana Ave, and the motorcycles are so disturbingly loud.

Slow down traffic

Montana Ave. (at least btw N. 30th and N. 22nd) is one of the premier destinations in Billings, and it should be accessible to people on bicycles.

Montana from 27th to 30th is already tight for 3 lanes. People can't seem to park in front of the pawn shop and the turn in to Western Security banks lot is tight.

Only 2 lanes on Montana Avenue are needed! Bike Lanes would be a plus!

This is one of the best roads in Billings for biking. It is also one of the scariest. More protection for bicyclists will also help protect pedestrians.

I commute downtown by bicycle often, and avoid Montana Ave. as unsafe. A bike lane would be safer, and a cycle track too disruptive.

Montana Avenue is the main street one uses to going east through downtown. Bikes do not belong on such heavily traveled streets as Montana & First Avenue North. Put bike lanes on safer, less traveled streets like 2nd or 3rd Ave. No.



Figure 21. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

I do not like the idea of reducing capacity of arterial streets. I'd rather see sharrows on 2nd ave n and or 3rd ave n than to reduce capacity on arterial streets

Excessive traffic speed on Montana is a major reason I won't visit businesses there.

Please, also make sure there is bike signals. Bicycling and two-way streets is the key to making downtown great again!

Montana Avenue is the designated truck route through downtown Billings. It is also very heavily traveled by regular vehicles as well. It is a regular occurrence to see Montana backed up half way between blocks at the stop lights. Please do NOT cause more congestion by removing a traffic lane! Add a bike lane to a lesser traveled street.

I own McCormick Cafe and Computers Unlimited. We have 180 employees. all drive cars that park in our lots. Only 2-3 bikes in the summer. The most important thing is to slow traffic down and provide street parking for our customers. Our customers all drive cars. No bikes.

i again like bike lanes but I am still concerned about the loss of parking and also people on Montana travel VERY fast! I would be very careful with traffic flow with bikes and speed of traffic.

Montana Avenue is in desperate need of traffic calming and pedestrian protections. Drivers fly through this part of town and it's very scary. I think the better protected the bike lane, the better.

i understand that bikers need somewhere to ride but taking lanes away from the cars is NOT a good solution.

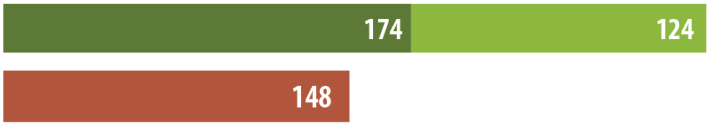
A road diet on Montana between 30th and 18th makes a lot of sense. Anything to slow/reduce traffic especially west of 27th would be welcomed. Also, a left-turn light from Southbound 27th onto Montana is necessary (and permit motorists to turn left onto Montana when 27th is blocked by a train!!!). The bottleneck west of 26th is dangerous, due to the number of lanes, speed of traffic and all the ridiculous parallel parking. Get rid of it! Make it back-in angled parking. Parallel is extremely inefficient and dangerous down there, on both sides of the street.

I don't believe any kind of bike lane or cycle track is necessary on Montana Avenue. Take it down to 2 lanes, allow for angled parking.

I like more parking options and feel it would boost the desire to open businesses downtown, and to visit those businesses.

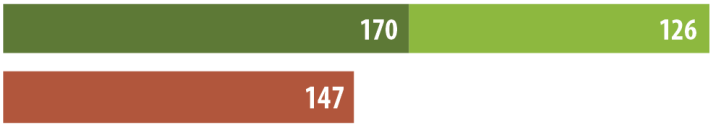
Road Diet: 6th Avenue North

Would you like to see 6th Avenue N between 10th Street and Main Street modified to allow for more options?



- **Yes.** I would like a multi-use path.
- **Yes.** I would like a protected bike lane.
- **No.** Leave it the way it is.

Would you like to see 6th Avenue N between 13th Street and 10th Street modified to allow for more options?



- **Yes.** I would like a separated multi-use path.
- **Yes.** I would like a protected bike lane.
- **No.** Leave it the way it is.

Figure 22. Road Diet: 6th Avenue North Survey Data

Visualization



Figure 23. Before (left) and After (right) images to offer a visualization of the potential conversions.

Example Comments

A full list of public comments is available in Appendix A.

Making these roadways narrower or having less lanes will continue to cause bottlenecks and other issues for commuters!

"There is no safe bike connection from the heights to downtown. I would like to see a protected bike option. Concerned about the cost listed in the detailed views for N13 to N10"

The flow of traffic from the heights into downtown can already be burdensome. By removing a lane, this will restrict the flow of traffic even more so.

I think pedestrian and bicycle access from alkali creek area to this area of town would be very beneficial

Make 3rd ave N a shared street instead of the arterial

Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.

The traffic on 6th avenue and 1st avenue is already too congested and to reduce the number of lanes would exacerbate the situation. Even the current traffic pattern has severe issues, There is currently no dedicated lane to go to the Lockwood area. So if there is a traffic issue in the heights, the traffic backup includes both the heights and Lockwood traffic.

i understand that bikers need somewhere to ride but taking lanes away from the cars is NOT a good solution.

6th ave has just enough lanes for passing slower traffic and getting back from the Heights quickly and efficiently. Definitely don't modify! The smaller streets downtown can have the bicycle lanes.

Currently the east end of 6th Ave North is a race track. A safe "multi-use path" would be welcome

No bike/multi-use paths on major roads. Only put on non-arterial roads.



Figure 24. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

The intersection where main meets 6th N needs to be revamped. When traveling down main and wanting to go onto 6th you have to transition over to the far right lane. That then open up into another lane just past Applebees. This is a huge bottleneck. Why allow the middle lane on main st also have the option of transitioning onto 6th? It would just require a slight modification to the main and 6th intersection. Just change up the paint. Traffic would flow so much better.

After the Inner Belt Loop is completed, my vote would be to have protected bike lanes. Until the Inner Belt Loop project is completed, traffic flow should not be restricted from the Heights.

I feel bike lanes should be directed to the lesser vehicle traveled streets. Signage is important to guide bicyclists to safe, designated routes. I believe it is a safer option for vehicles and bicycles to not purposefully be combined on a heavy vehicle-traveled street.

We need a bike lane and a better path for pedestrians with trees. The new streetscape in the EBURD has no street trees - huge mistake. Bring people to the Metra from downtown and North Park. The improvements on 6th need to reach further west than just 13th St.

a multi-use path would cleanly align with the existing path dropping down to 6th Avenue from Swords Park

There are already long wait times for people heading west from the heights, don't add to the problems

This is mostly an industrial area with sufficient parking and little congestion in its current state.

Dangerous connection between 6th and the heights. I hope we can have a protected separated path.

As a heights resident who needs to get downtown in the high volume traffic, removing lanes would be even more difficult than it already is.

Again, 6th Ave. N. is the major route for traffic heading west from main. And it is busy. Please don't clobber it up and make it slower than it is. Again, put bike lanes on safer streets, not major thoroughfares. Nobody wants an accident with a bike.

I would like these options to be informed by the 5th Avenue North Corridor Study. If there ends up being a multi-use path through that corridor, I don't see the need for a multiuse path on 6th because 5th Avenue would be safer. The speed of traffic on 6th is concerning, as well as the falling rocks from the Rims.

Again, speeding is a major problem on this road :/ The lack of traffic lights encourages people to come racing down 6th. I would feel safest on a multi-use path, off the road.

Road Diet: 13th Street

Survey Response Data

Would you like to see 13th Street between 4th Avenue N and 6th Avenue N modified to allow for more options?



- **Yes.** I would like sharrows with a center turn lane and parking.
- **Yes.** I would like conventional bike lanes and parallel parking.
- **No.** Leave it the way it is.

Figure 25. Road Diet: 13th Street Survey Data

Would you like to see 13th Street between 1st Avenue N and 4th Avenue N modified to allow for more options?



- **Yes.** I would like protected bike lane.
- **No.** Leave it the way it is.

Visualization



Figure 26. Before (left) and After (right) images to offer a visualization of the potential conversions.

Example Comments

A full list of public comments is available in Appendix A.

Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.

Is there any way to have both a center turn lane as well as conventional bike lanes?

It would be nice to know the traffic and bicycle volumes so a better vote can be placed. Not sure how many bikes use this corridor.

This is mostly an industrial area with sufficient parking and little congestion in its current state. If anything I would do something with the underpass.

This comment is regarding the question on my use of Bike lanes below: I ride my bike very frequently, but hardly ever use a bike lane due to their lack of existence. While Lewis has a sharrow, cars pass fast and close and I take Clark because I feel safer. Downtown is a little better with the one-ways because I feel like I can take a whole lane and am more visible doing so. I don't like conventional bike lanes that skirt parallel parking because I know individuals who have had car doors opened into the bike lanes suddenly resulting in a bike crash.

There aren't enough cyclists in the entire county to justify the expense.

my shop is at 212 n 13th. I see the traffic there. the street there is very busy during rush hours. Do not take away options for cars just to make room for bikes. Also do not take away our street parking, as many of the businesses here do not have parking lots so there is no other option for us.

Whatever you do on 13th please consider visibility for people coming from 2nd and 3rd onto or across 13th. The cars/trucks that are parallel parked on 13th make visibility up and down 13th a nightmare when trying to pull out from 2nd or 3rd.



Figure 27. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel.
Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."

13th is an important bicycle route connector between downtown and the heights. We need to make is safer.

Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.

Whatever is best for the development of the BIRD area. Currently, not sure how many people would use a bike lane, but would make sense if more people are drawn there due to future development.

No bike lanes or sharrows!! Very expensive option for how few people it benefits (definitely not me)

A bike lane might be nice if it connects

Safety, safety, and more safety. This would increase cyclist and pedestrian safety, as well as linking well-used routes to trails, downtown, and the Heights.

through the MDT 1st avenue project, the 13th/1st intersection is being designed to focus on moving vehicle traffic. There is no demand for pedestrian/bicycle traffic nor do I anticipated this changing in the near future.

I am not really a traffic expert so don't know the advantages of these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue. As such I chose the option with the bike lanes. I am not sure why this option requires 2 way traffic to be included as it seems it could be included in the one way streets as well.
I would like to be sure changes reduce (at least don't increase) traffic to the residential streets from Division to 1st & 2nd. There has been, at times, in the past a strong incentive to cut through the residential streets to avoid traffic lights and congested traffic on arterial streets, particularly the light on Division and Broadwater. It seems the conversion to one way streets along with other changes reduced that significantly. It would be very upsetting if the proposed changes again produced increased traffic along with safety issues on the residential streets.

Seasonal Road Closure: Broadway Avenue

Survey Response Data

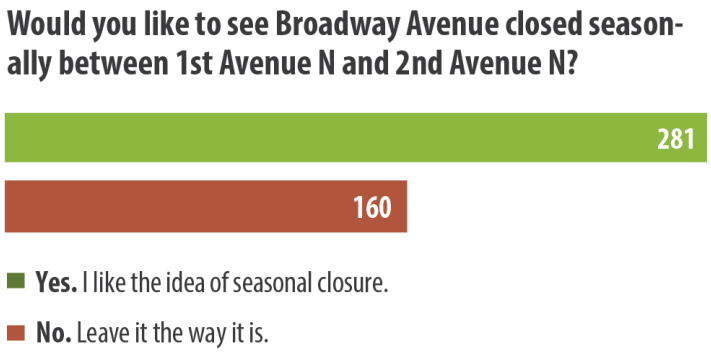


Figure 28. Seasonal Road Closure: Broadway Avenue Survey Data

Visualization



Figure 29. Before (left) and After (right) images to offer a visualization of the potential conversions.

Example Comments

A full list of public comments is available in Appendix A.

Define Seasonal... are you talking about for the entire summer - no, leave it the way it is. Are you talking about for outdoor venues to allow for street fairs and concerts once in a while? Absolutely. We already have challenges with traffic moving through the downtown. I support the Downtown businesses wanting to create additional outdoor space and venues, but don't create an environment that prevents people from wanting to come downtown

As a business owner, I think it is unfair to the businesses on that block to close it to traffic. Special events like the Farmer's Market are already in place and enough.

Billiings natives just don't care enough for that to work. They don't want to detour or lose parking spots. Are you going to close your masters' banks and stores?

This is the best idea in the entire survey. That area would make a phenomenal walking district. It's already the heart of downtown, and it would draw people to downtown to just be in that space. Of course, they would spread out from there, but it would be the central gathering place. I've been saying Billings should do this for years (mostly to myself). Great idea!

Do whatever can be done to alleviate vehicle traffic.

I just dislike seasonal closures in the same way that people cut off sidewalk area for their establishments during the summer. By the time you get used to the status, it changes.

Broadway works good. Two way traffic and parking.

Extend seasonal closure from 1st all the way to 3rd

might be ok if no money is spent to reconstruct intersection. try it for one year and see what citizens feel. was it well used. how does traffic flow. dont spend more money on something like the waste of skypoint.



Figure 30. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

the idea deserves a chance. If no support after a few years then discontinue.

Close it all year round. Make it a pedestrian plaza with bike parking, bike lane, planters, trees, etc.

Currently it is frequently closed for existing functions, then it is open for convenient traffic flow when there are not functions. Why close it permanently even on a seasonal basis? This makes no sense and will cause confusion for drivers

Yes, close Broadway for summer to allow for the restaurants to have patio seating with decorative plants and hanging Edison lights across the street to enhance the summer downtown social atmosphere.

This would encourage folks to come downtown during the seasonal

Prefer permanent closure

Yes, yes, YES!!

If you close it you need to make all streets two ways. Downtown is hard to navigate as is and N broadway is a major route for fire trucks. Or atleast make the N/S streets two ways .

Complicates traffic congestion downtown since a vehicle could not use these streets when it is closed

We have Doc Harper's on Broadway with the parklet. People say all the time they would to see street closed and how much they enjoy the parklet.

This is an excellent idea!

Do we not close certain areas for public events anyway? I'm not sure what you mean by seasonally.

This is a neat idea. I really enjoy this area of downtown and spend time there nearly every day.

That is GREAT! We've said this for years at the Fire Dept.

Closing Broadway as we do now is sufficient, I don't think a seasonal closing is necessary or should be done.

I did not move any items below because I do not care for any of the alternatives. In all the years I have lived here it seems that these streets have been changed many times. I don't see any reason for these changes.

The proposal should encompass more streets from Montana Ave to 4th Ave as the businesses up from Sky Point are always treated poorly and forgotten about a majority of the time due to overexposure of the listed area.

Other Survey Content

Alternative Prioritization

Survey participants were asked to rank the alternatives in order of priority (1 being highest priority, 6 being lowest priority). The following chart illustrates the alternatives and their respective rankings.

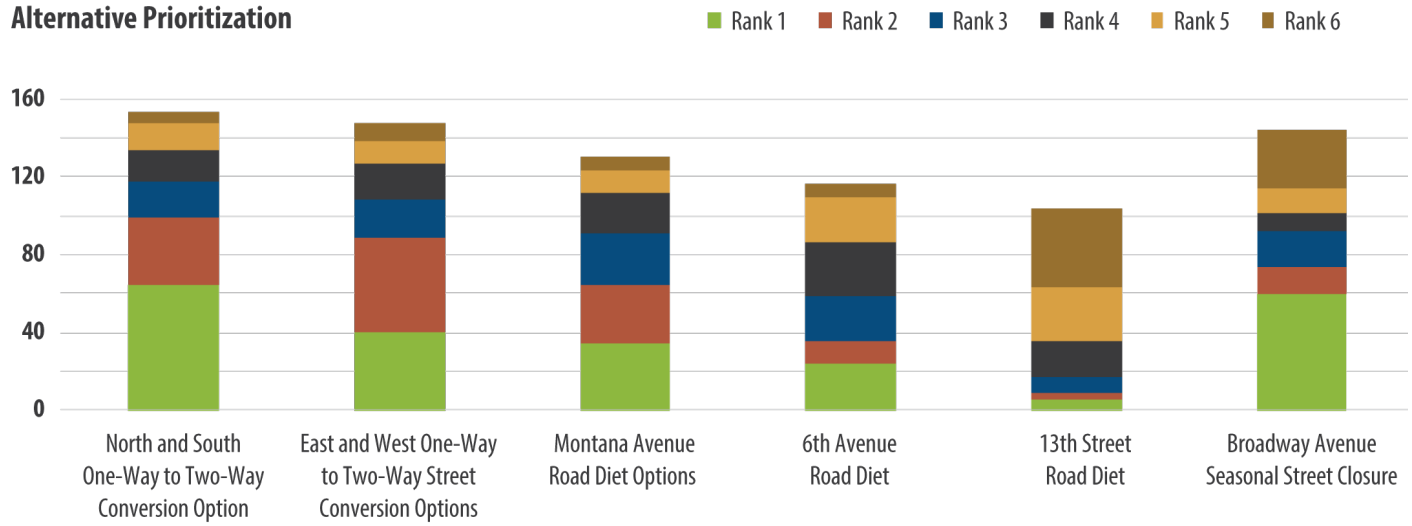


Figure 31. Alternative Prioritization Survey Data

Facility Use

While engaging with the public on transportation topics, we inquired about their use of city-owned parking garages and bike lanes. The following illustrates the feedback provided:



How often do you use Downtown Billings parking garages?

Daily
Infrequently
Weekly
Never
Monthly



How often do you use bike lanes in Billings?

Daily
Infrequently
Weekly
Never
Monthly

Figure 32. Facility Use Survey Data

Budget-based Alternative Prioritization

A secondary engagement tool on the online platform invited participants to rank the alternatives, while including the construction costs associated with each option. The following lists the number of selections each alternative received:

Votes Per Alternative	
Road Diet: 6th Avenue N	*27*
Road Diet: N. 13th Street	*23*
Seasonal Closure: Broadway Avenue	*21*
Road Diet: Montana Avenue	*20*
One-Way to Two-Way Conversion (E-W)	*19*
One-Way to Two-Way Conversion (N-S)	*6*

Figure 33. Alternative Prioritization

Idea Wall Comments

An "Idea Wall" was included in the survey platform as a place to collect general thoughts, ideas, and concerns. The following is the unedited content collected from the public:



Figure 34. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type.

Idea Wall Comments
Legend:
Comment
Idea & Suggestion
Safety Concern
My Needs
The LIFTT committee would like to express their preference for "talking" signals (rather than clicking), bulb-outs, and for the safety provided by back-in parking. The appreciate any effort that slows traffic. Handicap-access vehicles are difficult to park in downtown. They also appreciate multi-use paths, as opposed to bike lanes, because they're more friendly for handicapped users.
If the two way conversion proceeds perhaps consideration should be given to using 4-stops as opposed to expensive traffic signals. Many intersections have very low volumes of traffic.
The "budget" portion of this survey is not easily understandable
Please hear this: If we want to do one single project to decrease traffic downtown we need an on/off ramp for I-90 at Main Street! Let's keep the one ways.
The reason to add a protected bike lane on 6th Ave. N. is because it is currently daunting to get between the Heights and Downtown. Everyone should have the right to be able to safely use the public right of way to get around town, regardless of whether by vehicle, bike, or foot.
Learn to operate within a budget and stay out of my pocket
Downtown could use more off-street parking. Many people do not want to use the parking garages, especially when it is dark. Off-street parking provides safer, more attractive, and a more cost effective alternative.
If the two way conversion proceeds perhaps consideration should be given to using roundabouts as opposed to expensive traffic signals. Many intersections have very low volumes of traffic.
I think it is crazy to add a bike lane on 6th Ave with the amount of traffic.

Converting 2nd and 3rd Avenues to two way could also improve bike access from the west end if the crossings on Division were improved. Rather than having bikes use Lewis Ave. between 8th St. West and Division, bikes could turn south at 9th St. west to Clark or Yellowstone and follow those streets to Division. The traffic lights on Division could be improved by adding signal buttons that bicyclists could reach without having to get up on the sidewalk.

I received your proposal for the change of one-way streets in Billings to two-way streets - that's good, as I've always felt that downtown Billings is really not large enough that we would need one-way streets anyway. I've lived here all my life and have seen this scenario play itself over and over regarding one-way streets. I appreciate the info as it doesn't appear to affect my residence in any way.

Hts resident: Disapprove of any reduction/restriction of the flow of traffic into or out of the Heights for a bike lane. City should not impede a constantly growing flow Hts & E. Yel. cnty residents by restricting lanes on thoroughfares for usage by small % of cyclists. HTS congestion is horrible on a good day, let alone when there is a wreck or a TORNADO! Side streets are available for bike traffic.

I currently bike downtown for work every day that there isn't ice on the ground, and the lack of bike routes or lanes has always seemed like a big safety issue to me, that I would bet keeps other would-be bikers from doing that themselves. Protected bike lanes and slower streets with two way traffic would go a long way to easing that issue. I think it should also take a good look at how those connect to existing bike infrastructure (Lewis, N 30th) to eliminate gaps.

I love that you are asking about this. I support walkability and drawing people into our city center. That's where the real character of a town is and where we can draw residents & tourists alike. I love increased protection for bicycles. I'd ride my bike more, but the busy streets just don't feel safe. As long as I've got a back road, I'm good. BUT. the bottleneck from 6th Ave/Main up to the Heights can get SO backed up. I'd not want to impede the roadway there to make room for bikes.

Create protected bike lanes between sidewalk and parking not between parking and moving cars. Simple change -- huge safety difference. Protected lanes are always better than 'sharrows'. www.strongtowns.org/journal/2016/11/9/what-are-sharrows-worth?rq=bike%20lanes

Bikes don't pay for the roads; they should pay for license plates too. Leave things the way they are. I'm concerned about more congestion and more pollution from cars idling.

I'm concerned about a stoplight being added at the corner of Division and 2nd Avenue N to accommodate the conversion to two-way. The traffic is so heavy along Division at peak times and following events, that itâ€™ll cause a problem if a signal is added there.

Extend bike lane from Lewis to 4th into downtown safely.

I used to work downtown and parked in the garages. Now I am retired and I only go downtown for particular businesses and the Clinic. Your survey tells me what you want to change but not why. I maintain that one-way streets are the most efficient and safe streets to navigate. So much gas is wasted at every stop light and you know it or we would not have all these round-abouts that have been built. You want downtown to be a destination and not a drive-through. Don't make it miserable.

6th Ave and Montana Ave seem to be scary places to put anything but a protected bike lane. Traffic does not follow the posted speed limits and tends to be like drag strips.

I would request seasonal blocking off of streets from traffic at Skypoint by one block in each direction. To reduce the noise around the Point would be nice. DAMN Motorcycles/Harleys! The problem with this idea lies in how do we maintain access to the Parking Garage on 2nd Ave tween 28th and 27th.But it would be nice to have a quiet pedestrian area to enjoy the businesses in that Skypoint area, Thanks.

Build a way to cross the railroad tracks for vehicles. Underpass or overpass or even move the railroad tracks elsewhere but do something. A city the size of Billings shouldn't have it the way it is.

You need to build overpasses on the RR track crossing & get rid of those train whistles! And help more traffic along. Maybe you could have someone (or machine) divert traffic to the overpasses on 23rd and 13th but I think you need overpasses on 27th, 28th, and 29th St and railroad tracks.

I suggest closing part of Broadway between the Alberta Bair theater and U. S. Bank. I would not close the entire block, but from the street on the south up to the entrance to the U. S. Bank parking lot. This would make the area safer for pedestrians and would create a nice public plaza with grass and trees.

I prefer parallel parking to angled (both pull in or back in). With a small car in a town full of large trucks, it can be almost impossible to see enough to pull in or out of them.

Save our tax dollars and don't do any of this crap.

Old habits die hard....assure pedestrians look both ways somehow...just takes one long timer to be on autopilot....like Americans crossing in London etc.

"Good evening. The survey wouldn't open for me but I'm somewhat familiar with the study. I don't think we are moving in a positive direction when we are looking at downtown getting rid of so many parking spaces for a bike lane and at such a high cost. Finding parking is already an issue downtown for many people. Also, people traveling by bike-generally speaking, are not going to be stopping to shop and/or dine downtown the same as people who are traveling by car.
(Continued: 1 of 3)"

"If I'm shopping for clothes or meeting a friend for lunch, I'm not riding my bike from the heights or the west end to do it. I'm going to drive. The bike lane planning does not benefit downtown business nor contribute to a more vibrant downtown the way I think other things could. I believe what downtown needs is slower traffic, safer pedestrian crossings, and better snow removal during the winter months.
(Continued: 2 of 3)"

"We all want a vibrant downtown but we will never have that when people continue to drive 60 mph down our streets here; when we don't feel safe crossing the street at the marked crosswalks because it's a crapshoot if vehicles will stop; and when snow piles up on downtown off-street parking and curbs from the snow plows and leaves potential downtown visitors without parking options in the winter. We need to fix what we can fix before we put on fancy shoes anyway.
Thanks for listening.
(3 of 3)"

Keep One Ways!

KEEP ONE Ways!!!

Why waste any money at this time in our country we do not need to add to the city's debts!

I guess they are changing it back the way it was!!

Stop putting in round abouts people don't like them and older people don't understand what to do.

Pedestrians can use sidewalks. Keep one ways. Streets too narrow for bike paths.

Leave the streets alone!

Hell, people can barely use the one ways as they are. Mass confusion if they were changed to two way.

Do not agree with changing one way streets. Streets are narrow with a bike lane it would be crowded. Do not waste money put to better use.

I am not a fan of one way streets. They are particularly troublesome for people not familiar with Billings. I would love to see them all go to two traffic where feasible. Thank you for the opportunity to comment.

Montana Ave should be changed back a two-way. It's Billings' real main street. Bozeman and Missoula's main streets are much more comfortable and economically productive. Downtown streets should be destinations where people want to linger and spend money, not a traffic through-put mechanisms. Montana Ave is on the defense network, but making it comfortable for window shopping is a worthwhile goal.

Why change anything???? If you want to change something then change the long, long long long traffic lines at 29th and king near Walmart and Goodwill, and long long long long lines down 32nd and king!!! Good grief during Christmas I sat at those lights through 3 THREE lights!!

"If the purpose is to get the Billings population more active, then reserved bicycle tracks would need to be designed so that there is little to no conflict with vehicle traffic.
I would suggest building a main track East-West that splits in the Heights and Lockwood directions. Then cross bicycle tracks or just bicycle lanes running North-South, can maybe use side streets that have less traffic. The Shiloh trail is well done. Need similar ones central and to the east."

"The fire department prefers two-way streets for improved access. Their biggest concern is road width; fire code requires 20 feet of drivable roadway, but even that's tight - when the ladder is up and supports are out, the vehicle is 19 wide. Bike lanes without curb or physical separation allow for extended space for fire trucks, when needed.

Regarding seasonal closure, pop-up bollards tend to freeze up, so aren't good in the wintertime. Flip-up traffic control is preferred."

"Start over and get a true cross-section of the public, not a cross-section of bike riders. This survey is so slanted it could be used as training for NRA questionnaires. None of the results should in any way be perceived to be valid.

Once again, you ask me to agree to terms and conditions that are no where to be found in the link."

Taking bike and pedestrian counts on downtown streets is useful to an extent. If studies find that there are very few or no cyclists or pedestrians on certain streets, and conclude that facilities are therefore not necessary. We'll just make that condition permanent. It's like saying there are no cyclists, nor shall there ever be. Infrastructure is incentive.

I think our streets downtown are fine; I would much rather see these funds spent on public safety - our police & fire departments. We have a huge homeless problem, the crime rate is alarming because heroin & meth use has risen drastically. Our cops & fire are so important to the safety of our families & our community, we can't grow our city if it's a dangerous place to live. I grew up here, but now it is scary to raise a child in Billings.

I like that these changes are fiscally responsible and they support the core part of the city which has the highest per acre return for the city budget. Additionally, activating these streets with bikers and pedestrians supports law enforcement without budget increases by enhancing the 'eyes on the street' and community support. These (in addition to education) are the investments Billings needs to remain financially sustainable in the future.

If you are going to create bike lanes, bicyclists have to get a registered plate like the rest(pay renewals), obey ALL laws as a car, wear protective gear and get ticketed for their illegal behaviors!! Do not be like Bozeman where the bicyclists own the road, cut through traffic, do not follow traffic signs, never get ticketed or charged for their actions. I do not want any bike lanes because they always abuse the rules. I would only agree to do SEPARATE bike lanes away from the road with rules.
"I would also LOVE to see FREE PARKING downtown! Many towns don't charge for downtown parking and we have plenty of it to go around - businesses would do much better downtown if people could access them easily and affordably. There are plenty of garages for those of us who work downtown and the streets should be open to clients to park for free. Thank you all for looking at improvements! This is exciting."
With the building front setback currently in place, there is no way to widen the streets in the downtown traffic zones. So, your working with a finite and limited amount of street width. To switch to two traffic compounded by adding bike lanes you would have to eliminate all on street parking along these routes, including near and around the court house and police department buildings. There may not be enough downtown off street parking to compensate for the displacement of on street parking.
Do not add to the congestion of Montana Avenue, which is the designated State route for trucks, by removing a traffic lane. This seems very counter-productive to me. Designated bike lanes can be added to the lesser vehicle-traveled streets of 2nd and 3rd Avenues. Bicyclists will still be able to travel through downtown on a safer route for both them and motorists.
"For the person who wasn't able to locate them: Terms & Conditions By using the Social Pinpoint Mapping Tool you are taken to have accepted these Terms and Conditions set out below. This survey is being administered by DOWL on behalf of the Billings-Yellowstone County Metropolitan Planning Organization. Any feedback you provide on this platform will be shared anonymously with the public in the form of a final project report. Your email address will not be shared with any outside entities."
I am a daily bike commuter with a preference for taking Montana Ave. As is this route is workable and fast, but if I were to crash I have no defense against getting run over. A dedicated bike lane there would really increase my commutes safety factor, and make that route a possibility when winter rolls in.
"I have NEVER been a fan of going into downtown Billings (for at least the last 40+ years!!). Precisely because of the one-way streets. (We lived in Lewistown 30+ years, North Dakota 6 years, then back to Billings in 2014.) In fact, I have avoided the downtown area at all times because of the confusing array of one-way streets. The idea to make some of the streets two-way is absolutely the best idea Billings has had for awhile!!"
We have a bottleneck situation all the way from the Heights through downtown. The city keeps narrowing the streets with those lovely planters, changing parking, blocking streets off, allowing businesses to make cafes into the streets and further blocking traffic flows. There is no plan to improve the amount of traffic from East to West, only more restriction.
1st Avenue South is a problem; traffic backs up at Family Service, King's Hat, and the grain terminals. There should be a double land for the King's Hat drive-through.
In working through the options I am real concerned about the parking along those streets being considered for two ways versus one way. The diagonal parking presents a real safety hazard in my opinion, in that, when backing out onto one way or two way traffic the line of sight is very poor and could increase the likely hood of an accident. Although I like the backing in (butt first option for parking better) I am still a bit concerned with the process of securing a spot without disrupting flow.
"Hello And YES I do own an Office Building on N32nd St. I am adamantly against this 2 way street traffic study, also the neighboring owners express the same, WHY! We have no understanding why anyone would want to congest an already limited access downtown situation? We do multiple calls and deliveries in the downtown area and if we cannot find a Commercial Permit parking, there is a slim possibility we will, without several trips around the block. Do you not see merchants moving out of the Dow"
The common issue with downtown Billings it's hard to grow if you open a new business downtown for walking traffic. I believe on good way to remedy this issue would to create a zone board walk or retail a entertainment on the first floor of every building. Code for an open to the street finish on the buildings obviously grandfathered businesses or city funds could help this. Along with event planning. More feasible would just be a walk similar to downtown Fort Collins and Las Vegas.
Fix the intersection of Division, 32nd, and 6th Ave (Grand).
I've lived in this city all my life (74 years, exactly). I've seen you guys change one-way streets to two-ways; I've seen you change two-ways back to one-ways and as far as I'm concerned, the way they are now is fine. Instead of going to the expense of the expense of changing them back to two-ways and then ten years from now you change them back to one-ways.

Figure 35. Idea Wall Comments

CITY OF BILLINGS

DOWNTOWN

TRAFFIC STUDY

APPENDIX A:

Public Comment Log

Public Comment Log: One-Way to Two-Way Conversion - North and South-bound Streets

The following is the unedited content collected from the public (presented alphabetically):

Comments
"33-34-35 to much impact on division. Nothing that introduces new traffic patterns should be added unless data shows it would reduce division traffic. 31-29-26 I don't see the benefit of two way traffic in these streets. I would support a protected one-way bike lane. 30-32 Again I don't see the benefit. I would support a protected bike lane on 30. I would NOT support any bike lane on 32 between 6th and 4th, traffic dangerous for bikes, to much focus on switching lanes and getting onto 4th."
A bike lane is definitely needed on 29th Street, as it is the primary north-south bicycle artery that crosses the tracks and connects to the South Side, not to mention the hospitals up north.
a sharrow would be great on N. 28th/broadway to remind drivers
A two lane traffic flow with parking would be a big benefit towards downtown businesses. The lower traffic speed promotes pedestrian safety and encourages people to walk by businesses more.
As a firefighters that drives at the downtown fire station, I prefer (both in my personal vehicle and the fire truck) as one way streets. Broadway as a two way street is very congested and feels unsafe. I would love to see it converted to a one way too. The one way streets provide a better flow to me. I see many people on Broadway making an illegal U-turn to get a parking space, sometimes having to try it 2 or 3 times. This is unsafe and frustrating.
As long as it will improve traffic flow, I am for the conversions
Automobiles are the heavier component of traffic in each cases. Why : 1) Spend MY tax money on workers and materials? 2) Interrupt flow of traffic for years with construction? 3) Ask for traffic accidents by reducing lane sizes and allowing bicycles which are fast and hard to see on high traffic streets?
Be consistent with similar roadways.
Bicyclist safety should be number one priority
Changes like these will cause increased accidents and head-on collisions. Stick with the original plan.
Changing to two lane streets needs to work with streets that stay one way
Confusion was created decades ago when they converted from two into one way streets. That has passed. They are fine the way they are. As someone who regularly bikes through downtown I feel SAFER with the one way side streets rather than worrying about potential traffic on both sides of the street.
Do not do partial conversions - only do complete segments.
Evidence shows that two-way streets are both safer and better for business. One-ways encourage people to speed through an area because they don't have to be attentive to oncoming traffic. It also disincentivizes both tourists and visitors from other parts of town (I have many times heard "I get so turned around with all the one-ways downtown"). To build downtown businesses, we should make it easy to get around and bring back two-ways. I once dated someone who, as a pedestrian, had been struck by a car downtown barreling down a one-way. The conversion should also make it safer as drivers are more attentive. It's a win-win.
Festival street asap
For a city that can't afford ample police / fire protection, can't afford to keep our city pools and senior centers open, why are we spending money on roads that don't need to change!
Generally opposed at these costs. Want more bike lanes added though.
Hi, im window cleaner with sky line services we work down town doing boom work it would make it hard to keep traffic flowing or any kind of work on those roads for people using a boom or any kind of work that would need to block the traffic! With the one way Road it allows you to guide traffic safely!
How do the trains impact the back up of traffic if these roads were 1 lane each way?
I am not really a traffic expert so don't know the advantages of all these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue.
I am supportive of any change that allows more use of downtown and makes the traffic situation less intimidating. I would love to see biking areas however, parking is more critical as this is always everyone's complaint.
I appreciate any efforts to slow traffic down and encourage more pedestrians.
I believe that conversion to two-way will greatly decrease drive time as drivers navigate from place to place. That reduces frustration, time, gas, and the potential, probability, for accident. Confusion will decrease as motorists just don't know when or where their street is going to become 1 way, or turn into a 1 way against them!

I cannot say which type of bike lane is better for each location but I would like to see two way traffic in as many streets as possible
I commute downtown by bicycle often, and have learned to use one-way streets to my advantage. Automobile traffic flow for over 20-yrs also seems ideal. I see no reason to change.
I do quite a lot of driving in the downtown area and feel like the one way give me better access to the businesses I'm frequenting. Broadway is difficult to find parking on and often feels more dangerous to me with the parallel and diagonal parking plus foot traffic and the occasional cars that flip around in the middle of the street to take parking spots on the other side.
I don't drive very much - I'm a biker - so please don't take my answers very seriously for this part of the survey as I am not able to provide much insight.
I don't like that I am forced to pick all these nonsense bike options. Just give us two way streets with parallel parking.
I find one-way streets to be much more bike-friendly.
I hope bicycle facilities wil have transitions at intersections to allow bikes to continue on bike facilities (especially when turning) or have the option to move to the sidewalk
I like one-way streets because they are a safe and efficient way to traverse downtown without stopping for stop lights at every intersection. That is assuming every one would stop for a red light, a traffic law that is dangerously flouted all over town.
I see too many going the wrong way on one way streets,
I support all of the one way to two way conversions. I really don't care how the parking is changed but I had to choose one option. I.e angled and parallel or parallel only.
I think that drivers are accustomed to the way they are, and changing them would create more confusion than necessary. In addition, I am very concerned that bike trails, especially on Montana and 1st Ave. N. will take away parking and create snarls in traffic.
I think the NB/SB one-way street connections make sense through out downtown to be converted to two-way traffic leaving the major EB/WB corridors one-way traffic. Seeing the NB/SB routes would be more-so connectors, sharrows seem like the appropriate bike implementation method
I usually bike to work and think these would be really beneficial to that experience. Not having any slower, two way streets or bike lanes in the downtown area is a major issue for that.
I work downtown and have no problem with any traffic. I have been driving in Billings for over 50 years and the one way system downtown moves traffic very efficiently through downtown. Any alteration would simply make the traffic more congested and be a waste of taxpayer money. Not sure how traffic studies are done but I know what works.
I would love to see some downtown roads with transit stops built in (thinking a curb cutout) which doesn't stop traffic while busses are loading and unloading. Also - bike lanes are essential in any discussion moving forward.
I would rather see these funds go to much more needed projects. With more lanes available, I see no problems with sharing the roads with bicycles.
If you want to encourage bike lanes, you shouldn't go to two-way traffic - just accidents waiting to happen.
I'm assuming protected bike lane and conventional bike lane are the same since there isn't a description of the protected bike lane in the definition of terms and the thumbnails are too small to read. I don't think any change that eliminates downtown parking should be an option.
I'm excited by the prospect of two-way streets to help provide a safer pedestrian and cycling experience downtown.
I'm not studied enough on what would actually be safer, but given many of these options don't include a biking option, I'd rather keep them one way. I tend to use the right lane like a sharrowed lane since cars have a full lane going to same way in which they can go around me.
Include bike lanes in any new or revised construction in town and county. Thanks
It appears the plan is to serve bicyclists more than traffic flow. When the bikers start paying a road/use tax I'll consider supporting some of these ideas.
it is a waste of money to "create" lanes for bikers
It is fine the way it is, don't waste taxpayer money on this!
It seems rare to see bike traffic in the downtown area, probably more as a function of lack of residence downtown, not sure why we need to accommodate that.
It seems that every 10 to 20 years we go from 2 way streets to 1way streets and back again. Your proposals seem as if they were all written by bicycle enthusiasts to the exclusion of others.

It seems that the benefits of this change may be minimal, but the drawbacks are 1) costs for signage, traffic light modifications, painting, etc. 2) increased safety hazard during the period of adjustment; 3) increase I safety hazard for pedestrians, 4) potential loss of parking.
It seems very important to have a comprehensive plan for all of downtown.
"It was difficult to see the pictures you posted. What were the reasons these streets were made one way to begin with.No doubt for better flow of traffic. Has Billings changed that much that the status quo needs to be changed? Would love 25th to be 2 way without a sharrow if possible. This whole thing seems like a waste of money that could be used for better things like increasing Salaries for our WONDERFUL Billings PD!"
It would be nice to know the traffic and bicycle volumes so a better vote can be placed. Not sure how many bikes use these streets.
It's one thing if they ate converted to allow for more traffic flow. It's ridiculous to put in bike lanes. Bike lanes are all over town and I've yet to see anybody use them. Oh, I see bikes riding around town alright. But they use the street or the sidewalk, not the bike lane.
"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel. Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."
Just do it.
Leave all streets the same & don't waste money doing studies like this
LESS BIKE LANES! Don't give up on-street parking for bike lanes downtown. You will lose shoppers and groups coming to eat, etc. Research how Vancouver (especially the Kitsilano area) , B.C. Canada includes bikers... they are allowed to ride (and are polite, walking their bicycles on sidewalks, etc.) wherever they choose to, interacting nicely with pedestrians and vehicles. There are not bike lanes down every street.
Love the whole idea...long time in coming!
making these into 2 way traffic would help tremendously. I work downtown and evey day i see someone driving the wrong way on a one way. Someone is going to get hurt.
More bike facilities, the better. Would like to see a way for traffic lights to trigger when it's just a bicyclist on the road. There have been numerous times where I have to ride off the road and press the button.
More bike lanes please!
More bike lanes to make Billings bike-friendly! Thank you for including these options!
More parking is ideal.
Need to shut down motorized traffic in a 6-8 block rectangle downtown and make it a safe zone for families and pedestrians. Recommend north of 1st Ave N and south of 3rd Ave N and west of 27th street and east of 30th street. In addition, the City should purchase the parking lot west of Rockets and maybe a few of the surrounding buildings (yesteryears, Monte, etc.) and develop an outdoor ice or glice rink that can also double as a amphitheater for gatherings, live shows, etc. This would create a safer feeling town center feel that would be a destination for families and tourists. Also, recommend stricter laws within and around the town center safety zone prohibiting public intoxication, pan handling, homeless "camping", weapons, ect.
No money should be spent on bike lanes because bike riders will do what they want.
North 28th (Broadway) is already a 2 way single lanes. When a vehicle is trying to turn across traffic it holds up the entire lane. The people trying to go straight are stuck behind the person turning and this holds up the traffic. Even with the traffic lights it can take 2-3 light changes before you can get through the intersection. Changing all of the streets to be 2 ways is going to create more traffic jams. It may create more parking, but I can see it creating other issues.
North-south roads are great for navigating downtown, and are for staying in downtown. East-west are for channeling out of downtown. Having ridden my bike many times to jobs and such in the past, existing traffic laws are sufficient, no dedicated lanes are needed. Bicyclists need instruction, not coddling. Increasing parking is preferred without wrecking existing flow.
Note the current congestion during April May June and this is WHAT YOUR CONVERSION WILL be, also Parking will be worse. Billings has a funding Problem with out this ? for what possible gain changing the streets.... PLEASE count the # of Bikes now and this is for the 30 bikes currently parked Downtown. I will move my Business out of Downtown if this foolish change is implemented. There are many more Downtown issues that need attention BEFORE WASTE like this is considered.
One of the biggest issues downtown is parking. Why would we pay millions of dollars to reduce parking downtown for the purpose of adding a bike lane? That money could be spent in many others ways that would be more beneficial to downtown.

Only on 32nd Street since the YMCA entrance and exit are there.
Overall, I am in favor of converting as many N-S streets from one way to two way as possible.
Parking is already an issue downtown. Focus on the issues. A bike lane downtown will not benefit downtown. People riding bicycles will not spend any sort of meaningful money downtown. We need our parking. We need traffic slow down. We need better signage and we need snow removal. This is what should be studied.
Parking is already difficult and while we want to be more biker friendly, I think removing parking to allow for separate bike lanes will alienate people who already struggle and avoid downtown due to parking issues. I appreciate the idea of getting rid of the one ways, but to remove parking for separate biking which is limited with weather in the long run may have negative impacts for businesses and the downtown district who already struggle with keeping businesses which are leaving to head westend of town. While the addition of the parking garage at the Nothern is available, it is not convenient enough to the actual downtown area, and it is rather expensive. The city parking structures are regularly full for hourly parking. Most seem to be filled with monthly reserved parking. As someone that has to frequent the courthouses for work, parking is a challenge, particularly in the winter.
Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.
"Please consider creative elements and comfort/livability along with pedestrian safety and accessibility. Speaking of accessibility, this survey format is not conducive to people of all abilities (specifically elderly or blind/low-vision) to be able to read and/or see the pictures. The example pictures are TINY! I'm on a desktop computer."
Please include in your public outreach information on the economic benefits of two-way traffic to adjacent business.
Prefer to see physical barrier like a small curb your keep bikes and cars from intersecting. Favor cycle tracks when possible.
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.
Reducing lanes in downtown is the craziest idea I have heard. I understand the desire to make it safer for bicyclists, but those of us who drive in and out downtown likely agree that the one-ways are manageable and make for more traffic to move faster. When 4th or 6th are blocked or have lane reduced, it become obvious in all other road ways. It put pressure on similar direction streets. One ways in the cross streets allow for those turning right or left to make a choice and make the traffic move along when the lights are green.
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars.
Thank you for doing this important work. It is time to go back to having a vibrant downtown that was removed when all the streets were converted to one ways.
The City of Billings should be focusing on public safety, homelessness, cleanliness and crime in our downtown areas. NOT THE DIRECTION of which way the vehicles drive. This is a 100% complete waste of money that NEEDS to be focused in more prudent directions.
The city says there is data that one way traffic is meant to move traffic efficiently and impacts local businesses negatively. We had 2 way streets, we spent money converting to 1 way, now we want to spend millions and millions more converting back again. Meanwhile, the conversion extended the TIF district and focused more tax dollars to downtown businesses rather than the general public good.
"The concept of "back-in angled parking" is appealing as it allows a good visibility of oncoming traffic in the lane that the vehicle will join after leaving the parking position. Most people are not used to back into the parking space, especially if it is an angled space, so they will most likely ignore the rule and try to park front-in, which will be very difficult from the lane of travel. At the same time, perceived from the opposite perspective, an empty parking spot on the vehicle's left looks just right to drive front-in if there is an opening in the incoming traffic. After that, the vehicle would be positioned wrong when it's time to leave, as it has no visibility due to the other cars parked that obstruct its view, and then it will have to back up turning sharply to join the proper lane, or to back up across the incoming lane to join the lane it came from before parking. Back-in angled could work if the street is one-way. Angled parking offers the least visibility among all the parking options and it is therefore more dangerous to bicyclists. Parallel parking is the best option if the bike lane is not physically separated from regular traffic, or if using sharrow."
The core downtown streets work fine as one-ways. However visibility is poor on some intersections due to parking and the traffic light timing could be re-evaluated.
The intersection of N 35th, Division and 2nd Ave north would be confusing and difficult to control. I live right on the corner and would not like a massive 3 way traffic light in my front yard. Please, times infinity.
The one way streets are working, so if it's not broken, why change? The few bikes are not worth the cost. If you want to fix a problem, get an overpass over the railroad tracks. That is a problem that needs attention. Use the money for that project.
The people who live and work here have been accustomed to the way the streets are. But if you change the streets now, it will create more accidents due to the confusion and chaos. Billings has enough accidents already.

There aren't enough cyclists in the entire county to justify the expense.
There is an expense associated with this when we, as a city, are already experiencing a shortfall. Now isn't the time the spend funds on such frivolous things.
These images are way too fuzzy to read. Recommend shutting down the north half of 35th and merge with the park - provide sidewalk access where road is. Careful how much you mix and match parallel and angled parking. There are many painted lines that jog at intersections in Billings and I find it unsafe as a driver.
These streets are perfect the way they are. If you want to add accommodations for bicycles, great. Otherwise, Billings' system of alternating one-way streets both north-south and east-west is, believe it or not, extremely efficient in moving traffic throughout downtown. Every city should adopt a similar system; it makes it very easy to get around. Please, keep things the way they are. There is no reason to spend all that money changing everything around!
this doesn't affect me negatively the way things are and i drive through there several times a day.
This is a nightmare. I've lived in 3 cities, NYC LA and Denver. Billings is on a grid. It's not that difficult. Parking is nothing. I've spent like ten minutes put together finding a space when I go anywhere downtown. It won't get worse because montanans don't go out. It's all us who chose to live here and we'll be just fine
traffic flows well now. why create accidents when people are turning in front of cars with 2 way traffic. intersections move smooth now why create backup at every intersection. how are you going to pay for this remember the city deficit problem. i have heard business owner are pushing for this no one else. another city mess!
"Traffic is hard enough to navigate through, let alone taking away lanes. Very, very poor idea."
Turn North 26th Street to North 22nd Street between Montana and 1st Avenue North into one ways with front load angled parking on each side. Turn the alley between the locations into walking well lighted space. Create Speak Easy alley entrances. Adds on street parking and slows down traffic for a more walker friendly setup.
Two way conversion providing better access to our hospitals is essential.
Two way is preferable to all the one-ways.
We do a lot of aerial lift work downtown, a lot of our work is for the city. And converting these one ways to 2 ways would greatly impact both out work and the flow of traffic
We do not need bike lanes downtown. There are plenty of bike lanes and trails. There is not enough parking downtown already. My friends and myself do not visit downtown as much as we would if there were more parking options!! The bike lanes are being pushed by a few individuals with a little pull!! It's not what is needed.
We don't have enough bike riders for this to be a good use of public funds as well as taking away the already limited public parking downtown.
We need more park space downtown. We need more residential living space downtown. We need more parking downtown. The streets are fine. If we are going to spend money downtown, and we should, changing to two way streets is a very low priority.
We need more two-way traffic streets downtown. It is too confusing for a small downtown city to have one way streets...that only promotes freeway style traffic to move through town and not stop.
We tax payers footed the bill to make the one ways as they are today. I say leave things as they are and use our tax monies on somethings more pressing, like bridges and streets. Same for all of the questions below.
Why are y'all using honey locusts as boulevard trees? They drop limbs like a mofo, use a different one in the future
why are you even considering spending on the streets with the current financial situation of the city?
Why do people have to spend so much money changing something that works
Why do we need all these bike lanes? Make it more convenient for auto travel and parking. down town parking sucks currently.
Why is there no option for "keep one way but provide for protected bike lane?"
Why spend the money on making the changes to accommodate for bikes, there are hardly any bike riders. Besides, bike riders don't follow the laws anyway, I hardly see any on Lewis, but I see them everywhere else, riding in the middle of the street, or down the sidewalks forcing walkers to the streets.
Would make the city easier to navigate as a visitor
You did not have the option for horizontal parking. When you have a bike lane and you have front in or back in parking you are putting the bike riders at risk as you cannot see them when you have SUVs or the higher pick ups parked next to you. I believe the parallel parking is a risk not only for bikers but for cars as well. You cannot see beyond these high vehicles and the way people are driving today they will not stop let let you out.

Public Comment Log: One-Way to Two-Way Conversion - East and West-bound Streets

The following is the unedited content collected from the public (presented alphabetically):

Comments
Addition of a bike lane would be nice.
Again the one way provides a lane for a bike (albeit a car travel lane) and a lane for a car to go around the bike. The parking issue where people try to u-turn to get a spot is eliminated.
"Again, I am not really a traffic expert so don't know the advantages of these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue, As such I chose the option with the bike lanes. I am not sure why this option requires 2 way traffic to be included as it seems it could be included in the one way streets as well. Additionally, I would like to be sure changes reduce (at least don't increase) traffic to the residential streets from Division to 1st & 2nd. There has been, at times, in the past a strong incentive to cut through the residential streets to avoid traffic lights and congested traffic on arterial streets, particularly the light on Division and Broadwater. It seems the conversion to one way streets along with other changes reduced that significantly. It would be very upsetting if the proposed changes again produced increased traffic along with safety issues on the residential streets."
As mentioned, the flow in east-west is vital. Lights are timed to hot one red at most, then flow through at 20-25mph. Don't wreck that!
Being able to safely ride a bicycle downtown is a top priority for me!
Billings must continue to make bicycling to and from work and retail shopping a priority. This will make the community safer, healthier, and attractive to those moving into the city.
Billings needs to balance the budget before making unnecessary changes.
"change it back to a complete one way the whole road. Where it splits into 2 way is very confusing for drivers."
Division Street would have a light on each intersection. This would slow the traffic flow and cause delays during increased use (i.e. weekday 8 a,m. and 5 p.m. and special events). Visitors from out of Billings might be confused as to just 2 east and west bound streets being two way. If you keep 4th and Montana one way there might be a possibility of increased cars turning the wrong way on the one way in error. The traffic flow into and out of the downtown area flows easily as it is now.
Do this asap.
Don't waste taxpayer money
downtown billings should be a destination for people to linger, stroll and spend money, not an engineering mechanism for speedy vehicle through-put.
Evidence shows that two-way streets are both safer and better for business. One-ways encourage people to speed through an area because they don't have to be attentive to oncoming traffic. It also disincentivizes both tourists and visitors from other parts of town (I have many times heard "I get so turned around with all the one-ways downtown"). To build downtown businesses, we should make it easy to get around and bring back two-ways. I once dated someone who, as a pedestrian, had been struck by a car downtown barreling down a one-way. The conversion should also make it safer as drivers are more attentive. It's a win-win.
Get rid of front-in angle parking on all streets.
I am supportive of any change that allows more use of downtown and makes the traffic situation less intimidating. I would love to see biking areas however, parking is more critical as this is always everyone's complaint. I also like turn lanes for traffic flow; however, this takes away from usable space for parking or bike lanes. I would encourage more arrows downtown for turning on busier roads if a center lane is not possible.
I believe that 2nd and 3rd Avenue North need proper bike lanes, however they should remain one-way streets. These are already low-speed, low car-traffic arteries through the middle of downtown that would make ideal bicycle arteries connecting Division all the way to Main Street by Metra. Keeping them one-way means folks only need to look one way before crossing the street. Plus of course you'd only need one big bicycle lane on a one-way street, versus two bike lanes if it were two-way.
I don't drive very much - I'm a biker - so please don't take my answers very seriously for this part of the survey as I am not able to provide much insight.
I like bike lanes...parking can be parallel or front in depending on best use of existing space.
I like more parking options and feel it would boost the desire to open businesses downtown, and to visit those businesses.
I think a separated bike lane here would be best, as it is a little terrifying biking those streets, but hopefully the 2-way conversion and lanes would make it a lot safer to bike and get to destinations downtown

I think bike lanes on these roads and better east-west connectivity would be especially helpful for the experience of biking downtown. I find that the roads in this direction tend to be the busiest, and as a result feel the most dangerous for biking.
I think the front-in angled parking is dangerous for bicyclists. I also fee like the one-way east & west bound streets are speedways to encourage people to drive through downtown to get elsewhere rather than seeing downtown as a destination.
I think trying to transition this into two way traffic is stupid and a waste of resources that could be used better elsewhere!
In order reduce costs while still maintaining the highest standards of pedestrian safety, I propose that in the 9 block area of 1st Ave. N. to 4th Ave. N. and N. 27 to N. 30th be understood as a primary pedestrian zone. All of the streets within that zone are still multi-modal, but the 4 intersections within the middle of the zone would be 4-way stop signs; the emphasis of these streets is access to downtown businesses and services, not accommodating through traffic. This is consistent with Jeff Speck's rule #76 in Walkable City Rules.
It would be nice to know the traffic and bicycle volumes so a better vote can be placed. Not sure how many bikes use these corridors.
"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel. Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."
Keep cyclists safe. Promote more bike use in Billings.
Keep the one way because it is efficient but add a bike lane for travel.
Leave 2nd and 3rd as one ways. They currently have effective traffic flow. As someone who regularly bikes through downtown I would appreciate a designated bike lane on the two streets. However these streets carry bicycle traffic fine as is.
Leave them as one ways with back in angled parking and parallel parking and with a cycle track or sharrow.
Leave then the way there are.
LESS BIKE LANES! Don't give up on-street parking for bike lanes downtown. You will lose shoppers and groups coming to eat, etc. Research how Vancouver (especially the Kitsilano area) , B.C. Canada includes bikers... they are allowed to ride (and are polite, walking their bicycles on sidewalks, etc.) wherever they choose to, interacting nicely with pedestrians and vehicles. There are not bike lanes down every street.
Make sure that traffic leaving the City hall parking garage can see oncoming traffic when they exit the structure. Right now, drivers have a hard time seeing traffic because of the angled parking on the same side of the road.
More bike lanes to increase bike-ability in Billings!
Must have Bike Lanes on 2nd and 3rd!
No money should be spent on bike lanes because bike riders will do what they want.
Not sure. We want a protected bike lane in one of them - don't need all of them
One-way streets provide smooth efficient traffic flows and are safer to navigate. Many of us have to pass through downtown on our way to/from other destinations. Please don't make it any harder and slower than it already is.
Opposed to two way travel. Want the bike lane.
Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.
Please consider creative elements and comfort/livability along with pedestrian safety and accessibility.
Put the bike lane tight against the sidewalk. The eastern part of 2nd and 3rd is flawed - unsafe to put bike lane between parallel parking and road.
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.
Reducing lanes will make these streets too narrow and dangerous for drivers, bikes and pedestrians. Angle parking really blocks the view of the pedestrian as well as a driver approaching an intersection.
Restricting left turn would help with traffic congestions.
Same as above: It appears the plan is to serve bicyclists more than traffic flow. When the bikers start paying a road/use tax I'll consider supporting some of these ideas.

Same comment as above regarding parking: Parking is already difficult and while we want to be more biker friendly, I think removing parking to allow for separate bike lanes will alienate people who already struggle and avoid downtown due to parking issues. I appreciate the idea of getting rid of the one ways, but to remove parking for separate biking which is limited with weather in the long run may have negative impacts for businesses and the downtown district who already struggle with keeping businesses which are leaving to head westend of town. While the addition of the parking garage at the Nothern is available, it is not convenient enough to the actual downtown area, and it is rather expensive. The city parking structures are regularly full for hourly parking. Most seem to be filled with monthly reserved parking. As someone that has to frequent the courthouses for work, parking is a challenge, particularly in the winter.
Same comment as earlier: Include bike lanes in any new or revised construction in town and county. Thanks
See above comment: Need to shut down motorized traffic in a 6-8 block rectangle downtown and make it a safe zone for families and pedestrians. Recommend north of 1st Ave N and south of 3rd Ave N and west of 27th street and east of 30th street. In addition, the City should purchase the parking lot west of Rockets and maybe a few of the surrounding buildings (yesteryears, Monte, etc.) and develop an outdoor ice or glice rink that can also double as a amphitheater for gatherings, live shows, etc. This would create a safer feeling town center feel that would be a destination for families and tourists. Also, recommend stricter laws within and around the town center safety zone prohibiting public intoxication, pan handling, homeless "camping", weapons, ect.
See above: We tax payers footed the bill to make the one ways as they are today. I say leave things as they are and use our tax monies on somethings more pressing, like bridges and streets. Same for all of the questions below.
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars.
Strongly against two way traffic on these streets, concerned about introducing more congestion and additional traffic light patterns.
Thank you for including the option for more bike lanes to make Billings more bike friendly!
The conversion of 2nd and 3rd Avenues to two way should include improved safety for pedestrians and bikes crossing Division. Clark and/or Yellowstone Avenues could provide a bike corridor from the west end to downtown if crossing Division was easier and safer.
The cost would be more burden on already over taxed residence in the city and the benefits and safety of this proposal would be minimal. Way more confusion on the downtown streets if this would happen. Surveys are never accurate and this proposal was set up by idiots wanting to spend everyone else's money!!!
The existing issues/concerns with access because of the one-way for 2nd and 3rd would be reduce with all the NB/SB streets converting to two-way traffic.
The one ways downtown are confusing to unfamiliar drivers as it is. Going from one way (1st) to two way (2nd and 3rd) to one way again (4th and 6th) is a recipe for more confusion! I agree w/converting the north/south bound streets as this removes the inconsistency, but disagree w/changing 2nd and 3rd as it will create more inconsistency.
There aren't enough cyclists in the entire county to justify the expense.
These streets are perfect the way they are. If you want to add accommodations for bicycles, great. Otherwise, Billings' system of alternating one-way streets both north-south and east-west is, believe it or not, extremely efficient in moving traffic throughout downtown. Every city should adopt a similar system; it makes it very easy to get around. Please, keep things the way they are. There is no reason to spend all that money changing everything around!
They are the 2 safest avenues for cyclist.
We already have options for people to drive through downtown. Let's give people a couple of roads to drive to downtown.
Why would any Business Owner want to make it more difficult to get Customers to their DOWNTOWN Store..... You are sending Business to the Westend ...Heights and making DT less accessable?
With two-way traffic one car turning left would cause traffic backups and congestion. With pedestrians slowing left and right turning vehicle traffic it already causes congestion. Just go watch 2nd Ave. N. & Broadway. Leave the streets as is.
Would make the city easier to navigate as a visitor

Public Comment Log: Road Diet - Montana Avenue

The following is the unedited content collected from the public (presented alphabetically):

Comments
4th Ave N seems to be a more straight forward cut through downtown for bicycles traveling from the West End to the Heights. It would just continue a possible track running on Lewis Ave.
A cycle track down MT AVE would be great.
a physical between cycle track and traffic lanes would be ideal, even if minimal.
A road diet on Montana between 30th and 18th makes a lot of sense. Anything to slow/reduce traffic especially west of 27th would be welcomed. Also, a left-turn light from Southbound 27th onto Montana is necessary (and permit motorists to turn left onto Montana when 27th is blocked by a train!!!). The bottleneck west of 26th is dangerous, due to the number of lanes, speed of traffic and all the ridiculous parallel parking. Get rid of it! Make it back-in angled parking. Parallel is extremely inefficient and dangerous down there, on both sides of the street.
again don't need a bike lane in every street - just every few
"Again, I am not really a traffic expert so don't know the advantages of these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue. As such I chose the option with the bike lanes. I am not sure why this option requires 2 way traffic to be included as it seems it could be included in the one way streets as well. I would like to be sure changes reduce (at least don't increase) traffic to the residential streets from Division to 1st & 2nd. There has been, at times, in the past a strong incentive to cut through the residential streets to avoid traffic lights and congested traffic on arterial streets, particularly the light on Division and Broadwater. It seems the conversion to one way streets along with other changes reduced that significantly. It would be very upsetting if the proposed changes again produced increased traffic along with safety issues on the residential streets."
Again, parking on Montana ave is not fun. If you want people to visit downtown, parking is the issue! My out of town friends resist to go downtown.....
All of your "more options" relate to bicycles. This is not really an array of options and it is less than forthright to refer to them as such.
Allowing for a 'cultural/event' area will eliminate use of downtown. If I cannot park near my destination store/shop/restaurant/ agency, I simply will not use downtown businesses! The special event close off as we currently do is ideal.
Any version of a separated bike lane/track on Montana would be amazing! It would feel so much safer to bike here and I think would increase pedestrian traffic and sales to those businesses.
"As a Montana Avenue business, I do not believe bike lanes should be added to any portion of Montana Avenue. I would like to see additional diagonal parking added to the north side of the road to increase traffic and ease of accessibility to businesses as well as improve street calming for better pedestrian safety. The Depot loses businesses every year due to lack of parking along Montana Avenue and although i'm in support of bike lanes in other areas around town, Montana Avenue businesses would benefit heavily from increased parking."
As one of the few places that Billings left mostly intact, it needs to be a focus of positive development, smart growth, and destination making efforts.
Back-in angled parking always seems to cause more problems than it solves. There is an area designated as such by my home, and instead of following regulations, drivers generally cross the oncoming lane to park forward-facing.
Balance the budget first.
Between the cold winters and hot summers we don't have many who bicycle to work. You will do damage to businesses on Montana Ave though for the sake of a few bicyclists.
Cycle track is the best option. Need more usable bike racks on Montana, wider sidewalks. Drivers speed badly on Montana Ave, and the motorcycles are so disturbingly loud.
Don't change Montana, but if possible a bike lane would be useful
Don't waste taxpayer money
Excessive traffic speed on Montana is a major reason I won't visit businesses there.
How do the trains impact the back up of traffic by removing a lane?
i again like bike lanes but I am still concerned about the loss of parking and also people on Montana travel VERY fast! I would be very careful with traffic flow with bikes and speed of traffic.
I commute downtown by bicycle often, and avoid Montana Ave. as unsafe. A bike lane would be safer, and a cycle track too disruptive.

I do not like the idea of reducing capacity of arterial streets. I'd rather see sharrows on 2nd ave n and or 3rd ave n than to reduce capacity on arterial streets
I don't believe any kind of bike lane or cycle track is necessary on Montana Avenue. Take it down to 2 lanes, allow for angled parking.
I know what a cycle track is - but others may not taking this survey. People speed so badly on Montana Ave and ignore pedestrians. Time to make it safe for pedestrians.
I like more parking options and feel it would boost the desire to open businesses downtown, and to visit those businesses.
I own McCormick Cafe and Computers Unlimited. We have 180 employees. all drive cars that park in our lots. Only 2-3 bikes in the summer. The most important thing is to slow traffic down and provide street parking for our customers. Our customers all drive cars. No bikes.
I propose that during the times there are no bicycles on the bike path, especially during our little rush hours. That motorcycles can use them. You could put hour times, plus a speed limit on he motorcycles. Are electric assisted bikes and mopeds allowed in the paths and sidewalks. These are motorized and it states NO motorized vehicles. If motorcycles must pull over if there is a bicyclist on the path. This will help having motorcycles stop lane splitting and help the travel flow.
I see Montana as a fast corridor of one way traffic. Not a road I would ride on. I would love to see more bicycle safe routes. Since you did not define "cycle track". I am not sure if I am in favor of that. A completely seperate physically protected bike lane I would vote for.
I think east of 27th, Montana should be focused on providing addition parking. Angled parking can create a slower facility allowing bikes to feel more comfortable in the travel lanes
I think slowing down traffic on Montana Ave would be really beneficial after 27th street. While there are crosswalks there, the lack of lights means vehicles often aren't stopping for pedestrians in this area. I think bike lanes and angled parking would help a lot with that.
I travel daily into downtown for work. The current system is designed to make it easy for those who commute into downtown.
i understand that bikers need somewhere to ride but taking lanes away from the cars is NOT a good solution.
I would like this to be a multi use pedestrian boulevard
"I would like to see Montana Ave drop down to two lanes of traffic, 25 MPH all the way through, with angled parking to slow traffic and create more parking. I would like to see better signage downtown for crosswalk signals in areas where traffic lights aren't present. It's dangerous to cross. I would also like to see better signage BEFORE turning into the 21st St bridge area (8ft bridge). Entirely too many vehicles without clearance make that turn and then have to back up (or do not back up in time and wreck). There is not enough signage to warn drivers. This is a traffic nuisance, hazard, and potentially a liability to the city. There is the potential for someone to end up seriously injured at the bridge and the city ignores just how many accidents have occurred there and how many resources have been spent without putting up proper signage before the turn. Bike lane on Montana Ave? People travel past our place of business going 65-70 MPH. The city needs to fix what's broken. A bike lane on Montana Ave would be just plain dangerous."
I would love to see Montana Avenue become less busy, traffic wise, and I would appreciate any effort to make it more bicycle-friendly. Are there ways to slow the traffic?
I would support as much parking as can be made available
Ideally we should have a separate multi-use trail running along the train tracks all the way from the 6th Street Underpass, as they have plenty of room to spare, and there is too much cross-traffic for cyclists to worry about when riding on Montana Avenue. Plus perhaps we could build a wall or plant some trees to help muffle the noise of passing trains.
Instead of placing more restrictions on the movement of vehicle traffic why don't you ever try to improve traffic flow in this town? Please make additional lanes for traffic don't remove any.
It would be nice to know the traffic and bicycle volumes so a better vote can be placed. Not sure how many bikes use this street.
"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel. Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."
Keep the flow, increase parking, biking is good, but biking doesn't need to eat up parking.

Leave downtown alone. You've had it torn up nearly every year and people are getting in the habit of avoiding it. There aren't enough cyclists in the entire county to justify the expense.
Montana Ave should be a two-way. I know there are many barriers to that option, but it would be ideal for the comfort of pedestrians and the goals we have for that street as the commercial center of town. Reference main street Bozeman or Higgins in Missoula. Both are probably wider ROW's but also much more comfortable places to stroll and more economically productive
Montana Ave. (at least btw N. 30th and N. 22nd) is one of the premier destinations in Billings, and it should be accessible to people on bicycles.
Montana Avenue is a main route used for travel from the westend to the Heights & Lockwood. Any plans for Montana should focus on moving traffic, not controlling traffic.
Montana Avenue is in desperate need of traffic calming and pedestrian protections. Drivers fly through this part of town and it's very scary. I think the better protected the bike lane, the better.
Montana Avenue is the designated truck route through downtown Billings. It is also very heavily traveled by regular vehicles as well. It is a regular occurrence to see Montana backed up half way between blocks at the stop lights. Please do NOT cause more congestion by removing a traffic lane! Add a bike lane to a lesser traveled street.
Montana Avenue is the main street one uses to going east through downtown. Bikes do not belong on such heavily traveled streets as Montana & First Avenue North. Put bike lanes on safer, less traveled streets like 2nd or 3rd Ave. No.
Montana Avenue needs to be modified for safety and growth reasons, not a bike lane. Traffic needs to be slowed down to increase pedestrian safety and make shopping and dining more appealing. Two lanes with more angle parking on one side of the street from N. 27th to N 18th would be outstanding. Lowering the speed limit to 25 for the whole road would also be beneficial. None of these options are even a part of the survey. This survey looks to be all about spending tens of millions of dollars for bike lanes.
Montana avenue needs to be narrowed and have flashers where pedestrians can cross. People treat it like a race way
Montana from 27th to 30th is already tight for 3 lanes. People can't seem to park in front of the pawn shop and the turn in to Western Security banks lot is tight.
Montana needs a bike facility and either cycletrack or bike lane would be fine. Vehicular traffic speeds also need to be lowered.
"Most of Montana the lanes are not fully utilized with most travelers going North or East. Downtown needs some main protected bike paths to provide a primary artery for bike commuting to increase. How can the south side and west of division housing areas connect safely to this path?"
No bike lanes or cycle tracks!! Very expensive option for how few people it benefits (definitely not me)
"NO BIKE LANES! Angled parking on the south side to increase parking spots AND slow down traffic. HALF THE YEAR people in Billings, Montana don't ride bikes. Focus on pedestrians and parking!"
Not all bicyclists want to stop downtown-just like the automobiles on Montana. They should be afforded safe travel continually through downtown without needing to divert to other streets
Obtain more Lot Parking for vehicle parking
One only has to look at the traffic disasters of Missoula and Seattle to know that road "diets" are the absolute worst idea a city could ever do. We already have traffic issues downtown, taking away East/West lanes is only going to create additional wait times and fewer people going downtown not encourage more.
Only 2 lanes on Montana Avenue are needed! Bike Lanes would be a plus!
Only put bike lanes on lesser traveled roads. No bike lanes on Montana Ave, 1st Ave N, 4th Ave N, and 6 Ave N, but can be put on 2nd and 3rd Ave N.
Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.
Please modify this race track asap.
PLEASE PROVIDE BETTER PEDESTRIAN OPTIONS FOR CROSSING THE STREET. DRIVERS SPEED LIKE CRAZY EAST OF 27th.
Please, also make sure there is bike signals. Bicycling and two-way streets is the key to making downtown great again!
Providing bike infrastructure on Montana Avenue would do wonders to calm traffic and provide a safe route for cyclists. I'm all for it!
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.
reduce to 2 lanes of traffic, with cycle track and parallel parking on at least one side of the road. Speed of traffic really needs to be reduced - make the road narrower for vehicles!

Reducing number of lanes through town is going to cause more issues!
Right turns might back up traffic even more if lanes are reduced due to trains.
Road diets are a HORRIBLE idea. They tried this sort of nonsense in Los Angeles resulting in a vast increase in traffic. And the same result will beset the Billings area. More lanes are need for traffic, not less! In LA, the weather is more conducive for bicycles than Billings is, and still, it is a bad idea. I am wholeheartedly against this bad idea, and so should anyone that needs to get in and out of the downtown area.
Roads need to move traffic ~ narrowing them down is not effective.
Same as above: It appears the plan is to serve bicyclists more than traffic flow. When the bikers start paying a road/use tax I'll consider supporting some of these ideas.
Same comment as earlier: Include bike lanes in any new or revised construction in town and county. Thanks
See above comment: Need to shut down motorized traffic in a 6-8 block rectangle downtown and make it a safe zone for families and pedestrians. Recommend north of 1st Ave N and south of 3rd Ave N and west of 27th street and east of 30th street. In addition, the City should purchase the parking lot west of Rockets and maybe a few of the surrounding buildings (yesteryears, Monte, etc.) and develop an outdoor ice or glice rink that can also double as a amphitheater for gatherings, live shows, etc. This would create a safer feeling town center feel that would be a destination for families and tourists. Also, recommend stricter laws within and around the town center safety zone prohibiting public intoxication, pan handling, homeless "camping", weapons, ect.
Slow down traffic
Slower speed limit
Sorry this is out of place, and unpopular, but Billings needs a sales tax to pay for modifications that benefit everyone, including out-of-town shoppers and tourists. It is time for a proposal to create a sales tax with a firm commitment to decrease property tax proportionally (so as not to scare the poop out of anti-tax people).
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars.
The area from 18th to 27th is full of shop areas and needs parking. Since it is already 3 lanes and a little less congested, I feel a bike track there is not as necessary. But the congested parts are from 27th st and further west.
The more safe multimodal options the better
The same bicycle facilities should be provided throughout Montana Ave
The trend of bending over backwards for a tiny, seasonal minority, at the expense of a huge majority of users is poor stewardship and a disservice to the community at large. This represents an obvious attempt of the government busybodies to impose the prejudice of central planning bureaucrats on an unsuspecting general population. How about representing the huge majority this time. You can still cash the massive consultant check the City of Billings is so fond of spending.
There is a great deal of traffic on Montana Avenue. I think it would be taking a big step backward to take away lanes. I also think traffic is too busy on Montana and 1st Ave. North to include bicycle lanes.
This is a high traffic area. Creating separate spaces causes some concern with transients and others who may now congregate in these separated areas. With increased traffic, especially when there is a train stopping traffic from turning south from Montana, I fear reduced lanes would cause a backlog where folks can now move to the northern lanes and provide space for those needing to turn south. I appreciate additional parking, but not at the cost of the reduced lanes. It is difficult for me to understand if adding parking would reduce lanes as your sample pictures are too small to review what it would actually look like. In the event there would be reduced lanes, I would prefer it to remain the same.
This is one of the best roads in Billings for biking. It is also one of the scariest. More protection for bicyclists will also help protect pedestrians.
Traffic direction is not the problem, SPEEDING and TRAFFIC ENFORCEMENT is before someone is hit and killed on that road.
Traffic on Montana Ave is consistently over the speed limit and is dangerous to anyone not in a vehicle. A cycle track would help make it a safer facility for bikes and maybe slow down traffic for pedestrians.
Waste of money to create cycle tracks
WHAT is the obsession with bike lanes? This is crazy, we are not a large metropolitan area that has a bike contingent.....
Why in the hell are you considering a "cycle track" in the middle of downtown Billings? We have a large city, find another spot that doesn't involve inconveniencing so many non-cyclists.
Why is EVERYTHING about the few bike riders?
you have already spent enough on Montana Ave. Leave it alone and use that money somewhere else

Public Comment Log: Road Diet - 6th Avenue N

The following is the unedited content collected from the public (presented alphabetically):

Comments
6th ave has just enough lanes for passing slower traffic and getting back from the Heights quickly and efficiently. Definately don't modify! The smaller streets downtown can have the bicicle lanes.
6th Ave needs to be re-paved.
a multi-use path would cleanly align with the existing path dropping down to 6th Avenue from Swords Park
After the Inner Belt Loop is completed, my vote would be to have protected bike lanes. Until the Inner Belt Loop project is completed, traffic flow should not be restricted from the Heights.
Again, 6th Ave. N. is the major route for traffic heading west from main. And it is busy. Please don't clobber it up and make it slower than it is. Again, put bike lanes on safer streets, not major thoroughfares. Nobody wants an accident with a bike.
"Again, I am not really a traffic expert so don't know the advantages of these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue. As such I chose the option with the bike lanes. I am not sure why this option requires 2 way traffic to be included as it seems it could be included in the one way streets as well. I would like to be sure changes reduce (at least don't increase) traffic to the residential streets from Division to 1st & 2nd. There has been, at times, in the past a strong incentive to cut through the residential streets to avoid traffic lights and congested traffic on arterial streets, particularly the light on Division and Broadwater. It seems the conversion to one way streets along with other changes reduced that significantly. It would be very upsetting if the proposed changes again produced increased traffic along with safety issues on the residential streets."
Again, speeding is a major problem on this road :/ The lack of traffic lights encourages people to come racing down 6th. I would feel safest on a multi-use path, off the road.
As a heights resident who needs to get downtown in the high volume traffic, removing lanes would be even more difficult than it already is.
As Montana Ave, keep the flow, increase parking where possible, biking already works, so no extra needed. Pedestrian options here are useful though, as Montana already has that.
Bike lanes are not necessarily safer for riders. Drivers need reminding that riders have just as much right to the streets as they do and respect them as they would a vehicle driver.
Bikes are NOT a problem. Don't make them one.
Concerns a multi-use path may not be too distinguished from a sidewalk. Where this is an urban environment with many intersections, extra care in the painting and facility design would be best. The protected bike lane could also allow for cycle track to be pulled back (protected intersection) at the corners. I am concerned the multi-use path could invite right hooks and people feeling safer than they are ... basically riding on a sidewalk (where most of the car-bike collisions happen)
Currently the east end of 6th Ave North is a race track. A safe "multi-use path" would be welcome
Dangerous connection between 6th and the heights. I hope we can have a protected separated path.
Don't waste taxpayer money
For me, safe bicycle access between the Heights and the Downtown area is the absolute most important item. Seems it could be done quite inexpensively.
Have you tried to get into or out of the Heights during rush hour. It took us 3 tries to get through on a green light two days ago. You want to add bikes to the busiest highway in the state of Montana. Brilliant. Let's kill those riding bikes and make sure only retirees or unemployed can live in the Heights.
I feel bike lanes should be directed to the lesser vehicle traveled streets. Signage is important to guide bicyclists to safe, designated routes. I believe it is a safer option for vehicles and bicycles to not purposefully be combined on a heavy vehicle-traveled street.
"I like the idea of closing off 5th avenue to cars. If given the choice of modifying 6th or closing off 5th I would choose closing off 5th as long as it would be made safe to get from the heights onto 5th. In general I don't like standard bike lanes mainly because of the confusion at intersections where cars want to turn right across the lane and also because of large vehicles with wide side mirrors. I prefer extra wide lanes with sharrows if completely separate bike access is not available. Also I would prefer that the bike access was consistent at least within the same road and not always changing. Preferably consistent in the whole downtown. That's even more confusing than one way streets!"
I think pedestrian and bicycle access from alkali creek area to this area of town would be very beneficial
i understand that bikers need somewhere to ride but taking lanes away from the cars is NOT a good solution.

I would like these options to be informed by the 5th Avenue North Corridor Study. If there ends up being a multi-use path through that corridor, I don't see the need for a multiuse path on 6th because 5th Avenue would be safer. The speed of traffic on 6th is concerning, as well as the falling rocks from the Rims.
I would like to see the bike lane extended at least as far west as 16th Street or ideally to North Park
Instead of making a path parallel 6th Avenue North, why not pave a path along the railway line between 4th and 6th, as it will probably see a lot of traffic, and be much safer than forcing folks to ride along 6th. Plus if they eventually turn that track into a trolley line connecting downtown and Metra, cyclists and pedestrians could easily hop on the train.
Instead of placing more restrictions on the movement of vehicle traffic why don't you ever try to improve traffic flow in this town? Please make additional lanes for traffic don't remove any.
"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel. Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."
Make 3rd ave N a shared street instead of the arterial
Making these roadways narrower or having less lanes will continue to cause bottlenecks and other issues for commuters!
More options is better! Speaking as a pedestrian visitor.
Multi-use bike thoroughfares would seem to be a priority in decision making, with ancillary bike routes dependent upon approval of multi-use bike thoroughfares.
No bike lanes or multi-use paths!! Very expensive option for how few people it benefits (definitely not me)
No bike/multi-use paths on major roads. Only put on non-arterial roads.
No strong feelings on this issue.
Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.
Please modify this airport runway asap.
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.
Same comments as Montana Ave: Road diets are a HORRIBLE idea. They tried this sort of nonsense in Los Angeles resulting in a vast increase in traffic. And the same result will beset the Billings area. More lanes are need for traffic, not less! In LA, the weather is more conducive for bicycles than Billings is, and still, it is a bad idea. I am wholeheartedly against this bad idea, and so should anyone that needs to get in and out of the downtown area.
Same comment as earlier: Include bike lanes in any new or revised construction in town and county. Thanks
Send the multi-use path to the whole stretch of montana
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars.
That is a dangerous area for bikes.
The flow of traffic from the heights into downtown can already be burdensome. By removing a lane, this will restrict the flow of traffic even more so.
The graphic on the survey are impossible to see-next time create an option to have them bigger and have a map available of the streets in question above the options as there is no way to toggle back and see when taking the survey. Also plant more trees
The intersection where main meets 6th N needs to be revamped. When traveling down main and wanting to go onto 6th you have to transition over to the far right lane. That then open up into another lane just past Applebees. This is a huge bottleneck. Why allow the middle lane on main st also have the option of transitioning onto 6th? It would just require a slight modification to the main and 6th intersection. Just change up the paint. Traffic would flow so much better.
The traffic on 6th avenue and 1st avenue is already too congested and to reduce the number of lanes would exacerbate the situation. Even the current traffic pattern has severe issues, There is currently no dedicated lane to go to the Lockwood area. So if there is a traffic issue in the heights, the traffic backup includes both the heights and Lockwood traffic.
The trend of bending over backwards for a tiny, seasonal minority, at the expense of a huge majority of users is poor stewardship and a disservice to the community at large. This represents an obvious attempt of the government busybodies to impose the prejudice of central planning bureaucrats on an unsuspecting general population. How about representing the huge majority this time. You can still cash the massive consultant check the City of Billings is so fond of spending.

There are already long wait times for people heading west from the heights, don't add to the problems
There aren't enough cyclists in the entire county to justify the expense.
"There is no safe bike connection from the heights to downtown. I would like to see a protected bike option. Concerned about the cost listed in the detailed views for N13 to N10"
This change is so necessary! Allowing for a multi-use path or a protected bike lane will make all pedestrian and cycling modes of transportation so much safer and more enjoyable, linking downtown with the entire trail system.
This is an extremely busy road where people drive at least 10 miles above the speed limit. It would be nice to slow it down slightly for safety reasons. In the winter, I've seen people trying to navigate the snowy sidewalks next to speeding cars that slide on the road from going to fast for the conditions. It would be great to have a safe space for pedestrians, people in wheelchairs and bicyclists and to have the cars move at a more reasonable speed.
This is mostly an industrial area with sufficient parking and little congestion in its current state.
This modification is all about safety! 6th doesn't have to be SO wide!
Those of us who drive cars into downtown pay for the roads. Bicycle drivers are not required to buy licenses and shouldn't receive preference on the highways paid for by those who own cars.
Was it considered to put some sort of multi use trail down the old 5th ave ROW ? All the way down to 27th would be an incredible option for people to bike from the heights to downtown or downtown to the metra.
We need a bike lane and a better path for pedestrians with trees. The new streetscape in the EBURD has no street trees - huge mistake. Bring people to the Metra from downtown and North Park. The improvements on 6th need to reach further west than just 13th St.
when I drive this daily, there are no bikes seen. This part of 6th ave north is the best moving road system we have. To narrow it down is not effective for moving traffic.
Would be nice to connect it somehow to the bike trails that go onto the rims and into the heights
Would like to see accountability from both recycling companies and city to keep up on trash debris and weeds in this area.
Yes, change it to two way road

Public Comment Log: Road Diet - North 13th Street

The following is the unedited content collected from the public (presented alphabetically):

Comments
13th is an important bicycle route connector between downtown and the heights. We need to make is safer.
A bike lane might be nice if it connects
"Again, I am not really a traffic expert so don't know the advantages of these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue. As such I chose the option with the bike lanes. I am not sure why this option requires 2 way traffic to be included as it seems it could be included in the one way streets as well. I would like to be sure changes reduce (at least don't increase) traffic to the residential streets from Division to 1st & 2nd. There has been, at times, in the past a strong incentive to cut through the residential streets to avoid traffic lights and congested traffic on arterial streets, particularly the light on Division and Broadwater. It seems the conversion to one way streets along with other changes reduced that significantly. It would be very upsetting if the proposed changes again produced increased traffic along with safety issues on the residential streets."
Ditto
Don't waste taxpayer money
I do not use this street much. I don't understand why you want to change it. I see how you modified Lewis Ave for a bike lane and it is positively risky for bikers where the bike lanes end and they have to enter real traffic. It is not where I would ride.
Instead of placing more restrictions on the movement of vehicle traffic why don't you ever try to improve traffic flow in this town? Please make additional lanes for traffic don't remove any.
Is there any way to have both a center turn lane as well as conventional bike lanes?
It would be nice to know the traffic and bicycle volumes so a better vote can be placed. Not sure how many bikes use this corridor.
"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel. Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."
my shop is at 212 n 13th. I see the traffic there. the street there is very busy during rush hours. Do not take away options for cars just to make room for bikes. Also do not take away our street parking, as many of the businesses here do not have parking lots so there is no other option for us.
No bike lanes or sharrows!! Very expensive option for how few people it benefits (definitely not me)
No parallel parking wanted on 13th between 4th and 6th Ave.
Not a priority for me.
Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.
Safety, safety, and more safety. This would increase cyclist and pedestrian safety, as well as linking well-used routes to trails, downtown, and the Heights.
Same comments as Montana Ave: Road diets are a HORRIBLE idea. They tried this sort of nonsense in Los Angeles resulting in a vast increase in traffic. And the same result will beset the Billings area. More lanes are need for traffic, not less! In LA, the weather is more conducive for bicycles than Billings is, and still, it is a bad idea. I am wholeheartedly against this bad idea, and so should anyone that needs to get in and out of the downtown area.
See above: We tax payers footed the bill to make the one ways as they are today. I say leave things as they are and use our tax monies on somethings more pressing, like bridges and streets. Same for all of the questions below.
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars.
There aren't enough cyclists in the entire county to justify the expense.

This comment is regarding the question on my use of Bike lanes below: I ride my bike very frequently, but hardly ever use a bike lane due to their lack of existence. While Lewis has a sharrow, cars pass fast and close and I take Clark because I feel safer. Downtown is a little better with the one-ways because I feel like I can take a whole lane and am more visible doing so. I don't like conventional bike lanes that skirt parallel parking because I know individuals who have had car doors opened into the bike lanes suddenly resulting in a bike crash.
This is mostly an industrial area with sufficient parking and little congestion in its current state. If anything I would do something with the underpass.
through the MDT 1st avenue project, the 13th/1st intersection is being designed to focus on moving vehicle traffic. There is no demand for pedestrian/bicycle traffic nor do I anticipated this changing in the near future.
Traffic and bike volume does not warrant expense at this time.
What is a sharrow?
Whatever is best for the development of the BIRD area. Currently, not sure how many people would use a bike lane, but would make sense if more people are drawn there due to future development.
Whatever you do on 13th please consider visibility for people coming from 2nd and 3rd onto or across 13th. The cars/trucks that are parallel parked on 13th make visibility up and down 13th a nightmare when trying to pull out from 2nd or 3rd.

Public Comment Log: Seasonal Closure - Broadway Avenue

The following is the unedited content collected from the public (presented alphabetically):

Comments
A seasonal closure of Broadway would be detrimental to businesses. The number one complaint we hear is a lack of parking. Taking away an entire block of the closest parking is the opposite of a solution.
Absolutely this! I work in tourism and this would be a big draw.
An all year closure would be better. The amount of parking available in that stretch is insignificant to the number of entertainment businesses there and there are nearby parking garages for that point anyway. Closure year round would provide an amenity to the City we do not currently have.
Are they ever going to allow festivals and events again? If not, there is no reason to close this. If the officials ever deem it safe for us to gather again, then maybe, but the way things are now, this seems pointless. Until they open us back up, I think time and money could be better spent on things that people could use.
As a business owner, I think it is unfair to the businesses on that block to close it to traffic. Special events like the Farmer's Market are already in place and enough.
Billiings natives just don't care enough for that to work. They don't want to detour or lose parking spots. Are you going to close your masters' banks and stores?
Blocks the flow of traffic completely. Have we not experienced this already with Alberta Bair renovations?
Broadway is one of few through streets over the tracks. Backing up the others wouldn't be wise. Maybe between 2nd and 3rd instead?
Broadway works good. Two way traffic and parking.
Can be closed on event-by-event basis I would think.
Close it all year round. Make it a pedestrian plaza with bike parking, bike lane, planters, trees, etc.
Close it year round. Close all downtown to cars. Allow businesses to use sidewalks and pedestrians and bikes to use streets.
Closing Broadway as we do now is sufficient, I don't think a seasonal closing is necessary or should be done.
Closing Broadway shuts the Northern Hotel off from business when it is closed. The hotel brings over 30,000 non-residents to downtown every year - this could actually hurt downtown businesses and the Northern also! Also,this would require extra funds and policing. How would we pay for this?
Complicates traffic congestion downtown since a vehicle could not use these streets when it is closed
Concerned about impact to businesses. I know during the construction of Skypoint several businesses were very hard hit. I would reconsider based on additional data from the businesses.
Could build a temporary stage for the season and have concerts where people could be either at the venues in that block or in the street with their own chairs or what not.
Currently it is frequently closed for existing functions, then it is open for convenient traffic flow when there are not functions. Why close it permanently even on a seasonal basis? This makes no sense and will cause confusion for drivers
Define Seasonal... are you talking about for the entire summer - no, leave it the way it is. Are you talking about for outdoor venues to allow for street fairs and concerts once in a while? Absolutely. We already have challenges with traffic moving through the downtown. I support the Downtown businesses wanting to create additional outdoor space and venues, but don't create an environment that prevents people from wanting to come downtown
DO NOT EVEN THINK OF IT!!!!
Do we not close certain areas for public events anyway? I'm not sure what you mean by seasonally.
Do whatever can be done to alleviate vehicle traffic.
Engage the Downtown Businesses! Be creative with the space!
Extend seasonal closure from 1st all the way to 3rd
Festival and open air dining or beer garden space.
Give us a reason to walk around, dine out, farmers markets more than a few hours, etc.
I actually think it would be great to close it permanently
I am against all road closures. Roads were built to move traffic, not serve as an entertainment area.
I am not sure what Seasonal Closure is exactly, but closing for concerts, farmers market, etc is enjoyable.

I believe there should be permanent road closures downtown. Basically the 4 blocks that conduct the Farmer's Market. One way streets work best downtown to avoid people trying to turn left. People need to be encouraged to use parking garages.
I did not move any items below because I do not care for any of the alternatives. In all the years I have lived here it seems that these streets have been changed many times. I don't see any reason for these changes.
I don't have strong feelings here, but would consult with local business owners. I definitely think Billings should continue to make more use of that space. I also know that "walking mall" concepts often face challenges and want to make it easy and intuitive for people to get around downtown.
I don't see the need. Just keep closing it for events. I don't believe that one block has enough foot traffic all the time to support a seasonal closure.
I find it frustrating when braodwater is already closed and even more so that the Doc Harpers takes up even that more parking. My kids attend daycare on Broadway next to the Alberta Bair and when the streets are closed, the way the one ways work, I have to go an absurd way already to get there. This is manageable the few times it is closed, i.e. alive after 5, etc., but to be closed seasonally would be a nightmare for traffic and others like me that use that space. The city and county really need to find an alternative to creating public spaces and modifying use permanently (thinking one big sky) rather than seasonal, short-term options.
I happen to know a little about this proposal and what the seasonal enclosure entails, but otherwise I might not understand what the seasonal closure would mean. This doesn't explain what a cool thing this would be for pedestrians and shopping, etc. Others taking this survey might take it too literally...
I just dislike seasonal closures in the same way that people cut off sidewalk area for their establishments during the summer. By the time you get used to the status, it changes.
I like it closed for events but don't see a need for a full season of closure.
I like the idea of seasonal closures, but would think first we need to encourage outdoor patios and seating for businesses in that area. If that is a success, seasonal closures seem like an appropriate next step.
I like the idea, especially if this was the only street and the DESIGNATED street for outdoor events. What happens if more than one event occurs at the same time?
I live on this block and could vote for either. However, closure this year would have been impossible with all the construction. We must take into account the residents on this block and ability to enter their premises and have deliveries.
I love this idea!
I suspect our downtown is not strong enough to survive the complete loss of vehicular traffic.
I think it would be okay to close Broadway year round from 1st Ave. N to 4th and have a Walking Mall.
I would also like to state that to pay for the bike paths that each person who owns a bike or buys a bike pay 50.00 to 100.00 permanent plate but children under sixteen do not have to have one unless their parents wish. Since bikes do not pay road tax like cars, they need to help pay the upkeep on the paths. Also, the cyclists must obey traffic laws or be fined. Many cyclists feel they have all the right away and do not have to obey traffic laws. I know because I have seen them run stop signs and not look and have seen cars almost hit a cyclist who does not obey the law and then flip the car driver off for the cyclist error. If the city of Billings needs to require all adult cyclists to take a riding course to insure their safety they must do so and have it placed on their drivers license or a paper certifying they have taken a course. They must pay for the course. If they are stopped and do not have this certification, they are fined and cannot ride until they have the certification.
I would like to see that section of Broadway Ave permanently made into a pedestrian mall
I would rather see complete streets throughout downtown than a closed Broadway. Ped malls have mixed success records in places where people aren't already walking quite a bit
I would recommend closing it throughout the year.
"If there is enough parking to compensate ***Could not get terms and conditions to load so cannot agree to them and reserve my rights , without prejudice"
If you close it you need to make all streets two ways. Downtown is hard to navigate as is and N broadway is a major route for fire trucks. Or atleast make the N/S streets two ways .
Important to control loitering and vagrants in and around the seasonal closed area.
In general, adding bike lanes/protected/separated will add to the accessibility and enjoyment of downtown. Completely shutting down a segment of Broadway would create a safe, possibly beautiful pedestrian space of the likes of Old Town Fort Collins, that is so successful, they aren't about to open it up seasonally! Billings needs safe bike access and such pedestrian areas as just part of helping to be an attractive place to live and raise a family.
Include 2nd Ave to 3rd Ave closure.
Indifferent on this issue

It doesn't make sense to close a thru street that crosses the railroad tracks. Again I would like to see improved traffic flow not restrictions and closures. I use this route as a truck driver to bypass the congestion on 27th street.
It is so often closed anyway, it may as well be a festival street. I like the idea of the walking mall like in Helena. There is so much parking in the area, I think the few spots lost on Broadway wouldn't be a big deal AT ALL.
It needs to be permanently closed, allow outdoor seating and dining, music, lights, should have been done years ago.
It should be closed from Montana to 2nd ...from the Northern to Alberta Bair theater.
It would be great to have a dedicated community space for events in the summer.
It would cut back on parking and hurt businesses.
Make it from 1st Ave N to 3rd Ave N - after 2nd & 3rd are converted back to two-way traffic.
Make it permanent! A pedestrian plaza!
might be ok if no money is spent to reconstruct intersection. try it for one year and see what citizens feel. was it well used. how does traffic flow. dont spend more money on something like the waste of skypoint.
My customers are sick of the downtown construction on the streets. They don't want to come down and deal with this construction year after year after year. Since we had covid-19 and lost 6 weeks of retail business, now people don't want to come down because they're changing out perfectly good lights. They are also putting in metal bumpy blocks to tell blind people that they're at the end of the block. These work perfectly good in warm climates where we don't have to shovel the snow. These are very hard to clean the snow off and become very icy in the winter and will cause many falls. Something like a rumble strip where there were cuts in the cement could have easily told someone where the walking stick that they were at the end of the block. since reopening I have not had any clients come in that didn't mention the catastrophe that is going on downtown. The timing was terrible, so we need to let the downtown sit quietly and become friendly again. The biggest problem with riding a bicycle in Billings Montana is that it is illegal to ride your bicycle on the sidewalk in the downtown area and legal to write it on the sidewalk in other parts of Billings. Then the Billings police ride their bicycles on the sidewalk so that people really get confused. most of the people who drive cars think the bicycles are not supposed to be on the road because the police are on the sidewalk on their bikes. Change that law and you might end the confusion. Cars are supposed to share the road. That is the law.
N28th Promenade. That is GREAT! We've said this for years at the Fire Dept.
Need wider sidewalks on Broadway, or make it feel wider. Would like to see urban design at its best :) Broadway could evolve into something like Georgia St in Indianapolis, or Nicollet Mall in Minneapolis.
no there is not reason for traffic to be there and with the garages there is plenty of parking
Open up the streets to pedestrians and vendors.
Permanent closure to allow a promenade would be best. This is the next-best option.
Permanently close Skypoint and turn it into a mall or park.
Prefer permanent closure
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Seems like this would be good for business, especially during Covid. People may feel safer. Could be a good step towards complete opening to people, all the time.
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars. None of the 6 projects are of any priority to me. You don't allow that choice in the question below. So do not count my answers in the next question. No priority because none of them should be done. Wasting taxes again.
The Billings Fire Department has concerns with a seasonal closure of Broadway.
the idea deserves a chance. If no support after a few years then discontinue.
The proposal should encompass more streets from Montana Ave to 4th Ave as the businesses up from Sky Point are always treated poorly and forgotten about a majority of the time due to overexposure of the listed area.
"The ranking below is completely loaded. There is no opportunity to rank anything except the bicycle alternatives. Leaving things as they are is a viable alternative but you have omitted, one would assume intentionally to slant results. Additionally, you have a requirement to agree to terms and conditions, but none are listed."
The seasonal road closure would be a huge benefit for downtown culture.
The streets already get closed off for seasonal activity. Why spend the taxpayer dollars doing something that already exists? Doesn't make sense
There is a lot of traffic on all streets, trying to turn without one ways will create traffic delays and fender benders by people testing/racing through lights.

Think bigger. Closing one street isn't enough for downtown. Recommend creating a 6-8 block town center pedestrian safe zone. See comments above.
This depends on the amount of events going on here during a said season.
This is a neat idea. I really enjoy this area of downtown and spend time there nearly every day.
This is an excellent idea!
This is ridiculous and unnecessary.
This is the best idea in the entire survey. That area would make a phenomenal walking district. It's already the heart of downtown, and it would draw people to downtown to just be in that space. Of course, they would spread out from there, but it would be the central gathering place. I've been saying Billings should do this for years (mostly to myself). Great idea!
This really is a pedestrian-first atmosphere is the summer. It's fun. Let's do that.
This seems like a "no brainer"! It would enhance the downtown greatly, and I believe that the downtown business owners would support it!
This would be a delightful, community enhancing place to enjoy each other.
This would be amazing!
This would encourage folks to come downtown during the seasonal
This would provide attractive, fun event possibilities with better distancing available! I'm shocked how hard it was to walk down Broadway and stay six feet from other people, especially with the construction sidewalk closures.
"Use this BLOCK OFF only for scheduled events AS for the PREFERENCES Below WASTE $ Make DT Business Friendly.... How Many Bike People come DT and buy from the merchants VERY FEW ... Possibly the Coffee Shops NOT Food or Bar Vendors...."
We have Doc Harper's on Broadway with the parklet. People say all the time they would to see street closed and how much they enjoy the parklet.
We love the multi-use trails in Billings, but we do not ride in traffic. (too old). We would like to see more segregated trails v. bike lanes.
we need the parking available, it is already hard enough to find parking for all those businesses.
What would the purpose be of closing it for certain periods? Is it just for a couple of days for festivals or weeks at a time?
Why was the Alberta Bair allowed to use the sidewalk.....terrible idea for a downtown that is congested with buses and traffic during events
Would seasonal just be in the summer? or would it also include a winter closure and allow for things such as winter bazaars/ festivals, ice skating, etc.?
Yes, close Broadway for summer to allow for the restaurants to have patio seating with decorative plants and hanging Edison lights across the street to enhance the summer downtown social atmosphere.
Yes, yes, YES!!
You should close this permanently and allow pedestrian street Mall with outdoor seating for all restaurants.

CITY OF BILLINGS

DOWNTOWN

TRAFFIC STUDY

APPENDIX B:

Example Outreach Materials and Media

APPENDIX B: OUTREACH MATERIALS

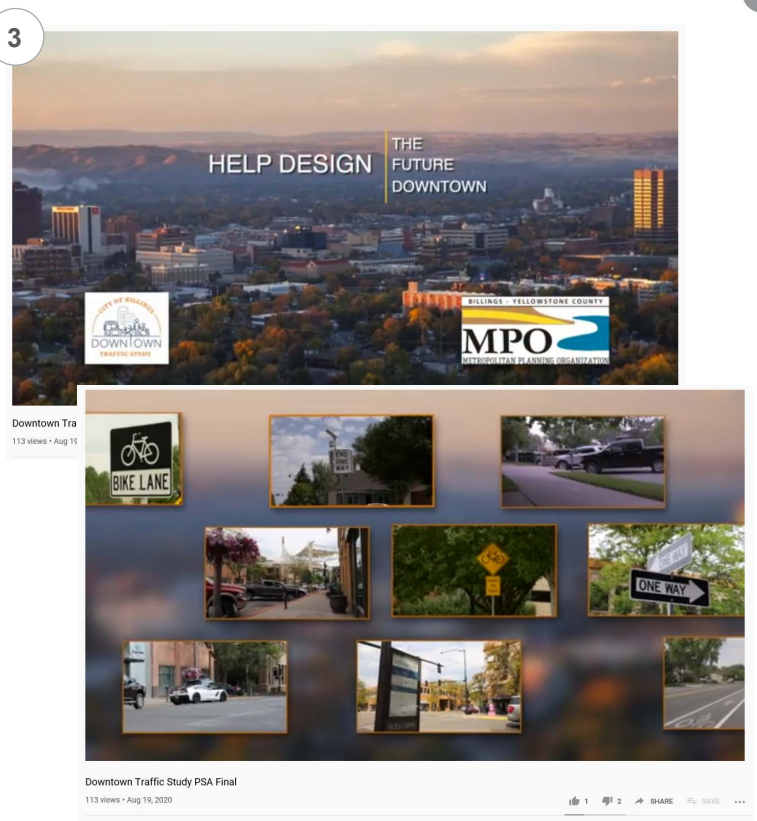
1



2



3



4



1 *Digital Postcard*

2 *Facebook Page*

3 *Public Service Announcement*

4 *Rack Cards*

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Poster

HELP DESIGN THE

FUTURE OF DOWNTOWN

CITY OF BILLINGS
DOWNTOWN
TRAFFIC STUDY

The recent Downtown Billings Traffic Study identified six alternatives.

Give us your feedback. We want to know what you think about these six alternatives!

Your feedback will be used in planning future designs and improvements to Downtown Billings!

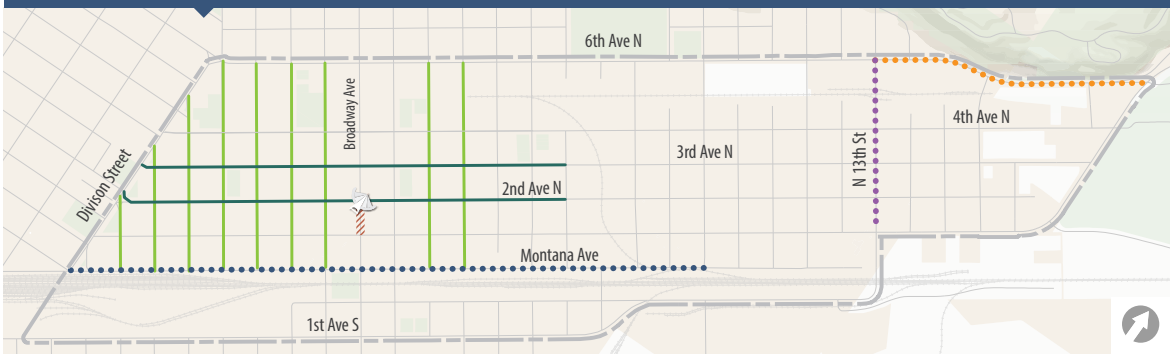


LET YOUR VOICE BE HEARD!

TAKE THE SURVEY:
Simply hold your smart phone's camera over the QR code.

PROJECT MAP

Proposed adjustments to downtown traffic flow are illustrated. Public perspectives on these alternatives will steer future developments.



LEGEND

- Project Boundary
- City of Billings
- Parks/OpenSpace

ALTERNATIVES

One-Way to Two-Way Street Conversion
- North/South Bound
- East/West Bound

Road Diet
- Montana Ave
- 6th Ave N
- N 13th St

Seasonal Road Closure
- Broadway Ave

BILLINGS · YELLOWSTONE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Press Releases

HELP DESIGN THE
FUTURE DOWNTOWN

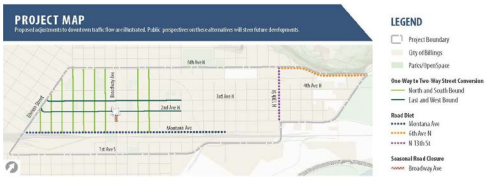
June 19, 2020

FOR IMMEDIATE RELEASE

Lisa Olmsted, Public Involvement Manager, (406) 869-6329,
lolmsted@dowl.com

Public Feedback on Future Downtown Billings Traffic System is Requested

The Billings Yellowstone County Metropolitan Planning Organization (MPO) is seeking public input regarding six potential alternatives to the downtown Billings traffic system that were identified by a recent traffic study. Public input on the options is being collected and will be used to steer future planning efforts.



The feasible alternatives being posed for public consideration include:

North and South One-Way to Two-Way Conversions – Converts remaining north and south one-way streets between Division Street and 24th Street to two-way operation and provides potential bicycle facilities consistent with the City's Bikeways & Trails Master Plan.

- **2nd Avenue N & 3rd Avenue N One-Way to Two-Way Conversions** – Converts the one-way segments of 2nd Avenue N and 3rd Avenue N between Division Street and 22nd Street to two-way operation and provides potential bicycle facilities consistent with the City's Bikeways & Trails Master Plan.
- **Montana Avenue Road Diet (Division Street to 18th Street)** – Reduces Montana Avenue from three lanes to two lanes from Division Street to 18th Street, provides potential bicycle facilities consistent with the City's Bikeways & Trails Master Plan, and maximizes on-street parking.

HELP DESIGN THE
FUTURE DOWNTOWN

- **6th Avenue N Road Diet (Main Street to North 13th Street)** – Reduces 6th Avenue N from five lanes to four lanes from Main Street to 13th Street and provides a potential bicycle facility consistent with the City's Bikeways & Trails Master Plan.
- **13th Street Road Diet between 6th Avenue North and 1st Avenue North** – Converts 13th Street to a two-lane roadway with or without a center turn lane and provides potential bicycle facilities consistent with the City's Bikeways & Trails Master Plan.
- **Broadway Street Seasonal Closure** – Creates a festival street by seasonally closing Broadway Street to vehicles between 1st Avenue N and 2nd Avenue.

Members of the public are encouraged to participate in an online survey available at https://dowl.mysocialpinpoint.com/downtown-billings-traffic-study. The site offers the opportunity to provide specific feedback on the proposed alternatives through an online survey, a budgeting tool to help prioritize how funds are allocated, and a digital bulletin board for other thoughts and perspectives. A link to the full Downtown Billings Traffic Study document and general project information are also available.

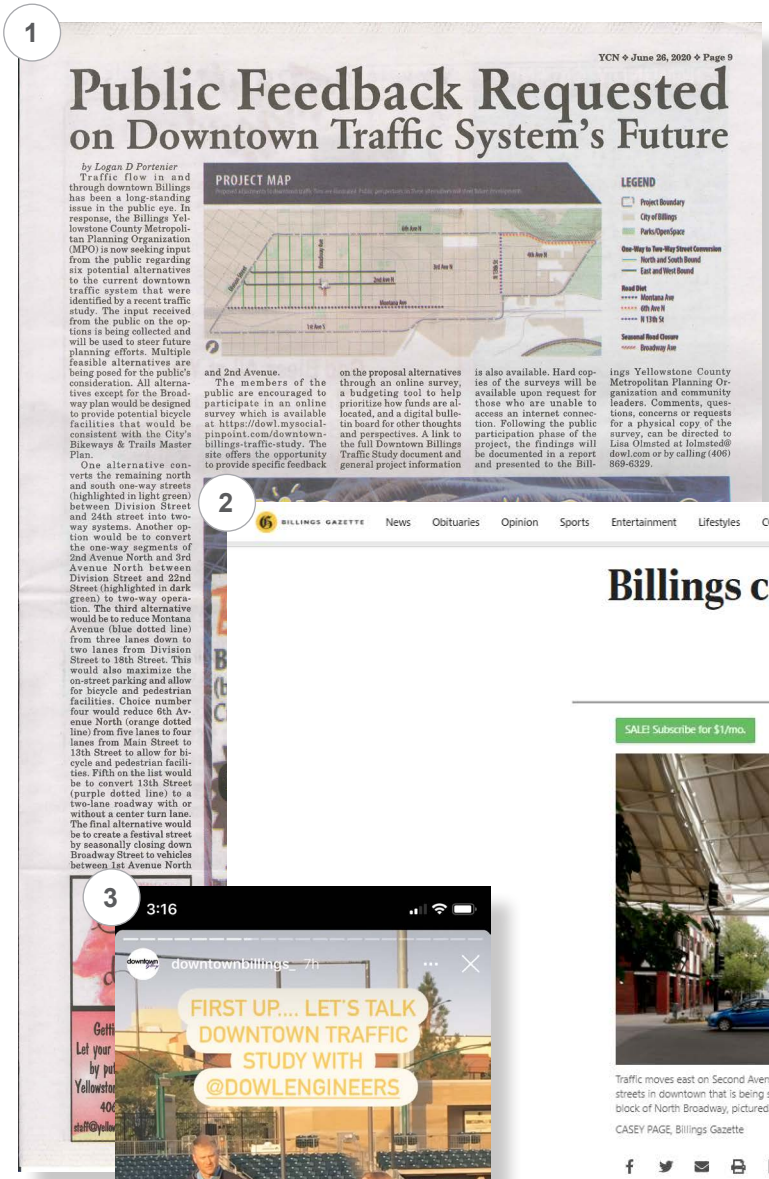
Following the public participation phase of the project, the findings will be documented in a report and presented to the MPO and community leaders.

Comments, questions, or concerns can be directed to Lisa Olmsted at lolmsted@dowl.com or by calling (406) 869-6329.

###

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Media



1. *Yellowstone County News Article*
2. *Billings Gazette Article*
3. *Downtown Billings Association Social Media Post*

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Presentation

Alternative Prioritization & Public Preference Plan

BILLINGS – YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

CITY OF BILLINGS
DOWNTOWN
TRAFFIC STUDY

Project Team Introduction





Lisa Olmsted
Project Manager
Public Involvement

lolmsted@dowl.com
406-869-6329



Doug Enderson, PE, PTOE
Transportation Engineer



Ryan Guelff, EI
Transportation Engineer

DOWL

Multi-modal Transportation on Broadway Avenue, 1914

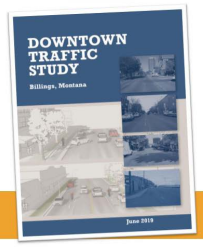
Courtesy Western Heritage Center



Looking North on Broadway Avenue, 1939

Courtesy Western Heritage Center





The recent Downtown Billings Traffic Study identified six alternatives.

We want to know what you think about these alternatives!

Your feedback will be used in planning future designs and improvements to Downtown Billings!

PROJECT MAP

LEGEND

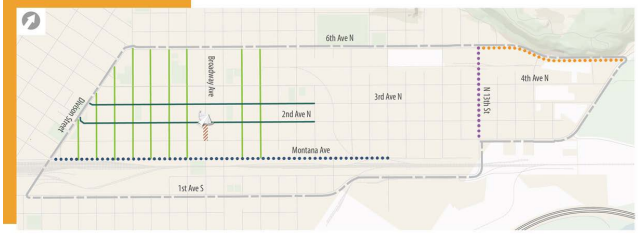
Project Boundary
City of Billings
Parks/OpenSpace

ALTERNATIVES

One-Way to Two-Way Street Conversion
North/South Bound
East/West Bound

Road Diet
Montana Ave
6th Ave N
N 13th St

Seasonal Road Closure
Broadway Ave



Relevant Terms

Sharrow:



Conventional Bike Lane:



Protected Bike Lane:



Cycle Track:



Separated Bike Lane:



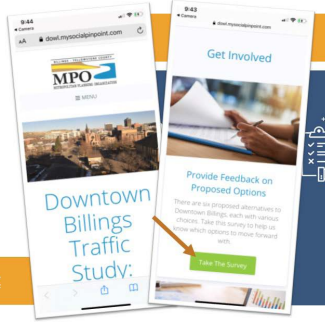
Back-in Parking:



LET YOUR VOICE BE HEARD!

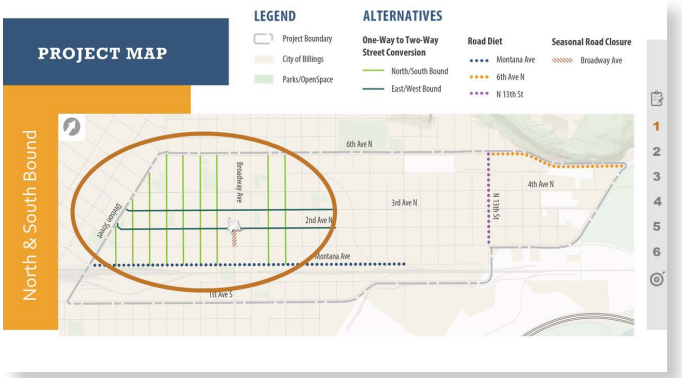
TAKE THE SURVEY:
Simply hold your smart phone's camera over the QR code above.

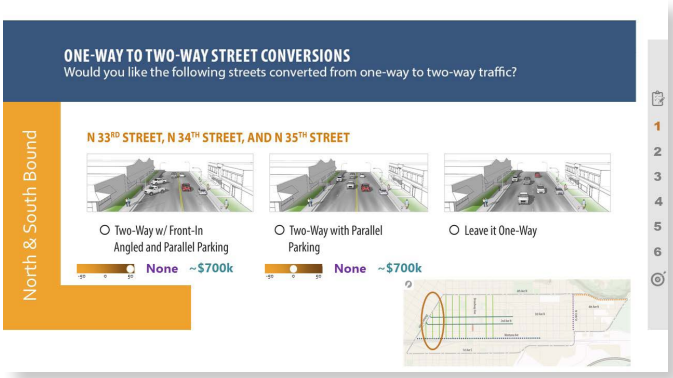
bit.ly/DowntownBillingsTraffic

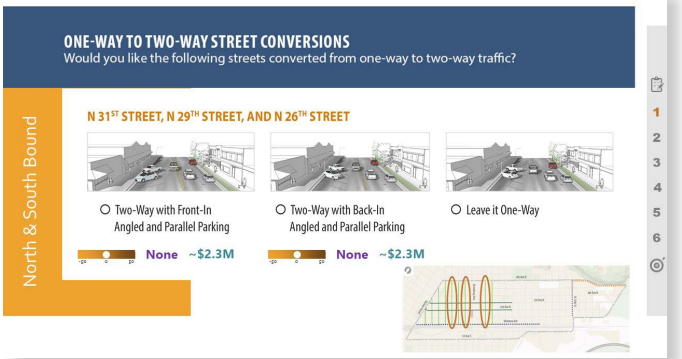


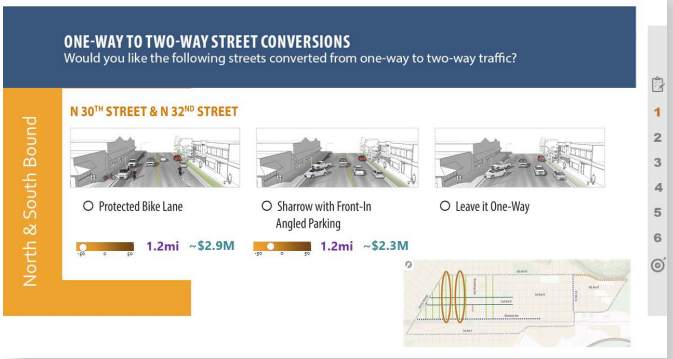
APPENDIX B: OUTREACH MATERIALS (CONTINUED)

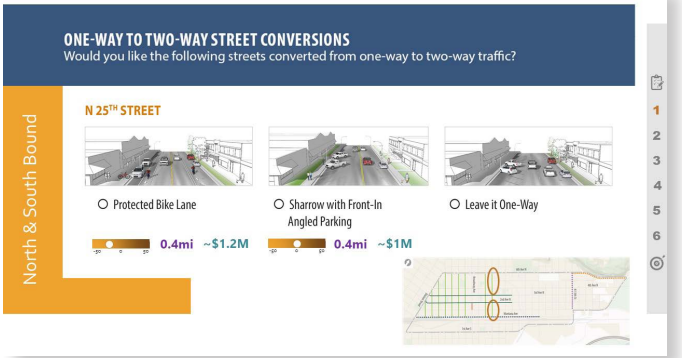
Presentation (continued)

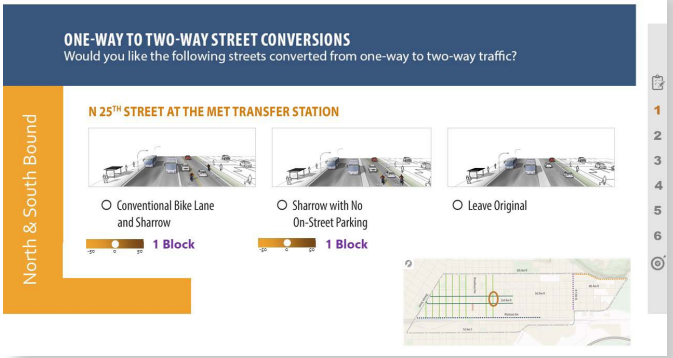


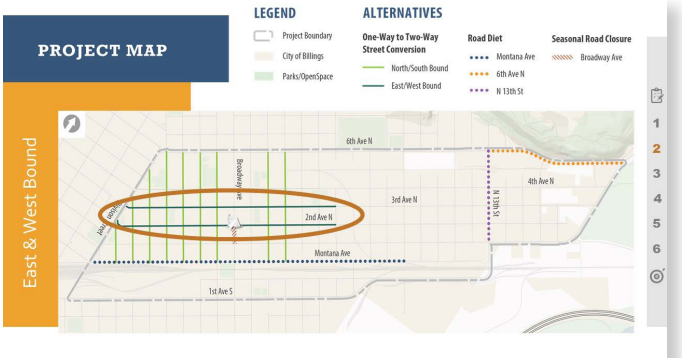


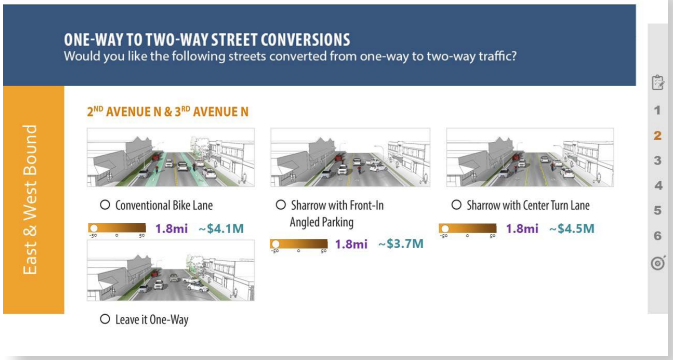












APPENDIX B: OUTREACH MATERIALS (CONTINUED)

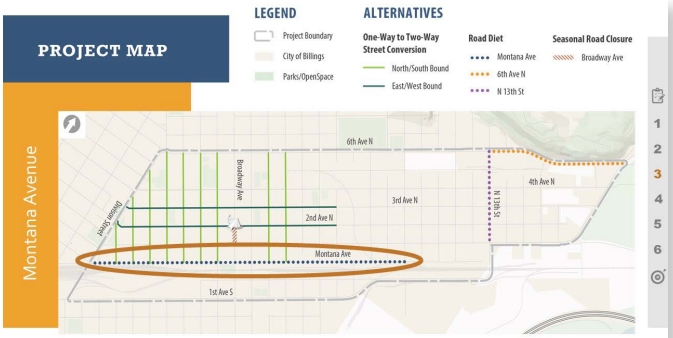
Presentation (continued)

ROAD DIET
Would you like to see the following areas modified to allow for more options?

WHAT IS A ROAD DIET?
A road diet is a technique in transportation planning where the number of travel lanes and/or width of the road is reduced in order to provide other improvements like bike lanes, turning lanes, or parking spaces.



PROJECT MAP



ROAD DIET
Would you like to see the following areas modified to allow for more options?

Montana Avenue

N 30TH STREET TO N 35TH STREET



- ○ Separated Bike Lane with Back-in Angled Parking — 0.6mi ~$2.5M
- ○ Cycle Track — 0.6mi ~$1.8M
- ○ Leave Original



ROAD DIET
Would you like to see the following areas modified to allow for more options?

Montana Avenue

N 27TH STREET TO N 30TH STREET



- ○ Separated Bike Lane — 0.6mi ~$800k
- ○ Cycle Track — 0.6mi ~$550k
- ○ Leave Original



ROAD DIET
Would you like to see the following areas modified to allow for more options?

Montana Avenue

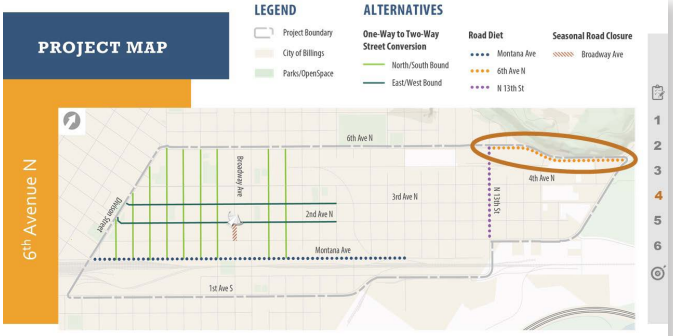
N 18TH STREET TO N 27TH STREET



- ○ No Bike Facility w/ Back-In Angled and Parallel Parking — None ~$700k
- ○ Separated Bike Lane — 0.6mi ~$2.4M
- ○ Cycle Track — 0.6mi ~$2.5M
- ○ Leave Original



PROJECT MAP



ROAD DIET
Would you like to see the following areas modified to allow for more options?

6th Avenue N

MAIN STREET TO N 10TH STREET



- ○ Protected Bike Lane — 0.25mi ~$300k
- ○ Multi-Use Path — 0.25mi ~$800k
- ○ Leave Original



ROAD DIET
Would you like to see the following areas modified to allow for more options?

6th Avenue N

N 13TH STREET TO N 10TH STREET

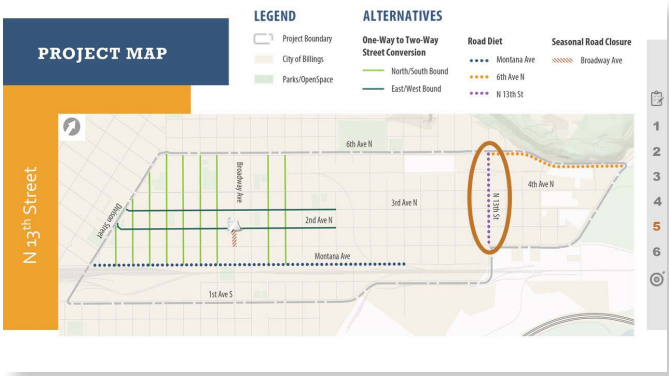


- ○ Protected Bike Lane — 0.25mi ~$200k
- ○ Multi-Use Path — 0.25mi ~$500M
- ○ Leave Original

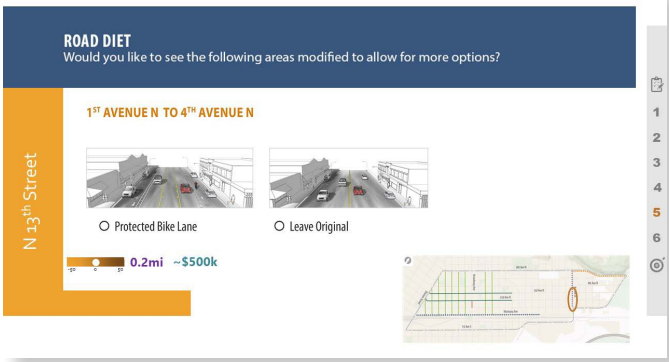


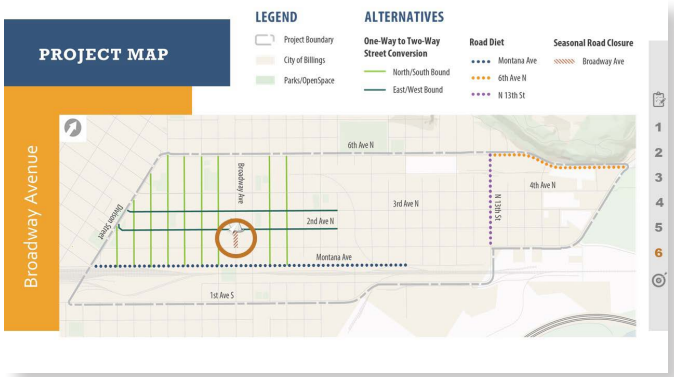
APPENDIX B: OUTREACH MATERIALS (CONTINUED)

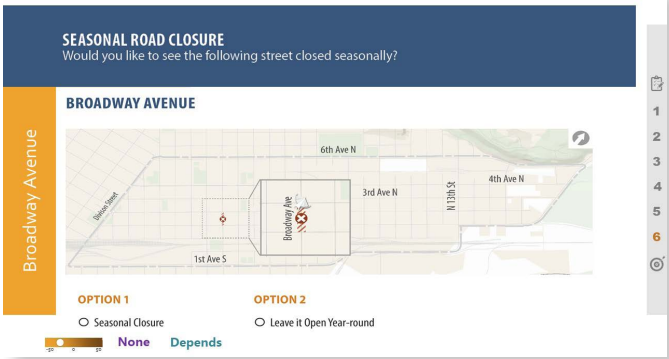
Presentation (continued)

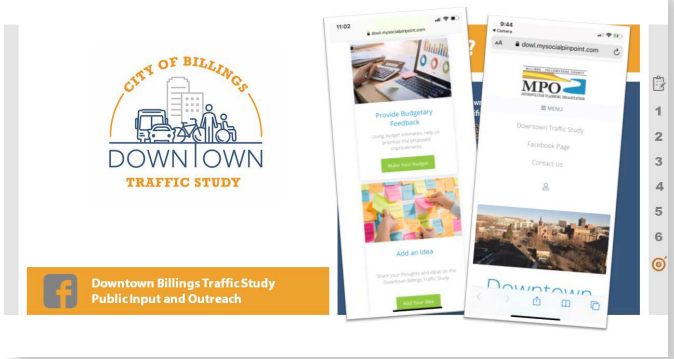


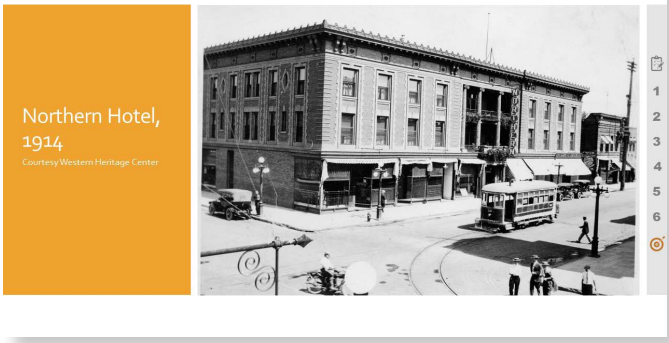












Council Work Session **6.**

Meeting Date: 02/01/2021

Title: City Sidewalk Programs

Presented by: Debi Meling

Department: Public Works **Division:** Administration

RECOMMENDATION

Staff is presenting the information to City Council per a council initiative presented by CM Choriki on December 21, 2020. There is no action required at this time.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The City Council issued an initiative on December 21, 2021 to have staff present information on the city's sidewalk programs. There are currently several methods that the city uses to install sidewalks and trails including: road projects, missing sidewalk program, annual pedestrian crossing program, and a few miscellaneous other methods. Funding sources include gas tax, arterial fees, grants, Tax Increment Financing (TIF) funds, partner funds (MDT, Trailnet, etc), and property owner assessments. Staff will present the existing programs including current funding levels and how project locations are prioritized.

ALTERNATIVES

Action is not required by the City Council at this time.

FISCAL EFFECTS

There is no financial impact associated with this item.

Council Work Session **7.**

Meeting Date: 02/01/2021

Title: Proposed City Council Priorities for 2021

Presented by: Chris Kukulski, City Administrator

Department: City Hall Administration **Division:** Administration

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RECOMMENDATION

Determine what changes if any need be made to the proposed city council priorities for 2021.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Each of the past few years, the Council has adopted a set of priorities for the upcoming year. Review the attached progress report for the 2020 priorities as well as the proposed priorities for 2021.

ALTERNATIVES

City Council may:

- Approve, or; direct the city adminstrator to present the draft 2021 city council priorities at an upcoming regular meeting.
- Disapprove

FISCAL EFFECTS

The adopted priorities help our staff focus on what is most important ultimately maximizing resources and minimizeing wasting time on unimportant projects.

Attachments

Council Adopted 2020 Priorities

Proposed 2021 Council Priorities

2020/2021 City Council Priorities
Progress Report – January 28, 2021

Adopted March 9, 2020

HIGH

- **Improve the safety of Billings**
  - Adopt Public Safety Mill Levy (PSML) Ordinance for 2020 ballot measure
  - Educate the community on the impacts of the PSML
  - Implement 911, PD, FD, Code Enforcement, Legal, Municipal Courts strategies to improve safety
  - Resolve criminal justice system facility space deficiencies
  - Adopt spa/massage parlor business license ordinance
  - Pursue supplemental funding sources (Impact fees, increase cost of fines, BUFSA)
  - Support critical partnerships w/Substance Abuse Connect, Yellowstone County, and Continuum of Care partnership
  - Continue improving "Safe Routes to Schools"

No other issue received more of my time and attention during my first two years as your city administrator, than the priority to improving the safety of Billings. Voters approved the repeal and replace public safety levy Sept. 15: For – 21,224 Against – 10,106. Prior to the Council's decision to ask voters to repeal and replace the 2004 public safety levy, hundreds of hours were spent by our leadership team analyzing and presenting options to the Council and public. Once the public safety levy was set, we spent the next few months educating our electorate on the impacts of the levy question.

In order to better understand the challenges, we face improving the safety of Billings, the Center for Public Safety Management (CPSM) was hired during the summer of 2020. The CPSM analysis will include statistically valid survey input from our citizenry on law enforcement services (we received the draft survey results yesterday). The CPSM analysis will provide staff, the Council and public with a thorough review of Billings data surrounding public safety services. Their analysis will be presented to the staff within the next few weeks and then shared with the Council in February. The CPSM report will help refine the long term needs of the criminal justice and emergency response systems in our community.

Additionally, our budget includes funding to conduct the National Citizen/Community Survey. This tool also provides the city with statistically valid data on all city services. Billings conducted this survey in 2009, 2012 and 2016, therefore the data will track changes in citizen opinions over the past twelve years. Our 2021 data will also be compared to peer communities throughout the US.

- **Complete Project Re-Code**

Project Re-Code was adopted on 3rd reading January 25th. Project Re-Code was approved by the Zoning Commission on October 14, 2020. The council formally reviewed the Zoning Commission recommendation in November, December and most of January prior to their adoption of 1st reading, 2nd reading and 3rd reading.

- **Complete Airport Terminal Reconstruction Project** (2023)

Despite the pandemic, lending has been secured for the entire project. As an added benefit, the lender is our own First Interstate Bank. This project is on schedule and if weather continues to cooperate, may be completed ahead of schedule.

- **Advance West-End Reservoir and Water Treatment Plant Projects** (reservoir 2022/H2O 2024)

This project is on-time. Several critical contracts have been approved by the Council over the past year to keep the project moving forward in a thoughtful deliberate manner. To date, utility rate adjustment recommendations have been approved by the Council to finance the project. We have adjusted the schedule to build the water plant in 2022 and the reservoir in 2023. We are also actively pursuing a FEMA BRIC Grant to assist in funding the project.

- **Create a Park Development Fund**

A park development finance option was presented to the Council as a part of the city administrator FY 2021 recommended budget. The idea was not supported by a majority of the Council and therefore was not included in the adopted budget. In late 2020 the Council passed an initiative supporting and broadening this priority to include funding options for the entire parks system in addition to park development. We expect to make a series of recommendations to the parks board and on to the city Council in March 2021.

- **Improve Communication with our citizens**
  - Create a Public Information Officer position for the City
  - Overhaul City Website

Funding for a public information officer was not included in the adopted FY 2021 budget. However, we have made several steps to improve communication with our citizens. We completed a branding effort that ties all components of city services together to help citizens understand which services are being provided by their city. We also completed an overhaul of the city's website in 2020.

During the pandemic, we also put a team together to provide PIO-like information specific to COVID-19. This has included sharing of press releases, notification of press conferences, and development of a COVID specific city website.

- **Approve 2021 Legislative Agenda/Priorities**

The Council adopted their legislative priorities earlier this month. We held two zoom meetings inviting all local legislators in November and December 2020. Our lobbyists Greg Dorrington and Aimee Grmoljez, along with MLCT and the Montana Infrastructure Coalition (MIC) were engaged in the interim sub-committees of the MT Legislature looking out for the City's interests. The City is an active member of both MLCT and MIC. In addition to our broad priorities we are working with legislators on specific legislation to move State prisoners out of our local jail as soon as reasonably possible. We are also working closely with the new state administration to deal much more proactively with the numbers of parolees who are released to Billings.

- **Implement Lean Six Sigma/Continues Improvement program**

Investments into the Lean Six implementation were removed from the proposed FY 2021 budget. This does not and has not prevented our organization from working on our commitment to continually improve the City's service to its citizens. Our leadership team has established excellent communication links through weekly tactical meetings, monthly strategic meetings and semi-annual full team training sessions. We also held our first overnight retreat in early 2020 to set internal priorities and learn how to work better as a team.

MEDIUM

- **Improve Intergovernmental Collaboration**

I have continuously worked for a respectful and collaborative relationship with School District 2, Yellowstone County, the State of Montana and our peer cities throughout Montana. Collaboration is a key principle that defines my management style. However, my commitment and preference to collaborate does not guarantee success. I need your help, particularly with the relationship between the City and Yellowstone County.

- **Stimulate Downtown Revitalization**
  - Improve legislative tools
  - Implement downtown transportation study/one-way conversion plan – sold bonds
  - Install traffic light N 27th/MT Ave

Funding has been secured and approved by the Council to tackle the first set of one-way street conversions in 2021. The state of Montana has assured the City that the 27th/MT Ave intersection traffic light will include a left turn signal. Work has wrapped up to solicit public feedback on the conversion of additional one-way streets and a potential road diet for Montana Ave. in downtown. These items are on your February 1 and February 8 council meeting agendas.

- **Complete the Cost of Services Study**

Outside of water, wastewater and solid waste, we have not funded or began a general Cost of Service Study for the city. Yesterday our team discussed the scope of work for the broader study. Police, fire, parks, streets, transit and storm water are being discussed. The water, wastewater and solid waste cost of service studies are included in the current budget.

- **Resolve Heights Water Issues**

The Mediation in late 2020 did not result in any progress. We have filed our complaint in court to have Heights Water District pay for the underbilled water they used.

- **Improve Transportation/Land-use System**
  - Advance Billings Bypass Interchange project – including adjacent land use and utility extension plans and Targeted Economic Development District (TEDD)
  - Inner Belt Loop – including adjacent land use and utility extension plans

The Inter Belt Loop corridor study was completed in 2020. The City received notification from the federal government that we will receive $11.6 million as a result of our BUILD grant application. This grant provides a clear path to constructing the Inter Belt Loop road project as well as the Skyline Trail. A team of staff members continue working on each of the key issues, policy and administrative, necessary to build the Inter Belt Loop to maximize its benefits to Billings for future generations. This project will require several policy issues to be determined by the Council in the upcoming year.

- **Improve city parks and trails system**
  - Complete - Centennial Park improvements Phase I
  - Adopt - Coulson Park Master Plan
  - Adopt Castlerock Park Master Plan
  - Advance Poly Vista Park partnership w/Landon's Legacy Foundation
  - Advance Marathon Loop

The primary contractor for Centennial Park has completed their work. The contractor who was awarded the new restroom has become problematic. No money has been paid out for the restroom and we are working on alternatives. The Centennial Park Phase I project ribbon cutting will be held in the spring of 2021. The Coulson Park Master Plan was adopted March 3, 2020. The Castlerock Master Plan was adopted by the Council earlier this month. The Poly Vista Park partnership with Landon's Legacy continues to move forward. The City accepted a generous gift from Landon's Legacy this week (Oct. 12) funding the engineering design phase up to 30% in order to refine cost estimates tied to the master plans implementation. This year's proposed Capital Improvement Plan (CIP) includes infrastructure investments critical to serve park users. The Skyline Trail is also funded through the City's BUILD grant and is a part of the Marathon Loop. Amend and Optimist Parks also received significant investments during 2020.

- **Determine scope of the South Billings Recreation Center**

I have spent very little time on this project in 2020. The proposed capital improvement plan will provide the Council and staff with an opportunity to discuss the prioritization of the South Billings Recreation Center.

Future Consideration

- Increase Grant Writing Resources
- Housing – Study Affordable Housing in General
- Create a Storm Water Utility
- Budget Process Review
- Update Neighborhood Plans (West Side Plan priority)
- Investigate a third transportation connector from the top of the rims to the valley

DRAFT 2021 City Council Priorities January 2021

#1 PRIORITY

- **Improve the safety of Billings**
  - Understand the policy implications of the Center for Public Safety Management (CPSM) law enforcement analysis – support implementing recommendations.
  - Understand the policy implications of the CPSM fire department analysis – support implementing recommendations.
  - Adjust and Implement 911, PD, FD, Code Enforcement, Legal, Municipal Courts strategies to improve safety. (adjustments guided by CPSM reports)
  - Analyze funding options
  - Consider Public Safety Mill Levy (PSML) Ordinance for 2021 ballot measure
    a. Create a timeline for future ballot measures.
    b. Educate the community on the impacts of the 2021 PSML.
  - Resolve criminal justice facility space deficiencies.
  - Support critical partnerships w/Substance Abuse Connect, Yellowstone County, and Continuum of Care partnerships.
  - Continue improving Safe Routes to Schools

HIGH PRIORITIES

- **Continue airport terminal reconstruction project, building Montana's greatest airport.**
- **Break ground on west side water treatment plant and visionary reservoir project.**
- **Create a park development program and analyze all park funding options to build excellent parks and trails throughout the City.**
- **Complete joint land use planning and utility access analysis along the inner-belt loop between landowners, Yellowstone County and the City as a catalyst to building great neighborhoods. Break ground on the inner-belt loop and Skyline trail projects.**
- **Participate in the 2021 legislative process to support adopted legislative priorities and pass legislation to improve the safety of Billings.**
- **Define strategy to complete cost of services studies to help fund police, fire, parks and transportation infrastructure as examples.**
- **Analyze the land use and financial impacts of legalized marijuana on the City.**
- **Stimulate redevelopment within our downtown and other business districts.**
- **Complete Billings Bypass corridor study in preparation for development north of the Yellowstone River.**