



YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



AGENDA

JANUARY 12, 2021 MEETING TIME: 6:00 p.m.
2825 3rd Ave North, Miller Building 1st Floor Conference Room
and
Video Conference Format

1. **CALL TO ORDER - Planning Board President:** Welcome and Introduction of new and returning Board Members.
 - a. Planning Board Appointments and Reappointments: Welcome! to Teresa Larsen, Planning Board City of Billings Ward 1; Dennie Stephenson, Planning Board City of Billings Ward 3. Thank you for your continued service! Darell Tunnicliff, Reappointment, Planning Board City of Billings Ward 4; Jon Thompson, Reappointment, Planning Board City of Billings Ward 5. Vacancies: BOCC District 3; BOCC District 4; BOCC District 6
2. **APPROVAL OF AGENDA*** - including any additions or deletions to agenda. The agenda for a regular meeting will be closed at 5:00 p.m. three (3) working days prior to the date of the meeting.
3. **MOTION. MEETING MINUTES:** DECEMBER 8, 2020
4. **PUBLIC COMMENT PERIOD** – As required (3 minute maximum per person). *Any member of the public may be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting's agenda for discussion.*
 - 4a) **Comments on items not on agenda and requests to add items to future agendas**
 - 4b) **Comments on items on the non-public hearing agenda items**
5. **DISCLOSURE OF CONFLICT OF INTEREST:**
6. **DISCLOSURE OF EX PARTE COMMUNICATION:** Ex Parte Communication Binder is available at the Sign-In and Agenda station.
7. **NEW BUSINESS:** (Agenda items new to this meeting).
 - a. Plat Review/Discussion. Eagle Cliff Estates Subdivsion. County Major Subdivision. Dave Green, Planner II, presenting.

Attachments

Findings of Fact

Proposed Preliminary Plat

Draft SIA/Waiver

- b. **PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.** Due to the COVID-19 health concerns, the format of the Planning Board meeting will be held in a virtual videoconferencing environment. Public comment will be taken only during the Public Comment periods as indicated on the agenda, and during the Public Hearing under the Regular agenda. Comments may be sent to Planning via email before 3:00 PM on Tuesday, January 12, 2021. Emails received before 3:00 P.M. will be read into the record, emails received between 3:00 PM and 5:00 PM, may be read during the meeting. The Public may also view the meeting via the Billings Planning & Community Services Facebook page:
<https://www.facebook.com/Billings-Planning-Community-Services-Department-1738982159659260/?ref=bookmarks>
The Public may call in during specific Public Comment periods at 406.237.6196. All callers will be 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 restricted to 3 minutes of testimony as is customary.

1. Public Hearing. Staff Presentation. Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan (Preference Plan). Lora Mattox, Transportation Planner, presenting.

Attachments

Draft Preference Plan

2. Public Hearing. Presentation. Long Range Transportation Plan Amendment #2. Scott Walker, Transportation Coordinator, presenting.
3. Public Hearing. Presentation. Billings Urban Area Transportation Improvement Program, (TIP), Federal Fiscal Years 2020-2024 Amd 1. Scott Walker Transportation Coordinator, presenting.

Attachments

2020-2024 TIP_DRAFT

2020-2024 TIP Amd 1 Highlights 1-5-21

8. **OLD BUSINESS** (Agenda items that were not discussed or not completed in a previous meeting or items requiring action).

9. **OTHER BUSINESS:**

- a. (Standing Item) Long Range Strategic Issues and an overview of future City and County issues and projects.

1. Staff update. Project ReCode Adoption. Planning Staff

10. **ADJOURNMENT**

FUTURE AGENDA ITEMS FOR TUESDAY, JANUARY 27, 2021

- a. Public Hearing. Motion/Recommendation to BOCC. Eagle Cliff Estates Subdivision. County Major Subdivision. Planning Division Manager Monica Plecker, presenting.
- b. Motion/Recommendation to PCC. Long Range Transportation Plan Amendment #2. Lora Mattox, Transportation Planner, presenting.
- c. Motion/Recommendation to PCC. Billings Urban Area Transportation Improvement Program, (TIP), Federal Fiscal Years 2020-2024 Amd 1. Scott Walker Transportation Coordinator, presenting.

- d. Motion/Recommendation. Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan (Preference Plan). Lora Mattox, Transportation Planner, presenting.

Public Hearing Participation Guidelines

The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: Address the Planning Board directly. You must state your name and address before commenting This is an opportunity to explain how you will be affected by the decision and why that is an important consequence.

1. Be informed of the process and the requirements of the Board. If you are commenting about a subdivision, please limit your comments to the review criteria.
By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). These criteria include:
 - Effect on agriculture and agricultural water user facilities
 - Effect on local services
 - Effect on the natural environment
 - Effect on wildlife and wildlife habitat
 - Effect on public health and safety
2. Provide specific information about why you are concerned about the pending application, how the decision will impact the review criteria listed above, and provide suggestions on how to minimize or eliminate the impact.
3. Respect the right of others to participate. Wait until the previous speaker has completed their comments before making your own comments. Do not talk over the person commenting or with other people in attendance.
4. The public hearing is not an opportunity to question or accuse the applicant or their agent. If you have questions of the Board, the applicant or the agent, ask the question directly to the Board during the public hearing portion of the meeting. The Board will respond or request the applicant or agent to respond after the public comment portion of the hearing is closed.
5. After the public comment portion of the hearing is closed, no further comments are allowed unless you are addressed directly by a Board member.
6. You should expect the Board to make a balanced recommendation in accordance with its statutory responsibilities. The Board's ability to make reasonable and thoughtful recommendations is dependent on a fair consideration of everyone's interests.

Thank you for participating.



YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



Planning Board Meeting I (2nd Tuesday)

7. a.

Meeting Date: 01/12/2021

Information

INTRODUCTION

On December 1, 2020, the Planning Division received an application for preliminary major plat approval for the proposed Eagle Cliff Estates Subdivision. The property is generally located north of Ford Road. It will connect to the current dead-end of Eagle Cliff Meadows Road and will also connect to Navarro Drive to the west. This subdivision would create 24 lots from a 45.75-acre parcel of land. The applicant is proposing to develop a residential subdivision, the land is zoned Neighborhood 4 (N4). The land is currently dryland grass and shrub grazing land.

RECOMMENDATION

Staff recommends the Yellowstone County Board of Planning recommend to the Board of County Commissioners conditional approval of the preliminary plat of Eagle Cliff Estates Subdivision and adopt the Findings of Fact as presented in the staff report.

PROPOSED CONDITIONS OF APPROVAL

Pursuant to Section 76-3-608(4), MCA, the following conditions are recommended to reasonably minimize potential adverse impacts identified within the Findings of Fact.

1. To protect public health and safety, prior to final plat approval, the applicant will receive approval from the MDEQ for the proposed water systems, septic systems and the proposed storm water management.
2. To protect public health and safety and provide for future road maintenance, prior to final plat approval, the applicant will expand existing RSID 698M for the new public roads within the subdivision.
3. To protect public health and safety and to provide proper turn around areas for the fire department, prior to final plat approval, the applicant will provide a temporary turn around on Tanner James Drive and provide easement documents for that turnaround. It will also be depicted on the proposed plat and an explanation of the need for the turnaround will be included in the SIA under the heading Transportation.
4. To protect public health and safety with proper fire suppression, prior to final plat approval, the applicant will coordinate required fire hydrant installation locations with the Lockwood Fire Department. Lockwood Fire Department will review and approve all fire hydrant locations within the subdivision.
5. To protect public safety and to ensure future maintenance of the parkland, prior to final plat approval, the applicant will create and RSID for parkland maintenance for this subdivision.
6. To protect public health and safety and to provide correct information, prior to final plat approval, the applicant will include language in the SIA under the heading III Transportation E. that outlines this subdivision is within the BABTMP and there can be a trail built within the proposed parkland.
7. To minimize the effects on local service prior to final plat approval, the applicant will coordinate with the USPS for locating and providing the correct amount of space for safely delivering the mail to the residents.
8. To minimize effects on the natural environment, prior to final plat approval a weed management plan and property inspection shall be completed by the County Weed Department.
9. To protect public health and safety and ensure zoning compliance, prior to final plat approval, the applicant will include a paragraph in the SIA under the heading Conditions That Run With The Land informing the future property owners they are required to obtain a zoning compliance permit prior to any construction on lots within the subdivision.
10. Minor changes may be made in the SIA and final documents, as requested by the Planning and/or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
11. The final plat shall comply with all requirements of the County Subdivision Regulations, rules, regulations, policies, and

resolutions of the Yellowstone County, including laws regarding moving houses onto or off the property, and the laws and Administrative Rules of the State of Montana.

VARIANCES REQUESTED

No variances are requested for this subdivision.

PROCEDURAL HISTORY

- Pre-application meeting April 30, 2020
- Completeness review submitted October 30, 2020
- Preliminary plat application submitted to Planning Division December 1, 2020
- Departmental review meeting December 17, 2020
- Preliminary plat resubmitted December 24, 2020
- Planning Board plat review January 12, 2021
- Planning Board public hearing January 26, 2021
- Preliminary plat to Yellowstone County Board of County Commissioners February 16, 2021
- 60 working-day preliminary plat review period ends February 26, 2021

PLAT INFORMATION

General location:	North of Ford Road connecting to the current dead-end of Eagle Cliff Meadows Road
Legal Description:	COS 1884 Parcel: 1A2
Owner/Subdivider:	David Mutch
Engineer/Surveyor:	Performance Engineering
Existing Zoning:	N4
Existing land use:	Dryland Grass / Grazing
Proposed land use:	Residential
Gross and Net area:	45.75 acres / 41.88 acres
Proposed number of lots:	24
Max. lot size:	22.59 acres
Min. lot size:	0.48 acres
Parkland requirements:	There required parkland dedication is 1.021 acres; the applicant is proposing to dedicate 4.337 acres of parkland.

Attachments

Findings of Fact
Proposed Preliminary Plat
Draft SIA/Waiver

FINDINGS OF FACT

The City-County Planning Division Staff has prepared the Findings of Fact for Eagle Cliff Estates Subdivision. These findings are based on the preliminary plat application and supplemental documents addressing the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Yellowstone County Subdivision Regulations (YCSR).

A. What are the effects on agriculture, local services, the natural environment, wildlife and wildlife habitat and public health and safety (76-3-608 (3) (a) MCA) (Section 3.2 (H) (2) YCSR)

1. Effect on agriculture and agricultural water users' facilities

The subject property is used for grazing purposes. There is no irrigation water available to this site, the comment from the Lockwood Irrigation District is as follows; The area for this new subdivision is above Lockwood Irrigation District's upper 100' Lift Canal, it is not in our District boundaries and does not impact our distribution system. There will be no affect on water user facilities with this subdivision.

2. Effect on local services

a. **Water and Septic** – The proposed subdivision is located within Lockwood Water and Sewer District. Currently there is only water available to the property. The subdivider will be extending water lines into this subdivision, the water lines will be installed as required by Lockwood Water and Sewer District and Montana Department of Environmental Quality. **(Condition #1)**

It is proposed that each homeowner will have a septic system on their property within the proposed subdivision. The proposed septic systems will need to be reviewed and installed in accordance with Section 4.9 of the Yellowstone County Subdivision Regulations and will need to have MDEQ approval. The applicant will provide a copy of the MDEQ approval for the septic systems at the time of final plat. **(Condition #1)**

b. **Streets and roads** – There will be several new roads within the proposed subdivision. These roads will be public roads and will be built to Yellowstone County Paved road standards within 60-foot-wide rights-of-way.

There is an RSID that can be expanded to include the paved roads within this subdivision, RSID 698M. That RSID expansion paperwork will be submitted with the final plat. **(Condition #2)**

Tanner James Drive, that is proposed within the subdivision, will need a temporary turn around for the fire department if that road is over 150 feet in length. **(Condition #3)**

A TIS is not required for this subdivision as it does not meet the minimum threshold that requires one.

Sidewalks will be built to meet the requirements of the subdivision regulations. The applicant, in the SIA, states that the developer will install sidewalks along the frontages of the parkland areas and corner intersection handicap ramps with aprons. Individual lot owners will be required to build sidewalk with construction of the homes. This requirement is noted in the SIA under Conditions that run with the Land and in III Transportation B. Sidewalks. The developer will provide a bond for a 5-year period for the construction of the sidewalks. One month prior to the expiration of the bond, the applicant will either begin installation of the remaining sections of sidewalk or the county will call the bond and install remaining sections of sidewalk within the subdivision. This is also outlined in the SIA under the heading Transportation B. Sidewalks.

c. **Fire and Police services** – The property is within the Lockwood Fire Department Service Area. The developer will be installing fire hydrants as required by the Lockwood Fire Department throughout the subdivision. Locations of those fire hydrants are to be coordinated with the Lockwood Fire Department prior to installation. **(Condition #4)**

The Yellowstone County Sheriff's Department will provide law enforcement services to this subdivision.

d. **Solid Waste disposal** – The Billings Landfill has capacity for solid waste disposal. Solid waste will be collected and disposed of by a private garbage collection company. Each lot owner will be responsible for arranging for collection.

e. **Storm water drainage** – Storm water drainage shall satisfy Yellowstone County Storm Water Management requirements and DEQ. A storm water plan will have to be reviewed and approved by the DEQ to ensure the proposed stormwater management is feasible and will work satisfactorily. **(Condition #1)**

f. **School facilities** – The proposed subdivision is located within Lockwood School District #26 boundaries. School District #26 will provide educational services for Elementary, Middle and High School students. School District #26 responded to the request for information indicating Elementary, Middle and High school are able to handle the student population increase.

g. **Parks and recreation** – This proposed subdivision is required to provide parkland. The applicant in the SIA under the heading VIII. Parks/Open Space has outlined the requirements of parkland. The total required parkland dedication is 1.021 acres. The applicant is proposing to dedicate 4.337 acres. The applicant will be required to create an RSID for the park maintenance with final plat. **(Condition #5)** The area for the proposed parkland is also an area identified in the Billings Area Bike Trail and Master Plan (BABTMP). This will connect to parkland to the north that already exists and will provide an opportunity to connect to the south in the future. In the SIA it states that this subdivision is outside of the bike trail system, it is not. The language in the SIA needs to be changed to correctly reflect the future trail system possible in the proposed parkland. **(Condition #6)**

h. **Postal Service** – The USPS responded to request for comments; Mailbox set up will need to be centrally located, preferably on the corner of La Paz and Navarro Dr. USPS needs a pull for carrier to access boxes. If there are any questions they can contact me at 406-696-9139. The applicant will be required to coordinate with the USPS to ensure they are providing what has been requested. (**Condition #7**)

i. **Historic features** – No known historic or cultural assets exist on the site.

j. **Phasing of Development** - The applicant is not proposing to phase this subdivision.

3. Effects on the natural environment

The development will use noxious weed control measures to prevent the spread of noxious weeds to adjacent developed or agricultural land. Prior to final plat approval, the applicant will apply for and obtain a weed management plan with the County Weed Department. That plan will be submitted with final plat approval. (**Condition #8**)

There are no apparent or known natural hazards on the property.

4. Effects on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. A paragraph in the ‘Conditions that Run with the Land’ section of the SIA warns future lot owners of the likely presence of wildlife in the area and their potential to damage residential landscaping.

5. Effects on public health and safety

Plans and designs for the water and septic system will be reviewed and approved by MDEQ prior to final plat approval to ensure public health and safety.

Fire and emergency services are provided for this proposed subdivision from Lockwood Fire Department and the Yellowstone County Sheriff’s department.

B. Was an environmental assessment required? If yes, what, if any, significant adverse impacts were identified? (76-3-603 MCA) (Chapter 9, YCSR)

An environmental assessment was not required for this subdivision pursuant Section 9.2 C of the County Subdivision Regulations.

C. Does the subdivision conform to the Yellowstone County 2008 Growth Policy, the 2018 Urban Area Transportation Plan and the Billings Area Bikeway and Trail Master Plan Update? [BMCC 23-302.H.4.]

1. Yellowstone County - 2008 Growth Policy

The subdivision is consistent with the following goals of the Growth Policy:

- Goal: Predictable land use decisions that are consistent with neighborhood character and land use patterns. (p. 6)

The subdivision is consistent with the type of residential development in the surrounding area.

- Goal: New developments that are sensitive and compatible with the character of adjacent County town sites. (p. 6)

There is residential development directly adjacent to the subject property.

- Goal: Controlled weed populations. (p. 9)

The developer shall complete a weed management plan and shall provide a re-vegetation plan for any ground disturbed by development.

2. 2018 Urban Area Transportation Plan

The subject property maintains the road the study area of the Transportation Plan. As proposed, there are only neighborhood streets associated with this subdivision.

3. Billings Area Bikeway and Trail Master Plan Update (BBTMP)

The subject property is not within the Billings Area Bikeway and Trail Master Plan Update.

D. Does the subdivision conform to the Montana Subdivision and Platting Act (MSPA) and to local subdivision regulations? [MCA 76-3-608 (3) (b) and Section 3.2 (3) (a) YCSR]

The proposed subdivision meets the requirements of the MSPA and the YCSR. The subdivider and the local government have complied with the subdivision review and approval procedures that are set forth by local and state subdivision regulations.

E. Does the subdivision conform to sanitary requirements? [Section 4.8 (C) and 4.9 (C), YCSR]

The subdivider must receive approval from the MDEQ prior to final approval. New parcels are subject to DEQ review.

F. Does the proposed subdivision meet any applicable Zoning Requirements? [Section 3.2 (H) (3) (e), YCSR]

The proposed subdivision is within Neighborhood 4 (N4) zoning. The future home owners will be required to submit for a zoning compliance permit prior to construction on the lots. This requirement needs to be outlined in Conditions That Run With The Land in the SIA. (**Condition #9**)

G. Does the subdivision provide for necessary planned utilities? [MCA 76-3-608 (3) (c) and Section 3.2 (H) (3) (b), YCSR]

Private utilities are to be installed in the public road right-of-way by North Western Energy and MDU. Should the private utility companies require easements the applicant will be required to coordinate the easements needed with the private utility companies. Public water from Lockwood Water and Sewer District will also be installed in the public right-of-way.

**H. Does the proposed subdivision provide for Legal and Physical Access to all lots?
[MCA 76-3-608 (3) (d) and Section 3.2 (H) (3) (c) (d), YCSR]**

Legal and physical access will be provided for the new proposed lots from Eagle Cliff Meadows Road and Navarro Drive. The internal streets will provide access to individual lots.

CONCLUSIONS OF FINDINGS OF FACT

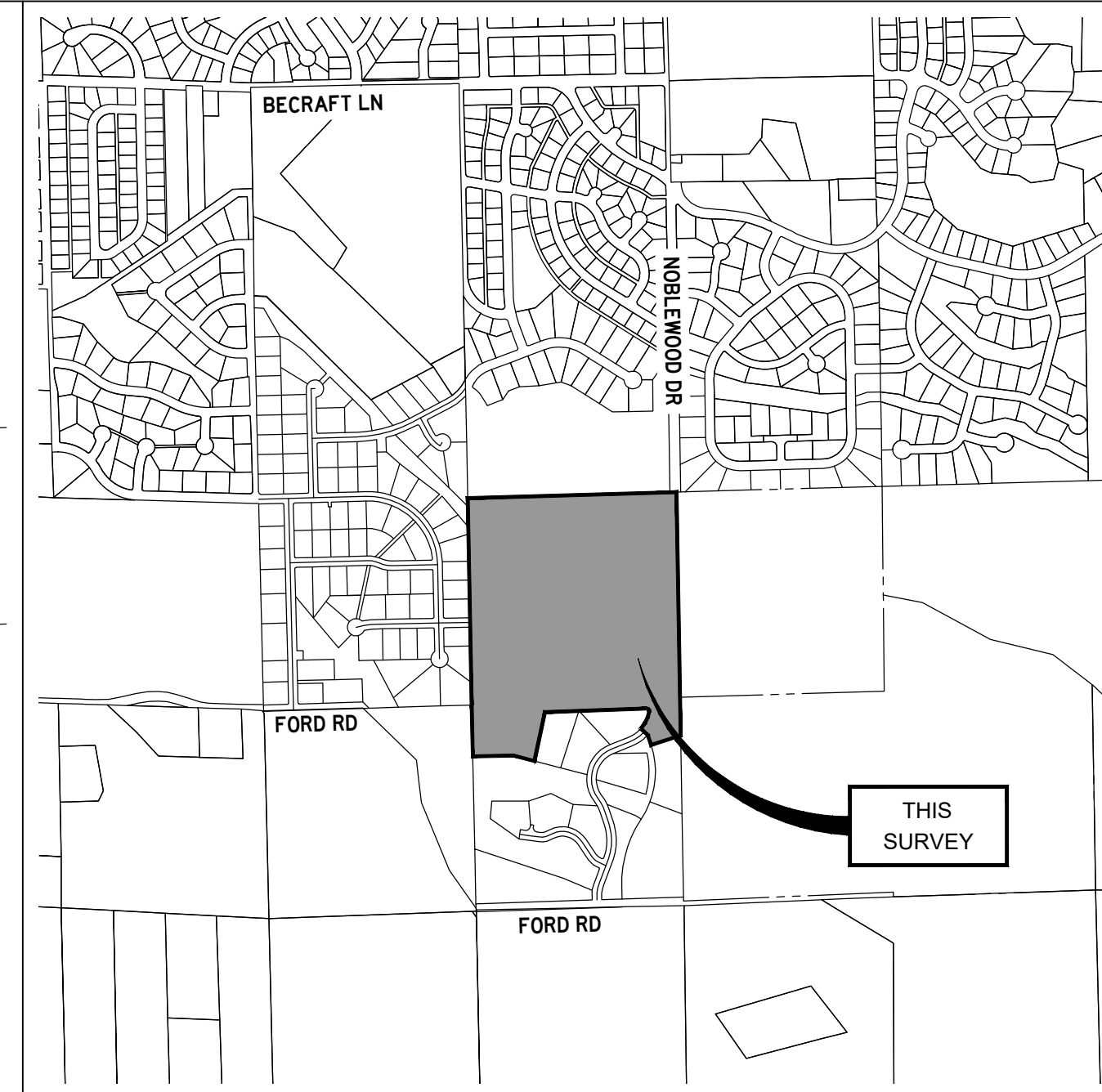
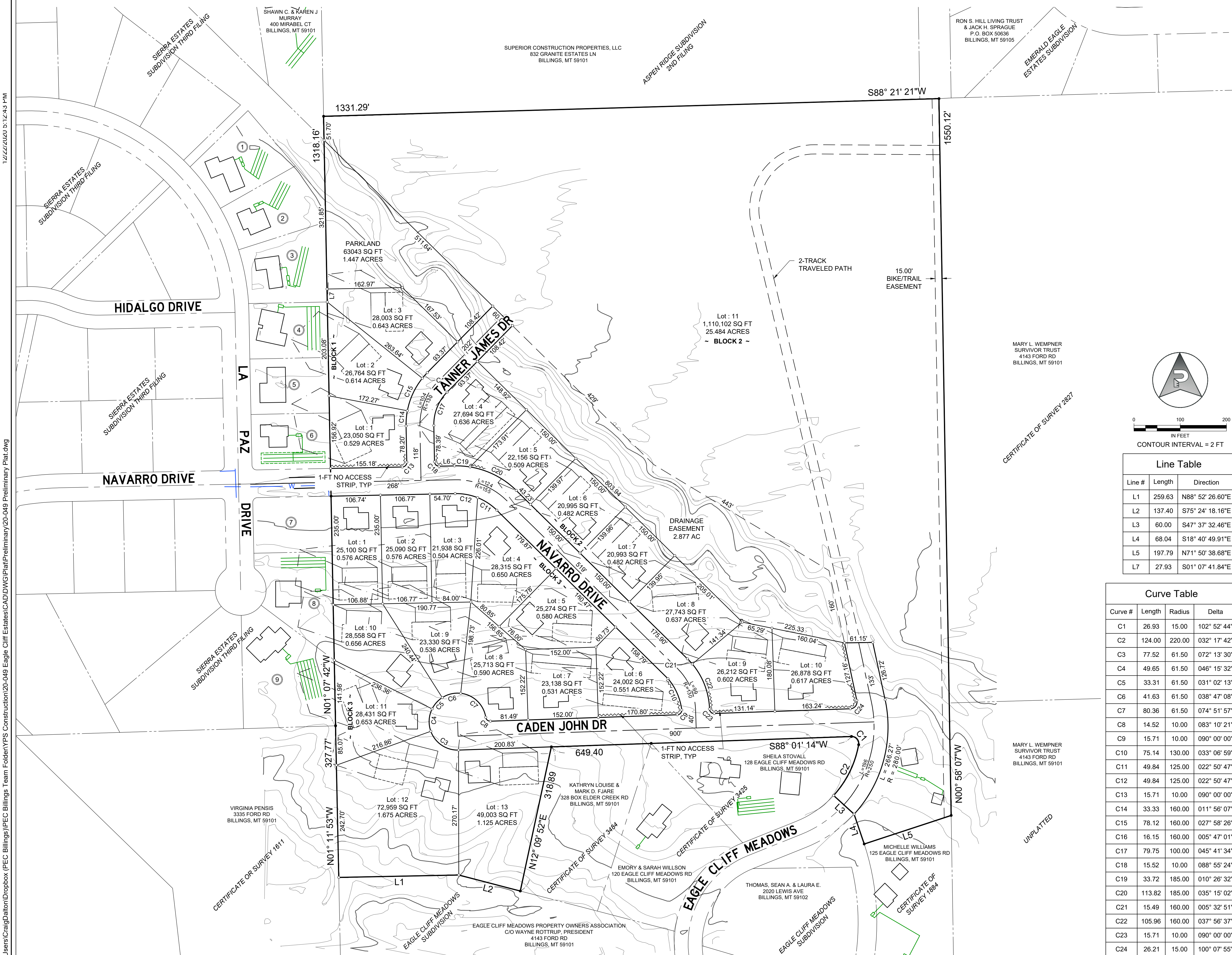
- This subdivision does not create adverse impacts that warrant denial of the subdivision.
- Impacts to agriculture, agriculture water user facilities, local services, public health and safety, the natural environment, and wildlife should be minimal, and can be mitigated by reasonable conditions of final plat approval.
- The subdivision conforms to some of the goals of the Growth Policy.
- The applicant has complied with the MSPA and YCSR processes and the subdivision conforms to the law requirements.

RECOMMENDATION

The Planning Board recommend conditional approval of the preliminary plat of Eagle Cliff Estates Subdivision, to the Board of County Commissioners, and adopt the Findings of Fact as presented in the staff report, the SIA and Waiver.

PRELIMINARY PLAT OF EAGLE CLIFF ESTATES

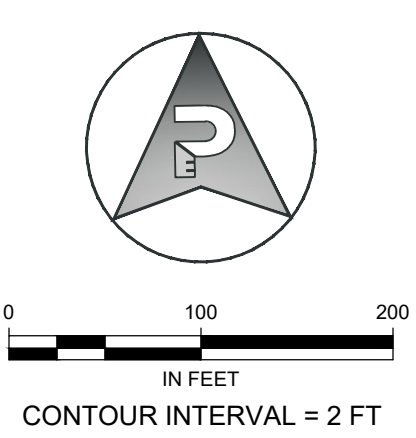
BEING A PART OF TRACT 1A-2 OF AMENDED TRACT 1A OF AMENDED TRACT 1 OF CERTIFICATE OF SURVEY NO. 1884
LOCATED IN THE SW 1/4 OF SECTION 29, T. 01. N, R. 27 E., P.M.M., YELLOWSTONE COUNTY, MONTANA



VICINITY MAP

SITE DATA

# OF LOTS	24
MAXIMUM LOT AREA	± 22,594 AC
MINIMUM LOT AREA	± 0.482 AC
PARKLAND AREA	± 4.337 AC
LINEAL FEET OF STREETS	± 2,703 LF
NET ACREAGE	± 41.88 AC
GROSS ACREAGE	± 45.75 AC



Line Table

Line #	Length	Direction
L1	259.63	N88° 52' 26.60"E
L2	137.40	S75° 24' 18.16"E
L3	60.00	S47° 37' 32.46"E
L4	68.04	S18° 40' 49.91"E
L5	197.79	N71° 50' 38.68"E
L7	27.93	S01° 07' 41.84"E

Curve Table

Curve #	Length	Radius	Delta
C1	26.93	15.00	102° 52' 44"
C2	124.00	220.00	032° 17' 42"
C3	77.52	61.50	072° 13' 30"
C4	49.65	61.50	046° 15' 32"
C5	33.31	61.50	031° 02' 13"
C6	41.63	61.50	038° 47' 08"
C7	80.36	61.50	074° 51' 57"
C8	14.52	10.00	083° 10' 21"
C9	15.71	10.00	090° 00' 00"
C10	75.14	130.00	033° 06' 59"
C11	49.84	125.00	022° 50' 47"
C12	49.84	125.00	022° 50' 47"
C13	15.71	10.00	090° 00' 00"
C14	33.33	160.00	011° 56' 07"
C15	78.12	160.00	027° 58' 26"
C16	16.15	160.00	005° 47' 01"
C17	79.75	100.00	045° 41' 34"
C18	15.52	10.00	088° 55' 24"
C19	33.72	185.00	010° 26' 32"
C20	113.82	185.00	035° 15' 02"
C21	15.49	160.00	005° 32' 51"
C22	105.96	160.00	037° 56' 37"
C23	15.71	10.00	090° 00' 00"
C24	26.21	15.00	100° 07' 55"

PREPARED FOR: YELLOWSTONE PROPERTY HOLDINGS, LLC
 PREPARED BY: PERFORMANCE ENGINEERING, LLC
 PROPERTY OWNER: WAYNE & MARY K. ROTTRUP
 DATE: OCTOBER 2020
 EXISTING LAND USE: VACANT
 EXISTING ZONING: RESIDENTIAL 15,000
 PROPOSED LAND USE: RESIDENTIAL
 PROPOSED ZONING: RESIDENTIAL 15,000

PROPERTY OWNERS

NUMBER	NAME	ADDRESS
1	RYAN W. & LESLIE K. ANDERSON	3365 LA PAZ DR BILLINGS, MT 59101
2	BRIAN E. & LOREE M. BAASCH	3375 LA PAZ DR BILLINGS, MT 59101
3	TYLER JAMES & CHELSEA LARAE HEINE	3385 LA PAZ DR BILLINGS, MT 59101
4	SCOTT E. & BARBARA M. HORTON	3395 LA PAZ DR BILLINGS, MT 59101
5	YELLOWSTONE PROPERTY SOLUTIONS, LLC	P.O. BOX 21280 BILLINGS, MT 59104
6	EC J. WHITE & KAITLYN G. HANSE	3421 LA PAZ DR BILLINGS, MT 59101
7	MEYERCO, INC.	1835 CHELSEA LN BILLINGS, MT 59106
8	TRAILHEAD BUILDERS OF MONTANA, LLC	P.O. BOX 21280 BILLINGS, MT 59104
9	CRAIG & MICHELLE CALLICOTT	3465 LA PAZ DR BILLINGS, MT 59101

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SUBDIVISION IMPROVEMENTS AGREEMENT
Eagle Cliff Estates
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(Yellowstone County)

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SUBDIVISION IMPROVEMENTS AGREEMENT

Eagle Cliff Estates

This agreement is made and entered this ____ day of _____, 20____, by and between *Yellowstone Property Holdings, LLC*, whose address for the purpose of this agreement is **PO Box 21280, Billings MT 59104**, hereinafter referred to as “Subdivider,” and **YELLOWSTONE COUNTY, Montana**, hereinafter referred to as “County.”

WITNESSETH:

WHEREAS, at a regular meeting conducted on ____ day of _____, 20____, the Board of Planning recommended conditional approval of a preliminary plat of *Eagle Cliff Estates*; and

WHEREAS, at a regular meeting conducted on ____ day of _____, 20____, the Yellowstone County Board of County Commissioners conditionally approved a preliminary plat of *Eagle Cliff Estates*; and

WHEREAS, a Subdivision Improvements Agreement is required by the County prior to the approval of the final plat.

WHEREAS, the provisions of this agreement shall be effective and applicable to *Eagle Cliff Estates* upon the filing of the final plat thereof in the office of the Clerk and Recorder of Yellowstone County, Montana. The Subdivision shall comply with all requirements of the Yellowstone County Subdivision Regulations, the rules, regulations, policies, and resolutions of Yellowstone County, and the laws and administrative rules of the State of Montana.

THEREFORE, THE PARTIES TO THIS AGREEMENT, for and in consideration of the mutual promises herein contained and for other good and valuable consideration, do hereby agree as follows:

I. VARIANCES

Subdivider has requested, and the County hereby grants, the following variances by the Board of County Commissioners from the strict interpretation of the County’s Subdivision Regulations (Chapter 11, Yellowstone County Subdivision Regulations):

1. No variances requested.

II. CONDITIONS THAT RUN WITH THE LAND

- A.** Lot owners should be aware that this subdivision is being built in close proximity to prime deer and antelope habitat and it is likely that homeowners will experience problems with damage to landscaped shrubs, flowers, and gardens. The Montana Fish, Wildlife, and Parks Department does not provide damage assistance unless there is damage to commercial crops and/or a threat to public health and safety.

- B.** Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that there could be potential limitations for proposed construction on the lots, which may require a geotechnical survey prior to construction.
- C.** There is attached hereto a Waiver waiving the right to protest the creation of the special improvement district or districts which by this reference is expressly incorporated herein and made as much a part hereof as though fully and completely set forth herein at this point. The Waiver will be filed with the plat, shall run with the land, and shall constitute the guarantee by the Subdivider and property owner or owners of the developments described herein. Said Waiver is effective upon filing and is not conditioned by the completion of the conditions set forth in the Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.
- D.** Culverts and associated drainage swales shall not be filled in or altered by the Subdivider or subsequent lot owners.
- E.** When required by road improvements, all fences and irrigation ditches in the public right-of-way adjacent to this subdivision shall be removed or relocated outside of the public right-of-way and any relocation outside of the public right-of-way shall be subject to securing and recording easements.
- F.** Future maintenance of all public (or common) improvements shall be done through one (1) or more RSID(s) created as part of the SIA for this subdivision.
- G.** Lot owners or their agent will obtain an Access Permit from County Public Works prior to any construction on any lot within the subdivision. The application will include a site plan showing the desired location of the access and show that it meets the requirements outlined by the DEQ storm water requirements for the subdivision. Failure to do so will result in the lot owner or their agent removing what has been installed and locating the access in an approved location at the lot owner's expense.
- H.** Lot owners will be required to construct segments of the required sidewalk that fronts their property at the time of lot development.

III. TRANSPORTATION

A. Streets

Right-of-way Widths: All the streets within Eagle Cliff Estates are public roadways and have a minimum right-of-way width of 60 feet.

Pavements Widths and Surface Types: All streets shall be built to grade with a satisfactory engineered subbase, base course, and asphalt surface. All internal roads shall have a minimum pavement width of 24 feet with 2-foot gravel shoulders. The engineered designed cross-sections of said streets shall be submitted to the Yellowstone County Public Works Department.

Other Required Street Improvements: Drainage ditches shall be constructed adjacent to the roadways in accordance with Yellowstone County Public Works standards and DEQ requirements to convey stormwater. Culverts shall be provided to convey stormwater across roadways and driveways.

B. Sidewalks

5-foot minimum width sidewalks are required along all right-of-way frontages. The Subdivider shall be responsible for the installation of sidewalks along the frontages of the parkland areas and corner intersection handicap ramps and aprons. Sidewalks to be installed by the Subdivider shall be completed with the subdivision improvements.

Individual lot owners will be responsible for the construction of the sidewalks adjacent to their lot at the time of lot construction or within one (1) year of the initial transfer of title from the Subdivider, whichever comes first. Sidewalks shall be 5-foot boulevard walk style and constructed along the property line or as indicated on the plat.

Subdivider will bond for all sidewalks at the time of Final Platting. The construction of uncompleted sidewalks shall begin a minimum of one month prior to the five-year mark from Final Platting. The Subdivider shall be responsible for the installation of uncompleted sidewalks for properties in which the Subdivider still holds title. Subdivider will provide security for the for 5 years and 6 months after the initial opening.

C. Traffic Control Devices

Traffic Control Devices: Subdivider shall furnish the necessary traffic control devices within and adjacent to the subdivision as required by the County. Traffic control devices shall comply with the Manual on Uniform Traffic Control Devices (MUTCD) and County standards.

Street Name Signs: Subdivider shall furnish and install street name signs for streets within the subdivision, or located immediately adjacent thereto, in accordance with the specifications of the County Publics Works and Fire Departments.

D. Access

Access to Eagle Cliff Estates shall be provided by an extension of the existing Navarro Drive and the extension of the existing Eagle Cliff Meadows Road. A 60-foot-wide right-of-way shall be dedicated to the public by Subdivider for all internal streets.

No Access strips are provided as depicted on the Plat.

E. Billings Area Bikeways and Trail Master Plan (BABTMP)

The proposed subdivision is not identified in the BABTMP for preservation of a trail corridor.

IV. EMERGENCY SERVICE

The Lockwood Fire District currently provides fire protection services for the subdivision.

At the time of future lot development, construction of buildings made of combustible materials shall have adequate fire apparatus access roads and fire hydrant(s) in place to allow for fire suppression requirements. Prior to issuance of a building permit for construction using combustible materials (i.e. lumber, plywood, wood trusses, etc.), fire apparatus access roads and water supply requirements shall be provided in accordance with the International Fire Code as adopted by the Lockwood Fire District.

At a minimum, the following is required:

- An unobstructed gravel road or gravel road base must be within 150 feet of the furthest portion of a building under construction as measured along the approved route.
- The access roads are required to support fire apparatus vehicle loading (40 tons) during all weather conditions and shall be a minimum of twenty (20) feet wide.
- An operational fire hydrant shall be located within 600 feet of the furthest portion of a residence under construction or within 400 feet of the furthest portion of a commercial building under construction as measured along the access roads to the site.

The above requirements do not alter or effect the current minimum subdivision requirements for apparatus access and water supply.

V. STORM DRAINAGE

All drainage improvements shall comply with the provisions of the Section 4.7, Yellowstone County Subdivision Regulations, and a stormwater management plan shall be submitted to and approved by the Montana Department of Environmental Quality (MDEQ), or its designee.

VI. UTILITIES

A. Water

In accordance with Section 4.9 of the Yellowstone County Subdivision Regulations, all proposed water systems must obtain Approval by Montana Department of Environmental Quality, or its designee.

Public water shall be supplied by the Lockwood Water and Sewer District. The district shall review the water system extension plans. The extension of the public water supply shall be reviewed and approved by the Montana Department of Environmental Quality. The Subdivider shall obtain all necessary approvals prior to final plat approval.

The public water supply extension shall be installed by the Subdivider prior to final plat or financially guaranteed.

B. Septic System

In accordance with Section 4.8 of the Yellowstone County Subdivision Regulations, all sanitary sewer systems must obtain approval by the Montana Department of Environmental Quality, or its designee.

Municipal public sanitary sewer service is not available in the subdivision at this time. The subdivision will be served by individual wastewater disposal systems as approved by Montana Department of Environmental Quality. These systems shall be located and installed as shown on the site layout approved by Montana Department of Environmental Quality submitted with the final plat.

Individual septic tanks, dosing tanks, and drainfields will be the responsibility of the future lot owner at the time of lot development.

C. Power, Telephone, Gas, and Cable Television

Power, natural gas, telephone, and cable will be located within the public right-of-way and utility easements shown on the plat.

All power, natural gas, telephone, and cable (where said utilities are actually available and existing to the subdivision) shall be installed prior to street paving. Extension of private utilities into each lot shall be the responsibility of the individual lot owners. The location of all such off-site facilities within the existing public rights-of-way shall be subject to approval of the County Public Works Department and shall be installed underground. The Subdivider shall coordinate installation with various utility companies.

VII. PARKS/OPEN SPACE

Section 76-3-621 of the Montana Subdivision and Platting Act covers the park dedication requirement. Per 10.2(A) of the Yellowstone County Subdivision Regulations:

- Lots 0.50 acres or less, 11% dedication: $0.964 \text{ acres} \times 11\% = 0.106 \text{ acres}$
- Lots 0.50 – 1.0 acres, 7.5% dedication: $11.189 \text{ acres} \times 7.5\% = 0.280 \text{ acres}$
- Lots 1.0 acres – 3.0 acres, 5% dedication: $2.800 \text{ acres} \times 5\% = 0.070 \text{ acres}$
- Lots greater than 3.0 acres, 2.5% dedication: $22.594 \text{ acres} \times 2.5\% = 0.565 \text{ acres}$

Required parkland dedication is 1.021 acres, Subdivider is proposing to dedicate 4.337 acres of parkland area to the public. The parkland will be maintained by the creation of an RSIDM.

VIII. IRRIGATION

Subdivider agrees there will be not irrigation water available to this Subdivision. No irrigation water shares shall be transferred to individual lot owners.

IX. SOILS/GEOTECHNICAL STUDY

A geotechnical study is not required by the Yellowstone County Subdivision Regulations as part of this plat. Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that there could be potential limitation for proposed construction on the lots, which may require a geotechnical survey prior to construction.

X. PHASING OF IMPROVEMENTS

There are no intended phasing improvements.

XI. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install and construct said required improvements by private contracts secured by bonds, irrevocable letters of credit, sequential development, or any other method that may be acceptable to the Planning Board and Board of County Commissioners. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said special improvement district or private contract, and the improvements shall be designed and constructed under the supervision of a professional engineer competent in civil engineering, licensed in the State of Montana. Upon completion of the improvements, the consulting Engineer shall file with the Public Works Department, a statement certifying that the improvements have been completed in accordance with approved, seal stamped, record drawings, along with all required post-construction certification per Section 4.6.C of the Yellowstone County Subdivision Regulations.

(In the event that all required improvements are not installed and constructed prior to final plat approval, the Subdivider shall provide a monetary security guarantee in the amount of 125% of the estimated total cost by one (1) of the methods listed in Chapter 5 of the Yellowstone County Subdivision Regulations.

XII. LEGAL PROVISIONS

- A. Subdivider agrees to guarantee all public improvements for a period of one year from the date of final acceptance by Yellowstone County.
- B. The owners of the properties involved in this proposed Subdivision by signature subscribed herein below agree, consent, and shall be bound by the provisions of this Agreement.

- C.** The covenants, agreements, and all statements in this Agreement apply to and shall be binding on the heirs, personal representatives, successors and assigns of the respective parties.
- D.** In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs.
- E.** Any amendments or modifications of this Agreement or any provisions herein shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this Agreement.
- F.** Subdivider shall comply with all applicable federal, state, and local statutes, ordinances, and administrative regulations during the performance and discharge of its obligations. Subdivider acknowledges and agrees that nothing contained herein shall relieve or exempt it from such compliance.
- G.** Subdivider agrees to create any required (or expansion of existing) RSID(s) for future maintenance of all public (or common) constructed improvements prior to final plat approval.

IN WITNESS WHEREOF, the parties hereto have set their hands and official seals on the date first above written.

“SUBDIVIDER”

Yellowstone Property Holdings, LLC

By: _____

Its: _____

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this ____ day of _____, 20____, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the _____ of *Yellowstone Property Holdings, LLC* who executed the foregoing instrument and acknowledged to me that he/she executed the same.

Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

This agreement is hereby approved and accepted by Yellowstone County, this ____ day of _____, 20__.

“COUNTY”
COUNTY OF YELLOWSTONE
MONTANA

County of Yellowstone
Board of County Commissioners

By: _____
Chairman

Commissioner

Commissioner

Attest: _____
County Clerk and Recorder

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this ____ day of _____, 20__, before me, a Notary Public in and for the State of Montana, personally appeared _____, _____, _____, and _____, known to me to be the Board of County Commissioners and the County Clerk and Recorder, respectively, of Yellowstone County, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of Yellowstone County, Montana.

Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

Waiver of Right to Protest

FOR VALUABLE CONSIDERATION, the undersigned, being the Subdivider and all of the owners of the hereinafter described real property, do hereby waive the right to protest the formation of one or more Rural Special Improvement Districts (RSID's), for a period of no more than twenty years from the recording of this waiver, which Yellowstone County may require.

This Waiver and Agreement is independent from all the other agreements and is supported by sufficient independent consideration to which the undersigned are parties, and shall run with the land and shall be binding upon the undersigned, their successors and assigns, and the same shall be recorded in the office of the County Clerk and Recorder of Yellowstone County, Montana.

The real property hereinabove mentioned is more particularly describe as follows:

Eagle Cliff Estates

Signed and dated this ____ day of _____, 20__

Yellowstone Property Holdings, LLC

By: _____

Its: _____

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this ____ day of _____, 20__, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the _____ of *Yellowstone Property Holdings, LLC* who executed the foregoing instrument and acknowledged to me that he/she executed the same.

Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____



YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



Planning Board Meeting I (2nd Tuesday)

7. b. 1.

Meeting Date: 01/12/2021

Information

PROBLEM/ISSUE STATEMENT

The Billings Metropolitan Planning Organization (MPO) in early 2020 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 take the identified transportation network alternatives completed in the Downtown Traffic Study, completed by the City of Billings Engineering Division in 2019, and execute a robust and creative public outreach process to develop an implementation and project prioritization strategy.

BACKGROUND

The MPO through a competitive process in 2020 hired Dowl to develop a Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan (Preference Plan).

The 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 in 2019. The Preference Plan 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**
 - 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 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 between 30th-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 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 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 4th Avenue 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 would increase economic vitality and spur development; and concerned about accessibility, walkability and bike-ability.

FINANCIAL IMPACT

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 FY20 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.


RECOMMENDATION

Staff recommends the Yellowstone County Board of Planning at its January 12 meeting receive a presentation on the Preference Plan and conduct a public hearing to receive public comment on the plan. The Planning Board is scheduled to take formal action on the Preference Plan and provide a recommendation to the Policy Coordinating Committee (PCC) at its January 26 meeting. The PCC is scheduled to take final action on the plan at its meeting on February 9, 2021.

Attachments

Draft Preference Plan

CITY OF BILLINGS



DOWN TOWN

TRAFFIC STUDY



DOWNTOWN BILLINGS TRAFFIC STUDY:
ALTERNATIVE PRIORITIZATION AND PUBLIC PREFERENCE PLAN

Draft Report

December 2020



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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 (1st Avenue N and 2nd 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.

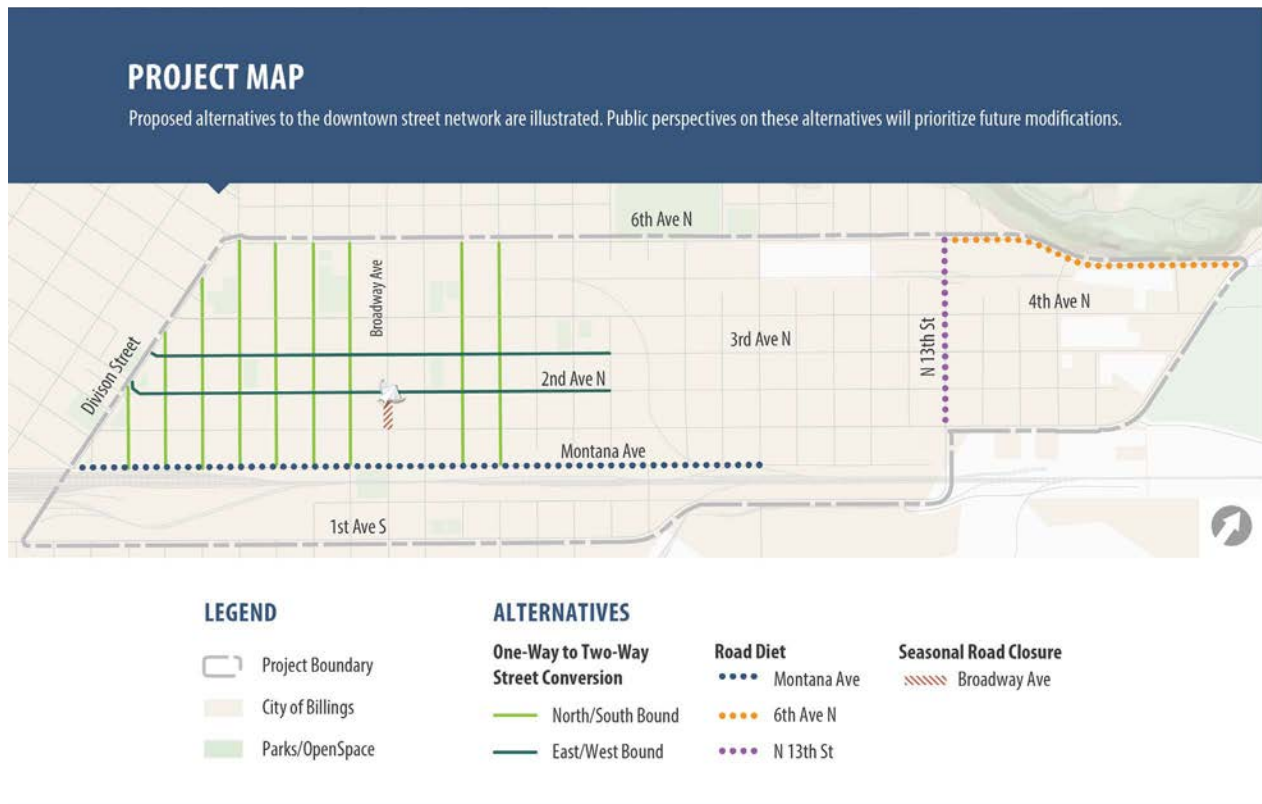


Figure 1. Study Area

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.**
- 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 questioning, **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 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 between 30th-35th Street, 27th-30th Street, and 18th-27th 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.



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.

▪ **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.

▪ **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 questioning, **64% were in favor of a conversion.**
- 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 (1st Avenue N and 2nd Avenue N)** – Converts 2nd Avenue N and 3rd Avenue N west of 22nd Street to Division Street to two-way operation
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- **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.

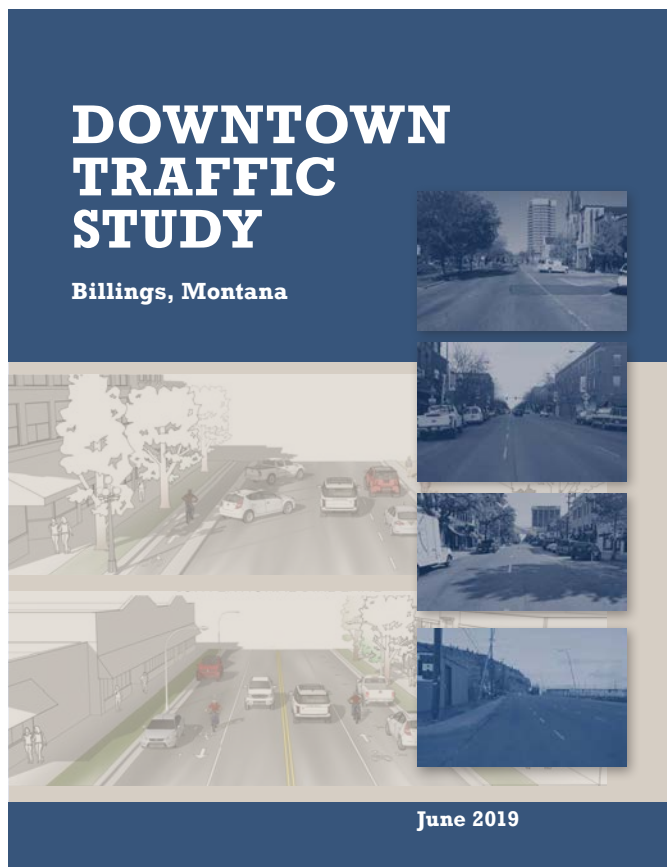


Figure 2. Downtown Traffic Study

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 public input 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.

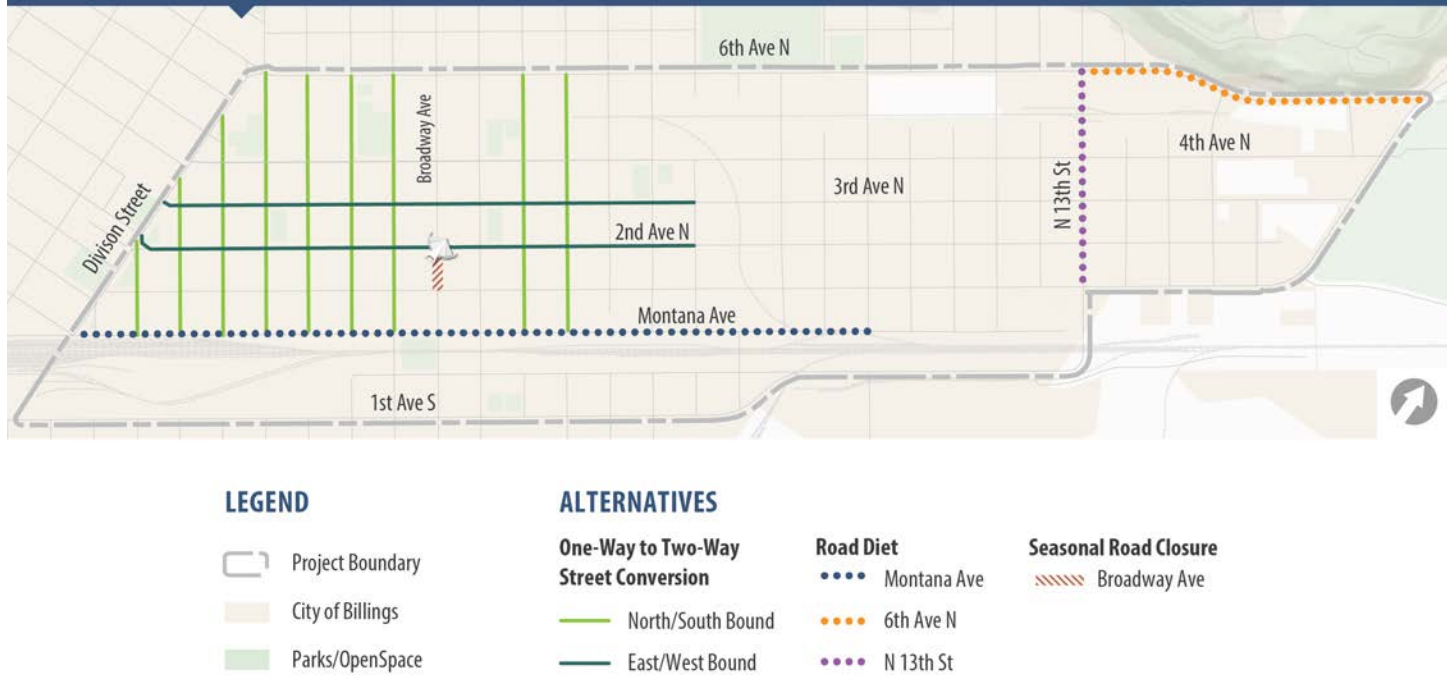


Figure 4. Study Area

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)	<ul style="list-style-type: none"> ▪ Under 18 ▪ 18-25 ▪ 26-39 ▪ 40-60 ▪ 60-75 ▪ 75+
Gender (optional)	<ul style="list-style-type: none"> ▪ Male ▪ Female ▪ Prefer not to answer
What is your annual household income? (optional)	<ul style="list-style-type: none"> ▪ Less than \$50,000 ▪ \$50,001-\$75,000 ▪ \$75,000-\$100,000 ▪ \$100,000+
What is your level of education? (optional)	<ul style="list-style-type: none"> ▪ Some schooling ▪ High school diploma ▪ Some college ▪ Bachelor's Degree ▪ Master's Degree ▪ Doctorate Degree
Zip code where you live. (optional)	<ul style="list-style-type: none"> ▪ Blank text box provided
Zip code where you work. (optional)	<ul style="list-style-type: none"> ▪ Blank text box provided
What ethnicity do you identify as? (optional)	<ul style="list-style-type: none"> ▪ Blank text box provided

One-Way to Two-Way Street Conversion: North and South Bound

<p><i>Would you like to see (north and south-bound) 33rd Street, 34th Street and 35th Street converted from one-way to two-way traffic?</i></p>	<ul style="list-style-type: none"> ▪ 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.
<p><i>Would you like to see (north and south-bound) 31st Street, 29th Street, and 26th Street converted from one-way to two-way traffic?</i></p>	<ul style="list-style-type: none"> ▪ 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.
<p><i>Would you like to see (north and south-bound) 30th Street and 32nd Street converted from one-way to two-way traffic?</i></p>	<ul style="list-style-type: none"> ▪ No. Leave them the way they are. ▪ Yes. Provide a protected bike lane. ▪ Yes. Provide front-in angled parking with a sharrow.
<p><i>Would you like to see (north and south-bound) 25th Street converted from one-way to two-way traffic?</i></p>	<ul style="list-style-type: none"> ▪ 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.
<p><i>Would you like to see (north and south-bound) 25th Street at the MET Transfer Center converted from one-way to two-way traffic?</i></p>	<ul style="list-style-type: none"> ▪ 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.
<p><i>Do you have any other comments regarding the conversion of north and south-bound streets from one-way to two-way?</i></p>	<ul style="list-style-type: none"> ▪ Blank text box provided

One-Way to Two-Way Street Conversion: East and West Bound

<p><i>Would you like to see (east and west-bound) 2nd Avenue N and 3rd Avenue N converted from one-way to two-way traffic?</i></p>	<ul style="list-style-type: none"> ▪ 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.
<p><i>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?</i></p>	<ul style="list-style-type: none"> ▪ Blank text box provided

Road Diet: Montana Avenue

<p><i>Would you like to see Montana Avenue between 30th Street and 35th Street modified to allow for more options?</i></p>	<ul style="list-style-type: none"> ▪ 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.
<p><i>Would you like to see Montana Avenue between 27th Street and 30th Street modified to allow for more options?</i></p>	<ul style="list-style-type: none"> ▪ No. Leave it the way it is. ▪ Yes. I would like separated bike lane. ▪ Yes. I would like cycle track.
<p><i>Would you like to see Montana Avenue between 18th Street and 27th Street modified to allow for more options?</i></p>	<ul style="list-style-type: none"> ▪ 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.

<i>Do you have any other comments regarding the proposed modifications to Montana Avenue?</i>	<ul style="list-style-type: none"> Blank text box provided
Road Diet: 6th Avenue	
<i>Would you like to see 6th Avenue between 10th Street and Main Street modified to allow for more options?</i>	<ul style="list-style-type: none"> No. Leave it the way it is. Yes. I would like a protected bike lane. Yes. I would like a multi-use path.
<i>Would you like to see 6th Avenue between 13th Street and 10th Street modified to allow for more options?</i>	<ul style="list-style-type: none"> No. Leave it the way it is. Yes. I would like a protected bike lane. Yes. I would like a separated multi-use path.
<i>Do you have any other comments regarding the proposed modifications to 6th Avenue N Avenue?</i>	<ul style="list-style-type: none"> Blank text box provided
Road Diet: 13th Street	
<i>Would you like to see 13th Street between 4th Avenue N and 6th Avenue N modified to allow for more options?</i>	<ul style="list-style-type: none"> 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.
<i>Would you like to see 13th Street between 1st Avenue N and 4th Avenue N modified to allow for more options?</i>	<ul style="list-style-type: none"> No. Leave it the way it is. Yes. I would like protected bike lane.
<i>Do you have any other comments regarding the proposed modifications to 13th Street?</i>	<ul style="list-style-type: none"> Blank text box provided
Seasonal Road Closure: Broadway Avenue	
<i>Would you like to see Broadway Avenue closed seasonally between 1st Avenue N and 2nd Avenue N?</i>	<ul style="list-style-type: none"> No. I like it the way it is. Yes. I like the idea of seasonal closure.
<i>Do you have any other comments regarding the proposed modifications to Broadway Avenue?</i>	<ul style="list-style-type: none"> Blank text box provided
Conclusion Questions	
<i>Please rank the six proposed alternatives in order of your preference (highest priority at the top, down to your lowest priority).</i>	<ul style="list-style-type: none"> 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
<i>How often to you use bike lanes in Billings?</i>	<ul style="list-style-type: none"> Daily Weekly Monthly Infrequently Never
<i>How often do you use Downtown Billings parking garages?</i>	<ul style="list-style-type: none"> Daily Weekly
<i>Email</i>	<ul style="list-style-type: none"> 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 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

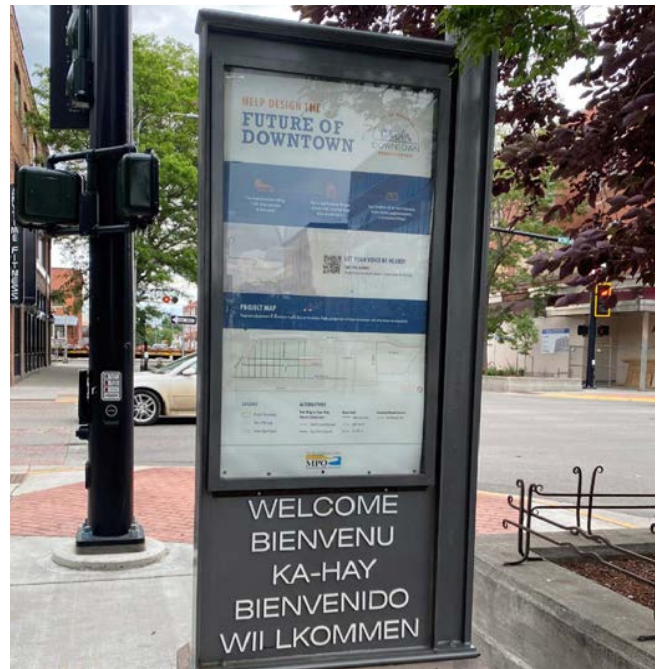


Figure 10. Project Poster in Downtown Kiosk

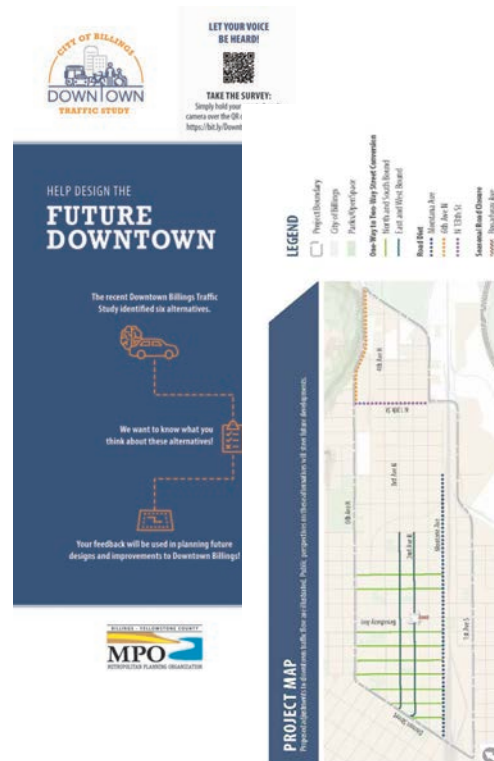
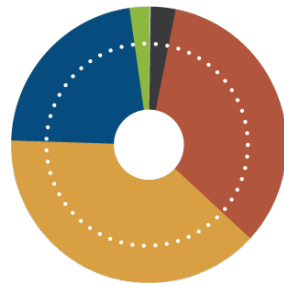


Figure 11. Project Rack Card

SURVEY POPULATION

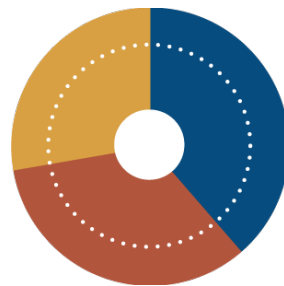
The City of Billings is comprised of a diverse group of individuals who are very passionate about their city and streets. The survey resulted in a sample size of 455 participants, ranging from under 18 to 75+, with the majority aged 26-60. Level of education among surveyors varied, but a significant 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**.



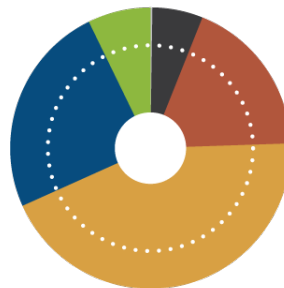
Age Range

- Under 18
- 18-25
- 26-39
- 40-60
- 60-75
- 75+



Gender

- Male
- Female
- Prefer not to Respond



Level of Education

- Some schooling
- Bachelor's Degree
- High school diploma
- Master's Degree
- Some college
- Doctorate Degree



Annual Household Income

- Less than \$50,000
- \$75,001-\$100,000
- \$50,001-\$75,000
- \$100,000+

Figure 12. Survey Demographic Data

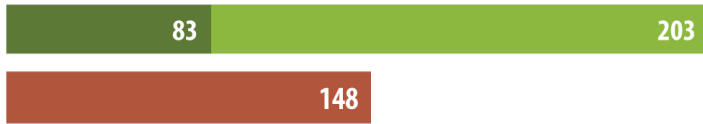
SURVEY RESULTS

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

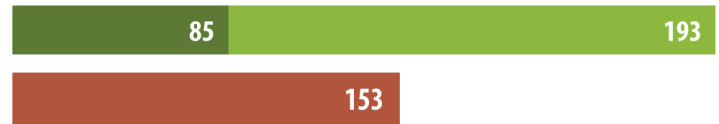
Survey Response Data

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

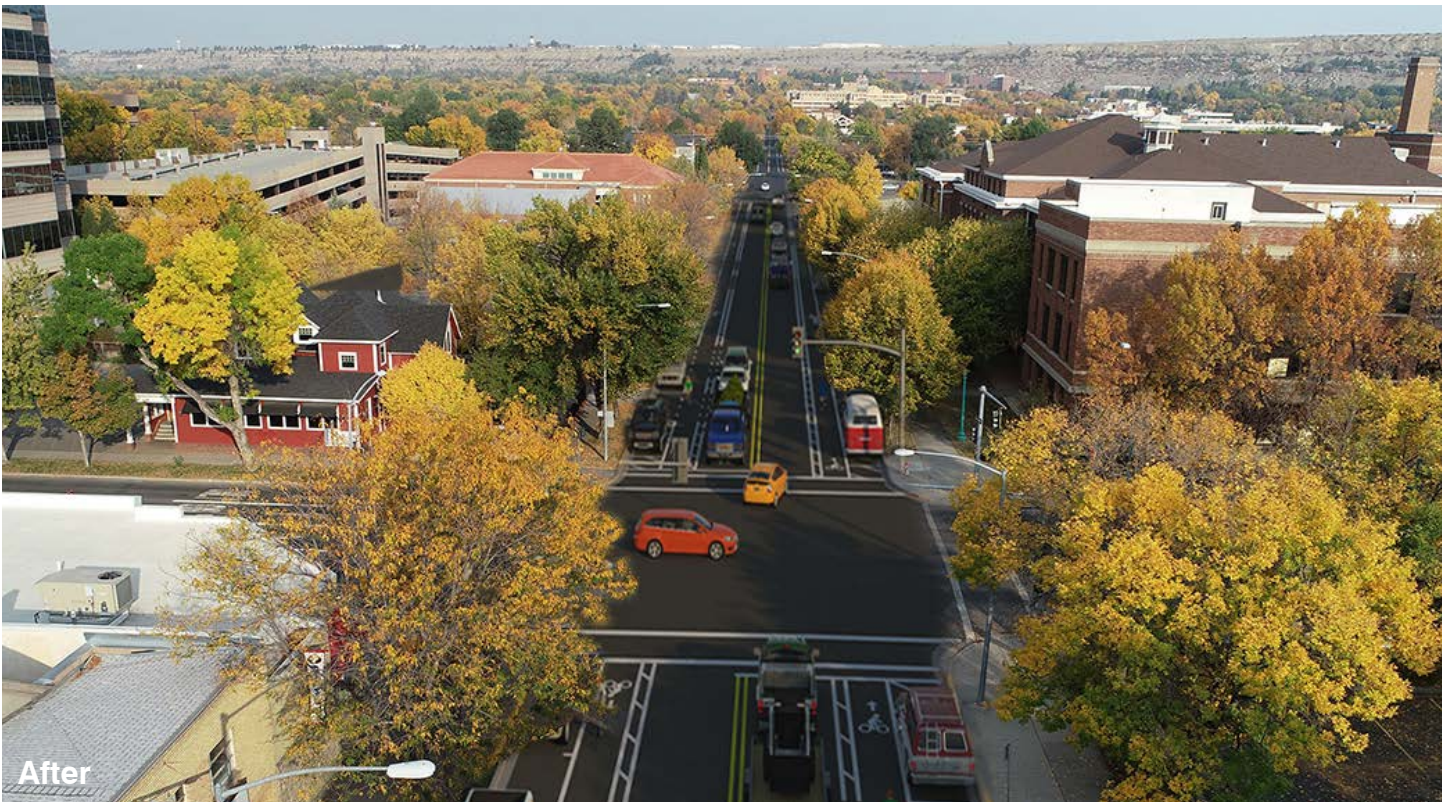


Figure 14. Before (top) and After (bottom) images to offer a visualization of the preferred alternative for North 30th Street.

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-yrns 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 every day i see someone driving the wrong way on a one way. Someone is going to get hurt.

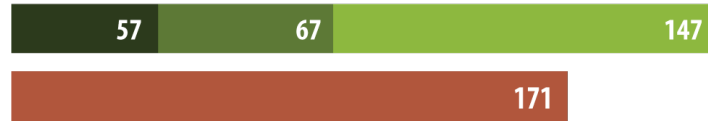
How do the trains impact the back up of traffic if these roads were 1 lane each way?

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

Would you like to see (east and west-bound) 2nd Avenue N and 3rd Avenue N converted from one-way to two-way traffic?



- **Yes.** I would prefer a center turn lane and sharrow.
- **Yes.** I would prefer two-way travel with a sharrow, and front-in angled and parallel parking.
- **Yes.** I would prefer two-way travel with conventional bike lanes and parallel parking.
- **No.** Leave them the way they are.

Figure 16. One-Way to Two-Way Street Conversion: East and West

Visualization



Figure 17. Before (left) and After (right) images to offer a visualization of the preferred alternative.

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?



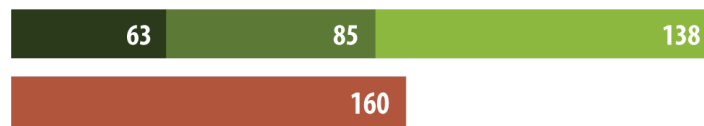
- **Yes.** I would like a cycle track. I understand that as a result, no on-street parking will be available.
- **Yes.** I would like a separated bike lane with back-in angled parking.
- **No.** Leave it the way it is.

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 preferred alternative.

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.

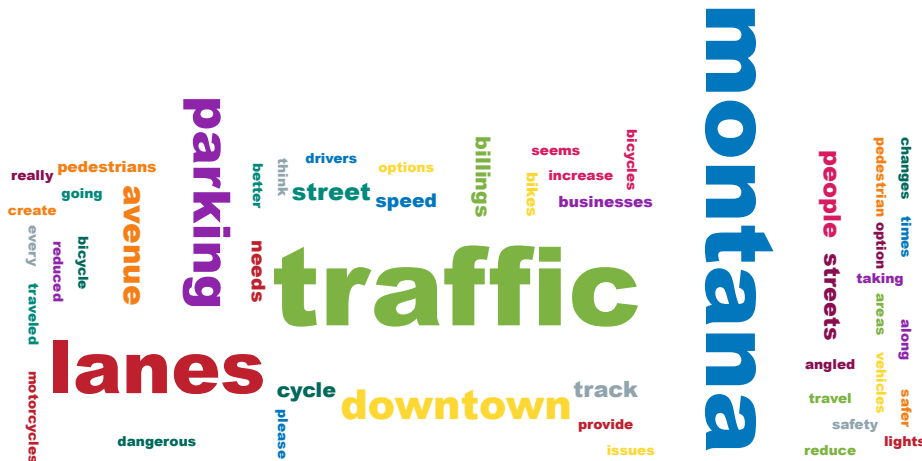


Figure 21. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed 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.

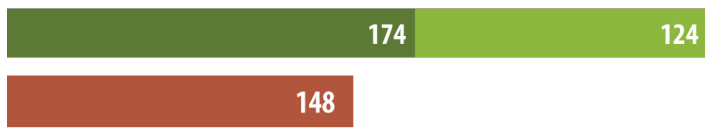
I don't believe any kind of bike lane or cycle track is necessary on Montana Avenue. Take it down to 2 lanes, allow for angled parking.

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

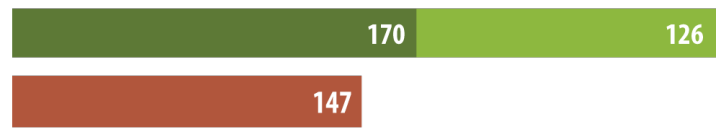
Survey Response Data

Would you like to see 6th Street 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 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 preferred alternative.

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.

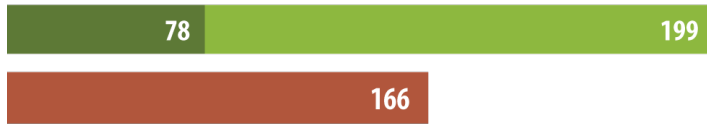
I would like these options to be informed by the 5th Avenue North Corridor Study. If there ends up being a multi-use path through that corridor, I don't see the need for a multiuse path on 6th because 5th Avenue would be safer. The speed of traffic on 6th is concerning, as well as the falling rocks from 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 preferred alternative.

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 sharrow!! 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 through. 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

Would you like to see Broadway Avenue closed seasonally between 1st Avenue N and 2nd Avenue N?



■ Yes. I like the idea of seasonal closure.

■ No. Leave it the way it is.

Figure 28. Seasonal Road Closure: Broadway Avenue Survey Data

Visualization

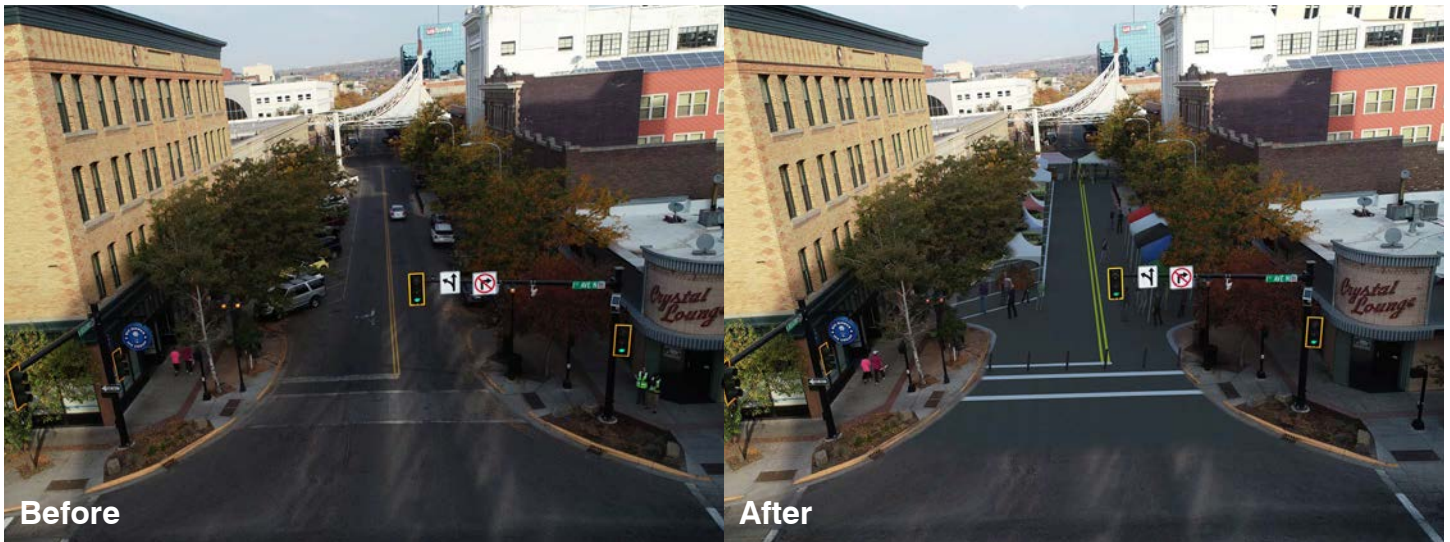


Figure 29. Before (left) and After (right) images to offer a visualization of the preferred alternative.

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.

Alternative Prioritization

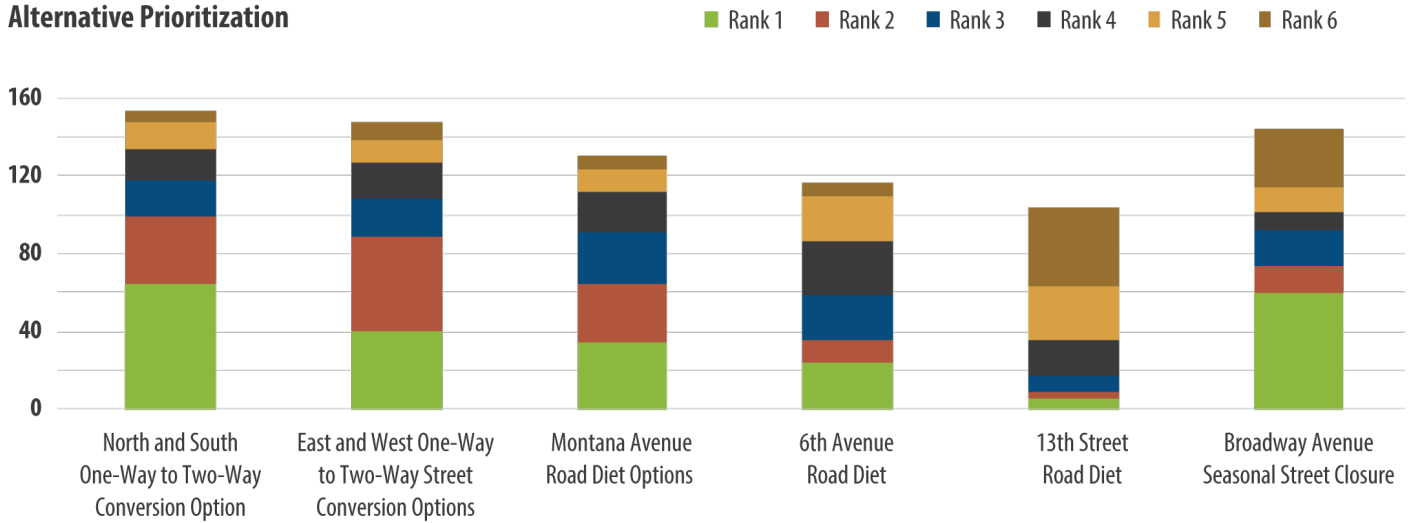


Figure 31. Alternative Prioritization Survey Data

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?



How often do you use bike lanes in Billings?

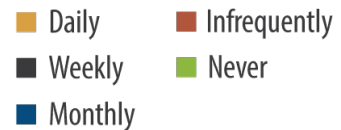


Figure 32. Facility Use Survey Data

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
<i>Legend:</i>
<i>Comment</i>
<i>Idea & Suggestion</i>
<i>Safety Concern</i>
<i>My Needs</i>
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 roundabouts 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 roundabouts 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?

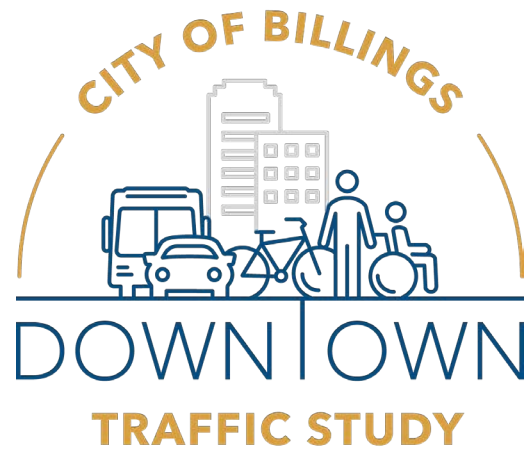
We do multiple calls and deliveries in the downtown area and if we cannot find a Commercial Permit parking, there is a slim possibility we will, without several trips around the block. Do you not see merchants moving out of the Dow?"

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 be 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



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-yr 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 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

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 in 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 were 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 every 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 glaci rink that can also double as an 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 through. 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 hold 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 feel 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 to 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 them 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 glisce 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 glisce 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 too 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 it 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 through. 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.
- Billings 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 Broadway 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 in 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?

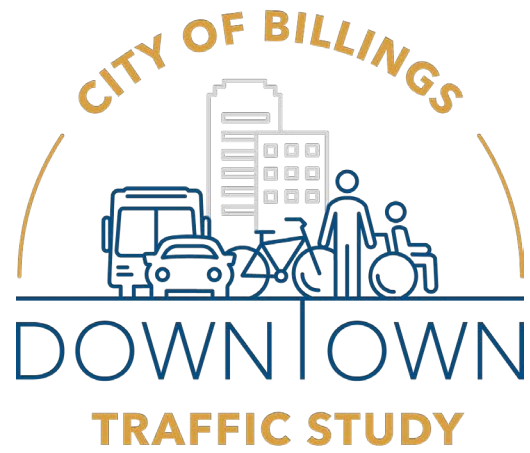
Why was the Alberta Bair allowed to use the sidewalk.....terrible idea for a downtown that is congested with buses and traffic during events

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!!

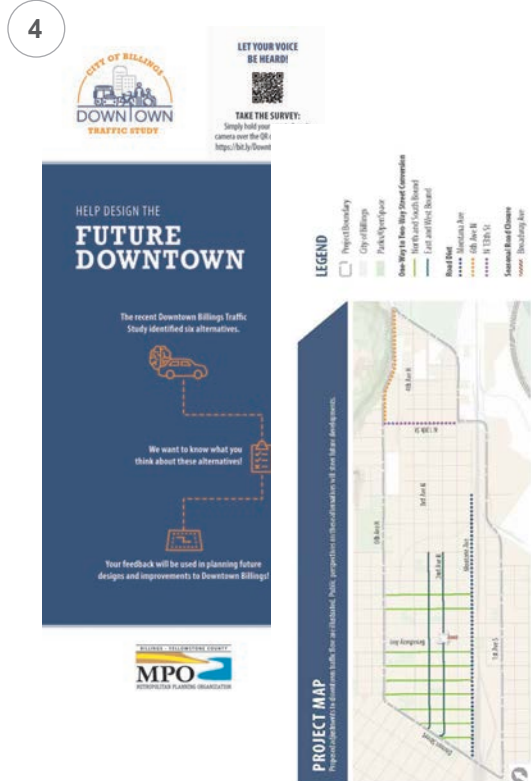
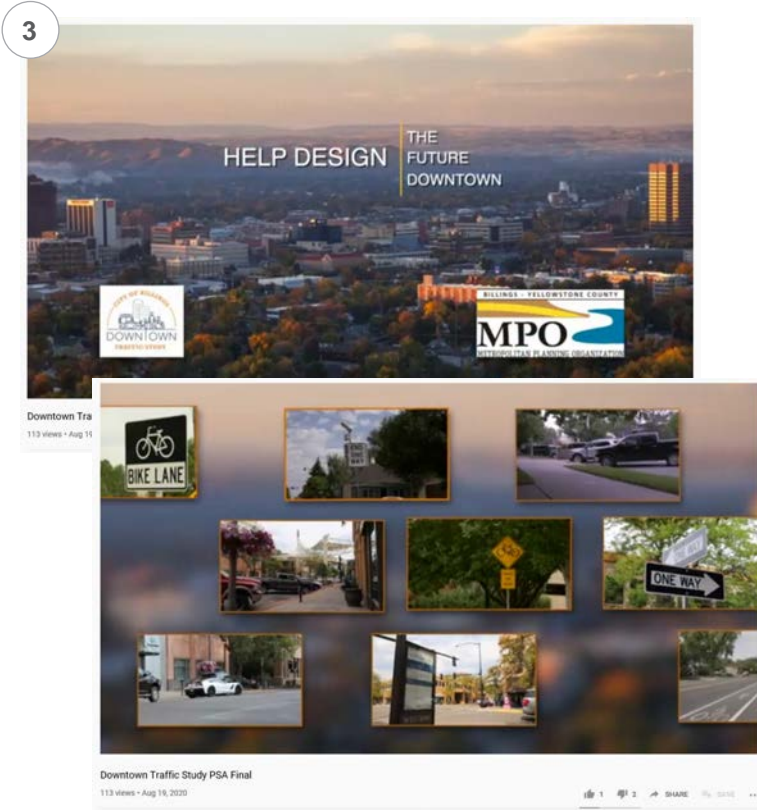
You should close this permanently and allow pedestrian street Mall with outdoor seating for all restaurants.



APPENDIX B:

Example Outreach Materials and Media

APPENDIX B: OUTREACH MATERIALS

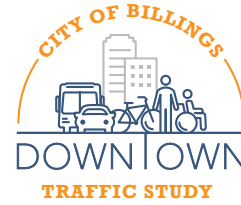


- 1 Digital Postcard
- 2 Facebook Page
- 3 Public Service Announcement
- 4 Rack Cards

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Poster

HELP DESIGN THE FUTURE OF DOWNTOWN



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!



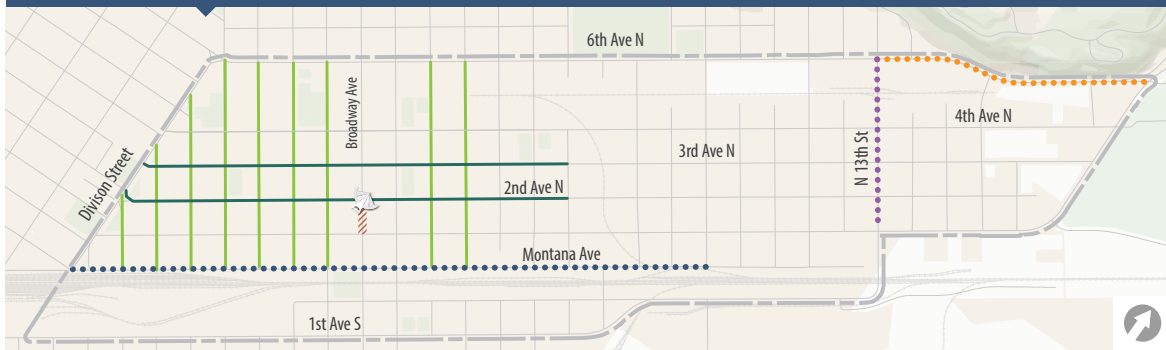
LET YOUR VOICE BE HEARD!

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




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.

PROJECT MAP
Proposed project boundaries are shown in blue. For an additional, larger projection without alternative 6B, see future linkages.




LEGEND

- Project Boundary
- One-Way Streets
- Two-Way Streets
- One-Way to Two-Way Street Conversions
- North and South Bound
- East and West Bound
- Road Diet**
- Montana Ave
- 6th Ave N
- 13th St
- Seasonal Road Closure**
- Broadway Ave


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.

Page 1 of 2



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.

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Page 2 of 2

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Media

1

Public Feedback Requested on Downtown Traffic System's Future

by Logan D Portner - Traffic flow in and through downtown Billings has been a long-standing issue in the public eye. In response, the Billings Yellowstone County Metropolitan Planning Organization (MPO) is now seeking input from the public regarding six potential alternatives to the current downtown traffic system that were identified by a recent traffic study. The input received from the public on the options is being collected and will be used to steer future planning efforts. Multiple feasible alternatives are being posed for the public's consideration. All alternatives except for the Broadway plan would be designed to provide potential bicycle facilities that would be consistent with the City's Bikeways & Trails Master Plan.

One alternative converts the remaining north and south one-way streets (highlighted in light green) between Division Street and 24th Street into two-way systems. Another option would be to convert the one-way segments of 2nd Avenue North and 3rd Avenue North between Division Street and 22nd Street to two-way operation. The third alternative would be to reduce Montana Avenue (blue dotted line) from three lanes down to two lanes from Division Street to 18th Street. This would also maximize the on-street parking and allow for bicycle and pedestrian facilities. Choice number four would reduce 6th Avenue North (orange dotted line) from five lanes to four lanes from Main Street to 13th Street to allow for bicycle and pedestrian facilities. Fifth on the list would be to convert 13th Street (purple dotted line) to a two-lane roadway with or without a center turn lane. The final alternative would be to create a festival street, by seasonally closing down Broadway Street to vehicles between 1st Avenue North



LEGEND
 Project Boundary
 City of Billings
 Parks/Open Space
 One Way to Two Way Street Conversion
 North and South Bound
 East and West Bound
 Road Style
 Mountain Ave
 6th Ave N
 13th St
 Seasonal Road Closure
 Broadway Ave

and 2nd Avenue. The members of the public are encouraged to participate in an online survey which is available at <https://dowl.mysocialpoint.com/downtown-billings-traffic-study>. The site offers the opportunity to provide specific feedback on the proposal 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 is also available. Hard copies of the surveys will be available upon request for those who are unable to access an internet connection. Following the public participation phase of the project, the findings will be documented in a report and presented to the Billings Yellowstone County Metropolitan Planning Organization and community leaders. Comments, questions, concerns or requests for a physical copy of the survey, can be directed to Lisa Olmsted at lolmsted@dowl.com or by calling (406) 869-6329.

- 1 Yellowstone County News Article
- 2 Billings Gazette Article
- 3 Downtown Billings Association Social Media Post

2

BILLINGS GAZETTE News Obituaries Opinion Sports Entertainment Lifestyles COVID-19 Buy & Sell

Billings considers converting some one-way streets to two-way

Rob Rogers Aug 30, 2020

SALE! Subscribe for \$1/mo.



Traffic moves east on Second Avenue North under Skypoint in downtown Billings. The street is one of the one-way streets in downtown that is being studied for possible two-way conversion, as well as a seasonal closure of the 100 block of North Broadway, pictured.

CASEY PAGE, Billings Gazette

f t e b

Rob Rogers

Billings wants to convert a handful of its one-way streets downtown into two-way thoroughfares and is asking residents to weigh in.

The Billings Yellowstone County Metropolitan Planning Organization is looking for input on six traffic alternatives to downtown roadways in an [online survey](#).

- Filson Meckinaw Wool Christmas... \$75
- Filson Handmade Klondike Sweater... \$595
- Filson Vintage Wash Alaskan Guide... \$145


3



APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Presentation

Alternative
Prioritization
& Public
Preference
Plan




Project Team
Introduction





Lisa Olmsted
Project Manager
Public Involvement
lolmsted@dowl.com
406-869-6329



Doug Enderson, PE, PTOE
Transportation Engineer



Ryan Gueff, EI
Transportation Engineer



Multi-modal
Transportation
on Broadway
Avenue, 1914

Courtesy Western Heritage Center

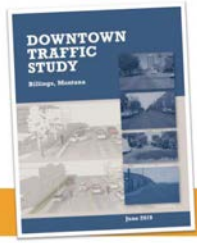


Looking North
on Broadway
Avenue, 1939

Courtesy Western Heritage Center



North on Broadway from 1st Avenue.



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
- Public/Open Space

ALTERNATIVES

One Way to Two-Way Street Conversion

- North/South Bound
- East/West Bound

Road Diet

- Montana Ave
- 6th Ave N
- 4th Ave N
- 1st Ave S

Seasonal Road Closure

- Brookway 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)



ONE-WAY TO TWO-WAY STREET CONVERSIONS

Would you like the following streets converted from one-way to two-way traffic?

N 33RD STREET, N 34TH STREET, AND N 35TH STREET

- Two-Way w/ Front-In Angled and Parallel Parking
None -\$700k
- Two-Way with Parallel Parking
None -\$700k
- Leave it One-Way

ONE-WAY TO TWO-WAY STREET CONVERSIONS

Would you like the following streets converted from one-way to two-way traffic?

N 31ST STREET, N 29TH STREET, AND N 26TH STREET

- Two-Way with Front-In Angled and Parallel Parking
None -\$2.3M
- Two-Way with Back-In Angled and Parallel Parking
None -\$2.3M
- Leave it One-Way

ONE-WAY TO TWO-WAY STREET CONVERSIONS

Would you like the following streets converted from one-way to two-way traffic?

N 30TH STREET & N 32ND STREET

- Protected Bike Lane
1.2mi -\$2.9M
- Sharrow with Front-In Angled Parking
1.2mi -\$2.3M
- Leave it One-Way

ONE-WAY TO TWO-WAY STREET CONVERSIONS

Would you like the following streets converted from one-way to two-way traffic?

N 25TH STREET

- Protected Bike Lane
0.4mi -\$1.2M
- Sharrow with Front-In Angled Parking
0.4mi -\$1M
- Leave it One-Way

ONE-WAY TO TWO-WAY STREET CONVERSIONS

Would you like the following streets converted from one-way to two-way traffic?

N 25TH STREET AT THE MET TRANSFER STATION

- Conventional Bike Lane and Sharrow
1 Block
- Sharrow with No On-Street Parking
1 Block
- Leave Original



ONE-WAY TO TWO-WAY STREET CONVERSIONS

Would you like the following streets converted from one-way to two-way traffic?

2ND AVENUE N & 3RD AVENUE N

- Conventional Bike Lane
1.8mi -\$4.1M
- Sharrow with Front-In Angled Parking
1.8mi -\$3.7M
- Sharrow with Center Turn Lane
1.8mi -\$4.5M
- Leave it One-Way

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

LEGEND
 Project Boundary
 City of Billings
 Parks/OpenSpace
 North/South Bound
 East/West Bound

ALTERNATIVES
 One Way to Two Way Street Conversion
 Road Diet
 Seasonal Road Closure

ROAD DIET
Would you like to see the following areas modified to allow for more options?

N 30th STREET TO N 35th STREET

Separated Bike Lane with Back-in Angled Parking
 Cycle Track
 Leave Original

0.6mi ~\$2.5M 0.6mi ~\$1.8M

ROAD DIET
Would you like to see the following areas modified to allow for more options?

N 27th STREET TO N 30th STREET

Separated Bike Lane
 Cycle Track
 Leave Original

0.6mi ~\$800k 0.6mi ~\$550k

ROAD DIET
Would you like to see the following areas modified to allow for more options?

N 18th STREET TO N 27th STREET

No Bike Facility w/ Back-In Angled and Parallel Parking
 Separated Bike Lane
 Cycle Track
 Leave Original

None ~\$700k 0.6mi ~\$2.4M 0.6mi ~\$2.5M

PROJECT MAP

LEGEND
 Project Boundary
 City of Billings
 Parks/OpenSpace
 North/South Bound
 East/West Bound

ALTERNATIVES
 One Way to Two Way Street Conversion
 Road Diet
 Seasonal Road Closure

ROAD DIET
Would you like to see the following areas modified to allow for more options?

MAIN STREET TO N 10th STREET

Protected Bike Lane
 Multi-Use Path
 Leave Original

0.25mi ~\$300k 0.25mi ~\$800k

ROAD DIET
Would you like to see the following areas modified to allow for more options?

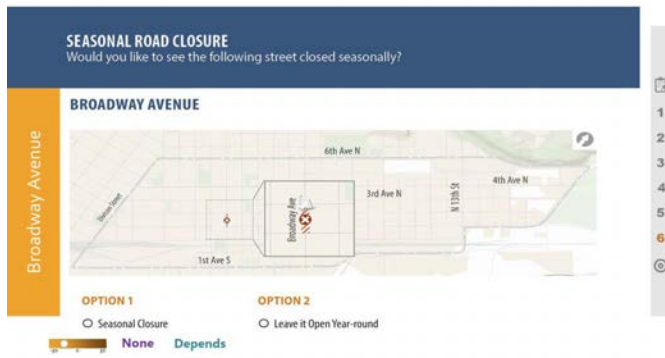
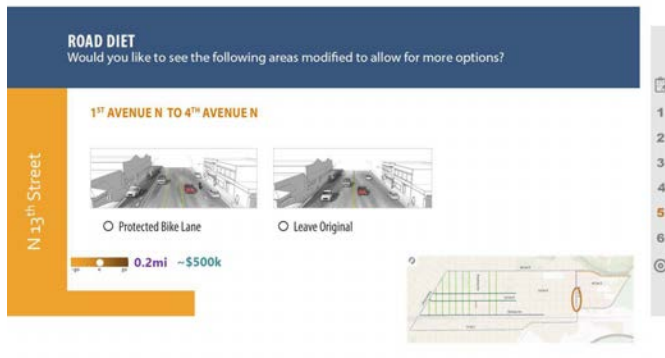
N 13th STREET TO N 10th STREET

Protected Bike Lane
 Multi-Use Path
 Leave Original

0.25mi ~\$200k 0.25mi ~\$500k

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Presentation (continued)



Planning Board Meeting I (2nd Tuesday)

7. b. 3.

Meeting Date: 01/12/2021

Information

Subject

Public Hearing. Presentation. Billings Urban Area Transportation Improvement Program, (TIP), Federal Fiscal Years 2020-2024 Amd 1. Scott Walker Transportation Coordinator, presenting.

Attachments

2020-2024 TIP_DRAFT

2020-2024 TIP Amd 1 Highlights 1-5-21

**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	

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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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
PM₁₀	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

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TEA-21	Transportation Efficiency Act for the 21 st 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 –

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

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)
- Secondday (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.

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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.

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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

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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							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal	
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of interstate bridges	CN			17,325.0					2,325.0	15,000.0	17,325.0
										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.

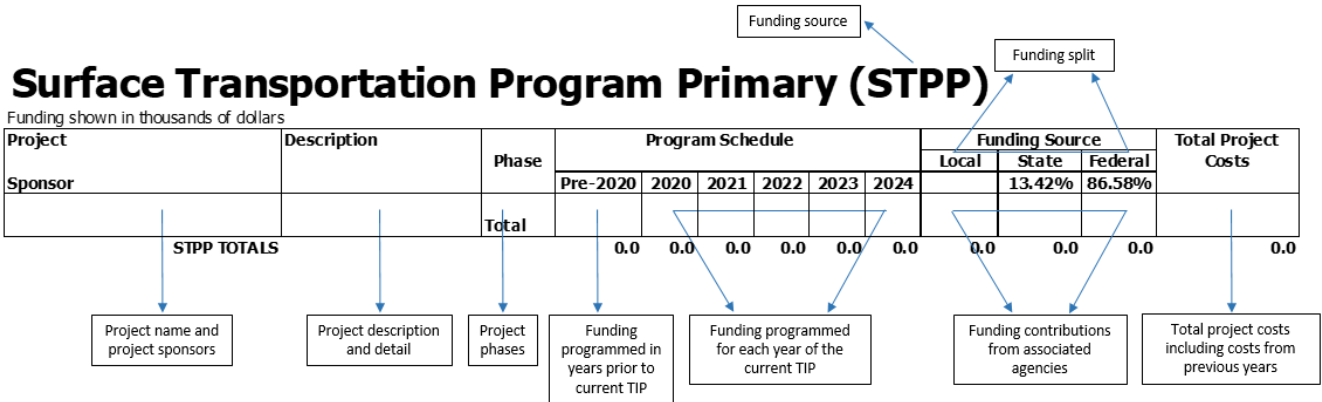
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will 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

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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	

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass	Description	Phase	Program Schedule						Funding Source	Local	State	Federal	Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024					
Sponsor: MDT													
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 (Five Mile Road) (UPN4199002)	Construction of Five Mile Road	IC	141.0	15.8						STPU	21.0	135.8	156.8
		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 (Yellowstone River Bridge) (UPN4199003)	Construction of a new bridge over the Yellowstone River	IC		416.2						NH	55.9	360.4	416.2
		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 (Johnson Lane Interchange) (UPN4199007)	Reconstruction of existing Interchange	CN				2,201.6				STPU	295.5	1,906.2	2,201.6
		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 (Railroad Overpass) (UPN4199005)	Construction of new bridge over railroad	CN					19,349.8			NH	2,596.7	16,753.0	19,349.8
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 (Johnson Lane Interchange to RR O'pass) (UPN4199006)	Construction of connection from Interchange to RR O'pass	CN						8,397.6		NH	1,127.0	7,270.6	8,397.6
MDT		Total						8,397.6			1,127.0	7,270.6	8,397.6
Billings Bypass (Five Mile Rd to US 87) (UPN4199004)	Construction of connection from Five Mile to US 87	CN							18,741.7	NH	2,515.1	16,226.6	18,741.7
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

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 Source	Local	State	Federal	Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024					
Sponsor: MDT													
I-90 Yellowstone River Bridges (UPN 7972)	Reconstruction of Interstate bridges over the Yellowstone River	PE	6,287.8	161.8						BRIDGE	865.5	5,584.1	6,449.6
		RW		240.0						IM	24.0	216.0	240.0
		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

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

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
<i>Carryover</i>	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
<i>Carryover</i>	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

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

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	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
<i>Carryover (Federal)</i>				5,841.8	2,903.0	4,293.3	315.5	1,705.8					
<i>Estimated allocation (Federal)</i>				1,390.2	1,390.2	1,390.2	1,390.2	1,390.2					
Billings Bypass (Yellowstone River Bridge) <i>UPN4199003</i> <i>MDT</i>	Construction of a new 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 (Johnson Lane Interchange) <i>UPN4199007</i> <i>MDT</i>	Reconstruction of existing 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	0.0	1,503.0	9,697.0	11,200.0
Federal				4,329.0	0.0	5,368.0	0.0	0.0	0.0				
State				671.0	0.0	832.0	0.0	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

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

National Highway (NH)*

Funding shown in thousands of dollars

Project	Description	Phase	Funding						Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
Sponsor													
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	
<i>MDT</i>		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	
<i>MDT</i>		Total	2,734.3	2,090.7	3,019.0					1,052.7	6,791.4	7,844.0	
Billings Bypass - Yellowstone River Bridge	New construction of bridge over the Yellowstone River	IC		416.2						55.9	360.4	416.2	
UPN 4199-003		CN		15,009.8						2,014.3	12,995.5	15,009.8	
<i>MDT</i>		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 from Five Mile to US 87	CN						18,741.7		2,515.1	16,226.6	18,741.7	
UPN 4199-004		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	
<i>MDT</i>													
Billings Bypass - RR O'pass	New construction of RR O'pass	CN					19,349.8			2,596.7	16,753.0	19,349.8	
UPN 4199-005		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	
<i>MDT</i>													
Billings Bypass - Johnson Ln. Intch - RR O'pass	New construction of connection from Interchange to bridge	CN						8,397.6		1,127.0	7,270.6	8,397.6	
UPN 4199-006		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	
<i>MDT</i>													
Billings Bypass - Johnson Lane Intch	Reconstruction of existing Interchange RP 455.5	CN				1,800.0				241.6	1,558.4	1,800.0	
UPN 4199-007		Total	0.0	0.0	0.0	1,800.0	0.0	0.0	0.0	241.6	1,558.4	1,800.0	
<i>MDT</i>													
Exposition Dr. & 1st Ave. N. Blgs	Intersection Improvements	PE	1,192.3							160.0	1,032.3	1,192.3	
UPN 7908		CN								0.0	0.0	0.0	
<i>MDT</i>		Total	1,192.3	0.0	0.0	0.0	0.0	0.0	2,085.0	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	
<i>MDT</i>		IC	179.8							24.1	155.7	179.8	
		CN	10,698.0	539.8						1,508.1	9,729.7	11,500.4	
	RP 0.0 to 3.0	Total	13,782.8	539.8	0.0	0.0	0.0	0.0	0.0	262.6	1,922.1	14,585.3	
Underpass Ave. Improvements	Intersection Improvements	CN				6,052.4				0.0	0.0	0.0	
UPN 8669		Total	0.0	0.0	0.0	6,052.4	0.0	0.0	0.0	812.2	5,240.2	6,052.4	
<i>MDT</i>													
Main Street - Billings	Pavement Preservation with micro-surfacing	PE	668.2	130.0						107.1	691.1	798.2	
UPN 8717		RW	180.0							24.2	155.8	180.0	
<i>MDT</i>		IC	77.3	38.5						15.5	100.2	115.8	
		CN		8,469.7						1,136.6	7,333.1	8,469.7	
	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	
<i>MDT</i>		RW			61.2					8.2	53.0	61.2	
		IC			153.1					20.5	132.5	153.1	
		CN								1,145.0	7,387.3	8,532.4	
	RP 1.5 to 2.2	Total	2,525.4	0.0	214.3	0.0	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 Major Rehab	PE	1,746.7		1,483.3					433.5	2,796.5	3,230.0	
UPN 9022		RW			59.8					8.0	51.8	59.8	
<i>MDT</i>		IC			59.8					8.0	51.8	59.8	
		CN								1,448.8	9,346.7	10,795.5	
	N-115 RP 0.7 - RP .93	Total	1,746.7	0.0	1,603.0	0.0	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		CN								371.2	2,394.9	2,766.1	
<i>MDT</i>		Total	130.0	0.0	0.0	0.0	0.0	0.0	2,766.1	0.0	388.7	2,896.1	
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway Major Rehab	PE		500.0						67.1	432.9	500.0	
UPN 9880		RW				12.6				1.7	10.9	12.6	
<i>MDT</i>		IC				12.6				1.7	10.9	12.6	
		CN								0.0	0.0	0.0	
	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 Major Rehab	PE		500.0						67.1	432.9	500.0	
UPN 9881		RW				12.6				1.7	10.9	12.6	
<i>MDT</i>		IC				12.6				1.7	10.9	12.6	
		CN								0.0	0.0	0.0	
	N-115 RP 1.45 to RP 2.05	Total	0.0	500.0	0.0	0.0	0.0	25.2	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
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
I-90 Yellowstone River Bridges UPN 7972	Reconstruction of interstate bridges	CN			17,325.0						2,325.0	15,000.0	17,325.0
											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	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	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	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State 13.42%	Federal 86.58%	
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
<i>MDT</i>	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 Study	OT	563.8	-64.8						67.0	432.0	499.0
UPN 9383										0.0	0.0	0.0
<i>MDT</i>	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 Study	OT	300.0	1,146.8						194.2	1,252.6	1,446.8
UPN 9588		CN						37,685.0		5,057.3	32,627.6	37,685.0
<i>MDT</i>	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

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State 10.00%	Federal 90.00%		
Sponsor													
RRXING - STEFFES RD - BILLINGS	Upgrade Rail grade crossing signals	PE		9.0							0.9	8.1	9.0
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	0.0	22.6	203.0	225.5

New project

CN estimates include CE costs

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2020	2020	2021	2022	2023	2024	Local	State	Federal		
Sponsor													
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0		2,500.0
<i>MDT</i>		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 - Roundabout	PE	887.3	61.7						94.9	854.1		949.0
UPN 8052		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
<i>MDT</i>	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 - Roundabout	PE	723.9	69.9	62.7					85.7	770.9		856.5
UPN 8611		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
<i>MDT</i>	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
<i>MDT</i>	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 - Roundabout	PE	0.0	750.0	158.9					90.9	818.0		908.9
UPN 9383		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
<i>MDT</i>	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
<i>MDT</i>	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 delineation	PE	21.3	2.8						2.4	21.7		24.1
UPN 9420		CN	111.1	4.5						11.6	104.1		115.6
<i>MDT</i>	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 delineation	PE	44.8							4.5	40.3		44.8
UPN 9421		CN	0.0		287.1					28.7	258.4		287.1
<i>MDT</i>	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	Installation of signage and panel delineation	PE	13.0							1.3	11.7		13.0
UPN 9423		CN	124.3	2.1						12.6	113.7		126.4
<i>MDT</i>	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
<i>MDT</i>	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

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

Bridge Program

Funding shown in thousands of dollars

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

Using 20% for costs

New project

New study

CN estimates include CE costs

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local	State 13.42%	Federal 86.58%	
URBAN PAVEMENT PRESERVATION <i>MDT</i>	Various Locations	ALL Total		500.0 500.0	500.0 500.0	500.0 500.0	500.0 500.0	500.0 500.0		335.5 335.5	2,164.5 2,164.5	2,500.0 2,500.0
SHILOH ROAD - BILLINGS UPN 9502 <i>MDT</i>	Pavement Preservation U-1031 RP 4.4-5.4	PE CN Total	45.4 45.4	-30.2 53.4 23.2	0.0	0.0	0.0	0.0	0.0	2.0 7.2 9.2	13.2 46.2 59.4	15.2 53.4 68.6
KING AVE E - BILLINGS UPN 9505 <i>MDT</i>	Pavement Preservation U-1026 RP 1.7-2.2	PE CN Total	26.0 26.0	-12.7 42.4 29.7	0.0	0.0	0.0	0.0	0.0	1.8 5.7 7.5	11.5 36.7 48.2	13.3 42.4 55.7
HARDIN ROAD - BILLINGS UPN 9506 <i>MDT</i>	Pavement Preservation U-1028 RP 0-2.1	PE CN Total	26.0 26.0	-10.5 180.6 170.1	0.0	0.0	0.0	0.0	0.0	2.1 24.2 26.3	13.4 156.4 169.8	15.5 180.6 196.1
GRAND-24TH TO ZIMMERMAN (BLGS) UPN 9509 <i>MDT</i>	Pavement Preservation U-1004 RP .8- RP2	PE CN Total	77.9 77.9	0.0	1,470.1 1,470.1	0.0	0.0	0.0	0.0	10.4 197.3 207.7	67.4 1,272.8 1,340.2	77.9 1,470.1 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	Description	Phase							Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%	
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	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
<i>MDT</i>	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		CN	5,500.0	197.1						764.6	4,932.6	5,697.1
UPN 7910	Mill and overlay	Total	5,500.0	197.1	0.0	0.0	0.0	0.0	0.0	764.6	4,932.6	5,697.1
<i>MDT</i>	HWAY RT 53/MT3 RP1.1 TO 3.0											
Underpass Ave. Improvements		PE	1,167.6							156.7	1,010.9	1,167.6
UPN 8669	Intersection Improvements	IC/RW		110.0	47.5					21.1	136.3	157.5
<i>MDT</i>	RP .51 to .72	CN				955.4				128.2	827.2	955.4
		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		CN		1,000.0						134.2	865.8	1,000.0
UPN 8717	Pavement Preservation with micro-surfacing	Total	0.0	1,000.0	0.0	0.0	0.0	0.0	0.0	134.2	865.8	1,000.0
<i>MDT</i>	RP 1.08 to 4.66											
Mossmain Intch-West Blgs Inch		CN						443.5		59.5	384.0	443.5
UPN 9198	Pavement Preservation Not all locations inside MPO boundary	Total	0.0	0.0	0.0	0.0	0.0	443.5	0.0	59.5	384.0	443.5
<i>MDT</i>	I-90 RP 437.12 to 446.7											
LAUREL ROAD SIGNALS - BILLINGS		PE	51.2	82.4						17.9	115.6	133.6
UPN 9568	INT UPGRADE/SIGNALS	CN				249.4				0.0	0.0	0.0
Route N-113	RP .6 and 1.3	Total	51.2	82.4	0.0	249.4	0.0	0.0	0.0	33.5	215.9	249.4
<i>MDT</i>	Various Locations											
		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

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase								Funding Source			Total Project Costs
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%		
Transportation Alternatives		All		300.0	300.0	300.0	300.0	300.0	0.0	0.0	0.0	0.0	
<i>MDT/Locals</i>	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	
<i>MDT/Locals</i>	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

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

Earmarks

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project	
			Pre-2020	2020	2021	2022	2023	2024	Local 13.42%	State 13.42%	Federal 86.58%		
Sponsor													
Billings Bypass UPN4199000	Environmental Impact Statement	PE	17,332.9								2,326.1	15,006.8	17,332.9
	Preliminary Engineering	RW	7,847.0								1,053.1	6,793.9	7,847.0
<i>MDT</i>	Right of Way Acquisition	Total	25,179.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,379.1	21,800.8	25,179.9
GRAND-24TH TO ZIMMERMAN (BLGS)	Pavement Preservation	CN	84.4								11.3	73.1	84.4
UPN 9509	U-1004 RP .8- RP2	Total	84.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3	73.1	84.4
<i>MDT</i>													new funding source
		Total	25,264.3	0.0	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	Description	Phase						Funding Source				Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	City	County	State	Federal	
Inner Belt Loop UPN	New Construction of Roadway				7,310.2	7,310.2		7,000.0			7,620.4	
<i>MDT</i>		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

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

Federal Transit Administration Section 5307 CARES Act*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source		Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 0%	Federal 100%	
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0			
<i>Allocation</i>			2,842.6	0.0	0.0	0.0	0.0			
Bus Purchases <i>MET Transit</i>	Purchase six (6) replacement ADA 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 <i>MET Transit</i>	Training Lot Construction									
		Total	500.0					0.0	500.0	500.0
Bus Technology <i>MET Transit</i>	Electronic Fare System							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						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 80%	
<i>Carryover</i> 5311 Transfer from State(Fed Share) Allocation (Estimated)(Fed Share)			0.0	0.0	0.0	0.0	0.0				
			1,891.4	1,910.3	1,929.3	1,948.7	1,968.2				
Bus & Passenger Amenities Automated Passenger Counter System Upgrade Equipment on Cutaways Bus Stop Signage	Recurring Purch.							0.0		0.0	0.0
								0.0		0.0	0.0
								0.0		0.0	0.0
<i>Met Transit</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Transit Operations***											
<i>Met Transit</i>		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 Expansion Cutaway Replacement Buses	Recurring Purch.							0.0		0.0	0.0
								0.0		0.0	0.0
								0.0		0.0	0.0
<i>Met Transit</i>		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	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 20%	State	Federal 80%	
<i>Carryover</i>			3,418.3	120.8	0.0	0.0	0.0				
<i>Allocation (Estimated)</i>			514.0	420.0	420.0	420.0	420.0				
Bus Purchases <i>Met Transit</i>	Replacement 85/15 for ada		4,124.8	0.0	0.0	0.0	0.0	0.0 618.7		0.0 3,506.1	0.0 4,124.8
Automated Passenger Counter <i>Met Transit</i>	Upgrade		71.4	0.0	0.0	0.0	0.0	14.3		57.1	71.4
Bus and Bus Technology <i>Met Transit</i>	Upgrade		282.7	0.0	0.0	0.0	0.0	56.5		226.1	282.7
Bus Facilities Security System <i>Met Transit</i>	Upgrade		27.8	0.0	0.0	0.0	0.0	5.6		22.2	27.8
Bus, Facilities, and Technology <i>Met Transit</i>	Upgrade facilities, replace 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	Description	Phase						Funding Source			Total Estimated Obligation FY2020-2024
			2020	2021	2022	2023	2024	Local 15/20%	State	Federal 85/80%	
<i>Carryover</i>			22.0	47.3	102.8	102.9	102.9				
<i>Allocation (Estimated)</i>			160.0	160.0	160.0	160.0	160.0				
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for MET and other Coordination members as applicable	Purch.						0.0		0.0	0.0
<i>Met Transit and Coordination Group</i>		Purch.						0.0		0.0	0.0
			158.4	85.5	170.9	170.9	170.9	0.0		0.0	0.0
Traditional and Non-Traditional Projects	Projects to support identified community needs 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
<i>Coordination Members</i>		Purch.						0.0		0.0	0.0
			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
<i>AWARE</i>	Mini van w/ ramp	Purch.						0.0		0.0	0.0
			0.0	39.8	0.0	0.0	0.0	0.0		0.0	0.0
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				

updated costs from transit

new purchase from transit

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

Billings FFY 2020-2024 Transportation Improvement Program Amd 1

TRANSADE (STATE FUNDED)

Funding shown in thousands of dollars

Project	Description	Phase						State Funded	Total Estimated Obligation
			2020	2021	2022	2023	2024	100%	FY2020-2024
<i>Carryover</i>			0.0	9.5	24.8	40.0	55.3		
<i>Allocation (Estimated)</i>			109.5	115.3	115.3	115.3	115.3	570.6	570.6
Transit Operations	Operating		100.0	100.0	100.0	100.0	100.0	500.0	
<i>Met Transit</i>			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

updated costs from transit

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

2020-2024 TIP Amendment 1 – Highway and Transit Updates

- BUILD Grant
 - Inner Belt Loop
 - Skyline Trail
- Transit
 - Bus Replacement
- 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
- 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
- 9509 – Grand 24th to Zimmerman
 - Added to Earmark Section on Projects sheet
 - CN programmed costs added on Earmarks sheet

