# YELLOWSTONE COUNTY BOARD OF PLANNING

**City of Billings and**
**Yellowstone County, Montana**

## AGENDA

JUNE 14, 2022 MEETING TIME: 6:00 p.m.
1st Floor Large Conference Room, Miller Building
2825 3rd Avenue North, Billings, Montana 59101

### NOTICE TO THE PUBLIC

Citizens are invited to:

- Review the Agenda Packet on the City's website at: https://ci.billings.mt.us/117/Agendas-Minutes
- View the meeting live online at Facebook: https://www.facebook.com/Billings-Planning-Community-Services-Department-1738982159659260

Public comment will be taken only during the Public Comment periods as indicated on the agenda and during the Public Hearings, if any are scheduled, under the Regular agenda. Comments may be sent to Board via email before 10:00 AM on the meeting date. All emails received prior to this time will be read into the record for the public hearing. Comments may be submitted by:

- Mail: City/County Planning Division, 2825 3rd Ave N 4th Floor, Billings, MT 59101
  - Email: deinest@billlingsmt.gov
- Call in during the Public Comment periods as indicated on the agenda:
  - Citizens may call in during specific Public Comment periods at **406.237.6165**.
    All callers will be placed in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be limited to 3 minutes of testimony as is customary.
    Future delivery methods may be explored as best practice is learned.

    **In the event a quorum of the Council is present, no City-related decisions will be made during this meeting or event.
  - Please direct questions to Tammy Deines, Planning Clerk at deinest@billingsmt.gov or 406-247-8610. Thank you!

1. **CALL TO ORDER - Planning Board President:** Welcome and Introduction of new and returning Board Members.

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. APPROVAL OF MEETING MINUTES**: APRIL 26, 2022

   **Attachments**
   2022_04_24_PlnB Minutes_DRAFT.pdf

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

8. **NEW BUSINESS:** (Agenda items new to this meeting).

   a. Presentation. Public Hearing. Board Discussion. 2020-2024 TIP Amendment #3. Scott Walker, Transportation Coordinator, presenting.

      **Attachments**
      TIP_AMD3_DRAFT.pdf
      2020-24 TIP Amd. 3 - Quick Reference

   b.

Public Hearing. Presentation. Discussion. Safe Routes to School (SRTS) Plan Update. Elyse Monat, Active Transportation Planner, presenting.

**Attachments**
Draft Safe Routes to School Plan Update - Currently under staff review

c. Plat Review. Legacy Subdivision, 2nd Filing. (Re-subdivision of Legacy Subdivision, portions of Block 2, 3, 4 and 5). City major subdivision. Doug Wild, owner. John Bruckner, WWC Engineering, agent. Dave Green, Planner II, presenting.

**Attachments**
Findings of Fact
Proposed Plat
SIA Draft

d. Plat Review. Board Discussion. Wild Rose Subdivision. City major subdivision. Scott Worthington, Site Pro LLC, agent. Dan Wells, Wells Built Homes, property owner. Dave Green, Planner II, presenting.

**Attachments**
Findings of Fact
Proposed Plat
SIA Draft

e. Plat Review. Board Discussion. Shop World II. County major subdivision. Anna Vickers, IMEG, agent. Cold Smoke Investments, property owner. Dave Green, Planner II, presenting.

**Attachments**
Findings of Fact
Proposed Plat
SIA Draft

9. **OTHER BUSINESS:**

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

10. **ADJOURNMENT**

**FUTURE AGENDA ITEMS FOR TUESDAY, JUNE 28, 2022**

a. Motion/Recommendation to PCC. 2020-2024 TIP Amendment #3. Scott Walker, Transportation Coordinator, presenting.

b. Public Hearing. Motion/Recommendation to City Council. Legacy Subdivision, 2nd Filing. (Re-subdivision of Legacy Subdivision, portions of Block 2, 3, 4 and 5). Doug Wild, owner. John Bruckner, WWC Engineering, agent. Dave Green, Planner II, presenting.

c. Public Hearing. Motion/Recommendation to City Council. Wild Rose Subdivision. City major subdivision. Scott Worthington, Site Pro LLC, agent. Dan Wells, Wells Built Homes, property owner. Dave Green, Planner II, presenting.

d. Public Hearing. Motion/Recommendation to BOCC. Shop World II. County major subdivision. Anna Vickers, IMEG, agent. Cold Smoke Investments, property owner. Dave Green, Planner II, presenting.

**Meeting Date:** 06/14/2022

**Information**

**Subject**
**MOTION. APPROVAL OF MEETING MINUTES**: APRIL 26, 2022

**Attachments**

2022_04_24_PlnB Minutes_DRAFT.pdf

# CITY/COUNTY PLANNING BOARD

*"Serving Billings, Broadview, and Yellowstone County"*

***Board Attendance Roster:*** Please note: "E" stands for excused absence, "A" stands for un-excused absence, "1" stands for present. **BYLAWS, YELLOWSTONE COUNTY BOARD OF PLANNING, (Amended. May 25, 2004) Section 4. Absences and Removal** A. Each member shall inform the Planning Director at least one day before the meeting of his/her inability to attend a Board or Committee meeting. Such an absence shall be considered an excused absence. If any Board member accrues three (3) or more consecutive unexcused absences from regular meetings, notice of which has been given at his/her usual place of work or residence, or by announcement at a meeting attended by him/her, the President may call such absences to the attention of the Board which may then recommend to the appointing authority that such member be asked to resign and that another person be appointed to serve out the unexpired term. Schedule: (** denotes a Wednesday meeting)

| | Position | 01/11/2022 | 01/25/2022 | 02/08/2022 | 02/22/2022 | 03/08/2022 | 03/22/2022 | 04/12/2022 | 04/26/2022 | 05/10/2022 | 05/24/2022 | 06/14/2022 | 06/28/2022 | 07/12/2022 | 07/26/2022 | 08/09/2022 | 08/23/2022 | 09/13/2022 | 10/27/2022 | 10/25/2022 | 10/26/2022 | 11/08/2022 | 11/22/2022 | 12/13/2022 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Teresa Larsen** | Mayor/Billings Ward I | 1 | 1 | - | - | - | 1 | E | E | x | x | | | | | | | | | | | | | |
| **Roger Gravgaard** | Mayor/Billings Ward II | 1 | 1 | - | - | - | 1 | 1 | | x | x | | | | | | | | | | | | | |
| **Dennie Stephenson** | Mayor/Billings Ward III | 1 | 1 | - | - | - | 1 | 1 | 1 | x | x | | | | | | | | | | | | | |
| **Vacant** | Mayor/Billings Ward IV | 1 | 1 | - | - | - | - | - | - | x | x | | | | | | | | | | | | | |
| **Jon Thompson** | Mayor/Billings Ward V | 1 | E | - | - | - | E | 1 | 1 | x | x | | | | | | | | | | | | | |
| **Troy Boucher** | YC District 1 | 1 | 1 | - | - | - | E | A | | x | x | | | | | | | | | | | | | |
| **Dennis Cook** | YC District 2 | 1 | 1 | - | - | - | 1 | 1 | 1 | x | x | | | | | | | | | | | | | |
| **Vacant** | YC District 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **Vacant** | YC District 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **Woody Woods** | YC District 5 | 1 | 1 | - | - | - | 1 | 1 | 1 | x | x | | | | | | | | | | | | | |
| **Vacant** | YC District 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **Jarett Hillius** | YC District 7 | 1 | E | - | - | - | 1 | 1 | 1 | x | x | | | | | | | | | | | | | |
| **Vacant** | Y County Cons. District | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **Scott Reiter** | **Ex-Officio SD2** | 1 | E | - | - | - | 1 | A | | x | x | | | | | | | | | | | | | |

**APRIL 26, 2022**

*DRAFT- To be approved by a motion on June 14, 2022*

## PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.

As legally advertised, The Yellowstone County Board of Planning met on April 26, 2022 in the Miller Building 1st Floor Conference Room.
Citizens are invited to:
→Review the Agenda Packet on the City's website at: https://ci.billings.mt.us/117/Agendas-Minutes
→View the meeting live online at Facebook: https://www.facebook.com/Billings-Planning-Community-Services-Department-1738982159659260
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  - Citizens may call in during specific Public Comment periods at **406.237.6165**. All callers will be placed in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be limited to 3 minutes of testimony as is customary. Future delivery methods may be explored as best practice is learned.

**Call the Meeting to Order**: President Cook called the meeting to order at 6:00 p.m. on Tuesday, April 26, 2022.

**Introduction of Planning Board Members and Planning Department Staff**
President Cook called for introductions of the members of the Planning Board and staff.

**Participating Planning staff members:** Wyeth Friday, Director, PCSD; Dave Green, Planner II; Hunter Kelly, Planner I; Tammy Deines, Planning Clerk

**Others in Attendance:** Connie Pelican, Laron Pluhar, `

**Approval of the April 26, 2022 Agenda**
Board member Stephenson moved and Board member Boucher seconded to approve the agenda as sybmitted. The motion carried unanimously.

**Approval of Minutes:** April 12, 2022

**Motion**

**Board member Boucher moved and Board member Woods seconded the motion to approve the April 12, 2022 meeting minutes as submitted. The motion carried with a unanimous voice vote.**

**Public Comment:** President Cook asked if there was anyone wishing to speak during the public comment portion of the meeting. He stated any member of the public might 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 agenda for discussion. There were no public comments.

**Disclosure of Outside (Ex Parte) Communication or Conflicts of Interest– Board Members and Planning Staff.** There were no disclosures of outside communication or conflicts of interest.

**8. OLD BUSINESS**

**8a. Public Hearing. Motion/Recommendation to BOCC. Southern Sky Estates Subdivision, County Major Subdivision. Bryce Kirschenmann, Applicant. Rob Neihart, PE, Performance Engineering, and agent. Hunter Kelly, Planner I, presenting.**

**RECOMMENDATION**

Staff recommends the Planning Board recommend the Board of County Commissioners conditionally approve the preliminary plat of Southern Sky Estates Subdivision and adopt the Findings of Fact as presented in the staff report.

**BACKGROUND**

On March 1, 2022, Performance Engineering submitted to the Planning Division an application for Southern Sky Estates Subdivision, Preliminary Major Plat. The purpose of this subdivision is to create 29 lots with a mix of commercial and residential uses. Lots 13 through 29 of the Subdivision are intended to be developed with commercial condominiums. Only these lots shall be able to be developed as individual buildings with separate units to be leased or sold. Should Lots 1 through 12 within the Subdivision be developed with commercial condominiums, they shall be done so in accordance with the Yellowstone County Subdivision Regulation's procedures for platting. The property is generally located south of Danford Road and east of South 60th Street West. The land is outside the zoning jurisdictional boundary.

**VARIANCES REQUESTED**

The subdivider has not requested a variance from Yellowstone County Subdivision Regulations.

**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 dry hydrant maintenance, prior to final plat approval, the applicant will provide installation and tank specifications to Laurel Fire Department, prior to installation, for review and approval. The subdivision shall install a 30,000-gallon water storage tank with dry hydrant according to the specification of the Laurel Fire Department. The 30,000-gallon water storage tank with a dry hydrant shall be constructed by the Developer on Park 1 as shown on the preliminary plat. When installed the applicant will have the system tested and signed off by the Laurel Fire Department. The applicant will create an RSID for the new dry hydrant system for the subdivision.

3. To protect public health and safety and provide for future road maintenance, prior to final plat approval, the applicant will create an RSID for the new public roads within the subdivision. All temporary street names will have permanent names determined and identified on the Final Plat

4. To minimize the effects on local service prior to final plat approval, the applicant will coordinate with the USPS for preferred mail delivery box type. The applicant will coordinate the locations and provide the correct amount of space for safely delivering the mail to the residents.

5. 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.

6. 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.

7. 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.

**Discussion**
President Cook called for questions and discussion. In response to question by Board member Larson, Planner Hunter Kelly said there is no requirement for sidewalks so they will not be constructed as a part of this development.

**Taylor Kasperick, Performance Engineering, (No address given)**
Mr. Kasperick clarified the language for condominium use. Board member Thompson asked what type of commercial use will be done if not used for condominiums. Mr. Kasperick explained that the developer plans to self-develop one of the lots for a shop-office. This is outside of zoning and there will not be zoning restrictions. Limitations will be enforced by DEQ for water and waste water.

Board member Woods stated his is a proponent for construction of sidewalks regardless of zoning. Board member Gravgaard asked about children walking to the bus stop.

**Public Hearing**
President Cook opened the public hearing and asked for anyone wishing to speak in favor or against Southern Sky Estates Subdivision.

**Connie Pelican, 5817 Danford Road, Billings, MT**
Ms. Pelican's concern is related to the subdivision's access point from the Frontage Road to the eastern road. The survey depicts the main entrance to the subdivision across from the front of her house and driveway. She said that the school bus will stop there and the potential of accidents will be higher. In response to a question by Board member Stephenson, Ms. Pelican said her parcel is located approximately in the middle of the subdivision.

President Cook closed the public hearing called for a motion and discussion.

**Motion**
**Board member Boucher made a motion and Board member Stephenson seconded the motion that the Planning Board recommend the Board of County Commissioners conditionally approve the preliminary plat of Southern Sky Estates Subdivision and adopt the Findings of Fact as presented in the staff report**

**Discussion**
Director Friday asked Taylor Kasperick for clarification. He said one of the arched driveway approaches line up with the entrance. This was not intentional but he feels it is a safer approach. Board member Woods asked if it is possible to relocate the roadway to realign the entrance away from the driveway. Mr. Kasperick stated it is possible but not preferred.

**Motion carried with a unanimous voice vote. The BOCC will hold a hearing on May 17, 2022.**

## 8b. Public Hearing. Motion/Recommendation to BOCC. Lipp Sub, 2nd Filing, County Major Subdivision. Jerry Lee Brey, Applicant. Marshall Phil, Blueline Engineering, Agent. Dave Green, Planner II, presenting.

**RECOMMENDATION**
Staff proposes the Planning Board recommend to the Board of County Commissioners the preliminary plat of Lipp Subdivision, 2nd Filing be conditionally approval, the Findings of Fact as presented in the staff report be adopted and the variance request be denied.

**BACKGROUND**
On March 1, 2022, Blueline Engineering, agent for Jerry Brey, applied for preliminary major plat approval for Lipp Subdivision, 2nd Filing. The proposed subdivision creates 13 lots for commercial development. The subject property is generally located on the southwest corner of 88th Street West and Lipp Road. This parcel of land is outside of zoning and is surrounded by various uses that in include commercial, residential and farming. The Planning Board reviewed the plat at its April 12

meeting and will conduct a public hearing at this meeting before making a recommendation to the Board of County Commissioners.

**VARIANCES REQUESTED**

The applicant has requested a variance from Section 4.14.C.2. of the Yellowstone County Subdivision Regulations, which outlines the requirement for a 30,000-gallon dry hydrant in a major subdivision. The specific request is to use an existing nearby hydrant in the Brey Subdivision rather that installing one for this development. Staff is recommending denial of the variance request. Further explanation and analysis can be found in Attachment A. If the variance is denied, the Subdivision Improvement Agreement will be required to update Section I. Variances.

**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. Further, to ensure future lot owners are aware of the water and sanitary restrictions on some lots, the SIA, under Conditions That Run With the Land shall include language to inform lot purchasers of these restrictions.

2. To protect public health and safety and provide for future road maintenance, prior to final plat approval, the applicant will obtain access permits from MDT. They will create an RSID for the new public roads within the subdivision with the ability to expand with each new phase.

3. To protect public health and safety with proper fire suppression, prior to final plat approval, the applicant will submit construction drawings of the dry hydrant system to Laurel Fire Department for review and approval. Once installed the applicant will request Laurel Fire Department to test the system to ensure it works correctly and get a sign off from Laurel Fire Department. The applicant will also create an RSID for the dry hydrant system that is expandable with each new phase.

4. 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.

5. 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.

6. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.

**7**. The final plat shall comply with all requirements of the City of Billings Subdivision Regulations, rules, regulations, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

**Discussion**
President Cook called for questions and discussion by the members of the Board.
Board member Woods pointed out that this survey does not depict the existing buildings. He said existing the dry hydrant is intended for the full buildout of Brey Subdivision and he is in favor of the staff recommendation to deny the variance.

**Public Hearing**
President Cook opened the public hearing at 6:38 pm, and asked for anyone wishing to speak in favor or against Lipp Subdivision, 2nd Filing. There was none.

President Cook closed the public hearing called for a motion and discussion.

**Motion**
**Board member Boucher made a motion and Board member Thompson seconded the motion that the Planning Board recommend to the Board of County Commissioners the preliminary plat of Lipp Subdivision, 2nd Filing be conditionally approved with the Findings of Fact as presented in the staff report be adopted and the variance request be denied.**

**Discussion**
Board member Gravgaard asked who will be able to build a structure on this parcel without adequate fire suppression ability as insurance costs will be high and there has to be some type of access to water. It was pointed out that denial of the variance will demand the developer install a dry hydrant. In response to Board member Stephenson, Dave Green said this parcel is outside of zoning and the County may not have any recourse for building. The 30,000-gallon tank will have to be installed and approved prior to final plat approval. Director Friday said the issue is a building can be constructed prior to final plat approval but conveyance of the land would trigger investigation by the Yellowstone County Code Enforcement Division for investigation.

**Eric Morell 238 S 88th Street West, Billings, MT**
Mr. Morell asked for clarification regarding sanitary approval. Staff explained that future lot owners will have to obtain sanitary restriction approval. Mr. Morell said an enormous shop is currently under construction. Staff said lots are not saleable until the survey is recorded. There are no restrictions or noise restrictions as this is an unzoned parcel.

**The motion carried with a unanimous voice vote. . The BOCC will hold a hearing on May 17, 2022.**

**8c. Public Hearing. Motion/Recommendation to BOCC. Creekside Estates 2nd Filing, County Major Subdivision, John Poukish, Applicant. Kolten Knatterud, IMEG, Agent. Dave Green, Planner II, presenting.**

**RECOMMENDATION**
Staff recommends the Board of County Commissioners conditionally approve the preliminary plat of Creekside Estates Subdivision, adopt the Findings of Fact as presented in the staff report and

approve the requested variance.

**BACKGROUND**
The Planning Division received an application for major preliminary plat approval for the proposed Creekside Estates Subdivision, 2nd Filing. The property is generally located on the northeast corner of the intersection of Grand Avenue and 62nd Street West. This subdivision would create 8 lots from a 17.55-acre parcel of land. The applicant is proposing to develop a residential subdivision, the land is zoned Rural Residential 1 (RR1). The land was historically used as farmland.

**VARIANCES REQUESTED**
A variance is being requested for this subdivision. The applicant has requested a variance from Yellowstone County Subdivision Regulations Section 4.14.C. 2, Major, Commercial, and Subsequent Minor Subdivision. The regulations require that the subdivider shall provide an approved, single, minimum thirty thousand (30,000) gallon underground water storage tank for fire suppression. Per the regulations, developers are able to use tanks located within 1/2 road mile. When a County subdivision is within one half (1/2) road mile of a pressurized municipal hydrant the developer shall pay a fee in lieu of hydrant installation to the Fire Department serving the proposed subdivision. This development is further than 1/2 road mile, it is .58 road miles, therefore the variance is requesting that the distance of 1/2 road mile be waived to allow use of the pressurized hydrant .58 miles away. If the variance is approved the required fee to the Billings Fire Department shall be paid. Staff is recommending approval of the variance requests.

**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. Further, to ensure future lot owners are aware of the water and sanitary restrictions on lots 7 & 8, the SIA, under Conditions That Run With the Land shall include language to inform lot purchasers of these restrictions.

2. To protect public health and safety and meet County Public Works requirements for driveway separations, prior to final plat approval, the applicant will show they can meet those requirements for accesses from the cul-de-sac off of Grand Avenue.

3. To ensure the correct users on the private driveways proposed in this subdivision, prior to final plat approval, the applicant will provide easement documents listing the two lots that have use of those easements.

4. To protect public health and safety with proper fire suppression, prior to final plat approval, the applicant will submit construction drawings to Billings Fire Department for review and approval, this includes the area for the fire departments to access the tank and the tank construction. Once installed the applicant will request Billings Fire Department test the system to ensure it works correctly and get a sign off from Billings Fire Department. The applicant will also create a public easement where the tank is installed and an RSID for the dry hydrant system.

5. To protect public health and safety and to meet Yellowstone County Resolution No. 19-53, prior to final plat approval, should the variance request be granted, the applicant will provide a reimbursement to the county for the use of a municipal pressurized fire hydrant.

6. 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.

7. 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.

8. To ensure future home construction on the lots meets the requirements of County Zoning, prior to final plat approval the applicant will add language in the SIA under Conditions That Run With The Land that informs lot purchasers of the requirement to obtain a zoning compliance permit before construction begins on the lot.

9. 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.

10. 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.

**Discussion**
President Cook called for discussion and question by the members of the Board.
Board member Woods noted the survey depicts the wells for lots 3 and 4 as located on lot 5 with an easement, and there is an easement on Lot 2 for Lot 1. He asked if the sanitary restrictions are lifted for Lots 7 and 8. Kolten Knatterud said this parcel is difficult to develop due to ground water issues. Lots 7 and 8 are undevelopable unless annexed. He said the owner previously tried to rezone for a dry use but was unsuccessful. He commented that the highest and best use may be for horses or livestock, and added that the variance is driven by the City's preference for a cash contribution. The client is providing and easement which may be used for a pedestrian trail facility and the intent is to construct a multi-use path.

**Laren Pluhar, 1720 60th Street West, Billings, MT**
Mr. Pluhar said these lots are flood irrigated. He noted three proposed septic systems proposed across from the drainage way. He pointed out a 30-foot-wide easement for the Birely Drain easement and the survey scale only 2.5 feet which will not allow an excavator to keep the ditch clean.

**Kolten Knatterud, IMEG, (no address given)**
Kolten Knatterud said per DEQ requirements, a berm will be created on the east boundary of the property to prevent surface water from entering the drain field. There is a storm water swale for onsite

storm water. The Birely Drain requires a 15-foot width for cleaning and maintenance, and this will be clarified on the final plat.

**Public Hearing**

At 7:07 pm, President Cook opened the public hearing and asked for anyone wishing to speak in favor or against Lipp Subdivision, 2nd Filing. There was none. President Cook closed the public hearing called for a motion.

**Motion**

**Board member Stephenson made a motion and Board member Gravgaard seconded the motion that the Planning Board recommend to the Board of County Commissioners the preliminary plat of Creekside Estates, 2nd Filing be conditionally approved, with the Findings of Fact as presented in the staff report be adopted and the variance request be approved.**

**The motion carried with a unanimous voice vote. The BOCC will hold a hearing on May 17, 2022.**

**9. OTHER BUSINESS**

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

**b. Director Wyeth Friday. Darell Tunnicliff Memorial Tree.** Director Friday said the Parks and Recreation Department planted the tree and a dedication will be scheduled when the memorial plaque arrives.

The May 10, 2022 and May 24, 2022 meetings will be cancelled due to a lack of agenda items. The next Planning Board meeting is scheduled for Tuesday, June 14, 2022.

**ADJOURNMENT 7:30 PM**

**DRAFT—TO BE APPROVED BY A MOTION June 14, 2022**

***--Tamara L Deines, Planning Clerk***

**Planning Board Meeting I (2nd Tuesday)** **8. a.**

**Meeting Date:** 06/14/2022

## Information

### INTRODUCTION

Federal regulations require that Metropolitan Planning Organizations (MPOs) review and update their Transportation Improvement Program (TIP) periodically. Given timing and funding adjustments with some transportation and transit projects, the current Billings 2020-24 TIP must be amended to maintain compliance with State and Federal requirements.

The TIP is a short-range program of highway and transit projects in the Billings MPO area and is prepared by City-County Planning Division staff in cooperation with state and local agencies. The purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicate regional priorities, and demonstrate a short range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the urbanized area that are exempt from the TIP approval process, such as projects that do not utilize federal funds. This TIP amendment is being presented to the Planning Board for review due to timing and cost updates to several projects. All of the projects subject to updates in this TIP amendment are MDT projects that are supported by federal funding.

Staff has attached a quick reference page indicating what project adjustments are part of this amendment as well as the full amended 2020-24 TIP document itself.

### RECOMMENDATION

Planning staff recommends the Planning Board receive a staff presentation and then hold a public hearing at this meeting. No action following the hearing is required at this meeting as the Planning Board will have any final discussion and take formal action at its meeting on June 28th.

### VARIANCES REQUESTED

### DISCUSSION/STAKEHOLDERS

## Attachments

TIP_AMD3_DRAFT.pdf
2020-24 TIP Amd. 3 - Quick Reference

# Billings Metropolitan Planning Organization
# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Federal Fiscal Years
# FFY 2020 – 2024

Amendment III

DRAFT – February 9, 2022

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 | 2020-2024 Amd II | 2020-2024 Amd III |
|---|---|---|---|---|
| Technical Advisory Committee | May 14, 2020 | December 17, 2020 | October 14, 2021 | May 17, 2022 |
| Yellowstone County Board of Planning | June 9, 2020 | January 26, 2021 | November 9, 2021 | June 28, 2022 |
| Billings City Council | June 9, 2020 | February 8, 2021 | October 25, 2021 | June 27, 2022 |
| Yellowstone County Board of County Commissioners | June 9, 2020 | February 2, 2021 | October 19, 2021 | June 21 (Tentative) |

**APPROVED BY**

| | 2020-2024 | 2020-2024 Amd I | 2020-2024 Amd II | 2020-2024 Amd III |
|---|---|---|---|---|
| Policy Coordinating Committee | June 16, 2020 | February 16, 2021 | November 16, 2021 | July 19, 2022 |
| Montana Department of Transportation | July 31, 2020 | April 20, 2021 | | |
| Federal Highway Administration | July 31, 2020 | April 14, 2021 | | |
| Federal Transit Administration | July 31, 2020 | April 14, 2021 | | |

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 |
| **$PM_{10}$** | A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles. |
| **$PM_{2.5}$** | A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles. |
| **ROW** | Right of Way |
| **RP** | Road Reference Post |
| **SAFTEA-LU** | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| **SFC** | State Funded Construction |
| **SRTS** | Safe Routes to Schools |
| **SIP** | State Implementation Plan. A plan for improving air quality in the State, including the Billings area. |
| **STIP** | State Transportation Improvement Program |
| **STPE** | Surface Transportation Program Enhancements |
| **STPP** | Surface Transportation Program Primary |
| **STPU** | Surface Transportation Program Urban |
| **STPX** | Surface Transportation Program Off-System |
| **TA** | Transportation Alternatives Program |

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

# Introduction

### Preface

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

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

### About the Transportation Improvement Program

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

### TIP Process and Development

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

### Federal Regulations

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

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

## Financial Resources

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

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

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

### Funding Sources

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

# AIR QUALITY CONSISTENCY

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

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

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

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

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

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

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

## Transportation Control Measures

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

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

## TIP Conformity

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

### Regionally Significant Projects

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

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

REGIONALLY SIGNIFICANT PROJECT (2020-2024)

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

## Energy Conservation Considerations

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

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

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

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

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

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

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

#### Performance Measures

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

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

## Safety

The goal of safety performance measures is to reduce the number of traffic fatalities and serious injuries in the public right of way. Interstate Maintenance, National Highway, Highway Safety Improvement Program, Surface Transportation Program Off-System, Secondary, and State

Funded Construction funding sources support projects with the intent to improve safety measures.

## Pavement and Bridge Condition

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

## System Performance

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

## FREIGHT-NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)*

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

## National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

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

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

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

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.

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 1993, 1996, 2001, 2006, 2011, 2016, and 2021, the City published a Request for Bids and provided copies to potentially interested private vendors; the IFB was also advertised in a local newspaper, on the City website and social media and a national transit journal. Bids are evaluated based on cost and ability to perform. In the most recent IFB, two firms submitted bid responses. The current contract for the tire lease is in effect November 1, 2021 through October 31, 2022 with four additional one-year renewal options.

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.

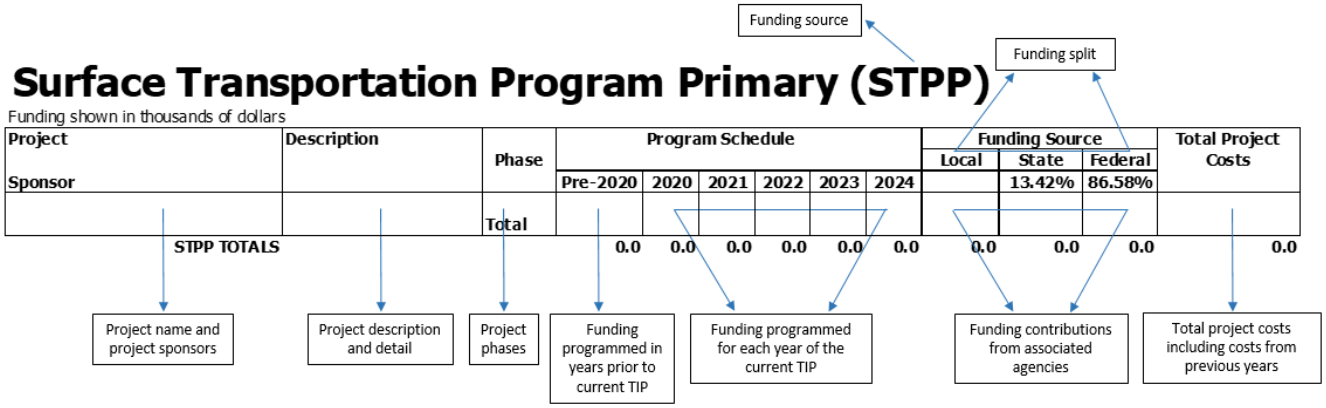
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will 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<br>(aka North Bypass) | Location/Environmental | New Construction |

# Billings MPO Project List

| PROJECT | UPN | SCOPE | COMMENTS |
|---|---|---|---|
| **CMAQ** | | | |
| Billings Bypass - Yellowstone River Bridge | 4199-003 | New construction of bridge over the Yellowstone River | |
| Billings Bypass - Johnson Lane Interchange | 4199-007 | Reconstruction of existing Interchange to a diverging diamond design | |
| | | | |
| **STPU** | | | |
| Billings Bypass - Five Mile Road | 4199-002 | Reconstruction of roadway | |
| Billings Bypass - Yellowstone River Bridge | 4199-003 | New construction of bridge over the Yellowstone River | |
| Billings Bypass - Johnson Lane Interchange | 4199-007 | Reconstruction of existing Interchange to a diverging diamond design | |
| **SRTS** | | | |
| **IM** | | | |
| MDT Preventative Maintenance | | Pavement Preservation | Plug to allow project nominations |
| I-90 Yellowstone River - Billings | 7972 | Bridge Replacement | |
| Mossmain Intch - West Blgs Intch | 9198 | Pavement Preservation w/ signal improvements at off ramps | |
| Billings Bypass - Johnson Lane Interchange | 4199-007 | Reconstruction of existing Interchange to a diverging diamond design | |
| Lockwood Intechange - Billings | 9978 | 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 | |
| Montana Ave Crosswalks - Billings | 9998 | Sidewalk Improvements ADA Compliance | |
| **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 | |
| Jct Main & 87 to Worden | | Roadway Striping | |
| **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** | | | |
| BBWA Canal Connection | Local | Bike Pedestrian Path | Recreational Trails Program $44,355 Local (In-Kind) $84,652 |
| **Torgerson Trail Link** | **Local** | **Bike Pedestrian Path** | **Recreational Trails Program $28,500 Local (In-Kind) $30,000 Trail Head Only** |
| Various Projects | | Annual Operation and Maintenance | |
| **State Funded Maintenance** | | | |
| Various Maintenance Projects | | Maintenance | |

# Projects with Multiple Funding

## Billings ByPass

### Billings Bypass

Funding shown in thousands of dollars

| Project: Billings Bypass | Description | Phase | Program Schedule | | | | | | | Funding | Local | State | Federal | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sponsor: MDT | | | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | 2024+ | Source | | 13.42% | 86.58% | |
| **Billings Bypass** *UPN4199000* | Environmental Impact Statement | PE-EIS | 4,919.6 | | | | | | | EARMARK | | 660.2 | 4,259.4 | 4,919.6 |
| | Preliminary Engineering | PE | 9,679.0 | | | | | | | EARMARK | | 1,298.9 | 8,380.0 | 9,679.0 |
| | Preliminary Engineering | PE | 2,734.3 | 2,444.7 | | | | | | NH | | 695.0 | 4,484.0 | 5,179.1 |
| | Right of Way Acquisition | RW | 7,870.5 | | 3,549.5 | 6,550.0 | | | | MT/NH | | 2,411.6 | 15,558.4 | 17,970.0 |
| | Utility Moves | IC | | | 0.0 | | | | | NH | | 0.0 | 0.0 | 0.0 |
| *MDT* | | **Total** | **25,203.5** | **2,444.7** | **3,549.5** | **6,550.0** | **0.0** | **0.0** | | | | **5,065.7** | **32,681.9** | **37,747.7** |
| **Billings Bypass** *UPN4199002* | Construction of Five Mile Road | IC | 141.0 | 15.8 | | | | | | STPU | | 21.0 | 135.8 | 156.8 |
| **(Five Mile Road)** | | CN | | 6,077.5 | -210.9 | 5.5 | | | | STPU | | 788.0 | 5,084.1 | 5,872.1 |
| MDT | | **Total** | **141.0** | **6,093.3** | **-210.9** | **5.5** | **0.0** | **0.0** | | | | **809.1** | **5,219.9** | **6,028.9** |
| **Billings Bypass** *UPN4199003* | Construction of a new bridge | IC | | 416.2 | | | | | | NH | | 55.9 | 360.4 | 416.2 |
| **(Yellowstone River Bridge)** | over the Yellowstone River | CN | | 11,364.2 | | | | | | STPU | | 1,525.1 | 9,839.1 | 11,364.2 |
| | | CN | | 5,000.0 | | | | | | CMAQ | | 671.0 | 4,329.0 | 5,000.0 |
| | | CN | | 5,000.0 | | | | | | BRIDGE | | 671.0 | 4,329.0 | 5,000.0 |
| | | CN | | 15,009.8 | 2,110.7 | | | | | NH | | 2,297.6 | 14,822.9 | 17,120.5 |
| *MDT* | | **Total** | **0.0** | **36,790.2** | **2,110.7** | **0.0** | **0.0** | **0.0** | | | | **5,220.5** | **33,680.4** | **38,900.9** |
| **Billings Bypass** *UPN4199007* | Reconstruction of existing | IC | | | | | 2,000.0 | | | NH | | 268.4 | 1,731.6 | 2,000.0 |
| **(Johnson Lane Interchange)** | Interchange | CN | | | | | 2,412.4 | | | STPU | | 323.7 | 2,088.7 | 2,412.4 |
| | | CN | | | | | 6,200.0 | | | CMAQ | | 832.0 | 5,368.0 | 6,200.0 |
| | | CN | | | | | 3,800.0 | | | NH | | 510.0 | 3,290.0 | 3,800.0 |
| | | CN | | | | | 15,130.5 | | | NHFP | | 1,513.1 | 13,617.5 | 15,130.5 |
| | | CN | | | | | 15,661.7 | | | IM* | | 1,566.2 | 14,095.5 | 15,661.7 |
| *MDT* | | **Total** | **0.0** | **0.0** | **0.0** | **0.0** | **45,204.6** | **0.0** | | | | **5,013.4** | **40,191.2** | **45,204.6** |
| **Billings Bypass** *UPN4199005* | Construction of new bridge | IC | | | | 984.0 | | | | NH | | 132.1 | 851.9 | 984.0 |
| **(Railroad Overpass)** | over railroad | CN | | | | 21,778.4 | | | | NH | | 2,177.8 | 19,600.5 | 21,778.4 |
| *MDT* | | **Total** | **0.0** | **0.0** | **0.0** | **22,762.3** | **0.0** | **0.0** | | | | **2,309.9** | **20,452.5** | **22,762.3** |
| **Billings Bypass** *UPN4199006* | Construction of connection | IC | | | | | | 1,000.0 | | NH | | 134.2 | 865.8 | 1,000.0 |
| **(Johnson Lane Interchange to RR O'pass)** | from Interchange to RR O'pass | CN | | | | | | 8,397.6 | | NH | | 1,127.0 | 7,270.6 | 8,397.6 |
| *MDT* | | **Total** | | | | | | **9,397.6** | | | | **1,261.2** | **8,136.4** | **9,397.6** |
| **Billings Bypass** *UPN4199004* | Construction of connection | IC | | | | | | | 500.0 | NH | | 67.1 | 432.9 | 500.0 |
| **(Five Mile Rd to US 87)** | from Five Mile to US 87 | CN | | | | | | | 18,741.7 | NH | | 2,515.1 | 16,226.6 | 18,741.7 |
| *MDT* | | **Total** | | | | | | | **19,241.7** | | | **2,582.2** | **16,659.5** | **19,241.7** |
| **Totals** | | | **25,344.4** | **45,328.3** | **5,449.3** | **29,317.9** | **45,204.6** | **9,397.6** | **19,241.7** | | **0.0** | **22,262.0** | **157,021.8** | **179,283.8** |

*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

### I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

| Project: I-90 Yellowstone River Bridges | Description | Phase | Program Schedule | | | | | | | Funding | Local | State | Federal | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sponsor: MDT | | | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | 2024+ | Source | | 13.42% | 86.58% | |
| **I-90 Yellowstone River Bridges** | Reconstruction of Interstate | PE | 6,287.8 | 161.8 | 172.2 | | | | | BRIDGE | | 888.7 | 5,733.2 | 6,621.8 |
| UPN 7972 | bridges over the Yellowstone | RW | | 240.0 | | -60.0 | | | | IM* | | 18.0 | 162.0 | 180.0 |
| | River | IC | | | 341.2 | | | | | IM* | | 34.1 | 307.1 | 341.2 |
| | | CN | | | 63,354.4 | | | | | BRIDGE | | 8,502.2 | 54,852.2 | 63,354.4 |
| | | CN | | | 4,384.0 | | | | | IM* | | 384.0 | 4,000.0 | 4,384.0 |
| | | 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** | **85,576.8** | **-60.0** | **0.0** | **0.0** | **0.0** | | | **12,152.0** | **80,054.5** | **92,206.4** |
| **Totals** | | | **6,287.8** | **401.8** | **85,576.8** | **-60.0** | **0.0** | **0.0** | **0.0** | | | **12,152.0** | **80,054.5** | **92,206.4** |

*CN estimates include CE costs*

**IM funding split is 90% Federal/10% State*

# Estimated Revenue

## Estimated Revenue

Amounts shown in thousands of dollars

| Federal | | | | | STP/S*/X* | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fiscal Year | CMAQ** | STPU* | IM* | NH* | NHFP* | SFCN | STPP* | RRS | HSIP* | BR* | UPP* | MACI* | BUILD** | TA* | SUBTOTAL |
| *Carryover* | 5,841.8 | 20,037.6 | | | | | | | | | | | | | 25,879.4 |
| FFY 2020 | 1,390.2 | 2,489.8 | 2,073.3 | 29,177.0 | 0.0 | 1,082.0 | 0.0 | 225.5 | 2,071.1 | 6,739.8 | 723.0 | 2,139.5 | 0.0 | 380.7 | 48,491.9 |
| FFY 2021 | 1,390.2 | 2,489.8 | 9,893.8 | 8,764.0 | 17,325.0 | 15.5 | 0.0 | -7.9 | 7,888.8 | 63,858.2 | 1,632.7 | 960.7 | 0.0 | 300.0 | 114,510.8 |
| FFY 2022 | 1,390.2 | 2,489.8 | 18,305.8 | 36,748.5 | 0.0 | 0.0 | 0.0 | 0.0 | 10,170.6 | 2,886.7 | 500.0 | 3,138.4 | 9,370.9 | 300.0 | 85,300.9 |
| FFY 2023 | 1,390.2 | 2,489.8 | 18,699.2 | 7,116.4 | 15,130.5 | 0.0 | 0.0 | 0.0 | 500.0 | 1,809.8 | 500.0 | 750.0 | 9,370.9 | 300.0 | 58,056.7 |
| FFY 2024 | 1,390.2 | 2,489.8 | 1,500.0 | 52,800.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1,138.8 | 1,796.8 | 500.0 | 1,193.5 | 0.0 | 300.0 | 63,109.6 |
| TOTAL | 12,793.0 | 32,486.5 | 50,472.0 | 134,606.4 | 32,455.5 | 1,097.5 | 0.0 | 217.6 | 21,769.3 | 77,091.3 | 3,855.7 | 8,182.1 | 18,741.8 | 1,580.7 | 395,349.3 |

| Federal | FTA 5307 | | FTA 5339 | | FTA 5310 | | GAS TAX | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Fiscal Year | Federal | Local | Federal | Local | Federal | Local | CITY | COUNTY | OTHER | TOTAL |
| *Carryover* | 0.0 | | 3,418.3 | | 22.0 | | | | | 29,319.7 |
| FFY 2020 | 4,733.9 | 1,891.4 | 514.0 | 695.1 | 134.6 | 23.8 | 1,739.8 | 313.8 | 2,225.5 | 60,763.7 |
| FFY 2021 | 1,910.3 | 1,910.3 | 473.7 | 135.2 | 104.5 | 20.8 | 1,739.8 | 313.8 | 1,569.8 | 122,688.9 |
| FFY 2022 | 1,929.3 | 2,548.3 | 420.0 | 105.0 | 160.0 | 29.3 | 1,726.8 | 324.8 | 1,585.0 | 94,129.4 |
| FFY 2023 | 1,948.7 | 1,948.7 | 420.0 | 105.0 | 160.0 | 29.3 | 1,726.8 | 324.8 | 2,432.4 | 67,152.3 |
| FFY 2024 | 1,968.2 | 1,968.2 | 420.0 | 105.0 | 160.1 | 29.3 | 1,726.8 | 324.8 | 1,615.6 | 71,427.5 |
| TOTAL | 12,490.4 | 10,266.7 | 5,666.1 | 1,145.3 | 719.2 | 132.5 | 8,660.0 | 1,602.0 | 9,428.2 | 445,481.6 |

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

**NOTES:**

These estimates are based on historical data and projections.

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

**Reflective of federal share only.

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

# Congestion Mitigation & Air Quality (CMAQ)

## Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

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

| Project / Sponsor | Description | Phase | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source: Local 13.42% | Funding Source: State 13.42% | Funding Source: Federal 86.58% | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Carryover (Federal)* | | | | 5,841.8 | 2,903.0 | 4,293.3 | 5,683.5 | 1,705.8 | | | | |
| *Estimated allocation (Federal)* | | | | 1,390.2 | 1,390.2 | 1,390.2 | 1,390.2 | 1,390.2 | | | | |
| **Billings Bypass** *UPN4199003* **(Yellowstone River Bridge)** | 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** *UPN4199007* **(Johnson Lane Interchange)** | Reconstruction of existing Interchange | CN | | | | | 6,200.0 | | | 832.0 | 5,368.0 | 6,200.0 |
| *MDT* | | **Total** | **0.0** | **0.0** | **0.0** | **0.0** | **6,200.0** | **0.0** | **0.0** | **832.0** | **5,368.0** | **6,200.0** |
| Project Adjustments/Closures | | | | | | | | | | | | |
| | | **CMAQ Totals** | | **5,000.0** | **0.0** | **0.0** | **6,200.0** | **0.0** | **0.0** | **1,503.0** | **9,697.0** | **11,200.0** |
| | | **Federal** | | **4,329.0** | **0.0** | **0.0** | **5,368.0** | **0.0** | | | | |
| | | **State** | | **671.0** | **0.0** | **0.0** | **832.0** | **0.0** | | | | |
| | | **Ending Balance (Federal)** | | **2,903.0** | **4,293.3** | **5,683.5** | **1,705.8** | **3,096.0** | | | | |

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.

CN estimates include CE costs

# Surface Transportation Program Urban (STPU)

## Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

| Project / Sponsor | Description | Phase | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source: Local | Funding Source: State 13.42% | Funding Source: Federal 86.58% | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Carryover* | | | | 20,037.6 | 5,069.8 | 7,770.5 | 10,254.8 | 10,332.1 | | | | |
| *Estimated Allocation (STPU)* | | | | 2,489.8 | 2,489.8 | 2,489.8 | 2,489.8 | 2,489.8 | | | | |
| **Billings Bypass** *UPN4199002* | Construction of Five Mile Road | IC | 141.0 | 15.8 | | | | | | 21.0 | 135.7 | 156.8 |
| **(Five Mile Road)** | | CN | | 6,077.6 | -211.0 | 5.5 | | | | 788.0 | 5,084.1 | 5,872.1 |
| *MDT* | | **Total** | **141.0** | **6,093.4** | **-211.0** | **5.5** | **0.0** | **0.0** | | **809.1** | **5,219.8** | **6,028.9** |
| **Billings Bypass** *UPN4199003* **(Yellowstone River Bridge)** | Construction of a new bridge over the Yellowstone River | CN | | 11,364.2 | | | | | | 1,525.1 | 9,839.1 | 11,364.2 |
| *MDT* | | **Total** | **0.0** | **11,364.2** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **1,525.1** | **9,839.1** | **11,364.2** |
| **Billings Bypass** *UPN4199007* **(Johnson Lane Interchange)** | Reconstruction of existing Interchange | CN | | | | | 2,412.4 | | | 323.7 | 2,088.7 | 2,412.4 |
| *MDT* | | **Total** | **0.0** | **0.0** | **0.0** | **0.0** | **2,412.4** | **0.0** | **0.0** | **323.7** | **2,088.7** | **2,412.4** |
| **Adjustment/Closures** | | | | | | | | | | | | |
| | | **STPU Totals** | | **17,457.6** | **-211.0** | **5.5** | **2,412.4** | **0.0** | **0.0** | **2,657.9** | **17,147.6** | **19,805.5** |
| | | **Federal** | | **15,114.8** | **-182.7** | **4.8** | **2,088.7** | **0.0** | | | | |
| | | **State** | | **2,342.8** | **-28.3** | **0.7** | **323.7** | **0.0** | | | | |
| | | **Balance** | | **5,069.8** | **7,770.5** | **10,254.8** | **10,332.1** | **12,821.9** | | | | |

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

# Interstate Maintenance (IM)

## Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

| Project / Sponsor | Description | Phase | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source: Local | Funding Source: State 13.42% | Funding Source: Federal 86.58% | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Carryover* | | | | 20,037.6 | 5,069.8 | 7,770.5 | 10,254.8 | 10,332.1 | | | | |
| *Estimated Allocation (STPU)* | | | | 2,489.8 | 2,489.8 | 2,489.8 | 2,489.8 | 2,489.8 | | | | |
| **Billings Bypass** *UPN4199002* | Construction of Five Mile Road | IC | 141.0 | 15.8 | | | | | | 21.0 | 135.7 | 156.8 |
| **(Five Mile Road)** | | CN | | 6,077.6 | -211.0 | 5.5 | | | | 788.0 | 5,084.1 | 5,872.1 |
| *MDT* | | **Total** | **141.0** | **6,093.4** | **-211.0** | **5.5** | **0.0** | **0.0** | | **809.1** | **5,219.8** | **6,028.9** |
| **Billings Bypass** *UPN4199003* **(Yellowstone River Bridge)** | Construction of a new bridge over the Yellowstone River | CN | | 11,364.2 | | | | | | 1,525.1 | 9,839.1 | 11,364.2 |
| *MDT* | | **Total** | **0.0** | **11,364.2** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **1,525.1** | **9,839.1** | **11,364.2** |
| **Billings Bypass** *UPN4199007* **(Johnson Lane Interchange)** | Reconstruction of existing Interchange | CN | | | | | 2,412.4 | | | 323.7 | 2,088.7 | 2,412.4 |
| *MDT* | | **Total** | **0.0** | **0.0** | **0.0** | **0.0** | **2,412.4** | **0.0** | **0.0** | **323.7** | **2,088.7** | **2,412.4** |
| **Adjustment/Closures** | | | | | | | | | | | | |
| | | **STPU Totals** | | **17,457.6** | **-211.0** | **5.5** | **2,412.4** | **0.0** | **0.0** | **2,657.9** | **17,147.6** | **19,805.5** |
| | | **Federal** | | **15,114.8** | **-182.7** | **4.8** | **2,088.7** | **0.0** | | | | |
| | | **State** | | **2,342.8** | **-28.3** | **0.7** | **323.7** | **0.0** | | | | |
| | | **Balance** | | **5,069.8** | **7,770.5** | **10,254.8** | **10,332.1** | **12,821.9** | | | | |

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

# National Highway (NH)*

## National Highway (NH)*

Funding shown in thousands of dollars

| Project / Sponsor | Description | Phase | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source: Local | Funding Source: State 13.42% | Funding Source: Federal 86.58% | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MDT-PREVENTATIVE MAINTENANCE - NH** | Maintenance | All | | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 | | 671.0 | 4,329.0 | 5,000.0 |
| *MDT* | | **Total** | | **1,000.0** | **1,000.0** | **1,000.0** | **1,000.0** | **1,000.0** | | **671.0** | **4,329.0** | **5,000.0** |
| **Billings Bypass** | New construction | PE | 2,734.3 | 2,444.7 | | | | | | 695.0 | 4,484.0 | 5,179.1 |
| UPN 4199-000 | | RW | | | 3,550.0 | 6,550.0 | | | | 1,355.4 | 8,744.6 | 10,100.0 |
| | | IC | | | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | | **Total** | **2,734.3** | **2,444.7** | **3,550.0** | **6,550.0** | **0.0** | **0.0** | **0.0** | **2,050.4** | **13,228.6** | **15,279.1** |
| **Billings Bypass - Yellowstone River Bridge** | New construction of bridge | IC | | 416.2 | | | | | | 55.9 | 360.4 | 416.2 |
| UPN 4199-003 | over the Yellowstone River | CN | | 15,009.8 | 2,110.7 | | | | | 2,297.6 | 14,822.9 | 17,120.5 |
| *MDT* | | **Total** | **0.0** | **15,426.0** | **2,110.7** | **0.0** | **0.0** | **0.0** | **0.0** | **2,353.4** | **15,183.3** | **17,536.7** |
| **Billings Bypass - Five Mile Rd to US 87** | Construction of connection | IC | | | | | | 500.0 | | 67.1 | 432.9 | 500.0 |
| UPN 4199-004 | from Five Mile to US 87 | CN | | | | | | 18,741.7 | | 2,515.1 | 16,226.6 | 18,741.7 |
| *MDT* | | **Total** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **19,241.7** | **0.0** | **2,582.2** | **16,659.5** | **19,241.7** |
| **Billings Bypass - RR O'pass** | New construction of | IC | | | | 984.0 | | | | 132.1 | 851.9 | 984.0 |
| UPN 4199-005 | RR O'pass | CN | | | | 21,778.4 | | | | 2,922.7 | 18,855.7 | 21,778.4 |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | | **Total** | **0.0** | **0.0** | **0.0** | **22,762.3** | **0.0** | **0.0** | **0.0** | **3,054.7** | **19,707.6** | **22,762.3** |
| **Billings Bypass - Johnson Ln. Intch - RR O'pass** | New construction of connection | IC | | | | | | 1,000.0 | | 134.2 | 865.8 | 1,000.0 |
| UPN 4199-006 | from Interchange to bridge | CN | | | | | | 8,397.6 | | 1,127.0 | 7,270.6 | 8,397.6 |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | | **Total** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **9,397.6** | **0.0** | **1,261.2** | **8,136.4** | **9,397.6** |
| **Billings Bypass - Johnson Lane Intch** | Reconstruction of existing | IC | | | | | 2,000.0 | | | 268.4 | 1,731.6 | 2,000.0 |
| UPN 4199-007 | Interchange | CN | | | | | **3,800.0** | | | 510.0 | 3,290.0 | 3,800.0 |
| | RP 455.5 | **Total** | **0.0** | **0.0** | **0.0** | **0.0** | **5,800.0** | **0.0** | **0.0** | **778.4** | **5,021.6** | **5,800.0** |
| **Exposition Dr. & 1st Ave. N. Blgs** | Interesction Improvements | PE | 1,192.3 | | | | | | | 160.0 | 1,032.3 | 1,192.3 |
| UPN 7908 | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| | | CN | | | | | | 2,085.0 | | 279.8 | 1,805.2 | 2,085.0 |
| *MDT* | RP .35 to 1.35 | **Total** | **1,192.3** | **0.0** | **0.0** | **0.0** | **0.0** | **2,085.0** | **0.0** | **439.8** | **2,837.4** | **3,277.2** |
| **27th St - 1st Ave S to Airport** | Mill and overlay | PE | 2,132.5 | | | | | | | 286.2 | 1,846.3 | 2,132.5 |
| UPN 7910 | | RW | 772.6 | | | -3.5 | | | | 103.2 | 665.9 | 769.1 |
| | | IC | 179.8 | | 22.2 | | | | | 27.1 | 174.8 | 201.9 |
| | | CN | 10,698.0 | 539.8 | 495.2 | | | | 321.8 | 1,574.6 | 10,158.4 | 12,054.8 |
| *MDT* | RP 0.0 to 3.0 | **Total** | **13,782.8** | **539.8** | **517.4** | **-3.5** | **0.0** | **0.0** | **321.8** | **1,991.1** | **12,845.5** | **15,158.4** |
| **Underpass Ave. Improvements** | Intersection Improvements | | | | | | | | | 0.0 | 0.0 | 0.0 |
| UPN 8669 | | CN | | | | 6,255.8 | | | | 839.5 | 5,416.3 | 6,255.8 |
| *MDT* | RP .51 to .72 | **Total** | **0.0** | **0.0** | **0.0** | **6,255.8** | **0.0** | **0.0** | **0.0** | **839.5** | **5,416.3** | **6,255.8** |
| **Main Street - Billings** | Pavement Preservation | PE | 668.2 | 130.0 | -17.0 | | | | | 104.8 | 676.4 | 781.2 |
| UPN 8717 | with micro-surfacing | RW | 180.0 | | | -34.2 | | | | 19.6 | 126.2 | 145.8 |
| | | IC | 77.3 | 38.5 | | | | | | 15.5 | 100.2 | 115.8 |
| | | CN | | 8,469.7 | | 192.9 | | | | 1,162.5 | 7,500.1 | 8,662.6 |
| *MDT* | RP 1.08 to 4.66 | **Total** | **925.5** | **8,638.2** | **-17.0** | **158.6** | **0.0** | **0.0** | **0.0** | **1,302.5** | **8,402.9** | **9,705.3** |
| **Airport Rd. & Main St. - Blgs** | Intersection Improvements | OT | 295.6 | | | | | | | 39.7 | 255.9 | 295.6 |
| UPN 8718 | | PE | 2,229.8 | | | | | | | 299.2 | 1,930.6 | 2,229.8 |
| | | RW | | | | | 61.2 | | | 8.2 | 53.0 | 61.2 |
| | | IC | | | | | 153.1 | | | 20.5 | 132.5 | 153.1 |
| | | CN | | | | | | 7,514.6 | | 1,008.5 | 6,506.1 | 7,514.6 |
| *MDT* | RP 1.5 to 2.2 | **Total** | **2,525.4** | **0.0** | **0.0** | **0.0** | **214.3** | **7,514.6** | **0.0** | **1,376.1** | **8,878.2** | **10,254.3** |
| **1st Ave. N - N 9th to RR Xing** | Reconstruction of roadway | PE | 1,746.7 | | 1,483.3 | | | | | 433.5 | 2,796.5 | 3,230.0 |
| UPN 9022 | Major Rehab | RW | | | 59.8 | | | | | 8.0 | 51.8 | 59.8 |
| | | IC | | | 59.8 | | | | | 8.0 | 51.8 | 59.8 |
| | | CN | | | | | | 10,795.5 | | 1,448.8 | 9,346.7 | 10,795.5 |
| *MDT* | N-115 RP 0.7 - RP .93 | **Total** | **1,746.7** | **0.0** | **1,603.0** | **0.0** | **0.0** | **10,795.5** | **0.0** | **1,898.3** | **12,246.8** | **14,145.1** |
| **Zoo Drive Improvements** | Intersection Improvements | PE | 128.2 | | | | | | | 17.2 | 111.0 | 128.2 |
| UPN 9597 | I-90 RP 442.9 to 444.3 | CN | | | | | | 2,766.1 | | 371.2 | 2,394.9 | 2,766.1 |
| *MDT* | U-1011 RP 2.36 to 3.04 | **Total** | **128.2** | **0.0** | **0.0** | **0.0** | **0.0** | **2,766.1** | **0.0** | **388.4** | **2,505.8** | **2,894.3** |
| **1st Ave. N - RR Xing to Broadway** | Reconstruction of roadway | PE | | 500.0 | | | | | | 67.1 | 432.9 | 500.0 |
| UPN 9880 | Major Rehab | RW | | | | 12.6 | | | | 1.7 | 10.9 | 12.6 |
| | | IC | | | | 12.6 | | | | 1.7 | 10.9 | 12.6 |
| CN outside of TIP Timeframe 2025 | | CN | | | | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | N-115 RP 0.93 - RP 1.45 | **Total** | **0.0** | **500.0** | **0.0** | **25.2** | **0.0** | **0.0** | **0.0** | **70.5** | **454.7** | **525.2** |
| **1st Ave. N - Broadway to Division** | Reconstruction of roadway | PE | | 500.0 | | | | | | 67.1 | 432.9 | 500.0 |
| UPN 9881 | Major Rehab | RW | | | | | 12.6 | | | 1.7 | 10.9 | 12.6 |
| | | IC | | | | | 12.6 | | | 1.7 | 10.9 | 12.6 |
| CN outside of TIP Timeframe 2026 | | CN | | | | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | N-115 RP 1.45 to RP 2.05 | **Total** | **0.0** | **500.0** | **0.0** | **0.0** | **25.2** | **0.0** | **0.0** | **70.5** | **454.7** | **525.2** |
| **Montana Ave Crosswalks - BLGS** | Sidewalk Improvements | PE | | 128.2 | | | | | | 17.2 | 111.0 | 128.2 |
| UPN 9998 | ADA compliance | RW | | | | | 25.6 | | | 3.4 | 22.2 | 25.6 |
| | | IC | | | | | 51.3 | | | 6.9 | 44.4 | 51.3 |
| CN outside of TIP Timeframe 2025 | | CN | | | | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | N-113 RP .17 to RP 4.25 | **Total** | **0.0** | **128.2** | **0.0** | **0.0** | **76.9** | **0.0** | **0.0** | **27.5** | **177.6** | **205.2** |
| **NH TOTAL** | | | **23,035.2** | **29,177.0** | **8,764.0** | **36,748.5** | **7,116.4** | **52,800.4** | **321.8** | **21,155.5** | **136,486.1** | **157,963.4** |

*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)*

## National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

| Project Sponsor | Description | Phase | | | | | | | Funding Source | | | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Local | State | Federal | |
| | | | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | | 13.42% | 86.58% | |
| **Billings Bypass UPN4199007** | Reconstruction of existing | CN | | | | | 15,130.5 | | | 2,030.5 | 13,100.0 | 15,130.5 |
| (Johnson Lane Interchange) | Interchange | | | | | | | | | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | | **Total** | **0.0** | **0.0** | **0.0** | **0.0** | **15,130.5** | **0.0** | **0.0** | **2,030.5** | **13,100.0** | **15,130.5** |
| **I-90 Yellowstone River Bridges** | Reconstruction of | CN | | | 17,325.0 | | | | | 2,325.0 | 15,000.0 | 17,325.0 |
| UPN 7972 | interstate bridges | | | | | | | | | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | I-90 RP 450.09 to 452.73 | **Total** | **0.0** | **0.0** | **17,325.0** | **0.0** | **0.0** | **0.0** | **0.0** | **2,325.0** | **15,000.0** | **17,325.0** |
| **NHFP TOTAL** | | | **0.0** | **0.0** | **17,325.0** | **0.0** | **15,130.5** | **0.0** | **0.0** | **4,355.5** | **28,100.0** | **32,455.5** |

*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 Highw ay Performance Program.

CN estimates include CE costs

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

## 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Local | State | Federal | |
| Sponsor | | | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | | 13.42% | 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 |
| *MDT* | RP 1 to 1.6 | **Total** | **1,075.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **144.3** | **930.7** | **1,075.0** |
| **SF 169 Rimrock & 62nd St. W** | Intersection Improvement | OT | 563.8 | -64.8 | | | | | | 67.0 | 432.0 | 499.0 |
| UPN 9383 | Study | | | | | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | RP 2.4 to 2.8 | **Total** | **563.8** | **-64.8** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **67.0** | **432.0** | **499.0** |
| **Lockwood Interchange** | Interchange Improvement | OT | 300.0 | 1,146.8 | | | | | | 194.2 | 1,252.6 | 1,446.8 |
| UPN 9588 | Study | | | | | | | | | | | |
| *MDT* | RP 450 to 455.3 | **Total** | **300.0** | **1,146.8** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **194.2** | **1,252.6** | **1,446.8** |
| **Jct Main & 87 to Worden** | Roadway Epoxy Striping | OT | | | 15.5 | | | | | 2.1 | 13.4 | 15.5 |
| UPN | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | RP 0 to 2.453 | **Total** | **0.0** | **0.0** | **15.5** | **0.0** | **0.0** | **0.0** | **0.0** | **2.1** | **13.4** | **15.5** |
| **TOTALS** | | | **1,938.8** | **1,082.0** | **15.5** | **0.0** | **0.0** | **0.0** | **0.0** | **407.5** | **2,628.8** | **3,036.3** |

CN estimates include CE costs

# Surface Transportation Program Primary (STPP)

## Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

| Project / Sponsor | Description | Phase | | | | | | | Funding Source | | | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Local | State | Federal | |
| | | | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | 13.42% | 13.42% | 86.58% | |
| **No New Projects** | | Total | | | | | | | | | | |
| **STPP TOTALS** | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

CN estimates include CE costs

# Railroad Crossing (RRS)

## Railroad Crossing (RRS)

Funding shown in thousands of dollars

| Project / Sponsor | Description | Phase | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source: Local | Funding Source: State 10.00% | Funding Source: Federal 90.00% | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RRXING - STEFFES RD - BILLINGS** | Upgrade Rail grade crossing signals | PE | | 9.0 | -7.9 | | | | | 0.1 | 1.0 | 1.1 |
| UPN 9827 | | CN | | 216.5 | | | | | | 21.7 | 194.9 | 216.5 |
| *MDT* | L-56-1059 RP 0.03 | **Total** | | **225.5** | **-7.9** | | | | | **21.8** | **195.8** | **217.6** |
| **TOTALS** | | | **0.0** | **225.5** | **-7.9** | **0.0** | **0.0** | **0.0** | **0.0** | **21.8** | **195.8** | **217.6** |

CN estimates include CE costs

# Highway Safety Improvement Program (HSIP)

## Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

| Project / Sponsor | Description | Phase | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source: Local | Funding Source: State 10.00% | Funding Source: Federal 90.00% | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **SAFETY PROJECTS** | Various Locations | ALL | | 500.0 | 500.0 | 500.0 | 500.0 | 500.0 | | 250.0 | 2,250.0 | 2,500.0 |
| *MDT* | | **Total** | | **500.0** | **500.0** | **500.0** | **500.0** | **500.0** | **0.0** | **250.0** | **2,250.0** | **2,500.0** |
| **SF 129 - Rndabout King 56th** | Intersection Improvements - | PE | 887.3 | 61.7 | 43.5 | | | | | 99.2 | 893.2 | 992.5 |
| UPN 8052 | Roundabout | RW | 975.0 | | 555.0 | | | | | 153.0 | 1,377.0 | 1,530.0 |
| | | IC | 278.3 | | | | | | | 27.8 | 250.4 | 278.3 |
| | ST SEC RTE 532 | CN | 0.0 | | 4,200.0 | | | | | 420.0 | 3,780.0 | 4,200.0 |
| *MDT* | RP 15.4 to 15.7 | **Total** | **2,140.5** | **61.7** | **4,798.5** | **0.0** | **0.0** | **0.0** | **0.0** | **700.1** | **6,300.7** | **7,000.7** |
| **SF 139-CENTRAL & 56TH RNDABOUT** | Intersection Improvements - | PE | 723.9 | 69.9 | 62.7 | | | | | 85.7 | 770.9 | 856.5 |
| UPN 8611 | Roundabout | RW | 230.0 | 670.0 | | | | | | 90.0 | 810.0 | 900.0 |
| | | IC | 0.0 | | 127.0 | | | | | 12.7 | 114.3 | 127.0 |
| | L-56-504 | CN | 0.0 | | | 2,991.2 | | | | 299.1 | 2,692.1 | 2,991.2 |
| *MDT* | RP 1.7 TO RP 2.3 | **Total** | **953.9** | **739.9** | **189.7** | **2,991.2** | **0.0** | **0.0** | **0.0** | **487.5** | **4,387.2** | **4,874.7** |
| **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 | | 432.1 | | | | | 43.2 | 388.9 | 432.1 |
| *MDT* | U1033 RP .9-1.3 | **Total** | **297.0** | **-7.6** | **432.1** | **0.0** | **0.0** | **0.0** | **0.0** | **72.1** | **649.3** | **721.4** |
| **SF 169 RIMROCK & 62ND ST W** | Intersection Improvements - | PE | 0.0 | 750.0 | 158.9 | | | | | 90.9 | 818.0 | 908.9 |
| UPN 9383 | Roundabout | RW | 0.0 | | 125.0 | | | | | 12.5 | 112.5 | 125.0 |
| | | IC | 0.0 | | 750.0 | | | | | 75.0 | 675.0 | 750.0 |
| | | CN | 0.0 | | | 6,679.4 | | | | 667.9 | 6,011.5 | 6,679.4 |
| *MDT* | U1034 RP 2.4-2.8 | **Total** | **0.0** | **750.0** | **1,033.9** | **6,679.4** | **0.0** | **0.0** | **0.0** | **846.3** | **7,617.0** | **8,463.4** |
| **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 | | 225.0 | | | | | 22.5 | 202.5 | 225.0 |
| *MDT* | RP 3.5 | **Total** | **15.8** | **17.7** | **225.0** | **0.0** | **0.0** | **0.0** | **0.0** | **25.9** | **232.7** | **258.5** |
| **SF 169 BLGS AREA SFTY IMPRV** | Installation of lighting and panel | PE | 21.3 | 2.8 | | | | | | 2.4 | 21.7 | 24.1 |
| UPN 9420 | delineation | CN | 111.1 | 4.5 | | | | | | 11.6 | 104.1 | 115.6 |
| *MDT* | I-90 RP 445.6-447.3 | **Total** | **132.4** | **7.3** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.0** | **125.8** | **139.7** |
| **SF 169 I90 W KING AVE LIGHTING** | Installation of lighting and panel | PE | 44.8 | | 13.9 | | | | | 5.9 | 52.8 | 58.7 |
| UPN 9421 | delineation | CN | 0.0 | | 695.8 | | | | | 69.6 | 626.2 | 695.8 |
| *MDT* | I-90 RP 445.6-447.3 | **Total** | **44.8** | **0.0** | **709.6** | **0.0** | **0.0** | **0.0** | **0.0** | **75.4** | **679.0** | **754.4** |
| **SF 169 I90 SF 169 BLGS DISTRIC SFTY IM** | Installation of signage and panel | PE | 13.0 | | | | | | | 1.3 | 11.7 | 13.0 |
| UPN 9423 | delination | CN | 124.3 | 2.1 | | | | | | 12.6 | 113.7 | 126.4 |
| *MDT* | Various Locations | **Total** | **137.3** | **2.1** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **13.9** | **125.4** | **139.4** |
| **ZOO DRIVE IMPROVEMENTS - BLGS** | Safety Improvements for Traffic Opera | PE | 0.0 | | | | | | | 0.0 | 0.0 | 0.0 |
| UPN 9597 | | CN | 0.0 | | | | | 638.8 | | 63.9 | 574.9 | 638.8 |
| *MDT* | Various Locations | **Total** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **638.8** | **0.0** | **63.9** | **574.9** | **638.8** |
| **HSIP Totals** | | | **3,721.8** | **2,071.1** | **7,888.8** | **10,170.6** | **500.0** | **1,138.8** | **0.0** | **2,549.1** | **22,942.0** | **25,491.1** |

CN estimates include CE costs

# Bridge Program

## Bridge Program

Funding shown in thousands of dollars

| Project / Sponsor | Description | Phase | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source: Local | Funding Source: State 13.42% | Funding Source: Federal 86.58% | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BBP-YELLOWSTONE RIVER** | Bridge rehabs | | | | | | | | | 0.0 | 0.0 | 0.0 |
| UPN 4199-003 | | CN | | 5,000.0 | | | | | | 671.0 | 4,329.0 | 5,000.0 |
| *MDT* | Statewide | **Total** | **0.0** | **5,000.0** | **0.0** | **0.0** | **0.0** | **0.0** | | **671.0** | **4,329.0** | **5,000.0** |
| **2012 SCOUR MITIGATION** | Bridge rehabs | PE | 111.9 | | -2.7 | | | | | 14.7 | 94.6 | 109.3 |
| UPN 7960 | | RW | 560.0 | 142.0 | 71.0 | | | | | 103.7 | 669.3 | 773.0 |
| One project in MPO | Using 20% for costs | CN | | 432.8 | 250.9 | | | | | 91.8 | 592.0 | 683.7 |
| *MDT* | Statewide | **Total** | **671.9** | **574.8** | **319.2** | **0.0** | **0.0** | **0.0** | | **210.2** | **1,355.8** | **1,566.0** |
| **I-90 Yellowstone River** | | PE | 6,287.8 | 161.8 | 172.2 | | | | | 888.7 | 5,733.2 | 6,621.8 |
| UPN 7972 | | CN | | | 63,354.4 | | | | | 8,502.2 | 54,852.2 | 63,354.4 |
| *MDT* | RP 2.7 to 3.0 | **Total** | **6,287.8** | **161.8** | **63,526.6** | **0.0** | **0.0** | **0.0** | | **9,390.8** | **60,585.4** | **69,976.2** |
| **BR PRES COLUMBUS JOLIET AREA** | Minor bridge rehab | PE | 166.3 | | | | | | | 22.3 | 144.0 | 166.3 |
| UPN 9552 | | IC | | | | | | | | 0.0 | 0.0 | 0.0 |
| One project in MPO | Using 33% for costs | CN | | | | | | 1,796.8 | | 241.1 | 1,555.7 | 1,796.8 |
| *MDT* | U-1033 RP 0.9 to 1.1 | **Total** | **166.3** | **0.0** | **0.0** | **0.0** | **0.0** | **1,796.8** | | **263.5** | **1,699.7** | **1,963.1** |
| **SHILOH RD / I-90 BRIDGE - BLGS** | Bridge rehab | PE | 309.9 | | | | | | | 41.6 | 268.3 | 309.9 |
| UPN 9720 | | IC | | | 12.4 | | | | | 1.7 | 10.7 | 12.4 |
| | | CN | | | | 2,810.8 | | | | 377.2 | 2,433.6 | 2,810.8 |
| *MDT* | U-1031 RO 5.0 to 5.3 | **Total** | **309.9** | **0.0** | **12.4** | **2,810.8** | **0.0** | **0.0** | | **420.5** | **2,712.6** | **3,133.1** |
| **MONTANA AVE OVERPASS- BILLINGS** | Bridge rehab | PE | | 253.1 | | | | | | 34.0 | 219.1 | 253.1 |
| UPN 9913 | | RW | | | | 38.0 | | | | 5.1 | 32.9 | 38.0 |
| | | IC | | | | 38.0 | | | | 5.1 | 32.9 | 38.0 |
| | | CN | | | | | 1,809.8 | | | 242.9 | 1,566.9 | 1,809.8 |
| *MDT* | N113 RP1.82 TO 1.92 | **Total** | **0.0** | **253.1** | **0.0** | **75.9** | **1,809.8** | **0.0** | | **287.0** | **1,851.8** | **2,138.8** |
| **MONTANA AVE STRUCTURES - BLGS** | Bridge Study | OT | | 750.0 | | | | | | 100.7 | 649.4 | 750.0 |
| UPN 9914 | | | | | | | | | | 0.0 | 0.0 | 0.0 |
| *MDT* | N113 RP1.82 TO 1.92 | **Total** | **0.0** | **750.0** | **0.0** | **0.0** | **0.0** | **0.0** | | **100.7** | **649.4** | **750.0** |
| **BR TOTAL** | | | **7,435.9** | **6,739.8** | **63,858.2** | **2,886.7** | **1,809.8** | **1,796.8** | **0.0** | **11,343.5** | **73,183.6** | **84,527.2** |

CN estimates include CE costs

# Urban Pavement Preservation (UPP)

## Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

| Project / Sponsor | Description | Phase | Program Schedule | | | | | | Funding Source | | | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Local | State | Federal | |
| | | | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | | 13.42% | 86.58% | |
| **URBAN PAVEMENT PRESERVATION** | | ALL | | 500.0 | 500.0 | 500.0 | 500.0 | 500.0 | | 335.5 | 2,164.5 | 2,500.0 |
| *MDT* | Various Locations | **Total** | | **500.0** | **500.0** | **500.0** | **500.0** | **500.0** | **0.0** | **335.5** | **2,164.5** | **2,500.0** |
| **SHILOH ROAD - BILLINGS** | Pavement Preservation | PE | 45.4 | -30.2 | | | | | | 2.0 | 13.2 | 15.2 |
| UPN 9502 | | CN | | 53.4 | | | | | | 7.2 | 46.2 | 53.4 |
| *MDT* | U-1031 RP 4.4-5.4 | **Total** | **45.4** | **23.2** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **9.2** | **59.4** | **68.6** |
| **KING AVE E - BILLINGS** | Pavement Preservation | PE | 26.0 | -12.7 | | | | | | 1.8 | 11.5 | 13.3 |
| UPN 9505 | | CN | | 42.4 | | | | | | 5.7 | 36.7 | 42.4 |
| *MDT* | U-1026 RP 1.7-2.2 | **Total** | **26.0** | **29.7** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **7.5** | **48.2** | **55.7** |
| **HARDIN ROAD - BILLINGS** | Pavement Preservation | PE | 26.0 | -10.5 | | | | | | 2.1 | 13.4 | 15.5 |
| UPN 9506 | | CN | | 180.6 | | | | | | 24.2 | 156.4 | 180.6 |
| *MDT* | U-1028 RP 0-2.1 | **Total** | **26.0** | **170.1** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **26.3** | **169.8** | **196.1** |
| **GRAND-24TH TO ZIMMERMAN (BLGS)** | Pavement Preservation | PE | 77.9 | | 6.5 | | | | | 11.3 | 73.0 | 84.3 |
| UPN 9509 | | CN | | | 1,126.3 | | | | | 151.1 | 975.1 | 1,126.3 |
| *MDT* | U-1004 RP .8- RP2 | **Total** | **77.9** | **0.0** | **1,132.7** | **0.0** | **0.0** | **0.0** | **0.0** | **162.5** | **1,048.1** | **1,210.6** |
| **UPP TOTAL** | | | **175.2** | **723.0** | **1,632.7** | **500.0** | **500.0** | **500.0** | **0.0** | **540.9** | **3,489.9** | **4,030.9** |

CN estimates include CE costs

# Montana Air and Congestion Initiative (MACI)-Discretionary Program

## Montana Air and Congestion Initiative (MACI)-DISCRETIONARY PROGRAM

Funding shown in thousands of dollars

| Project / Sponsor | Description | Phase | Pre-2020 | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source: Local 13.42% | Funding Source: State 13.42% | Funding Source: Federal 86.58% | Total Project Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ADA COMPLIANCE** | | All | | 500.0 | 500.0 | 500.0 | 500.0 | 500.0 | | 335.5 | 2,164.5 | 2,500.0 |
| *MDT* | ADA upgrades | **Total** | | **500.0** | **500.0** | **500.0** | **500.0** | **500.0** | | **335.5** | **2,164.5** | **2,500.0** |
| **TRAFFIC MITIGATION** | | All | | 250.0 | 250.0 | 250.0 | 250.0 | 250.0 | | 167.8 | 1,082.3 | 1,250.0 |
| *MDT* | Signalization | **Total** | | **250.0** | **250.0** | **250.0** | **250.0** | **250.0** | | **167.8** | **1,082.3** | **1,250.0** |
| **27th St - 1st Ave S to Airport** | Mill and overlay | | | | | | | | | | | |
| UPN 7910 | | CN | 5,500.0 | 197.1 | 22.4 | | | | | 767.6 | 4,951.9 | 5,719.5 |
| *MDT* | HWAY RT 53/MT3 RP1.1 TO 3.0 | **Total** | **5,500.0** | **197.1** | **22.4** | **0.0** | **0.0** | **0.0** | **0.0** | **767.6** | **4,951.9** | **5,719.5** |
| **Underpass Ave. Improvements** | Intersection Improvements | PE | 1,167.6 | | | | | | | 156.7 | 1,010.9 | 1,167.6 |
| | | IC/RW | | 110.0 | 188.3 | | | | | 40.0 | 258.3 | 298.3 |
| UPN 8669 | | CN | | | | 955.4 | | | | 128.2 | 827.2 | 955.4 |
| *MDT* | RP .51 to .72 | **Total** | **1,167.6** | **110.0** | **188.3** | **955.4** | **0.0** | **0.0** | **0.0** | **324.9** | **2,096.3** | **2,421.3** |
| **Main Street - Billings** | Pavement Preservation | | | | | | | | | | | |
| UPN 8717 | with micro-surfacing | CN | | 1,000.0 | | | | | | 134.2 | 865.8 | 1,000.0 |
| *MDT* | RP 1.08 to 4.66 | **Total** | **0.0** | **1,000.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **134.2** | **865.8** | **1,000.0** |
| **Mossmain Intch-West Bigs Inch** | Pavement Preservation | | | | | | | | | | | |
| UPN 9198 | Not all locations inside MPO boundary | CN | | | | 443.5 | | | | 59.5 | 384.0 | 443.5 |
| *MDT* | I-90 RP 437.12 to 446.7 | **Total** | **0.0** | **0.0** | **0.0** | **443.5** | **0.0** | **443.5** | **0.0** | **59.5** | **384.0** | **443.5** |
| **LAUREL ROAD SIGNALS - BILLINGS** | INT UPGRADE/SIGNALS | PE | 51.2 | 82.4 | | | | | | 17.9 | 115.6 | 133.6 |
| *UPN 9568* | | IC | | | | 6.5 | | | | 0.9 | 5.6 | 6.5 |
| *Route N-113* | RP .6 and 1.3 | CN | | | | 983.1 | | | | 131.9 | 851.1 | 983.1 |
| *MDT* | Various Locations | **Total** | **51.2** | **82.4** | **0.0** | **989.6** | **0.0** | **0.0** | **0.0** | **150.7** | **972.4** | **1,123.1** |
| | | **Total** | **6,718.8** | **2,139.5** | **960.7** | **3,138.4** | **750.0** | **1,193.5** | **0.0** | **1,940.2** | **12,517.2** | **14,457.4** |

CN estimates include CE costs

# Transportation Alternatives

## Transportation Alternatives

Funding shown in thousands of dollars

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

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

CN estimates include CE costs

# Earmarks

## EARMARKS

Funding shown in thousands of dollars

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

CN estimates include CE costs

# Better Utilizing Investments to Leverage Development (BUILD) Grant Program

## Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Funding shown in thousands of dollars

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

*CN estimates include CE costs*

# Federal Transit Administration Section 5307 CARES Act*

## Federal Transit Administration Section 5307 CARES Act*

Funding shown in thousands of dollars

| Project / Sponsor | Description | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source: Local 0% | Funding Source: Federal 100% | Total Estimated Obligation FY2020-2024 |
|---|---|---|---|---|---|---|---|---|---|---|
| *Carryover* | | | 0.0 | 5,358.5 | 7,123.4 | 2,584.5 | 0.0 | | | |
| *5311 Transfer from State (Federal Share - CARES)* | | | | 1,237.8 | | | | | | |
| *American Rescue Plan* | | | | 1,346.7 | | | | | | |
| *Allocation* | | | 5,358.5 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| **Bus Purchases** | Purchase six (6) | | | | | | | | | 0.0 |
| *MET Transit* | replacement ADA | | | | | | | 0.0 | 0.0 | 0.0 |
| | Heavy Duty Buses | | | | | | | 0.0 | 0.0 | 0.0 |
| **Bus purchases moved to 5307* | | **Total** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** |
| **Facility Improvement and Technology** | Training Lot Construction | | | | | | | | | |
| *MET Tranist* | Electronic Fare System | | | | | | | | | |
| **Tech moved to 5339B and Facility to 5339A* | | **Total** | **0.0** | **0.0** | | | | **0.0** | **0.0** | **0.0** |
| **Operations** | Transit Operations | | | | | | | | | |
| *MET Transit* | | | | 819.7 | 4,538.8 | 2,584.5 | | 0.0 | 7,943.0 | 7,943.0 |
| | | **Total** | **0.0** | **819.7** | **4,538.8** | **2,584.5** | **0.0** | **0.0** | **7,943.0** | **7,943.0** |
| **SECTION 5307 CARES TOTALS*** | | | **0.0** | **819.7** | **4,538.8** | **2,584.5** | **0.0** | **0.0** | **7,943.0** | **7,943.0** |
| **Federal** | | | **0.0** | **819.7** | **4,538.8** | **2,584.5** | **0.0** | | | |
| **Local** | | | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | | | |
| **Ending Balance (Federal)** | | | **5,358.5** | **7,123.4** | **2,584.5** | **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*

## Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

| Project<br>Sponsor | Description | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source<br>Local<br>% VARIES*** | State | Federal<br>% VARIES*** | Total Estimated Obligation FY2020-2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| *Carryover* | | | 0.0 | 0.0 | 184.0 | 2,617.7 | 3,266.5 | | | | |
| *5311 Transfer from State(Fed Share)* | 5311 CARES transfer | | | 0.0 | | | | | | | |
| *Allocation (Estimated)(Fed Share)* | moved to CARES table | | 1,891.4 | 1,891.5 | 2,433.7 | 2,433.7 | 2,433.7 | | | | |
| **Bus & Passenger Amenities/Equipment** | | | | | | | | | | | 0.0 |
| Supportive Equipment | 80/20 Match | | | **81.2** | | | | 16.2 | | 64.9 | 81.2 |
| Ammenities | | | | | | | | 0.0 | | 0.0 | 0.0 |
| Facilities | | | | | | | | 0.0 | | 0.0 | 0.0 |
| *Met Transit* | | **Total** | **0.0** | **81.2** | **0.0** | **0.0** | **0.0** | **16.2** | | **64.9** | **81.2** |
| **Transit Operations*** ** | | | | | | | | | | | |
| *Met Transit* | 50/50 Match | **Total** | **3,782.7** | **0.0** | **0.0** | **3,569.6** | **6,533.0** | **6,942.7** | | **6,942.7** | **13,885.4** |
| **Purchase buses** | | | | | | | | 0.0 | | 0.0 | 0.0 |
| Replacement Buses | 85/15 Match | | | 1,932.4 | | | | 289.9 | | 1,642.6 | 1,932.4 |
| | | | | | | | | 0.0 | | 0.0 | 0.0 |
| | | | | | | | | 0.0 | | 0.0 | 0.0 |
| *Met Transit* | | **Total** | **0.0** | **1,932.4** | **0.0** | **0.0** | **0.0** | **289.9** | | **1,642.6** | **1,932.4** |
| **SECTION 5307 TOTALS*** | | | **3,782.7** | **2,013.6** | **0.0** | **3,569.6** | **6,533.0** | **7,248.8** | **0.0** | **8,650.2** | **15,898.9** |
| **Federal** | | | **1,891.4** | **1,707.5** | **0.0** | **1,784.8** | **3,266.5** | | | | |
| **Local** | | | **1,891.4** | **302.0** | **0.0** | **1,784.8** | **3,266.5** | | | | |
| **Ending Balance (Federal)** | | | **0.0** | **184.0** | **2,617.7** | **3,266.5** | **2,433.7** | | | | |

*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, Capital 80/20, ADA Captial 85/15

CARES Act is 100% federally funded

# Federal Transit Administration Section 5339

## Federal Transit Administration Section 5339 Formula

Funding shown in thousands of dollars

| Project<br>Sponsor | Description | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source<br>Local<br>% VARIES* | <br>State | <br>Federal<br>% VARIES* | Total Estimated Obligation FY2020-2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| *Carryover*<br>*Allocation (Estimated)* | | | 1,853.5<br>353.3 | 2,057.5<br>473.7 | 1,000.5<br>455.9 | 756.5<br>455.9 | 640.4<br>455.9 | | | | |
| **Bus Purchases**<br>*Met Transit* | Replacement<br>85/15 for ada | | **122.0** | **1,775.5** | **0.0** | **0.0** | **0.0** | **284.6** | | **1,612.9** | 0.0<br>**1,897.5** |
| **Bus and Bus Technology**<br>*Met Transit* | Upgrade | | **0.0** | **99.8** | **17.0** | **120.0** | **0.0** | **47.4** | | **189.4** | **236.8** |
| **Bus Passenger Amenities**<br>*Met Transit* | Upgrade | | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | | **0.0** | **0.0** |
| **Bus Facilities and Support**<br>*Met Transit* | Upgrade facility, systems, training lots | | **56.9** | **38.2** | **857.8** | **70.0** | **0.0** | **204.6** | | **818.3** | **1,022.9** |
| **Bus, Facilities, and Technology**<br>*Met Transit*** | Upgrade facilities, replace buses, add technology | | **0.0** | **0.0** | **0.0** | **525.0** | **525.0** | **210.0** | | **840.0** | **1,050.0** |
| | | | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | | | |
| **SECTION 5339 TOTALS** | | | **179.0** | **1,913.5** | **874.8** | **715.0** | **525.0** | **746.6** | **0.0** | **3,460.7** | **4,207.3** |
| **Federal** | | | **149.3** | **1,530.8** | **699.9** | **572.0** | **420.0** | | | | |
| **Local** | | | **29.7** | **382.7** | **175.0** | **143.0** | **105.0** | | | | |
| **Balance** | | | **2,057.5** | **1,000.5** | **756.5** | **640.4** | **676.3** | | | | |

***Capital 80/20 Match, ADA Capital 85/15 Match**

PROJECTS (FY EXPENDED)

| 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|
| Powerplant Replacements | Replacment Buses | | | |
| | Dispatch Software | AVL Tablets | Fare Vending Machines | |
| | | | | |
| Lot Gate Security Cams Sander | Fuel System & DEF TANK | Training Lot | Security Cams Support Vehicle | |
| | | | Undecided | Undecided |

# Federal Transit Administration Section 5339 Competitive Funding

## Federal Transit Administration Section 5339 Competitive Funding

| Project<br>Sponsor | Description | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source<br>Local<br>% VARIES* | State | Federal<br>% VARIES* | Total Estimated Obligation FY2022-2026 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| *Carryover* | | | 2,200.0 | 2,200.0 | 2,128.4 | 3,028.0 | 0.0 | | | | |
| *Allocation* | | | 0.0 | 0.0 | 3,028.0 | | | | | | |
| **Rollingstock/Buses** | Replace | | | | | 1,680.0 | | | | | |
| *MET* | **85/15 ADA** | **Total** | **0.0** | **0.0** | **2,365.6** | **1,680.0** | **0.0** | **606.8** | | 3,438.7 | **4,045.6** |
| **Bus and Bus Facilities** | Technology | | | 79.5 | 92.8 | | | | | | |
| | Facility | | | 0.0 | 54.3 | 2,000.0 | | | | | |
| | Other (Training) | | | 10.0 | | | | | | | |
| *MET* | **80/20 Rate** | **Total** | **0.0** | **89.5** | **147.1** | **2,000.0** | **0.0** | **447.3** | | 1,789.3 | **2,236.6** |
| **SECTION 5339 TOTALS** | | | **0.0** | **89.5** | **2,512.7** | **3,680.0** | **0.0** | **1,054.2** | | **5,228.0** | **6,282.2** |
| **Federal** | | | **0.0** | **71.6** | **2,128.4** | **3,028.0** | **0.0** | | | | |
| **Local** | | | **0.0** | **17.9** | **384.3** | **252.0** | **0.0** | | | | |
| **Balance** | | | **2,200.0** | **2,128.4** | **3,028.0** | **0.0** | **0.0** | | | | |

***Capital 80/20 Match, ADA Capital 85/15 Match**

PROJECTS (FY EXPENDED)

| 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|
| | | Replacement Buses | | |
| | APCs<br>Workforce Training | Digital Fares<br>Support Vehicles | | |

# Federal Transit Administration Section 5310

## Federal Transit Administration Section 5310

Funding shown in thousands of dollars

| Project / Sponsor | Description | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Funding Source: Local % VARIES* | Funding Source: State | Funding Source: Federal % VARIES* | Total Estimated Obligation FY2020-2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| *Carryover* | | | | 0.0 | 50.6 | 210.6 | 244.2 | | | | |
| *Allocation (Estimated)* | | | 136.9 | 157.2 | 160.0 | 160.0 | 160.0 | | | | |
| **Paratransit Vehicles** | Purchase vehicles (ADA and Cutaway) for MET | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| | and other Coordination members as applicable | Purch. | | | ** | | | 0.0 | | 0.0 | 0.0 |
| *Met Transit and Coordination Group* | | | **161.1** | **125.3** | **170.9** | **148.8** | **210.0** | 122.4 | | 693.6 | **816.1** |
| **Traditional and Non-Traditional** | Projects to support identified community needs | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| **Projects** | but may be also be used for vehicles | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| | | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| | | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| *Met Transit and Coordination Group* | | | **0.0** | **0.0** | **0.0** | **0.0** | **60.0** | 12.0 | | 48.0 | **60.0** |
| | | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| | | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| | | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| | | Purch. | | | | | | 0.0 | | 0.0 | 0.0 |
| | | Purch. | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | | **0.0** | **0.0** |
| **SECTION 5310 TOTALS** | | | **161.1** | **125.3** | **170.9** | **148.8** | **270.0** | **134.4** | | **741.6** | **876.1** |
| **Federal** | | | **136.9** | **106.5** | **0.0** | **126.4** | **226.5** | | | | |
| **Local** | | | **24.2** | **18.8** | **0.0** | **22.3** | **43.5** | | | | |
| **Balance** | | | **0.0** | **50.6** | **210.6** | **244.2** | **177.7** | | | | |

NOTE: Indirect costs will be recovered on van/bus purchases.
Funding dependent on the outcome of a competitive process and funding availability.
*Capital Projects 80/20 match; ADA Capital 85/15 match
**Obligated in prior years; not reflected in totals; carryover and allocations are estimates based on MDT provided numbers

**PROJECTS (FY YEAR EXPENDED)**

| 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|
| 2 ADA Vans MET Transit | MET ADA Van; Aware Minivan | MET ADA van; COR ADA van (previous ob)** | MET ADA Van; COR ADA van and minivan | |
| | | | | |
| | | | | |

# TRANSADE (STATE FUNDED)

# TRANSADE(STATE FUNDED)

Funding shown in thousands of dollars

| Project<br>Sponsor | Description | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | State Funded 100% | Total Estimated Obligation FY2020-2024 |
|---|---|---|---|---|---|---|---|---|---|
| *Carryover* | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| *Allocation (Estimated)* | | | 100.0 | 76.8 | 100.0 | 100.0 | 100.0 | **476.8** | **476.8** |
| **Transit Operations** | Operating | | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | **500.0** | |
| *Met Transit* | | | **100.0** | **76.8** | **100.0** | **100.0** | **100.0** | **476.8** | **476.8** |
| **STATE TOTALS** | | | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **476.8** | **476.8** |

# 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, May 17, 2022<br>Attendance at Meeting: TAC Members, Planning Staff<br>Public Comment period |
| YC Planning Board: | Tuesday, June 28, 2022<br>Attendance at Meeting: Planning Board members, Planning Staff<br>Public Comment period |
| Billings City Council: | Monday, June 27, 2022<br>Attendance at Meeting: City Council Members, Staff<br>Public Comment period |
| YC Board of Commissioners: | Tuesday, June 21, 2022<br>Attendance at Meeting: Commissioners, Staff<br>Public Comment period |
| Policy Coordinating Committee: | July 19, 2022<br>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://www.ci.billings.mt.us/DocumentCenter/View/46951/2022-Public-Participation-and-Title-VI-Plan

# 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

_____

Dennis Cook, Planning Board President /Date

**Multiple Funding**

4199000 – Billings Bypass

Moved IC to individual units to be able to track unit costs. There was also an increase in IC costs due to utilities

4199002 – Billings Bypass Five Mile Road

Updated STPU CN costs for additional drainage features

4199007 – Billings Bypass Johnson Lane Interchange

Added NH IC

4199005 – Billings Bypass Railroad Overpass

Added NH IC

4199006 – Billings Bypass Johnson Lane Interchange to RR O'pass

Added NH IC

4199004 – Billings Bypass Five Mile Rd to US 87

Added NH IC

7972 – I-90 Yellowstone River Bridges

Reduced IM RW costs from preliminary estimates

**STPU**

4199002 – Billings Bypass Five Mile Road

See note above

**IM**

7972 – I-90 Yellowstone River Bridges

See Note Above

9198 – Mossmain Interchange West Billings Interchange

Updated PE Costs to programmed amount

Decreased CN Costs to match Scope of Work Amendment

**NH**

4199000 – Billings Bypass

See note above

4199007 – Billings Bypass Johnson Lane Interchange

See note above

4199005 – Billings Bypass Railroad Overpass

See note above

4199006 – Billings Bypass Johnson Lane Interchange to RR O'pass

See note above

4199004 – Billings Bypass Five Mile Rd to US 87

See note above

7910 – 27th St 1st Ave S to Airport

Updated RW to final cost

8717 – Main Street Billings

Updated CN costs for Public Involvement

**BR**

9552001-Bridge Preservation Columbus Joliet Area

Bridge preservation project on various structures in the Billings District. Project includes three bridges; however only one bridge is located in the MPO planning area (Structure 06769 South Billings).

**Transit Updates are as follows**:

- FEDERAL TRANSIT ADMINISTRATION SECTION 5307 CARES ACT
    - All capital projects moved from CARES 5307 funding to take advantage of better Capital match rates; state CARES funding transfer and ARP funding added to CARES 5307 table. All funds in CARES table are now reflected as Transit Operations.

- FEDERAL TRANSIT ADMINISTRATION SECTION 5307
    - Now includes Capital Projects in 2021 including Bus Replacement Purchase and Support Vehicle Purchases; allocation amounts updated for FY22 forward due to increases from Bipartisan Infrastructure Law

- FEDERAL TRANSIT ADMINISTRATION SECTION 5339
    - Two Tables now reflected to show projects programmed in FORMULA FUNDS and COMPETITIVE FUNDS; all projects were previously included in one table. Additional project tables added to show more specific project information for each source.

    - FORMULA FUNDING now includes Training Lot Capital project moved from CARES Funding sources.
    - COMPETITIVE FUND table now includes technology additions (Automated Passenger Counters, Digital Fare System) which had previously been included in both CARES funding and 5339 FORMULA FUNDING; COMPETITIVE FUNDS also now includes recently awarded $3,028,000 in Federal funds for additional bus replacements and facility improvements.

- FEDERAL TRANSIT ADMINISTRATION SECTION 5310
    - Table updated with most recently available funding figures as well as recently completed GRANT selections for Coordination Group projects to occur in FY23. Projects table added to provide more specific project information.

- TRANSADE
    - Updated with actual apportionment figures with decreased estimates for funding moving forward based on recent apportionments.

- Overall notations added to each funding table for updated Match Rate Info.

**Information**

## INTRODUCTION

The Billings Metropolitan Planning Organization (MPO) identified the need to conduct a Safe Routes to School (SRTS) Plan Update to evaluate walking and biking conditions for students attending elementary schools in the Billings Public Schools District. Through a competitive process, the MPO selected Toole Design as the consultant for this project. A project oversight committee consisting of representatives from the MPO, Billings City Council, Billings Public Schools, City of Billings Engineering Division, Healthy By Design, RiverStone Health, and community advocates provided feedback and helped guide the process throughout the development of the plan. This is an update to the City of Billings Safe Routes to School Study completed in August 2011 by the City of Billings Engineering Division.

The draft document is undergoing further staff review. As a result, this will be the first of two public hearings on this item. Final internal staff edits will be incorporated into the draft document ahead of the June 28 Planning Board meeting.

The goals of this plan are to:

- Evaluate current walking and biking conditions for students in the region
- Identify barriers or issues that might discourage students from walking or biking
- Recommend policy or programmatic changes that would encourage more students to walk or bike to school
- Develop a list of prioritized projects that can be built to improve walking and biking conditions for students
- Create walking route maps for all 22 public elementary schools in Billings

Project locations were identified through several sources:

- Geographic data showing gaps in pedestrian and bicycle infrastructure
- Crash locations showing crashes involving people biking or walking
- Interviews with principals
- Conversations with crossing guards
- Public input via an online interactive webmap and survey
- On the ground observations of either arrival or dismissal
- A walking audit of the .5-mile radius around the school

The body of the document identifies observed and reported safety concerns at project locations and describes the type of concern at that location. Examples of concerns include long crossing distances, turning vehicles not yielding, etc. Then, Section 4 of the Plan provides an infrastructure toolkit that offers some common engineering solutions that can be used to address the observed and reported concerns. A matrix helps identify possible solutions based on the type of concern.

Based on guidance from the project oversight committee, Section 5 prioritizes projects based on four criteria: traffic safety, feasibility, demand, and equity. Each category was assigned a certain number of points based on the metrics in the category. For example, traffic safety was based on the posted speed limit and the roadway classification. Points for each category were then added up for a total score. In the final draft of this document, projects will be grouped into short, medium, and long-term project categories. Due to a variety of other factors, projects will be selected based on category first and may not be completed exactly from highest to lowest score.

Section 6 of the Plan contains walking route maps for each school.

Appendix B includes school summaries including existing conditions maps for each school, data about the school, a summary of interviews with the principal and crossing guard, webmap comments, and on-the-ground observations. There are also project suggestions that are for planning purposes only and will require further analysis and design before implementation. Staff are making updates to these suggestions. These staff amendments will be incorporated into the plan prior to the next public hearing. An overview will be provided to the Planning Board during that time.

## RECOMMENDATION

Staff recommends that at the June 14 meeting, the Yellowstone County Board of Planning receive a presentation on the Safe Routes to School Plan Update and conduct a public hearing to receive public comment on the plan. A public hearing will also be held at the June 28 Planning Board meeting given the upcoming changes to the document. The Planning Board is scheduled to take formal action on the Plan and provide a recommendation to the Policy Coordinating Committee (PCC) at its June 28 meeting. The PCC is scheduled to take final action on the study at its meeting on July 19, 2022.

## VARIANCES REQUESTED
N/A

## DISCUSSION/STAKEHOLDERS
Stakeholders were engaged at various points throughout plan development, including through the interactive webmap, principal and crossing guard interviews, the Project Oversight Committee, and feedback from principals on walking route maps.

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### Attachments
Draft Safe Routes to School Plan Update - Currently under staff review

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# BILLINGS SAFE ROUTES TO SCHOOL

## Plan Update

**DRAFT - May 2022**

**Currently under staff review**



# Acknowledgements


**Elyse Monat, Billings MPO, Active Transportation Planner & Project Manager**

**Project Oversight Committee**

**Billings City Council**

- Bill Cole, Mayor
- Pam Purinton, City Council, Ward 4

**Billings Public Schools**

- Keith Adams, Billings School District
- Sondra Baker, Billings Public Schools
- Brenda Koch, Billings Public Schools
- Pam Meier, Arrowhead Elementary School
- Joe Walsh, Newman Elementary School

**City of Billings and Metropolitan Planning Agency**

- Mac Fogelsong, Billings Public Works
- Lora Mattox, Billings MPO
- Dakota Martonen, Billings Public Works
- Scott Walker, Billings MPO

**Community Organizations and Advocates**

- Kathy Aragon, Community Advocate
- Jed Barton, Living Independently for Today and Tomorrow
- Melissa Henderson, Healthy By Design Coalition
- Morgan Miller, RiverStone Health
- Elaine Archer, Advocate and Crossing Guard

**Consultant Team:**

**Toole Design**

- Sara Schooley, Project Manager
- Kerry Aszklar
- Sonia Haeckel
- Carly Haithcock
- Lisa Johnston-Smith
- Fernando Olivera
- Megan Seib



Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.


BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

TOOLE DESIGN

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# 1. Introduction

The Billings Safe Routes to School Plan Update ("the Plan") is an effort led by the Billings-Yellowstone County Metropolitan Planning Organization (Billings MPO). This effort builds off previous Safe Routes to School (SRTS) work, including a plan adopted in 2011[1] and additional efforts that have focused on encouraging students and their families walk and bike to school. This updated plan was completed collaboratively by Billings MPO staff and a consultant team, who were advised by a Project Oversight Committee (POC) consisting of MPO staff, school district staff, stakeholder organizations, and members of the public.

## 1.1 Goals of this Plan

Walking and biking are fun and healthy ways for students to get to school in Billings, and can also help reduce air pollution, build a sense of community, encourage more physical activity, promote safety, and save money. Unfortunately, many students and their families don't feel safe walking or biking to school because of busy streets, lack of sidewalk, unmarked crossings, or other issues.

This plan aims to recommend policy and programmatic changes, as well as identify and prioritize infrastructure projects that improve safety and accessibility for, and increase the number of, children walking and rolling to school in Billings.
The goals of this plan are as follows:

- Evaluate current walking and biking conditions for students in the region
- Identify barriers or issues that might discourage students from walking or biking
- Recommend policy or programmatic changes that would encourage more students to walk or bike to school
- Develop a list of prioritized projects that can be built to improve walking and biking conditions for students
- Create walking route maps for all 22 public elementary schools in Billings




1 The 2011 City of Billings Safe Routes to School Study can be found at https://www.billingsmtpublicworks.gov/DocumentCenter/View/180/SRTS-Report---FINAL-082411-PDF?bidId

# 1.2 How to Use this Plan

This Plan, like the SRTS program in general, has many audiences, all of which play important roles in making Billings a healthy place where students and their families can and want to walk or roll to school. This plan should be used by a variety of audiences and is organized to help each audience quickly and easily understand how the information can be applied. The following is a list of SRTS stakeholders and how they may use the plan. It should be noted that there may be more ways the plan can be used by additional community stakeholders that are not outlined below:

- **Billings MPO Staff.** The Billings MPO is the lead agency for SRTS infrastructure and planning policy efforts. Billings MPO staff should use **Section 2. Programmatic Recommendations** to evaluate their current SRTS programming and policies to identify opportunities to build a more holistic SRTS program that incorporates all Five E's of the SRTS program, as well as identify funding opportunities to ensure that the program is sustainable. Billings MPO staff can use **Section 3.Project Recommendations** to create project lists for the next 10 years and strategize the most effective use of funding opportunities that may align with identified SRTS projects.
- **City of Billings Public Works Department.** The Billings Public Works department is the main implementer of roadway projects, street maintenance, and traffic engineering. **Section 3. Project Recommendations, Section 4. Infrastructure Toolkit,** and **Section 5. Project Prioritization,** would be the most applicable and important pieces of this plan for Public Works as they look for identified SRTS project locations, design guidance, and project scheduling to inform their overall projections and planning for transportation improvements into the future.
- **Yellowstone County Safe Routes to School Committee.** The Yellowstone County Safe Routes to School Committee can use this document to work collaboratively towards programmatic and policy changes. The section most applicable to this committee is **Section 2. Programmatic Recommendations**, which can give the group and its member organizations direction and collaboration opportunities to continue to grow the program, as well as more equitably implement existing pieces of the SRTS program.
- **School Staff (Principals, Administration, Crossing Guards).** School staff can use this document to better understand SRTS efforts that may impact their school and students, as well as track and advocate for on-the-ground improvements near their school. They can use **Section 2. Programmatic Recommendations** to evaluate whether any programs may be appropriate for their students and **Section 3. Project Recommendations** to become educated on what projects are on the list near their school. **Section 6: School Walking Maps** may be the most useful section for school staff, as they can be sent directly to students and their families to help them decide on their best route to school.
- **Community Advocates.** Community advocates are often interested in understanding what programs or projects have been identified to better meet their goals for the community, whether those goals are around public health, reducing congestion, or getting more residents walking and biking. All the sections in this plan may be useful for community advocates in order to know what projects are upcoming and help them plan for how they can use their support or sway in community to move projects or other efforts forward.
- **Families and students.** While families and students are welcome to read and use any part of this plan, they will get the most value out of **Section 3. Project Recommendations** and **Section 6. School Walking Maps**. These section include information about potential projects at their specific school, as well as user-friendly walking and biking maps to help plan trips to and from school.



## 1.3 History of Billings' Safe Routes to School Program

SRTS is an international movement that uses programs, policies, and infrastructure to encourage children to walk and bicycle to school. SRTS programs seek to improve safety conditions near schools and encourage more walking and bicycling when it is safe to do so. Nationally, walking and bicycling to school has declined dramatically, from nearly 50% of K-8th grade students in the 1960s to only 11% as of 2017. SRTS programs seek to reverse this decline by promoting walking and bicycling through a holistic set of strategies known as the six "Es"[2] shown at right.

In 2011, the City of Billings completed a SRTS plan that identified projects that could increase safety for students walking and biking to school. In addition, this plan highlighted "preferred neighborhood walking routes," for each of the 22 elementary schools in Billings. This plan can be found at https://www.billingsmtpublicworks.gov/DocumentCenter/View/131/Safe-Routes-to-School-SRTS---Figures-PDF?bidId=.

## 1.4 Moving Forward

This Safe Routes to School Plan Update looks to build on the work of the city's past SRTS efforts to expand programmatic opportunities to all students and prioritize on-the-ground roadway improvements that make walking and biking to school a more comfortable, preferred, and safer way to get to school.

To keep up to date on Billings SRTS efforts, visit https://ci.billings.mt.us/2160/Getting-to-School

### The 6 Es of Safe Routes to School



Engagement. Listening and involving students, families, teachers, and school leaders, and working with existing community organizations to build intentional, ongoing engagement opportunities into the program structure.



Equity. Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.



Engineering. Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.



Encouragement. Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.



Education. Providing students and the community with the skills to walk and bicycle safely, educating them about benefits of walking and bicycling, and teaching them about the broad range of transportation choices.



Evaluation. Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.

2 In June 2020, the Safe Routes Partnership removed Enforcement as one of the Es of Safe Routes to School and added Engagement. More about the reasons behind this change can be found at https://www.saferoutespartnership.org/blog/dropping-enforcement-safe-routes-school-6-e%E2%80%99s-framework

# 2. Programmatic Recommendations

As mentioned in the plan introduction, effective and comprehensive SRTS programs address all the six Es: Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. Chapter 3 of this plan addresses Engineering. This chapter addresses the non-infrastructure efforts— all the "other Es"—that are important for sustaining a SRTS program and increasing the number of students who can walk or bicycle safely to school.

The program and policy recommendations in this Plan were developed through a variety of efforts— the completion of a plan and policy review memo at the beginning of this planning effort (Appendix A); advice and feedback from the projects Project Oversight Committee, conversations with RiverStone Health and Healthy By Design staff, public input from an online webmap that was open in Fall 2021; and interviews with principals at 21 of the 22 elementary schools in Billings Public Schools system. The input from these sources, combined with national best practices, helped to inform the following recommended strategies.



## 2.1 Creating an Equitable Safe Routes to School Program in Billings

Billings, like many other jurisdictions across the country, is starting to institutionalize equity into their work, whether it's reevaluating how services are distributed, how public engagement is done, or how projects are prioritized to ensure that those who were historically disenfranchised by government policies - low-income families, families of color, differently-abled individuals, and families who speak languages other than English – are getting the benefits of public investments that were disproportionately lost on them in the past.

Many families within these demographic groups use active modes of transportation, often at higher-than-average rates. National research has shown that children from low-income families are twice as likely as those from wealthier families to walk to school, but disproportionately encounter traffic and safety issues on the trip to school.[3] Low-income and urban students are more likely to have to cross busy streets to get to school and may be impacted by personal safety issues. Those in rural settings often lack sidewalks and bike infrastructure, may have to cross highways, and often have longer distances to school. Emphasizing equity as a framework in SRTS programming ensures that all children and adults have opportunities to choose active modes going to and from school, regardless of the barriers they face.

3 Safe Routes to School National Partnership. Implementing Safe Routes to School in Low-Income Schools and Communities: A Resource Guide for Volunteers and Professionals. Retrieved from https://www.saferoutespartnership.org/sites/default/files/pdf/LowIncomeGuide.pdf

## 2.2 Using this Chapter

Most non-infrastructure SRTS efforts in Billings are done either collaboratively by the Billings-Yellowstone County MPO, RiverStone Health, the Healthy By Design Coalition, and/or the schools themselves. This approach, using multiple staff and agency resources, has its benefits, but can also result in confusion about what role(s) individuals or organizations can or should play when advancing SRTS efforts.

This chapter will help guide and focus the efforts of Billings MPO staff, stakeholders, liaisons, and advocates. The strategies that follow are high-level statements that offer broad direction on how to meet program goals, followed by associated actions. The actions provide more detail about how each strategy could be accomplished.

This chapter also includes metrics to regularly check as the program develops to help the SRTS team decide when the work on each action should be continued, adjusted, or stopped. This chapter should be seen and used as a community resource – school administrators can use it to understand the future of SRTS programming in their schools; or as a jumping off point to get involved in SRTS efforts at their schools; families can review it to see how programs they participate in may be updated or improved; and community partners can see where they may be involved in SRTS programming into the future.



## 2.3 Recommended Strategies

The policies and programs recommendations in this chapter are grouped into four broad strategies:

1. **Build, define, and leverage partnerships**
2. **Create a Billings SRTS toolkit**
3. **Build an inclusive education campaign to encourage walking and biking to school**
4. **Consider impacts on students walking and biking when creating and updating school policies**



## Strategy 1. Build, Define, and Leverage Partnerships

The Billings SRTS program is a collective effort between multiple organizations and individuals. While this diversity in groups, expertise, and individuals brings strength and depth to the program, it can also cause confusion about who does what, especially to school staff, parents, and students. The following actions will help create a SRTS program with transparent participants and responsibilities.

### Action 1.1 Expand and define current relationships

The following organizations have historic and current roles within the Billings SRTS program. These relationships could be formalized through a SRTS organization and responsibility framework, memorandums of understanding, and/or a coalition contract. This formalization of roles and responsibilities would be led by the Yellowstone County Safe Routes to School Committee.

- **Billings MPO.** The Billings MPO is the region's lead for roadway planning and infrastructure, including SRTS efforts. The MPO also leads grant writing efforts to complete projects.
- **Billings Public Works.** Public Works implements SRTS infrastructure projects, as well as responds to stakeholder concerns. Public Works staff conduct speed and traffic volume studies, and implement interventions as appropriate.
- **Healthy by Design.** Healthy by Design is fundamental to building a coalition around SRTS and its mission. They are connected to Billings' two hospitals and helped lead the effort with Billings TrailNet to get dedicated funding for SRTS. In addition, they helped get the City's first Complete Streets Policy[4] passed and continue to support Complete Streets design principles, many of which align with SRTS goals. Lastly, they play a role in communications, getting the word out about SRTS efforts via Facebook and their e-newsletter.
- **Riverstone Health.** Riverstone Health houses staff that support programmatic SRTS work – walking school buses, encouragement campaigns, etc. – and pushes for SRTS-supportive policies, systems, and environmental change. They also organize and facilitate the Yellowstone County SRTS Committee.
- **Billings School District.** The school district hires and places crossing guards, creates and implements the district's safety bussing policy, and distribute SRTS materials and communications. They also support Kids in Motion efforts, often using the program's education curriculum in health enhancement classes.
- **Billings Police Department.** The police department helps with enforcement of school zones as able or requested. Due to limited staff, these enforcement operations are very limited.
- **Billings TrailNet.** Billings TrailNet is a non-profit, 501c3, grass-roots organization that supports urban trails in and around the Billings. They worked, in the past, with Healthy By Design to try to secure dedicated funding for SRTS.
- **St. Vincent Healthcare.** St Vincent's is one of the two major hospital providers in the community. They are the presenting sponsor for Kids in Motion and provide low-cost helmets for kids. They also provided grant funds to further discount helmets.
- **Education Foundation for Billings Public Schools.** The Education Foundation is the fiscal agent for Kids in Motion and manages the grants from St. Vincent Healthcare.
- **Kids in Motion.** Kids In Motion is a collaborative active transportation program facilitated by School District #2, Education Foundation for Billings Public Schools, the City of Billings, and other community partners. The program combines volunteer-coordinated events with in-class education to empower youth with the skills and confidence needed to walk and ride their bicycle every day.

4 Billings Complete Streets Policy can be found at https://www.billingsmtpublicworks.gov/DocumentCenter/View/200/RES-11-19097-Adopting-Complete-Streets-Policy-PDF?bidId=

## Action 1.2 Identify and establish new partnership opportunities

In order for the Billings SRTS program to continue to grow and equitably serve additional students and families, especially those who have not been involved in the past, it will need to establish new relationships. The following groups and organizations have missions that align with the SRTS program, but have not been regularly or officially integrated into SRTS efforts to date.

- **Parent-Teacher Organizations (PTOs).** PTOs are formal organizations that can include parents, teachers, and school staff. These groups work to promote school success and community through fundraising, events, and general support. Currently, the Billings MPO communicates with schools' PTOs through email and/or social media with various amounts of success, often because PTOs at schools tend to be small, if existent. As possible, one member of each school's PTO should be a liaison to the Billings SRTS program, in order to have consistent communication at every school. For schools without PTOs, an alternate person (e.g., interested parent, school staff member, etc.) should be the formalized contact.
- **Billings Bicycle and Pedestrian Advisory Committee.** The Billings Bicycle and Pedestrian Advisory Committee advises City Council, the Mayor, County Commissioners, Planning Board, and all departments and boards of the City and County with regard to walking and biking projects, plans, and efforts. In the past, the committee has not been overtly active on SRTS efforts and could play a more formalized role in the future.
- **Living Independently for Today and Tomorrow (LIFTT).** LIFTT is a Billings-based non-profit that works to empower persons with disabilities to live freely and equally. In the past, LIFTT assisted with inclusive walk audits. There are opportunities to continue this work as well as partner with LIFTT to further education efforts.
- **Billings Urban Indian Health and Wellness Center (BUIHWC).**[5] The BUIHWC's has a model of healing that holistically involves the body, mind, and spirit. This organization has deep ties to Native families in Billings and is a trusted source of information about living healthier lives. They have a youth program that may have clear interest in supporting more kids and their families living healthier, active lives through methods planned and encouraged by the SRTS program.
- **Bicycle shops and groups.** For many families, especially low-income families, the largest barrier to bicycling is physically having a bike that works and/or having someplace to safely store the bike. Some bicycle shops around the country have "earn-a-bike" programs[6] where students learn about bicycle repair and fix up a donated bicycle with shop staff for themselves. Bicycle groups or clubs also tend to have outdated (to them) gear, such as bikes, bike parts, or locks, that could be perfect for students. In the past, there was a local earn-a-bike program in Billings that was focused mostly on adults, but it is not currently active.
- **Older adult groups.** Older adults are often the eyes and ears of their neighborhoods, especially if they have lived in the neighborhood for years and/or have children that they raised in the area. In addition, older adults are often looking for ways to give back to the community and stay active – crossing guard positions may be the perfect fit. There is currently a shortage of crossing guards in Billings and across the country, and creating a formal program between older adult groups in Billings and the SRTS program may be an approach that is sustainable and can staff more locations than the current conditions. Working with Senior Programs at the Billings Parks and Recreation Department or the Adult Resource Alliance may be a promising first step.

5 http://billingsurbanindianhealth.org/

6 Neighborhood Bike Works in Philadelphia Learn has a Earn-A-Bike class where students learn basic bike repair and maintenance by fixing up a donated bike. Once a student completes the class, they are able to keep the bike they've refurbished, as well as earn a lock and helmet. More information can be found at https://neighborhoodbikeworks.org/youth-programs

### Action 1.3 Identify partners to present pedestrian and bike safety education in non-school settings

Bicycle and pedestrian safety education is most effective when it is taught over multiple sessions. Out-of-school-programs such as camps and after-school programs can offer a natural time and place for more in-depth bicycle education, without the logistics of fitting it into a school day. The Billings SRTS program should approach the following partners to discuss bike safety education:

- **Afterschool care providers.** Nearly every elementary school in Billings has an afterschool care option, either at the school or at a location that students bus to. This provides an opportunity for students to learn about walking and biking safely in smaller groups and at locations where they already are. In addition, some of these providers may offer "camps" over school institute days or breaks that could be appropriate for longer safety lessons, walks, or bike rides.
- **Billings Parks and Recreation.** Billings Parks and Recreation hosts a variety of youth sports, activities, and summer camps for children in the County. Currently, Kids In Motion partners with Parks on a summer cycling camp. It has historically had a strong focus on mountain biking because of who the counselors have been and what the kids enjoy, but there is a component of the camp focused on road safety. Increased formalization of this program and the information presented could increase the number of youth in Billings who have received bike safety education.
- **Cycling clubs and shops.** Billings has a number of bicycle shops and clubs/riding groups that offer rides for bicyclists of varying skill, as well as for families. These groups often have employees or members that are interested in spreading bicycling amongst youth and would be able to lead or promote bicycle education in the community.

| Action | Timeline | Metric | Potential Partners | Engagement | Equity | Encouragement | Engineering | Education | Evaluation |
|---|---|---|---|---|---|---|---|---|---|
| Action 1.1 Expand and define current relationships | 0-2 years | Formalization of current partnerships versus future | MPO, RiverStone Health | x | x | x | x | x | |
| Action 1.2 Identify and establish new partnership opportunities | 2-5 years | Number of new established partnerships | PTOs, Billings Bicycle and Pedestrian Advisory Committee, LIFTT, BUIHW, bicycle shops and groups, older adult groups | x | x | x | | x | |
| Action 1.3 Identify and implement pedestrian and bike safety education in non-school settings | 2-5 years | Creation of new programs | RiverStone Health, MPO, Kids In Motion, afterschool care providers, Billings Parks and Recreation, cycling clubs and shops | x | x | x | | x | |

## Strategy 2. Create a Billings SRTS Toolkit

Safe Routes to School toolkits come in a variety of forms – some are for specific events (e.g., International Walk and Roll to School Day[7]) while some are a one-stop-shop for all the programs' offerings.[8] Either way, toolkits are clear communication tools for staff, stakeholders, families, and students to help them learn about the program and how they can get involved. A toolkit is an important documentation tool for SRTS program staff and can reduce issues due to staff turnover and/or consistency of program expectations. The following actions build a suite of toolkits for the Billings SRTS program.

### Action 2.1 Create a programmatic toolkit that documents roles and responsibilities, and parts of the Billings SRTS Program

Currently, there is not one singular place for a Billings MPO staffer or community member to go to learn about all the facets of the SRTS program. A programmatic toolkit should outline the program pieces, including who is responsible for each piece, what the scope of each project part is, and contact information for the lead agency or staff (if applicable). This toolkit should also clearly tie its narrative to the 6 E's of SRTS to ensure that the program is transparently meeting its mission.

### Action 2.2 Create a communications toolkit

Part of a program's success is making it known by and needed in a community. Currently, there is no unified direction on how to talk about the program, promote the organization, or advertise what it does. A communications toolkit is a way to create consistent messaging, such as about the program's vision, goals, program description, and other elements. If the responsibility and roles of the Billings SRTS program remain dispersed as they are now, a communications toolkit is essential to create a "one-program" feel for staff and the community.

This toolkit should also create standards and a schedule for regular communications – newsletters, flyers, social media, etc. – to ensure they reach a diverse population. These standards may involve translation efforts, accessible writing, or other measures.

### Action 2.3 Create toolkits for specific events

The Billings SRTS program helps support and/or organize a variety of events – International Walk and Roll to School Day, Walking School Buses, Kids in Motion, etc. At the moment, these events rely heavily on organizational staff and, perhaps, a parent or school staff member that has time and expertise. Event toolkits serve as a step-by-step guide for how to plan for an event, from inception through evaluation. These toolkits allow those with less time or history with the program to organize events easily and, over time, rely less on limited staff to run successful and sustainable events. To begin, it is recommended that the Billings SRTS program creates toolkits for International Walk and Roll to School Day. RiverStone Health has already begun work on a Walking School Bus toolkit.

| Action | Timeline | Metric | Potential Partners | Engagement | Equity | Encouragement | Engineering | Education | Evaluation |
|---|---|---|---|---|---|---|---|---|---|
| Action 2.1 Create a programmatic toolkit that documents roles and responsibilities, and parts of the Billings SRTS Program | 0-2 years | Creation of programmatic toolkit | MPO, RiverStone Health, Billings Public Schools | x | x | x | x | x | x |
| Action 2.2 Create a communications toolkit | 0-2 years | Creation of communications protocol | MPO, RiverStone Health | x | x | x | | | |
| Action 2.3 Create toolkit for specific events | 2-5 years | Creation of toolkits | MPO, RiverStone Health | x | x | x | | x | x |

7 The Alameda County Safe Routes to Schools International Walk and Roll to School Day toolkit is an example of an event toolkit and can be found at https://alamedacountysr2s.org/wp-content/uploads/2021/09/International-Walk-and-Roll-to-School-Day_Toolkit_2021.pdf

8 The Wisconsin Safe Routes to School Toolkit an example of a program-wide toolkit can be found at https://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/aid/safe-routes/toolkit.pdf

## Strategy 3. Build an Inclusive Education Campaign to Encourage Walking and Biking to School

Branding and campaigns are essential ways to make an organization visible and recognizable to students, families, school staff, and the Billings community as a whole. This task would help to solidify knowledge of the program by stakeholders and would be used as a tool for all aspects of the SRTS program.

### Action 3.1. Create a SRTS brand

The SRTS program, historically, has not had a singular brand, with each of the organizations that participate doing their own branding and materials. This leads to discontinuity in the visuals and the materials shared by the program, and can lead to stakeholders getting confused about what the program really is and who runs it.

A logo was recently developed for the Billings Safe Routes to School Program. Using the logo as a starting point, a brand should be created which include a color palette, typography, document templates, and design elements (e.g., the logos that go on each material, any pieces of graphics that should be universally used, etc.). The brand should emphasize kids walking and rolling to school, as well as have the "feel" of Billings.

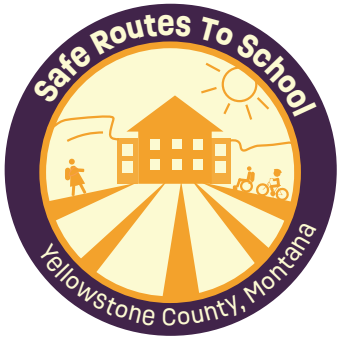
### Action 3.2 Roll-out a safety and encouragement campaign focusing on walking and biking to school

Along with the visibility that a brand can achieve, a campaign process can help draw attention to up to three messages. It is recommended that every year, the SRTS campaign decides on its three (or fewer) main messages – other safety tips can be used in lengthier communications. This allows students, families, and the community to quickly focus on sound bites and behaviors that they can do to increase the number of kids walking and biking to school, as well as make it safer. Campaigns are also fundamental to decreasing "perceived safety" issues because the campaign, if done right, can emphasize that the community is behind these behavior changes and that everybody can and should be able to walk or bike to school safely.

### Action 3.3 Evaluate SRTS campaign bi-annually

Evaluation is a fundamental part of any SRTS program, allowing the program to analyze what works, what doesn't, and where changes should be made. Evaluation of a SRTS campaign is especially important in the early years of campaign development as stakeholders are first being exposed to the campaign and have less base knowledge about the program.

Evaluations can become very complicated and data heavy, but do not necessarily have a proportional level of benefit for the complexity. As such, it is recommended that evaluations remain fairly qualitative, asking stakeholders about their thoughts via a quick survey and keeping track of the methods that the campaign was distributed through.




**Billings SRTS Logo Designed in 2022**

| Action | Timeline | Metric | Potential Partners | Engagement | Equity | Encouragement | Engineering | Education | Evaluation |
|---|---|---|---|---|---|---|---|---|---|
| Action 3.1. Create a SRTS brand | 0-2 years | Creation of brand toolkit | MPO, RiverStone Health | x | x | x | | x | |
| Action 3.2 Roll-out a safety and encouragement campaign focusing on walking and biking to school | 2-5 years | Presence of safety campaign | MPO, RiverStone Health, Billings Public Schools, Billings TrailNet | x | x | x | | x | |
| Action 3.3 Evaluate SRTS campaign bi-annually | 2-5 years | Evaluation report | MPO, RiverStone Health, Healthy By Design | | | | | | x |



## Strategy 4. Consider Impacts on Students Walking and Biking When Creating and Updating School Policies

If a community wants more of its students to walk or bike to school, walking and biking must be easy and convenient, as well as safe. Some of the Billings School District policies may inadvertently make walking and biking difficult or, at minimum, less convenient for parents deciding whether their children should walk and/or bike. The following are a few of the school district's policies that have direct implications on the convenience of walking and biking.

### Action 4.1 Evaluate safety busing policy for impacts to student walking and biking

The district's safety busing policy mostly focuses on whether students need to cross busy roads. If students are required to cross a busy road and there is not a safe sidewalk or path to walk on, crosswalk guards, or stoplights where necessary, a bus is (often) available.

Safety busing standards are not completely quantitative, though, and principal or parent feedback can impact the presence or absence of a safety busing route. Many schools are located fairly close to busy roads, so some students that are safety busing are within easy walking or biking distance. The presence of buses could be discouraging for students when making the choice whether to walk or bike.

Currently, families are asked to pay $75 per student per semester (although not at Title schools) to use safety busing; each bus costs approximately $53,000 per year for the district to operate. The district estimates they recuperate $6,000 - $8,000 per year for each bus. Safety busing routes should be evaluated for where a walking school bus could be a replacement. This would result in an increase in walking and biking, as well as cost savings for the district. If possible, walking school bus leaders should be paid to ensure consistency and reliability for parents and students.

### Action 4.2 Participate in discussion of school dismissal time policies

Every public elementary school in Billings has two dismissal times – kindergarten through 3rd grade dismisses 45 minutes before 4th and 5th graders. This time differential poses a few challenges to students and families looking to walk or bike home from school.

The largest challenges are for families who have multiple children and one in either K-3rd and another in 4th – 5th. Many families will drive to pick up their first child and then simply wait in the car for 45 minutes until the second student is dismissed, with the idea that 45 minutes may not be enough to go back and forth or that they might as well wait since they're already there.

In addition, older kids – those in 4th or 5th grades – are most likely to be able to walk independently. They are also able to walk or bike with younger sibling, neighbors, or friends, and provide extra "eyes on the street." The gap in time between the younger and older students' dismissals removes this opportunity.

Given that more students walk or bike home, versus to school (because of the relative "rush" in the morning and/or parents dropping their students off on their way to work), the district should evaluate whether it might make more sense to delay the start time in the morning for K-3rd and then have one dismissal in the afternoon. This change could provide multiple benefits for families looking to walk or bike to school more, and create more of a culture around walking or biking home at dismissal.

During Project Oversight Committee meeting discussions, Billings Public Schools noted that the availability of buses is one of the constraints that requires two dismissal times. They are working to make busing more efficient and may be able to move to one dismissal time in the future.

### Action 4.3 Reevaluate "visual check" policy for students at dismissal

Schools have a "visual check" policy for their younger students where the teacher needs to make eye contact with a parent before releasing their student at the end of the day. This discourages any independent walking or biking home, which may be feasible for 2nd or 3rd graders if their parents are comfortable with it. This also makes the idea of a "park-and-walk" area more challenging since students are not allowed to walk off campus without a parent in sight.

Many schools have parents fill out a "dismissal procedure" form at the beginning of the school year that specifies who can pick up the student and if a student can leave independently. The independent choice should be allowed for all students 2nd grade and above. There should also be an option that specifies that the parent will be parking at a "park-and-walk" location a few blocks from the school. As possible, school staff or parents can be posted along the way between the school and the location to supervise students. This method can significantly decrease the chaos of school pick-ups, which are shown to decrease walking and biking rates – often, parents see the area immediately in front of the school as too unsafe for walking and biking because of drop-off/pick-up patterns. Another option to stagger students would be to add a 5-minute early release for students who are walking or biking to the remote pick-up location, especially if a staff member is able to assist.

### Action 4.4 Consider decreasing standard school zone speed limit to 15mph

Most school zones in Billings are signed at 25mph, (some are signed at 20mph) but can, by state law, be reduced to 15mph. Crossing guards and principals that were interviewed as part of this plan regularly mentioned that speeds were excessive in front of their schools, especially if the schools were on a major route to or from a nearby high school, with the assumption that high school students were prone to speeding.

Irrespective of who is driving, setting the school zone speed limit to 15mph would slow drivers down, increase stopping times, and make school zones safer for students walking and biking. In addition, many principals noted that school zone signs with flashing warnings were often broken – signage should be regularly tested to ensure that they effectively signal the presence of a school zone to drivers.

### Action 4.5 Incorporate walking and biking criteria into school siting and redistricting processes

The location of a school compared to where students live has an enormous impact on whether students can and will walk and bicycle to school. School district redistricting and siting policies should include evaluating if and establishing criteria on how new boundaries would impact the ability of students to walk and bike to school, as well as the potential changes to safety bussing that would be required. Example school siting policies can be found at https://www.changelabsolutions.org/product/smart-school-siting.

| Action | Timeline | Metric | Potential Partners | Engagement | Equity | Encouragement | Engineering | Education | Evaluation |
|---|---|---|---|---|---|---|---|---|---|
| Action 4.1 Evaluate safety busing policy for impacts to student walking and biking | 0-2 years | Updated safety busing policies | Billings Public Schools | | x | x | | | x |
| Action 4.2 Participate in discussion of school dismissal time policies | 5-10 years | Updated school dismissal policies | Billings Public Schools | | x | x | | | x |
| Action 4.3 Reevaluate "visual check" policy for students at dismissal | 2-5 years | Updated student release policies | Billings Public Schools | | x | x | | | x |
| Action 4.4 Consider decreasing standard school zone speed limit to 15mph | 2-5 years | School zone speed limit change | City of Billings | | x | x | x | | x |
| Action 4.5 Incorporate walking and biking criteria into school siting and redistricting processes | 5-10 years | Updated school siting and redistricting processes | Billings Public Schools | | x | x | | | |

# 3. Project Recommendations

While programs and policies set the groundwork for more students to walk and bike to school safely and comfortably, infrastructure projects are what will make Billings roads safer and more attractive to students and their families. This section provides recommendations on locations where it is most important to improve the walking and biking in Billings for students and their families.

The following sections detail project locations per school, as well as pinpoint potential concerns for students walking and biking that were identified through site visits, stakeholder input, principal interviews, or staff comments. It should be noted that the exact project infrastructure proposed at the locations is not specified because additional engineering analysis will need to be conducted before a specific remedy can be proposed.

That said, Section 4. Infrastructure Toolkit and, specifically, the Safety Infrastructure Tool Selection Matrix found on **page 105**, can and should be used to guide the selection of the safety infrastructure tool(s) that could be used. **Appendix B: School Summaries** provides additional summary information that was used to develop the project location recommendations, including preliminary proposed project infrastructure recommendations. **Appendix B: School Summaries** should be reviewed as projects locations move forward into the design phase.

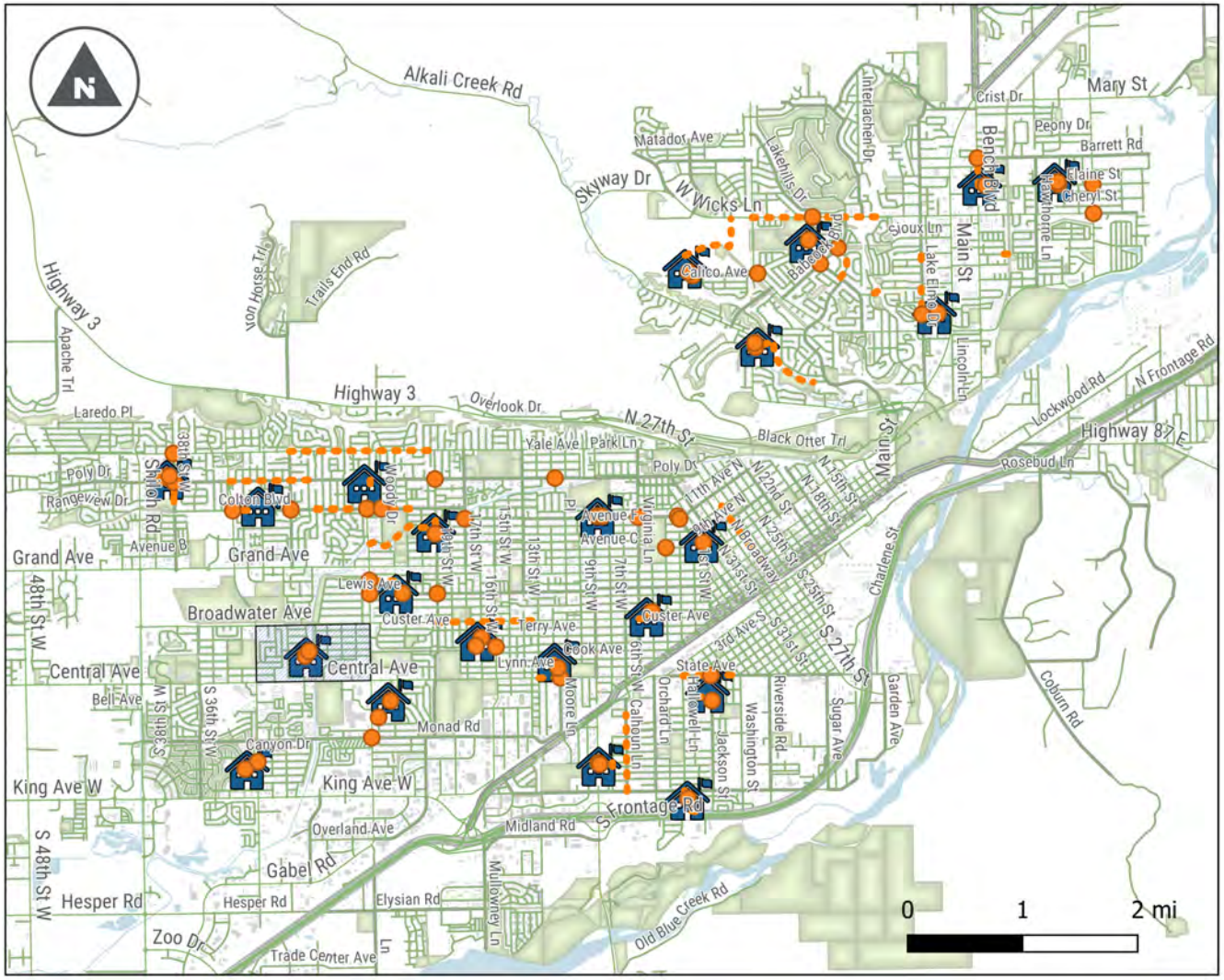


**Project team members conducting school site walking audit**

## 3.1 Methodology

The Billings SRTS project team used a combination of methods to develop the project list. These methods included:

- **School site audits.** Toole Design, Billings MPO staff, and volunteers conducted site audits at all 22 elementary schools in Billings the week of September 20, 2022. These audits included interviews with school principals to ask about their concerns and observations on students getting to and from school, conversations with crossing guards, and walking audits of streets within a 1/2-mile radius of the school. All issues and observations from the walking audits were loaded into the Fulcrum mapping app, allowing project staff to categorize issues, leave comments, and take photos.
- **Online webmap.** In the fall of 2021, residents and stakeholders could input where they currently walk or bike, where they have identified issues, and where they see opportunities to encourage walking and biking to school. The survey also had an introductory survey that asked respondents about their walking and biking habits, which school(s) they are affiliated with, and demographics. There were nearly 300 respondents who submitted 360 comments. A summary of the webmap results can be found in **Appendix C. Webmap Summary**.
- **2011 Safe Routes to School Plan.** The 2011 Plan was reviewed for projects to ensure that projects identified, but not yet completed, were moved forward into this effort if they were still applicable.
- **Billings MPO and City of Billings staff review.** Staff reviewed a draft project list to ensure that the list offered an appropriate level of detail about the project and that all proposed projects were feasible in the proposed time frame. Some projects were also added or removed during this review phase.
- **Project Oversight Committee (POC) Review.** The POC reviewed a draft project list to offer additional knowledge about specific project that may increase its ability to be implemented and/or garner support from the school and community.



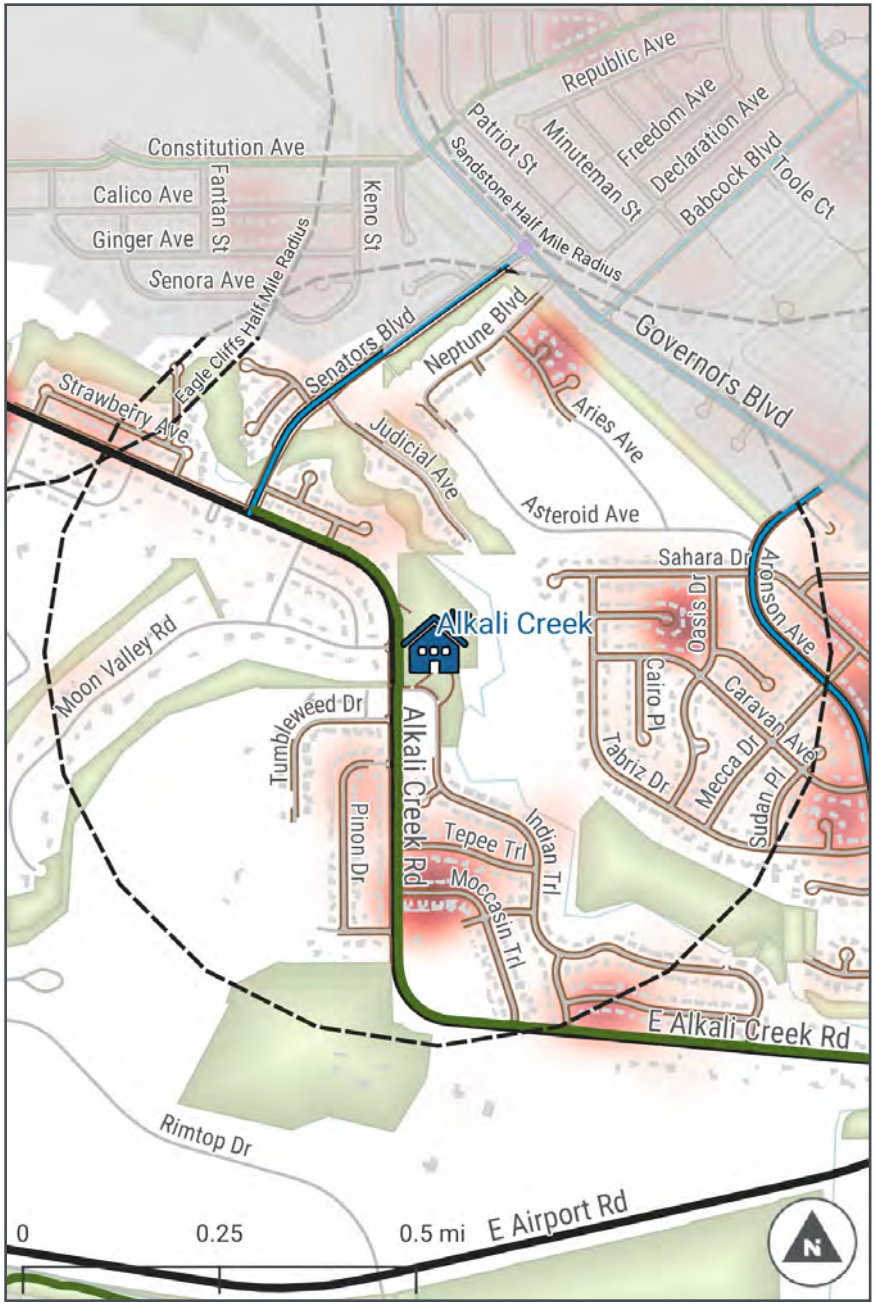

Spot Recommendations
Segment Recommendations
Area Recommendations

# 3.2 Project List and School-Specific Project Location Recommendations

The following is an all-inclusive list, by school, of the projects identified for Billings SRTS. The map to the left shows the locations of all the projects. The following pages detail school specific locations and projects.

# Alkali Creek






## Key Safety and Mobility Considerations for Alkali Creek Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

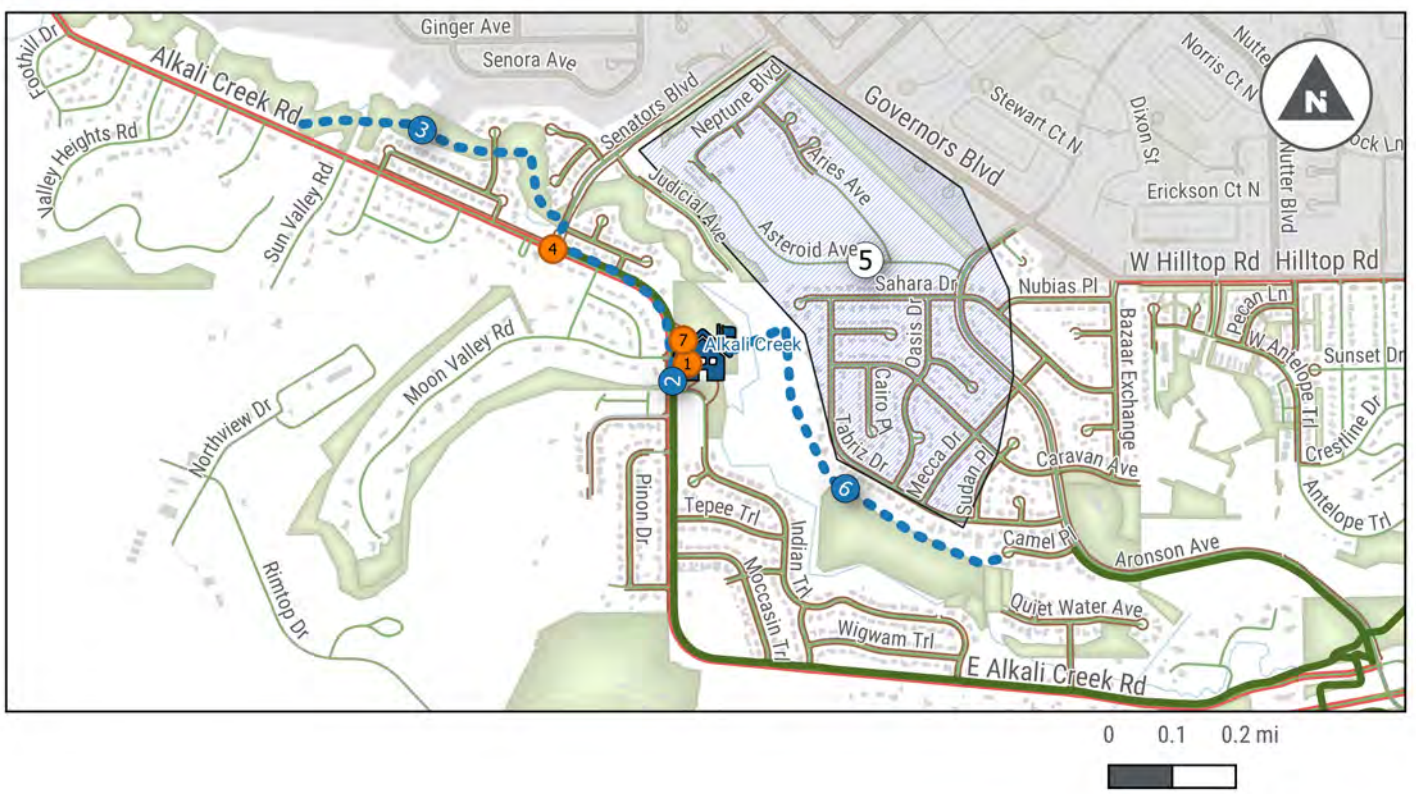
### Existing

- Shared Use Path
- Existing Bike Lane
- Sidewalk

### Proposed

- Bike Lane

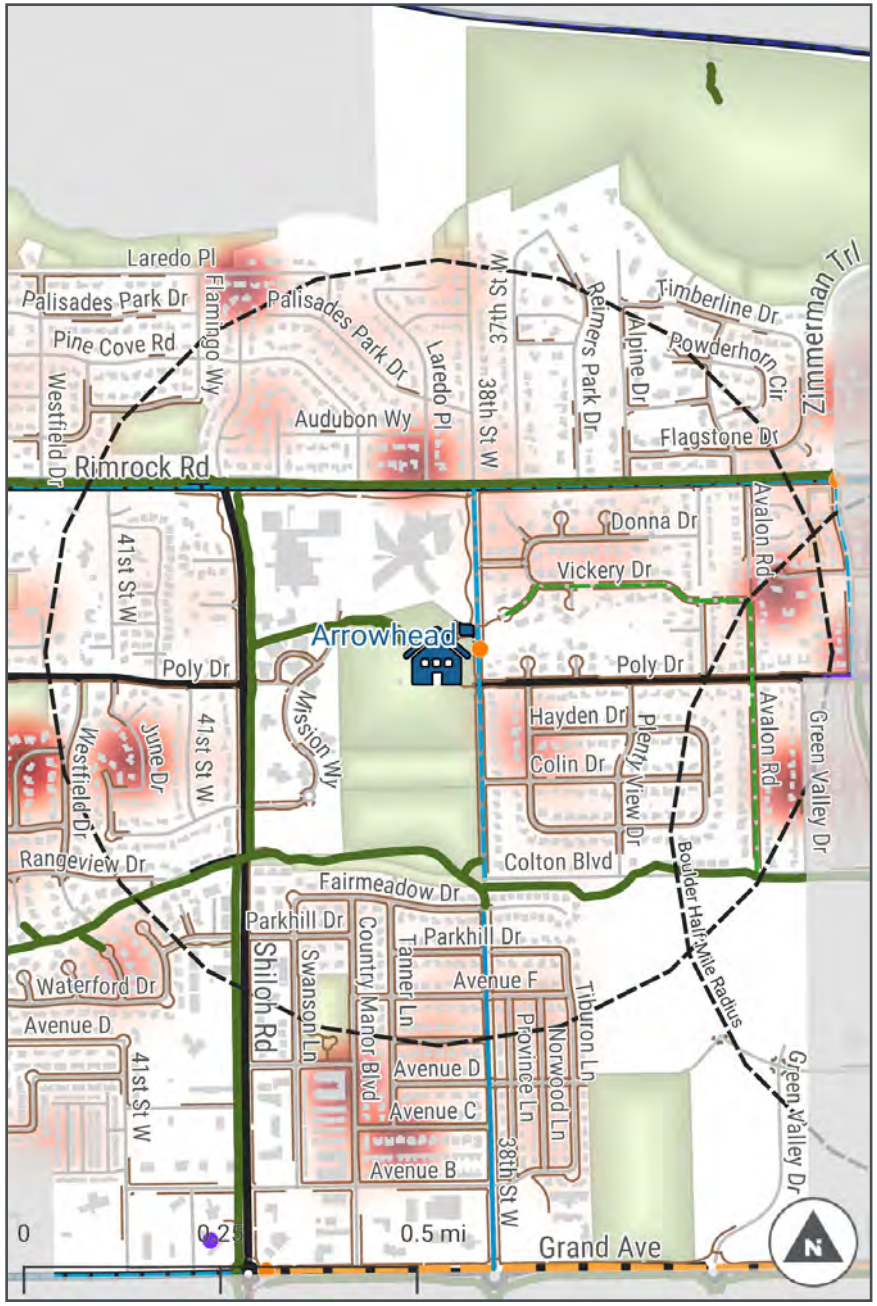
## Proposed Safe Routes to School Projects for Alkali Creek Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Parking Procedures | | | x | x | | x | | x | x | | | |
| 2 | Crossing Improvement | | | | | | | x | | | | | |
| 3 | Sidewalk/Side path | | | | x | x | | | | | x | | |
| 4 | Crossing Improvement | x | x | x | x | | | | x | x | | | |
| 5 | Safety Busing | | | | x | x | | | | | | | |
| 6 | Shared Use Path | | | | x | x | | | | | | | x |
| 7 | Bicycle Parking | | | | | x | | | | | | | |

# Arrowhead






## Key Safety and Mobility Considerations for Arrowhead Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

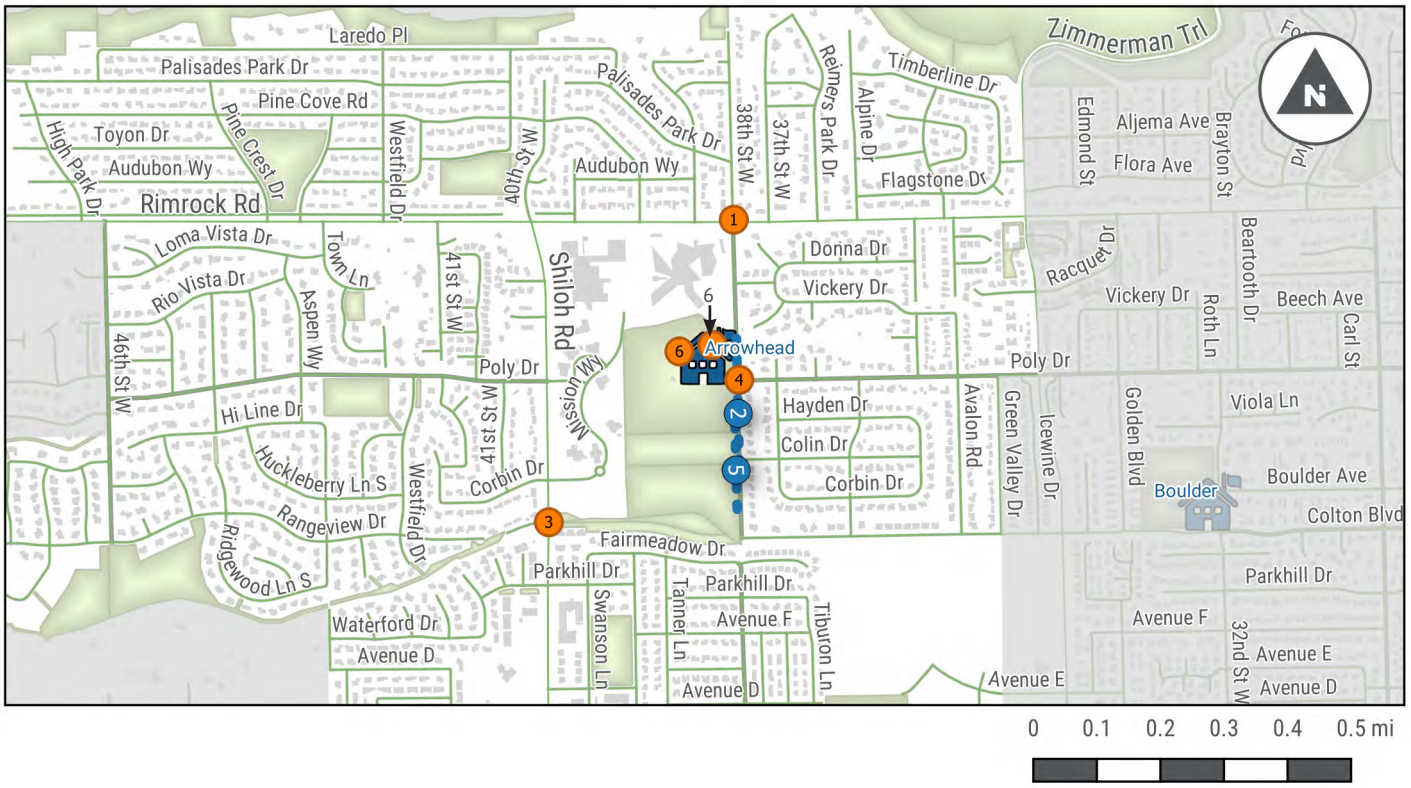
**Existing**

- Shared Use Path
- Existing Bike Lane
- Existing Shared Lane
- Sidewalk

**Proposed**

- Neighborhood Bikeway
- Bike Lane

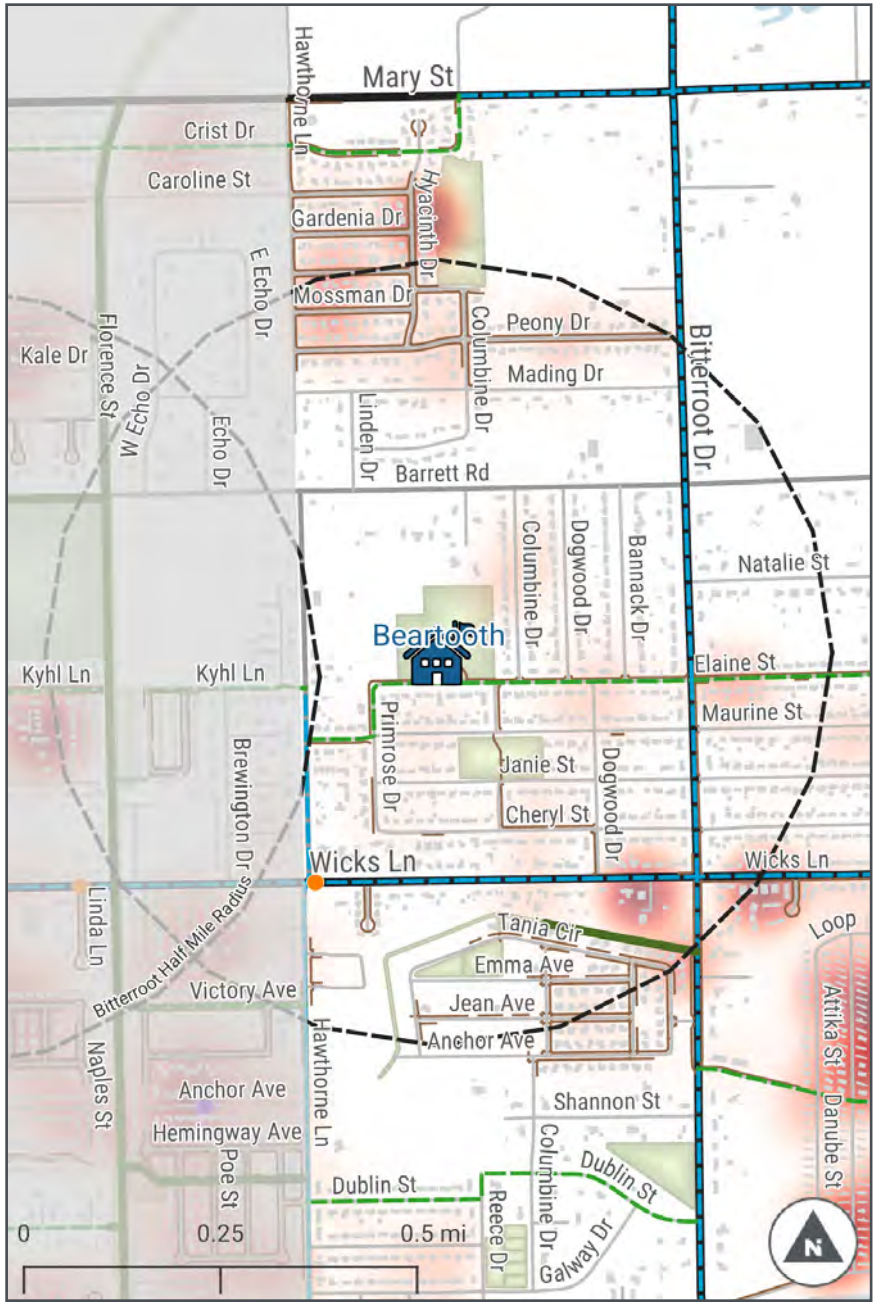
## Proposed Safe Routes to School Projects for Arrowhead Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Crossing | x | x | | x | x | | | | x | | | |
| 2 | Arrival/Dismissal Behavior | | | | x | x | | | | | | x | |
| 3 | Crossing | | | | x | x | | | | | | | |
| 4 | Crossing | | | | x | x | | | | x | | | |
| 5 | Sidewalk/Sidepath | | | | x | x | | | | | x | | |
| 6 | Bicycle Parking (2 locations) | | | | | x | | | | | | | |

# Beartooth






## Key Safety and Mobility Considerations for Beartooth Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

**Existing**

- Shared Use Path
- Sidewalk

**Proposed**

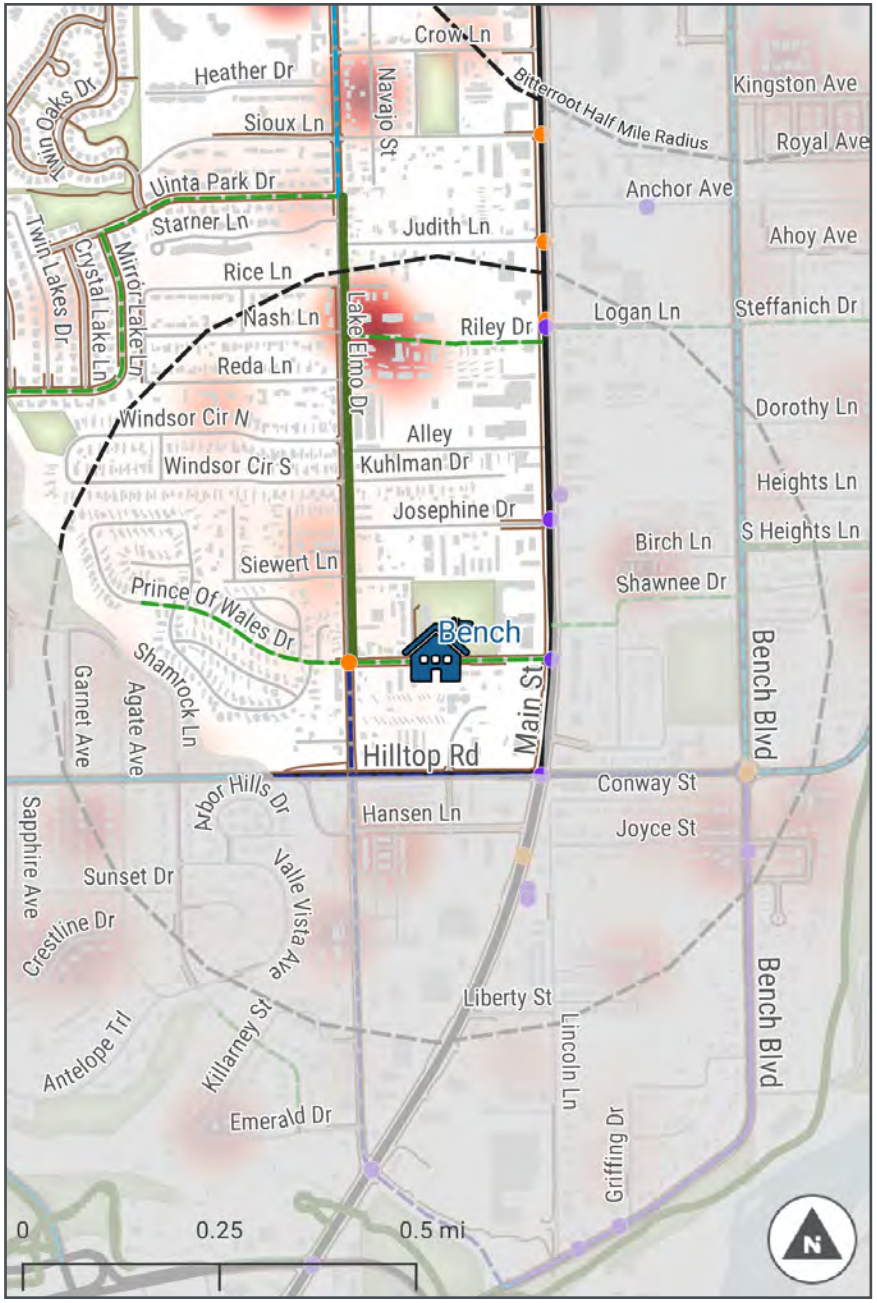
- Neighborhood Bikeway
- Bike Lane

## Proposed Safe Routes to School Projects for Beartooth Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Parking Procedures | | | x | x | x | | x | | | | x | |
| 2 | Crossing | | | | x | | | | | x | | | |
| 3 | Crossing | x | | | x | | | | | x | | | |
| 4 | Crossing | | | | x | | | | | | | | |
| 5 | Sidewalk/Sidepath | | | | x | | | | | | x | | |
| 6 | Bicycle Parking | | | | | x | | | | | | | |


Bench




## Key Safety and Mobility Considerations for Bench Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

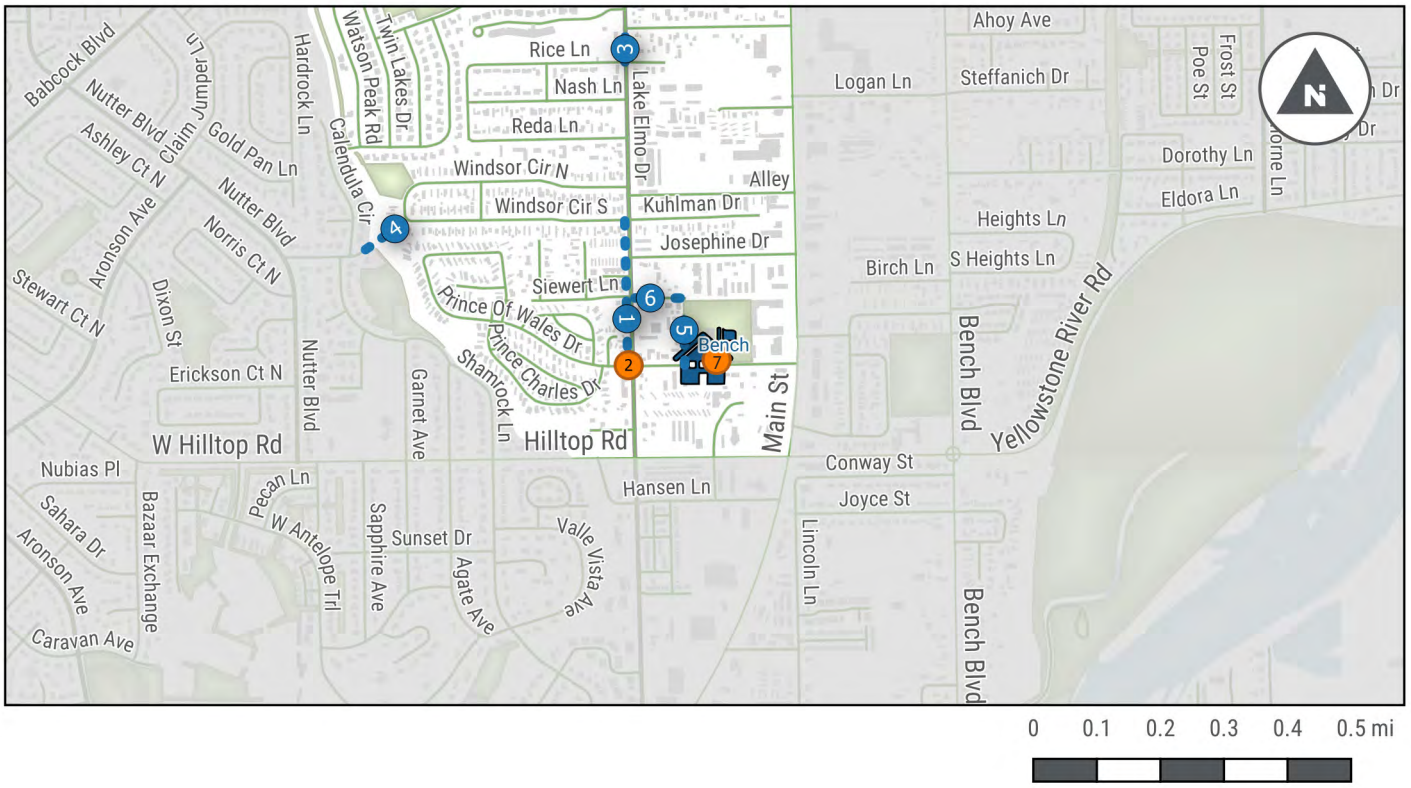
### Existing

- Shared Use Path
- Existing Bike Lane
- Existing Shared Lane
- Sidewalk

### Proposed

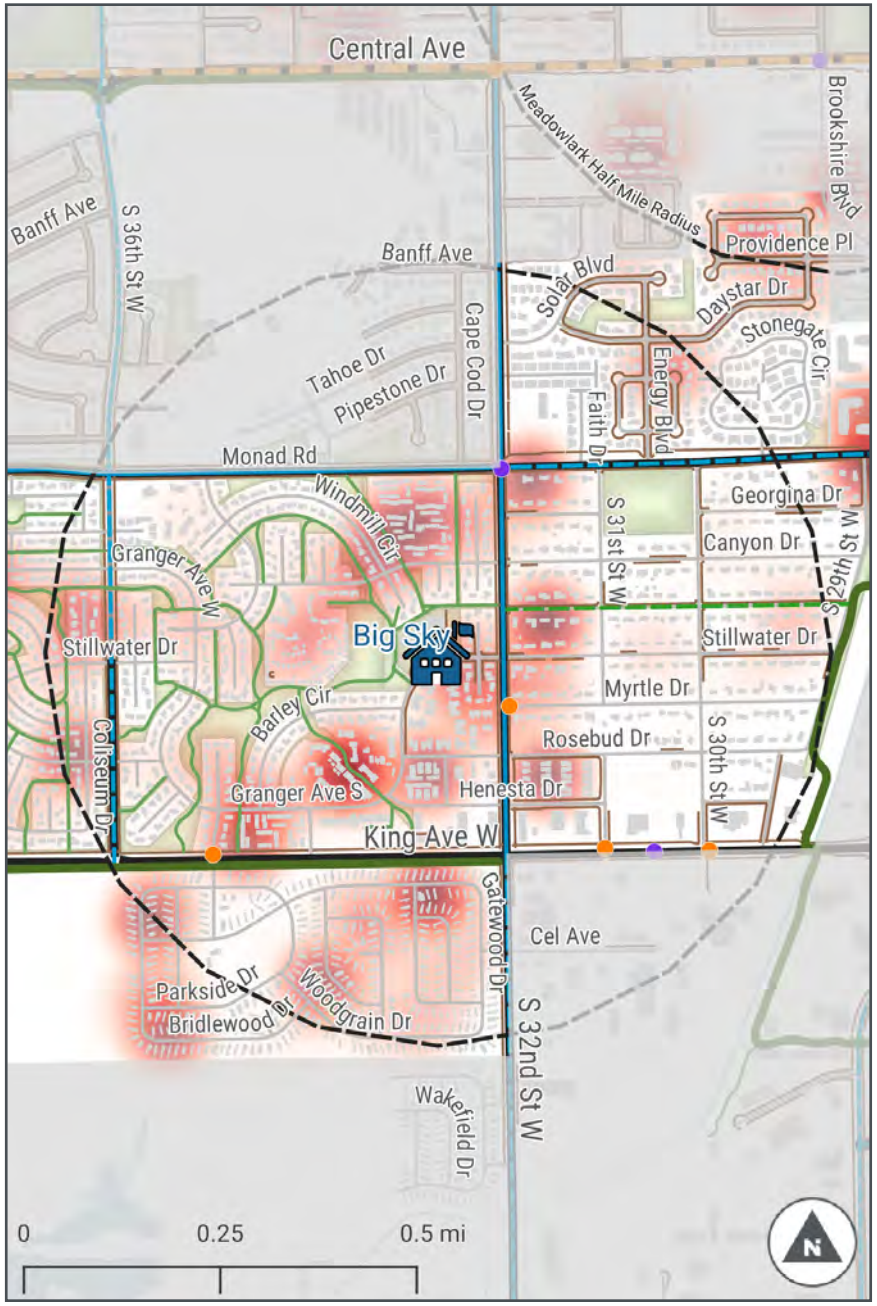
- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Visionary Long Range Bikeway

## Proposed Safe Routes to School Projects for Bench Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Sidewalk/Sidepath | x | | | x | | | | | | x | | |
| 2 | School Zone Signage | x | | | x | | | | | | | | |
| 3 | Sidewalks | | | | x | | | | | | x | | |
| 4 | Shared Use Path | | | | x | x | | | | | | | x |
| 5 | Sidewalks | | | | x | | | | | | x | | |
| 6 | Shared Use Path | | | | x | x | | | | | | | x |
| 7 | Bicycle Parking | | | | | x | | | | | | | |


Big Sky
BIG SKY
ELEMENTARY
SCHOOL




## Key Safety and Mobility Considerations for Big Sky Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

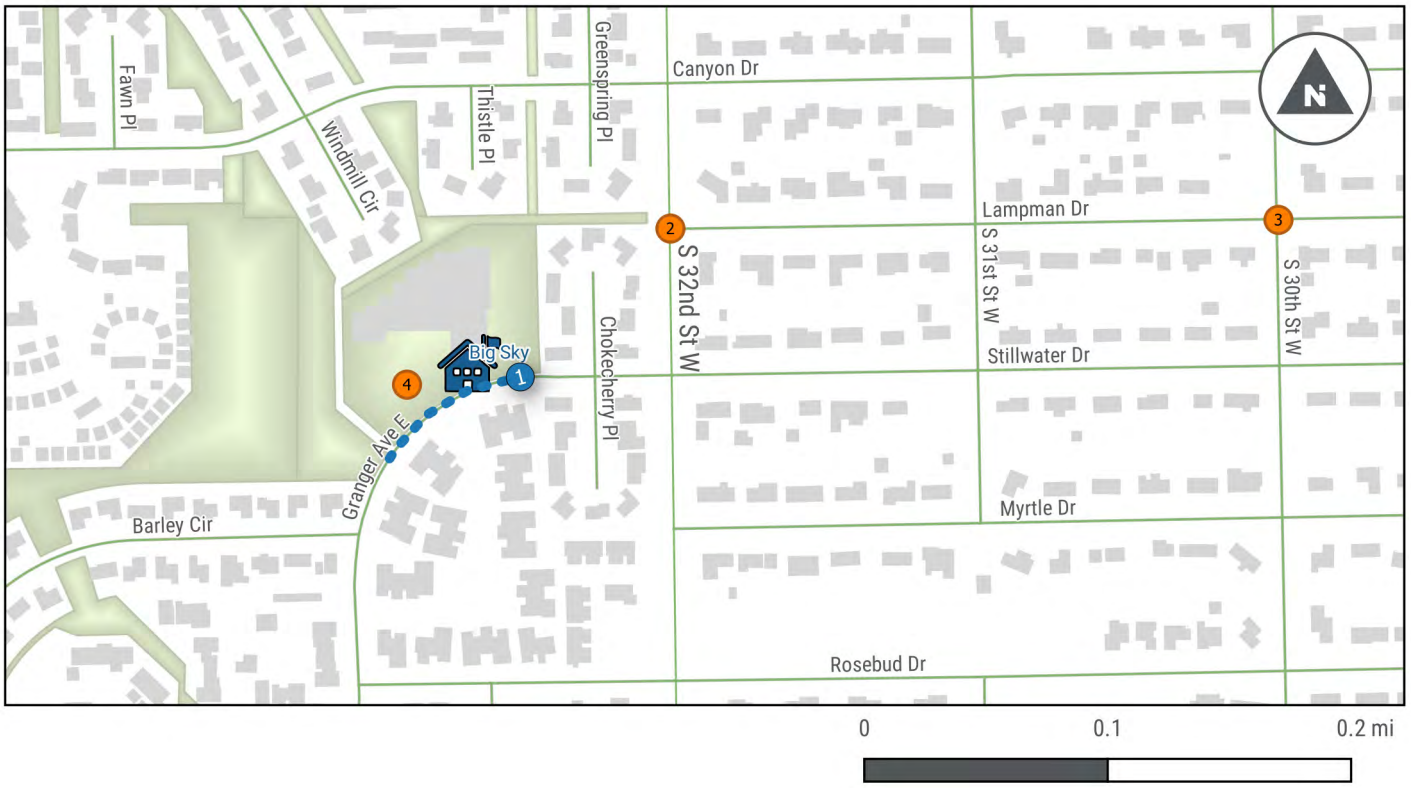
### Existing

- Shared Use Path
- Existing Bike Lane
- Sidewalk

### Proposed

- Neighborhood Bikeway
- Bike Lane

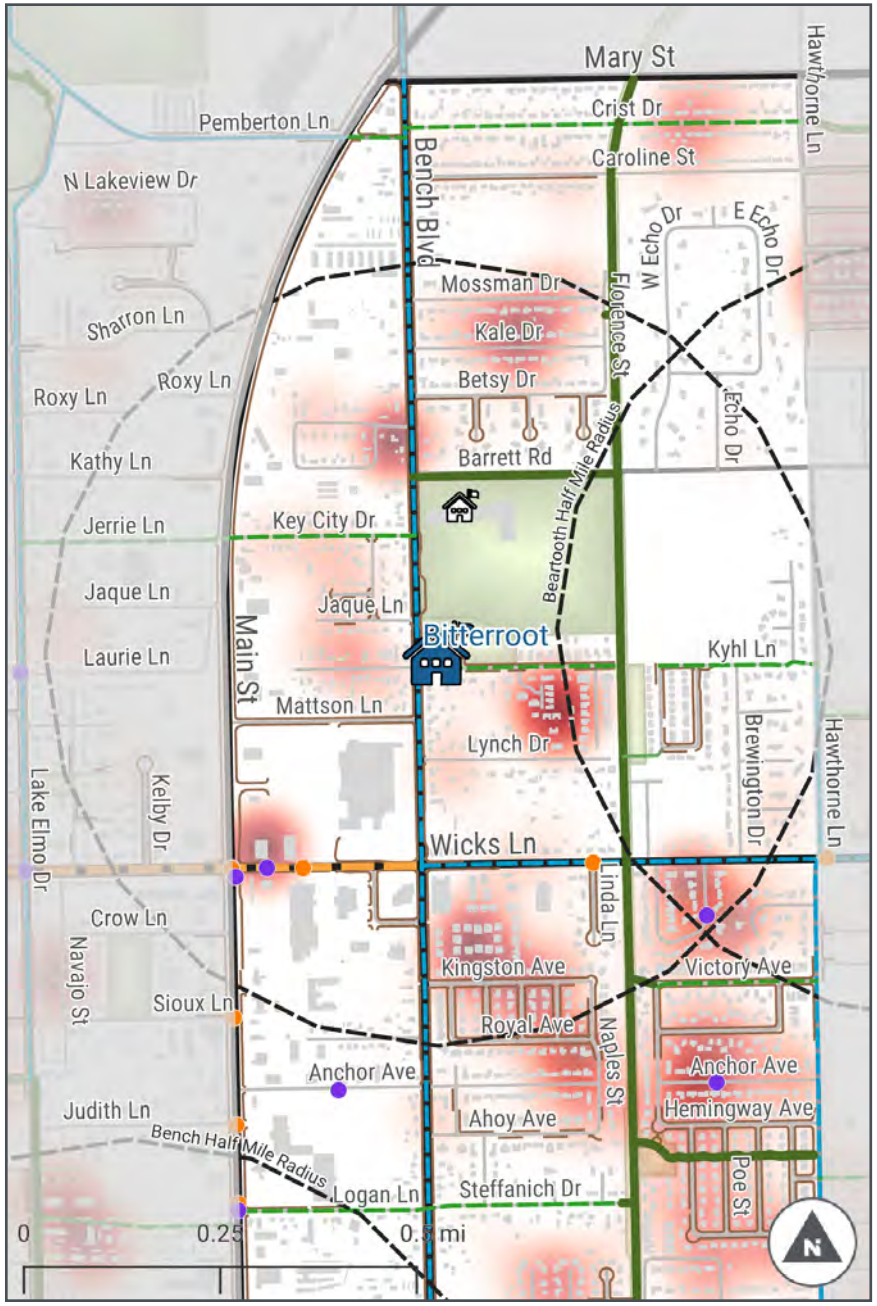
## Proposed Safe Routes to School Projects for Big Sky Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Arrival/Dismissal Behavior | | | | x | x | | x | | | | | |
| 2 | Crossing | | | | x | x | | | | x | | | |
| 3 | Crossing | | | | x | x | | | | x | | | |
| 4 | Bicycle Parking | | | | | x | | | | | | | |

# Bitterroot






## Key Safety and Mobility Considerations for Bitterroot Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

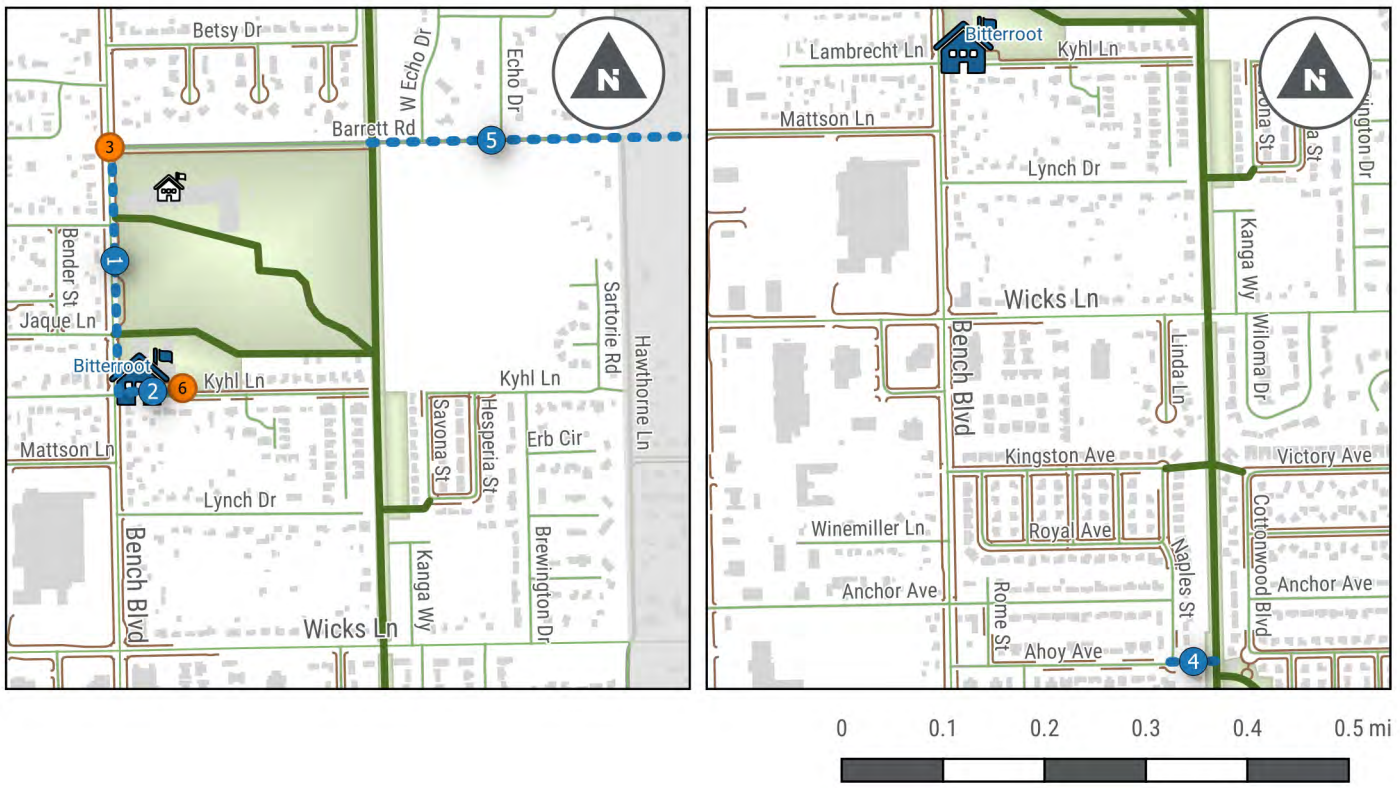
### Existing

- Shared Use Path
- Sidewalk

### Proposed

- Neighborhood Bikeway
- Bike Lane
- Visionary Long Range Bikeway

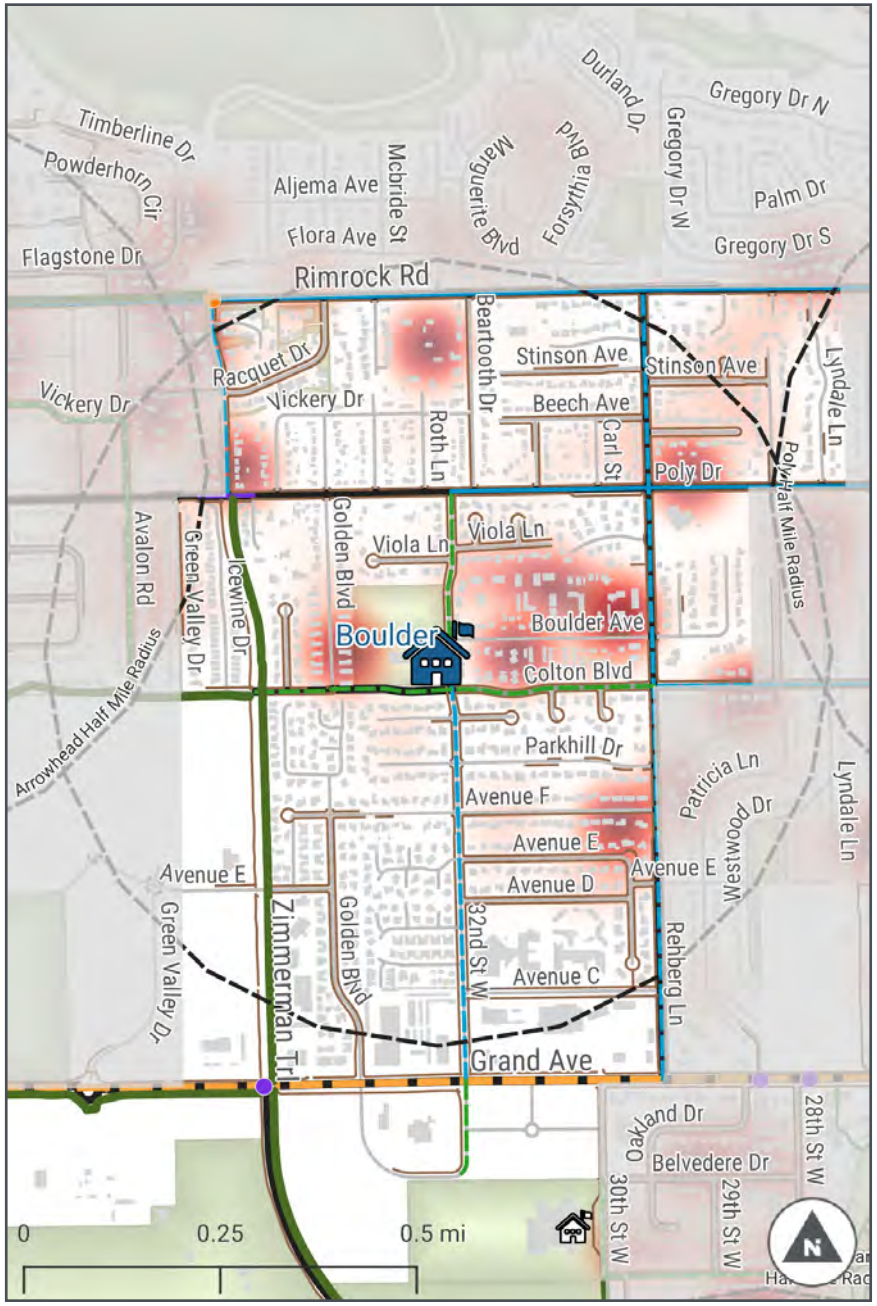
## Proposed Safe Routes to School Projects for Bitterroot Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Arrival/Dismissal Behavior | | | | x | x | | x | | | | | |
| 2 | Sidewalk | | | | x | | | | | | x | | |
| 3 | Crossing | | x | | x | | x | | | x | | | |
| 4 | Trail Connections | | | | | x | x | | | | | | x |
| 5 | Sidewalk/Sidepath | | | | x | x | | | | | x | | |
| 6 | Bicycle Parking | | | | | x | | | | | | | |

# Boulder


NO PARKING ANY TIME
NO PARKING
LOADING & UNLOADING PASSENGERS
8AM-4PM
BOULDER AVE SCHOOL
2202
BOULDER ELEMENTARY




## Key Safety and Mobility Considerations for Boulder Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

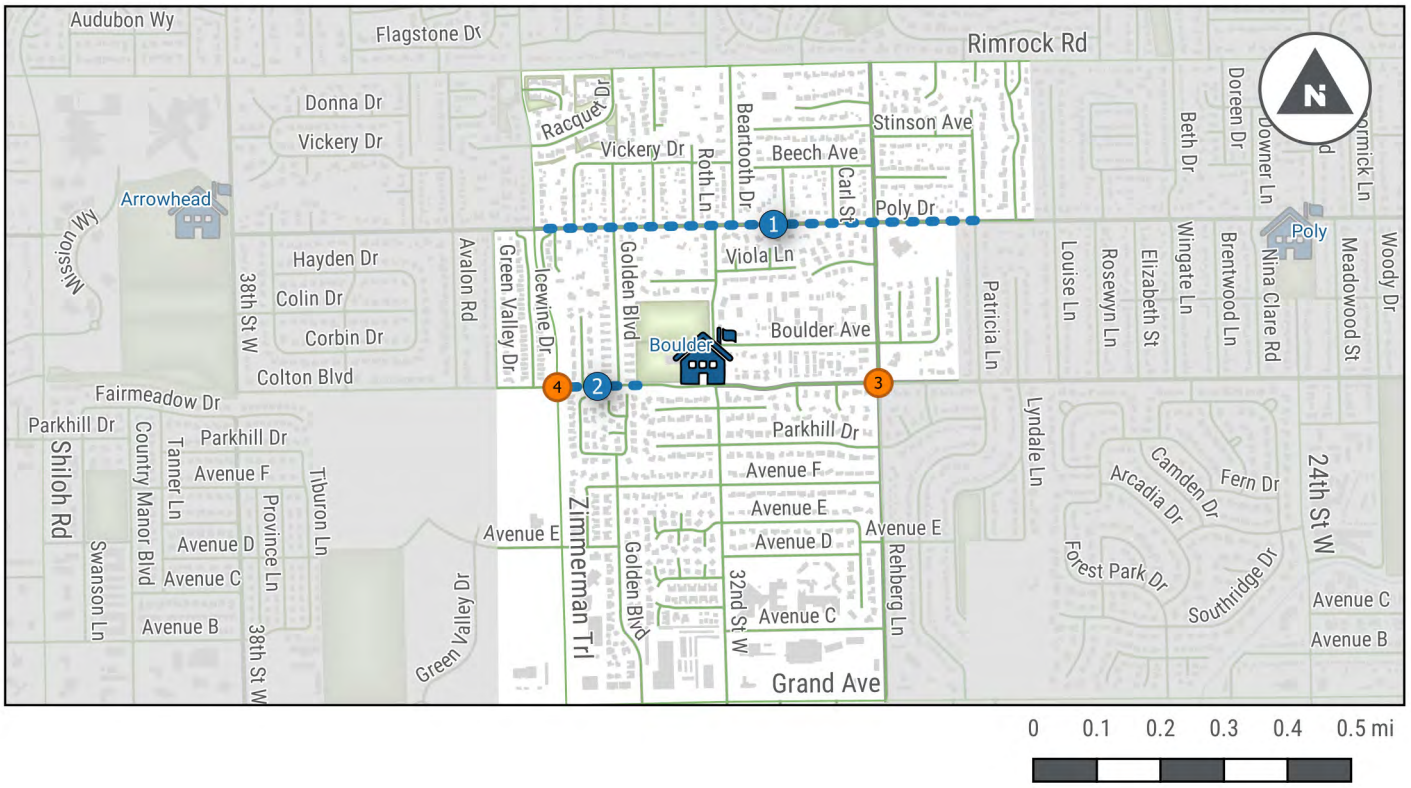
### Existing

- Shared Use Path
- Existing Bike Lane
- Existing Shared Lane
- Sidewalk

### Proposed

- Neighborhood Bikeway
- Bike Lane

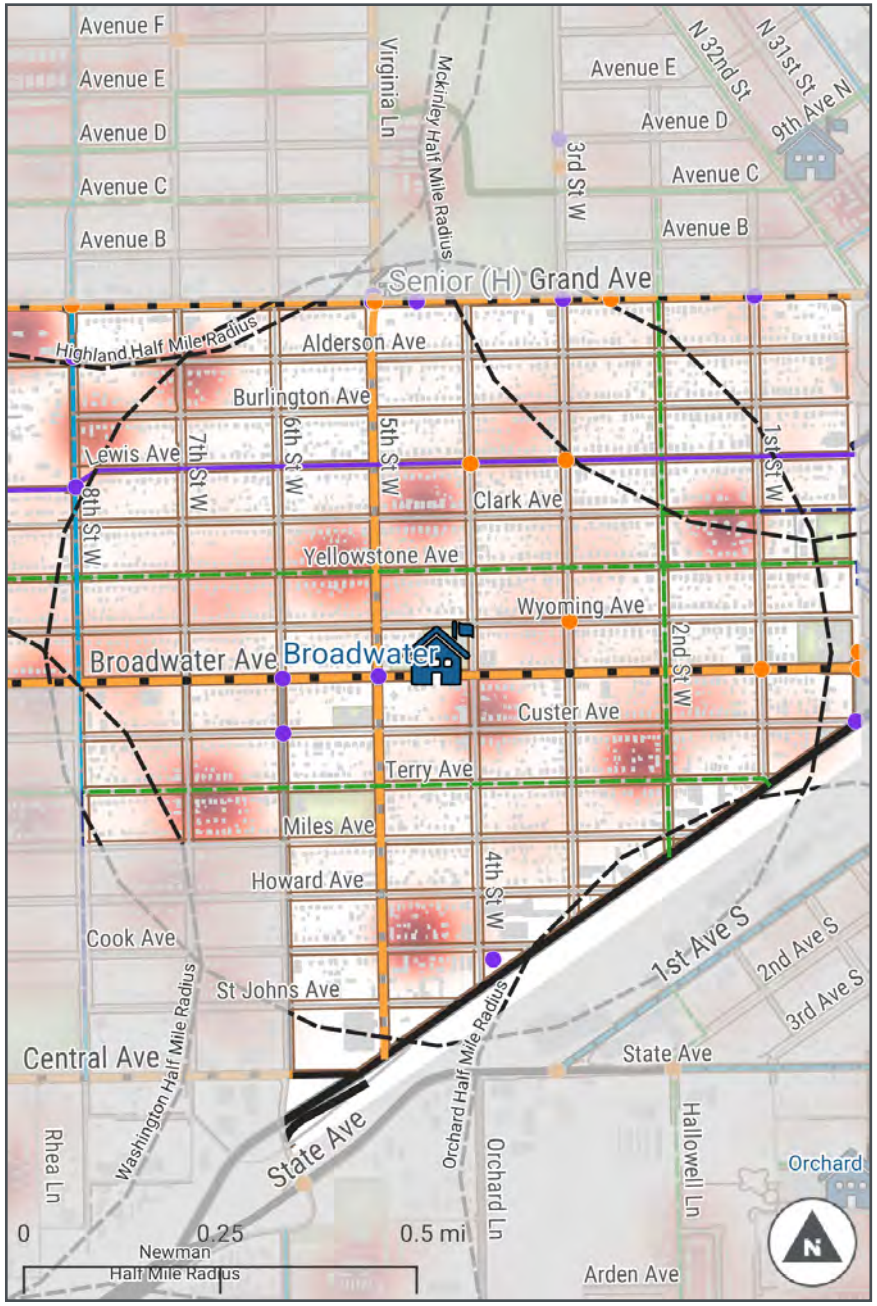
## Proposed Safe Routes to School Projects for Boulder Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Speeding | x | | | x | x | | | | | | | |
| 2 | Connectivity | | | | x | x | | | | | | | x |
| 3 | Crossing | x | x | x | x | | | | | | | | |
| 4 | Crossing | | x | | x | | | | | x | | | |

# Broadwater






## Key Safety and Mobility Considerations for Broadwater Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

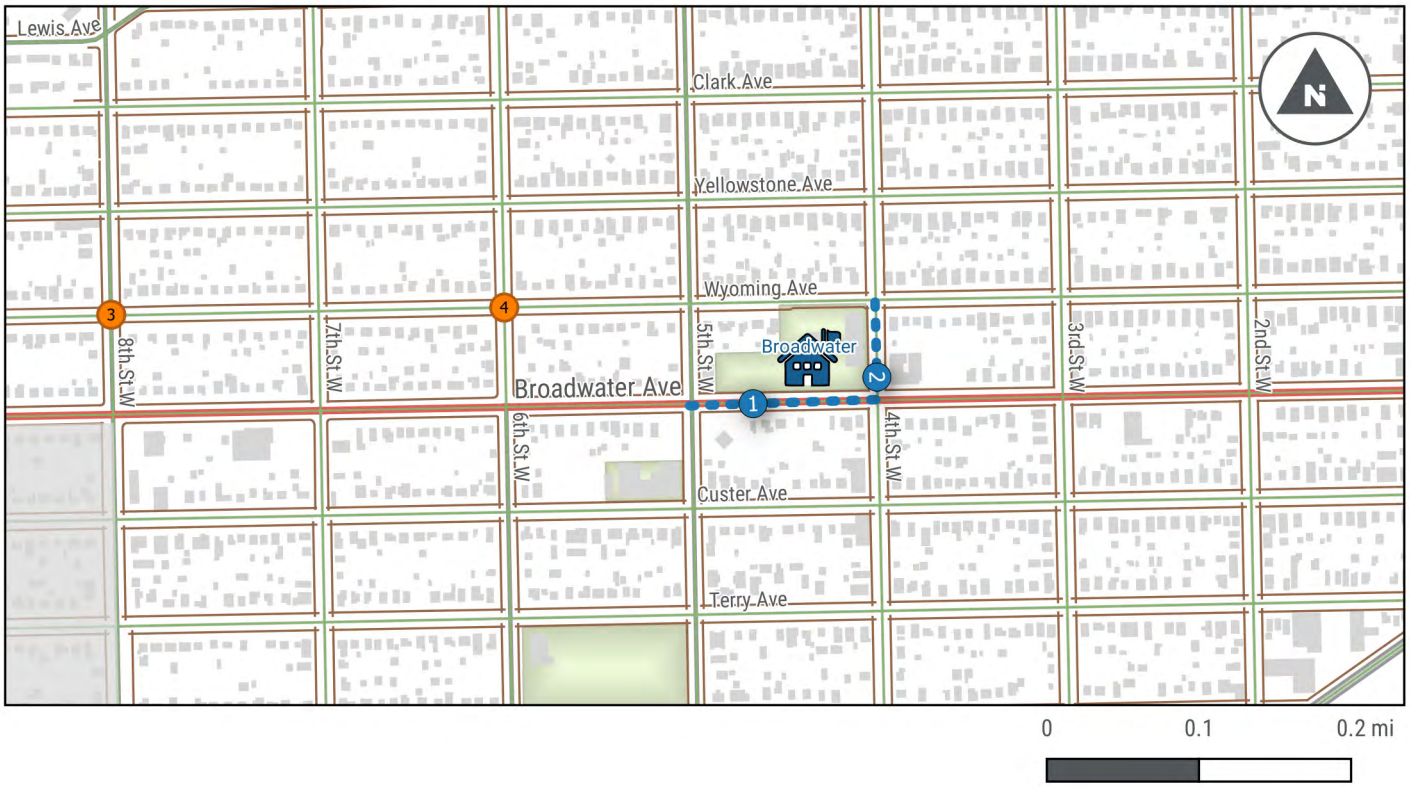
**Existing**

- Existing Shared Lane
- Sidewalk

**Proposed**

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

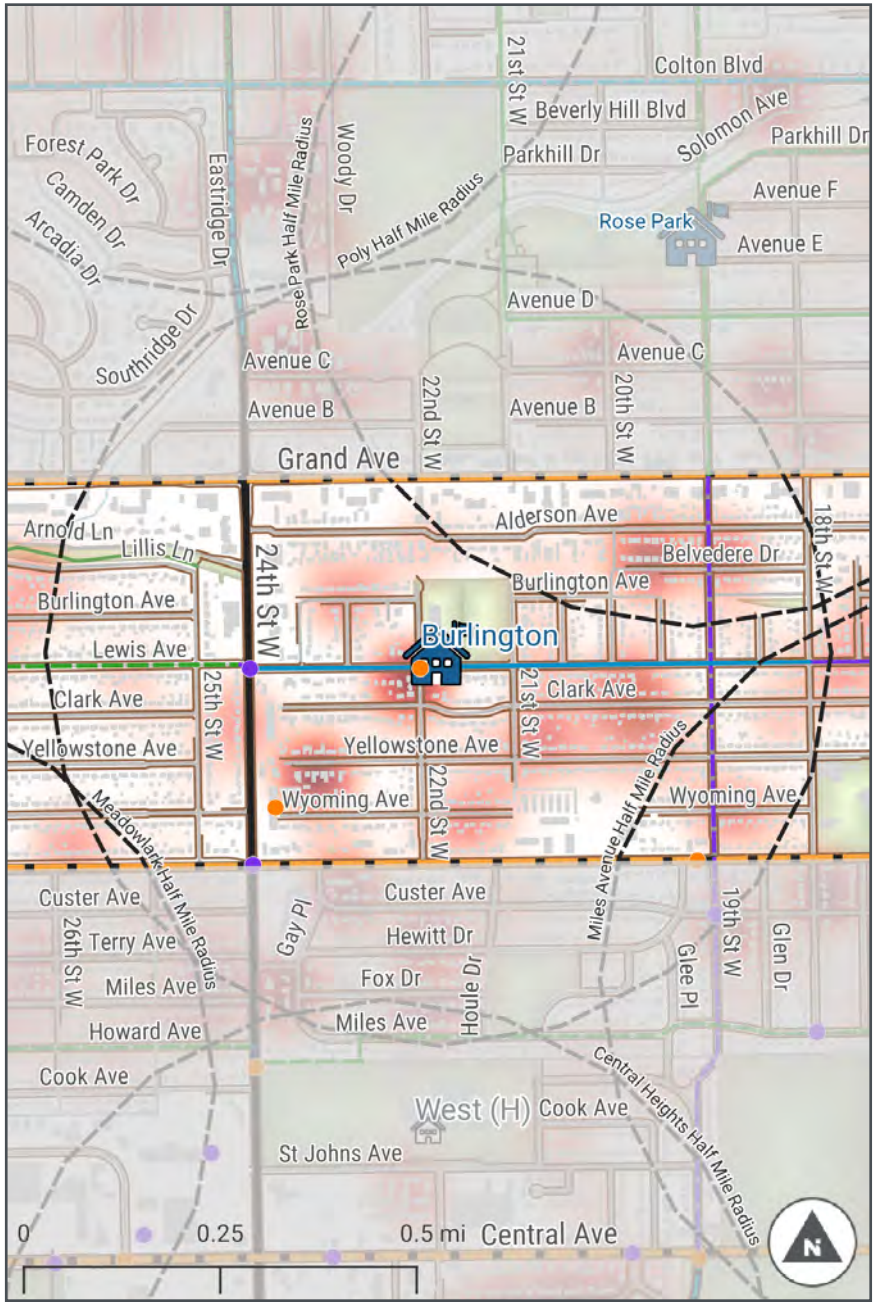
## Proposed Safe Routes to School Projects for Broadwater Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Speeding | x | | | x | x | | | | | | | |
| 2 | Arrival/Dismissal Behavior | | | | x | x | | | | | | x | |
| 3 | Crossing | | | | x | | | | | x | | | |
| 4 | Crossing | | | | x | | | | | x | | | |

# Burlington


BURLINGTON SCHOOL
Burlington Elementary
APRIL 4, 14-15 NO SCHOOL
BLANKET DRIVE FOR
THE ANIMAL SHELTER




## Key Safety and Mobility Considerations for Burlington Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

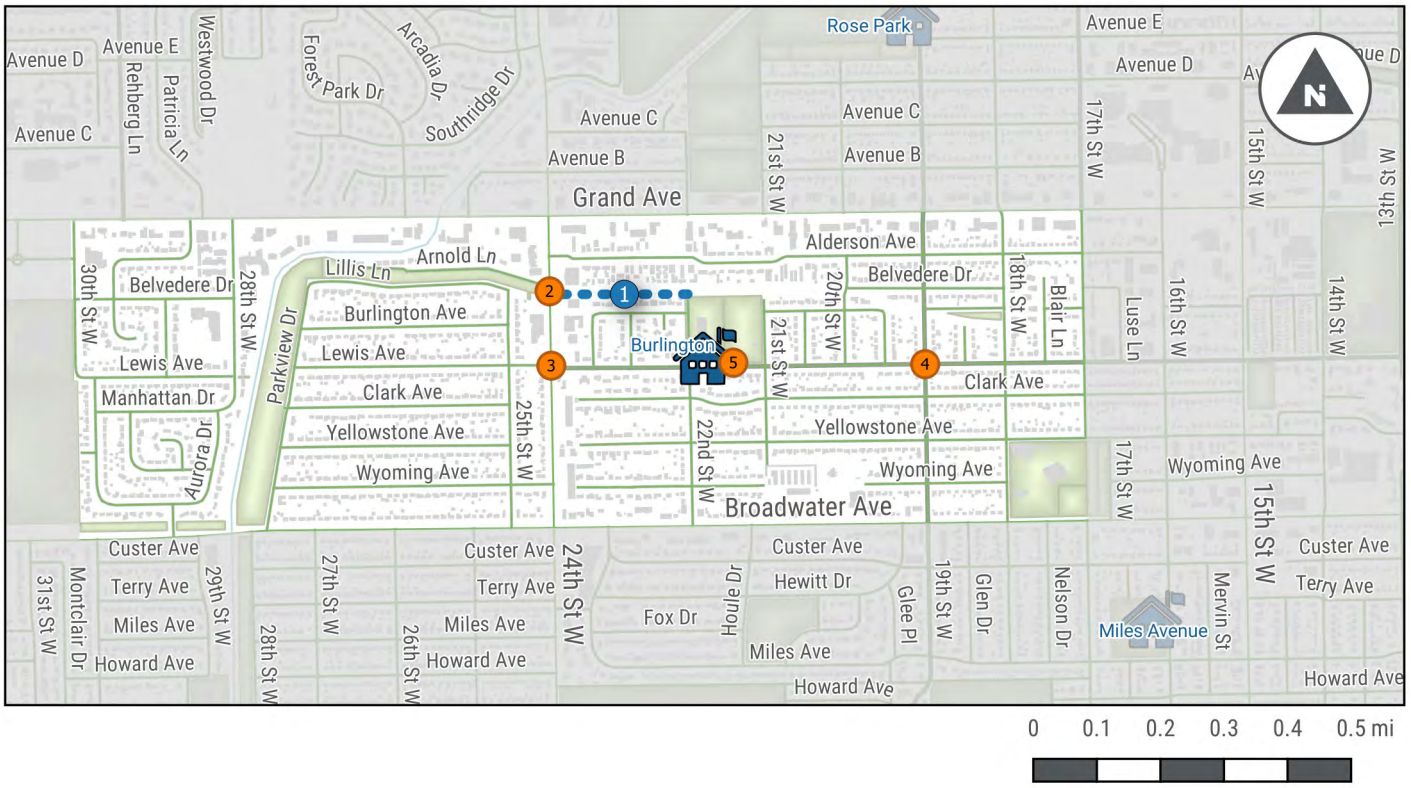
**Existing**

- Existing Bike Lane
- Existing Shared Lane
- Sidewalk
- Neighborhood Bikeway

**Proposed**

- Neighborhood Bikeway
- Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

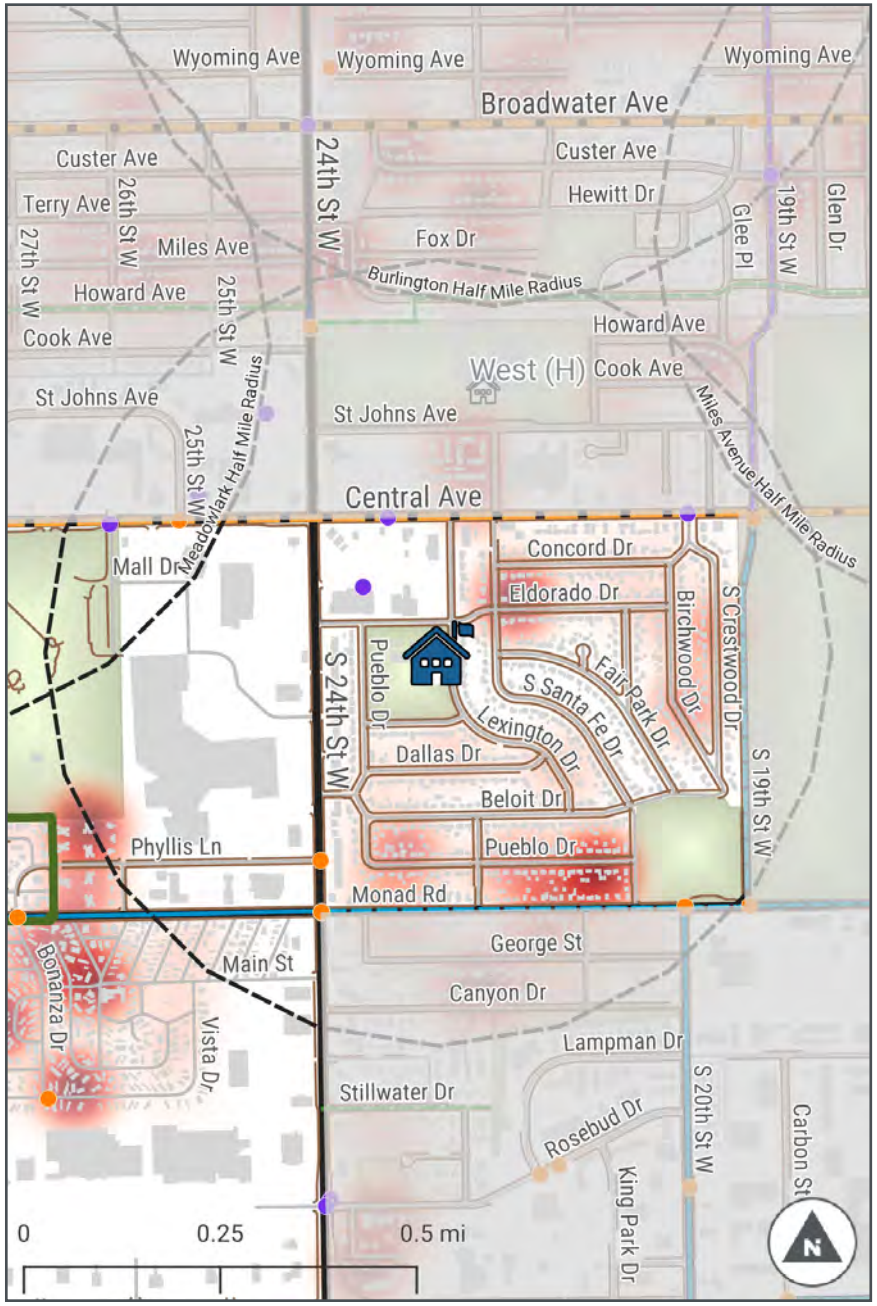
## Proposed Safe Routes to School Projects for Burlington Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Trail/Path | | | | x | x | | | | | | | x |
| 2 | Crossing | | | | | | | | | x | | | |
| 3 | Crossing | | | x | | | | | | x | | | |
| 4 | Crossing | | | | | | | | | x | | | |
| 5 | Bicycle parking | | | | | x | | | | | | | |

# Central Heights






## Key Safety and Mobility Considerations for Central Heights Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

Existing

- Existing Bike Lane

Proposed

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

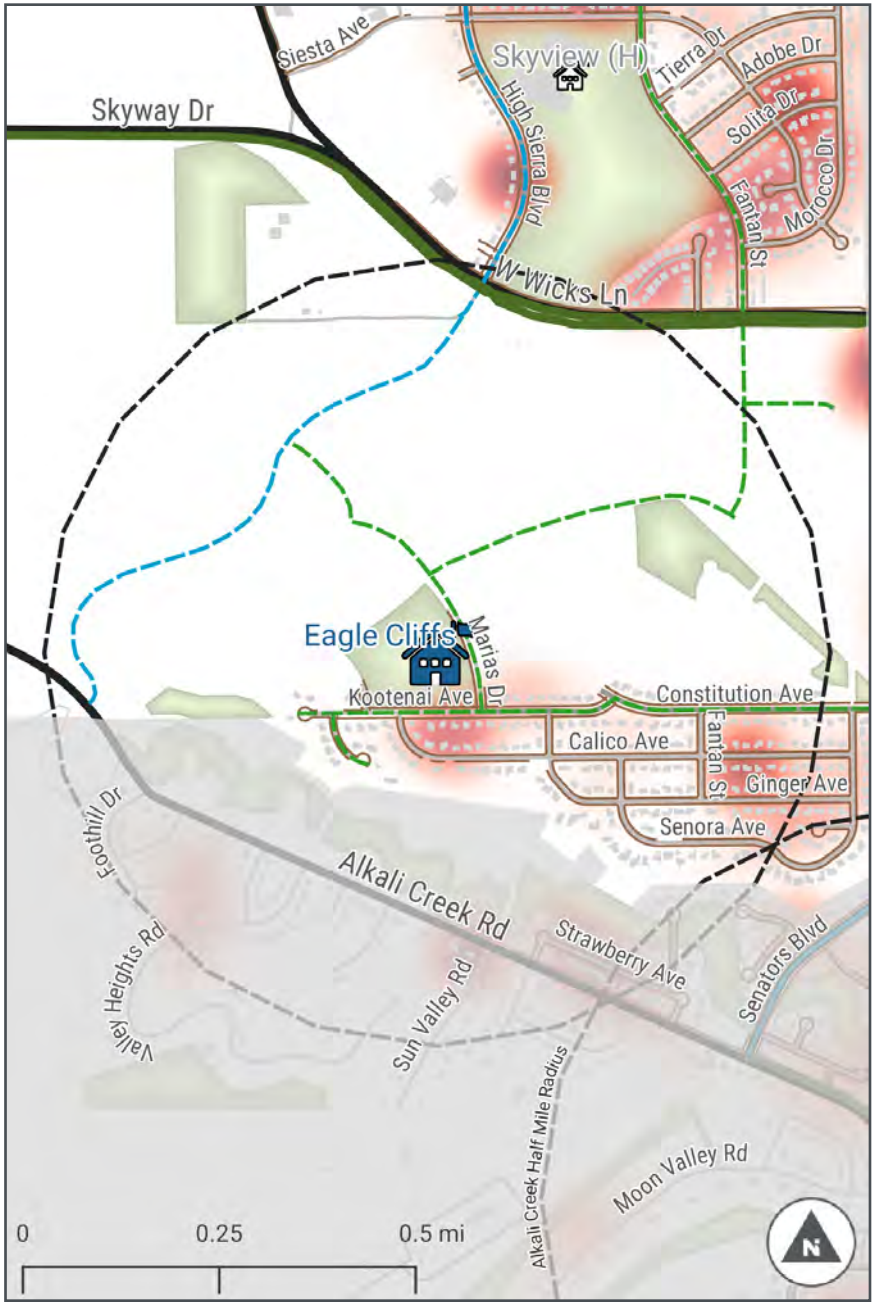
## Proposed Safe Routes to School Projects for Central Heights Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Crossing | | x | | x | | | | | | | | |
| 2 | Arrival/Dismissal Behavior | | | | x | x | | | | | | x | |
| 3 | Accessibility | | | | x | | | | | | | | |
| 4 | Crossing | | x | | x | x | | | | x | | | |
| 5 | Crossing | | x | | x | x | | | | x | | | |
| 6 | Crossing | | x | | x | x | | | | x | | | |
| 7 | Bicycle Parking | | | | | x | | | | | | | |

# Eagle Cliffs






## Key Safety and Mobility Considerations for Eagle Cliffs Elementary

Student Address Heatmap

School Half Mile Buffer

Outside School Boundary

Speed Limit 35 mph or Greater

### Existing

Shared Use Path

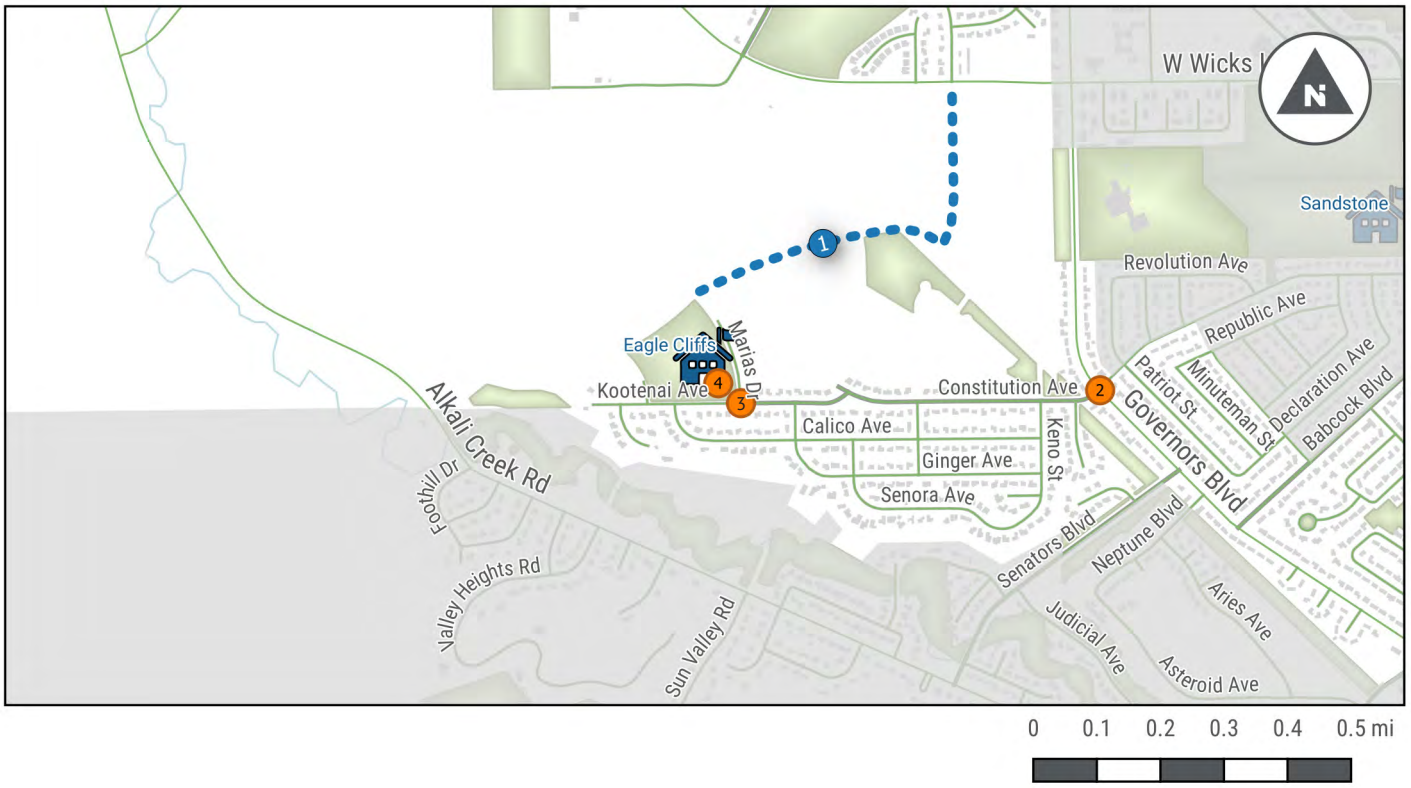
Sidewalk

### Proposed

Neighborhood Bikeway

Bike Lane

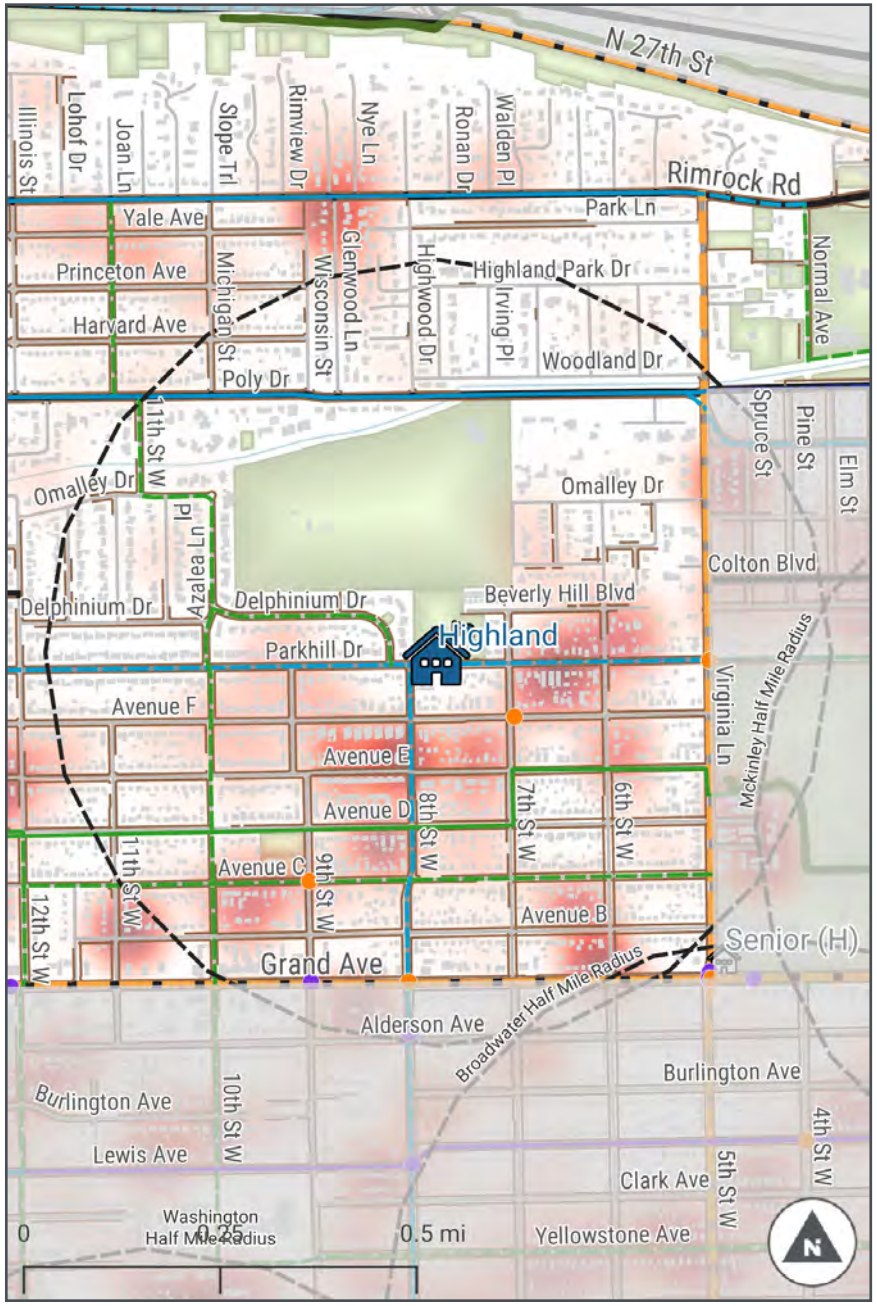
## Proposed Safe Routes to School Projects for Eagle Cliffs Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Trail/Path | | | | x | x | | | | | | | x |
| 2 | Crossing | | | x | | | | | | x | | | |
| 3 | Crossing | | | | x | x | | | | | | | |
| 4 | Bicycle Parking | | | | | x | | | | | | | |

# Highland


HIGHLAND
KINDERGARTEN
REGISTRATION OPEN
NO SCHOOL APRIL 4 14 15




## Key Safety and Mobility Considerations for Highland Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

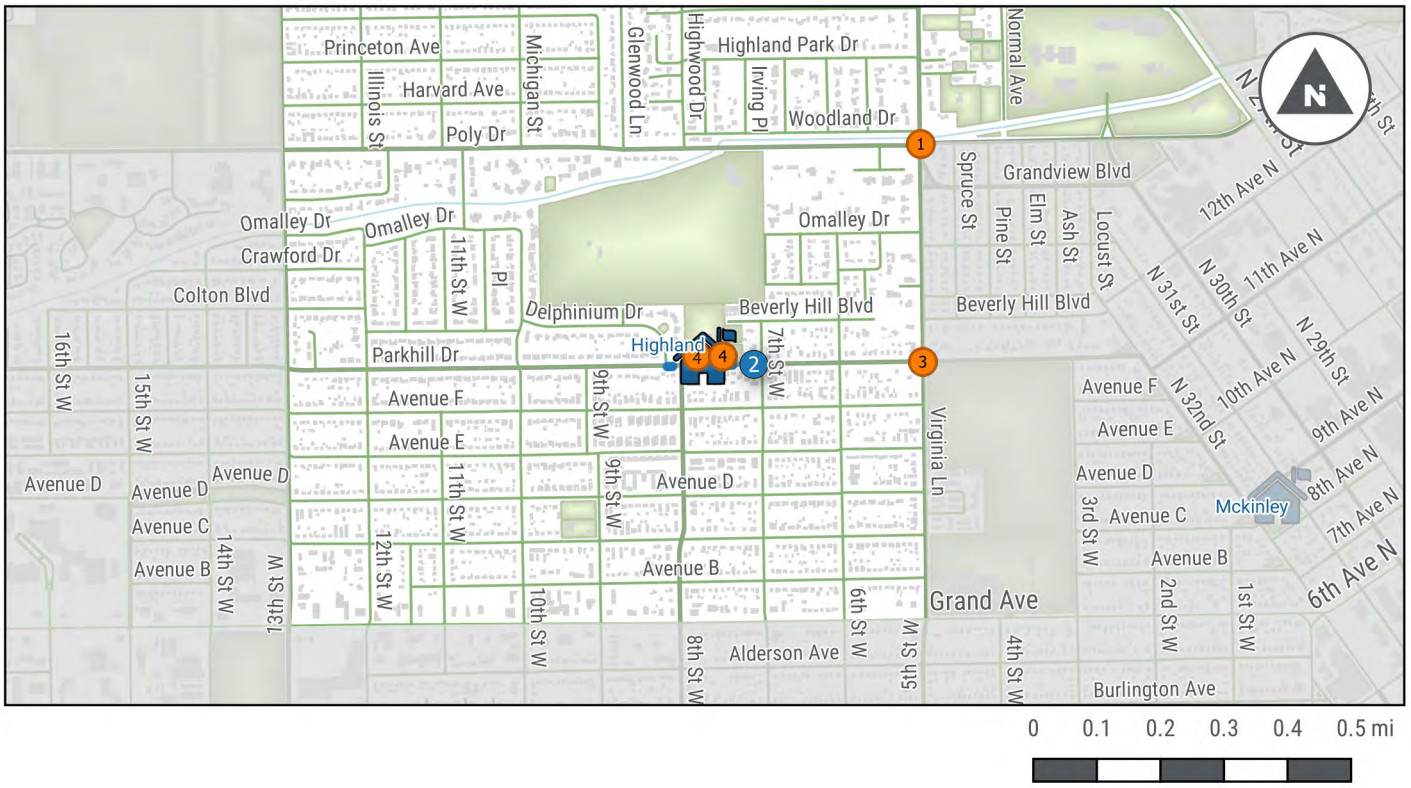
**Existing**

- Shared Use Path
- Existing Bike Lane
- Sidewalk
- Neighborhood Bikeway

**Proposed**

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Visionary Long Range Bikeway

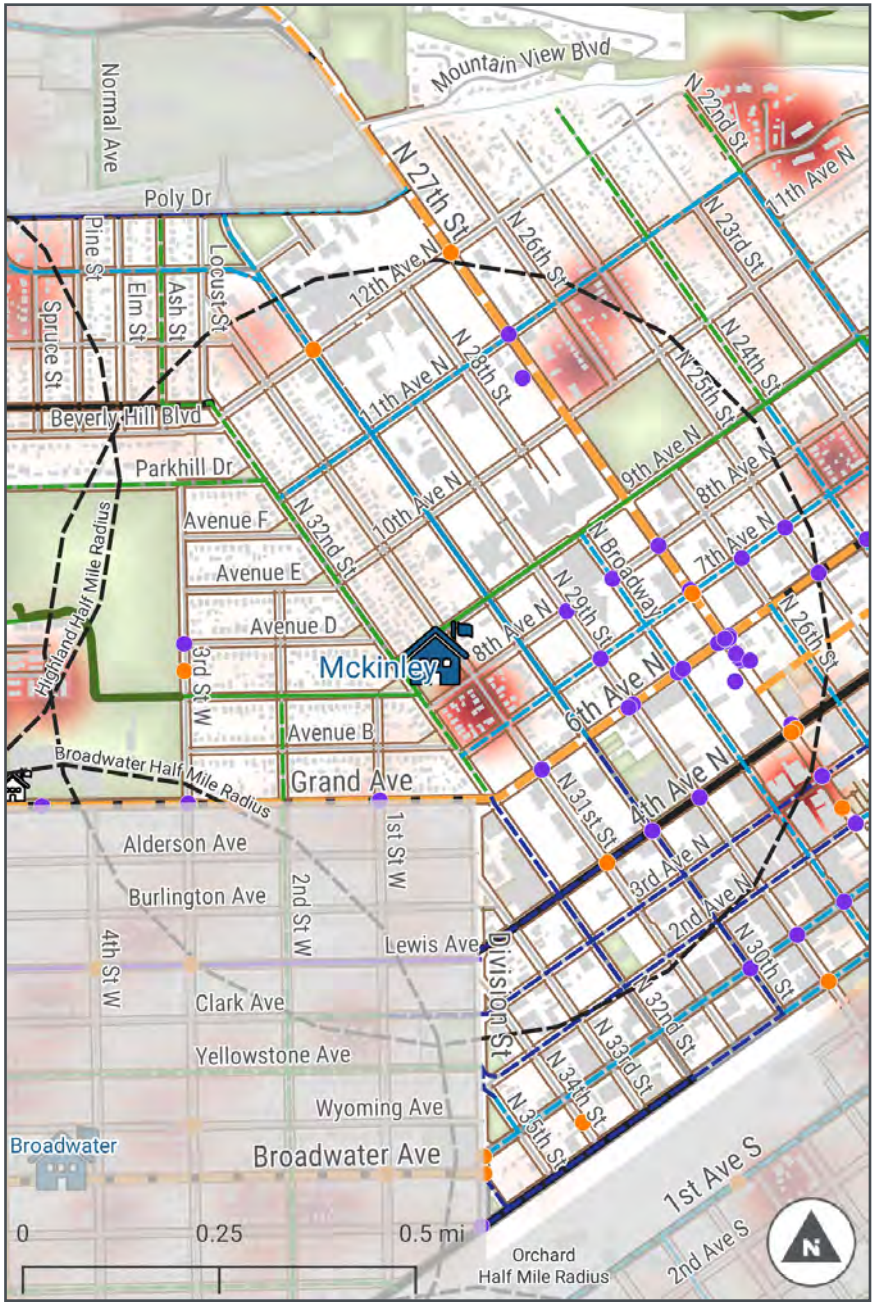
## Proposed Safe Routes to School Projects for Highland Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Crossing | | | | x | | | | | | | | |
| 2 | Arrival/Dismissal Behavior | | | | | | | x | | | | x | |
| 3 | Crossing | | | x | x | | | | | | | | |
| 4 | Bicycle Parking | | | | | x | | | | | | | |

# McKinley






## Key Safety and Mobility Considerations for McKinley Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

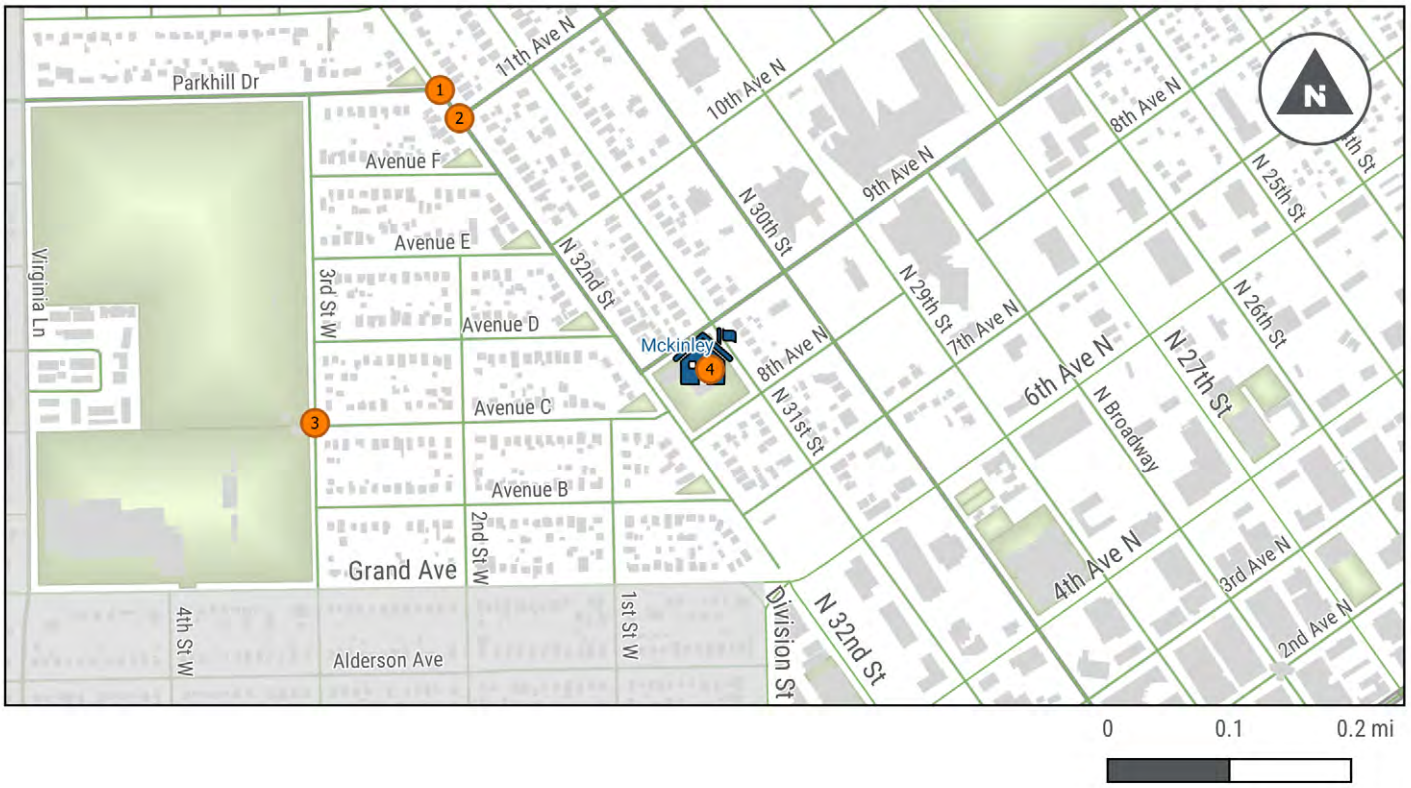
**Existing**

- Shared Use Path
- Existing Bike Lane
- Existing Shared Lane
- Sidewalk

**Proposed**

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

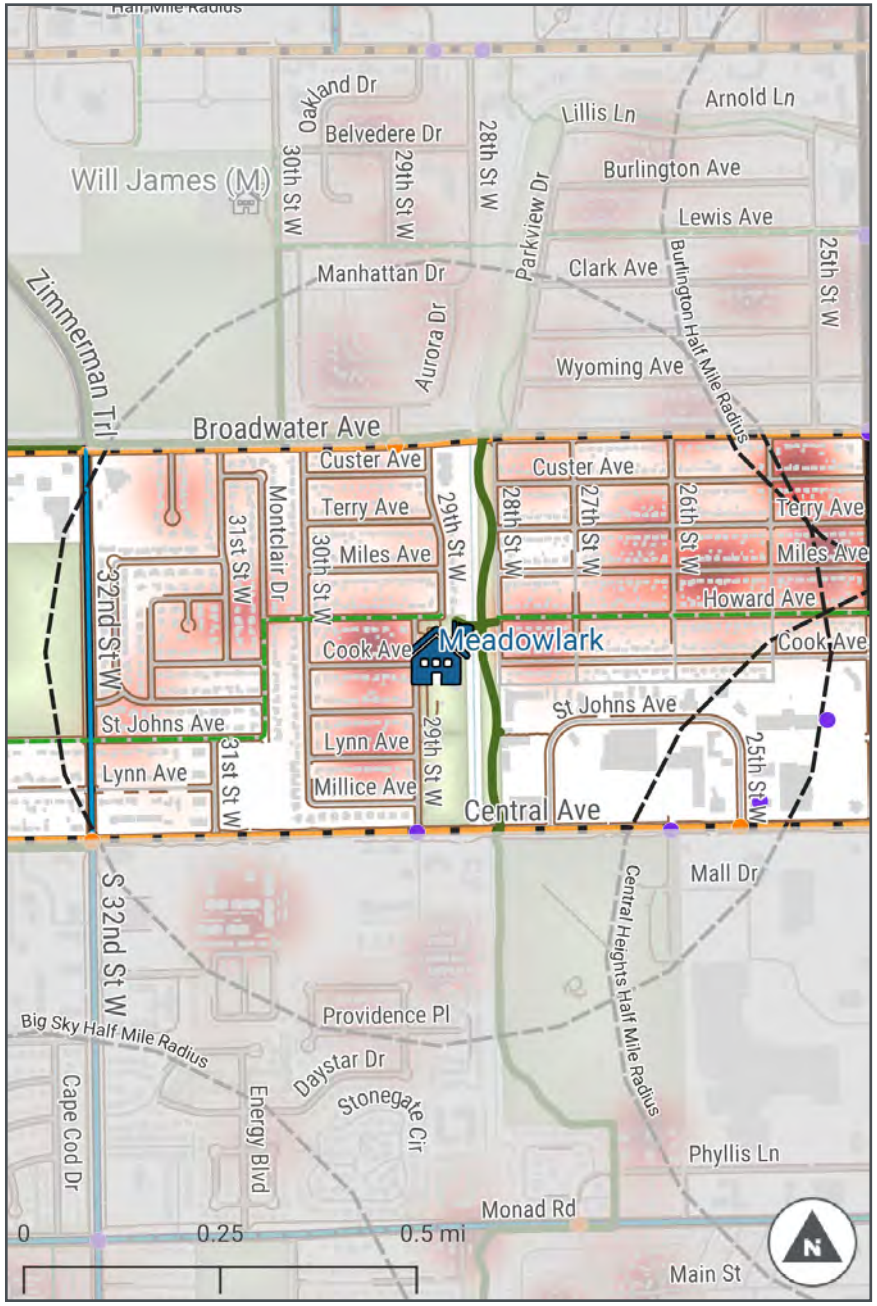
## Proposed Safe Routes to School Projects for McKinley Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Crossing | | | x | x | x | | | | x | | | |
| 2 | Crossing | | x | x | x | | | | | x | | | |
| 3 | Speeding and Volume | x | x | | x | x | | | | | | | |
| 4 | Crossing | x | | | x | x | | | | | | | |

# Meadowlark






## Key Safety and Mobility Considerations for Meadowlark Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

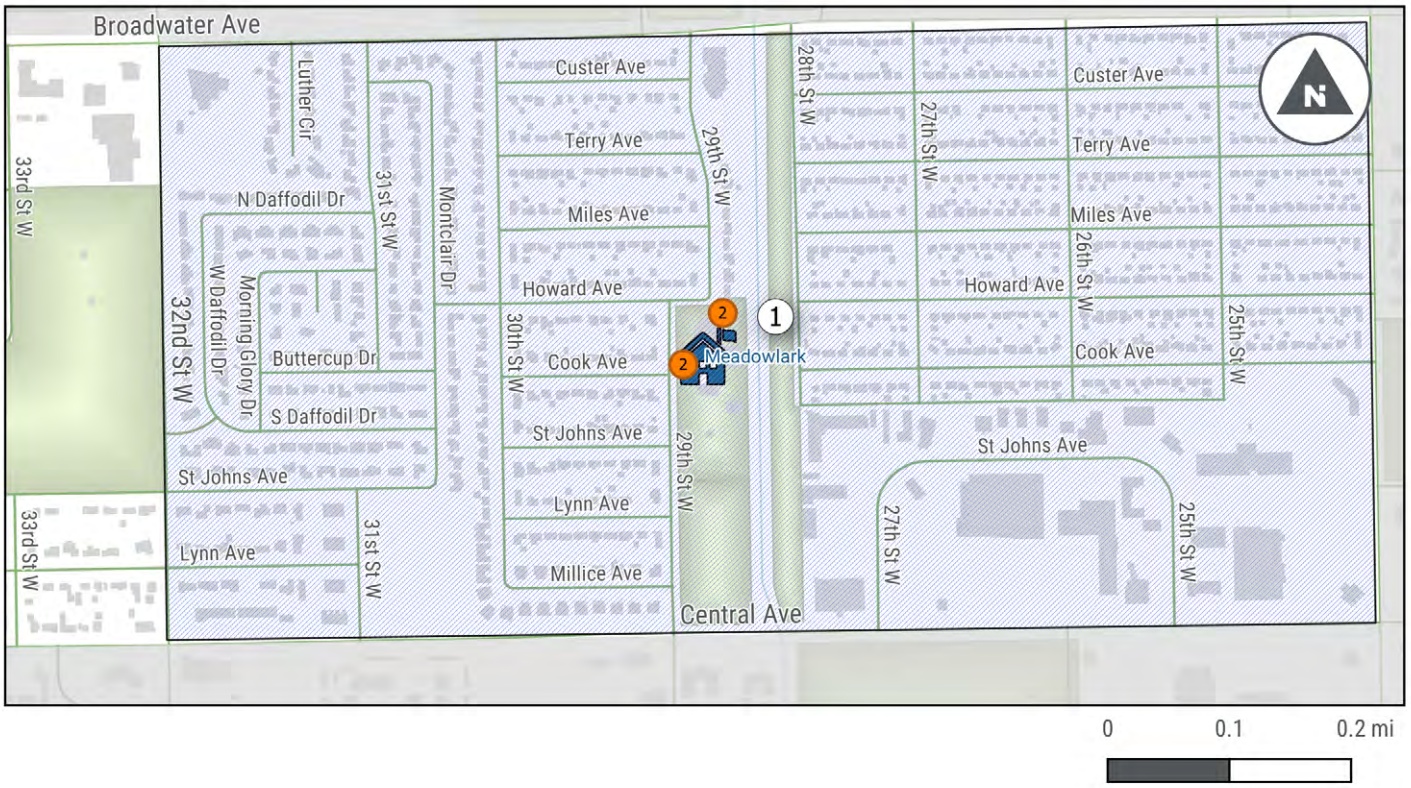
### Existing

- Shared Use Path
- Existing Bike Lane
- Sidewalk

### Proposed

- Neighborhood Bikeway
- Visionary Long Range Bikeway

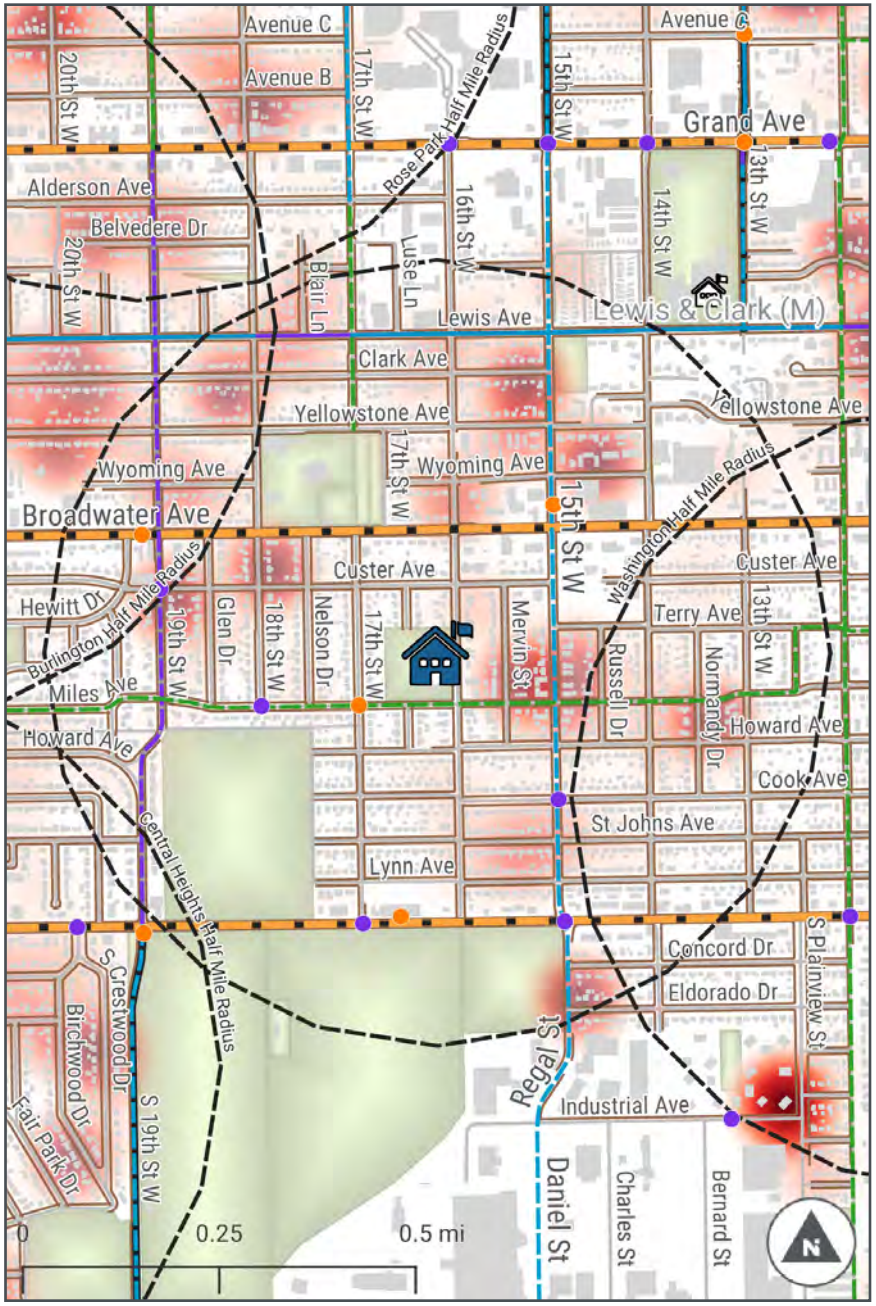
## Proposed Safe Routes to School Projects for Meadowlark Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Sidewalk | | | | x | | | | | | x | | |
| 2 | Bicycle parking | | | | | x | | | | | | | |

# Miles Avenue






## Key Safety and Mobility Considerations for Miles Avenue Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

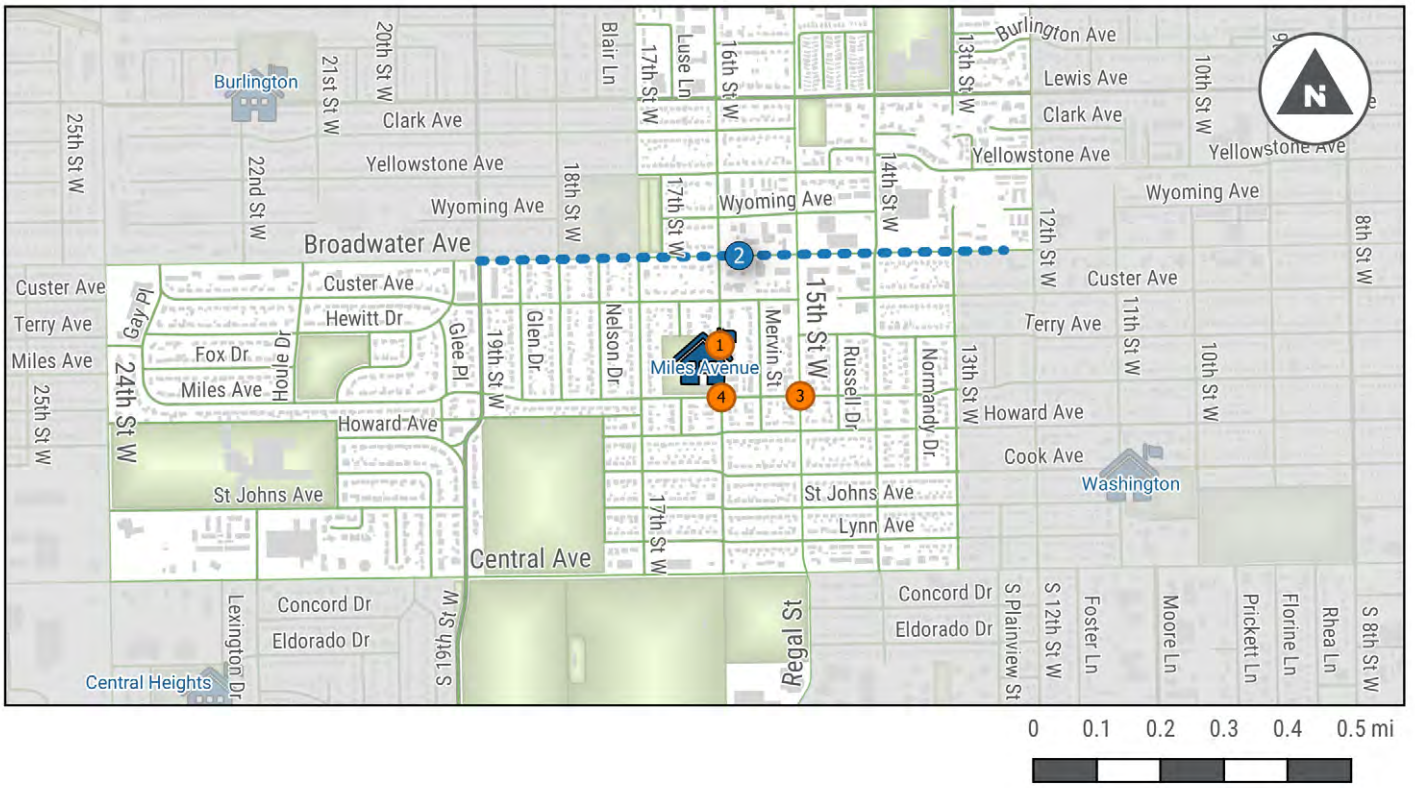
### Existing

- Existing Bike Lane
- Existing Shared Lane
- Sidewalk

### Proposed

- Neighborhood Bikeway
- Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

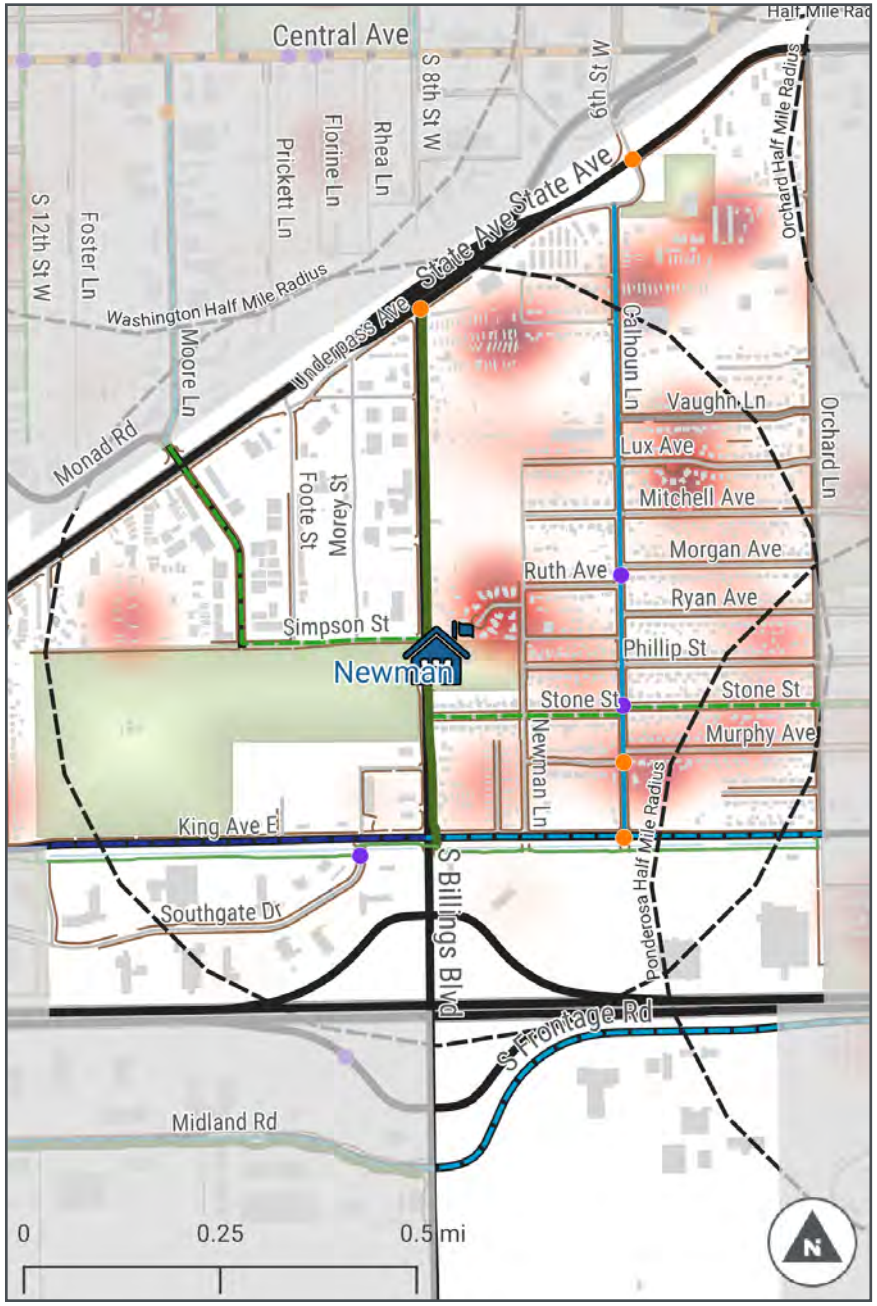
## Proposed Safe Routes to School Projects for Miles Avenue Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Crossing | | | | x | | | | | x | | | |
| 2 | Crossing | x | x | | x | | | | | x | | | |
| 3 | Speeding/Volume | x | | | x | x | | | | | | | |
| 4 | Bicycle Parking | | | | | | | | | | | | |

# Newman


NEWMAN SCHOOL
NEWMAN ELEM TARY
MAY 1 PTA
4 NO SC OL
16 - 17 FIELD AY
18 CONCERTS & RNIVAL




## Key Safety and Mobility Considerations for Newman Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

### Existing

- Shared Use Path
- Existing Bike Lane
- Sidewalk

### Proposed

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane

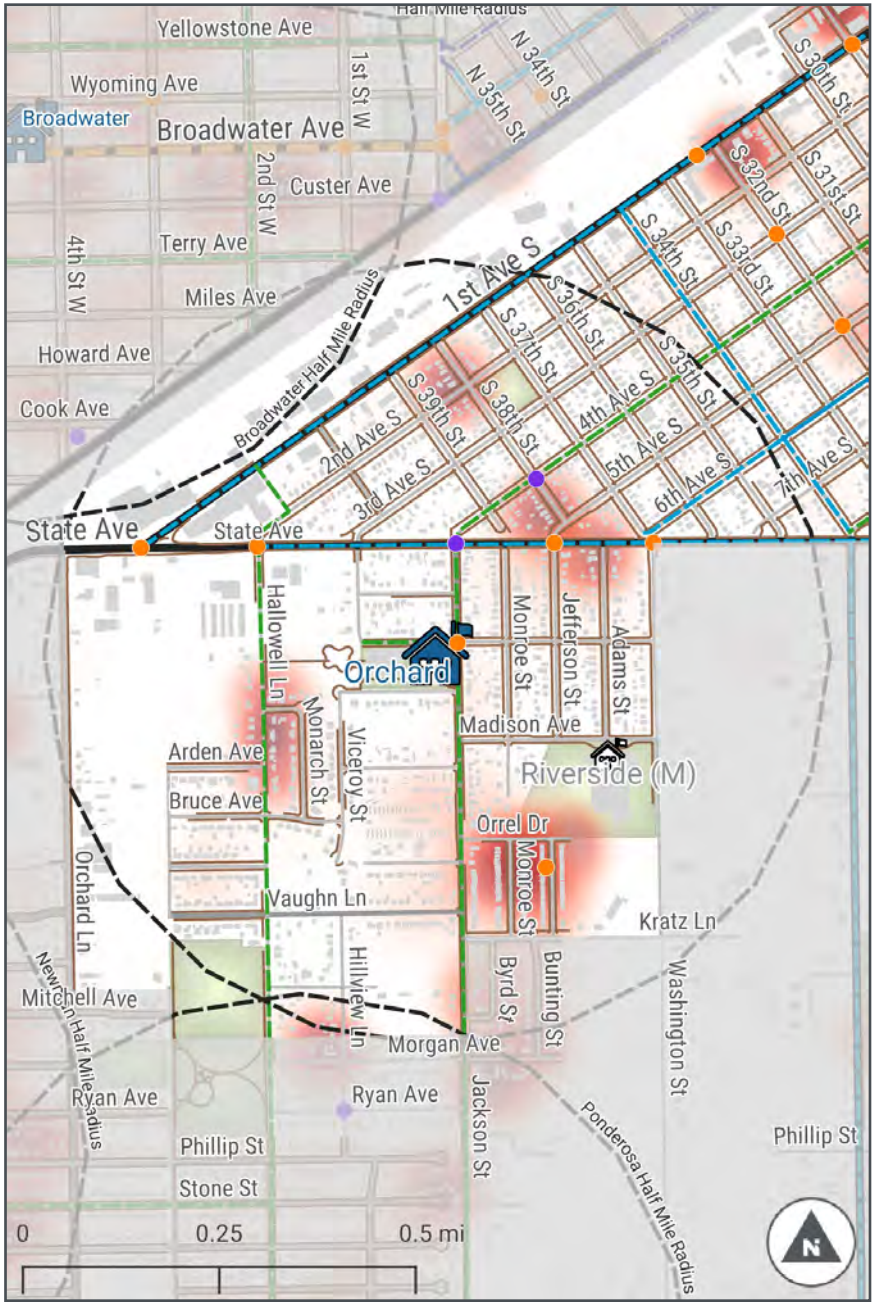
## Proposed Safe Routes to School Projects for Newman Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Crossing | | x | | x | | | | | | | | |
| 2 | Arrival/Dismissal Behavior | | | | x | x | | | | | | x | |
| 3 | Sidewalks | | | | x | | | | | | x | | |
| 4 | Bicycle Parking | | | | | x | | | | | | | |

# Orchard


ORCHARD SCHOOL
MAY 3 SCHOOL CARNIVAL
MAY THE 4 BE WITH U NO SCHOOL
MAY 18 TALENT SHOW
AQUAFINA
PEPSI




## Key Safety and Mobility Considerations for Orchard Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

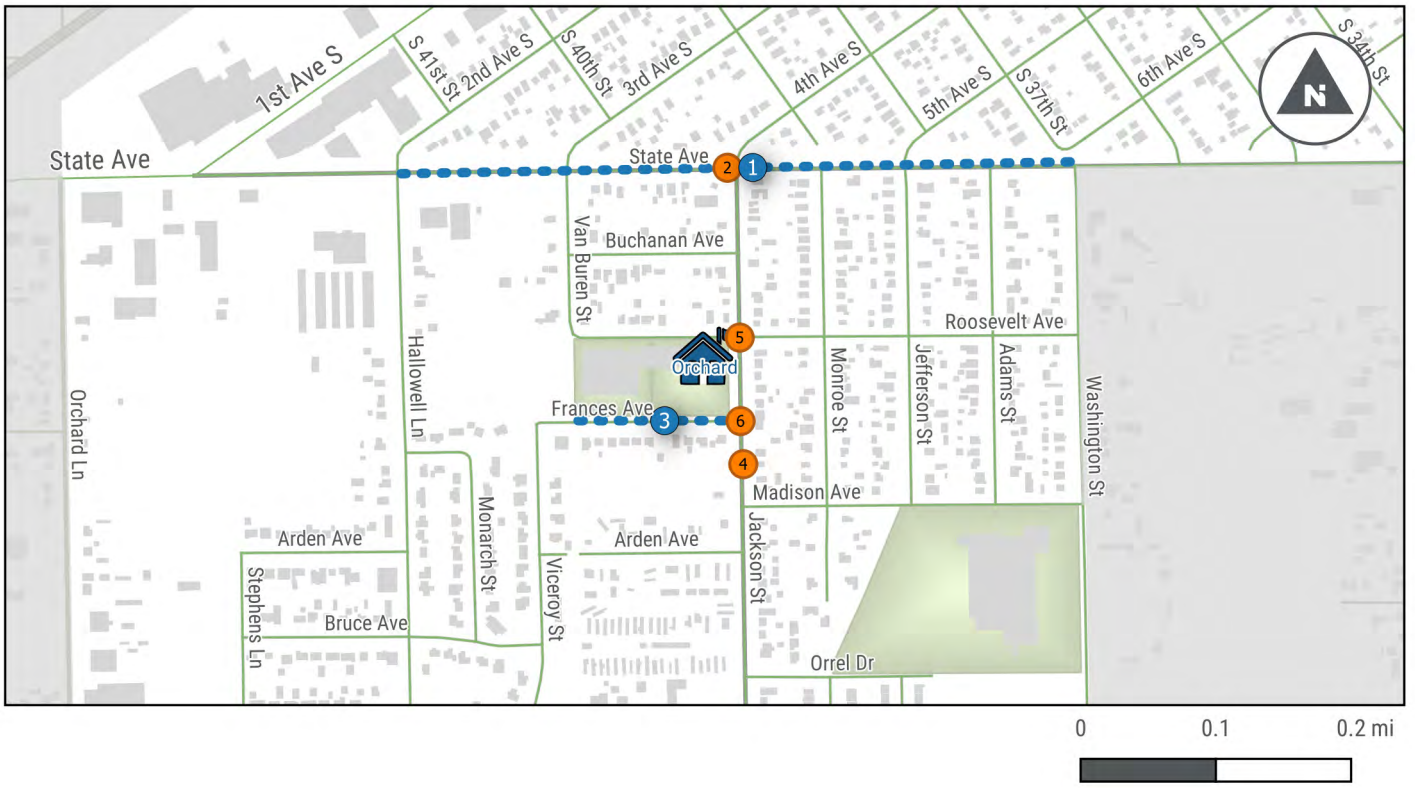
**Existing**

- Sidewalk

**Proposed**

- Neighborhood Bikeway
- Bike Lane

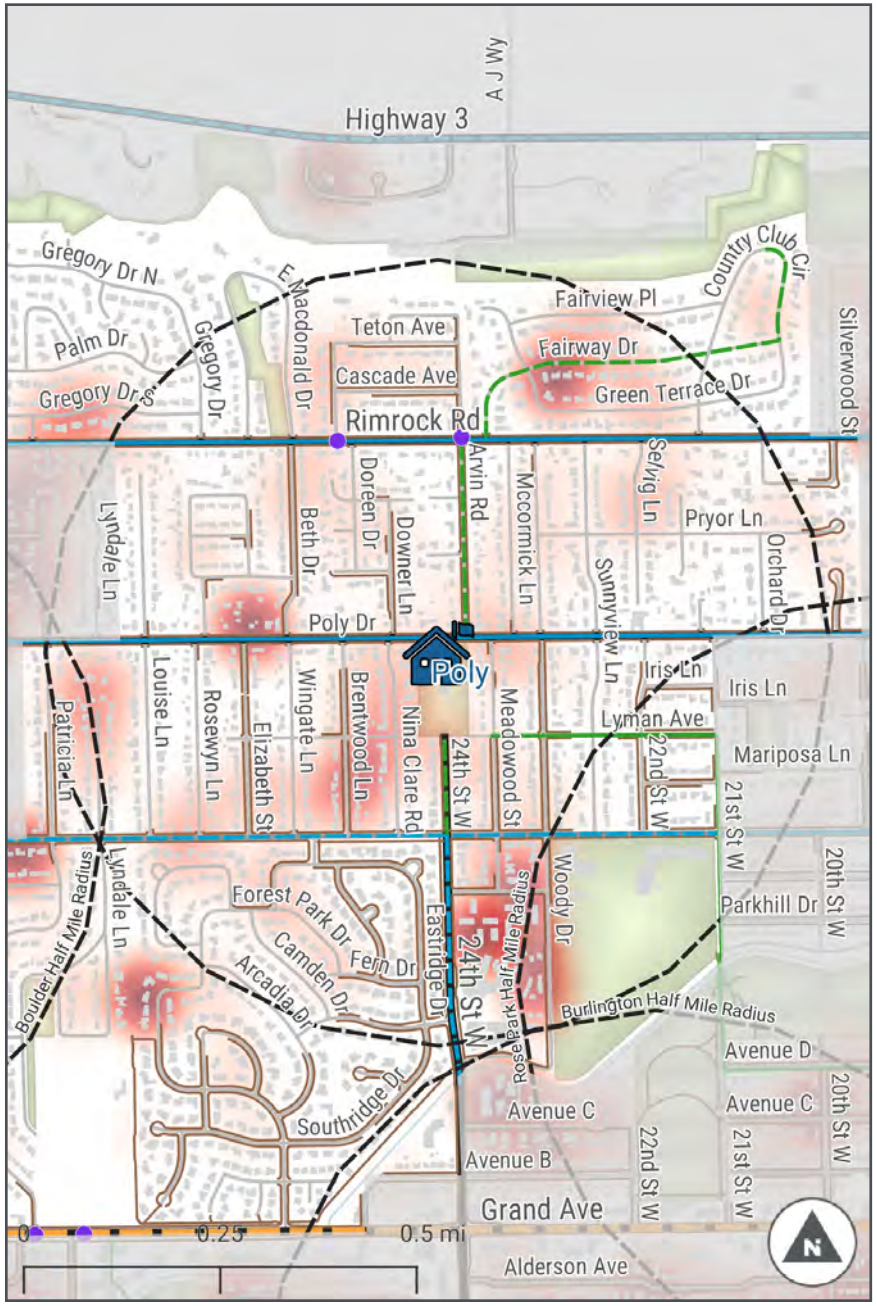
## Proposed Safe Routes to School Projects for Orchard Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Speeding/Volume | x | | | x | x | | | | | | | |
| 2 | Accessibility | | | | x | | | | | | | | |
| 3 | Arrival/Dismissal behavior | | | | | | | x | | | | x | |
| 4 | School zone signage | | | | | | | | x | | | | |
| 5 | Crossing | | | | x | | | | | x | | | |
| 6 | Crossing | | | | x | | | | | x | | | |

# Poly Drive


POLY DRIVE SCHOOL
2410
POLY DRIVE
Kindergarten
REGISTER ONLINE
BILLINGSSCHOOLS.ORG




## Key Safety and Mobility Considerations for Poly Drive Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

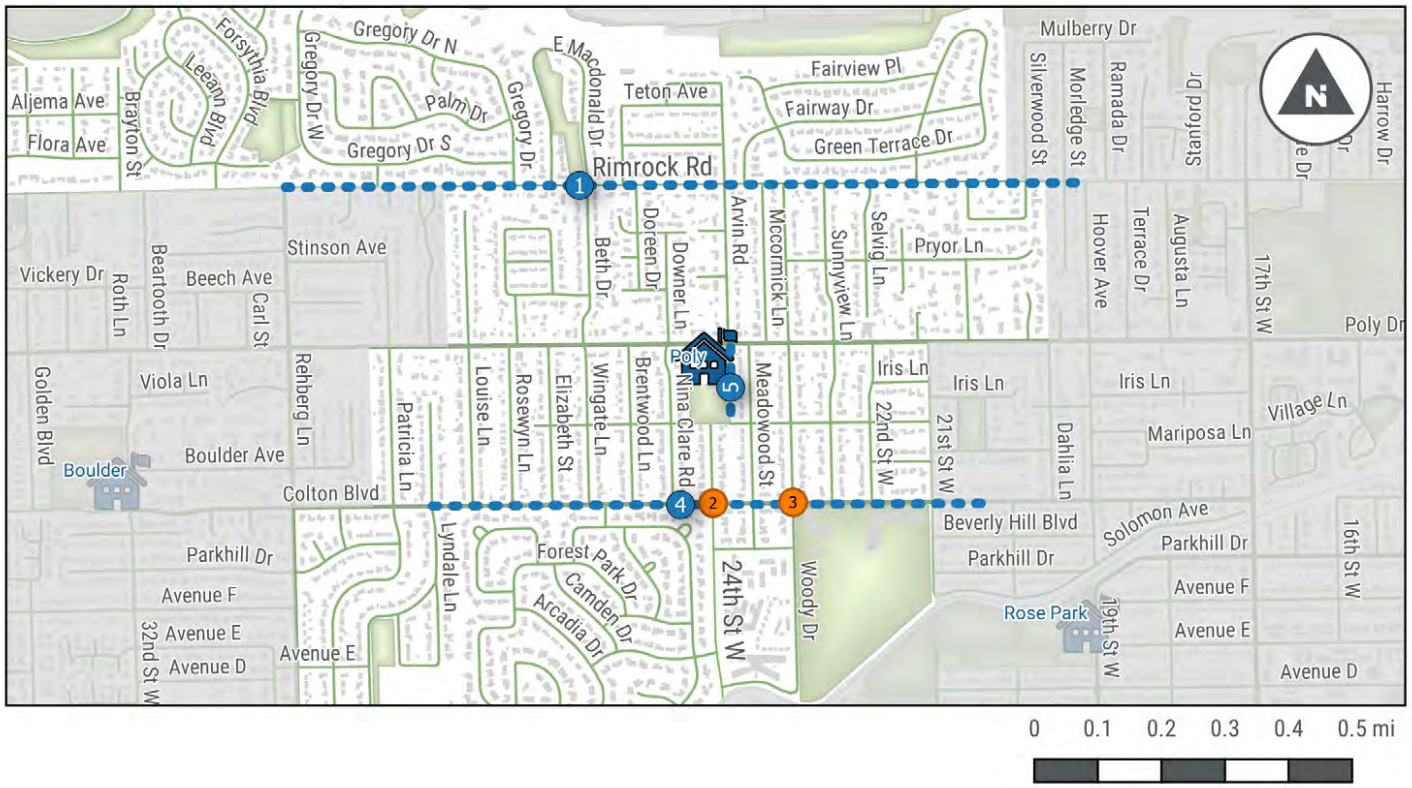
### Existing

- Existing Bike Lane
- Sidewalk
- Neighborhood Bikeway

### Proposed

- Neighborhood Bikeway
- Bike Lane

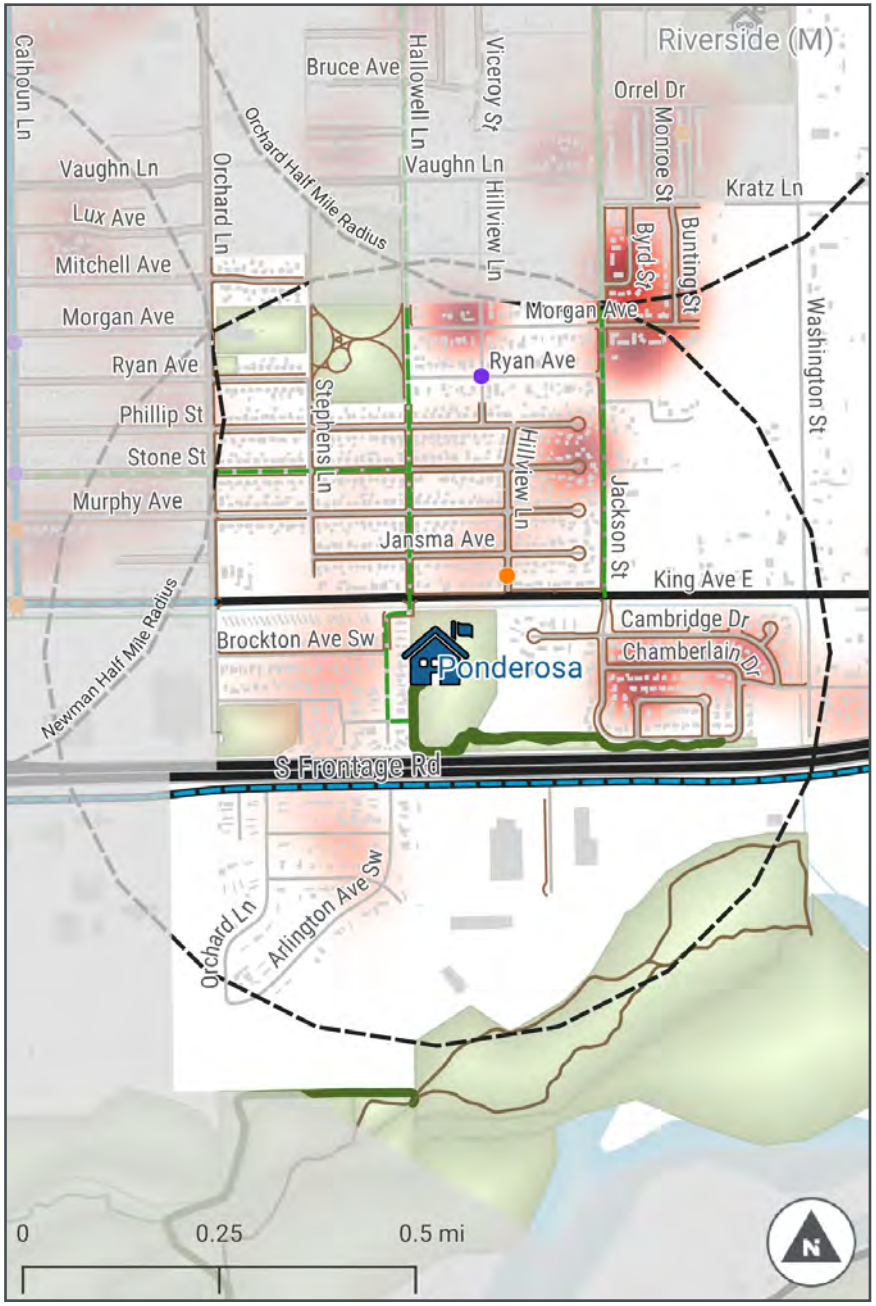
## Proposed Safe Routes to School Projects for Poly Drive Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | School Zone Signage | x | | | | | | | x | | | | |
| 2 | Crossing | x | x | x | x | x | | | | | | | |
| 3 | Crossing | | | | x | | | | | x | | | |
| 4 | School Zone Signage | x | | | | | | | x | | | | |
| 5 | Trail/Path | | | | x | x | | | | | | | |

# Ponderosa






## Key Safety and Mobility Considerations for Ponderosa Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

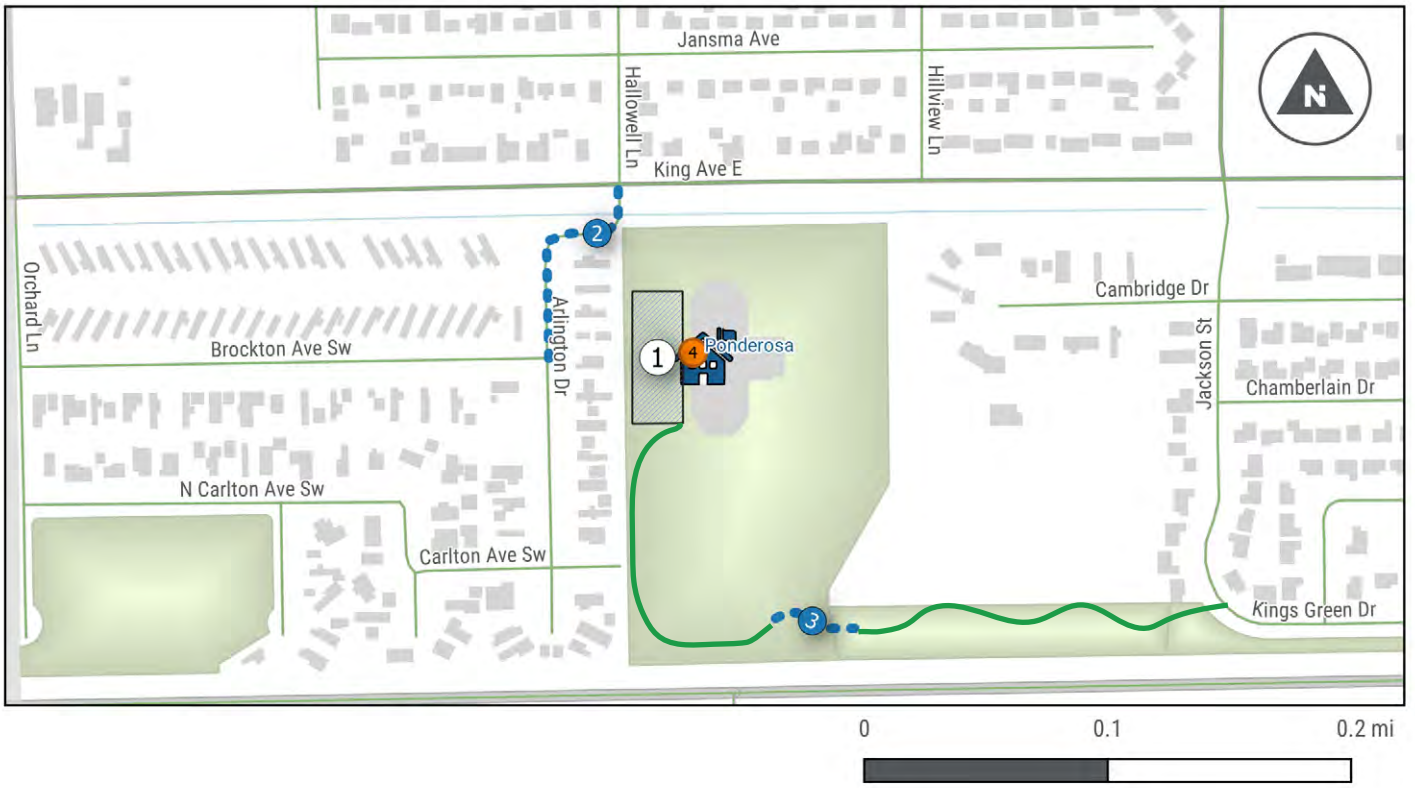
**Existing**

- Shared Use Path
- Sidewalk

**Proposed**

- Neighborhood Bikeway
- Bike Lane

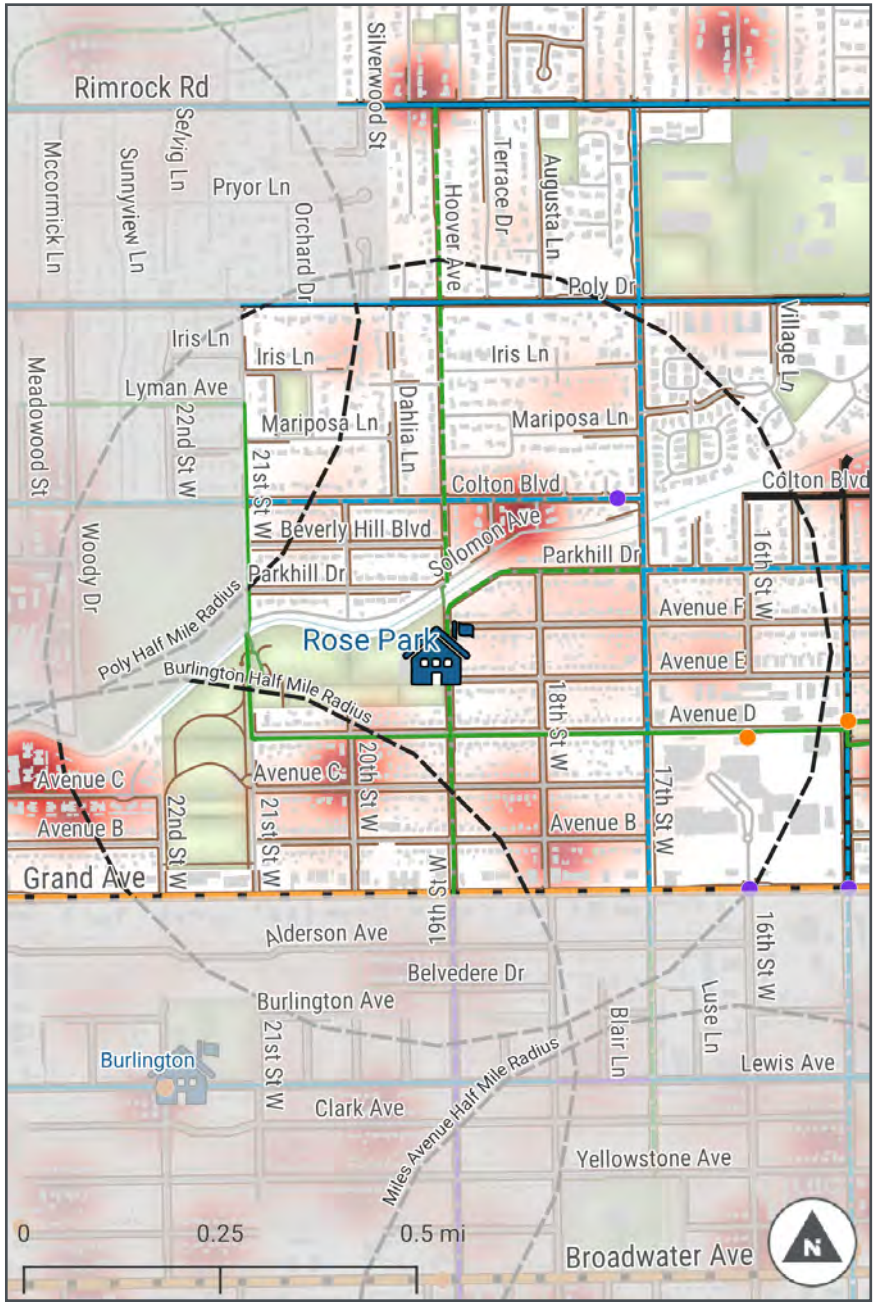
## Proposed Safe Routes to School Projects for Ponderosa Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Arrival/Dismissal Behavior | | | | x | x | | | | | | x | |
| 2 | Congestion | | | | x | x | | | | | | | x |
| 3 | Hazardous/Illicit Activity | | | | x | x | | | | | | | |
| 4 | Bicycle Parking | | | | | x | | | | | | | |

# Rose Park


ROSE PARK
Kindergarten
REGISTER ONLINE
INFO
1812
ROSE PARK SCHOOL
NO




## Key Safety and Mobility Considerations for Rose Park Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

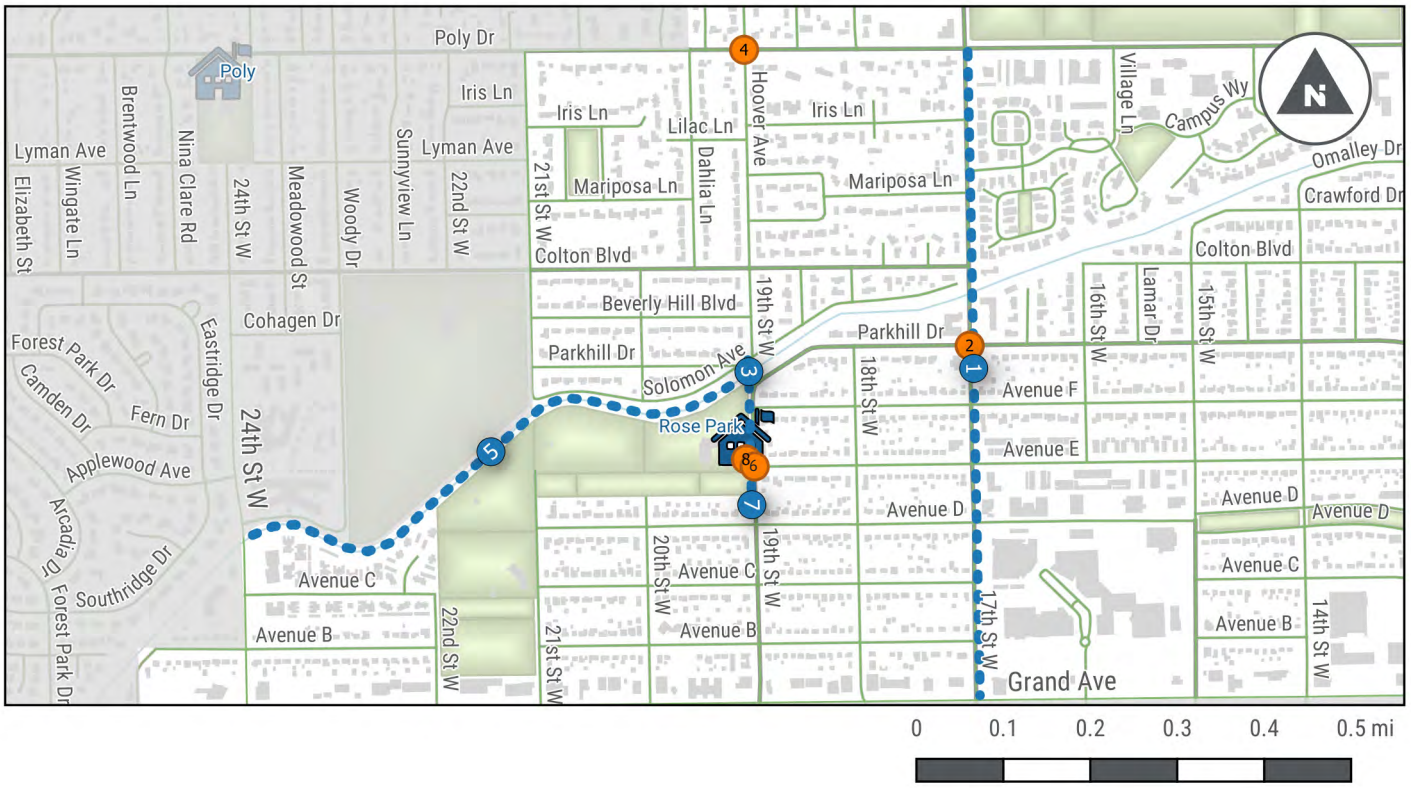
**Existing**

- Existing Bike Lane
- Sidewalk
- Neighborhood Bikeway

**Proposed**

- Neighborhood Bikeway
- Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

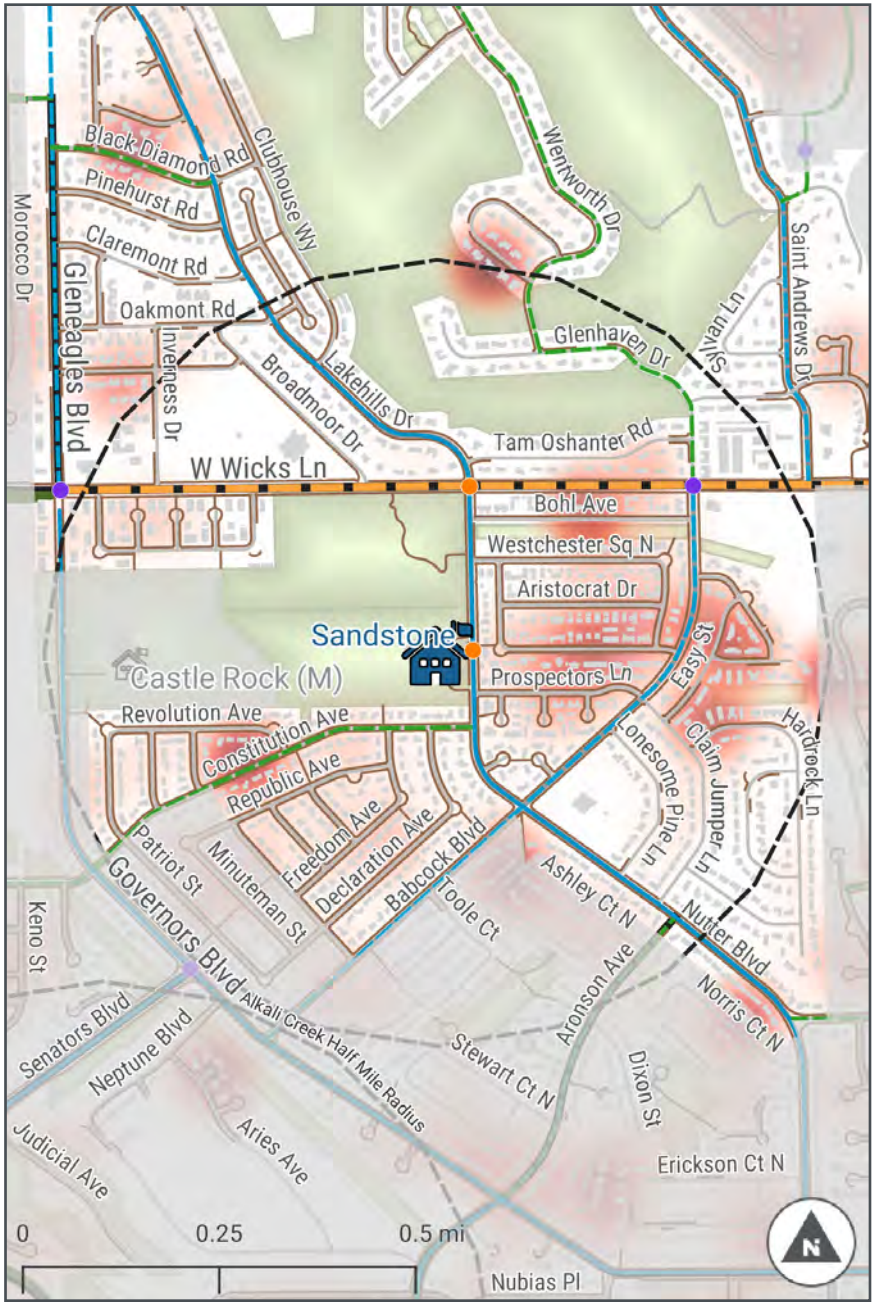
## Proposed Safe Routes to School Projects for Rose Park Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Speed/volume | x | | | x | x | | | | | x | | |
| 2 | Crossing | | | | x | | | | x | x | | | |
| 3 | Shared Use Path | | | | x | x | | | | | | | |
| 4 | Crossing | | | | x | x | | | | x | | | |
| 5 | Shared Use Path | | | | x | x | | | | | | | x |
| 6 | Crossing | | | | x | x | | | x | x | | | |
| 7 | Speed/volume | x | | | x | x | | | | | x | | |
| 8 | Bicycle parking | | | | | x | | | | | | | |

# Sandstone


SANDSTONE
ELEMENTARY SCHOOL
Kindergarten Registration
for 22-23 School Year
Open February 1




## Key Safety and Mobility Considerations for Sandstone Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

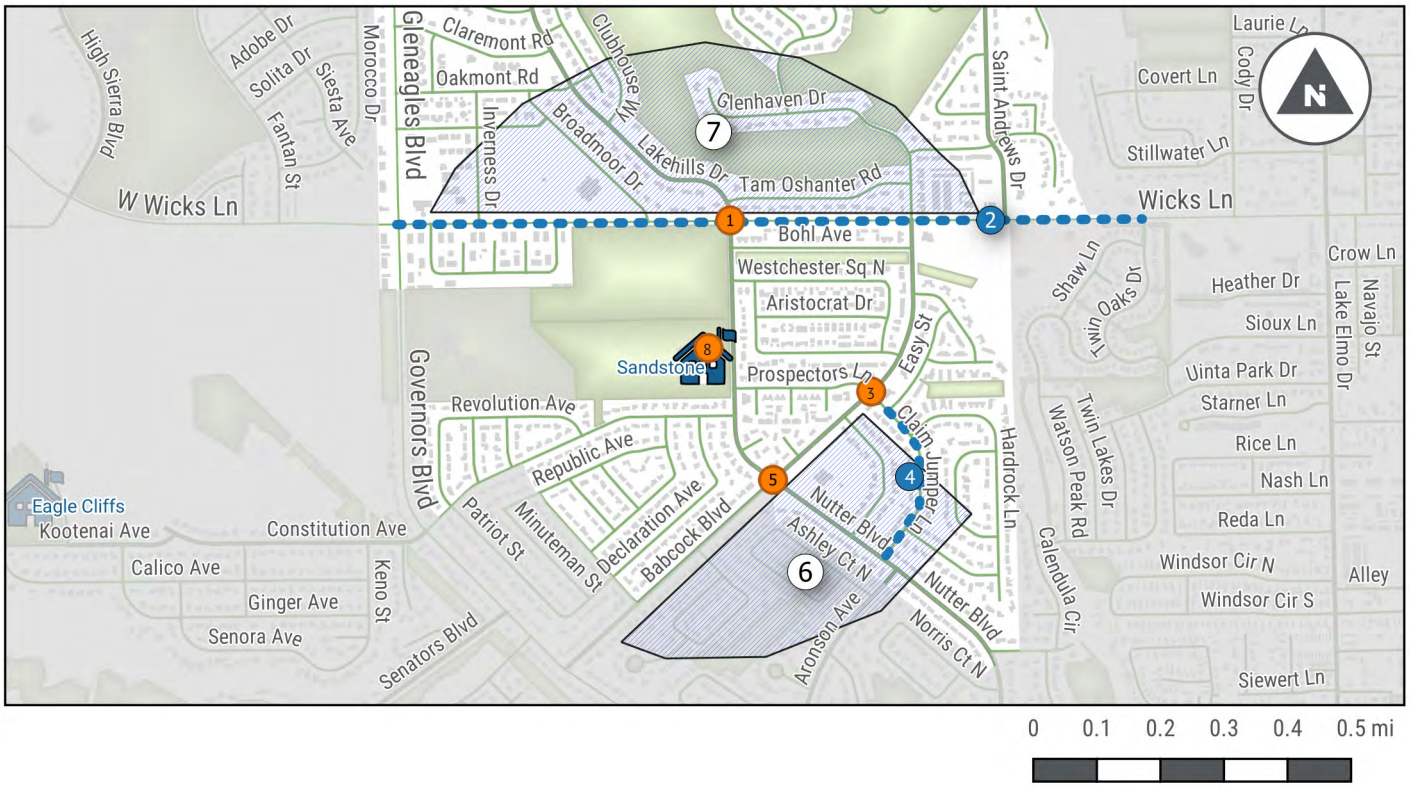
### Existing

- Existing Bike Lane
- Sidewalk

### Proposed

- Neighborhood Bikeway
- Bike Lane
- Visionary Long Range Bikeway

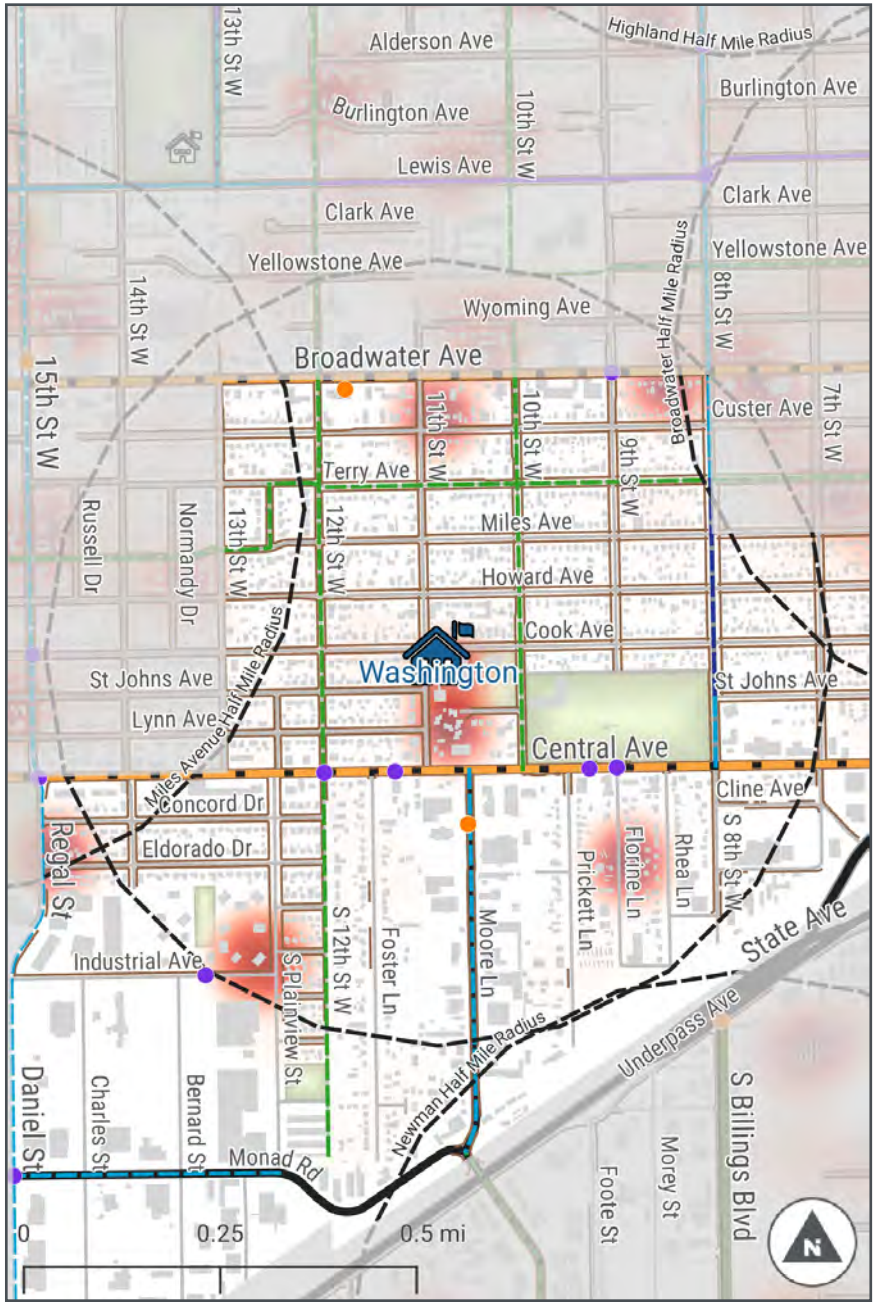
## Proposed Safe Routes to School Projects for Sandstone Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Crossing | | x | | | | | | | x | | | |
| 2 | Speeding | x | | | x | x | | | | | | | |
| 3 | Crossing | | x | | x | | | | | | | | |
| 4 | Sidewalks | | | | x | | | | | | x | | |
| 5 | Crossing | | x | | x | | | | | | | | |
| 6 | Sidewalks | | | | x | | | | | | x | | |
| 7 | Sidewalks | | | | x | | | | | | x | | |
| 8 | Bicycle racks | | | | | x | | | | | | | |

# Washington


WASHINGTON SCHOOL
ATTENDANCE MATTERS
MAY 28 NO SCHOOL
29 FIELD DAY
JUNE 1 LAST DAY




## Key Safety and Mobility Considerations for Washington Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

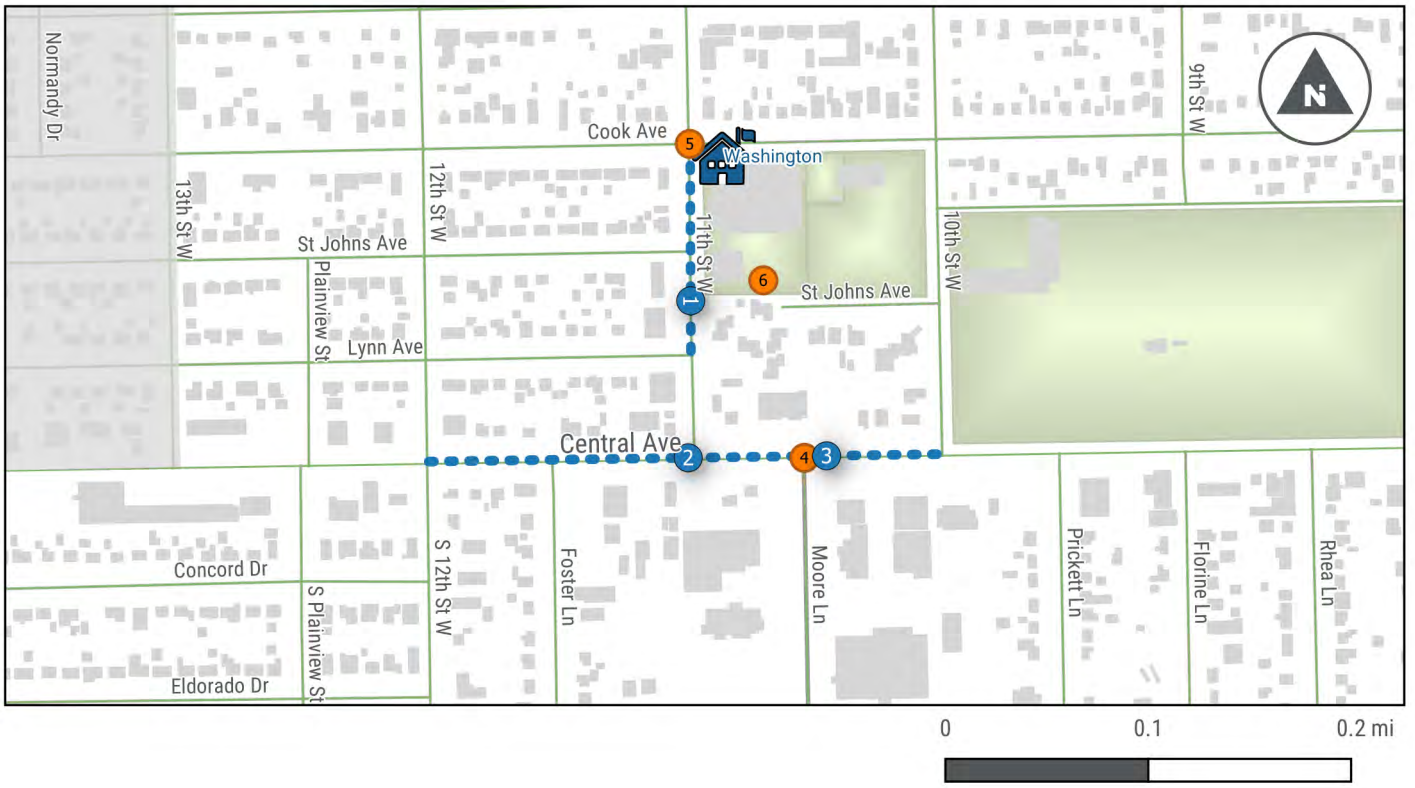
### Existing

- Sidewalk

### Proposed

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Visionary Long Range Bikeway

## Proposed Safe Routes to School Projects for Washington Elementary




| Project # | Proposed Project Type | Observed and Reported Safety Concerns at Project Location | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/ or comfort | Poor bicycle access and/ or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| 1 | Arrival/Dismissal behavior | | | | | x | x | | | | | x | |
| 2 | Speeding/volume | x | | | x | x | | | | | | | |
| 3 | Sidewalks | | | | x | | | | | | x | | |
| 4 | Crossing | | x | | | | | | x | x | | | |
| 5 | Crossing | | x | | | | | | x | x | | | |
| 6 | Bicycle parking | | | | | x | | | | | | | |

# 4. Infrastructure Toolbox

This infrastructure toolbox was developed to support the Billings Safe Routes to School program and its implementation partners when deciding what types of infrastructure treatments should be considered to address which sorts of issues. It presents the most common engineering treatments used to improve pedestrian and bicyclist safety, with a focus on supporting healthy, safe, and active travel to school.

While this toolbox represents common engineering solutions that can be used, it is not an exhaustive list of every design solution that may be applicable. Solutions to specific local challenges must be evaluated by City staff through field work and, when appropriate, engineering studies and/or public engagement. All projects will be designed using applicable City, State and Federal design manuals and guidelines. Many of the treatments described below are from the FWHA's 2018 Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. This document, and its associated Safe Transportation for Every Pedestrian (STEP) matrix, suggest countermeasures that can be applied at uncontrolled crossing locations depending on roadway and traffic features (see table to the right). The countermeasures are assigned specific roadway types based on safety research, best practices, and established national guidelines. More information on the STEP guidance can be found at https://safety.fhwa.dot.gov/ped_bike/step.

| Roadway Configuration | Posted Speed Limit and AADT | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Vehicle AADT <9,000 | | | Vehicle AADT 9,000–15,000 | | | Vehicle AADT >15,000 | | |
| | ≤30 mph | 35 mph | ≥40 mph | ≤30 mph | 35 mph | ≥40 mph | ≤30 mph | 35 mph | ≥40 mph |
| 2 lanes (1 lane in each direction) | ● 2 4 5 6 | ● 5 6 7 9 | ○ 5 6 ● ● | ● 4 5 6 | ● 5 6 7 9 | ○ 5 6 ● ● | ● 4 5 6 7 9 | ○ 5 6 7 9 | ○ 5 6 ● |
| 3 lanes with raised median (1 lane in each direction) | ● 2 3 4 5 | ● 3 5 7 9 | ○ ● 5 ● ● | ○ 3 4 5 7 9 | ○ ● 5 ● ● | ○ ● 5 ● ● | ○ 3 4 5 7 9 | ○ ● 5 ● ● | ○ ● 5 ● |
| 3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane) | ● 2 3 4 5 6 7 9 | ● 3 5 6 7 9 | ○ ● 5 6 ● | ○ 3 4 5 6 7 9 | ○ ● 5 6 ● ● | ○ ● 5 6 ● | ○ 3 4 5 6 7 9 | ○ ● 5 6 ● | ○ ● 5 6 ● |
| 4+ lanes with raised median (2 or more lanes in each direction) | ● ● 5 7 8 9 | ● ● 5 7 8 9 | ○ ● 5 8 ● | ○ ● 5 7 8 9 | ○ ● 5 ● 8 ● | ○ ● 5 8 ● | ○ ● 5 ● 8 ● | ○ ● 5 8 ● | ○ ● 5 8 ● |
| 4+ lanes w/o raised median (2 or more lanes in each direction) | ● ● 5 6 7 8 9 | ○ ● 5 6 7 8 9 | ○ ● 5 6 8 ● | ○ ● 5 6 7 8 9 | ○ ● 5 6 ● 8 ● | ○ ● 5 6 8 ● | ○ ● 5 6 ● 8 ● | ○ ● 5 6 8 ● | ○ ● 5 6 8 ● |

Given the set of conditions in a cell,

\# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

Application of Pedestrian Crash Countermeasures by Roadway Feature. (Source: https://safety.fhwa.dot.gov/ped_bike/step/)


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## CROSSING TREATMENTS

# Curb Ramps

Curb ramps are sloped areas located at intersection corners and crossings that connect the street to the sidewalk. They create a barrier-free environment for everyone when crossing streets that have curbs and sidewalks.



Curbs limit universal accessibility and are barriers for transitioning from the sidewalk to the street



A sidewalk retrofitted with a curb ramp and a tactile warning strip



Each corner should have two curb ramps, one for each crossing

### What is the purpose of a curb ramp?

- Provides a comfortable transition from the street to the sidewalk for all people, including people with disabilities, kids on bikes, and caretakers pushing strollers.

### How does Billings decide where to install a new curb ramp?

- To the extent that resources are available, new curb ramp installations are coordinated with sidewalk rehabilitation and applicable street alterations. Curb ramps are the standard on all new construction.
- We use the Billings Urban Area Long-Range Transportation Plan, the Safe Routes to School Plan on the ground observations, GIS data, comments from the public, and the Capital Improvement Program list to select and prioritize curb ramp retrofits.

### How much does a new curb ramp cost?

$–$$: The Federal Americans with Disabilities Act (ADA) lays out very specific requirements for how curb ramps must be constructed, including level landings and gentle grades. The cost of a curb ramp may vary depending on what existing conditions need to be changed to meet these requirements, whether adding a curb ramp requires stormwater improvements, and/or whether cost can be saved by doing multiple curb ramps on the same intersection at a time.

### How long does it take to install a curb ramp?

Varies: If a curb ramp is a small scale, stand-alone project, it can be completed within several months. If it is part of a larger resurfacing or reconstruction project, it can take a year or more.

### References and Resources

- United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). https://www.access-board.gov/prowag/
- ADA Accessibility Survey Instructions: Curb Ramps

# Curb Extensions

Curb extensions are created by extending the curb line into the roadway at a corner or mid-block. They shorten the distance for people walking across the street and improve visibility between people walking and driving. By visually and physically narrowing the roadway, curb extensions also help reduce speeding.



Mid-block curb extension



Easy-to-install materials such as paint, turtle bumps, and flex posts may be used to create curb extensions



Curb extensions may provide space for landscaping

## What is the purpose of a curb extension?

- Improves safety by reducing the distance and time required to cross the street.
- Improves visibility between people driving and people walking across the street.
- Provides additional space in constrained locations for installing curb ramps.
- Improves safety at corners by slowing turning motorists through a tighter turning radius.
- Prevents people from parking too close to a crosswalk, which could limit visibility, or from blocking a curb ramp or crosswalk.
- Provides space for seating, public art, bike racks, rain gardens or other public amenities.

## How does Billings decide where to install a curb extension?

- We consider installing curb extensions at locations that would benefit from improved visibility between people walking and driving, such as at school crosswalks.
- Curb extensions can be installed:
  - » at most locations with a legal crosswalk, whether marked or unmarked, provided there is adequate width, and
  - » on streets with all day on-street parking.

## How much does a curb extension cost?

$$–$$$: Curb extensions typically involve roadway and sidewalk removal and may require replacement / relocation of stormwater drainage inlets. Installing curb extensions as part of larger capital projects such as street repaving, or when using low cost materials such as paint and pre-fabricated platforms (a.k.a. turtle bumps), costs can be reduced.

## How long does it take to install a curb extension?

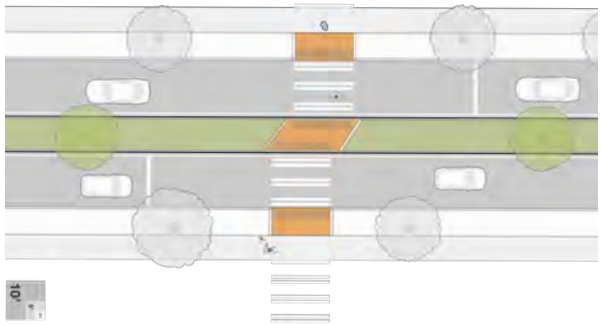
1–2 years: Typically, design is completed in 6–12 months and construction is completed by a contractor the following year.

### References and Resources

- Pedestrian Safety Guide and Countermeasure Selection System: Curb Extensions
- NACTO Urban Street Design Guide: Curb Extensions
- AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities, 2015

# Pedestrian Refuge Islands

Pedestrian refuge islands (also called pedestrian refuges or center islands) are delineated or raised areas in the middle of the street at intersections or mid-block crossings that provide a designated place for people walking and biking to wait for an opportunity to cross the other half of the street.



Typical crossing island



A pedestrian refuge island assists people crossing Broadwater Ave.



Pedestrian refuge islands also help people on bicycles cross the street

## What is the purpose of a pedestrian refuge island?

- Makes the crossing more visible to people driving.
- Allows people to cross the street in two stages, making it easier to find gaps in traffic by only having to cross one direction of travel at a time.
- Reduces the amount of time a person crossing the street is exposed to traffic by providing a designated place to wait in the middle of the crossing.
- Makes the street easier to cross for kids, older adults, people with disabilities, and others who may need more time to cross or have more difficulty judging gaps in traffic.
- Reduces speeding due to perceived road width narrowing at the crossing.

## How does Billings decide where to install a pedestrian refuge island?

- Pedestrian refuge islands may be an effective crossing treatment in situations where it is difficult to cross the street due to long crossing distances or few gaps in traffic.
- There must be adequate width (6-ft minimum) in the middle of the road to install the refuge island. Generally, streets with a two-way center turn lane or few or no left turns by people driving provide opportunities to install a pedestrian refuge island.
- We also consider including additional safety improvements like crossing beacons along with the refuge island to make the crossing even more visible to people driving. Any added vegetation should be low-lying as to not affect sight distance.
- At crossings frequently used by people on bikes, such as neighorhood bikeway crossings, we consider creating individual crossings that separate people biking and people walking.

## How much does a pedestrian refuge island cost?

$$–$$$: A small asphalt or concrete pedestrian refuge island can be fairly inexpensive, typically in the range of $10K to $20K to install. Lower cost materials such as flexible posts can also be used to delineate the pedestrian refuge island in certain situations. Larger projects that include landscaping and drainage structures can increase construction and maintenance costs.

## How long does it take to install a pedestrian refuge island?

1–2 years or less: A simple project can be designed in six months and constructed easily by City crews. More time is required to design larger pedestrian refuge islands or pedestrian refuge islands at busy intersections.

### References and Resources

- Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE): Refuge islands
- NACTO Urban Bikeway Design Guide: Median Refuge Island
- FHWA Proven Safety Countermeasures: Medians and Pedestrian Refuge islands

### Example in Billings

- Broadwater crossing

# Marked Crosswalks

Crosswalks exist at every intersection, whether marked or unmarked. Marked crosswalks are used to raise driver awareness of people crossing the street and to direct people who are walking to the best place to cross the street.



Marked crosswalk at an intersection




Raised crosswalks slow down people driving




Advanced stop bars increase visibility of people crossing the street

## What is the purpose of a marked crosswalk?

- Direct school kids who are walking to the best place to cross the street.
- Indicate the walking route to school.
- People driving are made more aware of where to expect school kids to cross the street.

## How does Billings decide where to mark a crosswalk?

- Crosswalks will always be marked at signals and at intersections downtown.
- Crosswalks will typically be marked at stop-controlled locations if there is high vehicular volume, and will be marked if feasible at uncontrolled locations if they satisfy the criteria outlined on this page.
- We consider the following factors when deciding whether to mark a crosswalk at uncontrolled locations:
  - Average hourly traffic over 300 vehicles per hour in any hour
  - Adequate stopping or sight distance
  - More than 20 pedestrian crossings in any one hour of the day, or more than 10 children or elderly persons in any one hour
  - There is no existing marked crosswalk within 300-ft of the location in question
  - The crosswalk is located on a trail, shared-use path, designated safe route to school, or provides direct access to a transit stop, or other pedestrian destinations
  - Presence of curb ramps
  - Presence of lighting

### Raised Crosswalks

- Raised crosswalks keep the crosswalk at the same height as the sidewalk.
- They act as a speed table and slow people driving as they approach the crosswalk.
- They also make people walking more visible to people driving.
- Raised crosswalks may require modifications to stormwater drainage structures in the street, increasing construction costs.

### Raised Intersections

- Raised intersections slow people driving and encourage them to yield to people walking across the street.
- Raised intersections can be installed in neighborhood intersections to make the public space more comfortable and inviting for people to walk and bike.

Marked Crosswalks (continued)

- Other things we consider include:
  - » The total distance a person walking would have to cross. If there is more than one lane of traffic in each direction, then we consider adding additional features to supplement the crosswalk and minimize the potential multiple threat. These treatments could include elements like crossing beacons, pedestrian signals, refuge islands, curb extensions, or advanced stop lines.
  - » Volume and speed of people driving. If the street is very busy and speeds are high, then we consider adding additional features to supplement the marked crosswalk.
- If we mark a new crosswalk, we may also install crosswalk signs. If it's a crosswalk mostly used by kids, then we make it a school crosswalk with school crosswalk signs. Otherwise, we use regular crosswalk signs. Flexible in-street bollards may also be used to draw additional attention to the crossing.
- We use a very durable, reflective material to mark crosswalks. Over time, the crosswalk markings may need to be refreshed. We prioritize crosswalk maintenance based on the condition of all the crosswalks in the city.

## How long does it take to install a marked crosswalk?

Varies. In some cases, it can take 1–2 months or less to install a new marked crosswalk. If we need to install new curb ramps or other safety improvements in addition to the marked crosswalk, then it can take 1–2 years or longer to complete the work.

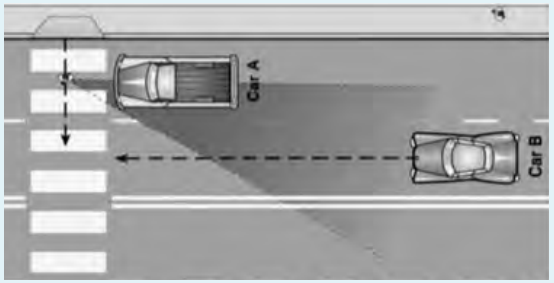
## How much does a new marked crosswalk cost?

$: If a potential new marked crosswalk location does not require any additional safety treatments, then marking the crosswalk is relatively inexpensive and straightforward.

$$: If we need to install other safety improvements, the cost can be higher.

### References and Resources

- Marking and Signing Crosswalks (Safe Routes to School Guide)
- Manual on Uniform Traffic Control Devices (MUTCD) Chapter 7C.03 Crosswalk Markings




### Multiple Threat

A multiple threat is a situation where a driver in one lane (car A) stops for a person crossing the street, but the driver in the next lane (car B) doesn't see the person and doesn't stop. If we mark a crosswalk on streets with multiple traffic lanes or high traffic volumes, we consider installing additional safety improvements like crossing beacons, pedestrian signals, refuge islands, curb extensions, or advanced stop lines to minimize the multiple threat.

## STREET TREATMENTS

# Sidewalks

Sidewalks are the building blocks of the pedestrian network. While many neighborhoods in Billings have built-out sidewalk networks, many areas in the city do not have sidewalks at all. Sidewalks provide the greatest benefit to people when they are wide enough for two people to walk side-by-side, maintained in good condition with few bumps or cracks, kept clear of debris and overgrowing plants, and built with curbs.



Severe cracking creates uneven and hazardous walking surfaces



New sidewalk remains level across driveway



Alternative sidewalk design

### What is the purpose of a sidewalk?

- Improves safety and comfort of people walking by separating pedestrians from people moving faster on bikes or in cars.
- Provides a dedicated space away from car traffic for children to walk, play, and learn to ride a bike.

### How does Billings decide where to build a new sidewalk?

- The Billings Urban Area Long-Range Transportation Plan, the Safe Routes to School Plan, and the Capital Improvement Program list identify locations for new sidewalk construction and existing sidewalk repair and rehabilitation projects.
- Developers often have to build new sidewalks or repair existing sidewalks with new development.
- We prioritize providing a sidewalk on at least one side of residential streets for existing neighborhoods. New developments in the City (with the exception of parcels developed via master site plans, i.e. apartments or condos all on the same lot) are required to have sidewalk on both sides of the street. School routes may be locations where sidewalks should be installed on both sides of residential streets to provide for direct access from homes to school, as well as to areas used for off-site drop-off and pick-up.
- Along existing sidewalks, we look for opportunities to remove barriers such as light poles or other obstructions, aiming to maintain a 4-ft clear zone. We also look for opportunities to limit or narrow driveways (a.k.a. curb cuts), which can create conflicts between people walking and people driving.

### How much does a new sidewalk cost?

$$–$$$$: Building new sidewalks can be an expensive and challenging engineering project. We often must coordinate with nearby property owners. In addition, driveways connecting to private property may need to be redesigned and rebuilt, encroachments of private property onto public property removed, and new stormwater infrastructure constructed.

### How long does it take to get a new sidewalk installed?

1–2 Years: Design and outreach must be completed before construction can begin.

### Additional Information

When building conventional sidewalks is not feasible, other strategies may be considered for creating safer walking routes to school, such as Shared Streets, reallocating road space to create dedicated walking space, and alternative surfacing materials.

### References and Resources

- United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)

# Speed Cushions

Speed cushions are traffic calming features that encourage people driving to slow down. Speed cushions are raised areas that extend across the street with wheel cutouts to allow large vehicles, like buses or emergency vehicles, to pass through unaffected.



Speed cushion




Speed cushions allow for larger vehicles such as fire trucks to pass through unimpeded




Speed cushions installed on hills may include a cut for downhill bicyclists

## What is the purpose of speed cushions?

- Slow people driving to make streets safer and more comfortable for people walking and biking.
- Speed cushions are usually installed on neighborhood streets.

## How does Billings decide where to install speed cushions?

- The City of Billings currently does not have a funding source for neighborhood traffic calming. Therefore, it falls on the individual neighborhoods to fund a localized project. Typically, this funding is raised through a Special Improvement District (SID).

## How much does a speed cushions cost?

$: Speed cushions are a low-cost way to slow people driving.

## How long does it take to install a speed cushion?

1–2 years: Priority streets with high speeds are usually identified one year and construction happens the next year.

### References and Resources

- NACTO Urban Street Design Guide

# Right-Turn Redesign

Intersections should be designed to accommodate safe pedestrian crossings using tight curb radii, pedestrian corner islands, and other tools. This is especially the case where right-turn slip lanes are present, many which were design to promote fast, and unimpeded vehicles travel, which can be unsafe for crossing pedestrians.



Slip lanes with added signs and raised crosswalks bring attention to pedestrians



Curb radii can be adjusted to lower vehicle turning speeds



Temporary turn wedges can be installed to test turning radii

## What is the purpose of right turn redesign?

- Separate right–turning traffic
- Slow turning vehicle speeds and improve safety.
- Allow drivers to see approaching cross street traffic more clearly.

## How does Billings decide where to implement right-turn redesign?

- Right lane redesign can be used at intersections with high volumes of pedestrians and conflicting turning vehicles.
- We evaluate the speeds at which vehicles turn and whether a decrease in turning radius would reduce speeds

## How much do right-turn redesign restrictions cost?

$$–$$$: Depending on the location, right-turn redesigns include reconfiguring the roadway, adding striping and/or constructing an island.

## How long does it take to install a right turn redesign?

1–2 years: Traffic studies must be completed before installation can begin. Additional time may be needed if traffic islands are constructed.

### References and Resources

- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities
- ITE Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities

# Lane Reconfiguration

On multi-lane streets, a lane reconfiguration can improve safety for all roadway users. Lane reconfiguration could be reducing the number of lanes, reducing the width of the lanes, or modifying parking. Modification of on-street parking can also give flexibility to constrained streets. Depending on the needs of the street, which are determined by careful analysis, a strong public process, and its general purpose, parking, or turn lanes may be repurposed for other uses such as wider sidewalks, street trees, bike lanes, or more efficient transit.



Street before lane reconfiguration



Street after lane reconfiguration



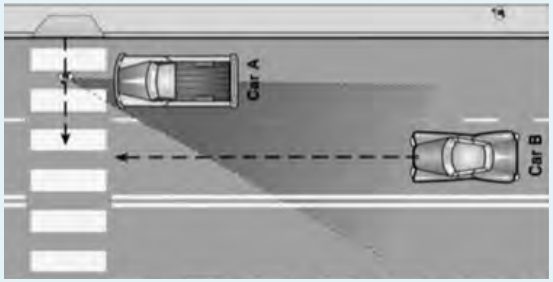
Street after lane reconfiguration

## What is the purpose of a lane reconfiguration?

- Makes it easier and safer for people to cross busy streets by reducing the number of traffic lanes a person has to cross. When people cross streets with more than one lane in each direction they encounter a 'multiple threat.'
- Reallocates space on the street to widen sidewalks, plant street trees, add curb extensions, or install protected bike lanes.
- Slows people driving, which makes the street safer for everyone. When there's one lane in each direction, a person driving can only go as fast as the person in front of them.
- Makes it safer for people driving to make a left turn when a center turn lane is added, and a single lane of traffic helps manage drivers cutting in and out of lanes, which helps reduce collisions.
- Narrowing the width of travel lanes can also slow people driving and create space on the street to make it safer and more comfortable for people walking and biking.

## How does Billings decide where to do a lane reconfiguration?

- When a street is being resurfaced or reconstructed, there is an opportunity to change the configuration of lanes on the street. We evaluate traffic conditions and crash records to identify whether a road or lane diet is needed and if parking can be modified.
- Streets that are good candidates for lane reconfigurations typically have lower volumes than would be expected for a street with the existing configuration.
- For all lane reconfiguration projects, the flow of traffic is carefully analyzed to make sure a lane reduction wouldn't cause back-ups at traffic signals, and a public process is conducted to discuss tradeoffs with the public.
- For parking lane reconfigurations, parking use and supply is carefully studied and inform the proposed designs that are vetted through a public process before moving forward.




### Multiple Threat

A multiple threat is a situation where a driver in one lane (car A) stops for a person crossing the street, but the driver in the next lane (car B) doesn't see the person and doesn't stop. If we mark a crosswalk across more than two lanes of traffic, we consider installing additional safety improvements like crossing beacons, pedestrian signals, refuge islands, curb extensions, or advanced stop lines to minimize the multiple threat.

Lane Reconfiguration (continued)



A three-lane to two-lane reconfiguration



Lane reconfiguration



Center turn lane narrowed to provide space for bike lanes

## How much does a lane reconfiguration cost?

$–$$$$: The cost of a lane reconfiguration is highly variable; it may involve removing the lane lines from the street and repainting new lane lines, which is often done at night or on weekends to minimize traffic disruptions. When a lane reduction is done as part of a larger project to resurface or reconstruct a street, it can be accomplished for relatively low costs.

## How long does it take to do a lane reconfiguration?

>1 year: We generally gather community input through presentations and public comment at the local governing bodies which influences design decisions in the first year, and construction typically follows the year after.

### References and Resources

- FHWA Proven Safety Countermeasures: Road Diet (Roadway Reconfiguration)

## SIGNS AND MARKINGS

# Stop Signs

Stop signs are a traffic control device used at intersections with three or more approaches, and where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law.



Stop sign with stop line at an all-way stop



Stop sign oriented to traffic crossing a neighborhood bikeway



Stop sign at intersection between a neighborhood street and a busier street

### What is the purpose of a stop sign?

- Controls traffic movements between people driving, walking, and biking by assigning right of way at an intersection.
- May be used to control one direction of traffic while allowing the other direction to flow freely or can be used to control all directions of traffic.

### How does Billings decide where to install a stop sign?

- We use the MUTCD to determine if the safety of an intersection would be improved by controlling one or more directions of traffic with a stop sign. The MUTCD outlines certain minimum thresholds of motorist, pedestrian, and bicyclist traffic and collisions that should be considered before installing a stop sign.
- If the volumes of people driving, walking, and biking at each direction of the intersection are approximately equal and meet the minimum thresholds established in the MUTCD, we will consider installing stop signs for all directions of travel.
- If the volumes of people driving, walking, and biking from each direction are unequal, the street with the lower volume of people traveling should be stop-controlled unless there are reasons to provide an advantage to one direction of travel (e.g. neighborhood bikeways).
- Other things we consider include:
  - » direction of school walking routes,
  - » visibility and sight distance on different sides of the intersection, and
  - » providing advantage to one direction of travel over another, e.g. neighborhood bikeway or major trail connection.
- Stop signs may be accompanied by stop lines, which indicate to people driving where to stop their car before the intersection.

### How much does a stop sign cost?

$: Stops signs are a relatively low-cost and effective way of controlling traffic at intersections.

### How long does it take to install a stop sign?

<1 year: If we determine that an intersection should have one or more new stop signs, they can be installed relatively quickly.

### References and Resources

- FHWA Manual for Uniform Traffic Control Devices
- AASHTO Guide for the Development of Bicycle Facilities

## Yield Signs and Advanced Yield Markings

Advance yield lines are pavement markings placed in advance of an uncontrolled and unsignalized crosswalk and are used in conjunction with YIELD HERE TO PEDESTRIANS signs. This treatment increases the distance between where motorists yield and the crosswalk, which improves the visibility of people in the crosswalk and helps reduce multiple-threat crashes. Multiple-threat crashes occur when a driver in one lane yields for a person in the crosswalk and a driver in an adjacent lane does not, striking the person in the crosswalk.



Yield signage in combination with crossing infrastructure increases visibility




Yield signage can vary with application




Bike-specific yield markings and signs may be necessary depending on the situation

### What is the purpose of yield signs and advanced yield markings?

- Increases visibility between people driving, walking, and bicycling.
- Reduces multiple-threat crashes.

### How does Billings decide where to implement yield signs and advanced yield markings?

- Advance yield markings should be considered on four-lane (or wider) streets at uncontrolled intersections where adult school crossing guards are posted.
- Yield signs and markings are used at midblock crossings, crosswalks at free-flow ramps, and roundabouts.
- Parking should be prohibited in the area between the yield line and the crosswalk to allow for increased visibility for pedestrians and motorists

### How much do yield signs and advanced yield markings cost?

$: Yield signs and advanced yield markings are typically added where there is already a marked crosswalk, so the cost is minimal.

### How long does it take to install a right turn redesign?

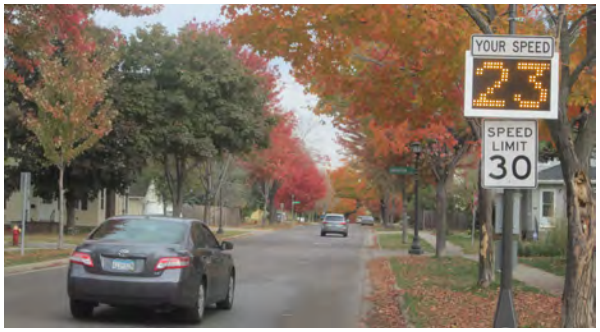
<1 year: If we determine that a crossing needs a yield sign and markings, they can be installed relatively quickly.

### References and Resources


- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- Zerger, C., C. Lyon, R. Srinivasan, B. Persaud, B. Lan, and S. Smith. 2017. "Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments." Transportation Research Record: Journal of the Transportation Research Board 2636. Transportation Research Board of the National Academies. Washington, D.C.

# Dynamic Speed Display Devices

Dynamic Speed Display Devices (DSDD), also known as speed feedback signs, use radar to detect and display the speed of people driving. These signs help slow down people driving by reminding them of their speed compared to the posted speed limit.



Speed feedback sign displays a driver's speed compared to the speed limit



Solar-powered speed radar sign



Speed feedback signs may also flash a "slow down" message

## What is the purpose of a dynamic speed display device?

Raises awareness of the speed a person is driving and encourages them to slow down if they are driving above the speed limit.

## How does Billings decide where to install a dynamic speed display device?

- The city uses the following criteria when installing a DSDD:
  - » The street must be owned and maintained by the City of Billings,
  - » The street must provide access to abutting residential properties and/or places of community interest such as parks, libraries, community centers, educational institutions, etc., and
  - » The street must have a speed limit of 35 miles per hour or less.

## How much does a dynamic speed display device sign cost?

$–$$: Both portable and fixed-location DSDD units are available. Portable units are typically placed at a location on a roadway for a relatively short time period and then relocated to a different location. Fixed-location units are used for the long-term display of vehicle speeds at a given location.

## How long does it take to install a dynamic speed display device?

Within a month. There are a variety of factors that impact how quickly a dynamic speed display device can be installed including conducting a speed study and securing product. If the location is a priority, installation could take as little as a week.

### References and Resources

- Austin Transportation Department Rotating DSDD Pilot Program

# Parking Restriction Signs

Parking provides access to businesses, residences, and other community resources, and it can also have a traffic calming effect by acting as a buffer between moving motor vehicles and people walking or biking. However, on-street parking can reduce visibility between drivers and people walking, especially at intersections and crosswalks.



Signage communicating time restrictions



Parking signage can indicate drop off only instructions



Signage can also be temporary and removable

## What is the purpose of parking restriction signs?

- Parking restriction signs can be used to provide space for and communicate the right locations for school drop-off and pick-up activities.
- Removing parking space(s) at an intersection can improve the visibility of the crosswalk

## How does Billings decide where to install parking restriction signs?

- We install signs on approaches to intersections and crossings where parked vehicles could block visibility of pedestrians, or where stopped motorists block curb ramps or crosswalks.
- In some cases, physical street barriers to prevent motorists from parking near crosswalks, such as curb extensions, or interim measures such as planters or vertical flexible delineators are used to supplement parking restriction signs.
- Parking restrictions can either be implemented on a permanent basis or during certain times of day.
- Parking restrictions intended to improve crossing visibility are tailored to the speed of the street. The Federal Highway Administration (FHWA) recommends extending parking restrictions 20 feet from the crosswalk on 20 to 30 mph streets, 50 feet from the crosswalk on 35 to 45 mph streets, and 100 feet from the crosswalk on streets with posted speeds above 45 mph.

## How much do parking restriction signs cost?

$: parking restriction signs can be quickly fabricated and installed, so the cost is minimal.

## How long does it take to install parking restriction signs?

<1 year: Once the area and type of parking restriction is decided upon, they can be installed relatively quickly. The amount of time may increase as additional stakeholders (e.g., businesses) are impacted by parking restrictions.

### References and Resources

- FHWA MUTCD Chapter 2

# School Zones

School Zones are designated on the immediate blocks around a school with reduced speed limits and pedestrian crossing signage to facilitate safer crossings for children walking and biking to school.



Trained crossing guards improve school zone safety



School crossing sign



In road signage reinforces pedestrian priority at school crossings

## What is the purpose of a school zone?

A School Zone is an area around a school with a reduced speed limit. This lower speed limit and associated signage serves to alert drivers that there will be students walking and/or biking in the area.

## What treatments define a school zone?

- Flashing school zone signs are used to reduce speed limits during school arrival and dismissal hours.
- School crossing signs should be used on key crossings located within the school zone. Other enhanced crossing treatments may be appropriate, depending on the volumes of pedestrian and motor vehicle traffic.
- Signs may include School Crossing, Speed Limit, and/or School Bus Stop signs.
- Beacons may be used to supplement signage.

## What other treatments should also be considered to improve safety in a school zone?

- Adequate sidewalks and crosswalk markings.
- Crossing guards with proper equipment and training.
- Traffic control devices including pedestrian activated signals.

## How does Billings decide where to implement a school zone?

- The beginning point of a reduced school speed limit zone should be at least 200-ft in advance of the school grounds, a school crossing, or other school related activities; however, this 200-ft distance should be increased if the reduced school speed limit is 30 mph or higher.
- Signage and pavement markings are not frequently used on neighborhood streets, though we consider the speed of traffic and anticipated number of students walking along the route. This also applies if the approach is a state highway or major arterial.
- Additional information on school zone signage and markings can be found in the MUTCD.

## How much do school zone improvements cost?

$: Pavement markings and signage are relatively inexpensive. Costs increase if sidewalk construction, road alterations, and traffic signals are also needed.

### References and Resources

- MUTCD Traffic Control for School Areas
- New Jersey School Zone Design Guide
- Arizona Traffic Safety for School Zones Manual

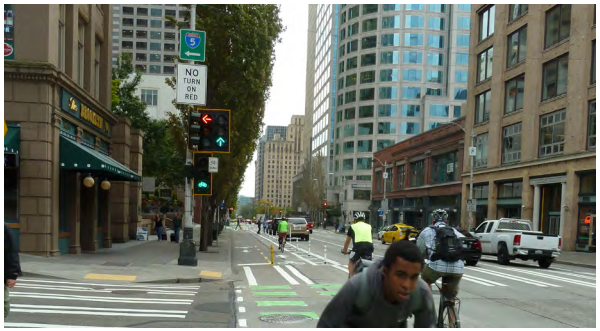
## SIGNALS

# Traffic Signals

Traffic signals coordinate the flow of traffic at intersections, including people driving, walking, and biking.



Bicycle signal detection



Reflective back plate makes the signal more visible


"No Turn on Red" sign

### What is the purpose of a traffic signal?

- Controls the flow of traffic and provides coordinated movement of people driving, walking, and biking.
- Provides a safer, more comfortable environment for people walking and biking to cross the street or streets with high traffic volumes or speeds. People driving have to completely stop at red signals when it's the pedestrian's or bicyclist's turn to cross the street.
- When there is a steady stream of traffic, it can be difficult for people walking or biking to find a gap in traffic to cross the street. Traffic signals create gaps in traffic that allow people biking or walking to cross the street.

### How does Billings decide where to install a traffic signal?

- We use the MUTCD to determine if the safety and traffic flow at an intersection would be improved by installing a new traffic signal. The MUTCD outlines minimum thresholds for vehicle and pedestrian traffic and collisions that should be considered before installing a traffic signal.
- We conduct a traffic engineering study to determine if a location meets the MUTCD thresholds, further analyze traffic patterns, and conclude whether a new signal would improve safety or the flow of traffic.
- At some intersections near schools, we can adjust the signal timing and flashing pattern during school arrival and dismissal hours to create fewer conflicts between people walking and people driving.
- Providing a dedicated phase for people to cross the street followed by a separate phase for left turning vehicles reduces potential conflicts between pedestrians and motorists. By prohibiting left turns during the WALK phase, pedestrians in the crosswalk do not have to worry about turning motorists yielding to them.
  - » At some intersections, including some locations in downtown, people driving aren't allowed to make a right turn when the traffic signal is red. This design makes it safer for people walking across the street by reducing the number of potential conflicts with people turning right on red.
  - » Traffic signals are more convenient for people walking when the WALK sign is displayed automatically when it's their turn to cross the street, a strategy referred to as automatic recall. Signals in areas of Billings with high pedestrian volumes are programed to show the walk signal automatically. In situations with very low pedestrian volumes, this design may not be appropriate, so many traffic signals have push buttons for people to activate the WALK phase.
  - » At intersections that are frequently used by people

Traffic Signals continued

on bikes, equipment can be installed to detect when a bicyclist is present. All new traffic signals in Billings are being controlled by GRIDSMART video controllers that automatically detect bikes in the road. In addition, we are replacing old induction loops with these new controllers.

### How much does a traffic signal cost?

$$$$: Installing a new traffic signal is a very costly safety improvement. When possible, we try to find more cost-effective safety improvements that achieve the same safety objectives so that we achieve more with limited city resources.

### How long does it take to install a traffic signal?

- 2–4 years: We construct a limited number of new signals per year because they are so costly. They take a long time to design and construct because they are complex systems.
- 4+ years: If the new signal is on a state route, then the City coordinates with the Montana Department of Transportation, which adds time to the process.

### References and Resources

- FHWA Manual on Uniform Traffic Control Devices
- Federal Highway Administration Proven Safety Countermeasures

## Leading Pedestrian Intervals (LPI)

A Leading Pedestrian Interval (LPI) gives people walking the WALK indication 3–5 seconds before people driving in the same direction get a green signal. Because people walking are already in the crosswalk when people driving begin to turn left or right, people driving are more likely to yield to people walking.

### What is the purpose of an LPI?

- The LPI signal timing technique allows pedestrians to establish themselves in the intersection in front of turning vehicles, increasing visibility between all modes.

### How does Billings decide where to implement an LPI?

- The LPI can be used at intersections with high volumes of pedestrians and conflicting turning vehicles and at locations with a large population of elderly or school children who tend to walk more slowly.
- The LPI should be at least three seconds to allow pedestrians to cross at least one lane of traffic to establish their position ahead of turning traffic.

### How much do LPIs cost?

$: An LPI is typically added where there is already a signal, so the cost is minimal.



With a Leading Pedestrian Interval, motorists have a red signal for the first 3–5 seconds of the WALK phase.

### How long does it take to install an LPI?

A few months. An LPI is typically added where there is already a signal, so this reflects the time to redesign the signal cycle and time for a technician to adjust it at the control center or in the field.

Traffic Signals continued

## Right Turn on Red Restrictions

A Right Turn on Red Restriction (RTOR Restriction) prohibits motorists from taking right turns at signals if the light is red. The standard MUTCD sign states "NO TURN ON RED." For areas were RTOR restrictions may only be needed during certain times of the day (e.g., school arrival and dismissal times), time-of day restrictions may be appropriate.

### What is the purpose for RTOR restrictions?

- RTOR restrictions allow pedestrians to have a specific phase where they can walk aligned with a green light without conflict from right turning vehicles
- NO TURN ON RED restrictions remind drivers of their obligation to yield to people walking and biking in the crosswalk.

### How does Billings decide where to implement RTOR restrictions?

- RTOR restrictions can be used at intersections with high volumes of pedestrians and conflicting turning vehicles or in areas with visibility concerns.
- Signs should be clearly visible to right-turning motorists stopped in the curb lane at the crosswalk.
- There is no available research to support whether installing NO TURN ON RED signs is an effective tool at decreasing crashes with pedestrians. Therefore, it is recommended that such signs be used in conjunction with LPIs

### How much do RTOR restrictions cost?

$: An RTOR restriction is typically added where there is already a signal, so the cost is minimal. If an electronic sign is desired, that can significantly increase the cost.

### How long does it take to install an RTOR restriction?

A few months. An RTOR restriction is usually added to an already-existing signal pole, so the timing is dependent on how long the intersection analysis and evaluation would take. More time would be needed for electronic signs to allow a technician to adjust the signal timing at the control center or in the field.

# Pedestrian Hybrid Beacons

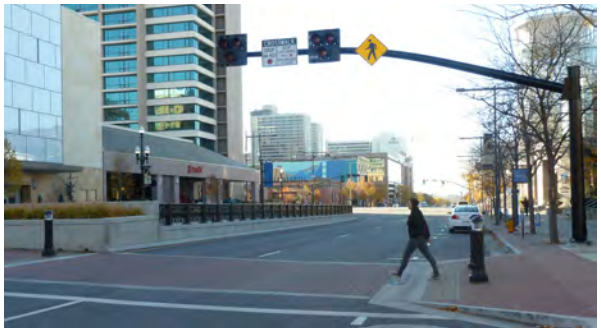
Pedestrian Hybrid Beacons (PHB) are pedestrian-activated traffic control devices which help pedestrians safely cross major roadways where there is no traffic signal. PHBs are also known as High Intensity Activated Crosswalks, or HAWK, signals.



Pedestrian hybrid beacon



Pedestrian hybrid beacon on a divided roadway



Pedestrian hybrid beacon on a downtown street

## What is the purpose of a PHB?

Makes the presence of a person trying to cross the street known to people driving, since the beacon is only activated when someone pushes the button.

## How does a PHB work?

- The beacon consists of two red lights above a single yellow light. The beacon head is "dark," or unilluminated, until a pedestrian activates the device. The pedestrian pushes a button that activates the beacon. After displaying brief flashing and then steady yellow intervals, the device displays a steady red indication to drivers and a "WALK" indication to pedestrians, allowing them to cross while traffic is stopped.
- The solid red signal face on a PHB has the same meaning as and should be treated like a traffic signal showing a red light. Once the red light starts flashing it should be treated like a stop sign, where the driver is to stop and make sure it is clear before proceeding.

## When does Billings install a PHB?

- The City follows the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) guidelines and warrants when studying a location for a PHB.
- We use data to understand the volume and speed of people driving on the street as well as the number of traffic lanes a person has to cross.
- We consider the safety history of the crossing in addition to environmental and community issues at a given location.
- PHB must be located more than 300-ft from existing signals.
- PHB should be reserved for roads with at least three travel lanes.
- PHB can be installed at crosswalks that have other safety improvements, like a crossing island.

## How much does a PHB cost?

$$$$: Relatively expensive due to electrical components that often require temporarily removing sidewalk to access underground electrical lines and the reconstruction of any sidewalk removed during construction. The cost can range from $75,000 to $150,000.

## How long does it take to install a PHB?

1–2 years: Traffic studies and signal design must be completed before installation can begin.

### References and Resources

- Pedestrian Safety Guide and Countermeasure Selection System: Pedestrian Hybrid Beacon
- FHWA Intersection Safety Technologies
- Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD)

# Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFB) are pedestrian-activated flashing lights on the side of the street that make a crosswalk more visible to people driving and alert them to the presence of a person trying to cross the street.



RRFB with passive detection



RRFB with push button at a school crosswalk



RRFB at a neighborhood bikeway crossing

## What is the purpose of a RRFB?

- Makes the presence of a person trying to cross the street known to people driving, since they only flash when someone pushes the button or activates an automatic sensor.
- Studies have shown that people driving are more likely to stop for people trying to cross the street when they activate a rectangular rapid flashing beacon. The highly visible flash of RRFBs is very eye-catching to motorists.

## When would Billings install a RRFB?

- The Federal Highway Administration (FHWA) provides guidance for the installation of RRFBs. For more information, see https://mutcd.fhwa.dot.gov/resources/interim_approval/ialistreq.htm#ia11
- The City of Billings considers the volume and speed of traffic on the street as well as the total distance a person walking or biking has to cross.
- RRFBs can be installed at crosswalks that have other safety improvements, like a crossing island.

## How much does a RRFB cost?

$$: RRFBs are a relatively inexpensive way to improve safety for people crossing the street. The cost to install RRFBs can increase if the crossing doesn't already have a marked crosswalk with curb ramps that meet Federal Americans with Disabilities Act requirements.

## How long does it take to install a RRFB?

Varies. If the existing crossing already has marked crosswalks and curb ramps that meet ADA requirements, RRFB can be installed in a few months. If other improvements are needed at the location, it may take 1–2 years.

### References and Resources

- Interim Approval for Optional Use of RRFBs (FHWA)
- Pedestrian Safety Guide and Countermeasure Selection System: RRFB
- FHWA Intersection Safety Technologies

**OTHER**

# Bicycle Parking

Bicycle parking can be a single rack or a group of racks and can be installed on school grounds, on the sidewalk, or in the street.



Bike racks on the sidewalk



Bike corral



Covered bike parking

## What is the purpose of bicycle parking near schools?

- Gives students and school staff a place to secure their bike during the day while they're at school.
- Encourages students and school staff to ride their bikes to school.
- When located near the main entrance, bike parking makes it inviting for people who get to school by bike.
- Sends the message that the school encourages bicycling.

## How does Billings decide where to install bike parking?

- We want to make sure that every school has enough bike parking to meet the day-to-day needs of students and staff. Bike parking at schools is currently the responsibility of the school district.
- When deciding where to install bike racks, the school district facilities group considers locations where the racks are:
  - » noticeable immediately when arriving at school,
  - » visible from nearby windows and the street to make sure bikes are secure, and
  - » publicly accessible.
- The Billings Area Bikeway and Trail Master Plan specifies three preferred bicycle rack types - the "Inverted U," cost hanger rack, and post and loop rack.

## How much does bike parking cost?

$: Bike parking is relatively inexpensive.

## How long does it take to install bike parking?

< 1 year: We can generally install new bike parking at a school in less than one year.

### Bike corrals

Sometimes the best place to install bike parking is on the street. A bike corral can be installed in place of on-street parking and can provide parking for 6 to 12 bikes in place of one car.

A corral can also be placed in locations where parking isn't allowed, like 30 feet from an intersection or marked crosswalk. This helps make the crosswalk safer by ensuring no one parks their car illegally and blocks visibility of the crosswalk or intersection, while also adding parking spaces for people on bikes.

### References and Resources

- Billings Area Bikeway and Trail Master Plan
- Safe Routes to School National Partnership
- City of Billings Bike Parking Guidelines
- Association of Pedestrian and Bicycle Professionals: Bicycle Parking Guidelines

# Shared Use Paths

Shared use paths create active transportation corridors that provide expanded travel choices. Shared use paths can be built independent from the road network or alongside a roadway where traffic volumes and speeds are too high, or where there is not sufficient space for bicycle lanes in the existing street space.



Multi-use paths in Alexandria, VA



Multi-use path in Billings



Multi-use path in Austin, TX

## What is the purpose of a shared use path?

- Serves both transportation and recreation users.
- Can accommodate two-way pedestrian and bicycle use.
- May include connections to the on-street bicycle and sidewalk network.
- Should be aesthetically appealing and feel safe to use.
- May provide opportunities for economic development along the path corridor.

## How does Billings decide where to install a shared use path?

- Prioritization criteria based on proximity to destinations, residential populations, connectivity, and community support all contribute to the trail-siting process.
- We look for potential integration of shared use paths in proposed development projects, as well as outreach and education opportunities for local bicycle, pedestrian, and environmental advocacy groups.
- We recommend a 12 ft-wide hard surface path, but may need to narrow the trail under constrained circumstances. In areas where a higher volume of both pedestrians and bicyclists are anticipated, we consider providing separate facilities or a wider path (up to 18-ft) with designated space for each mode.
- Shared use paths are constructed as part of the construction or reconstruction of arterial roads within the City of Billings. On arterials, shared use path are being built on one side with a standard sidewalk on the other.

## How much does a shared use path cost?

$$$: Costs for shared use paths vary, but are typically among the most expensive types of bicycle and pedestrian facilities. Components of multi-use path design and construction include:

- » Right-of-way
- » Surface material
- » Terrain grading
- » Retaining walls
- » Pavement markings
- » Fencing/rails
- » Lighting
- » Landscaping
- » Multi-use bridges
- » Maps and signage
- » Trail furniture
- » Wayfinding signage

## How long does it take to install a shared use path?

Varies. Planning, public input, design, engineering, and construction are all components of the installation process. Many urban trails will take 5 to 10 years to be fully implemented. However, shorter segments that close gaps in the network or eliminate barriers can often be installed in a shorter timeframe. Public Works constructs about 1 mile of shared use paths per year and developers who develop on arterial streets may have to build shared use paths.

### References and Resources

- Billings Area Bikeway and Trail Master Plan
- NACTO Urban Bikeway Design Guide

# Arrival-Dismissal Traffic Safety Plan



Arrival and dismissal plans communicate the preferred locations for buses and personal vehicles



Crossing guards should be involved in creating arrival and dismissal plans



Arrival and dismissal plans can encourage walking and biking to school by managing behavior expectations

## What is the purpose of an arrival-dismissal traffic safety plan?

- Gives parents and caregivers consistent expectations of how to behave at drop-off and pick-up to maintain safety for people walking, biking, driving, and bussing.
- Allows the school to address campus-specific issues and challenging local street networks.

## How does Billings decide when to develop an arrival-dismissal traffic safety plan?

- Currently, each school develops their own arrival-dismissal traffic safety plan. These plans, for most schools, were updated for the 2021–2022 school year to address COVID-19 precautions.
- Traffic safety plans should be revised regularly to address changes in travel behaviors, identified safety concerns, availability of staff to supervise, or safety bussing changes.
- Arrival-dismissal traffic safety plans should be revisited prior to the school year and sent to parents and staff with welcome materials. The plans should be revisited throughout the school year to address any issues that arise.

## How much does an arrival-dismissal traffic safety plan cost?

$: Plans are a relatively low-cost and effective way to manage drop-off and pick-up times. Additional costs may be incurred implementing the plan, dependent on whether additional staff are needed to assist.

## How long does it take to implement an arrival-dismissal traffic safety plan?

<1 month: The plan is sent to parents and staff via email and in student folders. Additionally, school staff and administrators should regularly monitor arrival and dismissal times to continually remind and educate parents, students, and staff on the plan expectations.

### References and Resources

- Safe Routes to School National Partnership. Keep Calm and Carry on to School: Improving Arrival and Dismissal for Walking and Biking
- Feet First. Improve your School Arrival and Departure Procedures: A Toolkit for School Safety Committees

# 4.1 Safety Infrastructure Tool Selection Matrix

With so many tools available, it can be difficult to know which one(s) will have the greatest safety benefits. The table below will help in selecting the right tool for addressing common safety concerns near schools in Billings. The tools can be used together, and often greater safety gains can be expected when more than one tool is used.

| | COMMON SAFETY CONCERNS NEAR SCHOOLS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/or comfort | Poor bicycle access and/or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| **Capital Improvements** | | | | | | | | | | | | |
| **Sidewalks** | | | | x | x | | x | | | | | x |
| **Curb Ramps** | | | | x | | | | | | | | |
| **Curb Extensions** | x | x | x | x | | | x | x | x | | | |
| **Pedestrian Refuge Islands** | x | x | | x | | x | | x | x | | | |
| **Speed Cushions** | x | | | | x | | | | | | | |
| **Raised Crosswalks** | x | x | | x | x | x | | | x | | | |
| **Right-Turn Redesign** | x | x | x | x | x | | | | | | | |
| **Shared-Use Paths** | | | | x | x | | | | | x | | x |
| **Signs & Markings** | | | | | | | | | | | | |
| **Lane Width Reduction** | x | x | | x | x | | | | | | | |
| **Lane Reconfiguration** | x | x | | x | x | | | | | | | |
| **Marked Crosswalks** | | x | x | x | | x | | | x | | | |

Continued on the next page

| | COMMON SAFETY CONCERNS NEAR SCHOOLS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Motor vehicle speeding | Long crossing distances | Turning vehicles not yielding | Poor pedestrian access and/or comfort | Poor bicycle access and/or comfort | Crosswalks blocked during arrival/ dismissal | Pedestrians crossing mid-block | Poor visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic | Illegal U-turns | Constrained school site/ few access points |
| Advance Yield Markings | x | x | x | x | x | | | x | x | | | |
| Dynamic Speed Display Devices | x | | | | | | | | | | | |
| Stop Signs | x | | | x | x | | | | x | | | |
| Parking Restriction Signs | | | | x | x | x | x | x | x | | x | x |
| Turning Vehicles Yield to Pedestrian Signs | | | x | x | x | | | x | x | | | |
| School Zones and School Crossing Signs | x | x | | x | x | x | | x | | | | |
| **Signals** | | | | | | | | | | | | |
| Leading Pedestrian Intervals | | x | x | x | | | | | x | | | |
| Protected Left Turns | | x | x | x | x | | | x | x | | | |
| Right Turn on Red Restrictions | | x | x | x | x | | | x | x | x | | |
| Pedestrian Hybrid Beacons | x | x | | x | x | x | x | x | x | | | |
| Rectangular Rapid Flashing Beacons | x | x | | x | x | x | x | x | x | | | |
| **Other** | | | | | | | | | | | | |
| Bicycle Parking | | | | | x | | | | | | | |
| Arrival-Dismissal Traffic Safety Plan | x | x | x | x | x | x | x | x | x | x | x | x |

# 5. Project Prioritization

All of the project locations identified in Section 3 cannot be implemented immediately for a variety of reasons – funding constraints, staff availability, political support, etc. As such, it is important to prioritize the projects to better understand and be realistic about which projects should happen first and which, perhaps, need a bit more time before they are implemented.

## 5.1 Prioritization Criteria

The project locations identified in this plan were prioritized using a set of criteria that represents both the values and realities of the SRTS program and its stakeholders in Billings. The criteria are:

- **Traffic Safety.** This criteria represents the safety of the roadway as evaluated by a variety of factors – speed limit, roadway classification – that impact the safety of people walking or biking on, alongside, and/or crossing the roadway. For all three of these factors, higher amounts (e.g., a higher speed limit) increase the criteria's score since having higher amounts, in turn, create a less safe – both actual and perceived – environment for people walking and biking.
- **Feasibility.** This criteria represents the likelihood and/or ease of the project getting built based on available funding and documented support. There are three factors that contribute to the feasibility score a project location would receive – whether the project is related to pedestrian crossings, sidewalk, or ADA improvement (there is a dedicated annual funding source for these types of projects); whether the project is specified in the City's 5-year Capital Improvement Plan; and whether a project at the location is identified in a citywide or regional plan.
- **Demand.** Demand is based on the potential use of an improvement at the location if it were to be built. This criteria is measured by the number of students within a ¼-radius of the location.
- **Equity.** The Billings School District is consistently looking for ways to be more equitable, whether in or out of the classroom. The equity criteria that is being applied to the project locations are criteria that each school gathers and includes the percentage of students eligible for Free or Reduced Lunch and the percent students of color. Each project location is "assigned" these numbers based on the school that it is associated with.



Table 1 summarizes the criteria, metrics, and weights used to prioritize the project locations.

Table 1. Criteria Table for Plan

| Criteria | Metric | Points per Metric | Point Assignment | Overall Criteria Score |
|---|---|---|---|---|
| Traffic Safety | Posted Speed Limit[1] | 50 | 25mph = 10<br>30mph = 20<br>35mph = 30<br>40mph = 40<br>45+mph = 50 | 100 |
| | Roadway Classification | 50 | Street = 10<br>Collector = 30<br>Minor Arterial = 40<br>Principal Arterial = 50 | |
| Feasibility | Project is for Pedestrian Crossing, Sidewalk, or ADA Improvement | 30 | Yes = 30<br>No = 0 | 100 |
| | In 5-Year Capital Improvement Plan | 50 | Yes = 50<br>No = 0 | |
| | Documented in Adopted Plan | 20 | Yes = 20<br>No = 0 | |
| Demand | Number of Students Living Within ¼-mile of the Project | 100 | <110 students = 10<br>110-139 students = 20<br>140-159 students = 30<br>160-199 students = 40<br>200+ students = 50 | 100 |
| Equity | Free and Reduced Lunch Percentage at School | 50 | Free and Reduced Lunch Percentage x 50 | 100 |
| | Percent Students of Color | 50 | Percent Students of Color x 50 | |
| | | | TOTAL POINTS AVAILABLE: | 400 |

1 Posted speed limits used are not reflective of any "School Zone" temporal speed limit (e.g., 20mph when school speed limit sign is flashing) and only represent the regularly signed speed on the roadway.

## 5.2 Prioritized Project Location List

Using the criteria and scoring detailed above, the project locations are prioritized as follows:

| School | Project Number | Location | Project Type | Speed Limit | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Traffic Safety | | | | | Feasibility | | | | | | | Demand | | | Equity | | | | | Overall Score | |
| | | | | Posted Speed Limit | Points Assigned | Roadway Classification | Points Assigned | Total Traffic Safety Score | Ped Crossing, Sidewalk, ADA | Points Assigned | Specified in the 5-year CIP | Points Assigned | Documented in Adopted Plan | Points Assigned | Total Feasibility Score | Number of Students Living Within .25 mi | Points Assigned | Total Demand Score | Free & Reduced Lunch Percentage at School | Points Assigned | % Students of Color | Points Assigned | Total Equity Score | | |
| ORCHARD | 6 | Jackson St and Francis Ave | Crossing | 30 | 20 | Collector | 30 | 50 | Y | 30 | N | 0 | Y | 20 | 50 | 208 | 50 | 50 | 100% | 50 | 58% | 29 | 79 | 229 | | |
| MILES AVE | 2 | Broadwater Ave between 12th and 19th | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | Y | 20 | 50 | 357 | 50 | 50 | 52% | 26 | 31% | 15 | 41 | 221 | | |
| NEWMAN | 3 | Calhoun Ln | Sidewalk | 35 | 30 | Minor Arterial | 40 | 70 | Y | 30 | N | 0 | N | 0 | 30 | 240 | 50 | 50 | 100% | 50 | 39% | 20 | 70 | 220 | | |
| ORCHARD | 5 | Jackson St and Roosevelt Ave | Crossing | 30 | 20 | Collector | 30 | 50 | Y | 30 | N | 0 | Y | 20 | 50 | 161 | 40 | 40 | 100% | 50 | 58% | 29 | 79 | 219 | | |
| BOULDER | 1 | Poly Dr | Speeding | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | Y | 50 | Y | 20 | 70 | 369 | 50 | 50 | 13% | 7 | 14% | 7 | 13 | 213 | | |
| SANDSTONE | 3 | Babcock Blvd and Prospectors Ln/ Claim Jumper Ln | Crossing | 30 | 20 | Collector | 30 | 50 | Y | 30 | Y | 50 | N | 0 | 80 | 269 | 50 | 50 | 38% | 19 | 28% | 14 | 33 | 213 | | |
| SANDSTONE | 5 | Nutter Blvd and Babcock Blvd | Crossing | 30 | 20 | Collector | 30 | 50 | Y | 30 | Y | 50 | N | 0 | 80 | 240 | 50 | 50 | 38% | 19 | 28% | 14 | 33 | 213 | | |
| WASHINGTON | 4 | Central Ave and Moore Ln | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 123 | 20 | 20 | 100% | 50 | 47% | 24 | 74 | 204 | | |
| WASHINGTON | 3 | Central Ave and from 10th to 12th St | Sidewalk | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 121 | 20 | 20 | 100% | 50 | 47% | 24 | 74 | 204 | | |
| BOULDER | 4 | Zimmerman Trail | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | Y | 50 | Y | 20 | 100 | 87 | 10 | 10 | 13% | 7 | 14% | 7 | 13 | 203 | | |
| BIG SKY | 2 | S 32nd St W and Lampman Dr | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | Y | 20 | 50 | 150 | 30 | 30 | 47% | 23 | 36% | 18 | 41 | 201 | | |
| ORCHARD | 1 | State Ave | Speeding | 35 | 30 | Minor Arterial | 40 | 70 | N | 0 | N | 0 | N | 0 | 0 | 223 | 50 | 50 | 100% | 50 | 58% | 29 | 79 | 199 | | |
| BENCH | 1 | Lake Elmo Dr sidepath | Sidewalk | 35 | 30 | Collector | 30 | 60 | Y | 30 | N | 0 | N | 0 | 30 | 267 | 50 | 50 | 57% | 29 | 43% | 21 | 50 | 190 | | |
| BENCH | 3 | Lake Elmo Dr north of Rice Ln | Sidewalk | 35 | 30 | Collector | 30 | 60 | Y | 30 | N | 0 | N | 0 | 30 | 218 | 50 | 50 | 57% | 29 | 43% | 21 | 50 | 190 | | |
| NEWMAN | 1 | S Billings Blvd and Simpson | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 72 | 10 | 10 | 100% | 50 | 39% | 20 | 70 | 190 | | |
| CENTRAL HEIGHTS | 1 | Monad Rd and 24th St W | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | Y | 20 | 50 | 114 | 20 | 20 | 42% | 21 | 36% | 18 | 39 | 189 | | |
| BROADWATER | 1 | Broadwater Ave between 4th and 5th St W | Speeding | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | Y | 20 | 20 | 191 | 40 | 40 | 56% | 28 | 32% | 16 | 44 | 184 | | |
| POLY DRIVE | 2 | Colton Blvd and 24th St W | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | Y | 20 | 50 | 151 | 30 | 30 | 25% | 13 | 21% | 11 | 23 | 183 | | |

**Continued on the next page**

| School | Project Number | Location | Project Type | Speed Limit | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Traffic Safety | | | | | Feasibility | | | | | | | Demand | | | Equity | | | | | Overall Score | |
| | | | | Posted Speed Limit | Points Assigned | Roadway Classification | Points Assigned | Total Traffic Safety Score | Ped Crossing, Sidewalk, ADA | Points Assigned | Specified in the 5-year CIP | Points Assigned | Documented in Adopted Plan | Points Assigned | Total Feasibility Score | Number of Students Living Within .25 mi | Points Assigned | Total Demand Score | Free & Reduced Lunch Percentage at School | Points Assigned | % Students of Color | Points Assigned | Total Equity Score | | |
| ORCHARD | 2 | State Ave and Jackson St | Curb Ramps | 35 | 30 | Minor Arterial | 40 | 70 | N | 0 | N | 0 | N | 0 | 0 | 142 | 30 | 30 | 100% | 50 | 58% | 29 | 79 | 179 | | |
| WASHINGTON | 2 | Central Ave and from 10th to 12th St | Speeding | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | N | 0 | 0 | 121 | 20 | 20 | 100% | 50 | 47% | 24 | 74 | 174 | | |
| SANDSTONE | 1 | W Wicks Ln and Nutter Blvd | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | Y | 20 | 50 | 106 | 10 | 10 | 38% | 19 | 28% | 14 | 33 | 173 | | |
| BURLINGTON | 2 | Arnold Ln and 24th St W | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | Y | 20 | 50 | 93 | 10 | 10 | 42% | 21 | 24% | 12 | 33 | 173 | | |
| BURLINGTON | 3 | 24th St W and Lewis | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | Y | 20 | 50 | 101 | 10 | 10 | 42% | 21 | 24% | 12 | 33 | 173 | | |
| BURLINGTON | 1 | Belvedere Dr | Shared Use Path | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | Y | 20 | 20 | 172 | 40 | 40 | 42% | 21 | 24% | 12 | 33 | 173 | | |
| PONDEROSA | 2 | King Ave and Arlington Ave SW | Congestion | 35 | 30 | Minor Arterial | 40 | 70 | N | 0 | N | 0 | N | 0 | 0 | 151 | 30 | 30 | 100% | 50 | 44% | 22 | 72 | 172 | | |
| ALKALI CREEK | 3 | Alkali Creek Rd from Sandstone Trail to Moon Valley Rd | Sidewalk | 35 | 30 | Street | 10 | 40 | Y | 30 | N | 0 | Y | 20 | 50 | 226 | 50 | 50 | 34% | 17 | 26% | 13 | 30 | 170 | | |
| MCKINLEY | 1 | Parkhill Dr and N 32nd St | Crossing | 25 | 10 | Collector | 30 | 40 | Y | 30 | N | 0 | Y | 20 | 50 | 91 | 10 | 10 | 100% | 50 | 40% | 20 | 70 | 170 | | |
| MCKINLEY | 2 | 11th Ave N and N 32nd St | Crossing | 25 | 10 | Collector | 30 | 40 | Y | 30 | N | 0 | Y | 20 | 50 | 95 | 10 | 10 | 100% | 50 | 40% | 20 | 70 | 170 | | |
| ORCHARD | 3 | Frances Ave | Arrival/Dissmissal Behavior | 25 | 10 | Collector | 30 | 40 | N | 0 | N | 0 | N | 0 | 0 | 222 | 50 | 50 | 100% | 50 | 58% | 29 | 79 | 169 | | |
| ORCHARD | 4 | Jackson St | School Speed Zone | 25 | 10 | Collector | 30 | 40 | N | 0 | N | 0 | N | 0 | 0 | 231 | 50 | 50 | 100% | 50 | 58% | 29 | 79 | 169 | | |
| BEARTOOTH | 3 | Wicks Ln and Bitterroot Dr | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 139 | 20 | 20 | 46% | 23 | 28% | 14 | 37 | 167 | | |
| ROSE PARK | 2 | Parkhill Dr and 17th St W | Crossing | 35 | 30 | Minor Arterial | 40 | 70 | Y | 30 | N | 0 | Y | 20 | 50 | 97 | 10 | 10 | 48% | 24 | 26% | 13 | 37 | 167 | | |
| ROSE PARK | 4 | Poly Drive and Hoover Ave | Crossing | 35 | 30 | Minor Arterial | 40 | 70 | Y | 30 | N | 0 | Y | 20 | 50 | 83 | 10 | 10 | 48% | 24 | 26% | 13 | 37 | 167 | | |
| WASHINGTON | 5 | Cook Ave and 11th St | Crossing | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | Y | 20 | 50 | 126 | 20 | 20 | 100% | 50 | 47% | 24 | 74 | 164 | | |
| SANDSTONE | 2 | W Wicks Ln | Speeding | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | N | 0 | 0 | 490 | 50 | 50 | 38% | 19 | 28% | 14 | 33 | 163 | | |
| BURLINGTON | 4 | 19th St and Lewis Ave | Crossing | 25 | 10 | Collector | 30 | 40 | Y | 30 | N | 0 | Y | 20 | 50 | 162 | 40 | 40 | 42% | 21 | 24% | 12 | 33 | 163 | | |
| EAGLE CLIFFS | 2 | Constitution Ave and Governors Blvd | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 144 | 30 | 30 | 26% | 13 | 17% | 8 | 21 | 161 | | |
| BITTERROOT | 3 | Barrett Rd and Bench Blvd | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 68 | 10 | 10 | 48% | 24 | 29% | 14 | 39 | 159 | | |
| BITTERROOT | 2 | Kyhl Ln in front of school | Sidewalk | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 75 | 10 | 10 | 48% | 24 | 29% | 14 | 39 | 159 | | |
| BEARTOOTH | 2 | Elaine St. and Bitterroot Dr. | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 79 | 10 | 10 | 46% | 23 | 28% | 14 | 37 | 157 | | |
| ROSE PARK | 6 | Avenue E and 19th St W | Crossing | 30 | 20 | Collector | 30 | 50 | Y | 30 | N | 0 | Y | 20 | 50 | 113 | 20 | 20 | 48% | 24 | 26% | 13 | 37 | 157 | | |

**Continued on the next page**

| School | Project Number | Location | Project Type | Speed Limit | | | | | | | | | | | | | | | | | | | | Overall Score | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Traffic Safety | | | | | Feasibility | | | | | | | Demand | | | Equity | | | | | | |
| | | | | Posted Speed Limit | Points Assigned | Roadway Classification | Points Assigned | Total Traffic Safety Score | Ped Crossing, Sidewalk, ADA | Points Assigned | Specified in the 5-year CIP | Points Assigned | Documented in Adopted Plan | Points Assigned | Total Feasibility Score | Number of Students Living Within .25 mi | Points Assigned | Total Demand Score | Free & Reduced Lunch Percentage at School | Points Assigned | % Students of Color | Points Assigned | Total Equity Score | | |
| ROSE PARK | 7 | 19th St W between Avenue F and Avenue D | Speeding | 30 | 20 | Collector | 30 | 50 | N | 0 | N | 0 | Y | 20 | 20 | 206 | 50 | 50 | 48% | 24 | 26% | 13 | 37 | 157 | |
| ARROWHEAD | 3 | Shiloh Road at Arrowhead School Path crossing | Crossing | 45 | 50 | Principal Arterial | 50 | 100 | Y | 30 | N | 0 | N | 0 | 30 | 54 | 10 | 10 | 17% | 8 | 15% | 7 | 16 | 156 | |
| BROADWATER | 3 | 8th St W and Wyoming | Crossing | 25 | 10 | Collector | 30 | 40 | Y | 30 | N | 0 | N | 0 | 30 | 182 | 40 | 40 | 56% | 28 | 32% | 16 | 44 | 154 | |
| POLY DRIVE | 1 | Rimrock Rd and Arvin Rd | School Speed Zone | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | N | 0 | 0 | 436 | 50 | 50 | 25% | 13 | 21% | 11 | 23 | 153 | |
| POLY DRIVE | 4 | Colton Blvd between Lyndell and 20th St W | School Speed Zone | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | N | 0 | 0 | 358 | 50 | 50 | 25% | 13 | 21% | 11 | 23 | 153 | |
| SANDSTONE | 4 | Claim Jumper Ln | Sidewalk | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | Y | 20 | 50 | 387 | 50 | 50 | 38% | 19 | 28% | 14 | 33 | 153 | |
| SANDSTONE | 6 | Neighborhoods southeast of Babcock Blvd | Sidewalk | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | Y | 20 | 50 | 204 | 50 | 50 | 38% | 19 | 28% | 14 | 33 | 153 | |
| SANDSTONE | 7 | Neighborhoods north of Wicks Lane | Sidewalk | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | Y | 20 | 50 | 300 | 50 | 50 | 38% | 19 | 28% | 14 | 33 | 153 | |
| BIG SKY | 3 | S 30th St W and Lampman Dr | Crossing | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | Y | 20 | 50 | 188 | 40 | 40 | 47% | 23 | 36% | 18 | 41 | 151 | |
| ALKALI CREEK | 2 | Front of school along Alkali Creek Rd | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 81 | 10 | 10 | 34% | 17 | 26% | 13 | 30 | 150 | |
| ALKALI CREEK | 4 | Alkali Creek Road and Senators Blvd | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 64 | 10 | 10 | 34% | 17 | 26% | 13 | 30 | 150 | |
| BENCH | 2 | Lake Elmo Dr and Milton Rd | School Speed Zone | 35 | 30 | Collector | 30 | 60 | N | 0 | N | 0 | N | 0 | 0 | 162 | 40 | 40 | 57% | 29 | 43% | 21 | 50 | 150 | |
| WASHINGTON | 1 | 11th St W | Arrival/Dissmissal Behavior | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | Y | 20 | 20 | 142 | 30 | 30 | 100% | 50 | 47% | 24 | 74 | 144 | |
| HIGHLAND | 1 | Poly Dr and Virginia Ln | Crossing | 35 | 30 | Minor Arterial | 40 | 70 | Y | 30 | N | 0 | N | 0 | 30 | 82 | 10 | 10 | 39% | 20 | 27% | 14 | 33 | 143 | |
| MILES AVE | 3 | Miles Ave and 15th St W | Speeding | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | N | 0 | 0 | 125 | 20 | 20 | 52% | 26 | 31% | 15 | 41 | 141 | |
| BITTERROOT | 1 | Bench Blvd from Kyhl Ln to Barrett Rd | Arrival/Dissmissal Behavior | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | N | 0 | 0 | 121 | 20 | 20 | 48% | 24 | 29% | 14 | 39 | 139 | |
| BEARTOOTH | 4 | Barrett Rd and Linden Dr | Crossing | 25 | 10 | Collector | 30 | 40 | Y | 30 | N | 0 | Y | 20 | 50 | 71 | 10 | 10 | 46% | 23 | 28% | 14 | 37 | 137 | |
| BEARTOOTH | 5 | Barrett Rd from Kiwanis Trail to Columbine Dr | Sidewalk | 25 | 10 | Collector | 30 | 40 | Y | 30 | N | 0 | Y | 20 | 50 | 59 | 10 | 10 | 46% | 23 | 28% | 14 | 37 | 137 | |
| ARROWHEAD | 1 | Rimrock Rd and 38th St W | Crossing | 35 | 30 | Principal Arterial | 50 | 80 | Y | 30 | N | 0 | N | 0 | 30 | 107 | 10 | 10 | 17% | 8 | 15% | 7 | 16 | 136 | |
| BROADWATER | 2 | 4th St W between Broadwater Ave and Wyoming Ave | Arrival/Dissmissal Behavior | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | Y | 20 | 20 | 223 | 50 | 50 | 56% | 28 | 32% | 16 | 44 | 134 | |
| BROADWATER | 4 | 6th St W and Wyoming | Crossing | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | N | 0 | 30 | 188 | 40 | 40 | 56% | 28 | 32% | 16 | 44 | 134 | |

**Continued on the next page**

| School | Project Number | Location | Project Type | Speed Limit | | | | | | | | | | | | | | | | | | | | Overall Score | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Traffic Safety | | | | | Feasibility | | | | | | | Demand | | | Equity | | | | | | |
| | | | | Posted Speed Limit | Points Assigned | Roadway Classification | Points Assigned | Total Traffic Safety Score | Ped Crossing, Sidewalk, ADA | Points Assigned | Specified in the 5-year CIP | Points Assigned | Documented in Adopted Plan | Points Assigned | Total Feasibility Score | Number of Students Living Within .25 mi | Points Assigned | Total Demand Score | Free & Reduced Lunch Percentage at School | Points Assigned | % Students of Color | Points Assigned | Total Equity Score | | |
| POLY DRIVE | 3 | Woody Dr and Colton Blvd | Crossing | 35 | 30 | Collector | 30 | 60 | Y | 30 | N | 0 | N | 0 | 30 | 120 | 20 | 20 | 25% | 13 | 21% | 11 | 23 | 133 | |
| BOULDER | 3 | Rehberg Ln and Colton Blvd | Crossing | 35 | 30 | Collector | 30 | 60 | Y | 30 | N | 0 | N | 0 | 30 | 142 | 30 | 30 | 13% | 7 | 14% | 7 | 13 | 133 | |
| HIGHLAND | 3 | Virginia Ln | Crossing | 25 | 10 | Minor Arterial | 40 | 50 | Y | 30 | N | 0 | N | 0 | 30 | 118 | 20 | 20 | 39% | 20 | 27% | 14 | 33 | 133 | |
| MILES AVE | 4 | Miles Ave and 16th St W | Crossing | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | Y | 20 | 50 | 115 | 20 | 20 | 52% | 26 | 31% | 15 | 41 | 131 | |
| BENCH | 5 | Rex Ln north of Milton Rd | Sidewalk | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | Y | 20 | 50 | 103 | 10 | 10 | 57% | 29 | 43% | 21 | 50 | 130 | |
| MCKINLEY | 3 | Pioneer Park path, 3rd St W, and Ave C | Crossing | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | N | 0 | 30 | 82 | 10 | 10 | 100% | 50 | 40% | 20 | 70 | 130 | |
| ROSE PARK | 5 | Multifamily housing near Avenue C and 22nd St W | Shared Use Path | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | Y | 20 | 20 | 254 | 50 | 50 | 48% | 24 | 26% | 13 | 37 | 127 | |
| ARROWHEAD | 4 | 38th St W and Poly Dr | Crossing | 35 | 30 | Minor Arterial | 40 | 70 | Y | 30 | N | 0 | N | 0 | 30 | 79 | 10 | 10 | 17% | 8 | 15% | 7 | 16 | 126 | |
| EAGLE CLIFFS | 1 | Marias Dr/Wicks Ln | Shared Use Path | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | N | 0 | 0 | 136 | 20 | 20 | 26% | 13 | 17% | 8 | 21 | 121 | |
| ALKALI CREEK | 1 | School front parking lot | Parking Procedures | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | N | 0 | 0 | 73 | 10 | 10 | 34% | 17 | 26% | 13 | 30 | 120 | |
| ALKALI CREEK | 6 | Alkali Creek from Camel Pl to school site | Shared Use Path | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | N | 0 | 0 | 69 | 10 | 10 | 34% | 17 | 26% | 13 | 30 | 120 | |
| CENTRAL HEIGHTS | 2 | Lexington Dr | Arrival/Dissmissal Behavior | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | Y | 20 | 20 | 175 | 40 | 40 | 42% | 21 | 36% | 18 | 39 | 119 | |
| CENTRAL HEIGHTS | 5 | Lexington Dr north of Alamo Dr | Crossing | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | Y | 20 | 50 | 104 | 10 | 10 | 42% | 21 | 36% | 18 | 39 | 119 | |
| CENTRAL HEIGHTS | 6 | Eldorado Dr and Lexington Dr | Crossing | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | Y | 20 | 50 | 33 | 10 | 10 | 42% | 21 | 36% | 18 | 39 | 119 | |
| MEADOWLARK | 1 | Throughout neighborhood | Sidewalk | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | N | 0 | 30 | 719 | 50 | 50 | 20% | 10 | 16% | 8 | 18 | 118 | |
| ROSE PARK | 3 | Pedestrian bridge over canal at 19th St W | Shared Use Path | 25 | 10 | Collector | 30 | 40 | N | 0 | N | 0 | Y | 20 | 20 | 123 | 20 | 20 | 48% | 24 | 26% | 13 | 37 | 117 | |
| ROSE PARK | 1 | Parkhill Dr and 17th St W | Speeding | 35 | 30 | Minor Arterial | 40 | 70 | N | 0 | N | 0 | N | 0 | 0 | 0 | 10 | 10 | 48% | 24 | 26% | 13 | 37 | 117 | |
| ARROWHEAD | 5 | 38th St W, south of school | Sidewalk | 25 | 10 | Collector | 30 | 40 | Y | 30 | N | 0 | N | 0 | 30 | 149 | 30 | 30 | 17% | 8 | 15% | 7 | 16 | 116 | |
| BOULDER | 2 | Colton Blvd | Connectivity | 35 | 30 | Principal Arterial | 50 | 80 | N | 0 | N | 0 | N | 0 | 0 | 117 | 20 | 20 | 13% | 7 | 14% | 7 | 13 | 113 | |
| MILES AVE | 1 | School crossing along 16th St W near the school | Crossing | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | N | 0 | 30 | 118 | 20 | 20 | 52% | 26 | 31% | 15 | 41 | 111 | |
| BENCH | 4 | Ulnita Park/Twin Oaks neighborhood | Shared Use Path | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | N | 0 | 0 | 173 | 40 | 40 | 57% | 29 | 43% | 21 | 50 | 110 | |
| BITTERROOT | 4 | Heritage/Kiwanis Trail at Ahoy Avenue and Naples Street | Shared Use Path | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | N | 0 | 0 | 230 | 50 | 50 | 48% | 24 | 29% | 14 | 39 | 109 | |

**Continued on the next page**

| School | Project Number | Location | Project Type | Speed Limit | | | | | | | | | | | | | | | | | | | | Overall Score | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Traffic Safety | | | | | Feasibility | | | | | | | Demand | | | Equity | | | | | | |
| | | | | Posted Speed Limit | Points Assigned | Roadway Classification | Points Assigned | Total Traffic Safety Score | Ped Crossing, Sidewalk, ADA | Points Assigned | Specified in the 5-year CIP | Points Assigned | Documented in Adopted Plan | Points Assigned | Total Feasibility Score | Number of Students Living Within .25 mi | Points Assigned | Total Demand Score | Free & Reduced Lunch Percentage at School | Points Assigned | % Students of Color | Points Assigned | Total Equity Score | | |
| POLY DRIVE | 5 | Side alley to east of school property | Shared Use Path | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | Y | 20 | 20 | 198 | 40 | 40 | 25% | 13 | 21% | 11 | 23 | 103 | |
| HIGHLAND | 2 | Parkhill Dr | Arrival/Dissmissal Behavior | 25 | 10 | Collector | 30 | 40 | N | 0 | N | 0 | N | 0 | 0 | 156 | 30 | 30 | 39% | 20 | 27% | 14 | 33 | 103 | |
| PONDEROSA | 3 | Shared use path south of Ponderosa Elementary | Hazardous/Illicit Activity | N/A | 0 | Street | 10 | 10 | N | 0 | N | 0 | N | 0 | 0 | 124 | 20 | 20 | 100% | 50 | 44% | 22 | 72 | 102 | |
| EAGLE CLIFFS | 3 | Constitution Ave and Marias Dr. | Crossing | 25 | 10 | Collector | 30 | 40 | Y | 30 | N | 0 | N | 0 | 30 | 58 | 10 | 10 | 26% | 13 | 17% | 8 | 21 | 101 | |
| BIG SKY | 1 | Front of school | Arrival/Dissmissal Behavior | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | N | 0 | 0 | 199 | 40 | 40 | 47% | 23 | 36% | 18 | 41 | 101 | |
| BENCH | 6 | Lola Ln from Lake Elmo Dr to school property | Shared Use Path | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | Y | 20 | 20 | 142 | 30 | 30 | 57% | 29 | 43% | 21 | 50 | 100 | |
| NEWMAN | 2 | Newman Ln | Arrival/Dissmissal Behavior | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | N | 0 | 0 | 107 | 10 | 10 | 100% | 50 | 39% | 20 | 70 | 100 | |
| CENTRAL HEIGHTS | 3 | Dallas Dr and Pueblo Dr (west to east leg) | Crossing | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | N | 0 | 30 | 109 | 10 | 10 | 42% | 21 | 36% | 18 | 39 | 99 | |
| BITTERROOT | 5 | Barrett Rd from Kiwanis Trail to Columbine Dr | Sidewalk | 25 | 10 | Street | 10 | 20 | Y | 30 | N | 0 | N | 0 | 30 | 59 | 10 | 10 | 48% | 24 | 29% | 14 | 39 | 99 | |
| WASHINGTON | 6 | Front of school | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 119 | 20 | 20 | 100% | 50 | 47% | 24 | 74 | 94 | |
| PONDEROSA | 1 | School parking lot | Arrival/Dissmissal Behavior | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 138 | 20 | 20 | 100% | 50 | 44% | 22 | 72 | 92 | |
| PONDEROSA | 4 | School site | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 138 | 20 | 20 | 100% | 50 | 44% | 22 | 72 | 92 | |
| SANDSTONE | 8 | School site | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 204 | 50 | 50 | 38% | 19 | 28% | 14 | 33 | 83 | |
| BIG SKY | 4 | School playground area | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 186 | 40 | 40 | 47% | 23 | 36% | 18 | 41 | 81 | |
| BENCH | 7 | Bicycle rack in school parking lot | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 150 | 30 | 30 | 57% | 29 | 43% | 21 | 50 | 80 | |
| MCKINLEY | 4 | Bicycle racks | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 71 | 10 | 10 | 100% | 50 | 40% | 20 | 70 | 80 | |
| NEWMAN | 4 | School site | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 71 | 10 | 10 | 100% | 50 | 39% | 20 | 70 | 80 | |
| CENTRAL HEIGHTS | 4 | Alamo Dr at midblock crossing between Pueblo and Lexington | Curb Ramps | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | N | 0 | 0 | 116 | 20 | 20 | 42% | 21 | 36% | 18 | 39 | 79 | |
| ARROWHEAD | 2 | Front of school along 38th St W | Arrival/Dissmissal Behavior | 25 | 10 | Collector | 30 | 40 | N | 0 | N | 0 | N | 0 | 0 | 130 | 20 | 20 | 17% | 8 | 15% | 7 | 16 | 76 | |
| ALKALI CREEK | 5 | North and east of the school | Safety Busing | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 160 | 40 | 40 | 34% | 17 | 26% | 13 | 30 | 70 | |
| BEARTOOTH | 1 | Elaine St. immediately in front of school | Parking Procedures | 25 | 10 | Street | 10 | 20 | N | 0 | N | 0 | N | 0 | 0 | 86 | 10 | 10 | 46% | 23 | 28% | 14 | 37 | 67 | |
| BURLINGTON | 5 | Bicycle racks | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 140 | 30 | 30 | 42% | 21 | 24% | 12 | 33 | 63 | |

**Continued on the next page**

| School | Project Number | Location | Project Type | Speed Limit | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Traffic Safety | | | | | Feasibility | | | | | | | Demand | | | Equity | | | | | Overall Score | |
| | | | | Posted Speed Limit | Points Assigned | Roadway Classification | Points Assigned | Total Traffic Safety Score | Ped Crossing, Sidewalk, ADA | Points Assigned | Specified in the 5-year CIP | Points Assigned | Documented in Adopted Plan | Points Assigned | Total Feasibility Score | Number of Students Living Within .25 mi | Points Assigned | Total Demand Score | Free & Reduced Lunch Percentage at School | Points Assigned | % Students of Color | Points Assigned | Total Equity Score | | |
| MILES AVE | 5 | South of school | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 114 | 20 | 20 | 52% | 26 | 31% | 15 | 41 | 61 | |
| ROSE PARK | 8 | School site | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 116 | 20 | 20 | 48% | 24 | 26% | 13 | 37 | 57 | |
| HIGHLAND | 4 | School property | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 110 | 20 | 20 | 39% | 20 | 27% | 14 | 33 | 53 | |
| ALKALI CREEK | 7 | Behind School | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 130 | 20 | 20 | 34% | 17 | 26% | 13 | 30 | 50 | |
| CENTRAL HEIGHTS | 7 | School property | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 33 | 10 | 10 | 42% | 21 | 36% | 18 | 39 | 49 | |
| BITTERROOT | 6 | Southwest corner of school blacktop | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 72 | 10 | 10 | 48% | 24 | 29% | 14 | 39 | 49 | |
| BEARTOOTH | 6 | Front of School | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 90 | 10 | 10 | 46% | 23 | 28% | 14 | 37 | 47 | |
| MEADOWLARK | 2 | On-site bicycle racks | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 126 | 20 | 20 | 20% | 10 | 16% | 8 | 18 | 38 | |
| EAGLE CLIFFS | 4 | Front of school | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 48 | 10 | 10 | 26% | 13 | 17% | 8 | 21 | 31 | |
| ARROWHEAD | 6 | Front, back and south of school | Bicycle Parking | N/A | 0 | N/A | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 58 | 10 | 10 | 17% | 8 | 15% | 7 | 16 | 26 | |

# 6. School Walking Maps

Students and families are more likely to walk or bike to school if they feel that there is a safe route to do so. As part of the SRTS plan effort, the project team created "suggested walking route" maps for each school. The suggested walking routes were created by analyzing where students live, evaluating whether street segments were appropriate for walking (e.g., presence of sidewalks, low speed roadways, etc.), and identifying crossings suitable for young children (e.g., presence of crossing guard, signals, stop signs, low traffic volumes).

Ideally, students and families would receive these maps at the beginning of the school year as they are deciding on how they will travel to school. The maps should also be available on the school and the City's websites for continuous use. In addition, these maps can be used to create walking school bus routes and handed out at events such as International Walk and Roll to School Day.

The maps are intended for informational purposes only. The City of Billings or Billings Public Schools cannot and does not guarantee the safety of these routes, and assumes no responsibility or liability. Families and students should use to use this map to explore options for going to and from and school, but each family is responsible for choosing the most appropriate option based upon their knowledge of route conditions and the specific needs and/or experience level of their student.

The maps are designed to be handed out as a two-sided flyer with the suggested route map on one side and walking and biking tips on the other side. The tip sheet is shown on the following page, and each individual school's walking map is shown in the remainder of this section.




**Walking school buses allow children to walk to school with friends and trusted adults.**



# Billings Safe Routes to School

## WALKING AND BIKING TIPS

Walking and bicycling to and from school
are great ways to get a jump start to your day!

Walking or bicycling to school improves children's concentration, boosts moods and alertness, and enhances memory, creativity, and overall learning. Here are a few tips to make sure you get to school safely, no matter how you choose to travel:



### If you're walking...

- Look before you cross – look left, right, and left again before crossing the street.
- Cross at corners or at a marked crosswalk. If you can, cross where there's a crossing guard – they love to help!
- Don't assume that vehicles will stop for you. Use eye contact and hand signals to communicate before crossing, and make sure to wait until all lanes of traffic are clear or stopped before you cross.
- If you can, walk with a parent or a friend (it's safer and more fun!).

### If you're biking...

- Always wear your helmet and buckle it every time. To best protect your head, your helmet must fit properly – snug and level on your head, just above your eyebrows.
- Be predictable. Follow the same rules of the road as drivers when riding your bike. This includes obeying ALL stop signs and traffic signals, as well as yielding to pedestrians.
- Talk with your parents about where you can ride on the street and where you should ride on the sidewalk. When riding on the street, ride on the right-hand side of the road, in the same direction as traffic. Watch out for turning cars and cars coming out of driveways. If you are riding on the sidewalk, slow down for pedestrians and give them priority.



### If you're driving...

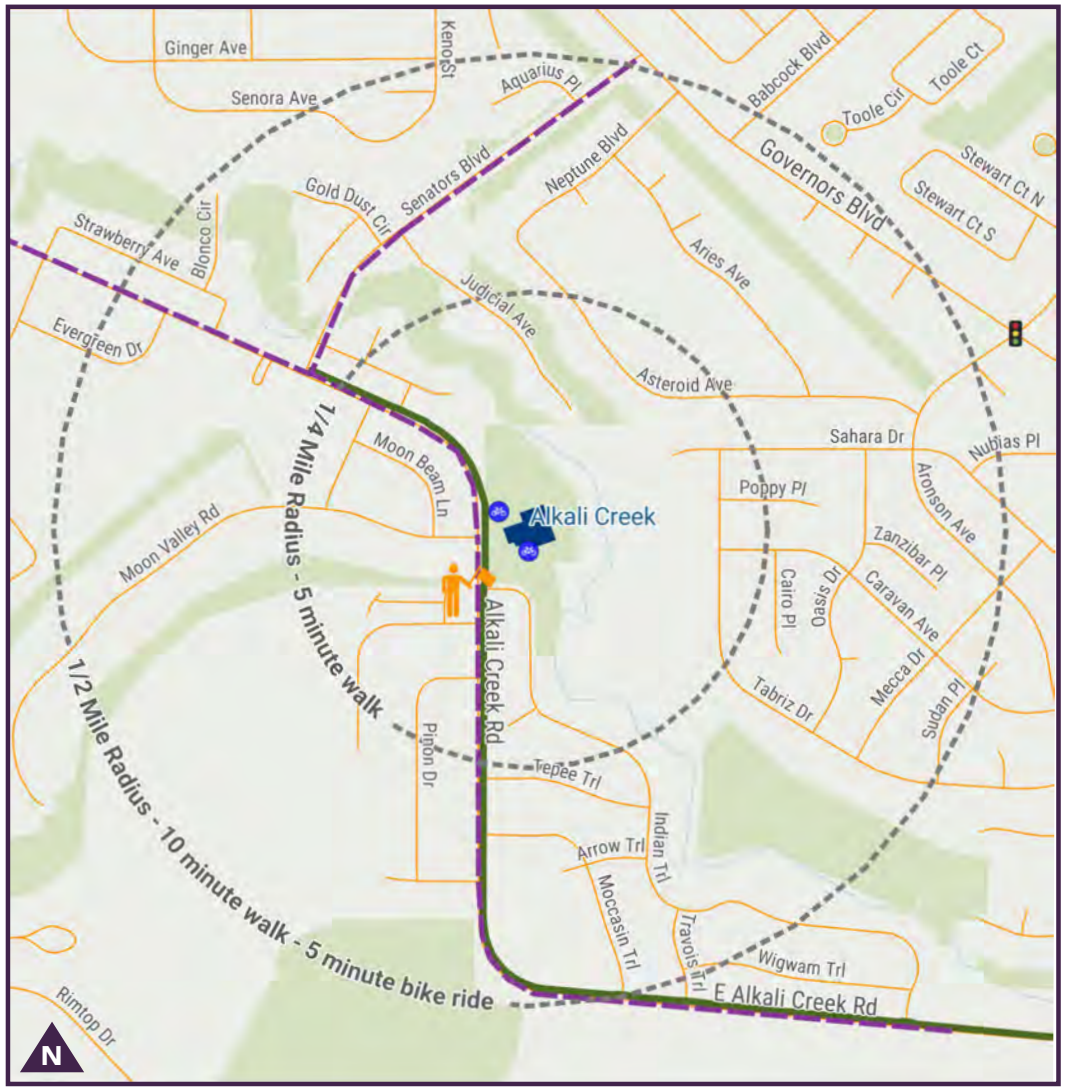
- Slow down in school zones or when students are nearby.
- Do not use your cell phone while driving, even hands-free.
- Yield to people walking and biking, and always follow the directions of crossing guards.
- Make sure students enter and exit the vehicle on the curb side of the street. Have student walk to the nearest intersection to cross.
- Avoid making U-turns, double-parking, blocking crosswalks and other unsafe movements.
- Stop for school buses with red flashing lights on both sides of the street.
- Consider parking a few blocks away and walking your student the rest of the way to school. This reduces congestion around the school and adds a little exercise to your day!



Want to learn more about the Billings Safe Routes to School Program?
VISIT: https://tinyurl.com/BillingsSRTS
and join the movement!

# ALKALI CREEK ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

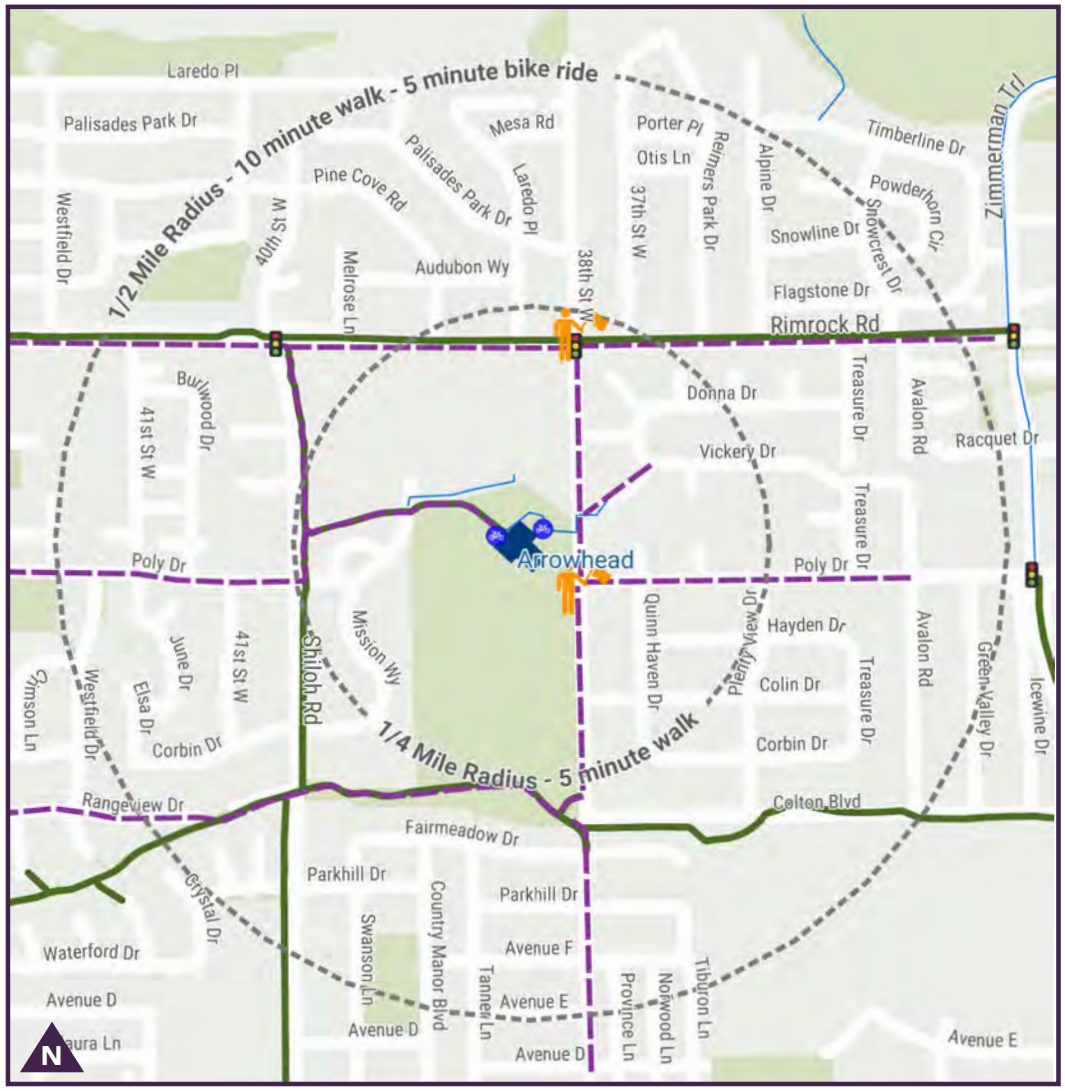
- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path



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# ARROWHEAD ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

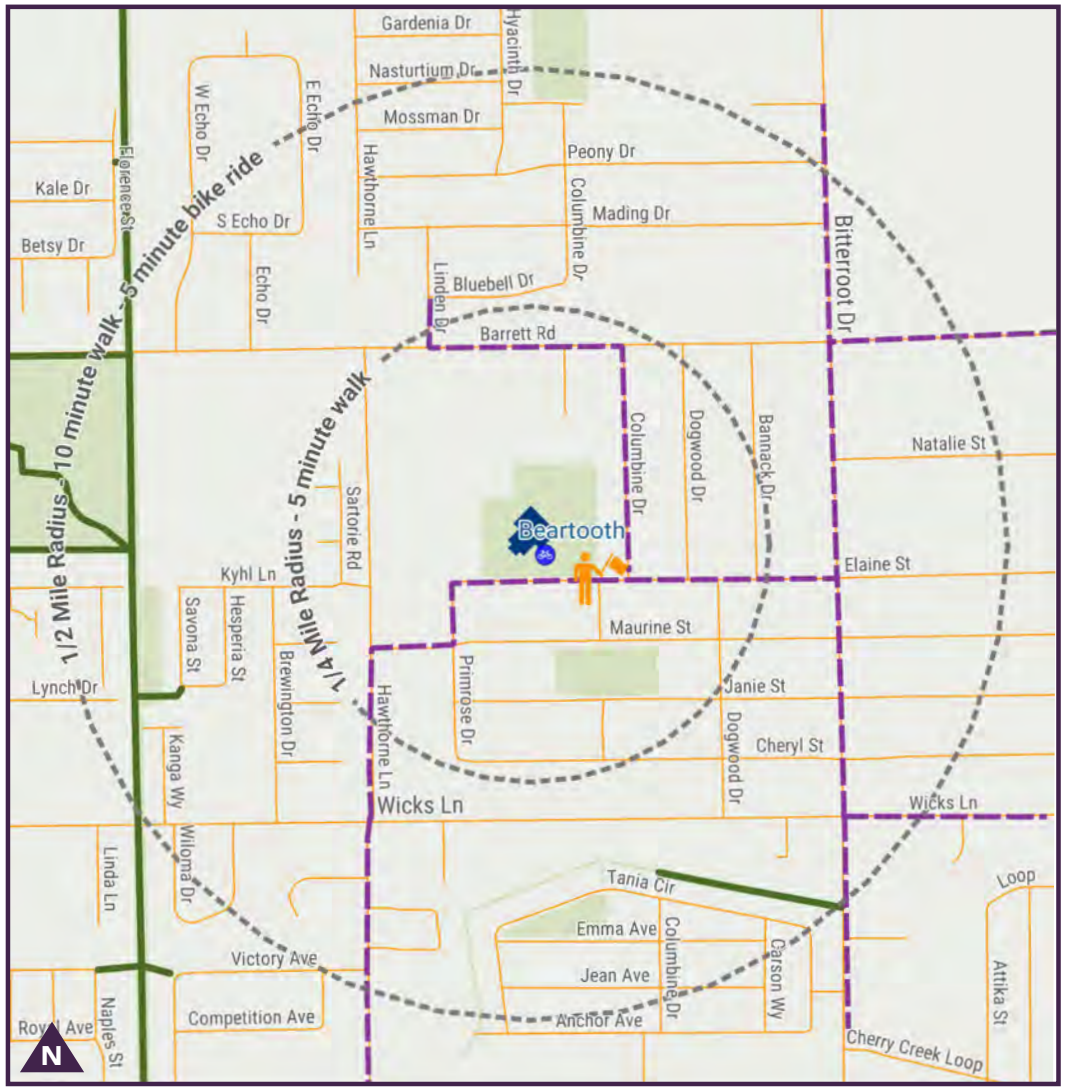
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# BEARTOOTH ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

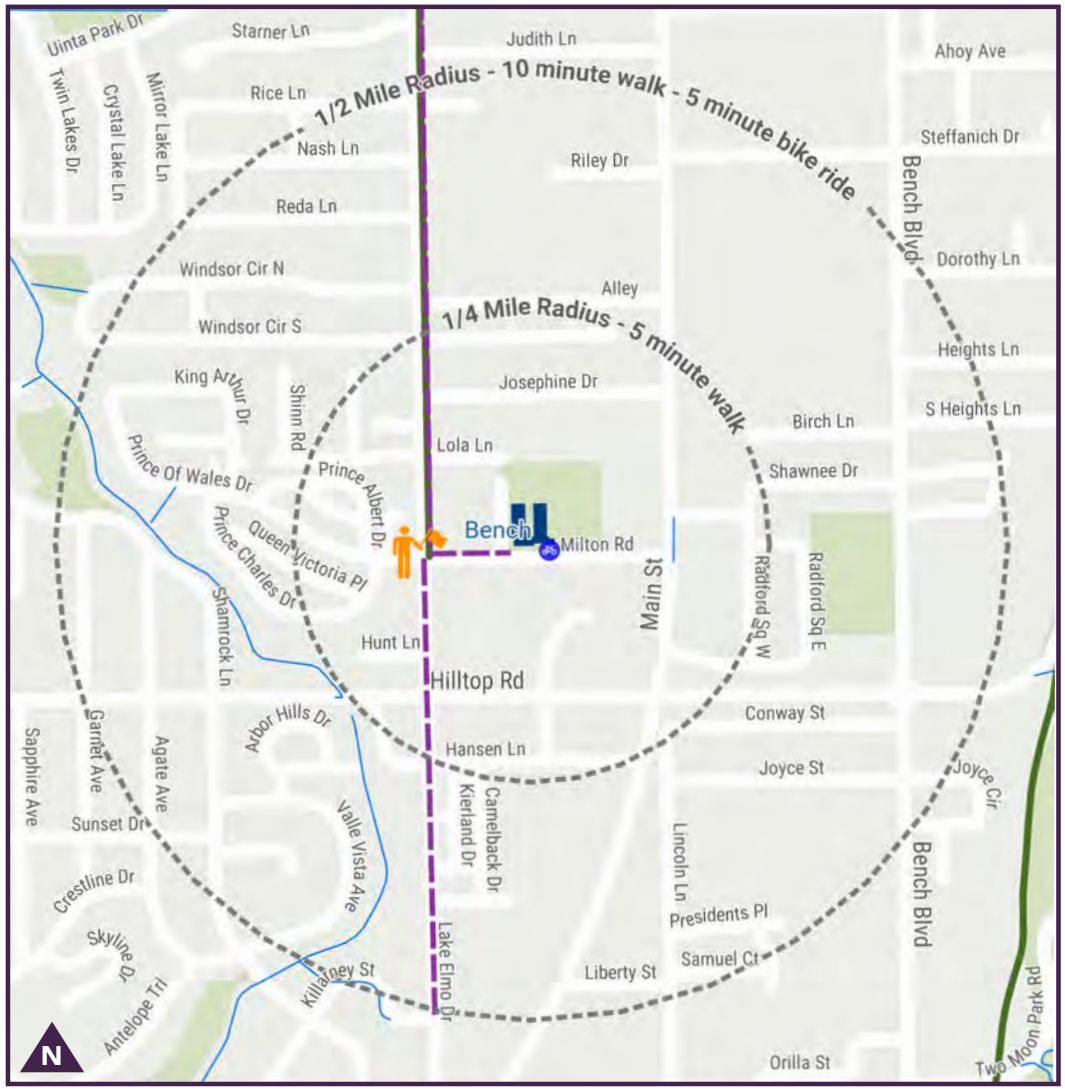
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# BENCH ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

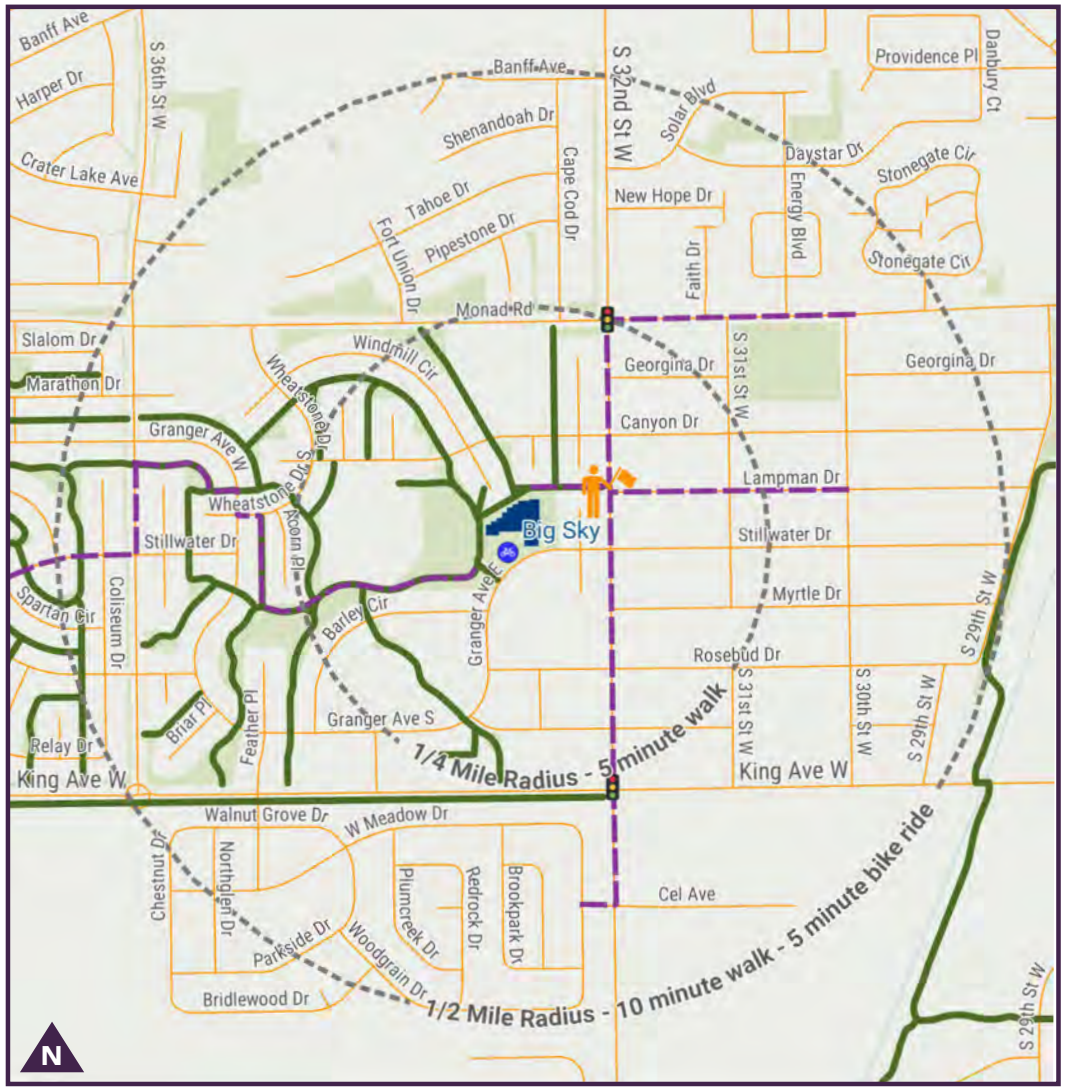
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# BIG SKY ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

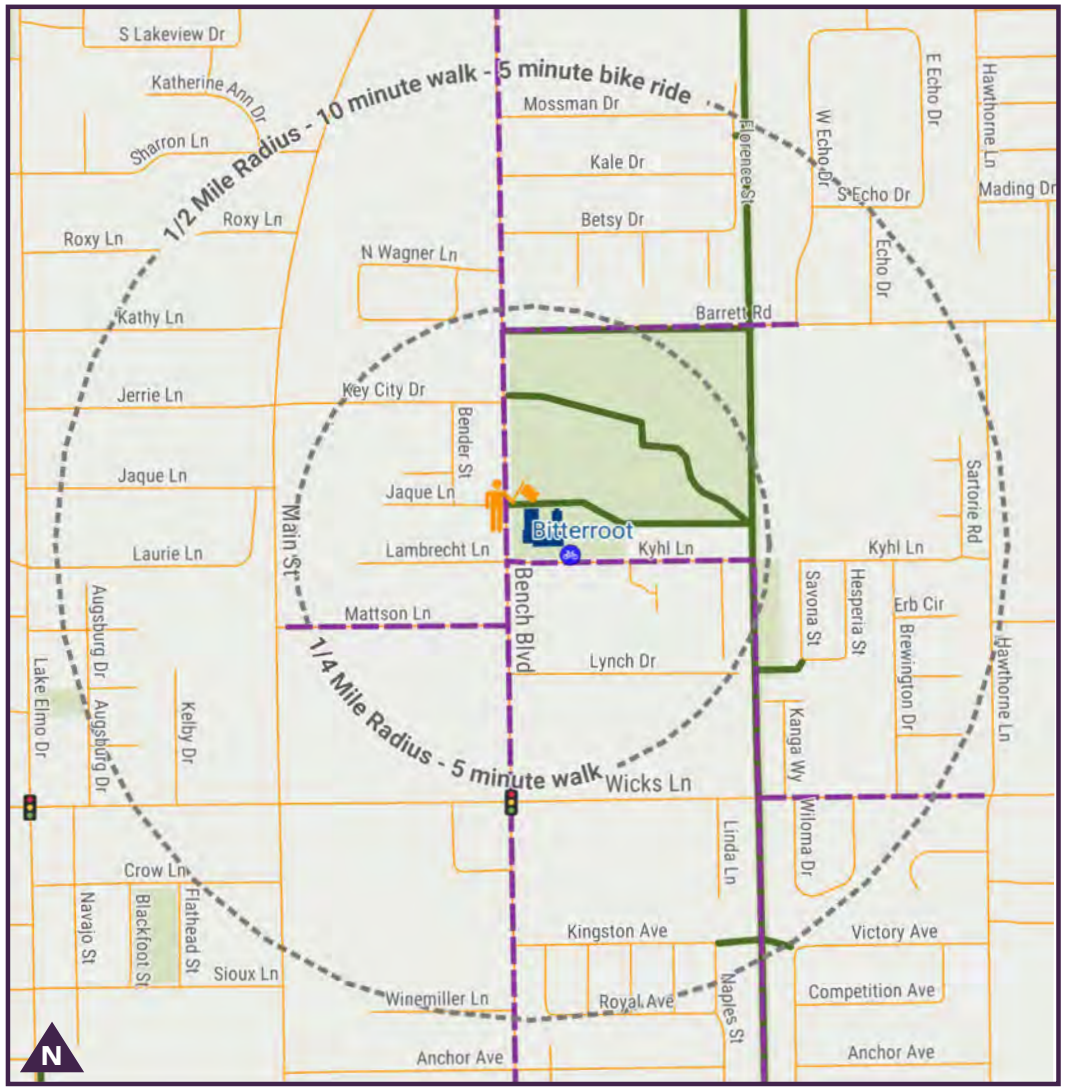
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# BITTERROOT ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

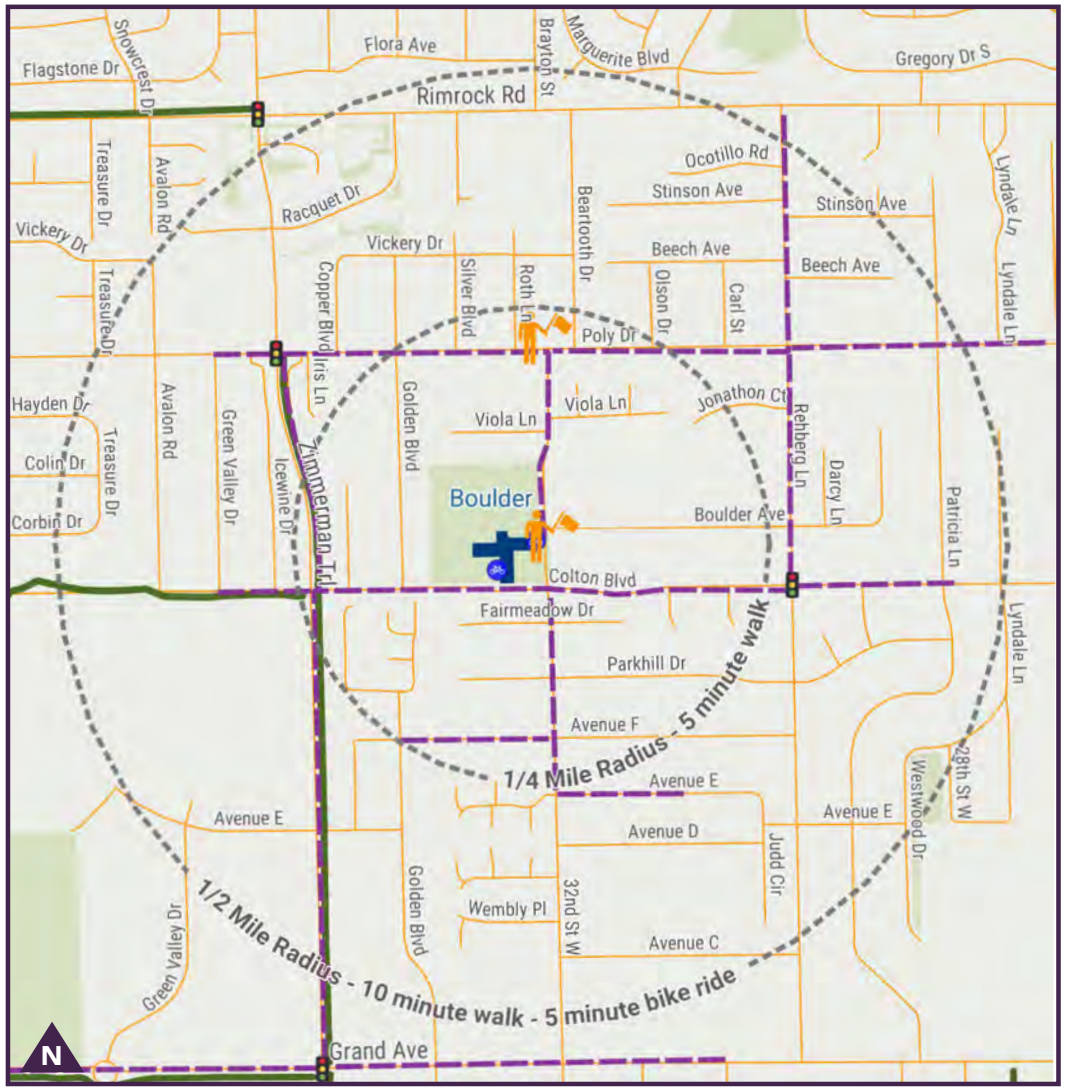
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# BOULDER ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

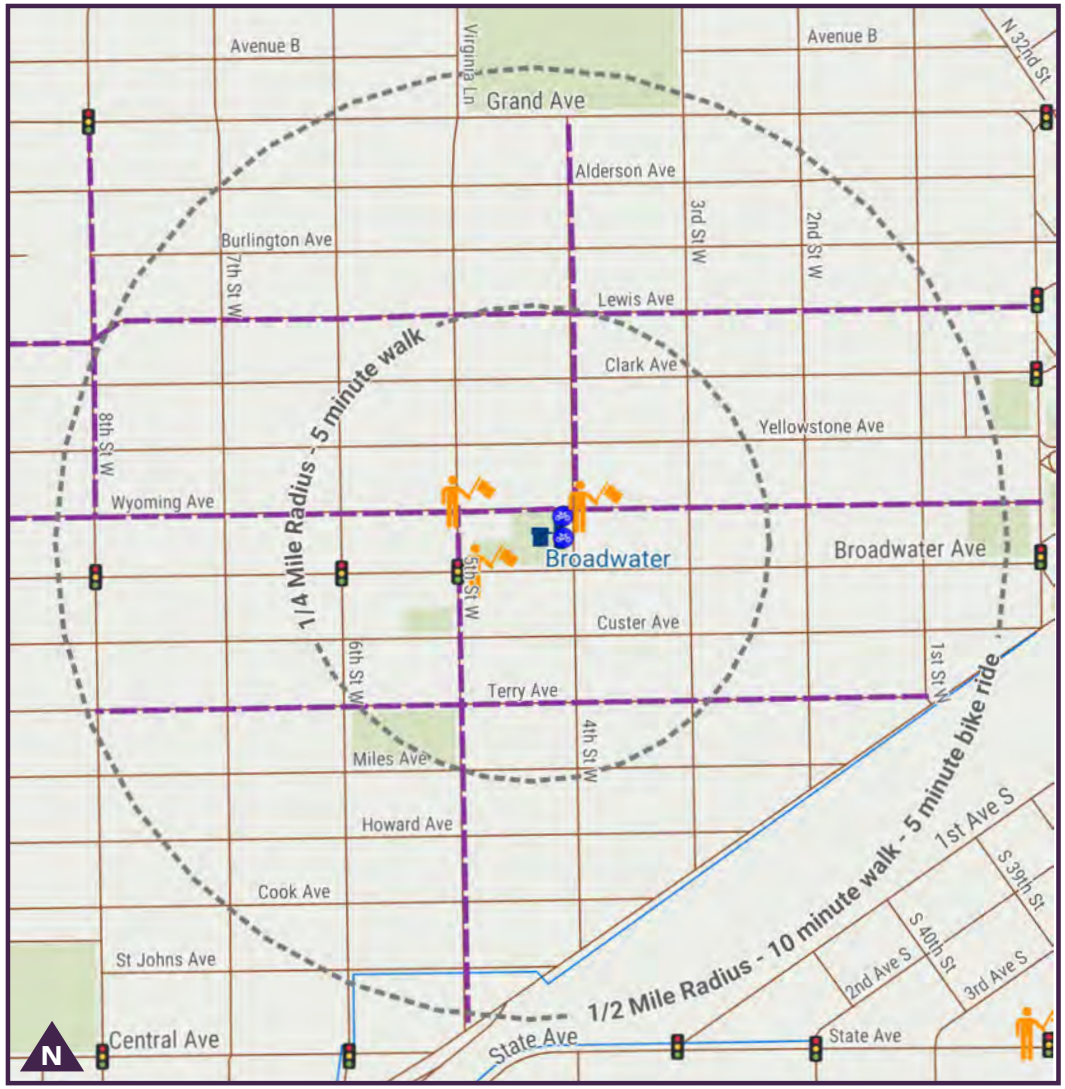
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# BROADWATER ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

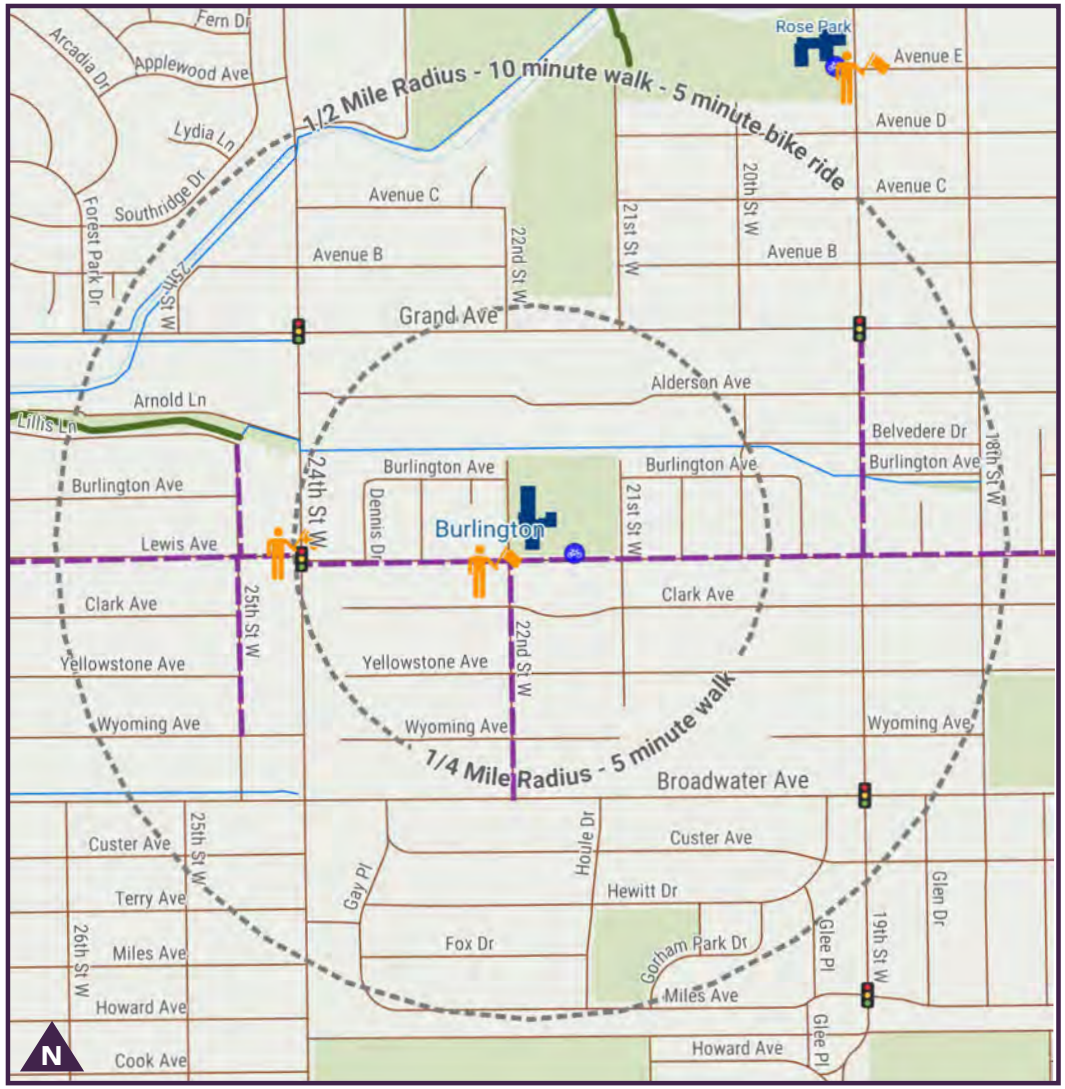
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# BURLINGTON ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

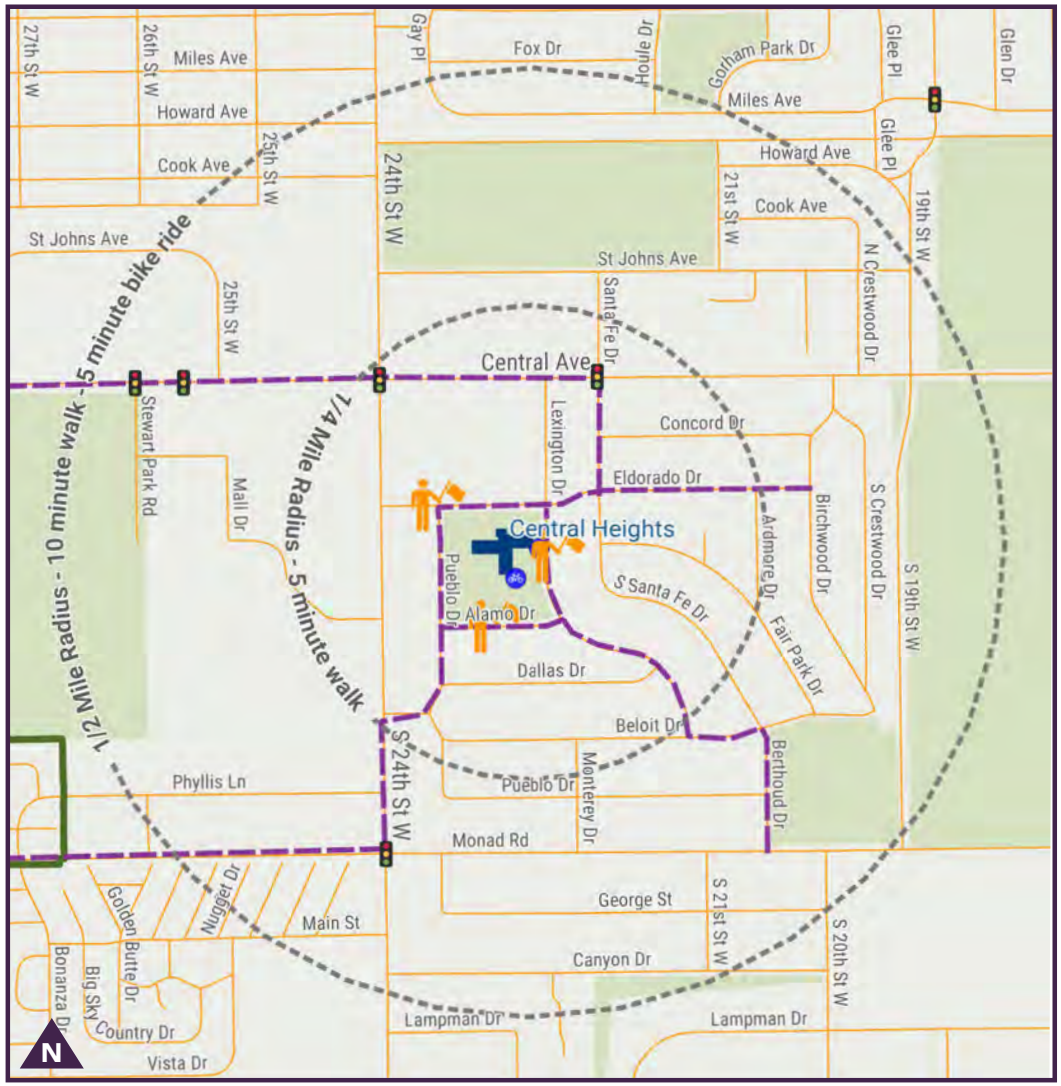
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# CENTRAL HEIGHTS ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

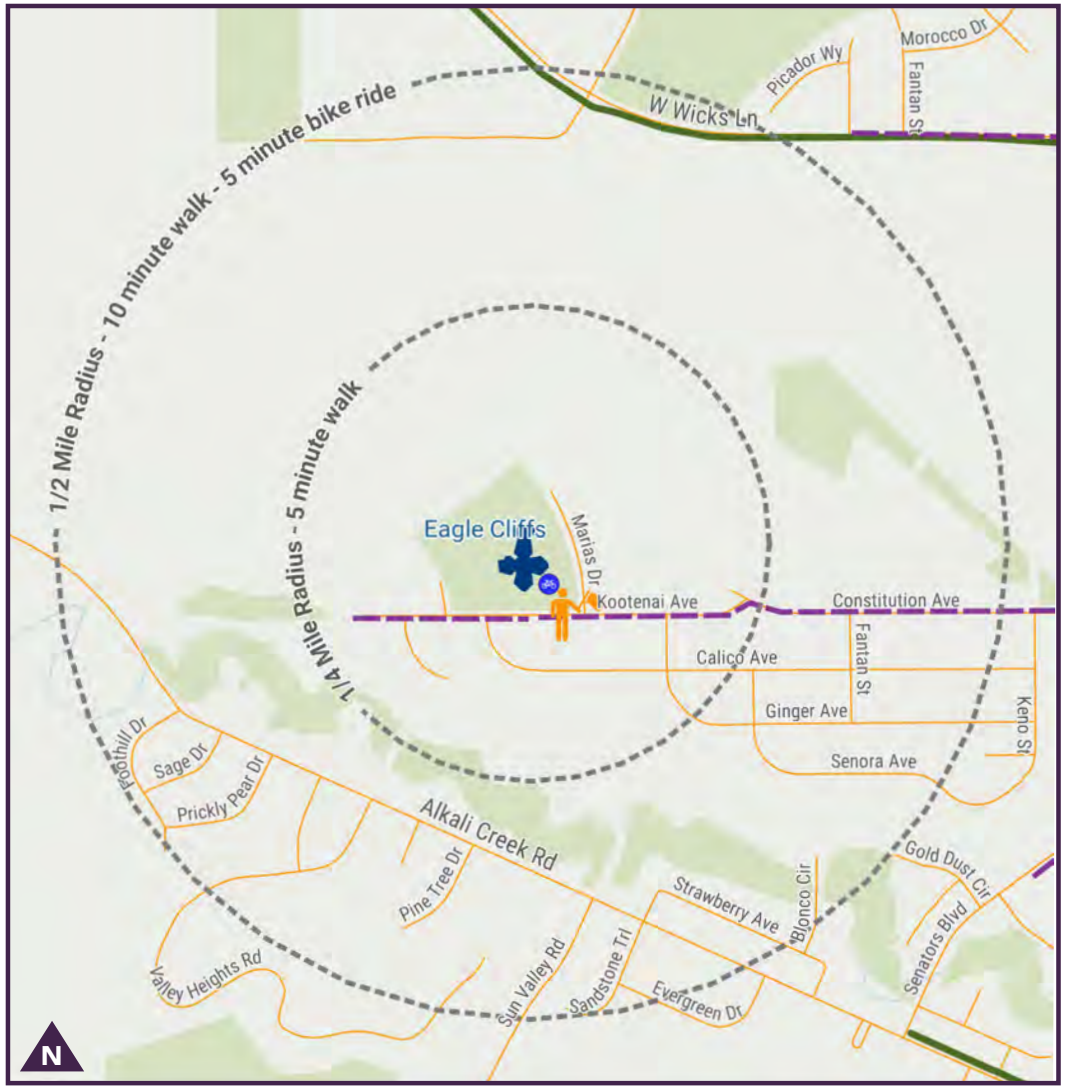
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# EAGLE CLIFFS ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

LEGEND

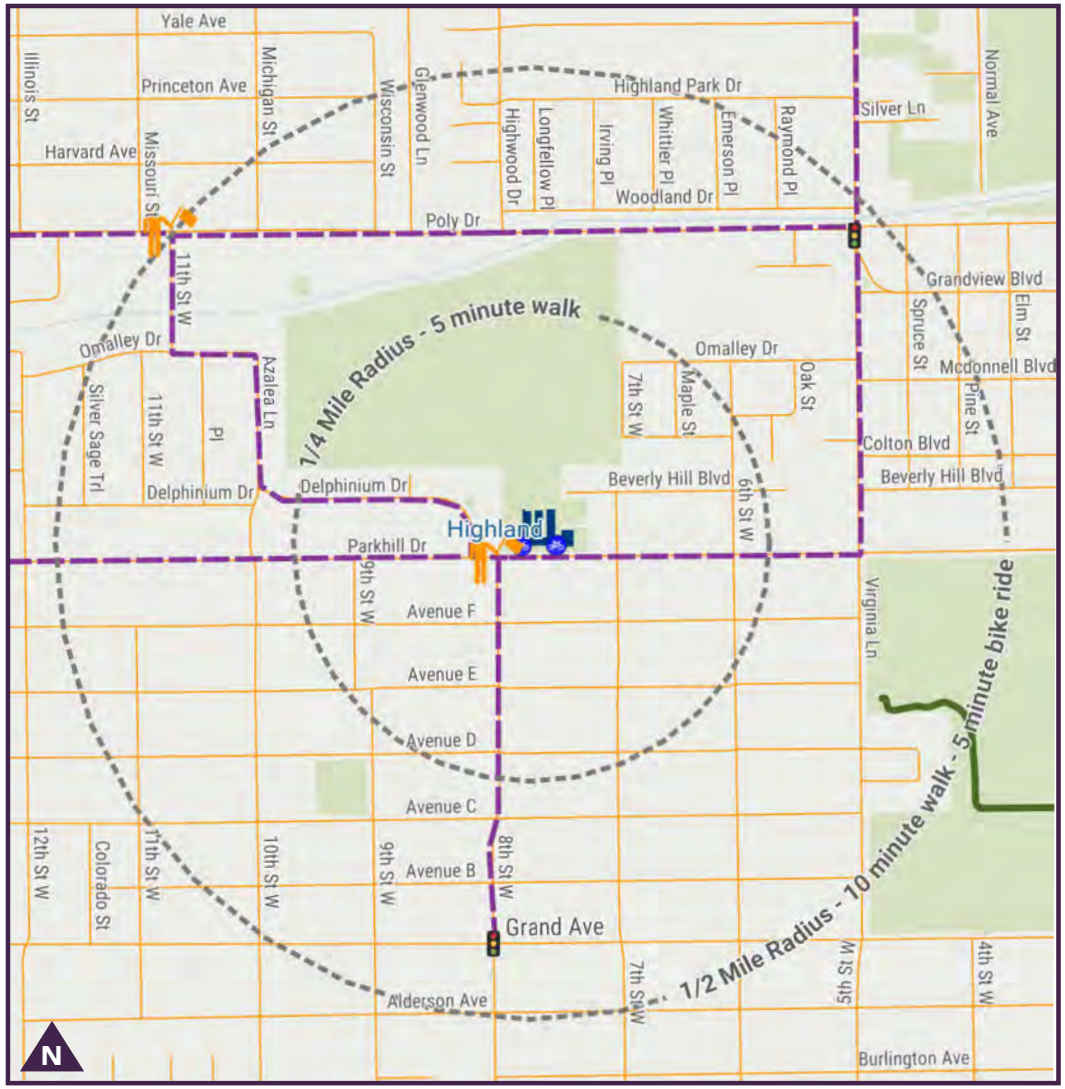
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# HIGHLAND ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

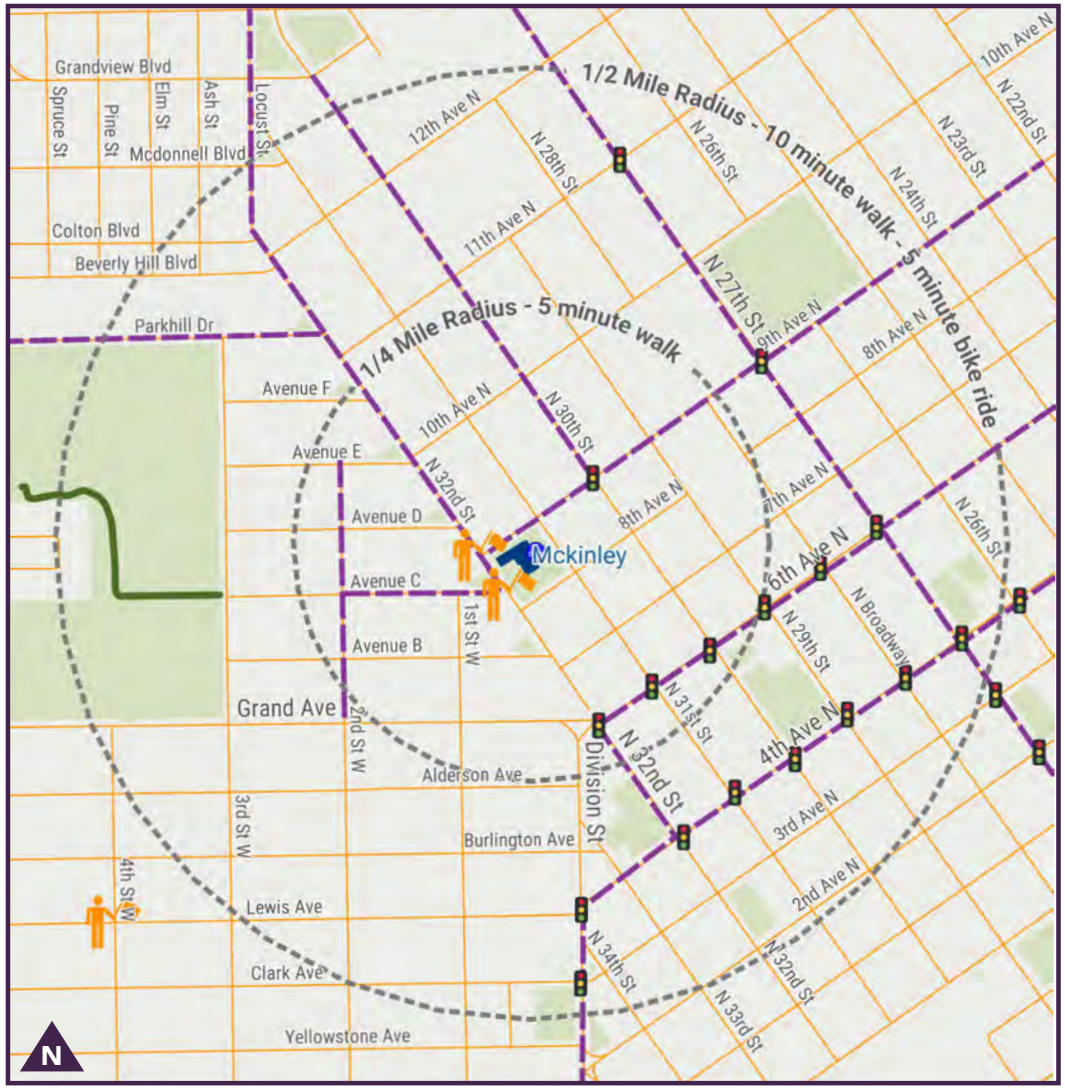
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# MCKINLEY ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

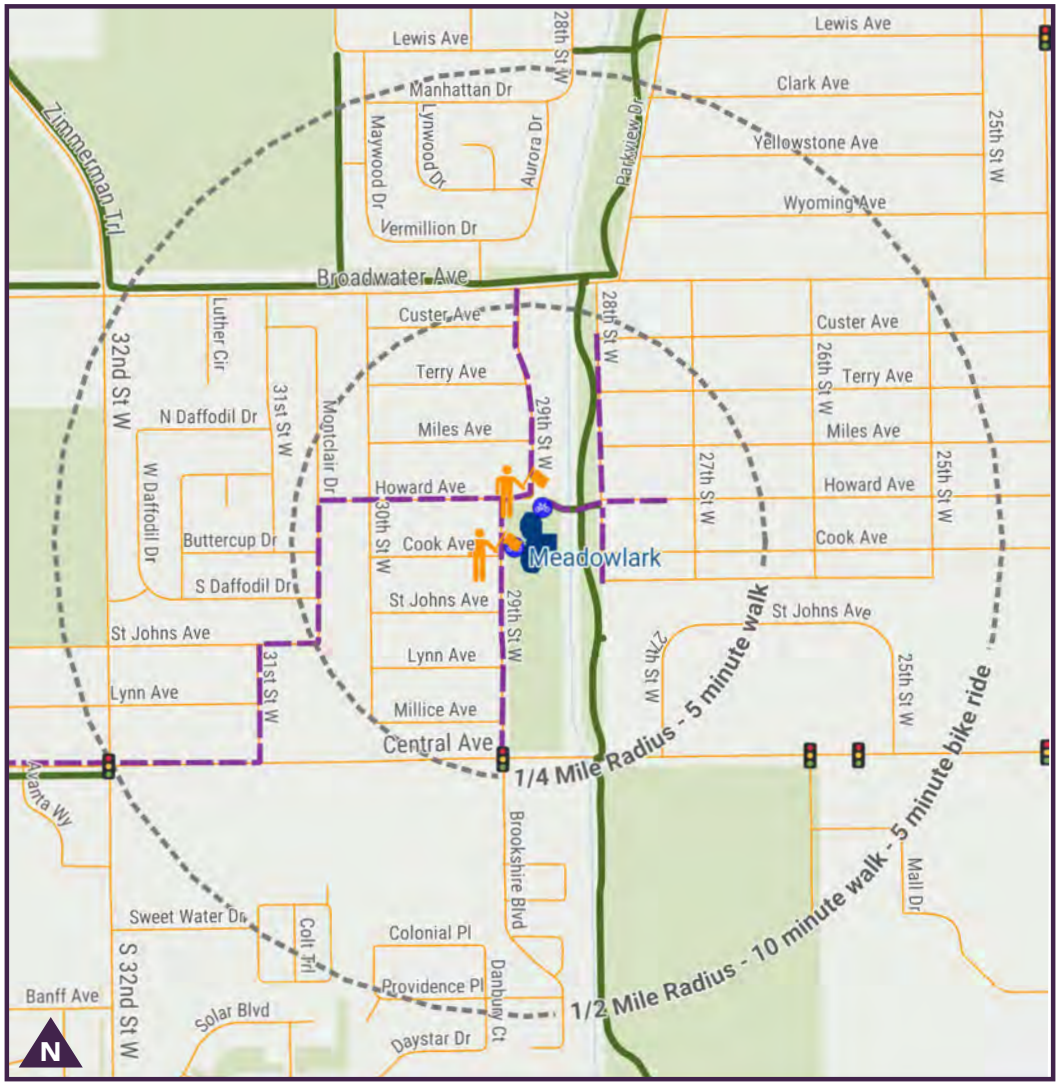
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# MEADOWLARK ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

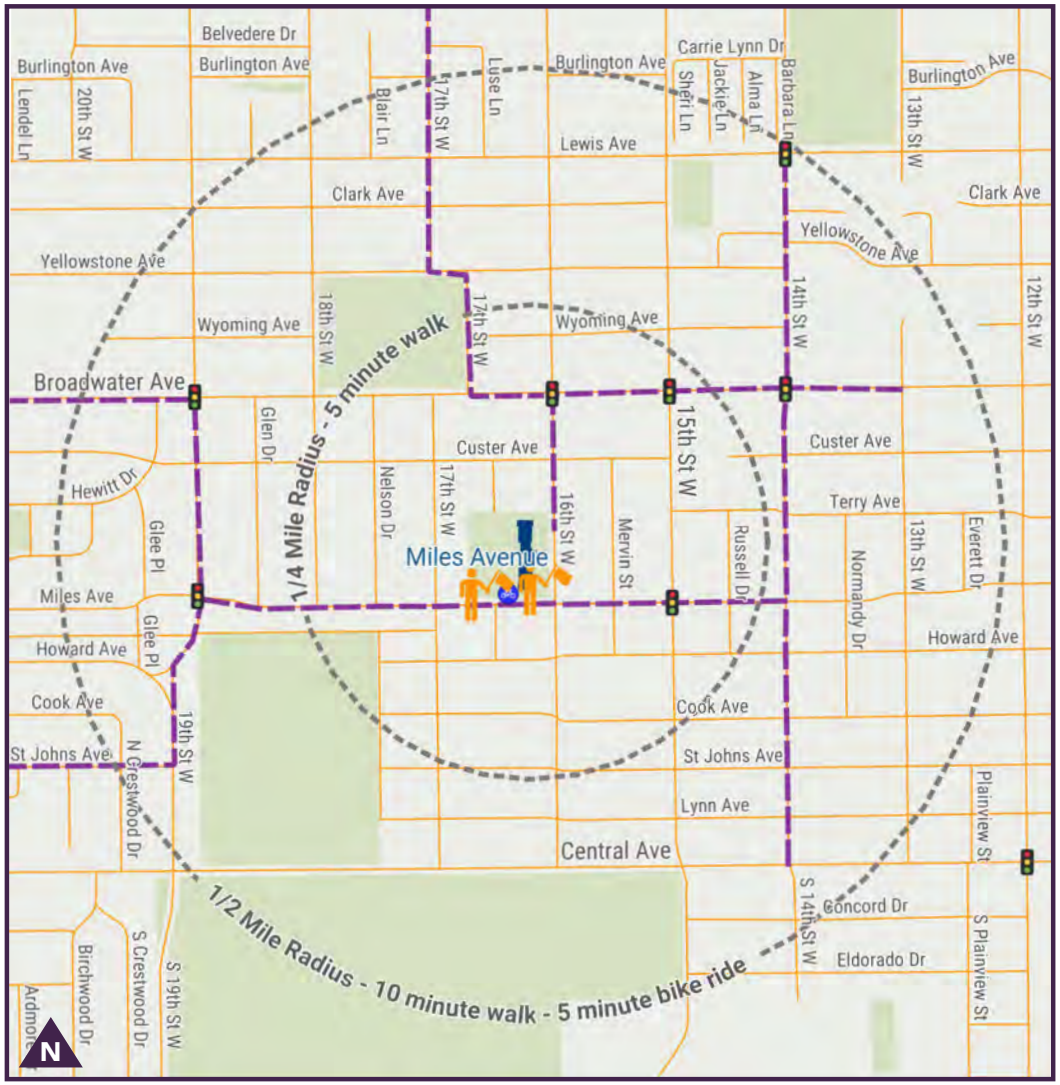
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# MILES AVENUE ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

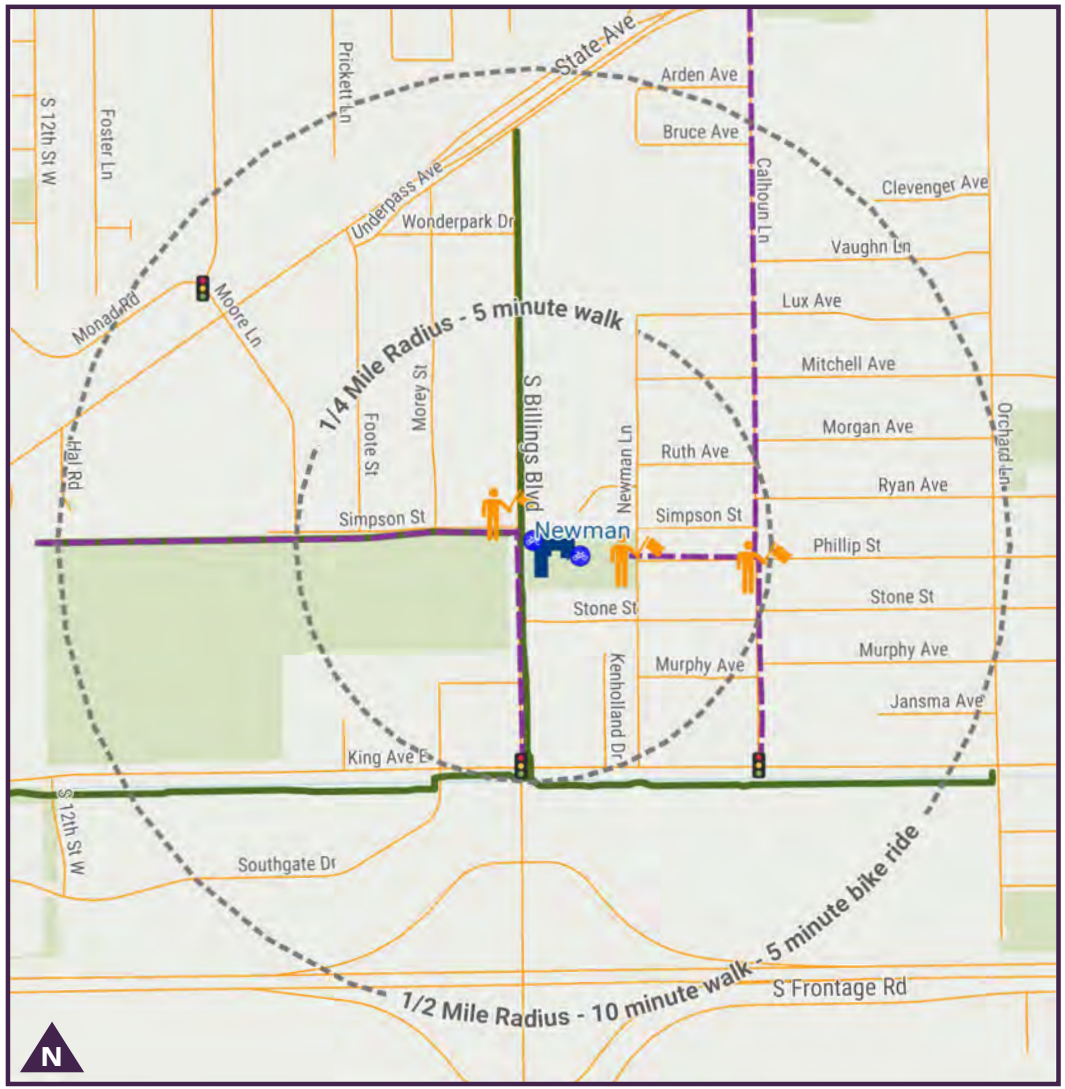
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# NEWMAN ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

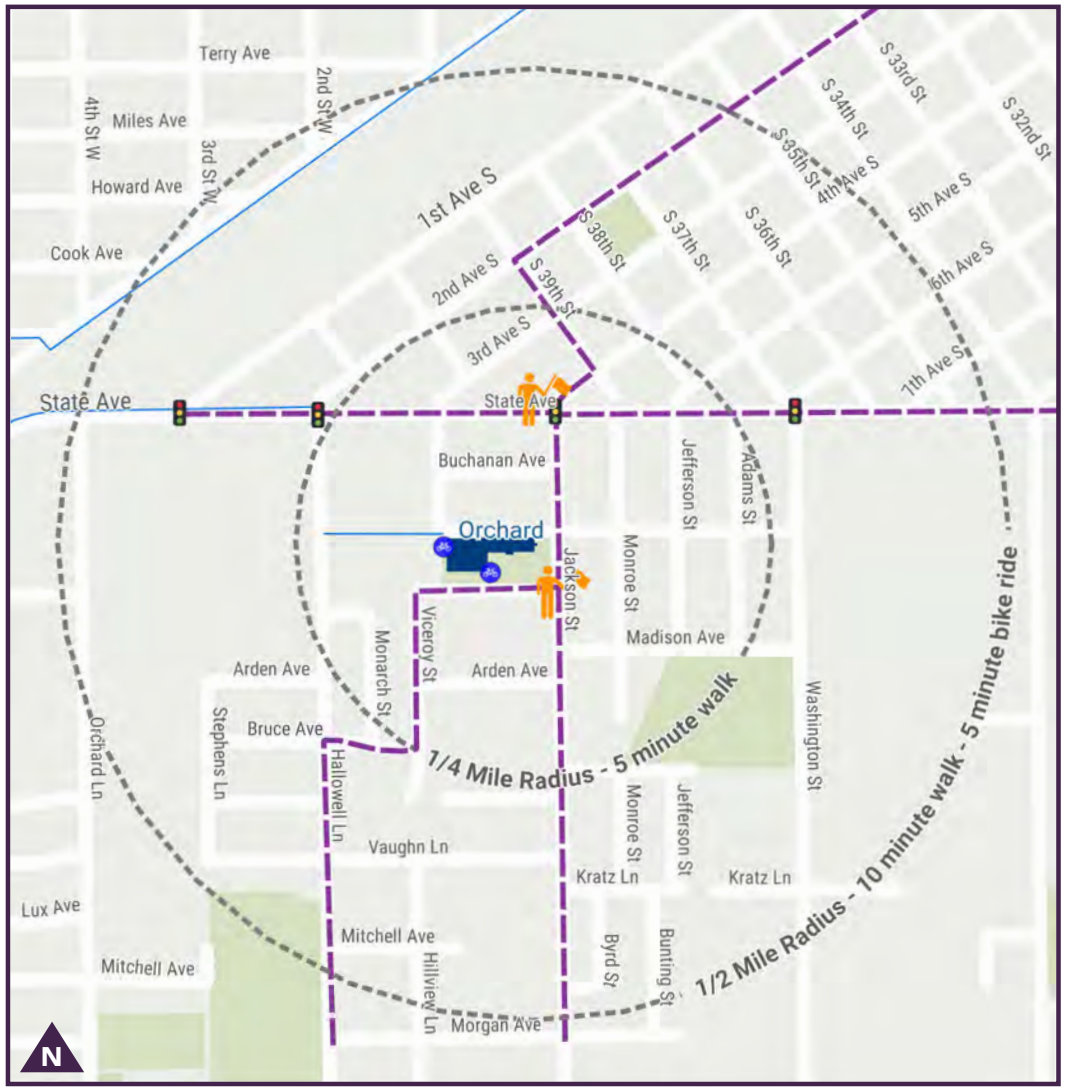
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# ORCHARD ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

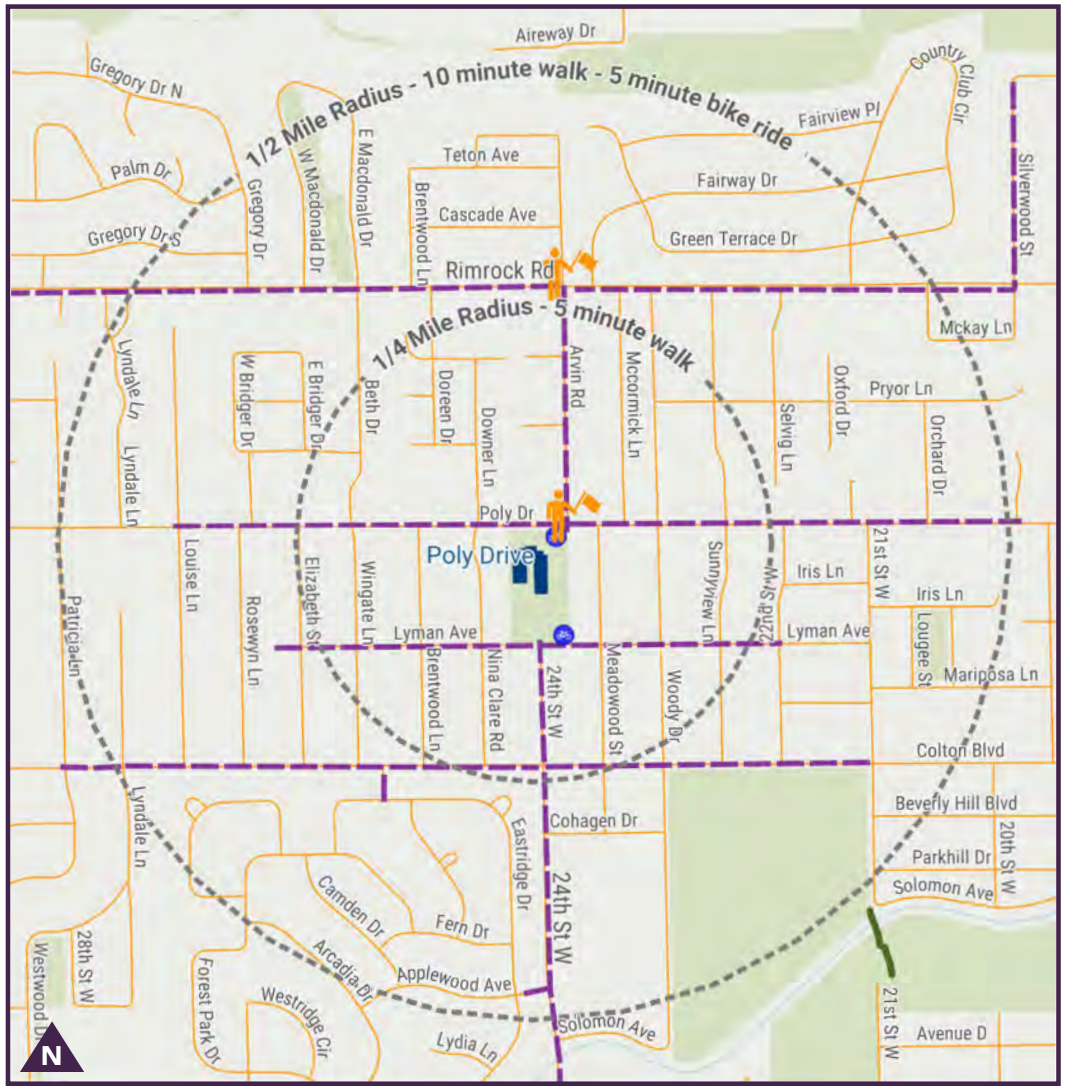
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# POLY ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

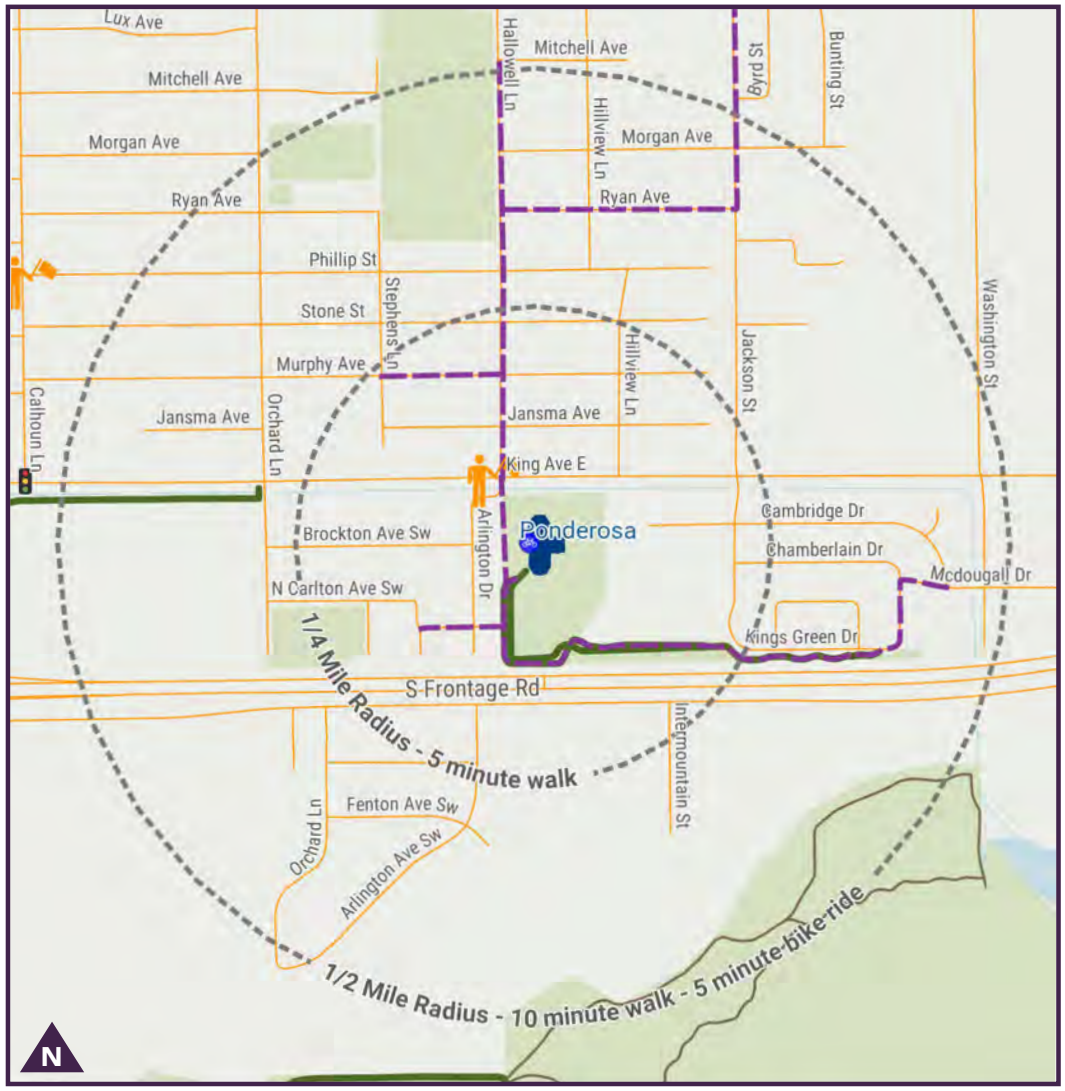
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# PONDEROSA ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

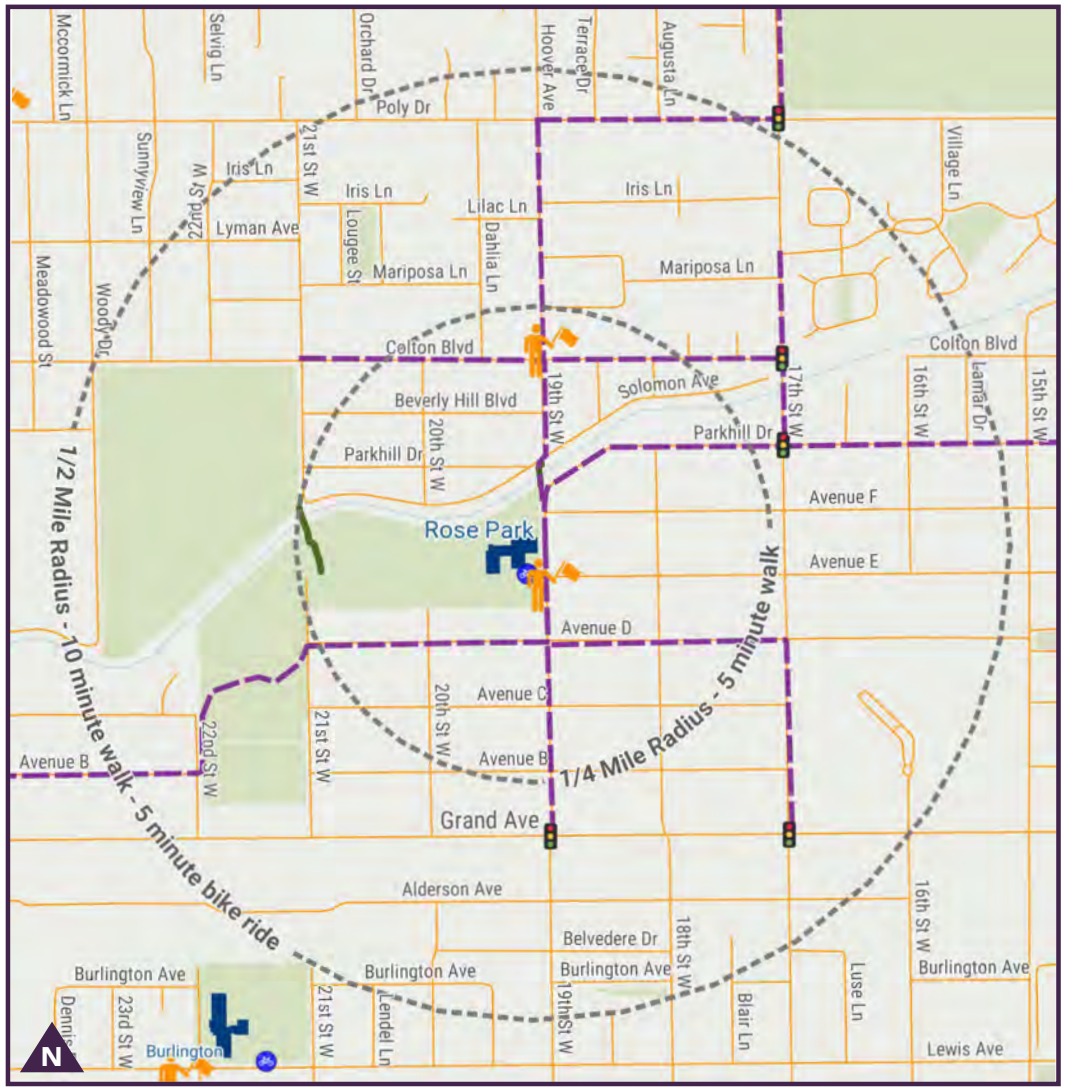
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# ROSE PARK ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

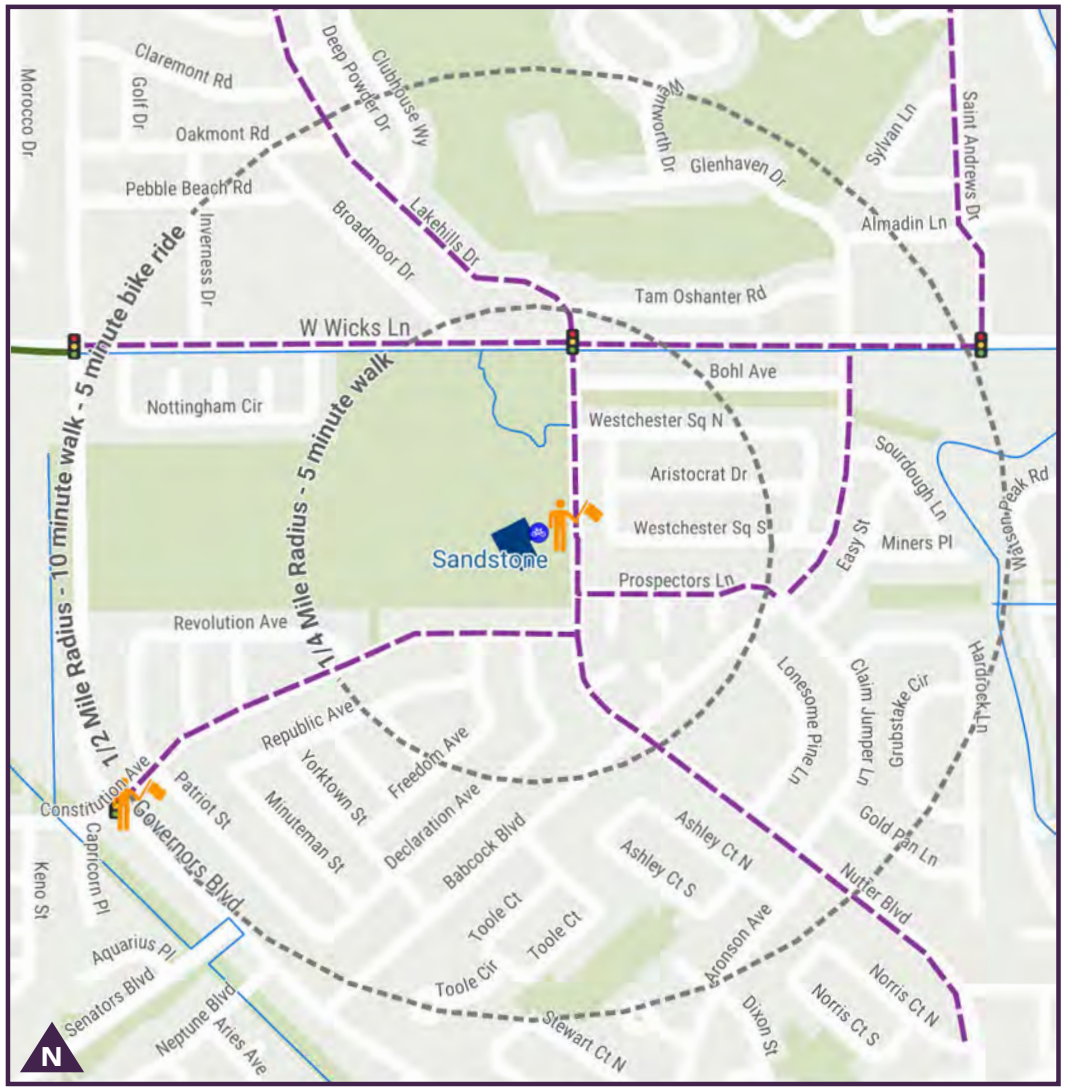
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# SANDSTONE ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

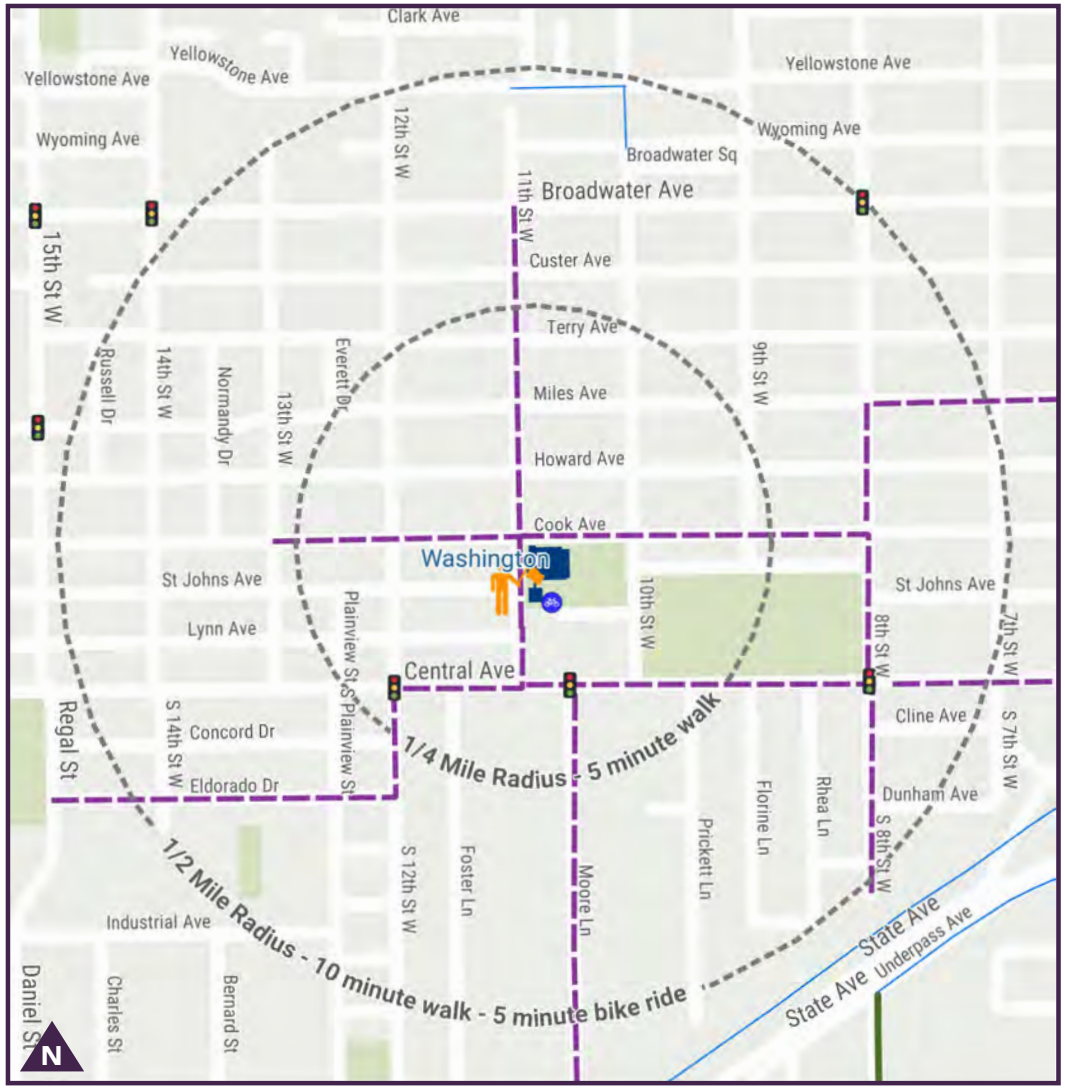
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# WASHINGTON ELEMENTARY SCHOOL

## SUGGESTED WALKING ROUTES TO SCHOOL




Safe Routes To School
Yellowstone County, Montana

### LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path



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# Appendix A. Existing Safe Routes to School Plans, Policies, and Program Review

TOOLE DESIGN
122 W. WASHINGTON AVENUE
SUITE 550
MADISON, WI 53703
608.663.8082
TOOLEDESIGN.COM

# MEMORANDUM

August 17, 2021

To: Elyse Monat
Organization: Billings MPO
From: Kerry Aszklar and Sara Schooley, Toole Design
Project: Billings Safe Routes to School Study Update

**Re: Plan and Policy Review**

This memorandum reviews materials as they pertain to the Billings Safe Routes to Schools Study Update. This review included city, county, and state materials that ranged from plans, policies, resources, and data summaries. A summary of these reviewed items is in Table 1.

**Table 1: Summary of Reviewed Items**

| Item | Year | Organization |
|---|---|---|
| City of Billings Safe Routes to School Study | 2011 | City |
| Billings Bikeway and Trails Master Plan | 2017 | City |
| Walking Route Maps for Billings Elementary Schools | 2018 | City |
| Billings • Yellowstone County Metropolitan Planning Organization Public Participation Plan | 2018 | City/County |
| Billings Urban Area Long Range Transportation | 2018 | County |
| Safe Routes to Schools Reports | 2018 | City-County Health Department |
| Montana Department of Transportation Crash Data | 2010-2019 | State |
| City of Billings Transportation Planning Resources | 2011-2020 | City |
| Billings Area Wayfinding Signage Plan | 2020 | City |
| City of Billings Complete Streets Progress Report | 2020 | City |
| Kids In Motion | Ongoing | City |



TOOLE DESIGN
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*City of Billings Safe Routes to School Study - 2011*



The 2011 Safe Routes to School Study provides a foundation for Billing's SRTS program. The study builds the case for Safe Routes to School by providing national trends on school travel and provides a data inventory of school sites and school-specific findings and recommendations.

The study also breaks down recommended strategies to improve routes to schools based on the "Es": enforcement, education, encouragement, and evaluation. This report identifies "big picture" issues impacting students' ability and desire to walk or bike to school, and provides recommendations to address them. Lastly, the study includes implementation strategies for projects, such as listing priority projects, budget-level cost estimates, and potential funding sources.

Link: https://ci.billings.mt.us/2219/Walking-Route-Maps

*Billings Area Bikeway And Trails Master Plan Update - 2017*




The Billings Area Bikeway and Trails Master Plan Update provides a vision, recommendations, and implementation plan to create a safe, convenient, and connected active transportation network of bikeways, trails, streets, and sidewalks. The plan incorporates an all-ages-and-abilities mentality for utilitarian trips and recreational trips.

Regarding the Safe Routes to School Study Update, the Plan includes implementing comprehensive education and encouragement programs as a goal, and specifically calls for the continued support of the Safe Routes to School program to encourage healthy walking and bicycling habits at an early age. Additionally, routes to schools are identified as key connections for short-term projects. The plan recommends implementing these routes with the annual city budget. Lastly, the Bikeway and Trails Master Plan Update calls for regional coordination of Safe Routes to School through a new program.

Link: https://ci.billings.mt.us/DocumentCenter/View/34091/Billings-Bikeway-and-Trails-Master-Plan?bidId=

*Walking Route Maps for Billings Elementary Schools - 2018*

Each elementary school in the City of Billings has a walking route map to illustrate recommended routes to schools. Included with each map is information on the Safe Routes to School program and an explanation of each of the six E's – education, encouragement, enforcement, evaluation, engineering, and equity. Neighborhood aerial maps for each school display the school location, school boundaries before and after 2017, traffic signals, pedestrian hybrid beacon, school speed zones, school crossing, and crossing guards. The preferred neighborhood walking routes are displayed in arrows.

Link: https://ci.billings.mt.us/2219/Walking-Route-Maps



**Sample map, Arrowhead Elementary School.**

*Billings & Yellowstone County Metropolitan Planning Organization Public Participation Plan - 2018*

The purpose of the Billings and Yellowstone County Public Participation Plan is to clarify when and how members of the public can engage in projects in the Metropolitan Planning Organization. It outlines participants, products, strategies, and evaluation for public participation.

It defines what a metropolitan planning organization is and explains the various governmental boards and committees that often engage with the public. It also outlines the process that transportation projects go through for federal aid and the "products" – the long-range transportation plan, the transportation improvement program, the unified planning work program, and special plans and studies.

This plan relates to Billing's Safe Routes to School Study Update by providing guidance for Billings staff and for community members on how to engage with the Billings MPO in planning processes.




Link: https://ci.billings.mt.us/DocumentCenter/View/37536/Public-Participation-Plan_final-08-30-2018

*Billings Urban Area Long Range Transportation Plan - 2018*

The Billings Urban Area Long Range Transportation Plan is a guide to the transportation projects and investments in the Billings area. The projects cover the land within the Yellowstone County Metropolitan Planning Organization and areas just outside the MPO boundary. The plan includes land use, streets and highways, public transit, freight, rail services, pedestrian and bicycle facilities, safety, and security.

Specific to the Safe Routes to School Study Update, the Plan mentions the Safe Routes program as a pedestrian and bicycle program, and also notes the completion of nine studies for elementary schools by RiverStone Health. Safe Routes projects are listed by school name as pedestrian projects, with estimated planning-level costs. The Plan recommends supporting the Safe Routes program as a strategy to incorporate through the planning and implementation process.

Link: https://ci.billings.mt.us/DocumentCenter/View/37388/2018-Transportation-Plan-Update






*RiverStone Health Safe Routes To Schools Reports – 2018*

The Yellowstone City-County Health Department (dba RiverStone Health) produced several Safe Routes to Schools reports for Billings specific to schools and their neighborhood and demographic contexts. Along with a short description, program history, and role of the project team in Safe Routes in Yellowstone County, each report includes:




- A school profile with start and dismissal times, demographics, and percentages of students receiving free or reduced lunch,
- A map with crossing guard locations
- A neighborhood profile with walking routes and other key information
- Assessment methods
- Key findings from walk and bike audits, behavioral observations, and key informant interviews
- School recommendations based on the five Es of encouragement, education, environmental change, evaluation, and enforcement.

These reports provide a crucial foundation for the Safe Routes to School Study Update.

*Montana Department Of Transportation Crash Data – 2010-2019*

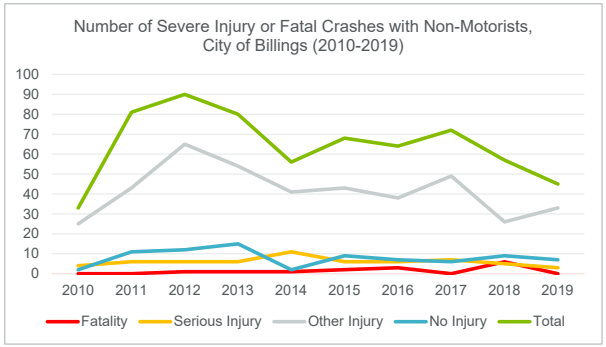
The Montana Department of Transportation (MDT) provides disaggregated crash data by city, county, and reservation. Data is categorized and summarized by a variety of topics, including non-motorists of all ages, within the crash report, "Problem Identification: 2019 Data." This report summarizes crash patterns, including crash data, demographics, and state traffic safety emphasis areas as part of the state's Vision Zero effort.




Data on crashes involving non-motorists in Billings reveals a fluctuation over time with a general downward trend. Serious injury crashes peaked in 2014 with 11 crashes but have decreased since then and remain low. Fatal crashes remain low but peaked in 2018 with six people killed.

Specific to the Safe Routes to School Study Update, this crash data will inform recommended interventions based on the severity of crashes involving non-motorists and based on the crash locations. See the figure below for a high-level summary of crash types involving non-motorists.

Link: https://www.mdt.mt.gov/publications/datastats/crashdata.shtml




*City Of Billings Transportation Planning Resources - Ongoing*

The City of Billings has many resources for transportation planning that can contribute to the Safe Routes to School Study Update. These transportation planning resources include:

- Traffic count maps from 2011 – 2020
- Non-motorized transportation, including the proposed bikeway and trail network, the 2011 Trail Asset Management Plan, trail counts from 2014 – 2020, bicycle counts from 2017 – 2020
- The current Transportation Improvement Plan for 2020-2024
- The Unified Planning Work Plan
- Long-Range Transportation Plans and Studies, such as corridor studies, the Complete Streets policy and progress report, household travel survey, public participation plans, the Wayfinding Signage Plan, and more,
- The Downtown Traffic Plan and the Billings Bike and Scooter Share Feasibility Study

While all resources contribute to the transportation system in Billings, the traffic count maps and the non-motorized transportation resources provide a snapshot of current travel habits near schools.

Link: https://ci.billings.mt.us/2336/Transportation-Resources

*Billings Area Wayfinding Signage Plan - 2020*




The Billings Area Wayfinding Signage Plan outlines the importance and design aspects of wayfinding specific to Billings. It addresses the barrier of pedestrian- and bicycle-specific navigation by providing a comprehensive wayfinding system. The Plan outlines the benefits of wayfinding, best practices, different purposes and designs of signage, destination selection and programming, placement guidance, and implementation.

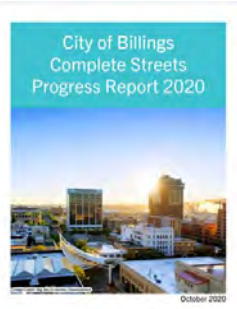
The Plan notes middle schools as secondary destinations, and elementary schools as tertiary destinations within the destination hierarchy.

Link: https://ci.billings.mt.us/DocumentCenter/View/41706/Final-Billings-Wayfinding-Signage-Plan

*City of Billings Complete Streets Progress Report – 2020*



The Complete Streets Progress Report provides updated information regarding the implementation and application of the City of Billings' 2011 adopted Complete Streets policy. The report walks through the progress of improving walking and rolling, bicycling, transit, and automobiles by outlining each mode's context, what it's like to use that mode in Billings, a timeline, milestones, and performance measures. The inclusion of connectivity, community health, economics, and the future as stand-alone sections is noteworthy to mention.




Safe Routes to Schools is included in the walking and rolling mode. The report spotlights RiverStone Health and the revival of the Safe Routes program in 2017 with walk audit of 10 elementary schools.

Link: https://ci.billings.mt.us/DocumentCenter/View/43311/Final-Complete-Streets-Progress-Report-2020

*Kids In Motion - Ongoing*




Kids in Motion (KIM) is a program run by St. Vincent's Healthcare, School District #2, the Education Foundation for Billings Public Schools, the City of Billings, and community partners that focuses on engaging and encouraging youth to walking and bicycling. It organizes events such as bicycle tune-up clinics, rotating through elementary schools, and offers lesson plans so that Health Enhancement Teachers (a combination of health and physical education teachers) can teach the curriculum if they so wish. These lesson plans include a curriculum for a traffic skills class, as well as educational resources, printable materials, and certificates.

KIM relates to the Billings Safe Routes to School Study Update by engaging with students on how to walk and bike to school.

Link: https://kidsinmotionvolunt.wixsite.com/kimbillings

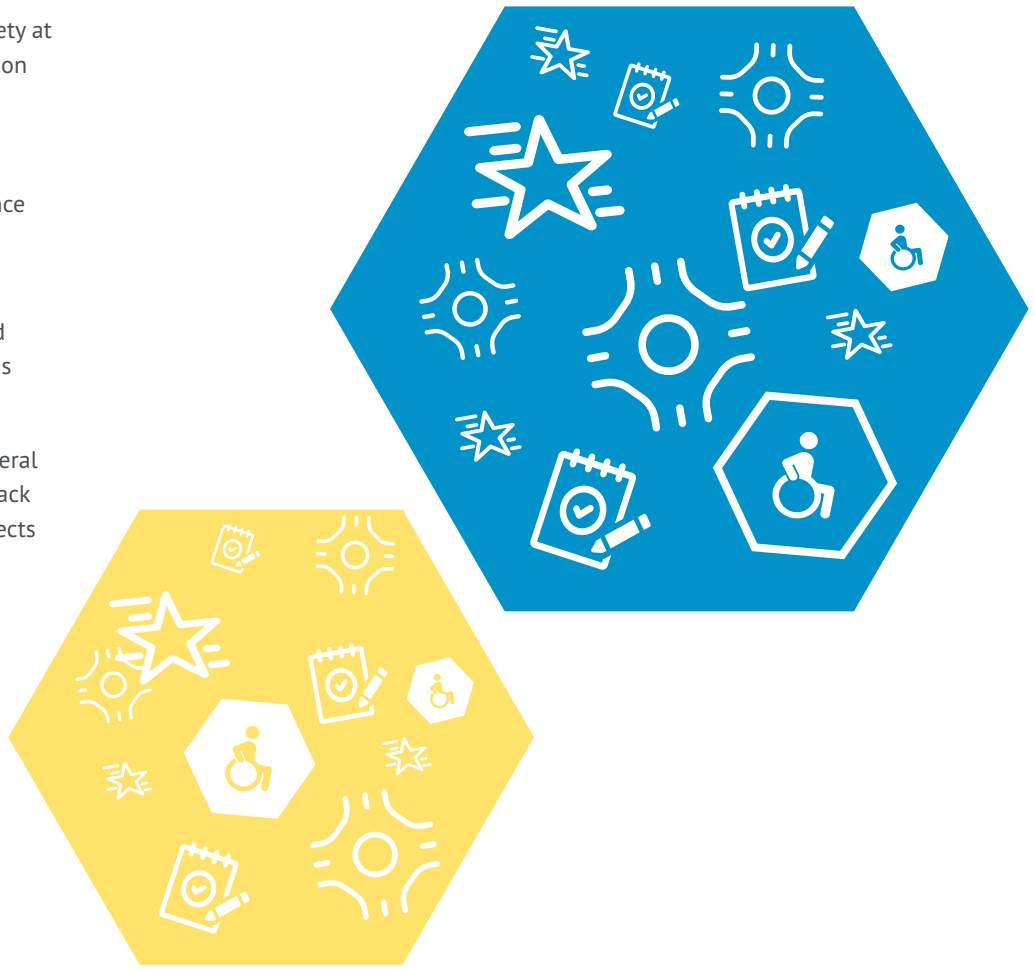
# Appendix B: School Summaries

This appendix includes summaries for all 22 public elementary schools in Billings. These summaries should be referenced and used when selecting, prioritizing, and designing projects. Much of the information on the following pages was gathered through site visits, interviews with school principals, and feedback from an online interactive webmap.

At the end of each school summary there is a "Proposed Projects" table that recommends specific mitigation strategies for locations and issues. Many of the engineering recommendations are informed by FWHA's 2018 Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. this document, and its associated Safe Transportation for Every Pedestrian (STEP) matrix, suggest countermeasures that can be applied at uncontrolled crossing locations depending on roadway and traffic features. The countermeasures are assigned specific roadway types based on safety research, best practices, and established national guidelines. More information on the STEP guidance can be found at https://safety.fhwa.dot.gov/ped_bike/step/.

In addition, all the following information contained in this appendix is for planning purposes and should not be used for final design of any project. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

While many of these projects may be completed by the City of Billings, there are several that fall outside of the City's jurisdiction including all bike rack replacements. Bike rack replacements would be the responsibility of Billings Public Schools. Some road projects may fall under the jurisdiction of the Montana Department of Transportation or of Yellowstone County.



# Alkali Creek Elementary

## Existing Conditions

| About the School | |
|---|---|
| Address | 681 Alkali Creek Rd |
| Number of Students | Approximately 340 |
| Percentage of Students Eligible for Free and Reduced Lunch | 34% |
| Arrival / Dismissal Times | 8:25 AM / 2:20 and 3:05 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Alkali Creek Rd | • 1,500 (at Senators Blvd)<br>• 3,300 (east of Black Pine St) |
| Senators Blvd | 1,500 (at Governors Blvd) |

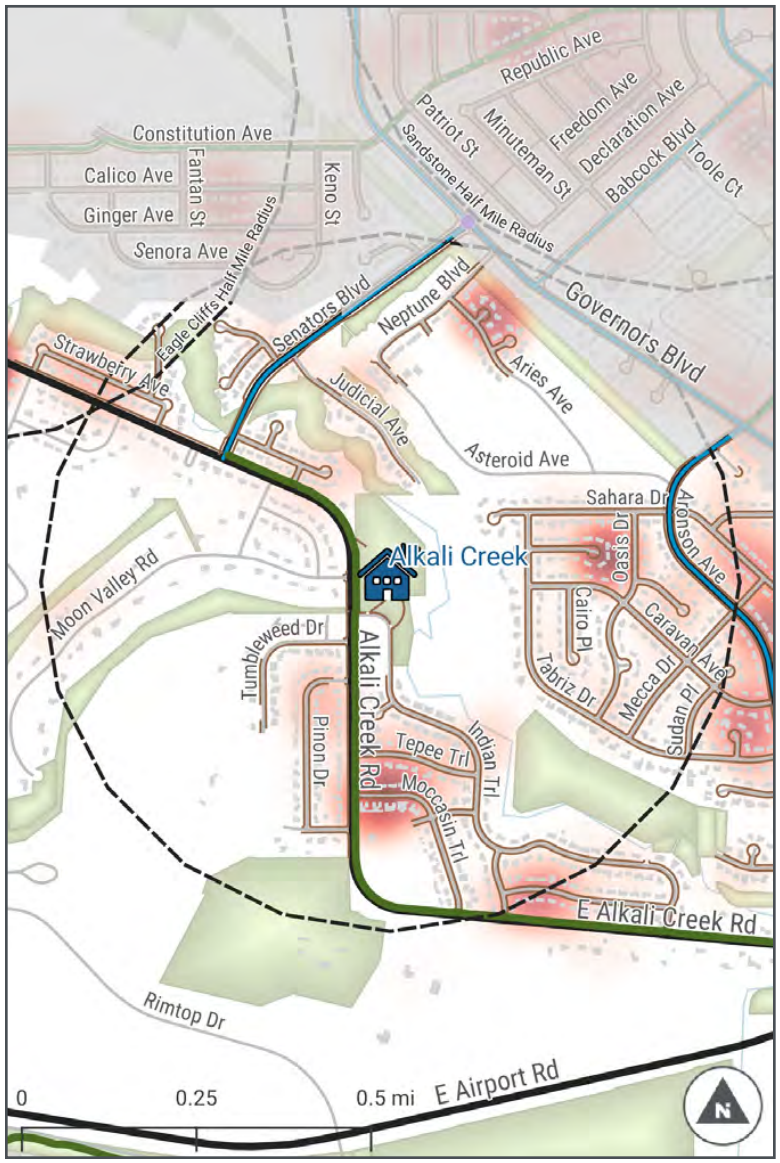
*cSource: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Sidewalk

Proposed
Bike Lane

## Existing Conditions Map



## Known Safety Concerns at Alkali Creek Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Families will park on east side of Alkali Creek Rd to pick-up, creating a pinch point for traffic.<br>• Families will also park on Moon Valley Rd, encouraging students to cross at undesignated crossing rather than walk down to Indian Trail intersection and cross with crossing guard. |
| Webmap Survey | There were four comments for the Alkali Creek catchment area.<br>• One comment about crossing Senators Blvd and Alkali Creek Rd<br>• One comment about fast traffic on Senators Blvd<br>• Two route drawings on Alkali Creek Rd from Moon Valley Rd to Woodland Trail. |
| Crossing Guard | • Students cross the street without an adult at Moon Valley Rd, which is not a crossing guard location. |
| Safety Busing Concern | • Safety busing is provided for students living within Alkali Creek's boundaries east of Main St.<br>• Safety busing is recommended for students living east of the school on top of bluff. |

## Dismissal Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed dismissal on Thursday, September 23.** |
| School Bus Loading | • School buses lined up along the sidewalk outside the front of the school.<br>• Day care buses also picked up in this area. |
| Family Vehicles | • At the first dismissal, families in vehicles picked up students from the front of the building. Family drivers parked in the field south of Indian Trail and walk to the school entrance.<br>• At the second dismissal, there were fewer family vehicles. Most families parked along Alkali Creek Rd or on Moon Valley Rd and waited for their children in the car. |
| School Staff Roles | • School staff led their classes outside to meet their families. Two staff members were present at the front of the school building to assist with traffic control and to help load students onto buses. |
| Adult Crossing Guards | • A school crossing guard was posted at Indian Trail and Alkali Creek Rd. |
| Students Walking and Biking | • Some students were observed walking and biking on the path along Alkali Creek Road.<br>• No students were observed using the trail along Alkali Creek. |

# Priority Concerns at Alkali Creek Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

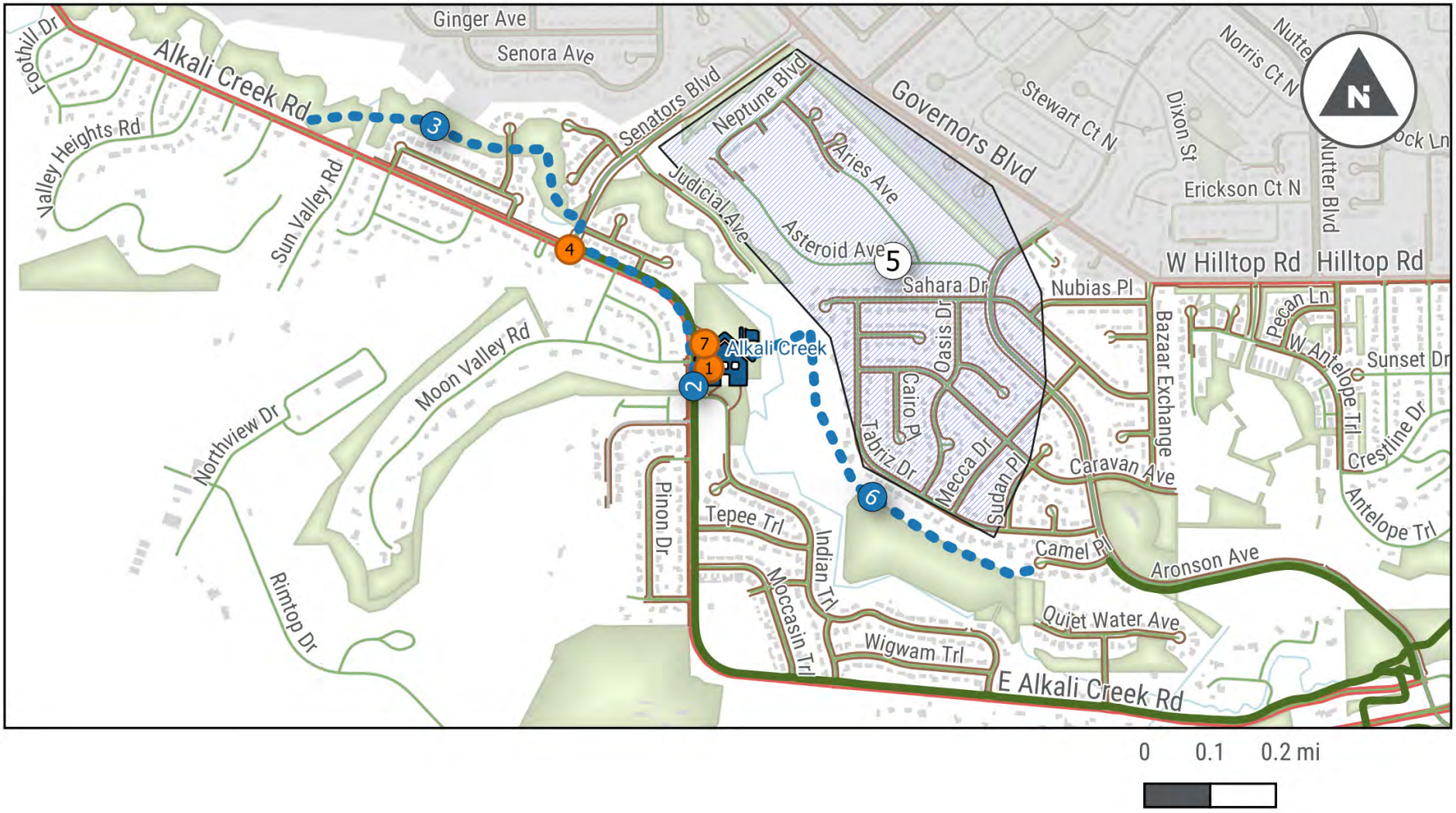
| # | Location | Observations |
|---|---|---|
| 1 | School front parking lot | • During the first dismissal, families would park in the front parking lot and have difficulty backing up to leave with the presence of families and students crossing and the bus leaving.<br>• Recommend back-in angled parking to improve circulation issues.<br>• Recommend aligning crosswalk with curb ramp. |
| 2 | School front parking lot; Indian Trail | • During the first dismissal, families would park in the lot south of Indian Trail as well as in school parking spots on the semicircle. Due to these two locations of parking, motor vehicles would back up in the school parking lot and prevent the bus from exiting.<br>• Recommend prohibiting parking in school parking lot to address bottleneck at Indian Trail intersection. |
| 3 | Alkali Creek Rd (~260' north of Moon Valley Rd and at Tumbleweed Dr) | • Anecdotal evidence from the principal revealed that occasionally the School Zone flashing beacons do not come on during arrival or dismissal times.<br>• Recommend coordinating with school to ensure school zone flashing beacons consistently work. |
| 4 | Alkali Creek Rd and Moon Valley Rd | • Currently, families park on the west and east side of Alkali Creek Rd north of Indian Trail, as well as on Moon Valley Rd, incentivizing students to cross Alkali Creek Rd at non-designated crossing locations.<br>• Recommend extending the motor vehicle parking on Alkali Creek Rd and adding bollards in sections where parking is not allowed. This could incentivize families to park on one side of the road rather than park on local streets across the road, and reducing the need for students to cross Alkali Creek Rd.<br>• Recommend reinforcing students crossing at the crossing guard crosswalk. |
| 5 | Alkali Creek | • The lack of a formalized pathway along Alkali Creek is a barrier to students living on Quiet Water Ave and Black Pine St. Currently, the Billings Bike Map identifies an existing pathway there, but none currently exist.<br>• Recommend designing and building a paved path along Alkali Creek with signage. |
| 6 | Area north and east of the school | • Topographical challenges create a barrier for students living east of the school on the bluff, despite their proximity to school. Connection could connect to the Alkali Creek trail, Pow Wow Park, and the future trail under the powerlines that parallels Governors Blvd, as well as future homes on Aries Ave and Asteroid Ave.<br>• Recommend designing and building a walking and biking connection to this residential area.<br>• A shared use path is proposed to connect behind the school from Alkali Creek Rd to the Alkali Creek pathway.<br>• A shared use path is proposed, running under the powerlines south of Governors Blvd. |
| 7 | Bicycle Racks at Alkali Creek Elementary | • Bike racks were present on the south and west of the school. Racks to the south were not used, likely due to its locationclose to K-3$^{rd}$ grade classrooms. Racks to the west had roughly five to eight bikes parked on the day of observation and were located close to the 4$^{th}$ and 5$^{th}$ grade classrooms. |

# Proposed Projects at Alkali Creek Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page of school profile).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | School front parking lot | Parking Procedures | • Families parking in the front parking lot create a hazard for people walking and biking. | • Add signage designating back-in only parking in the afternoons. Communicate changes in parking procedure to families via email, text, windshield flyers, and backpack mail. (Short term)<br>• Align and mark crosswalk with curb ramp; and install new curb ramp. (Short term) |
| 2 | Front of school along Alkali Creek Rd | Crossing | • Students cross at an unmarked location. | • Install fencing along Alkali Creek Rd between the northern section of the school and Indian Trail Rd to discourage students crossing from the west side, and to encourage crossing at the crossing guard location at Indian Trail. (Medium term) |
| 3 | Alkali Creek Rd from Sandstone Trail to Moon Valley Rd | Sidewalk and Shared Use Path | • Alkali Creek Road is signed at 35mph<br>• Missing sidewalks present a barrier to walking and bicycling to school. | • Construct sidewalks on west side of Alkali Creek Road. (Medium term)<br>• Trail component of project is identified in the Billings Area Bikeway and Trails Master Plan. |
| 4 | Alkali Creek Road and Senators Blvd | Crossing | • Comments on the webmap indicated concerns about traffic on Senators Boulevard. | • Install curb extensions or a traffic island to slow turning traffic and increase safety and visibility of people crossing. (Medium term) |
| 5 | North and east of the school | Safety Busing | • Topographical challenges create a barrier for students living east of the school on the bluff, despite their proximity to school. The school district does not provide safety busing to this area. | • The school district should offer a paid bus option for students living in this area, to reduce the amount of family vehicles around the school during arrival and dismissal. (Medium term) |
| 6 | Alkali Creek from Camel Pl to school site | Shared Use Path | • A discontinuous street network in from the eastern neighborhoods discourages walking and biking trips. | • Build a paved path along Alkali Creek. (Long term)<br>• Trail is currently identified in Billings Area Bikeway and Trails Master Plan. |
| 7 | Behind School | Bicycle Parking | • Racks to the west had roughly five to eight bikes parked on the day of observation and were located close to the 4th and 5th grade classrooms. Existing type of bicycle racks can damage bikes and make it difficult to securely lock bicycles. | • Replace the bike racks behind the school with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Arrowhead Elementary

## Existing Conditions

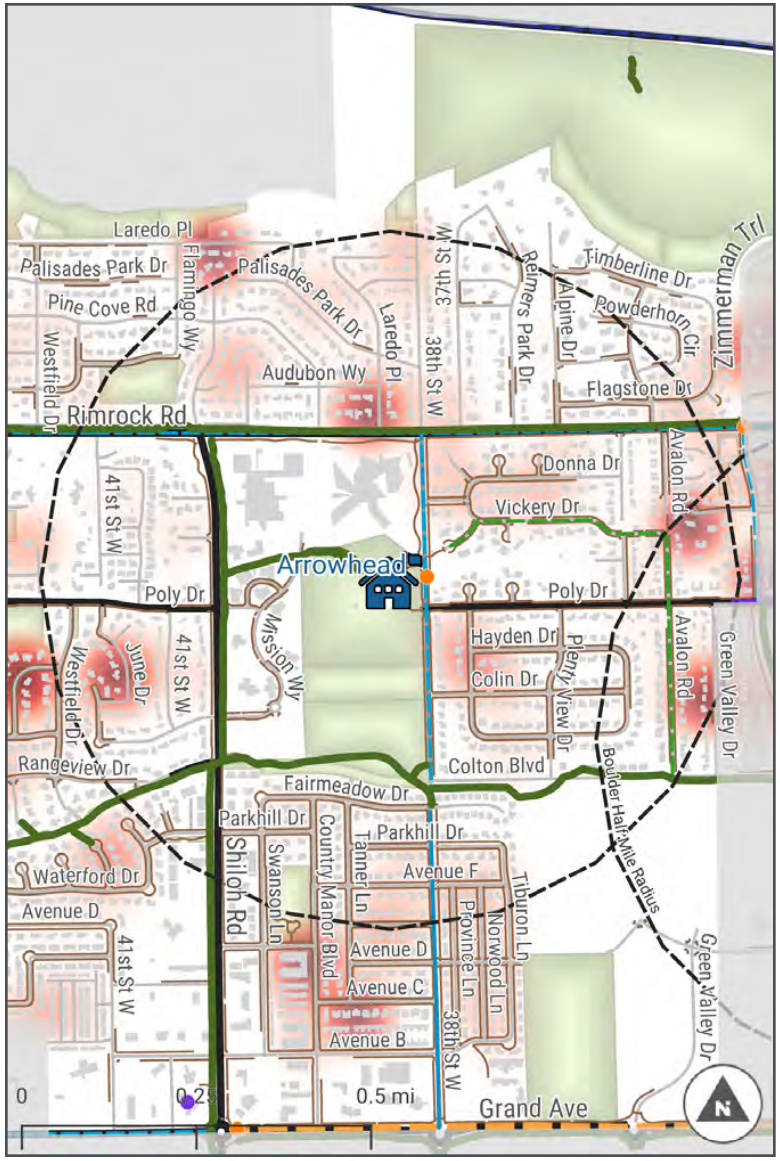
| About the School | |
|---|---|
| Address | 2510 38th St W |
| Number of Students | Approximately 427 |
| Percentage of Students Eligible for Free and Reduced Lunch | 17% |
| Arrival / Dismissal Times | 8:20 AM / 2:15 and 3:00 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Shiloh Rd | 10,400 |
| Rimrock Rd | • 12,800 (W of 38th St)<br>• 11,700 (E of 38th St) |
| Poly Dr | 1,400 |

*cSource: MDOT Interactive Traffic Web Map*




## Existing Conditions Map



## Known Safety Concerns at Arrowhead Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Rimrock Rd and Shiloh Rd are safety concerns, as well as parents parking at St. Johns United to drop off and pick-up. |
| Webmap Survey | There were over 30 comments for the Arrowhead Elementary catchment area. Most comments were north and west of the school<br>• Lack of crossing guard on Shiloh Rd at Arrowhead School Path<br>• Lack of safe bicycling conditions on 38th St, causing conflicts on the sidewalk between people walking and bicycling and creating unsafe biking conditions with parked cars.<br>• Fast vehicular traffic on Rimrock Rd creates unsafe crossing conditions, requests for school zone signage.<br>• Lack of curb cuts on Poly Dr west of the school are a hindrance to walking and bicycling.<br>• Families cited lack of sidewalks or narrow sidewalks throughout the neighborhood.<br>• Lighting was also an issue for walking on Rimrock Rd and 38th St W. |
| Crossing Guard | • Family vehicles make u-turns near the crossing guard crosswalk.<br>• High traffic volumes on 38th St W during drop-off. |
| Safety Busing Concern | • No safety busing is provided. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Monday, September 20.** |
| School Bus Loading | • School buses dropped off on the north side of the parking lot loop. Daycare vans also pick up here. |
| Family Vehicles | • [For arrival] Families dropped off students by car on 38th St W in front of the school; mostly on the west side, but also on the east side of the street. |
| School Staff Roles | • No school staff were involved during the arrival period. |
| Adult Crossing Guards | • A school crossing guard is posted at 38th St W and Poly Drive, and another at 38th St W and Rimrock Rd. Both crossing guards are school employees.<br>• An additional crossing guard used to be located at Shiloh Rd at Arrowhead School Path crossing. |
| Students Walking and Biking | • Many students were observed walking and biking from the north and east of the school. Students also walked or biked from the south, possibly from the shared use path south of Poly Vista Park.<br>• Many bicycles were parked the day of observation. |

# Priority Concerns at Arrowhead Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

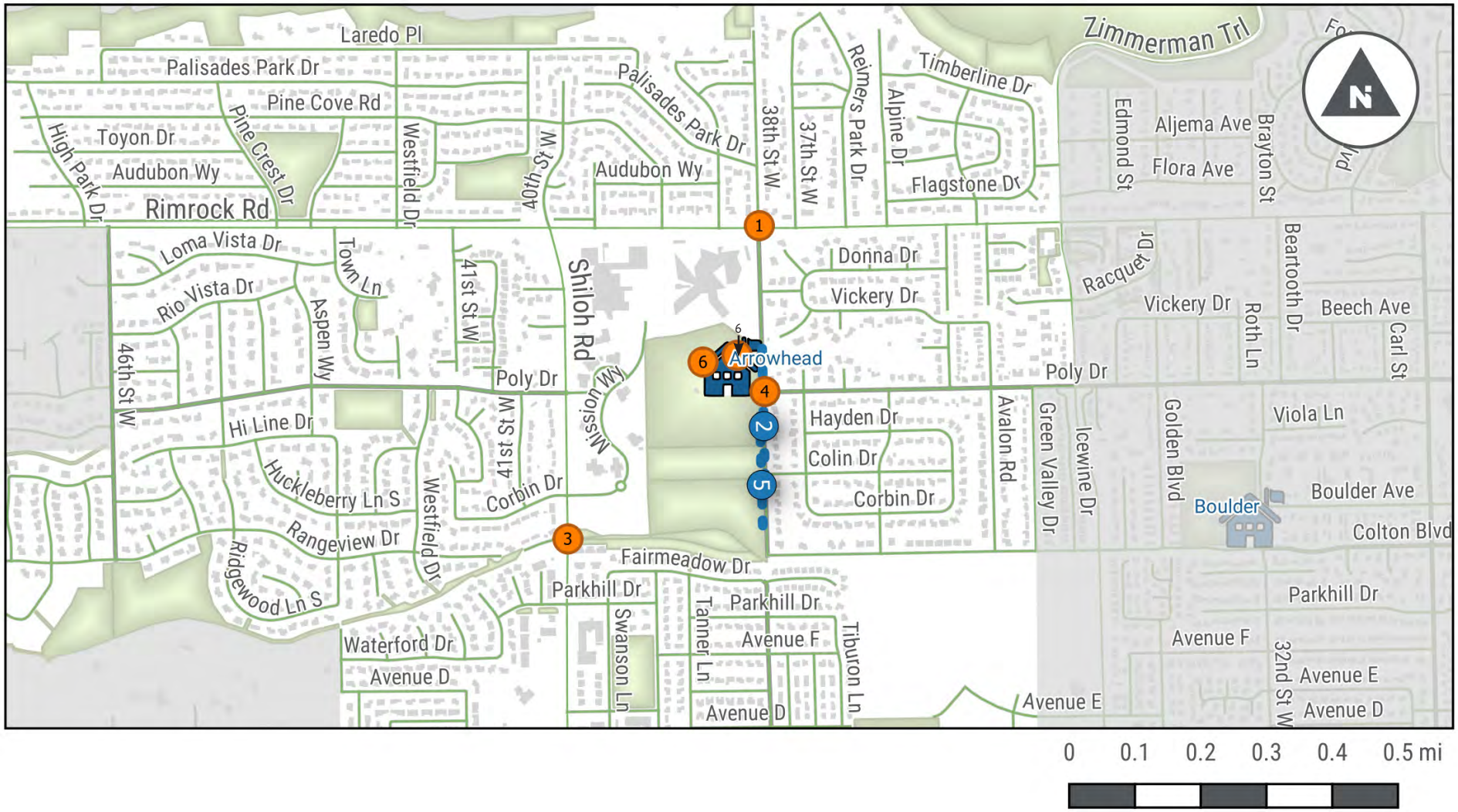
| # | Location | Observations |
|---|---|---|
| 1 | Rimrock Rd and 38th St W | • Students and families were observed crossing Rimrock Rd at 38th St W with a crossing guard. Rimrock has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Bike lanes are proposed on Rimrock Rd from the Zimmerman Trail to 48th St W. |
| 2 | Front of school - 38th St W and Poly Dr | • Families dropping off students by car on 38th St W were observed doing u-turns in the road.<br>• Bike lanes are proposed on 38th St W from Poly Dr to Rimrock Rd. |
| 3 | Shiloh Rd at Arrowhead School Path crossing | • There used to be a crossing guard posted at Shiloh Road and the Arrowhead School Path crossing. Shiloh Rd has higher traffic volumes and speeds than would be preferred for a student crossing location. |
| 4 | 38th St W and Poly Dr | • Cars turning left from 38th St W on to Poly Dr are not required to stop. This intersection only has yield pavement markings on 38th St W. This caused crossing hesitation with families and students who crossed 38th St W on the south side of the intersection. |
| 5 | 38th St W south of school | • The existing sidewalk on 38th is not wide enough for a biking facility, causing conflicts on the sidewalk between people walking and bicycling and creating unsafe biking conditions with parked cars. |
| 6 | Bicycle racks | • Existing bicycle racks are two different sizes, and larger bikes are unable to be locked to the smaller racks. However, the larger racks are located near the entrances to the K-3 classrooms, thus youger students with smaller bikes are using racks for larger bikes. This leaves limited bike parking options for older students. Students who bike to school from the shared use path on the south reported difficulties getting through the staff parking lot to the bike racks behind the school. |

# Proposed Projects at Arrowhead Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Rimrock Rd and 38th St W | Crossing | • Parents and staff report that this crossing is dangerous and discourages students from walking and biking. | • Reduce travel lane widths to shorten crossing distance and/or add curb extensions. (Medium Term) |
| 2 | Front of school along 38th St W | Arrival/Dismissal Behavior | • Some families were observed making u-turns in front of the school. | • Develop a school drop off/pick up plan that can be shared with families. Communicate expected drop off and pick up procedures to families via email, text, windshield flyers, and backpack mail. (Short Term) |
| 3 | Shiloh Road at Arrowhead School Path crossing | Crossing | • There used to be a crossing guard posted at Shiloh Road and the Arrowhead School Path crossing.<br>• Shiloh Rd is signed at 45mph<br>• Shiloh Rd has an ADT of 13,620 | • Post crossing guard at Shiloh Road and Arrowhead School Path crossing. (Short Term) |
| 4 | 38th St W and Poly Dr | Crossing | • Many students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk (crossing guard is present). | • Use in-street yield to pedestrian signs. (Short Term) |
| 5 | 38th St W, south of school | Sidewalk/Sidepath | • There is a lack of safe bicycling facilities on 38th St and the current sidewalk isn't wide enough for pedestrians and bicyclists to pass each other. | • Construct a minimum 10-foot-wide sidewalk or path on the west side of 38th St W between the school and the path to the south. (Long Term) |
| 6 | Front, back and south of School | Bicycle Parking | • Existing bicycle racks are two different sizes, and larger bikes are unable to be locked to the smaller racks. However, the larger racks are located near the entrances to the K-3 classrooms, thus youger students with smaller bikes are using racks for larger bikes. This leaves limited bike parking options for older students. Students who bike to school from the shared use path on the south reported difficulties getting through the staff parking lot to the bike racks behind the school. | • Replace the existing bike racks in front of, and behind school with new racks that support the bike frame in at least two places and that enable secure locking. Add new bike racks to the south of the school (possibly in staff parking lot) for students biking from the shared use path to the south. (Short Term) |

## Proposed Projects Map



# Beartooth Elementary

## Existing Conditions

| About the School | |
|---|---|
| Address | 1345 Elaine St |
| Number of Students | 360 |
| Percentage of Students Eligible for Free and Reduced Lunch | 46% |
| Arrival / Dismissal Times | 8:25 AM / 2:00 and 3:15 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Bitteroot Dr | • 2,500 (south of Barrett)<br>• 700 (north of Barrett) |
| Wicks Ln | 2,400 |
| Hawthorne Ln | 1,000 |

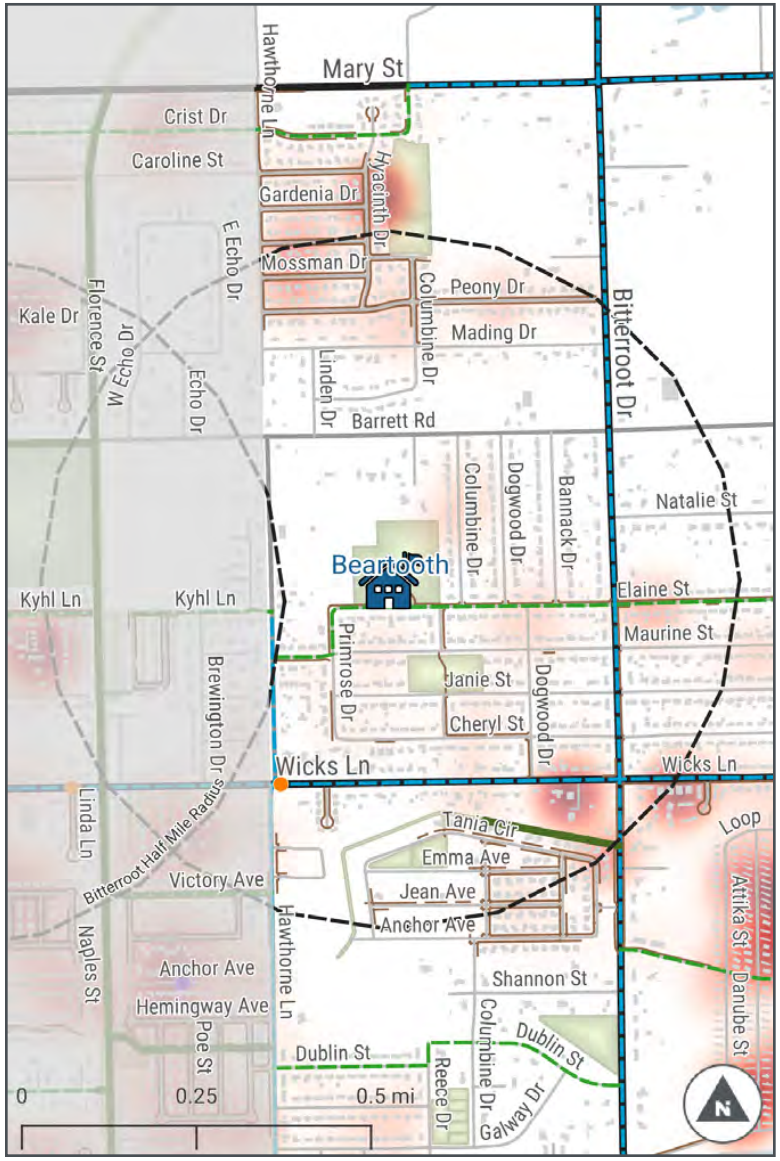
*cSource: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

### Existing Conditions Map



## Known Safety Concerns at Beartooth Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Because of high driving rates and limited parking in front of the school, a lot of parents will drop off students wherever they can and then students run across Elaine.<br>• There are students, primarily those that live to the southeast of the school, that are regular bikers to school and have limited vehicle access. When it snows, it is not unusual for these students to not come to school because they can't get there by bike.<br>• Crossing at Elaine St and Bitterroot Dr is uncomfortable for students because of high vehicle volumes and limited traffic control. |
| Webmap Survey | There were over 20 comments in the Beartooth Elementary catchment area:<br>• Many comments about Barrett Rd regarding lighting, lack of sidewalks, speeding traffic, and dangerous crossing conditions.<br>• Surrounding neighborhood has lack of sidewalks<br>• Bitterroot Dr has very little lighting and no sidewalks in some areas.<br>• Lack of lighting on Wicks Ln creates dangerous walking and bicycling conditions.<br>• The Elaine St and Bitterroot Dr intersection is a dangerous crossing.<br>• The Wicks Ln and Bitterroot Dr intersection is dangerous to cross. |
| Crossing Guard | • Most kids who cross are crossing to get to a parked car with their parents.<br>• A lot of vehicles, but generally good behavior |
| Safety Busing | • There are special needs buses and the bus for students experiencing homelessness. |

## Dismissal Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed dismissal on Wednesday, September 23.** |
| School Bus Loading | • School buses parked in the driveway/lot on the south side of the school. |
| Before/Aftercare Vans | • Before/aftercare vans parked in the driveway/lot on the south side of the school. |
| Family Vehicles | • At the first dismissal, families in vehicles picked up students mostly from the front of the building. Family drivers either stay in the vehicle and queue to pick up directly at the school entrance, or park on side streets (many cross at Columbine Dr) and walk to the school entrance. Some families park in the alley to the east of the school.<br>• At the second dismissal, families in vehicles picked up students mostly from the front of the building. Family drivers either stay in the vehicle and queue to pick up directly at the school entrance, or park on side streets (many cross at Columbine Dr) and walk to the school entrance. Some families park in the alley to the east of the school.<br>• For both dismissals, a fair number of families pull in and park in the areas clearly marked for bus and daycare only parking.<br>• Many families make a "loop" when picking up students, driving west on Elaine St, south on Primrose Dr, east on Maurine St, and north on Columbine Dr. |
| School Staff Roles | • Teachers go out with students to watch for parents. |
| Adult Crossing Guards | • A school crossing guard is posted at Elaine St and Columbine Dr. |
| Bike Rack Locations and Use | • There is one extended bike rack at the school, located on the southeast side. |
| Students Walking and Biking | • Some students were headed either into the neighborhoods immediately to the south of the school, or east on Elaine St.<br>• Students were observed biking/walking east on Elaine St to Bitterroot Dr and then south on Bitterroot Dr to the Cherry Creek Loop. |

# Priority Concerns at Beartooth Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

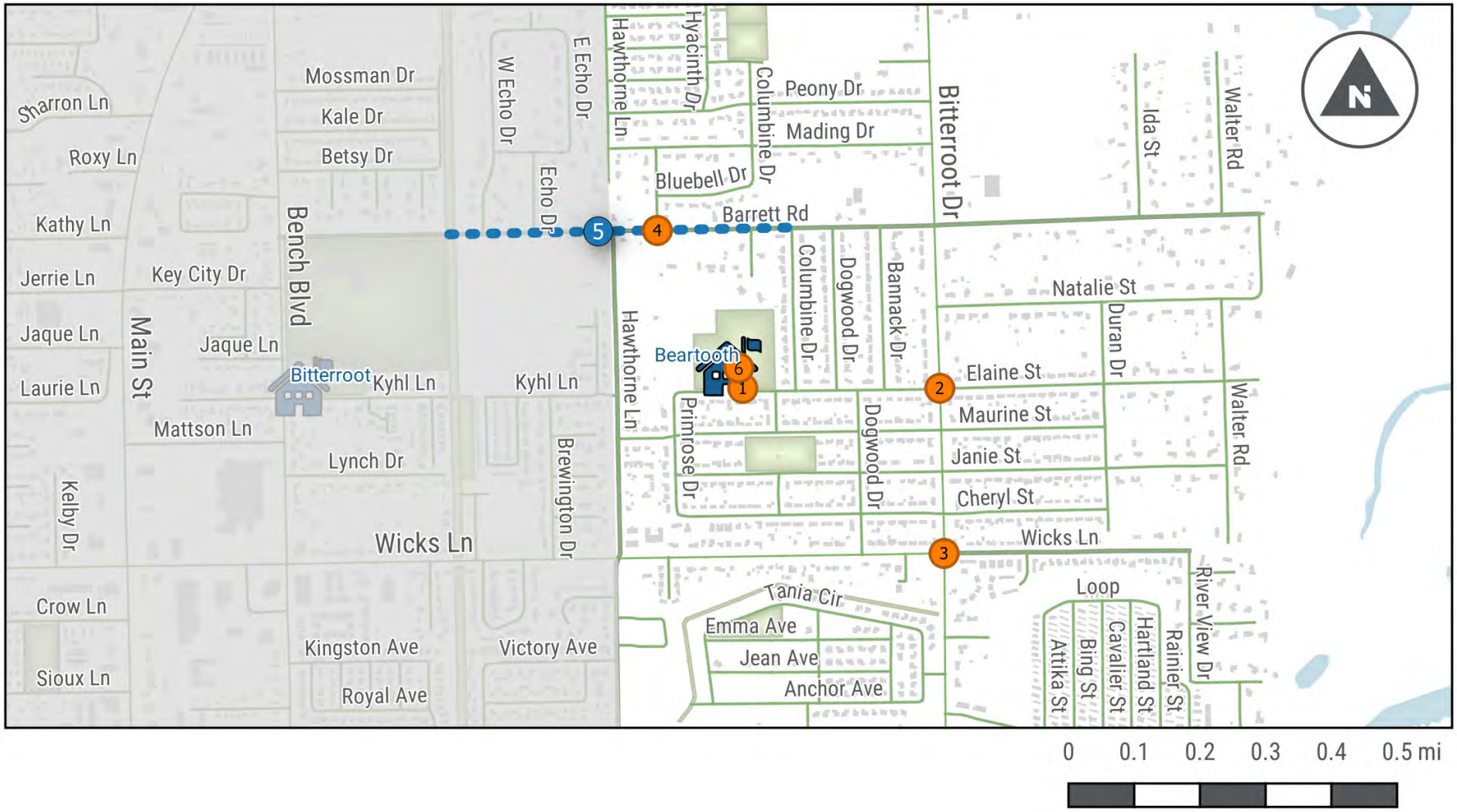
| # | Location | Observations |
|---|---|---|
| 1 | Elaine St. immediately in front of school | • Some families were observed parking on the non-school side, double-parking, asking students to cross the street without an adult at non-intersection locations, making u-turns in front of the school, and parking in the bus parking locations. |
| 2 | Elaine St. and Bitterroot Dr. | • Many/some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk.<br>• Parents and staff feel that this crossing is dangerous and discourages students from walking and biking.<br>• The intersection is not within a reduced speed limit school zone.<br>• Vehicles appear to exceed the posted speed limit on Bitterroot Dr. during school arrival and dismissal times. |
| 3 | Wicks Ln and Bitterroot | • Bitterroot Dr has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk.<br>• Crossings of Wicks Ln at Bitterroot Dr are expected to increase because of increased development. |
| 4 | Neighborhoods to the north of Beartooth Elementary | • Complete lack of connectivity between neighborhoods north of Barrett Rd and the school. Potential link through an alley to the east of the school or the discontinuous Carroll Heights Circle. |
| 5 | Bicycle Racks at Beartooth Elementary | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation. |

# Proposed Projects at Beartooth Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Elaine St immediately in front of school | Parking Procedures | • Some families were observed parking on the non-school side, asking students to cross the street without an adult at non-intersection locations, and making u-turns in front of the school.<br>• Families park in designated bus parking, create a hazard for people walking and biking. | • Add signage designating bus-only parking. Communicate changes in parking procedures via email, text, windshield flyers, and backpack mail. (Short term)<br>• Provide/continue staff monitoring of arrival and dismissal, and provide/continue communicating expectations for family vehicles at arrival and dismissal. (Short term)<br>• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal (Short term)<br>• Move all pick-up and drop-off to the school side of the street, or, at a minimum, in locations with safe crossings. Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. (Short term) |
| 2 | Elaine St and Bitterroot Dr | Crossing | • Many/Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk.<br>• Parents and staff report that this crossing is dangerous and discourages students from walking and biking. | • Add high visibility crosswalk markings, and adequate nighttime lighting levels. (Short term)<br>• Consider using in-street yield to pedestrian signs. (Short term)<br>• Add additional traffic calming measures to accentuate Elaine St as a future neighborhood bikeway in the 2017 Billings Urban Area Bikeway + Trails Master Plan Update. (Medium term)<br>• Add a Rectangular Rapid Flashing Beacon to further improve the safety of the crossing. (Medium Term) |
| 3 | Wicks Ln and Bitterroot Dr | Crossing | • Bitterroot Dr has a posted speed limit of 35mph.<br>• ADT on Bitterroot Dr is 3,610 and 3,840 (north and south of intersection, respectively).<br>• Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk.<br>• Crossings of Wicks Ln at Bitterroot Dr are expected to increase because of increased development. | • Add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting. (Short term)<br>• Add a Rectangular Rapid Flashing Beacon to further improve the safety of the crossing. (Medium Term) |
| 4 | Barrett Rd and Linden Dr | Crossing | • Some students cross the street at this intersection when walking from northern neighborhoods.<br>• No crossing infrastructure exists at this location. | • Install new crosswalk across Barrett (Medium Term) |
| 5 | Barrett Rd from Kiwanis Trail to Columbine Dr | Sidewalk/ Sidepath | • Currently no sidewalk that allows separated facilities for walking and biking along Barrett Rd. | • Install new sidewalk or trail along south side of Barrett Rd. Should coordinate with crossing at Barrett Rd and Linden Dr. (Long Term) |
| 6 | Front of School | Bicycle Parking | • Existing bicycle racks make it difficult to securely lock bicycles. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term) |

## Proposed Projects Map



# Bench Elementary

## Existing Conditions

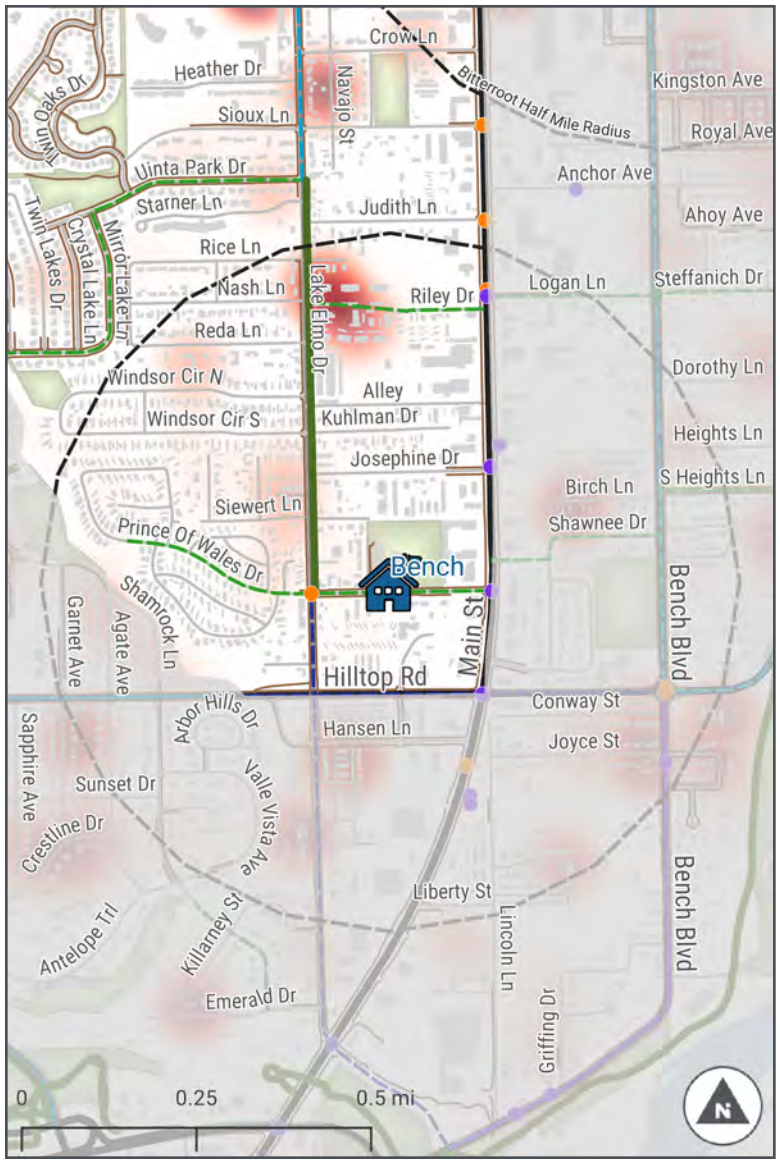
| About the School | |
|---|---|
| Address | 505 Milton Rd |
| Number of Students | Approximately 320 |
| Percentage of Students Eligible for Free and Reduced Lunch | 57% |
| Arrival / Dismissal Times | 8:10 AM / 2:15 and 3:00 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Lake Elmo Drive | 10,500 |
| Main Street (US Hwy 87) | • 24,000 (at Wicks Ln)<br>• 29,000 (at Hilltop Rd) |

[c] *Source: MDOT Interactive Traffic Web Map*




## Existing Conditions Map



## Known Safety Concerns at Bench Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Students living across Lake Elmo Dr are supposed to cross at the rapid flashing beacon at Milton Rd. The principal noted that beacon has occasionally been out of order.<br>• In the past, students who walk to or from school got into physical fights. As a result, the school district provides safety busing to students north of Josephine Dr. |
| Webmap Survey | Comments revealed:<br>• Support for a canal path west of the school following the creek.<br>• Concerns about snow piles narrowing the sidewalk width<br>• Paving an existing cut-through route from Mirror Lake Ln to Reda Ln/Broadview Dr. |
| Crossing Guard | • Most motorists on Lake Elmo Dr *do* stop for the flashing beacon. However, the day of observation, one motorist almost did not stop.<br>• High speeds on Lake Elmo Dr. |
| Safety Busing | • The school district provides safety busing for students that live in the northern part of the attendance area.<br>• Safety busing was supposed to be eliminated once sidewalks went in on Lake Elmo but Lincoln Center Administration requested that safety busing continue after sidewalks were in place. |

## Dismissal Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed dismissal on Tuesday, September 21.** |
| School Bus Loading | • School buses lined up in the pull-out loop on Milton Rd. |
| Before/Aftercare Vans | • No before/aftercare vans were observed. |
| Family Vehicles | • During both dismissals, family members parked on Rex Ln, opposite the school on Milton Rd, and in the school parking lot. Family members then walk to the designated meeting spot for the teachers. |
| School Staff Roles | • Each teacher is responsible for their own classroom students. Teachers wait with their students at their assigned door and ensure that students get on the correct bus. |
| Adult Crossing Guards | • A school crossing guard waits for all the students to be dismissed, then assists students crossing Rex Ln and Lake Elmo Dr. |
| Bike Rack Locations and Use | • There is one bike rack at the school, located in the parking lot. One bicycle was parked the day of observation. |
| Students Walking and Biking | • Few students were observed walking. About 10-20 students crossed Lake Elmo Dr with the crossing guard; most of those who crossed there entered the Windsor Estates. |

# Priority Concerns at Bench Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

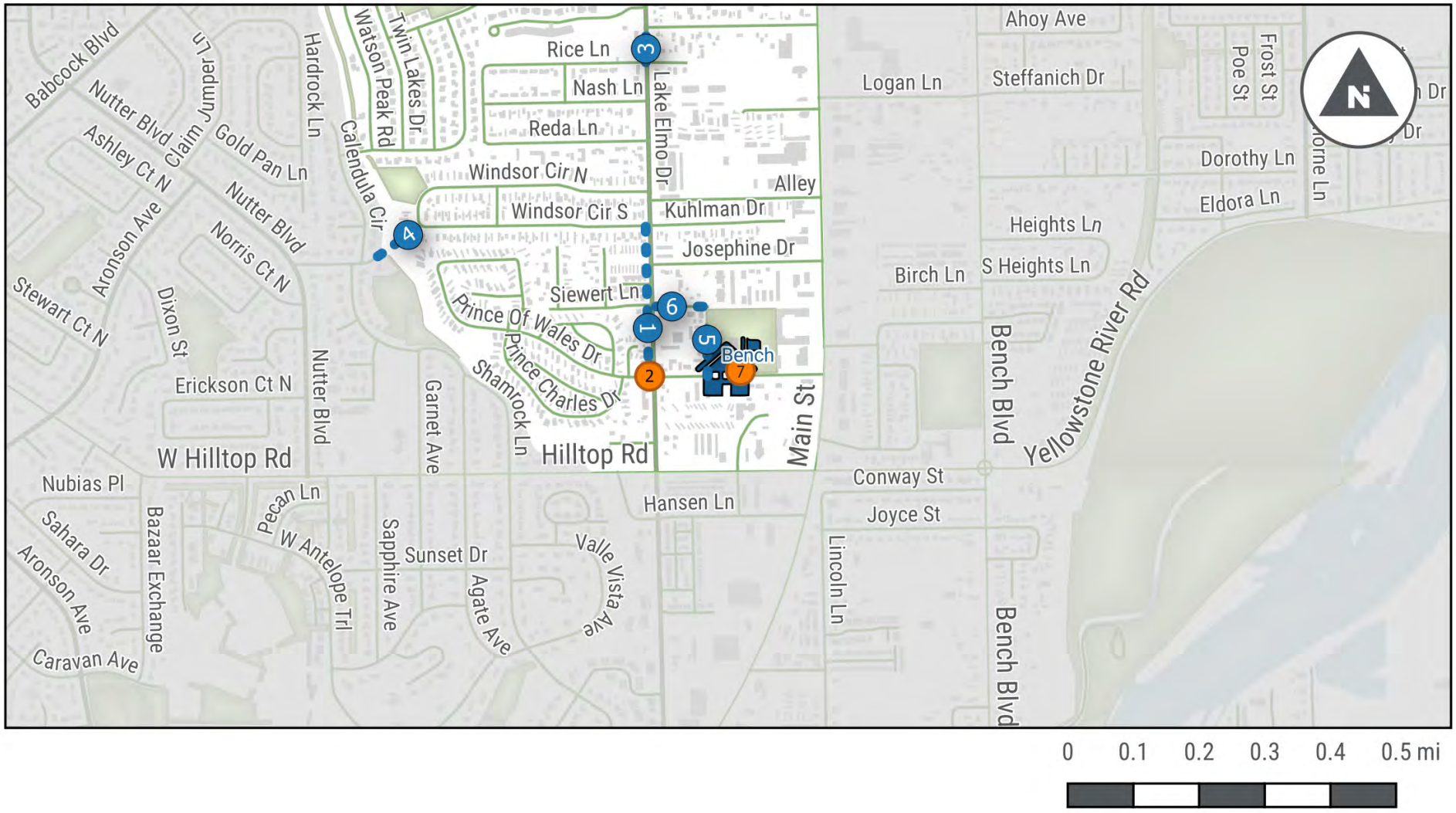
| # | Location | Observations | Webmap comment? |
|---|---|---|---|
| 1 | Lake Elmo Dr sidepath | • Lake Elmo Dr higher traffic volumes and speeds than would be preferred for road students would need to cross.<br>• The sidepath (or trail) on the east side of Lake Elmo Dr is not comfortable because there is no vertical barrier such as a curb that provides separation from motor vehicles. Parking is allowed in the buffer zone between the street and the trail.<br>• No crosswalks are marked where the sidepath crosses side streets.<br>• Lake Elmo Dr is recommended to have on-street bicycle facilities to the north and south of the existing trail in the 2017 Billings Area Bikeway and Trails Master Plan Update. | No |
| 2 | Lake Elmo Dr and Milton Rd | • A crossing guard is posted at this intersection. The north leg of the intersection has a high-visibility crosswalk marking, yield markings, a Rectangular Rapid Flashing Beacon (RRFB) that is used by the crossing guard. School crossing assemblies are present on both the north and south approaches.<br>• The intersection is not within a reduced speed limit school zone and lacks school zone speed limit flashing beacons. | No |
| 3 | Lake Elmo Dr north of Rice Ln | • Missing sidewalks along the west side of Lake Elmo Dr present a barrier to walking and bicycling to school. | No |
| 4 | Ulnita Park/Twin Oaks neighborhood | • Students living in the Uinta Park/Twin Oaks neighborhood have a circuitous path to school due to a lack of street and path connections in the neighborhood.<br>• A shared-use path is recommended along the irrigation canal in the Billings Area Bikeway and Trails Master Plan Update. | Yes |
| 5 | Many streets in the neighborhood | • Unpaved streets and missing sidewalks throughout the neighborhood present a barrier to walking and bicycling to school. | Yes |
| 6 | Bicycle Racks at Bench Elementary | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. One bicycle was locked to the rack the day of observation. | No |

# Proposed Projects at Bench Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Lake Elmo Dr sidepath | Sidewalk/Sidepath | • Vehicles appear to exceed the posted speed limit during school arrival and dismissal times. | • Add vertical barrier such as a curb or other buffer to provide separation from motor vehicles and to prohibit vehicles from parking in the buffer zone. (Long Term) |
| 2 | Lake Elmo Dr and Milton Rd | School Speed Zone | • The intersection of Lake Elmo Dr and Milton Rd is not within a reduced speed limit school zone and lacks school zone speed limit flashing beacons. | • Install school zone signs and driver speed feedback sign on both approaches to the intersection. (Short Term) |
| 3 | Lake Elmo Dr north of Rice Ln | Sidewalks | • Missing sidewalks along the west side of Lake Elmo Dr present a barrier to walking and bicycling to school. | • Pave streets and construct sidewalks on the west side of the street. (Long Term) |
| 4 | Ulnita Park/Twin Oaks neighborhood | Shared Use Path | • Students living in the Uinta Park/Twin Oaks neighborhood have a circuitous path to school due to a lack of street and path connections in the neighborhood. A shared-use path is recommended along the irrigation canal in the Billings Area Bikeway and Trails Master Plan Update. | • Build a shared-use path along the irrigation canal. Provide connections to the path through City-owned land off of Windsor Cir. and north of Hilltop Rd. (Long Term) |
| 5 | Rex Ln north of Milton Rd | Sidewalks | • Missing sidewalks along the west side of Rex Ln presents a barrier to walking and bicycling to school. | • Construct sidewalks on the west side of the street. (Long term) |
| 6 | Lola Ln from Lake Elmo Dr to school property | Shared Use Path | • Missing pedestrian connection along Lola Ln presents a barrier to walking and bicycling to school. | • Install east-west sidewalk or trail connection to north end of school property along Lola Ln. (Long term) |
| 7 | Bicycle rack in school parking lot | Bicycle Parking | • Existing bicycle rack can damage bikes and make it difficult to securely lock bicycles. | • Replace the existing bike rack with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term) |

## Proposed Projects Map



# Big Sky Elementary

## Existing Conditions

| About the School | |
|---|---|
| Address | 3231 Granger Ave E |
| Number of Students | Approximately 360 |
| Percentage of Students Eligible for Free and Reduced Lunch | 47% |
| Arrival / Dismissal Times | 8:10 AM / 2:15 and 3:00 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| S 32nd St W | • 10,000 (north of King Ave)<br>• 7,650 (south of King Ave) |
| King Ave W | 15,000 (west of S 32nd St W) |
| Monad Rd | 5,700 (west of S 32nd Ave W) |

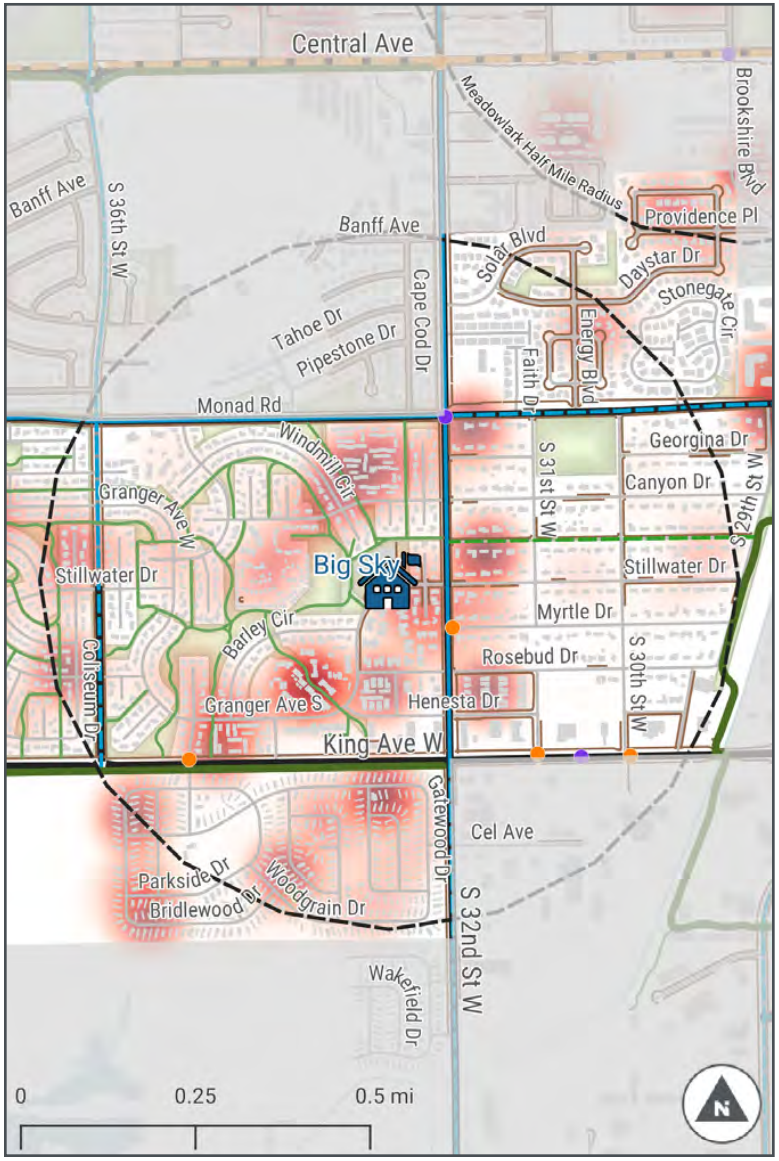
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

### Existing Conditions Map



## Known Safety Concerns at Big Sky Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • 32nd St W is a high-trafficked street.<br>• Principal also stated the "change in housing population" in the neighborhood was a concern. He also mentioned the presence of sex offenders and drug homes in the area. |
| Webmap Survey | There were four comments in the Big Sky Elementary catchment area:<br>• Lack of nearby crossings encourages unsafe crossings on King Ave W near 36th St.<br>• Drivers do not stop for people crossing S 32nd St between Stillwater Dr and Lampman Dr.<br>• Unsafe bicycling conditions crossing Shiloh Rd. |
| Crossing Guard | • Positioned at Lampman Dr. at the midblock crossing. However, families will cross one block south at Granger Ave E/Stillwater Dr, where there isn't any crossing infrastructure. |
| Safety Busing Concern | • Safety busing is provided to students living in Golden Meadows Trailer Park. |

## Dismissal Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed dismissal on Wednesday, September 22.** |
| School Bus Loading | • School buses lined up along the loop to the south of the school on Granger Ave E.<br>• Daycare vans also picked-up in this location. |
| Family Vehicles | • At both dismissals, families parked along Granger Ave E. Some would exit cars to wait near school playground; others would stay in cars. Many family vehicles were parked illegally, and created challenging sight line issues around the bend of Granger Ave E. |
| School Staff Roles | • School staff (including principal, councilor, and teachers) walked students outside to make eye contact with parents before releasing students.<br>• One staff member per grade is involved in morning drop off. |
| Adult Crossing Guards | • One crossing guard at Lampman St. |
| Students Walking and Biking | • Many students were observed walking and biking in all directions. Students traveling alone used the paved off-street paths. Students being picked up by family went to the street. |

# Priority Concerns at Big Sky Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

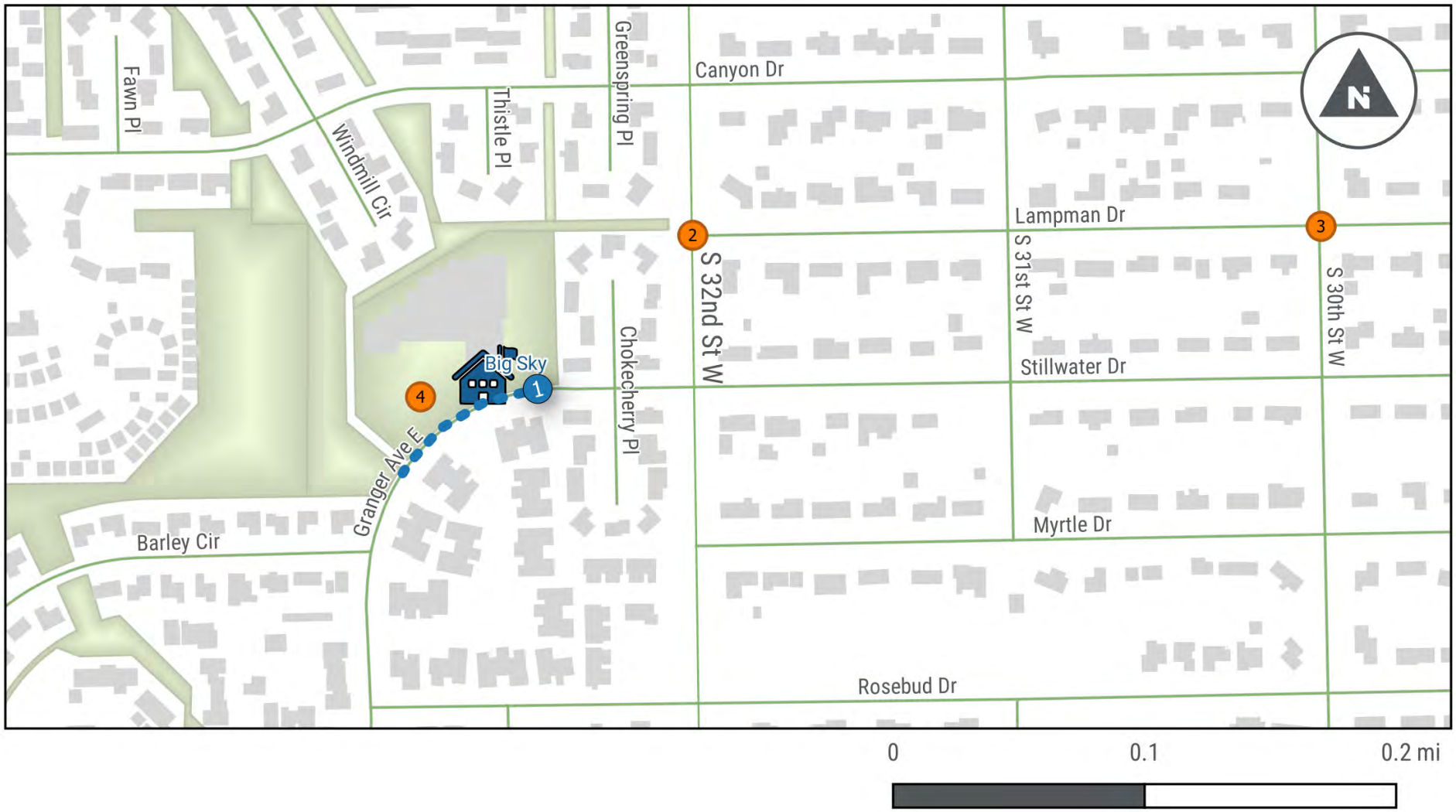
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | School frontage on Granger Ave E | • Many families parked on both sides of Grange Ave E to pick-up students. Some families walked with their students in the street during the busy dismissal time, and some families walked in between cars and the drainage ditch. Neither side of the street has sidewalks, exposing students and families to moving traffic.<br>• With families parked on both sides of Grange Ave E, at the curve of the street, sightlines were significantly impacted. This created a pinch point and unsafe crossing situations for families and students.<br>• A minor trailhead improvement is planned at this location for Granger Ave E, north of Barley Circle. | No |
| 2 | S 32nd St W and Lampman Dr | • Students and families crossed S 32nd St W at the marked crossing at Lampman Dr, where a crossing guard was present. Students were also seen crossing one block south, at Grange Ave E, with no crosswalk or crossing guard.<br>• A future bike boulevard is planned for Lampman Dr. | Yes |
| 3 | King Ave and Meadowbrook Dr/Feather Pl | • Some students and families live south of King Ave in the Golden Meadows mobile home area. However, crossing King Ave W is difficult. | Yes |
| 4 | Bicycle Racks at Big Sky Elementary | • Existing bicycle racks were located near the playground. Additional racks were located nearby, but were empty, or were used to prop the storage shed door open. | No |

# Proposed Projects at Big Sky Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Front of school | Arrival/Dismissal Behavior | • Some families were observed parking on the non-school side and asking students to cross the street without an adult. | • Provide staff monitoring of arrival and dismissal, and communicate expectations for family vehicles at arrival and dismissal. (Short term)<br>• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal (Short term)<br>• Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. (Short term) |
| 2 | S 32nd St W and Lampman Dr | Crossing | • Students cross at an unmarked location. | • Refresh crosswalk markings and yield markings. (Short term)<br>• A crossing guard is posted at this intersection. Add a Rectangular Rapid Flashing Beacon to further improve the safety of the crossing. (Medium term) |
| 3 | S 30th St W and Lampman Dr | Crossing | • Students cross at an unmarked location. | • Add a high-visibility crosswalk at the intersection. (Short term) |
| 4 | School playground area | Bicycle Parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Bitterroot Elementary

## Existing Conditions

| About the School | |
|---|---|
| Address | 1801 Bench Blvd |
| Number of Students | Approximately 295 |
| Percentage of Students Eligible for Free and Reduced Lunch | 48% |
| Arrival / Dismissal Times | 8:05 AM / 2:20 and 3:05 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Bench Blvd | • 5,500 (north of Wicks Ln)<br>• 3,400 (north of Barrett Rd) |
| Wicks Ln | • 10,500 (west of Bench Blvd)<br>• 4,000 (east of Bench Blvd) |

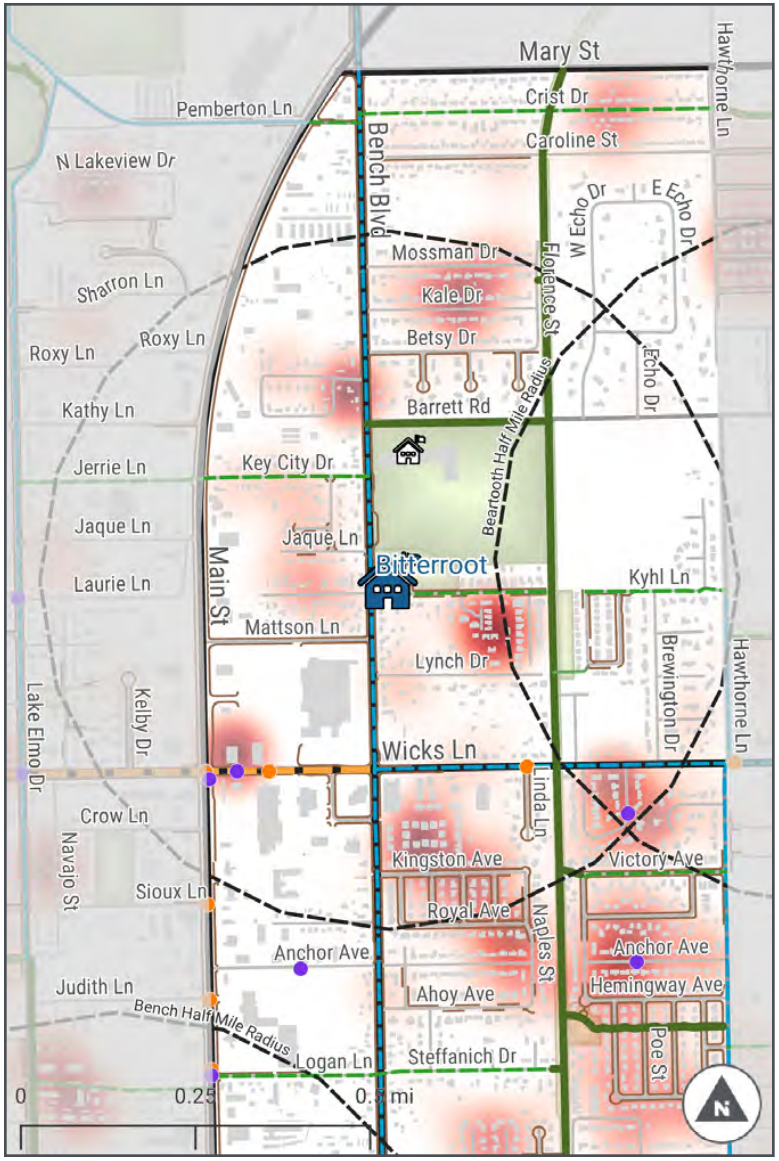
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Visionary Long Range Bikeway

## Existing Conditions Map



## Known Safety Concerns at Bitterroot Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Drop-off and pick-up area for parents along Bench Blvd was a concern due to high traffic volumes and students crossing at undesignated crosswalks. Parents parked across the street and waited for student to cross. |
| Webmap Survey | There were over 20 comments in the Bitterroot Elementary catchment area:<br>• Many concerns about Barrett Rd and the lack of sidewalks and street lighting. Some comments regarding vehicular congestion at Bench Blvd and Barrett Rd.<br>• Comments also noted the difficulty crossing Wicks Ln.<br>• Concerns about sidewalk clearing and high traffic on Bench Blvd. |
| Crossing Guard | • Family vehicles make u-turns near the crossing guard crosswalk<br>• Families ask students to cross the street without an adult all along Bench Blvd.<br>• Some drivers/Turning drivers do not stop for crossing guard.<br>• High speeds and/or high traffic volumes on Bench Blvd. |
| Safety Busing Concern | • No busing of any kind is provided. |

## Dismissal Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed dismissal on Monday, September 20.** |
| School Bus Loading | • School buses lined up along the school-side of Bench Blvd. |
| Family Vehicles | • At the first dismissal, families waited for students on the westside of the building on school property to walk them to the car. Family drivers parked on the street to pick up directly at the school entrance or in the angled parking.<br>• Second dismissal aligned with the Medicine Crow Middle School dismissal, increasing the number of cars on the west side of Bench Blvd and increasing the number of students crossing (either at the crosswalk or not).<br>• For both dismissal periods, a few families would park on Kyhl Ln. School has explicitly said to not do this. |
| School Staff Roles | • A few school staff were present, supervising students on the playground. |
| Adult Crossing Guards | • A school crossing guard is posted at Bench Blvd and the midblock crossing north of Kyhl Ln/Lambrecht Ln.<br>• Missing crossing guard due to labor shortages at Bench Blvd and Barrett Rd. |
| Students Walking and Biking | • Few students were observed walking or biking. A handful of students walked or biked east to the Heritage Trail/Kiwanis Trail. |

# Priority Concerns at Bitterroot Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Bench Blvd from Kyhl Ln to Barrett Rd | • ADT on Bench Blvd is 7,090 just north of Wicks and 4,280 just north of Barrett<br>• Some families were observed parking on the non-school side and asking middle school students to cross the street without an adult.<br>• Planned bike lanes are proposed for Bench Blvd between Wicks Ln and Barrett Rd. Future planned bike lanes are proposed for Bench Blvd north of Barrett Rd. | Yes |
| 2 | Kyhl Ln in front of school | • Drainage issues and walking infrastructure concerns were observed in front of the school.<br>• There is no sidewalk on the north side of Kyhl Ln, along the parking median.<br>• A future neighborhood bikeway is planned for Kyhl Ln from Bench Blvd to the Heritage Trail/Kiwanis Trail. | No |
| 3 | Barrett Rd and Bench Blvd | • During dismissal, students crossed Barrett Rd along Bench Blvd.<br>• This intersection has significant vehicle congestion at arrival and dismissal due to the proximity of the two schools. | Yes |
| 4 | Heritage Trail/Kiwanis Trail | • The Kiwanis Trail offers a great off-street walking and biking connection; however it appears to be underutilized by students and families at both Bitterroot and Medicine Crow.<br>• Neighborhood sidewalk connections to the Heritage Trail/Kiwanis Trail were lacking.<br>• Many students live south of the school near the trail. | Yes |
| 5 | Southwest corner of school blacktop | • Existing bicycle racks were located on the blacktop adjacent to Kyhl Ln. Bike parking was a third- to a half-full. | No |

# Proposed Projects at Bitterroot Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Bench Blvd from Kyhl Ln to Barrett Rd | Arrival/Dismissal Behavior | • Some families were observed parking on the non-school side and asking students to cross the street without an adult.<br>• ADT on Bench Blvd is 7,090 just north of Wicks and 4,280 just north of Barrett. | • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term)<br>• Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. Develop a school drop off/pick up plan that can be shared with Bitterroot and Medicine Crow families. Communicate expected drop off and pick up procedures to families via email, text, windshield flyers, and backpack mail. (Short Term)<br>• Reduce travel lane widths to install bike lanes and slow traffic on Bench Blvd. (Medium Term) |
| 2 | Kyhl Ln in front of school | Sidewalk | • Drainage issues and walking infrastructure concerns were observed in front of the school. There is no sidewalk on the north side of Kyhl Ln, along the parking median. | • Construct sidewalk in front of the school along the parking median. (Medium Term) |
| 3 | Barrett Rd and Bench Blvd | Crossing | • During dismissal, students crossed Barrett Rd along Bench Blvd. This intersection has significant vehicle congestion at arrival and dismissal due to the proximity of the two schools. | • Install curb extensions to shorten pedestrian crossing distance and improve visibility of pedestrians. (Long Term) |
| 4 | Heritage/Kiwanis Trail at Ahoy Avenue and Naples Street | Trail Connections | • Neighborhood sidewalk connections to the Heritage Trail/Kiwanis Trail were lacking.<br>• Many students live south of the school near the trail. | • Recommend building a sidewalk and neighborhood street access connections along the Heritage/Kiwanis Trail, with accompanying wayfinding. (Long term)<br>• Organize a walk/bike to school event (such as a weekly walking school bus or a walk to school day) from Walden Grove Park to one or both schools. (Medium term) |
| 5 | Barrett Rd from Kiwanis Trail to Columbine Dr | Sidewalk/Sidepath | • Currently no sidewalk that allows separated facilities for walking and biking along Barrett Rd. | • Install new sidewalk or trail along south side of Barrett Rd. (Long Term) |
| 6 | Southwest corner of school blacktop | Bicycle Parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term) |

## Proposed Projects Map



# Boulder Elementary

## Existing Conditions

| About the School | |
|---|---|
| Address | 2202 32nd St W, Billings, MT 59102 |
| Number of Students | Approximately 500 |
| Percentage of Students Eligible for Free and Reduced Lunch | 13% |
| Arrival / Dismissal Times | 8:00 and 8:20 AM / 2:20 and 3:00 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Poly Drive | • 4,700 (west of Rehberg Ln)<br>• 5,000 (east of Rehberg Ln) |
| Colton Boulevard | 2,800 |
| Grand Avenue | • 13,200 (west of Rehberg Ln) to<br>• 16,000 (east of Rehberg Ln) |
| Rehberg Lane | • 2,600 (north of Cotton Blvd)<br>• 5,300 (south of Cotton Blvd) |

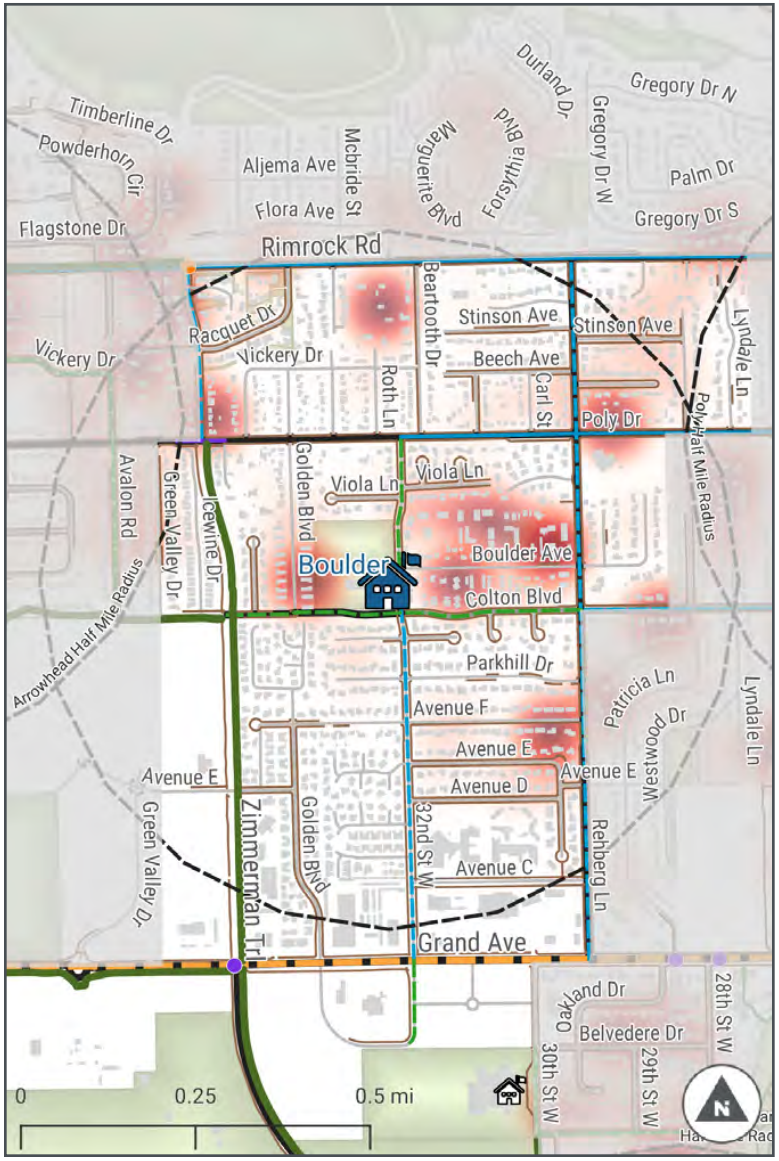
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Existing Shared Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

## Existing Conditions Map



## Known Safety Concerns at Boulder Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • No significant safety concerns. |
| Webmap Survey | There are approximately 10 comments in the Boulder Elementary catchment area:<br>• Gate prohibiting people walking and biking on trail connection to Zimmerman Trail.<br>• Speeding traffic on Poly Dr is a concern, especially at the 32nd St W intersection and the lack of a crossing guard.<br>• Speeding traffic and lack of street lighting create dangerous conditions to walk and bike.<br>• Canal path.<br>• Sidewalk conditions. |
| Crossing Guard | • Family vehicles make u-turns near the crossing guard crosswalk.<br>• Some drivers/Turning drivers do not stop for crossing guard. |
| Safety Busing | • No safety busing is provided. |

## Dismissal Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed dismissal on Thursday, September 23.** |
| School Bus Loading | • School buses lined up along side of the school on Colton Blvd inside of school limits. Buses enter a gate area protected with fences with gates for kids entering the buses according to grades. |
| Before/Aftercare Vans | • Before/aftercare vans picked up students in front of school at 32nd Ave W. |
| Family Vehicles | • For first and second dismissal, families in vehicles picked up students from the front of the building. Family drivers either stay in the vehicle and queue to pick up directly at the school entrance, or park in perpendicular streets (Boulder Ave and Colton Blvd) and walk to the school entrance. |
| School Staff Roles | • School staff loaded students onto the correct buses.<br>• School staff were present supervising students on the playground and outside the front door. |
| Adult Crossing Guards | • A school crossing guard is posted in front on the school crossing at Boulder Ave.<br>• School crossing guard recently quit at Poly Dr and 32nd St W. |
| Bike Rack Locations and Use | • There are two bike racks around the school, located at 32nd St W in front of the school and south side of the school near Colton Blvd.<br>• Most of the bicycles were parked at 32nd St W. |
| Students Walking and Biking | • Few students were observed walking and biking. |

# Priority Concerns at Boulder Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

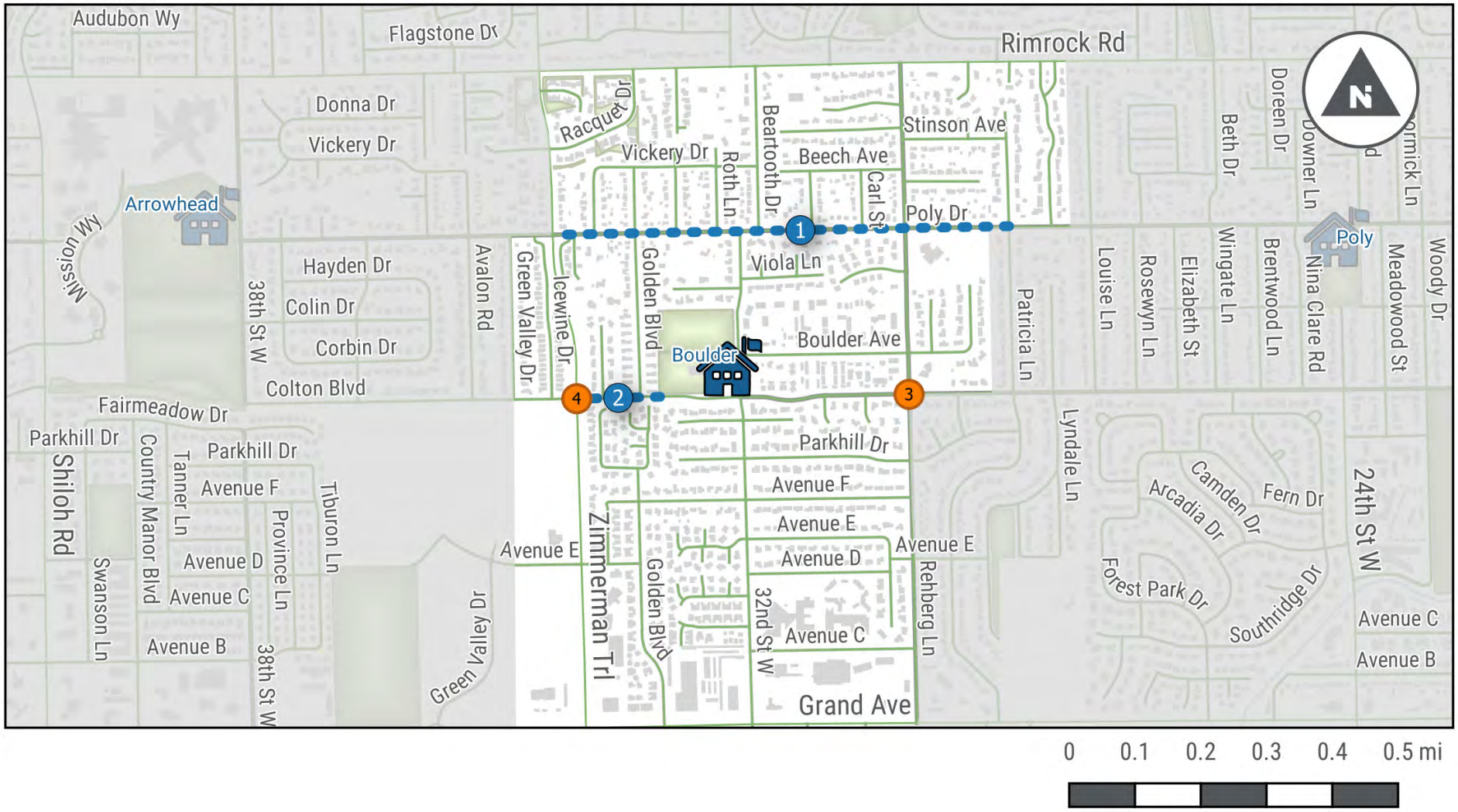
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Poly Dr | • Poly Dr has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Crossings of Poly Dr and 32nd St W are uncomfortable because crossing distances are long, and pedestrians have no median crossing islands.<br>• Some students cross the street at this location. This intersection used to have a crossing guard, but the guard quit just prior to observation. The consultant team observed that drivers don't always yield to pedestrians in the crosswalk.<br>• Sidewalks are in poor conditions and there are permanent obstructions, including cracks, breakings, and mailboxes.<br>• Existing bike lane on Poly Dr. | Yes |
| 2 | Boulder Ave | • Missing sidewalks on the south side sides of the street.<br>• Families park and walk to pick up their students. | No |
| 3 | Colton Blvd | • Colton Blvd between 32nd St and Golden Blvd, which directly borders the school to the south, is gated and locked except for when busses arrive. This is a key connector to students who live west of school.<br>• Bus arrival/dismissal with open gates for each bus.<br>• The Billings Area Bikeway and Trails Master plan includes the following projects on Colton Blvd.:<br>  • A neighborhood bikeway on Colton Blvd from Zimmerman Trail to Rehberg Ln.<br>  • A bike lane from Rehberg Ln to 17th St W.<br>  • Spot improvements at intersections of Zimmerman Trail, 32nd St W and Rehberg Ln.<br>  • Major trailhead improvements for Colton Blvd and 38th St W. | Yes |
| 4 | Zimmerman Trail | • Crossing distances are long and, although there are medians, they do not extend through the crosswalks and are not designed to be used as median crossing islands. | No |
| 5 | 32nd St W | • Sidewalks measure less than the recommended width of 5' and have inadequate buffer.<br>• Families parking in prohibited parking zone. Some families complained about the parking regulation.<br>• Second crosswalk is a block apart front of the school.<br>• 32nd St W is recommended to be a neighborhood bikeway from Poly Dr to Colton Blvd, and a bike lane from Colton Blvd to Grand Ave in the Billings Area Bikeway and Trails Master Plan. | Yes |
| 6 | Rehberg Ln | • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.<br>• Rehberg Ln is recommended to be a bike lane in the Billings Area Bikeway and Trails Master Plan. | Yes |

# Proposed Projects at Boulder Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Poly Dr | Speeding | • Vehicles appear to exceed the posted speed limit during school arrival and dismissal times. | • Install driver speed feedback sign on both approaches to Poly Dr at 32nd St. (Short term)<br>• Install curb extensions at 32nd and school flashing beacon. (Medium term) |
| 2 | Colton Blvd | Connectivity | • Private development fencing restricts access of students to school. | • Open or add gates along the south side of Colton Blvd west of the school. (Short term) |
| 3 | Rehberg Ln and Colton Blvd | Crossing | • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. | • Install curb extensions to shorten crossing distance. (Medium term) |
| 4 | Zimmerman Trail | Crossing | • Some students cross the street at this intersection, and drivers don't always yield to pedestrians in the crosswalk. | • Install high-visibility crosswalk (Short term)<br>• Install curb extensions, pedestrian refuge island, and rectangular rapid-flashing beacon or pedestrian hybrid beacon. (Medium term) |

## Proposed Projects Map



# Broadwater Elementary

## Existing Conditions

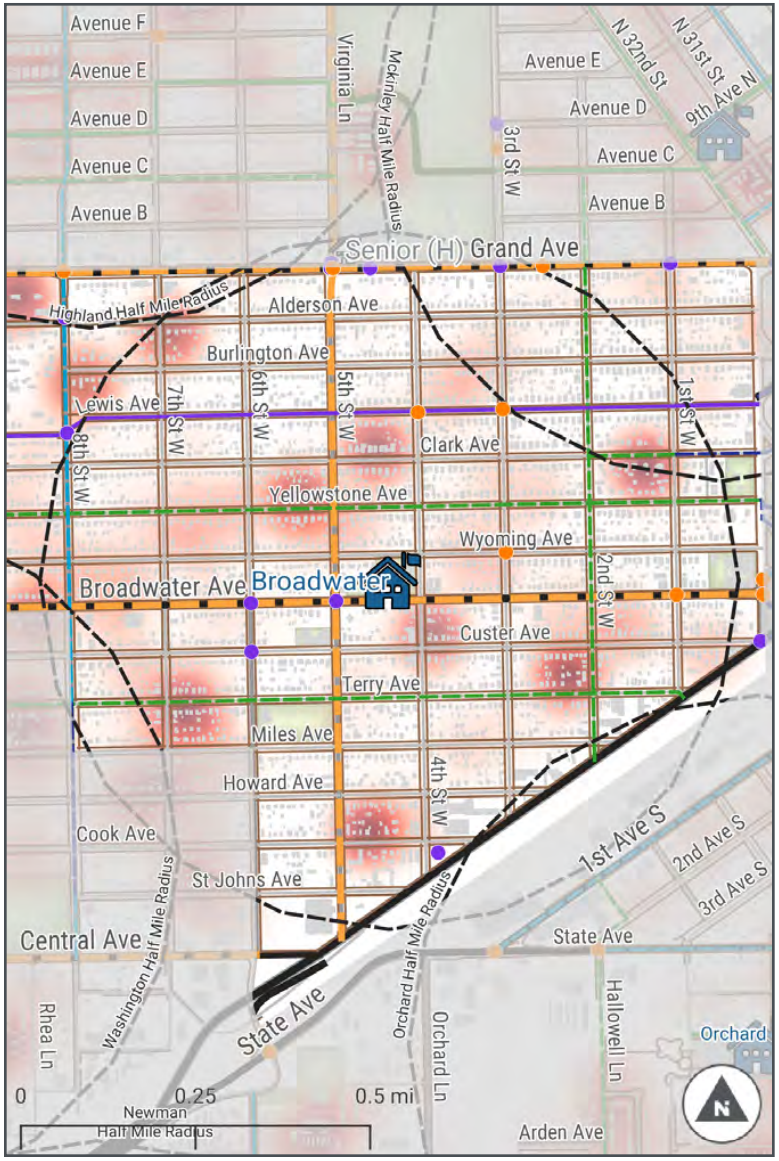
| About the School | |
|---|---|
| Address | 415 Broadwater Ave |
| Number of Students | 325 |
| Percentage of Students Eligible for Free and Reduced Lunch | 56% |
| Arrival / Dismissal Times | 8:15 AM / 2:10 and 2:50 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Broadwater Ave | 13,500 |
| 5th St | • 6,000 (north of Broadwater Ave)<br>• 4,200 (south of Broadwater Ave) |
| 6th St | 8,500 |
| Lewis Ave | 3,300 |
| 7th St | 5,300 |
| 8th St | 5,100 |

[c]*Source: MDOT Interactive Traffic Web Map*




## Existing Conditions Map



## Known Safety Concerns at Broadwater Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Drop-off and pick-up are chaotic, mostly between Broadwater Ave and Wyoming Ave on 4th St W.<br>• Crossing Broadwater Ave is risky. There is only one crossing guard at the intersection of Broadwater Ave and 5th St W not at 4th St W where some students (not many) sometimes try to cross. |
| Webmap Survey | There are approximately 15 comments in the Broadwater Elementary catchment area:<br>• Concerns of speeding traffic and crossings on Lewis Ave.<br>• Other comments noted fast traffic on 3rd St W and 1st St W.<br>• Comments showed support for Alderson Ave and Yellowstone Ave as bike routes.<br>• Concerns about Lewis Ave at 8th St and 4th St.<br>• Some additional comments pertained to safety at Senior High School, including a pedestrian crossing at 4th St W and Grand Ave. |
| Crossing Guard | At Broadwater Ave and 5th St W:<br>• Drivers turning on red do not see kids/guard.<br>• Speeding in the morning and running the red light.<br>At 4th St W and Wyoming Ave:<br>• Arrival and dismissal are usually a mess – too many people, vehicles, and buses packed into one block on 4th between Wyoming and Broadwater.<br>• High school students speeding down 4th St W in the morning on their way to school. |
| Safety Busing | • No safety busing is provided. |

## Dismissal Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed dismissal on Tuesday, September 21.** |
| School Bus Loading | • School buses line up along 4th St between Wyoming Ave and Broadwater Ave. |
| Before/Aftercare Vans | • Before/Aftercare vans park along 4th St between Wyoming Ave and Broadwater Ave. |
| Family Vehicles | • At dismissal, families park on neighborhood streets (primarily Wyoming Ave north of the school property) and then walk to the front or the side of the school to meet their children.<br>• At dismissal, families can also park in the church parking lot to the east of the school and cross 4th St to meet their children. They are supposed to cross at 4th St W and Broadwater Ave, but often cross mid-block at the parking lot driveway. |
| School Staff Roles | • School staff have "door duty" near the doors by the buses, but do not have specific direction. |
| Adult Crossing Guards | A school crossing guard is posted at the following three locations:<br>• 4th St. and Wyoming Ave<br>• Broadwater Ave and 5th St W<br>• 4th and Lewis Ave (AM only)<br>• Principal noted that a guard was supposed to be located at Wyoming Ave and 5th St W, but no guard was there during the observation. |
| Bike Rack Locations and Use | • There are two bike racks around the school – one at Wyoming Ave near 4th St W, and the other on 4th St W at the school entrance,<br>• Most of the bicycles were parked at the rack on 4th St W. |
| Students Walking and Biking | • Most of the student biking were traveling toward neighborhoods to the north of the school, either along 4th or east/west along Wyoming Ave.<br>• Some students were observed leaving the school property at the SW campus entrance/exit fence gate and crossing at Broadwater St W and 5th St W. |

# Priority Concerns at Broadwater Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

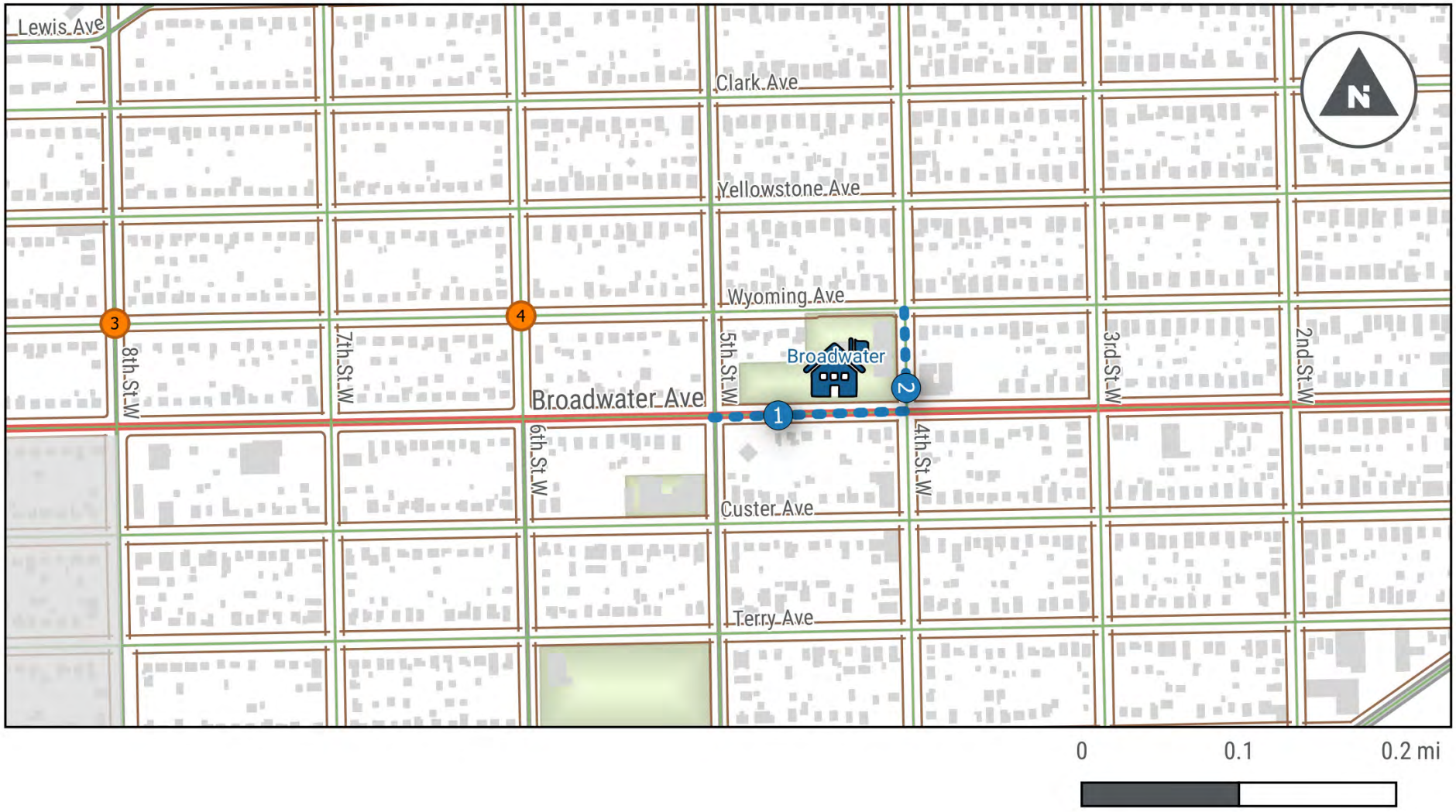
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Broadwater Ave at 4th St W | • Broadwater Ave has higher traffic volumes and speeds than would be preferred for a road students walk along without a wide sidewalk.<br>• The relatively wide street and/or multiple travel lanes encourages speeding.<br>• Broadwater Ave and 4th St W is unsignalized, yet is a logical crossing for students heading to neighborhoods to the south.<br>• Drivers take right turns on red while students are crossing.<br>• The corners offer very little waiting space for groups of students (Broadwater Ave is all curbwalk). | No |
| 2 | Broadwater Ave and 5th St W | • Broadwater Ave has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• The relatively wide street and/or multiple travel lanes encourages speeding. | No |
| 3 | 4th St W between Broadwater Ave and Wyoming Ave | • This block serves too many functions during drop-off/pick-up, including bus parking, daycare parking, parent parking, parent and family crossing from the church parking lot to the east.<br>• Drivers may take 4th St W to avoid the high traffic streets like 5th and 6th Sts W to get to the nearby high school (this is also a route to the high school, so there are student drivers). | Yes |
| 4 | 4th St and Lewis Ave | • Lewis Ave has higher traffic volumes and speeds than would be preferred for a student crossing location | Yes |
| 5 | Broadwater Ave between 4th and 5th | • Narrow sidewalks with minimal buffer next to a busy, 4-lane arterial creates an uncomfortable walking/cycling environment. | No |
| 6 | Bicycle Racks at Broadwater | • There are two bike racks around the school – one at Wyoming Ave near 4th St W, and the other on 4th St W at the school entrance,<br>• Most of the bicycles were parked at the rack on 4th St W. | No |

# Proposed Projects at Broadwater Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Broadwater Ave between 4th and 5th St W | Speeding | • The relatively wide street and/or multiple travel lanes encourage(s) speeding. | • Install driver speed feedback sign on both approaches to the (intersection, school, etc.). (Short term)<br>• Reconfigure Broadwater Ave to encourage safer driving. (Long term) |
| 2 | 4th St W between Broadwater Ave and Wyoming Ave | Arrival/Dismissal Behavior | • Some families were observed parking on the non-school side/ double-parking/asking students to cross the street without an adult.<br>• Vehicles were observed making u-turns in front of the school. | • Provide/continue staff monitoring of arrival and dismissal, and provide/continue communicating expectations for family vehicles at arrival and dismissal. (Short term)<br>• Close 4th St W between Wyoming and Broadwater to personal vehicles during drop-off and pick-up, only allowing busses. (Medium term)<br>• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short term)<br>• Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. (Short term) |
| 3 | Wyoming Ave at 8th St W | Crossing | • Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk.<br>• Preference is for students to walk east/west on Wyoming instead of Broadwater. | • Install high-visibility crosswalk. (Short term)<br>• Add crossing guard to this location if crossing after crossing infrastructure is added. (Short term)<br>• Install curb extensions to shorten crossing distance. (Medium term) |
| 4 | Wyoming Ave at 6th St W | Crossing | • Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk.<br>• Preference is for students to walk east/west on Wyoming instead of Broadwater. | • Install high-visibility crosswalk. (Short term)<br>• Add crossing guard to this location if crossing after crossing infrastructure is added. (Medium term)<br>• Install curb extensions to shorten crossing distance. (Medium term) |

## Proposed Projects Map



# Burlington Elementary

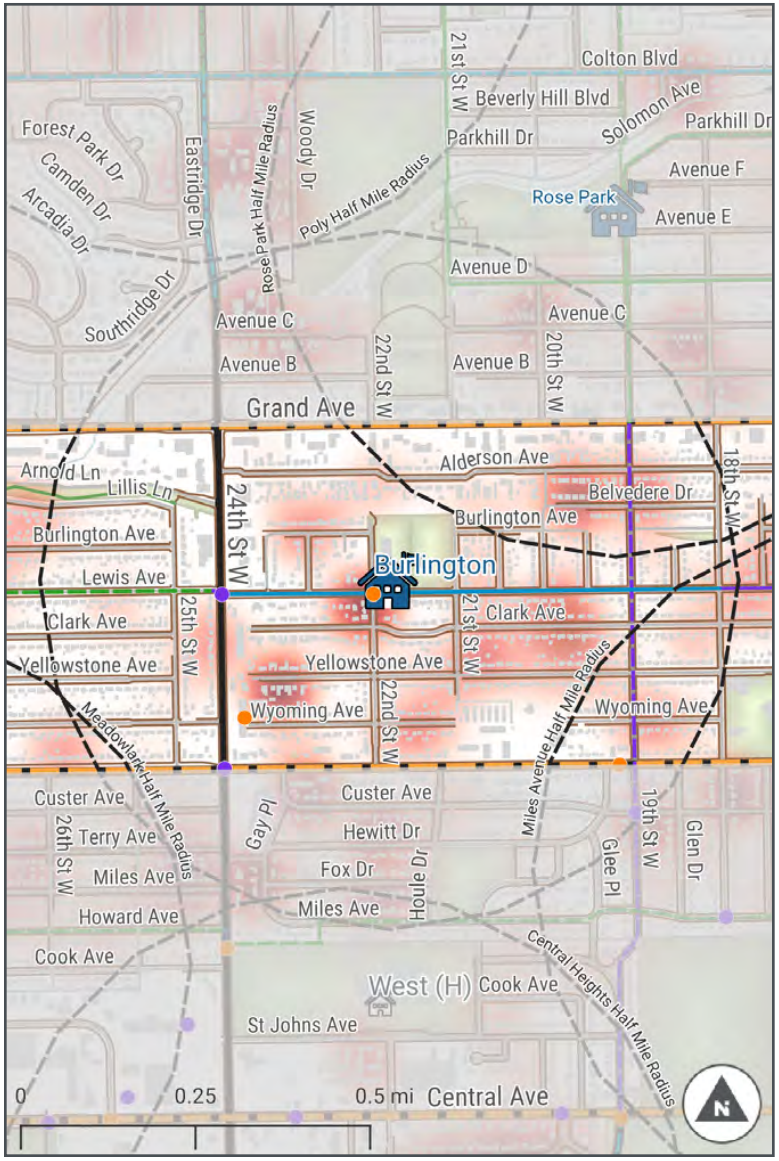
## Existing Conditions

| About the School | |
|---|---|
| Address | 2135 Lewis Ave |
| Number of Students | Approximately 230 |
| Percentage of Students Eligible for Free and Reduced Lunch | 42% |
| Arrival / Dismissal Times | 7:45 and 8:25 AM / 2:25 and 3:15 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Grand Ave | • 16,000 (between Rehberg Ln and 24th St W)<br>• 14,100 (between 24th St W and 19th St W)<br>• 17,000 (between 19th St W and 17th St W) |
| Lewis Ave | • 4,800 (west of 19th Street W)<br>• 3,300 (east of 19th Street W) |
| Broadwater Ave | • 9,400 (between Vermillion Dr and 24th St W)<br>• 11,700 (between 24th St W and 19th St W)<br>• 12,900 (between 19th St W and 16th St W) |
| 24th St W | • 17,300 (north of Lewis Ave)<br>• 15,600 (south of Lewis Ave) |
| 19th Ave | • 6,200 (between Grand Ave and Broadwater Ave) |

[c]*Source: MDOT Interactive Traffic Web Map*

## Existing Conditions Map




Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Existing Shared Lane
Sidewalk
Neighborhood Bikeway

Proposed
Neighborhood Bikeway
Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

## Known Safety Concerns at Burlington Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Lewis Ave has high traffic volumes and high speeds. |
| Webmap Survey | There are approximately 10 comments in the Burlington Ave catchment area.<br>• 24th St is difficult to cross.<br>• Lewis Ave is high traffic.<br>• Crossing 24th St at Arnold Ln.<br>• 24th St and Lewis is a difficult intersection to cross.<br>• Snow plowing on 22nd makes crossings and drop-off difficult. |
| Crossing Guard | • Family vehicles make u-turns near the crossing guard crosswalk.<br>• Families ask students to cross the street without an adult in front of the school.<br>• Some drivers do not stop for crossing guard.<br>• High speeds and high traffic volumes on Lewis Ave. |
| Safety Busing | • No safety busing is provided. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Tuesday, September 21.** |
| School Bus Loading | • School buses lined up along the middle sidewalk at 22nd St W in front of the school. |
| Before/Aftercare Vans | • No before/aftercare vans were observed. |
| Family Vehicles | • Families dropped off students in front of the school on Lewis Ave or dropped off near the crossing guard so students crossed the street with the crossing guard at 22nd Ave W. |
| School Staff Roles | • No school staff were involved during the arrival period. |
| Adult Crossing Guards | • Two school crossing guards are posted at 22nd Ave W and 24th Ave W. |
| Bike Rack Locations and Use | • There is one bike rack located on 22nd Ave in front of the school. The rack was moderately full. |
| Students Walking and Biking | • Some students were observed walking and biking. |

# Priority Concerns at Burlington Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

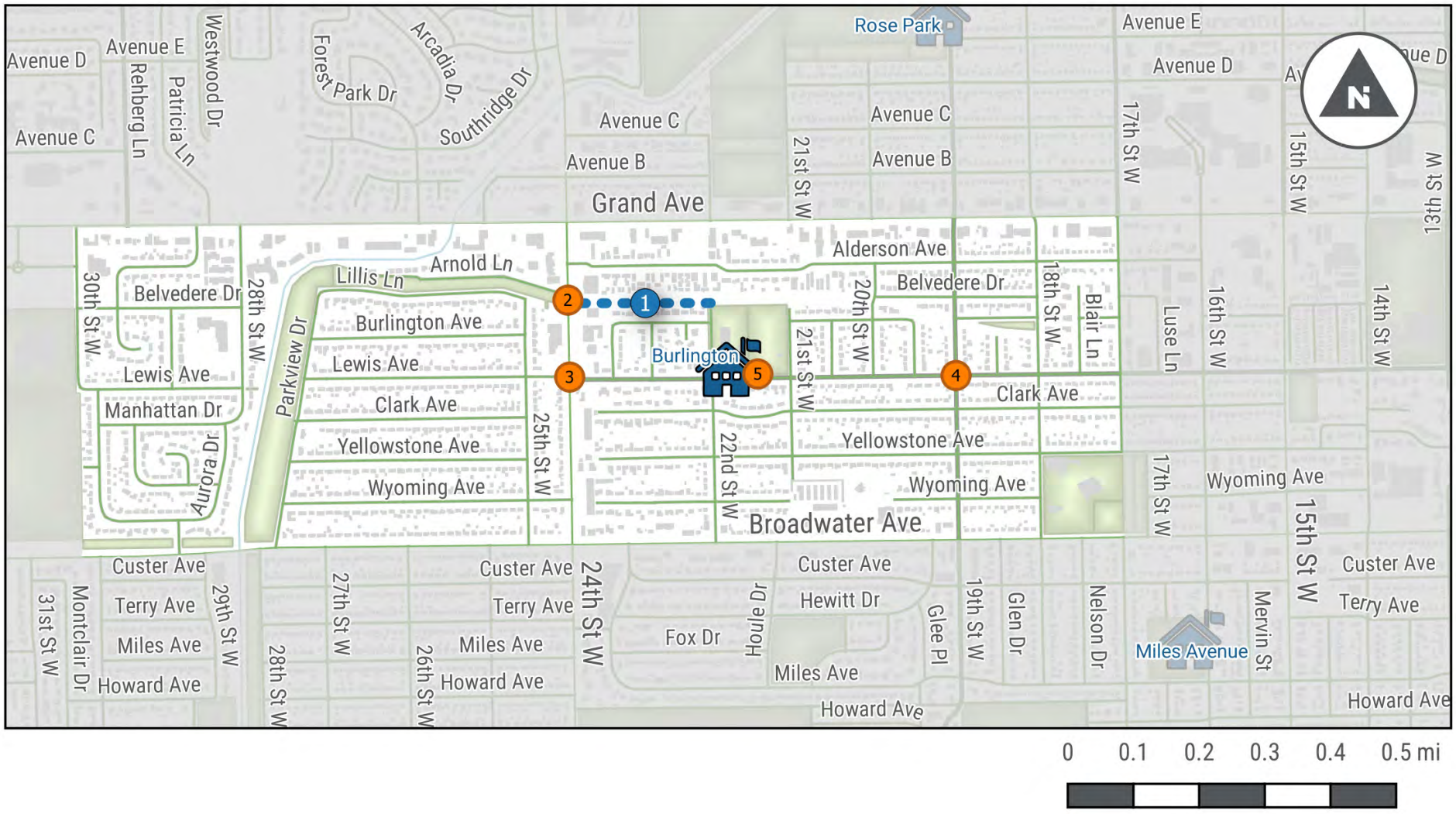
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Belvedere Dr | • Missing sidewalks present a barrier to walking and bicycling to school.<br>• Sidewalks throughout the neighborhood need repair or replacement to provide a safe pedestrian route for all users. Some existing sidewalks measure less than the recommended width of 5'. Curb ramps are missing throughout the neighborhood. | No |
| 2 | Arnold Ln | • Unpaved streets and missing sidewalks throughout the neighborhood present a barrier to walking and bicycling to school. There is an existing shared use path from Parkview Dr to 24th St W. Providing a crossing at 24th St W and Arnold Ln could unlock access to neighborhoods west of 24th St.<br>• Arnold Ln is recommended to be a shared use path from 24th St W to 18th St W, and recommended to have a spot improvement at Arnold Ln and 24th Ave St W in the Billings Area Bikeway and Trails Master Plan. | Yes |
| 3 | Lewis Ave | • Lewis Ave has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Some families were observed parking on the non-school side. Students understood to cross at 22nd St with the crossing guard.<br>• Sidewalks throughout the neighborhood need repair or replacement to provide a safe pedestrian route for all users. Some existing sidewalks measure less than the recommended width of 5'. Curb ramps are missing throughout the neighborhood. Vegetation, posts, and mailboxes in the sidewalk further impede users.<br>• A directional curb ramp is missing on the southwest corner of Lewis Ave and 21st St W.<br>• Vegetation and trees cover the school sign, reducing visibility.<br>• Lewis Ave has an existing bike lane.<br>• Lewis Ave and 24th St W is recommended to be a spot improvement in the Billings Area Bikeway and Trails Master Plan. | Yes |
| 4 | Clark Ave | • There are no curb ramps at Clark Ave and 22nd St W, even though there are sidewalks. | No |
| 5 | Yellowstone Ave | • There are no curb cuts at Yellowstone Ave and 21st St W, even though there are sidewalks.<br>• Sidewalks measure less than the recommended width of 5'. | Yes |
| 6 | Broadwater Ave | • Broadwater Ave is recommended to be a visionary long-range bikeway in the Billings Area Bikeway and Trails Master Plan. | No |
| 7 | 24th St W | • 24th St W has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Crossing distances across 24th St are long and there are no median crossing islands for pedestrians.<br>• Crossings are uncomfortable because of wide corner radii, encouraging fast vehicular turns.<br>• The utility box on the northeast corner of 24th St and Lewis Ave blocks the sight vision of vehicles, causing visibility issues. | Yes |
| 8 | 22nd St W | • Some families were observed parking on the non-school side and making u-turns in front of the school.<br>• Narrow sidewalks create an uncomfortable walking environment.<br>• There are no marked crossings at 22nd St W and Burlington Ave.<br>• Curb ramps are missing at 22nd St W and Burlington Ave.<br>• Bicycle racks are located on the southwest corner of the school; a few bicycles were parked the day of observation. | Yes |
| 9 | 19th St W | • Sidewalks measure less than the recommended width of 5'. Posts and mailboxes in the sidewalk further impede users.<br>• The principal mentioned the need for a crossing guard at the intersection of 19 St W and Lewis Ave. | No |
| 10 | 17th St W | • 17th A St W is recommended to be a visionary long-range bikeway from Colton Boulevard to Alderson Ave, and a future neighborhood bikeway is recommended from Alderson Ave to Yellowstone Ave in the Billings Area Bikeway and Trails Master Plan. | No |

# Proposed Projects at Burlington Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Belvedere Dr | Trail/path | • Connections to the Arnold shared use path from Burlington Elementary are limiting. | • Install a shared use path parallel to the Arnold drain from Burlington Elementary to 24th St W. Add treatments that prohibit vehicular driving on the path. Check public ROW ownership for lot south of the Montana Rescue Mission West End Bargain Center. (Long term) |
| 2 | Arnold Ln and 24th St W | Crossing | • No crosswalk is marked on all intersection legs. | • Install high-visibility crosswalk, signage, pedestrian refuge island, and pedestrian hybrid beacon or rectangular rapid-flashing beacon at Arnold Ln. (Short term) |
| 3 | 24th St W and Lewis | Crossing | • Crossing is uncomfortable because of wide corner radii, which encourages fast vehicular turns. | • Tighten the curb radii on the northeast corner of the intersection and install new curb ramps that line up with crosswalks at all corners. (Long term) |
| 4 | 19th St and Lewis Ave | Crossing | • No crosswalk is marked on all intersection legs. | • Add a high-visibility crosswalk on all legs of the intersection. (Short term) |
| 5 | Bicycle racks | Bicycle parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Central Heights Elementary

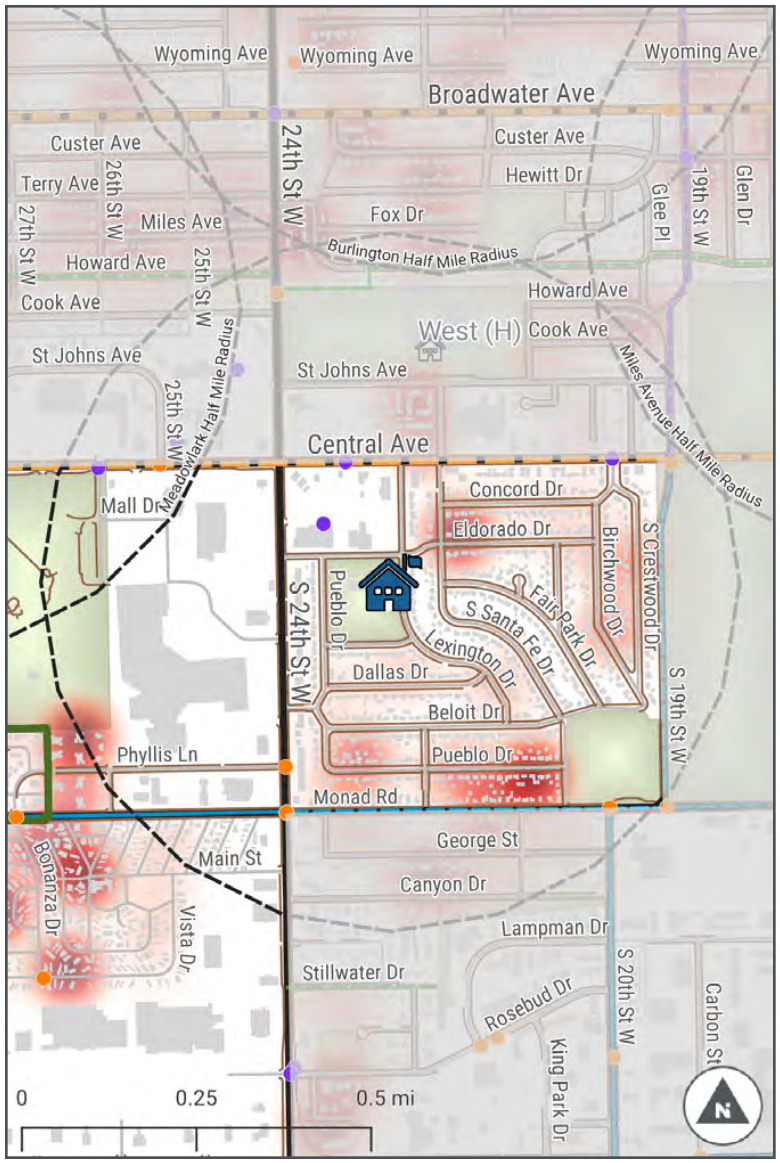
## Existing Conditions

| About the School | |
|---|---|
| Address | 120 Lexington Dr, Billings, MT 59102 |
| Number of Students | Approximately 305 |
| Percentage of Students Eligible for Free and Reduced Lunch | 42% |
| Arrival / Dismissal Times | 7:45 AM / 2:25 and 3:05 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Central Ave | • 17,400 (west of 24th St W)<br>• 13,400 (east of 24th St W) |
| Monad Rd | 7,700 |
| 24th St W | • 24,800 (north of Monad Rd)<br>• 17,800 (east of Monad Rd) |

[c]*Source: MDOT Interactive Traffic Web Map*

## Existing Conditions Map




Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Buffered Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

## Known Safety Concerns at Central Heights Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Concerned with offenders. Principal has no information but said that families are concerned.<br>• Street network is confusing surrounding the school area.<br>• Concerned with morning rush and high-speed vehicles.<br>• Principal doesn't encourage lower grades to walk to school. The only exception is if they are with families. |
| Webmap Survey | There are approximately three comments in the Central Heights Elementary catchment area:<br>• Speeding traffic on 24th St and Central Ave.<br>• Dangerous walking conditions on Central Ave. |
| Crossing Guard | • Some drivers/turning drivers do not stop for crossing guard.<br>• High speeds and/or high traffic volumes on Lexington Dr and Eldorado Dr. |
| Safety Busing | • The school district provides safety busing for students that live west of S 24th St W. |

## Dismissal Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed dismissal on Tuesday, September 21.** |
| School Bus Loading | • School buses lined up along the Pueblo Dr. |
| Before/Aftercare Vans | • Before/aftercare vans picked up students at Pueblo Dr. |
| Family Vehicles | • At the first dismissal, grades K-2, families in vehicles picked up students at Alamo Dr south of the building or on Lexington Dr, and 3rd grades on Pueblo Dr. Family drivers either stayed in the vehicle and queued to pick up directly at the school entrance, or parked in the parking lot and walked to the school entrances.<br>• At the second dismissal, grades 4-5, families in vehicles picked up students at Pueblo Dr west of the building. Family drivers either stayed in the vehicle and queued to pick up directly at the school entrance, or parked in the parking lot and walk to the school entrances. |
| School Staff Roles | • School staff were present to help students onto the correct buses.<br>• School staff were present supervising students on the playground and outside the front door. |
| Adult Crossing Guards | • A school crossing guard for the first dismissal is posted at the midblock crossing on Lexington Dr and at the midblock crossing on Alamo Dr.<br>• One crossing guard transitions to the intersection of Eldorado Dr and Pueblo Dr for the second dismissal. |
| Bike Rack Locations and Use | • There are two bike racks around the school, located in front of the school at Lexington Dr and back of the school near Pueblo Dr. |
| Students Walking and Biking | • Few students were observed walking and biking. |

# Priority Concerns at Central Heights Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Central Ave | • Central Ave is recommended to be a Visionary Long Range Bikeway in the Billings Area Bikeway and Trails Master Plan. | Yes |
| 2 | Eldorado Dr | • Curb ramps are missing at crosswalks at Pueblo Dr, creating a hazard for people biking, pushing strollers, or using wheelchairs. | No |
| 3 | Alamo Dr | • Some families were observed parking on the non-school or on top of the curb asking students to cross the street.<br>• Narrow sidewalks with minimal buffer and permanent obstruction creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users.<br>• There are no curb cuts at the midblock crossing in front of the school and at the intersections with Pueblo Dr and with Lexington Dr, even though there are sidewalks.<br>• No crosswalk is marked on any leg at the Pueblo Dr intersection.<br>• Missing sidewalks present a barrier to walking and bicycling to school. School staff park their vehicles on Alamo Dr, obstructing the sidewalk. | No |
| 4 | Lexington Dr | • Some families were observed parking on the non-school side, asking students to cross the street without an adult, and making u-turns in front of the school.<br>• There are missing curb ramps at the mid-block crossing.<br>• No crosswalk is marked on any leg at the Alamo Dr intersection.<br>• Sidewalks need repairs or replacement to provide a smooth and trip-free route for all users.<br>• Sidewalks measure less than the recommended width of 5'. Sidewalk abruptly gets narrower in front of the school and the presence of a fence where the sidewalk decreases the width. Posts, mailboxes and trash bin in the sidewalk further impede users. | No |
| 5 | Dallas Dr/Beloit Dr/ Pueblo Dr (west to east leg) | • Uncontrolled intersection on the three intersections of Dallas Dr, Pueblo Dr and Beloit Dr.<br>• Sidewalks throughout the neighborhood need repair or replacement to provide a safe pedestrian route for all users. Some existing sidewalks measure less than the recommended width of 5'.<br>• Curb ramps are missing throughout the neighborhood.<br>• Pueblo Dr is a relatively wide street, which encourages speeding. | No |
| 6 | Monad Rd | • Monad Rd and 24th St W has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Crossing distances are long and there are no median crossing islands for pedestrians.<br>• Crosswalk markings across Monad Rd and 24th St W, and at Monad Rd and Monterey Dr, are faded.<br>• Curb ramps are missing at crosswalks at some legs of 24th St and at Monad Rd and Monterey Dr, creating a hazard for people biking, pushing strollers, or using wheelchairs. | No |
| 7 | Pueblo Dr (north to south leg) | • Sidewalks throughout the neighborhood need installment, repair, or replacement to provide a safe pedestrian route for all users. Some existing sidewalks measure less than the recommended width of 5'.<br>• Curb ramps are missing along Pueblo Dr, creating a hazard for people biking, pushing strollers, or using wheelchairs.<br>• There is a lack of parking signage, and the "NO PARKING" sign is damaged in the bus pick-up locations. | No |

# Proposed Projects at Central Heights Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Monad Rd and 24th St W | Crossing | • The crossings on all legs lack high-visibility markings.<br>• Crossing distances are long and there are no median crossing islands for pedestrians.<br>• There are not curb cuts at all legs of 24th St and at Monad Rd and Monterey Dr, even though there are sidewalks. | • Repaint crossing with high-visibility markings. (Short term)<br>• Add pedestrian refuge islands in the Monad Rd and 24th St W to shorten crossing distances and improve pedestrian safety. (Medium term)<br>• Install ADA compliant curb ramps. (Long term) |
| 2 | Lexington Dr | Arrival/ dismissal behavior | • Some families were observed parking on the non-school side, asking students to cross the street without an adult, and making u-turns in front of the school. | • Continue staff monitoring of arrival and dismissal, and continue communicating expectations for family vehicles at arrival and dismissal. (Short term)<br>• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal (Short term)<br>• Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. (Short term) |
| 3 | Dallas Dr and Pueblo Dr (west to east leg) | Crossing | • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.<br>• Intersections without any control (stop signs, yield signs, etc.) create unpredictable traffic patterns and create difficult crossing conditions.<br>• There are not curb cuts at all the intersections of Pueblo Dr, Beloit Dr, and Dallas Dr, even though there are sidewalks. | • Tighten the curb radii on the legs of the intersection and install new curb ramps that line up with crosswalks at all corners. (Long term)<br>• Install high-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, crossing warning signs, raised crosswalk, in-street pedestrian crossing sign, curb extensions, and pedestrian refuge island at all three intersections. (Short term)<br>• Install ADA compliant curb ramps. (Long term) |
| 4 | Alamo Dr at midblock crossing between Pueblo and Lexington | Curb Ramps | • Missing curb ramps at crosswalks create a hazard for people biking, pushing strollers, or using wheelchairs.<br>• Crosswalk does not align with sidewalk or driveway. | • Install ADA compliant curb ramps. (Medium term)<br>• Create sidewalk connections to the crosswalk (Medium term) |
| 5 | Lexington Dr north of Alamo Dr | Crossing | • Missing curb ramps at crosswalks create a hazard for people biking, pushing strollers, or using wheelchairs. | • Install ADA compliant curb ramps. (Medium term) |
| 6 | Eldorado Dr and Lexington Dr | Crossing | • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.<br>• Curb extensions at corners can shorten crossing distances and increase pedestrian visibility. | • Install curb extensions at all four corners of the intersection. (Medium term) |
| 7 | School property | Bicycle Parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Eagle Cliffs Elementary

## Existing Conditions

| About the School | |
|---|---|
| Address | 1201 Kootenai Ave |
| Number of Students | Approximately 420 |
| Percentage of Students Eligible for Free and Reduced Lunch | 26% |
| Arrival / Dismissal Times | 8:05 AM / 2:15 and 3:15 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Governors Blvd | 5,300 |
| W Wicks Ln | 4,400 (west of Governors Blvd) |

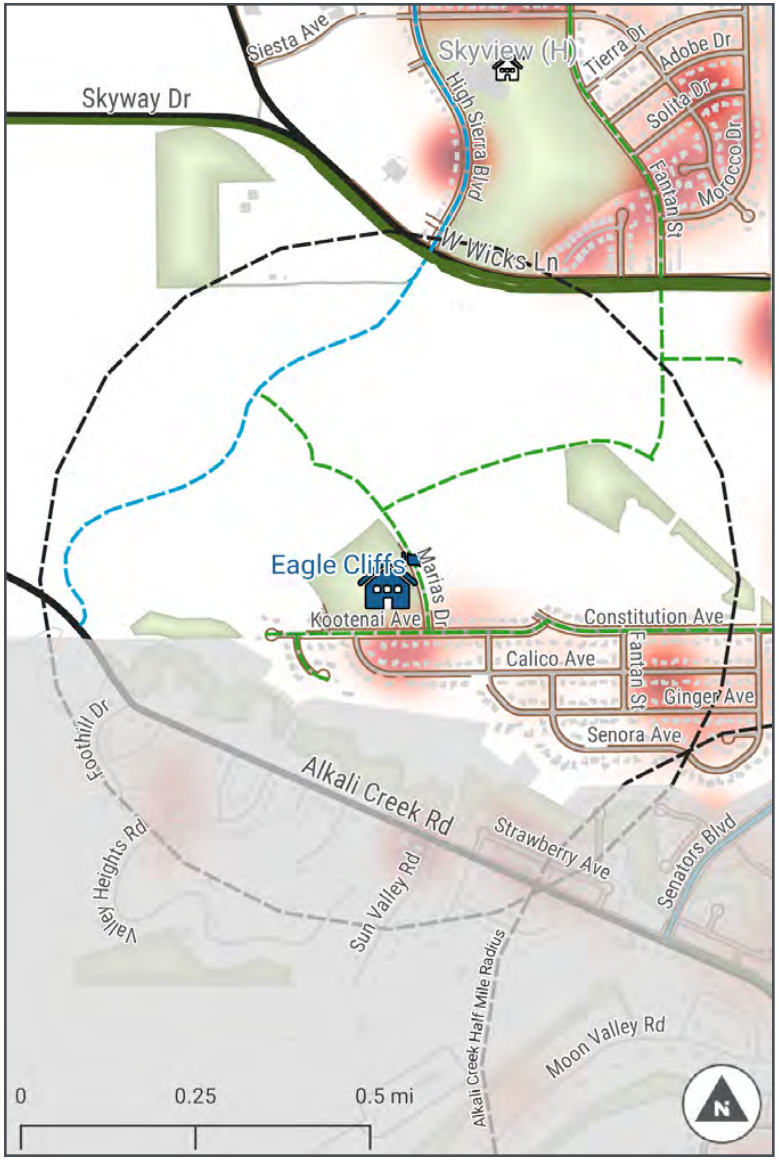
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

## Existing Conditions Map



## Known Safety Concerns at Eagle Cliffs Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Significant safety concerns on Constitution Ave as the only street to the school.<br>• Constitution Ave and Governors Blvd intersection is a significant safety concern due to tight sidewalk corners and lack of protected left turns.<br>• Principal states they need a better connection to the housing coming from north of Wicks Lane. |
| Webmap Survey | There are approximately 10 comments in the Eagle Cliffs catchment area regarding:<br>• Traffic congestion on Constitution Ave<br>• The Governors Blvd and Constitution Ave intersection<br>• Sidewalks on Governors Blvd |
| Crossing Guard | • Some turning drivers do not stop for crossing guard.<br>• High speeds and/or high traffic volumes on Governors Blvd.<br>• Crossing guard at Constitution Ave and Marias Dr is concerned about traffic circulation. Sometimes will stop traffic on Constitution Ave to let automobiles on Marias Dr turn left. |
| Safety Busing Concern | • No safety busing is provided. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Thursday, September 23.** |
| School Bus Loading | • School buses dropped off in the school parking lot off of Marias Dr. |
| Family Vehicles | • Families dropped off students in the loading/unloading driveway loop off of Constitution Ave, and also drop off along Constitution Ave. Cars waiting to enter the unloading loop occasionally spilled into Constitution Ave, creating crossing challenges on the west side of the intersection.<br>• Families also dropped off on Marias Dr on both sides of the street. |
| School Staff Roles | • School staff were present supervising students on the playground and outside the front door. |
| Adult Crossing Guards | • Two school crossing guards are posted at Constitution Ave and Marias Dr and at Constitution Ave and Governors Blvd. |
| Students Walking and Biking | • Many students were observed walking and biking from Governors Blvd. |

# Priority Concerns at Eagle Cliffs Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

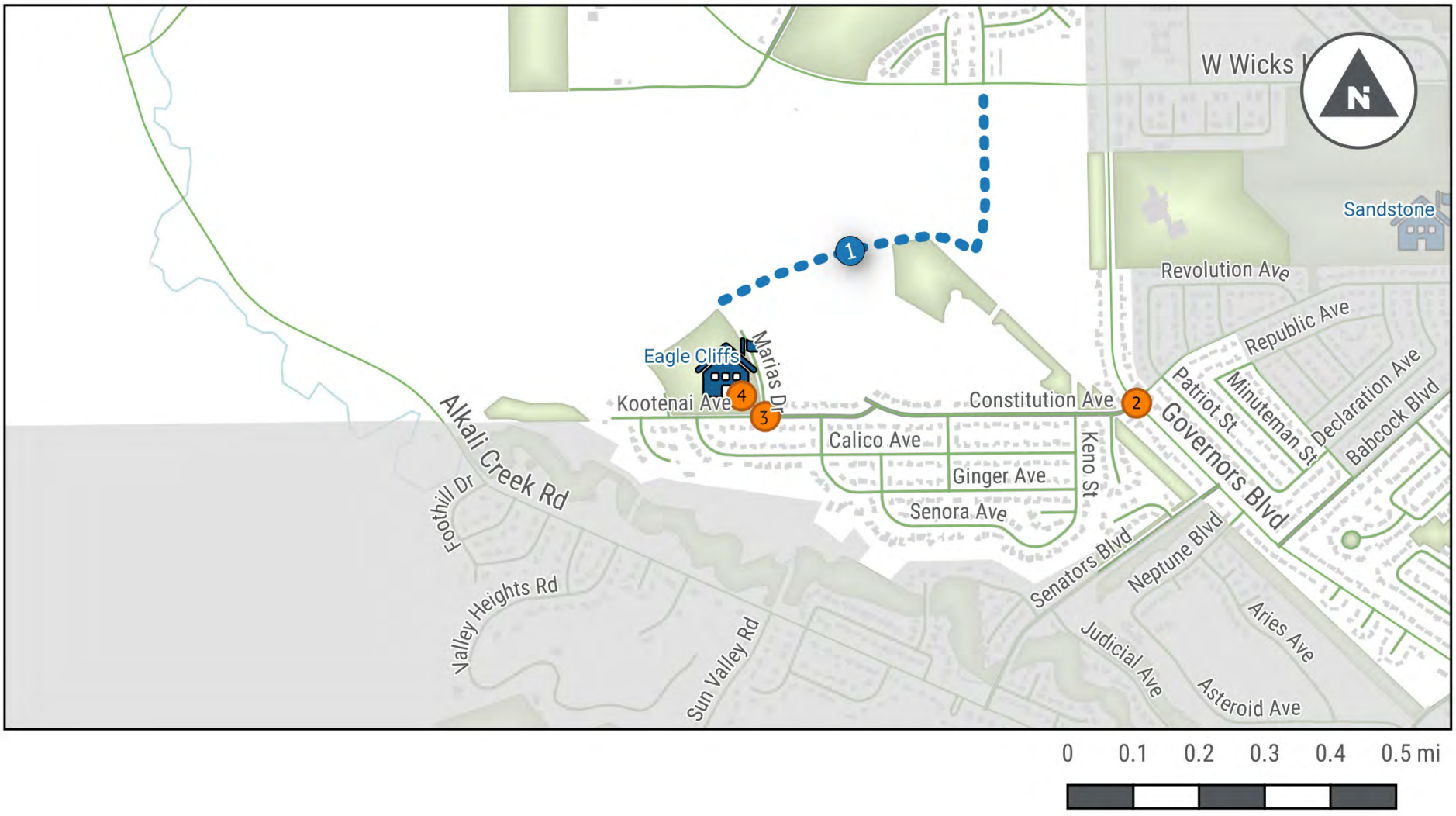
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Marias Dr/Wicks Ln | • With only one street connecting Eagle Cliffs to other neighborhoods, Governors Blvd was observed as highly trafficked by motor vehicles. Families living north of Wicks Ln are required to use Governors Blvd, despite Eagle Cliffs being within walking distance. No existing, direct walking or bicycling infrastructure exists.<br>• A neighborhood bikeway is planned to connect part-way to Wicks Ln and will be intersected with a planned bike lane. | Yes |
| 2 | Constitution Ave and Governors Blvd | • This intersection has higher traffic volumes and speeds than would be preferred for a student crossing location, especially during the morning hours.<br>• Constitution Ave, from Eagle Cliffs Elementary to Nutter Blvd, is recommended as a neighborhood bikeway.<br>• Without a protected left turn, motor vehicles are required to find gaps in on-coming traffic to turn on to Constitution Ave. This behavior can detract from driver attention to students walking and bicycling. | Yes |
| 3 | Constitution Ave and Marias Dr. | • Families drop off students at both the "drop-off and pick-up only" area to the south of the school and Marias Dr. This creates motor vehicle congestion at the intersection of Constitution Ave and Marias Dr. Crossing. Challenging intersection for a crossing guard to control.<br>• Recommend a three-way stop intersection. | Yes |
| 4 | Bicycle Racks at Eagle Cliffs Elementary | • Existing bicycle racks blocked the pedestrian through zone by the drop-off area. Most students chose to use the larger bike rack. | No |

# Proposed Projects at Eagle Cliffs Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Marias Dr/Wicks Ln | Trail/path | • A discontinuous street network between Wicks Ln and Marias Dr discourages walking and biking trips. | • Construct a walking and bicycling path to connect Marias Dr and Wicks Ln. This will alleviate motor vehicle traffic on Governors Blvd while also creating a direct walking and bicycling connection for students. This path could connect to the existing off-street path on the southside of Wicks Ln. (Medium term)<br>• Install a neighborhood bikeway from Marias Dr to a future street, and a shared use path to run parallel to existing power lines – this is in the Billings Area Bikeway and Trails Master Plan. (Long term) |
| 2 | Constitution Ave and Governors Blvd | Crossing | • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.<br>• Crossings are uncomfortable because left-turning vehicles may not yield to pedestrians in the crosswalk. | • Tighten the curb radii on the north, south, and east legs of the intersection and install new curb ramps that line up with crosswalks at all corners. (Long term)<br>• Install a dedicated left-turn signal from Governors Blvd to Constitution Ave. Convert to flashing yellow arrow for left turns from Governors. (Medium term)<br>• Restrict permissive left turns during school travel times. (Medium term) |
| 3 | Constitution Ave and Marias Dr. | Crossing | • The lack of traffic control devices (yield sign, stop sign, etc.) creates a challenge for vehicles turning left from Marias Dr onto Constitution Ave. | • Install a three-way stop at the intersection (Medium term).<br>• Add curb ramps and sidewalk access for all marked crossings. (Medium Term) |
| 4 | Front of school | Bicycle parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. Place racks in location that does not impede pedestrian route. (Short term) |

## Proposed Projects Map



# Highland Elementary

## Existing Conditions

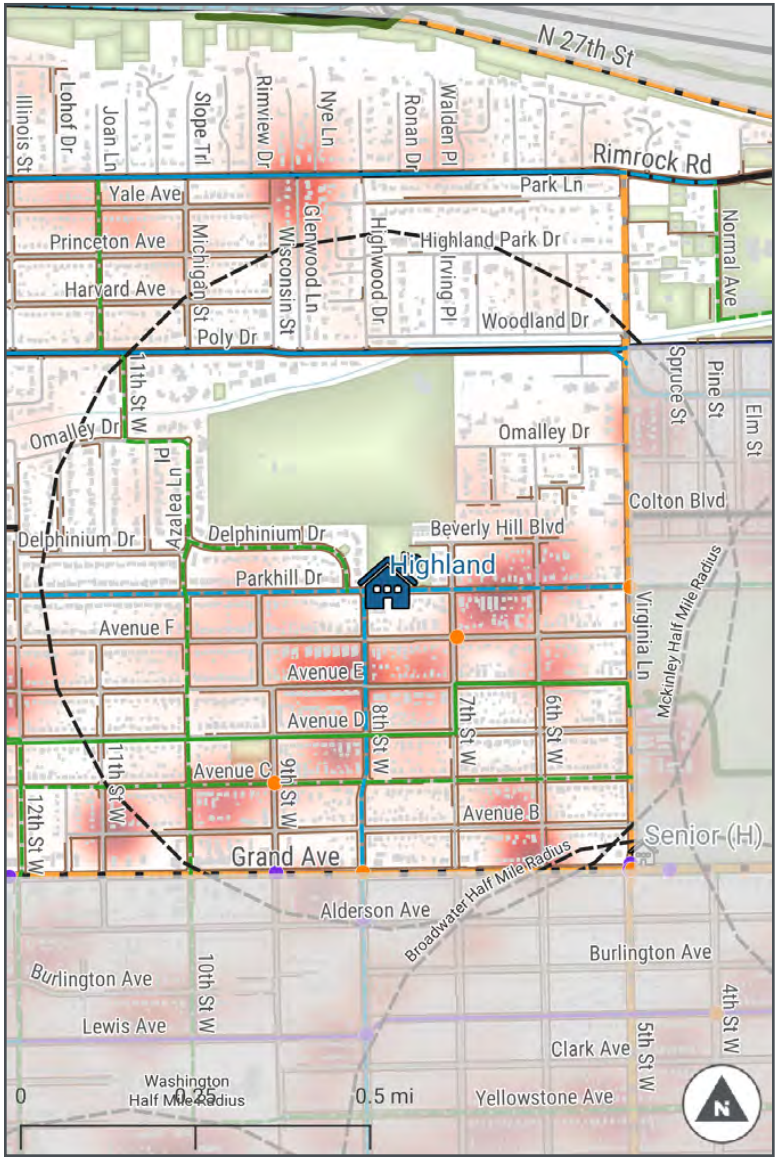
| About the School | |
|---|---|
| Address | 729 Parkhill Dr |
| Number of Students | Approximately 250 |
| Percentage of Students Eligible for Free and Reduced Lunch | 39% |
| Arrival / Dismissal Times | 7:45 and 8:20 AM / 2:15 and 3:00 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Rimrock Road | 9,200 |
| Poly Drive | 7,900 |
| Parkhill Drive | • 2,800 (west of 10th St W)<br>• 3,820 (east of 10th St W) |
| Grand Avenue | • 22,000 (west of 8th St W)<br>• 16,986 (east of 8th St W) |
| 13th St W | • 5,300 (north of Parkhill Drive)<br>• 6,315 (south of Parkhill Drive) |
| 8th St W | 5,000 |
| 7th St W | 5,300 |
| 6th St W | 8,500 |
| Virginia Ln | • 3,400 (north of Parkhill Drive)<br>• 6,000 (south of Parkhill Drive) |

[c]*Source: MDOT Interactive Traffic Web Map*




## Existing Conditions Map



## Known Safety Concerns at Highland Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Traffic doesn't always stop for the crossing guard. Parents avoiding the crosswalk are dropping kids off and having them run across the street.<br>• AAA Safety Patrol has approached about leadership opportunities for students to relieve the pressure on school staff.<br>• School has an active Walking School Bus with four different routes. |
| Webmap Survey | There are approximately 20 comments in the Highland Elementary catchment area regarding:<br>• Crossings and sidewalks on or intersecting Poly Dr.<br>• Lack of intersection control on streets intersecting Poly Dr.<br>• Lighting, crossings, speeding, lack of sidewalks, and bike lanes on Parkhill Dr.<br>• Lack of sidewalks and curb ramps on neighborhood streets.<br>• Parkhill Dr and 11th St W have speeding traffic.<br>• Speeding traffic on Virginia Ln deters walking and biking. |
| Crossing Guard | • Family vehicles make U-turns near the crossing guard crosswalk.<br>• Some drivers/turning drivers do not stop for crossing guard.<br>• High speeds and/or high traffic volumes on Parkhill Dr. |
| Safety Busing | • No safety busing is provided. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Thursday, September 23.** |
| School Bus Loading | • No school buses were observed. |
| Before/Aftercare Vans | • No before/aftercare vans were observed. |
| Family Vehicles | Families pick up and dropped off students in the following entrances/exits:<br>• 1st Grade & K/1 Combo will enter through the gym (exit 7).<br>• K and 2nd grade will enter the main doors (exit 1).<br>• 3rd, 4th & 5th grade will enter the breezeway doors (exit 8).<br>• Principal mentioned that they hope to dismiss everyone at the back of the school. |
| School Staff Roles | • School staff were present supervising students on the playground and outside the front door. |
| Adult Crossing Guards | • A school crossing guard is posted at Parkhill Drive and 8th St W, and Poly Dr and 11th St W. |
| Bike Rack Locations and Use | • There are two bike racks around the school, located on the west and east sides of the school. |
| Students Walking and Biking | • Many students were observed walking and biking in/from all directions. |

# Priority Concerns at Highland Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

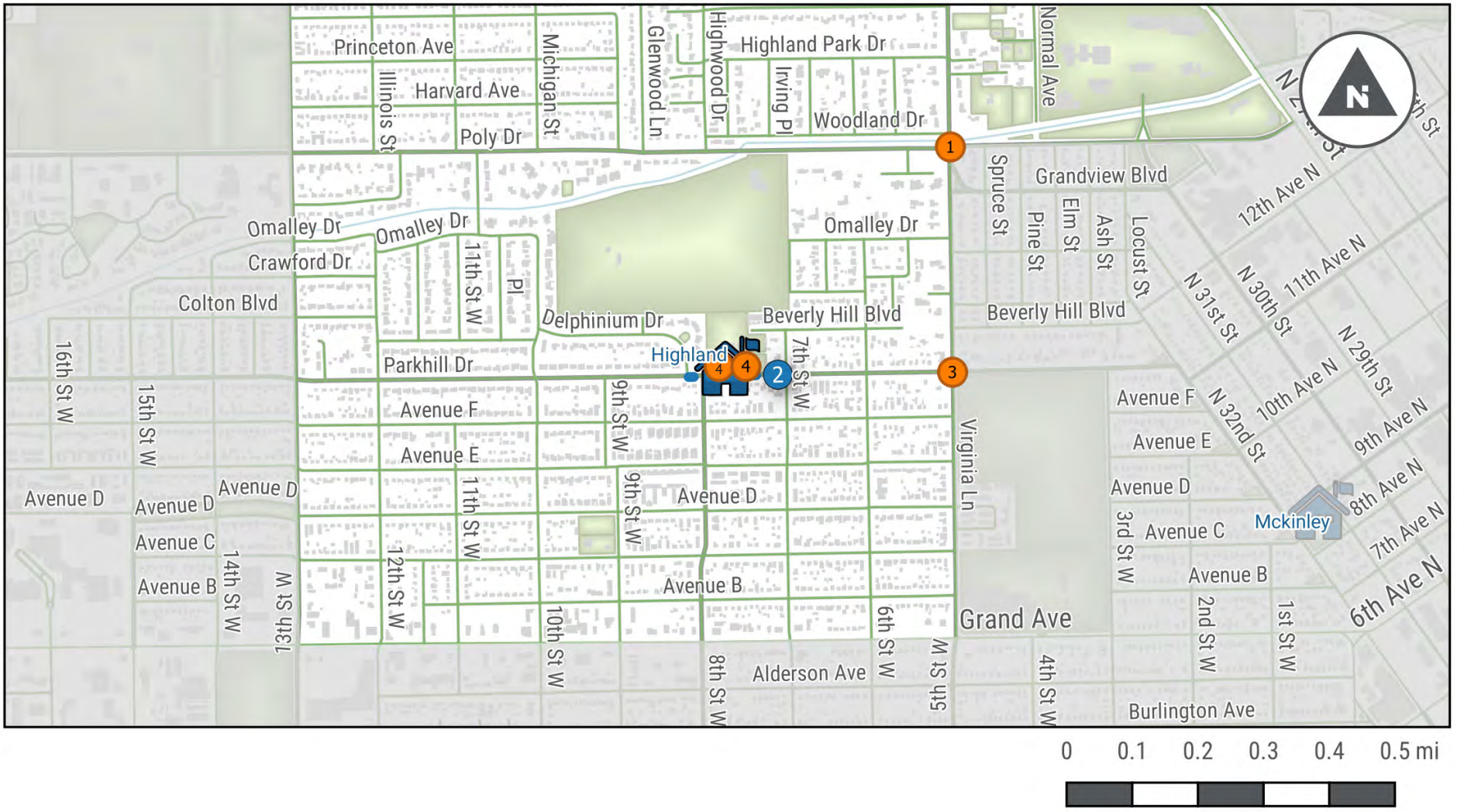
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Poly Dr | • Poly Dr has higher traffic volumes and speeds than would be preferred for students walking without a wide sidewalk or crossing.<br>• Crossing distances are long and there are no median crossing islands for pedestrians.<br>• Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users.<br>• Pedestrian signal heads are present at Virginia Ln but require people to push a button to get a pedestrian phase. The pedestrian timing did not appear to provide enough time for pedestrians to clear the crosswalk.<br>• There is an existing bike lane. | Yes |
| 2 | Delphinium Dr | • Sidewalks need repairs or replacement to provide a trip-free route for all users.<br>• There are very few curb cuts even though there are sidewalks. | Yes |
| 3 | Parkhill Dr | • Parkhill Dr has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Crossing distances are long and there are no median crossing islands for pedestrians.<br>• Some families were observed parking on the non-school side and double parking, asking students to cross the street without an adult, and making U-turns in front of the school. Students were observed jay walking to get to the school side. Families dropping off on school side back up to get out of traffic.<br>• Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users.<br>• Existing bicycle racks in poor conditions on the east side of the school.<br>• Parkhill Dr is recommended to have a bike lane in the Billings Area Bikeway and Trails Master Plan. | Yes |
| 5 | 7th St W | • Missing sidewalks present a barrier to walking and bicycling to school. Where the side path/street over the creek ends north of O'Malley Dr, a golf course and houses obstruct a direct connection to Poly Dr. | Yes |
| 6 | Virginia Ln | • Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts, mailboxes, and vegetation in the sidewalk further impede users.<br>• Crossings along Virginia Ln are worn down.<br>• Unpaved streets and missing sidewalks at the intersection with Woodland Dr, where Virginia Ln crosses the creek, present a barrier to walking and bicycling to school.<br>• Virginia Ln is recommended to have a Visionary Long-Range Bikeway in the Billings Area Bikeway and Trails Master Plan. | Yes |

# Proposed Projects at Highlands Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Poly Dr and Virginia Ln | Crossing | • Pedestrian signal heads are present but require people to push a button to get a pedestrian phase. | • Add leading pedestrian interval at signal. (Short term)<br>• Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short term) |
| 2 | Parkhill Dr | Arrival/Dismissal Behavior | • Some families were observed parking on the non-school side and double-parking, asking students to cross the street without an adult, and making U-turns in front of the school. | • Continue staff monitoring of arrival and dismissal, and continue communicating expectations for family vehicles at arrival and dismissal. Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. (Short term)<br>• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short term)<br>• Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. (Short term)<br>• Parkhill Dr is a planned bike lane route in the Billings Area Bikeways and Trails Master Plan. (Medium term) |
| 3 | Virginia Ln | Crossing | • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. | • Tighten the curb radii on the west leg of the intersection. (Long term)<br>• Virginia Ln is a visionary long-range bikeway in the Billings Area Bikeways and Trails Master Plan. (Long term) |
| 4 | School property (2 locations) | Bicycle Parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# McKinley Elementary

## Existing Conditions

| About the School | |
|---|---|
| Address | 820 N 31st St |
| Number of Students | Approximately 300 |
| Percentage of Students Eligible for Free and Reduced Lunch | 100% |
| Arrival / Dismissal Times | 8:15 AM / 2:20 and 3:00 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| N 27th St | • 11,900 (at 12th Ave N)<br>• 18,700 (at 6th Ave N) |
| N 30th St | 4,700 |
| 6th Ave N | 15,200 |
| Parkhill Dr | 3,800 |
| 11th Ave N | 4,300 |

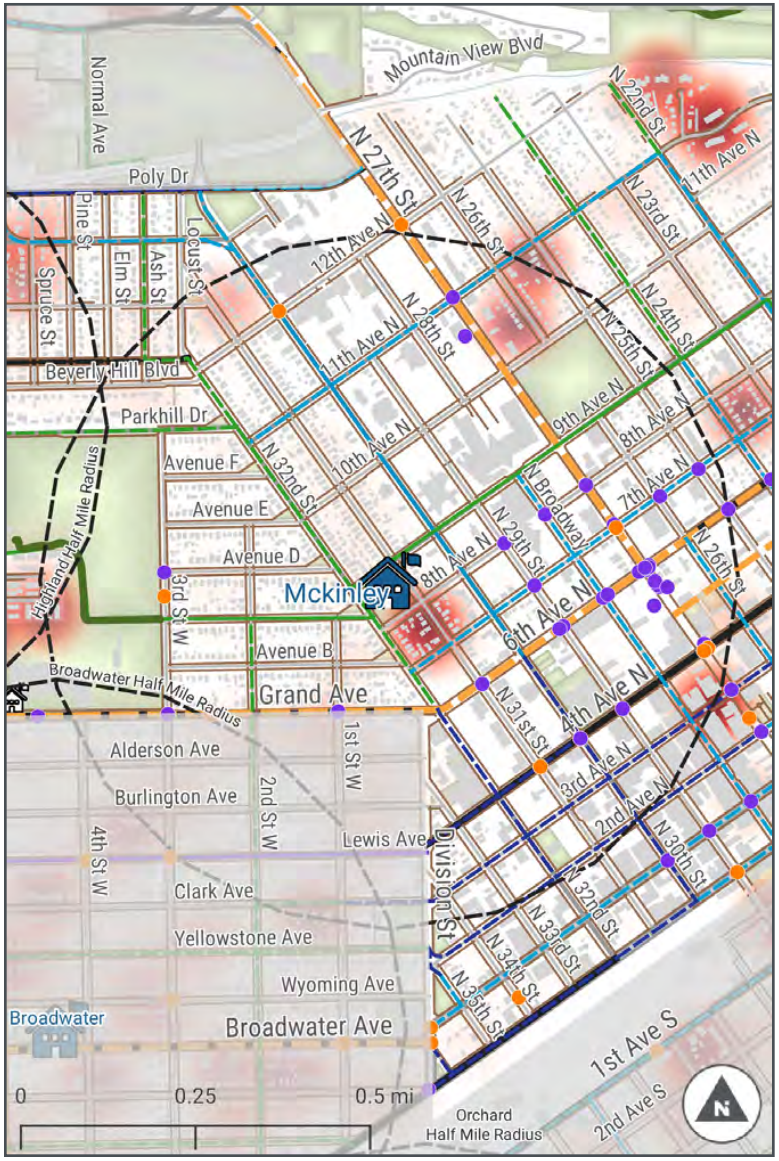
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Existing Shared Lane
Sidewalk
Neighborhood Bikeway

Proposed
Neighborhood Bikeway
Bike Lane
Buffered Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

## Existing Conditions Map



## Known Safety Concerns at McKinley Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| School Secretary | • There are some homeless people that sleep on the streets in downtown Billings, which is the main concern that parents express about walking or biking to school. |
| Webmap Survey | There were approximately eight comments in the McKinley Elementary catchment area regarding:<br>• Drivers not stopping for pedestrians and challenging crossing conditions on N 30th St, N 32nd St, and Parkhill Dr<br>• Parkhill Dr and 11th Ave N as a challenging intersection to navigate by walking or biking<br>• A linear park on 5th Ave N |
| Walking School Bus Leaders | • Many drivers use the intersection of Parkhill Dr, N 32nd St and 11th Ave N as a route through town. Drivers roll through yield signs posted at intersections and do not stop for pedestrians.<br>• At the intersection of Parkhill Dr and 3rd St W by Pioneer Park, high school drivers turn quickly onto 3rd St from Parkhill in the mornings and do not always yield to pedestrians. Also, drivers on 3rd St W approaching Parkhill Dr have poor sight lines and must block the crosswalk in order to see oncoming traffic. |
| Crossing Guard | • Family vehicles park or stop near the crossing guard crosswalk on the non-school side of N 32nd St (in the no-parking zones). reducing the visibility of the crosswalk for southbound drivers<br>• Some drivers do not stop for crossing guards. |
| Safety Busing | • The school district provides safety busing for most students in the school attendance area: all students living east of N 27th St and south of 6th Ave N are bussed. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Wednesday, September 22.** |
| School Bus Loading | • School buses lined up next to the entrance gate on N 32nd St. |
| Before/Aftercare Vans | • No before care vans were observed. |
| Family Vehicles | • Most families dropped off students on N 32nd St, parking on both sides of N 32nd St and crossing with the crossing guards. Some family vehicles were observed using the bus loading area near the entrance gate on N 32nd St.<br>• Some families dropped off students at the school entrance on 9th Ave N, mostly after the first bell rang and the doors in back of the school are locked. |
| School Staff Roles | • One school staff person is posted at the back door of the school where students entering from the entrance gate on N 32nd St enter. |
| Adult Crossing Guards | • School crossing guards are posted at N 32nd St and 9th Ave N, and at N 32nd St and Ave C. |
| Bike Rack Locations and Use | • There is 1 bike rack at the school, located near the back door. |
| Students Walking and Biking | • A group of students and families were observed arriving in a walking school bus that approached the school from N 32nd St. Other than that group, few students were observed walking. No students arrived on bicycle the day of observation. |

# Priority Concerns at McKinley Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

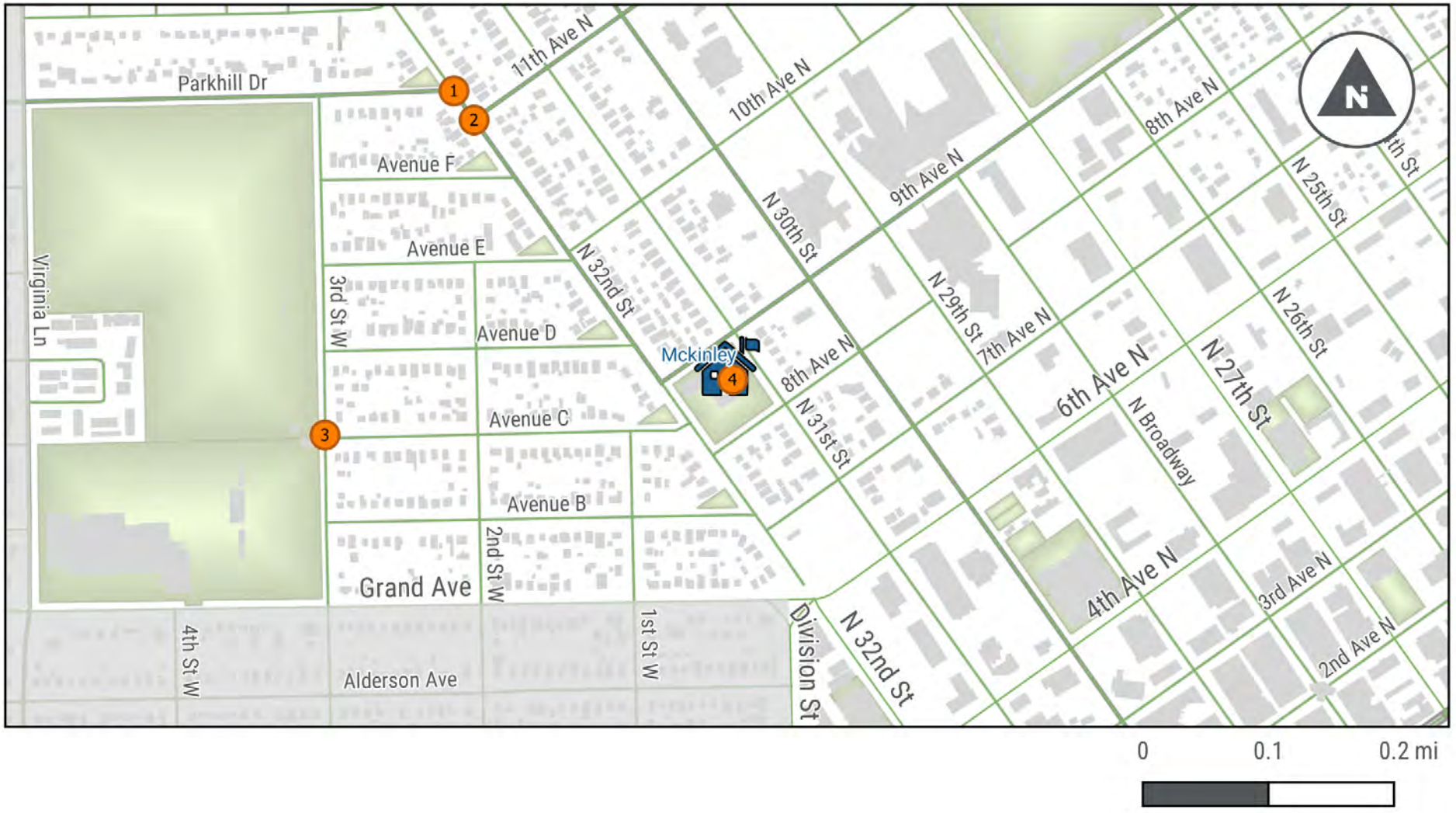
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Parkhill Dr, N 32nd St and 11th Ave N | • Many drivers use the intersection of Parkhill Dr, N 32nd St and 11th Ave N as a route through central Billings. Drivers roll through yield signs posted at intersections and do not stop for pedestrians.<br>• Crossing N 32nd St at this intersection is uncomfortable because of wide corner radii, which encourages fast vehicular turns.<br>• One of the McKinley walking school buses traverses this intersection.<br>• Both Parkhill Dr and N 32nd St are recommended for bicycle boulevards in the Billings Area Bikeways and Trails Master Plans. | Yes |
| 2 | N 32nd St and 9th Ave N | • A crossing guard is posted at this intersection.<br>• Family vehicles park or stop near the crossing guard crosswalk on the west side of N 32nd St (in the no-parking zones) reducing the visibility of the crosswalk for southbound drivers. Curb extensions on the east side of N 32nd St and on both legs of 9th Ave N shorten crossing distances and increase pedestrian visibility.<br>• Both N 32nd St and 9th Ave N are recommended for bicycle boulevards in the Billings Area Bikeways and Trails Master Plans. | No |
| 3 | N 27th St and 9th Ave N | • N 27th St is has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Crossing distances are long and there are no median crossing islands for pedestrians. Safety busing is currently provided to families that live on the other side of N 27th St.<br>• 9th Ave N is recommended for a bicycle boulevard in the Billings Area Bikeways and Trails Master Plans. | No |
| 4 | Parkhill Dr and 3rd St W | • At the intersection of Parkhill Dr and 3rd St W, drivers on 3rd St W approaching Parkhill Dr have poor sight lines and must block the crosswalk in order to see oncoming traffic.<br>• Parkhill Dr is recommended for a bicycle boulevard in the Billings Area Bikeways and Trails Master Plan. | No |
| 5 | Pioneer Park path, 3rd St W, and Ave C | • Pioneer Park is a popular park which sees high levels of use by the community.<br>• The path in Pioneer Park is in very poor condition.<br>• One of the McKinley Walking School Buses traverses Pioneer Park along the path.<br>• At the intersection of the path and 3rd St W, there are no detectable warnings on the west leg of the intersection. There are no marked crosswalks, and the intersection lacks connecting curb ramps on the east leg. Community members state that some high school drivers rushing to get to school have nearly hit people crossing to or from the park at this intersection.<br>• The path through Pioneer Park is a proposed connection to a bicycle boulevard on Ave C in the Billings Area Bikeways and Trails Master Plan. | No |
| 6 | Bicycle Racks at McKinley Elementary | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. No bicycles were parked the day of observation. | No |

# Proposed Projects at McKinley Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Parkhill Dr and N 32nd St | Crossing | • Many drivers use the intersection of Parkhill Dr, N 32nd St and 11th Ave N as a route through central Billings. Drivers roll through yield signs posted at intersections and do not stop for pedestrians.<br>• Crossing N 32nd St at this intersection is uncomfortable because of wide corner radii, which encourages fast vehicular turns.<br>• Both Parkhill Dr and N 32nd St are recommended for bicycle boulevards in the Billings Area Bikeways and Trails Master Plans. | • Install a STOP sign and high visibility crosswalks on the west leg of Parkhill Drive and N 32nd St, to make drivers stop for pedestrians. (Short term).<br>• Install a curb extension on the south leg of the intersection of Parkhill Dr and N 32nd St to slow turning traffic and shorten pedestrian crossing distance. (Medium term) |
| 2 | 11th Ave N and N 32nd St | Crossing | • Many drivers use the intersection of Parkhill Dr, N 32nd St and 11th Ave N as a route through central Billings. Drivers roll through yield signs posted at intersections and do not stop for pedestrians.<br>• There are no curb ramps on the south leg of the intersection. | • Install a STOP sign and high visibility markings on the west leg of the intersection, to make drivers stop for pedestrians. (Short term) |
| 3 | Pioneer Park path, 3rd St W, and Ave C | Crossing | • No crosswalk is marked on the north, south, or east legs.<br>• Community members state that some high school drivers rushing to get to school have nearly hit people crossing to or from the park at this intersection.<br>• The path through Pioneer Park is a connection to a neighborhood bikeway on Ave C in the Billings Area Bikeways and Trails Master Plan.<br>• Non-ADA curb ramps at crosswalks on the east leg, creating a hazard for people biking, pushing strollers, or using wheelchairs. | • Add a high-visibility crosswalk on the north and east legs of the intersection. (Short term)<br>• Install parking restrictions on crosswalk approach, adequate nighttime lighting levels, crossing warning signs, and either a raised crosswalk or curb extension. (Medium term)<br>• Install ADA compliant curb ramps. (Medium term) |
| 4 | Bicycle Racks at McKinley Elementary | Bicycle parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. No bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Meadowlark Elementary

## Existing Conditions

| About the School | |
|---|---|
| Address | 221 29th St W |
| Number of Students | Approximately 520 |
| Percentage of Students Eligible for Free and Reduced Lunch | 20% |
| Arrival / Dismissal Times | 8:30 AM / 2:30 and 3:15 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| 32nd St W | 13,100 |
| Central Ave | 17,400 |

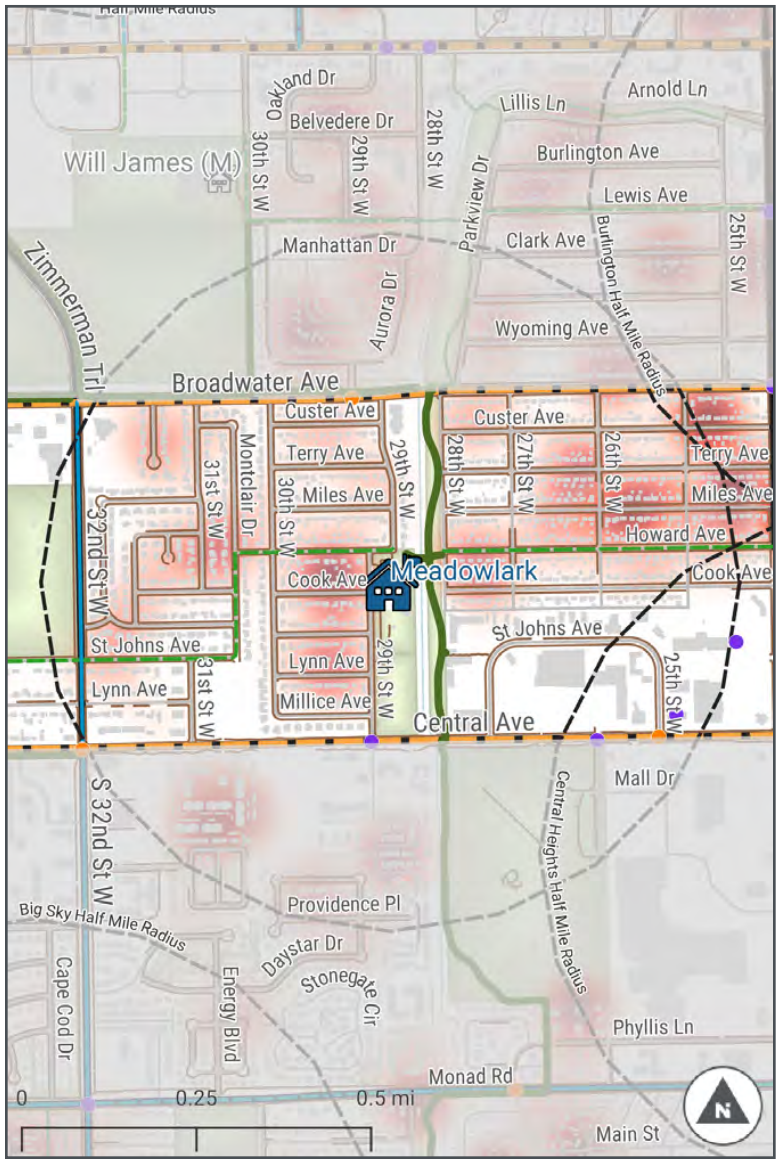
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Sidewalk

Proposed
Neighborhood Bikeway
Visionary Long Range Bikeway

## Existing Conditions Map



## Known Safety Concerns at Meadowlark Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Largest issue is students being dropped off in the traffic lane in front of school on 29th St W.<br>• Principal serves as a "driveway guard" to stop the kids walking so buses can exit the parking lot/drop-off zone.<br>• With the school boundary change, the school transitioned from most of the students being within walking distance to most being safety bussed.<br>• Largest safety concern from the parents is personal safety in the neighborhood, although the principal thinks it is a very safe neighborhood for walking and biking. |
| Webmap Survey | There are approximately six comments in the Meadowlark Elementary catchment area regarding:<br>• Unsafe crossing at 32nd St W and Central Ave and at 29th St W and Broadwater Ave.<br>• Unsafe walking conditions along Central Ave. |
| Crossing Guard | • Much of the faster driving is from students heading through the neighborhood on 29th St to the nearby high school.<br>• Need to maintain coordination between students walking, parents driving, and busses entering and exiting parking lot.<br>• Parents are not supposed to use parking lot to drop off children (there used to be three cones blocking the lot, but since some families and staff need to use the lot for accessibility, they left an opening that some parents have started to use.). |
| Safety Busing | • The school district provides safety busing for students that live west of 32nd Ave. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Tuesday, September 21.** |
| School Bus Loading | • School buses pull into a lot along the southwest side of the school. This lot is only for school bus loading and unloading. The principal stands at the school bus loop exit to hold back students walking in order to keep buses moving along. |
| Before/Aftercare Vans | • No before/aftercare vans were observed. |
| Family Vehicles | • Most families dropped off students in front of the school on 29th St W.<br>• Some families dropped children off on Howard Ave or 29th St W and used crossing guard at 29th St W.<br>• Some families dropped off on Cook Ave, and then students would cross at the crossing guard location.<br>• Families coming from the east are encouraged to drop off students on 28th St W to use the pedestrian and bike bridge that goes onto the school property. |
| School Staff Roles | • School staff are assigned to "bus duty" for both arrival and dismissal (in the morning, it is a school counselor, in the afternoon, it is teachers).<br>• Students have color-coded tags on their backpacks that correspond to their specific bus.<br>• Principal serves as "driveway guard" before school. |
| Adult Crossing Guards | • There are two school crossing guards posted at Cook Ave and 29th St W, and at Howard Ave and the school's north entrance. |
| Bike Rack Locations and Use | • There are two bike racks around the school, located at the school main entrance on 29th St W and Howard Ave.<br>• Most of the bicycles were parked at the rack on Howard Ave. |
| Students Walking and Biking | • Very few students were observed walking – most were walking after being dropped off a half block away.<br>• Some students were observed walking and biking over the pedestrian and bike bridge to the east of the school. |

# Priority Concerns at Meadowlark Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

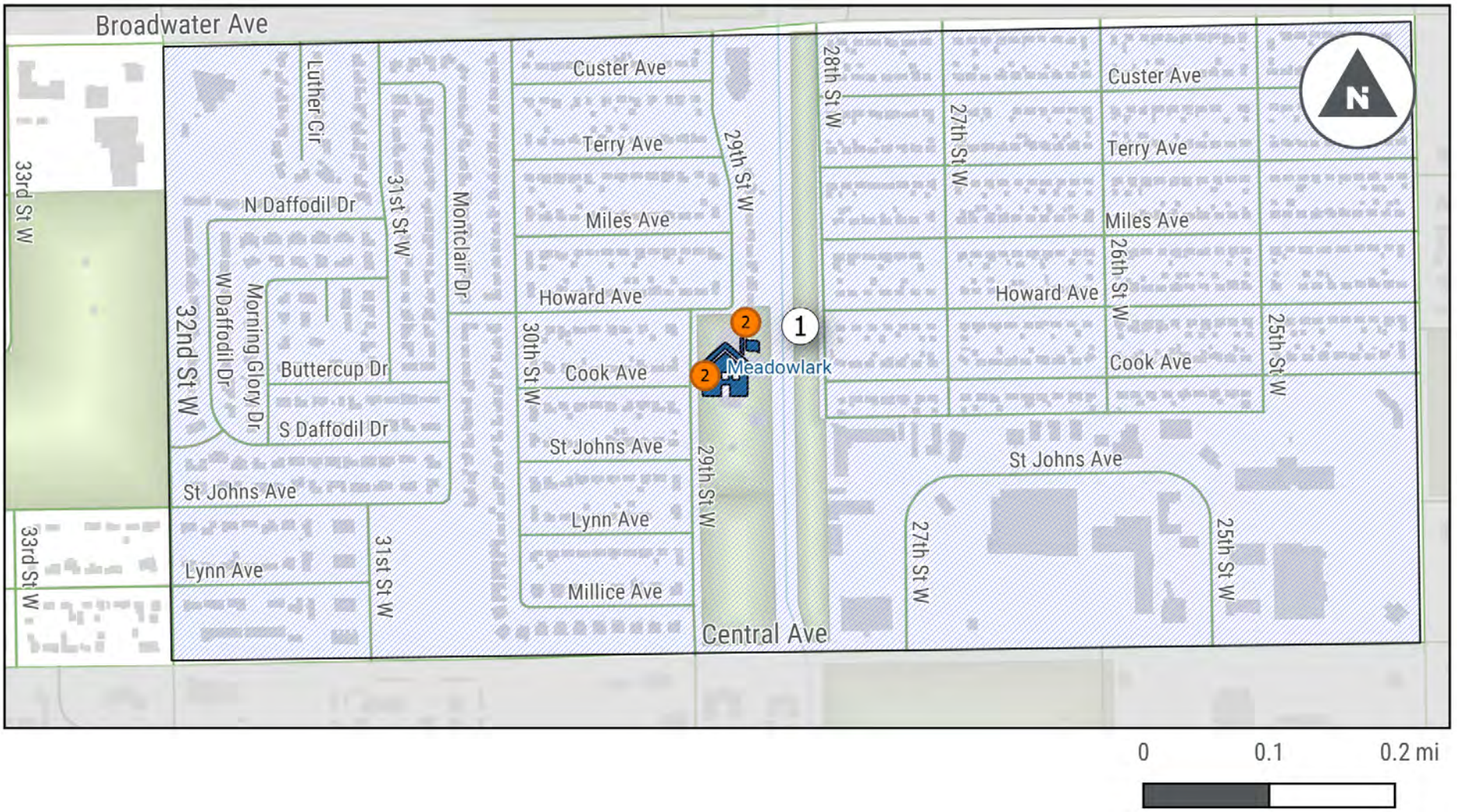
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Throughout the neighborhood | • The neighborhoods and streets within the school's catchment area and ½-mile are very walkable and low-speed, but there are sections with missing sidewalks. | No |
| 2 | Bike racks | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation. | No |

# Proposed Projects at Meadowlark Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Throughout neighborhood | Sidewalks | • Missing sidewalks throughout the neighborhood present a barrier to walking and bicycling to school. | • Pave streets and construct sidewalks along at least one side of the street. (Long term) |
| 2 | On-site bicycle racks | Bicycle parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Miles Avenue Elementary

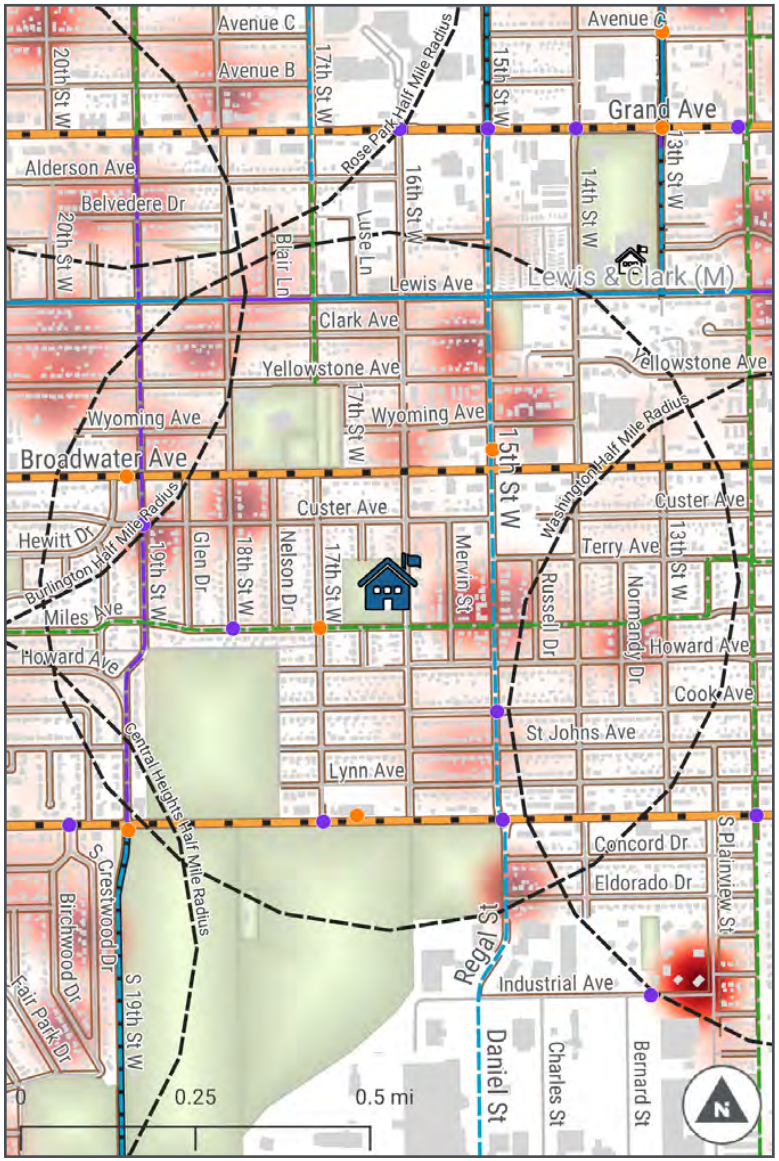
## Existing Conditions

| About the School | |
|---|---|
| Address | 1601 Miles Ave |
| Number of Students | 270 |
| Percentage of Students Eligible for Free and Reduced Lunch | 52% |
| Arrival / Dismissal Times | 8:15 AM / 2:15 and 3:10 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Central Ave | 17,600 |
| Broadwater Ave | 12,900 |
| 15th St W | 6,000 |
| 16th St W | 2,000 |
| 19th St W | 9,300 |

[c]*Source: MDOT Interactive Traffic Web Map*

## Existing Conditions Map




Student Address Heatmap
School Half Mile Buffer
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Existing Shared Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

## Known Safety Concerns at Miles Ave Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Most concerns are about the crosswalks in from of the school. There is a crossing guard at 16th St W and Miles Ave, but not one at the crosswalk on 16th St at the north side of the school.<br>• Believes that the neighborhood is a relatively safe place to walk in terms of personal safety. Personal safety is a concern for families south of Terry and east of 13th St W. |
| Webmap Survey | There was one comment in the Miles Ave Elementary catchment area regarding:<br>• Curb ramps on Miles Ave |
| Crossing Guard | • Parents are pretty good at slowing down and stopping.<br>• Concerned about the crosswalk without a crossing guard on the north side of the school. |
| Safety Busing | • Safety busing is provided for students living south of Monad between S 20th St W and S 24th St W. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Wednesday, September 22.** |
| School Bus Loading | • School buses lined up and dropped off in the pull-in driveway along 16th St W. |
| Before/Aftercare Vans | • Before/aftercare vans buses lined up and dropped off in the pull-in driveway along 16th St W. |
| Family Vehicles | • Families dropped off students in front of the school along 16th St W, many pulling into the same driveway loop as the busses<br>• Families would also drop off students along Miles Ave. There are cones put near the crosswalk to discourage parents from parking too close and limiting visibility.<br>• A limited number of families dropped off students in the alley behind (west of) the school. There are a number of breaks in the fence to allow students to enter the school property from that direction. |
| School Staff Roles | • School staff do not assist with arrival. Students either go straight to the lunchroom for breakfast and then to their class or enter at their classroom door from the outside.<br>• In the afternoon dismissal, teachers bring students to their busses. |
| Adult Crossing Guards | • A school crossing guard is posted at 16th St W and Miles Ave.<br>• A school crossing guard is posted at Miles Ave and Van Bramer Dr. |
| Bike Rack Locations and Use | • There are 3 adjacent bike racks at the school, located on school property (inside the fence) along Miles Ave.<br>• Families notes that there was always bike parking available. |
| Students Walking and Biking | • Many students were observed walking, mostly coming from the west along Miles Ave.<br>• Some students were observed getting to the school by walking south along 16th St W.<br>• Few students were observe using the openings in the fence to the north side of the school. |

# Priority Concerns at Miles Ave Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

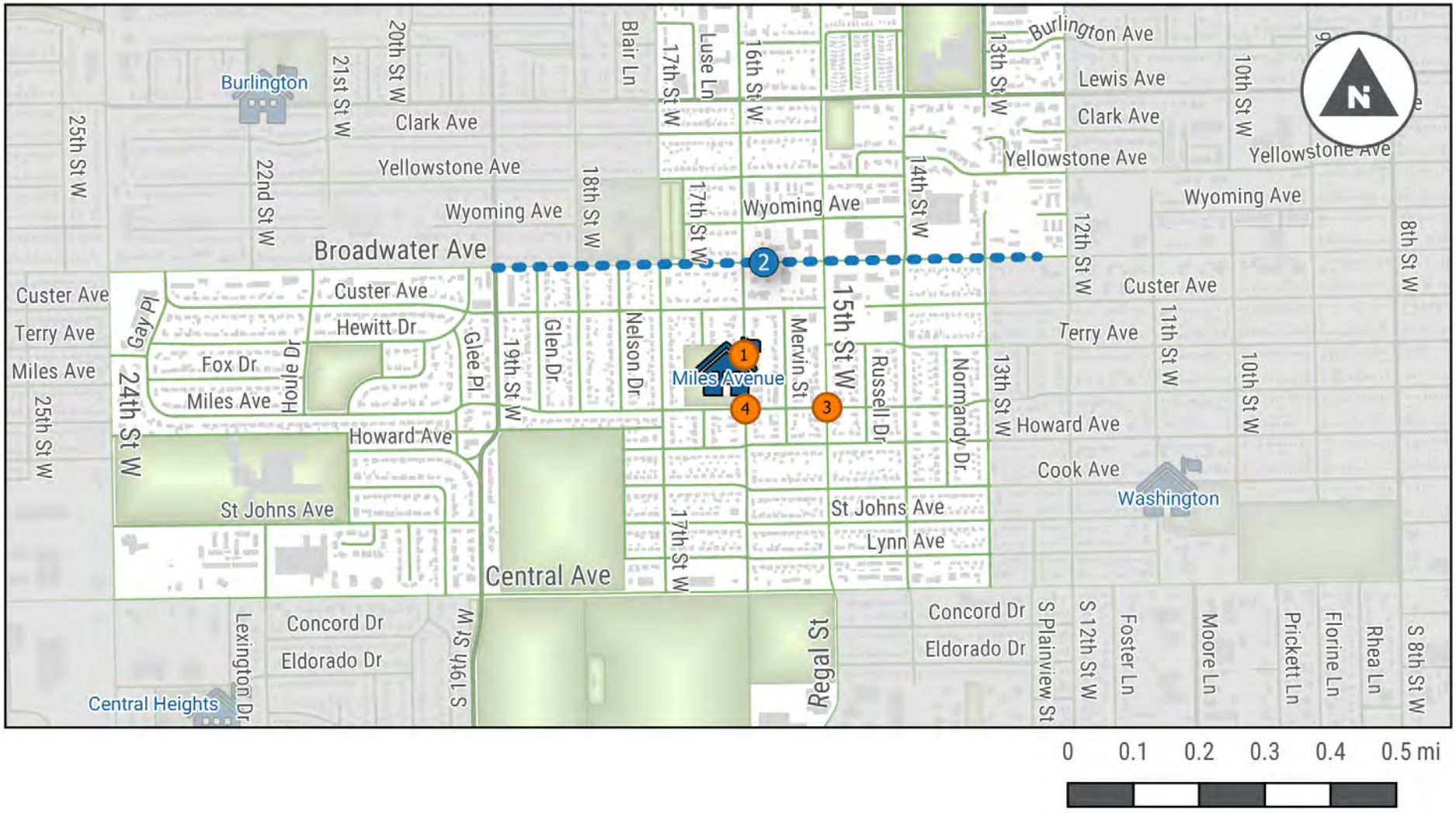
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | School crossing along 16th St W north of school the school | • Some students cross at the marked crossing at the school driveway entrance to the north of the school. There is no crossing guard here, and drivers don't always yield to pedestrians in the crosswalk. The marked crosswalk to the school should be eliminated to consolidate crossings. | No |
| 2 | Broadwater Ave and 15th St W | • Crossing distances are long and there are no median crossing islands for pedestrians.<br>• Broadwater Ave and 15th St W have higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• The relatively wide street and/or multiple travel lanes encourage(s) speeding.<br>• All crosswalk markings across are faded. | No |
| 3 | Miles Ave and 15th St W | • 15th St W is has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Parents and staff report that this crossing is dangerous and discourages students from walking and biking. | No |
| 4 | Miles Ave and 19th St W | • 19th St W has higher traffic volumes and speeds than would be preferred for a student crossing location. | No |
| 5 | Bicycle Racks at Miles Ave School | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Many bicycles were parked the day of observation. | No |

# Proposed Projects at Miles Ave Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | School crossing along 16th St W near the school | Crossing | • Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk. | • Consider using in-street yield to pedestrian signs. (Short term) |
| 2 | Broadwater Ave between 12th St W and 19th St W | Crossing | • Crossing distances are long and there are no median crossing islands for pedestrians.<br>• The crossings on all legs lack high-visibility markings. | • Add pedestrian refuge islands to shorten crossing distances and improve pedestrian safety. (Medium term)<br>• Add high-visibility crosswalk markings at 16th and Broadwater. (Short term)<br>• Install driver speed feedback sign on both approaches to the intersection. (Short term) |
| 3 | Miles Ave and 15th St W | Speeding/Volume | • 15th St W is posted at 35 mph at this location.<br>• ADT on 15th St W is 8,390 at this location. | • Install driver speed feedback sign on both approaches to the intersection. (Short term) |
| 4 | Miles Ave and 16th St W | Crossing | • Curb extensions shorten crossing distances and increase pedestrian visibility. | • Install curb extensions at all corners of the intersection. (Medium term) |
| 4 | South of school | Bicycle parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Newman Elementary

## Existing Conditions

| About the School | |
|---|---|
| Address | 605 S Billings Boulvard |
| Number of Students | Approximately 230 |
| Percentage of Students Eligible for Free and Reduced Lunch | 100% |
| Arrival / Dismissal Times | 7:30 and 8:10 AM / 2:00 and 3:00 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Underpass Ave | 13,200 |
| State Ave | • 18,700 (between King Ave and Underpass Ave)<br>• 14,700 (between Underpass Ave and Central Ave) |
| King Ave | • 3,400 (west of Billings Blvd)<br>• 10,700 (between Billings Blvd and Orchard Ln) |
| Billings Blvd | • 7,400 (north of Simpson St)<br>• 6,400 (south of Simpson St) |
| Calhoun Ln | • 3,900 (north of Lux Ave)<br>• 2,300 (south of Lux Ave) |
| Orchard Ln | • 3,500 (north of Phillip St)<br>• 2,200 (south of Phillip St) |

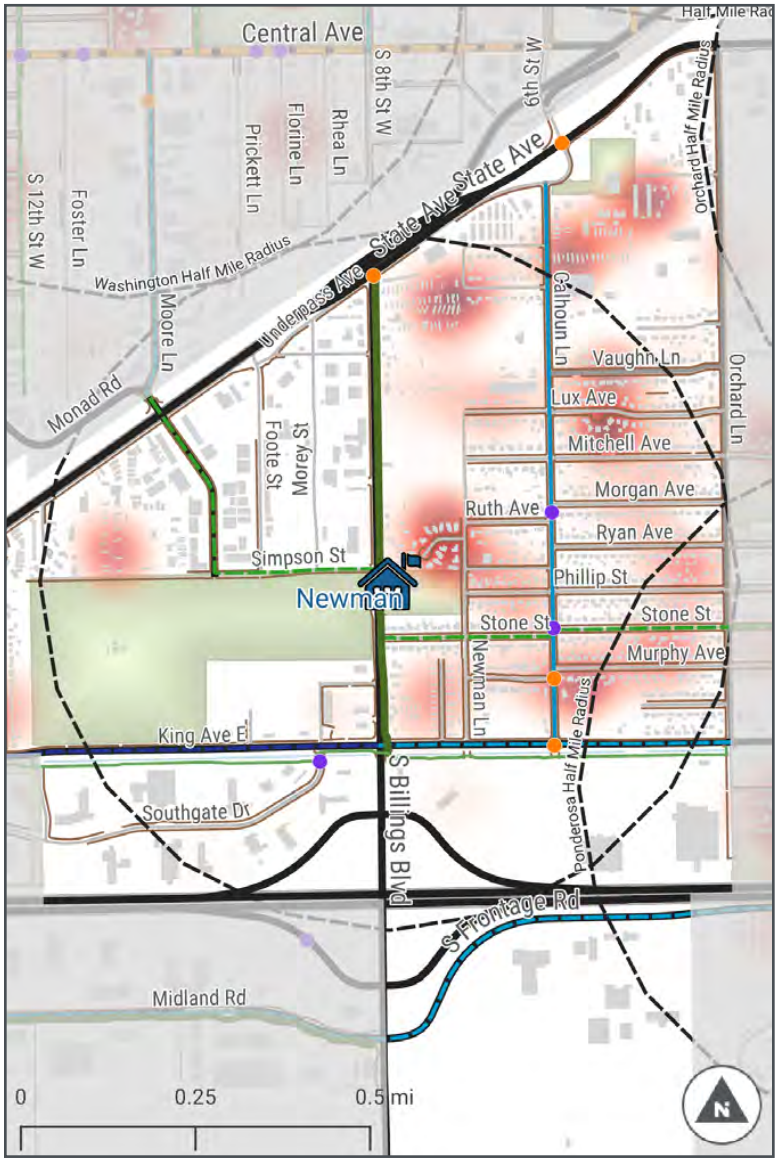
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Buffered Bike Lane

## Existing Conditions Map



## Known Safety Concerns at Newman Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • No significant safety concerns. |
| Webmap Survey | There are approximately six comments in the Newman Elementary catchment area regarding:<br>• Walking conditions and safety on Simpson St<br>• Crossing and a road diet on S Billings Blvd<br>• Conditions on King Ave E<br>• An off-street canal path |
| Crossing Guard | • Mentioned that students cross from all directions and crossing guard can't see the ones crossing behind her.<br>• Crossing guard parks vehicle near the crosswalk to guide parents to park close to her car. |
| Safety Busing | • Safety busing is provided for students who live in Meadowlark Trailer Court. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Monday, September 20.** |
| School Bus Loading | • School buses lined up along the front of the school on S Billings Blvd. |
| Before/Aftercare Vans | • Before/aftercare vans picked up students in front door of the school. |
| Family Vehicles | • Families dropped off and pick up students in front of the school on S Billings Blvd and in the back of the school on Newman Ln. |
| School Staff Roles | • School staff were present supervising students on the playground and outside the front door. |
| Adult Crossing Guards | • A school crossing guard is posted at intersections of Simpson and S Billings Blvd, Newman Ln and Phillip St, and Calhoun Ln and Phillip St. |
| Bike Rack Locations and Use | • There are two bike racks around the school, located in front of the school on S Billings Blvd, and on the back of the school. |
| Students Walking and Biking | • Few students were observed walking and biking. |

# Priority Concerns at Newman Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | S Billings Blvd | • S Billings Blvd has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Crossing distances are long and there are no median crossing islands for pedestrians.<br>• Some families were observed parking on the non-school side and double parking, asking students to cross the street without an adult, and making u-turns in front of the school.<br>• Missing sidewalks present a barrier to walking and bicycling to school.<br>• Junkyards are located on both sides of S Billings Blvd, generating high volume of trucks which is creating a barrier for students to walk to school.<br>• Existing off street trail on school side of S Billings Blvd | No |
| 2 | Newman Ln | • Some families were observed parking on the non-school side and double parking, asking students to cross the street without an adult, and making u-turns in front of the school.<br>• Sidewalks need repairs or replacement to provide a trip-free route for all users.<br>• Students walk to the back gate fence which is offset from the crossing guard – some students cross at this location instead of walking to the marked crossing. This may have to be closed. | No |
| 3 | Calhoun Ln | • Crossing distances are long and there are no median crossing islands for pedestrians.<br>• Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users.<br>• Crosswalk markings across Phillip St are faded.<br>• There is an existing bike lane on Calhoun Ln. | No |

# Proposed Projects at Newman Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | S Billings Blvd and Simpson | Crossing | • Crossing distances are long and there are no median crossing islands for pedestrians. | • Add pedestrian refuge island to shorten crossing distances and improve pedestrian safety. (Medium term) |
| 2 | Newman Ln | Arrival/Dismissal Behavior | • Some families were observed parking on the non-school side, double-parking, asking students to cross the street without an adult, and making u-turns in front of the school. | • Provide staff monitoring of arrival and dismissal, and provide communication expectations for family vehicles at arrival and dismissal. (Short term)<br>• Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. (Short term) |
| 3 | Calhoun Ln | Sidewalks | • Sidewalks measure less than the recommended width of 5'. Posts and mailboxes in the sidewalk further impede users. | • Reconstruct sidewalks to provide a wider surface. (Medium term) |
| 4 | School site | Bicycle parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Orchard Elementary

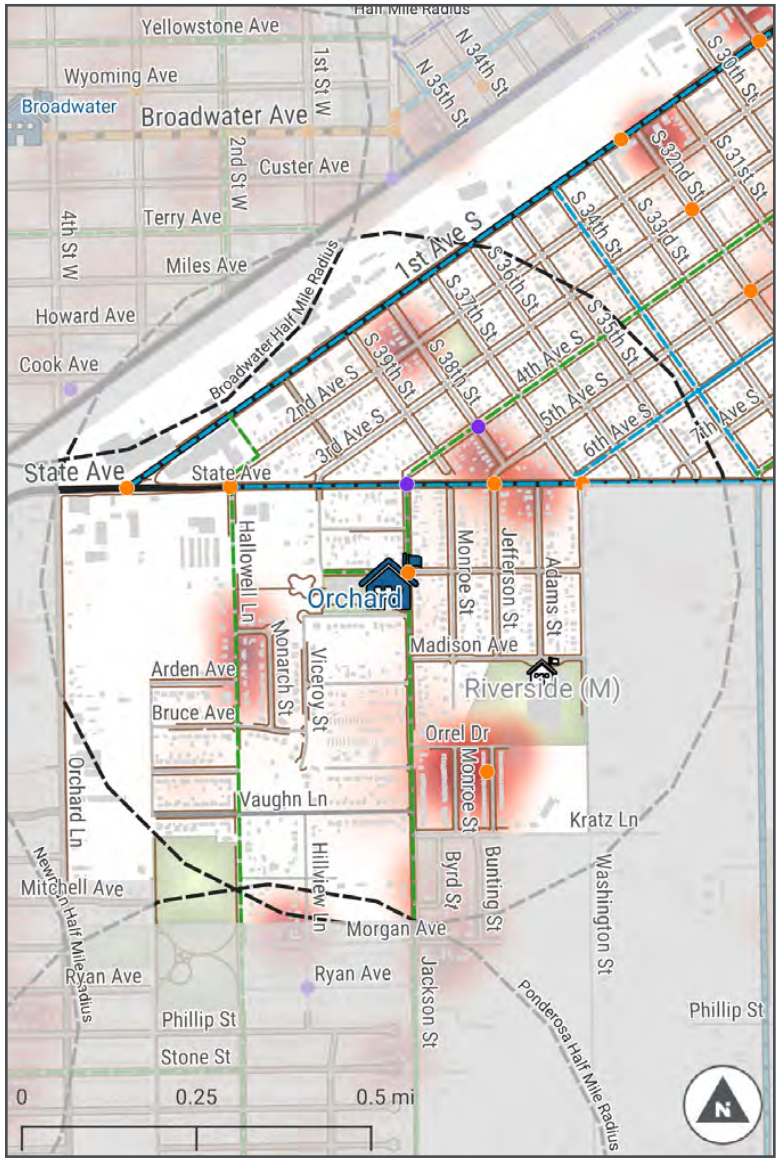
## Existing Conditions

| About the School | |
|---|---|
| Address | 120 Jackson St |
| Number of Students | Approximately 285 |
| Percentage of Students Eligible for Free and Reduced Lunch | 100% |
| Arrival / Dismissal Times | 7:30 and 8:00 AM / 2:00 and 3:00 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| 1st Ave South | • 8,300 (between State Ave and 35th St)<br>• 7,900 (between 35th St and 30th St)<br>• 7,900 (between 30th St and 27th St) |
| State Ave | 10,800 (between 1st Ave South and Jackson St) 9,146 (between Jackson St and Riverside Road) |
| Orchard Ln | • 3,500 (north of Phillip St)<br>• 2,200 (south of Phillip St) |
| Jackson St | • 3,400 (north of Vaughn Ln)<br>• 1,300 (south of Vaughn Ln) |

[c]*Source: MDOT Interactive Traffic Web Map*

## Existing Conditions Map




Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

## Known Safety Concerns at Orchard Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • Principal is concerned with dismissal, high traffic volume of family vehicles.<br>• Principal is concerned with community perceptions, neighborhood offenders, and students misbehaving on the walk home. |
| Webmap Survey | There are approximately ten comments in the Orchard Elementary catchment area regarding:<br>• Speeding near Highland Park<br>• Difficult crossing conditions due to driver behavior on Jackson St<br>• A shared use path along a canal<br>• Safe walking facilities and difficulty crossing 4th Ave S<br>• Lack of intersection control on Roosevelt Ave<br>• Difficulty crossing State Ave |
| Crossing Guard | • Family vehicles make u-turns near the crossing guard crosswalk.<br>• Some drivers/turning drivers do not stop for crossing guard.<br>• High speeds and/or high traffic volumes on Jackson St. |
| Safety Busing | • No safety busing is provided. |

## Dismissal Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed dismissal on Monday, September 20.** |
| School Bus Loading | • Buses pick up on Roosevelt Ave. |
| Before/Aftercare Vans | • Aftercare vans picked up students at the north side of the school |
| Family Vehicles | Families dropped off and pick up students:<br>• Kindergarten – Door #1<br>• 1st Grade – Door #2<br>• 2nd Grade – Door #3<br>• 3rd Grade – Door #4<br>• 4th Grade – Door #5<br>• 5th Grade – Door #6 |
| School Staff Roles | • No school staff were involved during the arrival period. |
| Adult Crossing Guards | • A school crossing guard is posted at the intersection of Jackson St and State Ave, and Jackson St and Frances Ave. |
| Bike Rack Locations and Use | • There are two bike racks around the school, located in front of the school at Frances Ave, and at the west side of the school. |
| Students Walking and Biking | • Students were observed walking and biking from all directions. |

# Priority Concerns at Orchard Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

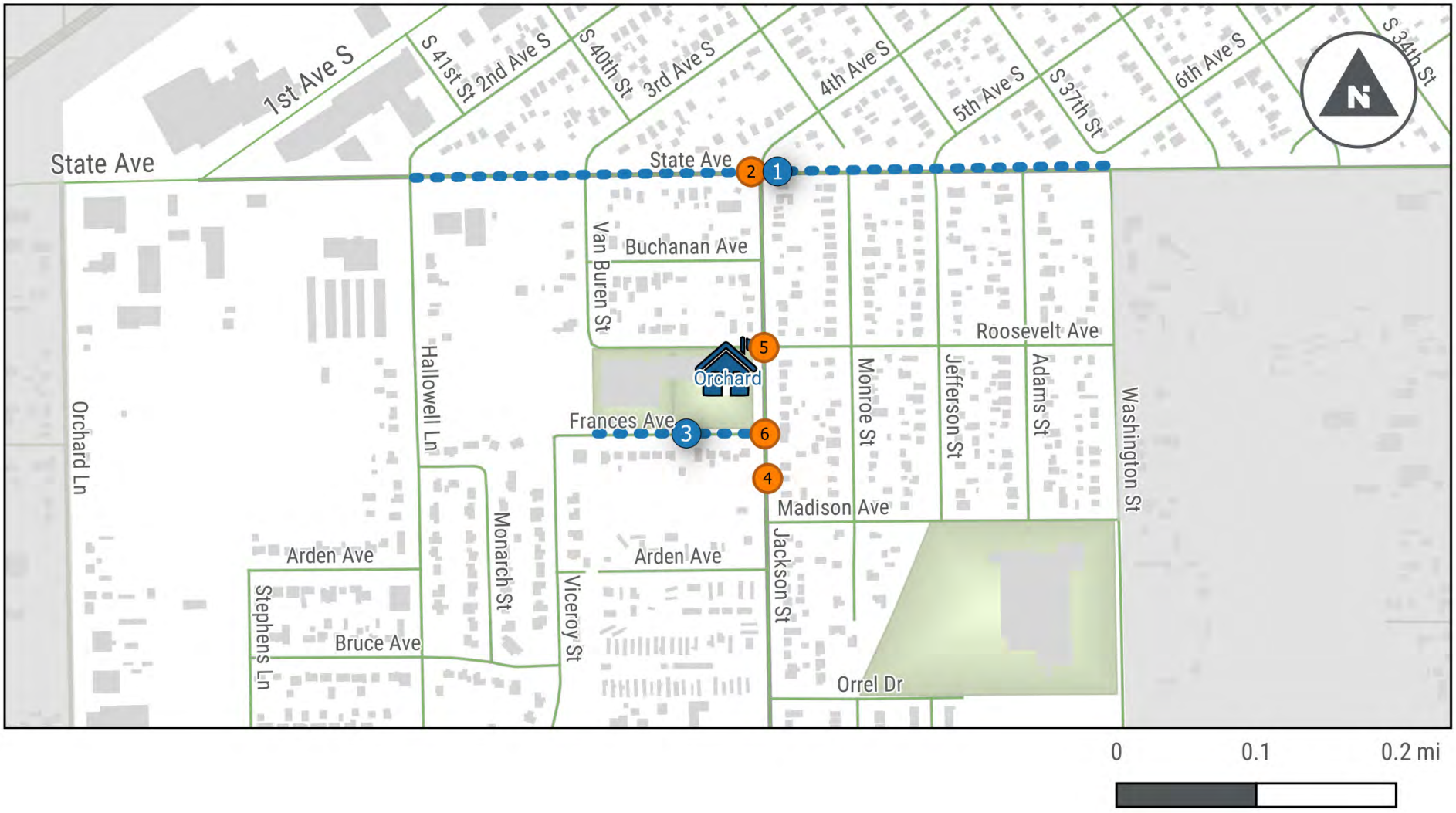
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | State Ave | • State Ave has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Crossing distances are long and there are no median crossing islands for pedestrians.<br>• There are no curb cuts at the intersection of State Ave and Jackson St even though there are sidewalks.<br>• State Ave is recommended to be a bike lane from Hallowell Ln to Sugar Ave in the Billings Area Bikeway and Trails Master Plan. | Yes |
| 2 | Frances Ave | • Some families were observed parking on the non-school side and double parking, asking students to cross the street without an adult, and making u-turns in front of the school.<br>• There are no marked crossings in front of the school at the intersection of Frances Ave and Jackson St.<br>• Several families parked at 45 degrees in front of the school, causing pedestrian conflicts.<br>• Students were observed jay walking between vehicles to families parking on the non-school side.<br>• No presence of school signage. | No |
| 3 | Van Buren St | • Missing sidewalks present a barrier to walking and bicycling to school. | No |
| 4 | Hallowell Ln | • Hallowell Ln is recommended to be a neighborhood bikeway from State Ave to King Ave, and a major trailhead improvement in the Billings Area Bikeway and Trails Master Plan. | No |
| 5 | Jackson St | • Sidewalks throughout the neighborhood need repair or replacement to provide a safe pedestrian route for all users.<br>• Some existing sidewalks measure less than the recommended width of 5'.<br>• Narrow sidewalks with minimal buffer are present. Curb ramps are missing throughout the neighborhood. Posts and mailboxes in the sidewalk further impede users.<br>• School and crosswalk signage and flashing light not visible, vegetation obstruction.<br>• Vehicles on both sides for pick up. A lot of on-street parking mixed with people picking up.<br>• There are no marked crossings across Roosevelt at the intersection of Roosevelt Ave and Jackson St.<br>• Jackson St is recommended to be a neighborhood bikeway from State Ave to King Ave in the Billings Area Bikeway and Trails Master Plan. | Yes |

# Proposed Projects at Orchard Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | State Ave | Speeding/Volume | • State Ave has a posted speed limit of 35mph<br>• State street has an ADT of 8,250 at this location. | • Reconfigure State Ave to encourage slower speeds. (Long term)<br>• State St is a planned bicycle lane in the Billings Area Bikeway and Trails Master Plan. (Medium term) |
| 2 | State Ave and Jackson St | Curb Cuts | • There are no curb cuts at the intersection of State Ave and Jackson St even though there are sidewalks. | • Install ADA compliant curb ramps. (Long term) |
| 3 | Frances Ave | Arrival/Dismissal Behavior | • Some families were observed parking on the non-school side and double parking, asking students to cross the street without an adult, and making u-turns in front of the school. | • Provide staff monitoring of arrival and dismissal, and provide expectations for family vehicles at arrival and dismissal. (Short term)<br>• Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. (Short term)<br>• Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. (Short term) |
| 4 | Jackson St | Signage | • School and crosswalk signage and flashing light are not visible due to vegetation obstruction. | • Consider re-locating signage and flashing light to more visible area on Jackson St. (Short term) |
| 5 | Jackson St and Roosevelt Ave | Crossing | • Curb extensions shorten crossing distances and increase pedestrian visibility. | • Install curb extensions to align with marked crosswalk. (Medium term) |
| 6 | Jackson St and Francis Ave | Crossing | • Curb extensions shorten crossing distances and increase pedestrian visibility. | • Install curb extensions to align with marked crosswalk (Medium term) |

## Proposed Projects Map



# Poly Drive Elementary

## Existing Conditions

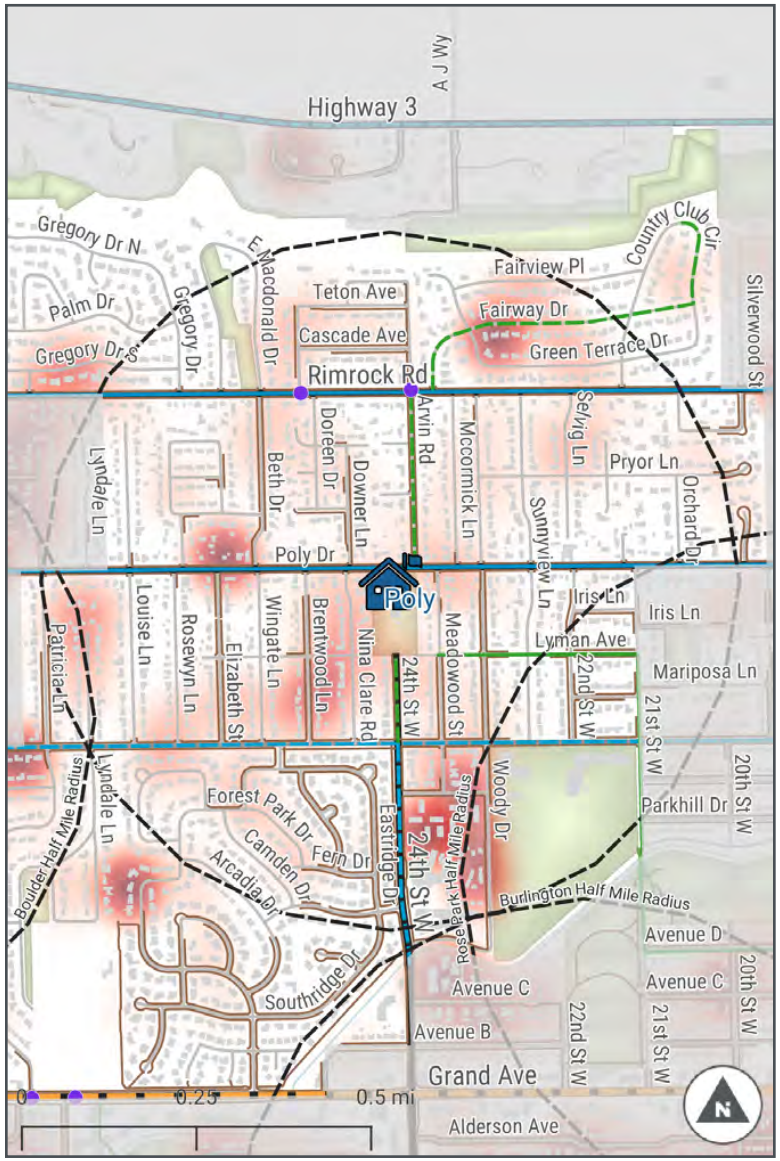
| About the School | |
|---|---|
| Address | 2410 Poly Dr |
| Number of Students | Approximately 310 |
| Percentage of Students Eligible for Free and Reduced Lunch | 25% |
| Arrival / Dismissal Times | 8:25 AM / 2:20 and 3:05 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Poly Dr | 5,000 |
| Rimrock Rd | 8,300 |
| Colton Blvd | 2,800 |
| Rehberg Ln | • 2,600 (north of Colton Blvd)<br>• 5,300 (south of Colton Blvd) |
| 24th Ave | 4,900 |

[c]*Source: MDOT Interactive Traffic Web Map*




## Existing Conditions Map



## Known Safety Concerns at Poly Drive Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • No significant safety concerns. Slightly concerned about Rehberg Ln as a high-volume street, which is slightly more than ½ mile to the west. |
| Webmap Survey | There are approximately 15 comments in the Poly Dr Elementary catchment area regarding:<br>• Nina Clare Rd sidewalk presence and driver behavior<br>• Traffic and crossing challenges on Rimrock Rd<br>• Canal path<br>• Colton Blvd crossing challenges<br>• Neighborhood traffic calming<br>• Poly Dr traffic conditions, bike lane facility, and crossings |
| Crossing Guard | • Motor vehicles speed on Rimrock Rd going east. Morning light causes visibility concern.<br>• Snow removal creates crossing barriers due to plows using the median on Rimrock Rd to store the snow. This also blocks the crossing on the median, forcing students and families to cross more towards the center of the intersection. |
| Safety Busing Concern | • No safety busing is provided. One bus is reserved for special circumstances. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Friday, September 24.** |
| School Bus Loading | • One school bus was lined up along the school-side of Poly Dr. |
| Family Vehicles | • Families dropped off students in front of the school on Poly Dr, and in the side alley. Parents are not allowed to pull into the school parking lot. |
| School Staff Roles | • School staff were present at school entrance and outside the front door.<br>• A staff member serves as the crossing guard at Arvin Rd and Poly Dr. |
| Adult Crossing Guards | • A paid school crossing guard is posted at Rimrock Rd.<br>• Another crossing guard was posted at Arvin Rd and Poly Drive; the responsibility for this crossing guard rotates between staff members. |
| Students Walking and Biking | • Many students were observed walking and biking to school. |

# Priority Concerns at Poly Drive Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

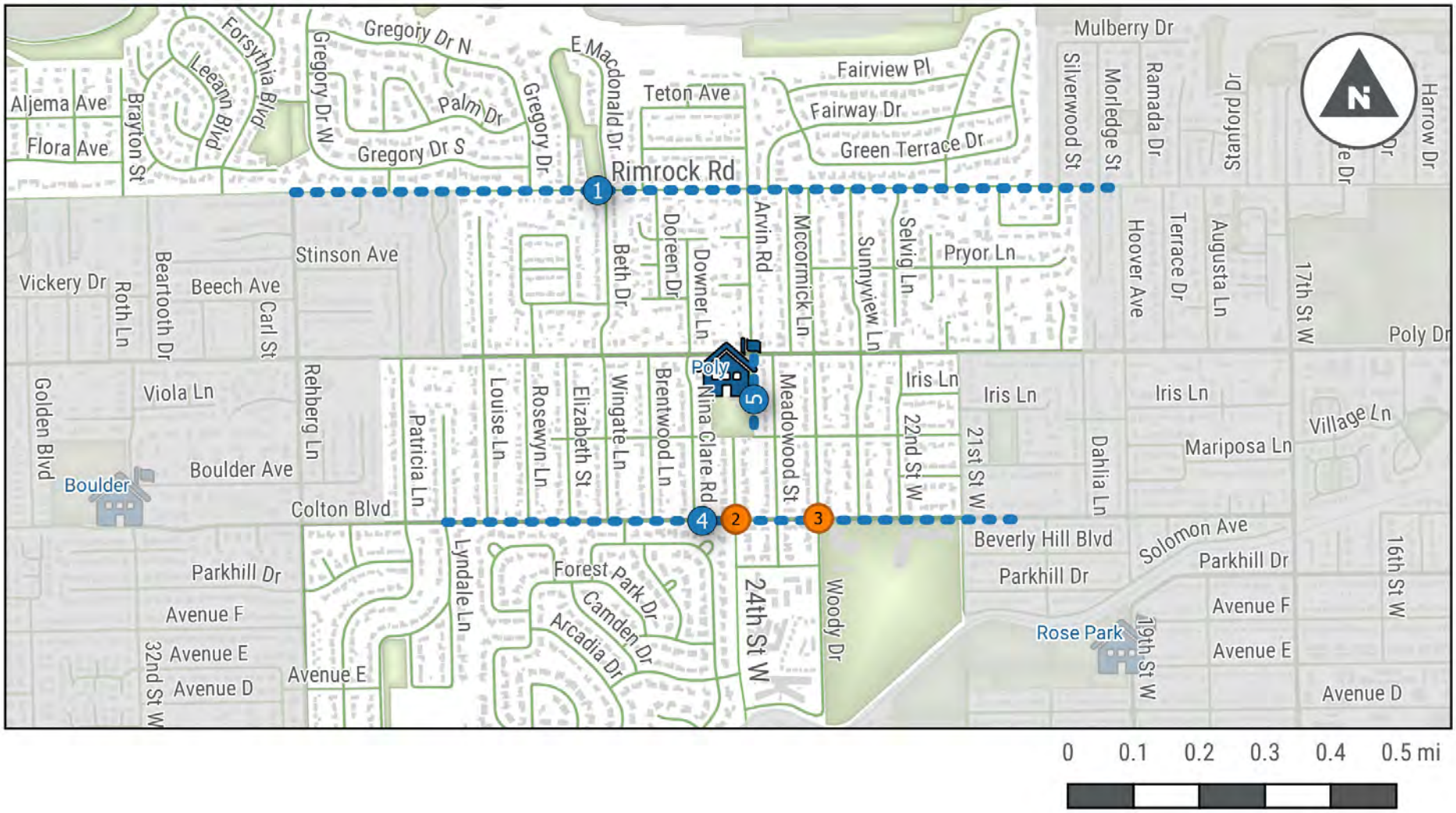
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Rimrock Rd and Arvin Rd | • Rimrock Rd is a highly-used road for morning commuting. At certain times of the year, the sun causes visibility issues with drivers in the morning. | Yes |
| 2 | Colton Blvd and 24th St W | • Colton Blvd is a popular morning commute route.The intersection at 24th St W is a four-way stop, with a high-visibility crossing on the west and north legs of the intersection, and a painted crossing on the south and east legs.<br>• Bike lanes are proposed on Colton Blvd from Rehberg Ln to 17th St W, and on Rehberg Ln. | Yes |
| 3 | Woody Dr and Colton Blvd | • Students from apartment complexes south of Colton Blvd often cross at Woody Dr without any crossing infrastructure (aside from curb ramps) and not at 24th St W with existing marked crossing.<br>• A neighborhood bikeway is proposed on Lynman Ave and on 24th St (north of Colton Blvd). | No |
| 4 | Side alley to east of school property | • This gravel side alley provides a key off-street connection to Poly Dr Elementary.<br>• A shared use path is proposed in the side alley next to the school. This alley is adjacent to parking for the school. | No |
| 5 | Arvin Rd from Rimrock Rd to Poly Dr | • Arvin Rd serves as a key north-south connection to residents north of Rimrock Rd. With the existing crosswalk, median, and crossing guard, this intersection has a high number of students crossing.<br>• Sidewalk curb ramps are not consistent on Arvin Rd between Rimrock Rd and Poly Dr.<br>• Spot improvements are proposed at Poly Drive and Arvin Rd. | Yes |
| 6 | Bicycle Racks at Poly Drive Elementary | • Bike racks were located in a small plaza are in the northeast corner of the school grounds, adjacent to Poly Drive. Bike parking racks were approximately a quarter full on day of observation.<br>• Additional bike racks were located in the southeast corner of the school grounds, on the playing field near a break in the fencing. Racks were too close to the fence to use and were empty on day of observation. | No |

# Proposed Projects at Poly Dr Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Rimrock Rd and Arvin Rd | School Zone signage | • Rimrock Rd has a posted speed limit of 35mph.<br>• This location is halfway in between traffic counts on Rimrock and Rehberg (10,900 ADT), and Rimrock and 17th (12,380 ADT) | • Add school zone flashing beacon on Rimrock Rd. (Medium term)<br>• Reduce speed limit to 25mph. (Short term) |
| 2 | Colton Blvd and 24th St W | Crossing | • Colton Blvd has a posted speed limit of 35mph.<br>• ADT counts nearby include 5,070 at Colton Blvd and 19th, and 4,030 east of Colton Blvd and Lyndale. | • Remove left turn lane on Colton Blvd turning north on to 24th St W. (Medium term)<br>• Install curb extensions for the west and south legs with lane width reduction. (Medium term)<br>• Construct proposed bike lanes on Colton Blvd from Rehberg Ln to 17th St, and on Rehberg Ln. (Medium term) |
| 3 | Woody Dr and Colton Blvd | Crossing | • Many students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk. | • Add high visibility crosswalk markings, and adequate nighttime lighting levels for Woody Dr and Colton Blvd. (Short term)<br>• Consider using in-street yield to pedestrian signs. (Short term)<br>• Install a school zone flashing beacon on Colton Blvd. (Medium term)<br>• Reduce speed limit on Colton Blvd to 25 mph. (Short term) |
| 4 | Colton Blvd between Lyndele and 20th St W | School Zone signage | • Colton Blvd has a posted speed limit of 35mph.<br>• ADT counts nearby include 5,070 at Colton Blvd and 19th, and 4,030 east of Colton Blvd and Lyndale. | • Install a school zone flashing beacon on Colton Blvd. (Medium term)<br>• Reduce speed limit on Colton Blvd to 25 mph. (Short term) |
| 5 | Side alley to east of school property | Trail/path | • Connection from Poly Dr to Lyman Ave is unpaved. | • Formalize side alley as a paved shared use path. (Medium term) |

## Proposed Projects Map



# Ponderosa Elementary

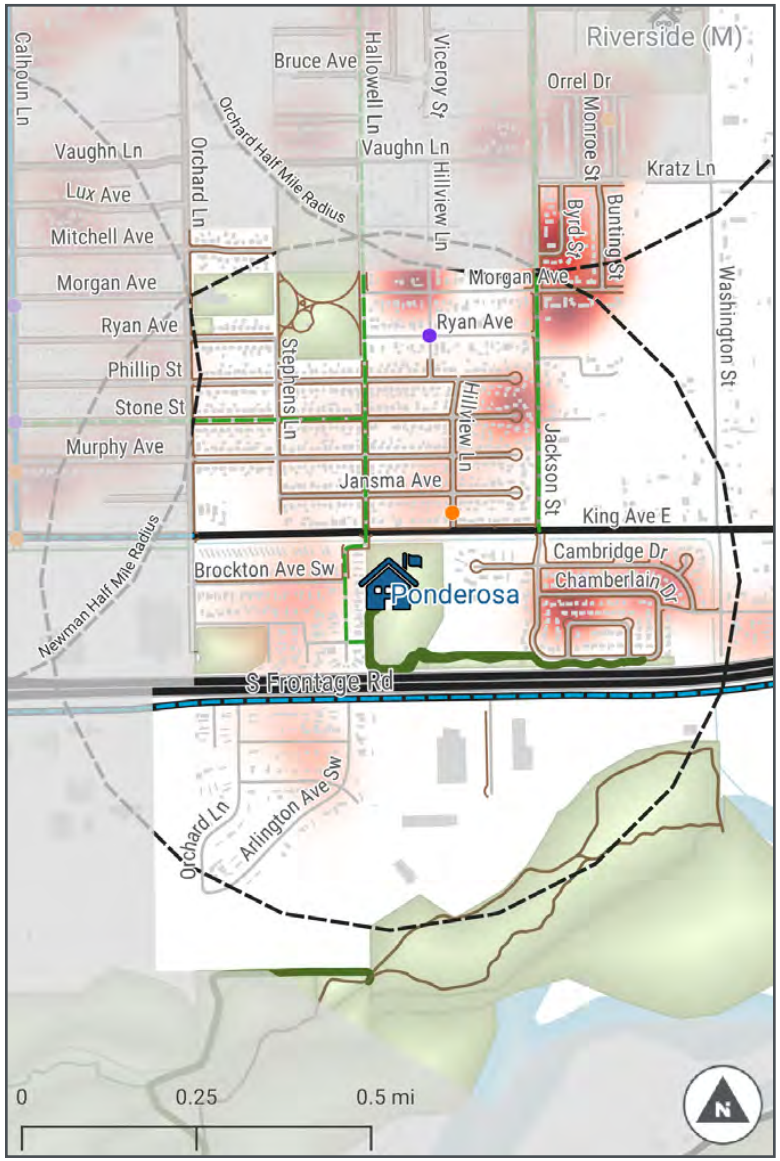
## Existing Conditions

| About the School | |
|---|---|
| Address | 4188 King Ave E |
| Number of Students | Approximately 286 |
| Percentage of Students Eligible for Free and Reduced Lunch | 100% |
| Arrival / Dismissal Times | 7:40 AM / 2:00 and 2:45 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| King Ave E | 4,500 |

[c]*Source: MDOT Interactive Traffic Web Map*

## Existing Conditions Map



## Known Safety Concerns at Ponderosa Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • The shared-use path on King Ave E has helped greatly with safety.<br>• Principal also expressed safety concerns with shared-use path south of the school regarding dangerous behaviors in a grove of trees. |
| Webmap Survey | There are approximately 11 comments in the Ponderosa Elementary catchment area regarding:<br>• School site traffic congestion and drop-off zone<br>• Shared use path south of school property<br>• Crossing challenges on Hallowell Ln<br>• A canal path<br>• Driver behavior compliance<br>• Crossing at Jackson St and King Ave E |
| Crossing Guard | • No feedback. |
| Safety Busing Concern | • Students who live along Frontage Road, to the south of I-90, are safety bused. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Wednesday, September 22.** |
| School Bus Loading | • School buses entered through the east entrance, separate from car drop-off. |
| Family Vehicles | • Families dropped off students in front of the school in the parking lot loop. School staff set out orange cones to denote an unloading area to discourage families parking. Some families would still park and unload outside of designated areas. |
| School Staff Roles | • School staff were present supervising arrival at the front door and at the bus drop-off area. |
| Adult Crossing Guards | • A school crossing guard is posted at King Ave E and Hallowell Ln. |
| Students Walking and Biking | • Some students were observed walking and biking with their family on the path along King Ave. |

# Priority Concerns at Ponderosa Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | School parking lot | • Drop-off in the school parking lot created circulation issues. School staff set out orange cones parallel to the front of the school, creating a drop-off area. Some families were observed double-parking, asking students to cross the street without an adult, creating potential conflicts with motor vehicles as they back up. | Yes |
| 2 | King Ave and Arlington Ave SW | • During drop-off, congestion leaving the school due to difficult left turns onto King Ave caused a back-up into the school parking lot and into Arlington Ave SW.<br>• A spot improvement is proposed for King Ave and Hallowell Ln. | No |
| 3 | Shared use path south of Ponderosa Elementary | • South of the school grounds is a wide, clean, and new shared use path. However, parents felt unsafe allowing their students to use it due to a grove of trees where hazardous behaviors occurred. | Yes |
| 4 | Cambridge Dr and Jackson St | • Jackson St is a key outlet to many families living in the neighborhood. The Cambridge Dr and Jackson St intersection is overbuilt, though, with yellow bollards acting as traffic separation. | No |
| 5 | Shared use path from Jackson St to Arlington Ave SW | • A wide, asphalt, recently constructed shared use path provides a key connection to neighborhoods on the south side of King Ave E. However, there is no buffer between the path and the road, and people walking may feel exposed to vehicular traffic.<br>• A shared use path is proposed on King Ave to Sugar Ave. At the time of this report, the path had not extended all the way to Sugar Ave. | No |
| 6 | Hallowell Ln from King Ave to Simpson St | • Hallowell Ln serves as a key neighborhood connection; however, sidewalks were narrow and curb radii were wide.<br>• A major trailhead improvement is planned for Morgan Ave and Hallowell Ln.<br>• A neighborhood bikeway is proposed for Hallowell Ln to State Ave. | Yes |
| 7 | Bicycle Racks at Ponderosa Elementary | • Existing bicycle racks were located in front area of school. Roughly five bikes were parked on the day of obsevation. | No |

# Proposed Projects at Ponderosa Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | School parking lot | Arrival/Dismissal Behavior | • Some families were observed double-parking, asking students to cross the street without an adult, making dangerous back-ups. | • Provide staff monitoring of arrival and dismissal, and provide expectations for family vehicles at arrival and dismissal. (Short term)<br>• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short term)<br>• Reserve all parking spots for school staff and to reinforce the drop-off area. (Short term) |
| 2 | King Ave and Arlington Ave SW | Congestion | • Vehicular traffic backs up into school parking lot, and traffic volumes on King Ave (6,230 ADT)encourage fast turns during breaks in traffic. | • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short term) |
| 3 | Shared use path south of Ponderosa Elementary | Hazardous/illicit activity | • School community does not feel safe near tree grove along path. | • Investigate ownership of land and follow up with actions to clean up area and discourage hazardous activities. (Short term) |
| 4 | School site | Bicycle Parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Rose Park Elementary

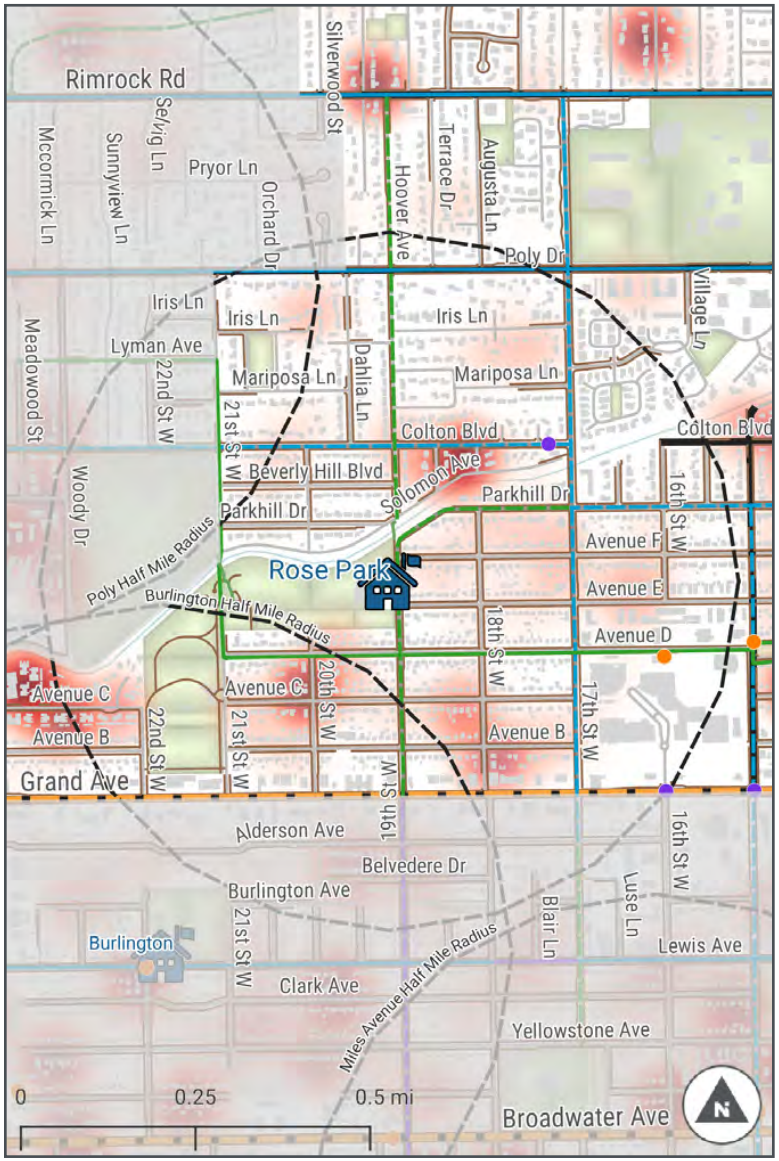
## Existing Conditions

| About the School | |
|---|---|
| Address | 1812 19th St W |
| Number of Students | Approximately 245 |
| Percentage of Students Eligible for Free and Reduced Lunch | 48% |
| Arrival / Dismissal Times | 8:15 AM / 2:20 and 3:05 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| 19th St W | • 1,600 (in front of school)<br>• 2,000 (at Grand Ave) |
| 17th St W | 8,900 |
| Colton Blvd | 3,600 |
| Poly Dr | 6,400 |

[c] *Source: MDOT Interactive Traffic Web Map*

## Existing Conditions Map




Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Sidewalk
Neighborhood Bikeway

Proposed
Neighborhood Bikeway
Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

## Known Safety Concerns at Rose Park Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| School Secretary | • Families jaywalk across the street in front of the school instead of crossing with the crossing guard.<br>• Families park in the bus zone to drop off or pick up students. |
| Webmap Survey | There are approximately 16 comments in the Rose Park Elementary catchment area regarding:<br>• An additional bridge over the canal<br>• Continuing the canal path east past 17th St W<br>• Colton Blvd<br>• Poly Dr and 17th St crossing<br>• Traffic control at Parkhill Dr and shared use path at 21st St W |
| Crossing Guard | • Families jaywalk across the street in front of the school instead of crossing with the crossing guard.<br>• Some drivers go at high speeds on 19th St W |
| Safety Busing | • No safety busing is provided. |

## Dismissal Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed dismissal on Wednesday, September 22.** |
| School Bus Loading | • One school bus was observed in front of the school on 19th St W in the marked BUS STOP area. |
| Before/Aftercare Vans | • Aftercare vans picked up students in front of the school on 19th St W in the marked BUS STOP area |
| Family Vehicles | • At the first dismissal, families in vehicles picked up students from the south entrances of the school. Most family drivers parked in the parking lot or the alley and walked to the school entrance.<br>• At first dismissal, some families parked on 19th St W in front of the school in the areas marked LOADING AND UNLOADING. One or two families parked or stopped in areas they were not supposed to use in front of the school (in the BUS STOP area) or too close to the crosswalk at Ave E.<br>• At the second dismissal, there were fewer family vehicles. Most family vehicles waited on 19th St W near the north entrance. |
| School Staff Roles | • School staff loaded students onto the correct buses; and<br>• School staff walks up to the bridge over the canal to make sure students cross the bridge safely; and<br>• School staff supervise students on the playground as they wait for parents to pick up. |
| Adult Crossing Guards | • A school crossing guard is posted at the intersection of 19th St W and Ave E.<br>• An additional school crossing guard is posted at the intersection of Colton Boulevard and 19th St W.<br>• In previous years, there has been a school crossing guard posted at the intersection of Parkhill Dr and 17th St West; however, the school has had trouble finding staff for that intersection and it was unfilled the day of observation. |
| Bike Rack Locations and Use | • There are 6 bike racks at the school, located in the main parking lot in front of the school. About 10 bikes were parked in the racks the day of observation. |
| Students Walking and Biking | • Some students were observed walking and biking from school. Some students went west on Ave E, some went north across the canal, and others walked northwest along Parkhill Dr. |

# Priority Concerns at Rose Park Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

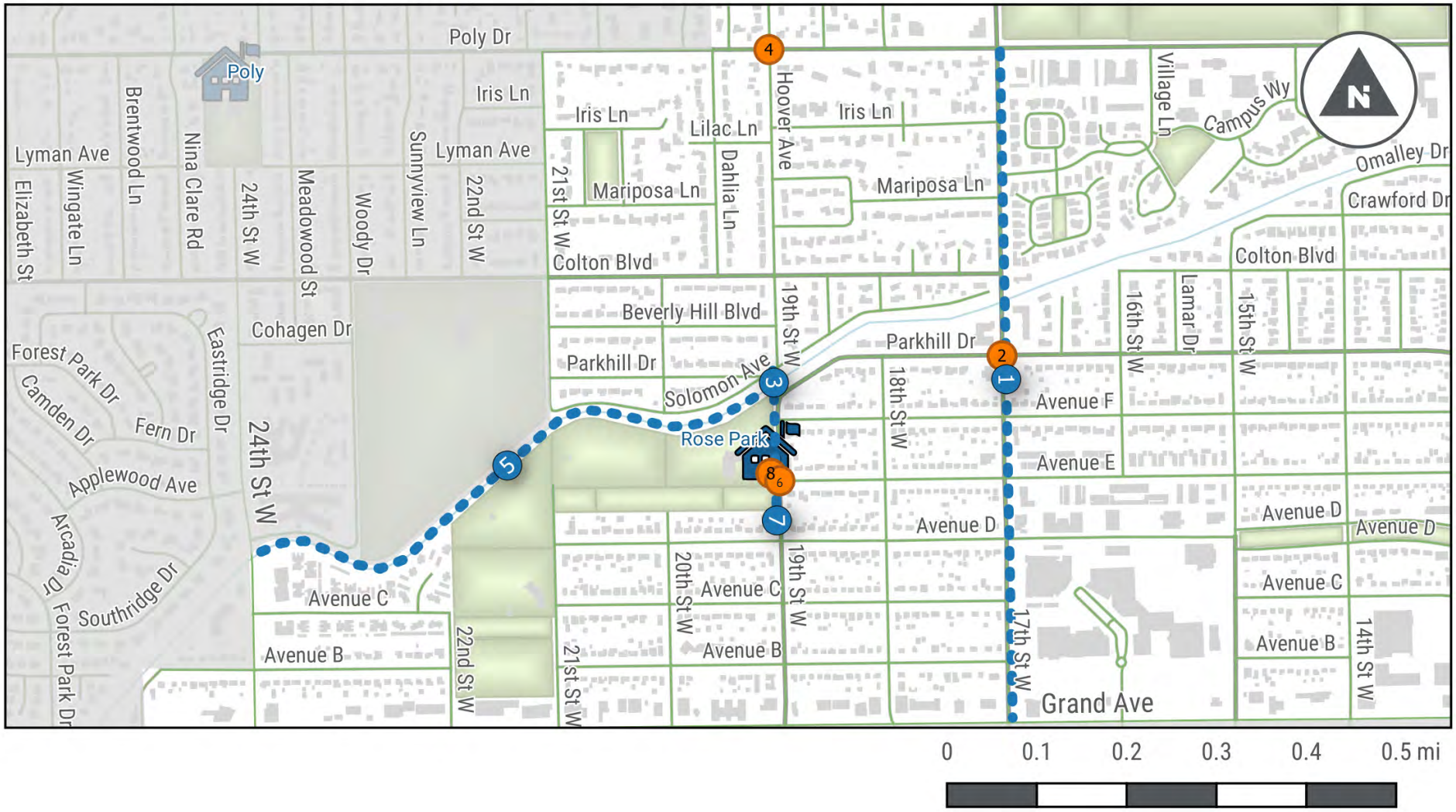
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Parkhill Drive at 19th St W | • A gap in the sidewalk on the north side of Parkhill Drive near the canal presents a safety concern. The turn in the street reduces the visibility of pedestrians to drivers at this location. Students were observed walking on the grass next to the street. | Yes |
| 2 | Parkhill Drive and 17th St W | • 17th St W has higher traffic volumes and speeds than would be preferred for a student crossing location,with two travel lanes and a wide center turn lane.<br>• A crossing guard has been posted at this intersection in previous years.<br>• Crossing distances on 17th St W are long and there are no median crossing islands for pedestrians.<br>• Crosswalks are marked but lack high-visibility markings and advance school crossing signs.<br>• 17th St W is recommended for a "visionary long range bikeway" in the Billings Area Bikeway and Trails Master Plan. | Yes |
| 3 | Pedestrian bridge over canal at 19th St W | • The bridge is narrow, measuring 5' across with railings on either side. The design does not allow sufficient space for two pedestrians to pass each other comfortably with shy space, and is not wide enough to serve as a bicycle facility.<br>• 19th St W/Hoover Ave is recommended for a neighborhood bikeway in the Billings Area Bikeway and Trails Master Plan, with a connection across the canal. | Yes |
| 4 | Poly Drive and Hoover Ave | • Poly Drive has higher traffic volumes and speeds than would be preferred for a student crossing location,with bike lanes and two parking lanes.<br>• No crosswalks are marked and no school crossing signs are present.<br>• Some students cross the street at this intersection and drivers don't always yield to pedestrians.<br>• 19th St W/Hoover Ave is recommended for a neighborhood bikewayin the Billings Area Bikeway and Trails Master Plan, with a connection across Poly Drive.<br>• One curb ramp is missing on the southwest corner of the intersection. | No |
| 5 | Multifamily housing near Avenue C and 22nd St W | • Students living in the multifamily housing units on Avenue C lack a direct route to school due to lack of convenient path connections across Rose Park. A shared-use path is recommended along the irrigation canal in the Billings Area Bikeway and Trails Master Plan. | Yes |
| 6 | Rose Park Neighborhood | • In general, the Rose Park is in an excellent neighborhood for walking and biking to school, with few major existing issues. Sidewalks throughout the neighborhood do need repair or replacement to provide a safe pedestrian route for all users. Most existing sidewalks measure less than the recommended width of 5'. Curb ramps are missing throughout the neighborhood. Posts and mailboxes in the sidewalk further impede users. | No |
| 7 | Bicycle Racks at Rose Park Elementary | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. About 10 bicycles were parked the day of observation. | No |

# Proposed Projects at Rose Park Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | Parkhill Dr and 17th St W | Speeding/volume | • 17th St W has a posted speed limit of 35mph.<br>• This location along 17th St has an ADT of 9,910.<br>• 17th St W is a planned Visionary Long Range Bikeway in the Billings Area Bikeway and Trails Master Plan | Reconfigure 17th St W to reduce travel lane width and add sidepath or separated bike lane. (Long term) |
| 2 | Parkhill Dr and 17th St W | Crossing | • A crossing guard has been posted at this intersection in previous years.<br>• Crosswalks are marked but lack high-visibility markings and advance school crossing signs | • Add high visibility crosswalk markings. (Short term)<br>• Post crossing guard at intersection. (Short term) |
| 3 | Pedestrian bridge over canal at 19th St W | Multi Use Path | • The bridge is narrow, measuring 5' across with railings on either side. The design does not allow sufficient space for two pedestrians to pass each other comfortably with shy space, and is not wide enough to serve as a bicycle facility.<br>• 19th St W/Hoover Ave is recommended for a neighborhood bikeway in the Billings Area Bikeway and Trails Master Plan, with a connection across the canal. | • Reconstruct the bridge with a minimum 14' width to accommodate 2-way bicycle and pedestrian traffic. (Long term) |
| 4 | Poly Drive and Hoover Ave | Crossing | • No crosswalks are marked and no school crossing signs are present.<br>• Some students cross the street at this intersection and drivers don't always yield to pedestrians.<br>• 19th St W/Hoover Ave is recommended for a neighborhood bikeway in the Billings Area Bikeway and Trails Master Plan, with a connection across Poly Drive. | • Add high visibility crosswalk markings and adequate nighttime lighting levels for Hoover Ave/Poly Dr. (Short term)<br>• When the 19th St W/Hoover Ave bicycle boulevard is constructed, install curb extensions or pedestrian refuge island to improve driver yielding. Consider adding a Rectangular Rapid Flashing Beacon to further improve the safety of the crossing. (Medium term) |
| 5 | Multifamily housing near Avenue C and 22nd St W | Multi Use Path | • Students living in the multifamily housing units on Ave C lack a direct route to school due to lack of convenient path connections across Rose Park. | • Build a share-use path along the irrigation canal. Provide connections to the path to ensure it can be used by students getting to and from school. (Long term) |
| 6 | Avenue E and 19th St W | Crossing | • Curb extensions shorten crossing distances and increase pedestrian visibility.<br>• Crosswalk markings across 19th St W are faded. | • Install curb extensions to reduce crossing distances. (Medium term)<br>• Refresh crosswalk markings. (Short term) |
| 7 | 19th St W between Avenue F and Avenue D | Speed/Volume | • The relatively wide street encourages speeding. | • Install traffic calming improvements to slow traffic speeds. (Medium term) |
| 8 | School site | Bicycle Parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Sandstone Elementary

## Existing Conditions

| About the School | |
|---|---|
| Address | 1440 Nutter Blvd |
| Number of Students | Approximately 420 |
| Percentage of Students Eligible for Free and Reduced Lunch | 38% |
| Arrival / Dismissal Times | 8:20 AM / 2:25 and 3:10 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| W Wicks Ln | • 9,200 (east of Nutter Blvd) to<br>• 4,800 (west of Nutter Blvd) |
| Nutter Blvd near Wicks Ln | 2,100 |
| Babcock Blvd near Wicks Ln | 3,700 |
| Saint Andrew's Drive | 3,800 |

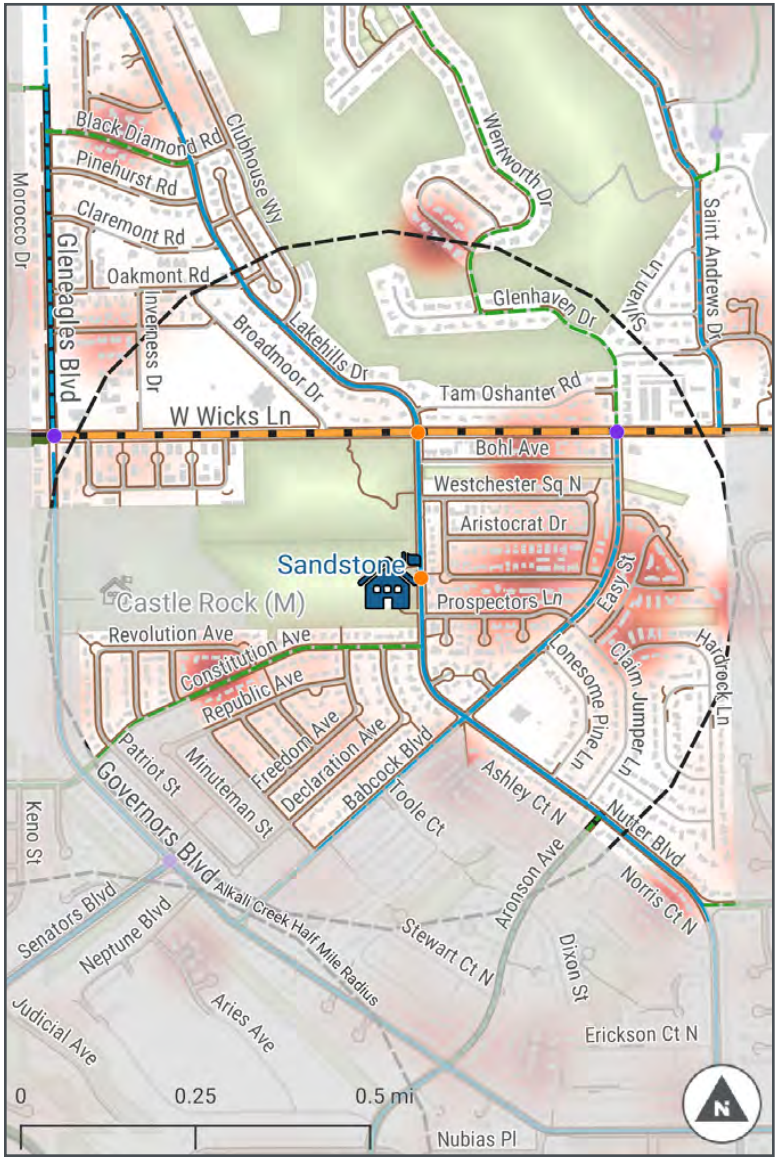
[c] *Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Visionary Long Range Bikeway

## Existing Conditions Map



## Known Safety Concerns at Sandstone Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • The intersection of Wicks Ln and Nutter Blvd has a traffic light. Wicks Ln is a high-speed street and at dismissal, some of the students from nearby Skyview High School drive on Wicks Ln in a reckless manner. The principal has assisted students crossing at that intersection due to difficulties in hiring a crossing guard for that location.<br>• Many of the students who do walk to school live in Westchester Square, an affordable housing development across Nutter Blvd from the school.<br>• Some parents have expressed frustration with the traffic in the front parking loop and have helped direct traffic in the past. |
| Webmap Survey | There are approximately 18 comments in the Sandstone Elementary catchment area regarding:<br>• Traffic conditions and crossing challenges on Governors Blvd at various locations<br>• Claim Jumper Ln: a lack of sidewalks, and a dangerous crossing at Babcock Boulevard<br>• A north-south canal path<br>• Crossing challenges and snow piles on sidewalks on Wicks Ln<br>• Dangerous crossing at Nutter Blvd and Babcock Blvd |
| Safety Busing | • No safety busing is provided. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Tuesday, September 21.** |
| School Bus Loading | • No school buses were observed. |
| Before/Aftercare Vans | • Beforecare childcare vans dropped off students in the front loop. |
| Family Vehicles | • Most families dropped off students in the front parking loop. Some families also dropped off students on Nutter Blvd, either on the school side, or near the crossing guard so students crossed the street with the crossing guard. |
| School Staff Roles | • School staff were present supervising students outside the front door. |
| Adult Crossing Guards | • A school crossing guard is posted on Nutter Blvd at the entrance to the front parking loop.<br>• An additional school crossing guard is supposed to be posted at the intersection of Nutter Blvd and Wicks Ln but that position was unfilled the day of observation due to the labor staffing shortage. |
| Bike Rack Locations and Use | • There are two bike racks at the school, located near the front door.<br>• There were about 15 bikes parked at the racks the day of observation. |
| Students Walking and Biking | • Some students were observed walking and biking along Nutter Blvd and coming from the sidewalk cut through from the Westchester Square apartments. |

# Priority Concerns at Sandstone Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

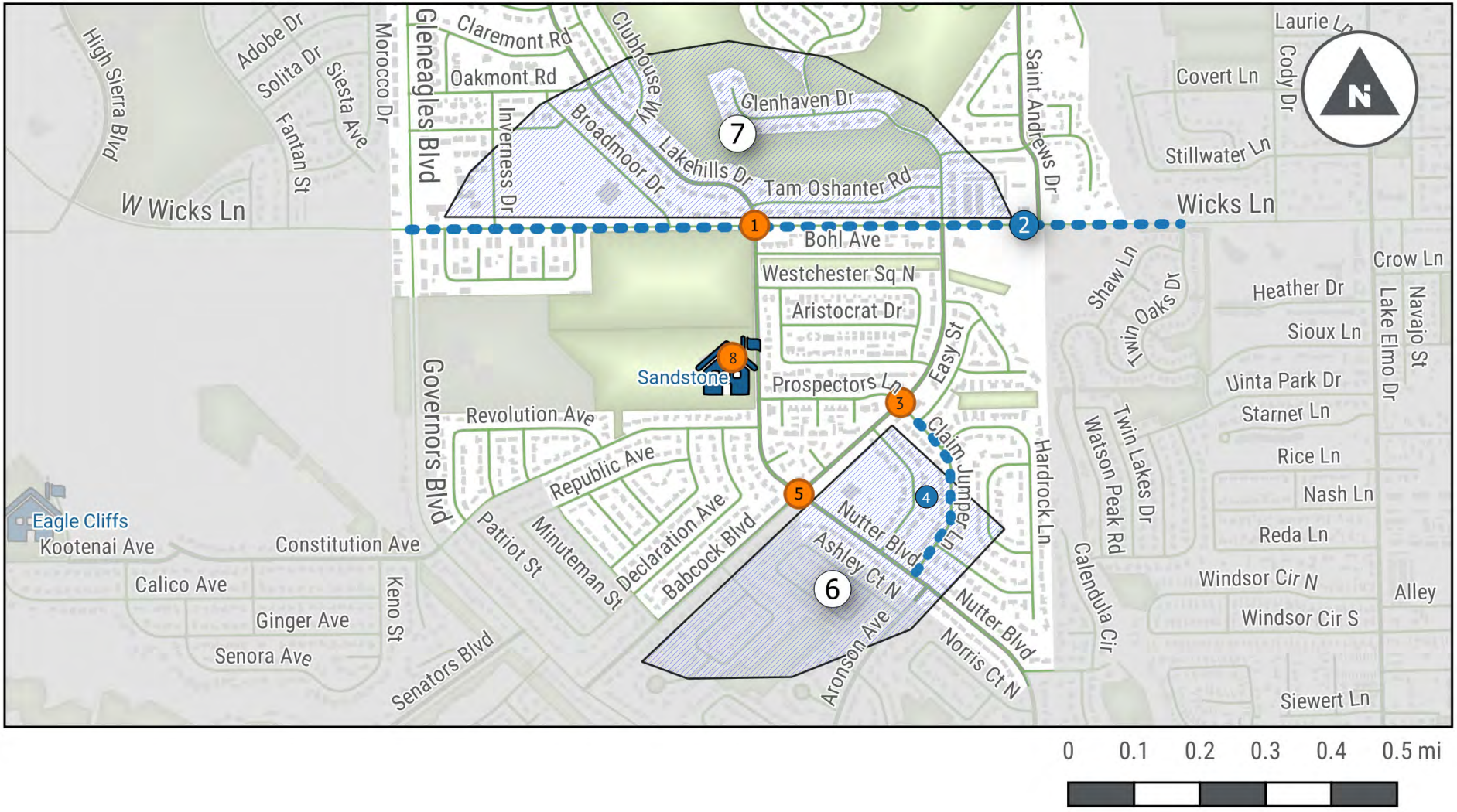
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | W Wicks Ln | • W Wicks Ln is a wide, three-lane street with parking lanes that have very little use. The relatively wide street encourages speeding.<br>• Vehicles appear to exceed the posted speed limit during school arrival and dismissal times.<br>• W Wicks Ln is recommended to have a shared-use path and "visionary long-range bikeway" when the roadway is reconstructed in the Billings Area Bikeway and Trails Master Plan.<br>• The principal said that students from Skyview High School drive recklessly on W Wicks Ln at around the same time that Sandstone Elementary students are walking home from school. | Yes |
| 2 | W Wicks Ln and Nutter Blvd | • W Wicks Ln has higher traffic volumes and speeds than would be preferred for a student crossing location.<br>• Crossings distances are long due to multiple turn lanes.<br>• A crossing guard is supposed to be posted at this intersection. The crossings on the north and south legs lack high-visibility markings. There are no advance school crossing signs on any of the approaches to the intersection.<br>• The pedestrian timing did not appear to provide enough time for a crossing guard and child pedestrians to clear the crosswalk. | Yes |
| 3 | Nutter Blvd and Babcock Blvd | • Nutter Blvd is a relatively wide street with low use of on-street parking. The relatively wide street encourages speeding.<br>• Crossing distances are long and there are no median crossing islands or curb extensions to lower the speed of traffic on Nutter Blvd. | Yes |
| 4 | Babcock Blvd and Prospector's Ln/Claim Jumper Ln | • Babcock Blvd is a relatively wide street with low use of on-street parking. The relatively wide street encourages speeding.<br>• The intersection of Babcock Blvd and Prospector's Ln is marked with a high-visibility crosswalk and school crossing signs on the southwest leg.<br>• Crossing distances across Babcock Blvd are long and there are no median crossing islands or curb extensions to lower the speed of traffic on Babcock Blvd. | Yes |
| 5 | Claim Jumper Ln | • Missing sidewalks on Claim Jumper Ln present a barrier to walking and biking to school for students living in this neighborhood. | Yes |
| 6 | Bicycle Racks at Sandstone Elementary | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. 15 bicycles were parked the day of observation. | No |

# Proposed Projects at Sandstone Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | W Wicks Ln and Nutter Blvd | Crossing | • Crossings distances are long due to multiple turn lanes.<br>• A crossing guard is supposed to be posted at this intersection but currently is not due to staffing shortages.<br>• The crossings on the north and south legs lack high-visibility markings. There are no advance school crossing signs on any of the approaches to the intersection. | • Post a crossing guard at the intersection. (Short term)<br>• Install high-visibility markings and advance school crossing signs on the approaches to the intersection. (Medium term)<br>• Remove right turn lanes on the west and east legs of Wicks Ln and construct curb extensions or pedestrian refuge islands to shorten crossing distances and improve pedestrian safety. (Medium term) |
| 2 | W Wicks Ln | Speeding | • W Wicks Ln as a posted speed limit of 35mph.<br>• W Wicks Ln as an ADT of 9,910 at this location.<br>• W. Wicks Ln is recommended to have a shared-use path and "visionary long-range bikeway" when the roadway is reconstructed in the Billings Area Bikeway and Trails Master Plan. | • Reduce the number of lanes on W Wicks Ln by building separated bike lanes or shared use paths. (Long term). |
| 3 | Babcock Blvd and Prospectors Ln/Claim Jumper Ln | Crossing | • Crossing distances across Babcock Blvd are long and there are no median crossing islands or curb extensions to lower the speed of traffic on Babcock Blvd. | • Add curb extensions or pedestrian refuge islands to the north and south legs of Babcock Blvd to shorten crossing distances and improve pedestrian safety. (Medium term) |
| 4 | Claim Jumper Ln | Sidewalks | • Missing sidewalks on Claim Jumper Ln present a barrier to walking and biking to school for students living in this neighborhood. | • Build sidewalk on at least one side of the street. (Medium term) |
| 5 | Nutter Blvd and Babcock Blvd | Crossing | • Crossing distances are long and there are no median crossing islands or curb extensions to lower the speed of traffic on Nutter Blvd. | • Add curb extensions or pedestrian refuge islands on all legs to shorten crossing distances and improve pedestrian safety. (Medium term) |
| 6 | Neighborhoods southeast of Babcock Blvd | Sidewalks | • Missing sidewalks present a barrier to walking and bicycling to school. | • Construct sidewalks on neighborhood streets. (Long term) |
| 7 | Neighborhoods north of Wicks Lane | Sidewalks | • Missing sidewalks present a barrier to walking and bicycling to school. | • Construct sidewalks on neighborhood streets. (Long term) |
| 8 | School site | Bicycle Racks | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term) |

## Proposed Projects Map



# Washington Elementary

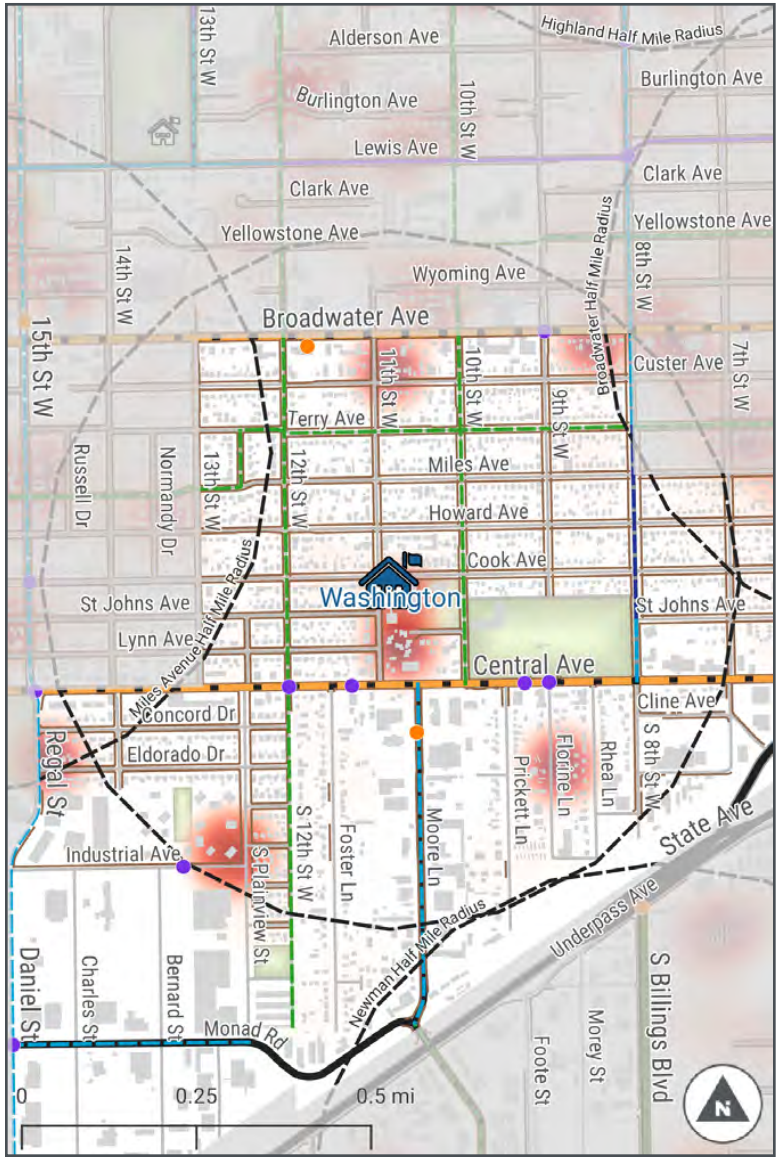
## Existing Conditions

| About the School | |
|---|---|
| Address | 1044 Cook Ave |
| Number of Students | Approximately 250 |
| Percentage of Students Eligible for Free and Reduced Lunch | 100% |
| Arrival / Dismissal Times | 7:30 and 8:15 AM / 2:05 and 3:05 PM |

| Major Streets and Highways | Annual Average Daily Traffic (AADT)[c] |
|---|---|
| Broadwater Ave | 19,900 |
| Central Ave | • 13,500 (west of 12th St W)<br>• 20,300 (east of 12th St W) |
| 8th St W | 5,100 |
| 7th St W | 5,300 |

[c] *Source: MDOT Interactive Traffic Web Map*

## Existing Conditions Map




Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Buffered Bike Lane
Visionary Long Range Bikeway

## Known Safety Concerns at Washington Elementary

| Source of Concern | Safety Concern or Comment |
|---|---|
| Principal | • The principal is concerned about the neighborhood. He feels that some parts of the neighborhood is unsafe for students to walk and bike to school. |
| Webmap Survey | There are approximately five comments in the Washington Elementary catchment area regarding:<br>• Crossing Central Ave<br>• Crossing opportunities along 8th St W<br>• Crossing Broadwater Ave |
| Crossing Guard | • Family vehicles make u-turns near the crossing guard crosswalk.<br>• Some drivers/turning drivers do not stop for crossing guard.<br>• High speeds and/or high traffic volumes on 11th St W. |
| Safety Busing | • No safety busing is provided. |

## Arrival Observations

| Observation Details | |
|---|---|
| Observation Date | **The consultant team observed arrival on Friday, September 24.** |
| School Bus Loading | • School buses lined up in front of the school on 11th St W. |
| Before/Aftercare Vans | • No before/aftercare vans were observed. |
| Family Vehicles | • For dismissal, families pick up students from the exit closest to their classrooms.<br>• Families dropped off students in front of the school on 11th St W or dropped off near the crossing guard at 11th St W and St Johns Ave so students crossed the street with the crossing guard. |
| School Staff Roles | • No school staff were involved during the arrival period. |
| Adult Crossing Guards | • A school crossing guard is posted at the intersection of 11th St W and St. Johns Ave. |
| Bike Rack Locations and Use | • There is one bike rack around the school, located at the southeast corner of the school in the back. |
| Students Walking and Biking | • Few students were observed walking and biking. |

# Priority Concerns at Washington Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

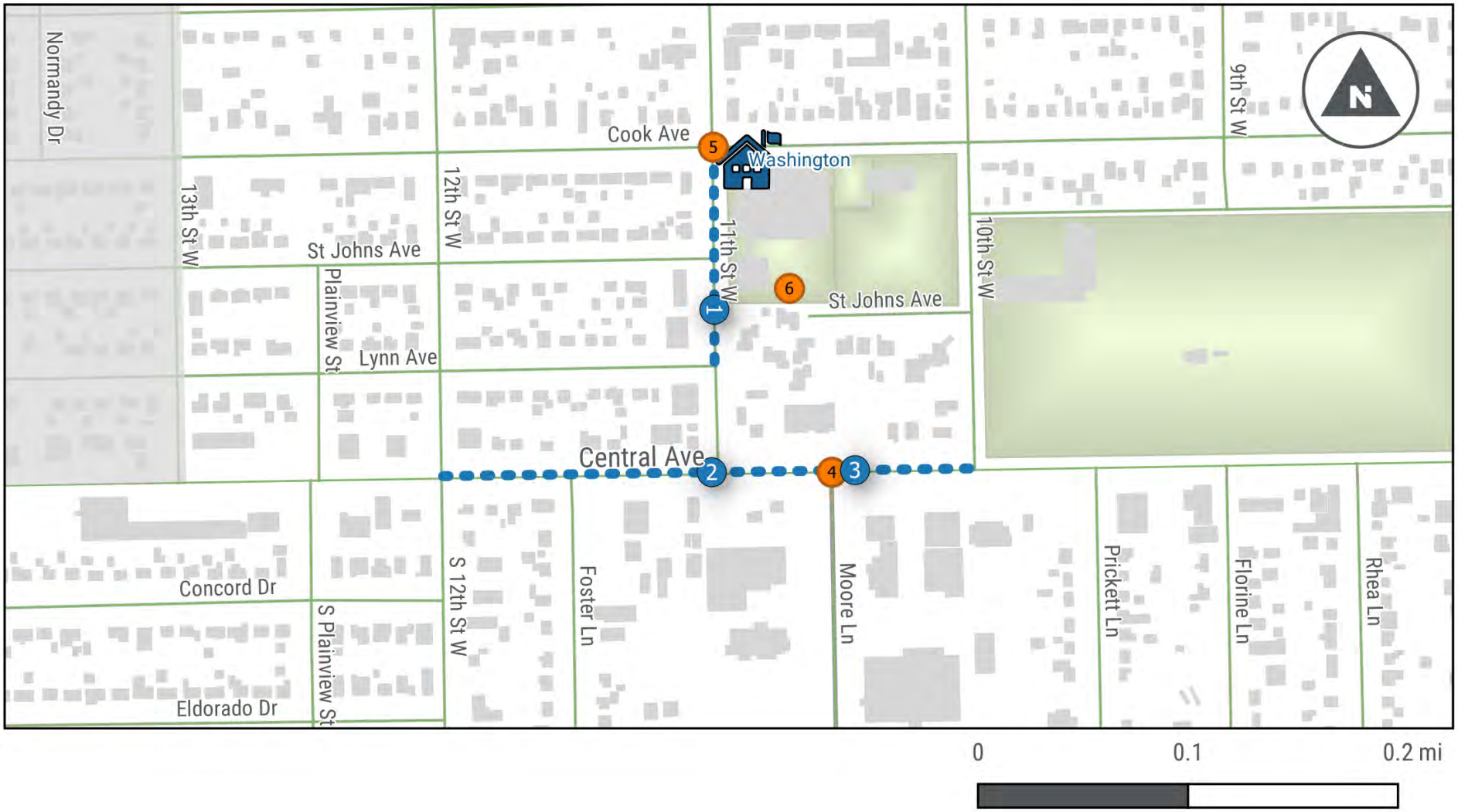
| # | Location | Observations | Webmap Comments? |
|---|---|---|---|
| 1 | Cook Ave | • School staff appears to be parked on the north side of the school. This area should prohibit parking to allow families to drop off on the school side.<br>• There is an uncontrolled intersection at Cook Ave and 11th St W.<br>• Crosswalk markings across 10th St W and 11th St W are faded. | No |
| 2 | St Johns Ave and 11th St W | • Some families were observed parking on the non-school side and double parking, making U-turns in front of the school.<br>• No crosswalk is marked on the St Johns Ave leg.<br>• No visible school signage; vegetation obstruction. | No |
| 3 | Central Ave and 11th St W | • Central Ave is a high speed and high-volume street.<br>• Crossing distances are long and there are no median crossing islands for pedestrians.<br>• There are no curb cuts at the intersection of 11th St W even though there are sidewalks.<br>• Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users.<br>• Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. | Yes |
| 4 | Plainview St | • Street network is confusing. Two parallel two-way streets separated by a median. Vehicles seen driving in the wrong directions. | No |
| 5 | 11th St W | • Some families were observed parking on the non-school side and double parking, making U-turns in front of the school.<br>• Sidewalks are wide without buffer in front of the school. | No |
| 6 | 8th St W | • Crossing distances are long and there are no median crossing islands for pedestrians.<br>• Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.<br>• There is a temporary feedback sign on 8th St at the northeast corner of Central Park. | Yes |

# Proposed Projects at Washington Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

| # | Location | Topic | Issue | Recommendation |
|---|---|---|---|---|
| 1 | 11th St W | Arrival/Dismissal Behavior | • Some families were observed parking on the non-school side, double-parking, and making U-turns in front of the school. | • Provide staff monitoring of arrival and dismissal and provide expectations for family vehicles at arrival and dismissal. (Short term)<br>• Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. (Short term) |
| 2 | Central Ave and from 10th to 12th St | Speeding/volume | • Central Ave has a posted speed limit of 35mph.<br>• Central Ave has an ADT of 21,080 at this location. | • Reconfigure Central Ave to reduce speeds. (Long term)<br>• Central Ave is recommended as a Visionary Long-Range Bikeway in the Billings Area Bikeway and Trail Master Plan. (Long term) |
| 3 | Central Ave and from 10th to 12th St | Sidewalks | • Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users. | • Widen sidewalk and provide a wider buffer between the roadway and the sidewalk to encourage children to walk or cycle to school. (Long term) |
| 4 | Central Ave and Moore Ln | Crossings | • Crossing distances are long and there are no median crossing islands for pedestrians. | • At Central Ave and Moore Ln, add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting. (Short term)<br>• Add pedestrian refuge islands in the Central Ave to shorten crossing distances and improve pedestrian safety. (Medium term) |
| 5 | Cook Ave and 11th St | Crossing | • Crosswalk markings across 10th St W and 11th St W are faded.<br>• Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk. | • Evaluate the need for traffic control improvements and consider an additional crossing guard. (Short term) |
| 6 | Front of school | Bicycle parking | • Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation. | • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. Add additional bike racks at front of school to accommodate more bicycles. (Short term) |

## Proposed Projects Map



# Appendix C. Webmap Summary

An interactive webmap was created to gather feedback from students, families, and other community stakeholders about specific locations that may make walking and biking difficult for students and their families. Over 300 respondents used the webmap between October and December 2021, and they left just over 360 comments. These comments were used to help form the project recommendations and are summarized in more detail on the following pages.

The webmap was publicized and distributed through the following means:

- Direct emails and/or Facebook messages to all elementary school PTOs
- Article in the Billings Gazette
- In-person visits to several Title schools by Billings MPO staff
- Emails to all elementary school principals
- Flyers put into student's folders on Walk to School Day
- Morning segment on KTVQ news

The following maps show the distribution and types of comments posted to the webmap.



## Students should be able to walk, bike, or roll to school in Billings.

### The Billings Safe Routes to School Study is going to help make that possible.

Walking, biking, scooting, and skating are fun and healthy ways for students to get to school in Billings, and can also

- help reduce air pollution,
- build a sense of community,
- encourage and promote safety,
- and save money.

Unfortunately, many students and their families don't feel safe getting to school in these ways because of busy streets, lack of sidewalks, unmarked crossings, or other issues.

The Billings Metropolitan Planning Organization (MPO) is kicking off a Safe Routes to School Study to identify ways to improve walking, biking, and rolling conditions for elementary school students in Billings.

### This study has four major tasks:

1. Evaluate current **walking, biking, and rolling** conditions for students in the region
2. Identify **barriers** or **issues** that might discourage students from walking, biking, and rolling
3. Develop a list of **prioritized projects** that can be built to improve walking, biking, and rolling conditions for students
4. Create **walking route maps** for all 22 public elementary schools in Billings

MPO

### *We need you!* Your experience and knowledge can take this plan from good to great.

**Give us input on the project webmap.** Head to tinyurl.com/BillingsSRTS-plan to let us know where you currently walk, where you think there are issues, and what you would need to walk or bike to school more.

### Want to learn more?

Keep track of the project at tinyurl.com/BillingsSRTS-plan or sign up for updates at tinyurl.com/BillingsSRTS-listserve.

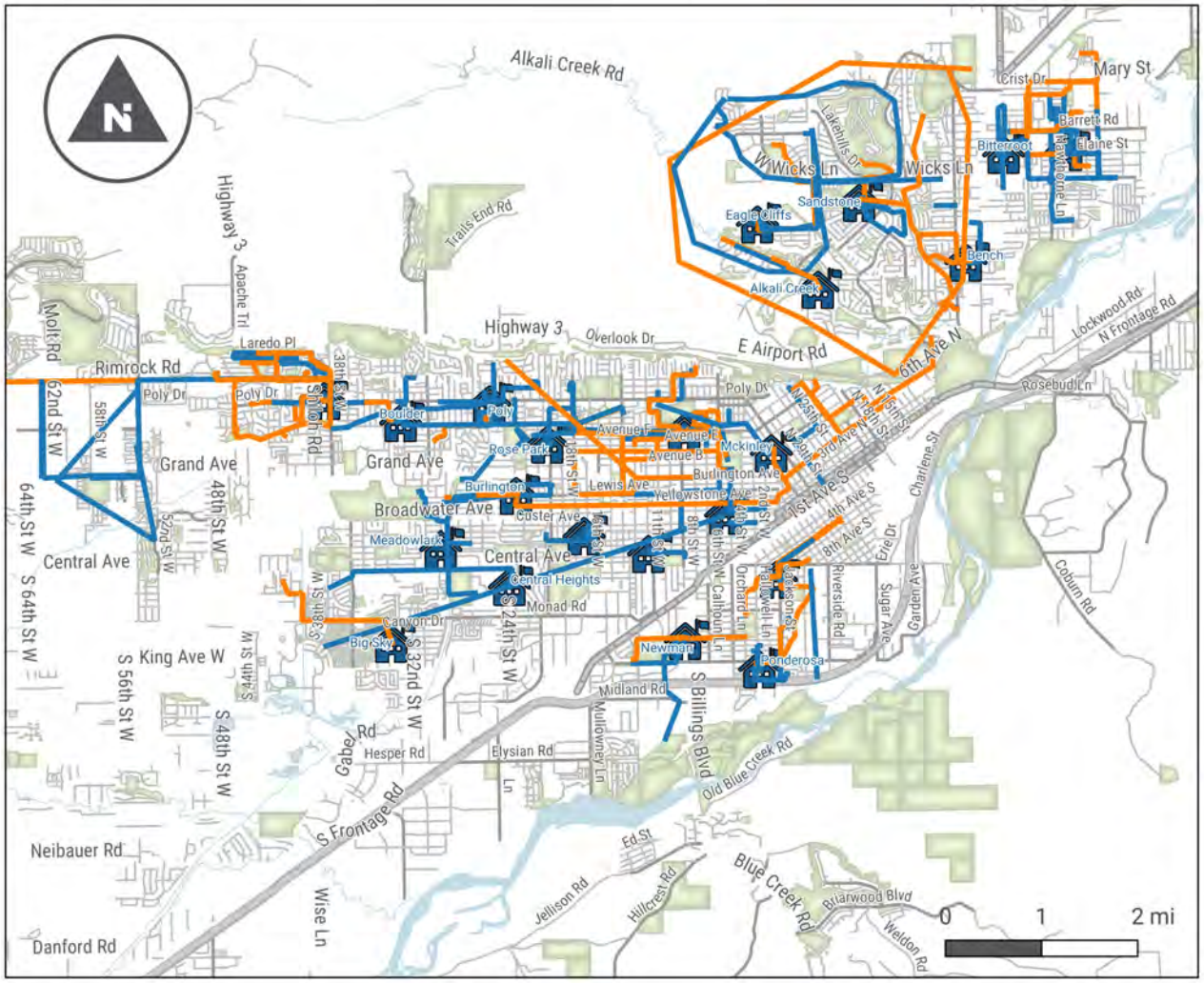


Cut here and use as a bookmark!

### Color me in!

Use your favorite colors, and add in your own unique elements, like flowers in the basket, streamers, a bike horn – whatever you like!

**Flyers were handed out to students at all elementary schools to encourage parents to contribute to the interactive webmap.**

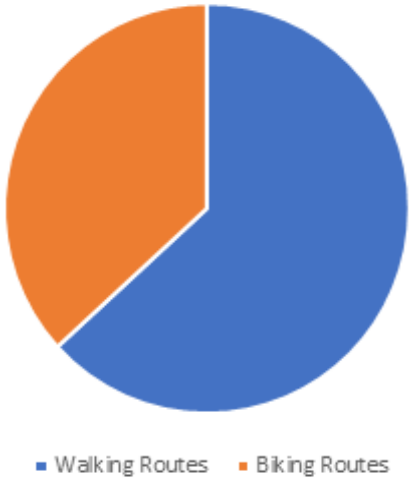


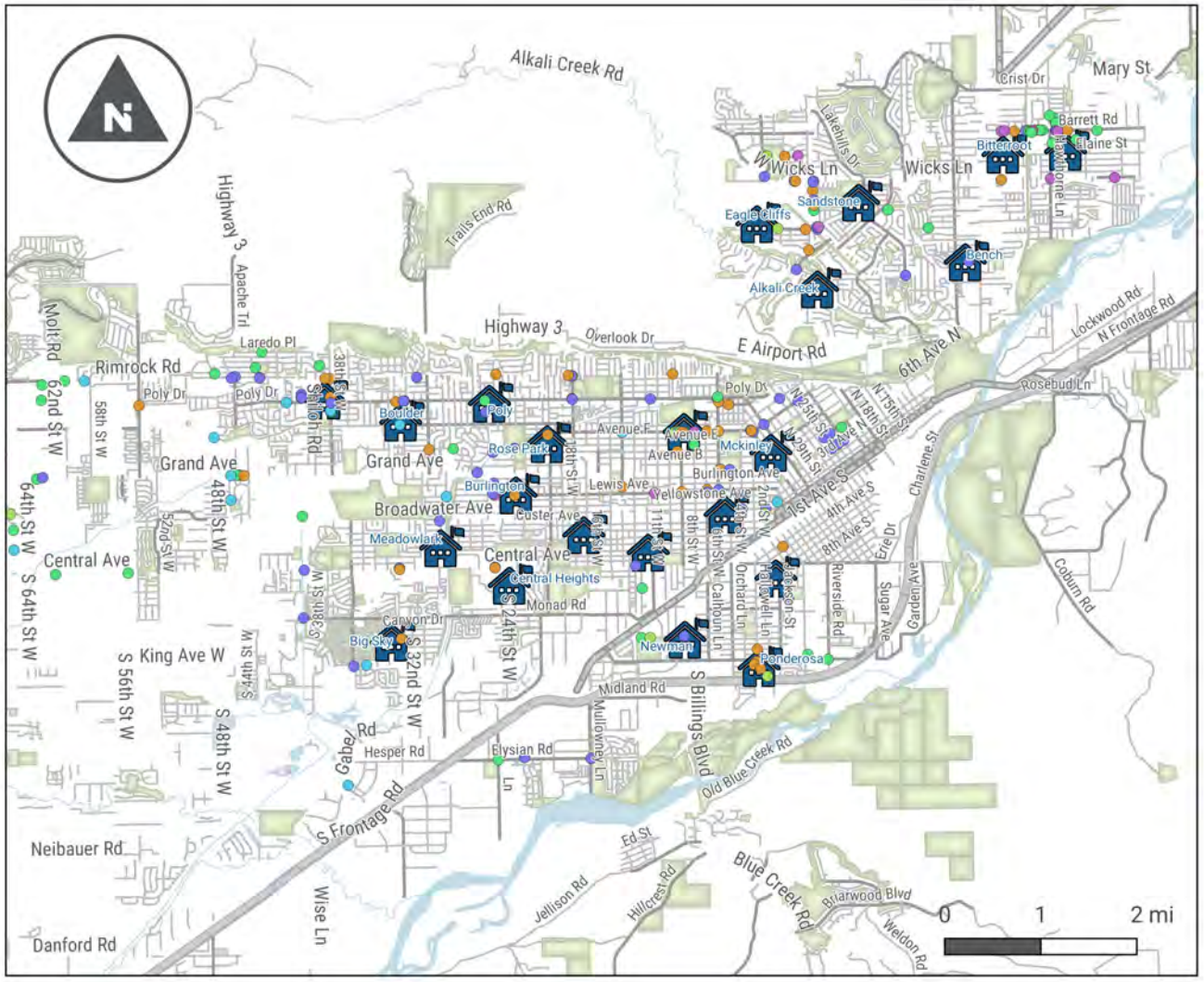

Interactive Webmap Inputs - Lines

Routes where I bike or would like to bike

Routes where I walk or would like to walk

**Types of Routes Detailed on the Billings Interactive Webmap**






Interactive Webmap Inputs - Points

- Bicycling Concern
- Crossing Concern
- Lighting Concern
- Sidewalk Concern
- Traffic Concern
- Other Concern

**Types of Concerns posted on the Billings Interactive Webmap**



# BILLINGS SAFE ROUTES TO SCHOOL

## Plan Update

**May 2022**



**Planning Board**

| | |
|---|---|
| **Date:** | 06/14/2022 |
| **Title:** | Legacy Subdivision, 2nd Filing - Preliminary Major Plat |
| **Presented by:** | David Green |
| **Department:** | Planning & Community Services |
| **Presentation:** | Yes |

## Information

### RECOMMENDATION

Staff proposes the Planning Board recommend to City Council that the preliminary plat of Legacy Subdivision 2nd Filing be conditionally approved and adopt the Findings of Fact as presented in the staff report.

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

On April 1, 2022, WWC Engineering, applied for preliminary major plat approval for Amended Lot 1, Block 1, Legacy Subdivision, 2nd Filing. The proposed subdivision creates 26 lots for residential development. The subject property is generally located south of Grand Avenue and west of 52nd Street West, below Vintage Estates Subdivision. The property is zoned Neighborhood 3 (N3). Due to delays from need for additional information, and coordination with City Engineering the application submittal date moved to May 1, 2022.

VARIANCES REQUESTED

No variances from the City Subdivision Regulations have been requested.

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 and ensure a temporary turn around is defined, prior to final plat approval the applicant will provide easement documents for the temporary cul-de-sac at the north end of 52nd Street West on the south side of the Big Ditch.
2. To protect public health and safety and to ensure sidewalk continuity, prior to final plat approval the applicant will add paragraph language in the SIA under the heading III Transportation 3, The developer will install all required ADA ramps at the intersections within the proposed subdivision and in front of any lots with public infrastructure on them.
3. To minimize the effects on local service, prior to final plat approval the applicant will coordinate with the USPS to determine what type of deliver system is preferred and to locate and provide the correct amount of space for safely delivering the mail to the residents.
4. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
5. The final plat shall comply with all requirements of the City of Billings Subdivision regulations, rules, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

- Pre-application meeting December 16, 2021
- Preliminary plat application submitted to Planning Division on April 1, 2022
- Departmental review meeting April 21, 2022
- Preliminary plat re-submittal April 28, 2022
- Preliminary plat application submitted to Planning Division April 1, 2022, delays from need for additional information, application submittal moved to May 2, 2022.
- Planning Board plat review June 14, 2022
- Planning Board public hearing June 28, 2022
- Preliminary plat to City Council July 25, 2022
- 60 working-day preliminary plat review period ends July 26, 2021

PLAT INFORMATION

| | |
|---|---|
| General location: | South of Grand Avenue and west of 52nd Street West, below Vintage Estates Subdivision |
| Legal Description: | Lot 1, Block 1 Legacy Subdivision |
| Owner/Subdivider: | Doug Wild |

| | |
|---|---|
| Engineer and Surveyor: | WWC Engineering |
| Existing Zoning: | N3 |
| Existing land use: | Vacant |
| Proposed land use: | Residential |
| Gross and Net area: | 8.51 acres; 8.51 acres |
| Proposed number of lots: | 26 |
| Lot size: | Max: 17,951 square feet<br>Min: 9,181 square feet |
| Parkland requirements: | Parkland dedication is not required with filing as the requirement was met with the Legacy Subdivision, 1st filing. |

## STAKEHOLDERS

There are no stakeholder responses at this time. Stakeholder input will be received at a public hearing scheduled for this subdivision on June 28.

## ALTERNATIVES

In accordance with state law, the City Council has 60 working days to act upon this major preliminary plat. The 60 working day review period for the proposed plat ends on July 26, 2022. State and City subdivision regulations also require that preliminary plats be reviewed using specific criteria, as stated within this report. The City may not unreasonably restrict an owner's ability to develop land if the subdivider provides evidence that any identified adverse effects can be mitigated. Within the 60 working day review period, the City Council is required to:

1. Approve;
2. Conditionally Approve; or
3. Deny the Preliminary Plat

## FISCAL EFFECTS

This plat will have no fiscal impacts on the City/County Planning Division.

## SUMMARY

One of the purposes of the City's subdivision review process is to identify potential negative effects of property being subdivided. Negative effects that are identified become the subdivider's responsibility to mitigate. Various City departments, private service/utility providers and the affected school district/s, have reviewed this application and provided input on effects and mitigation. The Findings of Fact, which are presented as an attachment, discuss potential negative impacts of the subdivision and conditions of approval are recommended as measures to further mitigate any impacts. In this case, there were found to be minimal impacts from this proposed subdivision.

---

**Attachments**

Findings of Fact
Proposed Plat
SIA Draft

# FINDINGS OF FACT

The Planning staff has prepared the Findings of Fact for the preliminary plat of Legacy Subdivision, 2nd Filing. These findings are based on the preliminary plat application and supplemental documents and address the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Billings Subdivision Regulations (Section 23-303(H), BMCC).

**A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health, safety and welfare? [MCA 76-3-608 (3) (a) and BMCC 23-302.H.2.]**

**1. Effect on agriculture and agricultural water user facilities**

The subject property is not currently used for agricultural purposes. This subdivision was originally platted March 2006. This filing replats a portion of the original subdivision. Perimeter ditches and drains shall remain in place and not be altered by the subdivider or subsequent owners. The subdivision should not affect agricultural water users' facilities.

**2. Effect on local services**

a. **Utilities** – Water service will be provided by the City of Billings. The developer will install new water mains as part of private contract number P-752. An existing 8-inch water main is in Beringer Way. The subdivider will connect to that water line with an 8-inch water main. There is a 12-inch water main in 52nd Street West from north from Dovetail Avenue to the east. The subdivider will install 8-inch water mains in all the new local streets, new individual services to all the lots, and new fire hydrants. The subdivider will extend the 12-inch water main to the north in 52nd Street West along this subdivisions border to the Big Ditch. The subdivider will install all new water lines in the local streets and individual services for each lot in accordance with design standards, specifications, rules and regulations of the City of Billings Engineering/Public Works Department and MDEQ. This information is within the SIA under the heading VI, Utilities.

Sanitary sewer service will be provided by connecting to the existing City of Billings sewer mains. There are existing 8-inch sanitary sewer located in Beringer Way. The subdivider will extend the sanitary sewer to the north in 52nd Street West along this subdivisions border to the Big Ditch. The subdivider will install new sewer mains in the local streets and individual services for each lot in accordance with design standards, specifications, rules and regulations of the City of Billings Public Works Department and MDEQ. This information is within the SIA under the heading VI, Utilities.

Private utility companies will provide services to the subdivision. Eight-foot-wide easements on the lot frontage have been requested and will be provided by the subdivider for the private utility companies to install the needed infrastructure.

**Stormwater** – Stormwater drainage for the public streets is proposed to be provided by curb and gutters that discharge into storm water pipes and eventually

to a stormwater detention basin constructed on Lot 1, Block 1 of Legacy Subdivision. This pond shall be extended to provide additional volume for Legacy Subdivision, 2nd Filing. This will ultimately take in Lots 1 and 2, Block 1 of Legacy Subdivision. Or it may be on other subdivision lots provided the required detention volume is provided and the stormwater plan is approved by the City of Billings Engineering Department. All drainage improvements shall satisfy the criteria set forth by the *City of Billings Stormwater Management Manual* and will be subject to review and approval by the City Engineering Department. The detention basin facility/facilities, including piping, inlets, structures, detention lopes and vegetation shall be maintained by the HOA. Construction of detention ponds and all appurtenances along with a Stormwater Report will be submitted for review and approval by City Engineering before final plat. This information is within the SIA under the heading V, Storm Drainage.

b. **Solid waste** – The City of Billings will provide solid waste collection and disposal. The City's landfill has adequate capacity for this waste.

c. **Streets** – The lots within the subdivision will be served by Camp Lane and Rich Lane with Beringer on the west and 52nd Street West on the east. Camp Lane and Rich Lane will both be 56-foot-wide rights-of-way. With the original Legacy Subdivision filing 40 feet of right-of-way was dedicated for 52nd Street West along the west edge of Oak Ridge Estates subdivision. Oak Ridge Estates Subdivision also provide 40 feet for right-of-way for a total of 80 feet of right-of-way. From Rich Lane going north to the Big Ditch Legacy Subdivision dedicated 40 feet of right-of-way, Certificate of Survey 2990 will provide the additional 40 feet when it is developed. Internal streets shall all be 34 feet back of curb to back of curb within a 56-foot-wide right of way and shall be built to City of Billings street standards. They shall be built to grade with a satisfactory subbase, base course, curb and gutter with asphalt surface.

   A temporary turn around will be provided at the north end of 52nd Street West on the south side of the Big Ditch. Easement documents will be provided for that turn around. **(Condition #1)**

   The sidewalks will be installed by the home builder on a lot-by-lot basis, as lots develop. The developer will install all ADA required ramps at the intersections within the proposed subdivision and in front of lots with detention basins. The developer will add language in the SIA under the heading III Transportation B Sidewalks stating they will install sidewalks on the lots where detention basins will be located. **(Condition #2)**

   A Traffic Impact Study (TIS) update was completed with this filing to evaluate the subdivision's impact on the street network in the surrounding area. The subdivision layout does not change the number of lots enough to alter the outcome of the TIS. Cash contributions for surrounding roads and intersection

will be made at the time of final plat as defined in the SIA under the heading III Transportation.

d. **Emergency services** – The Billings Police and Fire Departments will respond to emergencies within the proposed subdivision. The fire station serving this area is located at 54th St. West and Grand Ave. (Station #7). The subdivision is located within the ambulance service area of American Medical Response (AMR).

e. **Schools** –School District #2 provides educational services to elementary through high school students. Schools serving these students are Meadowlark Elementary, Ben Steele Middle School, and West High School. At the time of the writing of this staff report all schools are shown as being over capacity.

f. **Parks and Recreation** – Residential subdivisions are required by City of Billings Subdivision Regulations to provide parkland for the residents of the subdivision. This subdivision provided a cash in lieu contribution with the original subdivision platting. With that contribution this subdivision is not required to provide any further land or cash contribution.

g. **Mail Delivery -** The United States Postal Service will provide postal service to the subdivision and has indicated that centralized mailbox units will be required as were installed in developed areas of this subdivision. The developer will need to coordinate mailbox locations with the postal service. **(Condition #3)**

**3. Effect on the natural environment**

The subject property is not currently farmland. This land was platted in March of 2006 as Legacy Subdivision and has not developed completely. This re-subdivision of the Legacy Subdivision overall will have little effect on the natural environment.

**4. Effect on wildlife and wildlife habitat**

There are no known endangered or threatened species on the property. There is a paragraph in the SIA that warns future lot owners of the presence of deer in the area, which may cause damage to their landscaping. This subdivision should have a minimal effect on wildlife and wildlife habitat.

**5. Effect on the public health, safety and welfare**

There will be minimal impacts to public health, safety and welfare because of this subdivision.

**B. Was an Environmental Assessment required? [(MCA 76-3-616 and BMCC 23-302.H.1.]**

The proposed subdivision is exempt from the requirement for an Environmental Assessment pursuant to Section 76-3-616, MCA.

**C. Does the subdivision conform to the City of Billings 2016 Growth Policy, the 2014 Transportation Plan, and the Billings Area Bikeway and Trail Master Plan? [BMCC 23-302.H.4.]**

**1. City of Billings 2016 Growth Policy**

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

> **Strong Neighborhoods (livable, safe, sociable and resilient neighborhoods):** Neighborhoods that are safe and attractive and provide essential services are much desired (p.8).
>
> **Home Base (healthy, safe and diverse housing options)** Planning and construction of interconnected sidewalks and trails are important to the economy and livability of Billings.

**2. 2018 Billings Urban Area Long Range Transportation Plan**

The proposed subdivision adheres to the goals and objectives of the 2018 Transportation Plan and preserves the street network and street hierarchy specified in the plan.

**3. Billings Area Bikeway and Trail Master Plan (BABTMP)**

There is a proposed trail along the Big Ditch on the north edge of this subdivision. With the original platting of Legacy Subdivision, a 60-foot-wide right-of-way was platted over the Big Ditch for a trail. This trail will eventually connect the subdivision to future trails identified in the BABTMP.

**D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [MCA 76-3-608 (3) (b) and BMCC 23-302.H.3.a.]**

The proposed subdivision satisfies the requirements of the Montana Subdivision and Platting Act and to the design standards specified in the local subdivision regulations. The subdivider and the local government have complied with the subdivision review and approval procedures set forth in the local and state subdivision regulations.

**E. Does the proposed subdivision conform to all requirements of the zoning in effect? [BMCC 23-302.H.3.e.]**

The subject property is located within Suburban Neighborhood (N3) zoning. The lot frontages conform to the requirements of this zone. Other building setbacks and structure specific requirements will be reviewed for compliance at the time of building permit review.

**F. Does the proposed plat provide easements for the location and installation of any utilities? [MCA 76-3-608 (3) (c) and BMCC 23-302.H.3.b.]**

The subdivider will provided utility easements as requested by private utility companies on the face of the plat.

**G. Does the proposed plat provide legal and physical access to each parcel within the subdivision and notation of that access on the plat? [MCA 76-3-608 (3) (d) and BMCC 23-302.H.3.c.]**

Legal and physical access is provided to the proposed lots from Beringer Way. New internal streets will provide access to individual lots.

**CONCLUSIONS OF FINDINGS OF FACT**

- The preliminary plat of Legacy Subdivision, 2nd Filing does not create any adverse impacts that warrant denial of the subdivision.

- The proposed subdivision conforms to several of the goals and policies of the 2016 Growth Policy and does not conflict with the Transportation or Bikeway/Trail Plans.

- The proposed subdivision complies with state and local subdivision regulations, local zoning, and sanitary requirements and provides legal and physical access to each lot.

- Any potential negative or adverse impacts will be mitigated with the proposed conditions of approval.

**RECOMMENDATION**

It is recommended to City Council that the preliminary plat of Legacy Subdivision, 2nd Filing be conditionally approved and adopt the Findings of Fact as presented in the staff report.

Approved by the Billings City Council, July 25, 2022

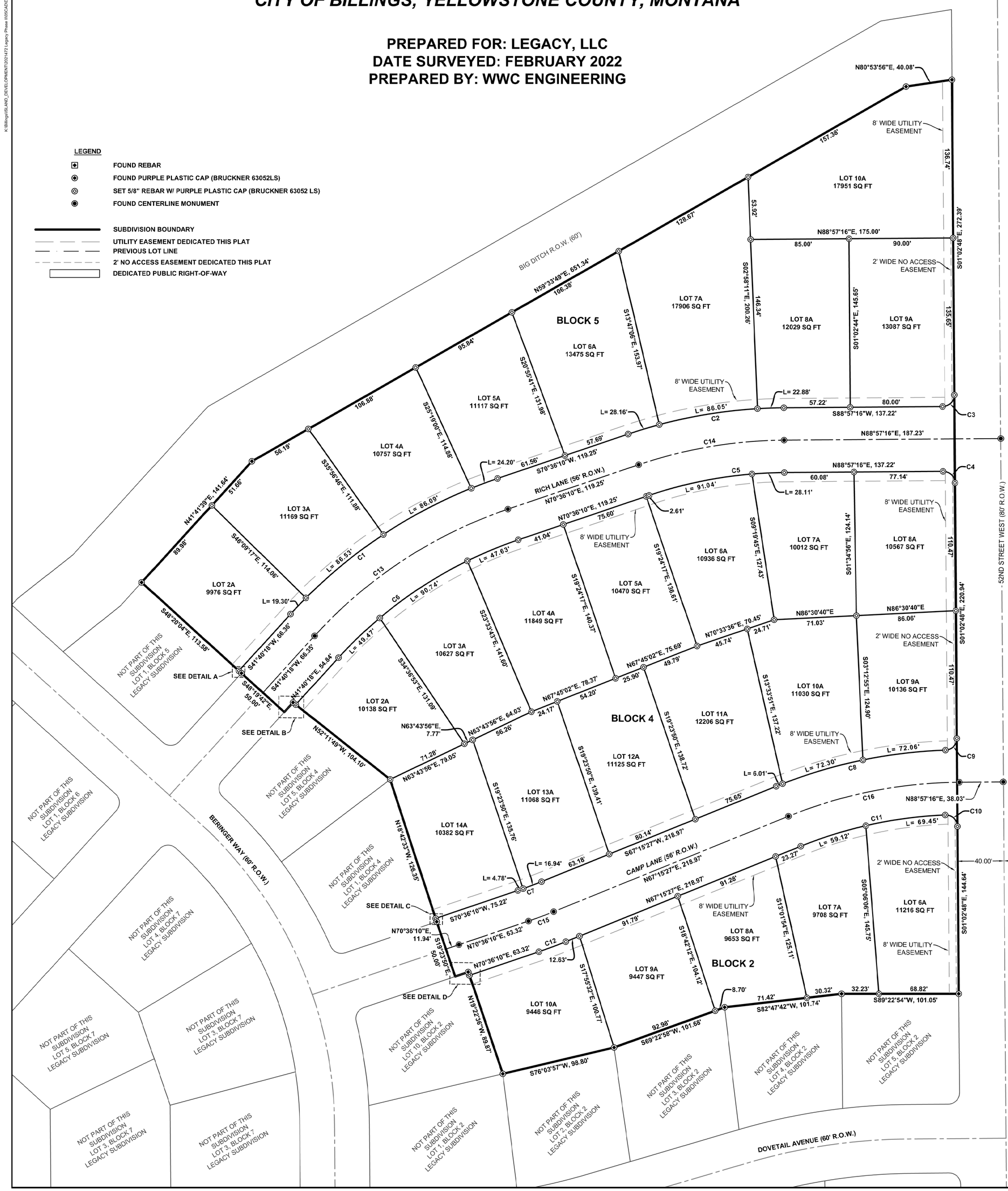
_____

William A. Cole, Mayor

# PLAT OF LEGACY SUBDIVISION, 2ND FILING

***BEING LOT 1, OF BLOCK 1 AMENDED PLAT OF LEGACY SUBDIVISION, DOCUMENT NO._____***
***WITHIN NW1/4 OF SECTION 4, T01S, R25E, P.M.M.***
***CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA***

**PREPARED FOR: LEGACY, LLC**
**DATE SURVEYED: FEBRUARY 2022**
**PREPARED BY: WWC ENGINEERING**




## LEGAL DESCRIPTION AND PROPERTY OWNER CERTIFICATE OF DEDICATION

State of Montana )
:SS
County of Yellowstone )

KNOW ALL BY THESE PRESENTS: That we, the undersigned owners, do hereby certify that we, have caused to be surveyed, subdivided, and platted into lots blocks roads and alleys and other divisions and dedications, as shown by this plat hereunto included, the following described tract of land, to wit:

The parcel situated in the NW1/4 of Section 4, T01S, R25E, P.M.M., City of Billings, Yellowstone County, Montana, and more particularly described as Lot 1. of Block 1 Amended Plat of Legacy Subdivision Document No. _____; said tract containing 8.51 acres, more or less.

The above described tract of land is to be known and designated as LEGACY SUBDIVISION, 2ND FILING, City of Billings, Yellowstone County, Montana. The undersigned do hereby grant unto all utility companies, as such are defined and established by Montana Law, and cable television companies, an easement for the location. maintenance, repair, removal of lines over, under and across the areas designated on the plat as Utility Easement to have and hold forever. The lands designated as public right-of-way are hereby granted and dedicated to the use of the public forever shall include the portions of Rich Lane and Camp Lane as shown on the plat

DATED THIS _____ DAY OF _____, 2022.

LEGACY LLC

_____

## ACKNOWLEDGMENTS

State of Montana )
:SS
County of Yellowstone )

On this _____ day of _____, 2022, before me, the undersigned a notary public for the State of _____, personally appeared _____ of Legacy LLC, known to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same.

_____
Notary Public for the State of _____

## CERTIFICATE OF CITY ATTORNEY

This Subdivision Plat has been reviewed by the City Attorney's Office and is acceptable to form.

Dated this _____ day of _____, 2022

_____
Reviewed by

## ERRORS AND OMISSIONS REVIEW

Reviewed for errors and omissions in calculations and drafting this _____ day of _____, 2022, pursuant to section 76-3-611(2)(a), M.C.A.

_____
Examining Land Surveyor

Reg. No. _____

## CERTIFICATE OF COUNTY TREASURER

I hereby certify, pursuant to Section 76-3-611(1)(b), MCA, that all real property taxes and special assessments assessed and levied on the land described on this Subdivision Plat and encompassed by the proposed division have been paid.

Dated this _____ day of _____, 2022

_____
DEPUTY TREASURER
YELLOWSTONE COUNTY, MONTANA

## CERTIFICATE OF SURVEYOR

The undersigned, a Montana Registered Land Surveyor being first duly sworn, deposes and says that during the month of January 2022, a survey was performed under his supervision of a tract of land to be known as LEGACY SUBDIVISION, 2ND FILING, in accordance with the request of the owner thereof and in conformance with Montana Subdivision and Platting Act; said subdivision being in accordance with the Landowner's Certificate and as shown on the plat; that the monuments found and set are of the character and occupy the positions hereon.

Dated the _____ day of _____, 2022

_____
John Bruckner
Registration Number 63052 LS

MONTANA JOHN BRUCKNER No. 63052 LS LICENSED PROFESSIONAL LAND SURVEYOR

## SUBDIVISION IMPROVEMENTS AGREEMENT

Doucument No. _____

## CERTIFICATE OF CITY ENGINEER'S OFFICE

I hereby certify that I have examined the annexed plat and find that it conforms with Section 76-4-125(1)(d) MCA, removing sanitary restrictions since the plat is inside a master planning area and is provided with municipal facilities for the supply of water and disposal of sewage and solid waste.

Dated this _____ day of _____, 2022

_____
CITY ENGINEER'S OFFICE

## NOTICE OF APPROVAL

STATE OF MONTANA )
: ss
County of Yellowstone )

This plat has been approved for filing by the Yellowstone County Board of Planning and conforms to the recommendations of this board.

Date _____ _____
President

_____
Executive Secretary

## CERTIFICATE OF CITY COUNCIL APPROVAL

The City Council of the City of Billings, Yellowstone County, Montana does hereby certify that the accompanying plat for LEGACY SUBDIVISION, 2ND FILING has been duly examined and have found the same to conform to the law and hereby approve it.

Dated this _____ day of _____, 2022

_____
CITY OF BILLINGS, MONTANA

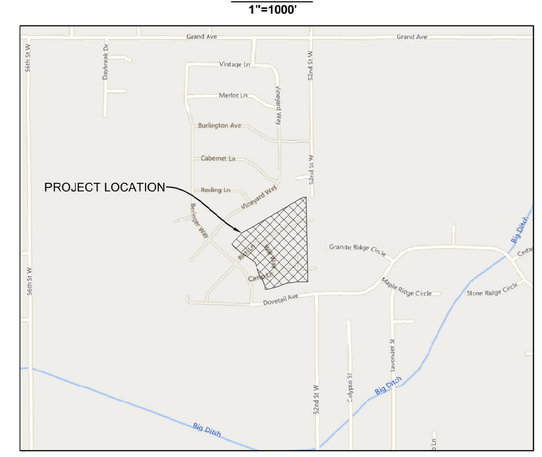
BY: _____
Mayor

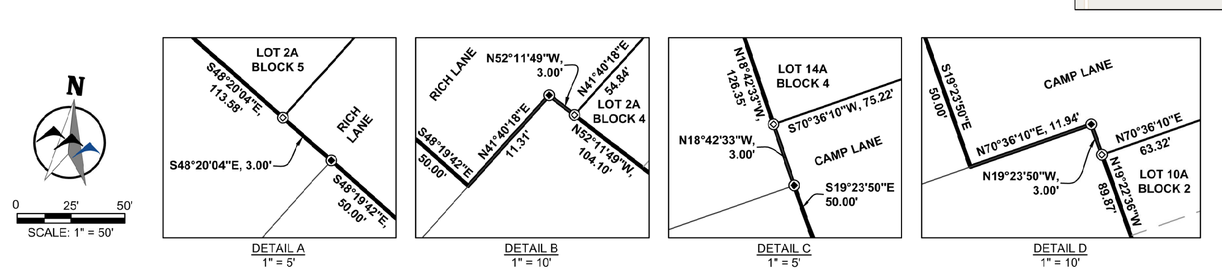
ATTEST: _____
City Clerk

## CERTIFICATE OF FILING BY CLERK AND RECORDER

| Curve Table | | | | | |
|---|---|---|---|---|---|
| *Curve No.* | *Radius* | *Length* | *Delta* | *Chord Bearing* | *Chord Length* |
| C1 | 428.00' | 216.12' | 28°55'52" | N56°08'14"E | 213.83' |
| C2 | 428.00' | 137.09' | 18°21'06" | N75°46'43"E | 136.51' |
| C3 | 10.00' | 15.71' | 90°00'04" | N43°57'14"E | 14.15' |
| C4 | 10.00' | 15.71' | 89°59'56" | S46°02'46"E | 14.15' |
| C5 | 372.00' | 119.15' | 18°21'06" | N75°46'43"E | 118.65' |
| C6 | 372.00' | 187.84' | 28°55'52" | N56°08'14"E | 185.85' |
| C7 | 372.00' | 21.72' | 3°20'44" | S68°55'48"W | 21.72' |
| C8 | 428.00' | 150.37' | 20°07'49" | S77°19'21"W | 149.61' |
| C9 | 10.00' | 15.43' | 88°26'03" | S43°10'13"W | 13.95' |
| C10 | 10.00' | 16.04' | 91°53'40" | N46°59'38"W | 14.38' |
| C11 | 372.00' | 128.56' | 19°48'05" | S77°09'29"W | 127.93' |
| C12 | 428.00' | 24.99' | 3°20'44" | S68°55'48"W | 24.99' |
| C13 | 400.00' | 201.98' | 28°55'52" | N56°08'14"E | 199.84' |
| C14 | 400.00' | 128.12' | 18°21'06" | N75°46'43"E | 127.58' |
| C15 | 400.00' | 23.36' | 3°20'44" | S68°55'48"W | 23.36' |
| C16 | 400.00' | 151.47' | 21°41'49" | S78°06'21"W | 150.58' |

***VICINITY MAP***
**1"=1000'**




**BASIS OF BEARING**
NAD83(2011) MONTANA STATE
PLANE COORDINATE SYSTEM, GRID
DISTANCES: GROUND, INTERNATIONAL FOOT

**LEGACY SUBDIVISION, 2ND FILING**
*YELLOWSTONE COUNTY, MONTANA*

PREPARED FOR:
LEGACY, LLC
353 OLD HAYS ROAD
HAYS, MT 59527

PREPARED BY:
WWC ENGINEERING
550 S. 24TH ST. W., SUITE 201
BILLINGS, MT 59102
(406) 894-2210
www.wwcengineering.com

| PROJECT NO. 21472 | | | |
|---|---|---|---|
| NO. | REVISION | BY | DATE |
| | | | |

DESIGNED BY: WWC
DRAWN BY: NRZ
CHECKED BY: JPB
DATE: 2/8/2022
DRAWING NO. 1

K:\Billings\21400_25\PLOTS\MAIN\PLAT\21472 Legacy Phase 2\WWC\DWG\Design\Design\21472-MAIN.DWG, 2/8/2022 3:54:27 PM, Nick Zeller, 1:1

**SUBDIVISION IMPROVEMENTS AGREEMENT**
**& WAIVER OF RIGHT TO PROTEST FURTURE SPECIAL IMPROVEMENT DISTRICTS**
**LEGACY SUBDIVISION, 2nd FILING**
**CITY OF BILLINGS**
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# SUBDIVISION IMPROVEMENTS AGREEMENT & WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL IMPROVEMENT DISTRICTS

## LEGACY SUBDIVISION, 2ND FILING

**This agreement** is made and entered into this ____ day of _____, 20__, by and between **LEGACY LLC,** whose address for the purpose of this agreement is **353 Old Hays Road, POB 470, Hays, MT 59527**, hereinafter referred to as "Subdivider," and the **CITY OF BILLINGS**, Billings, Montana, hereinafter referred to as "City."

**WITNESSETH:**

**WHEREAS**, the plat of Legacy Subdivision, 2nd Filing, located in Yellowstone County, Montana, was submitted to the Yellowstone County Board of Planning; and

**WHEREAS**, at a regular meeting conducted on _____ day of _____, 20__, the Board of Planning recommended conditional approval of a preliminary plat of Legacy Subdivision, 2nd Filing; and

**WHEREAS**, at a regular meeting conducted on _____ day of _____, 20__, the City Council conditionally approved a preliminary plat of Legacy Subdivision, 2nd Filing; and

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

**WHEREAS,** the provisions of this agreement shall be effective and applicable to Legacy Subdivision, 2nd Filing 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 City of Billings Subdivision Regulations, the rules, regulations, policies, and resolutions of the City of Billings, 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

There are no variances requested by the Subdivider from the City's Subdivision Regulations.

## II. PROPERTY CONDITIONS AND INFORMATION FOR LOT PURCHASERS

**A.** Lot owners will be required to construct that segment of the required sidewalk that fronts their property at the time of lot development. If sidewalk is not constructed within 5 years, the City has the right to construct the sidewalk and assess the property owners.

**B.** 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.

**C.** 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. It is recommended that a lot specific geotechnical report be obtained prior to home construction.

**D.** No water rights have been transferred to the lot owners. Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. Perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners.

**E.** 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 on the completion of the conditions set forth in this Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.

**F.** The subdivider and subsequent contractors/builders acknowledge that there is a Stormwater Pollution and Prevention Plan (SWPPP) filed with the city and the Montana Department of Environmental Quality (MDEQ). This SWPPP shall be adhered to during all phases of construction and shall be updated as required by

MDEQ under the General Permit for Stormwater Discharges Associated with Construction Activity, Chapter 28, BMCC and the Billings Stormwater Management Manual.

**G.** Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for new construction on lots. Best Management Practices are defined within Section 28-201, BMCC and detailed in the Billings Stormwater Management Manual.

**H.** Due to the potential flood waters from the Cove Creek Drainage, the main finish floor of each house is recommended to be a minimum of 18 inches above the top of curb elevation in the front of each lot.

## III. TRANSPORTATION

### A. Streets

- A 56-foot right-of-way for Rich Lane and Camp Lane will be dedicated with this subdivision. 40-feet of right-of-way for 52nd Street West was dedicated in the previous filing, and an additional 40-feet of right-of-way was dedicated by Oak Ridge Estates Subdivision, for a total of 80-feet of right-of-way. Only 40-feet of right-of-way is dedicated from the previous filing adjacent to Parcel 2C of Certificate of Survey 2990 as no right-of-way has been dedicated from said Parcel.

- Private Contract P-788 shall construct public streets and curb and gutter with the subdivision. All roads shall be 34 feet back-of-curb to back-of-curb. These access roads shall be built to grade with a satisfactory subbase, base course, curb and gutter, and asphalt surface. All streets shall be built in accordance with the City of Billings site improvement ordinance and shall be reviewed and approved by the City Engineer prior to construction.

- A traffic accessibility study has been completed for the subdivision as part of the original SIA. As general layout of the improvements did not change enough to alter traffic analysis, prior SIA conclusions shall be utilized. All required improvements and permits identified therein shall be completed by the Developer at the Developer's expense. These are more specifically identified as follows:

    i. 52nd Street West shall be constructed with curb and gutter with a 30-foot half street asphalt section along the property frontage where 80-feet of right-of-way is dedicated. A 28-foot half street asphalt section shall be constructed where 40-feet of right-of-way is dedicated, including transition areas where the road deviates

from the platted centerline. A "ROAD CLOSED" sign shall be installed on 52nd Street West at the northeastern corner of the property.

ii. The Subdivider agrees to contribute up to fifty percent (50%) cost share for the design, permitting, and construction of a culvert, 30-foot half street, curb and gutter, and sidewalk at the Big Ditch and 52nd Street West crossing, said crossing will extend from the northern line of Legacy Subdivision, 2nd Filing to the northern line of the existing 60' Big Ditch right-of-way. The financial contribution will be received by the City, as part of the Final Plat of Legacy Subdivision, 2nd Filing

**B. Sidewalks**

- Individual lot owners will be responsible for the construction of the sidewalks adjacent to their lot at the time of lot construction and shall be included in each building permit.

- Sidewalks shall be 5-feet wide with 5-foot wide boulevard along Rich Lane and Camp Lane.

- Sidewalks shall be 5-feet wide with 10-foot wide boulevard along 52nd Street West where 80-feet of right-of-way is dedicated.

- Sidewalks shall be 5-feet wide with 5-foot wide boulevard along 52nd Street West where 40-feet of right-of-way is dedicated, if applicable, including transition areas where the road deviates from the platted centerline.

**C. Street Lighting**

- No street lighting is proposed for this development. However, street lighting is included in the Waiver of Right to Protest.

**D. Traffic Control Devices**

- No traffic signals are anticipated within this development but are included in the Waiver of Right to Protest.

**E. Access**

- Access to the lots will be from drive approaches installed at the time of the lot development.

- A 2-foot No Access Easement is dedicated along 52nd Street West with this development includes the east line of the following lots:
    - Lot 9A, Block 5
    - Lot 8A and 9A, Block 4
    - Lot 6A, Block 2

**F. Billings Area Bikeway and Trail Master Plan (BABTMP)**

- This development is located within the jurisdiction of the BABTMP but there are no trails proposed with this development.

**G. Public Transit**

- This development does not require improvements to ensure public transit service. The nearest public transit stop is at the intersection of Shiloh Road and Broadwater and Shiloh Road and Grand Avenue.

## IV. EMERGENCY SERVICES

- Emergency service access to the Subdivision will be provided via Beringer Way, Dovetail Avenue, and a small portion of 52nd Street West, all of which were constructed as part of Private Contract Number P-752 improvements.

- 52nd Street West is a dead-end route along the northern edge of the property and will provide proper signage and blockades approved by the City of Billings Engineering Department. All roads as part of the Legacy Subdivision, 2nd Filing improvements will have signage and blockades reviewed and approved by the City of Billings Engineering Department.

- At the time of future lot development construction of buildings made of combustible materials shall have adequate fire apparatus access roads and water supply (fire hydrants) in place to allow for fire suppression requirements. Prior to the 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 City of Billings.

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 fire apparatus access and water supply.

## V. STORM DRAINAGE

- Storm drainage shall be provided by a combination of surface drainage, curb and gutters, and underground storm pipe. Stormwater detention, constructed under Private Contract Number P-752, is provided on Lot 1 of Block 1 of Legacy Subdivision. Said pond shall be extended to provide additional volume for Legacy Subdivision, 2nd Filing. Stormwater for Private Contract Number P-752 and Legacy Subdivision, 2nd Filing will ultimately be provided on Lots 1 and 2 of Block 1 of Legacy Subdivision and storm easements shall be provided over said lots, or on other Subdivision lots provided the requisite detention volume is provided and the stormwater plan is approved by the engineering department. All drainage improvements, including the sizing of storage, will be subject to review and approval by the engineering department and in conformance with the *Stormwater Management Manual* in place at the time of platting and Section 23-706, BMCC.

- Stormwater detention facilities, including internal pond piping, inlets, structures, pond slopes and vegetation, shall be maintained through the Legacy Subdivision HOA as outlined in the HOA Stormwater Maintenance Agreement.

## VI. UTILITIES

- The Subdivision Improvements Agreement does not constitute an approval for extension of or connection to water mains and sanitary sewers. The

property owner shall make application for extension/connection of water mains and sanitary sewers to the Public Works Department – Engineering Division. The extension/connection of/to water mains and sanitary sewers is subject to the approval of the applications and the conditions of approval. Applications shall be submitted for processing prior to the start of any construction and prior to review and approval of any project plans and specifications.

- It is acknowledged that the properties subject to this Subdivision Improvements Agreement shall be subject to the appropriate water and wastewater local and interior construction fees in effect at the time of payment. Fees shall be paid for the lots in each phase as applied for in the extension application and as per the first paragraph above.

- The Developer/Owner acknowledges that the subdivision shall be subject to the applicable System Development in effect at the time new water and/or sanitary sewer service connections are made.

- The design/installation of sanitary sewers and appurtenances, and water mains and appurtenances (fire hydrants, etc) shall be in accordance with design standards, specifications, rules, regulations of and as approved by the City of Billings Public Works Department, Fire Department and the Montana Department of Environmental Quality.

**A. Water**

- As part of Private Contract Number P-752, an 8-inch water main is installed in Beringer Way and stubbed to the Legacy Subdivision, 2nd Filing boundary along Rich Lane and Camp Lane. A 12-inch main is stubbed north from Dovetail Avenue along 52nd Street West to the Legacy Subdivision, 2nd Filing boundary. An 8-inch water main will tie into the 8-inch water main in Rich Lane and Camp Lane. Provisions shall be made for the looping of the interior Legacy Subdivision, 2nd Filing water mains to connect to the main in Beringer Way. Interior mains will be 8-inch along Rich Lane and Camp Lane, and a 12-inch along 52nd Street West. Private Contract Number P-752 and Legacy Subdivision ,2nd Filing will be looped to the 8-inch main feeding the entire subdivision at the south edge of Vintage Estates. A temporary dead end 12-inch main will be located at the north edge of Legacy Subdivision, 2nd Filing on the north end of 52nd Street West, which will be extended at the same times as the 52nd Street road extension crossing Big Ditch. Water services will be installed for all lots within the subdivision.

**B. Sanitary Sewer**

- Currently, an 8-inch sanitary sewer main runs in Beringer Way to a lift station located near the southern boundary of Private Contract Number P-752. Existing mains are extended from the Beringer Way main into Legacy Subdivision, 2nd Filing along Rich Lane and Camp Lane. The Subdivider will extend 8-inch lateral sanitary sewer lines from the existing mains in Rich Lane and Camp Lane to the east, and Rich Lane will continue north in 52nd Street West. Subdivider and City also agree provisions shall be made to the sewer main in 52nd Street West to allow for future flows from Parcel 2C of C.O.S. 2990. Sewer services will be installed for all lots within the subdivision.

### C. Power, Telephone, Gas, and Cable Television

- Private utility facilities (power, natural gas, telephone, and cable) will be installed during construction and located within the right-of-way and utility easements shown on the plat.

## VII. PARKS/OPEN SPACE

- There is no parkland dedication with this subdivision. The parkland requirements were previously met by Legacy Subdivision.

## VIII. IRRIGATION

- The lateral supply ditch running north-south through the property is piped as part of Private Contract Number P-752 and no additional improvements are required. All irrigation rights associated with this property shall be terminated and no longer transferred to any properties undergoing residential development.

- An existing 60-foot right-of-way granted to Big Ditch is located along the northern edge of Legacy Subdivision, 2nd Filing.

## IX. SOILS/GEOTECHNICAL STUDY

- A preliminary geotechnical analysis was performed for this property by Rimrock Engineering in 2019. This preliminary investigation does not include testing for foundations design and settlement analysis.

- According to the International Building Code, most of the soils classified on this site would require foundation drainage. This issue would be addressed at the time the foundation elevation is determined for each

specific site. Because of these potential soil and foundation issues. the lot owner, prior to constructing structures on this site, will complete a design level geotechnical investigation.

## X. PHASING OF IMPROVEMENTS

- There will be no phasing for the improvements.

## XI. FINANCIAL GUARANTEES

- Except as otherwise provided, Subdivider shall install and construct said required improvements with cash or by utilizing the mechanics of a private contract secured by letters of credit or a letter of commitment to lend funds from a commercial lender. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said private contract, and the improvements shall be installed as approved by the City Engineer.

## XII. LEGAL PROVISIONS APPLYING TO SUBDIVIDER

**A.** Subdivider agrees to guarantee all public improvements for a period of two years from the date of final acceptance by the City of Billings.

**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 run with the land and apply to and shall be binding on the heirs, personal representatives, successors, assigns and transferees 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.

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

"SUBDIVIDER" **LEGACY LLC**

By: _____

Title: _____

STATE OF MONTANA )
: ss
County of )

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 **LEGACY 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 the City of Billings, this ____ day of _____, 20__.

"CITY"
CITY OF BILLINGS
MONTANA

By: _____
Mayor

Attest: _____
City Clerk

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 Mayor and City Clerk, respectively, of the City of Billings, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Billings, Montana.

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

# Waiver of Right to Protest
## FUTURE SPECIAL IMPROVEMENT DISTRICTS

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 special improvement district(s) for a period of no more than twenty years from the recording of this waiver, for street light maintenance and energy, and for the construction of streets, street widening, sidewalks, survey monuments, street name signs, curb and gutter, street lights, driveways, traffic signals, and traffic control devices, parks and park maintenance, trails, sanitary sewer lines, water lines, storm drains (either within or outside the area), and other improvements which the City of Billings may require.

This Waiver and Agreement is independent from all 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 described as follows:

*Legacy Subdivision, 2nd Filing*

Signed and dated this _____ day of _____, 20___.

Subdivider/Owner

_____

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 **LEGACY LLC**, the person who executed the forgoing 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: _____

**Planning Board**

| | |
|---|---|
| **Date:** | 06/14/2022 |
| **Title:** | Wild Rose Subdivision, 1st Filing - Preliminary Major Plat |
| **Presented by:** | David Green |
| **Department:** | Planning & Community Services |
| **Presentation:** | Yes |

## Information

### RECOMMENDATION

Staff proposes the Planning Board recommend to City Council that the preliminary plat of Wild Rose Subdivision, 1st Filing be conditionally approved and adopt the Findings of Fact as presented in the staff report.

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

On May 2, 2022, In Site Engineering and Performance Engineering, agents for Regal Land Development, applied for preliminary major plat approval for Wild Rose Subdivision, 1st Filing. The proposed subdivision creates 64 new lots for residential development. The subject property is generally located south of Sweetgrass Creek Drive and west of 54th Street West. The property is a mix of zones and recently received approval of a planned neighborhood development, required for new properties greater than 10 acres annexing into the City limits. The property where this subdivision is located is zoned Neighborhood 1 (N1), Neighborhood 2 (N2), Neighborhood 3 (N3), Mixed Residential 1 (NX1) and Public 1 (P1).

VARIANCES REQUESTED

No variances from the City Subdivision Regulations have been requested.

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 and ensure correct road construction, prior to final plat approval the applicant will receive approval for all street construction from City of Billings Engineering prior to street construction.
2. To protect public health and safety, prior to final plat approval the applicant will add the following language to the SIA under the heading III Transportation Streets: No obstructions may be placed in any public right of way such as subdivision entry signs, signs, planter beds or any other obstruction that would be a hazard to traffic in the public right-of-way.
3. To ensure correct additional road width construction on 54th Street West, prior to final plat approval, the applicant will add the following wording to the SIA under the heading III Transportation Streets: The subdivider will provide cash-in-lieu contribution for the construction of approximately 3 feet of asphalt surface with satisfactory sub-base, base course, standard curb and gutter along 54th Street West. The cash-in-lieu contribution will also include engineering design and construction administration.
4. To ensure public health and safety and to ensure safe pedestrian access to the south (Cottonwood Park) the developer shall construct a pedestrian crossing across the storm drainage area located along the southern property boundary. Further, the developer shall amend the SIA to include specific information regarding the construction of the crossing.
5. To minimize the effects on local service prior to final plat approval, the applicant will coordinate with the USPS to determine what type of deliver system is preferred and to locate and provide the correct amount of space for safely delivering the mail to the residents.
6. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
7. The final plat shall comply with all requirements of the City of Billings Subdivision Regulations, rules, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

- Pre-application meeting February 4, 2022
- Preliminary plat application submitted to Planning Division May 2, 2022
- Departmental review meeting May 19, 2022
- Preliminary plat resubmittal May 26, 2022
- Planning Board plat review June 14, 2022
- Planning Board public hearing June 28, 2022
- Preliminary plat to City Council July 25, 2022
- 60 working-day preliminary plat review period ends July 26, 2022

PLAT INFORMATION

| | |
|---|---|
| General location: | South of Sweetgrass Creek Drive and west of 54th Street West |
| Legal Description: | R.L. Subdivision Lot 1 |
| Owner/Subdivider: | Regal Land Development, Inc. |
| Engineer and Surveyor: | In Site Engineering and Performance Engineering |
| Existing Zoning: | PD |
| Existing land use: | Vacant / Farmland |
| Proposed land use: | Residential |
| Gross and Net area: | 53.452 acres; 47.84 acres |
| Proposed number of lots: | 64 |
| Lot size: | Max: 36.71 acres<br>Min: 4,680 square feet |

Parkland requirements: Parkland dedication requirements for this proposed plat is 1.224 acres. The applicant is proposing to provide 0.782 acres of land for private parks. The remaining amount will be a cash in lieu contribution to the future Cottonwood Park.

## STAKEHOLDERS

There are no stakeholder responses at this time. Stakeholder input will be received at a public hearing scheduled for this subdivision on June 28.

## ALTERNATIVES

In accordance with state law, the City Council has 60 working days to act upon this major preliminary plat. The 60 working day review period for the proposed plat ends on July 26, 2022. State and City subdivision regulations also require that preliminary plats be reviewed using specific criteria, as stated within this report. The City may not unreasonably restrict an owner's ability to develop land if the subdivider provides evidence that any identified adverse effects can be mitigated. Within the 60 working day review period, the City Council is required to:

1. Approve;
2. Conditionally Approve; or
3. Deny the Preliminary Plat

## FISCAL EFFECTS

This plat will have no fiscal impacts on the City/County Planning Division.

## SUMMARY

One of the purposes of the City's subdivision review process is to identify potential negative effects of property being subdivided. Negative effects that are identified become the subdivider's responsibility to mitigate. Various City departments, private service/utility providers and the affected school district/s, have reviewed this application and provided input on effects and mitigation. The Findings of Fact, which are presented as an attachment, discuss potential negative impacts of the subdivision and conditions of approval are recommended as measures to further mitigate any impacts. In this case, there were found to be minimal impacts from this proposed subdivision.

---

**Attachments**

Findings of Fact
Proposed Plat
SIA Draft

# FINDINGS OF FACT

The Planning staff has prepared the Findings of Fact for the preliminary plat of Wild Rose Subdivision, 1st Filing. These findings are based on the preliminary plat application and supplemental documents and address the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Billings Subdivision Regulations (Section 23-303(H), BMCC).

**A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health, safety and welfare? [MCA 76-3-608 (3) (a) and BMCC 23-302.H.2.]**

**1. Effect on agriculture and agricultural water user facilities**

Portions of the subject property are currently used for agricultural purposes, about 15.743 acres of land would be used for this proposed development. Perimeter ditches and drains shall remain in place and not be altered by the subdivider or subsequent owners. The subdivision should not affect agricultural water users' facilities, but it will take a small portion of the total land out of agricultural production.

**2. Effect on local services**

a. **Utilities** – Water service will be provided by the City of Billings. The developer will install new water mains in all the new local streets, new individual services to all the lots, and new fire hydrants in accordance with design standards, specifications, rules and regulations of the City of Billings Public Works Department, Fire Department and the Montana Department of Environmental Quality (MDEQ). The water service will be provided by an existing 12-inch water line located in 54th Street West and connection to an existing 8-inch water line in Trail Creek Drive. New streets in this subdivision will have 8-inch water line installed. The subdivider will install all new water lines in the local streets and individual services for each lot in accordance with design standards, specifications, rules and regulations of the City of Billings Engineering/Public Works Department and MDEQ. This information is within the SIA under the heading VI, Utilities A.

   Sanitary sewer service will be provided by connecting to the existing City of Billings sewer mains. This proposed subdivision will connect to an existing 15-inch sanitary sewer located in 54th Street West. The subdivider will install new 8-inch sewer mains in the proposed streets within the subdivision and individual services for each lot in accordance with design standards, specifications, rules and regulations of the City of Billings Public Works Department and MDEQ. This information is within the SIA under the heading VI, Utilities B.

   Private utility companies will provide services to the subdivision. Eight-foot-wide easements on the lot frontage have been requested and will be provided by the subdivider for the private utility companies to install the needed infrastructure.

**Stormwater** – Stormwater drainage for the public streets is proposed to be provided by curb and gutters that discharge into storm water pipes and eventually to retention ponds located on HOA owned lots. These and all other drainage improvements shall satisfy the criteria set forth by the *City of Billings Stormwater Management Manual* and will be subject to review and approval by the City Engineering Department. This information is within the SIA under the heading V, Storm Drainage.

b. **Solid waste** – The City of Billings will provide solid waste collection and disposal. The City's landfill has adequate capacity for this waste.

c. **Streets** – The lots within the subdivision will be served by the continuation of Trail Creek Drive and new streets proposed for this subdivision. They shall all be 34 feet back of curb to back of curb within a 56-foot-wide right of way and shall be built to City of Billings street standards. They shall be built to grade with a satisfactory subbase, base course, curb and gutter with asphalt surface. **(Condition #1)** No obstructions may be placed in any public right of way such as subdivision entry signs, signs, planter beds or any other obstruction that would be a hazard to traffic in the public right-of-way. **(Condition #2)**

The subdivider is responsible for the widening of the section of 54th Street West. This would be approximately 3 feet of additional asphalt and curb and gutter to complete the needed width of paved surface for 54th Street West. The applicant will add language to the SIA under the heading III Transportation Streets that outlines this requirement. **(Condition #3)**

The sidewalks will be installed by the home builder on a lot-by-lot basis, as lots develop. The developer will install all ADA required ramps at the intersections within the proposed subdivision and in front of the parkland. This is outlined in the SIA under the heading III Transportation B Sidewalks.

A Traffic Impact Study (TIS) update was completed with this filing to evaluate the subdivision's impact on the street network in the surrounding area. Cash contributions will be made for future intersection and road improvements as identified in the SIA under Transportation D. Traffic Control Devices. A proportionate contribution will be made for this 1st filing as described in the SIA.

d. **Emergency services** – The Billings Police and Fire Departments will respond to emergencies within the proposed subdivision. The nearest fire station is located at 54th St. West and Grand Ave. (Station #7). The subdivision is located within the ambulance service area of American Medical Response (AMR).

e. **Schools** –School District #2 provides educational services to elementary through high school students. Schools serving these students are Boulder Elementary, Ben Steele Middle School, and West High School. At the time of the writing of this staff report all schools are shown as being over capacity.

**Parks and Recreation** – Residential subdivisions are required by City of Billings Subdivision Regulations to provide parkland for the residents of the subdivision. This subdivision is creating 64 residential lots with this filing. The required parkland acreage is 1.224 acres. The applicant is proposing to provide 0.782 acres of private parkland. With the remaining amount being a cash-in-lieu contribution to Cottonwood Park. The future Cottonwood park is directly south of the proposed subdivision. To ensure pedestrian access to this public park the developer, through conditions of approval, will be required to construct a pedestrian crossing over the proposed storm drainage area **(Condition #4)** The HOA will be responsible for the maintenance of the private parkland. This is outlined in the SIA under the heading VII Parks/Open Space.

f. **Mail Delivery -** The United States Postal Service will provide postal service to the subdivision and has indicated that centralized mailbox units will be required. The developer will need to coordinate mailbox locations with the postal service. **(Condition #5)**

**3. Effect on the natural environment**

The subject property is currently mainly used for farmland. The natural environment has been changed with the use of the land for farming purposes. During development, storm water pollution prevention best management practices are required to be used and monitored to prevent erosion on exposed ground. Overall, the effect on the natural environment should be minimal.

**4. Effect on wildlife and wildlife habitat**

There are no known endangered or threatened species on the property. There is a paragraph in the SIA that warns future lot owners of the presence of deer in the area, which may cause damage to their landscaping. This subdivision should have a minimal effect on wildlife and wildlife habitat.

**5. Effect on the public health, safety and welfare**

There will be minimal impacts to public health, safety and welfare because of this subdivision.

**B. Was an Environmental Assessment required? [(MCA 76-3-616 and BMCC 23-302.H.1.]**

The proposed subdivision is exempt from the requirement for an Environmental Assessment pursuant to Section 76-3-616, MCA.

**C. Does the subdivision conform to the City of Billings 2016 Growth Policy, the 2014 Transportation Plan, and the Billings Area Bikeway and Trail Master Plan? [BMCC 23-302.H.4.]**

**1. City of Billings 2016 Growth Policy**

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

> **Strong Neighborhoods (livable, safe, sociable and resilient neighborhoods):** Neighborhoods that are safe and attractive and provide essential services are much desired (p.8). Zoning regulations that allow a mixture of housing types provide housing options for all age groups and income levels. (p.8)
>
> **Home Base (healthy, safe and diverse housing options)** A mix of housing types that meet the needs of a diverse population is important. (p.9) Planning and construction of interconnected sidewalks and trails are important to the economy and livability of Billings.

**2. 2018 Billings Urban Area Long Range Transportation Plan**

The proposed subdivision adheres to the goals and objectives of the 2018 Transportation Plan and preserves the street network and street hierarchy specified in the plan.

**3. Billings Area Bikeway and Trail Master Plan (BABTMP)**

There is a Proposed Short-range bike Lane identified on Rimrock Road to the north, and one on 54th Street West. There is also the possibility of a future trail to the south of the subject property along the High Ditch.

**D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [MCA 76-3-608 (3) (b) and BMCC 23-302.H.3.a.]**

The proposed subdivision satisfies the requirements of the Montana Subdivision and Platting Act and to the design standards specified in the local subdivision regulations. The subdivider and the local government have complied with the subdivision review and approval procedures set forth in the local and state subdivision regulations.

**E. Does the proposed subdivision conform to all requirements of the zoning in effect? [BMCC 23-302.H.3.e.]**

The subject property is located within Planned Neighborhood (PD) zoning. The lot frontages conform to the requirements of this zone. Other building setbacks and structure specific requirements will be reviewed for compliance at the time of building permit review.

**F. Does the proposed plat provide easements for the location and installation of any utilities? [MCA 76-3-608 (3) (c) and BMCC 23-302.H.3.b.]**

The subdivider will provided utility easements as requested by private utility companies and show those on the face of the plat.

**G. Does the proposed plat provide legal and physical access to each parcel within the subdivision and notation of that access on the plat? [MCA 76-3-608 (3) (d) and BMCC 23-302.H.3.c.]**

Legal and physical access is provided to the proposed lots from 54th Street West, and Trail Creek Drive. New internal streets will provide access to individual lots.

**CONCLUSIONS OF FINDINGS OF FACT**

- The preliminary plat of Wild Rose Subdivision, 1st Filing does not create any adverse impacts that warrant denial of the subdivision.

- The proposed subdivision conforms to several of the goals and policies of the 2016 Growth Policy and does not conflict with the Transportation or Bikeway/Trail Plans.

- The proposed subdivision complies with state and local subdivision regulations, local zoning, and sanitary requirements and provides legal and physical access to each lot.

- Any potential negative or adverse impacts will be mitigated with the proposed conditions of approval.

**RECOMMENDATION**

It is recommended to City Council that the preliminary plat of Wild Rose Subdivision, 1st Filing be conditionally approved and adopt the Findings of Fact as presented in the staff report.

Approved by the Billings City Council, July 25, 2022

_____

William A. Cole, Mayor

# WILD ROSE SUBDIVISION FIRST FILING – PRELIMINARY PLAT

A Resubdivision of R.L. Subdivision Lot 1
Located in the NE 1/4 of Section 31, T1N, R25E, PMM,
City of Billings, Yellowstone County, Montana

IN SITE ENGINEERING

PERFORMANCE ENGINEERING

DATE: APRIL 2022
PREPARED FOR: REGAL LAND DEVELOPMENT, INC.

PREPARED BY: IN SITE ENGINEERING, P.C. &
PERFORMANCE ENGINEERING, LLC

**BASIS OF BEARINGS**

Bearings shown on this survey are derived from a low distortion Lambert Conformal Conic single parallel projection with parameters as follows:

Latitude of Origin: 45°47'00" N
Longitude of Origin: 108°25'00" W
Mapping Scale Factor: 1.0001518

Distances shown hereon are ground distances.

**LEGAL DESCRIPTION**

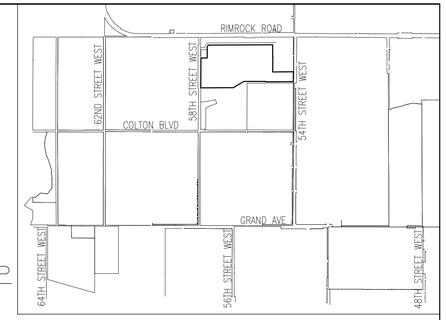
R.L. Subdivision, Lot 1. Located in the NE 1/4 of Section 31, T1N, R25E, PMM, Yellowstone County, Montana. Containing 53.452 Acres.

**SURVEYOR'S NOTE**

Unless otherwise noted, record distances between found monuments shown hereon are within local accepted practice.

100 0 100 200 300
SCALE 1"=100'

VICINITY MAP
NOT TO SCALE




RIMROCK ROAD

SWEETGRASS CREEK DRIVE

N 89°46'22" E 1762.80'

60'

Δ=89°31'00"
R=66.97'
L=104.63'
CHORD
N45°00'52"E
94.31'

58TH STREET WEST

S89°44'38"E 175.15'

N 00°15'22" E 295.00'

N 00°17'16" E 834.12'

80'

S 89°46'22" W 909.53'

R.L. SUBDIVISION
LOT 2

BLOCK 1
LOT 6
1,599,061 SF
=36.709 AC

WILD ROSE SUB
FUTURE FILINGS

DEER CREEK LN

S 00°12'54" E 331.98'

TRAIL CREEK DR

DETAIL
NOT TO SCALE
S00°12'54"E
N89°43'24"E 1.40'
S00°15'00"W

54TH STREET WEST

S 00°15'00" W 426.00'

N 89°43'24" E 576.68'

EX. 90' ROW
10' DEDICATION
2' NO ACCESS EASEMENT

S 00°15'00" W 272.01'

SUBDIVISION ENTRANCE (PRIVATE PARKLAND)

SWEETBRIAR AVENUE

PRIVATE PARK TRAIL CORRIDOR

BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
BLOCK 6
BLOCK 7
BLOCK 8

PRIVATE POCKET PARK
23,953 SF
= 0.550 AC

APPLE ROSE WAY
BLUEBERRY LANE
CIDER STREET
PLUM LANE
HONEYDEW AVENUE
APRICOT AVENUE

PERPETUAL STORM DRAIN EASEMENT IN FAVOR OF WILD ROSE HOA FOR STORM DRAINAGE RETENTION FACILITY

S 59°46'22" W 342.68'

S 89°43'24" W 599.78'

N 00°16'36" W 8.00'

N 89°50'14" E 1294.24' (SOUTH BOUNDARY OF STORM DRAIN EASEMENT)

S 89°43'24" W 781.01'

N 00°15'00" E 41.73' (EAST BOUNDARY OF STORM DRAIN EASEMENT)

STORM DRAIN RETENTION BASIN
VOLUME REQUIRED = 43,991 CUBIC FEET
VOLUME PROVIDED = 57,815 CUBIC FEET
OWNED & OPERATED BY WILD ROSE HOA

**TABULATIONS**

| | |
|---|---|
| ZONE | ALL LOTS EXCEPT LOT 6, BLOCK 1 ARE IN THE N2 ZONE (SEE ZONING MASTER PLAN) |
| GROSS AREA: | 53.452 AC |
| ROAD AREA: | 4.831 AC |
| PARK AREA PROVIDED: | 0.782 AC |
| NET AREA: | 47.84 AC (INCLUDING LOT 6, BLOCK 1) |
| NET AREA: | 11.13 AC (EXCLUDING LOT 6, BLOCK 1) |
| REQUIRED PARK AREA : | 1.224 AC (PARK LAND FOR LOT 6, BLOCK 1 TO BE MET W/ FUTURE FILINGS) |
| CASH IN LIEU OF PARK BASIS: | 0.442 AC (1.224 AC - 0.782 AC) |
| MAX LOT SIZE: | 36.709 AC |
| MIN LOT SIZE: | 4,680 SF (0.11 AC) |
| NUMBER OF LOTS | 76 LOTS |

C & S REVIEW 4/1/2022
PRELIM 5/2/2022
DEPT. REV. RESUBMIT 5/26/2022

**SUBDIVISION IMPROVEMENTS AGREEMENT**
**& WAIVER OF RIGHT TO PROTEST FURTURE SPECIAL IMPROVEMENT DISTRICTS**

# Wild Rose Subdivision First Filing

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**(City of Billings)**


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# SUBDIVISION IMPROVEMENTS AGREEMENT & WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL IMPROVEMENT DISTRICTS

## Wild Rose Subdivision First Filing

**This agreement** is made and entered into this ____ day of _____, 20___, by and between *Regal Land Development, Inc.*, whose address for the purpose of this agreement is **P.O. Box 80445, Billings, MT 59108**, hereinafter referred to as "Subdivider," and the **CITY OF BILLINGS**, Billings, Montana, hereinafter referred to as "City."

**WITNESSETH:**

**WHEREAS**, the plat of *Wild Rose Subdivision First Filing*, located in Yellowstone County, Montana, was submitted to the Yellowstone County Board of Planning; and

**WHEREAS**, at a regular meeting conducted on _____ day of _____, 20__, the Board of Planning recommended conditional approval of a preliminary plat of *Wild Rose Subdivision First Filing*; and

**WHEREAS**, at a regular meeting conducted on _____ day of _____, 20__, the City Council conditionally approved a preliminary plat of *Wild Rose Subdivision First Filing*; and

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

**WHEREAS,** the provisions of this agreement shall be effective and applicable to *Wild Rose Subdivision First Filing* 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 City of Billings Subdivision Regulations, the rules, regulations, policies, and resolutions of the City of Billings, 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 City hereby grants, the following variances by the City Council from the strict interpretation of the City's Subdivision Regulations (Section 23.1101, BMCC):

1. No variances are requested.

## II. PROPERTY CONDITIONS AND INFORMATION FOR LOT PURCHASERS

**A.** Lot owners will be required to construct that segment of the required sidewalk that fronts their property at the time of lot development. If sidewalk is not constructed within 5 years, the City has the right to construct the sidewalk and assess the property owners.

**B.** 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.

**C.** 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. Lot owners shall follow the recommendations from the geotechnical study prepared by Rimrock Engineering, Project No. G20085, August 19, 2020.

**D.** No water rights have been transferred to the lot owners. Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. Perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners.

**E.** 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 on the completion of the conditions set forth in this Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.

**F.** The subdivider and subsequent contractors/builders acknowledge that there is a Stormwater Pollution and Prevention Plan (SWPPP) filed with the city and the Montana Department of Environmental Quality (MDEQ). This SWPPP shall be adhered to during all phases of construction and shall be updated as required by MDEQ under the General Permit for Stormwater Discharges Associated with Construction Activity, Chapter 28, BMCC and the Billings Stormwater Management Manual.

**G.** Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for new construction on lots. Best Management Practices are defined within Section 28-201, BMCC and detailed in the Billings Stormwater Management Manual.

## III. TRANSPORTATION

### A. Streets

54th Street West is classified as a minor arterial street and has an existing 90-foot right-of-way width. Subdivider is required to dedicate an additional 10 feet of right-of-way along 54th Street West. A cash contribution for 2' curb and gutter for this subdivision's 272' frontage along 54th Street West shall be made to the City.

Trail Creek Drive, Sweetbriar Avenue, Blueberry Lane, Plum Lane, Cider Street, Apple Rose Way, Honeydew Avenue, and Apricot Avenue shall have a 56-foot right of way width with 30 feet of asphalt and 2' curb and gutter on each side (34' back-to-back). Improvements to Deer Creek Lane are required along Lot 1, Block 1 including curb and gutter and 30 feet of asphalt. Street Improvements on Deer Creek Lane, Sweetgrass Creek Drive, and 58th Street West shall be done with future filings of Wild Rose Subdivision that abut each of those streets' frontages (re-subdivision of Lot 6, Block 1 of this plat) and will be set forth in the Subdivision Improvements Agreements for each of those future filings.

### B. Sidewalks

Individual lot owners will be responsible for the construction of the sidewalks within public right-of-way or easements adjacent to or through their lot at the time of lot construction and shall be included in each building permit.

Sidewalks shall be 5-foot wide with a 5-foot boulevard planting strip between the sidewalk and the curb.

Subdivider will install, within the private contract, corner intersection ADA ramps and aprons.

Subdivider will install, within the private contract, sidewalks and trails fronting parkland / open space areas.

### C. Street Lighting

No street lighting is proposed for the development; however, street lighting is included in the waiver of right to protest.

### D. Traffic Control Devices

A traffic impact study (TIS) has been completed for Wild Rose Subdivision. All required intersection improvement contributions identified therein shall be completed by the Subdivider at the Subdivider's expense. The percent of traffic contributions to the following intersections shall be in accordance with the traffic accessibility study:

-46th Street West and Rimrock Road (1.86% contribution)
-Shiloh Road and Rimrock Road (1.77% contribution)
-54th Street West and Rimrock Road (1.49% contribution)
-58th Street West and Rimrock Road (1.13% contribution)
-54th Street West and Grand Avenue (0.83% contribution)
-48th Street West and Grand Avenue (0.79% contribution)

The cash contributions shall be based on the percent of traffic contributions to the intersections based on the total cost of an intersection as determined by Engineering for the year in which the contribution is made.

The cash contribution shall be made prior to final plat approval.

**E. Access**

One access to this subdivision shall be provided by way of Trail Creek Drive with a new right-of-way width of 56 feet.

A second access to this subdivision shall be provided by way of Sweetbriar Avenue with a right-of-way width of 56 feet.

A 2-foot No Access Easement shall be dedicated along 54th Street West with this development, which will include the east line of the private parks fronting 54th Street West.

Access to the lots will be from drive approaches installed at the time of the lot development.

**F. Billings Area Bikeway and Trail Master Plan**

This subdivision is adjacent to the Billings Area Bikeway and Trail Master Plan. There is an existing shared use trail along this subdivision's frontage on 54th Street West

**G. Public Transit**

The nearest Met Transit Route to this subdivision is on Shiloh Road from Rimrock Road to Grand Avenue.

## IV. EMERGENCY SERVICE

Construction of buildings made of combustible materials shall have adequate fire apparatus access roads and water supply (fire hydrants) in place to allow for fire suppression requirements. Prior to the 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 City of Billings.

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 fire apparatus access and water supply

- Emergency vehicles shall access this subdivision by way of the two permanent accesses described in Section III.E above.
- This subdivision is not situated in or adjacent to an Urban Wildland Interface.

## V. STORM DRAINAGE

All drainage improvements shall comply with the provisions set forth in Chapter 28, BMCC, and the Stormwater Management Manual in place at the time of development. A complete stormwater management plan shall be submitted to the Engineering Division for review and approval at the time of development.

- A retention pond shall be built on the land adjacent to this subdivision to the south, which is also owned by the Subdivider.
- The retention facility is located on Home Owner's Association (HOA) owned lot(s) and shall be operated and maintained by the HOA.
- No storm drainage facilities exist in this area; therefore, this subdivision's discharge shall be limited to 1 cfs per 10 acres.

## VI. UTILITIES

The Subdivision Improvements Agreement does not constitute an approval for extension of or connection to water mains and sanitary sewers. The property owner shall make application for extension/connection of water mains and sanitary sewers to the Public Works Department – Engineering Division. The extension/connection of/to water mains and sanitary sewers is subject to the approval of the applications and the conditions of approval. Applications shall be submitted for processing prior to the start of any construction and prior to review and approval of any project plans and specifications.

The Developer/Owner acknowledges that the subdivision shall be subject to the applicable System Development in effect at the time new water and/or sanitary sewer service connections are made.

The design/installation of sanitary sewers and appurtenances, and water mains and appurtenances (fire hydrants, etc) shall be in accordance with design standards, specifications, rules, regulations of and as approved by the City of Billings Public Works Department, Fire Department and the Montana Department of Environmental Quality.

### A. Water

- A connection to the existing 12" PVC water main in 54$^{th}$ Street West shall be made to provide water for this subdivision.
- A reimbursement fee shall be paid to the city for connection to the existing water main in 54th Street West as stipulated in the Annexation Development Agreement.
- A connection to the existing 8" PVC water main stub in Trail Creek Drive shall be made to provide water for this subdivision.

- 8" PVC water mains shall be constructed throughout all streets within this filing with a 1" water service provided to each lot.
- All water lines shall be installed to City of Billings Public Works Standards.

**B. Sanitary Sewer**

- A connection to the existing 15" PVC sanitary sewer main in 54th Street West shall be made to provide for the sanitary sewer for this subdivision.
- A reimbursement fee shall be paid to the city for connection to the existing sanitary sewer main in 54th Street West as stipulated in the Annexation Development Agreement.
- 8" PVC sanitary sewer mains shall be constructed throughout all streets within this filing with a 6" sanitary sewer service stubbed to each lot.
- All Sanitary Sewer lines shall be installed to City of Billings Public Works Standards.

**C. Power, Telephone, Gas, and Cable Television**

- Services to be provided within the public right-of-way, existing or to be installed
- 8' public utility easements shall be provided along the street frontages of all lots.

## VII. PARKS/OPEN SPACE

- The parkland requirement shall be met with a combination of private parks and cash-in-lieu.
- Required park land = 1.224 acre
- 0.782 acre of private parkland is a part of this plat. The basis for cash in lieu of park land is 0.442 acre, which shall be earmarked for Cottonwood Park.
- Parks are privately owned and maintained by HOA.

## VIII. IRRIGATION

- No Irrigation ditches exist within this subdivision filing.

## IX. SOILS/GEOTECHNICAL STUDY

1. A geotechnical study was done for this subdivision by Rimrock Engineering, Project No. G20085, August 2020. A copy may be obtained from the Subdivider and Rimrock Engineering.
    - Recommendations of this study shall apply to construction within this subdivision including home construction.

## X. PHASING OF IMPROVEMENTS

- This is the first filing of Wild Rose Subdivision. Public improvements for this Filing shall be secured by a letter of credit and executed through a private contract. Future filings will be re-subdivisions of Lot 1, Block 6, and future public improvements will be set forth with the review of those future filings.

## XI. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install and construct said required improvements with cash or by utilizing the mechanics of a private contract secured by letters of credit or a letter of commitment to lend funds from a commercial lender. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said private contract, and the improvements shall be installed as approved by the City Engineer and Utility Department Manager.

## XII. LEGAL PROVISIONS APPLYING TO SUBDIVIDER

**A.** Subdivider agrees to guarantee all public improvements for a period of two years from the date of final acceptance by the City of Billings.

**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 run with the land and apply to and shall be binding on the heirs, personal representatives, successors, assigns and transferees 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.

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

"SUBDIVIDER" *Regal Land Development, Inc.*

By: _____

Title: _____

STATE OF MONTANA )
: ss
County of )

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 *Regal Land Development, Inc.*, 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 the City of Billings, this ____ day of _____, 20__.

"CITY"
CITY OF BILLINGS
MONTANA

By: _____
Mayor

Attest: _____
City Clerk

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 Mayor and City Clerk, respectively, of the City of Billings, Montana, whose names are subscribed to the foregoing

instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Billings, Montana.

_____

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

# Waiver of Right to Protest
## FUTURE SPECIAL IMPROVEMENT DISTRICTS

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 special improvement district(s) for a period of no more than twenty years from the recording of this waiver, for street light maintenance and energy, and for the construction of streets, street widening, sidewalks, survey monuments, street name signs, curb and gutter, street lights, driveways, traffic signals, and traffic control devices, parks and park maintenance, trails, sanitary sewer lines, water lines, storm drains (either within or outside the area), and other improvements which the City of Billings may require.

This Waiver and Agreement is independent from all 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 described as follows:

*Wild Rose Subdivision First Filing*

Signed and dated this _____ day of _____, 20___.

Subdivider/Owner

_____

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 *President of Regal Land Development, Inc.* the person who executed the forgoing 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: _____

**Planning Board**

| | |
|---|---|
| **Date:** | 06/14/2022 |
| **Title:** | Shop World II Subdivision - Preliminary Major Plat |
| **Presented by:** | David Green |
| **Department:** | Planning & Community Services |
| **Presentation:** | Yes |

## Information

### RECOMMENDATION

Staff recommends the Planning Board recommend to the Yellowstone County Board of County Commissioners conditional approval of the preliminary plat of Shop World 2 Subdivision and adopt the Findings of Fact as presented in the staff report.

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

On May 2, 2022, the Planning Division received an application for major preliminary plat approval for the proposed Shop World 2 Subdivision. The property is generally located south of Monad Road and east of Eggebrecht Lane. This subdivision would create 186 lots from a 49.04-acre parcel for private storage garage development. The land is not used for farming and it is also outside of zoning.

VARIANCES REQUESTED

No variances are requested for this subdivision.

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 wells/cisterns, septic systems and the proposed storm water management.
2. To protect public health and safety and provide written and visual documentation of which lots will have water and septic systems available to them, prior to final plat approval, the applicant will list which lots will have water and septic systems in the SIA and identify them on the plat with the final plat.
3. To ensure maintenance of Monad Road, which provides access to this subdivision, prior to final plat approval the applicant will create an RSID for the maintenance of Monad Road.
4. To provide for clarification of allowed public vehicles on the private roads and to provide documentation showing who is responsible for the maintenance of private roads, prior to final plat approval the applicant will provide easement documents for the private roads that allow emergency vehicle access and private utility access. Maintenance access for the fire dry hydrant shall also be included in this easement. Further, the applicant will create an HOA for the private road maintenance and provide documentation defining how fees will be assessed and collected.
5. To protect public health and safety and possibly provide a proportional share of the cost of intersection/road improvements to the County, prior to final plat approval, the applicant will enter in the SIA under the heading III Transportation information regarding the TIS and any improvement they may be required to provide a proportional share of cost of upgrade to the County.
6. To protect public health and safety and provide the correct water tank and access to the tank, prior to final plat approval the applicant will provide construction drawings to the Billings Fire Department for the dry hydrant system and receive approval before construction begins. The system must be tested and approved by the Billings Fire Department after installation, with a letter to show the approval from the Billings Fire Department. The applicant will also create an RSID-M for the maintenance of the dry hydrant system.
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. The applicant will also check and provide documentation by photos or other means acceptable to the County Weed Department that the property has been checked for the presence of Russian Knapweed or Spotted Knapweed. Should either be present the applicant will take proper measures to eliminate the problem before any construction, in coordination with County Weed Department.
9. To ensure the placement of easements for private utility providers, prior to final plat approval, the applicant will coordinate with private utility companies to provide needed easements within the proposed subdivision. MDU has requested 10-foot-wide easement along front property lines.
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, policies, and resolutions of the Yellowstone County, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

- Pre-application meeting December 9, 2021
- Preliminary plat application submitted to Planning Division on May 2, 2022
- Departmental review meeting May 19, 2022
- Preliminary plat resubmittal May 26, 2022
- Planning Board plat review June 14, 2022
- Planning Board public hearing June 28, 2022
- Preliminary plat to Board of County Commissioners July 19, 2022
- 60 working-day preliminary plat review period ends July 26, 2022

PLAT INFORMATION

| | |
|---|---|
| General location: | South of Monad Road and east of Eggebrecht Lane |
| Legal Description: | Parcel 1C of COS 971 |
| Owner/Subdivider: | Levi Britton |
| Engineer/Surveyor: | IMEG |
| Existing Zoning: | Outside of zoning |
| Existing land use: | Grass land |
| Proposed land use: | Commercial |
| Gross and Net area: | 49.04 acres / 35.76 acres |
| Proposed number of lots: | 186 |
| Max. lot size: | 13,261 square feet |
| Min. lot size: | 7,650 square feet |
| Parkland requirements: | There is no requirement for parkland dedication for a commercial development |

## STAKEHOLDERS

There are no stakeholder responses at this time. Stakeholder input will be received at a public hearing scheduled for this subdivision on June 28.

## ALTERNATIVES

In accordance with state law, the Board of County Commissioners has 60 working days to act upon this major preliminary plan. The 60 working day review period for the proposed subdivision ends on July 26, 2022. State and County subdivision regulations also require that preliminary plats be reviewed using specific criteria, as stated within this report. The County may not unreasonably restrict an owner's ability to develop land if the subdivider provides evidence that any identified adverse effects can be mitigated. Within the 60 working day review period, the Board of County Commissioners is required to:

1. Approve;
2. Conditionally Approve; or
3. Deny the Preliminary Plan

## FISCAL EFFECTS

This plat will have no fiscal impacts on the City/County Planning Division.

## SUMMARY

One of the purposes of the County's subdivision review process is to identify potential negative effects of property being subdivided. When negative effects are identified it is the subdivider's responsibility to mitigate those effects. Various County departments, private service/utility providers and the affected school district(s), have reviewed this application and provided input on effects and mitigation. The Findings of Fact, which are presented as an attachment, discuss potential negative impacts of the subdivision and conditions of approval are recommended as measures to further mitigate any impacts. In this case, there were found to be some impacts from this proposed subdivision.

## Attachments

Findings of Fact
Proposed Plat
SIA Draft

**PROPOSED YELLOWSTONE BOARD OF COUNTY COMMISSIONERS**
**FINDINGS OF FACT**

The City-County Planning Division Staff has prepared the Findings of Fact for Shop World II 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 currently dryland grass and shrubs. Land to the west is large lot housing, to the south is commercial development. To the north is more dryland grass with shrubs and to the east the same. The Big Ditch runs along the southern end of the subdivision. No water rights will be transferred to the subdivision. This subdivision will not be impacting or altering the Big Ditch when constructed.

**2. Effect on local services**

a. **Water and Sewer** –The subdivision is not served by a municipal water or sewer district. The applicant states in the SIA under the heading VI Utilities that they are currently doing groundwater research. It is anticipated there will be a number of lots that will be able to get MDEQ approval for water systems. All water systems will follow the requirements of Section 4.9 Yellowstone County Subdivision Regulations and will need to have MDEQ approval. This information will be required in the SIA under the heading VI Utilities A Water. **(Condition #1)**

It is anticipated there will be some lots that will be able to get MDEQ approval for septic systems. All septic systems will follow the requirements of Section 4.8 Yellowstone County Subdivision Regulations and will need to have MDEQ approval. This information will be required in the SIA under the heading VI Utilities B Septic Systems. **(Condition #1)**

The applicant will list which lots will have water and septic systems in the SIA and identify them on the plat with the final plat. **(Condition #2)**

b. **Streets and roads** – Access to the proposed subdivision is from Monad Road on the north. There will be a second access built to Eggebrecht Lane with this subdivision. Monad connects to 72nd Street West and 72nd west intersects King Avenue West. The subdivider will be required to build the portion of Monad Road that is along the north edge of the proposed subdivision. 72nd Street West is a public road; Monad Road will be built as a public road. The roads will be built to Yellowstone County paved road standards with 24-foot paved surface and 2-foot gravel shoulders on each side. The applicant will create an RSID for maintenance of Monad Road. **(Condition #3)**

Proposed roads within the subdivision are to be private roads. The roads will be built to Yellowstone County paved road standards with 24-foot paved surface and 2-foot gravel shoulders on each side. Easement documents for the private roads within the subdivision will need to have language in them that will allow for emergency vehicle access and other private utility vehicles that may be required in the subdivision for maintenance purposes. The applicant will also provide HOA documents showing the residents are responsible for the maintenance of private roads. **(Condition #4)**

A TIS was submitted for this subdivision to the County Public Works Department. It is being reviewed. The applicant will enter in the SIA under the heading III Transportation information regarding the TIS and any improvement they may be required to provide a proportional share of cost of upgrade to the County. **(Condition #5)**

c. **Fire and Police services** – The property is within the City of Billings Fire Jurisdiction through the BUFSA. The developer will provide a 30,000-gallon water storage/dry hydrant for fire suppression. It will be located on Lot 186 in the north west corner of the subdivision. Access to the tank will be from Monad Road, a public county road. The applicant will install the dry hydrant system to the City of Billings Fire Department standards and have it tested and approved before final plat. Lot 186, in which the dry hydrant system is proposed to be installed, is proposed to be a public easement. This will place it on public land where the applicant will create an RSID for the maintenance of the system. **(Condition #6)**

The Yellowstone County Sheriff's Department will provide law enforcement services. The Department stated that with this number of lots being created that the sheriff's office may need to add a deputy to augment current patrols.

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. Storm water will be collected on site using drainage swales as well as storm detention facilities proposed within the development. The location of the proposed detention ponds shall be identified in the SIA under the heading V Storm Drainage. Proposed storm drainage will be reviewed and approved by the MDEQ to ensure the proposed stormwater management is feasible and will work satisfactorily. **(Condition #1)**

f. **School facilities** – The proposed subdivision is for commercial development only and will not have an impact on the number of students in schools.

g. **Parks and recreation** – This proposed subdivision is not required to provide parkland. All of the lots are proposed for commercial development and do not have to provide parkland dedication.

h. **Postal Service –** The applicant will be required to coordinate the location of the delivery boxes and provide enough space for the delivery vehicle to pull out of traffic for safety. **(Condition #7)**

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

**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. According to SIA Section IX., Weed Management, the developer will submit a weed management plan prior to final plat approval. **(Condition #8)**

A comment from the County Weed Department states:

My concern in that area would be Russian Knapweed or possibly Spotted Knapweed. Russian Knapweed is always a concern on that end of town. If there is Russian Knapweed on that acreage, we will require it to be treated before any construction takes place.

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 Laurel Volunteer 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 required for this subdivision. This property has historically been used as farm land. Some areas are native grasslands around the perimeter of the subdivision. Because of the disturbance of the native land from use as farmland there was no identified wild life habitat on the land. There are some birds and the possibility of some small animals near the edges but there were no known large animal habitat areas on the land.

**C. Does the subdivision conform to the Yellowstone County 2008 Growth Policy, the 2014 Billings 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: Improved public services and facilities. (p. 7)

*The subdivision will provide a service that is becoming more common in Yellowstone County.*

- 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. 2014 Billings Urban Area Long Range Transportation Plan**

The subject property is outside 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 proposed subdivision is outside the study area of the BBTMP. The subdivider will not be required to provide for any bike lanes or trails. The nearest bike path is on King Avenue West and the intersection with South 72nd Street.

**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 outside of zoning.

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

Any needed utility easements are to be coordinated with the utility company and the developer will provide the needed easement. MDU has requested 10-foot-wide easements along front lot lines. **(Condition #9)**

**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 Monad Road and Eggebrecht Lane. All the lots within the subdivision will have access to the new proposed internal roads.

## CONCLUSIONS OF FINDINGS OF FACT

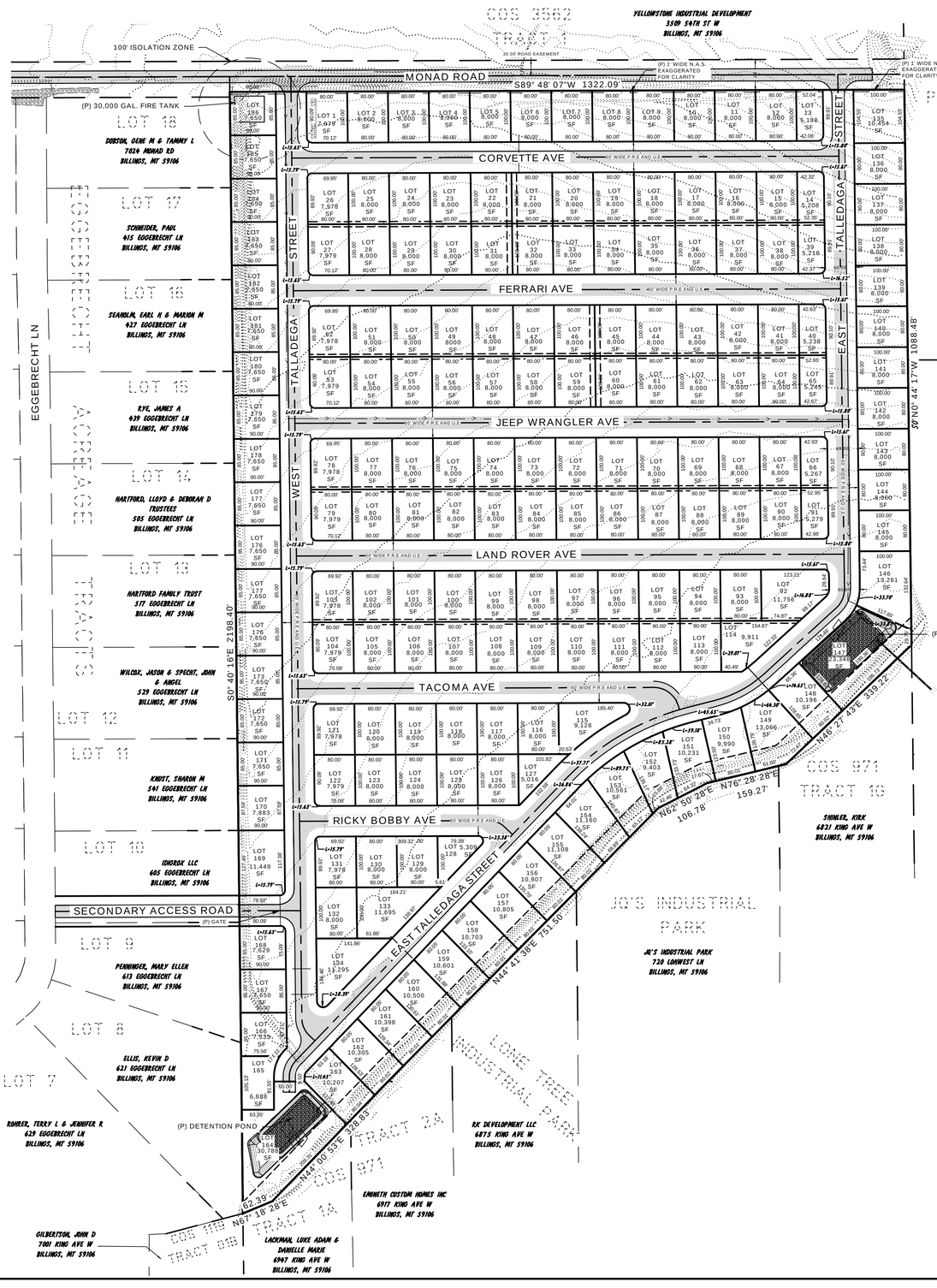
- This subdivision does not create adverse impacts that warrant denial of the subdivision.
- Impacts to agriculture, agriculture water user facilities, local services, public health and safety, the natural environment, and wildlife should be minimal, and can be mitigated by reasonable conditions of final 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

Staff recommends that the Planning Board recommend conditional approval of the preliminary plat of Shop World II Subdivision, to the Board of County Commissioners, and adopt the Findings of Fact as presented in the staff report.

# PRELIMINARY PLAT OF
# SHOP WORLD 2

*LOCATED IN THE SW1/4 OF SECTION 7, TOWNSHIP 1 SOUTH, RANGE 25 EAST, P.M.M., YELLOWSTONE COUNTY, MONTANA*



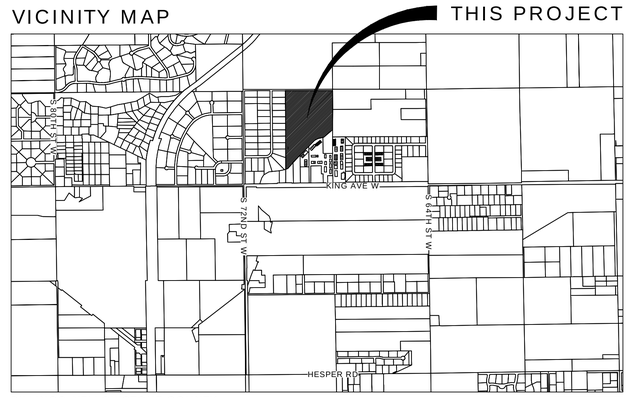

## SITE DATA

| | |
|---|---|
| NUMBER OF LOTS | 186 |
| MAXIMUM LOT AREA | 30,788 SF |
| MINIMUM LOT AREA | 5,188 SF |
| AREA OF PARKLAND | NA |
| LINEAR FEET OF STREETS | 10,212 LF |
| NET ACREAGE | 35.81 AC |
| GROSS ACREAGE | 49.02 AC |
| EXISTING ZONING | N/A |
| PROPOSED ZONING | N/A |
| EXISTING LAND USE | AGRICULTURAL |
| PROPOSED LAND USE | RESIDENTIAL |

## PERIMETER LEGAL DESCRIPTION

TRACT 1–C OF AMENDED TRACT 1–A CERTIFICATE OF SURVEY NO. 971, RECORDED AS DOCUMENT NUMBER 952164 IN THE OFFICE OF THE CLERK AND RECORDER OF YELLOWSTONE COUNTY, LOCATED IN THE SOUTHWEST ONE–QUARTER (SW1/4) OF SECTION 7, TOWNSHIP 1 SOUTH, RANGE 25 EAST, PRINCIPAL MERIDIAN MONTANA, YELLOWSTONE COUNTY, MONTANA CONTAINING 49.02 ACRES MORE ORE LESS.

## VICINITY MAP




BILLINGS, YELLOWSTONE COUNTY

0 2000

120 0 120 240

SCALE IN FEET

**BASIS OF BEARING**
STATE PLANE MONTANA – ZONE 2500
GROUND (TRUE) DISTANCES

**RECORD OWNER:**
COLD SMOKEINVESTMENTS LLC
**SUBDIVIDER:**
LEVI BRITTON

**DATE:**
APRIL–MAY, 2022

**TOTAL SUBDIVISION AREA:**
49.02 ACRES (GROSS)
35.76 ACRES (NET)

## LEGEND

(P) = PROPOSED
COS = CERTIFICATE OF SURVEY
P.R.E. = PRIVATE ROAD EASEMENT
U.E. = UTILITY EASEMENT
N.A.S. = NO ACCESS STRIP


IMEG
175 N. 27TH ST., STE 1312
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59101
PH: 406.545.6420
FAX: 406.256.1191
www.imegcorp.com


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*SUBDIVISION IMPROVEMENTS AGREEMENT*
*Shop World 2*
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(Yellowstone County)


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*Shop World 2*

This agreement is made and entered into this _____ day of_____, 20___, by and between *Cold Smoke Investments, LLC,* whose address for the purpose of this agreement is 5841 Autumnwood Dr. Billings, MT 59106, 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 *Shop World 2,* and

WHEREAS, at a regular meeting conducted on _____ day of_____, 20____, the Yellowstone County Board of County Commissioners conditionally approved a preliminary plat of *Shop World 2* 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 *Shop World 2* 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

No variances have been 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. No water rights have been transferred to the lot owners. Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. Perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners.

D. 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 on the completion of the conditions set forth in this Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.

E. Culverts, retention ponds, and thru outlet shall not be filled in or altered by the subdivider or

subsequent lot owners.

F. 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.

G. Future maintenance of Monad Avenue and the dry hydrant located on Lot 186 shall be done through one (1) or more RSID(s) created as part of the SIA for this subdivision.

H. Access permits shall be obtained from County Public Works for accesses from Monad Avenue and Eggebrecht Lane. This application will include a site plan showing the desired location of the access and show that it meets 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 owners expense.

III. TRANSPORTATION

The subdivider agrees to guarantee all improvements for a period of one (1) year from the date of final acceptance by Yellowstone County.

A. Streets

- Internal within the subdivision will be eight private streets. These streets will be maintained by a homeowners association. These eight private streets will be named West Daytona Street, East Daytona Street, Land Rover Avenue, Jeep Wrangler Avenue, Ferrari Avenue, Corvette Avenue, Ricky Bobby Avenue, and Tacoma Avenue. Each of these private streets are proposed to be 24' wide asphalt with 2' gravel shoulders.
- Lots 1-13 and 135 shall have a no access strip along the Monad Road boundary, so that lots cannot be directly accessed from Monad Road.
- The Developer will construct Monad Avenue from the project site west to 72nd Street West.
- Road radius at intersections should be at least 20' inside and 40' wide outside to allow for truck turning.

B. Traffic Control Devices

- Currently, traffic counts have been completed at intersections indicated by Yellowstone County. The Traffic Improvement Study is being prepared and will be provided upon completion. Traffic control devices will be installed in correlation to recommendations within the Traffic Improvement Study.
- Due to the secondary access from Eggebrecht being gated and a dead end to the public there will be dead end signs placed on both sides of the gate. The gate will have a knox box for fire entry.

C. Access

- The subdivision will have three access points. Two of these access points will be from Monad Road. The third access point will be from Eggebrecht Lane.
- The access from Eggebrecht Lane will be a gated secondary access. There will be dead end signs placed on both sides of the secondary access. The gate will have a knox box for fire entry.
- All lots within the subdivision will be directly accessed using the private internal road network.
- Each lot is required to provide enough parking for their use. Streets within the subdivision are not to be used for parking.

D. Billings Area Bikeways and Trail Master Plan (BABTMP) Statement of whether subdivision is within the area of the BABTMP

- The subdivision is located within the BABTMP. The nearest trail is at the intersection of S 72nd Street West and King Avenue West.

IV. EMERGENCY SERVICE

Construction of buildings made of combustible materials shall have adequate fire apparatus access roads and water supply (Fire Suppression Tank) in place to allow for fire suppression requirements. Fire apparatus access roads and water supply requirements shall be provided in accordance with the Fire Protection Requirements as noted in the Yellowstone County Subdivision Regulations.

The dry hydrant system noted below has been bonded for with the attached financial security and will be located on Lot 186.

- An approved, single, minimum thirty thousand (30,000) gallon underground water storage tank with approved dry hydrant type fittings located on Lot 186.
- The dry hydrant shall be accessed off of Monad Road.
- The dry hydrant shall be maintained by a RSID.
- The dry hydrant system shall be designed and constructed to provide a minimum of one thousand (1,000) gallons per minute (gpm) at draft.
- The dry hydrant shall have a minimum clearance of twenty (20) feet on each side and be located a minimum of one hundred (100) feet from any structure.
- Approved pullouts or other design features shall be constructure to ensure that highway or roadway traffic shall not be impaired during use of the dry hydrant.
- 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.
- The water container shall be a clean fiberglass or concrete tank, approved by the Fire Department having jurisdiction.
- The above requirements do not alter or effect the current minimum subdivision requirements for fire 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 MDEQ, or its designee.
- The subdivision proposes to use two stormwater detention ponds and one thru outlet. These stormwater facilities will be approved by DEQ and Yellowstone County prior to final plat.

VI. UTILITIES

A. Water
- Pending groundwater research there may be a percentage of lots that will have a DEQ approved water system available.

B. Septic System
- Pending groundwater research there may be a percentage of lots that will have a DEQ approved sewer system available.

C. Power, Telephone, Gas, and Cable Television
- Electric, gas, telephone, and cable television will be provided within the right of way of the proposed internal road network.

VII. PARKS/OPEN SPACE

There is no parkland requirement for proposed Shop World 2, as this is a commercial subdivision

[MCA 76-3-621(3) (c)].

VIII. IRRIGATION

- Big Ditch runs on the southern side of the proposed subdivision. No mitigation efforts have been proposed as the ditch will not be altered by this subdivision.
- Existing water rights will not be transferred for this subdivision.

IX. WEED MANAGEMENT

All noxious weeds on the latest Yellowstone County Noxious Weed List shall be controlled on all properties in the subdivision.

- A Weed Management Plan must be filed and updated as needed for approval by the Yellowstone County Weed Department. Said weed management plan shall contain the noxious weeds being addressed and the plan for the control of those weeds. All associated cost for noxious weed control is the responsibility of the owner of record.

- A revegetation plan shall be submitted as part of the management plan. A seeding recommendation can be obtained from the Yellowstone County Weed Department pursuant to Section 7-22-2152, MCA. The Yellowstone County Weed Department reserves the right to revise these recommendations based on the required site inspection.

X. SOILS/GEOTECHNICAL STUDY

A soils/geotechnical study was not required but owners of the lots will be encouraged to perform site-specific geotechnical investigation that is specific to the type of structure contemplated prior to construction.

XI. PHASING OF IMPROVEMENTS

Shop World 2 proposes that all 186 lots will be developed in a single phase.

XII. CONDOMINIUM

Lots 1 through 186 of the Subdivision are being contemplated as being developed with condominiums. Lots are allowed to be developed as individual buildings with separate units to be leased or sold.

XIII. 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 by 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. If using a security, describe the method in this section)

XIV. 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" *Cold Smoke Investments, 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 Cold Smoke Investments, 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 Rural Special Improvement Districts (RSID's) for Monad Avenue, 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 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 described as follows:

*Shop World 2*

Signed and dated this_____day of_____, 20____.

Cold Smoke Investments, 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 _____of Cold Smoke Investments, LLC., the person who executed the forgoing instrument and acknowledged to me that he/she executed the same.

IN WITNESS WHEROF, I have hereunto set my hand and affixed my Notarial Seal the day and year hereinabove written.

_____
Notary Public in and for the State of Montana
Printed name:_____
Residing in Billings, Montana
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 Rural Special Improvement Districts (RSID's) for the 30,000 gallon dry hydrant located on Lot 186 of Shop World 2 Subdivision, 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 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 described as follows:

*Shop World 2*

Signed and dated this_____day of_____, 20____.

Cold Smoke Investments, 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 _____of Cold Smoke Investments, LLC., the person who executed the forgoing instrument and acknowledged to me that he/she executed the same.

IN WITNESS WHEROF, I have hereunto set my hand and affixed my Notarial Seal the day and year hereinabove written.

_____
Notary Public in and for the State of Montana
Printed name:_____
Residing in Billings, Montana
My commission expires:_____