POLICY COORDINATING COMMITTEE
AGENDA
City of Billings and
Yellowstone County, Montana

JANUARY 17, 2023 MEETING TIME: 12:00 p.m.
316 N 26 ST, ROOM 3101
(3RD FLOOR, STILLWATER BUILDING)
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://tinyurl.com/yckr478k

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@billingsmt.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/Pledge to the American Flag: PCC Chairman**

2. **Motion. 2023 Policy Coordinating Committee Chairperson.** PCC Committee Members.

3. **PUBLIC COMMENT PERIOD --** (A 3-minute maximum per person.) *Any member of the public may be heard at this time on any subject(s), including items that are not on the agenda. The Policy Coordinating Committee will not take any action on non-agenda items today but could choose to add an item to the next meeting's agenda for discussion. Public comment may also allowed later on some items (see below), but an individual may only comment once on the same item.*

4. **Motion. Approval of the minutes of: December 13, 2022**

5. **Old Business:** There is No Old Business.

6. **New Business**

   a. **Motion. Staff Presentation. Billings Community Transportation Safety Plan.** Lora Mattox, Transportation Planner, presenting

   b. **Motion. Staff Presentation. Billings Bypass Study.** Scott Walker, Transportation Coordinator, presenting.

7. **Other Business**

8. **Future Agenda Items: February 21, 2023**

9. **Adjournment**

PCC Agenda
Meeting Date: 01/17/2023

Information

Subject

Motion. Approval of the minutes of: December 13, 2022

Attachments

PCC_2022_12_13_PCC_MIN_DRAFT.pdf

POLICY COORDINATING COMMITTEE
MINUTES December 13, 2022

DRAFT TO APPROVED BY A MOTION

NOTICE
Public comment will be taken only during the Public Comment periods as indicated on the agenda. Comments may be sent to Planning Staff via e-mail before 10:00 AM on the meeting date. All e-mails received prior to this time will be read into the record for the public hearing.

Member Participants: Commissioner Denis Pitman, Board of County Commissioners; Bill Cole, Mayor, City of Billings; Planning Board President Dennis Cook, Yellowstone County Planning Board, Kurtis Schneiber, MDT

Staff Participants: Rusty Logan, MET; Scott Walker, Transportation Coordinator, Planning & Community Services Department; Wyeth Friday, Director, Planning & Community Services, (Virtual); Tammy Deines, Planning Clerk; Lora Mattox, Transportation Planner, (Virtual)

Other Participants:

1. Call to Order: Mayor Cole called the meeting to order and welcomed everyone in attendance. The Pledge of Allegiance was recited.

2. Public Comment/Communication from the Audience
A. Comments on items not on the agenda and requests to add items to future agendas.
B. Comments on items on the Non-public and Public Agenda Items
There was no communication from the audience regarding agenda items or future agenda items.

3. Minutes of August 30, 2022
Motion
A motion was made by Commissioner Pitman and seconded by Planning Board President Dennis Cook to approve the minutes of August 30, 2022. The motion carried with a unanimous voice vote.

4. Old Business:

4a. Motion. City of Billings MET Transit 5-Year Transit Development Plan, (TDP) Update. Scott Walker, Transportation Coordinator. Rusty Logan, MET Transit Manager, presenting.

Scott Walker introduced Transit Manager Rusty Logan. Rusty Logan said the governing bodies have seen the staff presentation in depth and forwarded recommendations of approval.

POLICY COORDINATING COMMITTEE MINUTES December 13, 2022

DRAFT TO APPROVED BY A MOTION

The plan is available on the City of Billings website here:
https://www.billingsmt.gov/3081/LEARN-ABOUT-SPECIAL-PROJECTS-AT-MET-TRAN

Resources

- DRAFT Transit Development Plan
- TDP Project Public Comment and Feedback Form
- Click here to download the Routing and System Concepts newsletter for items presented at the June 28th Public Meeting

Mr. Logan covered: Inputs to Decision-making; Service Improvement Recommendations for route redesign components and service expansion components; The benefits of improvements and; The next steps being adoption of the plan and implementation of recommendations.

The anticipated future budget reflects the average Federal increment over the next five years with a 30% increase amounting to an increase of $540,000 for FY23 with Local funding for match.

Fixed Route network and schedule improvements: Baseline schedule redesign which will retain the east-west continuity in core and add an increment of north-south continuity. This will bring a 30-minute service to fill schedule gaps and provide a consistent schedule. A recommendation is to move from a flag stop system to a designated stop system to reduce missed pick-ups and remove confusion of "safe" stop locations.

Breakdown of Future Investment-Route Expansion: A limited consideration of future route expansion, including Lockwood Transit Service Concepts

Benefits of Redesign and Frequency Investment: Additional jobs will have access to 30-minutes service

Implantation: Complete the plan approval process; Develop detailed route time schedule, Install and relocate signs, benches, and shelters; Expand Workforce and prepare driver assignments with an estimated five new driver positions.

Discussion

Rusty Logan asked the Committee members for questions. Commissioner Pitman asked if the expansion might bring opportunities for adverising revenue. Rusty Logan said they are using the existing MET bench inventory but may expand further depending on usage. Mayor Cole asked regarding the potential impact on ridership with the proposed significant changes. Rusty Logan said pre-covid ridership was about 450,000 rides per year which was cut in half with the advent of Covid-19. The current ridership has rebounded with a range of ridership of 360,000-380,000 annually. He explained that typically there is an initial loss of ridership until riders adapt to a new schedule. The hope to push the ridership numbers up significantly during years one and two and then going forward. Mayor Cole asked if MET has a roll-out plan to effectively get the word out to the public. Rusty Logan said the public survey showed interest expresed by potential new users. MET has significantly increased their social media presence and are partnering with local media. In 2023 a number of events are scheduled to celebrate MET's 50th anniversay. Mayor Cole encouraged Mr. Logan to enlist City of Billings Public Information Officer Victoria Hill in this effort.

POLICY COORDINATING COMMITTEE
MINUTES December 13, 2022

DRAFT TO APPROVED BY A MOTION

Public Comment: There was no public comment on this agenda item.

Motion

Commissioner Pitman made a motion and it was seconded by Planning Board President Dennis Cook to approve the City of Billings MET Transit Development Plan as presented by Staff.

Discussion There was no discussion on the motion.

The motion carried with a unanimous voice vote.

6. Other Business:

- PCC Housekeeping: Commissioner Ostlund will chair PCC for the 2023 term. There will be a new County Commissioner and project updates will be needed. PCC meetings will be held on January 17, 2023 and February 21, 2023.
- 21st Street Underpass Study: Kurtis Schneiber said MDOT is focusing on mitigation measures for signage and signalization and will not be moving forward with a design concept. He pointed out that 21st Street is not a State route. Scott Walker said the 2023 Work Program includes a feasibility study to look design and cost estimates. Discussions will follow on the pros and cons of adding 21st Street to the Urban Area System with the City, County, and MDT.
- Commissioner Pitman said it has been an honor to serve with the Board of County Commissioners and PCC over the last decade. He commented it is exciting to see long term projects coming to fruition such as the Inner Belt Loop, Shiloh Road, and several Interstate projects. Commissioner Pitman stated that the cooperation of the City, County, and State is a testament to the community that they can get things done and he thanked PCC members for their hard work. Mayor Bill Cole spoke on behalf of PCC and said Commissioner Pitman has been a huge asset to PCC and the community and he thanked him for his service.

ADJOURNMENT: 12:25 PM

DRAFT. To be approved by a motion during the next scheduled meeting

Tamara L. Deines, Planning Clerk

Date:	01/17/2023
Title:	Billings Community Transportation Safety Plan
Presented by:	Lora Mattox
Department:	Planning & Community Services
Presentation:	No

Information

RECOMMENDATION

Staff recommends that the Policy Coordinating Committee (PCC) approve the Billings Community Transportation Safety Plan based on the recommendations of the City-County Planning Board, Billings City Council, and the Board of County Commissioners.

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

The MPO hired Dowl through a competitive process to develop the Community Transportation Safety Plan (CTSP). The MPO initiated the process to update the CTSP that was first developed and adopted in 2016. The original plan was a collaborative effort between the Montana Department of Transportation (MDT) and the MPO. This update also included coordination with MDT. The ongoing purpose of the CTSP is to reduce fatal and serious injury crashes in the Billings area. Both the original CTSP and this update followed the same methodology as Montana's Comprehensive Highway Safety Plan (CHSP). This process, like the CHSP, used a coordinated, comprehensive, data-driven process with emphasis on collaboration between safety programs and partners representing the 4Es of transportation safety: education, enforcement, emergency medical services, and engineering. This approach was used to identify safety issues and determine areas in need of increased emphasis and strategies to reduce roadway fatalities and serious injuries.

Development of this plan was led by an Advisory Committee (AC) consisting of the Billings MPO, City of Billings, Yellowstone County, local safety partners, and MDT staff members as technical support. The AC elected to adopt Vision Zero, Montana's initiative to eliminate fatalities and serious injuries on the state's public roadways. The vision and goal statement for the Billings CTSP were defined as follows. Vision The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers. Goal Based on a five-year rolling average, reduce fatalities and serious injuries by 20% from 57 to 46 by the end of 2024. The group evaluated ten years of crash data and considered public survey results and the input of local safety partners to identify the following four emphasis areas with the greatest potential for reducing fatalities and serious injuries. After reviewing public comment collected through an online survey tool and conducting a half-day safety summit with community members and safety partners, the AC defined a set of emphasis areas to be addressed through action planning and the development of safety strategies. These areas include: Unrestrained Occupants Impaired Driving Inattentive Driving and Speeding In addition, the AC is recommending a focus on young drivers within each of the emphasis areas. A list of all emphasis areas, strategies and action steps are located on page 39 of the plan.

STAKEHOLDERS

The project team developed a robust public involvement process to collect public and stakeholder input that included a website that featured and interactive map, a half-day summit, and a public meeting. These activities were supplemented with paid and earned media, email, and social media promotion. The CTSP website,https://billingsctsp.com provided stakeholders and the public an opportunity to learn about and participate in the project.The Safety Summit included over 60 safety-oriented stakeholders who gathered to support and contribute to the CTSP update. The event included: Collection of stakeholder input; Discussion of comprehensive crash data analysis; Consideration of existing community safety programs; Identification of safety management strategies to meet the unique needs of the Billings community. A full listing of public involvement work on this project is located in Appendix B of the plan.

Prior to adoption, the Billings City Council requested an amendment to the Executive Summary to add the following language: "To develop a comprehensive transportation safety plan, the 4 E's, Engineering, Education, Emergency Medical Services (EMS), and Enforcement must be included in the effort. Professionals representing each of these areas were heavily involved in the data analysis, identification of focus areas, and ultimately the strategies outlined. The focus of the CTSP is to review citizen behaviors, which result in strategies focused more heavily on Education, Emergency Medical Services (EMS), and Enforcement. This plan's safety focus is to augment other planning efforts focused on the built environment, notably the Long-Range Transportation Plan and the Billings Area Bikeway and Trail Master Plan, completed by the Billings MPO, and through capital planning by City and County Public Works." The Council wanted to include this language to help clarify the focus of this plan is on education, emergency services and enforcement, while engineering is still a critical and integral component of improving the safety of the traveling public. This language will be incorporated into the final document after the PCC approval.

This plan has been reviewed and acted upon by the City-County Planning Board, the Billings City Council, and the Board of County Commissioners. The Planning Board conducted a public hearing prior to its recommendation of approval. No public testimony was given.Each governing body is forwarding a recommendation of approval to the PCC.

ALTERNATIVES

The Policy Coordinating Committee may:

- Approve the Billings Community Transportation Safety Plan; or,
- Not approve the Billings Community Transportation Safety Plan

Disapproval would send a mixed message to community partners working to make our roadways safer and promote safety education for young drivers that Billings participated in the Safety Plan development but does not support implementation of the plan.

FISCAL EFFECTS

There is no fiscal effect to adopting this plan. Implementing the plan will not require direct City or County funds because the implementation strategies include education and enforcement programs that already exist or are readily available at no cost. However, if the City or County determine that a paid education campaign is desirable, funding will have to be secured through a variety of sources including materials provided through MDT safety, grants, or local contributions that could include city or county funds.

SUMMARY

The Billings Community Transportation Safety Plan outlines an action plan and strategies to reduce roadway fatalities and serious injuries in the Billings MPO area. The Plan through review of crash data, input from an Advisory Committee, local safety partners and the public developed a vision, goal, strategies and action plan to combat area crashes and the impact of those crashes on families and the community.

Attachments

Billings CTSP







BILLINGS • YELLOWSTONE COUNTY

SAFER COMMUNITY SAFER BILLINGS

A COMMUNITY TRANSPORTATION SAFETY PLAN



DRAFT BILLINGS COMMUNITY TRANSPORTATION SAFETY PLAN

Updated: November 2022

BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

DOWL

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Abbreviations and Acronyms

4Es	Education, Enforcement, Emergency medical services, Engineering
AAA	American Automobile Association
AARP	American Association of Retired Persons
AC	Advisory Committee
ARIDE	Advanced Roadside Impaired Driving Enforcement
BPAC	Billings Pedestrian Advisory Committee
BPD	Billings Police Department
CHSP	Montana's Comprehensive Highway Safety Plan
CTSP	Community Transportation Safety Plan
DECA	Distributive Education Clubs of America
DOR	Montana Department of Revenue
DOT	U.S. Department of Transportation
DPHHS	Department of Public Health and Human Services
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
e.g.	for example
FCCLA	Family, Career and Community Leaders of America
FFA	Future Farmers of America
FHWA	Federal Highway Administration
GDL	Graduated Driver's Licensing
GPS	Global Position System
HIPPA	Health Insurance Portability and Accountability Act
MCA	Montana Code Annotated
MDT	Montana Department of Transportation
MHP	Montana Highway Patrol
MPO	Metropolitan Planning Organization
MSU	Montana State University
MT	Montana
NHTSA	National Highway Traffic Safety Administration
OPI	Montana Office of Public Instruction
PSA	Public Service Announcement
PSC	Proven Safety Countermeasures
SFST	Standard Field Sobriety Testing
STEP	Selective Traffic Enforcement Program
TFs	Transportation Funds

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Definitions

Source: MMUCC_4th Ed. MMUCC Guideline

The injury severity level for a person Involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for fatal Injuries.

Attributes

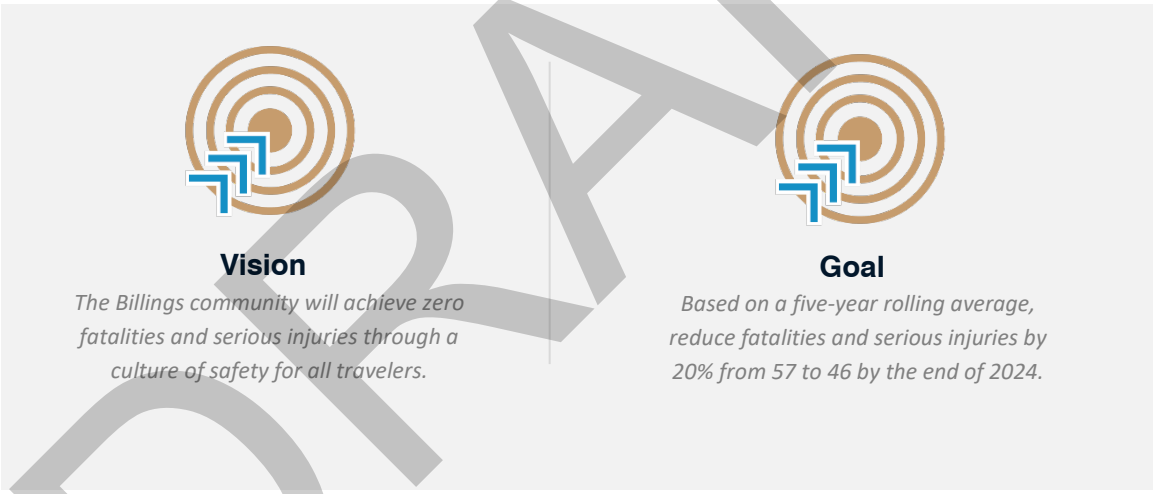
- **Fatal Injury:** A fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute "Fatal Injury."
- **Suspected Serious Injury:** A suspected serious injury is any injury other than fatal which results in one or more of the following:
    - Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
    - Broken or distorted extremity (arm or leg)
    - Crush injuries
    - Suspected skull, chest or abdominal injury other than bruises or minor lacerations
    - Significant burns (second and third degree burns over 10% or more of the body)
    - Unconsciousness when taken from the crash scene
    - Paralysis
- **Suspected Minor Injury:** A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
- **Possible Injury:** A possible injury is any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
- **No Apparent Injury:** No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

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Executive Summary

The Billings-Yellowstone County Metropolitan Planning Organization (MPO) and the Montana Department of Transportation initiated the process to update the original Community Transportation Safety Plan (CTSP) that was developed and adopted in 2016. The original document was a collaborative effort between the Montana Department of Transportation (MDT) and the MPO.

The ongoing purpose of the CTSP is to reduce roadway fatalities and serious injuries in the Billings MPO area. Both the original CTSP and this CTSP Update followed the same methodology as Montana's Comprehensive Highway Safety Plan (CHSP). This process, like the CHSP, used a data-driven approach to identify safety issues and determine areas in need of increased focus and strategies to reduce roadway fatalities and serious injuries. Development of this plan was led by an Advisory Committee (AC) consisting of the Billings MPO, City of Billings, Yellowstone County, local safety partners, and MDT staff members as technical support. This advisory committee elected to adopt Vision Zero, Montana's initiative to eliminate fatalities and serious injuries on all public roads. The vision statement for the Billings CTSP were defined as follows.



The group evaluated ten years of crash data and considered public survey results and the input of local safety partners to identify the following four focus areas with the greatest potential for reducing fatalities and serious injuries.

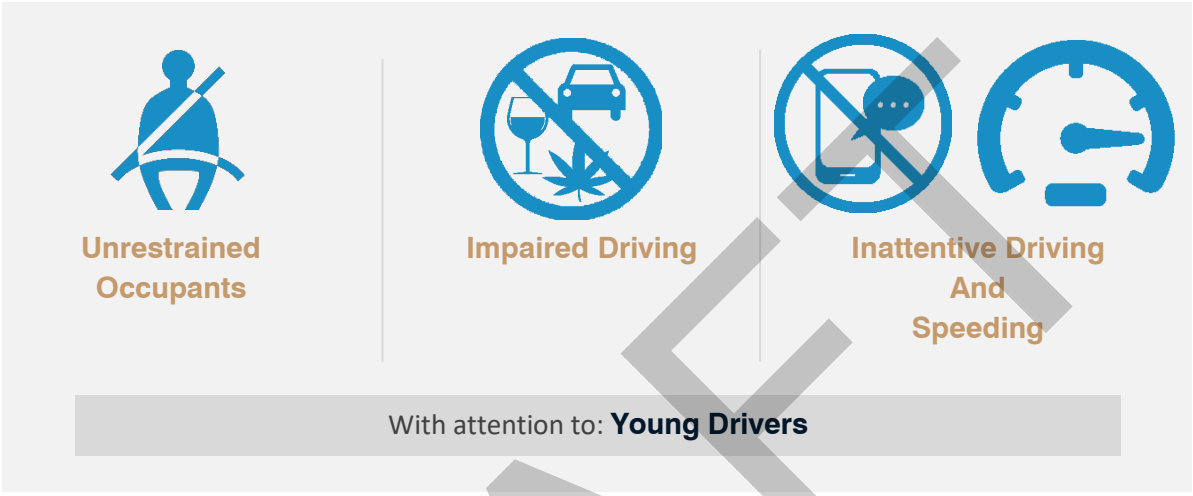
After reviewing public comment collected through an online survey tool and conducting a half-day safety summit with community members and safety partners, the AC defined a set of safety strategies and action steps aimed at assisting the Billings MPO in achieving the established goal.

Note: Inattentive Driving and Speeding focus areas were combined, following the template established in the CTSP document.

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Action Plan and Safety Strategies

The AC developed the safety strategies based on feedback received at the Safety Summit, Public Open House, and public comments. A Transportation Safety Oversight Committee will champion safety efforts and initiatives. Additionally, each focus area will be championed by a local stakeholder with assistance from local safety partners.



Focus Area: All

Strategy 1: Establish Transportation Safety Oversight Committee

Focus Area: Unrestrained Vehicle Occupants

Strategy 1: Support and enhance enforcement of seat belt and child safety seat laws

Strategy 2: Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor vehicle trip

Strategy 3: Strengthen and support vehicle occupant protection laws to increase compliance

Focus Area: Impaired Driving

Strategy 1: Expand awareness and access to safe transportation alternatives to decrease impaired driving

Strategy 2: Reduce impaired driving through prevention education and training

Strategy 3: Establish communication lines with safety partners to identify opportunities and increase probability for earlier intervention

Focus Area: Inattentive Driving/Speeding

Strategy 1: Increase law enforcement staff to proactively enforce speed limits and current distracted driving laws

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Strategy 2: Reduce speeding and distracted driving crashes through enhanced education

Strategy 3: Encourage the development of a statewide law banning the use of electronic devices while driving

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Introduction

The purpose of the CTSP process is to identify transportation safety issues within the Billings MPO planning area:

- Using a data-driven approach
- Working together toward common goals through a collaborative planning effort
- Reduce fatal and serious injuries resulting from motor vehicle crashes

This plan is focused on community-wide issues and strategies to improve safety and does not identify specific roadway locations or projects in the Billings MPO planning area.

Background

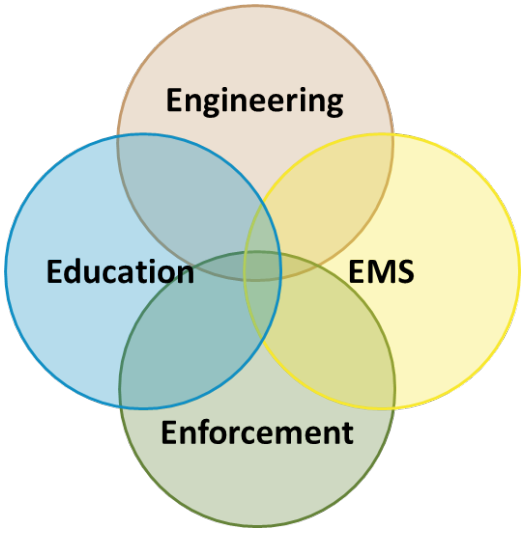
This document is an update to the original Billings MPO CTSP, which was developed in partnership with the MDT.

Vision Zero

Both the Montana Department of Transportation (MDT) and the MPO have adopted Vision Zero with the goal of zero deaths and zero serious injuries on Montana and Billings-Yellowstone County roadways. To promote transportation safety, enhance the importance of road user behavior, and improve traffic safety culture; MDT encourages communities to develop and implement community transportation safety plans to reduce roadway facilitates and serious injuries at a local level.

Connection to Montana's CHSP

In 2015, MDT updated Montana's Comprehensive Highway Safety Plan as required by the 2014 Moving Ahead for Progress in the 21st Century Act (MAP-21) federal legislation and FAST Act legislation. The CHSP was developed through a coordinated, comprehensive, data-driven process with emphasis on collaboration between safety programs and partners representing the 4Es of transportation safety: education, enforcement, emergency medical services, and engineering.



The CHSP outlines performance measures and targets related to fatality and serious injury numbers and rates. The CHSP focuses on areas of safety that would have the greatest potential to reduce fatalities and serious injuries. These areas are roadway departure and intersection crashes, impaired driving crashes, and occupant protection. The CHSP maintains an interim goal of cutting fatalities and serious injuries in half in two decades, from 1,705 in 2007 to 852 by 2030. This interim goal provides a way to track and

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report progress and to meet Vision Zero – a vison of zero fatalities and zero serious injuries on Montana's roads.

2016 Billings/Yellowstone CTSP

In 2016, the MPO, the City of Billings, and Yellowstone County applied for and received support to develop the Safer Community, Safer Billings CTSP in an effort to address transportation safety concerns within the Billings MPO planning area. The result was the development of the county's first CTSP, which included data analysis, focus area selection, and strategy and plan development.

Vision and Goal

Vision

The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.

Goal

Based on a five-year rolling average, reduce fatalities and serious injuries by 20% from 70 to 56 by 2020.

Focus Areas

The 2016 CTSP resulted in the following focus areas and safety strategies:

Unrestrained Occupants

- Support and enhance enforcement of seat belt and child safety laws
- Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor trip
- Strengthen and support occupant protection laws to increase compliance
- Lead: Billings MPO

Impaired Driving

- Expand awareness and access to safe ride options to decrease impaired driving
- Reduce impaired driving through prevention education and training
- Establish communication lines with safety partners to identify opportunities and increase probability of earlier intervention
- Lead: Montana Highway Patrol

Inattentive Driving/Speeding

- Increase law enforcement staff to proactively enforce speed limits and current distracted driving laws
- Reduce speeding and distractive driving crashes through enhanced education
- Encourage the development of a statewide law banning the use of electronic devices while driving
- Lead: Billings Police Department

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CTSP Update

As the five-year life span of the 2016 CTSP document and the corresponding safety strategies have aged. In late 2021 the MPO initiated an update effort.

Planning Process

The purpose of the CTSP process is to identify transportation safety issues within the Billings MPO planning area using a data-driven approach, work together toward common goals through a collaborative planning effort, and ultimately reduce fatalities and serious injuries resulting from motor vehicle crashes. This plan is focused on community-wide issues and strategies to improve safety and does not identify specific roadways, locations, or projects in the Billings MPO planning area.

The planning area for the CTSP is located within the 2018 Billings MPO boundary illustrated in Figure 1.

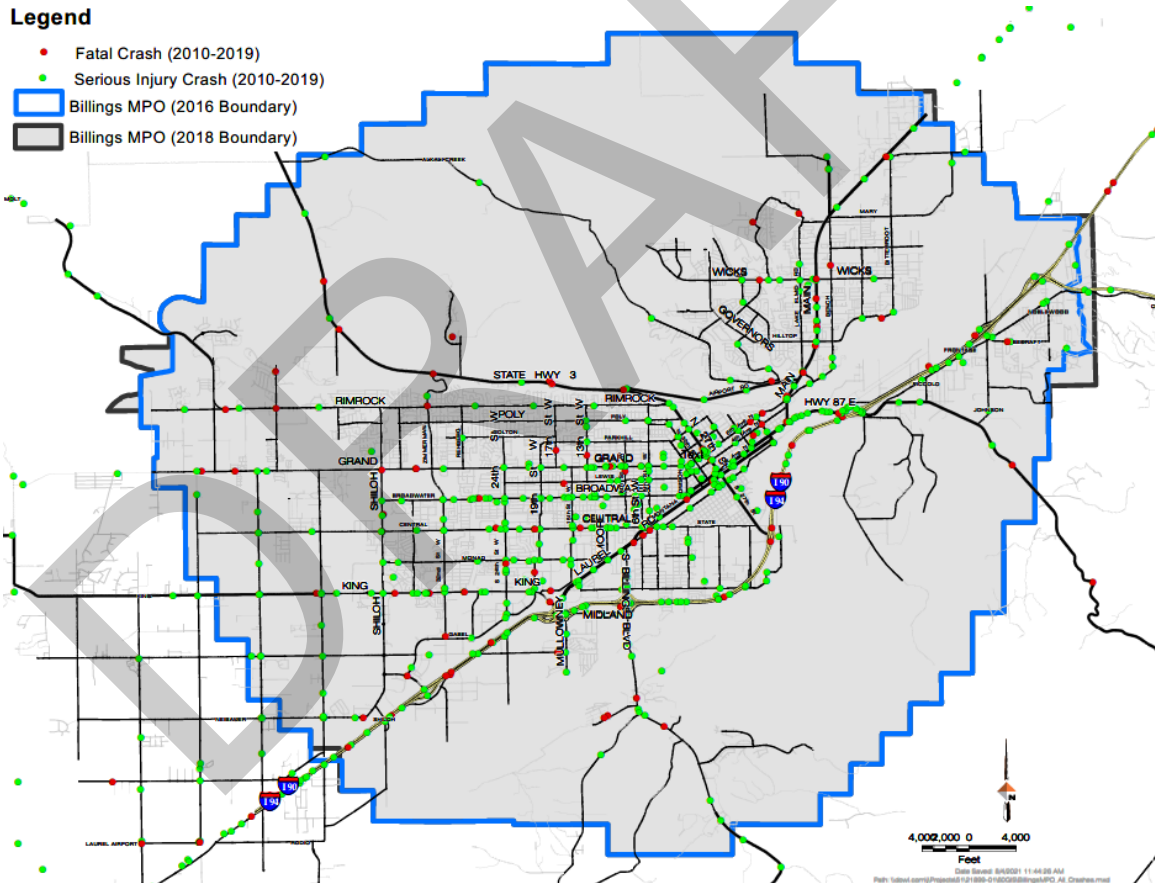


Figure 1: MPO Boundary

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The Billings MPO CTSP was developed according to the following steps in the planning process, detailed on the following timeline (Figure 2) and are described in more detail in the following chapters.

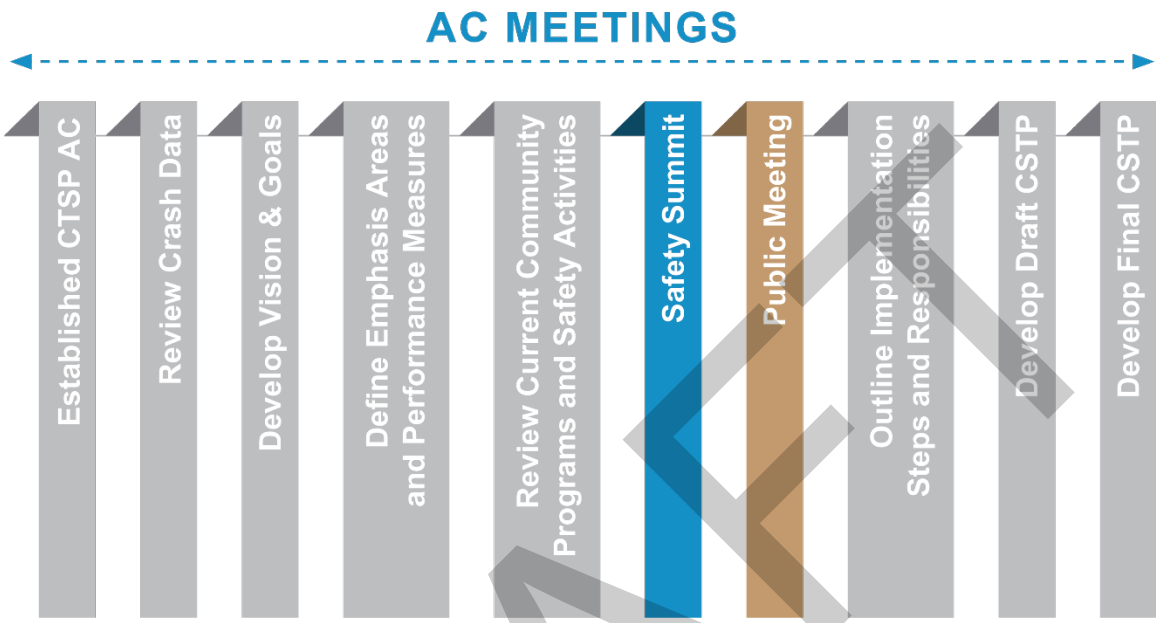


Figure 2: CTSP Timeline

Advisory Committee

Local community leaders and safety partners were invited to participate in an advisory committee based on their professional knowledge and interest and in the 4Es of transportation safety (education, enforcement, emergency medical services, and engineering). Advisory committee (AC) members are listed in Table 1 below.

Name	Title	Organization
Pepper Valdez	Fire Chief	Billings Fire Department
Rich St. John	Police Chief	Billings Police Department
Brian Korell	Captain	Billings Police Department
Neil Lawrence	Assistant Chief of Police	Billings Police Department
Shawn Mayo	Captain	Billings Police Department
Scott Reiter	Executive Director of Facilities Service	Billings School District
Megan Trevino	Facilities Coordinator	Billings School District
Danny Choriki	City Councilmember	City of Billings Council Member
Mac Fogelsong	City Engineer	City of Billings Public Works Department

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Name	Title	Organization
Dakota Martonen	Staff Engineer	City of Billings Public Works Department
Wyeth Friday	Director, Planning & Community Services Director	City of Billings/Yellowstone County Planning Division
Lora Mattox	Transportation Planner & Historic Preservation	City of Billings/Yellowstone County Planning Division
Scott Walker	Transportation Planning Coordinator	City of Billings/Yellowstone County Planning Division
Elyse Monat	Active Transportation Planner	City of Billings/Yellowstone County Planning Division
Pam Langve-Davis	– Transportation Safety Planner	Montana Department of Transportation – Planning Division
Zach Kirkemo	Billings District Traffic Engineer	Montana Department of Transportation – Billings District
Tony Beehler	Sergeant, District IV-Billings	Montana Highway Patrol
Melissa Henderson	Community Health Improvement Manager	Healthy by Design
Eric Fisher	Trauma Department	St. Vincent Healthcare
Dr. Barry McKenzie	General & Trauma Surgery	St. Vincent Healthcare
Darryl Tunnicliff	President	Yellowstone County Planning Board
Dennis Cook	President	Yellowstone County Planning Board
Lanny Orr	Trauma Program Coordinator	Billings Clinic
Dan Brooks	Director, Business Advocacy	Billings Chamber of Commerce
Mike Linder	Sheriff	Yellowstone County Sheriff
Doug Enderson	Consultant	DOWL
Lisa Olmsted	Consultant	DOWL

Table 1: Advisory Committee Members and Consultants

The AC's role is to guide the development of the safety plan and support implementation of the plan strategies. During the planning process, the MPO identified responsibilities including participating in advisory committee meetings, reviewing crash data, defining a vision and goal for the CTSP effort, identifying priority focus areas, providing feedback on safety strategies, and confirming commitments for implementation of the safety plan.

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The AC met on seven occasions during the planning process and attended two public engagement events (Safety Summit and Public Meeting; detailed in Public Involvement section). Table 2 lists meeting dates and key objectives.

Meeting #	Meeting Goals	Date
AC Meeting 1	Introduction and discussion of update	8/19/2021
AC Meeting 2	Presentation on crash data	9/16/2021
AC Meeting 3	Define a vision statement and goals for the CTSP	10/21/2021
AC Meeting 4	Discussion of focus areas	11/18/2021
AC Meeting 5	Discussion of safety programs and strategies	12/16/2021
Safety Summit	Discussion of community safety resources and needs	1/25/2022
Public Meeting	Discussion of community safety resources and needs	3/23/2022
AC Meeting 6	Discussion of implementation steps and responsibilities	4/21/2022
AC Meeting 7	Discussion of the draft implementation plan	6/9/2022

Table 2: Advisory Committee Meeting Objectives

Crash Data Overview

In an effort to reduce roadway fatalities and serious injuries within the Billings MPO planning area, MDT provided crash data for analysis. Figures 3 and 4 illustrate all crash data in the MPO between 2005 and 2020. Following the template established by the 2016 CTSP, this process focused on 2010-2019 crash data (illustrated by the box below).

In the past five years, approximately 6,600 persons were involved in crashes each year (often more than one person is involved in each crash.). Of these, approximately 57 people are fatally or seriously injured each year.

- A fatality involves the death of a driver, passenger, or other person involved in a crash.
- A serious injury involves life-threatening or life-altering injury to a person involved in a crash.

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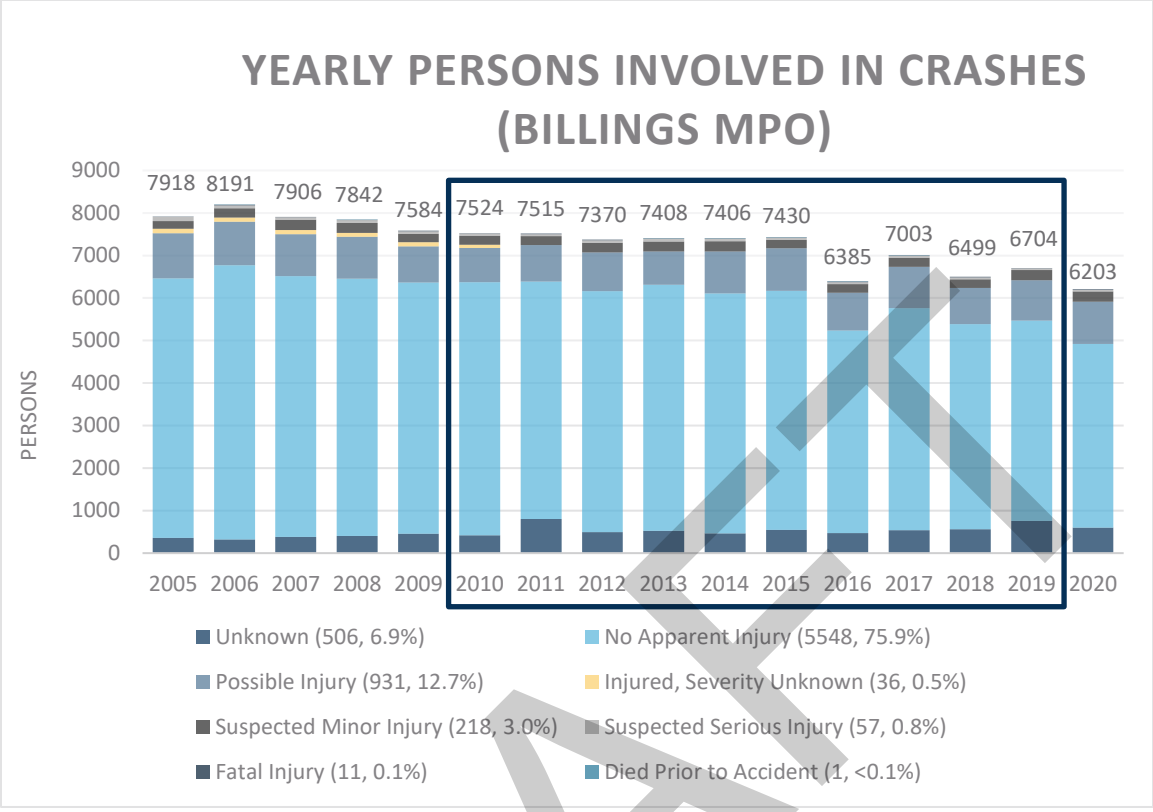


Figure 3: Yearly Persons Involved in Crashes in Billings MPO

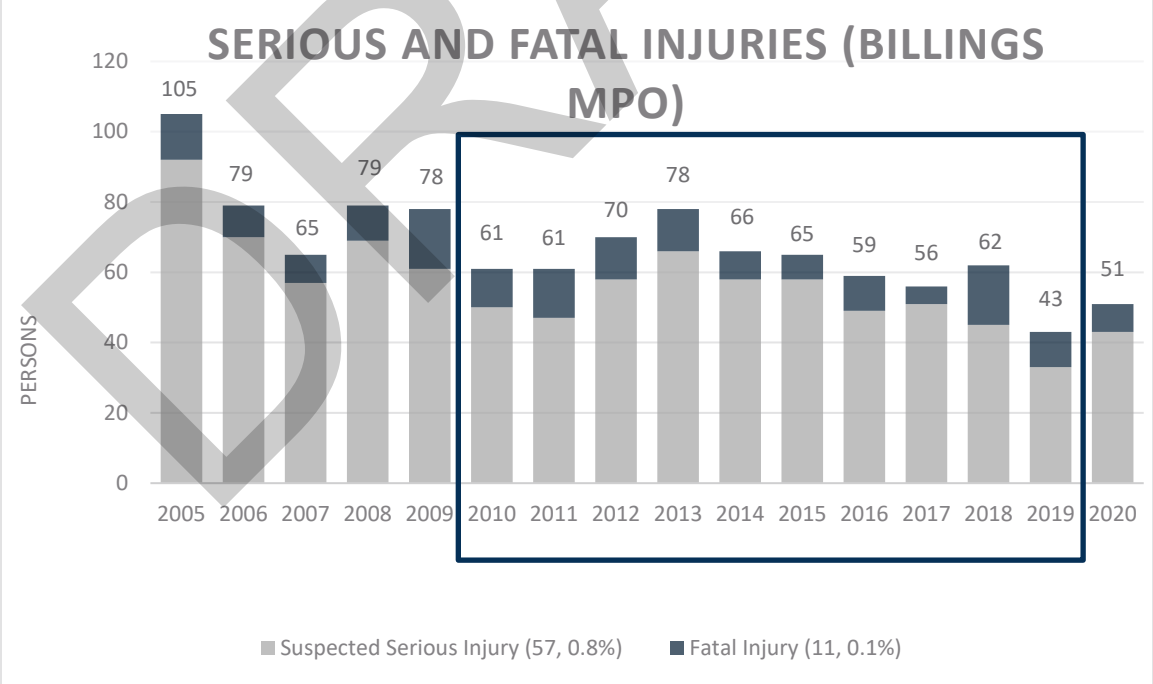


Figure 4: Serious and Fatal Injuries in Billings MPO

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Progress Since 2016 CTSP

The project team reviewed data to learn about progress made toward reducing fatal and serious crashes since the 2016 CTSP document was developed and safety strategies have been implemented.

Figure 5 illustrates the perimeter of the MPO. Fatal and serious crashes are illustrated on the map in red and green dots.

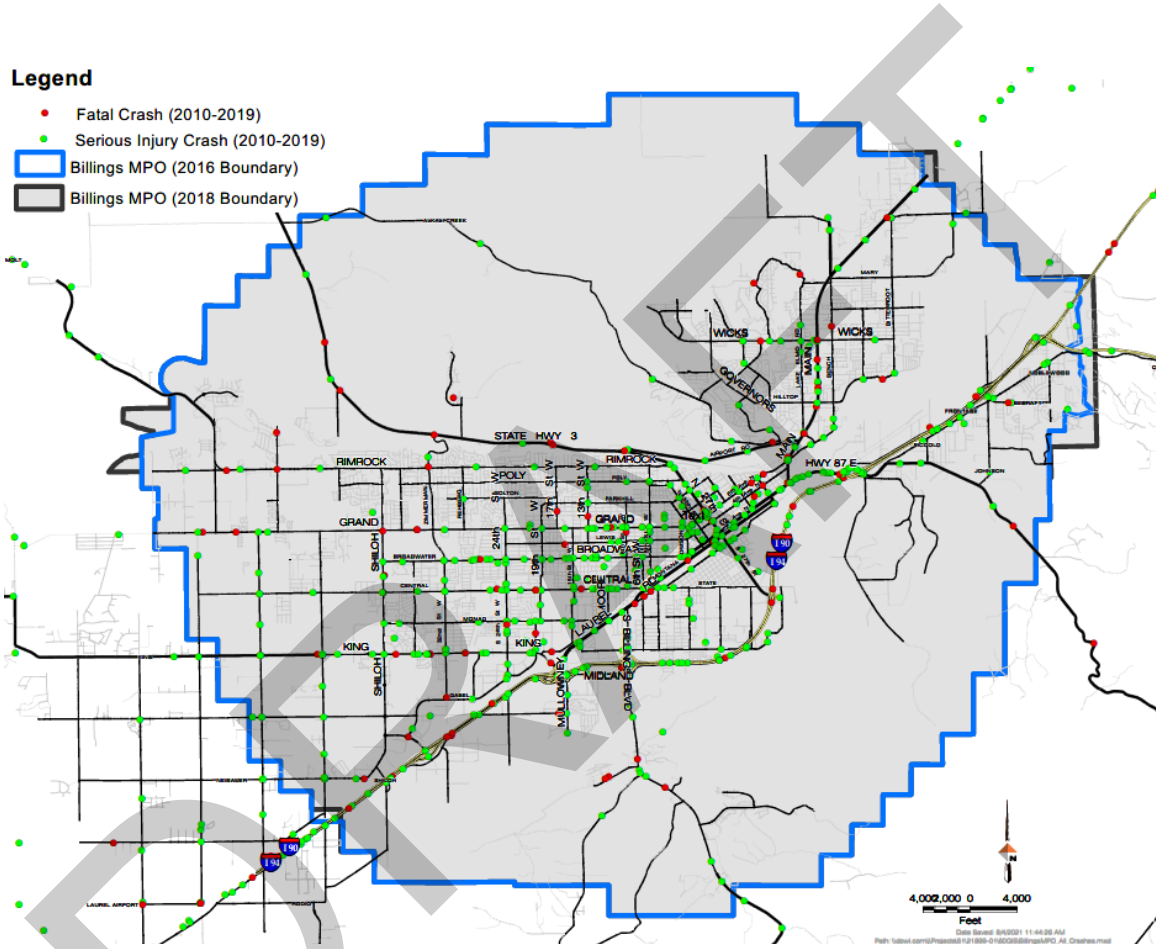


Figure 5: Billings MPO Boundary with Fatal and Serious Crashes

As data was being processed, our team learned that crash reporting procedures change over the years. The MPO boundary also changed between 2016 and 2018. This most recent data analysis used the most recent MPO boundary. This adjustment resulted in a slightly different number of crashes, compared to the prior CTSP document.

The AC defined fatalities and serious injuries as criteria for the plan, and set a goal of reducing fatalities and serious injuries by 20% from 70 in 2014 to 56 in 2020 using a five-year rolling average calculation. Figure 6 illustrates the five-year rolling average of serious and fatal crashes. A 15% decrease in those crashes was seen by the beginning of 2020 (end of 2019). At

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the point of this data review, 2020 crash data became available, which reported an 18% reduction in serious and fatal crashes.

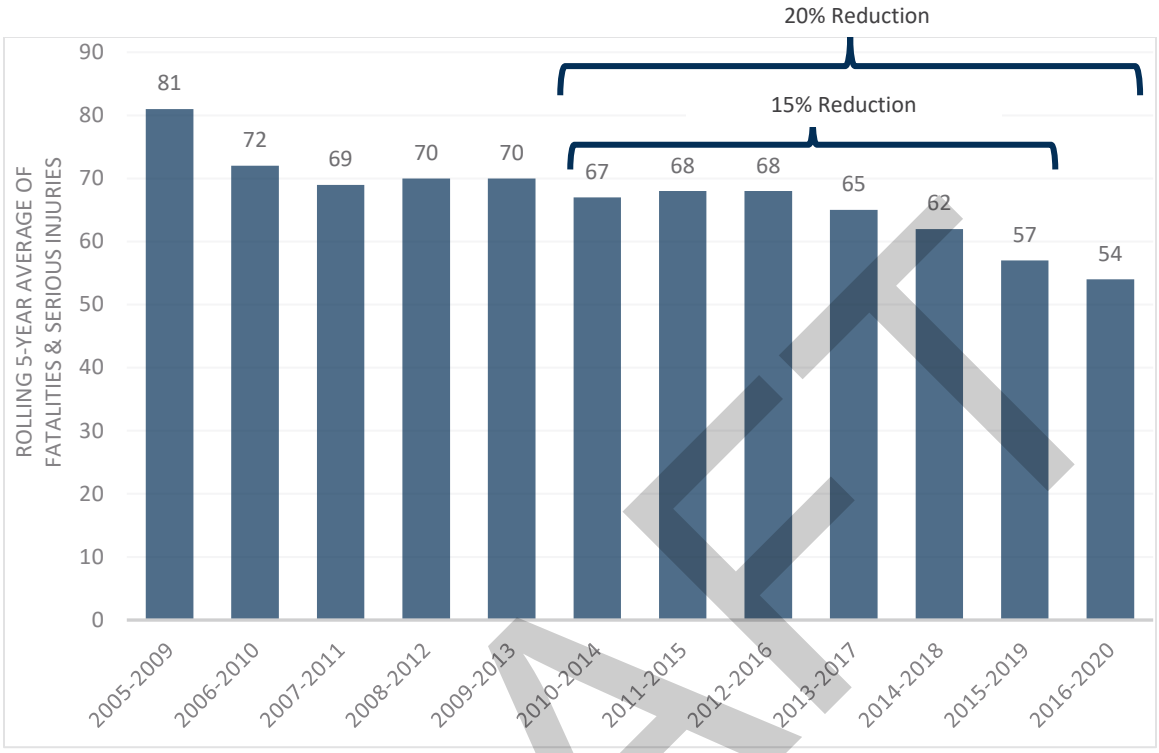


Figure 6: Rolling Five-year Averages of Fatalities and Serious Injuries

Focus Areas

The Billings MPO is committed to reducing fatalities and serious injuries. To determine the magnitude of correlating factors, the AC evaluated the number of fatalities and serious injuries associated with individual crash types, or focus areas. Figure 7 illustrates fatalities and serious injuries for each factor occurring within the Billings MPO planning area during consecutive five-year analysis periods.

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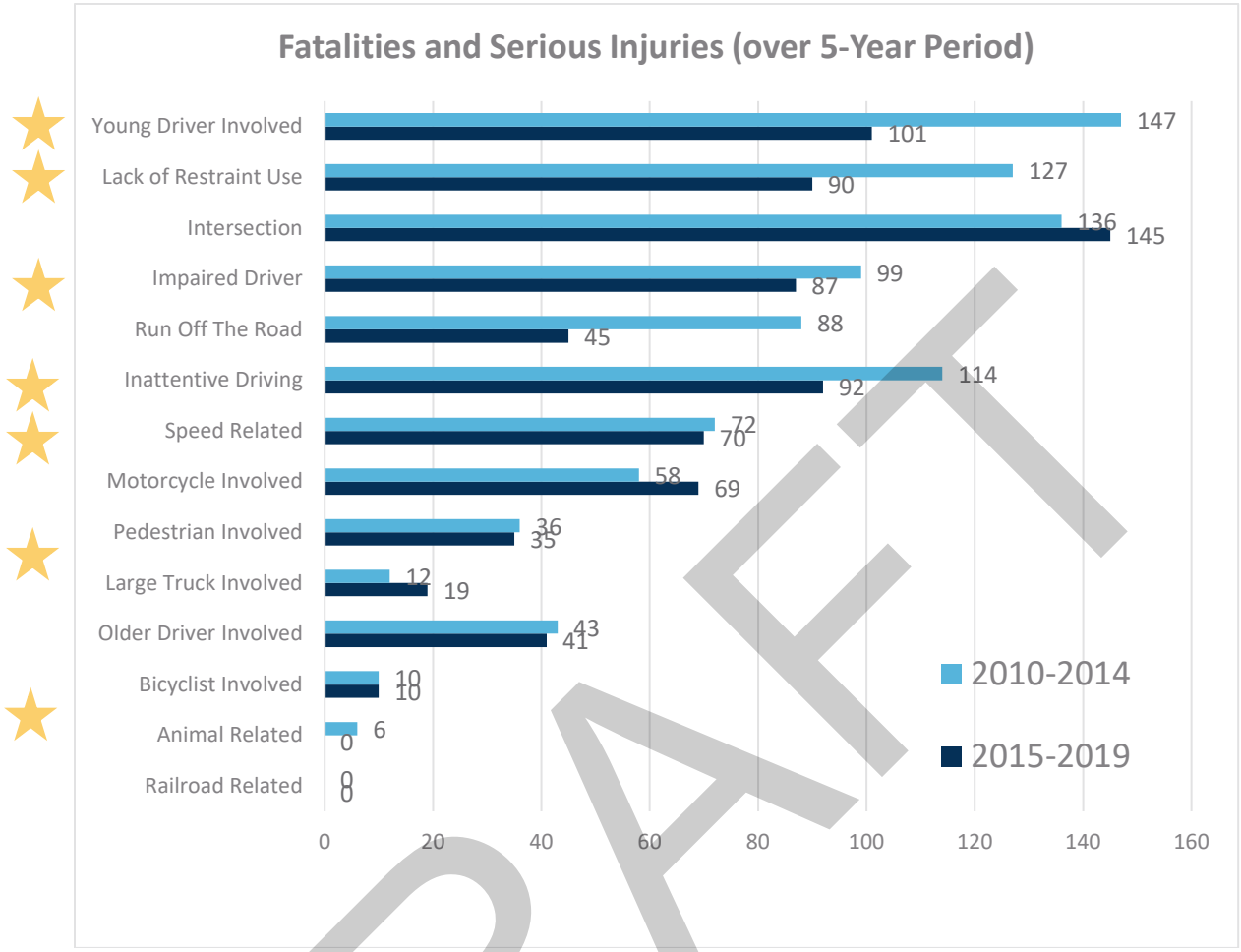


Figure 7: Fatalities and Serious Injuries

The focus areas noted with a yellow star on the figure above were reviewed further to identify areas where further attention could be most beneficial.

Based on the data above, crashes are **declining** in the following focus areas:

- Young Driver
- Unbelted
- Impaired
- Run off Road
- Inattentive

Crash numbers have plateaued or increased in the following focus areas:

- Intersection
- Speed Related
- Motorcycle
- Pedestrian
- Large Truck
- Older Driver
- Bicyclist

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Correlating Factors

The AC also considered the interrelation of focus areas, recognizing most fatalities and serious injuries involve more than one correlating factor. Figure 8 presents the percentage of fatalities and serious injuries associated with each area of focus and correlating factor, with red cells indicating higher correlation and green cells indicating lower correlation.

Areas of Focus	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
Young driver-Involved		32.7%	50.0%	31.5%	23.4%	34.3%	29.8%	16.1%	9.3%	1.6%	5.2%	1.6%	0.4%	0.0%
Unbelted passenger/driver-Involved	37.3%		43.3%	47.9%	31.8%	35.9%	29.5%	28.1%	0.0%	2.8%	10.1%	1.8%	0.5%	0.0%
Intersection-Involved	44.1%	33.5%		23.1%	6.0%	30.6%	22.1%	18.9%	9.6%	4.3%	16.0%	2.8%	0.0%	0.0%
Impaired driver-Involved	41.9%	55.9%	34.9%		39.2%	34.9%	38.7%	20.4%	11.4%	2.2%	5.9%	3.2%	0.0%	0.0%
Run off Road	43.6%	51.9%	12.8%	54.9%		41.4%	33.8%	16.5%	8.3%	1.5%	5.3%	3.0%	0.0%	0.0%
Inattentive Driver-Involved	41.3%	37.9%	41.7%	31.6%	26.7%		29.6%	20.9%	4.9%	6.3%	10.7%	1.9%	0.5%	0.0%
Speed-Involved	52.1%	45.1%	43.7%	50.7%	31.7%	43.0%		23.9%	0.7%	4.9%	6.3%	0.0%	0.0%	0.0%
Motorcyclist-Involved	31.5%	48.0%	41.7%	29.9%	17.3%	33.9%	26.8%		0.0%	0.0%	11.0%	0.0%	3.9%	0.0%
Pedestrian-Involved	32.4%	0.0%	38.0%	15.5%	15.5%	14.1%	1.4%	0.0%		4.2%	19.7%	0.0%	0.0%	0.0%
Large Truck-Involved	12.9%	19.4%	38.7%	12.9%	6.5%	41.9%	22.6%	0.0%	9.7%		29.0%	0.0%	0.0%	0.0%
Older Driver-Involved	15.5%	26.2%	53.6%	13.1%	8.3%	26.2%	10.7%	16.7%	16.7%	10.7%		2.4%	1.2%	0.0%
Bicyclist-Involved	20.0%	20.0%	40.0%	15.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	10.0%		0.0%	0.0%
Animal-Involved	16.7%	16.7%	16.7%	33.3%	0.0%	16.7%	0.0%	83.3%	0.0%	0.0%	16.7%	0.0%		0.0%
Railroad-Involved	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Figure 8: Correlating Factors to Focus Areas

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Focus Areas

Young Driver Involved

Figures 9 and 10 illustrate the crash data that noted young driver involvement. The light blue line illustrates the rolling five-year average over a total of six years. In the past five years, an average of 35% of serious and fatal crashes involved a young driver.

It is important to note that the provided data only illustrates that young drivers were involved in the illustrated crashes and does not assign blame.

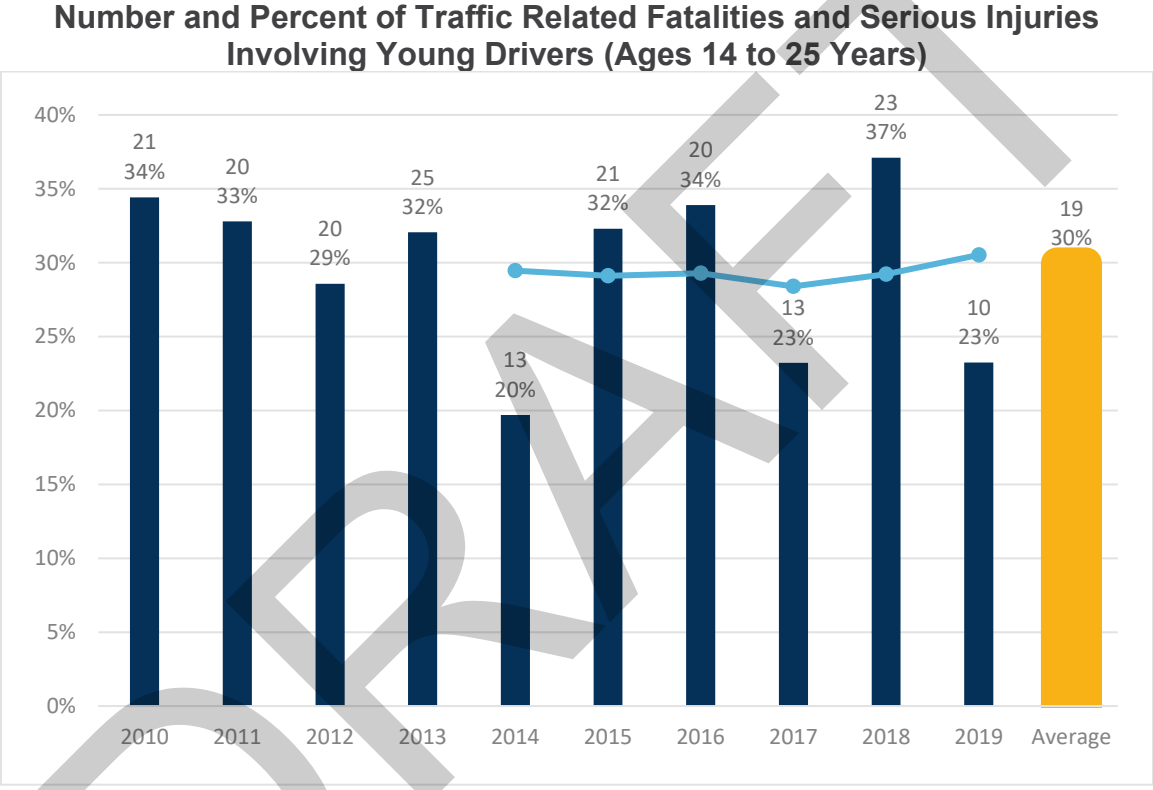


Figure 9: 2010-2019: Young Driver Involved-Involved

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
Young Driver Involved	X	32.7%	50.0%	31.5%	23.4%	34.3%	29.8%	16.1%	9.3%	1.6%	5.2%	1.6%	0.4%	0.0%

Figure 10: Correlating Factors: Young Driver-Involved

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Lack of Restraint Use

Figures 11 and 12 illustrate the crash data that noted lack of restraint use. The light blue line illustrates the rolling five-year average over a total of six years. In the past five years, an average of 32% of serious and fatal crashes involved lack of restraint use.

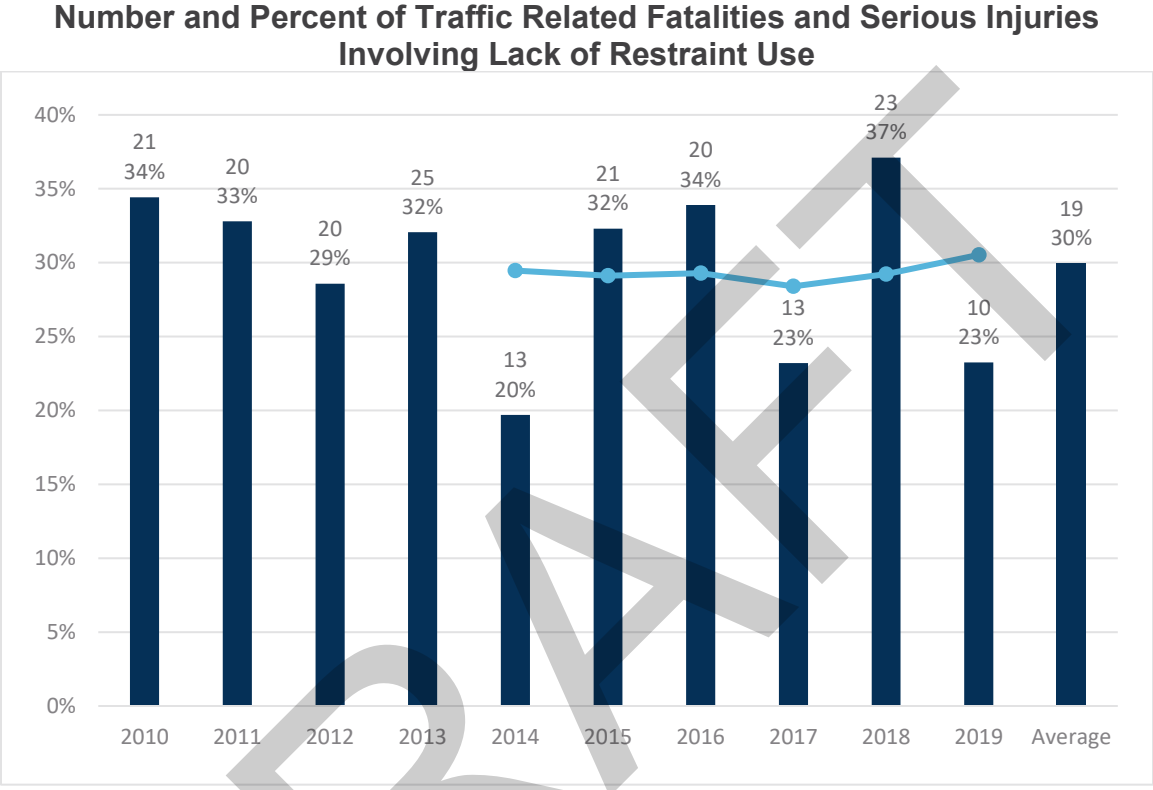


Figure 11: 2010-2019: Lack of Restraint Use-Involved

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
Unbelted	37.3%	X	43.3%	47.9%	31.8%	35.9%	29.5%	28.1%	0.0%	2.8%	10.1%	1.8%	0.5%	0.0%

Figure 12: Correlating Factors: Lack of Restraint Use-Involved

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Impaired Drivers

Figures 13 and 14 illustrate the crash data that noted impaired driver involvement. The light blue line illustrates the rolling five-year average over a total of six years. In the past five years, an average of 31% of serious and fatal crashes involved lack of restraint use.

Number and Percent of Traffic Related Fatalities and Serious Injuries Involving Impaired Drivers

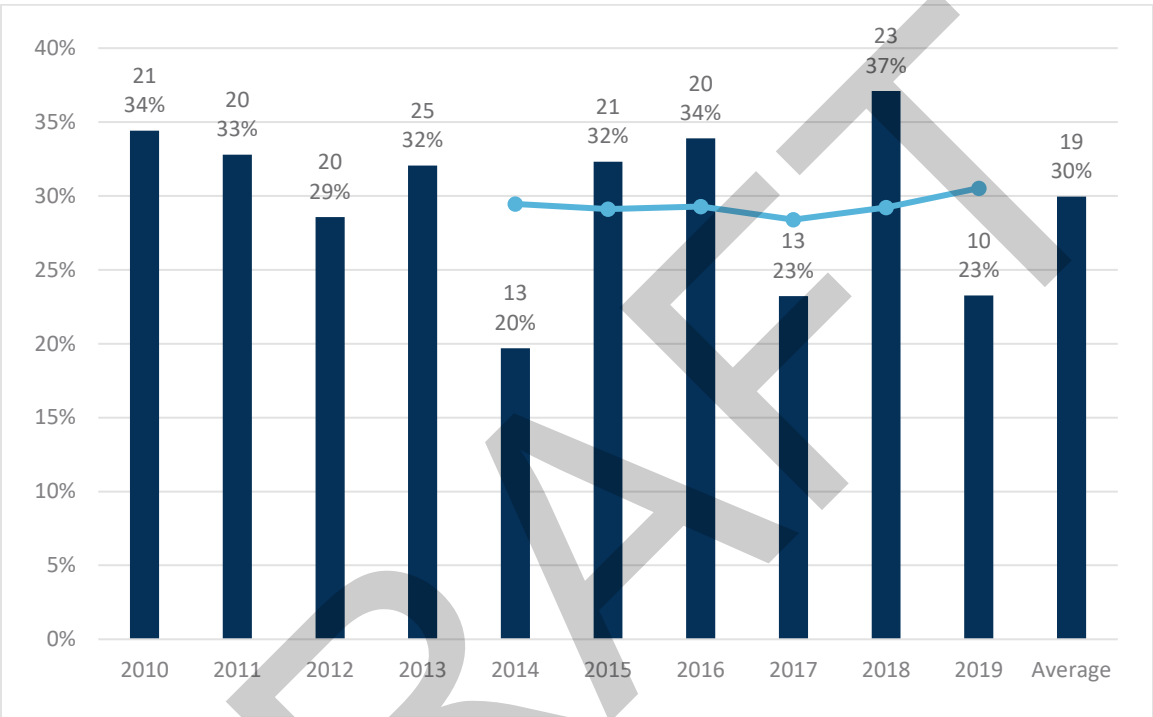


Figure 13: 2010-2019: Impaired Driver-Involved

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
Impaired	41.9%	55.9%	34.9%	X	39.2%	34.9%	38.7%	20.4%	11.4%	2.2%	5.9%	3.2%	0.0%	0.0%

Figure 14: Correlating Factors: Impaired Driver-Involved

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Inattentive Driving

Figures 15 and 16 illustrate the crash data that noted inattentive driving. The light blue line illustrates the rolling five-year average over a total of six years. In the past five years, an average of 32% of serious and fatal crashes involved lack of restraint use.

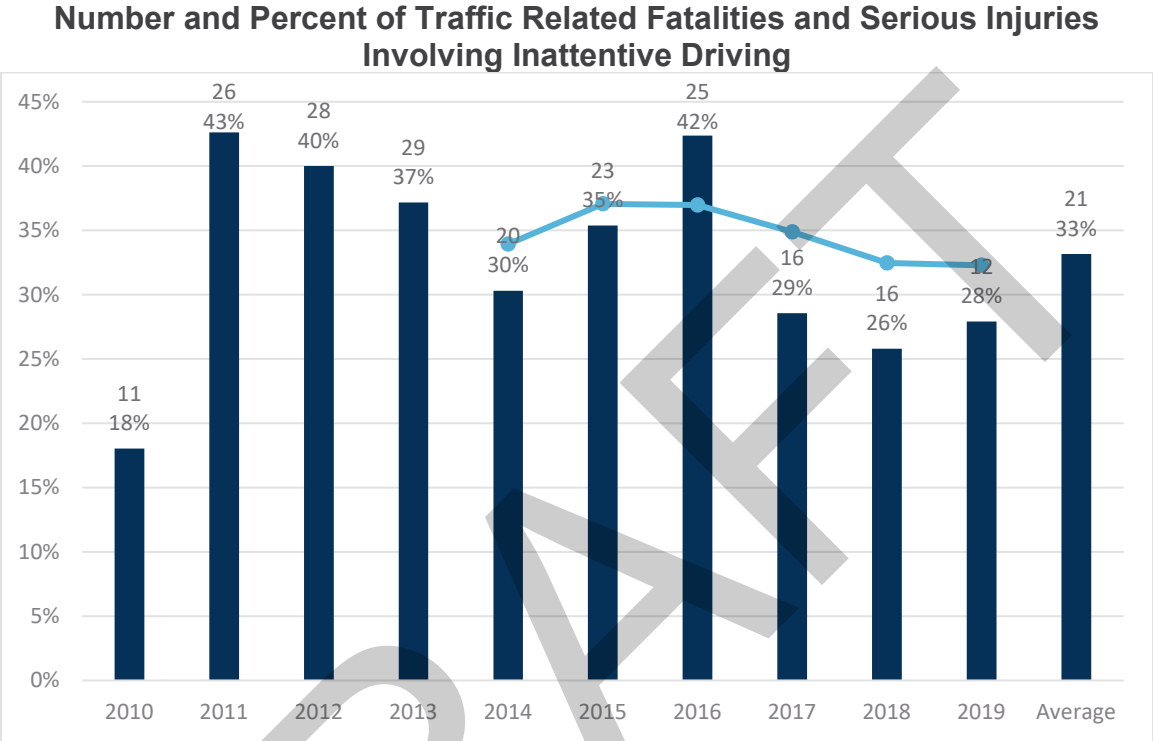


Figure 15: 2010-2019: Inattentive Driving

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
Inattentive	41.3%	37.9%	41.7%	31.6%	26.7%	X	29.6%	20.9%	4.9%	6.3%	10.7%	1.9%	0.5%	0.0%

Figure 16: Correlating Factors: Inattentive Driving

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Speed Related

Figures 17 and 18 illustrate the crash data that noted excessive speed. The light blue line illustrates the rolling five-year average over a total of six years. In the past five years, an average of 25% of serious and fatal crashes involved speed.

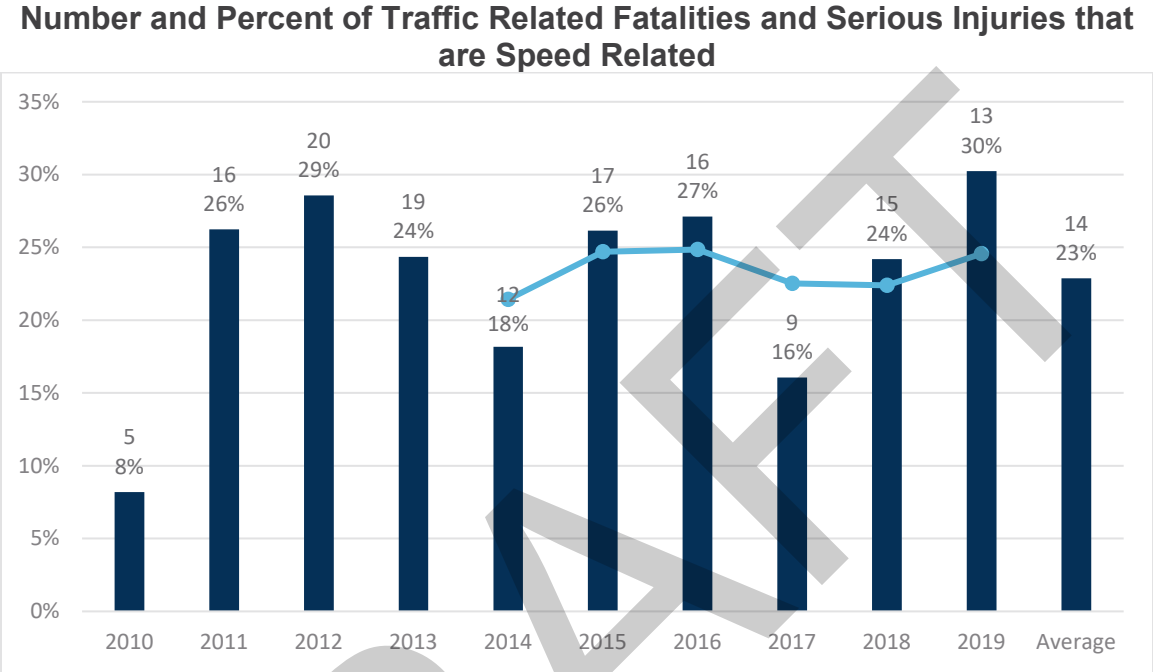


Figure 17: 2010-2019: Speed Related

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
Speed	52.1%	45.1%	43.7%	50.7%	31.7%	43.0%	X	23.9%	0.7%	4.9%	6.3%	0.0%	0.0%	0.0%

Figure 18: Correlating Factors: Speed Related

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Pedestrian Involved

Figures 19 and 20 illustrate the crash data that noted pedestrian involvement. The light blue line illustrates the rolling five-year average over a total of six years. In the past five years, an average of 12% of serious and fatal crashes involved a pedestrian.

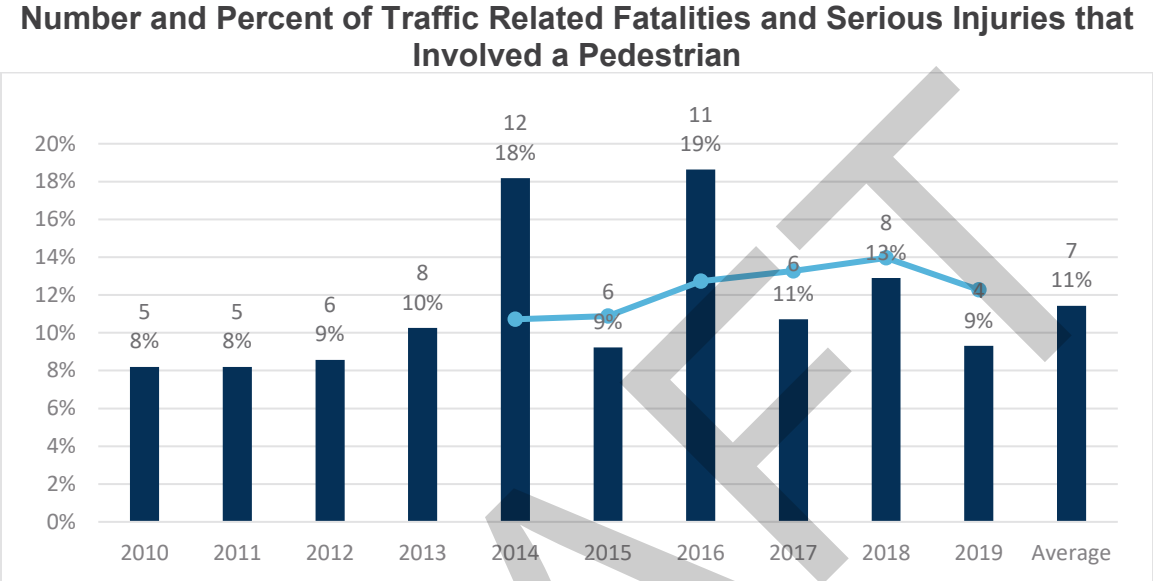


Figure 19: 2010-2019: Pedestrian Involved

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
Pedestrian	32.4%	0.0%	38.0%	15.5%	15.5%	14.1%	1.4%	0.0%	X	4.2%	19.7%	0.0%	0.0%	0.0%

Figure 20: Correlating Factors: Pedestrian Involved

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Bicyclist Involved

Figures 21 and 22 illustrate the crash data that noted bicyclist involvement. The light blue line illustrates the rolling five-year average over a total of six years. In the past five years, an average of 4% of serious and fatal crashes involved a bicyclist.

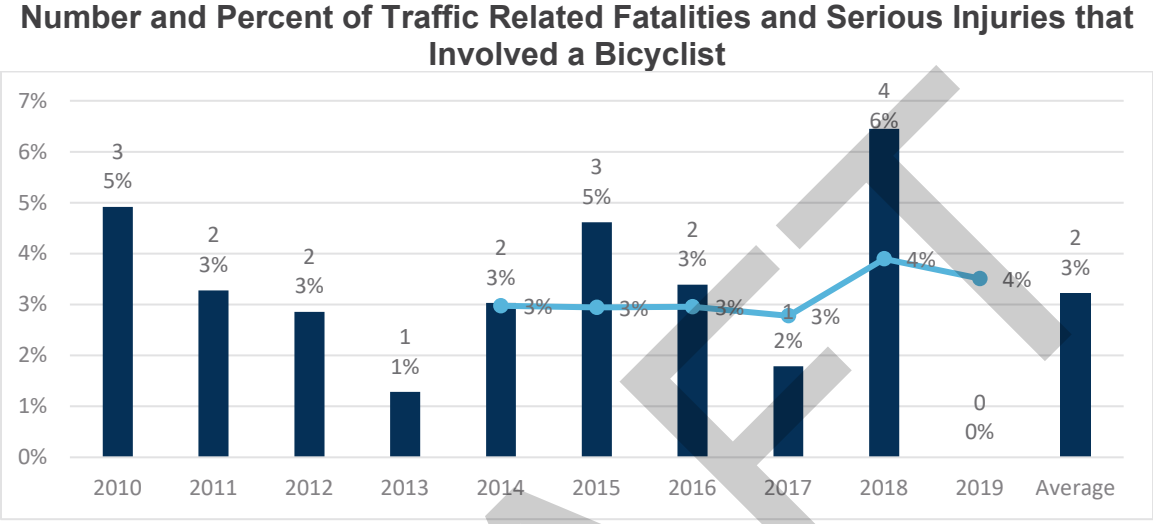


Figure 21: 2010-2019: Bicyclist Involved

Emphasis Area	Correlating Factors													
	Young	Unbelted	Intersection	Impaired	Run off Road	Inattentive	Speed	Motorcycle	Pedestrian	Large Truck	Older Driver	Bicycle	Animal	Railroad
Bicycle	20.0%	20.0%	40.0%	15.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	10.0%	X	0.0%	0.0%

Figure 22: Correlating Factors: Bicyclist Involved

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Vision, Goal, and Focus Areas

Vision and Goal

A **Vision Statement** expresses a desired future outcome. After review of the former CTSP, the crash data, and examples from peer organization, the AC opted to perpetuate the vision from the 2016 CTSP.

A **Performance Goal** is our desired outcome for improved safety in the community to achieve the vision. After review of the former CTSP, the crash data, and examples from peer organization, the AC decided to maintain a 20% decrease in fatal and serious crashes.



Vision

The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.



Goal

Based on a five-year rolling average, reduce fatalities and serious injuries by 20% from 57 to 46 by the end of 2024.

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Focus Areas

Equipped with the crash data, the AC considered the selection of focus areas based on the following factors:

- **Data:** Reliable information to identify, prioritize, and track progress against the problem
- **Impact:** Greatest potential to reduce fatalities and serious injuries
- **Commitment:** Local expertise, interest, and resources

After discussion and review, the group selected unrestrained occupants, impaired driving, inattentive driving, and speeding as focus areas. Additionally, the group decided to combine inattentive driving and speeding, following the template defined in the 2016 plan and with confirmed feedback that the strategies to address the two focus areas are similar. The AC was concerned by the crash data related to young drivers. After review, the AC elected not to make young drivers a stand-alone focus area because the crashes involving young drivers also generally included one of the other four identified focus areas. The AC directed that young drivers be considered in the definition of strategies and action items.



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Current Safety Programs

The Billings MPO is currently targeting improved transportation safety through a variety of programs and efforts. The AC used the following list of current programs to identify available resources and engagement gaps within the Billings MPO transportation safety culture.

Complete information about current safety programs is provided in Appendix A.

Program	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
24/7 Sobriety Program	✓				
Alive at 25	✓	✓		✓	
American Association of Retired Persons () Driver's Safety					
Billings Crime Prevention Center	✓			✓	
Billings Police Unfiltered					
Chats with the Chief					
Click It or Ticket			✓		
Distracted Driving Course		✓			✓
Electronic Device Ordinance		✓			
Impact Teen Drive Program		✓			
It's Your Choice	✓	✓	✓	✓	✓
Mobile Impaired Driving Assessment Center	✓				
Montana Department of Health and Human Services Injury Prevention Program	✓	✓	✓	✓	✓
Montana OPI DRIVE Program	✓	✓	✓	✓	✓
Montana Tavern Association	✓				
Montana Traffic Education	✓	✓	✓	✓	✓
National Highway Traffic Safety Administration Speed Campaign Toolkit				✓	
National Highway Traffic Safety Administration Traffic Safety Marketing Event Materials	✓	✓	✓	✓	✓
Safe Kids Yellowstone County	✓	✓	✓	✓	✓
Safe Routes to School				✓	✓
Server Trainings, Department of Revenue	✓				
Share the Road				✓	
Social Host Ordinance	✓				✓
Traffic Enforcement	✓	✓	✓	✓	✓
Traffic Safety Resource Officer	✓				
Vision Zero MT	✓	✓	✓	✓	✓
Avoid Distractions		✓			
Buckle Up Montana			✓		
Don't Drive Impaired	✓				
Motorcycle Safety Awareness, Traffic Safety Marketing	✓	✓		✓	✓
Peer-to-Peer Traffic Safety	✓	✓	✓	✓	✓
Teen Drivers	✓	✓	✓	✓	✓
Watch Your Speed				✓	
Yellowstone County DUI Task Force	✓				

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Public Involvement

The project team deployed a public involvement process to collect public and stakeholder input that involved a website featuring an interactive map, a half-day safety summit, and a public meeting. These activities were supplemented with paid and earned media, email, and social media promotion. Additional documents related to the public involvement work on this project are included in Appendix B.

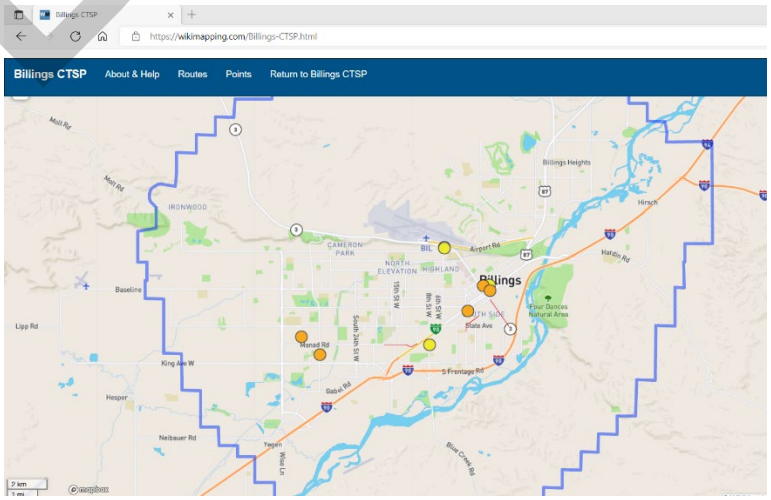
Website

The CTSP website was hosted at www.billingsctsp.com and provided stakeholders and the public an opportunity to learn about and participate in the project.



The website included the following components:

- Project Overview
- Documents including AC meeting materials and safety summit and public meeting records
- Interactive Map prompting people to provide input on safety concerns or suggestions



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- Frequently asked questions
- Related links including:

  Billings | Yellowstone MPO

  Montana Crash Data

  MT Comprehensive Highway Safety Plan

  Proven Safety Countermeasures – FHWA

  Countermeasures that Work - NHTSA

  Vision Zero Homepage

  2016 Billings CTSP
- Schedule
- Contact information
- Forum

Safety Summit

Over 60 safety-oriented stakeholders attended the half-day Safety Summit on January 25, 2022, to support and contribute toward the CTSP update.



The event involved:

- Collection of stakeholder input
- Discussion of comprehensive crash data analysis
- Consideration of existing community safety programs
- Identification of safety management strategies to meet the unique needs of the Billings community



Mayor Bill Cole provided welcoming remarks and emphasized the importance of the summit in reducing serious injuries and fatalities within the Billings MPO planning area. The consultant team provided an overview of efforts completed to date by the AC and discussed the CTSP planning process, the 4Es of transportation safety planning, and the Billings CTSP vision and goal. The team also presented crash data for the three focus areas selected by the AC.

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Following the focus area crash data presentation, meeting attendees convened in small groups to discuss potential strategies and efforts that could be implemented within the Billings MPO planning area. An inventory of current programs was provided to each focus group as a reference in identifying gaps and possible new safety strategies. Additionally, each group discussed possible safety partners/stakeholders and necessary resources to implement strategies. Following group discussions, focus area chairs reported back to the full group summarizing key discussion topics.

A participant list and break-out group notes are provided in Appendix B.

Public Open House

Over 20 members of the public attended an open house hosted on March 23, 2022 to learn about the CTSP update process and provide input. Informational content provided to the public on display boards and digital slideshow covered introductory information about the CTSP planning process, the 4Es of transportation safety planning, and the Billings CTSP vision and goal. The displays also presented crash data for the focus areas selected by the AC.



Meeting materials, sign-in sheets, and comment cards are provided in Appendix B.

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Proven Countermeasures

In the process of identifying strategies to reach the plan goals, the AC reviewed countermeasures proven to be effective in reducing crashes, injuries, and/or deaths within each focus area. The National Highway Traffic Safety Administration (NHSTA) Countermeasures That Work (10th update released in 2020) and the Federal Highway Administration (FHWA) Proven Safety Countermeasures (updated in 2021) are notable research-proven resources which safety practitioners are encouraged to consider when developing strategies.

NHSTA uses a five-star rating system to measure effectiveness.

★★★★★	Demonstrated to be effective by several high-quality evaluations with consistent results
★★★★	Demonstrated to be effective in certain situations
★★★	Likely to be effective based on balance of evidence from high-quality evaluations or other sources
★★	Effectiveness still undetermined; different methods of implementing this countermeasure produce different results
★	Limited or no high-quality evaluation evidence

The effectiveness of each countermeasure (https://highways.dot.gov/safety/proven-safety-countermeasures) is measured by the reduction in crashes or injuries unless it is noted otherwise. Each individual description provides information on the effective size of each effort and more detailed information on the standards used in measurement of effectiveness. FHWA countermeasures are a selection of the FHWA recognized measures and do not have associated star ratings.

NHTSA Countermeasures that Work

Unrestrained Occupants

Seat Belt and Child Restraints (targeting adults)

Seat Belt Use Laws

Countermeasure	Effectiveness	Cost	Use	Time
1.1 State Primary Enforcement Seat Belt Use Laws	★★★★★	$	Medium	Short
1.2 Local Primary Enforcement Seat Belt Use Laws	★★★	$	Low	Short
1.3 Increased Seat Belt Use Law Penalties	★★★★†	$	Low	Short

†Effectiveness has been demonstrated for increased fines but has not yet been demonstrated for driver's license points.

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Seat Belt Law Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
2.1 Short Term, High-Visibility Seat Belt Law Enforcement	★★★★★	$$$	Medium†	Medium
2.2 Integrated Nighttime Seat Belt Enforcement	★★★★	$$$	Unknown	Medium
2.3 Sustained Enforcement	★★★	Varies	Unknown	Varies

†Used in many jurisdictions but often only once or twice each year

Communication and Outreach

Countermeasure	Effectiveness	Cost	Use	Time
3.1 Supporting Enforcement	★★★★★	Varies	Medium	Medium
3.2 Strategies for Low-Belt-Use Groups	★★★★†	Unknown	Unknown	Medium

†For programs supporting enforcement

Seat Belt and Child Restraints (targeting children and youth)

Child/Youth Occupant Restraint Laws

Countermeasure	Effectiveness	Cost	Use	Time
3.1 Supporting Enforcement	★★★★★	Varies	Medium	Medium
3.2 Strategies for Low-Belt-Use Groups	★★★★†	Unknown	Unknown	Medium

†For programs supporting enforcement

Child Restraint/Booster Seat Law Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
5.1 Short High-Visibility CR Law Enforcement	★★★★★	$$$	Medium	Medium

Communications and Outreach

Countermeasure	Effectiveness	Cost	Use	Time
6.1 Strategies for Older Children	★★★	Varies	Unknown	Medium
6.2 Strategies for Child Restraint and Booster Seat Use	★★★†	Varies	Unknown	Medium

†For stand-alone programs not supporting enforcement

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Other Strategies

Countermeasure	Effectiveness	Cost	Use	Time
7.1 School Programs	★★★	Varies	Unknown	Varies
7.2 Inspection Stations	★★★	$$	High	Short

Impaired Driving

Alcohol- and Drug-Impaired Driving

Deterrence: Laws

Countermeasure	Effectiveness	Cost	Use	Time
1.1 Administrative License Revocation or Suspension (ALR/ALS)	★★★★★	$$$	High	Medium
1.2 Open Container	★★★	$	High	Short
1.3 High-BAC Sanctions	★★★	$	Medium	Short
1.4 BAC Test Refusal Penalties	★★★	$	Unknown	Short
1.5 Alcohol-Impaired Driving Law Review	★★★	$$	Unknown	Medium

Deterrence: Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
2.1 Publicized Sobriety Checkpoints	★★★★★	$$$	Medium	Short
2.2 High-Visibility Saturation Patrols	★★★★	$$	High	Short
2.3 Preliminary Breath Test Devices†	★★★★	$$	High	Short
2.4 Passive Alcohol Sensors††	★★★★	$$	Unknown	Short
2.5 Integrated Enforcement	★★★	$	Unknown	Short

† Proven for increasing arrests

†† Proven for detecting impaired drivers

Deterrence: Prosecution and Adjudication

Countermeasure	Effectiveness	Cost	Use	Time
3.1 DWI Courts†	★★★★	$$$	Low	Medium
3.2 Limits on Diversion & Plea Agreements††	★★★★	$	Medium	Short
3.3 Court Monitoring††	★★★	$	Low	Short
3.4 Sanctions	☆☆	Varies	Varies	Varies

† Proven for reducing recidivism

†† Proven for increasing conviction

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Deterrence: DWI Offender Treatment, Monitoring, and Control

Countermeasure	Effectiveness	Cost	Use	Time
4.1 Alcohol Problem Assessment and Treatment	★★★★★	Varies	High	Varies
4.2 Alcohol Ignition Interlocks†	★★★★★	$$	Medium	Medium
4.3 Vehicle and License Plate Sanctions†	★★★★	Varies	Medium	Medium
4.4 DWI Offender Monitoring†	★★★★	$$$	Unknown	Varies
4.5 Lower BAC Limit for Repeat Offenders	★★★★	$	Low	Short

†Proven for reducing recidivism

Prevention, Intervention, Communications and Outreach

Countermeasure	Effectiveness	Cost	Use	Time
5.1 Alcohol Screening and Brief intervention	★★★★★	$$	Medium	Short
5.2 Mass-Media Campaigns	★★★	$$$	High	Medium
5.3 Responsible Beverage Service	☆☆	$$	Medium	Medium
5.4 Alternative Transportation	☆☆	$$	Unknown	Short
5.5 Designated Drivers	☆☆	$	Medium	Short

Underage Drinking and Drinking and Driving

Countermeasure	Effectiveness	Cost	Use	Time
6.1 Minimum Drinking Age 21 Laws	★★★★★	$$$	High	Low
6.2 Zero-Tolerance Law Enforcement	★★★	$	Unknown	Short
6.3 Alcohol Vendor Compliance Checks†	★★★	$$	Unknown	Short
6.4 Other Minimum Legal Drinking Age 21 Law Enforcement	★★★	$$	Varies	Varies
6.5 Youth Programs	☆☆	Varies	High	Medium

†Proven for reducing sales to underage people

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Drug Impaired Driving

Countermeasure	Effectiveness	Cost	Use	Time
7.1 Enforcement of Drug-Impaired Driving	★★★	$$	Unknown	Short
7.2 Drug-Impaired-Driving Laws	☆	Unknown	Medium†	Short
7.3 Education Regarding Medication	☆	Unknown	Unknown	Long

†Use for drug per se laws

Inattentive Driving

Distracted and Drowsy Driving

Law Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
1.1 GDL Requirements for Beginning Drivers	★★★★★†	$	High	Medium
1.2 Cell Phone and Text Messaging Laws	☆☆	$	Medium	Short
1.3 High-Visibility Cell Phone/Text Messaging Enforcement	★★★★	$$$	Low	Medium
1.4 General Distraction Laws	☆	Varies	High††	Short

† Effectiveness demonstrated for passenger restrictions

†† Included under reckless driving; use of explicit distraction laws is low

Communications and Outreach

Countermeasure	Effectiveness	Cost	Use	Time
2.1 Communications and Outreach on Drowsy Driving	☆	$$	Unknown	Medium
2.2 Communications and Outreach on Distracted Driving	☆	$$	High	Medium

Other Countermeasures

Countermeasure	Effectiveness	Cost	Use	Time
3.1 Employer Programs	☆☆	$	Unknown	Short
3.2 Education Regarding Medical Conditions and Medications	☆	Variable	Unknown	Medium

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Speeding

Speeding and Speed Management

Laws

Countermeasure	Effectiveness	Cost	Use	Time
1.1 Speed Limits	★★★★★†	$	High	Short
1.2 Aggressive Driving and Other Laws	☆	$	Low	Short

†When enforced and obeyed

Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
2.1 Automated Enforcement	★★★★★	$$$†	Medium	Medium
2.2 High-Visibility Enforcement	☆☆	$$$	Low††	Medium
2.3 Other Enforcement Methods	☆☆	Varies	Unknown	Varies

†Can be covered by violator fines

††For aggressive driving, but use of short-term, HVE campaigns for speeding is more widespread

Penalties and Adjudication

Countermeasure	Effectiveness	Cost	Use	Time
3.1 Penalty Types and Levels	☆☆	Varies	High	Low
3.2 Diversion and Plea Agreement Restrictions, Traffic Violator School	☆	Varies	Unknown	Varies

Communication and Outreach

Countermeasure	Effectiveness	Cost	Use	Time
4.1 Communications and Outreach Supporting Enforcement	★★★	Varies	Medium	Medium

Young Drivers

Graduated Driver License

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Countermeasure	Effectiveness	Cost	Use	Time
1.1 Graduated Driver Licensing (GDL)	★★★★★	$	High	Medium
1.2 Learner's Permit Length, Supervised Hours	★★★★★	$	High	Medium
1.3 Intermediate – Nighttime Restrictions	★★★★★	$	High	Medium
1.4 Intermediate – Passenger Restrictions	★★★★★	$	High	Medium
1.5 Cell Phone Restrictions	☆☆	$	Medium	Medium
1.6 Belt Use Requirements	☆☆	$	Low	Medium
1.7 Intermediate – Violation Penalties	☆	$	High	Medium

Driver Education

Countermeasure	Effectiveness	Cost	Use	Time
2.1 Pre-Licensure Driver Education	☆☆	$$$	Medium	Long
2.2 Post-Licensure Driver Education	☆	$$$	Low	Long

Parents

Countermeasure	Effectiveness	Cost	Use	Time
3.1 Parent Roles in Teaching and Managing Young Drivers	☆☆	$$	Medium	Short

Traffic Law Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
4.1 Enforcement of GDL and Zero-Tolerance Laws	★★★	$$	Unknown	Short

FHWA Proven Safety Countermeasures

FHWA's Proven Safety Countermeasures (PSC) initiative is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways. The guidance provided by this document is focused on facility design and features to improve driver safety. The tools encouraged include:

Speed Management

- Speed Safety Cameras
- Variable Speed Limits
- Appropriate Speed Limits for All Road Users

Roadway Departure

- Wider Edge Lines
- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips and Stripes
- SafetyEdgeSM
- Roadside Design Improvements at Curves
- Median Barriers

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Intersections

- Backplates with Reflective Borders
- Corridor Access Management
- Left- and Right-Turn Lanes at Two-Way Stop-Controlled Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections
- Yellow Change Intervals

Pedestrian/Bicyclist

- Crosswalk Visibility Enhancements
- Bicycle Lanes
- Rectangular Rapid Flashing Beacons
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacons
- Road Diets (Roadway Reconfiguration)
- Walkways

Crosscutting

- Pavement Friction Management
- Lighting
- Local Road Safety Plans
- Road Safety Audits

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Action Plan and Safety Strategies

The AC developed the safety strategies outlined in this chapter based on feedback received during the Safety Summit and the online public survey.

- A **strategy** defines a specific method to reduce fatalities and serious injuries within an focus area. Individual strategies address one of the 4Es (education, enforcement, emergency medical services, and engineering) of transportation safety. This plan outlines one overarching strategy that will tie efforts together and three strategies per focus area as a starting point for implementation by the MPO. Additional strategies may be identified as the MPO makes progress in achieving its goal and vision.

- The **purpose** statement explains the rationale for pursuing a safety strategy, including community experience, crash history, and available research documenting the strategy's effectiveness.

- **Implementation partners/stakeholders** are organizations and individuals with interest, expertise, or jurisdiction in an focus area that may be able to assist in executing strategies. Listed community stakeholders and safety partners may lead or support implementation efforts depending on availability and staffing resources. Other stakeholders and partners may be identified during the implementation process to augment the initial list provided in this chapter.

- The list of **resources/funding needs** outlines support and participation needed to implement the action steps, including labor, materials, and funds. Sharing resources among stakeholders and partners will maximize implementation results.

- **Action steps and opportunities** outline specific outcomes or inputs the MPO and AC may undertake to implement each strategy. Some action steps outline new efforts, while others involve enhancing existing programs.

The following pages outline the implication plan for each focus area.

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All

Focus Area Chair: TBD

Strategy 1: Establish Transportation Safety Oversight Committee

Purpose

Maintaining top-of-mind awareness will be important in keeping safety-oriented conversations alive. A cooperative group of safety partner agency representatives and members of the public comprising a Transportation Safety Oversight Committee (TSOC) will help to facilitate collaboration, respond to timely community needs, and help to activate additional resources. This will allow for coordination between focus area chairs and a more integrated community-wide approach. The TSOC will provide the community of subject matter experts of the 4Es who are coordinating, collaborating, and communicating on safety initiatives to reduce traffic related fatalities and serious injuries.

Implementation Partners	Resources/Needs
Billings Planning Department Billings and Yellowstone County Public Works Billings Police Department Billings, Lockwood, and Yellowstone County School Officials Local Elected Officials Alliance Partners (St. Vincent Healthcare, RiverStone Health, Billings Clinic) Emergency Medical Services Yellowstone Kids Worldwide Downtown Billings Association Community Members Yellowstone County Sheriff's Office Billings District and CHSP Manager, MDT Montana Highway Patrol Montana Trucking Association Tow Truck Operators (Hanser's Towing or Jim Dusenberry)	Resources: • Crash Data • AC Members to Populate Initial Oversight Committee • Local and National Media Campaigns Needs: • Meeting Space • Agency Support for TSOC Participation • Advertising/Media Campaigns (Traffic Safety Marketing) • Funding for Advertising/Media Campaigns • Trauma doctor and a delegate

Action Steps and Opportunities

Identify chair who will be responsible for quarterly or regularly scheduled meeting logistics and implementation updates.

Gain support from City of Billings and Yellowstone County to initiate a sanctioned oversight committee. Board should consist of members representing both City and County perspectives.

Research other support options, including high school or college clubs or education, health, criminal justice, and communications interns, college communication programs, among others, to support content-development and public outreach needs.

Identify opportunities to coordinate, communicate, and connect walking, biking, transit, and driving strategies to young drivers.

Consider using a shared platform or drive such as Microsoft Teams to store materials, facilitate conversations, etc.

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Consider a trauma doctor as spokesperson for the group. The media responds well to quotes and PSAs from this perspective.

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Unrestrained Vehicle Occupants

Focus Area Chair: TBD

Strategy 1: Support and enhance enforcement of seat belt and child safety seat laws.

Purpose

Law enforcement is important to emphasize the consequences of choosing not to buckle up or properly restraining a child. Under Montana's current secondary seat belt law, officers may issue a citation for failure to wear a seat belt if a driver is initially stopped for another traffic violation. Montana does have a primary child safety restraint law stating that a child under 6 years of age and weighing less than 60 pounds must be properly restrained in a motor vehicle (MCA 61-9-420). Studies have shown that both short-term/high visibility enforcement (such as selective traffic enforcement programs (STEP) and sustained seat belt law enforcement is effective in increasing seat belt usage among adults and teenagers (NHTSA, 2022).[1] According to NHTSA, the enforcement of local seat belt use laws, the enforcement of a state law is even better. With the recent passing of the Public Safety Mill Levy, there is opportunity for increased law enforcement for safety-oriented activities.

Implementation Partners	Resources/Needs
Billings Planning Department Billings Public Information Officer Billings and Yellowstone County Public Works Billings Police Department Billings, Lockwood, and Yellowstone County School Officials Alliance Partners (St. Vincent Healthcare, RiverStone Health, Billings Clinic) Parents/Teen Drivers Community Members Local and National Media Campaigns Yellowstone County Planning Organization Yellowstone County District Court Yellowstone County Sheriff's Office Safe Kids Yellowstone County Montana Highway Patrol Montana Department of Transportation	Resources: • Crash Data • Mill Levy Funding • Occupant Protection Program, MDT • Buckle Up Montana, MDT • Motor Carrier Safety Assistance Program, MDT • Traffic Education, Office of Public Instruction (OPI) curriculum • Local and National Media Campaigns Needs: • Funding for Law Enforcement Staff • Funding for Traffic Enforcement Program • Advertising/Media Campaigns • Primary Seatbelt Law

Action Steps and Opportunities

Review crash data to determine "hot spots" or specific corridors within the Billings MPO area having the highest incidence of unrestrained vehicle occupant injuries and fatalities.

Identify opportunities for community outreach to family-oriented events (health fairs, safety fairs, back to school, end of the school year, ATV promos, FWP, PTOs) to check child safety seats and educate the public about the importance. Coordinate with community networks to identify and participate in anything geared towards children's safety.

[1] NHTSA. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Tenth Edition, 2022). Page 2-3.

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Unrestrained Vehicle Occupants

Promote possible home visit/hospital car seat education and enforcement. Consider coordination with hospitals (prenatal, OB/GYN/WIC) to provide safety seat guidance before families leave with new babies.

Increase short-term, high-visibility targeted enforcement in identified locations.

Publicize high-visibility enforcement efforts through media awareness campaigns.

Support and encourage law enforcement to check for GDL law violations when a driver is stopped and include in citation issued in addition to seat belt violation (M.C.A. 61-5-132).

Support and encourage law enforcement officers to issue citations instead of warnings for seat belt violations.

Support targeted enforcement based on demonstrated crash patterns and high-risk drivers. Define parameters for identifying “high-risk” drivers.

Support and encourage research of funding opportunities to hire additional law enforcement staff; to sustain and increase dedicated traffic officers to conduct proactive traffic enforcement.

Encourage judges and courts to mandate court ordered Alive at 25 training course for risky driving offenses that include seat belt violations.

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Unrestrained Vehicle Occupants

Focus Area Chair: TBD

Strategy 2: Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor vehicle trip.

Purpose

Younger occupants ages 14 to 35 experience the largest number of fatal and serious injuries associated with non-seat belt use in the Billings MPO. Research has found that use of lap and shoulder combination seat belts reduce the risk of fatal injury to front-seat passenger car occupants by 45% and the risk of moderate-to-critical injury by 50% (NHTSA, 2020).[2] The challenge is to convince all vehicle occupants to buckle up on every trip. Increased education efforts are needed to develop and improve a culture of driver safety in Billings where using seat belts is an expected behavior and non-use is unacceptable.

Implementation Partners	Resources/ Needs
Billings School District Traffic Education Instructors Billings, Lockwood, and Yellowstone County School Officials Billings and Yellowstone County Public Works Billings Police Department and School Resource Officers Billings Fire Department Montana State University - Billings Rocky Mountain College Billings Vo-Tech and City College Student Groups/Student Government Alliance Partners (St. Vincent Healthcare, RiverStone Health, Billings Clinic) Employers/Corporate Sponsors Parents/Teen Drivers Insurance Providers Yellowstone County Sheriff's Office Safe Kids Yellowstone County Billings District Office, MDT Montana Highway Patrol AARP	Resources: • Example employer seat belt policies • School Districts Staffing/Curriculum • Adapted Illustrated Montana Driver Manual and Traffic Education Curriculum Modules, OPI • Peer-to-Peer Traffic Safety, MDT • Buckle Up Montana, MDT • Motor Carrier Safety Assistance Program, MDT • Car Seat Checks, Safe Kids Yellowstone County • MHP and MET Transit training content • Local and National Media Needs: • Teens and Traffic Education Instructors • Employer Participation • Advertising/Educational Media Campaigns • Variable Message Signage • Grant Funding Opportunities • Primary Seatbelt Law

[2] NHTSA. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Tenth Edition, 2020). Page 2-1.

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Unrestrained Vehicle Occupants

Focus Area Chair: TBD

Strategy 2: Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor vehicle trip.

Action Steps and Opportunities

Support and promote awareness of the "Saved by the Belt" program in Yellowstone County and pursue ideas for a more youth-oriented award.

Work with Billings, Lockwood, Yellowstone County School Districts and other safety partners to coordinate and develop an awareness program to enhance focus on seat belt use in school parking lots that include all motor vehicle operators (students and staff).

- Engage City of Billings Public Information Officer for to support seat belt safety campaigns
- Identify engaged partners in the Billings and Lockwood School Districts to assist with promoting safety education and awareness of the benefits of using seat belts every trip, every time.
- Promote and encourage student groups (such as FCCLA) and school administrators to conduct peer-to-peer outreach on the importance of seat belt use and other risky driving behaviors.
- Identify and coordinate with driver education instructors in Billings area schools interested in promoting seat belt use in schools and/or possibly serving as an adviser to student groups and school administrators interested in traffic safety to ensure seat belt usage is taught in curriculum.

Coordinate with the City of Billings, Yellowstone County Public Works, and MDT Billings District to identify additional opportunities and special events to install temporary signage encouraging vehicle occupants to buckle up.

Conduct pre-, post-, and periodic observational surveys at designated locations and school parking lot exit/entrances, in conjunction with seat belt education campaigns to determine effectiveness. Involve high school students in various chapters, like FFA, FFCLA, DECA to conduct observational surveys as part of health or other prevention related class.

Coordinate with other "healthy living" curriculum (such as RiverStone Health lifestyle clubs) to incorporate seatbelt use content into existing content.

Reinvigorate or enhance existing educational programs (e.g., *It's Your Choice*) to increase participation and awareness for young drivers about traumatic injuries and long-term health consequences in relationship to the importance of seat belt usage.

Coordinate with media partners, health care professionals, and business owners to develop and promote safety awareness campaigns focused on economic impacts of risky driving behaviors and possible graphic physical repercussions of vehicular fatalities and serious injuries, as appropriate.

- Expand local media strategies using social media platforms and networking with local businesses to increase messaging impact.
- Encourage and work with local employers to adopt employee seat belt policies; and/or create employee incentive program or disciplinary processes regarding seat belt use.

Continue to support and promote child passenger safety certification training and child safety seating car check stations.

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Unrestrained Vehicle Occupants

Focus Area Chair: TBD

Strategy 3: Strengthen and support vehicle occupant protection laws to increase compliance.

Purpose

Primary seat belt laws allow violators to be stopped and cited independently of any other traffic violation. Studies have shown that primary seat belt laws are demonstrated to be effective in increasing belt use and decreasing occupant fatalities compared to secondary laws (NHTSA, 2020).[3] Under Montana's current secondary seat belt law, law enforcement may issue a citation for failure to wear a seat belt only if a driver is initially stopped for another traffic violation. A statewide primary seat belt laws can only be implemented through the Legislature.

Implementation Partners

Billings City Council

Board of Public Health

Billings, Lockwood, and Yellowstone County School Officials

Billings Police Department

Alliance Partners (St. Vincent Healthcare, RiverStone Health, Billings Clinic); Trauma Surgeons (Dr. Barry McKenzie) and Nurses

Insurance Providers

Community Members

Employers and Possible Corporate Sponsors

Parent/Student Groups

Yellowstone County Commissioners

Yellowstone County Sheriff's Office

Montana Highway Patrol

Montana Association of County Officials

Montana League of Cities and Towns

Montana Hospital Association

Montana Public Health Association

State Legislators

Resources/ Needs

Resources:

- Example Laws
- Buckle Up Montana, MDT
- Motor Carrier Safety Assistance Program, MDT
- NHTSA Resources
- Local and National Safety Media Campaigns

Needs:

- Ballot Issue Sponsor(s)
- Signature Gatherers
- Local Legislative Support

Action Steps and Opportunities

Support passage of statewide primary seat belt law through Legislative action.

- Research local Legislators' positions on subject and engage in conversations to facilitate understanding.
- Develop and promote media campaigns using survivor/victim stories that relay a personal testimony to communicate health and economic need for a primary seat belt law.

Pursue citizen-proposed statutory initiative on statewide primary seat belt law.

Pursue increased penalties associated with failure to obey secondary seat belt law.

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[3] NHTSA. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Tenth Edition, 2020). Page 2-12.

Impaired Driving Prevention

Focus Area Chair: TBD

Strategy 1: Expand awareness and access to safe transportation alternatives to decrease impaired driving.

Purpose

The Billings MPO includes a combination of urban and rural areas. When people consume alcohol and other impairing substances, they may be some distance from their home or final destination. Preventing people from making the unsafe choice to drive while impaired is the ultimate goal. NHTSA identifies Alternative Transportation as an option to decrease the number of Alcohol- and Drug- Impaired crashes (NHTSA, 2022).[4] Media campaigns are also identified as an option worthy of consideration (NHTSA, 2022).[5] Other educational efforts to effectively influence changed behaviors and stop impaired driving include awareness of potential transportation options. Now that Billings has Uber and Lyft, there is a better opportunity of activating people to use those services.

Implementation Partners

Yellowstone County Tavern Association

Montana Distillers Guild

Montana Tavern Association

Billings CareAVan

Ride-sharing Companies and Taxi Services

Beverage Distributors

Downtown Billings Association

AAA and Other Insurance Providers

Billings MET Transit

Yellowstone County DUI Task Force

Billings Police Department

Montana Highway Patrol

Yellowstone County Sheriff's Office

Local Tow/Wrecking Companies

Local & National Safety Media Campaigns

Montana State University-Billings

Resources/ Needs

Resources

- Uber and Lyft
- Traffic Safety Marketing

Needs

- Local Contact for Uber and Lyft
- Vehicles
- Advertisements
- Local Dispatch System
- Social Media, PSAs, and media coverage

Action Steps and Opportunities

Develop and distribute public information about current safe-ride-home programs including information about what resources are available during specific days/times.

- Distribute resource materials developed by safety partners regarding impaired driving and consequences of unacceptable behavior of driving impaired.

Enhance focus on the dangers and costs of impaired driving even short distances.

- Develop PSAs, advertising, and media coverage about safe ride opportunities and ensure distribution. Expand local media strategies using social media and business platforms.
- Research geo-fencing options with special event organizers and Billings business leaders to remind attendees to plan for a designated driver or alternative transportation.

Establish relationships with all potential stakeholders to build a network of partners.

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[4] NHTSA. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Tenth Edition, 2022). Page 1-63.

[5] NHTSA. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Tenth Edition, 2022). Page 1-60.

Impaired Driving Prevention

Engage higher education facilities to support and promote awareness of early intervention and safe driving behaviors.

Work with local DUI task force to identify local alternative transportation options.

Coordinate with CHSP Impaired Driving Focus Area which includes County DUI Task Forces to promote development and expansion of alternative transportation options.

Research and identify ride share and taxi drivers willing to participate in safe-ride-home programs.

Solicit increased funding from sponsors and businesses.

Monitor medical and recreational marijuana topic, identify and act on opportunities to integrate efforts. Contact dispensaries to partner in the dissemination of safe ride content.

- Coordinate with CHSP Impaired Driving Focus Area, which includes Recreational and Medical Marijuana representatives with Department of Public Health and Human Services (DPHHS) and DOR.

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Impaired Driving Prevention

Focus Area Chair: TBD

Strategy 2: Reduce impaired driving through prevention education and training.

Purpose

Impaired driving due to alcohol and drugs remains a major issue in the Billings MPO area. While strategies to address the issue and inform residents of all ages of the dangers of operating a vehicle while under the influence of substances exist, there are concerns about consistency and reach. Multiple proven countermeasures address identifying and engaging with potential offenders as early as possible and encourage consistent messaging to decrease the instances of first-time and repeat offenses.

Implementation Partners

Local and District Courts

Local Addiction and Counseling Centers (including Rimrock Foundation and South Central Montana Regional Mental Health Center)

Billings Police Department

Billings Fire Department

Community Members

Parent/Student Groups

Traffic Education Instructors

Rocky Mountain College

Montana State University–Billings

AAA and Other Insurance Providers

Billings, Lockwood, and Yellowstone County School Officials

Alliance Partners (St. Vincent Healthcare, RiverStone Health, Billings Clinic)

Yellowstone County DUI Task Force (STEER & CAMO courts)

Montana Highway Patrol

Resources/Funding Needs

Resources:

- Prevention Specialist programs, Screening, Brief Intervention, and Referral to Treatment (SBIRT)
- OPI Traffic Education
- Alive at 25, MHP
- Peer-to-Peer Traffic Safety, MDT
- Motor Carrier Safety Assistance Program, MDT
- Plan2Live, MDT
- DEA National Take Back Events

Needs:

- Engagement and participation with Tavern Association
- Volunteer Hours
- Classroom Spaces, Access, and Time
- PSAs and Media Coverage
- Training for Educators

Action Steps and Opportunities

Participate in statewide CHSP Impaired Driving Focus Area Team.

Develop a sustainable materials plan to include collaborated events, event resources, partners, and continuing development goals. Identify relevant avenues to communicate to demographics, social media, for example.

- Coordinate local media engagement strategies with social media platforms and consistent data.

Educate early and often in schools at a young age about acceptable driving behavior.

- Identify and promote safe driving education and awareness campaigns focusing on the dangers associated with risky driving behaviors in elementary, middles, high school, and college programs. Consider programs where safe driving behavior training and education could be included or added (e.g., health and wellness, health enhancement, science, physical education, physical therapy, physiology classes).

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Impaired Driving Prevention

- Coordinate with existing programs to discover new outreach opportunities to coordinate and collaborate on similar safety education efforts and expand teachable moments (e.g., It's Your Choice, MHP Touring Trooper car, DUI movie trailer, and mock crash events).
- Coordinate with injury and prevention specialist and other "healthy living" curriculum (such as RiverStone Health lifestyle clubs) to incorporate impaired driving content into existing content.
- Engage City of Billings Public Information Officer for support to promote safety media campaigns.
- Connect with students, student-led groups, and school administrators to provide leadership and development opportunities surrounding prevention of impaired driving (e.g., Peer-to-Peer, Speech & Debate, DECA, FCCLA, FFA).
- Encourage and promote positive "public eyes and ears" behavior, by informing the public the importance of calling in impaired drivers. A champion will be identified in statewide impaired driving discussion.
- Check with MHP Billings District Office to see if there is an Alive at 25 trainer. Research and identify possible MSU-B criminology students to help register and report court-mandated Alive at 25 class participants and schedule and set up classrooms. Research and identify class locations to conduct Alive at 25 trainings for court-mandated and community participants.
- Develop an impaired driving awareness campaign that uses traditional and social media to ensure awareness of DUI laws, costs of a DUI, alcohol effects, social host responsibilities, designated driver programs, public reporting of impaired drivers to authorities, and other associated risks.
- Facilitate communication with Yellowstone County Tavern Association through Downtown Billings Association.
- Develop and distribute educational materials regarding drug impairment to include recreational and medical marijuana, prescription medications, and over the counter medications.
- Promote and enhance awareness of locations and events for prescription pill take back events and location opportunities.
- Develop and distribute educational programming about impairment caused by marijuana products.
- Promote and support standard field sobriety testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Recognition Expert (DRE) training to identify possible impaired drivers and remove them from roadways. SFST, ARIDE, DRE programs can be funded by TFs or thru coordination of programs among the local law enforcement, state (MHP) law enforcement, and MDT Impaired Driving Program (NHTSA) funding.

Create or enhance volunteer program opportunities to train non-law enforcement personnel to support current education and law enforcement efforts, similar to a neighborhood watch program.

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Impaired Driving Prevention

Focus Area Chair:

Strategy 3: Establish communication lines with safety partners to identify opportunities and increase probability for earlier intervention.

Purpose

Preventing impaired driving requires involvement from the 4Es of transportation safety (education, enforcement, emergency services, and engineering). Improving lines of communication including the discussion of data gathering among first responders, law enforcement, medical personnel, judicial representatives, mental health professionals, and health educators during incident reporting can increase the opportunities to engage with offenders and decrease the risk of repeat offenders. NHTSA has found that early intervention and assessment can assist in decreasing future impaired driving crashes.[6] Ensuring connection between the judicial system, law enforcement, and health professionals can help reduce impaired driving and the risk of serious injuries and fatalities. Communication between partners will help identify needs and can help improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety analysis.

Implementation Partners

Alliance Partners (St. Vincent Healthcare, RiverStone Health, Billings Clinic)

American Medical Response

Billings Police Department

Local and District Courts

Local Addiction and Counseling Centers

South Central Montana Regional Mental Health Center

Yellowstone County Sherriff's Office

Yellowstone County DUI Task Force

Montana Highway Patrol

Board of Licensed Clinical Social Workers/Psychologists

Alcohol Beverage Control Division (ABCD), Dept. of Revenue Offender Monitoring Programs

Behavioral Health & Developmental Disabilities Division (BHDD), Dept. of Public Health and Human Services

Resources/Needs

Resources

- Engaged AC Members who can Facilitate Collaboration

Needs

- Data Contact Information
- Meeting Spaces
- Reporting Standards and Practices

Action Steps and Opportunities

Understand current reporting practices and connections between identified stakeholders and partners.

Establish a list of possible contacts for each of the partners including roles regarding intake, reporting, and assessment of data including successes and challenges or gaps.

Develop educational content on what qualifies as HIPPA and what doesn't.

Report last point of contact or sales of service identified in DUI crashes by law enforcement to Alcohol Beverage Control Division for tracking and citing seller/sales provider, and determine if recertification or further training is needed.

Coordinate a county wide Responsible Alcohol Sales and Service Training every three years.

Expand and improve offender monitoring programs to eliminate loopholes and ensure the required device is installed. Ensure programs are reporting installation and monitoring. Consider specific improvements to ensure accurate testing and monitoring.

Monitor medical and recreational marijuana topic, identify and act on opportunities to integrate efforts. Partner with dispensaries for the dissemination of safety information.

[6] NHTSA. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Eighth Edition, 2015). Page 1-46 to 4-48.

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Inattentive Driving/Speeding Prevention

Focus Area Chair: TBD

Strategy 1: Increase law enforcement staff to proactively enforce speed limits and current distracted driving laws.

Purpose

Current law enforcement staff levels within the Billings MPO do not allow for proactive enforcement of speed limits and the current distracted driving ordinance within the Billings city limits. Speed limit enforcement patrols are reactive based on citizen concerns. As the Billings area grows, it requires increased law enforcement officers and support staff to proactively and reactively enforce traffic laws, including speed limits and distracted driving laws. The estimated population in 2022 for the Billings Urban Area is ~184,000. A Public Safety Mill Levy was passed in 2021 that will contribute to the success of this strategy.

Implementation Partners

Billings Police Department

Billings City Council

Billings, Lockwood, and Yellowstone County School Officials and student groups (Student groups: DECA, FCCLA, FFA, etc.)

Billings and Yellowstone County Public Works

Local Elected Officials

Yellowstone County Sheriff's Office

Yellowstone County Commissioners

Montana Highway Patrol

State Legislators

Local and District Courts

Resources/Needs

Resources

- Recent Public Safety Mill Levy
- Distracted Driving, MDT
- Traffic Safety Marketing
- Stop The Text Stop the Wrecks
- Local and National Media

Needs

- Funding for Law Enforcement Staff
- Future Mill Levies
- Advertising/Media
- Outreach Coordination
- Champion for legislation changes

Action Steps and Opportunities

Support and encourage seeking funding avenues to hire additional law enforcement staff; to sustain and increase dedicated traffic enforcement officers to conduct proactive enforcement. Coordinate with BPD to support/collaborate with roll-out of traffic enforcement team resulting from recent Public Safety Mill Levy.

Support and encourage statewide legalization of automated enforcement; surveillance is currently prohibited (Montana Code 45-5-223). Champion the advantages of automated enforcement to facilitate discussion among legislators.

Continue ongoing education of elected officials, taxpayers, and voters on the City Charter, the current tax structure, and the reasons why additional mills are necessary for public safety.

Continue researching and identifying other funding opportunities to hire additional sustained law enforcement officers.

Continue to support and increase sustained School Resource Officer (SRO) positions throughout the School Districts.

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Inattentive Driving/Speeding Prevention

Focus Area Chair: TBD

Strategy 2: Reduce speeding and distracted driving crashes through enhanced education.

Purpose

Inattentive driving and speeding are top contributors to fatalities and serious injuries in the Billings MPO in recent years. NHTSA has found that communications and outreach supporting enforcement efforts can be effective (NHTSA, 2020).[7] To improve the effectiveness of messaging by the Billings MPO, an increased focus and change in message style could decrease the number of speed and inattentive driving-related fatalities and serious injuries.

Implementation Partners

Alliance Partners (St. Vincent Healthcare, RiverStone Health, Billings Clinic)

Billings, Lockwood, and Yellowstone County School Officials

Billings Pedestrian Advisory Committee

Billings Fire Department

Billings Police Department

Billings TrailNet

Traffic Education Instructors

Insurance Providers

Cell Phone Providers

Parents/Teen Drivers

Yellowstone County Sheriff's Office

Montana Department of Transportation

Montana Highway Patrol

Department of Public Health & Human Services

Montana Trucking Association

American Medical Response

Employers/Corporate Sponsors

Resources/Funding Needs

Resources:

- Traffic Education, OPI
- Alive at 25, MHP
- Distracted Driving, MDT
- Traffic Safety Marketing, NHTSA
- Vision Zero, MDT
- STEP
- Motor Carrier Safety Assistance Program, MDT
- Local and National Media

Needs:

- Employer Participation
- Volunteer Hours
- Advertising/Safety Media Campaigns
- Grant Funding
- Outreach and Coordination

Action Steps and Opportunities

Encourage "public eyes and ears" behavior, by messaging to the public that it's okay to call in speeders.

Develop and enhance current PSA programs using local examples and spokespeople to emphasize the graphic consequences of speeding and inattentive driving. Consider messaging specific to phone usage (texting and social media).

- Engage City of Billings Public Information Officer for support to promote distracted driving and speeding campaigns.
- Develop a repeating "Cost per Crash" campaign educating the public on the total costs of crashes and how that impacts insurance and tax costs.
- Revitalize consequences/fear-based education targeted to teen drivers (i.e., mock crashes, billboards and real-life emotional stories).

[7] NHTSA, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Tenth Edition, 2020). Page 3-13.

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Inattentive Driving/Speeding Prevention

- Identify radio stations targeting the driving audience and discuss quick digestible sound bites of "Hang up and drive" aligned with similar safety PSAs.

Promote awareness of smart phone apps that automatically block and generate text message replies for incoming calls and texts while driving. Engage with cell phone providers to see if they could suggest them when engaging with customers.

Connect with insurance providers to explore rate decreases for cell phone apps when driving.

Enhance driver education classes by providing additional resource and educational opportunities on speeding and distracted driving.

Encourage and work with local employers to adopt employee safe driving policies and/or create employee incentive program or disciplinary processes regarding electronic devices and cell phones.

Promote awareness of educational programs such as St. Vincent Healthcare's Distracted Driving Course.

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Inattentive Driving/Speeding Prevention

Focus Area Chair: TBD

Strategy 3: Encourage the development of a statewide law banning the use of electronic devices while driving.

Purpose

Multiple Montana communities, including Billings, have passed hand-held electronic device/cell phone ordinances focused on decreasing use of mobile devices while driving. Creating an underlying culture of safety is important to ensure driving distracted is unacceptable. While local ordinances are promoting positive changes, a cultural shift will require passing a statewide law. A statewide law regulating mobile device usage while driving would raise awareness and provide increased opportunities for enforcement and creative funding measures and offer assistance to current efforts.

Implementation Partners

Local Elected Officials

Billings Police Department

Billings, Lockwood, and Yellowstone County School Officials

AAA & Insurance Providers

Cell Phone Providers

Community Members

American Medical Response

Yellowstone County Sheriff's Office

Safe Kids Yellowstone County

Montana Highway Patrol

Montana League of Cities and Towns

Montana Association of Counties

Montana Trucking Association

Healthy Montana Kids

Resources/Funding Needs

Resources:

- Local advocates

Needs:

- Ballot Issue Sponsor(s)
- Signature Gatherers
- PSAs and Media Teams
- Donors and Development Teams

Action Steps and Opportunities

Support and promote passage of statewide distracted/electronic device in use while driving law through legislative action.

Educate voters and local officials about the need for and importance of an electronic device while driving and bans/ordinances to date.

Identify possible nonprofit organizations, businesses, and elected officials interested in pursuing ballot initiatives and Legislation.

Engage effective methods used for successful statewide efforts to communicate need for cell phone law. Consider whether there are any local strategies that could be useful on a statewide effort.

Engage with local Legislators to learn about their stance on potential legislation, traffic safety laws in general, and safety-oriented community objectives.

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Implementation Process

Updating the Billings CTSP is a step in reducing fatalities and serious injuries in the Billings MPO planning area. To be successful in reaching its vision of zero deaths and serious injuries resulting from vehicular crashes, the community will need to focus on plan implementation, this includes commitment from the CTSP AC in leading a concentrated effort in each of the focus areas.

Through the CTSP planning process, the AC provided technical expertise, local knowledge, overarching guidance, and commitment to improving transportation safety in Billings. AC members and safety summit participants will serve as core team members for plan implementation. The following list outlines implementation roles and responsibilities.

- Transportation Safety Oversight Committee Chair will activate group, which will include focus area chairs, AC members, CTSP Manager, and other volunteers.
- Focus area chairs will identify, invite, and encourage specific individuals to serve on focus area teams.
- Teams will identify strategy leaders to lead implementation and provide direction on safety strategy efforts.
- Teams will report implementation progress to the local CTSP program manager quarterly.
    - Reporting should include updates on each strategy, activities in progress and completed, and discussion of challenges and any additional needs.
- The local CTSP program manager will request a crash data summary annually.
- Teams will track annual progress against the plan goal of reducing the five-year rolling average of fatalities and serious injuries by 20% from 57 to 46 by the end of 2024.
- Teams will identify new strategies and potentially new focus areas as progress is made toward achieving the community's goals.
- The local CTSP program manager will oversee implementation of the plan and report progress annually to MDT.
    - The MDT annual report will address progress toward implementing each focus area strategy and achieving the plan goal. Specifically, the report will include:
        - The current year five-year rolling average of fatalities and serious injuries compared to past years
        - Total fatalities and serious injuries in each of the three focus areas
        - Note: Because Inattentive Drivers and Speed-Related focus areas are combined, it will be important to track the crash data for both
- The local CTSP program manager will oversee updates to the CTSP as needed (generally every five years) to reflect current focus areas and strategies. The plan is intended to be a "living document" that evolves over time. Changes to focus areas and strategies may be incorporated based on progress made in achieving goals and identification of new needs in emerging areas.

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Appendix A: Safety Programs

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Current Safety Programs

The Billings MPO is currently targeting improved transportation safety through a variety of programs and efforts. The following safety programs are existing, and are offered as resources to avoid redundancies and to identify available resources and engagement gaps.

Program	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
24/7 Sobriety Program	✓				
Alive at 25	✓	✓		✓	
American Association of Retired Persons () Driver's Safety					
Billings Crime Prevention Center	✓			✓	
Billings Police Unfiltered					
Chats with the Chief					
Click It or Ticket			✓		
Distracted Driving Course		✓			✓
Electronic Device Ordinance		✓			
Impact Teen Drive Program		✓			
It's Your Choice	✓	✓	✓	✓	✓
Mobile Impaired Driving Assessment Center	✓				
Montana Department of Health and Human Services Injury Prevention Program	✓	✓	✓	✓	✓
Montana OPI DRIVE Program	✓	✓	✓	✓	✓
Montana Tavern Association	✓				
Montana Traffic Education	✓	✓	✓	✓	✓
National Highway Traffic Safety Administration Speed Campaign Toolkit				✓	
National Highway Traffic Safety Administration Traffic Safety Marketing Event Materials	✓	✓	✓	✓	✓
Safe Kids Yellowstone County	✓	✓	✓	✓	✓
Safe Routes to School				✓	✓
Server Trainings, Department of Revenue	✓				
Share the Road				✓	
Social Host Ordinance	✓				✓
Traffic Enforcement	✓	✓	✓	✓	✓
Traffic Safety Resource Officer	✓				
Vision Zero MT	✓	✓	✓	✓	✓
Avoid Distractions		✓			
Buckle Up Montana			✓		
Don't Drive Impaired	✓				
Motorcycle Safety Awareness, Traffic Safety Marketing	✓	✓		✓	✓
Peer-to-Peer Traffic Safety	✓	✓	✓	✓	✓
Teen Drivers	✓	✓	✓	✓	✓
Watch Your Speed				✓	
Yellowstone County DUI Task Force	✓				

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Current Safety Programs

The Billings MPO is currently targeting improved transportation safety through a variety of programs and efforts. The following safety programs are existing, and are offered as resources to avoid redundancies and to identify available resources and engagement gaps.

Program	Contact	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
24/7 Sobriety Program This program focuses on decreasing the number of repeat DUI/DWIs in the state and requires convicted offenders to take twice-daily alcohol breath tests or submit to court-ordered monitoring. Under the program, people accused of their second or subsequent drunken driving offense can be ordered by a judge to take twice-daily alcohol breath tests as a condition of their release from jail pending trial. Or they may be ordered to wear an alcohol-monitoring bracelet. Some offenders can also be sentenced to the program if they plead or are found guilty of DUI. The program is structured to have the offender pay the cost of the monitoring, so the program is essentially free to counties and taxpayers.	Montana 24/7 Sobriety Program 215 North Sanders Helena, MT 59620 406.444.2026 https://dojmt.gov/247-sobriety-program	✓				
Alive at 25 A national program implemented by the Montana Highway Patrol through the Department of Justice, the Alive at 25 program focuses on multiple issues including distracted driving, seat belt use, and drinking and driving to inform Montanans about the dangers on the road. Alive at 25 addresses the number one cause of death for drivers ages 15-24—motor vehicle crashes—and has been adopted by many states and courts for graduated licensing and traffic violator programs. Alive at 25 encourages young drivers to take responsibility for their driving behavior.	District IV (Billings) 615A South 27 Street Billings, MT 59101 406.896.4351 https://dojmt.gov/highwaypatrol/alive-at-25/	✓	✓	✓	✓	
American Association of Retired Persons () Driver's Safety The Smart Driver™ online course is recognized as an approved Highway Traffic Safety course for automobile insurance premium reduction by the Montana Department of Transportation. Drivers age 55 and older may be eligible for an appropriate reduction in automobile insurance premium charges after completing this course.	BeeAnn Melicher AARP Montana 30 W 14th St, Suite 301 Helena, MT 59601 406.295.7278 https://www..org/auto/driver-safety/					

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Program	Contact	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
Billings Crime Prevention Center The Billings Police Department's Crime Prevention Center (CPC) is committed to improve the quality of life by building partnerships between the department and the community, empowering citizens through education, and promoting an environment of community responsibility where people act to prevent crime and enhance safety. The CPC offers a variety of programs and services like presentations for youth on the dangers of alcohol consumption and through speed trailers, which can be requested and placed to raise awareness and reduce traffic problems in any given area.	Crime Prevention Center 2910 3rd Avenue N Billings, MT 59101 406.247.8590 bpcpc@billingsmt.gov https://www.ci.billings.mt.us/2786/Crime-Prevention-Center	✓			✓	
Billings Police Unfiltered The Billings PD Unfiltered Podcast was created as way to engage the community with in-depth conversation regarding a variety of law enforcement related topics. Some of the topics covered are challenging and difficult conversations to have, but needed none the less. The overall goal is to educate, inform, provide transparency, and give an unfiltered look into law enforcement issues in your community.	Billings Police Department 220 North 27th Street Billings, MT 59101 BPD@ci.billings.mt.us 406.657.8460 https://ci.billings.mt.us/2882/Police					
Chats with the Chief Billings Police Department Chief of Police, Rich St. John, provides regular public updates virtually and in-person to address safety issues and concerns in the community and provides information from the department on efforts to increase safety awareness in the Billings Community.	Billings Police Department 220 North 27th Street Billings, MT 59101 BPD@ci.billings.mt.us 406.657.8460 https://ci.billings.mt.us/2882/Police					
Click It or Ticket This program, funded by the National Highway Traffic Safety Administration (NHTSA), provides grants to law enforcement and transportation stakeholders to run media and enforcement campaigns focused on increasing seat belt usage, awareness, and advocating for seat belt laws. Click It or Ticket (CIOT) is the most successful seat belt enforcement campaign ever, helping to increase the national seat belt usage rate. Coast to coast, day or night, the message is simple – Click It or Ticket. The primary audience continues to be men ages 18-34, which research shows are less likely to wear seat belts	Spencer Harris Highway Traffic Safety Section Montana Department of Transportation 406.444.0856 sharris@mt.gov https://www.mdt.mt.gov/visionzero/plans/traffic-enforcement.shtml			✓		

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Program	Contact	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
Distracted Driving Course The St. Vincent Trauma Services Distracted Driving Course provides firsthand experience with the dangers of texting. This course is offered to school-aged and public groups and focuses on decreasing distractions while driving, safety measures to ensure safe road use, and discussion of the impacts of distracted driving. Young adults navigate a golf cart through a designated obstacle course of orange cones. After driving the course once, participants are then asked to drive the course a second time while texting a friend. As they start taking out rows of orange cones, it becomes very apparent to the drivers that texting and navigating are a dangerous combination.	Eric Fisher Trauma Education and Injury Prevention St. Vincent Healthcare 406.237.4181 eric.fisher@sclhealth.net		✓			✓
Electronic Device Ordinance The City of Billings has banned the use of any electronic communication devices while driving. The ordinance states: § 24-360. Electronic communications device usage while driving prohibited. (a) No person shall use or have in their immediate physical possession a hand held electronic communications device while operating a motor vehicle, motorcycle, quadricycle, or a bicycle on a public highway within the city limits. (b) "Hand held electronic communications device" includes wireless or cellular phones, PDAs, Blackberries, smart phones, laptop and notebook computers utilizing VOIP (voice over internet protocol) technology, wireless and cellular phones utilizing push-to-talk technology, GPS systems, navigational systems, and any other mobile communication device that uses short-wave analog or digital radio transmissions between the device and a transmitter to permit wireless communications to and from the user of the device.	Billings Police Department 406.657.8460 BPD@ci.billings.mt.us Billings City Council 406.657.8433 council@billingsmt.gov https://www.ci.billings.mt.us/DocumentCenter/View/6225		✓			

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Program	Contact	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
Impact Teen Driver Program A program of St. Vincent Healthcare for use in junior high and high schools targeting current, new, and soon-to-be drivers.	Eric Fisher Trauma Education and Injury Prevention St. Vincent Healthcare 406.237.4181 eric.fisher@sclhealth.net Partners: Michelle Tristan and Lisa Foley		✓			
It's Your Choice A program offered through the St. Vincent Trauma Team, "It's Your Choice" provides mock crash sites and discussions around distracted driving, unrestrained occupants, and impaired driving to classrooms and student groups in the Billings area. The presentations use realistic scenarios, scenes, and first responders to display the effects of a crash as accurately as possible	Eric Fisher Trauma Education and Injury Prevention St. Vincent Healthcare 406.237.4181 eric.fisher@sclhealth.net	✓	✓	✓	✓	✓
Mobile Impaired Driving Assessment Center The Mobile Impaired Driving Assessment Center (MIDAC) is managed by the Montana Highway Patrol. The MIDAC is regularly deployed to events around the state, such as university athletic events, basketball tournaments, safety spot checks, and large community events that have in the past been associated with high consumption of alcohol. The center serves as a general deterrent because of its bold presence. For those who do still choose to drive impaired, however, officers are able to bring DUI suspects to the center to perform standard field sobriety testing (SFST) and drug evaluation testing, rather than having to transport individuals long distances to the nearest testing location.	Sergeant Doug Samuelson 406.599.9263 dsamuelson@mt.gov Trooper Ryan Janes rjanes@mt.gov	✓				
Montana Department of Health and Human Services Injury Prevention Program This program provides programmatic support and a connected network of physicians, trauma experts, injury prevention specialists, and local community stakeholders. The program offers resource information and specific data on motor vehicle and seat belt safety.	Maureen Wood Injury Prevention Coordinator 406.444.4126 maureen.ward@mt.gov https:// dphhs.mt.gov/publichealth/emsts/prevention/	✓	✓	✓	✓	✓

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Program	Contact	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
Montana OPI DRIVE Program The one-day workshop includes two hours of classroom instruction and six hours of behind-the-wheel maneuvers on a closed track. Drivers learn to respond safely to typical driving risks, gaining confidence and skill. The mission of the Montana DRIVE Program is to enhance management of driver risk through in-vehicle training and education services to schools, governments, businesses, and the general public. The workshops contribute to this by: • Increasing the participant's awareness of driving risks • Identifying driver and vehicle limitations • Providing practice in driving behaviors that anticipate and manage risks • Providing confidence-building opportunities to successfully manage critical situations • Encouraging and practicing use of seat belts	Montana DRIVE MontanaDRIVE@mt.gov https://opi.mt.gov/Families-Students/Family-Student-Support/Driver-Education/Montana-DRIVE-Summer-Workshops	✓	✓	✓	✓	✓
Montana Tavern Association The Montana Tavern Association offers sponsorships and financial support for organizations promoting responsible drinking and safe driving practices.	Montana Tavern Association office@mttaverns.org http://montanatavernassociation.com	✓				
Montana Traffic Education The Traffic Education Office provides information, resources and support to schools, teachers, parents, and teens involved in state-approved driver education programs in Montana. Montana's school districts offer quality state-approved driver education that includes traffic safety, parent/guardian involvement, and Graduated Driver Licensing (GDL). The Traffic Education Unit approves instructors and school-based programs to ensure Montana standards and requirements are met.	Dwight Nelson Traffic Education Director 406.444.4432 dwight.nelson@mt.gov https://opi.mt.gov/Families-Students/Family-Student-Support/Driver-Education	✓	✓	✓	✓	✓
National Highway Traffic Safety Administration Speed Campaign Toolkit A toolkit created by National Highway Traffic Safety Administration (NHTSA) to assist localities and states to address speed-related concerns in their jurisdiction. They provided multilingual resources including TV spots, earned media work pieces, and fact sheets.	https://icsw.nhtsa.gov/newtsm/tk-speeding				✓	

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Program	Contact	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
National Highway Traffic Safety Administration Traffic Safety Marketing Event Materials NHTSA offers materials for numerous traffic safety campaigns, including drunk driving, car seats, vehicle safety, distracted driving, and motorcycles. These marketing tools offer a way to get involved through traditional media and online media.	https://www.trafficsafetymarketing.gov	✓	✓	✓	✓	✓
Safe Kids Yellowstone County Safe Kids Yellowstone County is led by American Medical Response, which provides dedicated and caring staff, operation support and other resources to assist in achieving our common goal: keeping your kids safe. Based on the needs of the community, this coalition implements evidence-based programs, such as car-seat checkups, safety workshops and sports clinics, that help parents and caregivers prevent childhood injuries.	Koren Bloom 1701 Montana Ave Billings, MT 59101 safekidsyellowstoneco@gmail.com 406.259.9601 https://www.safekids.org/coalition/safe-kids-yellowstone-county	✓	✓	✓	✓	✓
Safe Routes to School Safe Routes to School (SRTS) are series of maps and guidance provided by the City of Billings that can be used to determine safer routes to schools. SRTS programs aim to make it safer for students to walk and bike to school and encourage more walking and biking where safety is not a barrier. Transportation, public health and planning professionals, school communities, law enforcement officers, community groups, and families all have roles to play using “The Six Es of Safe Routes to School” to meet a local community’s needs. The Six Es are: • Education • Encouragement • Enforcement • Evaluation • Engineering • Equity	https://www.ci.billings.mt.us/2219/Walking-Route-Maps				✓	✓ ✓

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Program	Contact	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
Server Trainings Offered through both the Montana Department of Revenue (DOR) and the Billings Police Department, these trainings teach servers and sellers about serving limits, alcohol service, laws and regulations regarding service in Montana, how to identify signs of intoxication, and other alcohol and enforcement-related subjects. The Liquor Education Unit-DOR participates in community events, DUI Task Force meetings, statewide annual transportation safety meetings, Interagency Coordinating Council on State Prevention Programs (ICC), on the National Alcohol Beverage Control Association (NABCA) education committee and provides law enforcement and judicial trainings.	Dacia English Outreach Coordinator Alcoholic Beverage Control Division 406.444.0728 denglish@mt.gov https://mtrevenue.gov/liquor-tobacco/	✓				
Share the Road Montana Trucking Associations sponsors a program that trains young drivers on how to share ethe road with large vehicles focusing on blind sports, giving trucks and trailers room to maneuver, and other safety issues involving operating safety around large commercial vehicles.	Duane Williams Montana Trucking Association 406.442.6600 dwilliams@mttrucking.org				✓	
Social Host Ordinance The City of Billings Municipal Code Section 18-1201 makes it a criminal offense to knowingly serve underage persons alcohol. From the code §18-1201: It is a violation of this Chapter for a social host who knows or reasonably should know that an underage person has possessed or consumed alcohol at an event, gathering, or party to fail to take reasonable steps to prevent underage consumption or possession. The social host does not have to be present at the event, gathering or party at the time the prohibited act occurs.	Billings Police Department 406.657.8460 BPD@ci.billings.mt.us	✓				✓

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Program	Contact	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
Traffic Enforcement The Montana Highway Patrol implements the Selective Traffic Enforcement Program (STEP) and Safety Enforcement Traffic Team (SETT). These programs are funded through the State Traffic Highway Traffic Section – Montana Department of Transportation. Funding provides training and support to law enforcement who are engaged in enforcing both traffic and safety laws on Montana's roadways. STEP combines intensive enforcement of specific traffic safety laws with extensive communication, education, and outreach. SETT provides extra patrols to improve public safety by deterring and detecting impaired driving, speeding, and a host of other traffic safety offenses, as well as provide education to the motoring public. The SETT team moves around the state to focus on high crash corridors and events known to be associated with alcohol consumption. Working closely with local law enforcement, SETT encourages motorists to make safe driving choices and educated drivers about ways they can improve road safety in their communities. Special attention by law enforcement is believed to be one of the contributing factors to achievement of the Montana Comprehensive Highway Safety Plan goal to reduce fatalities and incapacitating injuries in high crash locations.		✓	✓	✓	✓	✓
Traffic Safety Resource Officer The Montana Department of Transportation has contracted with the Montana Highway Patrol to implement a standardized training regimen for all of Montana's law enforcement agencies. The Traffic Safety Resource Officer (TSRO) Program is managed by Sergeant Doug Samuelson. Sergeant Samuelson coordinates and delivers the Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training programs statewide.	Sergeant Douglas Samuelson Traffic Safety Resource Office Montana Highway Patrol 406.599.9263 DSamuelson@mt.gov https://www.mdt.mt.gov/visionzero/plans/pts-tsro.shtml	✓				✓

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Program	Contact	Impaired Driving	Distracted Driving	Lack of Restraint Use	Speed Related	Young Drivers
Vision Zero MT Vision Zero defines emphasis areas and provides resources on the Vision Zero website. Each of these focus areas includes educational resource information for parents, educators, and prevention specialist; brochures, safety videos, guidebooks; and safety websites and programs of interest. Vision Zero transportation safety programs include the following:	https://www.mdt.mt.gov/visionzero/	✓	✓	✓	✓	✓
Avoid Distractions	https://www.mdt.mt.gov/visionzero/people/distractions.aspx		✓			
Buckle Up Montana	https://www.mdt.mt.gov/visionzero/people/seatbelts.shtml			✓		
Don't Drive Impaired	https://www.mdt.mt.gov/visionzero/people/impairment.shtml	✓				
Motorcycle Safety Awareness, Traffic Safety Marketing		✓	✓		✓	
Peer-to-Peer Traffic Safety	Peer-to-Peer Traffic Safety Campaign Program | Montana Department of Transportation (MDT) (mt.gov)	✓	✓	✓	✓	✓
Teen Drivers	https://www.mdt.mt.gov/visionzero/people/skill.aspx	✓	✓	✓	✓	✓
Watch Your Speed	https://www.mdt.mt.gov/visionzero/people/speeding.shtml				✓	
Yellowstone County DUI Task Force The Yellowstone County DUI Task Force is a group of diverse individuals including members of law enforcement, prosecutors, educators, prevention specialists, counselors, and area business representatives appointed by the County Commissioners with the mission of promoting a healthier and sager environment for county residents by attempting to reduce the number of alcohol-related incidents through public education, awareness, legislation, and enforcement strategies.	Darla Tyler-McSherry 406.855.9388 dtylermcsherry@hotmail.com http://www.co.yellowstone.mt.gov/dui/	✓				

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Appendix B: Public Involvement

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Public Comments

Interactive Map Comments	
Category	**Comment**
Safety Suggestion	Glad to see the new stoplight at this intersection!
Safety Concerns	Speeding - people drive so fast up S 38th and also on 2nd Avenue, which not only are residential, but surrounding this city park where lots of neighborhood children play and which seniors use for daily walking - all four intersections and streets around this park would benefit greatly from some kinds infrastructure (beyond signage) designed to slow traffic down.
Safety Concerns	The intersection of 27th St and 1st Ave S is really unsafe. People speed on both roads, do not look for pedestrians and cyclists, and turn on somewhat blind corners. The road is really wide, which makes it difficult to cross as a pedestrian and there is not enough time on the signal to cross. I see vehicle crashes somewhat frequently with people turning or not paying attention.
Safety Concerns	Lots of vehicle crashes at this intersection
Safety Suggestion	Enhance crosswalk and slow speeds with a road diet. People drive really fast past this school crossing
Safety Concerns	Vehicles turn this corner fast and without looking. I have almost been hit by cars a few times while crossing as a pedestrian.
Safety Suggestion	Cars often turn north on 26th St here. The street should be converted back to two-way traffic.
Safety Concerns	Monad and 36th, Needs Lights and signs for the crosswalk. This intersection has had lots of accidents. Lots of speeding in this area.
Routes	This is a neighborhood route for children to walk to the nearest elementary school, but there is nothing on the streets the walk along or where they cross at State beyond signage to actually encourage less speeding and calmer traffic. Broken glass is also a concern, especially on Jackson St.
Routes	Widen road and add a bike lane to continue the lane all the way on Monad Road. I see many cyclists use this street as a crosstown route from west end to downtown and once the bike lane ends it gets a lot less safe
Routes	Add more safe crossings for pedestrians and cyclists and slow traffic speeds. People have to walk miles out of their way to find a place to cross or they jaywalk dangerously because this road is inaccessible for people.
Routes	This section of N 26th St serves no purpose as a one-way. While not a major hazard due to low volume, cars are often seen going the wrong way north from Montana.
	House Lots in Billings...owners need to be aware of vision issues on corner lots when they plant big trees or place large fences at corners. The homeowner could be held liable for a law suit....also the city for approval

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	this this type of problem. (Like the fence at Rimrock and Virginia.....educate the home owner.
Website Comments	
Contact	Comment
Terry W. Nilson twnilson@msn.com	REF your attempt to improve road safety in Billings, please pass this on to the City Manager & Billings Police Chief St John: "How about you start enforcing the current laws on the book"? Specifically, in addressing all four CTSP categories: (1) SPEED RELATED – There is NO enforcement; anything goes on Billings streets; (2) DISTRACTED DRIVING – There is NO enforcement; anything goes on Billings streets; (3) LACK OF RESTRAINT – There is NO enforcement; anything goes on Billings streets; (4) IMPAIRED DRIVING – There is NO enforcement; anything goes on Billings streets. Just a hint for the weak minded – there seems to be a common "trend" here, FYI. Zero enforcement = zero consequences! Billings City Council ALSO has a common "trend" – do nothing but study the h@ll out of whatever is the theme of the month, and then shelve it. SOLUTION = Simple; develop of PROACTIVE POLICE FORCE and stop being a continuous REACTIVE POLICE FORCE. Reinstitute the monthly ticket quota system of ALL officers enforcing ALL traffic laws in ALL city areas. At one time it was 30/month – now it's maybe 1 or 2 tickets per month per officer depending on which vehicle accident they happen to be assigned to (hence, REACTIVE enforcement). RESULT of QUOTAS = Hated by EVERYONE (officers & citizens) on the streets but it DID work at one time. It sure is better than what we have now, which is "Hey folks! Let's do NOTHING, have ZERO traffic law enforcement, and do yet another study!!!
Zona Mahaffey vrycoolgma1@msn.com	Please have the caution arrow turn light to Green on turn lanes …it will cut down on people running the light because they have to wait…why have the turn arrow if you are not going to have it green? Thanks!
Koren Bloom www.safekidsyellowstoneco.org safekidsyellowsteonco@gmail.com	Thanks for the invite to your meetings, I am unable to attend due to previous commitments. Safe Kids Yellowstone County is still providing car seat checks that help caregivers with the use and installation of their child's seat. We do these the second Saturday of every month at AMR from 10:00 am – 2:00 pm. People are asked to schedule an appointment at https://www.picktime.com/SKYCSeatChecks. We are also going to be adding some quarterly seat checks in Laurel starting in April. Those events will also be able to be scheduled on picktime.
Open House Comments	
Contact	Comment
Linnea Forseth	These might be duplicates of what I tried to add to the map online. 1) Multi-use path between Alkali Creek and 6th Ave N to N. Park needed. Extremely hazardous to ride in the street and not safe for pedestrians or for cyclists to ride on the sidewalk. 2) Four lanes between airport roundabout and 27th too fast. Posted 45, should be 35. Intersection and

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	merge lane from Rimrock have low visibility. 3) Vehicles going from Alkali Creek under Airport Road and turning left to go to Airport Road should have a stop sign.
Richard King, Chair Rimrock Neighborhood Task Force	Increase student driver awareness of the importance of being aware at what they are responsible for while operating a vehicle. Irresponsible behavior can bring huge changes to their lives and others when errors in judgement are made, or not following accepted norms and rules already established to insure safe driving habits.
Kietyn Frost	Wondering what could be done as far as speeding, DUIs, distracted driving. Could it be additional fines or community service for those driving over speed limit? Reaching out to young drivers with seminars that bring awareness to safe driving/safe streets?
Judy Weddel	1. Approach Driver's Ed to teach safety and focus reality - "Car is a killing machine"! 2. Scary billboards with pics of crashes-statistics. 3. Traps for red light runners and speeders - "Word would get and - (knowing staffing issues) Extremely hard to change driver's habits!
Brookelyn	I came home from the meeting tonight and suddenly realized I do have a potential idea for you all to maybe pursue. Continuous Sidewalks: https://kottke.org/21/09/continuous-sidewalks?fbclid=IwAR26zqRfbinwE9P2PfnHQLda1MTkD7MJmBenODElbVmOq7QkX_ZDin8OaZQ
Michael Szczutkowski	Hello, I read in local newspaper there will be a public open house related to roadway safety for Billings this upcoming week, so am stating my comments in this e-mail. 1. Cellular device distractions: I notice quite a few drivers each day that are distracted by being on their cellular devices. Some examples are inappropriate lane changes and running stop lights at intersections. There has to be a better method by law enforcement to enforce this law. 2. Running “red” stoplights: I notice each time I am on the road that various drivers run through red lights. I am not talking of a light turning orange for a turn, then turning as the light turns red. I am talking of drivers that have plenty of time to stop, yet chose to run through the red light. Some of the areas I notice are on King Avenue, 24th Street, and 32nd Street, but I am sure there are other areas of Billings. I have observed many near collisions, so this is a situation I think law enforcement should monitor more closely. 3. Speeding: Notice speeding (> 5 mph over the speed limit, especially on King Ave West where the speed limit is 35 mph). I think more enforcement is needed for I-90 speed limit in the Billings corridor. This is a situation I think law enforcement should monitor more closely. 4. U-turns at intersections: I notice this a lot, especially at the intersection of 20th Street and King Ave West. I think this is a dangerous situation (have noticed some near collisions), thereby needing some attention by law enforcement and also maybe some signage. 5. Sight lines at intersections and/or turn lanes: I notice at some intersections and/or turn lanes without a traffic signal that the sight lines

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	are very difficult, especially when a motorist has to look around a high-profile vehicle. I think those areas should be looked at for improvements, so drivers do not have to take their chances with impeded sight lines. 6. Line-striping: I notice in my limited travels at night that the roadway lines are hard to see for me. As this is a safety issue, I think there should be a more robust plan to repainting the lines. 7. South Frontage Road: This road because of close proximity to I-90 is hard to drive at night. There are lights from vehicles coming from vehicles on South Frontage Road but also I-90 vehicles. That can be confusing to a motorist with the two sets of lights. I think this is something an engineer should take a look at for safety reasons. 8. Elysian Road by the school: The road does not align probably (in my opinion) around the intersection of East Lane by the school. This is dangerous, especially at night. I think this is something an engineer should take a look at for safety reasons. This is all I have for now. Thank you for your time and look forward to seeing some improvements for roadway safety in Billings.
Vickie A Roller 835 Ahoy Ave Billings, MT 59105	To the Planning Organization; As a daily commuter to Lewis & Clark Middle School I have great concerns if the city allows the housing project to go forward at The Elks Lodge property. If the plan moves forward, I strongly urge the City of Billings to Install Stop Lights at all schools on or near Lewis & Clark Street. The traffic is already insane from 3:00 to 5:00 from traffic coming off 13th Street and 15th street. It will become even more dangerous for students with increased traffic from increased housing. Please insist on the installation of lighted stop signs at schools before another student gets hurt or worse yet, killed.
Mike Burrowes (on City Facebook)	Enforce Traffic laws and write speeding tickets, traffic light tickets, talking and texting while driving tickets would be a good start.
Jennifer Olsen (on City Facebook)	Stop being in such a hurry? That's a personal problem and one that majority of people will never quit.
Mike Burrowes (on City Facebook)	When people get hit in the pocket book they will.
Nita Nerd	More diligent DUI laws
Margy Bonner 4610 Silver Creek Trail Billings, Mt. 59106	I have a concern relating to bicycle and pedestrian safety in my neighborhood. I live south of Rimrock Road, in a neighborhood west of Shiloh Road. My concern is safety for children, cyclists, and pedestrians crossing Rimrock Road at the intersection of Rimrock Road and 46th Street. The students in our neighborhood attending Ben Steele Middle school do not have a safe way to access the trails along Rimrock, 54th St., and Grand Ave. which is their safe route to school. It is dangerous for the students to cross Rimrock either walking or on their bicycles. Until the Big Ditch Trail is extended to 54th St. this is the only access for the students to walk or bike to Ben Steele middle School from our neighborhood. I believe the best and safest solution to this problem is to install a

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	crosswalk at the intersection of Rimrock Road and 46th St. Thank you for your consideration of this matter.
Safety Concerns	Monad and 36th, Needs Lights and signs for the crosswalk. This intersection has had lots of accidents. Lots of speeding in this area.

Safety Summit Participants

First	Last	Title	Organization
BeaAnn	Melicher		AARP Montana
Kathy	Aragon	Board Member	BikeWalk MT
Dan	Brooks	Director, Business Advocacy	Billings Chamber of Commerce
Ed	Gulick	City Council Member	Billings City Council Ward 1
Kendra	Shaw	City Council Member	Billings City Council Ward 1
Jennifer	Owen	City Council Member	Billings City Council Ward 2
Danny	Choriki	City Council Member	Billings City Council Ward 3
Tessa	Savell		Billings Clinic
Ryan	Carroll	Trauma Department	Billings Clinic
Josey	Smiedala		Billings Clinic
Lanny	Orr	Trauma Program Coordinator	Billings Clinic
Rusty	Logan	Transit Manager	Billings METropolitan Transit
Lindsay	Gran		Billings METropolitan Transit
Neil	Lawrence	Captain	Billings Police Department
Chief Rich	St. John	Police Chief	Billings Police Department
Donald	Peterson	Driver's Education Instructor	Billings Public Schools
Keith	Adams	Transportation Director	Billings Public Schools
Kristi	Drake	Executive Director	Billings TrailNet
Bill	Cole	Mayor	City of Billings
Debi	Meling	Director of Public Works	City of Billings
Karen	Tracy	Assistant City Attorney	City of Billings
Mac	Fogelsong	Engineer	City of Billings Public Works
Dakota	Martonen	Engineer	City of Billings Public Works
Debi	Meling	Director of Public Works	City of Billings Public Works
Derick	Miller	Street/Traffic Superintendent	City of Billings Public Works

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First	Last	Title	Organization
Jeff	Wickham		City of Billings S & T
John	Strub		City of Billings Streets Department
Wyeth	Friday	Director, Planning & Community Services	City of Billings/Yellowstone County Planning Division
Lora	Mattox	Transportation Planner & historic Preservation	City of Billings/Yellowstone County Planning Division
Elyse	Monat	Active Transportation Planner	City of Billings/Yellowstone County Planning Division
Scott	Walker	Transportation Planning Coordinator	City of Billings/Yellowstone County Planning Division
Kody	Christensen-Linton	Resource Outreach Coordinator	Downtown Billings Alliance
Katy	Easton	CEO	Downtown Billings Alliance
Joe	Stout	Director of Operations	Downtown Billings Alliance
Jed	Barton	Outreach & Government Affairs	LIFTT
Larry	Ketchem		LIFTT
John	Staley	Fire Chief	Lockwood Fire District
Woody	Woods		Lockwood Pedestrian Safety District
Parker	Osterloh		MDT - Billings District
Zach	Kirkemo	Billings District Traffic Engineer	MDT Billings District
Neil	Beyer	Task Force Chairperson	Midtown Community Collaborative Task Force
Alex	Clark		Midtown Community Collaborative Task Force
Pam	Langve-Davis	CTSP - Transportation Planner	Montana Department of Transportation
Tony	Beehler	Sergeant	Montana Highway Patrol
Kyle	Hayter		Montana Highway Patrol
Lary	Brewster	State Representative	Montana State Legislature
Doug	Kary	State Senator	Montana State Legislature
Brandon	Gatlin	Interim Chief of Police	MSU Billings University Police
Brian	Epley	Task Force Chairperson	North Park Task Force

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First	Last	Title	Organization
Dennis	Cook	President, Yellowstone Co. Planning Board	Policy Coordinating Committee
Woody	Woods	President, Yellowstone Co. Planning Board	Policy Coordinating Committee
Lenette	Kosovich	CEO	Rimrock Foundation
Richard	King	Task Force Chairperson	Rimrock Neighborhoods Task Force
Tom	Yampradit		Rimrock Neighborhoods Task Force
Lenette	Kosovich		Rimrock Neighborhoods Task Force
Jenna	Solomon		RiverStone Health
Melissa	Henderson	Community Health Improvement Manager	Riverstone Health/Healthy By Design
Jenna	Solomon		Riverstone Health/Healthy By Design
Tina	Stinson		St. Vincent Foundation
Eric	Fisher	Trauma Department	St. Vincent Healthcare
Kristin	Lundgren	Executive Director	Substance Abuse Connect
Denis	Pitman	Commissioner	Yellowstone County Commission
KC	Williams	Director	Yellowstone County Disaster and Emergency Services
Teresa	Larsen		Yellowstone County Planning Board
Mike	Linder	Sheriff	Yellowstone County Sheriff's Office
Irv	Scheid	Retired Driver's Ed Instructor	Billings School District Drivers Ed

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Breakout Team Notes

Focus Area: Distracted Driving

Distracted Driving Contributors:

- Electronic devices
- Large groups in cars – especially youth (graduated DL limits number of passengers)
- Vehicle features (tech, GPS, complex functions, focus on maps/roadway requires less focus on driving itself)
- Kids and pets in car
- Eating and drinking
- Daydreaming/zoning out
- Grooming/makeup
- Rushing/poor planning
- Laxed DL renewal process
- Poorly painted street lines
- Not just youth
- Hands-free talking limits focus/reaction time
- Sun glare, sunglasses, tinted windows
- Signage – esp. if unclear, inconsistent, poorly placed, etc.
- Too much competing signage
- Audio – hearing devices, music
- Other drivers
- Wildlife
- Vision changes for drivers/testing pass rate

Education

- Media Campaign
    - News spotlight (Q2, Billings Gazette, social media, etc.)
    - Focus on parental role modeling and education
    - Focus on signs, rules of the road, etc.
- Incentivize education programs (National Safety Council, others)
- ARA Newsletter – "Not just youth"

Engineering

- Lack of sidewalks/paths/bollards/clear and well-designed intersections
- Tech engineering – safety "locks" -> federal level?
- Distracted driving prevention apps (disable apps while driving)
- Improved street lines and signage

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Enforcement

- Texting/phone use is primary offense in city limits
    - Law enforcement doesn't have the capacity to enforce
- Proliferation of running red lights
- Texting/distracted driving check point/sting

Policy

- Employee training
- DL recertification – more stringent (age 50?)
    - Retest upon renewal, examine pass rate
- 25 mph speed limits

Focus Area: Speed Related

Potential interventions

- Sidewalks, speed bumps, pads/median
- Protected accessible paths
- Relatable/real-life consequences
    - Student
    - Patient story
    - Assembly (impairment, etc.)
- Driver's Ed outreach
- Obstacles
- Decoy cars/variable message sign
- Longer lunch hours
- Localize walkable towns
- Educate parents of new drivers
- Behaviors of parents influence young drivers
- Is graduated DL enforced?
- 14.5 age antiquated?
- Collaboration
- DBA voice to make updates in downtown but need community support
- Space at events and mailing list
- Task forces – access to members
- Safe routes to school content
- Hospital professional resources
- MDT – safety content
- Public works – mailing list/social
- News segment on speed/unsafe behavior
    - Media partners

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- Wrecked car demo
- Legislation prohibits red light cameras
- Will increased enforcement help? Physical presence helps.
- Environment makes it easy to speed
- Resistance to change (route)
- Reminder signage
    - Speed feedback signs have diminishing impact
- Countdown on crosswalks increase speed
- Focus on new drivers
- Focus on consequences
- Messaging on key routes
- Shock value
- Time-related wayfinding to include drive times
- Study cost resulting from crashes
    - What does a response cost?
- Young and impaired are high correlating factors
- Checkpoints – physical presence
- Ongoing collaborative group
- Mock red-light camera
- Social media messaging blast

Focus Area: Impaired Driving

- Data
    - Trend Stagnant
- Marijuana
    - Strategy:
        - Education and enforcement
    - What are other states doing?
- Proactive approach
- Rideshare
    - Uber Health
    - No taxis!
- MET:
    - Currently master planning
    - Needs run past 6
- Shotgun vs. Rifle approach
    - Data shows impaired drivers are habitual users (24/7 program)
- DUI legislation vetoed

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- Education in schools through health class
    - Not enough, not effective
- Enough resources?
    - DREs
    - Affordable?
    - Technical expertise?
        - Labs, judges?
    - Support?
        - YES!
- Strategy:
    - Public eyes and ears
    - PSAs for education
    - Checkpoints

Focus Area: Lack of Restraint Use

Intro

- Hot topic – legislature and restraint use; not likely to be mandated
- Seatbelt usage has increased
- If you want to be safer or survive, chances are higher with seatbelt use
- God given right to not is the sentiment?
- What if the car is on fire or in the water and I can't get out of the belt?
- What do we do to modify the behaviors and accept that seatbelt use greatly increases survivability
- Seatbelts in a survivable space in a crash generally results in occupants surviving
- A loose person is a projectile; easier to maintain control of a vehicle when you are not a projectile

The point that you can leave your seat can be a primary focus point

- Training for MHP; unrestrained and controlling a vehicle vs being buckled in
- MET Transit shows videos and training; driver failing out of seat while operating a bus at normal speeds
- Start the process young; parents train kids young to get in and get buckled up
- Refresh and reinforce in driver's ED
- Target groups; learn the importance of seatbelts in normal operation and accidents
- Parents
    - Properly restrain your children in child seats
    - Train parents to do so

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    - Spot check locations throughout the community for whether or not child seats are installed correctly? Not always accessible – pamphlets, handouts, advertisements – last thing on a new parent's radar is the car seat and it's securement – increase resources for the parents to be successful (hospitals, daycare providers, family services, public assistance, etc.)
    - Program for live stream to help car seat installs via internet or cellphone
    - Tie education to DPHHS classes for both supportive service and
- Advertising to target?
    - Ad that also says you're responsible for everyone in the car; if someone unbelted in your car gets injured, you can be responsible
- Expand the curriculum for drivers ed; OPI develops and partners with DOT and MHP. Include the importance of maintain vehicle control when restraints are used

18-year-olds are where seatbelt use falls off – I'm an adult now, can do what I want. How to change?

Tie the messaging to insurance costs? If you are unrestrained, will it cover you?

- Is there a way to direct report to insurance companies?
- Reach out to insurance agents to see how this could be harnessed and reportable? State level reporting does not include any points so insurance companies don't hear about it or adjust an individual rate based on it as a minor infraction.
- What is the cost to the overall state and the community?
- What is the cost to the first responder community (monetary and wellbeing)?
- The cost to business?

Loss of income from a severe injury? Publish averages?

Impactful advertising that can be tied to emotions

- Messaging for local known figures
- May be more impactful coming from people in positions of respect
- Inclusive advertising for different demographics and the right platforms
- Multipronged approach speaking to all different areas (teens, new parents, seniors, business members, etc.)

Local law enforcement, life flight, EMS, fire, etc. participate in mock crash scenes at Driver's Ed classes – increase awareness of the availability

Difficult for enforcement to address the education; people don't come to law enforcement for these issues.

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Distribution for the information? Where is the best place?

- Kids Fun Day at the Zoo?
- Entertainment events
- There are so many places to get the information in front of people that is non punitive
- Find community champions for these messages

Industrial advertisements for safety as well; i.e. seatbelts in skid steers and tractors

AARP classes and messaging – certs of completion for insurance to reduce prices

Attorney general: may not mandate, but may be willing to spend the funds on messaging

Find examples of other communities and states who have been successful in these messaging campaigns that get the information out to all the various demographics

Ideas:

- Awareness
    - Driver is responsible for all occupants
    - Child passenger safety
- Target at young age (car seats)
- Car fit – fitting car seat correctly

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Public Open House Display Boards

Welcome!

BILLINGS • YELLOWSTONE COUNTY

SAFER COMMUNITY SAFER BILLINGS

A COMMUNITY TRANSPORTATION SAFETY PLAN

The Billings-Yellowstone County Metropolitan Planning Organization is updating the 2016 Billings Community Transportation Safety Plan (CTSP). The updated CTSP will identify emphasis areas, strategies, and action steps to reduce fatalities and serious injuries on roadways.

CTSP Lead

MPO

Consultant

DOWL

LEARN MORE: WWW.BILLINGSCTSP.COM

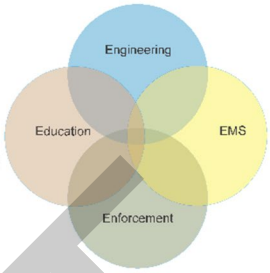
The 4 Es of Transportation Safety

Education
Programming about the importance of safety to improve public behaviors

Enforcement
Development and application of policies to improve safety-oriented behaviors

Engineering
Improve public safety through the design of public facilities like roads and sidewalks

Emergency Medical Services
System to coordinate response and emergency care



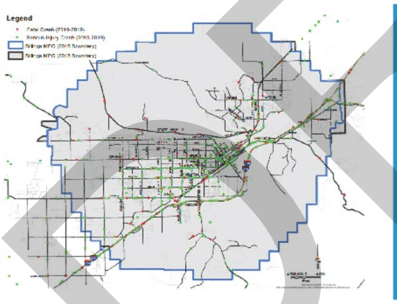
LEARN MORE: WWW.BILLINGSCTSP.COM

Community Transportation Safety Plan Development Process

- **Preliminary Efforts**
  - Review Crash Data
  - Define Vision and Goal
  - Identify Emphasis Areas
  - Review of Current Programs
- **Safety Summit**
  - Define Strategies and Actions
  - Identify Resources/Partners
  - Collect Public Input
- **Final Plan**
  - Develop Document
  - Confirm Commitments
- **Implementation & Reporting**
  - Assign Champions and Teams
  - Implement Strategies
  - Report Progress

LEARN MORE: WWW.BILLINGSCTSP.COM

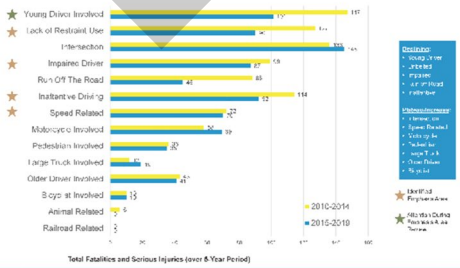
MPO Crash Data



Notes on Crash Data Analysis

- Crash reporting procedures change over the years.
- MPO Boundary changed in 2013 and 2016.
- Data reported here summarizes 2010-2015 crashes, analyzed using latest MPO boundary.
- Reporting slightly different number of crashes, compared to prior CTSP.
- What qualifies as a Serious Injury?

5-Year Comparisons: Crash Factors



LEARN MORE: WWW.BILLINGSCTSP.COM

Updated Vision and Goal

VISION STATEMENT
The Billings community will achieve zero fatalities and zero serious injuries through a culture of safety for all travelers.

GOAL
Based on a 5-year rolling average, reduce fatalities and serious injuries by 20% from 57 to 46 by the end of 2024.

Emphasis Areas

EMPHASIS AREAS:
- Impaired Driving
- Inattentive Driving
- Lack of Restraint Use
- Speed Related

ATTENTION TO:
- Young Drivers*

** While looking at emphasis areas comprehensively, consider specific actions to help high crash data associated with young drivers*

PUBLIC INVOLVEMENT NEED:
- Ideas to supplement existing safety programming
- Concerns about what may contribute to crash data
- Help identifying resources to support safety programs
- Support encouraging safe travel behaviors!

LEARN MORE: WWW.BILLINGSCTSP.COM

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Public Open House Sign-in Sheet

BILLINGS • YELLOWSTONE COUNTY
SAFER COMMUNITY SAFER BILLINGS
A COMMUNITY TRANSPORTATION SAFETY PLAN

Guest Register: Open House — Wednesday, March 23, 2022

Name	Organization	Email	Phone
Richard King	RNTF	king350@aol.com	406 690-0996
Tara Mattne	City/Co. Plng	mattoxl@billingsmt.gov	247 8632
Scott Walker	c/c PLNG.		247 8661
Kitty Frost	KSVI/KHMT	KFrost@ksvi.com	406-698-1571
Dallas Bedford	Keller Williams YP	dallasbedford@kw.com	406 839 3311
Shawn Mayo	BPD	Mayos@Billingsmt.gov	406 657 8253
Glenn Gunther	BPD	gguntherg@Billingsmt.gov	406-208-0909
Judy Weddel		bigskygoddess@gmail.com	(406) 839-8987
Anna O'Donnell	PPTF	anna.odonnell@gmail.com	320-595-4084
Steve Shandera	Citizen	skshandera@gmail.com	406 — 855-2551
Bill Cole	City	you know it	
Brookelyn Conner	Citizen	brookelynbridge@gmail.com	406 208.4399
Bill Morgan	Citizen	captmo164@hotmail.com	541 225-8199
Denis Cook	City/County Planning	denniscook@billingsmtpolice.com	406-698-9103
Larry Breckenridge	Legislature	Larry@Senate.mt.gov	4066700909

SAFER COMMUNITY SAFER BILLINGS
A COMMUNITY TRANSPORTATION SAFETY PLAN

Guest Register: Open House — Wednesday, March 23, 2022

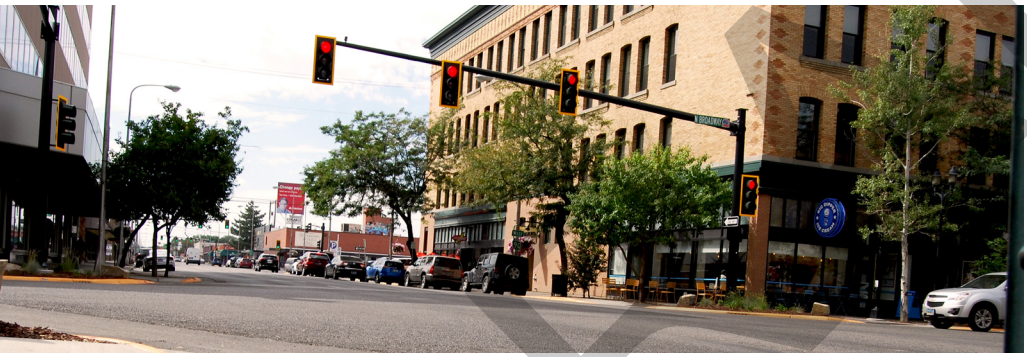
Name	Organization	Email	Phone
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Best Western PLUS


NORTHERN
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BC
TAP ROOM


BROADWAY


ENTRANCE

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Date:	01/17/2023
Title:	Billings Bypass Corridor Study
Presented by:	Scott Walker
Department:	Planning & Community Services
Presentation:	Yes

Information

RECOMMENDATION

Staff recommends that the Policy Coordinating Committee (PCC) approve the Billings Bypass Corridor Study based on the recommendations of the City-County Planning Board, Billings City Council, and the Board of County Commissioners.

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

The MPO hired Dowl through a competitive process to develop the Corridor Study. Development of this study was led by an Advisory Committee (AC) consisting of the Billings MPO, City of Billings, Yellowstone County, local community leaders, and MDT staff members as technical support. The Billings Bypass Corridor Study offers the unique chance to vision while simultaneously laying a solid foundation for the thoughtful and safe growth of the area around the north portion of the Billings Bypass Corridor north of the Yellowstone River. Specifically Five Mile Road from Old Highway 312 to Mary Street, a new roadway, that is being called Trailhead Road, from the Main Street/US 87/junction to the roundabout at 5 Mile Road, a continuation of Trailhead Road from the roundabout at 5 Mile Road across the Yellowstone River.

The recommendations in this study are the result of careful research, extensive data collection and analysis, and inclusive public and stakeholder involvement involving review of the Transportation system, land use, Public and Private utilities, floodplains, irrigation and drainage. Results achieved through this study will provide insight for the final design and construction of the Billings Bypass and provide guidance for future urban development along the corridor. There has been one recommended update to this study by the City Council and that is removing the word "municipal" and replacing it with "public utilities" in references to water and sewer services, and also adding some clarity to the need for additional water and sewer master planning to determine future capacity needs and extensions. This is all focused on Page 29 of the study where water and sewer infrastructure is described in detail.

STAKEHOLDERS

The development of the Study afforded several opportunities for public participation during the drafting phase. The adoption process also invites stakeholder input. During the Planning Board Meeting on November 22nd, the Planning Board received a detailed presentation from Lisa Olmstead of DOWL, consultant for the project. Following the presentation, Scott Walker, Transportation Planning Coordinator added some information regarding the public participation process. Scott noted that in the beginning the public seemed to be more focused on the road infrastructure and construction plans as opposed to the visioning process. Scott clarified that as the project progressed the public was more engaged in the visioning. At this meeting, the public hearing was held and there was no public testimony during the hearing. Lisa Olmstead highlighted the roadway will complete a missing link between Lockwood and the Heights and will draw these two communities closer. This study was also reviewed during work sessions with both the City Council and Board of County Commission. During regularly scheduled meetings, where the public was allowed to comment, the City Council and BOCC voted to recommend approval of the plan. The City Council acted on the study during its regular meeting January 9 and it was approved by the County Commissioners on January 10, 2023.

ALTERNATIVES

The Policy Coordinating Committee may:
Approve the Billings Bypass Corridor Study or,
Recommend disapproval of the Billings Bypass Corridor Study. Since the City Council, County Commission and Planning Board approved this project in the MPO's annual work program and in the Planning Division's annual budget, disapproving the study would be inconsistent with past commitment to completing this study.

FISCAL EFFECTS

There is no fiscal effect to adopting this plan. Plan recommendations may be considered as the City develops its Capital Improvement Plan and the County develops their financial plan or applies for grants in the future and direct infrastructure costs will be determined at that time.

SUMMARY

This corridor study was a planning-level assessment of a study area occurring concurrent to construction of the Billings Bypass roadway. The study included review of: The Transportation System, Land Use, Public and Private utilities, Floodplains, Irrigation and Drainage, corridor aesthetics and vision. Information for this study was collected from consultation with technical experts, public and stakeholder engagement opportunities, and thorough research. This information has been compiled to present a vision for transportation and land use and used as a foundation for urban development planning and recommendations for the corridor area north of the Yellowstone River.

Attachments

Billings Bypass Corridor Study

Billings Bypass
CORRIDOR STUDY

BILLINGS BYPASS CORRIDOR STUDY

DRAFT Report 2022

DRAFT



PREPARED FOR:

BILLINGS - YELLOWSTONE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

PREPARED BY:

DOWL



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EXECUTIVE SUMMARY

The Billings Bypass Corridor Study (Corridor Study) offers the unique chance to vision while simultaneously laying a solid foundation for the thoughtful and safe growth of the community. The recommendations in this study are the result of careful research, extensive data collection and analysis, and inclusive public and stakeholder involvement. Results achieved through this study will provide insight for the final design and construction of the Billings Bypass and provide guidance for future development along the corridor.

In cooperation with the City of Billings, Yellowstone County, the Federal Highway Administration (FHWA), and the Montana Department of Transportation (MDT), the Billings Metropolitan Planning Organization (MPO) conducted a corridor study to investigate options to address development needs. The corridor area includes:

- Five Mile Road from Old Highway 312 to Mary Street
- The new roadway, Trailhead Road, from the Main Street/US 87 junction to roundabout at Five Mile Road
- Tne new roadway, Trailhead Road, from the roundabout at Five Mile Road across the Yellowstone River

This corridor study was a planning-level assessment of a study area occurring concurrent to construction of the Billings Bypass roadway.

The study included review of:

- Transportation system
- Land use
- Public and private utilities
- Floodplains, irrigation, and drainage
- Corridor aesthetics and vision

Information for this study was collected from consultation with technical experts, public and stakeholder engagement opportunities, and thorough research. This information has been compiled to present a vision for transportation and land use and used as a foundation for recommendations.

The study area is illustrated in Figure 1.

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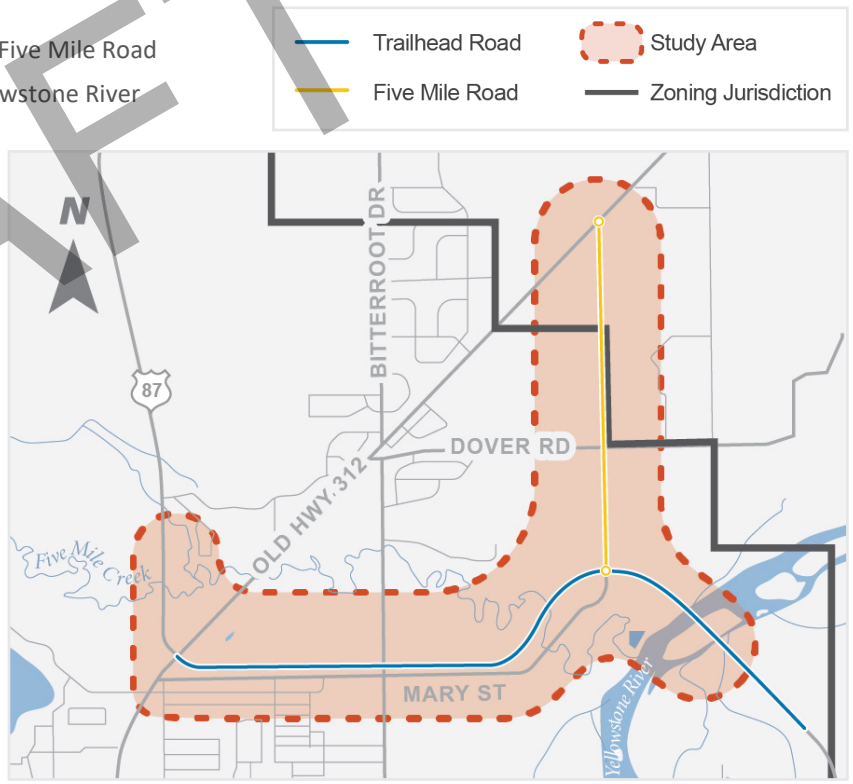


Figure 1. Billings Bypass Study Overview

Goals

The goals that guided this process are:

- Document **transportation system plans** related to the new roadway, including access options, intersection designs, bicycle and pedestrian access, and multi-modal transportation safety
- **Plan for future growth** along the new roadway and corresponding connectivity on the north side of the Yellowstone River
- Facilitate actionable **public and stakeholder involvement**
- **Develop a guidance document** that integrates existing infrastructure plans and future development plans

Public Participation

The public involvement and participation process for this study included:

- Two public meetings
- Numerous stakeholder and property owner meetings
- Website to collect public comments
- Direct mail
- Media outreach
- Paid advertising

Transportation

The new roadway is classified as a principal arterial. There are four main intersecting roads on this segment of the roadway, including Five Mile Road (minor arterial), Bitterroot Drive (principal arterial), Hawthorne Lane (local street), and Main Street (principal arterial).

Trailhead Road has a 45-mph posted speed limit. The posted speed limits for the four main intersecting streets include: Five Mile Road (45 mph), Bitterroot Drive (35 mph), Hawthorne Lane (25 mph), and Main Street (45 mph). Traffic control along the corridor will include signals at the Trailhead Road intersection with Main Street and the intersection with Bitterroot Drive, a stop-controlled intersection at Hawthorne Lane, and a roundabout at the intersection with Five Mile Road.

Nonmotorized facilities in the corridor area include bike lanes on Five Mile Road, Kiwanis Trail, and the Dover Park trail system. Billings MET Transit has one route that passes by the eastern end of the corridor.

Recommendations

Access Management Plan: Reference the access management plan developed by MDT for the corridor.

Bicycle and Pedestrian Facilities: As development occurs in the study area, nonmotorized activity should be monitored to identify high crossing locations for bicycles and pedestrians. Additional signing, pavement markings, or traffic control may be warranted at the crossing locations if bicycle and pedestrian volumes meet certain thresholds. Future trail development planning should reference the Billings Bikeway and Trails Master Plan.

Land Use

The current land use along the corridor includes residential, agricultural, commercial, and green space. Currently the area is comprised of property within the City of Billings city limits and some outside the city limits in Yellowstone County jurisdiction.

Zoning in the area is a mix of agricultural, rural residential, suburban neighborhood, mid-century neighborhood, and open space.

Recommendations

The area along the new roadway includes both existing development that isn't likely to change as well as areas that offer opportunity for future growth. Thoughtful planning could allow this area of Billings to fulfill various needs including:

- Billings Heights town center
- Affordable housing
- Mixed-use development
- Quality-of-life amenities
- Respectful and thoughtful development

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Private Utilities

There are several private utilities present along the corridor including power, communications, and a Phillips 66 pipeline.

Recommendations

Any future development should consider existing private utilities in their planning process.

Public Utilities

Public water and sanitary sewer services are available along a portion of the corridor. These services exist primarily west of Bitterroot Drive. Current development along or adjacent to all other portions of the corridor are served by private water and sewer systems for individual residences or businesses, such as groundwater wells or cisterns for water supply, and septic tank and drainfield systems for wastewater disposal.

Recommendations

Extending public water and sanitary sewer systems along the study corridor will be important to enable future development at urban densities, where envisioned. While limited development could potentially be served with individual on-site water and sewer systems or a private community system, significant development will likely require the capacity of municipal water and sewer systems. Continued coordination with the County Water District of Billings Heights (District) and the City of Billings is critical to aligning the various objectives within this corridor study area with the objectives of future utility planning documents.

Floodplains

There are two different floodplains within the study area – the Yellowstone River and Five Mile Creek. Both floodplains are FEMA delineated Zone AE floodplains with associated floodways. The Zone AE Floodplain refers to the flood boundary representing the 1% annual change flood event.

Recommendations

Developments within the study area and adjacent to the floodplains should coordinate with City of Billings and Yellowstone County floodplain administrators about limitations along the floodplain.

Drainage

Drainage and stormwater management along the corridor is an important consideration for future development. The current study area is mostly a rural and agricultural area with no existing stormwater collection systems.

Recommendations

Future developments should perpetuate the majority of the drain ditches within this study area to limit negative impacts to existing facilities. Developments will need to work around upstream or downstream agricultural used lands and will need to coordinate with adjacent landowners before any drain ditch is completely removed.

Stormwater collection systems may also be necessary as development occurs and/or drain ditches are modified.

Irrigation

Several irrigation facilities exist throughout the study area, including ditches and pipes, as well as the Billings Bench Water Association (BBWA) Canal. All the irrigation water in this area is served by the BBWA.

Recommendations

Developments should coordinate with BBWA and adjacent landowners before deciding to modify or remove irrigation facilities.

Corridor Aesthetics and Vision

The corridor is comprised of the following development types:

- Residential
- Commercial
- Green space

Physical barriers including the Yellowstone River and floodplain pose challenges to future development.

Recommendations

As the plans for future development along and adjacent to the corridor proceed, consider:

- **Landscaping:** Use trees and other landscaping to provide separation between the roadway and nearby homes and businesses
- **Setback:** Require space between the roadway and structures to provide visual space, making the area more aesthetically pleasing
- **Green space:** Park space would make the area a pleasant place to live and work
- **Gateway:** Integrate beautification and wayfinding signage to welcome and direct travelers to and through the Billing area

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1. INTRODUCTION

Overview

The Billings Bypass is a new roadway, planned and currently being constructed by the MDT, that will ultimately connect Lockwood at Johnson Lane to the Billings Heights at the intersection of Main Street and US 87. The new connection includes a new Yellowstone River crossing that intersects with Five Mile Road and Mary Street.

The corridor area includes:

- Five Mile Road from Old Highway 312 to Mary Street
- The new roadway, Trailhead Road, from the Main Street/US 87 junction to roundabout at Five Mile Road
- Tne new roadway, Trailhead Road, from the roundabout at Five Mile Road across the Yellowstone River

This Corridor Study was initiated in anticipation of the impact the new roadway will have on the northern segment of the project, which includes areas west of the Yellowstone River in the Billings Heights. Figure 1 illustrates the area of focus for the Corridor Study. Figure 2 illustrates the entire Billings Bypass project extents.

This document is a proactive step toward thoughtful planning in anticipation of the new roadway, transportation connectivity, and anticipated development. The effort, and resulting content, addresses future access options as development occurs along the roadway, potential intersections, stormwater and utility management, bicycle and pedestrian access, and multi-modal transportation safety along the corridor.

The process of developing this Corridor Study, and corresponding vision for the area included the collection of technical content along with public, stakeholder, and property owner input. This information has been compiled to present a vision for transportation and land use and used as a foundation for recommendations.

The following focus areas are outlined:

- Transportation system
- Land use
- Public and private utilities
- Floodplains, irrigation, and drainage
- Corridor aesthetics and vision

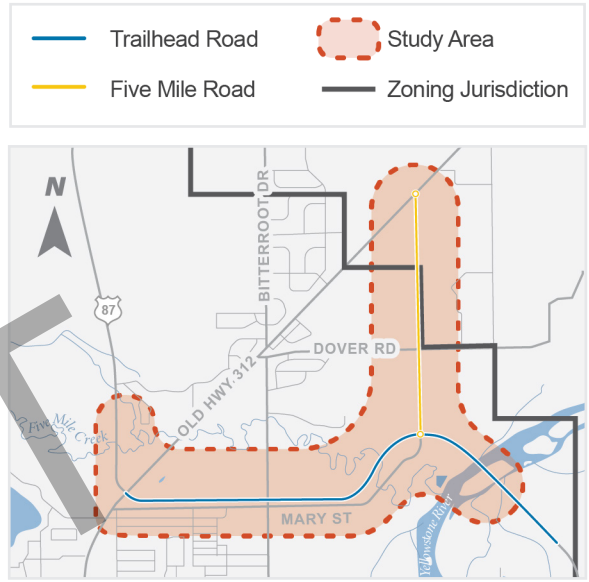


Figure 1. Billings Bypass Study Overview and Billings Bypass Project Extents

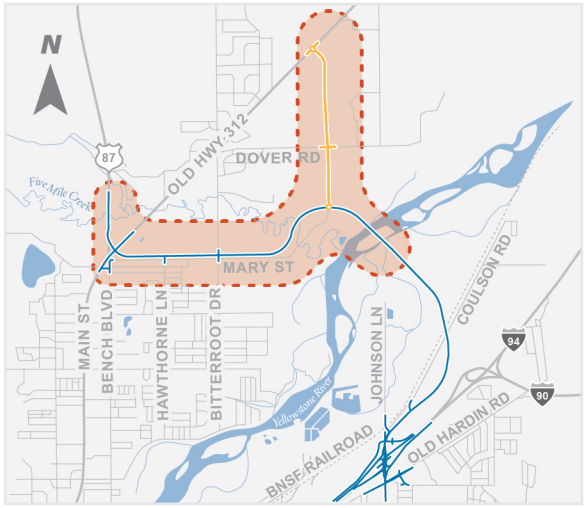


Figure 2. Billings Bypass Project Extents

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Input Collected

The input presented in the study represents numerous perspectives, including technical experts, community leaders, stakeholder groups, and the general public.

Community Leaders: Community leaders guided and contributed to the Corridor Study process offering insight to community-specific challenges, processes, and perspectives. Community leader input was present through MPO leadership, service on the Oversight Committee, attendance at public events, and participation in stakeholder meetings. The release of the Corridor Study also included presentations to the Technical Advisory Committee (TAC), Planning Board, City Council, Board of County Commissioners, and Policy Coordinating Committee (PCC).

Oversight Committee: An oversight committee provided guidance and input to the study, representing various focus areas. The following individuals provided time to support this community planning effort:

Scott Walker	City/County Planning
Lora Mattox	City/County Planning
Wyeth Friday	City/County Planning
Elyse Monat	City/County Planning
Monica Plecker	City/County Planning
Rusty Logan	Billings MET Transit
Debi Meling	City of Billings Public Works
Katie Potts	MDT Planning
Parker Osterloh	MDT Planning
Michael Taylor	MDT Billings District
Kurtis Schnieber	MDT Billings District
Mike Black	Yellowstone County Public Works
Jennifer Owen	Heights Task Force
Gene Wade	Yellowstone River Parks Association
Dianne Lehm	Big Sky Economic Development
Woody Woods	Planning Board/Lockwood Steering Committee
Alan Woodmansey	FHWA
Lisa Olmsted	DOWL
Doug Enderson	DOWL

Technical Input: Technical experts were engaged to provide input related to the corridor's existing conditions and requirements for future growth. The input provided the foundation for the Corridor Study development. The content collected included input from professional civil engineers whose focus areas included transportation, traffic, water systems, and water resources. Input was also collected from Billings Public Works, Yellowstone County Public Works, and County Water District of the Billings Heights team members.

Public and Stakeholders: Engagement efforts included a preliminary public meeting to collect input related to corridor development needs and information related to community visions and desires. The public meeting was followed up by stakeholder and property owner conversations, as detailed in the Public Engagement section of this document. A final public meeting was also held to present the draft study.

The public and stakeholder involvement tasks were augmented by a project website that was used to collect public input and allow users to explore the proposed corridor location on an interactive map, media outreach, direct mail, and paid advertising.

Goals

The oversight committee identified the following goals that steered the development of this document.

- Document **transportation system plans** related to the new roadway, including access options, intersection designs, bicycle and pedestrian access, and multi-modal transportation safety
- **Plan for future growth** along the new roadway and corresponding connectivity on the north side of the Yellowstone River
- Facilitate actionable **public and stakeholder involvement**
- **Develop a guidance document** that integrates existing infrastructure plans and future development plans

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Billings Bypass Area Description

The new roadway will connect the Billings Heights and Lockwood with a roadway that allows for an additional access across the Yellowstone River. The new roadway will also provide an alternate route to Main Street in the Billings Heights for travelers to access US 87.

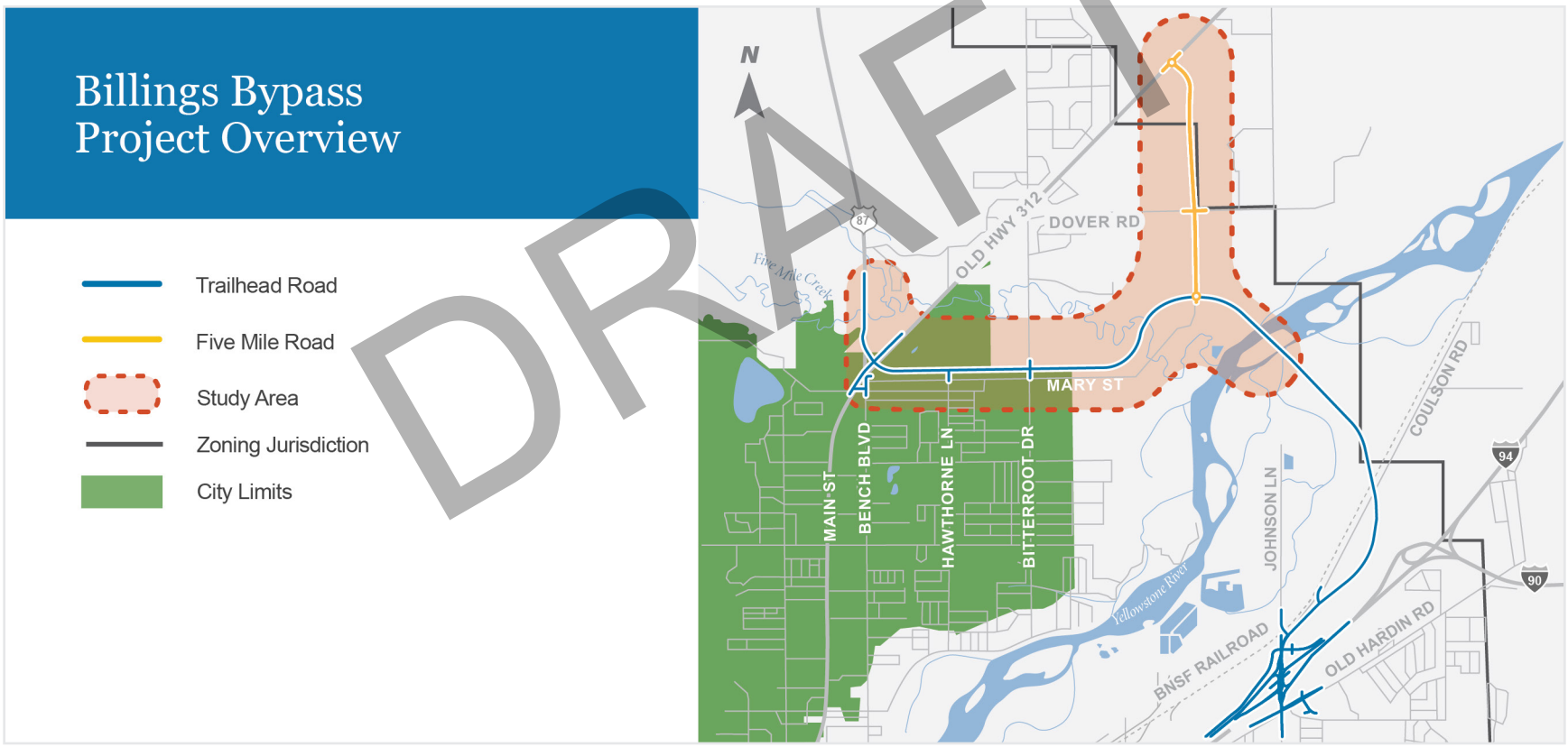
The purpose of the Billings Bypass project, as identified in the Final Environmental Impact Statement, is to improve access and connectivity between I 90 and Old Highway 312 to improve mobility in the eastern area of Billings. The Billings Bypass project need is to:

- Reduce physical barrier impacts to the transportation system
- Improve connectivity between Lockwood and Billings
- Improve mobility to and from Billings Heights
- Improve truck/commercial vehicle access to and through Billings

Corridor Study Area Description

This Corridor Study examines the areas surrounding the Billings Bypass in the Billings Heights area, northwest of the Yellowstone River. Emphasis was given to this area of the project to supplement existing community planning and guidance documents.

The corridor study area is predominantly within the boundary of the Billings-Yellowstone County Metropolitan Planning Organization (MPO) boundary. Some of the area is within Billings city limits, while other sections of the area is Yellowstone County.



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Figure 3. Billings Bypass Project Extents with Corridor Study Area

Public Participation

An inclusive and systematic public participation process was conducted for the Corridor Study in accordance with the Yellowstone County Board of Planning Public Participation Plan, which emphasizes reasonable opportunities for all interested parties to participate in the planning process.

The following meetings were conducted as part of the plan development:

- **Public Meeting No. 1** was held on June 17, 2021, at Independent School in the Billings Heights to discuss the Corridor Study with the public. The content shared at the meeting was also posted as a video on the project website as an alternative means to access the information. Comments and feedback were collected from the public in-person, online, and via phone and email.
- **Stakeholder meetings** with the following groups were held to discuss the Corridor Study and collect comments from meeting participants. Summaries of all stakeholder meetings are included in Appendix A.
    - **Yellowstone River Parks Association (YRPA):** The YRPA is the nonprofit organization that owns and operates Dover Park. YRPA members would like to see Dover Park serve as a new community gateway and destination for visitors. The members recognized that higher density development could help with the community-wide need for affordable housing and that Dover Park's recreational space would add value to nearby housing developments. Lake Elmo State Park is currently the most visited state park in Montana; when Dover Park is expanded and a lake is added, YRPA members hope that Dover Park is similar.
    - **Heights Task Force:** The Heights Task Force is a city task force comprised of Heights residents and community leadership. In discussions about the corridor, their hope is that the Heights remains a vibrant community, For this study, meeting participants prioritized development that contributes to quality of life and affordable housing. They noted that commercial development would make the most sense focused around the intersections, and mentioned that a grocery store would fill a community need.
    - **Billings Chamber of Commerce:** The Billings Chamber of Commerce's Government Committee prefers community amenities such as bike lanes, affordable housing, public transit, and Emergency Medical Services (EMS) access. They suggested the Lockwood Targeted Economic Development



Figure 4. Photos of Public Meeting #1, held at Independent School in the Billings Heights.

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District (TEDD) industrial center workforce could benefit from nearby housing. They also suggested a convention center could be located within the project corridor.

- **Yellowstone County Planning Board:** The Yellowstone County Planning Board's discussion focused on the possibility to modify zoning along the corridor to suit future development needs. The group would like to see pedestrian control on roundabouts, additional park spaces, and trail connections. The board members commented that the new roadway will eliminate the current barrier between Lockwood and the Billings Heights.
- **City of Billings Traffic Control Board:** The Traffic Control Board recognized that the new roadway will fill a community need. They discussed the need for well-organized commercial development, while adding that there is a demand for affordable housing in Billings. They recommended a Costco, or similar business, that would keep economic impact in the Heights. The group noted that only hotels in the Heights are located near the Metra and suggested that the corridor area may pose possibilities for additional hotels.
- **Heights Business Association:** The Heights Business Association's conversation focused on how the corridor could fill community needs, such as a "Heights town center", which could offer a home for new amenities and needed quality-of-life businesses like a movie theater, brewery, and/or restaurant. Their input to the Corridor Study noted the importance of protecting green space and the historic significance of Dover Park while enhancing gateway beautification efforts.
- **Lockwood Steering Committee:** The Lockwood Steering Committee encouraged "nodes" of commercial development around intersections with complementary residential development as seen in the downtown area. They suggested coordination with Lockwood planned developments as the bridge connection will eliminate the existing barrier between the communities. Trails are planned in the Lockwood TEDD that are planned to connect to both the bridge and ultimately Dover Park.
- **BCJM Properties LLC:** BCJM Properties LLC is the developer of the Bitterroot Heights subdivision and are working on an expansion to the development that abuts Mary Street between Hawthorne Lane and Bitterroot Drive. From their experience, the District poses corridor development challenges due to fee inconsistencies compared to other areas of town. Homes in the Bitterroot Heights subdivision will be single-family and anticipated to range between 1,500 and 3,000 square feet. To support nearby amenities, they recommend that the City review liquor license restrictions for restaurants, noting that currently no alcohol is allowed within 650 feet of residences, which limits neighborhood restaurants or breweries.
- **Billings Realtors Association:** The Billings Realtors Association recognized that Mary Street and Bitterroot Drive present opportunities for additional residential development in currently undeveloped areas. They echoed concerns over the distance required between residences and businesses that serve alcohol. Albertson's and Shamrock Foods are the only grocery opportunities in the Heights; they commented that there is a need for more options. The group highlighted the value of neighborhood schools like Bitterroot Elementary and Medicine Crow Middle School to successful development.
- **Big Sky Economic Development:** Big Sky Economic Development (BSED) recommended mixed-use development with light industrial or medial-office-style businesses. They counseled that new developments be integrated and carefully planned and added that business recruitment may be challenging based on population numbers. They added that land within the corridor offers access to schools (Heights, Lockwood, Pioneer). EMS access will be an important consideration as additional development occurs.
- **David Mitchell:** At the recommendation of Big Sky Economic Development, a meeting was also held with David Mitchell, a commercial real estate agent with Coldwell Banker. He provided a Voids Analysis, which details which businesses are present in the corridor area and which are absent.

- **An interactive website** specific to the study hosted maps, FAQs, links to relevant documents, details about meetings and events, meeting minutes and/or videos, study contacts, and a forum for public comment. The web address is: www.billingsbypasscorridor.com.
- **Public Meeting No. 2** was held on September 8, 2022, at Independent School in the Billings Heights to present a draft of the Corridor Study to the public. The content shared at the meeting was also posted on the project website as an alternative means to accessing the information. Comments and feedback were collected from the public in-person, online, and via phone and email.

Public comment received throughout the Corridor Study process is presented in the following pages and in Appendix A.

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2. BACKGROUND

Design History

The Billings Bypass project has been an ongoing effort since 1998. Over the years, the purpose and need has evolved to meet community needs. The new roadway was initially intended to serve as a truck bypass between I 90 and MT 3 but has evolved over time, resulting in the current function as a principal arterial connecting Lockwood and the Billings Heights.

History of the Project

1998	The Billings Bypass concept began with a Feasibility Study.
2001	Billings North Bypass Feasibility Study investigated a bypass in the Billings area using a five-mile-wide corridor north of Billings to assess the feasibility of a bypass route connecting the I 90/I 94 interchange area east of Billings with MT 3 west of Billings.
2003	The FHWA issued the Notice of Intent (NOI) that MDT would prepare an Environmental Impact Statement (EIS) on a proposal to construct a bypass route north of Billings in Yellowstone County, Montana from I 90 to MT 3.
2004	Work on the EIS included coordination with local, state, and federal agencies and the public.
2005	The Billings Urban Area Long-Range Transportation Plan (LRTP) Update, which is the fiscally constrained Metropolitan Transportation Plan (MTP), included the Billings Bypass as a "regionally significant project" in the process of being implemented.
2006-2008	The project team developed preliminary alternatives and provided agencies and the public with opportunities for input.
2008	FHWA released guidance requiring that all project phases planned within the life of the MTP must be included in the "fiscally constrained" Billings Urban Area LRTP. As proposed, the project did not have sufficient funding to be included in the plan.
2009	The local PCC voted to re-scope the Billings Bypass project to focus only on the eastern segment between I 90 and Old Highway 312.
2010	FHWA reissued the NOI. The purpose and need statements were revised based on input from agencies and the public.

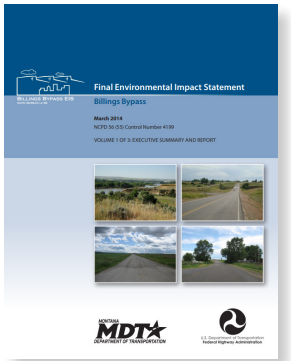
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2011-2012	The Draft EIS (DEIS) was completed and released it for public review and comment in August 2012.
2013-2014	The project was subsequently modified to include provision for phased implementation, and a Final EIS (FEIS) was released for public review and comment in March 2014. A Record of Decision (ROD) was released in July 2014, which named Phase 1 of the Mary Street Option 2 Alternative as the selected alternative.
2015-2017	Following the approved FEIS and ROD, MDT selected DOWL to advance design and prepare construction documents with support from Kittelson & Associates, Inc., Marvin & Associates, Morrison-Maierle, and Peaks to Plains Design. The project progressed to preliminary design to confirm the alignments and right-of-way needs. Due to the project's size, complexity, and construction cost, the overall Billings Bypass project was segmented into six separate construction projects.
2019	In September 2019, the Granite Construction/LHC team was selected as the construction manager/general contractor for the Johnson Lane Interchange segment. In November 2019, Riverside Contracting, Inc. was selected as the contractor for the Five Mile Road phase of the project.
2020	Riverside Contracting, Inc. completed construction of the Five Mile Road segment of the project, which reconstructed Five Mile Road and extended the road to a new roundabout intersection with Old Highway 312. Wadsworth Brothers Construction began construction on the Yellowstone River Bridge project segment, which constructed a new bridge over the Yellowstone River, the new roundabout intersection with Five Mile Road and Mary Street, and the road connecting the roundabout to the bridge. The Billings MPO issued a RFP for the Billings Bypass Corridor Study to determine the impact of the new bypass and to evaluate future transportation needs and land use study along the proposed alignment of the Billings Bypass.
2021-2022	The Billings Bypass Corridor Study is developed. Wadsworth Brothers Construction completed construction on the Yellowstone River Bridge project segment.
Next Steps	Construction on the Billings Bypass will continue until complete. At the time of this document development, construction is anticipated to continue through approximately 2025.

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Reference Projects

The following documents offer important background information for the Billings Bypass project.



Billings Bypass Environmental Impact Statement and Record of Decision

The National Environmental Policy Act (NEPA) requires that an EIS be prepared for major projects that have the potential for adverse impacts to the community and environment. The Billings Bypass EIS established a need for the project to reduce physical barrier impacts to the transportation system, while improving connectivity between Lockwood and Billings, mobility to and from Billings Heights, and truck/commercial vehicle access to and through Billings. The cumulative effects of the project would improve mobility and expedite already planned growth for the area and would likely not induce growth beyond what has already been identified in local plans. Expediting planned growth and enhancing access to developable land may also provide a positive impact to the area.

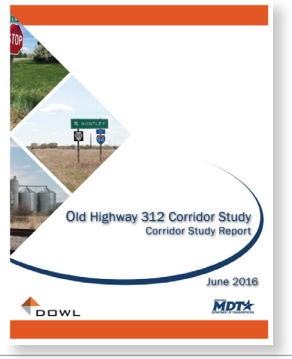
The EIS provides the foundation for the Billings Bypass project, noting the original purpose and need and design objectives. The document details proposed alternatives and offers detail on the review and feasibility of those alternatives. The affected environment and environmental consequences are also detailed. The document also includes Appendices A through J.

The ROD identifies and offers justification for the selected alignment. These documents are all available on the Billings Bypass project website: https://www.mdt.mt.gov/pubinvolve/billingsbypass/.

BILLINGS bypass
NCPD 56(55) CN 4199

NCPD (56)55 Billings Bypass

This project, led by the MDT, comprises the design and construction of the Billings Bypass principal arterial. The Billings Bypass is a multi-phase project that will result in a new arterial roadway. The new road will begin at the Johnson Lane Interchange in Lockwood, Montana, span the Yellowstone River, and connect to the Old Highway 312/US 87 intersection in the Billings Heights. An additional segment reconstructed Five Mile Road north of the new road and now connects Five Mile Road to Old Highway 312. The project website offers project updates and background information about the project and public involvement efforts: https://www.mdt.mt.gov/pubinvolve/billingsbypass/.



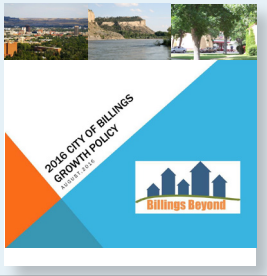
Old Highway 312 Corridor Planning Study

The MDT Rail, Transit, and Planning Division completed a corridor study on Old Highway 312 outside of Billings in 2016. Old Highway 312 (X-56788) connects the communities of Huntley, Shepherd, and Worden with Billings. The purpose of the study was to develop a comprehensive long-range plan for managing the corridor and determining what, if anything, can be done to improve the corridor based on needs, public and agency input, and financial feasibility. The study was a collaborative process with local jurisdictions, other agencies, MDT, the FHWA, and the public to identify transportation needs and potential solutions given funding constraints. The study can be reviewed at: https://mdt.mt.gov/pubinvolve/hwy312/.

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Reference Documents

The following documents offer important guidance to any planned development.



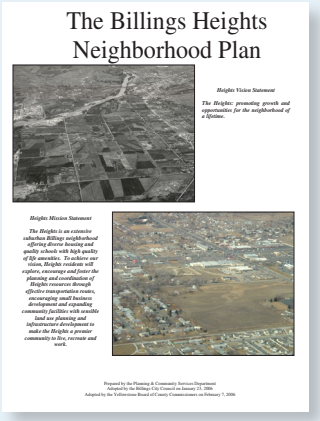
2016 City of Billings Growth Policy

The 2016 City of Billings Growth Policy (Growth Policy) statement notes that in the next 20 years, Billings will manage its growth by encouraging development within and adjacent to the existing City limits, but preference will be given to areas where City infrastructure exists or can be extended within a fiscally constrained budget and with consideration given to increased tax revenue from development. The Growth Policy provides guidance on community priorities, goals, and objectives and offers direction toward achieving those as development occurs.

City of Billings Zoning Code

The City of Billings Zoning Code, updated in November 2020 and adopted by City Council in 2021 (Project Re:Code) provides guidance for all zoning issues within the zoning jurisdiction boundaries of Yellowstone County. The document and regulations outlined align with the goals of the Growth Policy and aim to facilitate efficient land use, encourage innovations in development, and provide space for commercial and industrial development.

The document offers guidance related to the development of various district types, including details on site design, landscaping, and restrictions on use. Project Re:Code provides direction related to landscaping, parking and loading, sign code, nonconformities, and administrative procedures (including guidance for zone change requests).

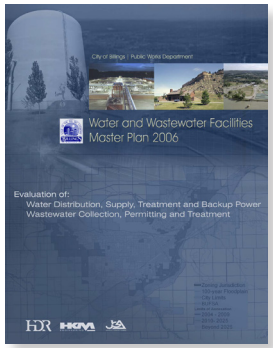

The Billings Heights Neighborhood Plan

Billings Heights Neighborhood Plan

The Billings Heights Neighborhood Plan was adopted in 2006 and is an advisory document, also in alignment with the Growth Policy. The boundary of the defined Heights Neighborhood runs along Old Highway 312 and Dover Road, capturing a significant portion of the Billings Bypass corridor and adjacent property. The plan outlines issues and goals along several relevant themes:

- **Public safety:** Decreased emergency response times; safe pedestrian routes; improved stormwater drainage; and improved street lighting
- **Transportation:** Arterial streets to improve both mobility and connectivity to other areas of Billings; nonmotorized transportation facilities; improved safety for motorized and nonmotorized transportation facilities; and infrastructure and traffic planning
- **Land use:** Manage the scale of commercial development in residential areas; develop land use plan along main existing and future transportation corridors; provide safe, quality, affordable housing in the Heights; revitalize Main Street; and annex "County Islands" in order to provide city services
- **Housing:** Infill vacant areas
- **Economic development:** Provide easier physical access to Heights businesses/services; attract small/medium businesses; promote opportunities for residents to live close to their work; aesthetically appealing streetscape development
- **Infrastructure:** Prohibit dead-end water/sewer line

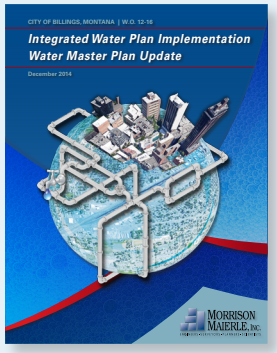
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Water/Wastewater Master Plan

Building on the 1994 and 1999 documents, the Water/Wastewater Master Plan provides information about the City's entire water distribution, wastewater collection, water treatment and wastewater treatment system capabilities to meet the City's needs through Planning Year 2025.

A significant amount of the Billings Bypass corridor area is referenced in the document as being planned for annexation.



Integrated Water Plan Implementation Water Master Plan Update

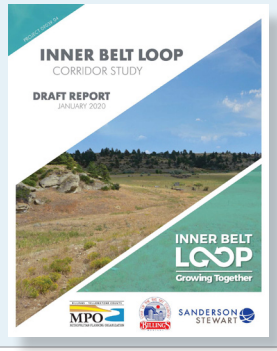
The Billings Water/Wastewater Master Plan was updated in 2014. Information relevant to corridor development summarized in the document includes:

- Fire flow analysis
- Hydraulic analysis on the pipelines for both West End Treatment Plant alternatives
- Reservoir analysis
- Pump station analysis
- West End Treatment Plant Alternatives #1 and #5 analyses as developed in the 2014 Integrated Water Plan Implementation Water Distribution System Study (Water Distribution System Study)

County Water District of Billings Heights Standards, Rules, and Regulations

This 2020 document serves as the rules and regulations governing water services standards and water system improvements for the County Water District of the Billings Heights. The content provided offers guidance on the County Water District of the Billings Heights and instructions on water service use, procedures, and rates. Additional content includes information about the water service area, extension, fire lines, connections, fire hydrants, and other facilities.

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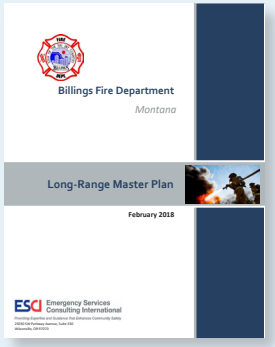
Inner Belt Loop Corridor Study

Another recent corridor study and forthcoming roadway project in the Billings MPO, the Inner Belt Loop will also provide improved connectivity to the Billings transportation system. The document offers insight to nearby future growth that will also have a significant impact on the Billings Heights.



2018 Billings Urban Area Long-Range Transportation Plan and MPO Travel Demand Model

The 2018 Billings Urban Area Long-Range Transportation Plan and MPO Travel Demand Model is a framework to guide the development and implementation of multi-modal transportation system projects for the Billings urban area, including and within the vicinity of the corridor, which is the largest ongoing project within the plan. The travel demand modeling process included estimated Billings Bypass traffic. A study also evaluated the traffic demand impacts along the corridor.



2018 Billings Fire Department Long Range Master Plan

The City of Billings Fire Department commissioned Emergency Services Consulting International (ESCI) to provide a Master Plan for the future delivery of emergency services within the City of Billings and the adjacent Billings Urban Fire Service Area. This Long Range Master Plan assists the city in future planning and provision of comprehensive emergency services to the citizens of the service area. This report evaluates current conditions in the agency, projects future community growth and service demand, and provides recommendations to sustain or enhance current services over the next 10 to 15 years.



Billings Visitor Profile: Final Report of Findings (January 2019)

The data presented in the Billings Visitor Profile: Final Report of Findings, released in January 2019, is collected from individuals who reside outside of Yellowstone County. The data offers insight to infrastructure that will help support the tourism industry. Specific needs noted include wayfinding, access to green space, and corridor aesthetics. Convenient travel through town is also recommended to support positive visitor experiences, including transit options and connectivity.

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3. TRANSPORTATION

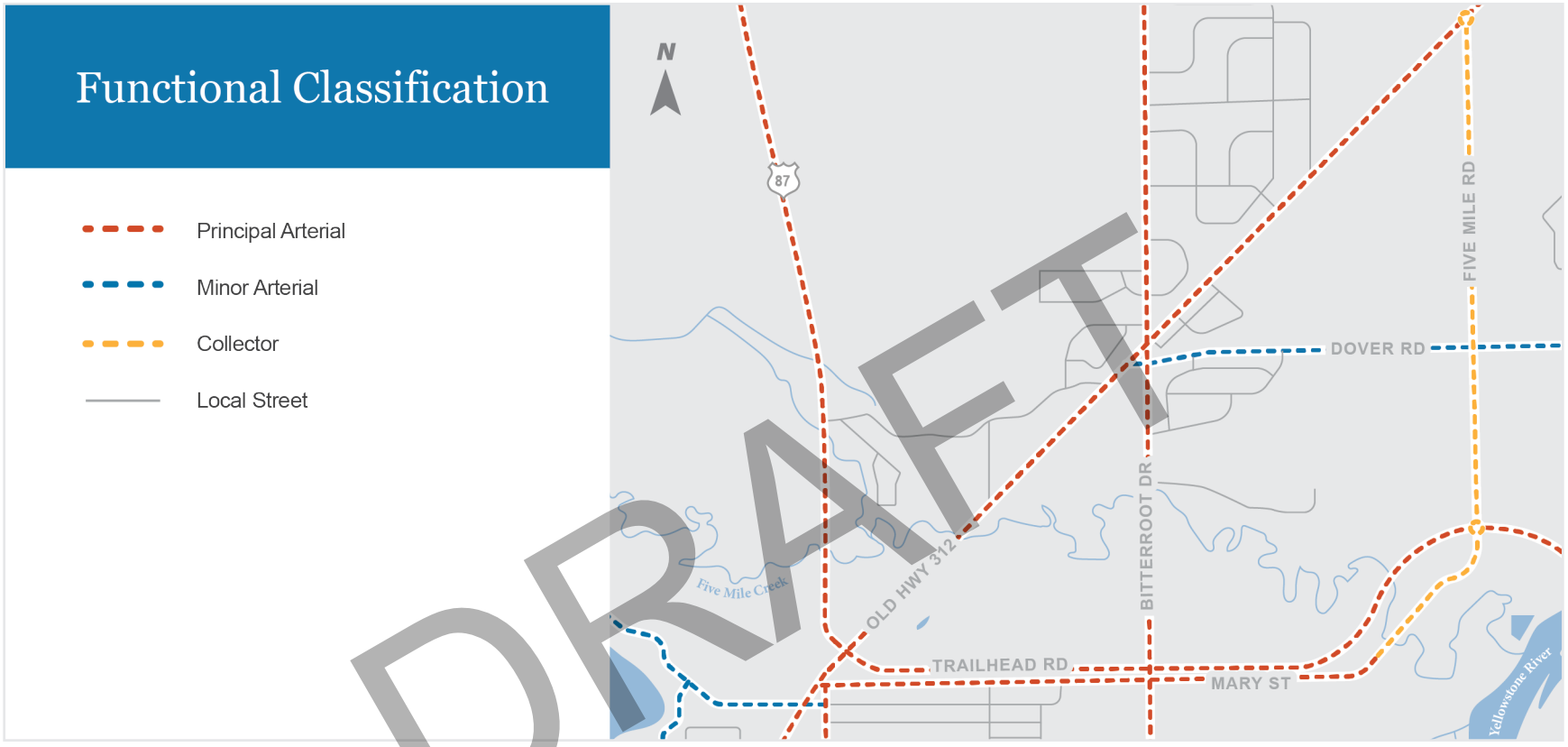


Figure 5. Functional Classification

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Roadway Network

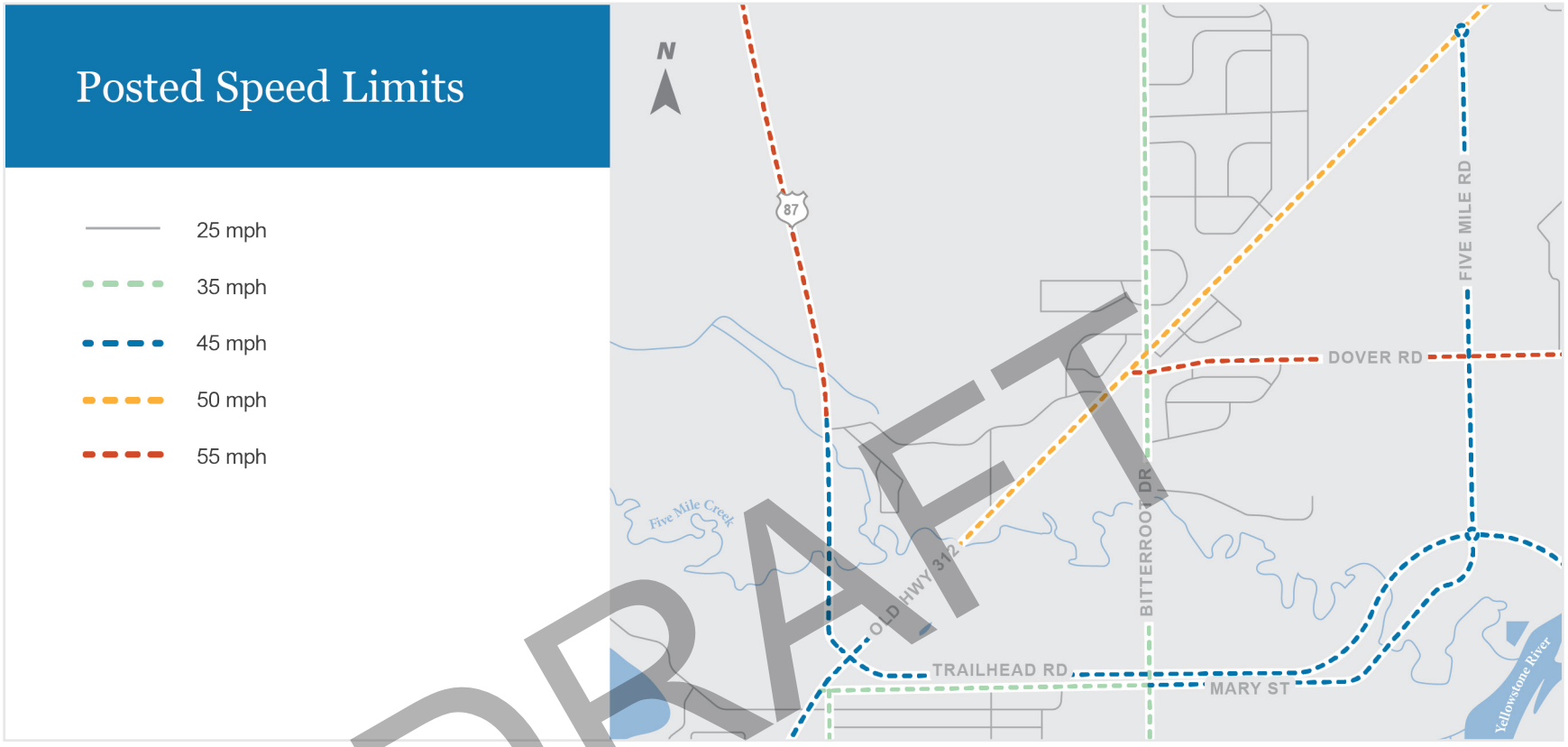
Construction Phasing

In 2020, Five Mile Road was reconstructed from Mary Street to Dover Road and extends north from Dover Road to Old Highway 312. A roundabout intersection at the Five Mile Road and Old Highway 312 intersection was constructed to safely allow traffic to connect between Trailhead Road and Old Highway 312.

The Billings Bypass Yellowstone River Bridge segment is currently under construction, which also includes a roundabout intersection at the Trailhead Road and Five Mile Road. Construction of Trailhead Road from Main Street to Five Mile Road is planned to begin in 2025. This work will also include the reconstruction of the intersection at Main Street and US 87.

Functional Classification

Figure 5 shows the functional classification for the roadways within the study area, based on the 2018 Billings Urban LRTP. Trailhead Road is classified as a principal arterial. There are four main intersecting roads on this segment of the Bypass, including Five Mile Road (minor arterial), Bitterroot Drive (principal arterial), Hawthorne Lane (local street), and Main Street (principal arterial). Of note, Mary Street is currently classified as a principal arterial but is expected to become a local street after the construction of the Billings Bypass.



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Figure 6. Posted Speed Limits

Posted Speed Limits

Figure 6 shows the posted speed limits for the roadways within the study area. Trailhead Road has a 45-mph posted speed limit. The posted speed limits for the four main intersecting streets on the Bypass include: Five Mile Road (45 mph), Bitterroot Drive (35 mph), Hawthorne Lane (25 mph), and Main Street (45 mph).



Figure 7. Intersection Traffic Control

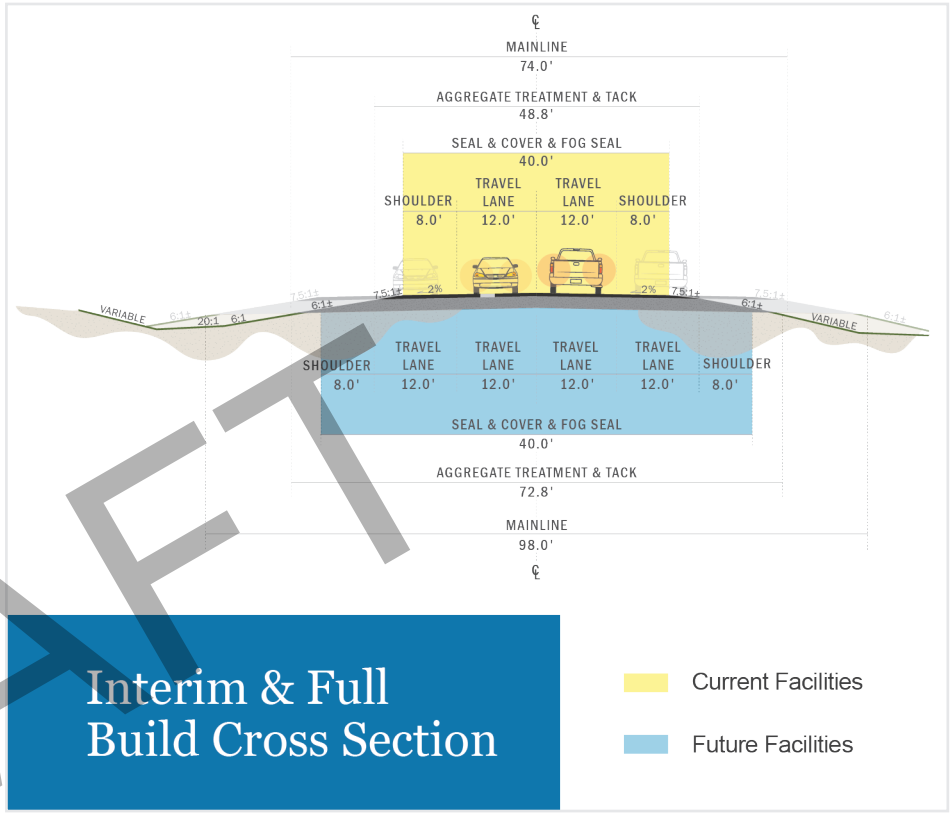


Figure 8. Billings Bypass Interim and Full Build Cross Section

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Traffic Control and Cross Section

Figure 7 shows the proposed traffic control at the intersections along the corridor. Figure 8 shows the interim and full build cross sections for the new roadway. The interim cross section provides one lane in each direction with a center turn lane; the full build cross section provides two lanes in each direction with a center turn lane. Intersection traffic control will include a traffic signal at the intersection of Main Street and US 87, a traffic signal at Bitterroot Drive, stop control at Hawthorne Lane, and a roundabout at the intersection with Five Mile Road. Of note, the Trailhead Road/Bitterroot Drive intersection may initially be stop-controlled, until traffic signal warrants are met.

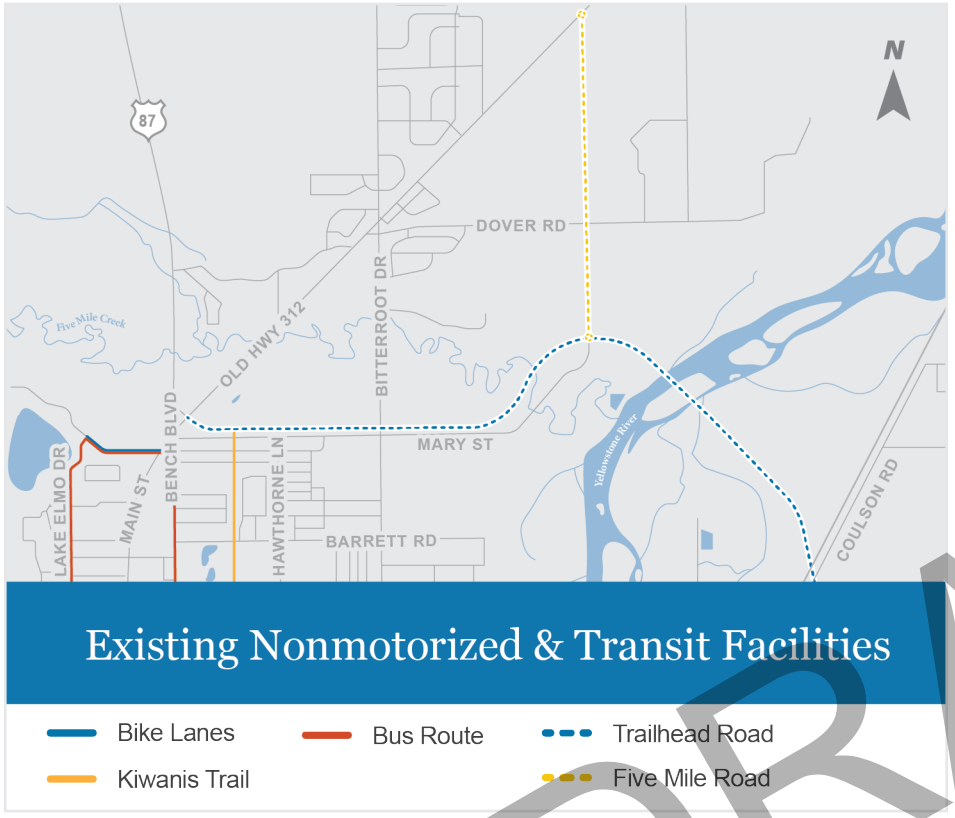


Figure 9. Existing Nonmotorized and Transit Facilities

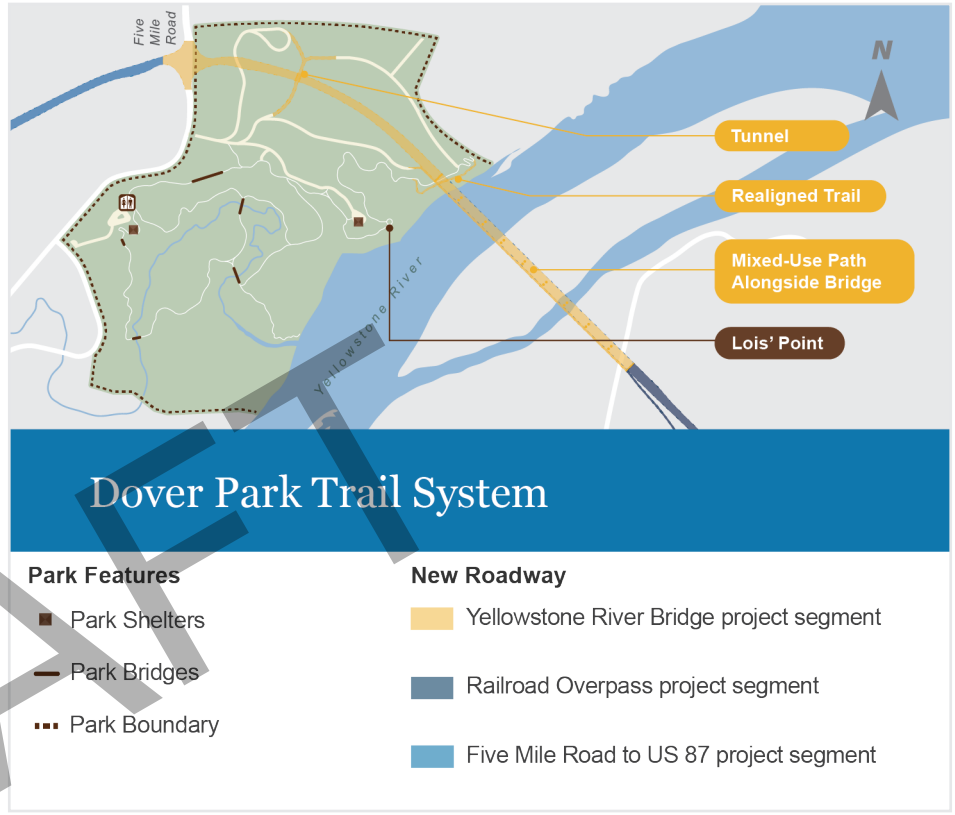


Figure 10. Dover Park Trail System

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Nonmotorized and Transit Facilities

Existing Facilities

Figure 9 shows the existing bicycle, pedestrian, and transit facilities within the study area. The existing Billings MET routes running through the study area include bus routes 16, 17, and 18 (traveling via Bench Boulevard, Pemberton Lane, and Lake Elmo Drive).

There are no current plans to extend service to the corridor area; funding opportunities would have to be identified to support any future expanded service to this area.

Figure 10 shows the network of trails within Dover Park and the realignment of trails impacted by the construction of the roadway. As shown in the figure, a ten-foot mixed use path is provided on the Yellowstone Bridge.

Major nonmotorized facilities in the study area include:

- Billings MET Transit route
- Kiwanis Trail (paved north-south multiuse path extending to the south)
- Dover Park trails



Figure 11. Proposed Nonmotorized and Transit Facilities

Proposed Facilities

The Billings Bikeway and Trails Master Plan was referenced to identify proposed nonmotorized facilities within the study area. Figure 11 illustrates the features within the Corridor Study area that are identified. The following features are noted in the document:

- A multiuse path is proposed on the Billings Bypass, along with an extension of the Kiwanis Trail to Bitterroot Drive
- Bike lanes are proposed on Mary Street, Bitterroot Drive, Bench Boulevard, and Lake Elmo Drive
- A bicycle boulevard is proposed on Crist Drive, though it's important to note that portions of Crist Drive are gravel
- Several trail heads are also proposed in the area, which would potentially include shaded picnic tables and restrooms

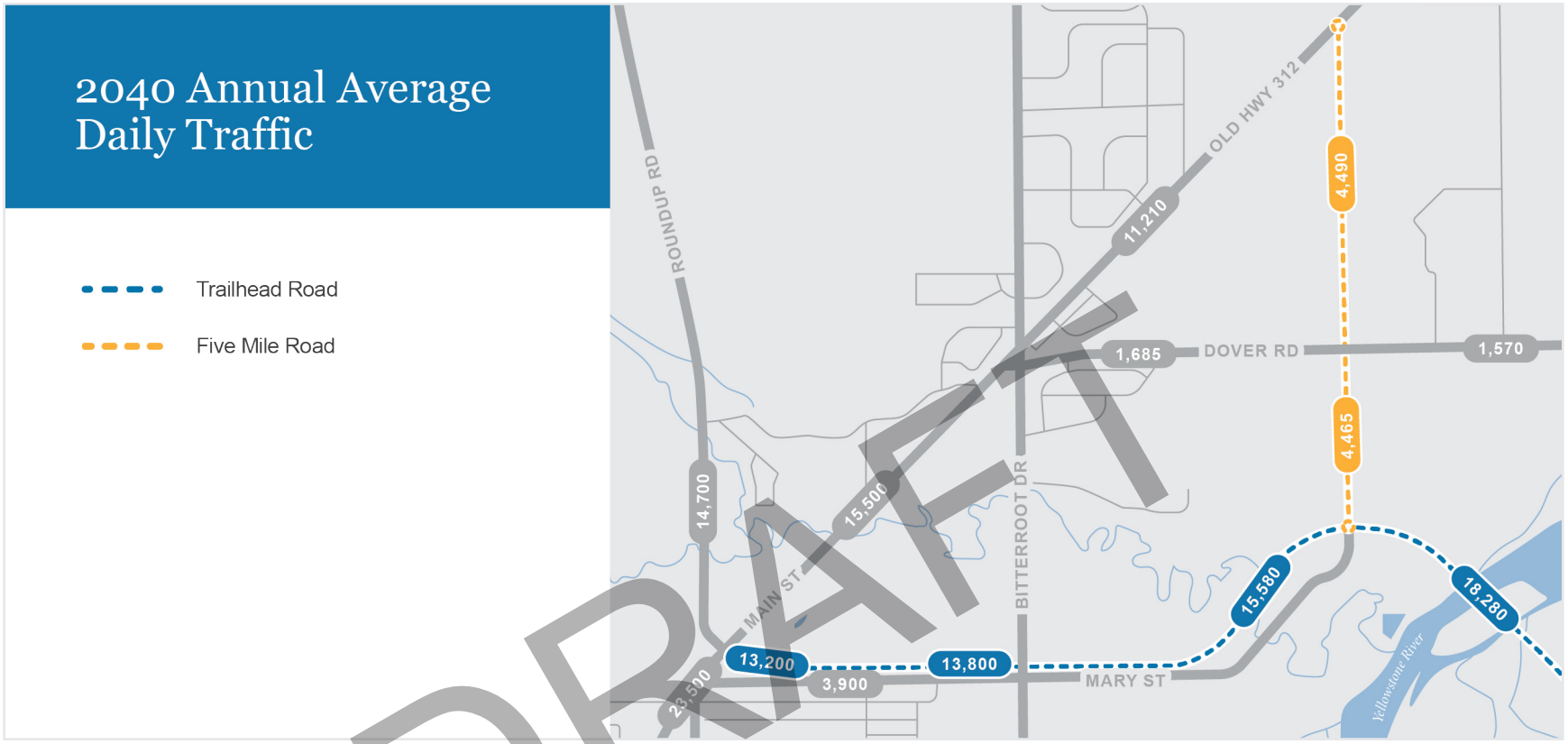


Figure 12. 2040 Annual Average Daily Traffic

Traffic Analysis

2040 Traffic Volumes

Figure 12 shows the expected daily traffic on Trailhead Road and Five Mile Road in 2040, as identified in the Billings Bypass Arterial Intersections Preliminary Traffic Report. There are 13,000 to 16,000 vehicles per day expected on Trailhead Road west of Five Mile Road. There are 18,000 vehicles per day expected on the Bypass east of Five Mile Road. About 4,000 to 5,000 vehicles per day are expected on Five Mile Road in 2040. This information is from the Billings Bypass Arterial Intersections Preliminary Traffic Report prepared for MDT by Kittelson and Associates, Inc.

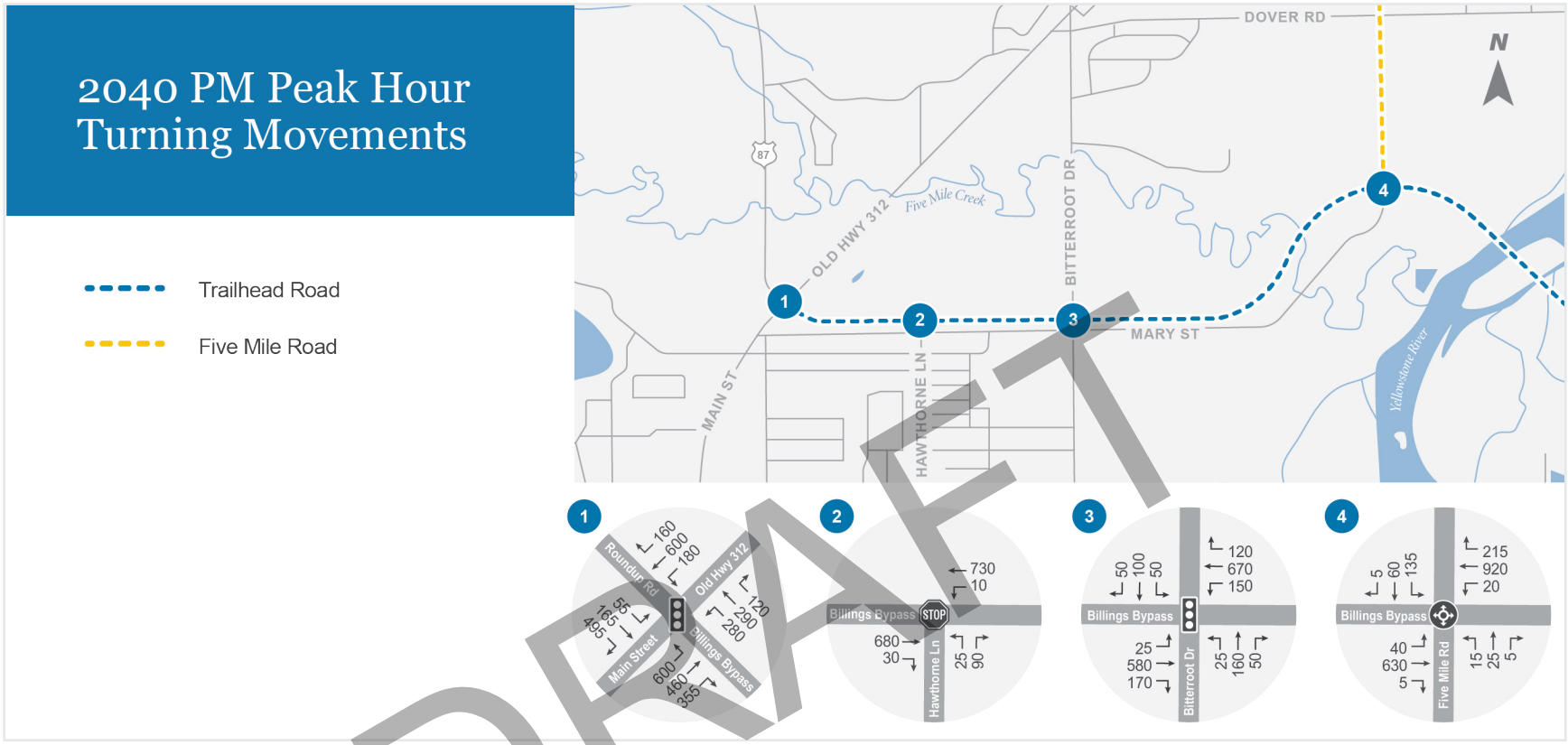


Figure 13. 2040 PM Peak Hour Turning Movements

2040 PM Peak Hour Turning Movements

Figure 13 illustrates the 2040 PM peak hour turning movements for the intersections along Trailhead Road. This information is from the Billings Bypass Intersections Preliminary Traffic Report prepared for MDT by Kittelson and Associates, Inc.

2040 Traffic Operations

Figure 14 shows the PM peak hour delay and level of service (LOS) in 2040, with the full build laneage. The Main Street signal is expected to operate at LOS D in the PM peak hour in 2040. All other intersections are expected to operate at LOS B or C.

Intersection	Traffic Control	Critical Approach	Delay	LOS
Trailhead Road & Main Street/US 87	Signal	_	44	D
Trailhead Road & Hawthorne Ln	TWSC	NB	20	C
Trailhead Road & Bitterroot Dr	Signal	_	14	B
Trailhead Road & Five Mile Rd	Roundabout	_	12	B

Note: Delay reported for critical approach at two-way stop control (TWSC) intersections. Critical approach is the approach with the greatest delay

Figure 14. 2040 PM Peak Hour Intersection Operations (Full Build Laneage)

Transportation Recommendations

Access Management Plan

Development plans should reference the corridor access management plan developed for the Billings Bypass by MDT. The plan provided guidelines for the number and spacing of access points along the corridor, the location of turn lanes and raised median, and the application of turn restrictions. An access management plan helps the roadway maintain its intended functional class, as development occurs in the study area.

Bicycle and Pedestrian Facilities

Both the Kiwanis bike trail and the Five Mile Road bike lanes terminate at Trailhead Road, while existing nonmotorized trails are located at Dover Park. As development occurs in the study area, nonmotorized activity should be monitored to identify high crossing locations for bicycles and pedestrians. Additional signing, pavement markings, or traffic control may be warranted at the crossing locations, if bicycle and pedestrian volumes meet certain thresholds. As the area grows, additional trails could be added within the corridor and to complete the surface treatment on Crist Drive.

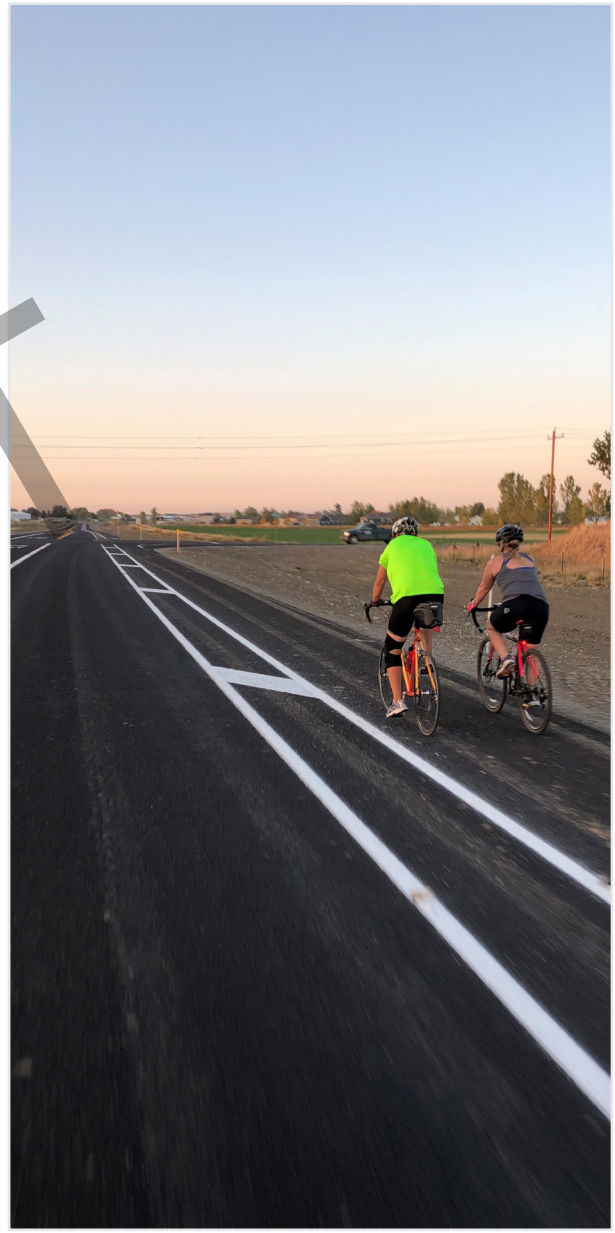


Figure 15. Photo of Bicyclists on Five Mile Road

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4. LAND USE

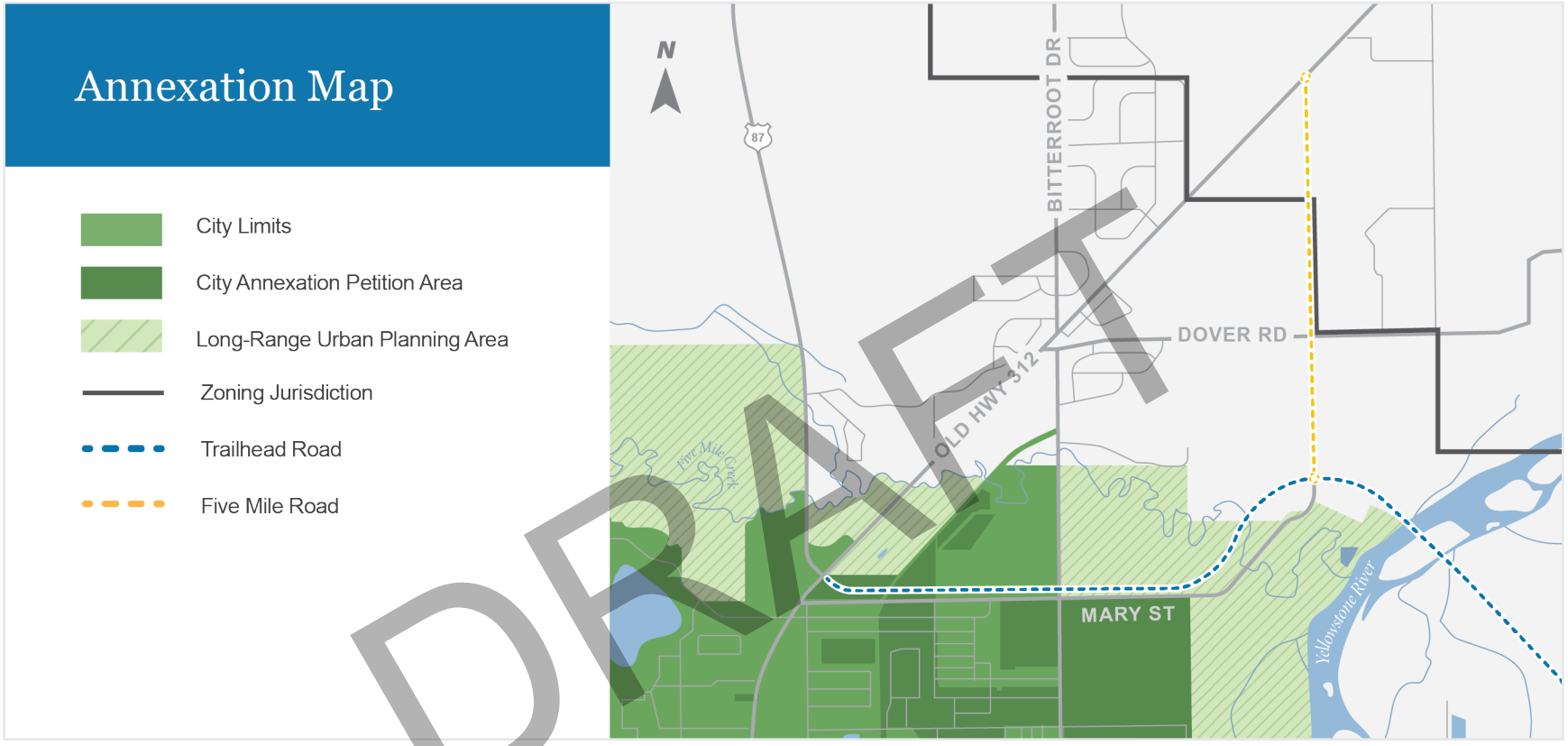


Figure 16. City Limits and Long-Range Urban Planning Area

Current Land Use

The current land use along the corridor includes residential, agricultural, commercial, and green space. As shown in Figure 16, the corridor includes sections that are within Billings City Limits and areas identified as the City Annexation Petition Area, meaning that if a property owner requests annexation that it would likely be approved. Areas outside the Billings city limits fall under Yellowstone County jurisdiction.

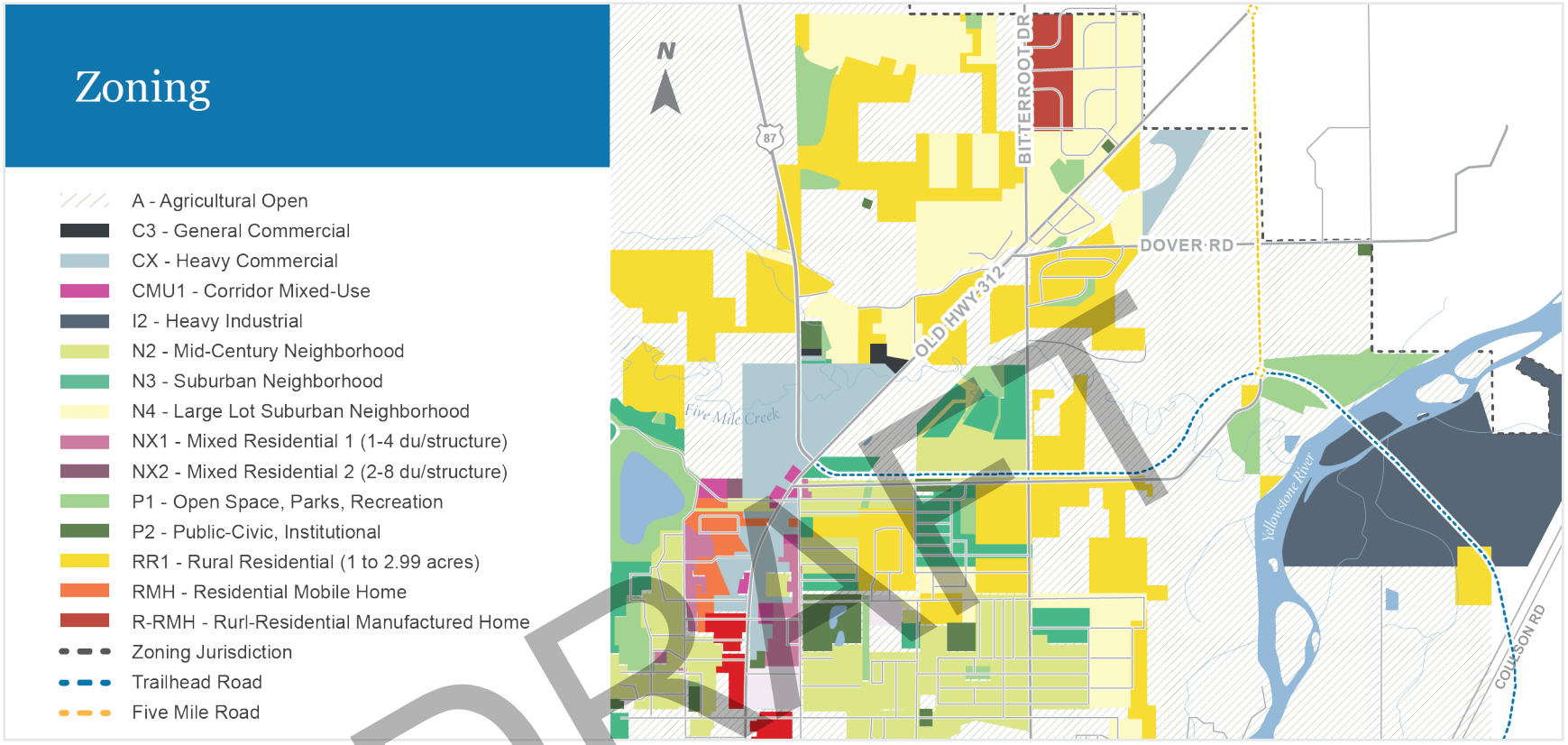


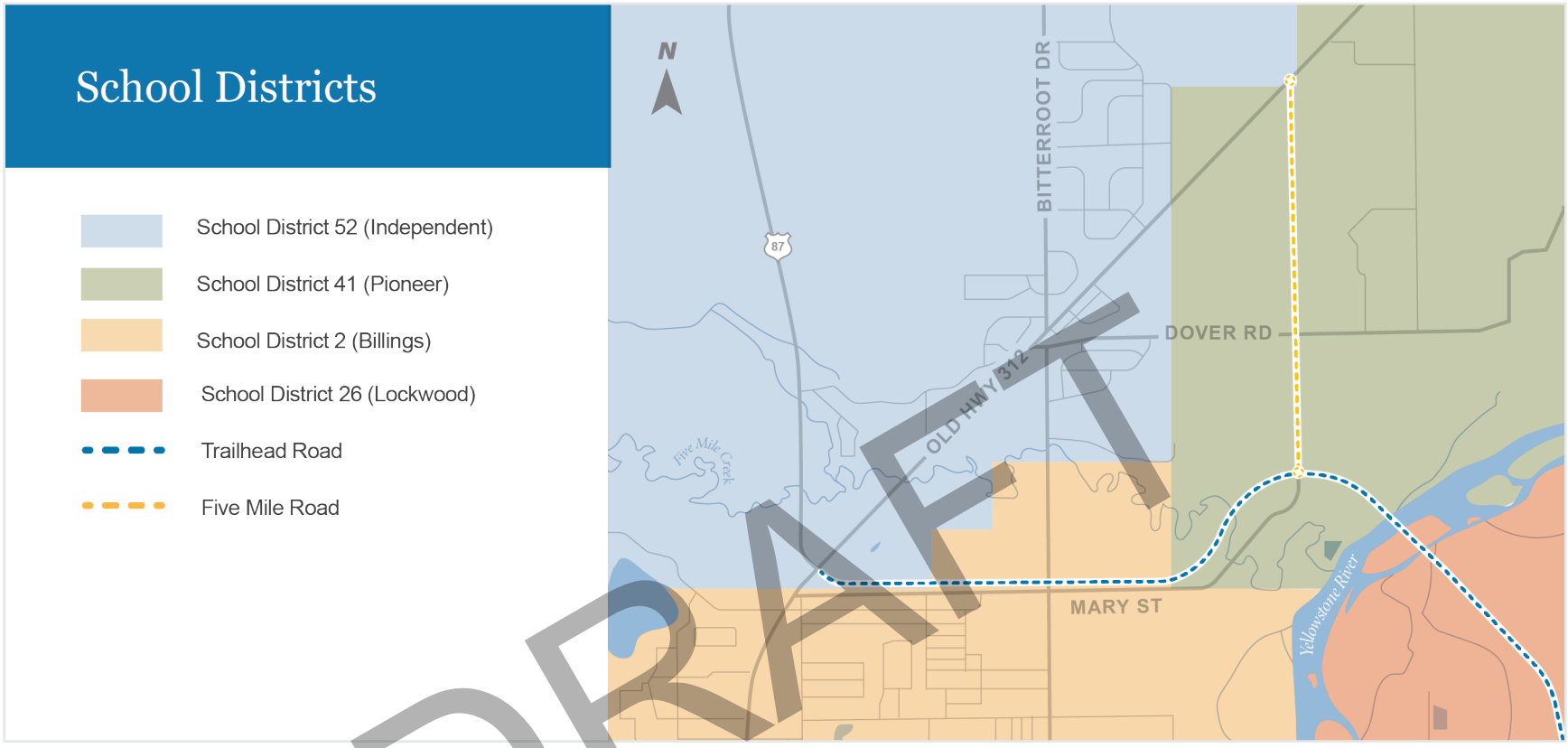
Figure 17. Zoning Along Corridor

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Figure 17 illustrates the current zoning for the area along the corridor.

The predominant land use surrounding the roadway includes areas that exhibit high percentages of:

- Commercial use or has potential for additional commercial development. These areas are predominantly located along Old Highway 312 and Five Mile Road north of Dover Road and on the west side of Five Mile Road south of Dover Road.
- Residential use or has potential for additional residential development. These areas are predominantly located along Mary Street and the new Trailhead Road.
- Green space, established park, are planned for park development, or has potential for additional park development. These areas are predominantly located on the east side of Five Mile Road south of Dover Road.



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Figure 18. School Districts Along Corridor

School Districts

The corridor is segmented into three different school districts: Independent School District on the northwest section of the corridor, Pioneer School District on the northeast section of the corridor, and Billings School District 2 on the southern section of the corridor area. Lockwood School District serves the area on the east side of the Yellowstone River.



Figure 19. Emergency Service Areas Along Corridor

Emergency Services

The corridor is served by multiple emergency service areas. Fire services are provided by Shepherd Fire Service Area (FSA), Billings Urban FSA, and City of Billings Municipal FSA. The Shepherd Volunteer Fire Department (VFD) serves some nearby property along US 87.

The nearest siren to the corridor is located off Elaine Street and can be heard by users in the southern portion of the study area along Mary Street.

Land Use Recommendations

Coupled with the new roadway and improved connectivity, land along and near the new roadway offers possibilities for development. There are established developments, namely the Bitterroot Heights subdivision and Dover Park, which likely won't change. Paired with those established areas, thoughtful planning could allow this area of town to fulfill various needs including:



- **Billings Heights town center:** Several stakeholder meetings noted the need for a town center in the Billings Heights. Thoughtful commercial development could complement the existing development and green space, fulfilling this need. Although the new principal arterial will route drivers by this area, there is certainly an opportunity to pull drivers off the street to patronize local business and partake in recreational activities.



- **Affordable housing:** A constant theme of public involvement conversations included the demand for affordable housing to fulfill workforce housing needs and meet the demand from new-to-Billings home buyers. Opportunities exist for both single-family structures, such as those presently in-place as well and the planned expansion of Bitterroot Heights, and the addition of multi-family developments and denser units to meet lower-income housing needs.



- **Mixed-use development:** Shiloh Commons is a successful example of a mixed-use development that was often referenced throughout public engagement activities. A similar format featuring first-floor businesses coupled with apartments or condos above could fulfill both the town center and affordable housing community needs.



- **Quality-of-life amenities:** There is a community desire for features and facilities that contribute to a healthy and vibrant quality of life. Examples of these features that were often referenced included trails, green space and landscaping, and local businesses including a restaurant and/or brewery.



- **Respectful and thoughtful development:** Maintain the positive features along the corridor. Members of the public noted an appreciation for the Dover Park history and appreciate the residential pockets that are currently present. Meanwhile, there is excitement for improved access, a new, aesthetically pleasing gateway to Billings, and opportunities to fill voids left by existing businesses. Concurrently, there is awareness of the Lockwood TEDD development that may grow to employ a new workforce and the potential to offer amenities to corresponding housing/living/shopping needs to those people.

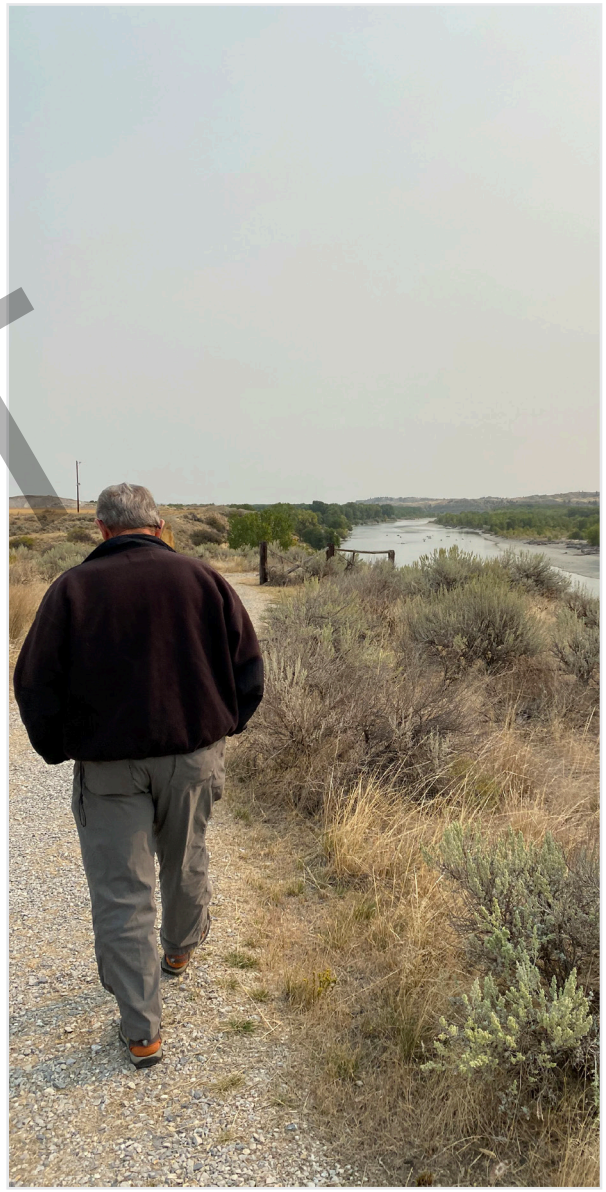


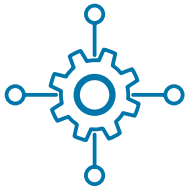
Figure 20. Dover Park trails, Yellowstone River views, and green space are valuable amenities to the corridor

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5. PRIVATE UTILITIES

Existing Private Utilities

There are a number of private utility companies providing services and/or routing services through the corridor area.



Power

The following power utilities are present on the corridor:

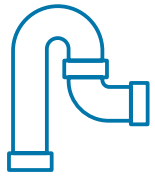
- Northwestern Energy: Electrical lines throughout City of Billings including overhead
- Yellowstone Valley Electric Company: Electrical lines throughout Yellowstone County



Communications

The following communication utilities are present on the corridor:

- Spectrum: Fiber optics near Pioneer School
- Lumen: Fiber optics and phone lines throughout



Natural Gas and Petroleum

Also of note from the utility locate:

- Montana Dakota Utilities: Gas lines throughout
- Phillips 66: Oil pipeline near the end of Mary Street

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Private Utility Recommendations

When planning for future improvements or development, these providers offer opportunities for connection. Knowledge of their presence is also important in order to plan for coordination and/or avoidance, when necessary.

6. PUBLIC UTILITIES

Existing Water and Sanitary Sewer Systems

Currently, public water and sewer systems are available along only a portion of the corridor. These systems exist primarily west of Bitterroot Drive. Current development along or adjacent to all other portions of the corridor are served by private water and sewer systems for individual residences or businesses, such as groundwater wells or cisterns for water supply, and septic tank and drainfield systems for wastewater disposal.

Water

The public water system in the study area is under the jurisdiction of the District. The District operates and maintains over 140 miles of distribution pipe and currently has more than 5,800 service connections. The system also includes seven pump stations and a total of six million gallons of water storage among three tanks. All water supplied within the District is purchased from the City of Billings.

Figure 22 (on the following page) shows an overview of the District's water distribution system, including existing water mains and the District boundary. There is an existing 12-inch diameter water main along Mary Street from Hawthorne Lane to Bitterroot Drive, which functions as a principal pipeline that carries larger volumes of water to the smaller distribution lines branching off to the north and south. A storage tank that serves the study corridor is located east of US 87.

The District does not have a comprehensive master plan addressing future system improvements and expansion. Important documents relevant to corridor development and water system installations can be found on the District's website, including:

- Petition and Request for Annexation of Property into the County Water District of Billings Heights
- Annexation Agreement
- Water Main Extension Agreement
- Application for Water Service Permit
- Rules and Regulations Governing Water Service Standards and Water System Improvements for the County Water District of Billings Heights
- County Water District of Billings Heights Plan Review Requirements
- Hydraulic Modeling Requirements
- Rates and Fees
  - Annexation Buy-In Fee
  - Conservation Rates
  - System Development Service/Fire Line Fees
  - Minimum Monthly Base Rates
  - Water Special Fees and Charges

Figures 21 and 22 on the following page illustrate the property served by the District. Appendix B provides representative water system development fees for both the City of Billings and the District.

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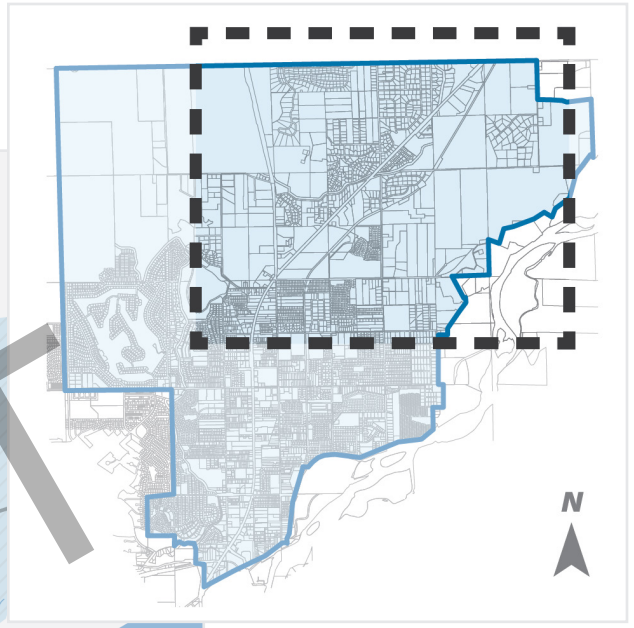


Figure 21. District Perimeter. The dashed line notes the area illustrated in Figure 11.

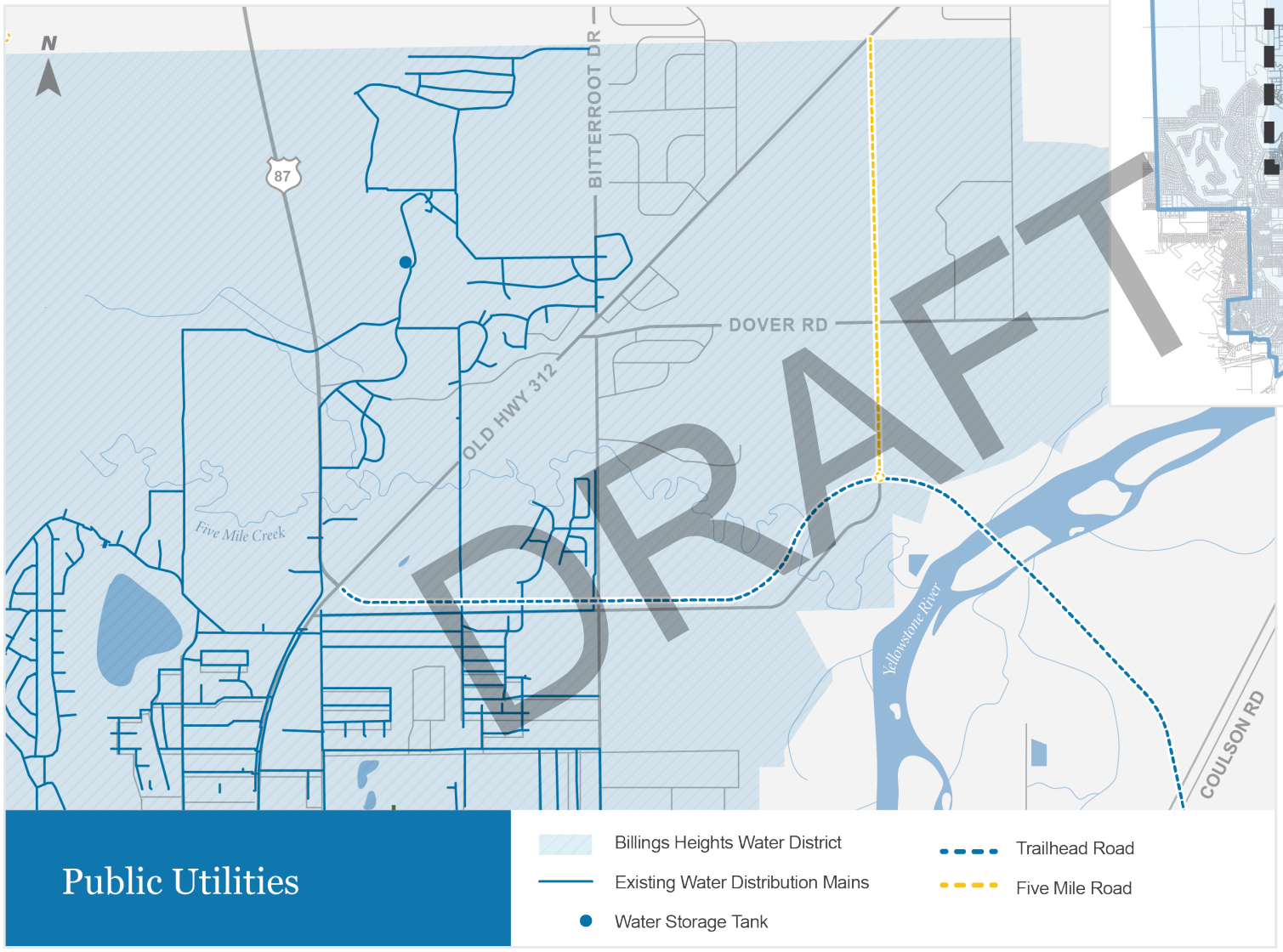


Figure 22. Existing Public Utilities Along Corridor

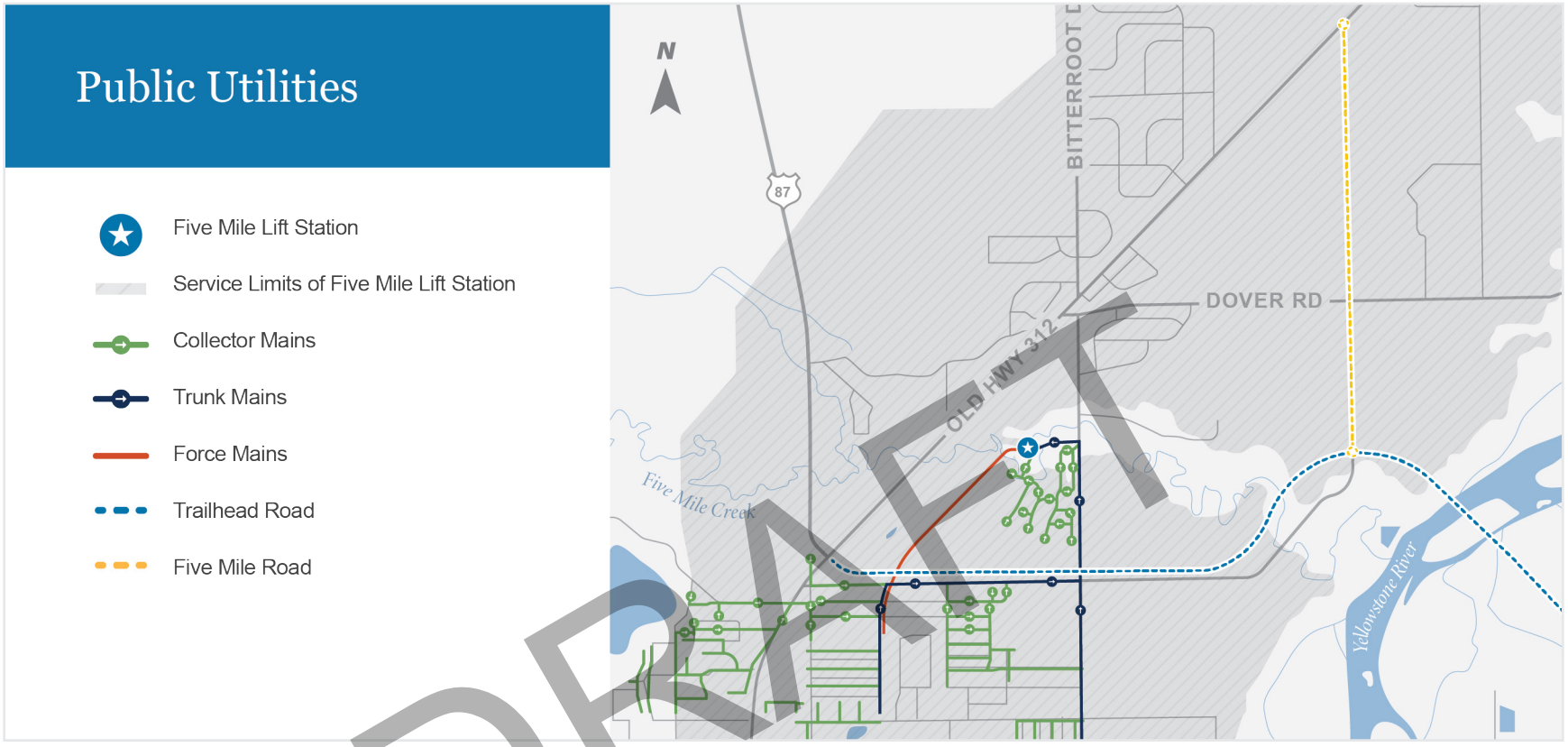


Figure 23. Existing Public Utilities Along Corridor

Sanitary Sewer

The public sewer system in the study area is operated and maintained by the City of Billings Public Works Department (City). Figure 23 illustrates the City's existing sewer facilities within the study area. Existing large-diameter trunk mains along Mary Street (18-inch diameter) and Bitterroot Drive (24-inch diameter) convey sewer flows by gravity to the Five Mile Lift Station. This lift station then pumps the wastewater through a pressurized force main to an interceptor sewer that flows to the Water Reclamation Facility. The Five Mile Lift Station serves as the centralized sewer collection point for the shaded service area depicted in Figure 23, which encompasses the developable portions of the study corridor.

The City maintains a comprehensive master plan for their sanitary sewer system that addresses future system improvements and extensions, which are then incorporated into their capital improvement project list. The master plan is updated regularly, typically every five years, or more often if the need arises for a particular portion of the system. Important documents relevant to corridor development and sewer system installations can be found on the City's website, including:

- Private Contract Submittal Form
- Policy for Use of Alternate Sewer Systems
- Utility and Right-of-Way Permit Fees
- Sewer Connection Fees
- System Development Fees

Water and Sanitary Sewer Recommendations

Extending public water and sanitary sewer systems within the study area is important for future development at urban densities. While limited development could potentially be served with individual on-site water and sewer systems or a private community system, significant development will likely require the capacity of municipal water and sewer systems. Continued coordination with the District and City is critical to aligning the various objectives within this corridor study area with the objectives of future utility planning documents.

Future water and sewer pipelines would likely be located in public rights-of-way in the study area. Installation of these underground utility mains will be less expensive if completed prior to, or concurrently with, roadway improvements. Along already constructed roadways, locating water and sewer mains in the shoulder or other unpaved alignment is typically most cost-effective. The installations should also take into consideration ease of access for ongoing operation and maintenance.

Water

Municipal water service for future users along the study corridor would most likely be provided by connecting to and extending the existing water main in Mary Street along the new roadway. When expanding a water distribution system, consideration needs to be given to elevation differences and the resulting water pressure changes. The study area along both Trailhead Road and Five Mile Road is relatively flat and all within the same water system pressure zone, so future extensions would not require any pump stations or pressure reducing valves to assure that customer water pressures are not too high or low. Another factor in water system planning is storage capacity, which is primarily provided to handle peak water demands and emergency fire flows. If significant development occurs along the study corridor, a storage capacity evaluation would need to be performed to determine if the existing storage volumes already in place for this pressure zone are adequate.

Corridor development that is supported by the municipal water system will need to progress incrementally outward from existing system connection points unless a complete trunk water main is installed by the District as part of programmed capital improvement project. If the water system expands east along Mary Street toward Five Mile Road, a secondary system connection point at Dover Road or Old Highway 312 would be desired to avoid a long dead-end line. A looped water system creates redundancy and prevents a widespread loss of service in the event of a water main break or other system interruption.

Sanitary Sewer

Municipal sewer service for future users along the study corridor would most likely be provided by connecting to and extending the existing sewer trunk main in Bitterroot Drive, both east along the new Trailhead Road to serve development areas south of Five Mile Creek and north to Dover Road then east to Five Mile Road to serve development areas north of Five Mile Creek. These system extensions would provide sewer conveyance by gravity flow to the Bitterroot trunk main and Five Mile Lift Station and should not require additional pumping as it is within the existing lift station service boundary established by the City. The Five Mile Lift Station was rebuilt in 2013 and has sufficient capacity to handle anticipated future development.

Similar to water system expansion, corridor development that is supported by the municipal sewer system will need to progress incrementally outward from existing system connection points unless trunk sewer mains are installed by the City as part of the programmed capital improvement project. If the public sewer system is not extended to all areas of the study corridor, the development potential in any unserved areas could be inhibited since there are regulatory restrictions relating to the density of individual on-site wastewater disposal systems.

Development Funding Options

To support development in the area, several solutions exist to fund facility installation and/or improvements. These include:

- Developer-funded infrastructure, where the costs are added to the property purchase price
- Special Improvement Districts (SIDs) or Rural Special Improvement Districts (RSIDs) distribute costs across existing property owners. There are existing RIDs in the corridor area
- Reimbursement agreements allow for the City or County to fund improvements with a reimbursement agreement in place with property owners to recoup the costs over time
- Other private agreements could be arranged between the City/County/developers/property owners to fund improvements

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7. FLOODPLAINS, DRAINAGE, AND IRRIGATION

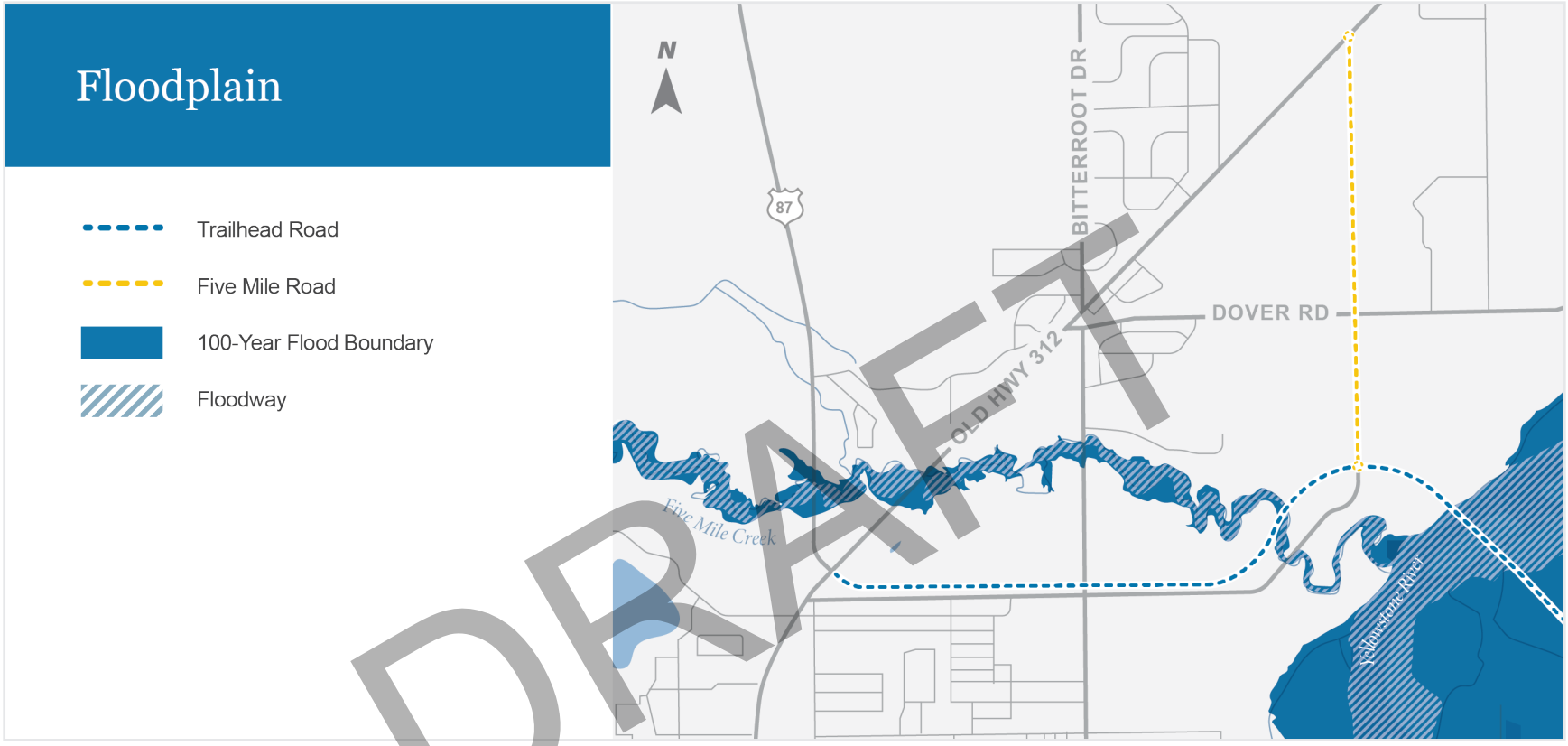


Figure 24. Existing Floodplains Along Corridor

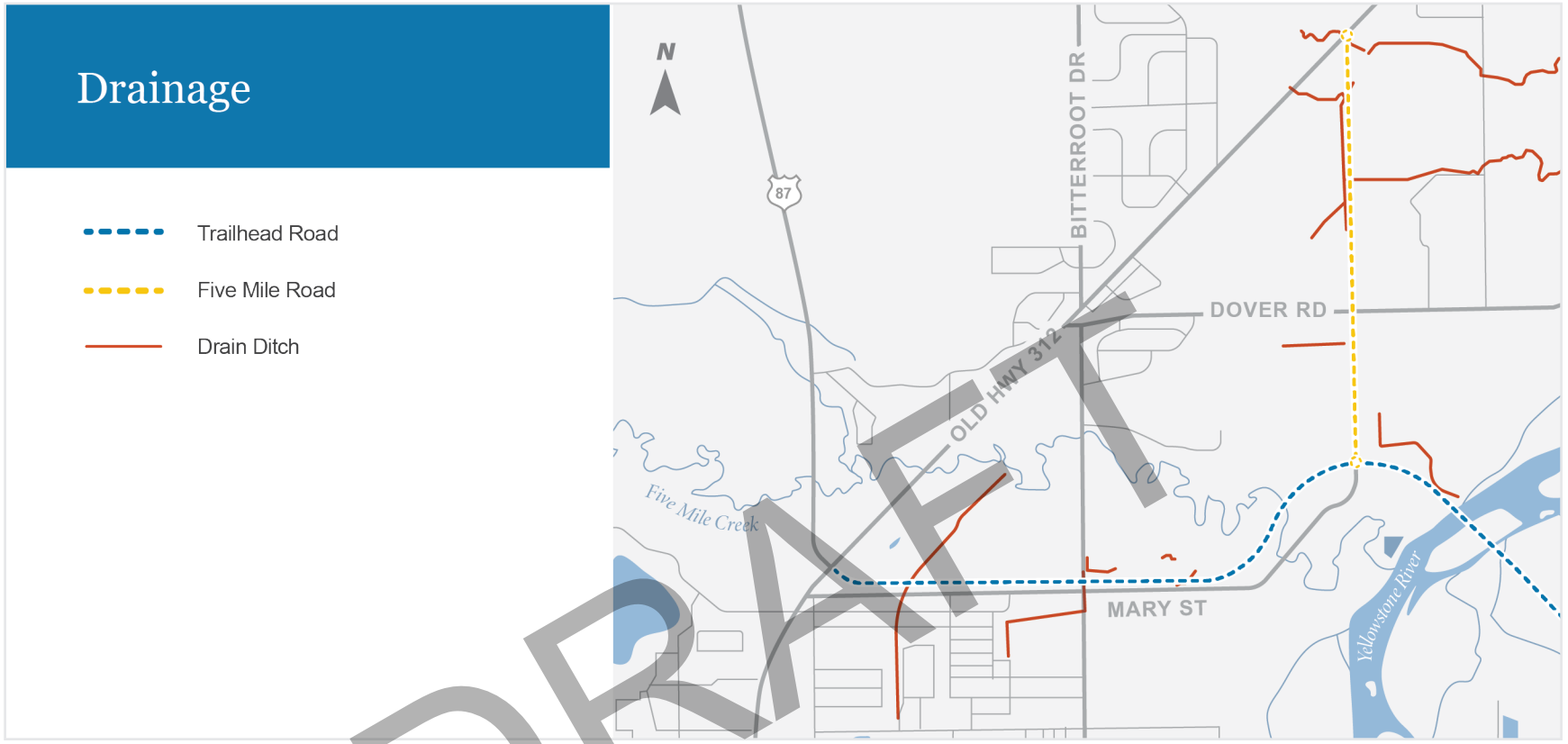
Floodplains

There are two different floodplains within the study area – the Yellowstone River and Five Mile Creek. Both floodplains are FEMA delineated Zone AE floodplains with associated floodways. The Zone AE Floodplain designation refers to the flood boundary representing the 1% annual change flood event. The majority of the streams within this study area are under the jurisdiction of Yellowstone County with a small portion of Five Mile Creek also being in the City of Billings jurisdiction. More information on the floodplains can be found in the FEMA Flood Insurance Study for Yellowstone County, Montana and Incorporated Areas effective November 6, 2013. These floodplains must be considered when planning for development as there are floodplain ordinances adopted by Yellowstone County and City of Billings to safely design facilities to prevent flooding risks. More information on the floodplain ordinances can be found on both City of Billings and Yellowstone County (https://www.yellowstonecountymt.gov/floodplain/AdoptedRegulations.pdf) websites.

Floodplain Recommendations

Developments within the study area and adjacent to the floodplains should coordinate with City of Billings and Yellowstone County floodplain administrators about limitations along the floodplain. Since both Five Mile Creek and Yellowstone River in this area are mostly incised channels, the only anticipated impacts on the floodplain would be road access from one side to the other which will require a floodplain construction permit.

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Figure 25. Existing Drainage Along Corridor

Drainage

Drainage and stormwater management along the corridor is an important consideration for future development. The current study area is mostly a rural and agricultural area with no existing stormwater collection systems. Drainage in this area is mostly conveyed through agricultural drain ditches that were constructed to lower groundwater and provide a way to discharge irrigation wastewater off the agricultural fields. Developments in this area will need to follow Yellowstone County and City of Billings stormwater criteria which will require retention or detention facilities to limit runoff to pre-developed rates. Outfall from these storage facilities will need to use some of these existing drainage ditches to effectively drain their development.

Drainage Recommendations

Future developments should perpetuate the majority of the drain ditches within this study area to limit negative impacts to existing facilities. Initially developments will need to work around upstream or downstream agricultural used lands and will need to coordinate with adjacent landowners before any drain ditch is completely removed. Many of the ditches are difficult to maintain and developments should provide adequate width next to the ditch for a large excavator and dump truck to access for maintenance.

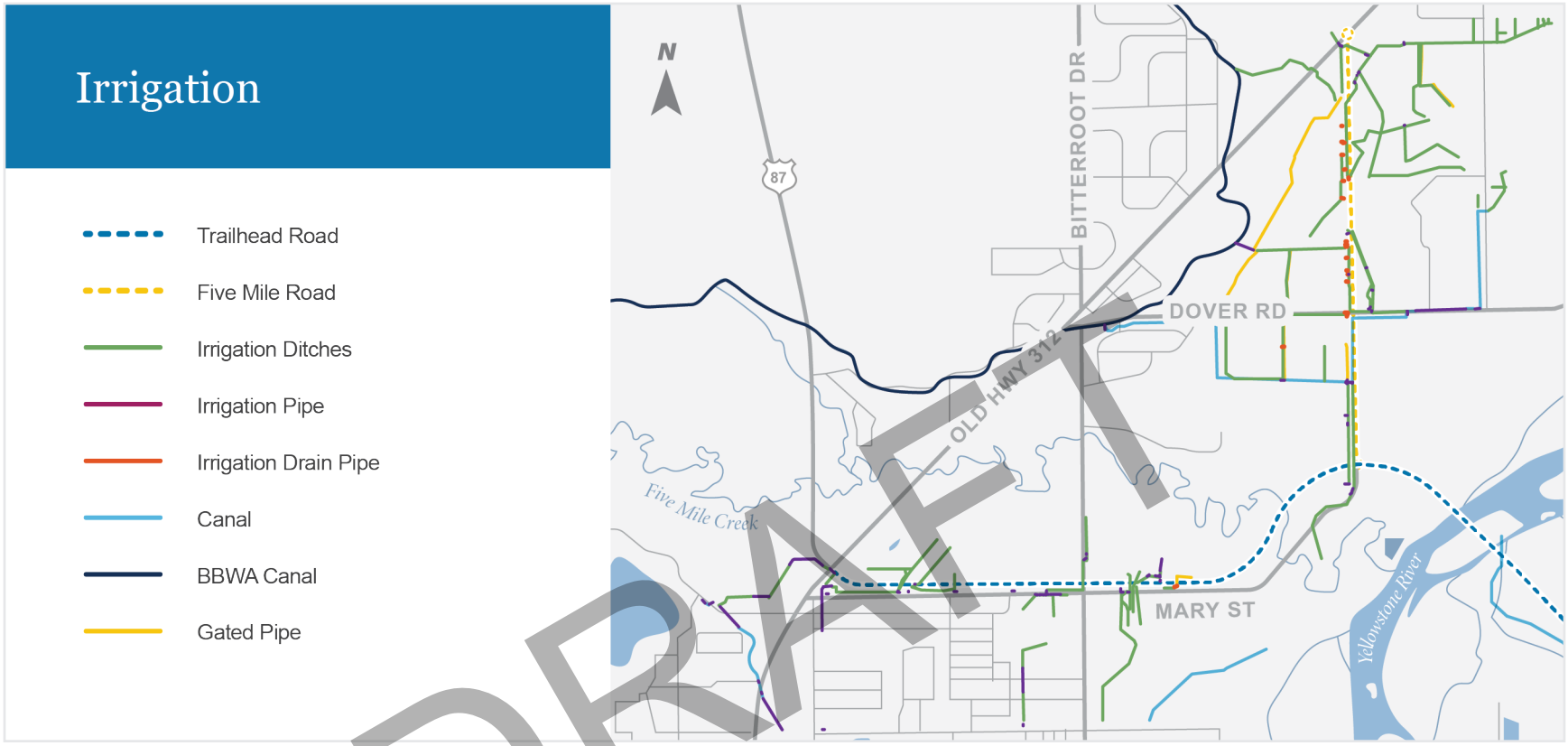


Figure 26. Existing Irrigation Facilities Along Corridor

Irrigation

Several irrigation facilities exist throughout the study area, including ditches and pipes, as well as the Billings Bench Water Association (BBWA) Canal. All the irrigation water in this area is served by the BBWA. The BBWA operates and maintains several smaller irrigation ditches in this area, while the rest are private ditches owned by the landowners. As development overtakes the agricultural lands, some of the irrigation systems can be abandoned and removed while others will remain. Coordination with the BBWA and existing landowners is necessary before the modification or removal of any existing irrigation infrastructure.

Irrigation Recommendations

Developments should coordinate with BBWA and adjacent landowners before deciding to modify or remove irrigation facilities. BBWA will have a list of water users who are paying for water shares out of the irrigation ditch and can assist developments with understanding whether irrigation systems can be removed or modified.

8. CORRIDOR AESTHETICS AND VISION

Development Areas

Residential Development

The existing Bitterroot Heights subdivision has imminent plans to expand, offering single-family homes. Stakeholder input was predominantly in favor of mixed-use development along the corridor. Other stakeholders noted the need for affordable housing in Billings and suggested developments offering live/work scenarios.

Commercial Development

In addition to the existing pockets of commercial development on the corridor (predominantly the Main Street/Old Highway 312 areas), there is a desire from stakeholders for community-minded commercial development. "Quality of Life" business suggestions include local restaurants, medical offices, and boutique-style shopping. Commercial development may be best suited at the intersections along the corridor.

Green Spaces

Because of the Yellowstone River Parks Association's ownership and growth plans for Dover Park, the green space along the corridor will presumably be present well into the future. This space offers a great benefit to the quality of life in the area and serves as a draw for people coming from other areas of town and the region.

Challenges

Physical barriers exist on the corridor, limiting some development scenarios. These include:

- The Yellowstone River is a significant barrier to development. A cliff exists on the west riverbank.
- Floodplains exist, limiting some development. Existing residential developments have used the floodplains as green space/trails, which is a successful use of the space.

Aesthetic Recommendations

As the community plans for future development along and adjacent to the corridor, consider the following recommendations.

- **Landscaping:** The roadway design does not include a berm or noise wall. Consider using trees and other landscaping to provide separation between the roadway and nearby homes and businesses.
- **Setback:** Requiring space between the roadway and structures will provide visual space, making the area more aesthetically pleasing.
- **Green space:** While Dover Park is a valuable asset for the corridor area, additional park space would also be valuable in making the area a pleasant place to live and work.
- **Gateway:** This roadway will make the Billings Heights a new entry point to the community. Consider ways to integrate beautification and wayfinding signage to welcome and direct travelers to Billings.

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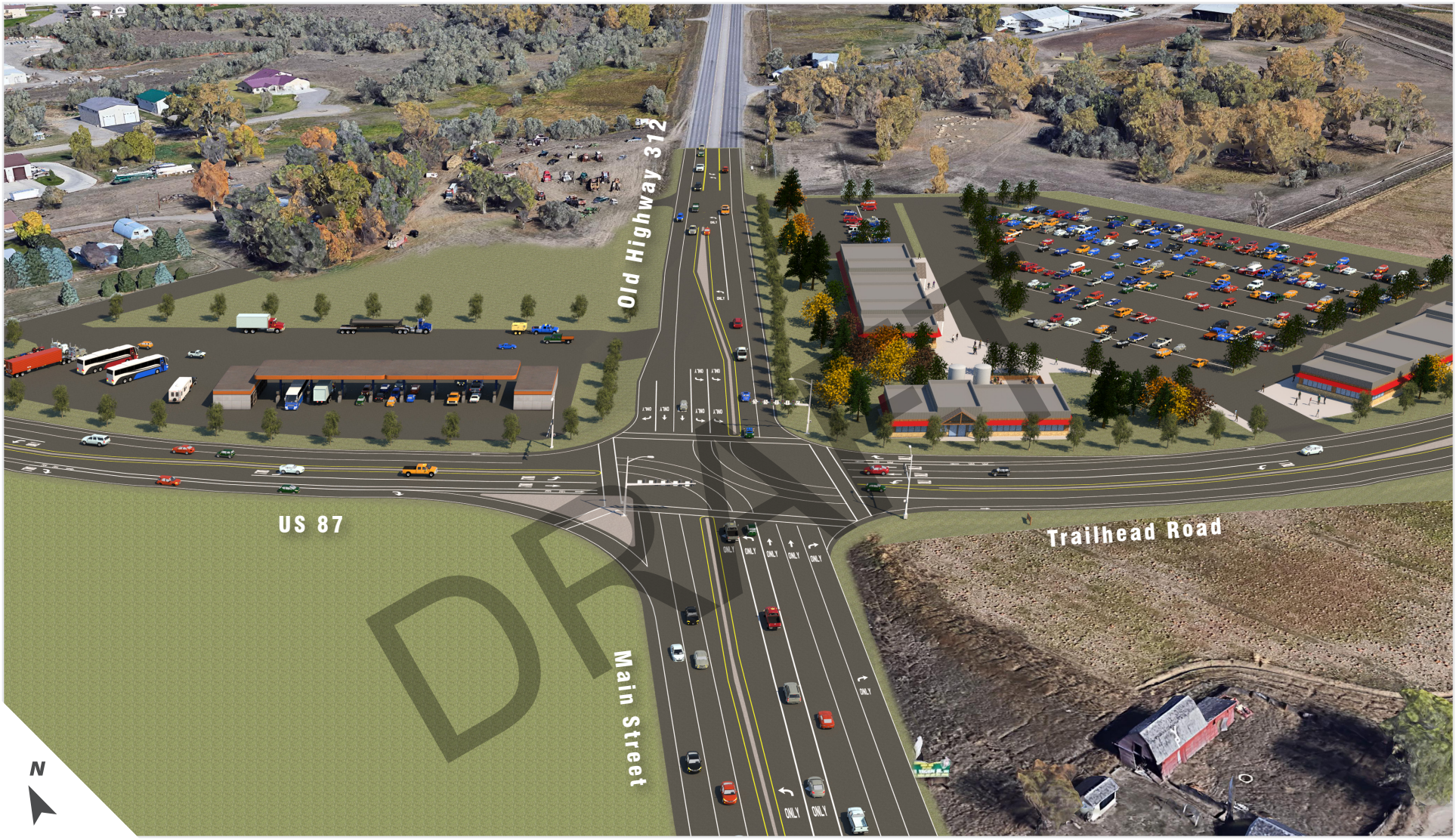


Figure 27: Rendering of Main Street/Old Highway 312 Intersection

Looking west along Main Street/Old Highway 312, this rendering illustrates options for the intersection of Trailhead Road, Main Street, and US 87. The upper left corner of the illustration pictures a possible gas station location for travelers coming to and leaving from Billings. The upper right corner of the illustration shows a moderately sized commercial development that could house businesses such as retail shops or medical offices. A corner-facing business illustrates a possible restaurant with a patio.



Figure 28: Rendering of Trailhead Road intersection with Bitterroot Drive

This rendering illustrates the new Trailhead Road north of Mary Street, at the intersection of Bitterroot Drive. The intersection is signalized and includes a possible future public transit stop. The upper left corner of the illustration shows a residential development similar to the extension of Bitterroot Heights, planned by BCJM Properties, LLC. The upper right corner illustrates a commercial development that could house locally owned businesses including a restaurant or brewery.



Figure 29: Rendering of Roundabout Intersection of Trailhead Road and Five Mile Road

This visualization illustrates a mixed-use development on the northeast corner of the new roundabout that intersects Trailhead Road, Five Mile Road, and Mary Street. The mixed-use development could offer affordable residential housing on upper levels with easy access to businesses on the ground level and Dover Park across Five Mile Road. The foreground of the illustration illustrates a segment of Dover Park.



Figure 30: Rendering of Five Mile Road Looking North

This figure illustrates possible mixed-use development at the northeast quadrant of the new roundabout that would allow for affordable housing paired with ground-level commercial development. Above the mixed-use development in the illustration, continued agricultural use is pictured, and beyond that, a larger box-style store is pictured. Dover Park is pictured on the right side of the image, including the lake that is a part of the YRPA master plan for the park space.



Figure 31: Rendering of Five Mile Road Looking South

Looking south, toward Billings, this illustration of Five Mile Road includes existing residential development and a larger box-style store, such as a Costco.



Figure 32: Rendering of Bridge Across Yellowstone River Entering Dover Park

This image illustrates the possible new gateway to the Billings Heights, across the Yellowstone River Bridge and through Dover Park. “Welcome to Billings” signage, consistent with current standards is illustrated to the left of the roadway. The ten-foot mixed-use path along the south side of the bridge is also pictured, including its access to the Dover Park trail system.



Figure 33: Rendering to “Welcome to Billings” Sign

Billings Bypass

CORRIDOR STUDY

APPENDICES



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APPENDIX A

Public and Stakeholder Involvement Documents

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Public Comment Records

The following pages include the (unedited) comments received from the public through various public engagement platforms including the website, public meetings, and via phone and email responses to media. Comments were received that related to both the Corridor Study and the design and construction of the Billings Bypass project; the columns on the right side of the comment table indicate where comments relate.

Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
This is planned to be a bypass/arterial type of roadway with large amounts of commercial traffic, truck traffic, etc. It makes most sense to prioritize commercial development in the area to accommodate future Heights commercial needs. Trying to force residential development that close to this area is impractical.	X	
Strive to negotiate with BBWA to include a mixed use path on both sides of Lake Elmo and beyond in both directions.	X	
Would love to see smart lighting ordinances to decrease the light pollution and preserve the night sky view	X	
Would like to see infrastructure installed on bypass bridge to mitigate noise pollution and preserve natural aesthetic of Dover Park		X
Community park with a bench and swimming area. Bike trails throughout please.	X	
It needs to relieve semi truck traffic and commuters from using Main street as the main priority. That was the original objective. It will be depressing if truck traffic ends up believing it is still more efficient (time and fuel saving) to go down main and around the fairgrounds as they do now. Main street needs less traffic (sorry businesses but that is a must).	X	X
Let's move things forward!	X	X
Keep those corridors coming.	X	X
I am concerned that this bypass directly and negatively impacts Dover park and green space. Holding this meeting in Roundup (not the communities being impacted) is disappointing and makes it clear that the thoughts of those directly impacted and in the community of Billings are not important. I sincerely hope that great thought is put into how to maintain and protect surrounding open space and recreation areas.		X

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Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
Firstly I am extremely concerned about the added noise pollution to Dover Memorial Park. I am disappointed that the corridor bisects the park and would like to know what the city and county plan to do to mitigate noise pollution in the park. Additionally I am also disturbed that the in person meeting is being held in Roundup as this does not allow for equitable attendance from Billings residents that walk, bike, and use transit for primary modes of transportation. Furthermore I would like to know what kind of cycling and pedestrian infrastructure will be installed along Mary's Street to deal with the increased traffic volume that will result due to the new bridge that cuts across Dover Park. Connecting the heights bike path that dead ends at Mary's Street to Dover park would be the sensible and fair solution. Finally there needs to be a safe way to bike and walk across the road deck of the new bridge to ensure safe equitable access to this new piece of tax payer funded infrastructure.	X	X
I love to be able to ride my bike safely away from cars for a fairly long distance but relatively close to home. I would love to be able to ride to lunch from the Westend to the Heights for example on a bike trail. I so appreciate all the efforts of everyone trying to make this happen.	X	X
The new corridor would be the only safe connector for bicycles and pedestrians to travel from Billings to Lockwood	X	X
Make this multi-generational.	X	
Thank you for including a separated shared use path along this corridor.		X
We live by the new roundabout on Hwy 312- we have SO MUCH more road noise from ANGRY drivers coming out of the roundabout and air brakes from trucks slowing down for the roundabout. It would be nice to enforce no air brakes in this area- Also- to make speed limit coming and going out of roundabout to 35 mph to help eliminate the noisy cars and trucks rapidly accelerating. Thank you!		X
At the intersection with Main and Old Highway, redo the intersection or you will have a bottleneck.		X
I'm very concerned about the traffic that will cross this new roadway on Bitterroot. I've seen many accidents there and I feel very strongly that the traffic needs to be controlled with a stop light at this location. Thank you!		X
I live on Bitterroot Dr and there is already somewhat of a problem with people driving too fast (well over the speed limit) on the semi-open roads in this area. Please implement traffic control designs that help limit speeds, and/or plan for increased police patrols of the area as it is developed.	X	X

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Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
The present plan shows a road paralleling Mary street which is I believe is a complete waste of taxpayer funds. The road being built across the river to five mile road is great but should be extended north of file mile road and then west to Hwy 87 perhaps to Shepherd Acton road. People who live near 87 are already complaining about trucks using Jake Brakes and this will only get worse. The present plan will likely turn Mary Street into a frontage road. Suggest your design team go back to work to eliminate the Mary street portion of the design and do the smarter route by spending the funds and actually build a bypass north of five mile road! Please let me know if you have any questions.		X
Please. No more roundabouts. No one living here knows how to use them properly (see my car for example one) and when traffic, builds it'll be a hindrance. As a transplant, its been my biggest pet peeve. The poor driving skills combined with all the roundabouts you keep adding.		X
Take it up Five Mile and leave the rest of us alone, please.		X
I hope the new road can be set up so that it connects with the I 90/I 94 connection. This would be practical for everyone, rather than driving through all of the extra routes necessary. When the I 90/I 94 interchange is rebuilt, so then must the connection with the new road to the interchange.		X
Present plan builds a road parallel to Mary street and is waste of funds. Hwy 312 is already a four lane hwy to Hwy 87!		X
Concerned about traffic impact in our nearby existing neighborhood, not limited to but especially traffic on Hawthorne	X	X
The idea of putting the road right next to mary st. makes no since. the noise will ruin an otherwise nice residential area. Five roads all converging at the corner of bench and main seems like a accident waiting to happen. Please reconsider this route.		X
I am concerned about a round about at Mary street and main. They are unsafe in certain locations and that would be a poor place for one		X
Super excited! The economic and transportation opportunities will make a huge improvement to the north Lockwood area. All of the green spaces and bike paths are well and good but the focus should be functionality and future growth. Too much additional fluff will burden the city and county with extra maintenance.	X	

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Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
Dover park is beautiful and should remain free from busy traffic noise.	X	X
Concerns about increased traffic, speed, and compatibility with existing residential and recreational areas should be given priority as the project evolves.	X	X
I hope the developers of these new housing editions are going to have to pay extra fees to pay for the infrastructure improvements that will be needed. The entire Heights community should not be taxed extra for infrastructure improvements for the new developments. We don't want new developments because the traffic is already bad on Main and going towards downtown. The other problem is all the traffic problems at Main and 4th and 6th. That is a terrible bottleneck and adding more subdivisions in the heights will add to more traffic on Main for people who work downtown or the medical campus(s). There aren't a lot of job opportunities out in Lockwood or east of Billings and the way the bypass is set up, people would most likely use Main to get into downtown and the hospitals.	X	X
Why on the lockwood side would you go so far east instead of just using johnson lane that is already there?		X
This has been necessary for years. It will allow for further growth in the heights. For example, Building a Costco and a home depot for people to have affordable products in the heights and compete with these businesses. Also, safety will be greatly improved as the bottleneck at 6th and main is terribly dangerous should there need to be an evacuation.	X	
Billings really needs to up their game in relation to beautifying our entrance as well as recreational/ green space in order to attract new life to our community.	X	
My only concern is the increase of heavy vehicle traffic going by my house (I live on Mary St). I would like to know how or if there is any plans for a fence or barricade of any kind to be constructed between Mary St and the new road being built parallel to Mary.		X
The proposed area/street in Lockwood seems awkwardly placed. Wouldn't it be easier if it was connected to Johnson lane or closer to Johnson lane? Or perhaps make it accessible from the interstate? It just seems like an out of the place street where as the previous mentioned places would make it more connected.		X
I live out of the Heights on Highway 312. I can't wait to have a new way to get out of the Heights without having to go through town.	X	X

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Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
As someone who lives in the area, I'd like to see as much green space as possible preserved. I would hate to see commercial development in this area, as we love it and have lived here for over 30 years. I think bike and walking paths would be good, and I like the connection with Dover park at the end of the street.	X	
Economics should drive almost all decision making. A green / trail system will not create economic activity, access to private sector jobs and private housing developments will. I am originally from Laurel and recently relocated back to Billings after 15 years away for school and work. I moved back for the economy, period. All too often, group think evolves into what people would prefer reality be when avoiding what reality is. Provide an environment where economic potential is as unbridled as possible and the community will flourish (economically, socially, etc.).	X	
Concern over high levels of traffic through existing residential areas	X	X
Please include a connection to the Heritage Trail. There should be a separate trail that connects the Dover Park Trails with the Heritage Trial. As the surrounding area develops, the developers should be required to include trails in their masterplans.	X	X
Biking for the purpose of commuting, is on the rise. We need separated bike lanes that ensure the safety of bikers and pedestrians even in winter conditions.	X	X
No roundabouts. No commercial zoning adjacent to Mary Street, the entire northside of the Heights is primarily residential - this project will induce (lifetime) extreme traffic, noise, speeding and other undesirable traffic behavior. The primary goal should be an easy access from the Heights to Lockwood to avoid congestion/bottleneck already present on Main St as well as Airport Rd. (never forget the fiasco of 2010 Father's Day tornado and subsequent tornado warnings where residents in the heights had no access out). Easy access means, to the residents of the Heights, a smooth access without roundabouts, suitable traffic lights, street lighting, merging lanes, suitable speed limits posted due to primarily residential areas, all without expensive, unnecessary roundabouts or dozens of merges.	X	X
Go faster. I live in the heights and work in Columbus and this road will take at least 10-15 minutes off my commute		X
Why not do a loop of the interstate instead of throwing a ton of truck traffic onto roads not able to handle it. Extend I90 to loop north around the city from the I90/94 interchange to park city. Set off/on ramps at the highways it intersects. This also reduces thru traffic from the interstate and allows for a 20+ year outlook of billings growth rather than a bandaid solution		X

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Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
Please look ahead, unlike 32nd street and it's current usage vs Shiloh, and know that this area will become HEAVILY used by Heights, Shepherd, Huntley, and Roundup residents. Following the Father's Day tornado we had to drive to Huntley in order to access the Heights. The addition of Aronson's bridge and extension has not significantly moved the traffic out of a quarter mile area of bottle neck. Please believe that direct access into the eastern side of the heights, not vis the Main St or Airport Rd bottle necks will be very popular once it becomes part of people's routines.	X	
Having higher speed lanes to keep traffic moving and safe left and right hand turnouts.		X
I'm glad this corridor is getting built, hopefully it will reduce congestion in the Main Street corridor.		X
If we need more access now, we will need more later. Build with expansion in mind so it is not such a hassle in the future.		X
Trails, trails and trails. Billings needs to up its game. We need more trails for walking, biking, and recreation.	X	X
Just get it done ASAP!	X	X
I would like to recommend that all new roadways have a bike lane. So that residents in Lockwood and Billings can cross the river and have access to Dover park and be able to connect to the Heights bike path at Mary Street.	X	X
I've lived in the Heights for most of my life and my parents live near the top of Bench not far from where the bypass is going to go. It's very important to me that existing intersections (e.g., Bench/ Mary) should be preserved and that the bypass should not obstruct these intersections. I'm also concerned that heightened traffic will result in more crime as criminals might take advantage of the ability to quickly go in and out of neighborhoods. As such, it's equally important to me that the bypass should be well lit and well patrolled. I'm also concerned about the aesthetics of having homes right next to the road and would highly encourage that those making the decisions be mindful of incorporating appropriate set backs.	X	X
It will be so nice when completed! Love the camera for watching the bridge progress.		X
create a bike land along Mary Street from the end of the Heights Bike trail up to the new road connecting the Heights with Lockwood.	X	X

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Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
Don't spend more than absolutely necessary	X	X
I really hope the heights will attract more businesses other than fast foods and casinos	X	
I think our community has an enormous opportunity to create affordable housing as well as some commercial development and do it in a meaningful way.	X	
Please put in place structural design and code if necessary so North/south semi truck traffic uses instead of Main street and the current Lockwood exit by Metra park	X	X
If it becomes an industrial Corridor, there needs to be some guidelines on aesthetics. This is right next to the Yellowstone River, which is and can be beautiful; however, industrial complexes can be ugly if there are no rules. We have been shaking our heads at the pitiful state of our river corridor As an unattractive industrial area. Let's learn from the past and retain the aesthetics of the natural area that still exists!	X	X

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Stakeholder Meeting Records

Heights Task Force

August 24, 2021

DOWL

MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	8/24/2021
PROJECT NUMBER:	4051.21884.01	TIME:	7:00 p.m.
ORGANIZER:	Lisa Olmsted	SUBJECT:	Billings Bypass Corridor Study Stakeholder Conversation

ATTENDEES:	ORGANIZATION:
Ed Arnold	
Kerri Seekins-Crowe	MT Legislature
Sgt. Tina Hoeger	Billings PD
Laura Drager	
Pam Ellis	
Ed Gulick	
Ed Hostettler	
Jennifer Owen	Heights Task Force Chair
Nancy Steel	
Stephanie Krueger	
Roy Neese	Billings City Council
Frank Ewalt	Billings City Council
Lisa Olmsted	DOWL
Doug Enderson	DOWL

DRAFT

Presented to Heights Task Force meeting attendees on the objectives and status of the corridor study

Community vision for Billings Bypass corridor

- Businesses and destinations that contribute to quality of life (local brewery?)
- Focus commercial development to road intersections and each end of Mary; access from arterial is necessary for business access
- Could this be a community center for the Heights? Costco? Grocery store?
- Affordable housing

Gateway to Billings and Billings Heights

- Other community gateways to Billings aren't pretty; this is an opportunity

Current zoning doesn't support commercial development; would need to be revised

Discussed residential development options; large lot vs. higher-density housing. Are there opportunities to support affordable housing needs?

Traffic

- No straight shots
- Traffic calming
- Transition out at intersections to slow down traffic

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Corridor aesthetics are important

- Setbacks, landscaping

Will there be a berm to limit noise? Discussed noise assessment done in Environmental Impact Statement (EIS) and the assessment that noise mitigation was not needed for this project.

Will trucks be using the road to connect to Main Street/Airport Road? Would four-way stop signs along the new arterial limit truck traffic?

What is the expected travel time on the new roadway compared to the Metra/Lockwood exit?

Discussed need to solicit public input on corridor vision

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DOWL

MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	8/18/2021
PROJECT NUMBER:	4051.21884.01	TIME:	5:30 p.m.
ORGANIZER:	YRPA/DOWL	SUBJECT:	Dover Park/Billings Bypass

ATTENDEES:	ORGANIZATION:
Darryl Wilson	YRPA
Boris Krizek	YRPA
Carolyn Sevier	YRPA
Emily Chilcoat	YRPA
Gabi Morey	YRPA
Kris Schmidt	YRPA
Roger Williams	YRPA
Anthony Sammartano	YRPA
Ron Smith	YRPA
John Spencer	YRPA
Jill Hickson	YRPA
Don Wirth	YRPA
Anna Wilson	YRPA
Bob Wilson	YRPA
Penni Reed	YRPA
Scott Walker	Billings MPO
Lisa Olmsted	DOWL

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Presented to Yellowstone River Parks Association (YRPA) meeting attendees on the objectives and status of the corridor study

Discussed possible annexation of Dover Park; YRPA has no intent for Dover to become a City park

- No intent to be city park
- MPO federal description of what is urban changes with census

Discussed various irrigation topics; Dover Park uses irrigation water

- There is a flume nearby; will development impact it?

Use

- Roundup Road: Commercial, residential, other
- Billings Bypass roadway: anticipate a high percentage of commuters

Visioning discussion included the following points:

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- Dover will serve as a new community gateway. What opportunities are there to lean into that?
- Tourists could stop at the park on their way into town, but they'll also be looking for food, lodging, gas
    - Weave is building a RV park on Lockwood side of the bridge
- High density development would help urban sprawl
- Would like to see small-lot, traditional neighborhoods
- Opportunity for an alternate town center ("East Billings")
    - High density housing/downtown feel?
    - Establish core/hub for community
    - Will this look like Shiloh Road?
    - Growth can be controlled by zoning
- "Community Curb Appeal"
- Billboards are a problem
- Strategic zoning on the corridor will be important to delineate residential and commercial development

Current park users are mainly from the Billings Heights, but YRPA looks forward to new access for Lockwood users

Lake Elmo is most used park in state; when Dover is expanded and lake is added, Dover will be similar. There is an opportunity for a natural outdoor recreation corridor between Dover/Elmo

Dover Park is middle of 40k residents

- Add traffic, and use will increase

Trails

- Dover Park has a trail easement

Gravel pit is done mining – should be wrapped up in a month

- Gravel inventory will last 5 years

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Billings Chamber of Commerce

September 21, 2021

DOWL

MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	9/21/2021
PROJECT NUMBER:	4051.21884.01	TIME:	9:00 a.m.
ORGANIZER:	Billings Chamber of Commerce	SUBJECT:	Discussing BBPCS

ATTENDEES:	ORGANIZATION:
Jennifer Sayler	Yellowstone Valley Electric
Becky Bey	KLJ
Pat White	Jacobs
John Brewer	Billings Chamber of Commerce
Dan Brooks	Billings Chamber of Commerce
Jack Jennaway	Billings Chamber of Commerce
Doug Enderson	DOWL
Lisa Olmsted	DOWL

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Bike connection are an important feature in Billings

Discussed that the utility system discussion in the study will tie to utility master plan

Electric needs
- Charging station locations are becoming a need for drivers of electric vehicles

Private utilities – territorial boundaries pose challenges

Location of utilities
- Acquiring R/W for fully expanded road width

Land use
- Convention center is a community need – is the an opportunity here?

Not another Main Street
- Commercial destination like Shiloh Crossing
- Bigger setbacks
- Incentivize use of commercial development to incentivize people to travel there from West end
- Don't replicate Main Street

Vertical Development
- Affordable housing
- Mixed-use
- Public transit
- Workforce housing to TEDD industrial workers
- Access to public transit

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    - Not everyone can or should drive
- Seattle didn't plan for transit needs/facilities – we need to do better
- Access to schools
    - Lockwood Schools

Access to greenspace
- Facilities for visitors
- Connections to Five Mile Creek for recreating

Traffic calming to slow drivers

Different "feels" of areas
- Industrial, transition to greenspace

Public safety
- Emergency services – capacity, needs
- CPSM (Center for Public Safety Management) reports

Gateway aesthetics – shouldn't ignore section between interchange and river
- TEDD focus is economic development
- TEDD has talked about wayfinding
- Groundwater → water features

Street trees in median or along road

Zoning commission – makes decisions based on growth policy

DRAFT

Heights Business Association

September 23, 2021

DOWL

MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	9/23/2021
PROJECT NUMBER:	4051.21884.01	TIME:	12:00 p.m.
ORGANIZER:	Heights Business Association	SUBJECT:	Discussing BBPCS

ATTENDEES:	ORGANIZATION:
Jennifer Owen	Attorney, Consultant
Ming Cabrera	Property owner
Cassie Crookson	Opportunity Bank
Courtney Bryant	Opportunity Bank
Kris Mitzman	Gathered Things
Susan Haugen	Bull Mountain Grill
Ernie Szillat	CVF
Shelli Mann	Boothill Inn
Lisa Olmsted	DOWL
Doug Enderson	DOWL

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Presented to Heights Business Association meeting attendees on the objectives and status of the corridor study

Expect commercial use
- Would it make sense to do full build-out now?

Keep heavy commercial focused?

Logical connection to 87

Want to keep people here
- Residential

Maintain commercial development on Main

Need a movie theater

Heights lacks a town center

It's important to protect greenspace and historic significance of Dover Park

Need quality of life contributions
- Don't need another gas station

Gateway beautification is important
- Include things like lighting, landscaping, wayfinding

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The Heights sweet spot is first-time home buyer. How can this area serve that demographic?

- Shiloh Commons
- Avenue C/West Park

Station 8 Fire Station is needed in the Heights

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Lockwood Steering Committee

September 23, 2021

DOWL

MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	9/23/2021
PROJECT NUMBER:	4051.21884.01	TIME:	7:00 p.m.
ORGANIZER:	Lockwood Steering Committee	SUBJECT:	Discussing BBPCS

ATTENDEES:	ORGANIZATION:
Woody Woods	
Bob Riehl	
Tim Sather	
Mike Ariztia	Lockwood Water District
Chief Staley Lockwood Fire	Lockwood Fire
Peter Freivalds	
Thom MacLean	
Carl Peters	
Lisa Olmsted	DOWL

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Presented to Lockwood Steering Committee meeting attendees on the objectives and status of the corridor study

Summary of comments:

- Nodes of commercial around intersections
- New zoning allows for mixed use
- Would like Costco, grocery, restaurant, box store
  - If we can't have it here (in Lockwood), at least it'll be close
- Needs to be more affordable than Shiloh
- Johnson Lane will be a town center
- Retail could be duplicated
- TEDD plan includes a trail along river
- Access for river use
- RV park off Johnson Lane
- Downtown is a great example of residential and commercial
- Lockwood Schools → currently have some heights students

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- Are there opportunities the dovetail services/development styles between Lockwood and the Heights? The river currently causes silos; the bridge will connect, so how can these barriers be broken down?

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Big Sky Economic Development

September 24, 2021

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MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	9/24/2021
PROJECT NUMBER:	4051.21884.01	TIME:	10:00 a.m.
ORGANIZER:	Big Sky Economic Development	SUBJECT:	Discussing BBPCS

ATTENDEES:	ORGANIZATION:
Diane Lehm	Big Sky Economic Development
Allison Corbyn	Big Sky Economic Development
Lisa Olmsted	DOWL
Doug Enderson	DOWL

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Discussed the objectives and status of the corridor study with representatives of Big Sky Economic Development

Heights Water/City → are there fee discrepancies that offer challenges to businesses? Utility access is key

TEDD

- Will be home to large-scale manufacturing and distributions
- Opportunity to house workers on Heights side of river
    - Work bus to TEDD?

Mixed use

- Proximity to workforce
- Light industrial/manufacturing, small-scale manufacturing, or medical offices may be appropriate on the Heights side of the river
- Always a demand for warehouse with connection north
- Need for quality-of-life businesses
- Opportunity to enable neighborhoods and businesses

Heights needs inventory and the population base for development to grow to a higher level

Commercial developers/realtors would offer insight on what business would be interested based on population base

Business recruitment may be a challenge

Building a neighborhood

- Don't build a space that attracts more casinos
- Setbacks
- Integrated, but planned "medical offices"

Walkability – it's hard to cross Shiloh

Schools, bus route

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- People move to Lockwood because of school
- High percentage of divorced in Lockwood
    - Townhomes, apartments, etc.
- County schools perceived as good
- Pioneer School capacity

Protect character of neighborhood – Pioneer School

Review Emergency Services – How will services be provided?

- Could Lockwood contribute? Lockwood Fire is expensive

Lockwood has limitations

- Landlocked
- Reservation
- Heights offers potential for workforce, housing, shopping
    - Not only housing – not sleeper community
    - People want to live by their grocery store
- Slaughter facility may happen, will need workforce housing

Lockwood and Heights – No "center"

Will Lockwood be its own town?

- Have to be 4-4.5 miles from nearest town

DRAFT

City of Billings Traffic Control Board

September 29, 2021

DOWL

MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	9/29/2021
PROJECT NUMBER:	4051.21884.01	TIME:	12:00 p.m.
ORGANIZER:	Traffic Control Board	SUBJECT:	Discussing BBPCS

ATTENDEES:	ORGANIZATION:
Jerry Dunning	Traffic Control Board
Troy Smith	Traffic Control Board
John Armstrong	Traffic Control Board
Lora Mattox	MPO
Mac Fogelsong	City of Billings
Dakota Martonen	City of Billings
Mike Hayes	City of Billings
Lisa Olmsted	DOWL

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Discussed the objectives and status of the corridor study with representatives of Traffic Control Board

The group is excited to see development happening in the Heights to “balance” west end development.

Heights residents would like to see businesses like Costco or Home Depot. They also noted that development like Shiloh would be desirable.

Aesthetically, parking toward the rear of businesses is preferable.

There is a community-wide need for affordable housing. How can this area help to fulfill this very important need?

The group would like to see well-organized commercial development and noted that residential development isn’t best located immediately adjacent to the corridor.

Desirable commercial development would include a “true restaurant” and the group noted “no more casinos”.

The group included some residents of the Heights, who expressed desire to keep their money in the heights. A couple other group members reside in central Billings, and noted that they could access heights businesses and amenities just as easily as traveling to the west end.

The new connection to the interstate will also be useful for them. The group also noted that customers from outside of Billings are predominantly traveling from the eastern part of the state and could be captured by business at/near the Johnson Lane Interchange. Is there an opportunity for a hotel to house these visitors? The group noted that the only hotels in the Heights are located by the Metra.

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BCJM Properties LLC

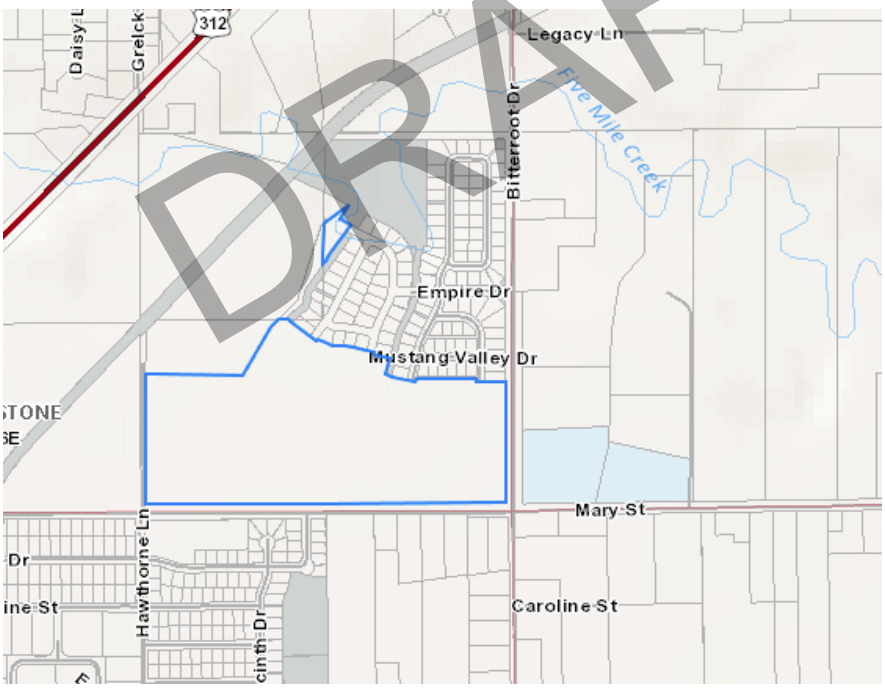
October 11, 2021

DOWL

MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	10/11/2021
PROJECT NUMBER:	4051.21884.01	TIME:	9:00 am
ORGANIZER:	Lisa Olmsted	SUBJECT:	Discussing BBPCS
ATTENDEES:		ORGANIZATION:	
	Jay Doucette		BCJM Properties
	Scott Aspenlieder		Performance Engineering
	Doug Enderson		DOWL
	Lisa Olmsted		DOWL

Discussed the objectives and status of the corridor study with representatives of BCJM Properties and Performance Engineering. BCJM owns the property north of Mary Street between Bitterroot and Hawthorn. The property is planned to be developed as an extension of Bitterroot Heights subdivision.



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Their perspective is that the Heights Water District is extremely challenging to work with. The flat development fee is inconsistent with other areas of town. There is also a system impact fee and annexation fee ($0.23/foot) and private fire hydrant fee. Jay noted that the private fire

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hydrant fees have driven other developers from the Heights, noting that it's $100k more than standard City of Billings fees. The structure of the Heights Water District is problematic.

Because the existing and proposed subdivision is in a "bowl", they anticipate that the neighborhood can maintain its integrity regardless of the new roadway. The neighborhood is craftsman-style with front porches. The HOA has a design review board that maintains the look and feel of the neighborhood through the review of proposed house plans.

Homes in the subdivision range between 1,500 and 3,000 square feet and are generally a second or third home purchase for families.

Scott and Jay's preference is a natural barrier/tree separator between the houses and the road.

Bitterroot Heights includes a park in the norther tip of the property. Trails have been constructed in the right-of-way, but the City hasn't maintained them. The group developed a master plan for the parks department.

To make the corridor more successful for the residents of Bitterroot Heights, they feel that there should be neighborhood pockets that would offer a sense of community.

There are opportunities for additional development south of Mary near the intersection of Bitterroot. The area northwest of the Main Street intersection is already platted for commercial development.

The City needs to make allowances for liquor licenses for restaurants. Right now no alcohol is allowed within 650 feet of residences, which doesn't allow for neighborhood restaurants or breweries.

Amenities and neighborhood services make growth and developments sustainable.

Albertsons is the only grocery story in the Heights. Shamrock foods is going in by Planet Fitness.

Recently, commercial businesses were denied in the "triangle" due to "spot zooming concerns".

Schools: Bitterroot and Ben Steele serve the neighborhood.

Aesthetics and green space are important to residential homeowners and prospective buyers.

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Yellowstone County Planning Board

October 12, 2021

DOWL

MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	10/12/2021
PROJECT NUMBER:	4051.21884.01	TIME:	6:00 p.m.
ORGANIZER:	Yellowstone County Planning Board	SUBJECT:	Discussing BBPCS

ATTENDEES:	ORGANIZATION:
Darell Tunnicliff	Yellowstone County Planning Board
Teresa Larson	Yellowstone County Planning Board
Scott Reiter	Yellowstone County Planning Board
Scott Walker	MPO
Monica Plecker	MPO
Doug Enderson	DOWL
Lisa Olmsted	DOWL

Presented on Billings Bypass Corridor Study to Yellowstone County Planning Board.

Discussed possibilities for modifying zoning along the corridor, based on future development needs.

Comments included:

- Pedestrian control on roundabouts is important
- Parkland is aesthetically pleasing
- Need for trail connectivity
- There is currently a big barrier between Heights and Lockwood; BBP will eliminate that

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Billings Realtors Association

November 5, 2021

MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	11/5/2021
PROJECT NUMBER:	4051.21884.01	TIME:	8:30 am
ORGANIZER:	Lisa Olmsted	SUBJECT:	BBPCS
ATTENDEES:		ORGANIZATION:	
BAR Membership		Billings Association of Realtors	
Doug Enderson		DOWL	
Lisa Olmsted		DOWL	

Discussed the objectives and status of the corridor study with Billings Realtors Association

Comments included:

- Mary/Bitterroot presents an opportunity for additional residential development
- Billings needs allowances for liquor licenses for restaurants. Currently there is no alcohol allowed within 650 feet of a residence.
- Amenities would make development sustainable
- Albertsons is the only grocery store. Shamrock Foods is going in by Planet Fitness.
- Commercial business in the area was denied “spot zoning”
- Bitterroot Elementary and Ben Steele Middle School are valuable to residential development
- Greenspace is important to the aesthetics of the corridor

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Coldwell Banker - David Mitchell

October 18, 2021

DOWL

MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	10/18/2021
PROJECT NUMBER:	4051.21884.01	TIME:	2:00 pm
ORGANIZER:	Lisa Olmsted	SUBJECT:	Discussing BBPCS
ATTENDEES:		ORGANIZATION:	
David Mitchell		Coldwell Banker	
Doug Enderson		DOWL	
Lisa Olmsted		DOWL	

Discussed the objectives and status of the corridor study with David Mitchell

Billings is the fastest growing residential markets in the country. The growth cycle is multi-family -> single-family -> retail

Opportunity exists for industrial and manufacturing. The Heights also has less than 7,000 sf of office space; there is/will be demand for office space. There is also a demand for multifamily in the heights, but it's been limited by the Heights Water District.

10-15k people live south of Mary street. 10k cars = McDonalds; 10k+ cars = Burger King, banks, etc.

Big box stores (Costco, etc.) will go in where growth will occur; often before the growth, but utilities are crucial. Zoning to plan for that development would be prudent now.

Access toward the south (across Mary) will likely limit development. Anticipate more development toward the north because access will be easy. Interesting opportunity to retailers – no competitions across the street. Development will come down to price; maybe it'll be on the south side if it's less expensive.

Heavy industrial doesn't have density of employees. Expect office workers to fit the demographic for this area (bikers, walkers, greenspace user).

The Heights Water District limits development currently. They take too long to develop, don't have the funds, and are not a big enough player to meet demand. Heights development has stalled, unless there's already a tap into the water district. They are currently trying to expand infrastructure to allow for tap-ins.

David will run a gap/void analysis and send over.

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1		Closest Location	Locations In Radius 1	Locations In MT
	Auto Parts Tires			
	AutoZone		1	15
VOID	Big O Tires		0	2
	CARQUEST		1	43
VOID	Discount Tire	7.62 Mi SW	0	3
VOID	Firestone		0	3
VOID	Grease Monkey		0	2
	Jiffy Lube		1	10
VOID	Les Schwab Tires		0	16
VOID	Midas	3.54 Mi SW	0	4
VOID	NAPA	2.43 Mi SW	0	65
	O'Reilly		1	28
VOID	Quick Lane		0	1
VOID	Valvoline Instant Oil Change		0	5
	Banks			
VOID	Commerce Bank		0	1
	First Interstate Bank		1	49
	Glacier Bank		2	66
VOID	Heartland Financial	3.72 Mi SW	0	9
VOID	U.S. Bank	3.50 Mi SW	0	22
	Wells Fargo		1	31
	Banks Minor			
	Bank		2	203
	Book Stores			
VOID	Barnes & Noble	7.02 Mi SW	0	4
	Clothing Apparel			
VOID	American Eagle Outfitters	6.86 Mi SW	0	2
VOID	Athleta		0	2
VOID	Buckle	6.88 Mi SW	0	5
VOID	Carters	7.46 Mi SW	0	2
VOID	Chico's	6.86 Mi SW	0	3
VOID	Eddie Bauer	6.90 Mi SW	0	3
VOID	Francesca's	6.92 Mi SW	0	1
VOID	Gap		0	1
VOID	H And M	6.93 Mi SW	0	2
VOID	Hollister Co.		0	1
VOID	Lululemon		0	2

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1	Closest Location	Locations In Radius 1	Locations In MT
VOID maurices	8.74 Mi SW	0	9
VOID Men's Wearhouse	7.24 Mi SW	0	2
VOID Old Navy	7.63 Mi SW	0	5
VOID Rue21	6.87 Mi SW	0	1
VOID Torrid	6.90 Mi SW	0	2
VOID Victoria's Secret	6.84 Mi SW	0	3
Computers Electronic			
VOID Best Buy	7.37 Mi SW	0	3
Convenience Stores			
VOID 76		0	2
VOID Chevron		0	1
Conoco		5	170
Exxon		2	100
VOID Kum & Go		0	1
VOID Love's	41.84 Mi SE	0	2
VOID Mobil	7.66 Mi SW	0	7
VOID Phillips 66	6.57 Mi SW	0	3
VOID Pilot Flying J	41.91 Mi SE	0	2
VOID Pilot Travel Centers	2.69 Mi SE	0	18
VOID Sinclair	4.97 Mi SW	0	57
VOID TA	15.19 Mi SW	0	2
Craft Fabric Stores			
VOID Hobby Lobby	6.63 Mi SW	0	5
VOID Jo-Ann	7.51 Mi SW	0	7
VOID Michaels	7.64 Mi SW	0	5
Department Stores			
VOID Dillard's	6.84 Mi SW	0	2
VOID JCPenney	6.85 Mi SW	0	3
VOID Macy's		0	1
Discount Department Stores			
VOID David's Bridal	6.95 Mi SW	0	1
VOID Kmart		0	1
VOID Kohl's	8.69 Mi SW	0	3
VOID Ross	7.50 Mi SW	0	6
VOID Sears	95.10 Mi SW	0	5
Target		1	7
VOID TJ Maxx	6.76 Mi SW	0	6

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Void Analysis

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	Radius 1	Closest Location	Locations In Radius 1	Locations In MT
	Wal-Mart Supercenter		1	14
	Dollar Stores			
	Big Lots		1	3
	Dollar Tree		1	17
VOID	Family Dollar	4.78 Mi SW	0	24
	Drug Stores			
	CVS		1	15
	GNC		1	6
	Walgreens		1	13
	Education			
VOID	College	3.48 Mi SW	0	15
VOID	Cosmetology and Barber	4.95 Mi SW	0	6
	Day Care		6	247
VOID	High School	2.23 Mi NW	0	171
VOID	High School (Private)	4.19 Mi SW	0	20
VOID	Junior College	75.20 Mi SW	0	9
	PK - 8		6	662
VOID	PK - 8 (Private)	4.62 Mi SW	0	95
VOID	Trade Schools		0	1
	Entertainment			
VOID	AMC	6.73 Mi SW	0	5
VOID	Chuck E. Cheese's	6.58 Mi SW	0	1
VOID	Cinemark		0	2
VOID	Regal		0	1
VOID	Theatres	3.62 Mi SW	0	52
	Fitness			
	9Round		1	3
	Anytime Fitness		1	6
VOID	Curves For Women		0	1
VOID	F45 Training	7.89 Mi SW	0	2
VOID	Orangetheory Fitness	8.73 Mi SW	0	3
	Planet Fitness		1	5
VOID	Pure Barre	5.14 Mi SW	0	3
VOID	Snap Fitness	7.74 Mi SW	0	5
VOID	World Gym		0	1
VOID	YMCA	3.86 Mi SW	0	6
	Furniture Household			

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1	Closest Location	Locations In Radius 1	Locations In MT
Aarons	4.98 Mi SW	0	10
Ashley Furniture	7.96 Mi SW	0	5
At Home	7.30 Mi SW	0	1
Bed Bath & Beyond	7.44 Mi SW	0	6
Cost Plus	7.39 Mi SW	0	3
Ethan Allen	3.99 Mi SW	0	1
HomeGoods		0	1
Rent A Center	4.88 Mi SW	0	7
Slumberland	8.93 Mi SW	0	1
Grocery Stores			
Albertsons		1	29
IGA	2.44 Mi SE	0	17
Kroger		0	6
Natural Grocers	6.74 Mi SW	0	4
Safeway		0	9
Smith's		0	4
Super1 Foods		0	1
WinCo Foods	6.72 Mi SW	0	4
Health Beauty			
Bath & Body Works	6.89 Mi SW	0	6
Claire's	6.90 Mi SW	0	7
Cost Cutters	5.81 Mi SW	0	7
Great Clips		1	15
Regis Salon	6.90 Mi SW	0	2
Sally Beauty Supply		1	8
Sephora	6.90 Mi SW	0	4
Sport Clips		1	5
ULTA	8.73 Mi SW	0	6
Health Care			
Addiction Medicine		0	1
Advanced Heart Failure And Transplant Cardiology	3.34 Mi SW	0	2
Allergy and Immunology	3.47 Mi SW	0	8
Anesthesiology	3.39 Mi SW	0	35
Audiologist	3.28 Mi SW	0	19
Cardiac Electrophysiology	3.43 Mi SW	0	14
Cardiac Surgery	3.47 Mi SW	0	3
Cardiovascular Disease	3.28 Mi SW	0	44

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1	Closest Location	Locations In Radius 1	Locations In MT
VOID Certified Nurse Midwife	3.47 Mi SW	0	11
VOID Certified Registered Nurse Anesthetist	4.01 Mi SW	0	31
Chiropractic		1	206
VOID Clinical Nurse Specialist	3.50 Mi SW	0	11
VOID Clinical Psychologist	3.35 Mi SW	0	81
Clinical Social Worker		2	255
VOID Critical Care	3.43 Mi SW	0	12
VOID Dermatology	3.47 Mi SW	0	19
VOID Diagnostic Radiology	1.99 Mi SW	0	59
VOID Dialysis Centers	3.32 Mi SW	0	17
VOID Emergency Medicine	3.41 Mi SW	0	44
VOID Endocrinology	3.42 Mi SW	0	14
Family Practice		2	197
VOID Gastroenterology	3.39 Mi SW	0	21
VOID General Practice	3.47 Mi SW	0	17
VOID General Surgery	3.38 Mi SW	0	61
VOID Geriatric Medicine	3.49 Mi SW	0	2
VOID Gynecological Oncology	3.44 Mi SW	0	4
VOID Hand Surgery		0	7
VOID Hematology	3.44 Mi SW	0	3
VOID Hematology and Oncology	3.47 Mi SW	0	22
VOID Hospice and Palliative Care		0	4
VOID Hospitalist	3.41 Mi SW	0	23
VOID Infectious Disease	3.41 Mi SW	0	16
Internal Medicine		1	116
VOID Interventional Cardiology	3.42 Mi SW	0	18
VOID Interventional Pain Management		0	5
VOID Interventional Radiology	1.98 Mi SW	0	10
VOID Medical Oncology	94.66 Mi SW	0	8
VOID Nephrology	3.43 Mi SW	0	28
VOID Neurology	3.41 Mi SW	0	33
VOID Neurosurgery	3.42 Mi SW	0	21
Nurse Practitioner		3	300
VOID Obstetrics and Gynecology	3.43 Mi SW	0	50
VOID Occupational Therapy	3.42 Mi SW	0	30
VOID Ophthalmology	3.17 Mi SW	0	31
Optometry		2	102

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1	Closest Location	Locations In Radius 1	Locations In MT
VOID Oral Surgery	6.85 Mi SW	0	3
VOID Orthopedic Surgery	3.42 Mi SW	0	49
VOID Osteopathic Manipulative Medicine		0	8
VOID Otolaryngology	3.43 Mi SW	0	20
VOID Pain Management	41.78 Mi SE	0	9
VOID Pathology	3.43 Mi SW	0	16
VOID Pediatric Medicine	3.43 Mi SW	0	19
VOID Physical Medicine and Rehabilitation	3.47 Mi SW	0	25
VOID Physical Therapy	3.27 Mi SW	0	199
Physician Assistant		2	222
VOID Plastic and Reconstructive Surgery	4.95 Mi SW	0	18
Podiatry		1	47
VOID Preventative Medicine		0	1
VOID Psychiatry	3.35 Mi SW	0	52
VOID Pulmonary Disease	3.43 Mi SW	0	21
VOID Radiation Oncology	3.49 Mi SW	0	13
VOID Registered Dietitian or Nutrition Professional	3.44 Mi SW	0	19
VOID Rheumatology	3.42 Mi SW	0	8
VOID Sleep Laboratory and Medicine	3.43 Mi SW	0	10
VOID Speech Language Pathologist	3.50 Mi SW	0	11
VOID Sports Medicine		0	6
VOID Surgical Oncology		0	8
VOID Thoracic Surgery	3.43 Mi SW	0	13
VOID Urgent Care	5.92 Mi SW	0	23
VOID Urology	3.44 Mi SW	0	28
VOID Vascular Surgery	3.47 Mi SW	0	11
Home Improvement			
Ace Hardware		1	49
Builders FirstSource		1	14
VOID Do It Best	2.46 Mi SE	0	47
VOID Harbor Freight Tools	5.07 Mi SW	0	6
VOID Home Depot	7.57 Mi SW	0	6
VOID Lowe's	7.32 Mi SW	0	5
VOID Sherwin-Williams	4.58 Mi SW	0	18
Tractor Supply Company		1	6
VOID True Value	40.19 Mi SW	0	22
Hotels			

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1	Closest Location	Locations In Radius 1	Locations In MT
Americas Best Value Inn		0	4
AmericInn	95.52 Mi SW	0	1
Ascend Hotel Collection	9.21 Mi SW	0	5
Baymont Inn & Suites	7.02 Mi SW	0	5
Best Western Hotels	7.93 Mi SW	0	10
Best Western Plus	3.51 Mi SW	0	10
Candlewood Suites		0	1
Comfort	94.39 Mi SW	0	9
Comfort Suites	6.17 Mi SW	0	3
Country Inns & Suites		1	3
Courtyard		0	1
Days Inn	6.61 Mi SW	0	7
Days Inn & Suites		0	2
DoubleTree	3.61 Mi SW	0	3
Econo Lodge	6.72 Mi SW	0	5
Extended Stay America	6.27 Mi SW	0	2
Fairfield Inn and Suites	6.99 Mi SW	0	4
Hampton Inn	6.35 Mi SW	0	9
Hilton Garden	7.42 Mi SW	0	5
Holiday Inn	94.33 Mi SW	0	4
Holiday Inn Express	2.99 Mi SE	0	11
Home2	3.38 Mi SW	0	2
Homewood	9.26 Mi SW	0	3
Howard Johnson	7.05 Mi SW	0	2
Kimpton Hotel		0	1
La Quinta Inn		0	1
La Quinta Inn & Suites	7.17 Mi SW	0	6
MainStay Suites		0	2
Marriott		0	2
Microtel Inn & Suites		0	2
Motel 6	6.64 Mi SW	0	9
Quality	7.03 Mi SW	0	11
Red Lion Hotels		0	4
Residence Inn	7.56 Mi SW	0	5
Rodeway	3.23 Mi SW	0	4
Shilo Inns		0	1
Sleep	6.11 Mi SW	0	4

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Void Analysis

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Radius 1	Closest Location	Locations In Radius 1	Locations In MT
VOID Springhill Suites	6.79 Mi SW	0	4
VOID Staybridge Suites		0	2
VOID Super 8	6.56 Mi SW	0	24
VOID Towneplace Suites	7.49 Mi SW	0	3
VOID Travelodge	68.65 Mi SE	0	9
VOID Wingate		0	4
VOID Wyndham		0	1
Massage			
VOID Massage Envy	5.13 Mi SW	0	2
Mattress			
VOID Denver Mattress	10.28 Mi SW	0	4
VOID Mattress Firm	7.23 Mi SW	0	6
VOID Sleep Number	6.87 Mi SW	0	4
Office Supply			
Office Depot		1	3
VOID Staples		0	7
Pet Stores			
VOID Petco		0	6
PetsMart		1	7
Restaurants Bakery Bagels			
VOID Panera Bread	6.68 Mi SW	0	3
Restaurants Casual			
Applebee's		1	8
VOID Black Bear Diner		0	1
VOID Buffalo Wild Wings	6.88 Mi SW	0	7
VOID Cafe Rio	7.54 Mi SW	0	3
VOID Chili's		0	2
VOID Chipotle	5.21 Mi SW	0	3
VOID Costa Vida		0	1
VOID Cracker Barrel	7.11 Mi SW	0	2
VOID Denny's	3.47 Mi SW	0	4
VOID Dickey's	3.56 Mi SW	0	5
VOID Famous Dave's	7.68 Mi SW	0	4
VOID Five Guys	8.91 Mi SW	0	4
VOID Fuddruckers	7.02 Mi SW	0	2
VOID Hwy 55		0	1
VOID IHOP	7.53 Mi SW	0	4

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1	Closest Location	Locations In Radius 1	Locations In MT
VOID Noodles & Company		0	2
VOID Olive Garden	7.08 Mi SW	0	2
VOID Outback Steakhouse	6.98 Mi SW	0	3
VOID Perkins	3.40 Mi SW	0	5
VOID Qdoba	7.25 Mi SW	0	4
VOID Red Lobster	7.14 Mi SW	0	1
VOID Red Robin	5.15 Mi SW	0	2
VOID Ted's Montana Grill		0	1
VOID Texas Roadhouse	6.83 Mi SW	0	1
Restaurants Coffee Donuts			
VOID Krispy Kreme	6.78 Mi SW	0	3
Starbucks		2	42
Restaurants Fast Food Major			
Arby's		1	13
Burger King		1	24
VOID Chick-fil-A		0	1
Dairy Queen		1	36
Hardee's		1	8
VOID KFC	3.39 Mi SW	0	9
McDonald's		2	47
Sonic		1	2
Taco Bell		1	21
Wendy's		1	16
Restaurants Fast Food Minor			
VOID A&W	93.92 Mi SE	0	10
VOID Freddys		0	1
Panda Express		1	7
VOID Popeyes	6.04 Mi SW	0	3
VOID Slim Chickens		0	1
VOID Taco Del Mar		0	2
Taco John's		1	19
VOID Taco Time	96.93 Mi NW	0	6
VOID Teriyaki Madness		0	1
Restaurants Ice Cream Smoothie			
Baskin-Robbins		1	6
VOID Cold Stone Creamery	7.69 Mi SW	0	5
VOID Jamba Juice	3.35 Mi SW	0	1

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1	Closest Location	Locations In Radius 1	Locations In MT
VOID Surf City Squeeze		0	1
Restaurants Pizza			
VOID Blaze Pizza	6.86 Mi SW	0	1
Domino's Pizza		1	22
Godfather's Pizza		1	3
Little Caesars		1	13
VOID MOD Pizza		0	3
Papa John's		1	9
Papa Murphy's		1	14
Pizza Hut		1	35
Pizza Ranch		1	4
VOID Simple Simons Pizza		0	3
VOID Your Pie	3.63 Mi SW	0	2
Restaurants Sandwich			
VOID Firehouse Subs	7.71 Mi SW	0	4
Jersey Mike's		1	4
Jimmy John's		1	14
VOID Quiznos		0	3
Subway		3	75
Self Storage			
U Haul		1	11
Shoes Footwear			
VOID Boot Barn	6.82 Mi SW	0	4
VOID Famous Footwear	6.90 Mi SW	0	9
VOID Foot Locker	6.87 Mi SW	0	1
VOID Shoe Carnival	8.71 Mi SW	0	1
VOID Shoe Dept		0	1
VOID Shoe Dept Encore	6.95 Mi SW	0	2
VOID Zumiez	6.89 Mi SW	0	5
Specialty			
VOID Build-a-Bear	6.89 Mi SW	0	1
Goodwill		1	11
VOID Hallmark	6.92 Mi SW	0	9
VOID Party City		0	1
VOID See's Candies	8.68 Mi SW	0	1
VOID The Salvation Army		0	5
Sporting Goods			

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1	Closest Location	Locations In Radius 1	Locations In MT
VOID Cabela's	5.98 Mi SW	0	3
VOID Champs Sports	6.89 Mi SW	0	3
VOID Play It Again Sports	6.17 Mi SW	0	3
VOID REI	8.81 Mi SW	0	4
VOID Scheels	8.88 Mi SW	0	3
VOID Sportsman's Warehouse		0	3
Wholesale			
VOID Costco	7.28 Mi SW	0	5
VOID Sam's Club	5.88 Mi SW	0	2
Wireless Stores			
AT&T		1	14
Cricket		1	10
VOID MetroPCS	6.00 Mi SW	0	9
T-Mobile		1	18
VOID Verizon Wireless	7.46 Mi SW	0	7

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Public Meeting

Attendee Sign-in

June 17, 2021

Billings Bypass
CORRIDOR STUDY

Guest Register: Billings Bypass Corridor Study 7/17/2021

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen	Add to Contact List
Roger Kembel	2401 MARY ST	794-9753					
LEON SCHEELER	1144 MARY ST.	860-6364					
Matt Martinson	5724 Larimer LN	855-3514	esgolfer18@gmail.com				
MICHAEL KOLK	1634 QUARTERHORSE LN	248-8114	mkolk@bresnan.net				
PAM PUTTINGTON							
MIKE BOYETT		698-2436	MIKE.BOYETT@CHARTER.NET				
Tom Zurbuchen	1717 Wicks						
Al & Kathy Redman	1239 Crist		AEREDMAN946@GMAIL.COM				
Lukas Martinson		861 3643	lukas@theonemt.com				X
DENNIS ANDERSON	1436 STALLION RT.	245-7336					
SANDY ANDERSON	" "						
Mac Souza	1512 Main ST	252-9629					
Mary Anne Souza							

BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

DOWL

DRAFT

Guest Register: Billings Bypass Corridor Study 7/17/2021

Name	Address	Phone	Email				
Doug Kary	1943 Lake Hills Dr	698-1478	Doug.Kary@mtleg.gov	✓		✓	
Pam Paulette Kary	" "	671-604	paulettekary46@yahoo.com	✓		✓	
MING CORNERA Cabrera	1734 POLY DR	671-2527					

Billings Bypass
CORRIDOR STUDY

Guest Register: Billings Bypass Corridor Study 7/17/2021

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen	Add to Contact List
Pam Ellis	2000 Outlook Drive	252 6399	pamellis56@gmail				
Donna Kembel	2008 Dover Rd.	259-6018					
JENNIFER OWEN	906 ROMAN AVE	272-209	jowen26@gmail.com				
Jeff & Linda Boyd	2946 Hwy 3	256-2213	l.boyd@bresnan.net				
Stan DeLano	1139 CAROLINE ST.	690-4339	SEMINATS1951@GMAIL.COM				
Gary Ellis	3918 Hwy 312	670-1732					
Wayne & Rita Walther	2437 Alexandria Rd.	534-4641					
Trent Parks	634 Claremont Rd	208-4196	ParksT@gmail.com				
Bob Riehl	126 Rolling Meadow	860-0272	bsriehl@gmail.com				
B Costermeyer	1987 Mary St						
SK Helderop	1808 Prescott DR.	252-4735					
Karyl & Perry Hallford	4837 Leawood	702-203-7295	hallfordkk@centurylink.net				
Beth & Dale Koch	2808 Roundup Rd	406 860 6550	splendidish@me.com	✓			✓

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BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

DOWL

Guest Register: Billings Bypass Corridor Study 7/17/2021

Name	Address	Phone	Email				
Alice Lahren	1085 Sky Ranch	2520085	Qlahren@bresnan.net			✓	
Gerald Kindsfather	3803 Coulson Rd E	406-698-2307	gkindsfather@gmail.com	✓			✓
ED ARNOLD	1323 PAUL REVERIS	252-0507	SEABOOTS1951@gmail.ca			✓	
Joe Allen	1432 Mary	670-6483	joallen9221@gmail.com	✓			
Wyatt Fahy	PLSD	—	— (Already on mailing list)				
Mike & Starla Rost	Billings	406-671-0483		✓			

Billings Bypass
CORRIDOR STUDY

Guest Register: Billings Bypass Corridor Study — 7/17/2021

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen	Add to Contact List
Dennis Dieks	2514 Bowles Way	431-1082	DDieks@contechgs.com	X			
Tim & Patty Wiens	4785 Middle Valley Dr	690-1572	tim@timwiens.com	X			
Chuck Hensley	1834 Schooner Rd	406-672-2224	chashens@charter.net *	X			
Melinda Nielsen	1406 Stallion Rt	406-647-1052	miznielsen@				
Joe Fendley	1516 12th St W						
Pamela Wilkinson	3905 Prayer Cir	259-7658					
Jeff Specht	3905 Prayer Cir	259-7658					
Gwendy McPeters	1428 Butterroot Dr	248-6720					
Danielle Schmidt	2701 Hwy 312	698-1308	dks@bresnan.net				
Fred Schmidt	2701 Hwy 312	(w) 672 9104 252-5246	fschmidt@bresnan.net				
Lyle Fogle	2938 Saratoga Tr.	406-252-5740					
Debbie Fogle	2938 Saratoga Tr.						
Carolyn Sevier	221 S 29th	(w) 896-8622	Carolyn.sevier@gmail	X		X	X

BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

DOWL

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Guest Register: Billings Bypass Corridor Study — 7/17/2021

Name	Address	Phone	Email				
[illegible]	726 Agavenus	670-7430					
[illegible]	1985 Mary St	861-5968	OOSTY64@GMail.com				
Guy Schmidt	2500 Airway Dr	690-1448	broken femur@Mac.com				✓
Eugene P. Wade	135 Nordic Court N	612-987-9063	gwade08@bresnan.net	X		X	X
Cy Kindsfather	3803 Coulson Road East	838-3432	MTspacecowboy@gmail.com	✓	✓	✓	✓
Mel & Arleen Nafts	832 Mary St.	259-9346	anafts@yahoo.com	X			
Ken & Kelly Huxtable	827 Christ Dr	794-4024	Khux916@gmail.com	X			X
Alex Baer	540 Burlington		altasnowbird@gmail.com			X	

APPENDIX B

Public Utility Documents

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Water System Development Fees

City of Billings

Adopted July 1, 2021

SYSTEM DEVELOPMENT FEES (adopted July 1, 2021)

RESIDENTIAL

WATER

Meter Size	SDF $
¾"	2,950
1"	2,950
1½"	2,950
2"	2,950
3"	2,950
4"	2,950

SEWER

Meter Size	SDF $
¾"	3,120
1"	9,575
1½"	27,795
2"	47,985
3"	124,485
4"	291,435

TOTAL

Meter Size	Total Water & Sewer
¾"	**6,070.00**
1"	**12,525.00**
1½"	**30,745.00**
2"	**50,935.00**
3"	**127,435.00**
4"	**294,385.00**

SYSTEM DEVELOPMENT FEES (adopted July 1, 2021)

COMMERCIAL

WATER

Meter Size	SDF $
¾"	8,925
1"	15,140
1½"	30,270
2"	48,435
3"	96,875
4"	151,370

SEWER

Meter Size	SDF $
¾"	3,120
1"	9,575
1½"	27,795
2"	47,985
3"	124,485
4"	291,435

TOTAL

Meter Size	Total Water & Sewer
¾"	**12,045.00**
1"	**24,715.00**
1½"	**58,065.00**
2"	**96,420.00**
3"	**221,360.00**
4"	**442,805.00**

IRRIGATION METER

Meter Size	SDF $
¾"	11,030
1"	18,705
1½"	37,415
2"	59,875
3"	119,720
4"	187,075

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Water System Development Fees

County Water District of Billings Heights

Effective July 1, 2021

DIRECTORS
WYNN PIPPIN, President
CLIFF JONES, Vice-President
DONNA DINSMORE
JAMES E. MILLER
JON MUESSIG
ROGER OSTERMILLER
BRANDON HURST

DUKE NIESKENS
General Manager
Phone: 252-0539
Fax: 252-0518

1540 Popelka Drive
Billings, MT 59105

COUNTY WATER DISTRICT OF BILLINGS HEIGHTS

RATES AND FEES

EFFECTIVE JULY 1, 2021

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ANNEXATION BUY IN FEE-PROPOSED SERVICE AREA

$10,147.97 Per Acre OR 23.3 CTS PER SQ FT

3 TIER CONSERVATION RATE

TIERS	7/01/2021
3,301-20,000 GALLONS	$4.27/ 1,000 GAL
20,001-50,000 GALLONS	$5.12/ 1,000 GAL
50,001+GALLONS	$6.14/ 1,000 GAL

SYSTEM DEVELOPMENT SERVICE/FIRE LINE FEE

	7/01/2021
¾"	$1,742.99
1"	$3,485.99
1.5"	$6,972.07
2"	$11,155.80
4"	$43,923.36
6"	$139,439.23
8"	$244,018.59