

A photograph of a street intersection. On the left, there is a two-story red brick building with white trim. A large tree stands in front of it. A traffic light pole extends from the left side of the frame. In the center, a large tree stands on the sidewalk. A 'ONE WAY' sign with an arrow pointing right is visible. On the right, a traffic light shows a green light. A black SUV is driving away from the camera. A 'NO PARKING HERE TO CORNER' sign is on the right. The sky is blue with some clouds.

# **STEERING COMMITTEE MEETING MATERIALS**



**E**



# STEERING COMMITTEE MEETING #1

July 14<sup>th</sup>, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1<sup>st</sup> Floor Conference Room |

<https://zoom.us/j/94220046862?pwd=N0Exb1FKZUdqZm90ZFdyRE92VzhIZz09>

Meeting ID: 942 2004 6862 | Passcode: 687226

## Meeting Purpose

- Kickoff the planning process for the 2023 Billings Urban Area LRTP
- Review roles and responsibilities of the Steering Committee
- Discuss draft vision, goals, and objectives
- Discuss initial project activities:
  - Project Branding
  - Public Involvement Plan
  - Data Collection
  - Existing Conditions
  - Travel Demand Model

## Agenda

Topic	Presenter
<b>Welcome &amp; Introductions</b>	Scott Walker, Billings MPO
<b>Steering Committee Roles &amp; Responsibilities</b>	Andy Daleiden, Kittelson & Associates
<b>Project Schedule &amp; Approach</b>	Andy Daleiden
<b>Branding Update</b>	Andy Daleiden
<b>Vision, Goals, &amp; Objectives</b>	Andy Daleiden
<b>Public Involvement Plan</b>	Lisa Olmsted, DOWL
<b>Data Collection &amp; Existing Conditions</b>	Rachel Grosso, Kittelson & Associates
<b>Travel Demand Model</b>	Mark Heisinger, Kittelson & Associates
<b>Next Steps &amp; Close-Out</b>	Andy Daleiden

## Steering Committee Meeting #1 Summary

### TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:00 p.m. on July 14, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1<sup>st</sup> Floor Conference Room in Billings, MT.

### ATTENDEES

#### Steering Committee

- Scott Walker, City/County Planning
- Wyeth Friday, City/County Planning
- Dakota Martonen, City of Billings Public Works
- Ed Gulick, Billings City Council
- Woody Woods, Lockwood Community
- Monica Plecker, City/County Planning
- Elyse Monat, City/County Planning
- Kurtis Schnieber, MDT Billings District
- Katie Potts, MDT
- Mike Black, Yellowstone County Public Works
- Rusty Logan, MET Transit
- Alan Woodmansey, FHWA

#### Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson

### NOTES

**Action items are bolded.**

1. Introductions
  - a. Introductions from Steering Committee (SC)
  - b. Alan Woodmansey is transitioning out of his role, not sure who new FHWA representative will be. Katie is a good contact for now.
2. Steering Committee Roles and Responsibilities
  - a. This is the kick-off of the planning effort for the updated Long Range Transportation Plan (LRTP). About a one-year effort.
  - b. Andy and Scott highlighted roles and responsibilities of Steering Committees
    - i. Monthly meetings
    - ii. Provide support/feedback
    - iii. Representative of organization
3. Project Schedule and Approach
  - a. Andy gave an overview of project schedule and overall project approach.
    - i. One year timeframe to updated LRTP document
    - ii. Adoption will be in Spring-Summer in 2023
    - iii. Process includes monthly SC meetings, periods for the SC to review draft material
  - b. Question from Wyatt – what is the elected official workshop?
    - i. Opportunity to connect with the elected officials about the LRTP update process, new federal updates that will be rolled into the plan, and other items to get the officials involved up front in the process.

4. Branding Update
  - a. Andy gave an overview of the project branding—The branding and map have been updated to reflect feedback from the MPO.
5. Vision, Goals, and Objectives
  - a. We will focus on big picture categories during this meeting. At the next meeting, we plan to focus on specifics.
  - b. Questions for SC:
    - i. What would you like addressed in the plan?
      1. Curious to see how this plan presents on performance measures/targets.
      2. Funding opportunities/options, previously addressed projects, consistency with other plans.
      3. There are a variety of funding sources, it should identify these opportunities.
      4. Policy guidance for a multimodal shift. Something that's fundable by the community. Shift from focus of looking at bike/ped/transit as an add-on. How can we address arterials for all modes and high-density development?
      5. Tackle complex projects with multiple funding sources. More discussion on ITS -> how do we get to a cohesive ITS system in the area?
      6. Identifying and bringing together multiple funding sources. Collaboration with FHWA/FTA. Starting to think at high-level regional travel (i.e., passenger rail), what discussions are happening?
      7. Safety – Speeding and changing neighborhoods (places that used to be rural, Highway 312 corridor near Pioneer School). Locations to reduce speed limit? Providing locations with safe passage for running/walking/biking.
      8. Development from City/Council coming together – how can agencies work together to proactively implement improvements while areas are annexed?
      9. Updating travel demand model will be a useful tool.
      10. Big projects are becoming a reality. Need to focus on safety and multi-modal. What are some of the next big projects for the area? How to address unique characteristics of the area?
      11. Multimodal focus with new development. Planning for MET Transit into Lockwood area -> area has seen lots of other projects.
        - a. MET Transit is looking at serving the Lockwood area -> **can provide data to project team.**
      12. How can we serve areas that have multi-family development?
      13. Infrastructure for people walking/biking, not just in bike/ped chapter but integrated into rest of document.
      14. Safe streets for all program -> this plan could help us apply for funding and should be incorporated into LRTP.
        - a. **Kittelson to connect further on this topic.**
    - ii. How would you define a successful plan?
      1. Plan has a lot of information. Need to keep elected officials engaged through the whole process so no surprises at end.
      2. Plan that's deliverable, fundable, and realistic. Want it to present real possibilities, especially in the short term.
      3. Fiscally-constrained plan that has projects that the community will pull from to avoid amendments. Creative/collaborative funding opportunities and resources (state, federal, discretionary grants).
      4. Something that makes our jobs easier. Usability. A plan that is easy to reference and can be used to communicate with officials and the public.
      5. How can we make the project list easier to digest? Previous plan had a lot of information that could be difficult to work through.
      6. Usable and functional for elected officials and the public -> graphics are key
      7. Getting input from the public and elected officials
  - c. This input will help us inform the vision, goals, objectives, performance metrics, and targets.
  - d. Andy provided overview of how the new infrastructure law affects MPOs and the vision/goals.
  - e. Three vision statement options presented to SC for initial reactions:
    - i. Should we include the word equitable in there? Goes into a lot of different federal requirements.
    - ii. Likes Option 1. Livability phrasing in Option 2 might not be correct.
    - iii. Option 1 is good – recommend including equity, couple other tweaks.
  - f. Goal category overview – rolling some categories into mobility and adding Equity/Accessibility. Reactions?
    - i. Like the combination of items into mobility. Less likely for items to be silo' d.
    - ii. Like that efficiency is removed – can be difficult to define.



- iii. Equity/Accessibility is a good addition – important to transportation planning
  - iv. How do we include prioritized improvements? Important component of plan.
    - 1. We agree – can be rolled into narrative of one of the goals and into the outcome of the plan.
  - g. We developed some draft goal-narratives – will refine based on today's feedback.
  - h. How are past goals/objectives reviewed? Will we track specific objectives? Lots of conversation/concern last round.
    - i. We've started this task – still collecting data. Should have preliminary results by August.
    - i. We will provide a Draft Vision, Goals, Objectives Chapter to the SC prior to our August SC meeting.
- 6. Public Involvement Plan (PIP)
  - a. Lisa gave overview of draft PIP including purpose, goals, objectives, and timeline
  - b. Purpose of the document is to outline objectives/purpose/approach for productive public involvement efforts
  - c. Questions/Comments
    - i. City has a public involvement officer (PIO). We can connect the team with the PIO and potentially help with this project.
      - 1. **City will introduce to project team**
    - ii. Section of this study that addresses where development is out-pacing planning? Sometimes seem like we're behind the curve. A concern especially on the west side of the study area where we have a variety of development.
      - 1. From a numbers standpoint – we can look at this from forecast scenarios. Could also look at from a policy standpoint.
      - 2. Could also engage with stakeholder groups and/or the development community about these concerns.
  - d. Key next step in the process will be identifying stakeholder groups.
- 7. Data Collection and Existing Conditions
  - a. Rachel gave an overview of the on-going and upcoming existing conditions activities.
    - i. Current activities include gathering data from various agencies, starting the bike/ped, transit, freight analyses
    - ii. Next steps include safety, vehicular level-of-service
    - iii. Preliminary results for existing conditions in August -> draft chapter in September
- 8. Travel Demand Model (TDM)
  - a. Mark gave an overview of TDM update process and ongoing activities
  - b. Questions
    - i. Not all the 2020 Census data has been released, how do you see that affecting the TDM process?
      - 1. The project team opted not use 2020 Census data due to the release delays, as block-level data had not yet been released at the time of project scoping. The project team is using Montana Cadastral data, and will plan to quality-check data using Census data if and when available.
    - ii. As the Urbanized Area for Billings has not yet been released, should we plan in time for any adjustments that may need to occur?
      - 1. Yes, the Urbanized Area could change the designation of roadways from 'secondary' to 'primary' which could impact state funding eligibility.
- 9. Next Steps and Close-outs
  - a. **SC should provide comments on the following items:**
    - i. Public Involvement plan
    - ii. Vision Statement and Goals/Objectives
    - iii. Figure with Ongoing/Recently Completed Projects, Plans and Studies
  - b. Next meeting is in August 2022

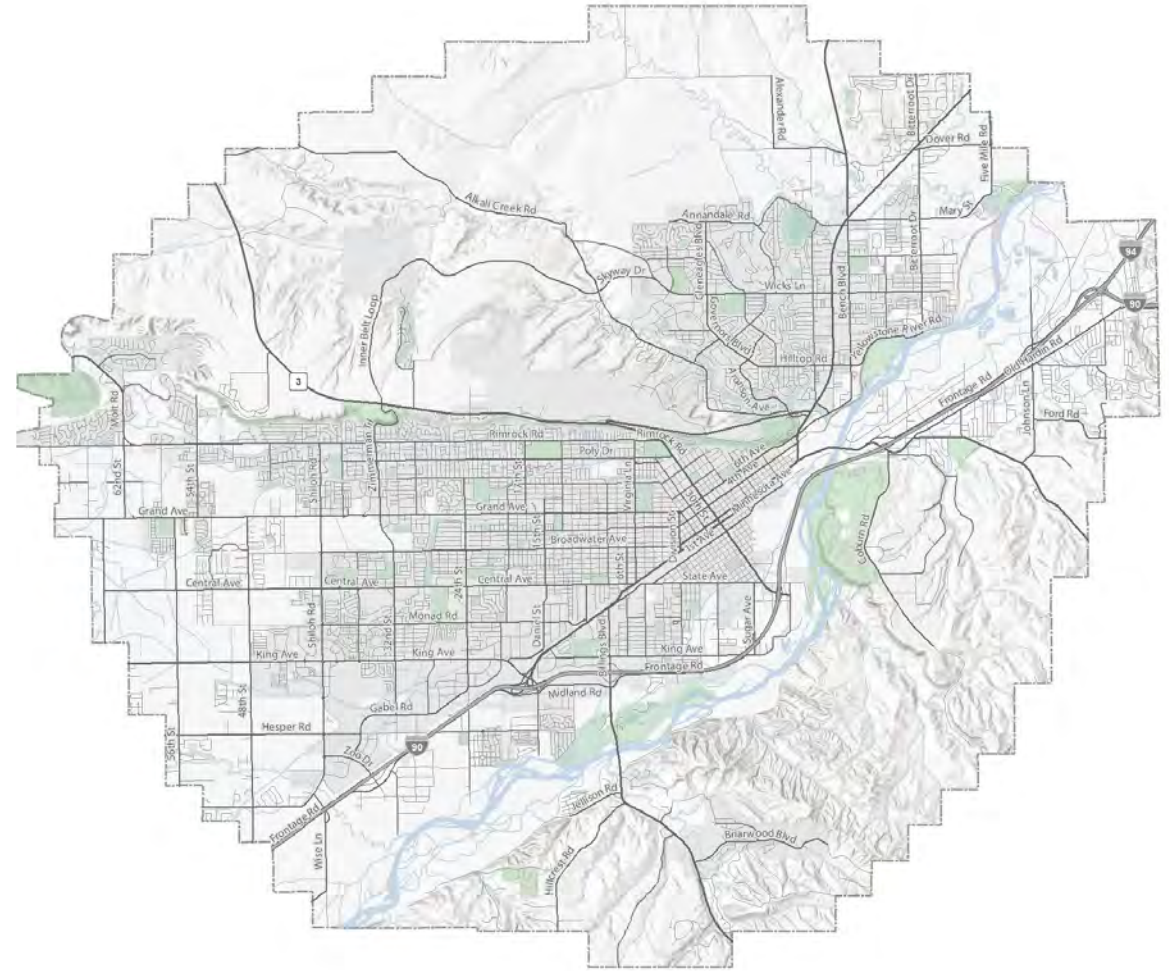
## Attachments

- A. Meeting Agenda
- B. Presentation

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee  
Meeting #1

July 14<sup>th</sup>, 2022





# Agenda

- Welcome & Introductions
  - Steering Committee Roles & Responsibilities
  - Project Schedule & Approach
  - Branding Update
- Vision, Goals, & Objectives
- Public Involvement Plan
- Initial Project Updates:
  - Data Collection
  - Existing Conditions
  - Travel Demand Model



# Introductions





# Steering Committee

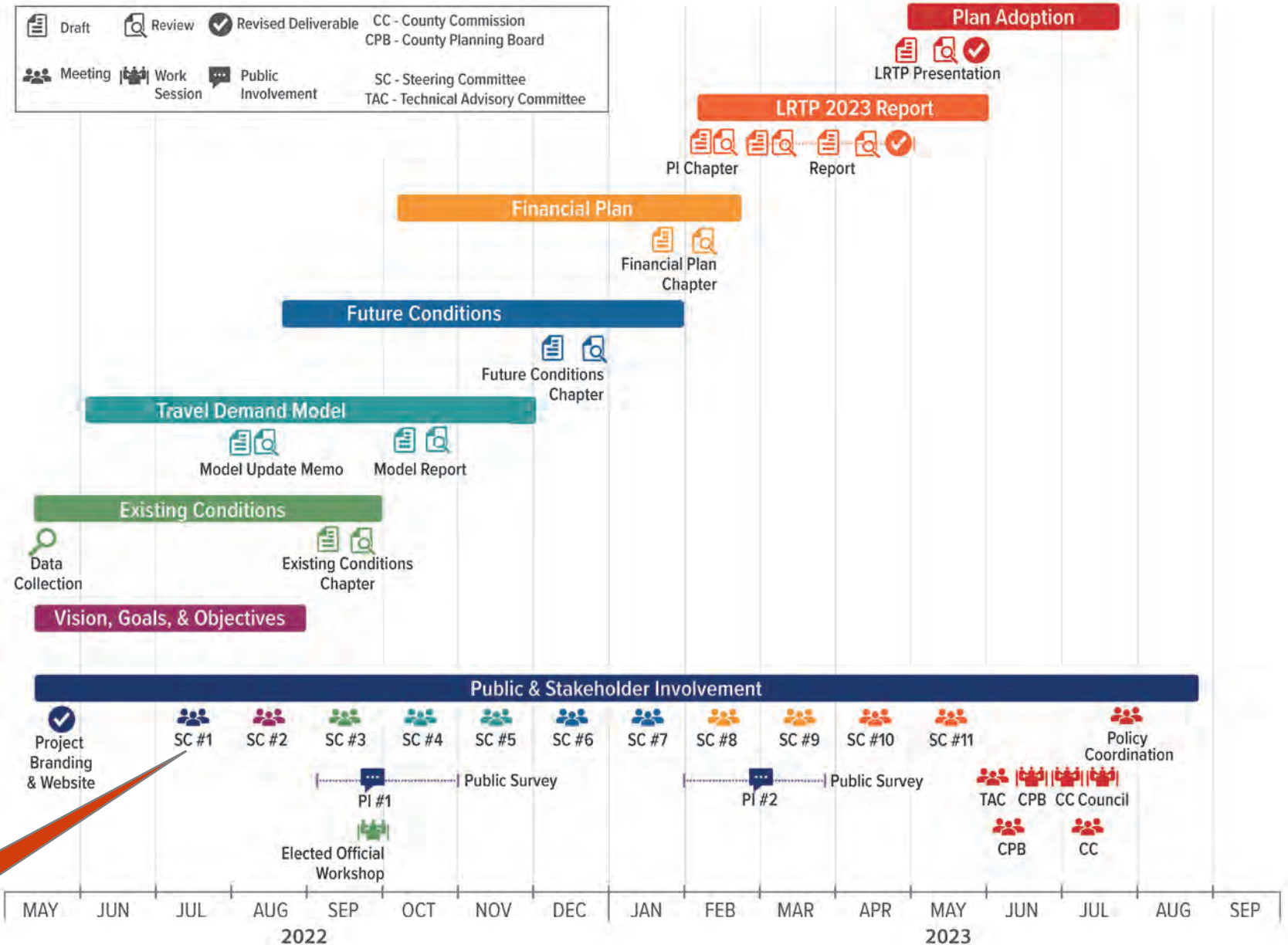
## Roles

- + Provide thoughtful and meaningful feedback
- + Engage in group discussions
- + Listen respectfully to other members
- + Communicate project updates to relevant members of your organization

## Responsibilities

- + Attend monthly meetings
- + Help promote the plan
- + Provide data to support plan development
- + Review and provide feedback on materials

# Project Schedule & Approach



We are here!



# Project Branding Update

## 2023 BILLINGS URBAN AREA LONG RANGE TRANSPORTATION PLAN

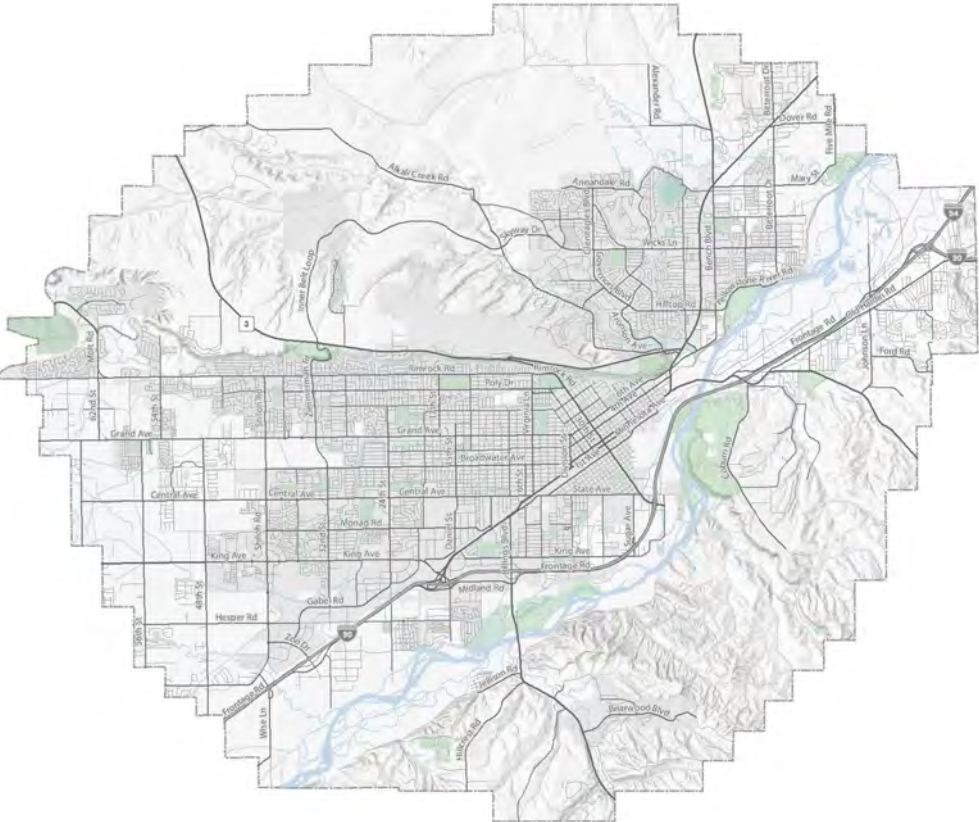


FIGURE 1  
**BILLINGS  
URBAN AREA**



### colors



Dark Blue

30, 57, 110  
#1E396E



Blue

17, 104, 155  
#75B6E4



Aloe

102, 154, 102  
#669A66



Teal

50, 154, 154  
#329A9A



Orange

242, 102, 58  
#F2663A

### secondary colors



Goldenrod

248, 153, 57  
#F89939



Red

206, 50, 52  
#CE3234



Purplish

154, 50, 103  
#9A3267

### graphic element style



### fonts

HEADLINES: PROXIMA NOVA CONDENSED BOLD / DARK BLUE

**ABCDEFGHIJKLM  
NOPQRSTUVWXYZ  
0123456789**

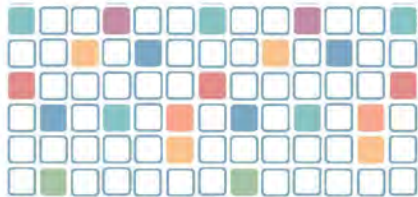
BODY COPY: PROXIMA NOVA REGULAR / BLACK 80%

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abcdefghijklmnpqrstuvwxyz

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### patterns/textures






# Vision, Goals, & Objectives

# Discussion



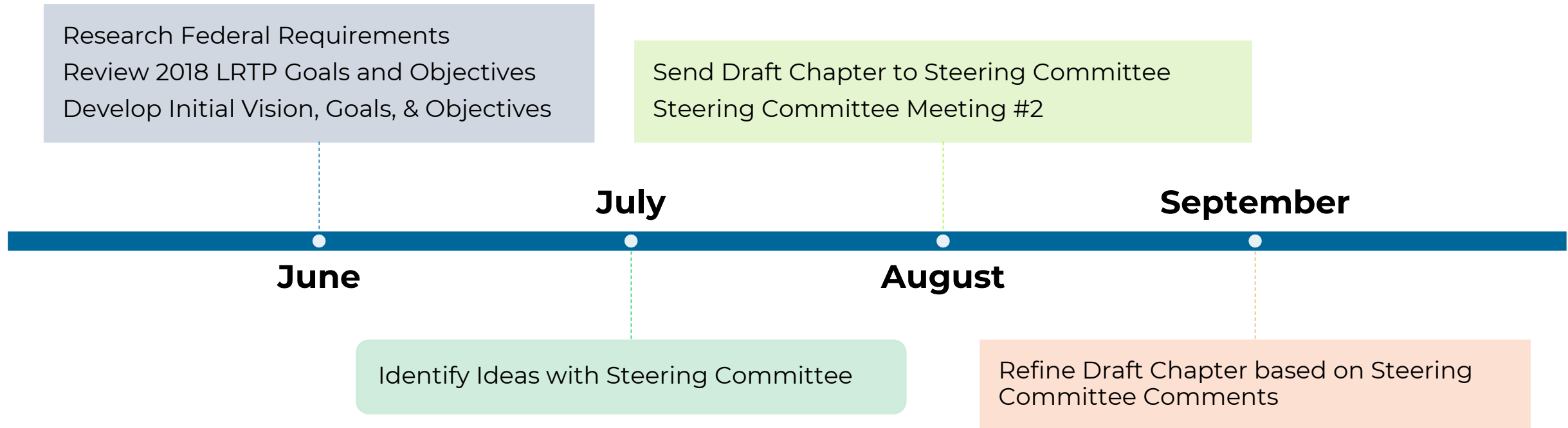
What would you like addressed in the plan?



How would you define a successful plan?



# Draft Vision, Goals, Objectives, Performance Metrics, & Targets Chapter



# What's new for MPOs from the Bipartisan Infrastructure Law (BIL)?

## 2018 Planning Factors

- + Economic Vitality
- + Security
- + Safety
- + Movement of People & Goods
- + Connectivity of People & Goods
- + Environment & Energy Conservation
- + System Efficiency
- + System Preservation
- + Resiliency, Reliability, & Stormwater Management
- + Travel & Tourism

## 2023 Focus Areas

- + Resiliency
- + Equity
- + Accessibility
- + Multimodal Safety

## New Planning Requirements

- + [Metropolitan Planning Program](#)
  - Safe and Accessible Options for People of All Ages and Abilities
  - Housing Coordination
- + [Surface Transportation Block Grant Program](#)
  - Equitable Distribution to Urbanized Areas
- + [National Highway Freight Program](#)
  - Increase in Critical Urban Freight Corridor Designation (Statewide)

# Draft Vision Statements

## Option 1

Support a safe, efficient, and economically vibrant community through the multimodal transportation system.

## Option 2

Enhance the safety, economy, and livability of the Billings transportation system.

## Option 3

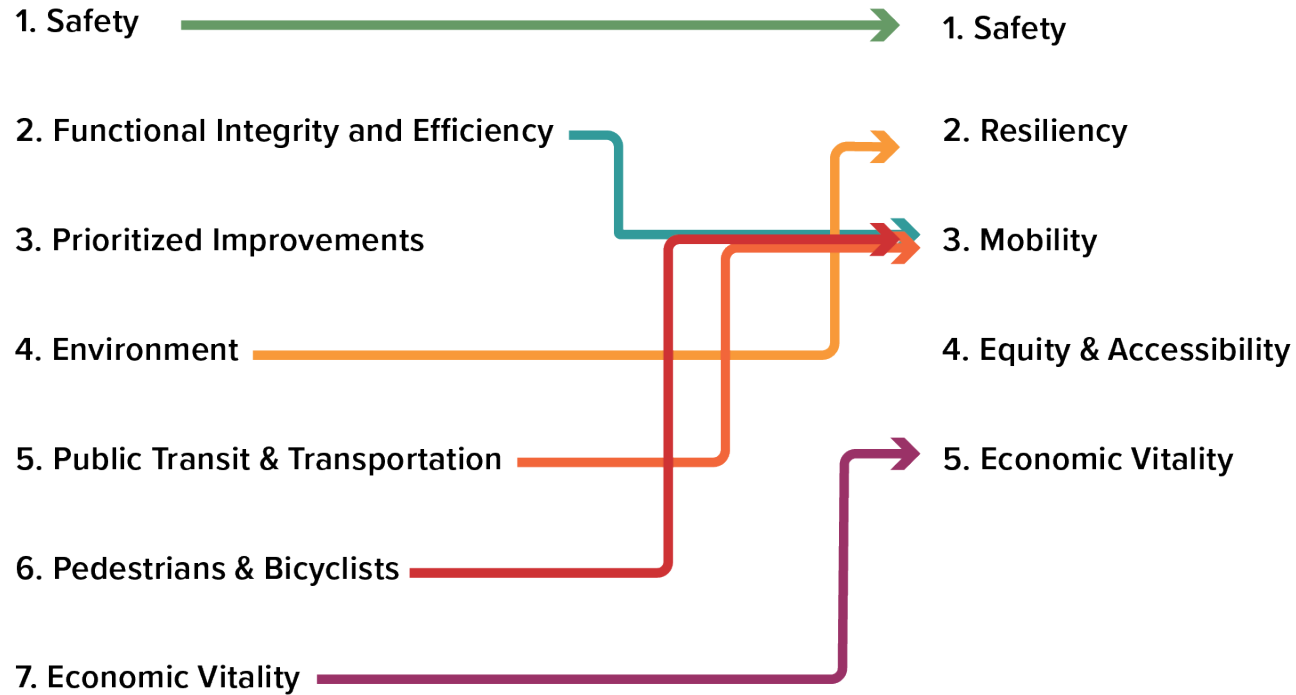
Create a multimodal transportation system that is safe, efficient, and effective.



# Goal Categories for 2018 and 2023 LRTPs

## 2018 LRTP

## 2023 LRTP



# Draft 2023 LRTP Goals



## Safety

Develop a safer transportation system for all users.



## Resiliency

Optimize, preserve, and enhance the existing transportation system to adapt with climate change, protect the natural environment, and promote a healthy and sustainable community.



## Mobility

Create a transportation system that supports the practical and efficient use of transit, walking, biking, shared mobility, and vehicles.



## Equity & Accessibility

Address structural inequities in underserved communities through provision of affordable and reliable travel options.



## Economic Vitality

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

# Example Objectives

## Carry Over from 2018 LRTP:

- + Goal: Mobility
- + Objective: Increase number of bicycle lane miles by 20% between year 2023 and 2028.

## New Idea for 2023 LRTP:

- + Goal: Equity & Accessibility
- + Objective: Implement Safe Routes to School projects.





# Public Involvement Plan (PIP)

# PIP Introduction

Outlines the objectives, purpose, and approach to facilitate productive stakeholder and public involvement in the 2023 Billings Urban Area Long Range Transportation Plan (LRTP) process

# Objectives

- + Facilitate open communication regarding community desires, needs, and challenges
- + Meet the stakeholders and public where they're comfortable
- + Solicit relevant engagement through educational and informative messaging



# Purpose

- + MPO encourages meaningful and inclusive public engagement and participation in the LRTP
- + Engage and educate members of the public and stakeholders about the LRTP and the transportation system
- + Provide members of the public with opportunities to engage in the LRTP process and by encouraging participation in the engagement opportunities facilitated by the project team.

# Goals

- + Provide useful, timely information to the public throughout the development and implementation of the LRTP
- + Proactively seek public comment and involvement in the planning process and plan development through survey input
- + Provide educational opportunities for the public about the LRTP and facilitate open discussions about the goals, process, and purpose
- + Respond to comments and suggestions

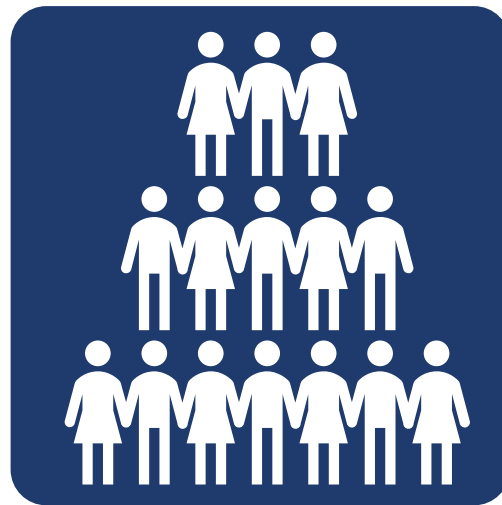
# Timeline and Activities

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project visioning Data collection	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing conditions Travel demand model update	SC Meeting #3 and #4 Public Open House #1 (in-person and virtual) Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future conditions Travel demand model update Project list	SC Meeting #5, #6, #7 Stakeholder Outreach
December 2022 to February 2023	Financial plan	SC Meeting #8, #9 Stakeholder Outreach
February to May 2023	Draft LRTP Final LRTP Executive Summary	Public Open House #2 (in-person and virtual) Survey #2 SC Meeting #10, #11, #12 Stakeholder Outreach
June to July 2023	Plan Adoption	

# Target Audiences

Audience	Communication Purpose
<b>Stakeholders</b> <ul style="list-style-type: none"><li>• City of Billings</li><li>• Yellowstone County</li><li>• Law Enforcement</li><li>• School District</li><li>• Neighborhood Task Forces</li><li>• Special Interest Organizations</li></ul>	<ul style="list-style-type: none"><li>• Involve them in the development of the LRTP</li><li>• Learn about organization's needs and concerns</li><li>• Proactively engage by presenting at local meetings</li><li>• Establish open lines of communication with liason from each identified stakeholder group and its leadership</li><li>• Educate on policy and process of LRTP</li><li>• Facilitate open discussions</li><li>• Garner support toward ultimate Plan adoption</li></ul>
<b>General Public</b>	<ul style="list-style-type: none"><li>• Involve them in the development of the LRTP</li><li>• Learn about needs of the community</li><li>• Proactively engage by hosting inclusive public involvement events and meetings</li><li>• Establish open lines of communication</li><li>• Educate on policy and process of LRTP</li><li>• Facilitate open discussions</li><li>• Garner support</li><li>• Encourage safe travel behaviors</li></ul>





# Data Collection & Existing Conditions



# Data Collection

Billings MPO

City of Billings

Yellowstone  
County

MET Transit

Billings Logan  
International  
Airport

Montana  
Department of  
Transportation

Montana  
Department of  
Environmental  
Quality

US Census  
Bureau

Federal  
Highway  
Administration

- + GIS Data
- + Traffic Count Data (Vehicular, Pedestrian, Bicycle)
- + Transit Data
- + Enplanement Data
- + Crash Data
- + Air Quality Data
- + Population Data
- + Freight Analysis Framework 5 Data
- + Plans and Studies

# Existing Conditions

## Started...

- + Existing Document Review
- + Pedestrian & Bicycle Analysis
- + Transit Analysis
- + Freight (Aviation, Trucking, & Rail) Analysis
- + Safety Analysis
- + Equity Analysis (Transportation-Disadvantaged Populations)
- + Emerging Technology Readiness Assessment

## Up Next...

- + Streets & Highways Inventory
- + Vehicular Level of Service Analysis
- + Security Assessment
- + Air Quality Conformity Evaluation

# On-Going & Recent Projects

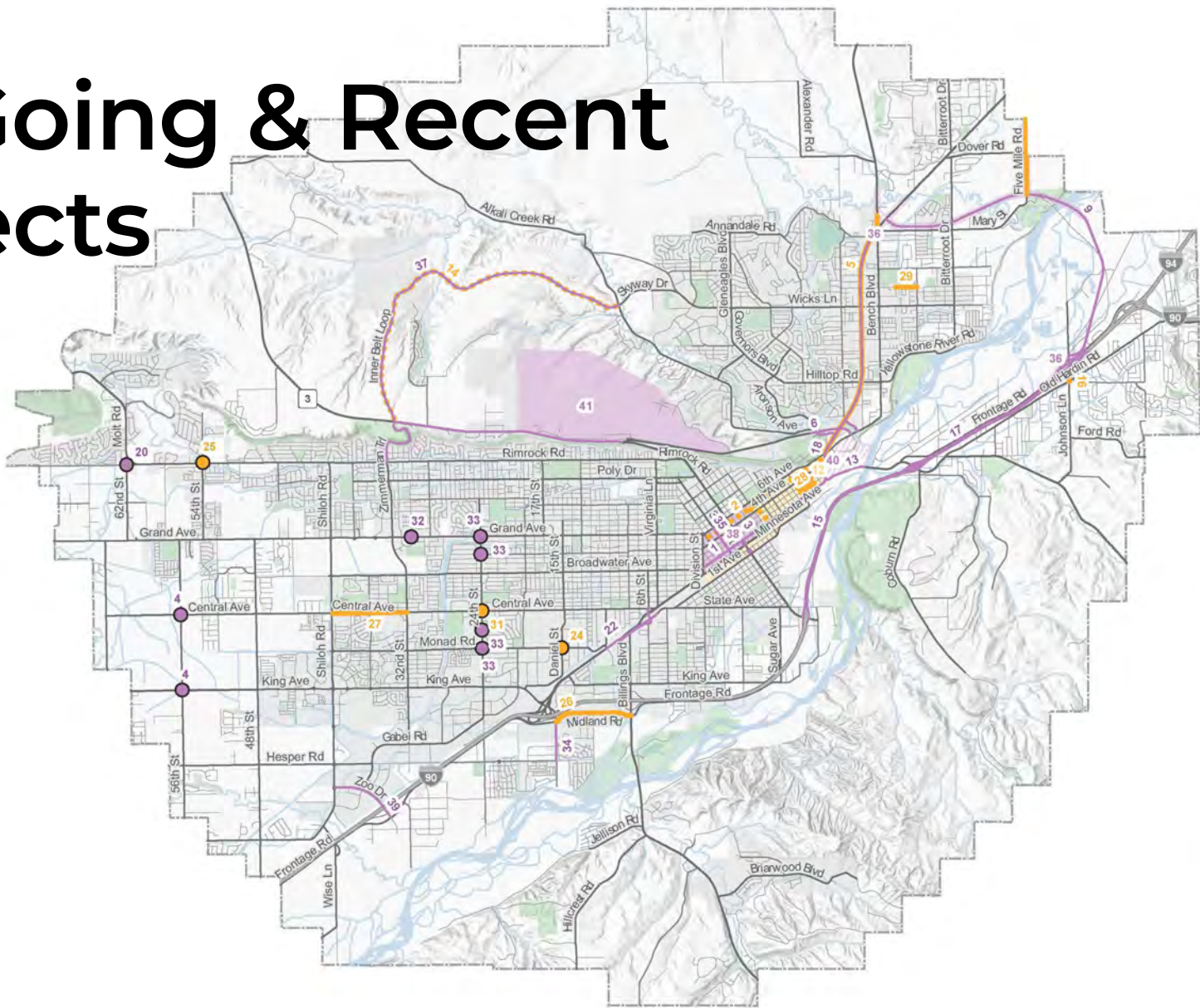
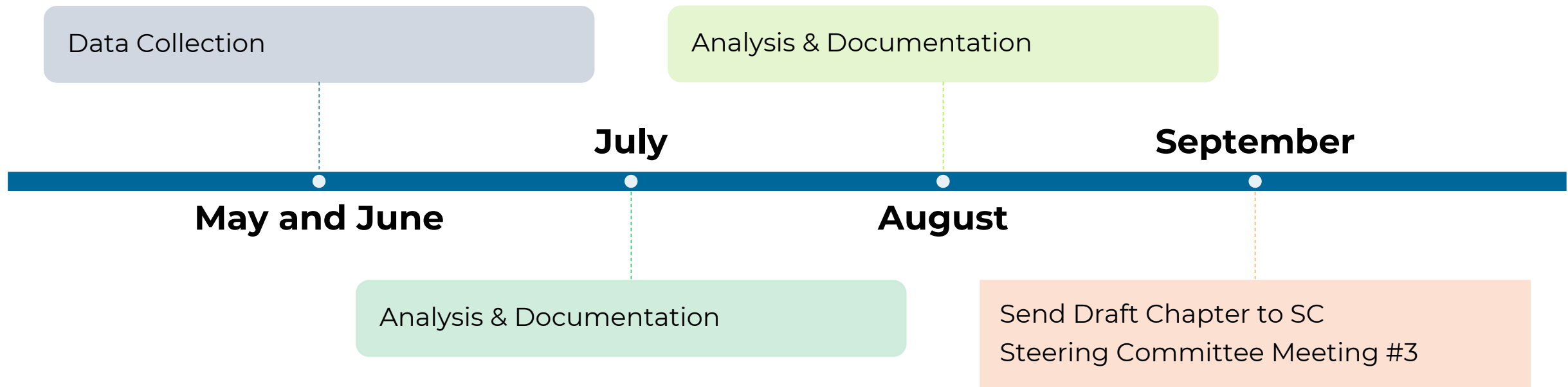


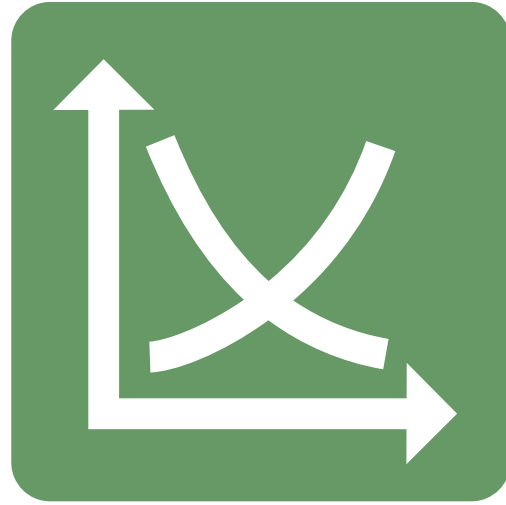
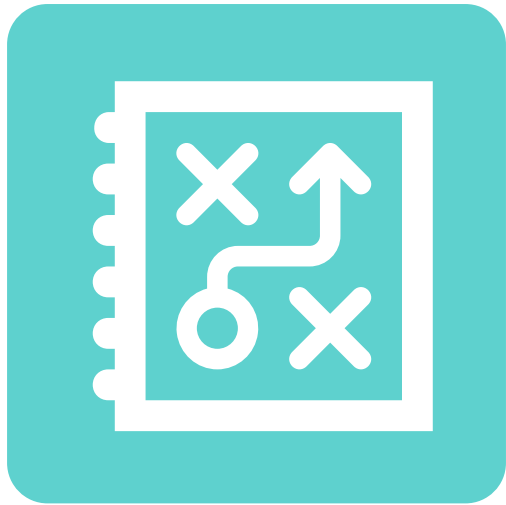
FIGURE 1  
**Ongoing and Recently Completed Projects, Plans, and Studies**

- MPO Boundary
- Park
- Completed Intersection Project
- Ongoing Intersection Project
- Completed Project
- Completed Study/Plan
- Ongoing Project
- Ongoing Study/Plan

ID	Description
1	1st Avenue North Design
2	5th Avenue North Corridor Feasibility Study
3	27th Street Railroad Crossing Study
4	56th Roundabouts: King and Central
5	Main Street Timing
6	Airport & Main Intersection Design
9	Billings Bypass Final Design
12	Billings Downtown Traffic Study
12	Billings Downtown Traffic Study Alternative Prioritization and Public Preference
13	Exposition Drive & 1st Avenue N Intersection Design
14	Inner Belt Loop Corridor Study
15	Interstate 90 Yellowstone River Project
16	Johnson Lane Signal Retiming
17	Lockwood Interchange Reconstruction
18	Main Street Billings Improvement Project
20	Rimrock & 62nd Street West Intersection
22	Underpass Avenue
24	Monad Road and Daniel Street Traffic Signal
25	Rimrock Rd & 54th St W Traffic Signal
26	Midland Road Streetscape Improvements
27	Central Avenue Widening
28	EBURD Reconstruct (2nd & 3rd Ave N from N. 13th to N. 10th)
29	Kyhl Lane (BBWA to Hawthorne)
31	24th St West and Central Avenue Signal
32	Grand Avenue and 32nd St West Signal
33	Signal improvements along 24th St West
34	Mullowney Lane (Midland Rd to Elysian Rd) Improvements
35	Traffic Improvements 29th/30th
36	Billings Bypass Corridor Study
37	Northwest Billings Connector and Skyline Trail BUILD Grant
38	Downtown 2-Way Street Conversion
39	Zoo Drive Improvements
40	MetraPark Master Plan
41	Airport Terminal Expansion Project
Area-Wide Plans and Studies	
8	Billings Bike and Scooter Share Feasibility Study
10	Billings Community Transportation Safety Plan Update
11	Billings Complete Streets Annual Report
19	MET Transit 5-year Transit Development Plan
21	Safe Routes to School Study
23	Wayfinding Signage Plan
30	Yellowstone County Systemic Intersection Safety Analysis
42	Billings Area Public Transit Survey
43	FY22/23 Billings Area Transportation Coordination Plan
44	Public Transit Agency Safety Plan

# Draft Existing Conditions Chapter





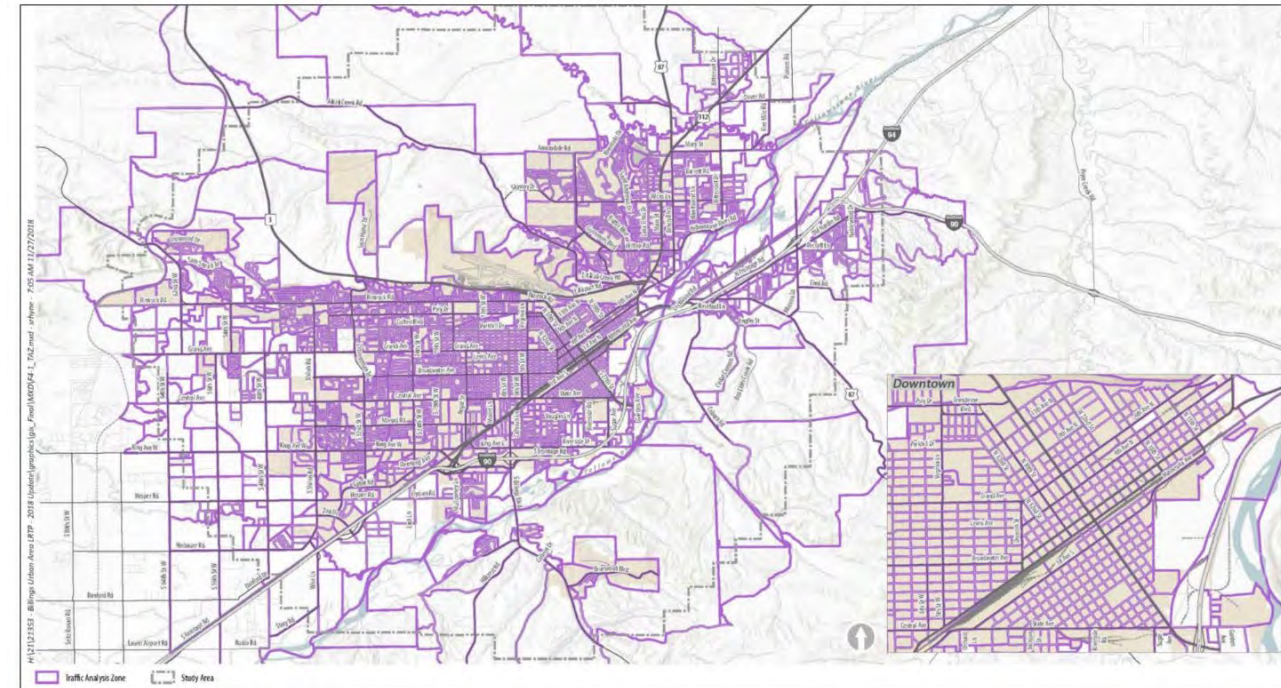
# Travel Demand Model (TDM)



# TDM Update Process

- + Update Base Year Model from Year 2017 to Year 2021
  - *Data Collection*
  - *Land Use Inventory*
  - *Roadway and Transit Network Update*
  - *Traffic Volume Validation*
- + Update Future Year Model from Year 2040 to Year 2045
  - *Land Use Forecast*
  - *Planned Roadway Network Improvements*
  - *Forecast Scenarios*

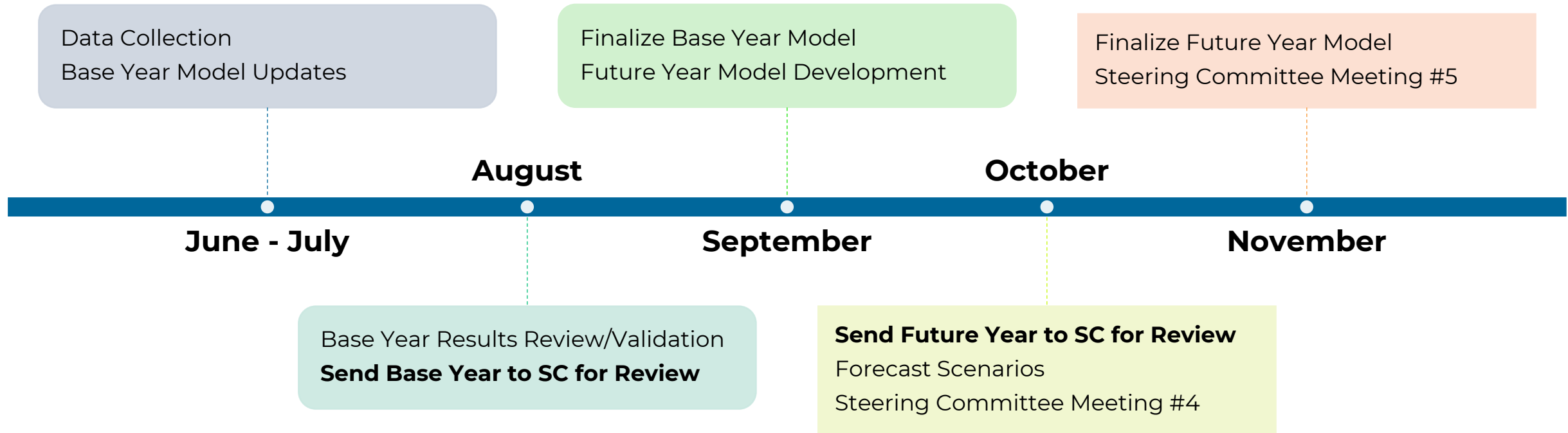
Figure 3: Billings Travel Model Transportation Analysis Zones

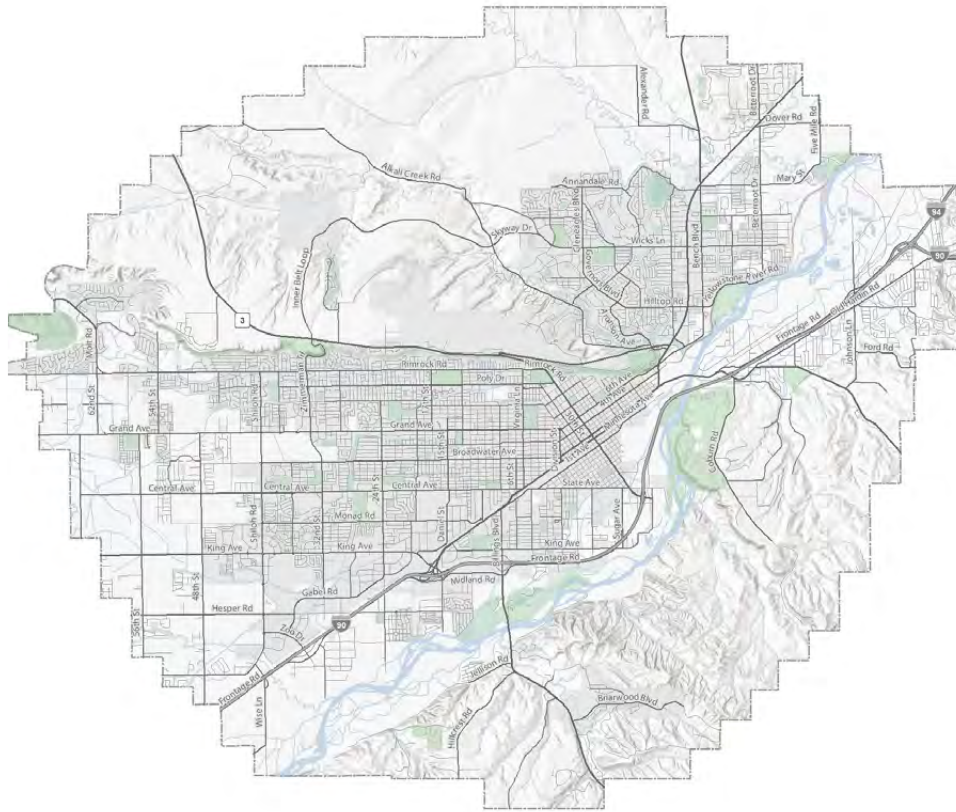


# Update Base Year Model from Year 2017 to Year 2021 (On-Going Activities)

- + Data Collection
  - *Montana Cadastral parcel data*
  - *Traffic volumes*
  - *Recent roadway projects*
  - *MDT population and employment data*
- + Land-use inventory
  - *Identify specific development since 2017*
  - *Residential vs. Commercial*
- + Roadway network update
  - *Identify new roadway alignments or changes to roadway capacity*
- + Traffic volume validation
  - *Validate model results based on recent traffic volumes*
  - *Comparison of 2019 and 2021 traffic volumes*

# Schedule





# Next Steps

- Provide any additional feedback on the following items:
  - Public Involvement Plan
  - Vision Statement and Goals/Objectives
  - Figure showing Ongoing and Recently Completed Projects, Plans, and Studies
- Next Meeting: August 2022

Questions?

Andy Daleiden  
[adaleiden@kittelson.com](mailto:adaleiden@kittelson.com)  
208.472.9804

## STEERING COMMITTEE MEETING #2

August 18<sup>th</sup>, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1<sup>st</sup> Floor Conference Room |

<https://us06web.zoom.us/j/88137427584?pwd=OFpLUkhZd3pXeEpmSkNqZGt6ZVBWUT09>

Meeting ID: 881 3742 7584 | Passcode: 314385

### Meeting Purpose

- Discuss draft vision, goals, objectives, performance metrics, and targets
- Outline upcoming stakeholder and public involvement activities
- Provide updates on existing conditions activities

### Agenda

Topic	Presenter
<b>Welcome</b>	Andy Daleiden, Kittelson & Associates
<b>Vision, Goals, Objectives, Performance Metrics, &amp; Targets Discussion</b>	Andy Daleiden
<b>Upcoming Stakeholder &amp; Public Involvement</b>	Lisa Olmsted, DOWL
<b>Existing Conditions Updates</b>	Rachel Grosso and Mark Heisinger, Kittelson & Associates
<b>Next Steps &amp; Close-Out</b>	Andy Daleiden

### Materials

- Draft Vision, Goals, Objectives, Performance Measures, & Targets Chapter
- Draft 2018 Billings LRTP Progress Report
- Final Public Involvement Plan



## Steering Committee Meeting #2 Summary

### TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:10 p.m. on August 18, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1<sup>st</sup> Floor Conference Room in Billings, MT.

### ATTENDEES

#### Steering Committee

- Scott Walker, City/County Planning
- Dakota Martonen, City of Billings Public Works
- Ed Gulick, Billings City Council
- Woody Woods, Lockwood Community
- Elyse Monat, City/County Planning
- Katie Potts, MDT
- Mike Black, Yellowstone County Public Works
- Rusty Logan, MET Transit
- Carolyn Miller, FHWA
- Eden Sowards, CHES – Healthy by Design

#### Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson

### NOTES

Action items are **bolded**.

1. Introductions
  - a. Introductions from Steering Committee (SC)
2. Project Schedule Update
  - a. Andy gave an update on schedule
    - i. We are on track to provide a draft Existing Chapter next month.
    - ii. We are on track to provide a 2021 Travel Demand Model Validation memo in the next two weeks.
3. Vision, Goals, Objectives, Performance Metrics, & Targets
  - a. We are looking for comments by Aug 26<sup>th</sup> on the draft chapter.
  - b. Draft 2018 Billings LRTP Progress Report
    - i. We are still tracking down the data for a couple objectives.
    - ii. Successes in:
      1. Safety (fatal and severe injuries)
      2. Prioritized list of improvements
      3. Stormwater management ordinance
      4. Bike/ped facilities and counts
    - iii. Challenges:
      1. Fatal and severe injury crashes for non-motorized users
        - a. Comments from SC:
          - i. The crash data is a trend nationally – not surprised.
          - ii. Increased bicyclist and pedestrian activity in Billings could be a contributing factor – this is crash frequency not rate.
          - iii. Happen in different locations – hard to identify trends based on location

- iv. Transient population and impaired pedestrians can be an issue.
    - 1. We can dig into the data more. This item came up in the CTSP.
- iv. Comments from SC
  - 1. Issue with coloring of plus icons?
    - a. **Yes – Kittelson will correct the error.**
  - 2. We have transit elements/data and will update the section.
  - 3. Is crash data from MDT limited to 2020?
    - a. Kittelson – yes, 2021 data is still being processed and not available for analysis. Depending on when we receive it, we can try and incorporate it into the existing conditions chapter.
  - 4. MET Transit has updated vehicle management plan – we can try and incorporate it into the plan.
  - 5. Why aren't we showing some of the metrics as completed?
    - a. Kittelson – some of these metrics are based on 5-year rolling averages. **Kittelson can add some notes to the document saying that this is a draft or working document.**
  - 6. Opportunity to break out crash data into equity groups?
    - a. Kittelson – we can see what data is available, as well as what opportunities we have to bring equity analysis into crash data analysis as the plan is developed further.
- c. Federal performance measures and state targets
  - i. Statewide targets are being updated by MDT and should be ready by October 2022.
    - 1. Katie – State is required to set new targets and track achievements to targets. Targets to give to FHWA should be submitted by October 1. MDT aims to present targets to leadership by end of August.
      - a. Scott – We will likely adopt state targets.
      - b. Carolyn – There are some issues with the reporting portal, but targets should still be ready to go as per schedule.
    - 2. Billings uses different transit targets than the federal targets.
      - a. **Kittelson will coordinate with MET and MDT to update.**
- d. Vision Statement – any comments from the SC?
  - i. SC thinks it looks good.
- e. Draft LRTP Goals – consolidated from previous LRTP and updated based on recent updates to federal and state policy. Andy reviewed each goal and objective to see if there were comments from SC.
  - i. Safety
    - 1. Looks good
    - 2. Opportunity to consolidate goals from CTSP?
      - a. We can once the draft of the plan is finalized.
      - b. **DOWL can share draft materials for Kittelson to review and incorporate.**
  - ii. Resiliency
    - 1. How are we measuring mode share to low-carbon travel modes?
      - a. Intent is to look at most recent data from ACS as a baseline – could potentially require collection of another Household Travel Survey.
    - 2. What is definition of low-carbon travel mode?
      - a. Up to the SC to decide – we don't need to decide today but can decide as we collect/process data.
      - b. How do we define 5-year period, what dates of the year does the period start/end?
        - i. From a big picture standpoint, not critical to define. Overall trends are important.
      - ii. **Kittelson to connect with DOWL to refine.**
    - 3. What is definition of resiliency?
      - a. Defined by the overall goal
      - b. What are the biggest challenges Billings faces regarding resiliency? Re-occurring issues?
        - i. Flooding this year, wiping out bridges
        - ii. Extreme rain/hail, drainage issues and maintenance are a challenge.
          - 1. Exposition Drive is example of re-occurring drainage issue.

- iii. Wind knocking down power lines.
      - iv. Fires haven't been too extreme.
      - v. Heat extremes can make biking/walking challenging.
    - c. Any objectives we can change based on the biggest challenges/re-occurring issues?
      - i. A lot of these were pulled from the regional emergency response plan, which goes into more detail on the issues and objectives.
      - ii. Katie – Reason why this question was proposed: lots of discretionary funding available Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program. It would be good to see these objectives lead to grant applications.
      - iii. **Kittelson will look into expanding this section.**
  - iii. Mobility
    - 1. Transit should be refined – current goals are to reduce routes but increase headways
      - a. **Kittelson will update to reflect the current goals and outcomes from the MET Transit Development Plan.**
    - 2. Change transit ridership to a 10% increase
    - 3. Change bike lanes to bikeways (excluding sharrows), change 10% increase to 20% increase (10% will be an easy goal to hit)
    - 4. Change shared-use trail increase from 10% to 20%
    - 5. Change wording on bike/ped traffic counts to make it clear that we are looking for increase in bike/ped traffic, not count locations
      - a. Increase to 20%
      - b. How do we make sure we're providing apples to apples comparison to old counts? Need to memorialize where we do counts.
        - i. We will make it clear in the report how these counts are calculated
    - 6. LOS E goal – at odds with resilience and safety to a certain degree (i.e., better LOS can be associated with higher vehicle speeds, potentially at odds with reduction of VMT)
      - a. Reduction of VMT, increases in mode share, or implementation of ITS strategies can also improve LOS
      - b. Improvements to LOS can also improve safety (i.e., roundabout can provide benefits)
    - 7. **Kittelson will revisit section and increase percentage targets.**
  - iv. Equity and Accessibility
    - 1. City has an annual ADA program – not sure if it's the same as the ADA Transition Plan.
      - a. Up to agency to determine what ADA Transition Plan entails
      - b. Katie shared MDT's MDT Transition Plan--[ADA Transition Plan Update | Montana Department of Transportation \(MDT\) \(mt.gov\)](#).
        - i. MDT also has inventory list of ADA corners across state.
      - c. **Andy to send an ADA Transition Plan example to SC. SC will decide how they want to move forward with this objective.**
    - 2. Another equity issue is closure of trails when construction is active on the interstate – trails are looked at as recreation rather than necessity. Important to maintain non-motorized mobility during construction of facilities.
      - a. Can we add another objective based on inclusivity?
      - b. **Kittelson will look into and add relevant item.**
  - v. Economic Vitality
    - 1. What's an example of emerging technology?
      - a. Rachel will highlight in existing conditions section
4. Upcoming Public and Stakeholder Outreach
- a. Lisa highlighted upcoming public involvement related activities
  - b. Currently finalizing stakeholder list
  - c. Project website is currently being developed
    - i. Domain name is: [www.billingslrtp.com](http://www.billingslrtp.com)
    - ii. Will be updated based on our equity-related discussion
    - iii. Key component will be interactive map
  - iv. Comments from SC?
    - 1. Important to hone in on specific area and type of comment (i.e., categorize based on bike/ped, safety, etc.)

- d. Elected officials workshop
  - i. October 4<sup>th</sup> from 2-4pm
  - ii. Objective is to educate on transportation planning process, update on project schedule, and listen to comments from officials/respond to initial questions
- e. Public open house #1
  - i. October 6<sup>th</sup> from 4:30-6pm
  - ii. Similar objectives as with workshop – large focus gathering feedback and identifying transportation challenges and needs
- f. Also looking for ways for student engagement
- 5. Existing Conditions
  - a. Rachel provided an update on the existing conditions analysis efforts
    - i. Draft Chapter will be sent to SC in September
  - b. Update on biking/walking
    - i. Area has seen slight decrease in people walking to work, but significant increase in trail usage
    - ii. Large increase in bike facility usage in area
  - c. Update on truck freight flows in Montana and City of Billings
  - d. Update on commercial passenger flights and freight flight activity at airport
  - e. Update on rail activity
    - i. Project team is aware of changes to rail service organizations
  - f. Equity key findings
    - i. Billings urban area has no qualifying Census tracts in Historically Disadvantaged Community definition (US DOT definition).
    - ii. Presented transportation disadvantaged population index based on block groups within the study area
  - g. Emerging technology
    - i. Critical indicators include cellular coverage, electric vehicle charging stations, and alternative fuel corridors.
    - ii. Other items for consideration include bike/ped scooter share, policies related to ride-share policies
- 6. Next Steps
  - a. **SC should provide feedback on Draft Vision, Goals, Performance Measures, and Targets Chapter and Draft 2018 LRTP Progress Report by August 26<sup>th</sup>**
  - b. Kittelson will send out travel demand model validation memo and public open house materials to the SC for review in the coming weeks.
  - c. Next meeting is Tuesday, October 4<sup>th</sup> from 10:30 AM to 12 PM.

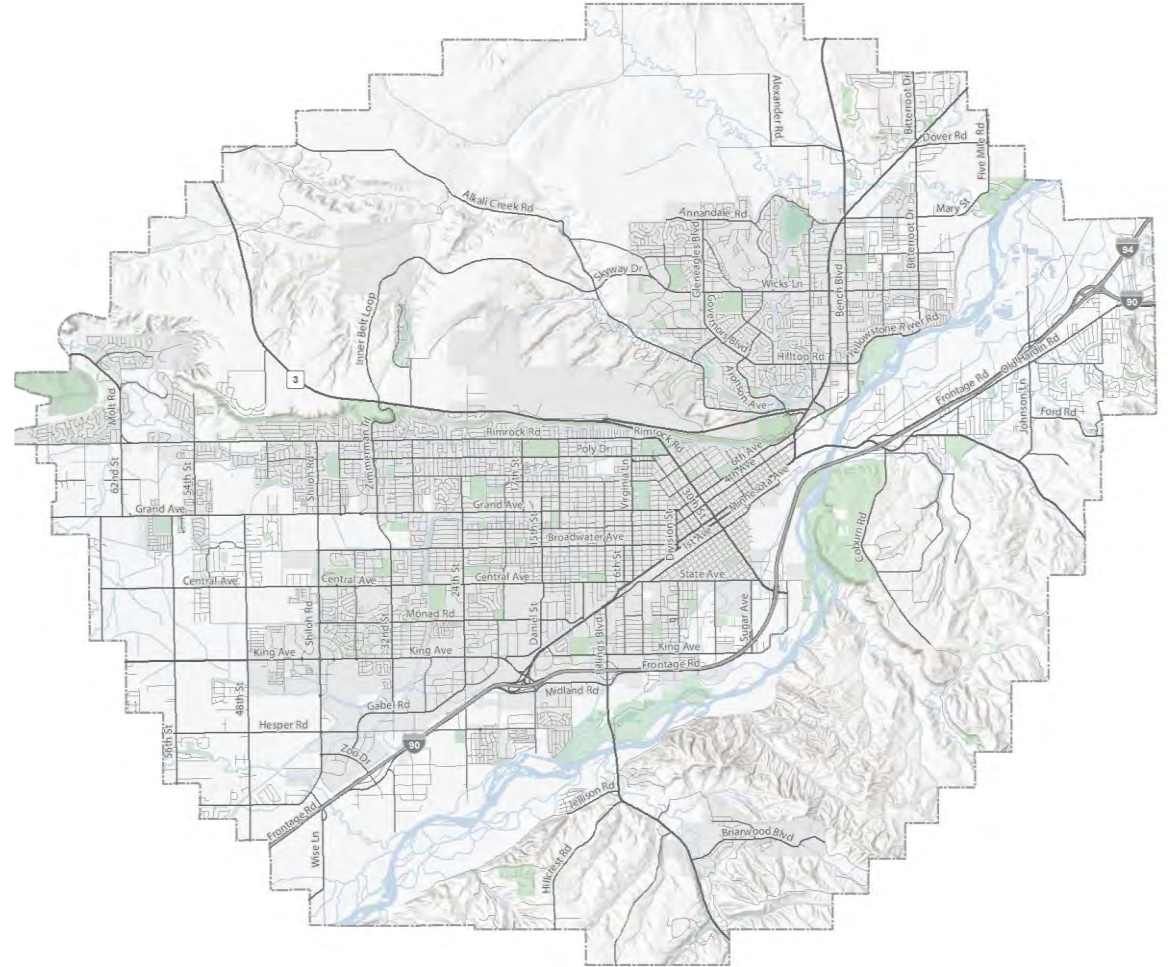
## ATTACHMENTS

- A. Meeting Agenda
- B. Presentation

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee  
Meeting #2

August 18<sup>th</sup>, 2022



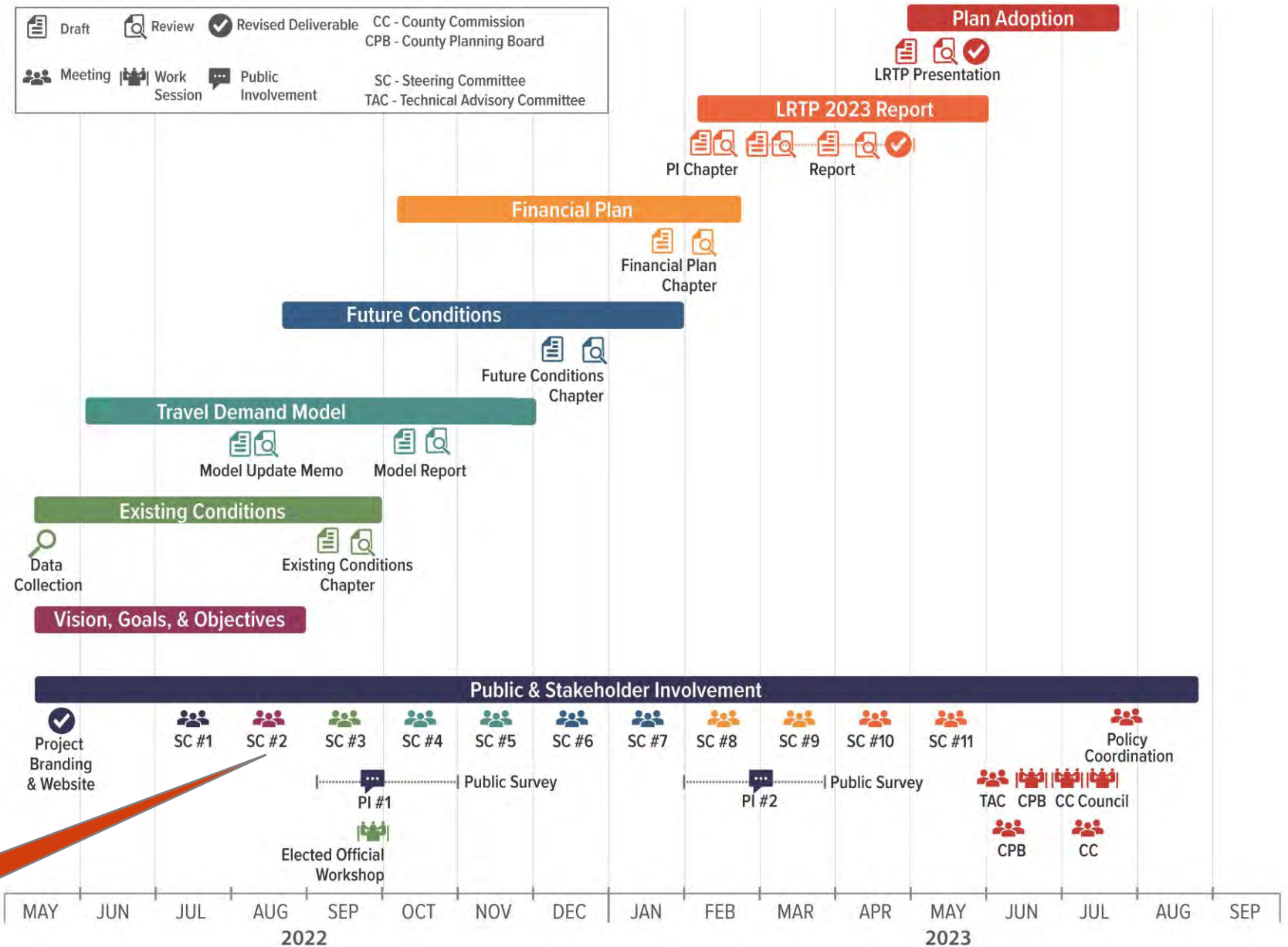


# Agenda

- Welcome
  - Project Schedule
- Vision, Goals, & Objectives
  - Discussion
- Upcoming Public & Stakeholder Outreach
- Existing Conditions Updates



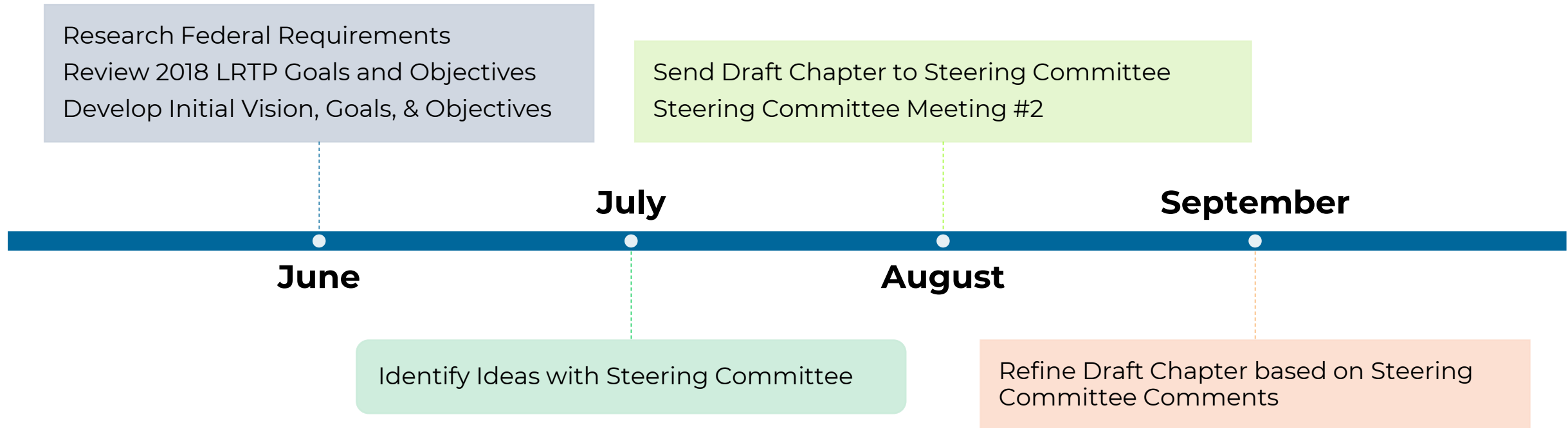
# Project Schedule & Approach





# Vision, Goals, Objectives, Performance Metrics, & Targets

# Draft Vision, Goals, Objectives, Performance Metrics, & Targets Chapter



# Draft 2018 Billings LRTP Progress Report

- + Six objectives still determining progress with 2022 Existing Conditions analysis
- + Three objectives completed!
- + Five objectives with progress made
- + One objective with no progress made



# Federal Performance Measures & State Targets

## + Safety

- Fatalities & Fatality Rate
- Serious Injuries & Serious Injury Rate
- Non-Motorized Fatalities & Serious Injuries

## + Pavement & Bridge Condition

- Interstate & Non-Interstate Pavement
- NHS Bridge Deck

## + Travel Time Reliability

- Interstate & Non-Interstate Travel Time Reliability
- Interstate Truck Travel Time Reliability

## + Emissions

- CO, PM10, and PM2.5 Emissions

## + Transit

- Revenue Vehicles – Useful Life Exceeded
- Equipment – Useful Life Exceeded
- Facilities – TERM Scale

Billings MPO has adopted statewide targets for each of these performance measures.

Statewide targets are currently undergoing updates by MDT in collaboration with Montana MPOs.

Final targets will be ready in October 2022.

# Vision Statement

Support a livable and economically vibrant community through a safer and more equitable multimodal transportation system.



What is a  
livable  
community?

- + Mix of Options & Opportunities
- + Clean & Green Landscape
- + Safe, Secure, & Affordable
- + For residents of all ages, abilities, and backgrounds

# Draft 2023 LRTP Goals



## Safety

Develop a safer transportation system for all users.



## Resiliency

Optimize, preserve, and enhance the existing transportation system to adapt with climate change, protect the natural environment, and promote a healthy and sustainable community.



## Mobility

Create a transportation system that supports the use of transit, walking, biking, shared mobility, and vehicles.



## Equity & Accessibility


Address the needs of transportation-disadvantaged populations through the provision of affordable, accessible, and reliable travel options.



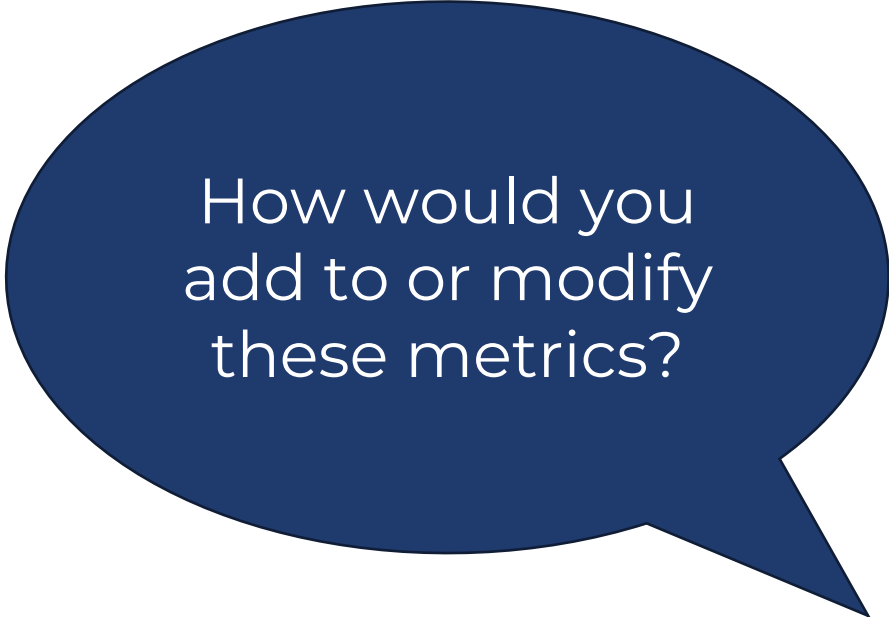
## Economic Vitality

Provide transportation facilities to support the local economy and connect the Billings urban area to local, regional, and national commerce.

# Discussion Questions



Do these objectives and performance measure reflect the goal?



How would you add to or modify these metrics?

# Safety

Develop a safer  
transportation system for all  
users.



# Safety Objectives



- + Reduce the rolling five-year average number of fatal and serious injury crashes by 20% between 2023 and 2028.
- + Reduce the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles travelled by 20% between 2023 and 2028.
- + Reduce the rolling five-year average number of fatal crashes and serious injury crashes involving non-motorized modes by 20% between 2023 and 2028.

# Resiliency

Optimize, preserve, and enhance the existing transportation system to adapt with climate change, protect the natural environment, and promote a healthy and sustainable community.

# Resiliency Objectives



- + Shift overall mode share 15% to low-carbon travel modes between 2023 and 2028.
- + Reduce overall vehicle miles travelled by 10% between 2023 and 2028.
- + Convert vehicle fleet to zero-emission vehicles through new vehicle purchases beginning in 2023.
- + Update the regional emergency response plan at least once by 2028.

# Mobility

Create a transportation system that supports the use of transit, walking, biking, shared mobility, and vehicles.

# Mobility Objectives



- + Increase annual transit ridership to pre-pandemic levels.
- + Maintain 2019 number of transit routes, hours of service of each route, and headways on each route for the next 5 years.
- + Increase number of bicycle lane miles by 10% between year 2023 and 2028.
- + Increase number of shared-use trail miles by 10% between 2023 and 2028.



# Mobility Objectives (continued)



- + Incorporate bicycle or pedestrian facilities on 95% of non-Interstate projects between 2023 and 2028.
- + Increase bicycle and pedestrian traffic counts at selected trails and intersections by 10% between 2023 and 2028.
- + Reduce the number of intersections identified as operating at LOS E or worse during the peak hour in the 2018 LRTP by 10% between 2023 and year 2028.

# Equity & Accessibility

Address the needs of transportation-disadvantaged populations through the provision of affordable, accessible, and reliable travel options.

# Equity & Accessibility Objectives



- + Develop an Americans with Disability Act (ADA) Transition Plan to address deficient transportation infrastructure.
- + Prioritize transportation investments in Transportation-Disadvantaged Population areas\*.
- + Implement Safe Routes to School projects.

# Economic Vitality

Provide transportation facilities to support the local economy and connect the Billings urban area to local, regional, and national commerce.

# Economic Vitality Objectives



- + Address gaps and deficiencies in emerging technology readiness.





# Upcoming Public & Stakeholder Outreach

# Timeline and Activities

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project visioning Data collection	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing conditions Travel demand model update	SC Meeting #3 and #4 Public Open House #1 (in-person and virtual) Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future conditions Travel demand model update Project list	SC Meeting #5, #6, #7 Stakeholder Outreach
December 2022 to February 2023	Financial plan	SC Meeting #8, #9 Stakeholder Outreach
February to May 2023	Draft LRTP Final LRTP Executive Summary	Public Open House #2 (in-person and virtual) Survey #2 SC Meeting #10, #11, #12 Stakeholder Outreach
June to July 2023	Plan Adoption	

# Final Public Involvement Plan (PIP)

Outlines the objectives, purpose, and approach to facilitate productive stakeholder and public involvement in the 2023 Billings Urban Area Long Range Transportation Plan (LRTP) process

# Project Website

- + Will use existing domain name: [www.billingslrtp.com](http://www.billingslrtp.com)
- + In development
- + Content will include:
  - Interactive map to collect comments
  - Facts
  - Timeline
  - Documents
  - Goals

# Elected Officials Workshop

- + October 4<sup>th</sup>, 2 – 4 PM
- + Billings Public Library – Community Room
- + Purpose: Educate elected officials on the transportation planning process, provide information on existing conditions, and establish timeline for LRTP adoption



# Public Open House #1

- + October 6<sup>th</sup>, 4:30 – 6 PM
- + Billings Public Library – Community Room
- + Purpose: Update community on progress since previous LRTP, present existing conditions, and gather feedback on goals/objectives, as well as transportation challenges and needs

# Student Engagement

- + Details TBD
- + Targeting Early October

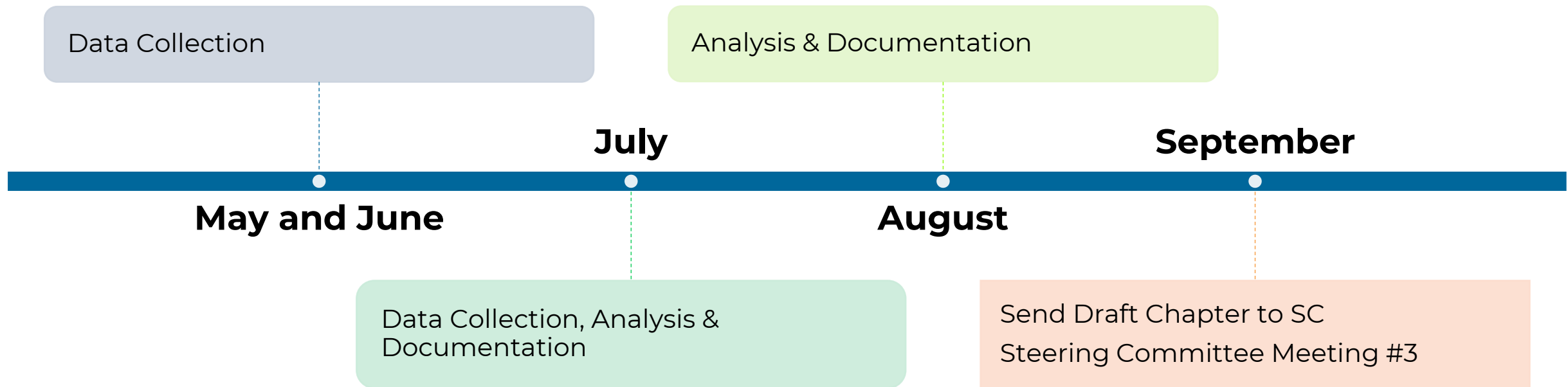
# Timeline and Activities

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June to July 2023	Plan Adoption	



# Existing Conditions Updates

# Draft Existing Conditions Chapter



# Existing Conditions

## Started...

- + Safety Analysis
- + Vehicular Level of Service Analysis
- + Streets & Highways Inventory
- + Security Assessment
- + Air Quality Conformity Evaluation
- + Transit Analysis

## Finished!

- + Existing Document Review – Plans, Projects, & Studies
- + Pedestrian & Bicycle Analysis
- + Freight (Aviation, Trucking, & Rail) Analysis
- + Equity Analysis (Transportation-Disadvantaged Populations)
- + Emerging Technology Readiness Analysis



# Pedestrian & Bicycle Key Findings

## SIDEWALK AND TRAIL FACILITIES



● Count Location

— Sidewalk

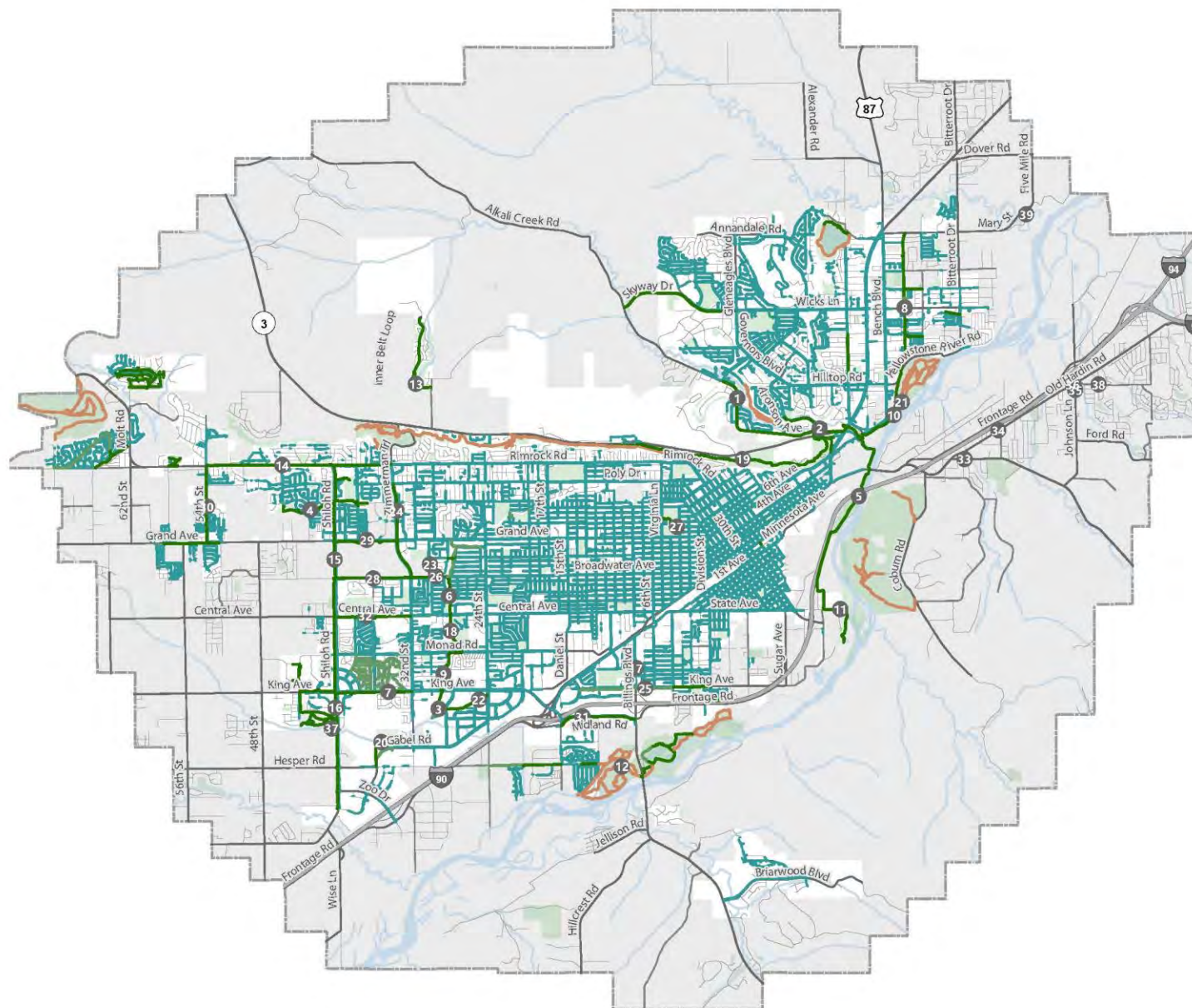
— Multi-Use Trails

— Shared Use Path

— Neighborhood Trail

— Unpaved Trail

Data Source: City of Billings, Yellowstone County







## BIKE LANES AND TRAIL FACILITIES

● Count Locations

Bikeways

■ Bike Lane

■ Shared Lane Marking

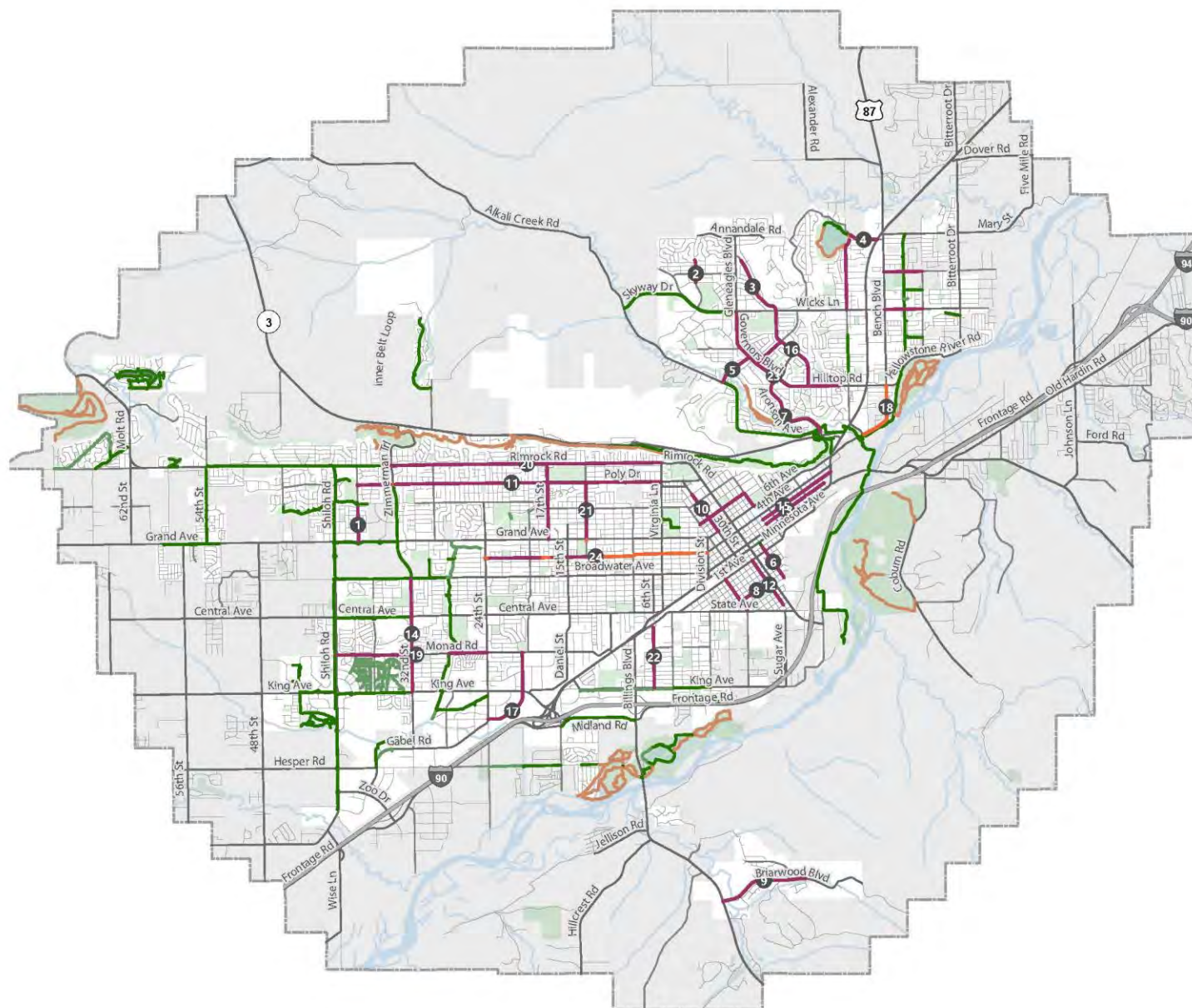
Multi-Use Trails

■ Shared Use Path

■ Neighborhood Trail

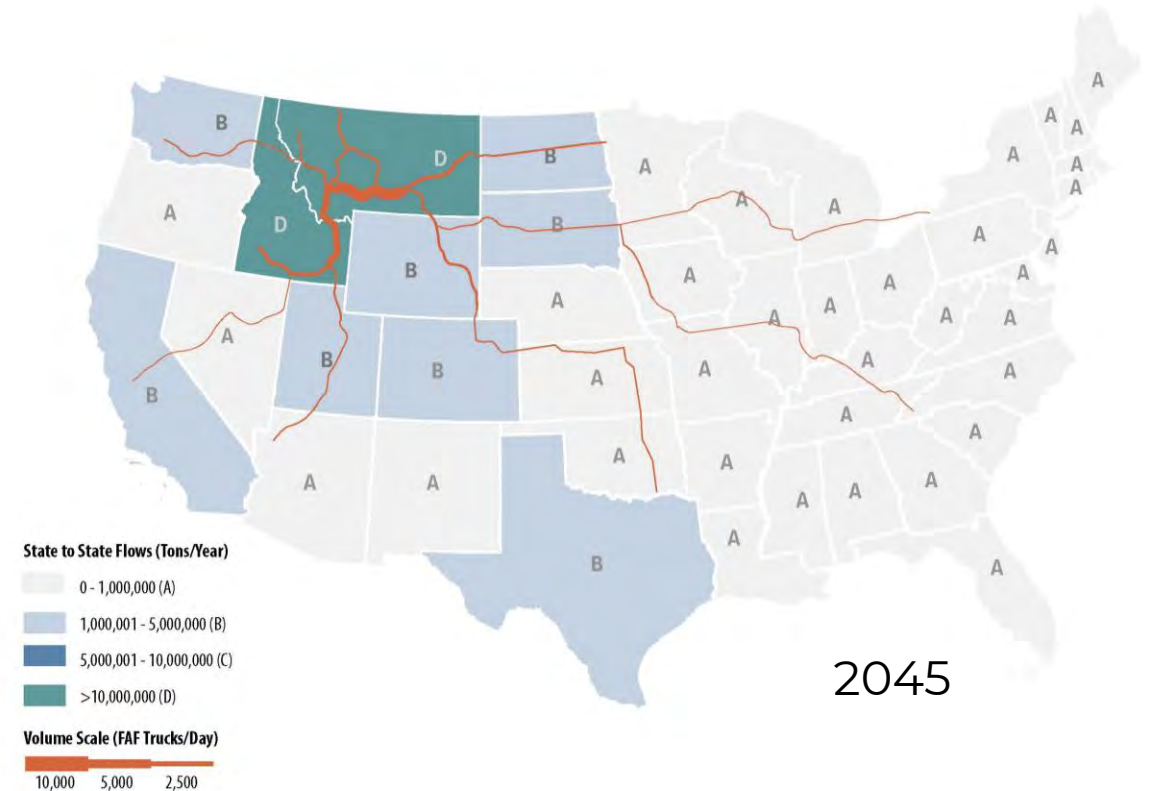
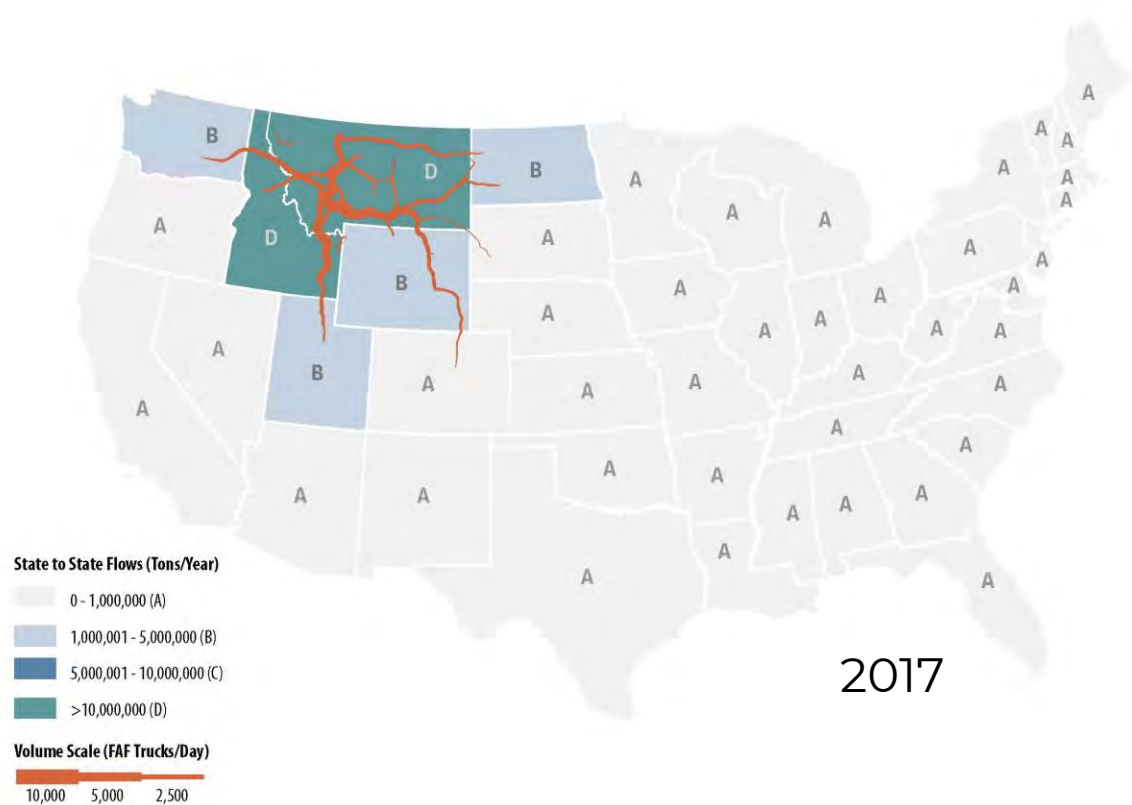
■ Unpaved Trail

Data Source: City of Billings, Yellowstone County



# Freight Key Findings

# Freight Flows by Truck – 2017 & 2045





# BIL Commercial Passenger Flights – 2022







## RAILROADS AND RAILROAD CROSSINGS

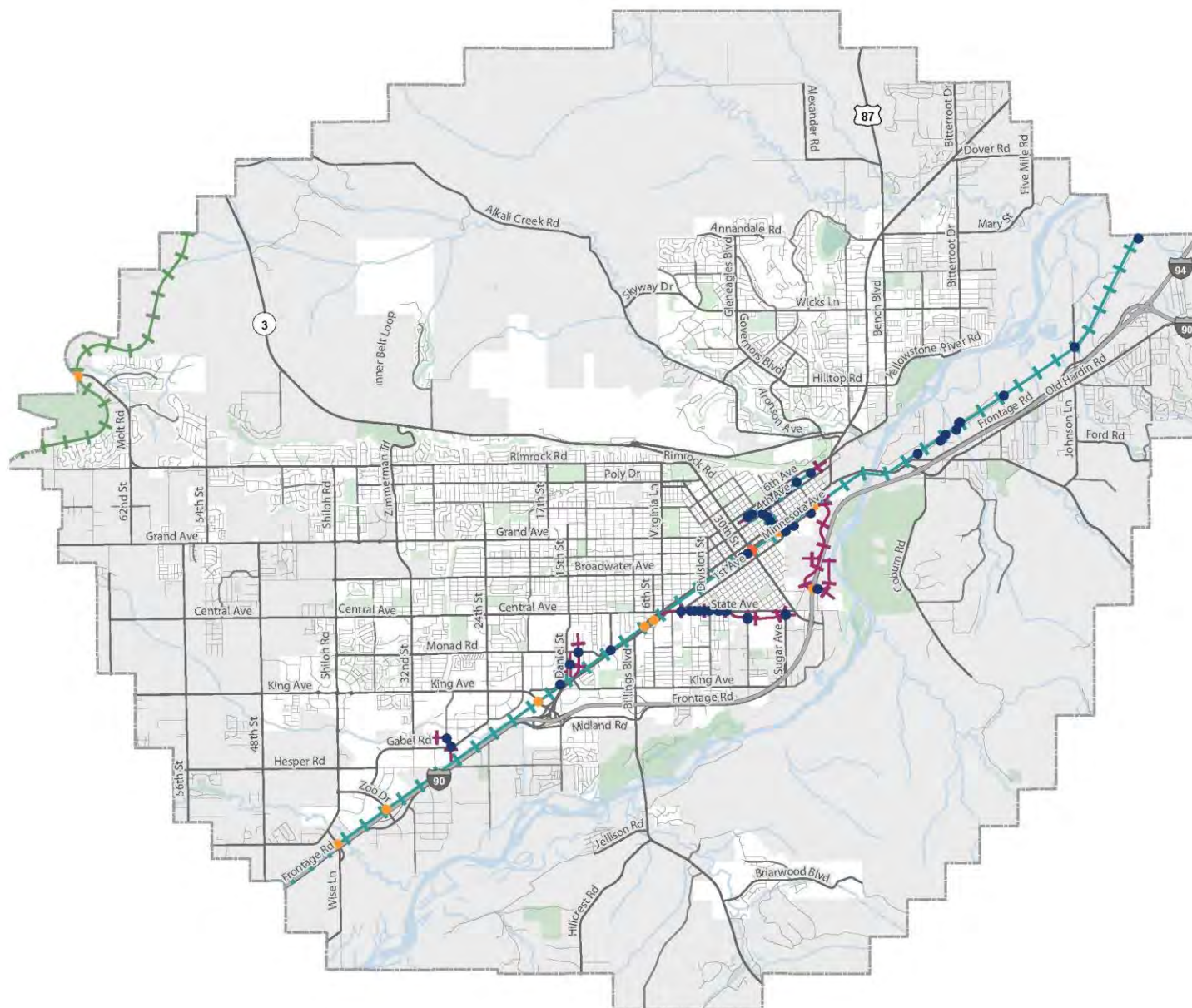
### Railroad Crossing

- At Grade (Non-Highway)
- At-Grade (Highway)
- Grade Separated

### Rail Service

- Montana Rail Link (MRL)
- Burlington Northern Santa Fe (BNSF)
- Spur

Data Source: City of Billings, Yellowstone County,  
Montana Department of Transportation



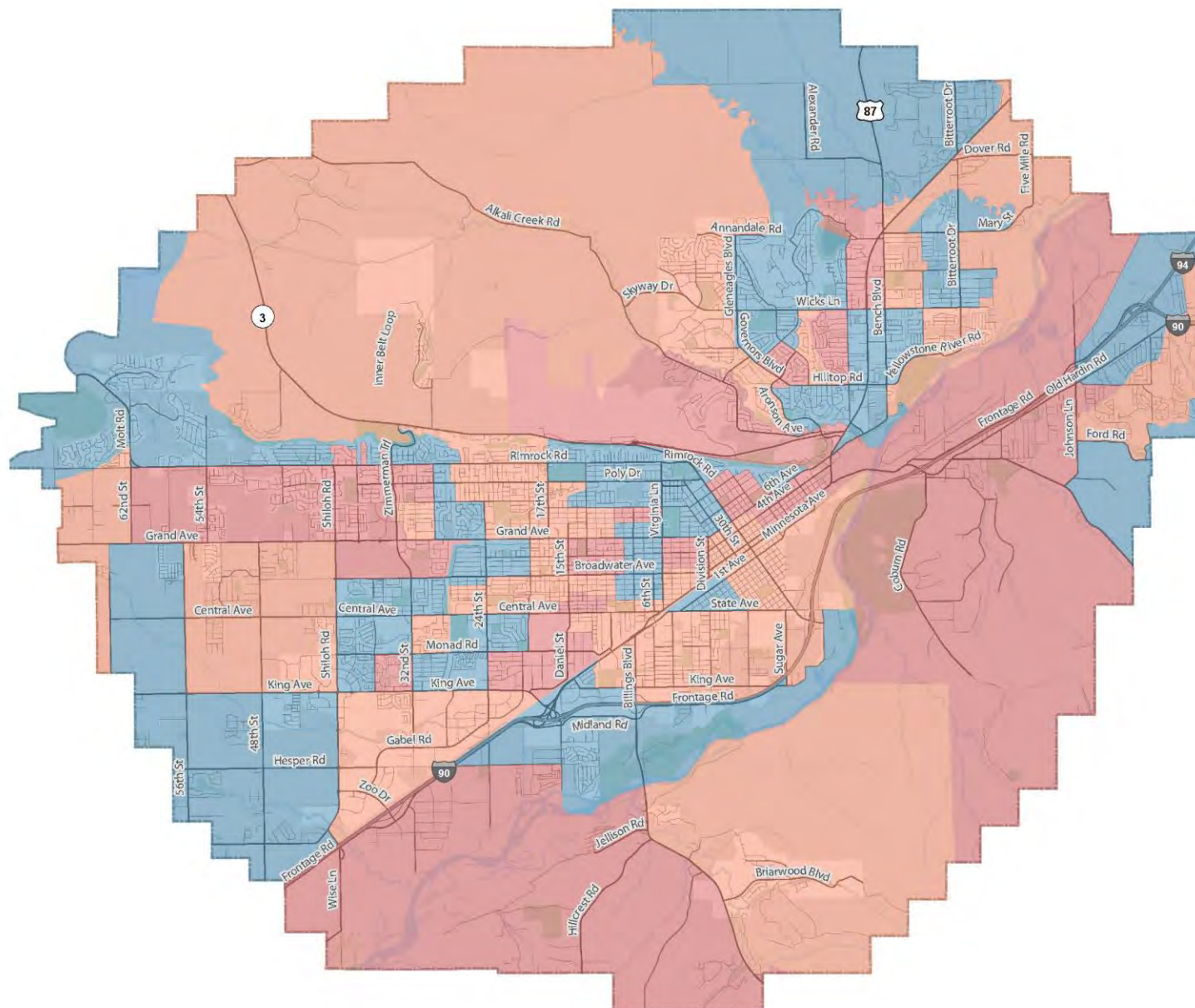
# Equity Key Findings

- + USDOT adopted a definition and methodology for identifying Historically Disadvantaged Communities (DACs) Census tracts under the Justice40 Initiative based on 22 indicators<sup>1</sup>
- + Billings urban area has no qualifying Census tracts<sup>2</sup>

<sup>1</sup> <https://www.transportation.gov/equity-Justice40>

<sup>2</sup> <https://www.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>





## TRANSPORTATION DISADVANTAGED POPULATION INDEX



Transportation Disadvantaged Population by Block Group

- High Transportation Disadvantage
- Medium Transportation Disadvantage
- Low Transportation Disadvantage

Data Source: US Census Bureau 2020

- Elderly Population (65+)
- Youth Population (18-)
- Adults with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Zero Vehicle Households

# Emerging Technology Readiness Key Findings



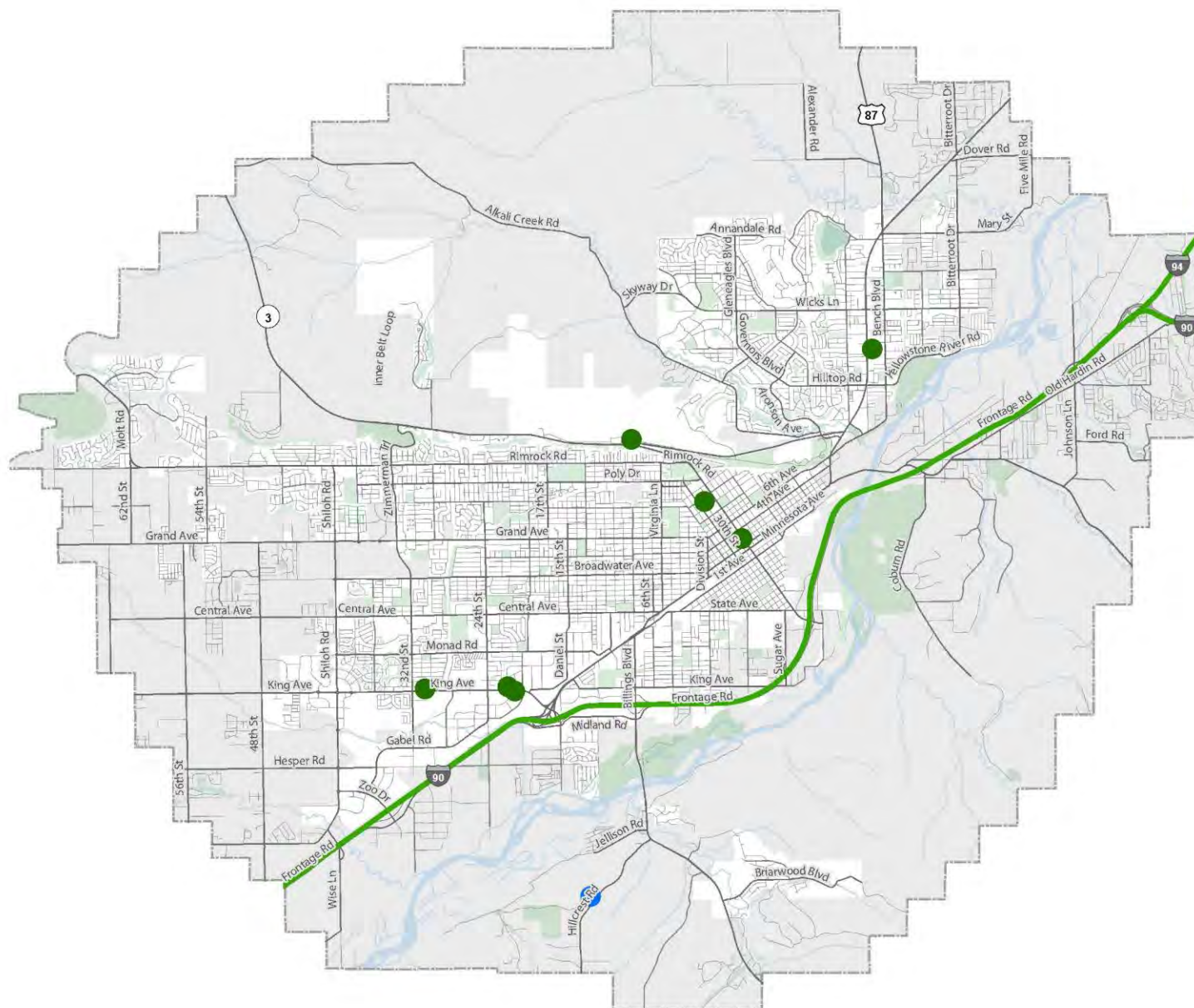
## EMERGING TECHNOLOGY READINESS

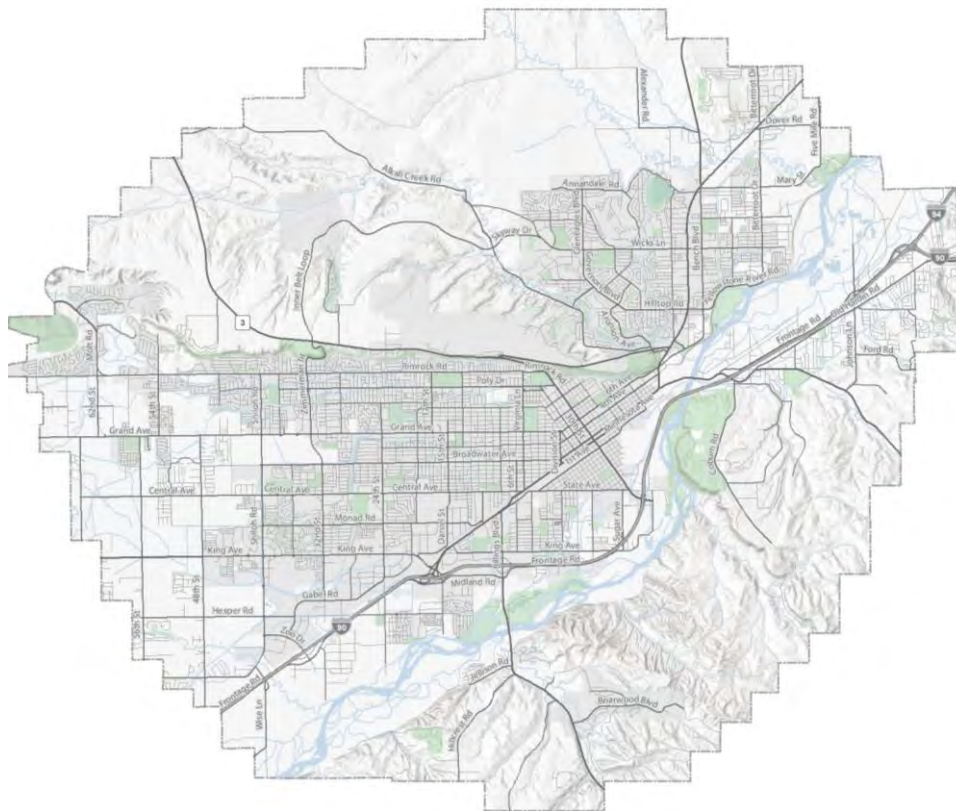


- Cellular Tower
- Electric Vehicle Charging Station
- Alternate Fuel Corridor - Electric Vehicle

Data Source: US Department of Energy,  
Federal Communications Commission,  
Federal Highway Administration

FCC data indicates that all Census tracts in the  
Billings urban area are covered by 4G LTE service.  
For this reason, cellular coverage is not depicted.





# Next Steps

- Provide any additional feedback on the following items by **August 26<sup>th</sup>**:
  - Draft Vision, Goals, Performance Measures, & Targets Chapter
  - Draft 2018 LRTP Progress Report
- Be on the look out for interim deliverables in the coming weeks:
  - Year 2021 Travel Demand Model Validation Memo
  - Public Open House #1 Display Board
- Next Meeting: **October 4<sup>th</sup>**, 2022

Questions?

Andy Daleiden  
[adaleiden@kittelson.com](mailto:adaleiden@kittelson.com)  
208.472.9804



## STEERING COMMITTEE MEETING #3

October 4<sup>th</sup>, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1<sup>st</sup> Floor Conference Room |

<https://us06web.zoom.us/j/82708096843?pwd=SnhYWElYaTlRZkhsTEZsT2oldi9JUT09>

Meeting ID: 827 0809 6843 | Passcode: 631626

### Meeting Purpose

- Provide details on the on-going stakeholder and public involvement activities
- Discuss and provide feedback on the draft existing conditions chapter
- Review the updates to the travel demand model

### Agenda

Topic	Presenter
<b>Welcome</b>	Andy Daleiden, Kittelson & Associates
<b>Stakeholder &amp; Public Involvement Update</b>	Lisa Olmsted, DOWL
<b>Draft Existing Conditions Chapter Review</b>	Andy Daleiden and Rachel Grosso, Kittelson & Associates
<b>Travel Demand Model Update</b>	Andy Daleiden and Mark Heisinger, Kittelson & Associates
<b>Next Steps &amp; Close-Out</b>	Andy Daleiden

### Materials

- Draft Existing Conditions Chapter
- Draft Billings Travel Demand Model: 2021 Validation Memorandum

## Steering Committee Meeting #3 Summary

### TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:10 p.m. on October 4, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1<sup>st</sup> Floor Conference Room in Billings, MT.

### ATTENDEES

#### Steering Committee

- Scott Walker, City/County Planning
- Elyse Monat, City/County Planning
- Wyeth Friday, City/County Planning
- Ed Gulick, Billings City Council
- Woody Woods, Lockwood Community
- Katie Potts, MDT
- Kurtis Schnieber, MDT
- Mike Black, Yellowstone County Public Works
- Rusty Logan, MET Transit

#### Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson

### NOTES

#### Action items are bolded.

1. Introductions
  - a. The Steering Committee members introduced themselves.
2. Project Schedule
  - a. Goal through end of year is to develop future travel demand model and initial project list.
3. Public Involvement
  - a. Lisa provided an update on on-going and upcoming public outreach efforts.
    - i. Online interactive map survey is live – already has three comments!
    - ii. Elected officials workshop on October 4<sup>th</sup>
      1. We will communicate with those who cannot attend.
    - iii. Public Open House #1 on October 6<sup>th</sup>
    - iv. We've had internal discussions about school outreach – will include in next round of outreach.
4. Existing Conditions
  - a. We don't know if urbanized boundary will change until release of Census (currently anticipated for December 2022).
    - i. Urbanized area is the minimum MPO boundary and different from the Planning Area Boundary, which includes area expected to be urbanized.
  - b. Wyeth: Kevin Moore has been working with 2020 Census Block data and can send over.
    - i. **City/County Planning to send over Census Block data.**
  - c. On-Going and Recently Completed Projects, Plans, and Studies

- i. Kurtis: Only includes projects in the previous LRTP? -> No, includes all projects.
    - ii. Need to add Neighborhood Bikeways Plan.
    - iii. Doug: A couple public works plans should be added.
    - iv. **Kittelson to update figure based on comments**
  - d. Zoning -> Scott will follow-up with zoning staff to confirm data.
  - e. Population/Housing Density -> Wyeth: Recommends changing color-scheme and contrasts.
  - f. Commute Mode Share -> Scott: The layout of the City leads to a higher share of commuters choosing to drive alone (i.e., one-way in and out of Lockwood).
    - i. Rachel -> There is an increase of people walking and biking in recent years.
  - g. Equity -> Some surprises about how to understand the data and the results. Would probably be useful to distill some of the information even more (i.e., remove age demographics and add to a separate graphic).
    - i. Scott: How does this compare to other areas? Andy: Relatively similar, we can confirm based on other plans we are working on.
    - ii. The appendix includes figures that separate the data.
    - iii. Rusty: Has gone through this exercise and identified other areas.
  - h. Safety
    - i. Kurtis: Is 2020 our most recent data?
      - 1. Andy: At the time we put this together, 2021 data was not available. It is being finalized now by MDT and expected later this year. Depending on when the data is made available, we will try and roll it into the plan.
    - ii. Crashes by Severity -> Recommendation to improve contrast/color differentiation to help understand the data
      - 1. Kurtis: Fatal/SI crashes often drive our projects, key piece of plan.
      - 2. Ed: Hard to discern any patterns from general crash locations, would be interesting to know percentage on different roadway types.
        - a. Rachel: We identify patterns later in plan in EPDO analysis.
      - 3. Scott: Interesting to see how Shiloh/Grand doesn't show up with high amounts of high-severity crashes.
    - iii. Kurtis: City of Billings uses a crash reporting system that differs from the state, there is a delay in how MDT gets data. Is that accounted for in the data?
      - 1. Doug: Understanding that there is a standardization process that the City of Billings follows. Although it would be good to confirm.
      - 2. **Kittelson will follow-up with City and MDT to better understand the reporting of crash data.**
    - iv. Bike/Ped Crashes -> Would be useful to overlay onto infrastructure and separate out the bike and ped crashes.
      - 1. Rachel: This is included in the report.
  - i. Streets and Highways
    - i. Scott: **City Engineering will thoroughly review functional classification map to identify any potential changes. This is a critical item to get correct.**
      - 1. It would make sense to make a non-clipped version of this map for plotting purposes
        - a. **Kittelson to provide non-clipped map.**
      - 2. Do all proposed roadways get included in the plan?
        - a. Some will, others are to guide general planning in the area.
        - b. These maps can be useful for developers and private entities.
      - 3. Wyeth: We should look for opportunity to add north-south connectivity within the study area.
        - a. This need was identified in transit plan.
  - j. Transit: **Rusty to send over latest transit data/analysis.**
5. Travel Demand Model
  - a. **Kittelson to send count data to the City.**
  - b. Central (Shiloh to 32<sup>nd</sup>) is five lanes, need to confirm this is reflected in model.
  - c. SC concurs that past planning decisions will dictate future development and want future scenarios to incorporate changes to planning process.
6. Next Steps

- a. **SC to provide comments on the Draft Existing Conditions Chapter, Travel Demand Model Validation Memo, and Online Story Map by October 17<sup>th</sup>**
- b. **SC Meeting #4 is scheduled for October 27<sup>th</sup> from 10:30 AM to 12:00 PM.**

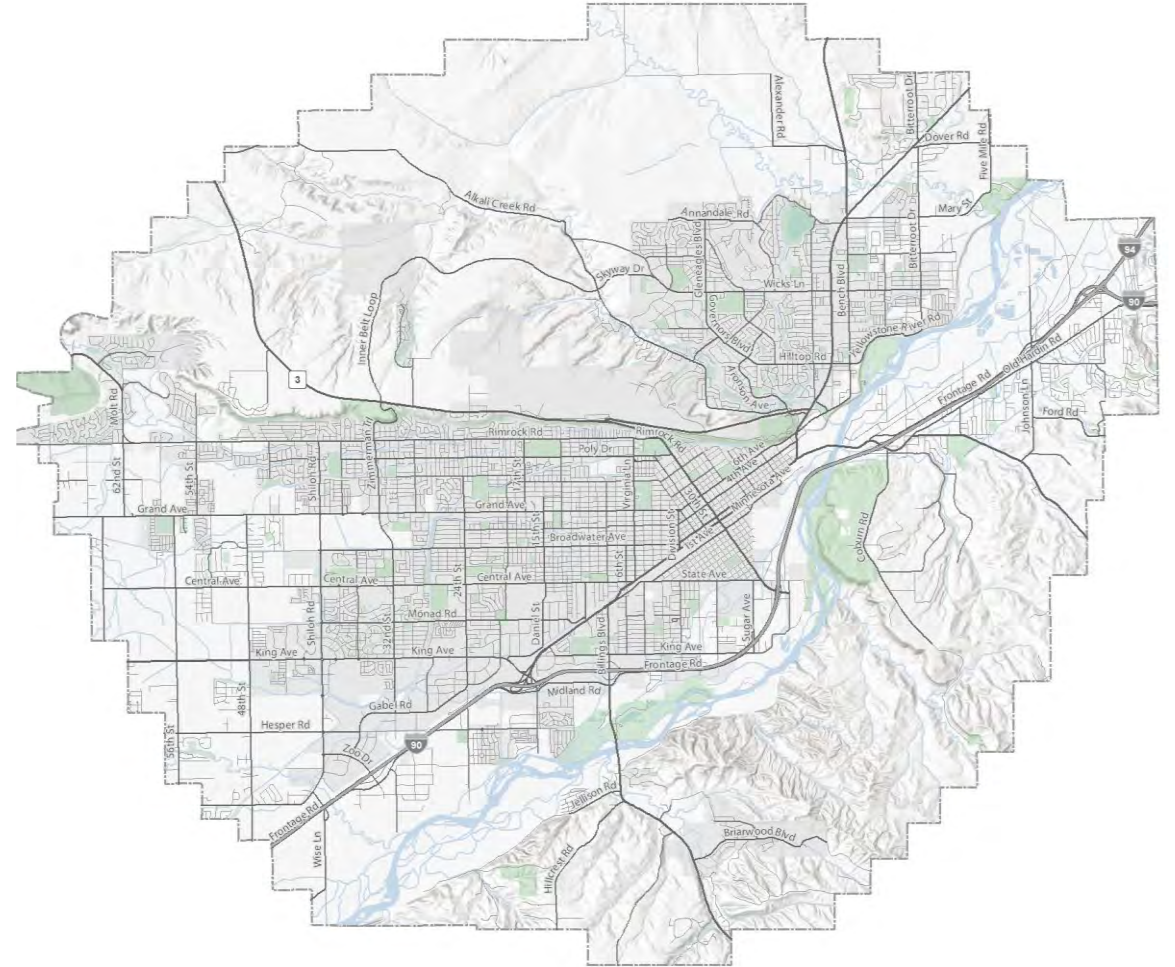
## ATTACHMENTS

- A. Meeting Agenda
- B. Presentation

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee  
Meeting #3

October 4<sup>th</sup>, 2022



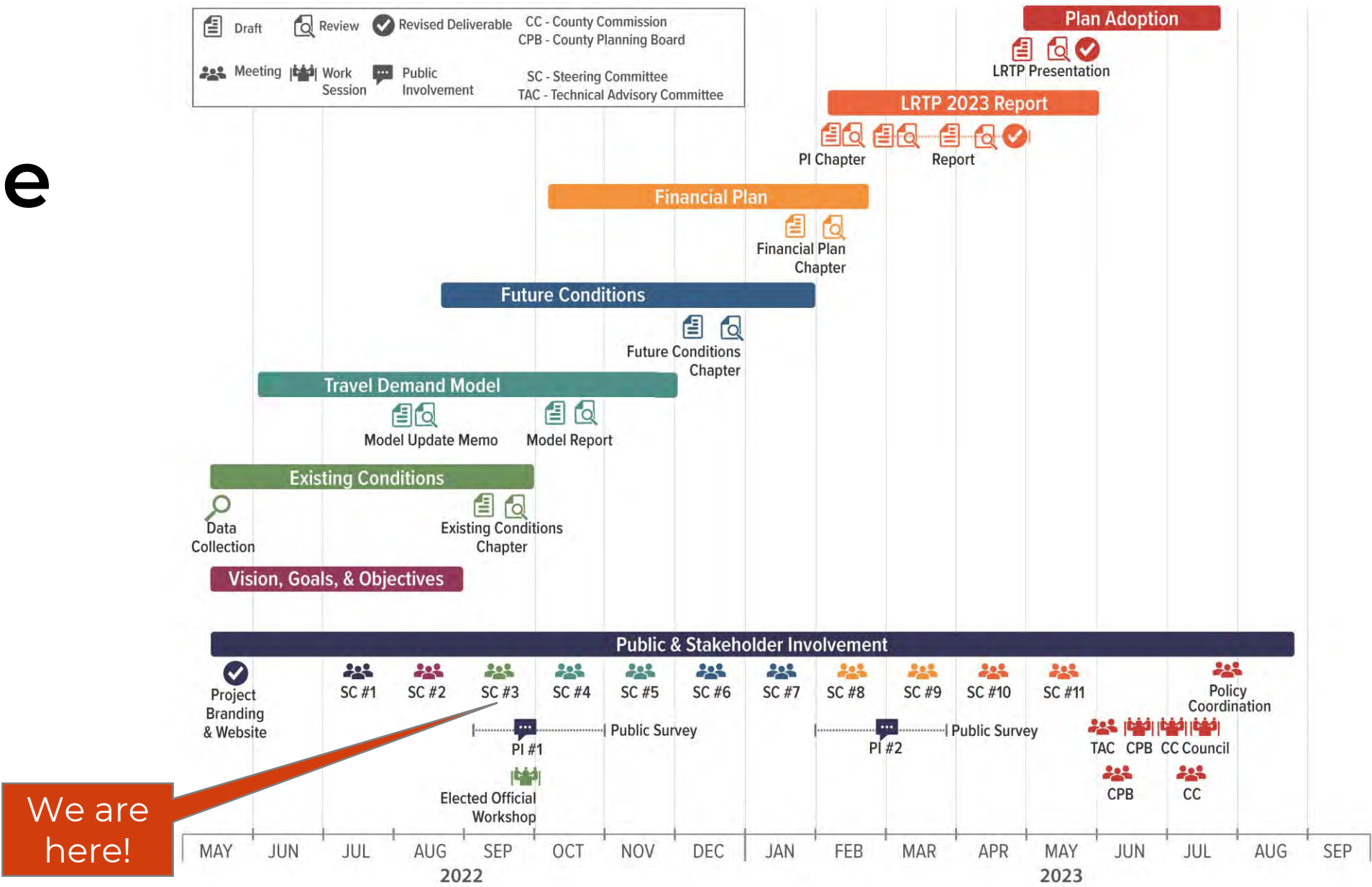
# Agenda

- Welcome
  - Project Schedule
- Upcoming Public & Stakeholder Outreach
- Draft Existing Conditions Chapter
  - Discussion
- Travel Demand Model Update
- Next Steps & Close-Out





# Project Schedule





# On-Going Public & Stakeholder Outreach

# Timeline and Activities

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project visioning Data collection	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing conditions Travel demand model update	SC Meeting #3 and #4 Public Open House #1 (in-person and virtual) Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future conditions Travel demand model update Project list	SC Meeting #5, #6, #7 Stakeholder Outreach
December 2022 to February 2023	Financial plan	SC Meeting #8, #9 Stakeholder Outreach
February to May 2023	Draft LRTP Final LRTP Executive Summary	Public Open House #2 (in-person and virtual) Survey #2 SC Meeting #10, #11, #12 Stakeholder Outreach
June to July 2023	Plan Adoption	

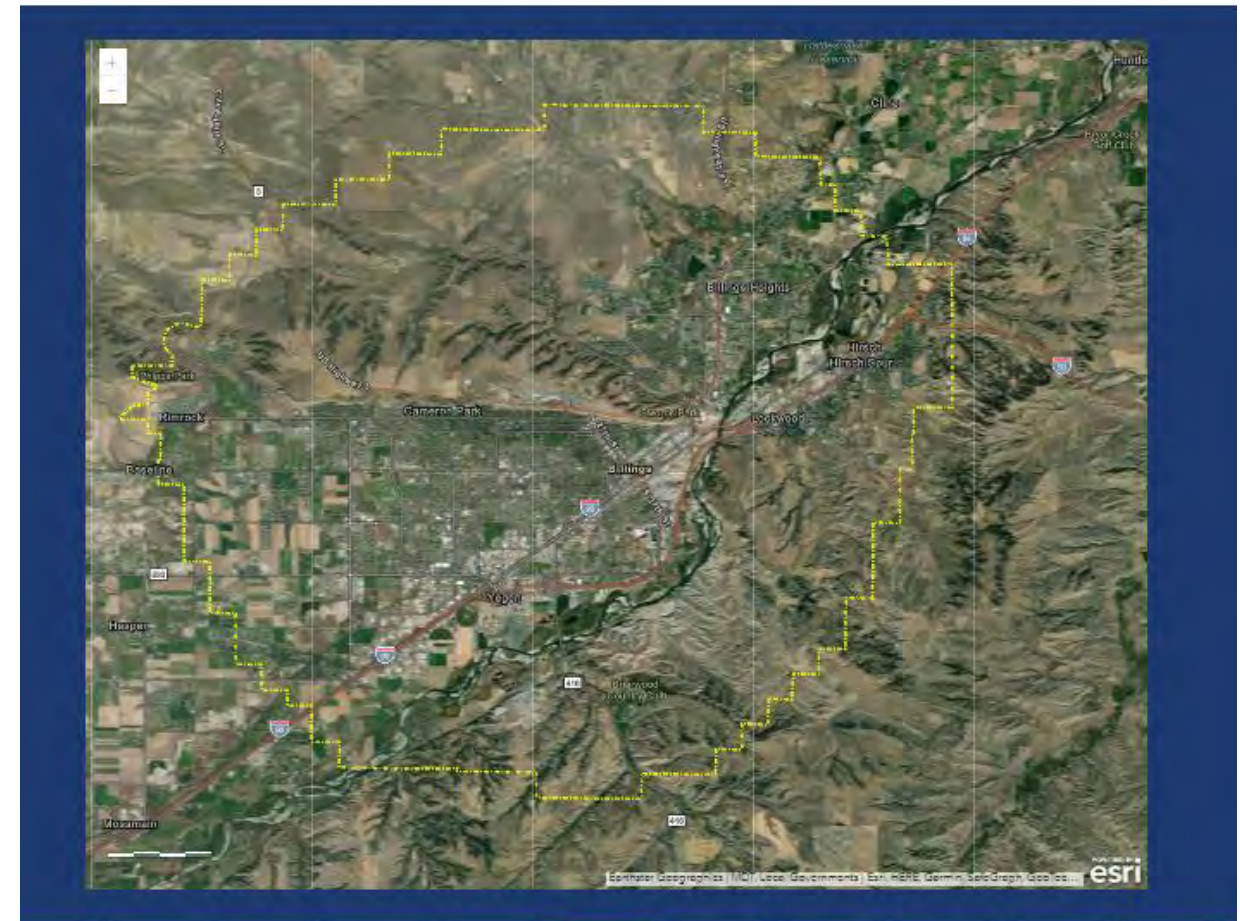


# Project Website

+ [www.billingslrtp.com](http://www.billingslrtp.com) is live!

Includes:

- What, Why, How
- Goals
- Interactive Map



# Outreach





# Elected Officials Workshop – Today!

- + October 4<sup>th</sup>, 2 – 4 PM
- + Billings Public Library – Community Room
- + Purpose: Educate elected officials on the transportation planning process, provide information on existing conditions, and establish timeline for LRTP adoption

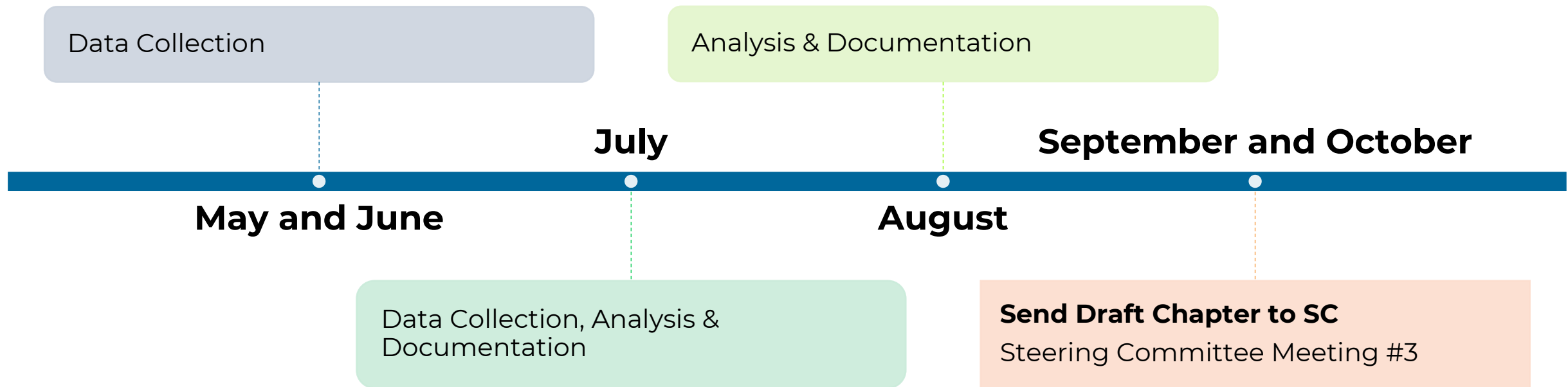
# Public Open House #1 – Thursday!

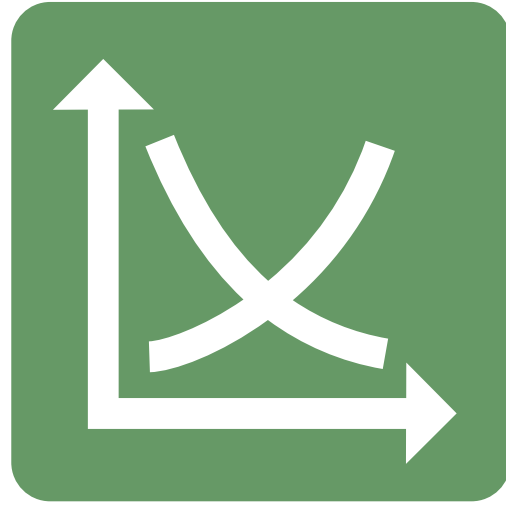
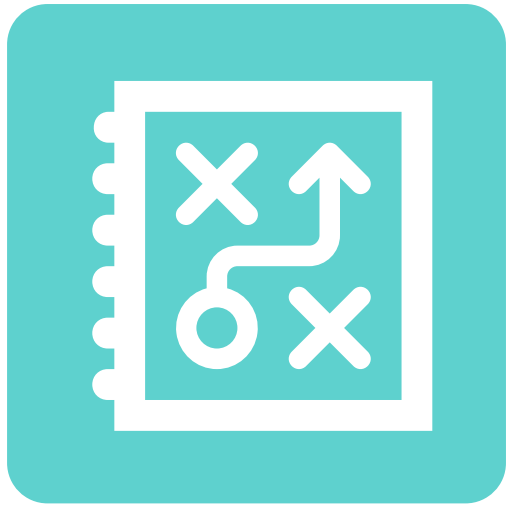
- + October 6<sup>th</sup>, 5:00 – 6:30 PM
- + Billings Public Library – Community Room
- + Purpose: Update community on progress since previous LRTP, present existing conditions, and gather feedback on transportation challenges and needs



# Draft Existing Conditions Chapter

# Draft Existing Conditions Chapter



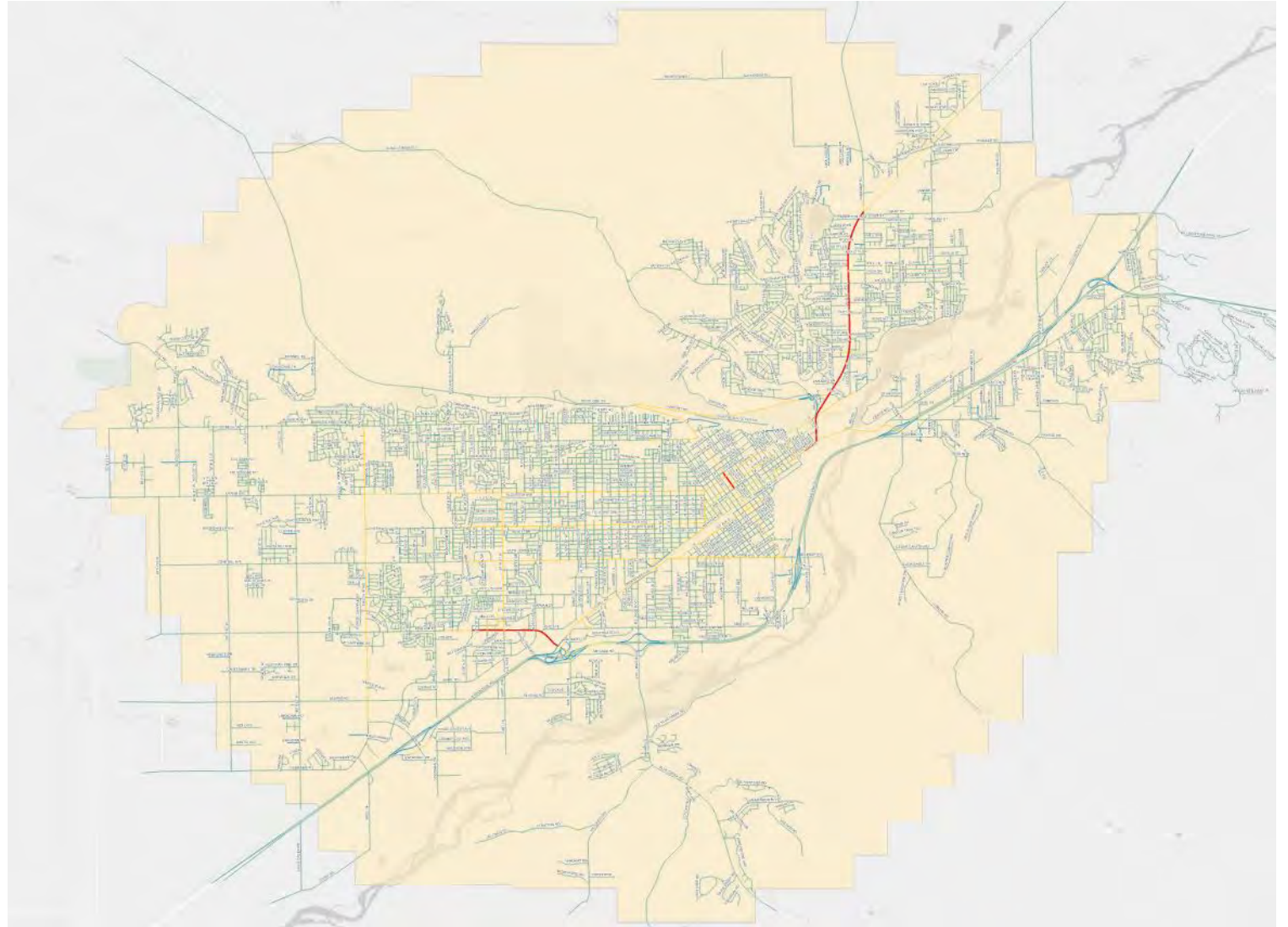


# Travel Demand Model (TDM)



# Model Update Introduction

- + Updating base year from 2017 to 2021
- + Roadway Network
- + Land Use



# Model Updates

## Roadway Network

- + Roadway network changes between 2017 and 2021
  - Five Mile Road (Hwy 312 to Dover Road): New roadway
  - 29<sup>th</sup> Street and 30<sup>th</sup> Street (6<sup>th</sup> Ave to Montana Ave): Two-way conversion
  - Midland Road (Mullowney Ln to Billings Blvd): Widening to three-lanes
  - Central Avenue (Shiloh Road to 32<sup>nd</sup> Street): Widening to three-lanes
- + Updated traffic volumes at Gateways

# Model Updates

## Land-Use

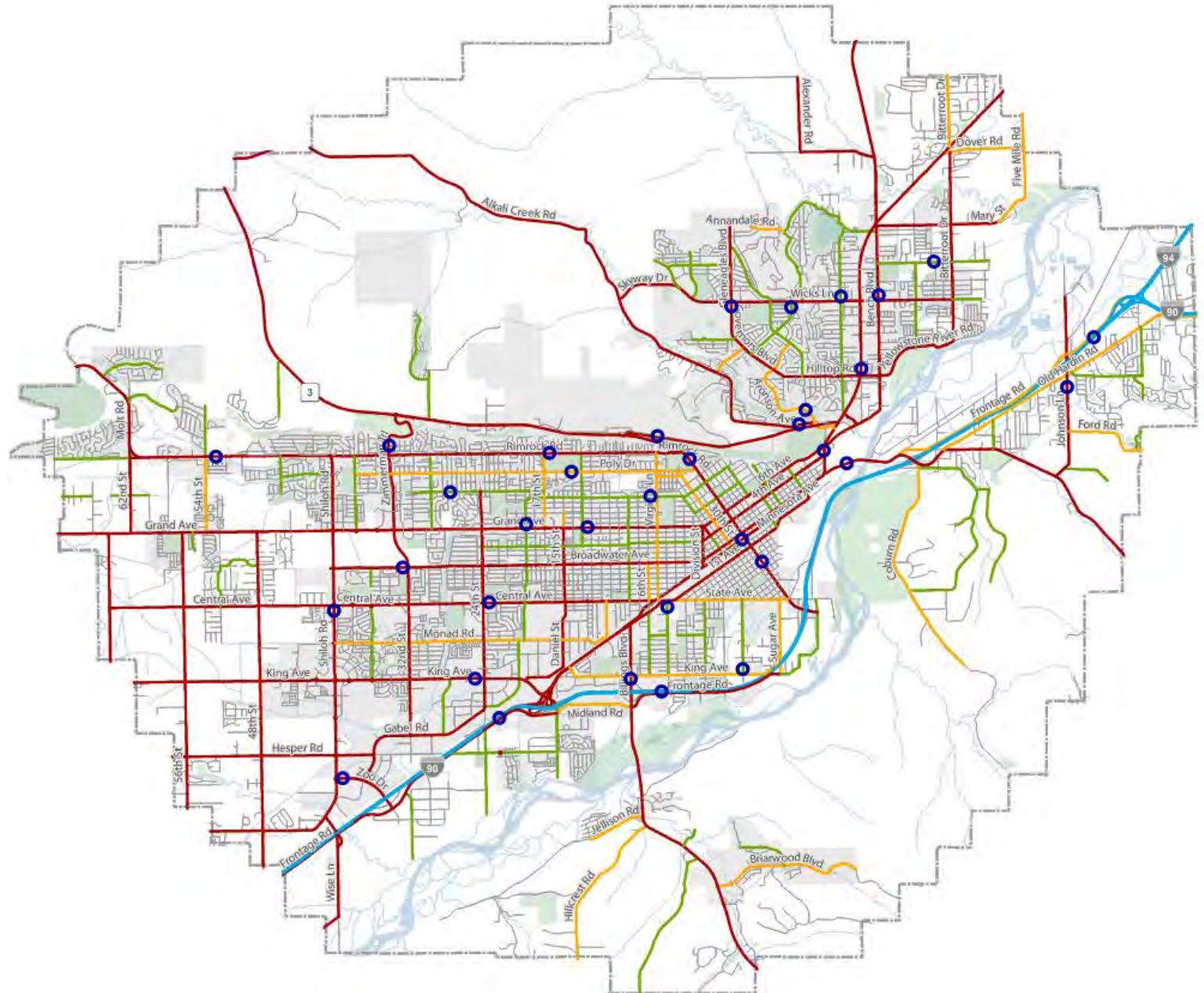
Year	Residential Units	Population	Employees
2017	55,934	135,038	73,347
2021	58,815	142,359	74,848
Total Growth	2,881 (5.2% increase)	7,321 (5.4% increase)	1,501 (2.0% increase)
Average Annual Growth Rate	1.3%	1.3%	0.7%

**Data Source: Montana Cadastral**

# Model Updates

## Traffic Volume Validation

- + 32 Traffic Counts Locations
- + Greater of 2019 or 2021 traffic count



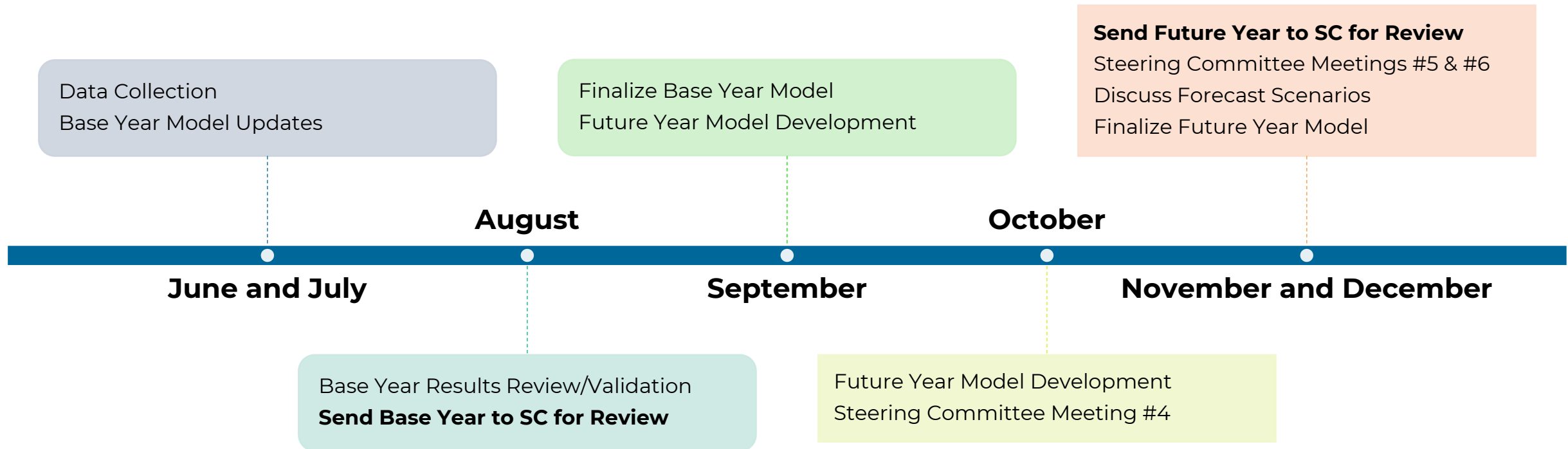
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## Validation Summary

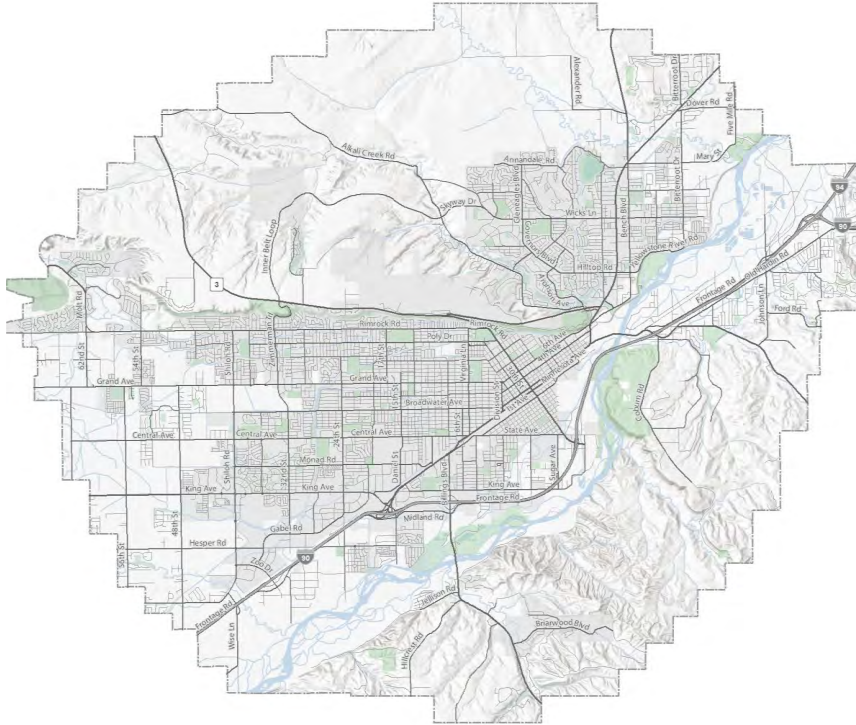
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# Schedule



# Next Steps



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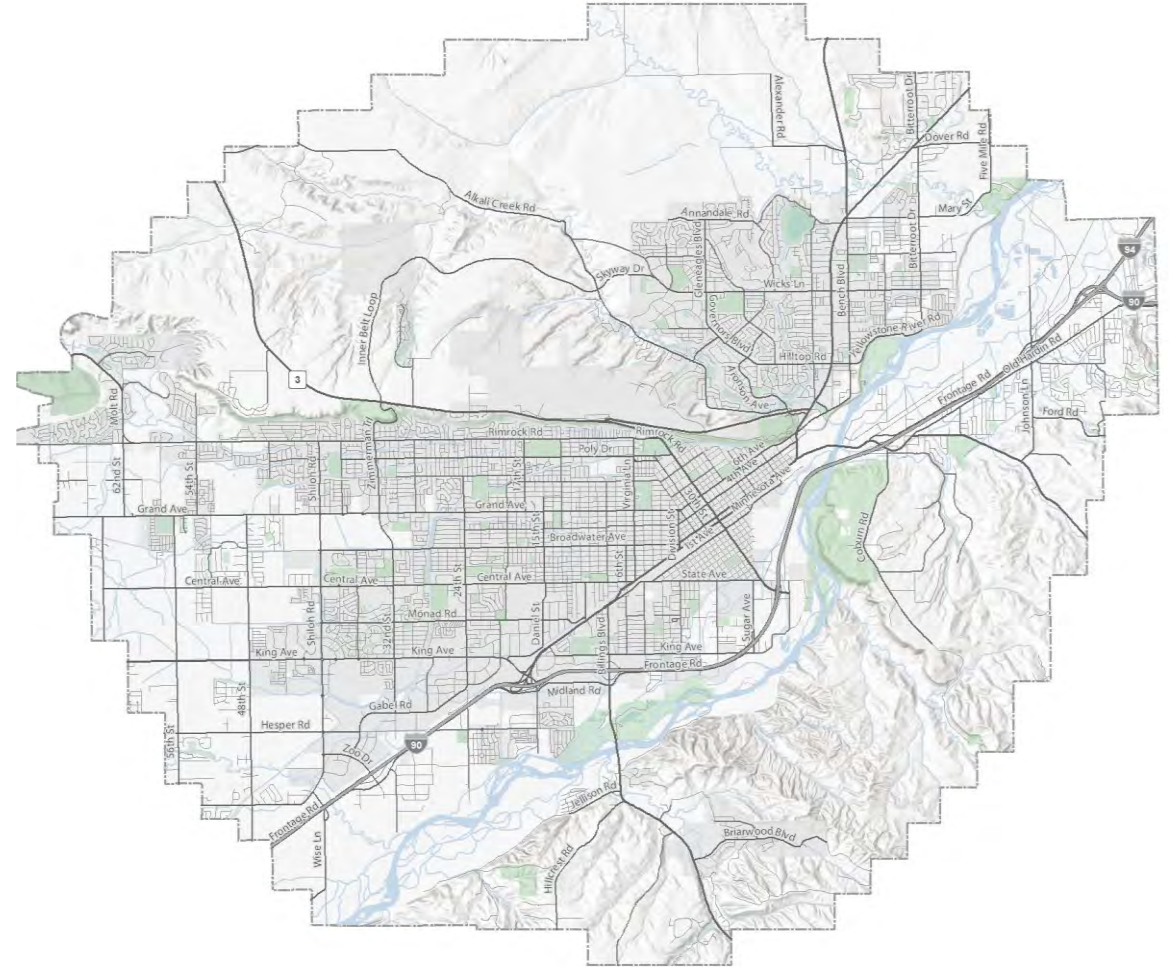
Questions?

Andy Daleiden  
[adaleiden@kittelson.com](mailto:adaleiden@kittelson.com)  
208.472.9804

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee  
Meeting #3

October 4<sup>th</sup>, 2022



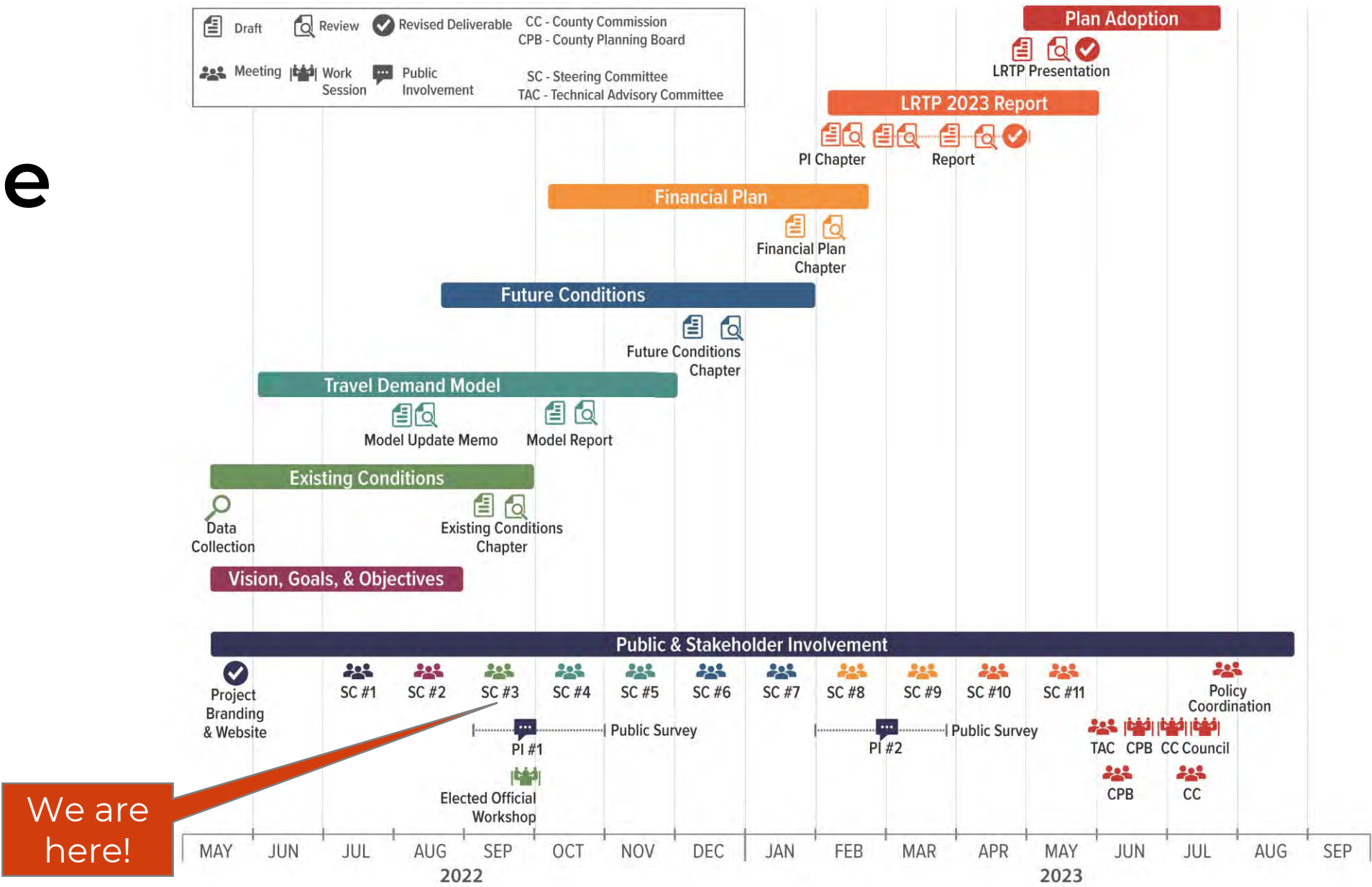
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- Travel Demand Model Update
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# Project Schedule







# On-Going Public & Stakeholder Outreach

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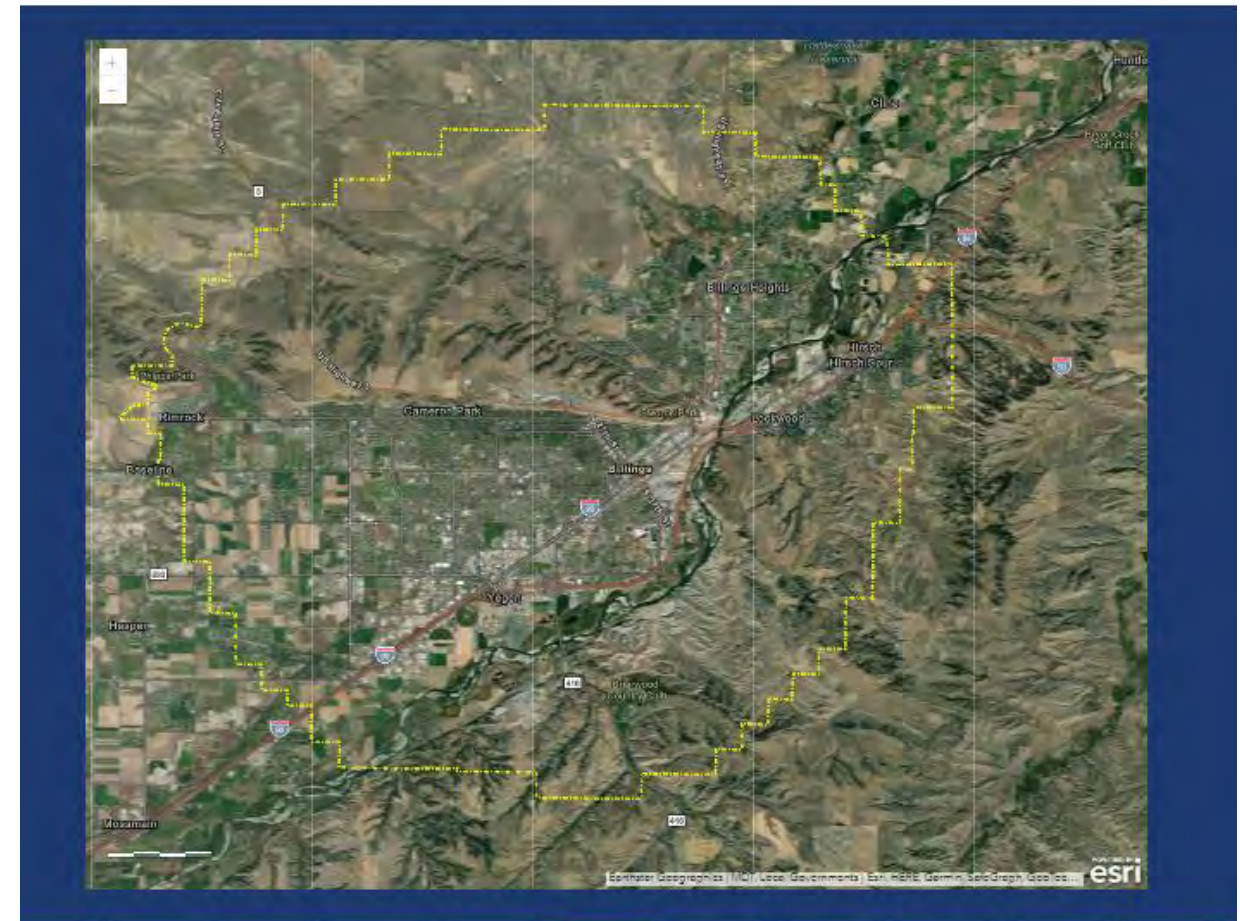


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- + Purpose: Educate elected officials on the transportation planning process, provide information on existing conditions, and establish timeline for LRTP adoption



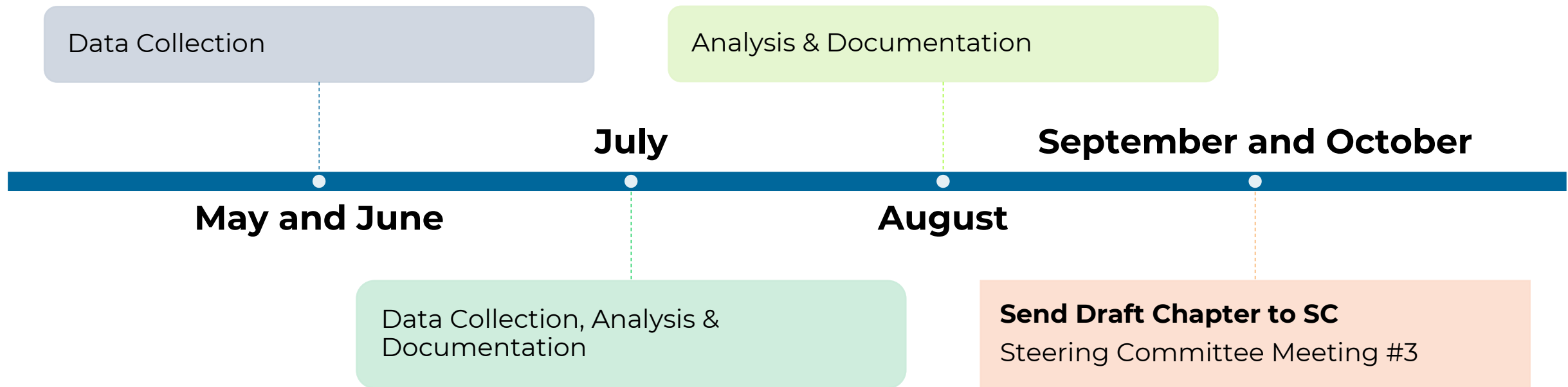
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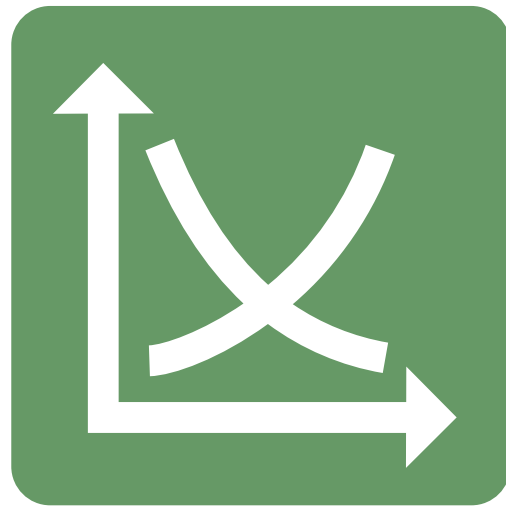
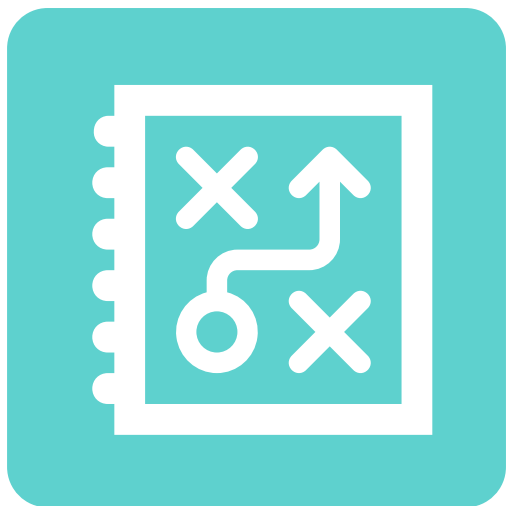
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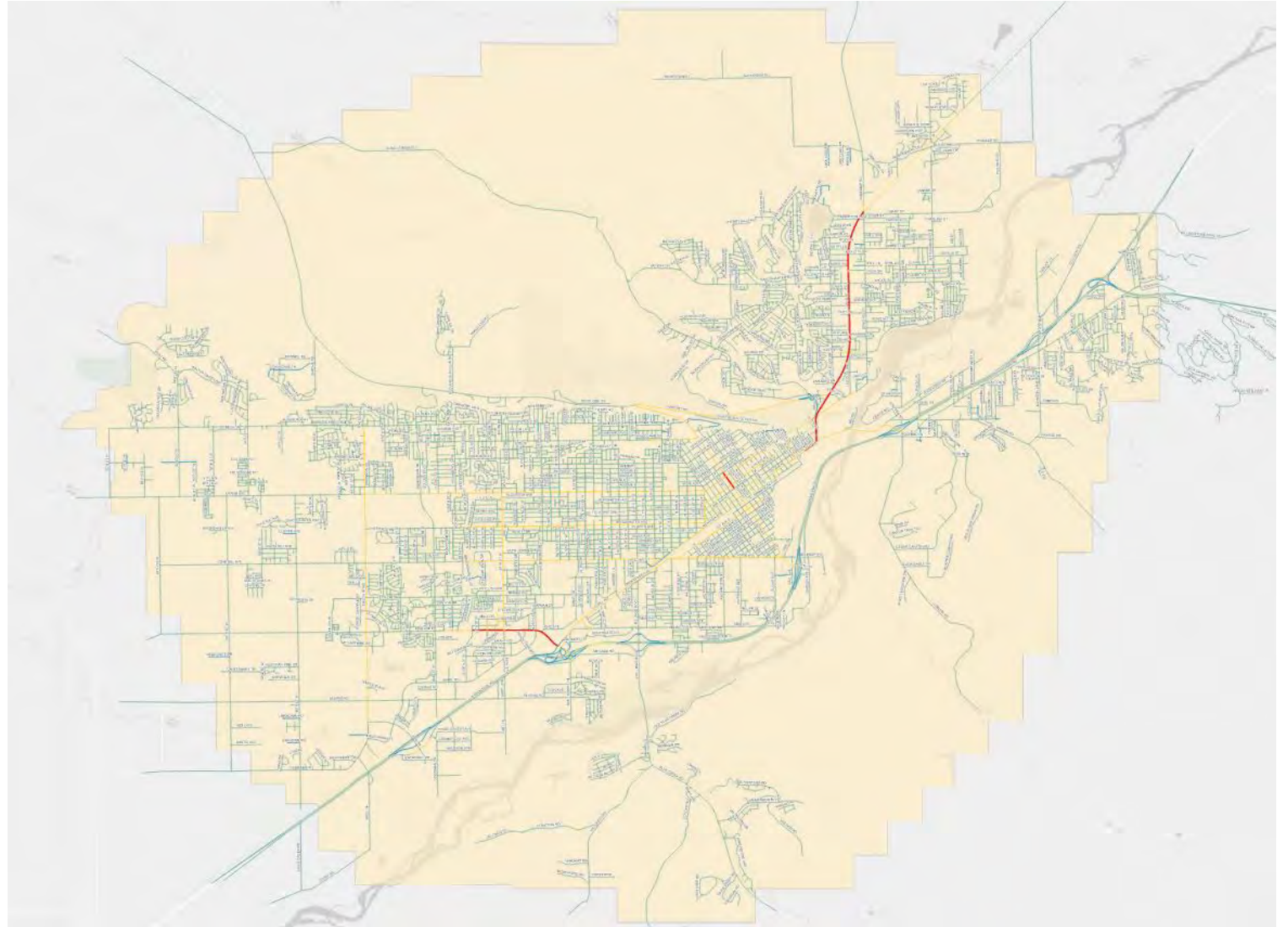




# Travel Demand Model (TDM)

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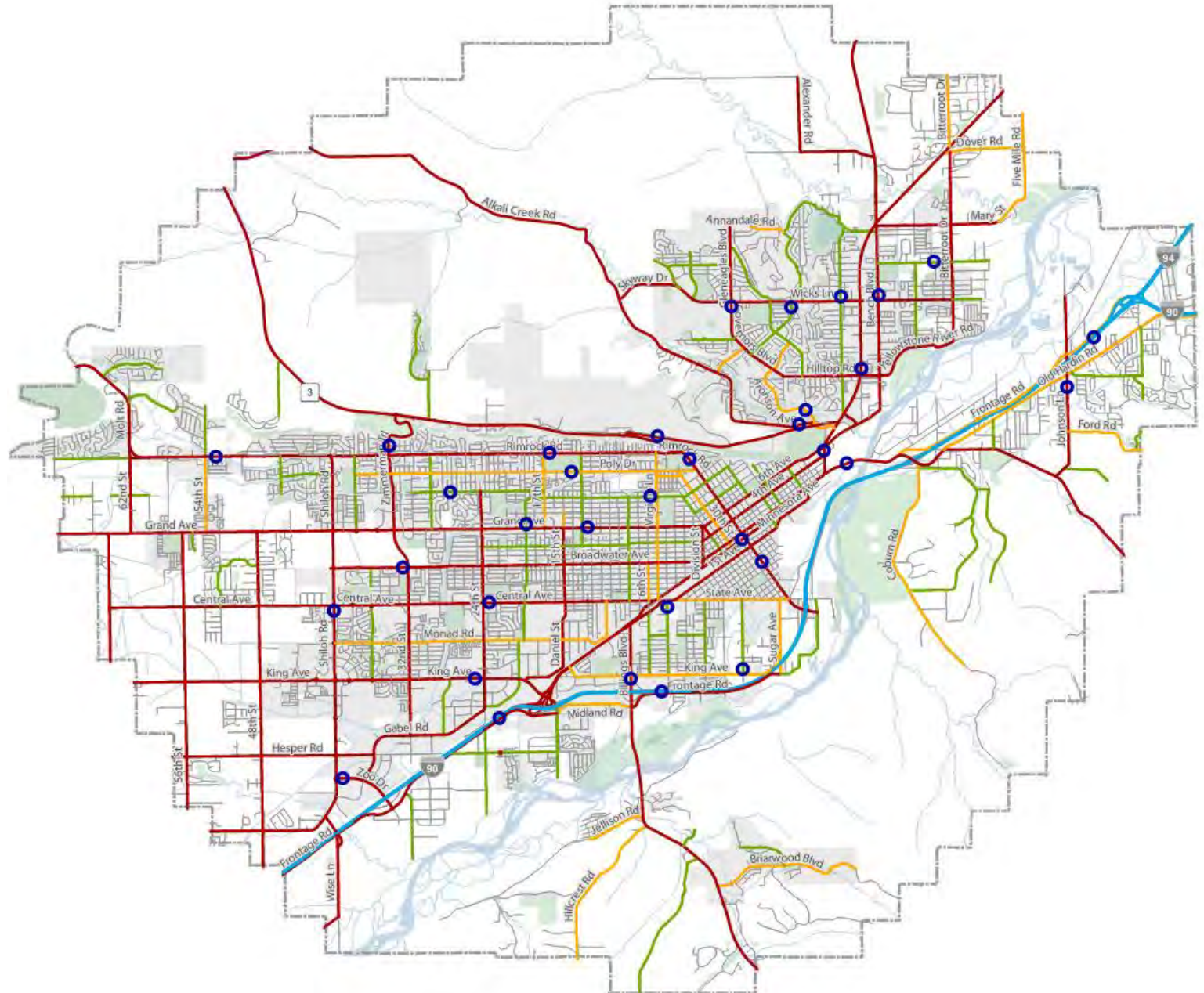
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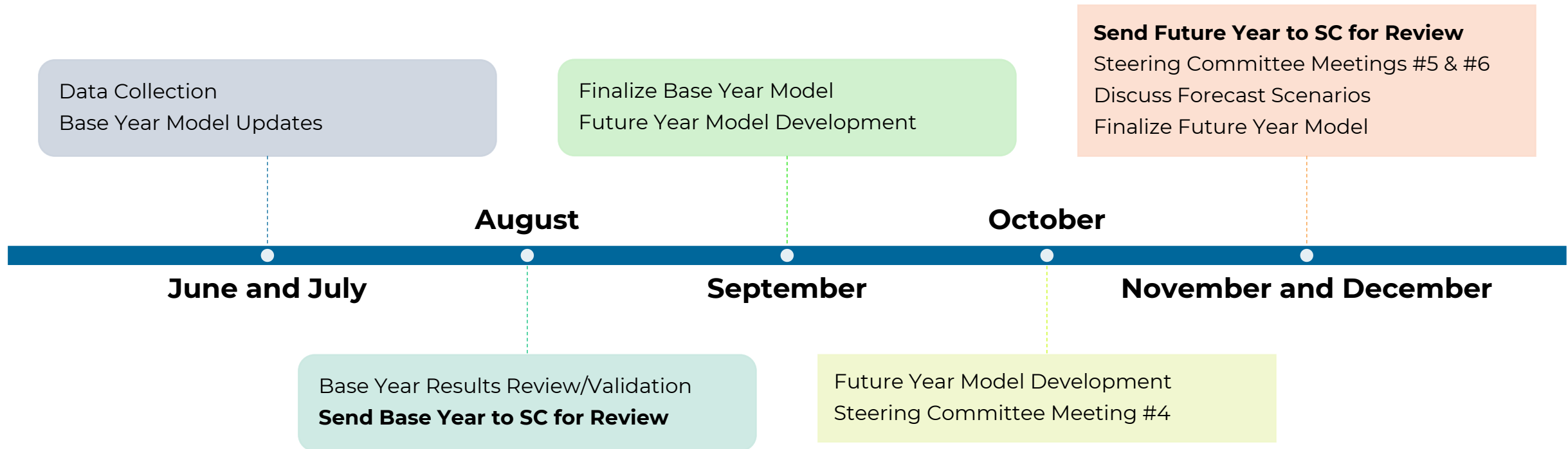


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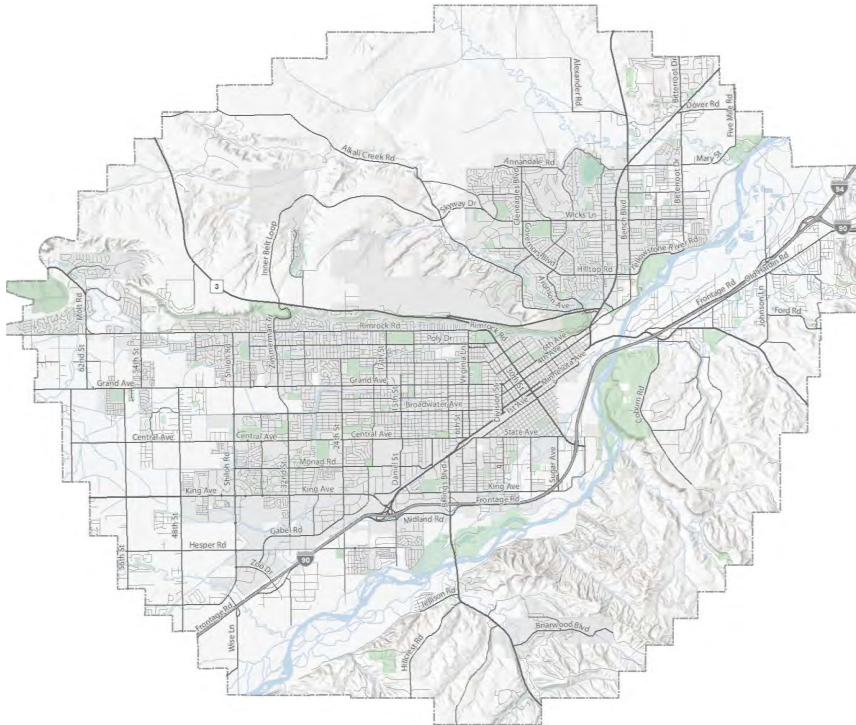
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# Next Steps



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- Provide comments on the Survey Map: [Interactive Map \(billingslrtp.com\)](https://billingslrtp.com)
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Questions?

Andy Daleiden  
[adaleiden@kittelerson.com](mailto:adaleiden@kittelerson.com)  
208.472.9804

## STEERING COMMITTEE MEETING #4

October 27<sup>th</sup>, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1<sup>st</sup> Floor Conference Room |

<https://us06web.zoom.us/j/89873560266?pwd=QjBhNmJlRVpXcHFZMC9DV3Z3UU50QT09>

Meeting ID: 898 7356 0266 | Passcode: 278600

### Meeting Purpose

- Summarize the public and stakeholder feedback received as part of the initial outreach efforts
- Learn about the assumptions for the future conditions travel demand model
- Discuss project prioritization methodology

### Agenda

Topic	Presenter
<b>Welcome</b>	Andy Daleiden, Kittelson & Associates
<b>Stakeholder &amp; Public Comment Summary</b>	Lisa Olmsted, DOWL
<b>Travel Demand Model Update</b>	Mark Heisinger, Kittelson & Associates
<b>Project Prioritization Methodology</b>	Rachel Grosso, Kittelson & Associates
<b>Next Steps &amp; Close-Out</b>	Andy Daleiden

## Steering Committee Meeting #4 Summary

### TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:10 p.m. on October 27, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1<sup>st</sup> Floor Conference Room in Billings, MT.

### ATTENDEES

#### Steering Committee

- Elyse Monat, City/County Planning
- Wyeth Friday, City/County Planning
- Lora Mattox, City/County Planning
- Dakota Martonen, City Public Works
- Ed Gulick, Billings City Council
- Chris Kukulski, City Administrator
- Katie Potts, MDT
- Kurtis Schnieber, MDT
- Alex Villanueva, MDT
- Kelen Kaiser, MDT
- Rebecca Goodman, MDT
- Mike Black, Yellowstone County Public Works
- Carolyn Miller, FHWA

#### Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson

### NOTES

#### Action items are bolded.

1. Welcome
  - a. Alex, Kelen, and Rebecca are MDT modelers and new to the SC discussions.
2. Project Schedule
  - a. Andy gave an update on the project schedule.
  - b. We are working on the first round of public involvement.
  - c. Current tasks include developing future conditions chapter and future travel demand model scenario. Next steps (December through February) will include developing future conditions chapter, project list, and financial plan. Next round of public involvement will be in February/March 2023.
3. Stakeholder & Public Comment Summary
  - a. Lisa provided a summary of the recent public involvement efforts
    - i. Elected Official Workshop
      1. Discussion focused on travel demand model development and anticipated areas of growth
      2. Questions included:
        - a. How will growth in Lockwood affect roadway capacity?
        - b. Does the model capture mode share shifts?

- b. Public Open House #1
  - i. 20 sign-ins (probably more attendees)
  - ii. Lots of questions on the Inner Belt Loop, transit development, bike/ped facilities, and questions about development in the Blue Creek Road area. Residents in Blue Creek area expressed interest in forming a task force.
- c. LIFTT Meeting
  - i. Highlighted transportation elements most important to disabled community in Billings
    - 1. Key recommendation is ADA Transition Plan (an objective in our Vision/Goals).
    - 2. Looking for input from SC—would the SC like to move forward with an ADA Transition Plan? Andy sent out previous summary on this item. We will continue this discussion as we move into developing the project list.
- d. Bike Walk Montana
  - i. Focuses included developing a mobility dashboard to make data available to public and potential projects. Emphasis on bike/ped bridge over Yellowstone River. Consider “Idaho Stop” law (bicyclists can slow but proceed through stop controlled intersection, stop and proceed through signalized intersection on red)
- e. Lockwood Pedestrian Safety District
  - i. Focus was on development of the Lockwood Bicycle and Pedestrian Plan and how it can be incorporated into LRTP. We were able to coordinate with Sanderson Stewart to get bike/ped mapping data for the Lockwood area.
- f. Project Website
  - i. 97 comments so far
  - ii. Lisa will coordinate with SC for final push for distribution.
- g. Next Steps
  - i. Lisa is working on a couple other outreach efforts over the next two months, including school outreach and Lockwood advisory board. We are the agenda for the All-Task Force meeting in December. We will also consider meeting updates with the public works and traffic control boards.
- 4. Travel Demand Model update
  - a. Why is there an assumption that employment growth is higher than population?
    - i. There are a few specific areas anticipated to increase in retail, industrial, and other commercial uses, which drive it, such as western Billings, and a bit north of Lockwood / east of the Yellowstone River.
  - b. The population numbers represent the urbanized area?
    - i. The population numbers are the MPO planning area - higher than city of Billings, lower than Yellowstone County.
  - c. The MPO does not think that 0.4% captures the growth occurring today. MPO indicated that Option 2 - 1.2% is the right growth rate to use.
    - i. Option 1 won't make enough of an impact to be used - it's a bit arbitrary.
    - ii. In five years, there will be more data to refine the approach.
    - iii. There is a fear of overbuilding - most things won't change much in the next decade.
  - iv. Further information from planning staff about how growth should be distributed will be shared by Lora (City/County Planning).**
  - d. Was backcasting used in creating these values?
    - i. Rebecca (MDT) will connect with Mark about this method.**
  - e. Will this map [of potential roadways] be used outside of this process? Will it be a deliverable?
    - i. These are improvements we think will occur by 2045 and used for future travel estimates, not official project list or shared directly with public in LRTP (will be in separate TDM memo).
    - ii. Add "in Year 2045 model"
    - iii. This map would be included in a separate memo.
  - f. The orange [lines on the potential roadways map] aren't currently in the scenario - do we want to include them?
    - i. If there are other plans, then we'd want to add those to the model, as they'd likely change the demographics and traffic in the area.

- g. Stakeholders expressed concerns about growth, particularly near the airport.
  - i. This was very prevalent in 2016, when the Growth Policy was created.
  - ii. An airport connection to the Inner Belt Loop would be more of a minor arterial, but it could impact airport development.
- h. Is it possible to have different roadway types tested in the scenarios? Such as converting roads to complete street boulevards via road diets?
  - i. Yes, it is possible as a multimodal model that can predict mode shift.
- 5. Project Prioritization Methodology
  - a. Project prioritization process will apply criteria to all projects and rank -> will feed into project lists for committed, recommended, and illustrative projects.
  - b. Are we planning on doing scenario planning with this process?
    - i. We do not plan on doing multiple scenarios but will refine the criteria based on results from future conditions analysis and guidance from the steering committee.
  - c. Rachel showed the Steering Committee the proposed criteria
    - i. What is EPDO analysis? -> Equivalent Property Damage Only. Shows the frequency of crashes at a location weighted by severity.
    - ii. How is constructability represented? -> ROW impacts
    - iii. How is cost factored in? -> kept separate at first, then used to adjust prioritization
      - 1. Challenge for the City is that there are projects that have a lot of community support, but don't get implemented because they are so costly. When to know when to implement these?
    - iv. Level of service – how to reconcile with increase in level of service when intersection already has capacity?
      - 1. Application on examples looks good.
    - v. Consistency with Adopted Plans/Studies -> provide consideration for recommended vs. illustrious?
  - d. Rachel showed the Steering Committee examples of prioritization application
    - i. Factor in roundabouts vs. traffic signals when it comes to environmental resiliency? Roundabouts potentially have less stalling and less environmental impacts.
    - ii. Existing roadway system prioritizes travel across town by vehicle, not necessarily local travel.
- 6. Next Steps and Close-Out
  - a. Next meeting is November 17<sup>th</sup> @ 10:30 AM-12:00 PM.
  - b. SC to provide comments on draft project prioritization methodology and travel demand model methodology**

## ATTACHMENTS

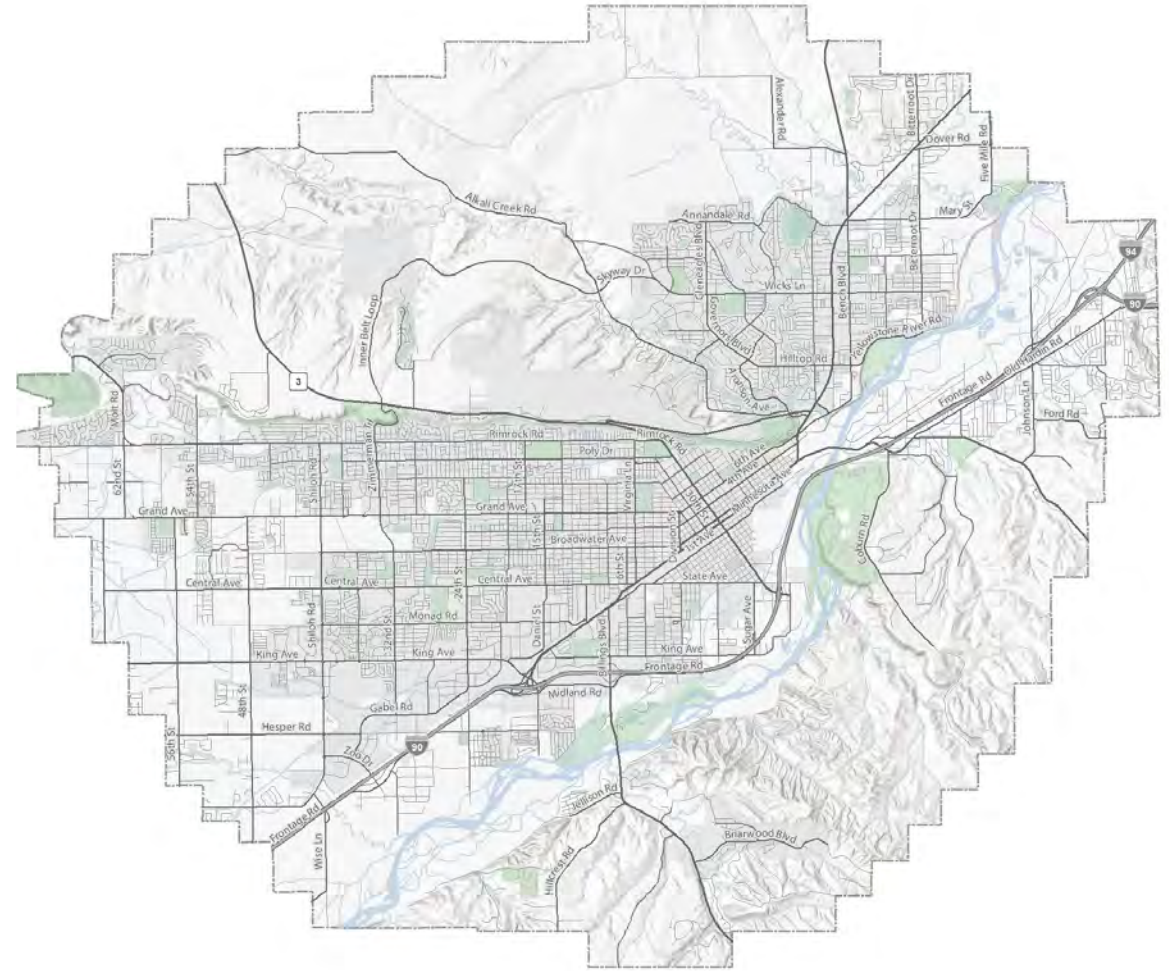
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# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee  
Meeting #4

October 27<sup>th</sup>, 2022

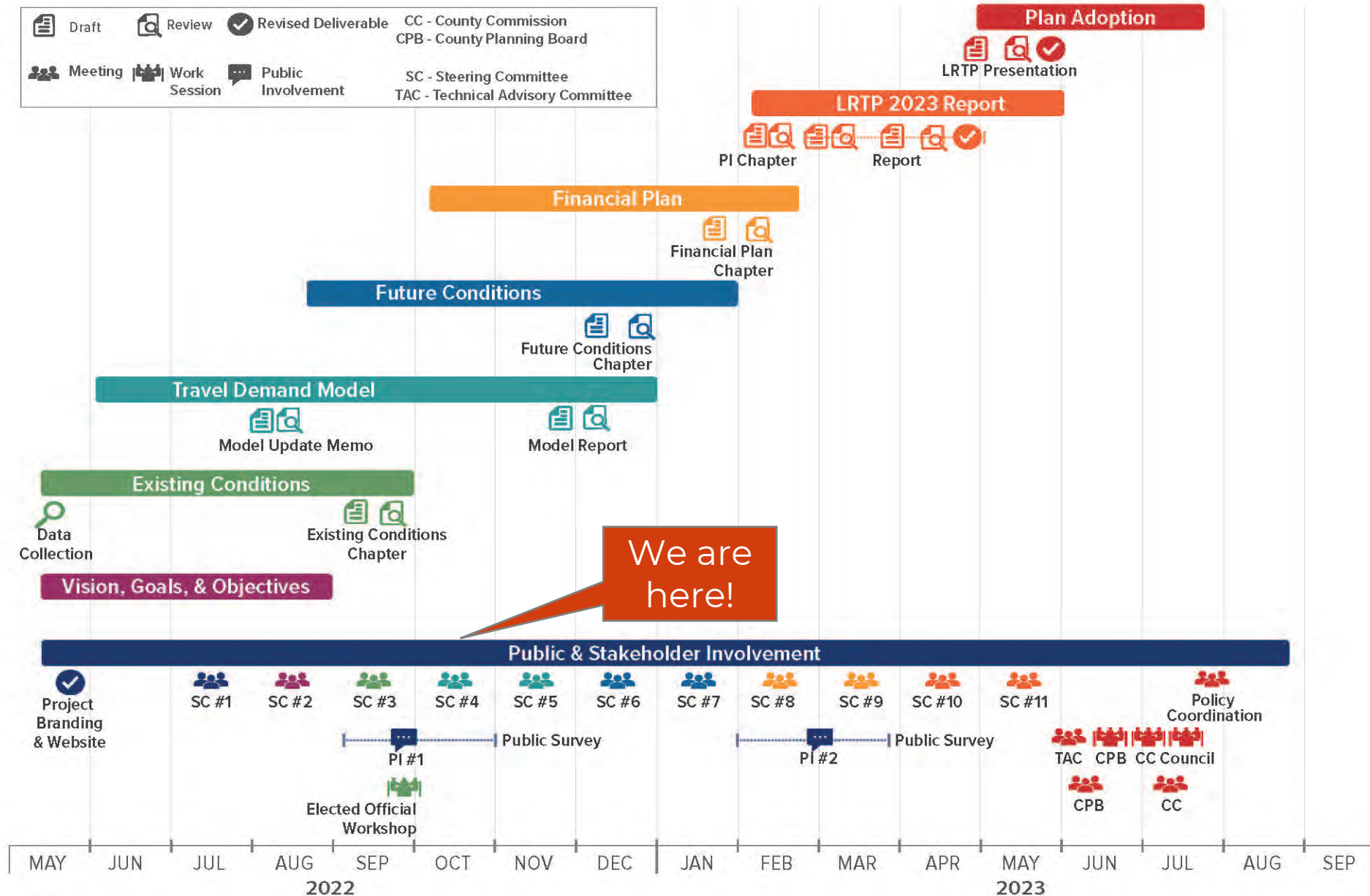


# Agenda

- Welcome
  - Project Schedule
- Stakeholder & Public Outreach Summary
- Travel Demand Model Update
- Project Prioritization Methodology
- Next Steps & Close-Out



# Project Schedule





# Stakeholder & Public Outreach Summary



# Elected Official Workshop

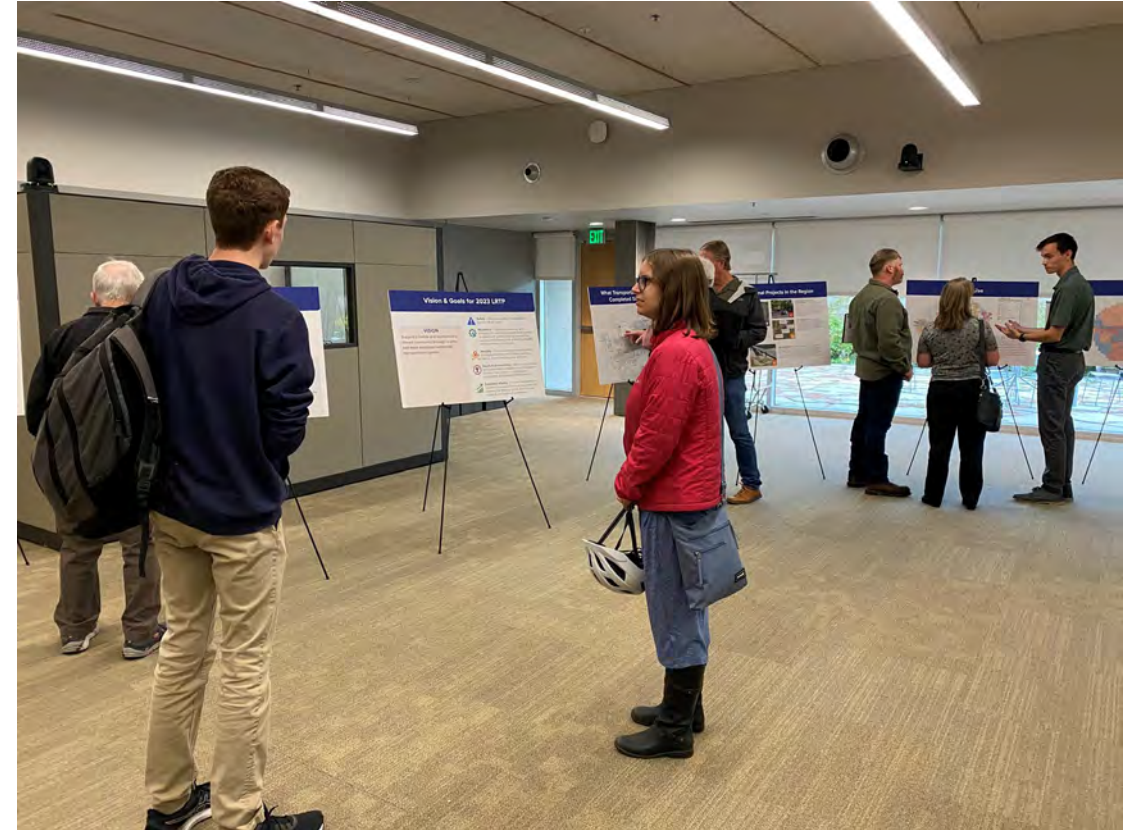
- + October 4<sup>th</sup>, 2:00 – 4:00 PM
- + Attended by eight community leaders
- + Materials distributed to all invitees post-meeting
- + **Discussion**
  - Support for and interest in Travel Demand Model (TDM) to illustrate future growth and development, including the Billings Bypass and Inner Belt Loop
  - Focus on areas with a lot of growth (e.g., West End and Lockwood)





# Public Open House #1

- + October 6<sup>th</sup>, 5:00 – 6:30 PM
- + Billings Public Library – Community Room
- + 20 sign-ins
- + Media coverage: Q2, KSVI/yourbigsky.com, Northern News Network



# Stakeholder Outreach Summary



# LIFTT Meeting Summary

- + Project team met with Jed Barton, a representative of Living Independently for Today & Tomorrow (LIFTT)
- + Transportation elements most important to the disabled community in Billings include **signal systems/ pedestrian phasing; sidewalks/curb ramps; curb extensions; and inclusive wayfinding.**
- + Recommendations
  - ADA Transition Plan
  - Steady funding for sidewalk maintenance
  - City-wide walk audits
  - Partnership to build more greenways

# Bike Walk Montana Meeting Summary

- + Project team met with Kathy Aragon, a representative of Bike Walk Montana
- + Kathy provided input and recommendations, including:
  - Incorporating the 2016 Growth Policy into the LRTP
  - Developing a mobility dashboard to allow the public to interact with transportation and safety data
  - Including a graphic showing project development from idea through planning and construction in the LRTP
  - Several potential projects

## Potential Projects

- Implementing an “Idaho Stop” Policy throughout the urban area
- Constructing a pedestrian/ bicycle bridge over the Yellowstone River underneath the I-90 bridge
- Constructing bicycle facilities along Grand Avenue
- Improving walking and biking facilities on Lewis Avenue
- Improving intersection safety at Lyman/ Brentwood

# Lockwood Pedestrian Safety District Meeting Summary

- + Discussed key findings from the Pedestrian & Bicycle section of the Existing Conditions Draft Chapter in Lockwood
- + Discussion primarily focused on project availability and funding for Lockwood projects, including projects in the Lockwood Pedestrian Safety District Plan Update
- + Recommendations to include in the LRTP:
  - Lockwood Pedestrian Safety District Plan
  - MET Transit Development Plan – New route that connects with Lockwood from the bypass bridge
  - Targeted Economic Development District (TEDD) Trail

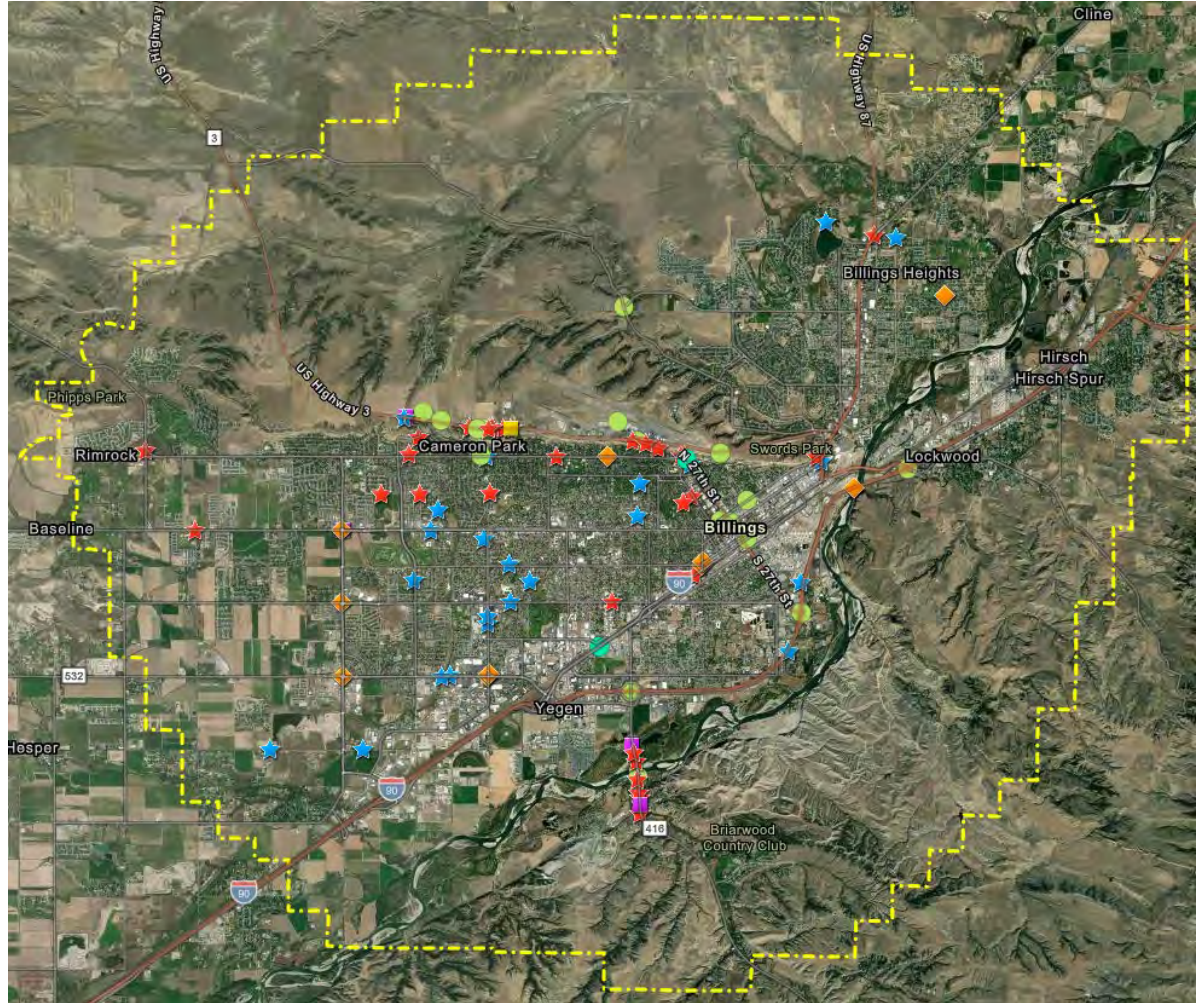


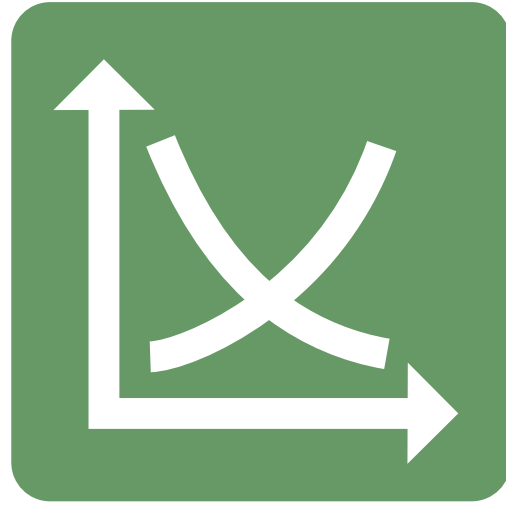
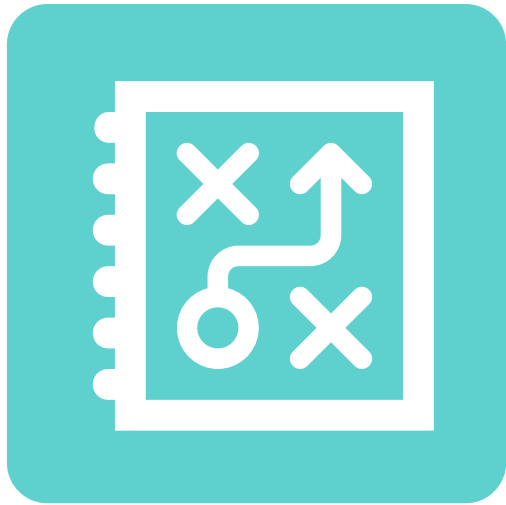
# Project Website

+ [www.billingslrtp.com](http://www.billingslrtp.com)

+ Comments:

- 32 – Safety
- 24 – Bicyclist
- 22 – General
- 11 – Pedestrian
- 5 – Congestion
- 2 – Accessibility
- 1 – Transit
- Current Total: 97 Comments



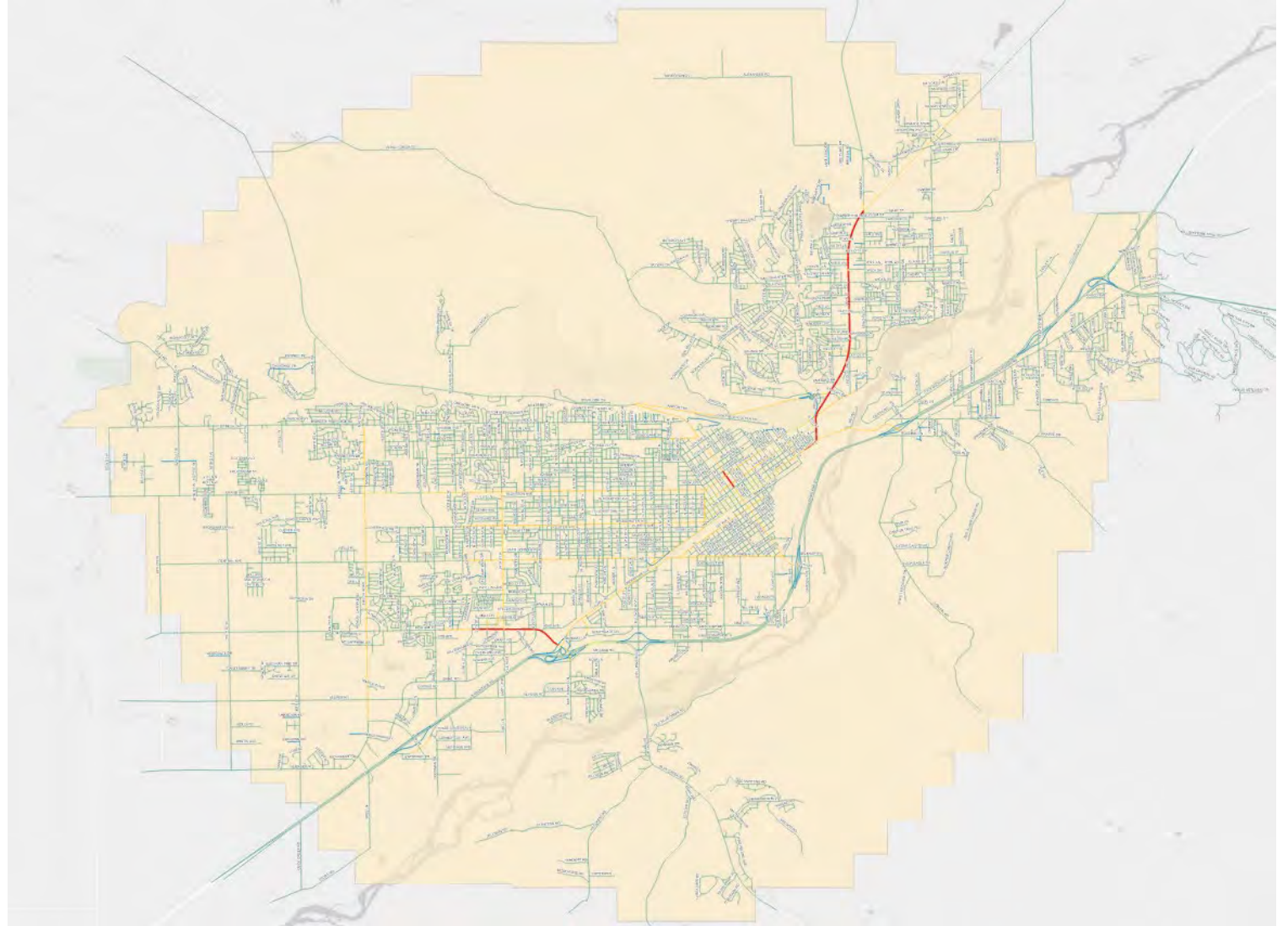


# Travel Demand Model (TDM) Year 2045 Scenario



# Model Update Introduction

- + Current future year is 2040.
- + This LRTP will update future year to 2045.
  - + Roadway Network
  - + Land Use



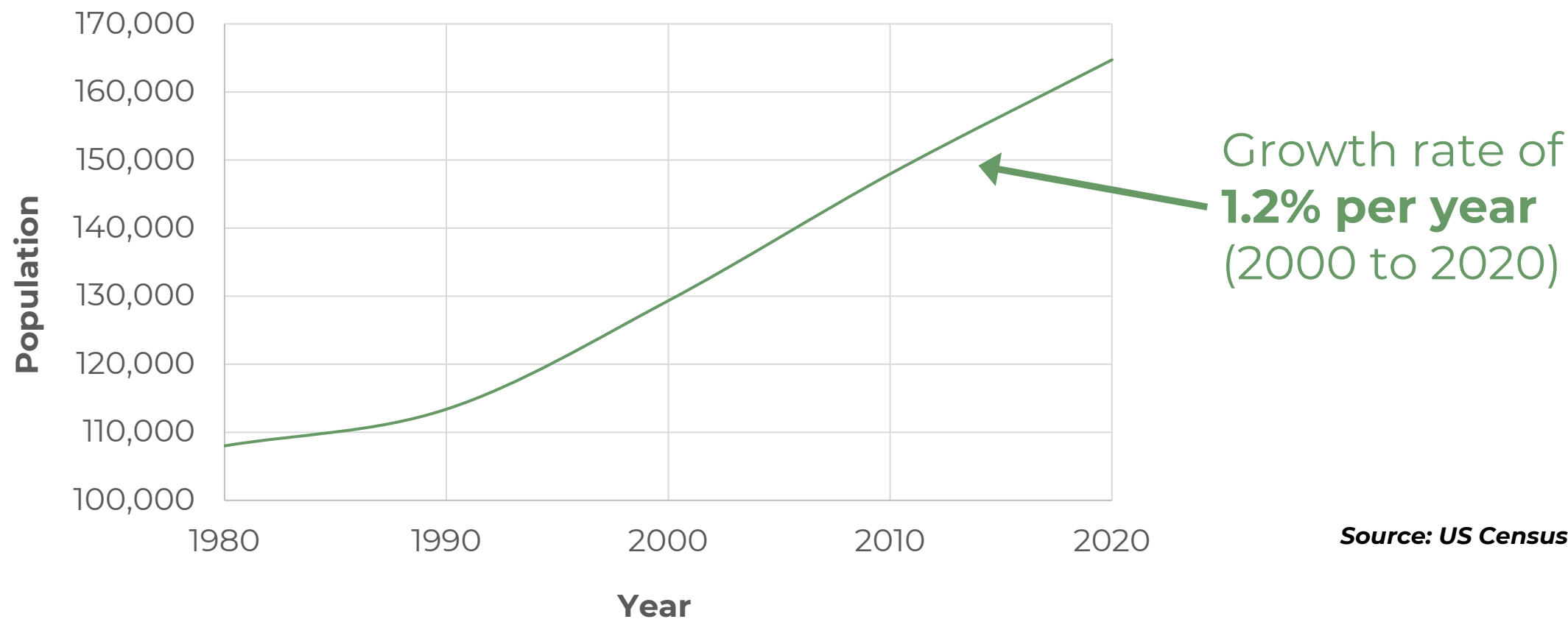
# Model Updates

## Previous Assumptions Year 2040 Land-Use

Year	Residential Units	Population	Employees
2021	58,815	142,359	74,848
2040	74,133	177,749	100,037
Total Growth	15,318 (26% increase)	35,390 (25% increase)	25,189 (34% increase)
Average Annual Growth Rate	1.2%	1.2%	1.5%

# Model Update

## Yellowstone County Historical Growth



Source: US Census



# Model Updates

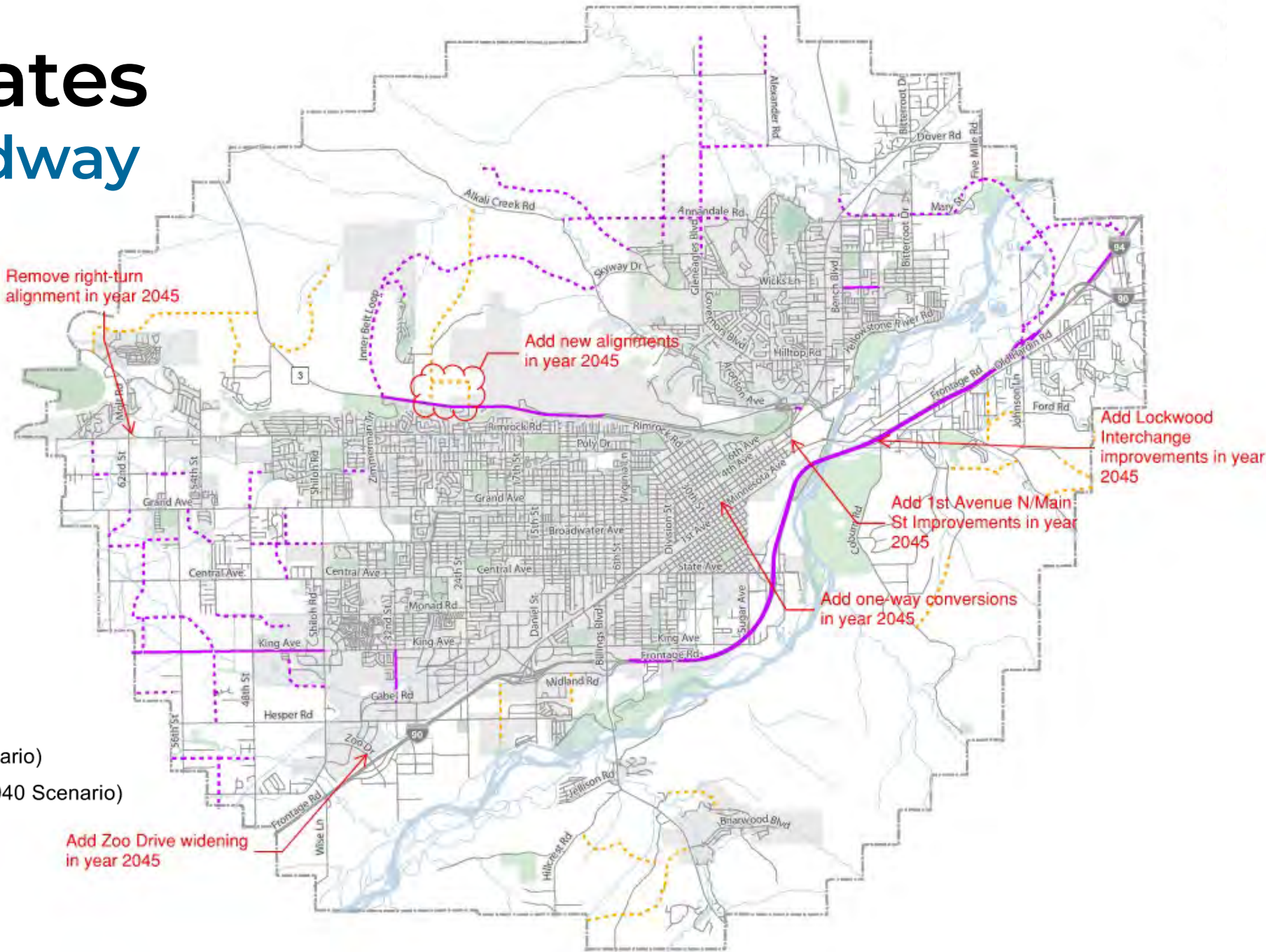
## Options for Year 2045 Land-Use

2045 Growth Option		Population		Total Growth
		Year 2021	Year 2045	
Option 1	Use 2040 forecasts to represent 2045	142,358	177,749	+25% 0.9% per year
Option 2	Start with 2040 and extrapolate to 2045	142,358	188,692	+33% 1.2% per year
Option 3	Montana Department of Commerce Forecast*	142,358	155,205	+9% 0.4% per year

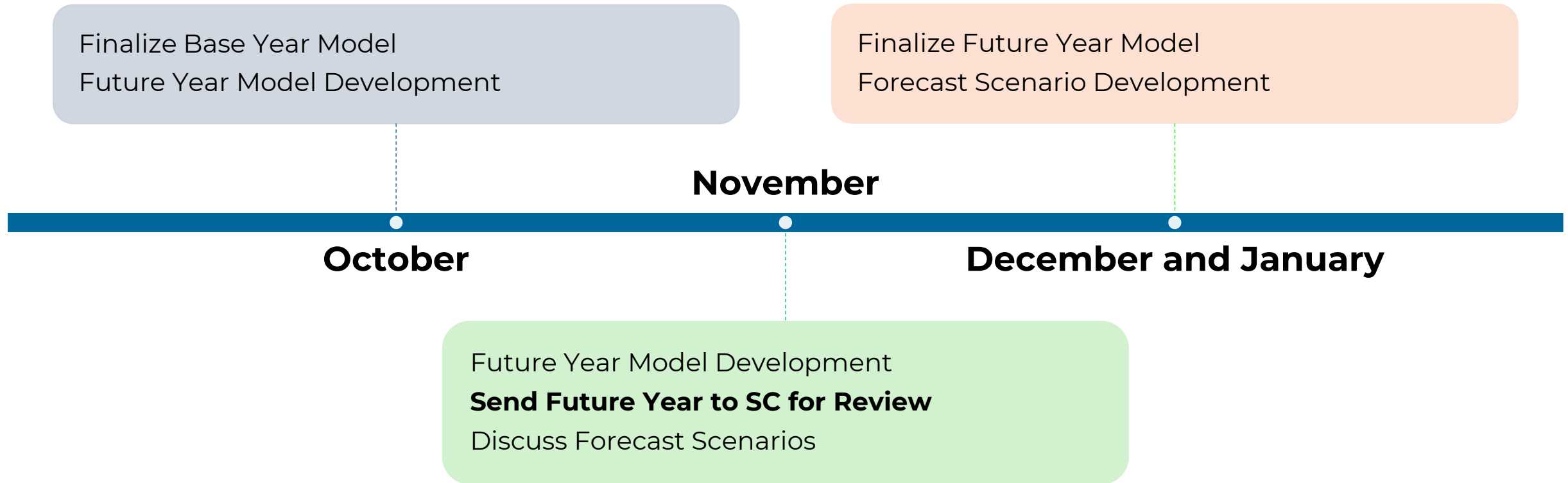
\*Data source is Regional Economic Models Incorporated (REMI)

# Model Updates

## Year 2045 Roadway Network



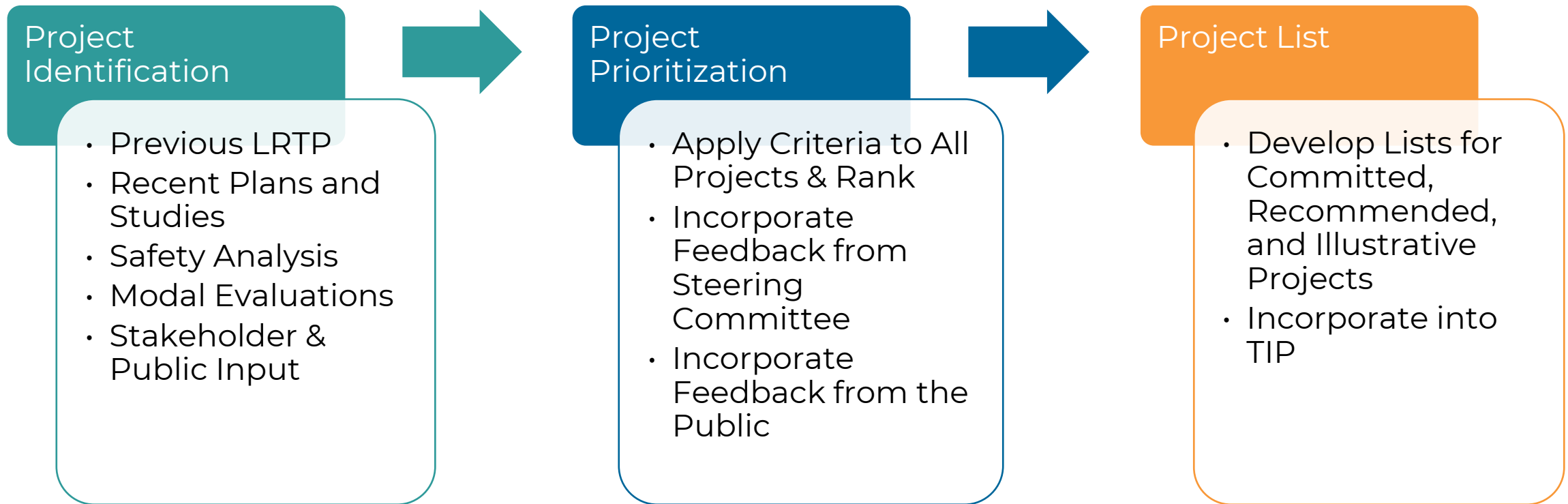
# Schedule





# Project Prioritization Methodology

# Project Prioritization Process





# Proposed Criteria

Stakeholder &  
Public Support

Consistency  
with Adopted  
Plans / Studies

Safety

Equity &  
Accessibility

Resiliency

Security

Mobility

Constructability

# Proposed Criteria

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
1	Stakeholder & Public Support	Steering Committee, Stakeholder, or Public Meetings	Strong Support	Moderate Support	Mixed Support	Strong Opposition
2	Consistency with Adopted Plans / Studies	Plans and Studies Identified in 'Recently Completed & On-Going Project' List	Strong Consistency	Minor Consistency	Not Identified in a Partner Agency Plan/Study	Not Applicable
3	Safety - Mitigates Crash Risk, Especially for Vulnerable Road Users	EPDO Analysis, Near Schools in GIS, & Project Type	Addresses Identified Safety Issue	Minor Safety Improvement	No Effect	Negative Safety Impact
4	Serves Transportation-Disadvantaged Populations	Transportation Disadvantaged Populations in GIS	Project Located in High Disadvantaged Block Group	Project Located in Medium Disadvantaged Block Group	Project Located in Low Disadvantaged Block Group	Not Applicable
5	Supports Low Carbon Modes and Green Infrastructure	Project Type	Major Environmental Improvement	Minor Environmental Improvement	Minimal to No Impact	Negative Environmental Impact
6	Address Resiliency & Security Risks	Resiliency Risks in GIS	Addresses Identified Resiliency or Security Risk in High-Risk Area	Addresses Identified Resiliency or Security Risk in Medium-Risk Area	Addresses Identified Resiliency or Security Risk in Low-Risk Area	Negative Resiliency or Security Impact
7	Right-of-Way Impacts	Project Likelihood to Expand Beyond Existing ROW	No ROW Impacts	Minimal ROW Impacts	Moderate ROW Impacts	Significant ROW Impacts

# Proposed Criteria

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
8	Pedestrian Mobility	Pedestrian Crash Locations and Safe Routes to School Projects in GIS	Addresses an Identified Barrier to Pedestrian Safety / Mobility OR Near a School	Major Pedestrian Safety / Mobility Improvement	Minor Pedestrian Safety / Mobility Improvement	Negative Pedestrian Safety / Mobility Impact
9	Bicycle Mobility	Bicycle Crash Locations and Safe Routes to School Projects in GIS	Addresses an Identified Barrier to Bicycle Safety / Mobility OR Near a School	Major Bicycle Safety / Mobility Improvement	Minor Bicycle Safety / Mobility Improvement	Negative Bicycle Safety / Mobility Impact
10	Transit Mobility	Amenity, Service, or Facility Identified in the TDP or Pedestrian/Bicycle Facility Near Transit Facility	Addresses an Identified Barrier to Transit	Major Transit Improvement	Minor Transit Improvement or No Impact	Negative Transit Impact
11	Vehicular Level of Service (LOS)	Synchro Operational Analysis	Not Applicable	Decrease in Vehicle LOS	Not Applicable	Increase in Vehicle LOS
12	Freight Mobility / Safety	Freight Facilities in GIS	Improves Multimodal Freight Connectivity	Improves Designated Freight Route, Railroad Crossing, or Intermodal Facility	Not Applicable	Impacts Designated Freight Route, Railroad Crossing, or Intermodal Facility

# Example: Highway 3 to Molt Road Connection Study

Study the feasibility of constructing a new roadway connecting Highway 3 to Molt Road



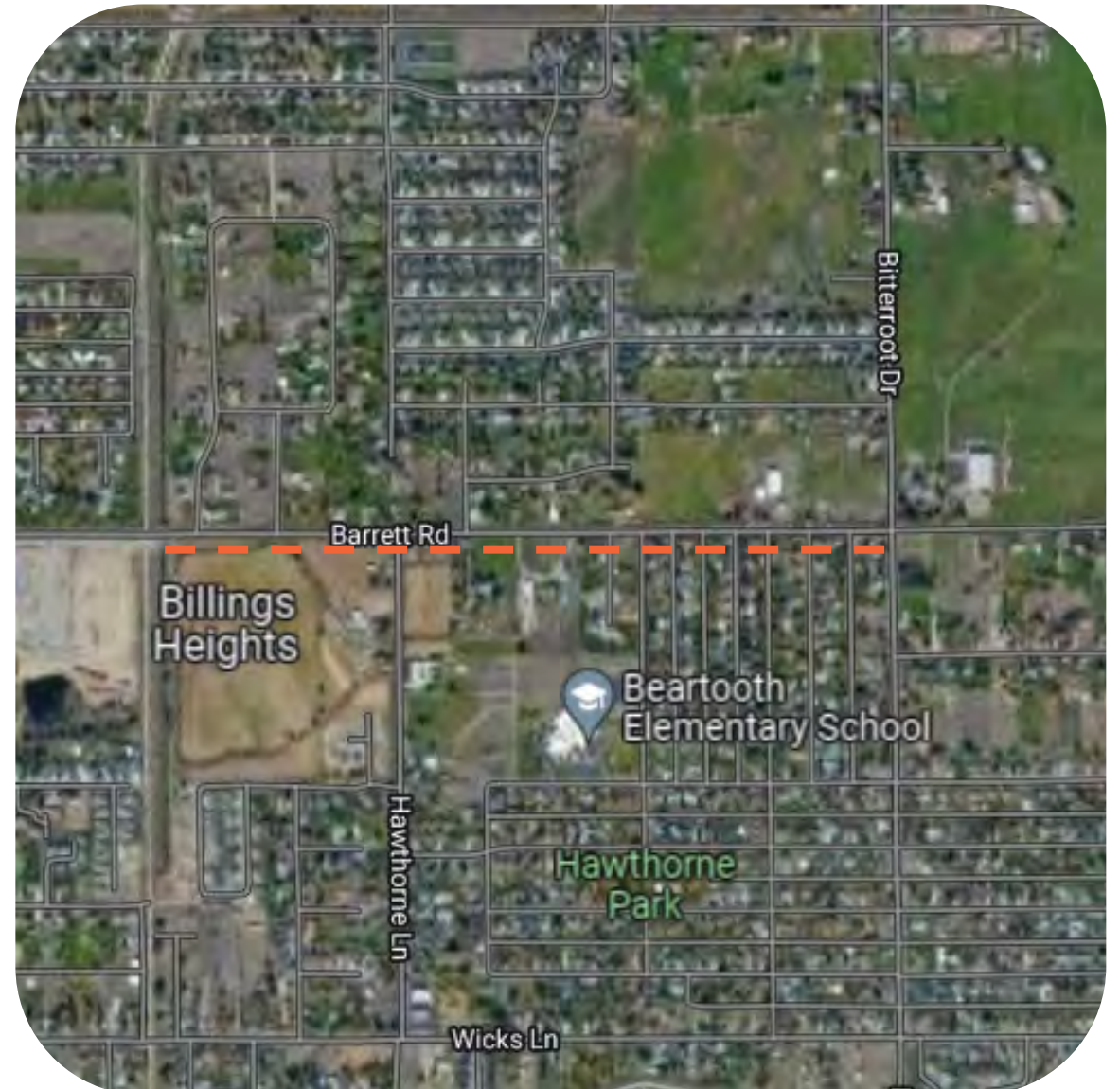
# Example: Highway 3 to Molt Road Connection Study

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	1	Safer Route than Zimmerman Trail
Transportation Disadvantaged Populations	1	Medium Disadvantage Area
Environmental Resiliency	0	Minimal to No Impact
Resiliency & Security	1	Improves Network Redundancy
ROW Impacts	-1	Substantial ROW Impact
Pedestrian Mobility	1	Assumed to Include Shared Use Path
Bicycle Mobility	1	Assumed to Include Shared Use Path
Transit Mobility	0	No Impact
Car Mobility	1	Provides New Connection, Reduces Traffic Patterns on Other Roadways
Freight Mobility	0	No Impact – Not a Freight Route
<b>Total</b>	<b>7</b>	



# Example: Bitterroot Elementary School SRTS

Construct a pedestrian path and crossing over the Holling Drain, a shared-use pathway along Barrett Road, and enhanced crosswalks



## Example: Bitterroot Elementary School SRTS

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	2	Major Safety Improvement Near a School
Transportation Disadvantaged Populations	0	Low Disadvantage Area
Environmental Resiliency	2	Low Carbon Mode Major Upgrade
Resiliency & Security	0	No Impact
ROW Impacts	0	Some ROW Impact
Pedestrian Mobility	2	Addresses Identified Need Near a School
Bicycle Mobility	2	Addresses Identified Need Near a School
Transit Mobility	0	No Impact
Car Mobility	1	Improves LOS
Freight Mobility	0	No Impact
<b>Total</b>	<b>11</b>	

# Example: King Ave West & 48th St West

Construct a Traffic Signal or Roundabout.



## Example: King Ave West & 48<sup>th</sup> St West

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	2	Major Safety Improvement
Transportation Disadvantaged Populations	1	Medium Disadvantage Area
Environmental Resiliency	1	Low Carbon Mode Minor Upgrade
Resiliency & Security	0	No Impact
ROW Impacts	0	Some ROW Impact
Pedestrian Mobility	1	Minor Improvement
Bicycle Mobility	1	Minor Improvement
Transit Mobility	0	No Impact
Car Mobility	1	Improves LOS
Freight Mobility	0	No Impact
<b>Total</b>	<b>9</b>	



# Example: Old Hardin Rd & Old Highway 87 & Baxter Ln

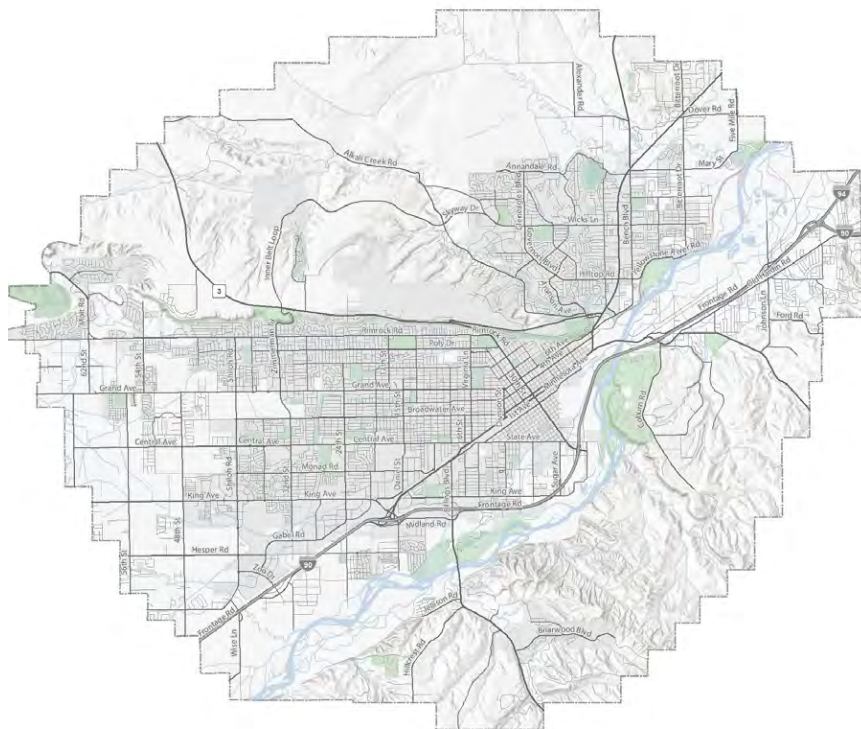
Realign skewed intersection with roundabout and provide multi-modal facilities.





## Example: Old Hardin Rd & Old Highway 87 & Baxter Ln

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Lockwood Pedestrian & Bicycle Plan (2022)
Safety	2	Major Safety Improvement
Transportation Disadvantaged Populations	2	High Disadvantage Area
Environmental Resiliency	2	Low Carbon Mode Major Upgrade
Resiliency & Security	2	Evacuation Route Upgrade
ROW Impacts	1	Minimal ROW Impact
Pedestrian Mobility	2	Major Improvement Near a School
Bicycle Mobility	2	Major Improvement Near a School
Transit Mobility	1	Minor Improvement to Future Route
Car Mobility	1	Improves LOS
Freight Mobility	1	Minor Improvement
<b>Total</b>	<b>18</b>	



# Next Steps

- Provide comments on:
  - Draft Project Prioritization Methodology
  - Travel Demand Model Methodology Memo
- Next Meeting: **November 17<sup>th</sup>**, 2022

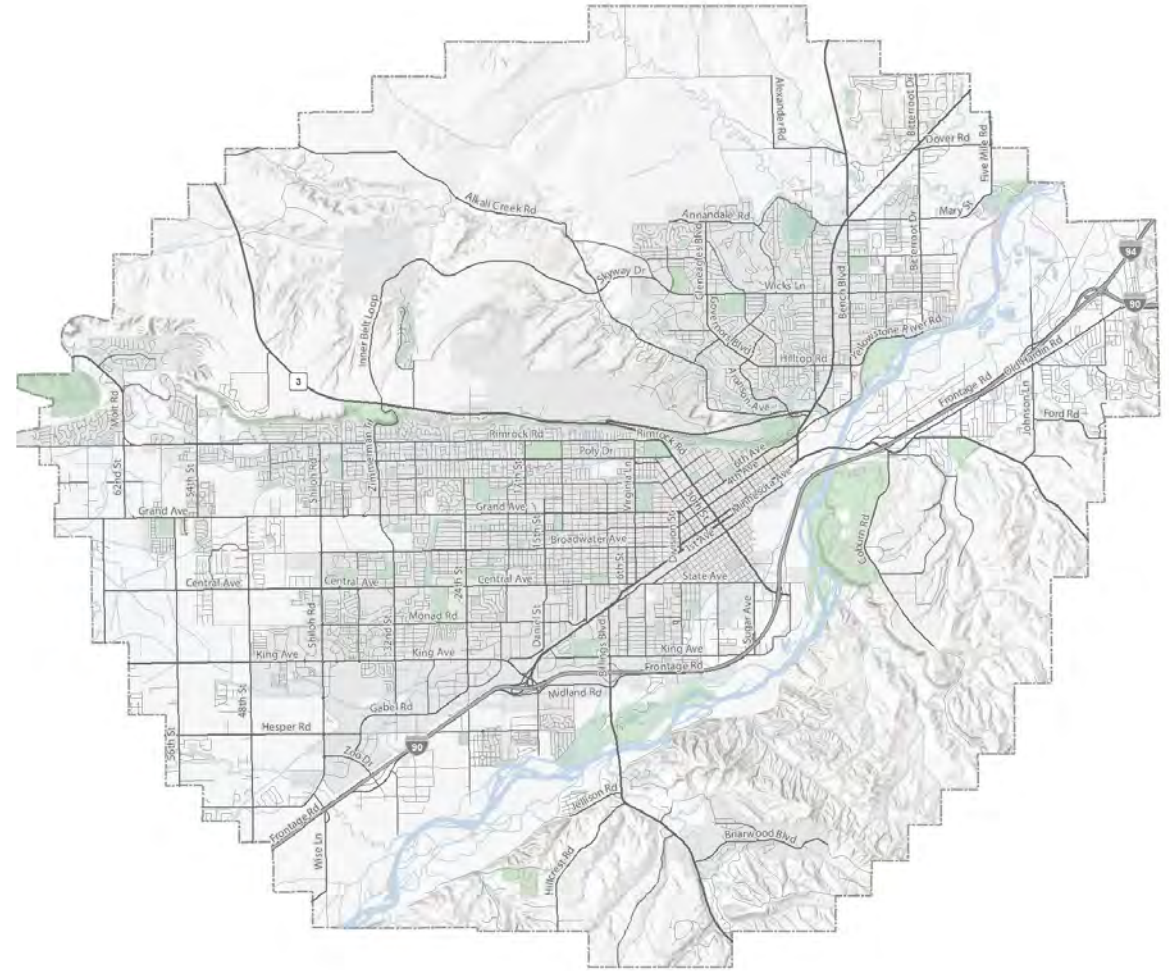
Questions?

Andy Daleiden  
[adaleiden@kittelerson.com](mailto:adaleiden@kittelerson.com)  
208.472.9804

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee  
Meeting #4

October 27<sup>th</sup>, 2022



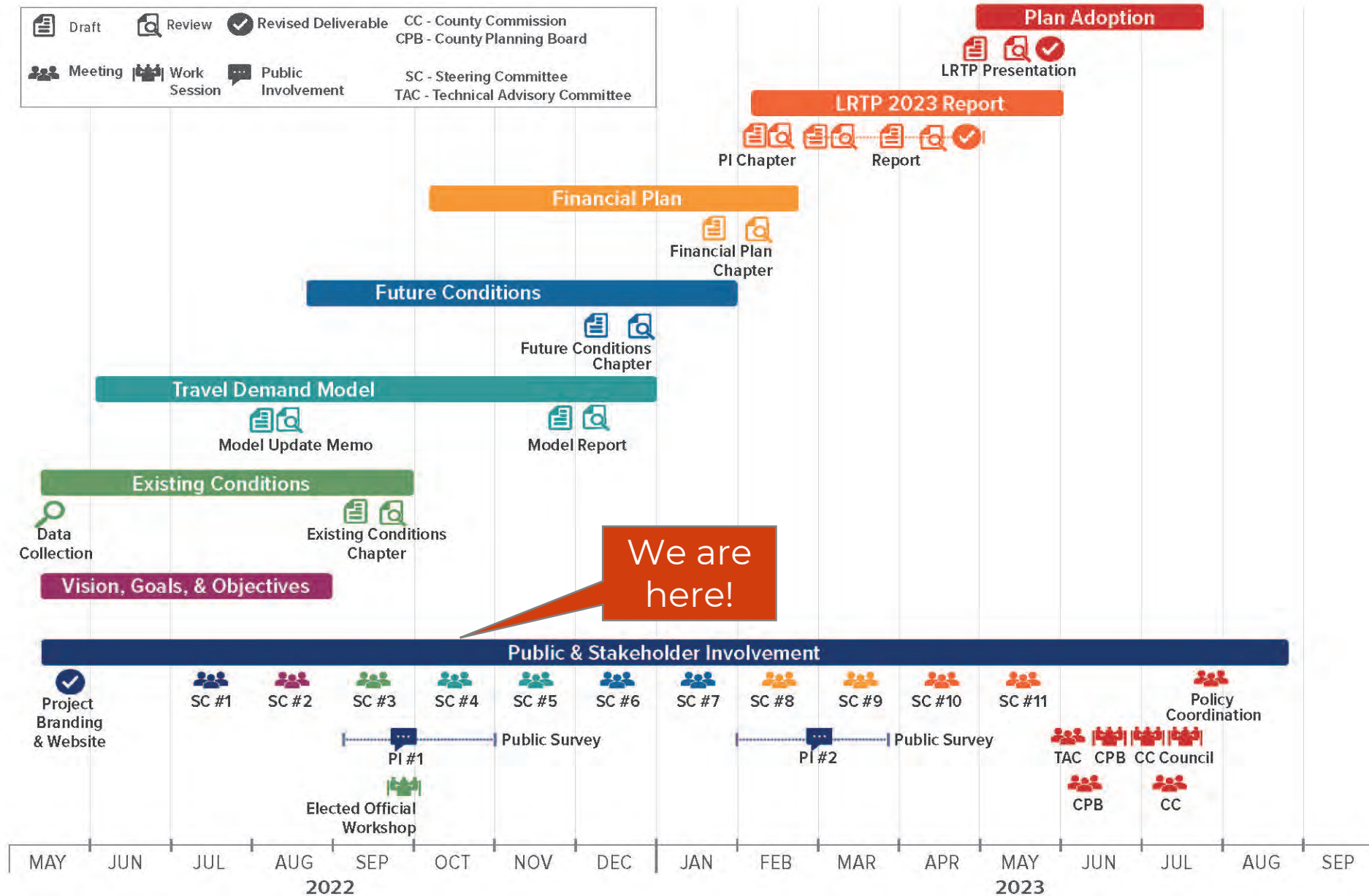
# Agenda

- Welcome
  - Project Schedule
- Stakeholder & Public Outreach Summary
- Travel Demand Model Update
- Project Prioritization Methodology
- Next Steps & Close-Out





# Project Schedule







# Stakeholder & Public Outreach Summary

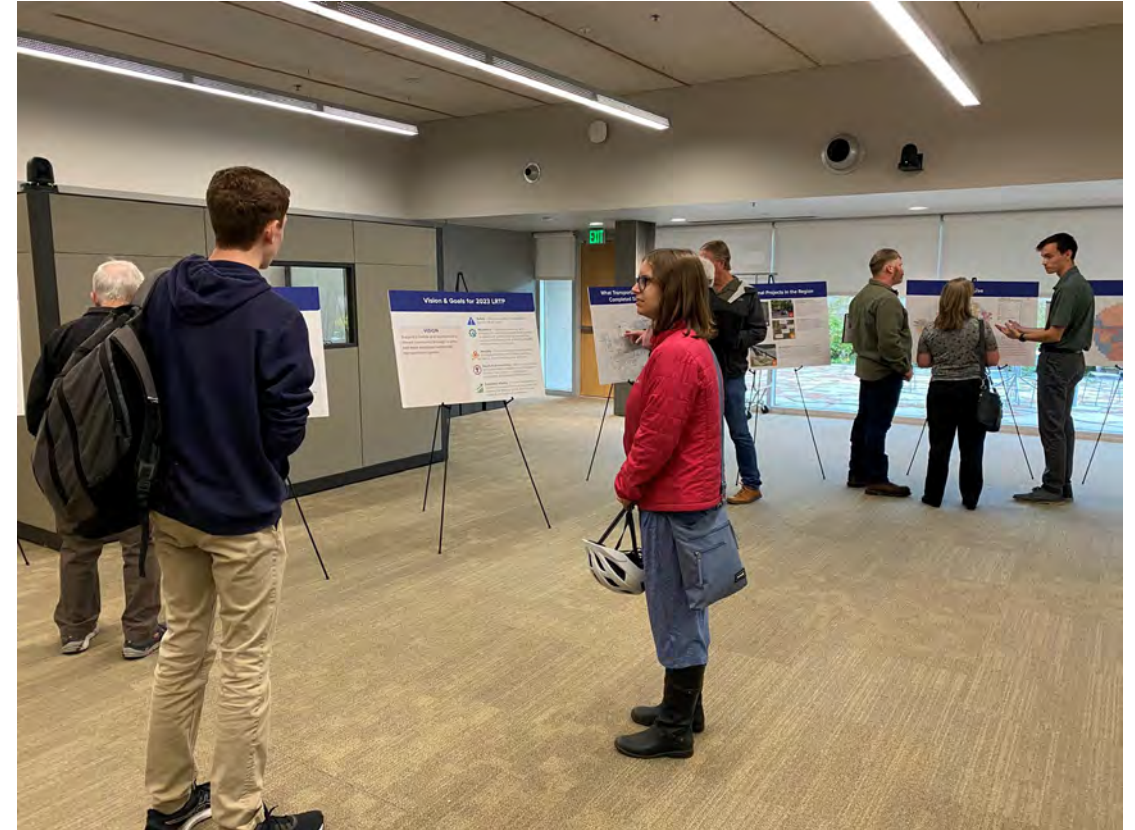
# Elected Official Workshop

- + October 4<sup>th</sup>, 2:00 – 4:00 PM
- + Attended by eight community leaders
- + Materials distributed to all invitees post-meeting
- + **Discussion**
  - Support for and interest in Travel Demand Model (TDM) to illustrate future growth and development, including the Billings Bypass and Inner Belt Loop
  - Focus on areas with a lot of growth (e.g., West End and Lockwood)



# Public Open House #1

- + October 6<sup>th</sup>, 5:00 – 6:30 PM
- + Billings Public Library – Community Room
- + 20 sign-ins
- + Media coverage: Q2, KSVI/yourbigsky.com, Northern News Network



# Stakeholder Outreach Summary



# LIFTT Meeting Summary

- + Project team met with Jed Barton, a representative of Living Independently for Today & Tomorrow (LIFTT)
- + Transportation elements most important to the disabled community in Billings include **signal systems/ pedestrian phasing; sidewalks/curb ramps; curb extensions; and inclusive wayfinding.**
- + Recommendations
  - ADA Transition Plan
  - Steady funding for sidewalk maintenance
  - City-wide walk audits
  - Partnership to build more greenways



# Bike Walk Montana Meeting Summary

- + Project team met with Kathy Aragon, a representative of Bike Walk Montana
- + Kathy provided input and recommendations, including:
  - Incorporating the 2016 Growth Policy into the LRTP
  - Developing a mobility dashboard to allow the public to interact with transportation and safety data
  - Including a graphic showing project development from idea through planning and construction in the LRTP
  - Several potential projects

## Potential Projects

- Implementing an “Idaho Stop” Policy throughout the urban area
- Constructing a pedestrian/ bicycle bridge over the Yellowstone River underneath the I-90 bridge
- Constructing bicycle facilities along Grand Avenue
- Improving walking and biking facilities on Lewis Avenue
- Improving intersection safety at Lyman/ Brentwood

# Lockwood Pedestrian Safety District Meeting Summary

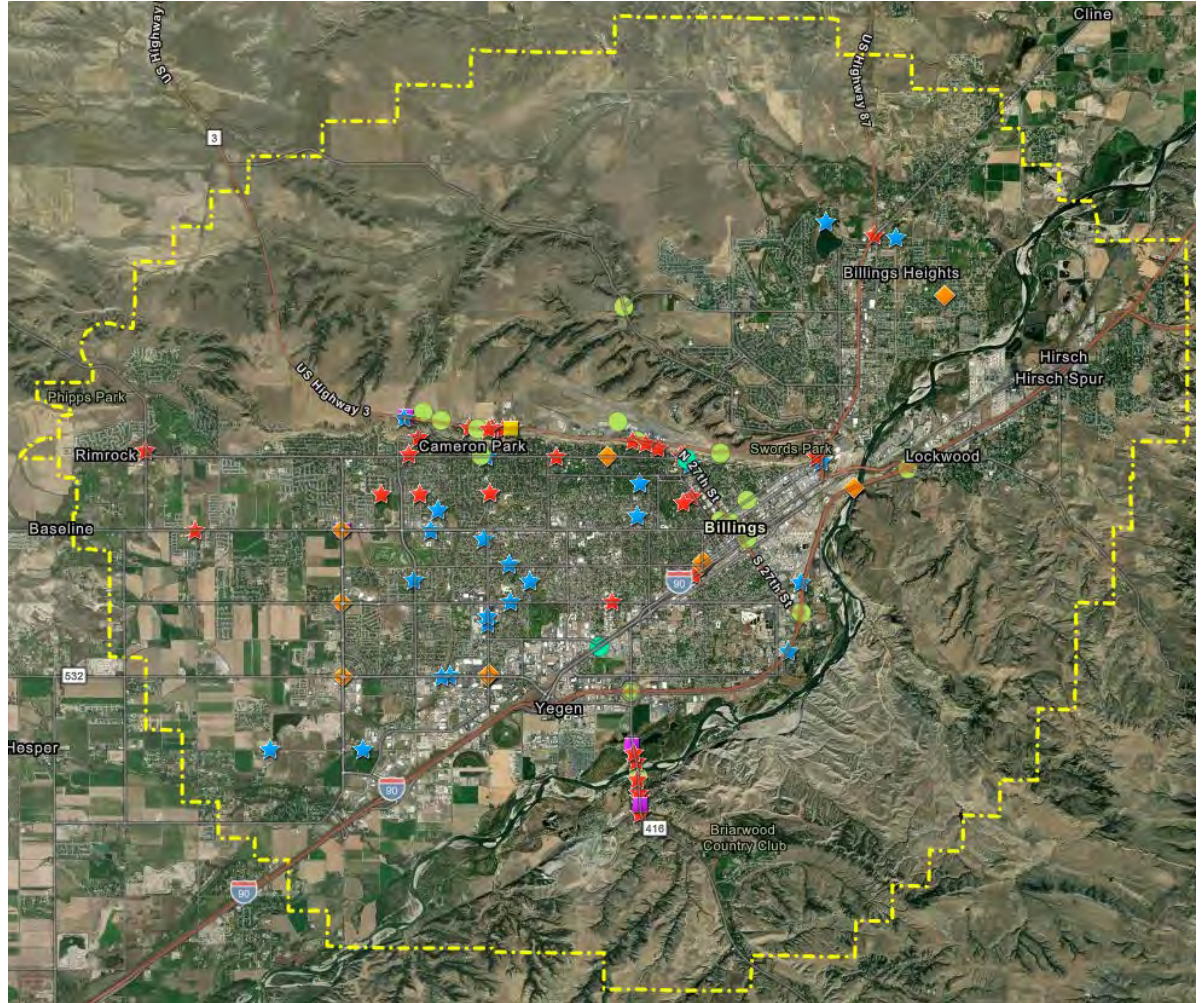
- + Discussed key findings from the Pedestrian & Bicycle section of the Existing Conditions Draft Chapter in Lockwood
- + Discussion primarily focused on project availability and funding for Lockwood projects, including projects in the Lockwood Pedestrian Safety District Plan Update
- + Recommendations to include in the LRTP:
  - Lockwood Pedestrian Safety District Plan
  - MET Transit Development Plan – New route that connects with Lockwood from the bypass bridge
  - Targeted Economic Development District (TEDD) Trail

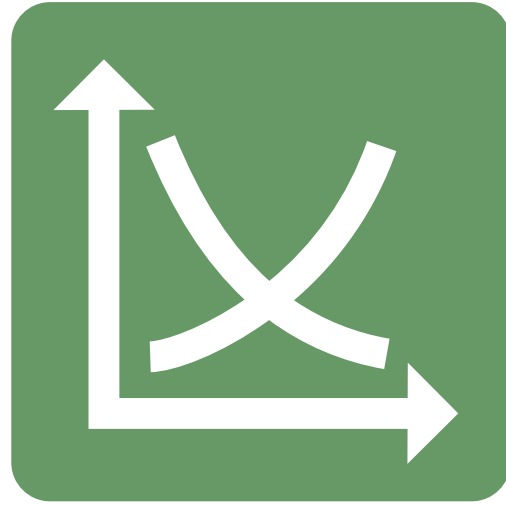
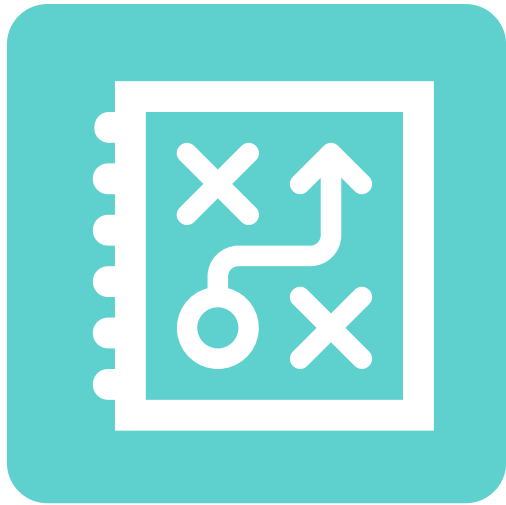
# Project Website

+ [www.billingslrtp.com](http://www.billingslrtp.com)

+ Comments:

- 32 – Safety
- 24 – Bicyclist
- 22 – General
- 11 – Pedestrian
- 5 – Congestion
- 2 – Accessibility
- 1 – Transit
- Current Total: 97 Comments



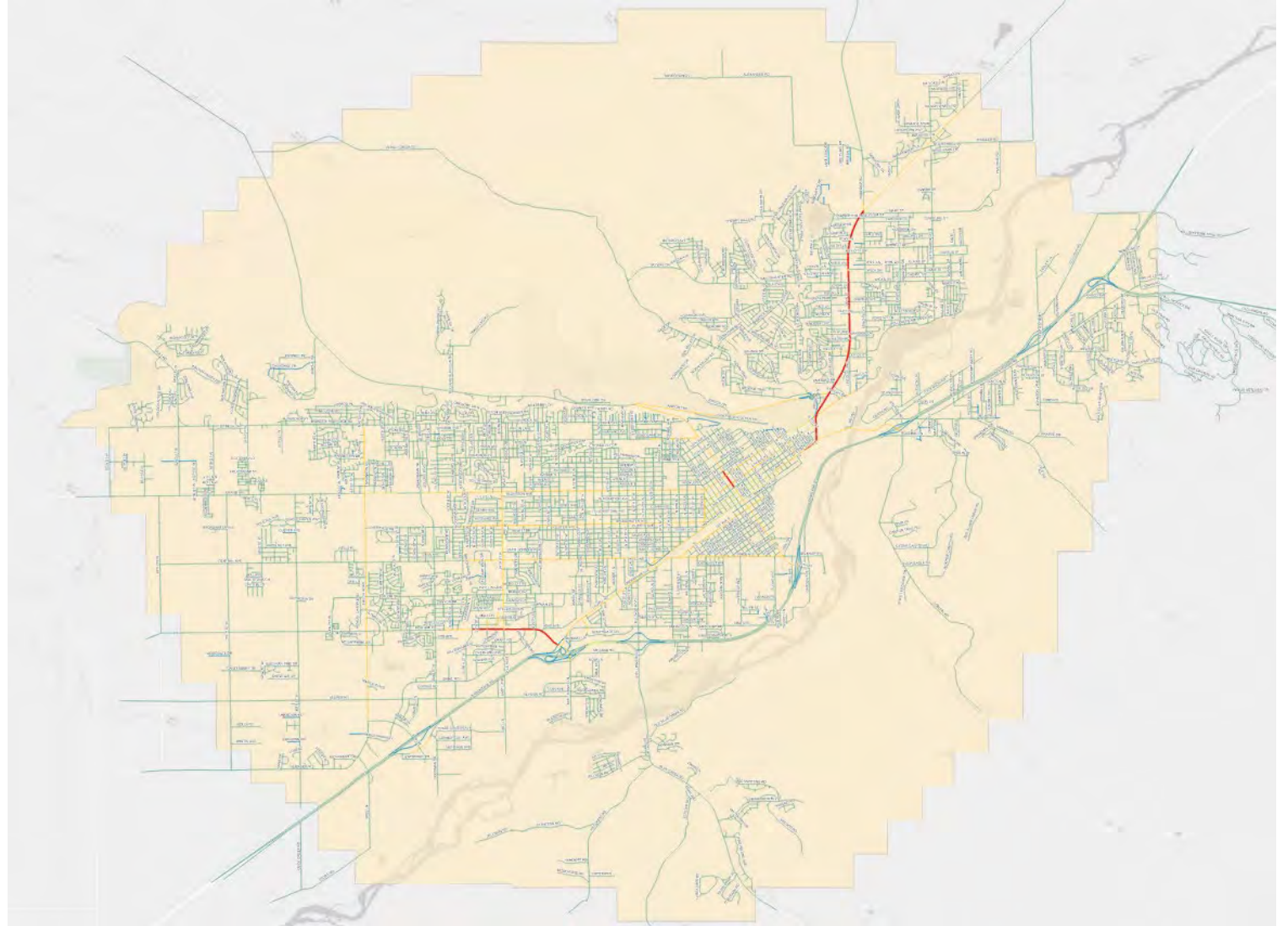


# Travel Demand Model (TDM) Year 2045 Scenario



# Model Update Introduction

- + Current future year is 2040.
- + This LRTP will update future year to 2045.
  - + Roadway Network
  - + Land Use





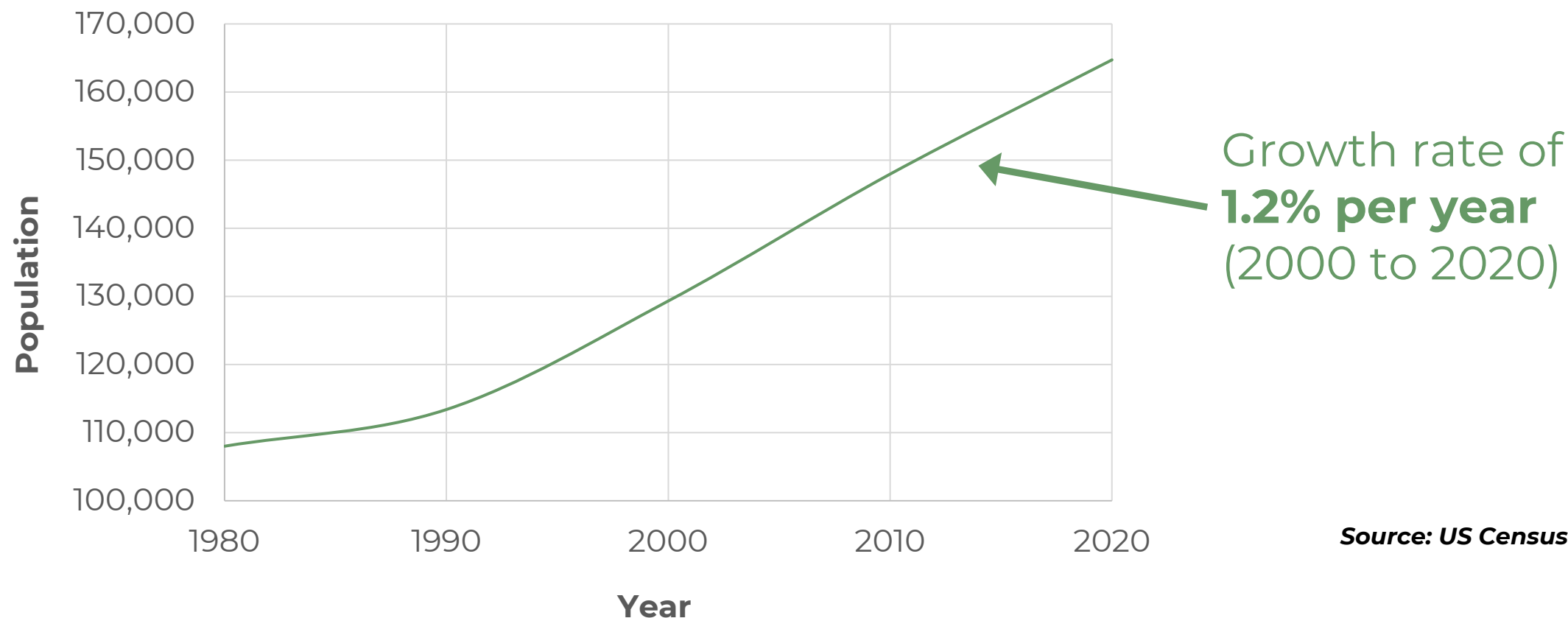
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Total Growth	15,318 (26% increase)	35,390 (25% increase)	25,189 (34% increase)
Average Annual Growth Rate	1.2%	1.2%	1.5%

# Model Update

## Yellowstone County Historical Growth



Source: US Census

# Model Updates

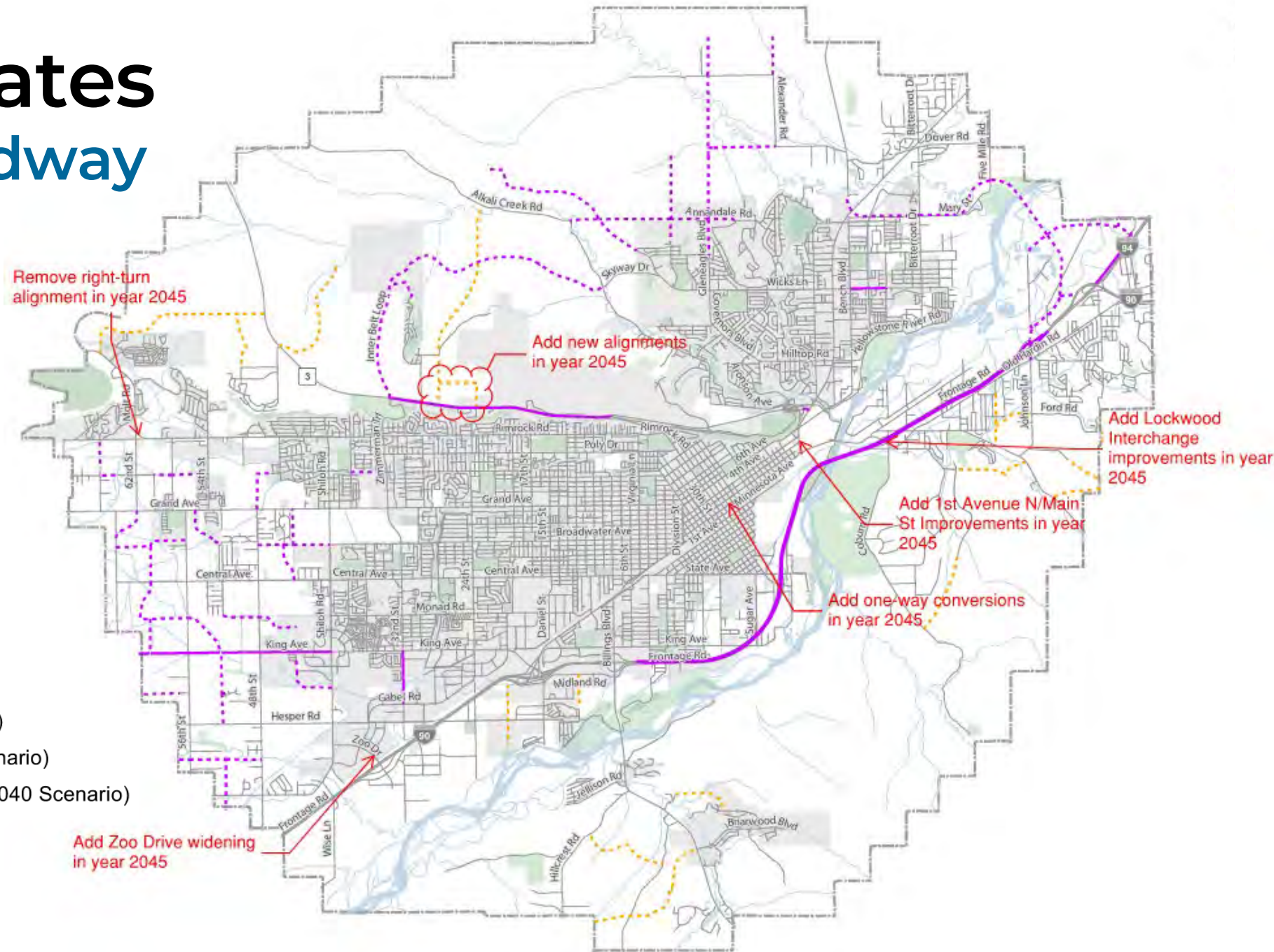
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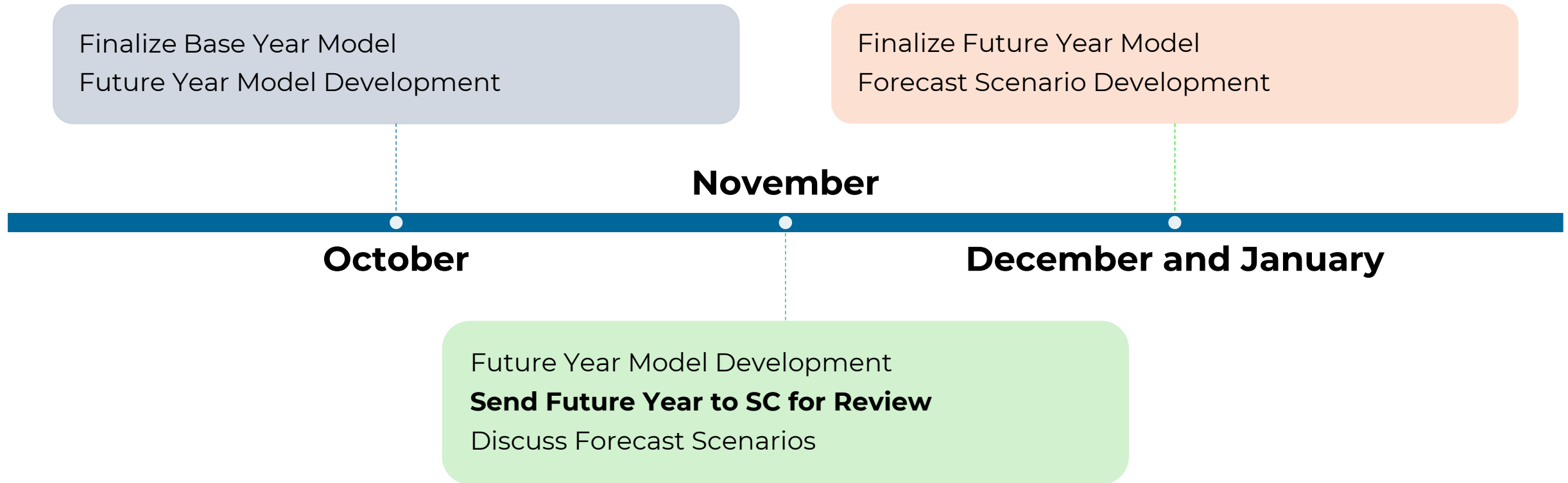
\*Data source is Regional Economic Models Incorporated (REMI)

# Model Updates

## Year 2045 Roadway Network



# Schedule

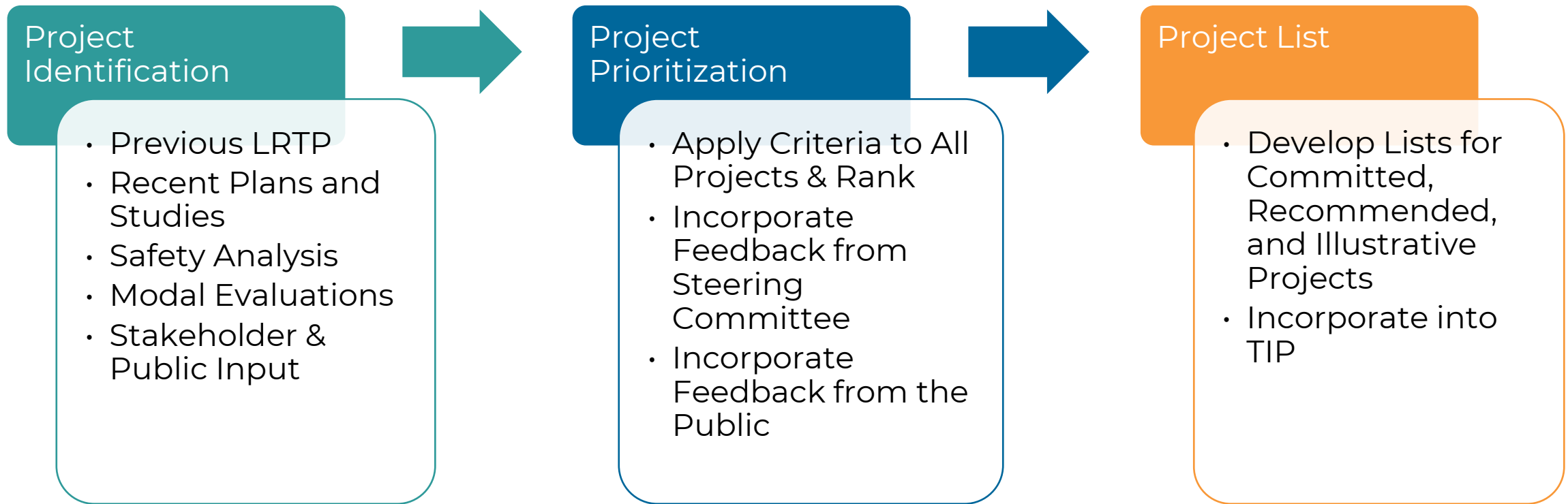






# Project Prioritization Methodology

# Project Prioritization Process



# Proposed Criteria

Stakeholder &  
Public Support

Consistency  
with Adopted  
Plans / Studies

Safety

Equity &  
Accessibility

Resiliency

Security

Mobility

Constructability

# Proposed Criteria

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
1	Stakeholder & Public Support	Steering Committee, Stakeholder, or Public Meetings	Strong Support	Moderate Support	Mixed Support	Strong Opposition
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7	Right-of-Way Impacts	Project Likelihood to Expand Beyond Existing ROW	No ROW Impacts	Minimal ROW Impacts	Moderate ROW Impacts	Significant ROW Impacts

# Proposed Criteria

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
8	Pedestrian Mobility	Pedestrian Crash Locations and Safe Routes to School Projects in GIS	Addresses an Identified Barrier to Pedestrian Safety / Mobility OR Near a School	Major Pedestrian Safety / Mobility Improvement	Minor Pedestrian Safety / Mobility Improvement	Negative Pedestrian Safety / Mobility Impact
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11	Vehicular Level of Service (LOS)	Synchro Operational Analysis	Not Applicable	Decrease in Vehicle LOS	Not Applicable	Increase in Vehicle LOS
12	Freight Mobility / Safety	Freight Facilities in GIS	Improves Multimodal Freight Connectivity	Improves Designated Freight Route, Railroad Crossing, or Intermodal Facility	Not Applicable	Impacts Designated Freight Route, Railroad Crossing, or Intermodal Facility



# Example: Highway 3 to Molt Road Connection Study

Study the feasibility of constructing a new roadway connecting Highway 3 to Molt Road



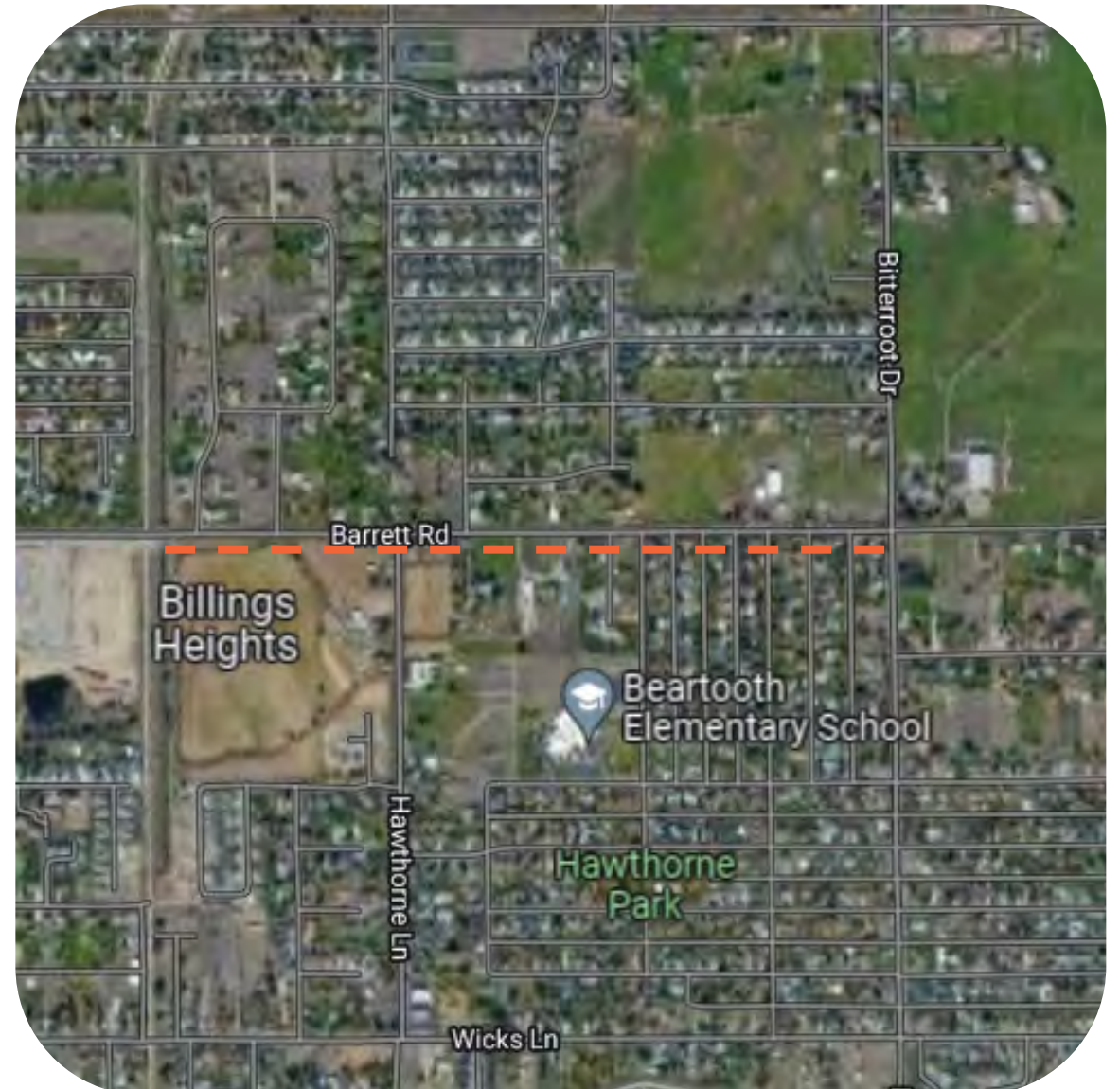
# Example: Highway 3 to Molt Road Connection Study

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	1	Safer Route than Zimmerman Trail
Transportation Disadvantaged Populations	1	Medium Disadvantage Area
Environmental Resiliency	0	Minimal to No Impact
Resiliency & Security	1	Improves Network Redundancy
ROW Impacts	-1	Substantial ROW Impact
Pedestrian Mobility	1	Assumed to Include Shared Use Path
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Transit Mobility	0	No Impact
Car Mobility	1	Provides New Connection, Reduces Traffic Patterns on Other Roadways
Freight Mobility	0	No Impact – Not a Freight Route
<b>Total</b>	<b>7</b>	



# Example: Bitterroot Elementary School SRTS

Construct a pedestrian path and crossing over the Holling Drain, a shared-use pathway along Barrett Road, and enhanced crosswalks



## Example: Bitterroot Elementary School SRTS

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
Safety	2	Major Safety Improvement Near a School
Transportation Disadvantaged Populations	0	Low Disadvantage Area
Environmental Resiliency	2	Low Carbon Mode Major Upgrade
Resiliency & Security	0	No Impact
ROW Impacts	0	Some ROW Impact
Pedestrian Mobility	2	Addresses Identified Need Near a School
Bicycle Mobility	2	Addresses Identified Need Near a School
Transit Mobility	0	No Impact
Car Mobility	1	Improves LOS
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<b>Total</b>	<b>11</b>	

# Example: King Ave West & 48th St West

Construct a Traffic Signal or Roundabout.





## Example: King Ave West & 48<sup>th</sup> St West

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Identified in 2018 LRTP
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Transportation Disadvantaged Populations	1	Medium Disadvantage Area
Environmental Resiliency	1	Low Carbon Mode Minor Upgrade
Resiliency & Security	0	No Impact
ROW Impacts	0	Some ROW Impact
Pedestrian Mobility	1	Minor Improvement
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Transit Mobility	0	No Impact
Car Mobility	1	Improves LOS
Freight Mobility	0	No Impact
<b>Total</b>	<b>9</b>	

# Example: Old Hardin Rd & Old Highway 87 & Baxter Ln

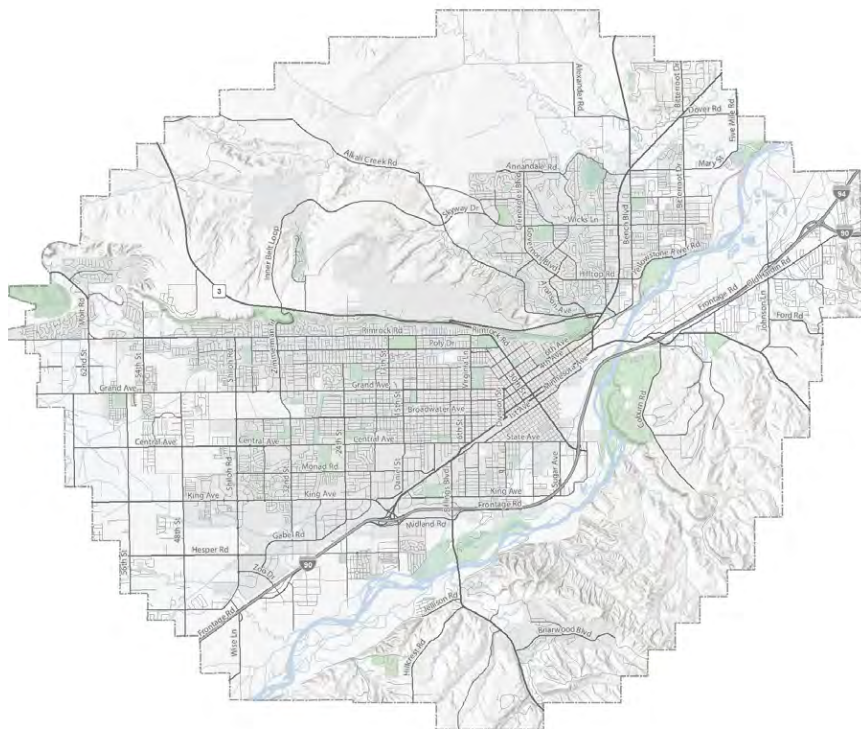
Realign skewed intersection with roundabout and provide multi-modal facilities.



## Example: Old Hardin Rd & Old Highway 87 & Baxter Ln

Criteria	Score	Rationale
Stakeholder & Public Support	N/A	No Comments Recorded (Yet)
Consistency with Adopted Plans / Studies	2	Lockwood Pedestrian & Bicycle Plan (2022)
Safety	2	Major Safety Improvement
Transportation Disadvantaged Populations	2	High Disadvantage Area
Environmental Resiliency	2	Low Carbon Mode Major Upgrade
Resiliency & Security	2	Evacuation Route Upgrade
ROW Impacts	1	Minimal ROW Impact
Pedestrian Mobility	2	Major Improvement Near a School
Bicycle Mobility	2	Major Improvement Near a School
Transit Mobility	1	Minor Improvement to Future Route
Car Mobility	1	Improves LOS
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<b>Total</b>	<b>18</b>	





# Next Steps

- Provide comments on:
  - Draft Project Prioritization Methodology
  - Travel Demand Model Methodology Memo
- Next Meeting: **November 17<sup>th</sup>**, 2022

Questions?

Andy Daleiden  
[adaleiden@kittelson.com](mailto:adaleiden@kittelson.com)  
208.472.9804

## STEERING COMMITTEE MEETING #5

November 17<sup>th</sup>, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1<sup>st</sup> Floor Conference Room |

<https://us06web.zoom.us/j/86856467413?pwd=Zyt4ZjR6WHk4MnNZbnZqeVA5VVhSZz09>

Meeting ID: 868 5646 7413 | Passcode: 611053

### Meeting Purpose

- Finalize the project prioritization methodology
- Discuss the revised equity analysis
- Discuss the outputs for the future conditions of the travel demand model and ideate future model scenarios
- Provide input and information regarding estimating project costs
- Summarize the final public and stakeholder feedback received as the initial outreach effort closed

### Agenda

Topic	Presenter
<b>Welcome</b>	Andy Daleiden, Kittelson & Associates
<b>Final Project Prioritization Methodology</b>	Rachel Grosso, Kittelson & Associates
<b>Updated Equity Analysis</b>	Rachel Grosso
<b>Travel Demand Model Forecast Outputs &amp; Future Scenarios</b>	Mark Heisinger, Kittelson & Associates
<b>Unit Costs for Estimating Project Costs</b>	Mark Heisinger
<b>Phase 1 Stakeholder &amp; Public Comment Summary</b>	Lisa Olmsted, DOWL
<b>Next Steps &amp; Close-Out</b>	Andy Daleiden



## Steering Committee Meeting #5 Summary

### TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:10 p.m. on November 17<sup>th</sup>, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1<sup>st</sup> Floor Conference Room in Billings, MT.

### ATTENDEES

#### Steering Committee

- Scott Walker, City/County Planning
- Elyse Monat, City/County Planning
- Wyeth Friday, City/County Planning
- Lora Mattox, City/County Planning
- Monica Plecker, City/County Planning
- Dakota Martonen, City Public Works
- Ed Gulick, Billings City Council
- Katie Potts, MDT
- Kurtis Schnieber, MDT
- Carolyn Miller, FHWA
- Woody Woods, Lockwood
- Eden Sowards, Healthy by Design
- Rusty Logan, MET Transit

#### Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson

### NOTES

#### Action items are bolded.

1. Welcome
  - a. Project Schedule – Current activities include finalizing our future conditions report chapter and future travel demand model output, and public outreach efforts.
2. Final Project Prioritization Methodology
  - a. Rachel gave an overview of the updated components of the project prioritization methodology. Overall criteria (12 categories) have stayed the same, some of the details have been updated based on feedback from the SC.
  - b. We are currently working on project identification – prioritization criteria will be used to rank/prioritize projects and present to SC in January. The project list will then be presented to public based on further feedback from the SC.
    - i. Will be applied to committed and recommended projects (not illustrious projects).
  - c. No additional feedback was provided on the project prioritization methodology.
3. Updated Equity Analysis
  - a. Rachel presented the updated equity analysis based on prior feedback from the SC.
  - b. Comment from SC – It's tough to understand why some areas have a high score, want to be able to explain results.
    - i. Key focus area later in the process to the public will be the list of projects.

- ii. Airport-area results don't make sense intuitively.
    - 1. **Kittelson will add the airport outline to the final equity map to help clarify.**
- c. Revised analysis removed youth and elder categories from scoring, and changes overall points possible.
- d. What does low score indicate?
  - i. Most households have vehicles, speak English proficiently, and have a lower percent of people with disabilities.
  - ii. All results are in comparison (lower or greater) than the median of each category.
  - iii. Rusty – the Revised version aligns more with his knowledge of study area and past data analysis.
- e. Does the USDOT have criteria regarding equity analysis?
  - i. They have two criteria/designations that relate to equity: Historically Disadvantaged Communities “DACs” and Areas of Persistent Poverty (APPs). No census tracts in Billings qualify as DACs and one tract qualifies as an APP. However, the methodology that we use follows the methodology that the USDOT uses to identify their areas and is defensible.
- 4. Travel Demand Model Forecast Outputs and Future Scenarios
  - a. Mark provided an overview of the travel demand model forecast outputs and led a discussion on potential model scenarios based on the future conditions.
  - b. Traffic Projections and Operations
    - i. General comments regarding the model outputs include:
      - 1. Current conditions are important for contextualizing future projections, for example, Alkali Creek will increase significantly because its currently quite low traffic.
      - 2. Surprised about Shiloh Rd because there is currently so much capacity there
      - 3. Expecting Zimmerman to be over capacity, but it's not
    - ii. SC members think that the map symbology using lilac is too similar to gray on different maps.
      - 1. **Kittelson will update the map symbology.**
    - iii. There is a Zoo Dr widening project in the works that might be relevant to reflect in the model.
    - iv. SC members agree that the model will “help us make good decisions moving forward”.
    - v. Mark answered how level of service relates to volume-to-capacity ratio.
  - c. Model Mode Share
    - i. The model currently does not include transit stops - Rusty thinks that estimating stops a 1/4 mi spaced along each route would suffice, however since the level of effort is high to incorporate bus stops, the SC agrees that waiting until transit stops are finalized will be more helpful.
    - ii. The model extrapolates current travel patterns to 2045 - that was the intent in 2018, and so it has been carried forward in 2022. In other words, this is the “business as usual” forecast - if Billings doesn't make any changes.
    - iii. If there's a desire to update the model to make better forecasts for multimodal trip share, the MPO would have to set aside increased funding for model updates in the 2028 LRTP or as a separate study.
  - d. Model Scenarios
    - i. SC members are intrigued by the possibility of running a model scenario that increases land use density and employment productivity, and one scenario that increases roadway connectivity.
      - 1. There is discussion of a hospital to be built downtown, which could be one of the higher density employment opportunities for the model scenario.
      - 2. Some SC members do not see the value in the roadway connectivity model scenario, particularly with projects like the Highway 3 to Molt Road Connection included.
    - ii. In the past, having the Bypass and Inner Belt Loop in the model run have been very helpful - identifying connections is big, and it helps accomplish a lot.

- iii. Bigger, overall changes aren't possible as part of this update, but smaller scale revisions are possible.
- 5. Unit Costs for Estimating Project Costs
  - a. Mark provided an overview of the work that the project team has done to accumulate and aggregate project costs to provide examples for creating cost estimates for the draft project list.
  - b. Will there be an inflation increase for projects further out?
    - i. Yes, these are current year costs, and they will be extrapolated for year of construction
  - c. What's the width of the roadway? Or are they variable?
    - i. Roadway widths vary.
  - d. In recent trail work projects, an estimate of \$350,000 per mile of trail without topography challenges was used. It is possible that the number presented (over \$1 million per mile) was increased by the project costs of the Stagecoach Trail, which had many topographical components.
    - i. **Elyse will provide exact cost for trails.**
- 6. Phase I Stakeholder and Public Comment Summary
  - a. Lisa provided an overview of the feedback received from the public outreach. We have received 315 comments.
  - b. The safety category had the highest number of overall comments – however, needs to be reviewed further as many are related to bike/ped and other categories
    - i. Top safety related concerns included wide streets and fast vehicle speeds
  - c. Will distribute comments and summary of feedback once we have cleaned up the data
  - d. How does number of responses compare in previous LRTP?
    - i. Generally, in-line with the previous LRTP -> can provide specifics. Here is a summary of total comments received during the 2018 LRTP process.

**Table 2.1 Total Comments Received During the Public Involvement Process**

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

- ii.
  - e. Next public involvement will be critical – allows the public to provide input on individual projects
- 7. Next Steps and Close-Out
  - a. Next SC meeting on **December 15<sup>th</sup>**
  - b. SC should provide input on project costs and other materials presented in meeting.

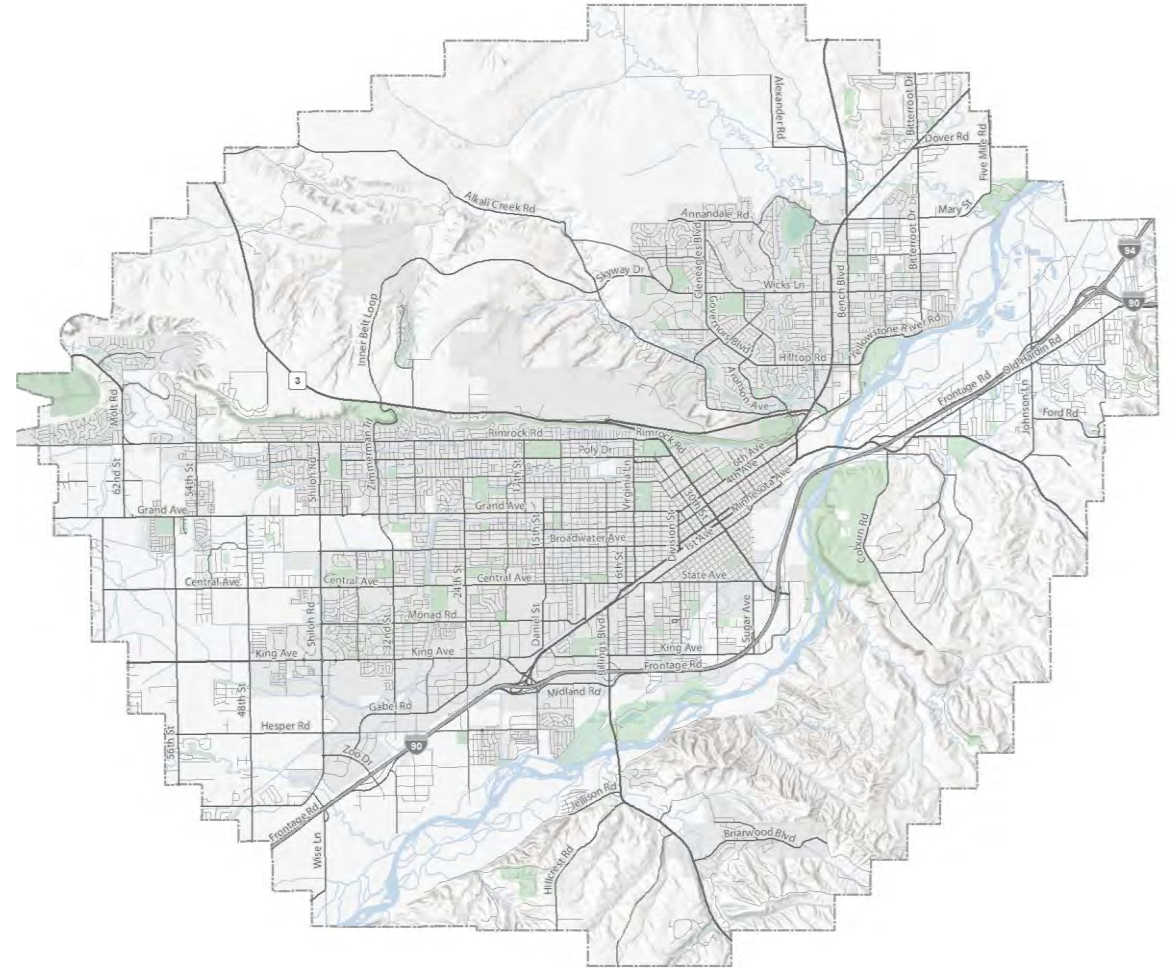
## ATTACHMENTS

- A. Meeting Agenda
- B. Presentation

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee  
Meeting #5

November 17<sup>th</sup>, 2022



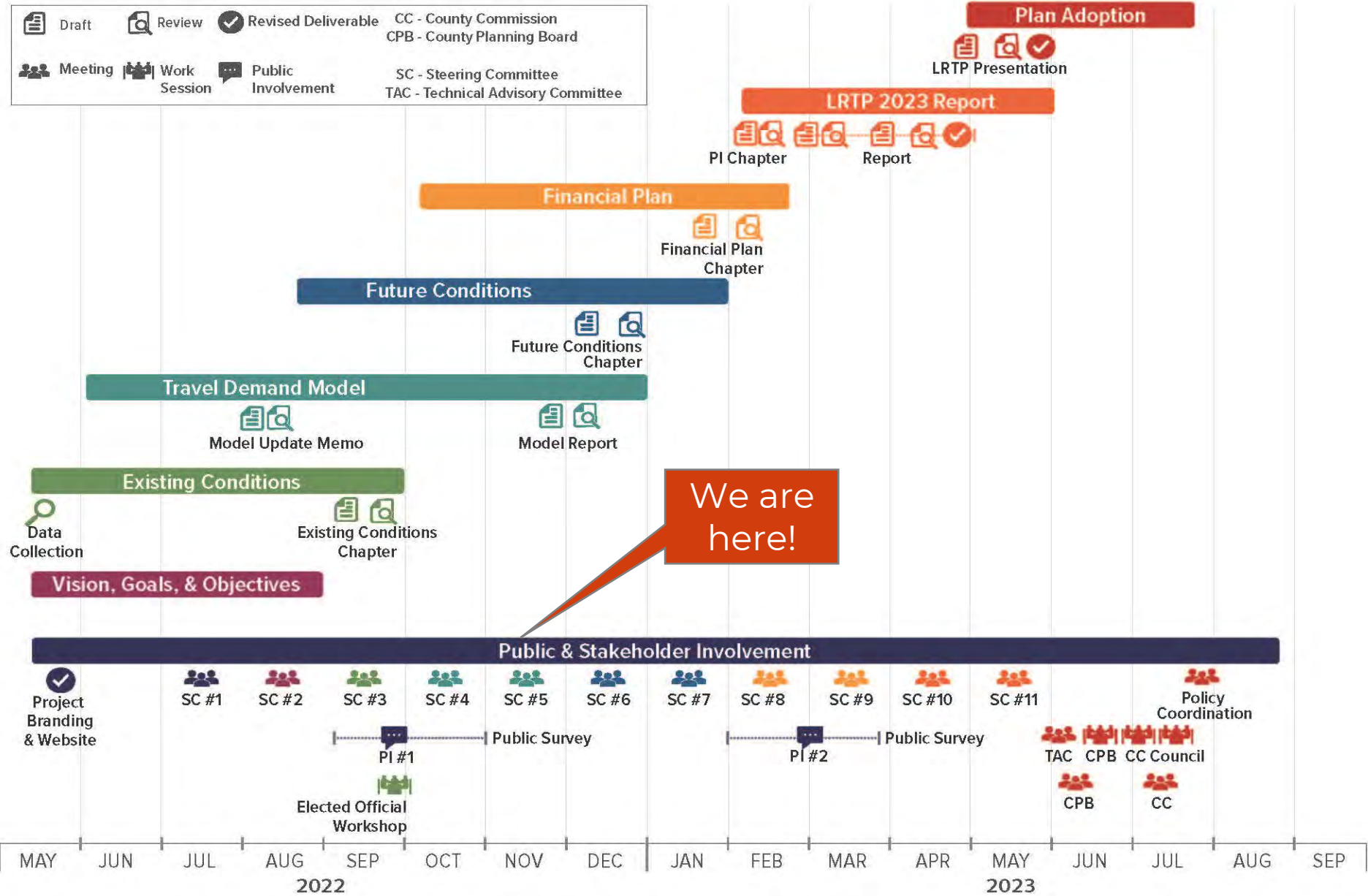
# Agenda

- Welcome
  - Project Schedule
- Project Prioritization Methodology
- Updated Equity Analysis
- Travel Demand Model Forecast Outputs & Future Scenarios
- Unit Costs for Estimating Project Costs
- Phase 1 Stakeholder & Public Outreach Summary
- Next Steps & Close-Out





# Project Schedule





# Project Prioritization Methodology

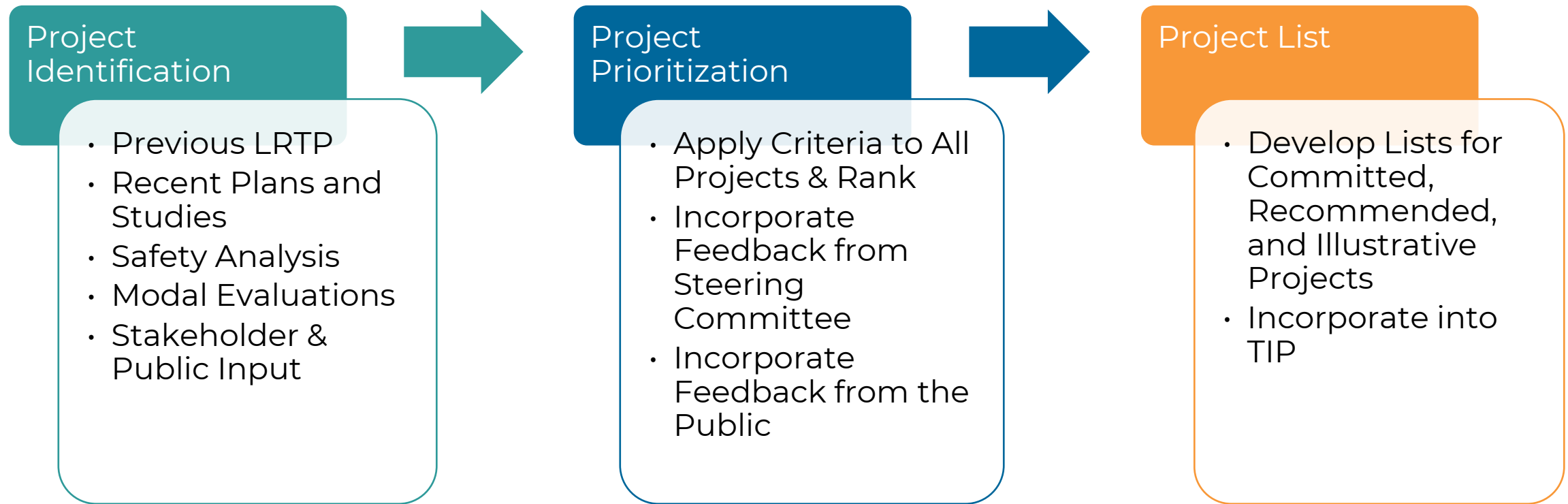
# Proposed Criteria

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
1	Stakeholder & Public Support	Steering Committee, Stakeholder, or Public Meetings	Strong Support	Moderate Support	Mixed Support	Strong Opposition
2	Consistency with Adopted Plans / Studies	Plans and Studies Identified in 'Recently Completed & On-Going Project' List	Strong Consistency	Minor Consistency	Not Identified in a Partner Agency Plan/Study	Not Applicable
3	Safety - Mitigates Crash Risk, Especially for Vulnerable Road Users	EPDO Analysis, Near Schools in GIS, & Project Type	Addresses Identified Safety Issue	Minor Safety Improvement	No Effect	Negative Safety Impact
4	Serves Transportation-Disadvantaged Populations	Transportation Disadvantaged Populations in GIS	Project Located in High Disadvantaged Block Group	Project Located in Medium Disadvantaged Block Group	Project Located in Low Disadvantaged Block Group	Not Applicable
5	Supports Low Carbon Modes and Green Infrastructure	Project Type	Major Environmental Improvement	Minor Environmental Improvement	Minimal to No Impact	Negative Environmental Impact
6	Address Resiliency & Security Risks	Resiliency Risks in GIS	Addresses Identified Resiliency or Security Risk in High-Risk Area	Addresses Identified Resiliency or Security Risk in Medium-Risk Area	Addresses Identified Resiliency or Security Risk in Low-Risk Area	Negative Resiliency or Security Impact
7	Right-of-Way Impacts	Project Likelihood to Expand Beyond Existing ROW	No ROW Impacts	Minimal ROW Impacts	Moderate ROW Impacts	Significant ROW Impacts

# Proposed Criteria

#	Category	Measurement	+2 Points	+1 Point	0 Points	-1 Point
8	Pedestrian Mobility	Pedestrian Crash Locations and Safe Routes to School Projects in GIS	Addresses an Identified Barrier to Pedestrian Safety / Mobility OR Near a School	Major Pedestrian Safety / Mobility Improvement	Minor Pedestrian Safety / Mobility Improvement	Negative Pedestrian Safety / Mobility Impact
9	Bicycle Mobility	Bicycle Crash Locations and Safe Routes to School Projects in GIS	Addresses an Identified Barrier to Bicycle Safety / Mobility OR Near a School	Major Bicycle Safety / Mobility Improvement	Minor Bicycle Safety / Mobility Improvement	Negative Bicycle Safety / Mobility Impact
10	Transit Mobility	Amenity, Service, or Facility Identified in the TDP or Pedestrian/Bicycle Facility Near Transit Facility	Addresses an Identified Barrier to Transit	Major Transit Improvement	Minor Transit Improvement or No Impact	Negative Transit Impact
11	Vehicular Level of Service (LOS)	Synchro Operational Analysis	Not Applicable	Decrease in Vehicle LOS	Not Applicable	Increase in Vehicle LOS
12	Freight Mobility / Safety	Freight Facilities in GIS	Improves Multimodal Freight Connectivity	Improves Designated Freight Route, Railroad Crossing, or Intermodal Facility	Not Applicable	Impacts Designated Freight Route, Railroad Crossing, or Intermodal Facility

# Project Prioritization Process







# Updated Equity Analysis

# Original Equity Analysis

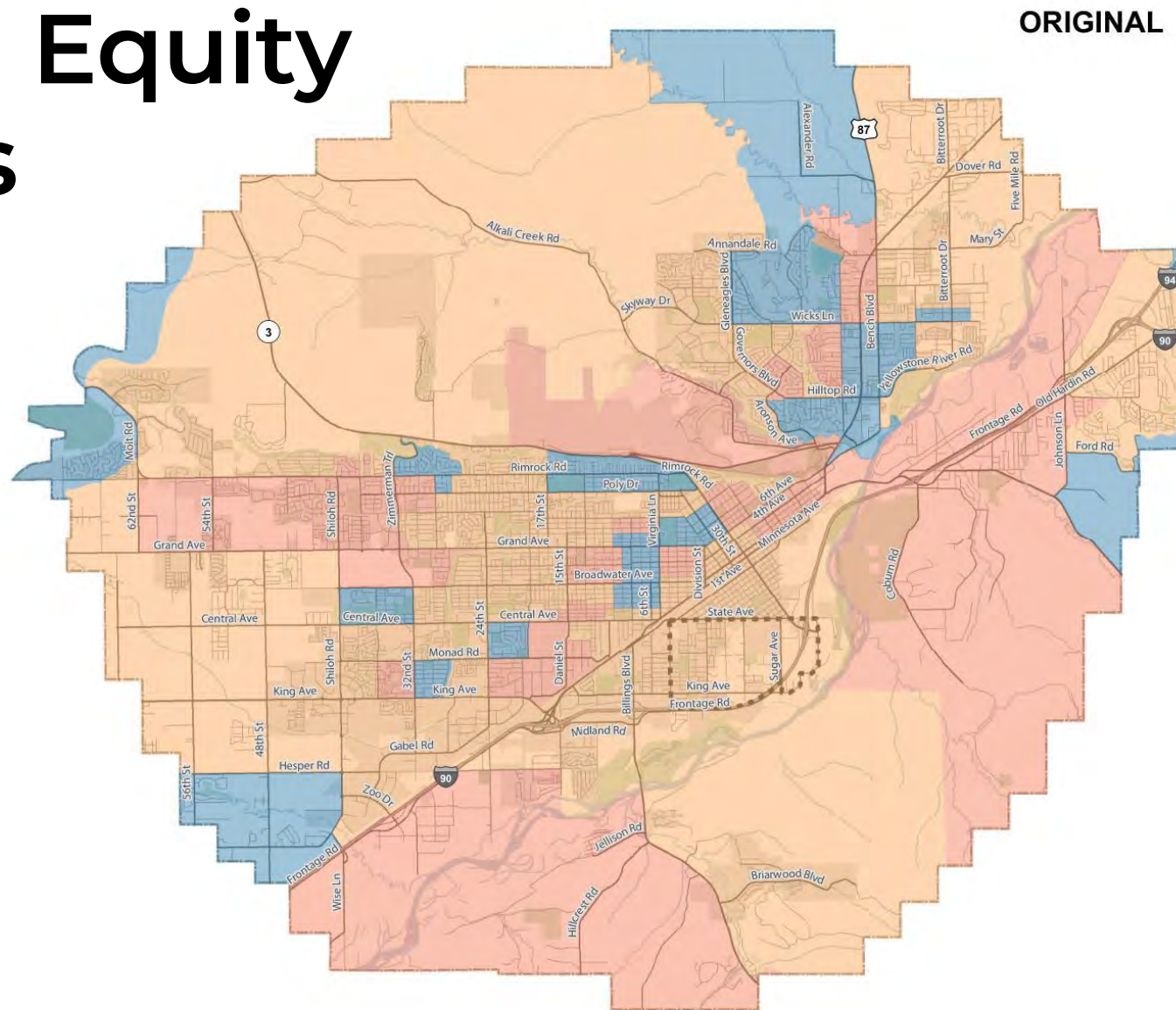


FIGURE 7  
**TRANSPORTATION  
DISADVANTAGED  
POPULATIONS AND  
AREAS OF PERSISTENT  
POVERTY**

Transportation Disadvantaged Population by Block Group

- High Transportation Disadvantage
- Medium Transportation Disadvantage
- Low Transportation Disadvantage
- USDOT Area of Persistent Poverty

Data Source: US Census Bureau (2020),  
US Department of Transportation

## Demographics:

- Youth (Aged 18 & Younger)
- Elders (Aged 65 & Older)
- People with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Households without Cars



# Revised Equity Analysis

REVISED

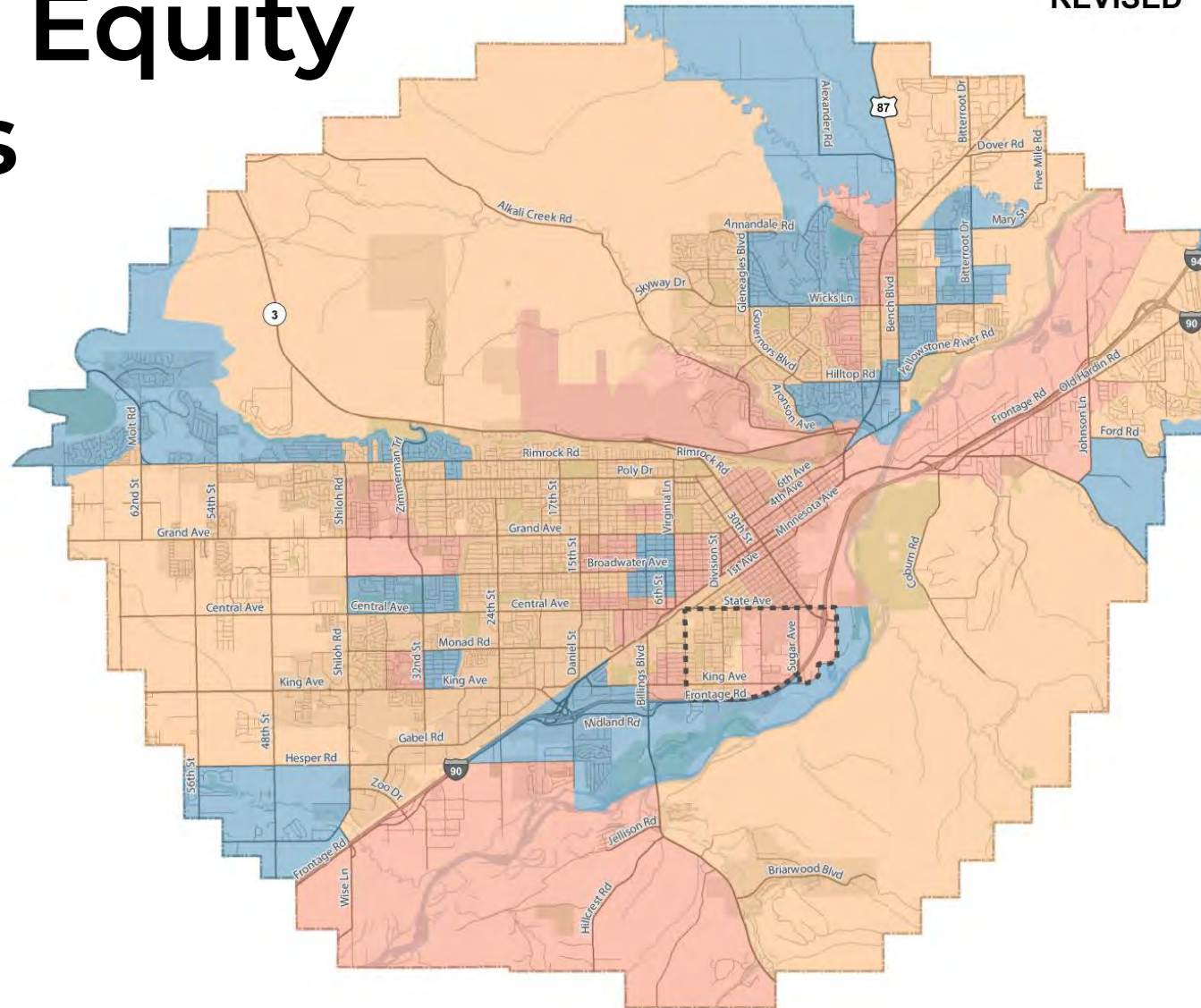


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Transportation Disadvantaged Population by Block Group

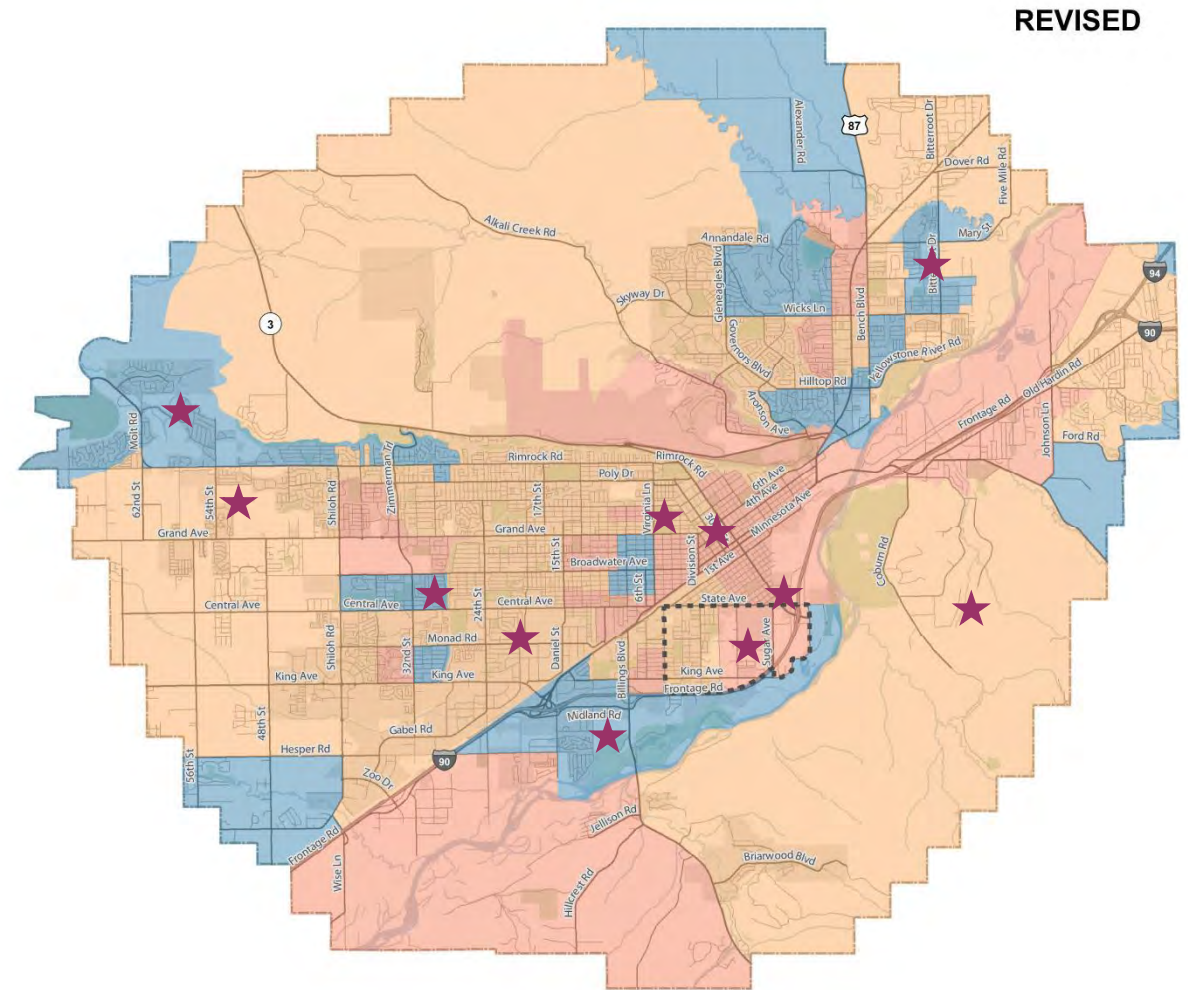
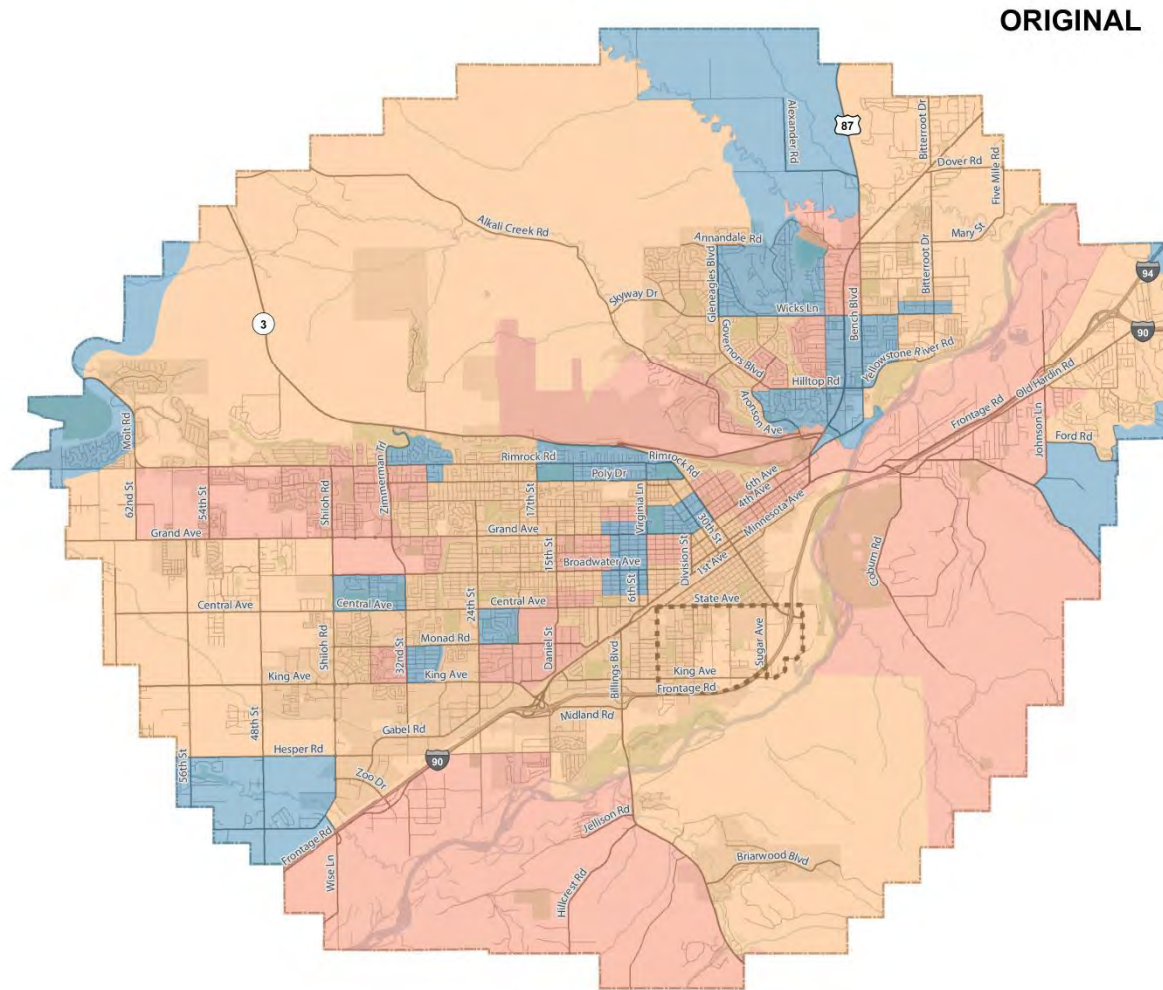
- High Transportation Disadvantage
- Medium Transportation Disadvantage
- Low Transportation Disadvantage
- USDOT Area of Persistent Poverty

Data Source: US Census Bureau (2020),  
US Department of Transportation

## Demographics:

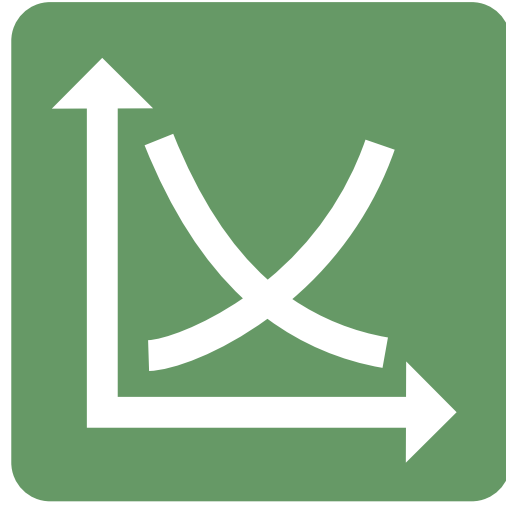
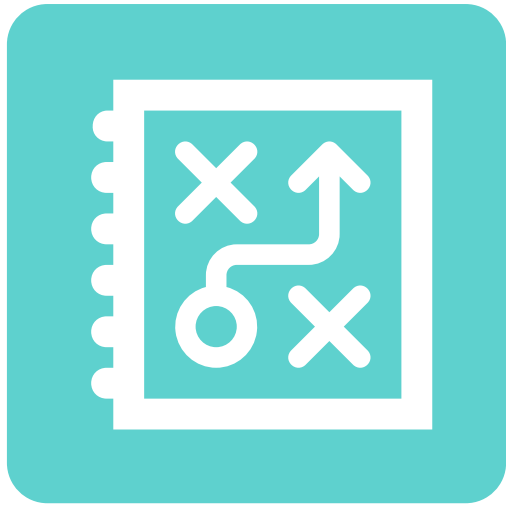
- ~~Youth (Aged 18 & Younger)~~
- ~~Elders (Aged 65 & Older)~~
- People with Disabilities
- Households Experiencing Poverty
- Households with Limited English Proficiency
- Households without Cars

# Comparison: Equity Analyses



★ TDP Change



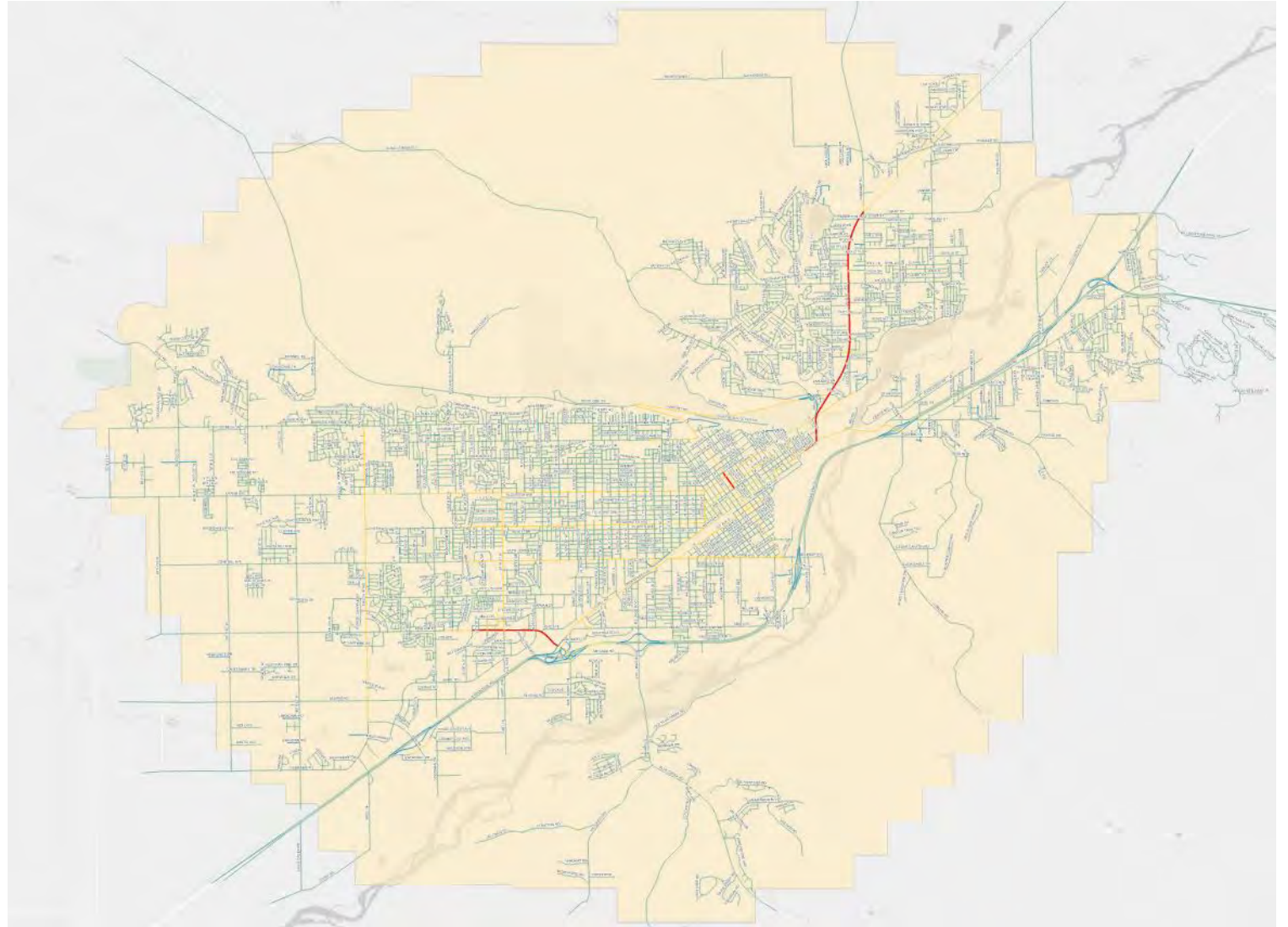


# Travel Demand Model (TDM) Outputs & Scenarios



# Model Update Introduction

- + Previous future year is 2040.
- + The 2023 LRTP is using future year 2045.
  - + Roadway Network
  - + Land Use



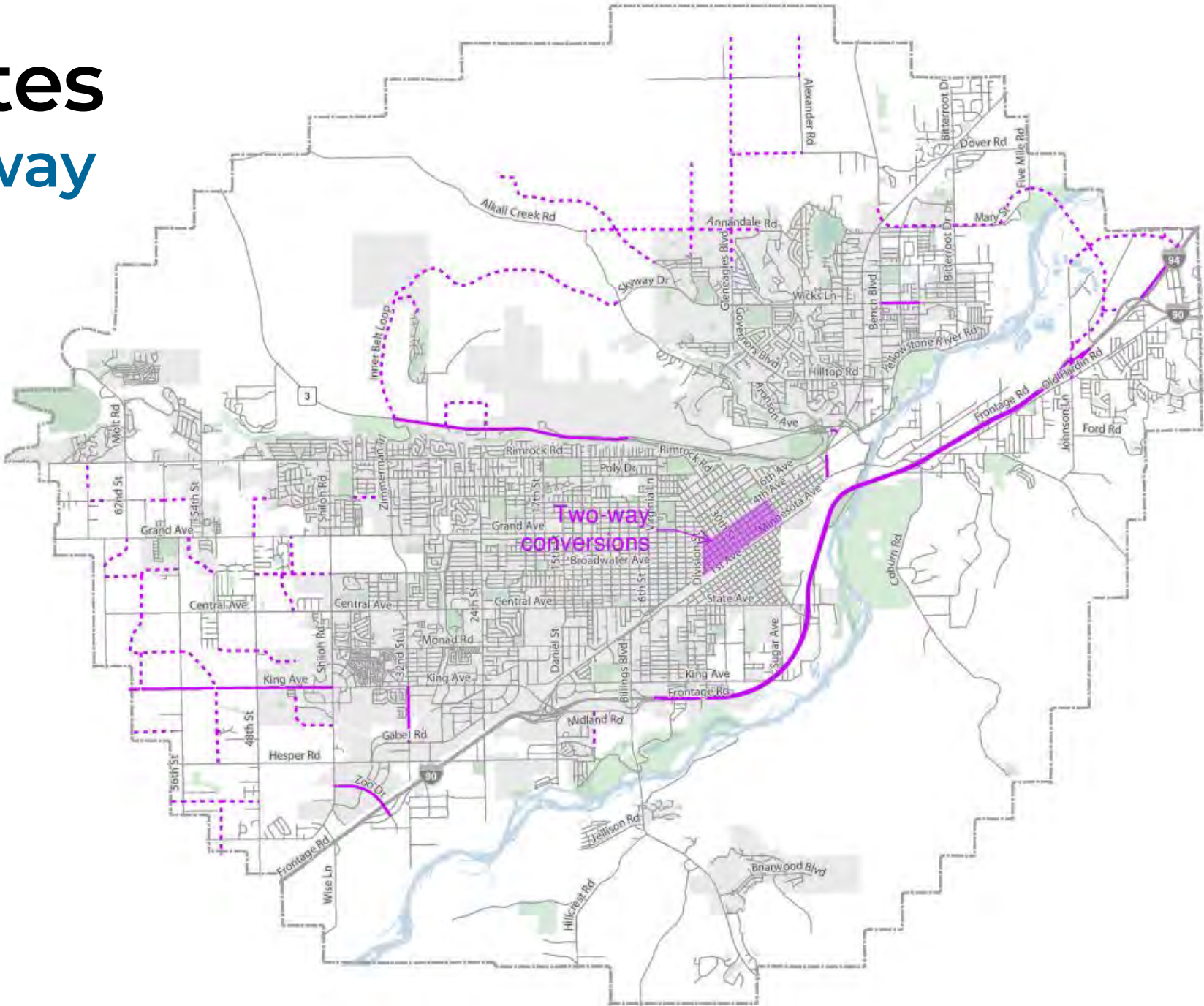
# Year 2045 Land Use

	Households	Population	Employees
Year 2021	58,815	142,358	74,848
Year 2045	78,814	190,986	106,819
Total Growth	34%	34%	43%
Annual Rate	1.2%	1.2%	1.5%

*Added 2,769 households and 5,493 jobs to previous 2040 forecasts*

# Model Updates

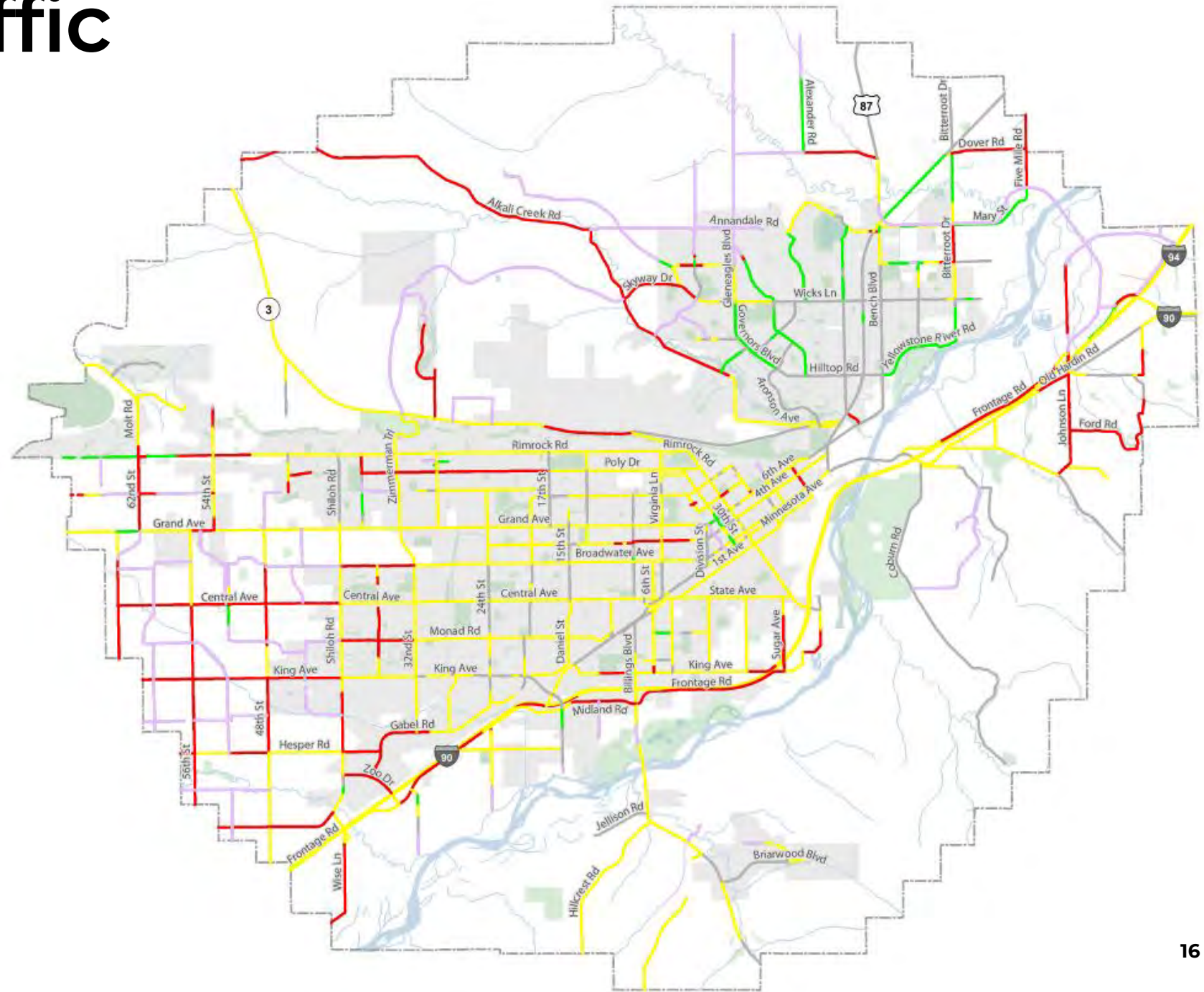
## Year 2045 Roadway Network








- New Roadway
- Roadway Widening

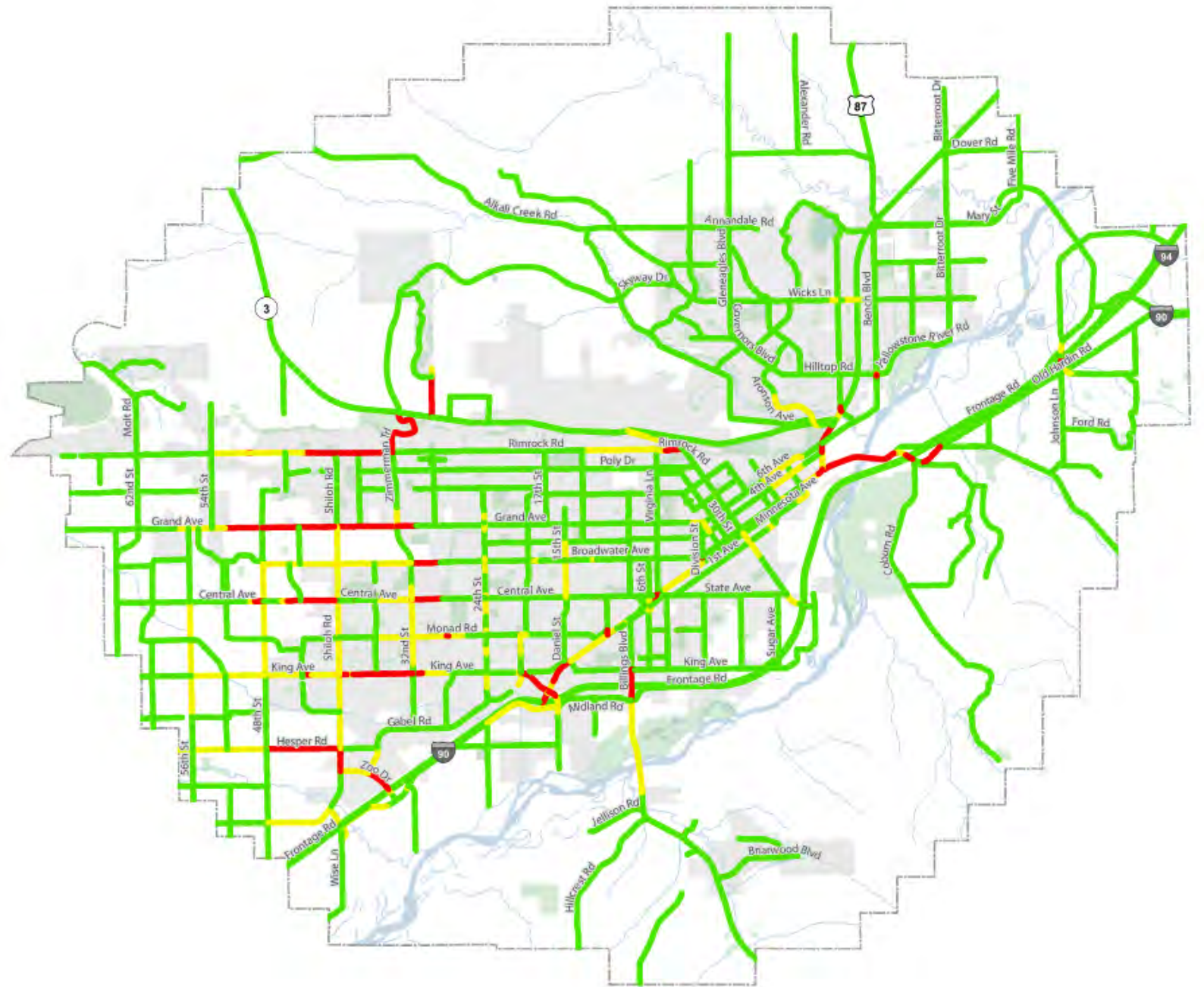


# Year 2045 Traffic Projections



-  New Roadway
-  Decrease greater than 10%
-  Change of less than 10%
-  Increase from 10% to 100%
-  Increase greater than 100%

# Year 2045 Volume-To-Capacity





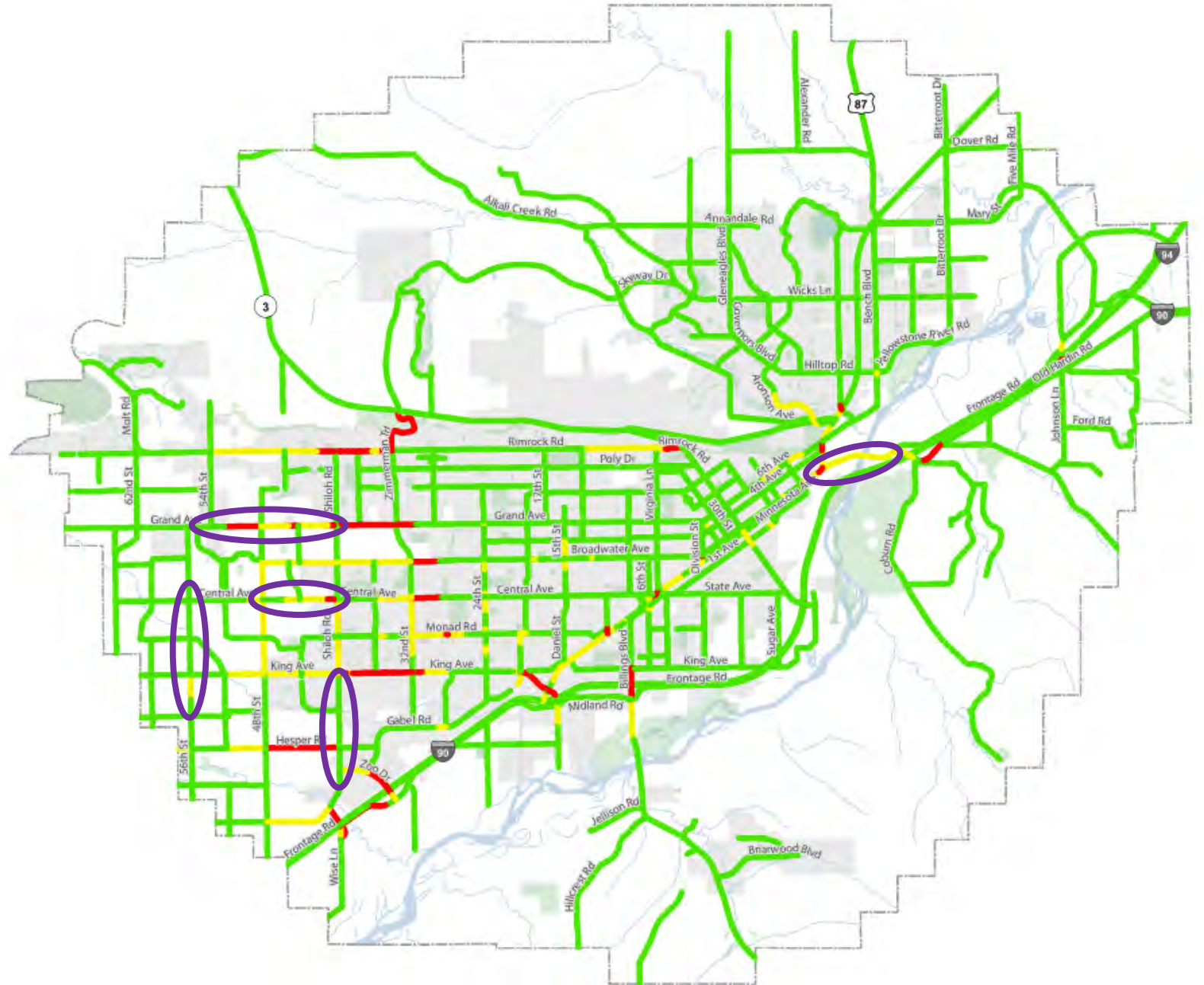
# Year 2040 Volume-To-Capacity

 Key Differences from 2045

 > 1.0

 0.8 - 1.0

 < 0.8

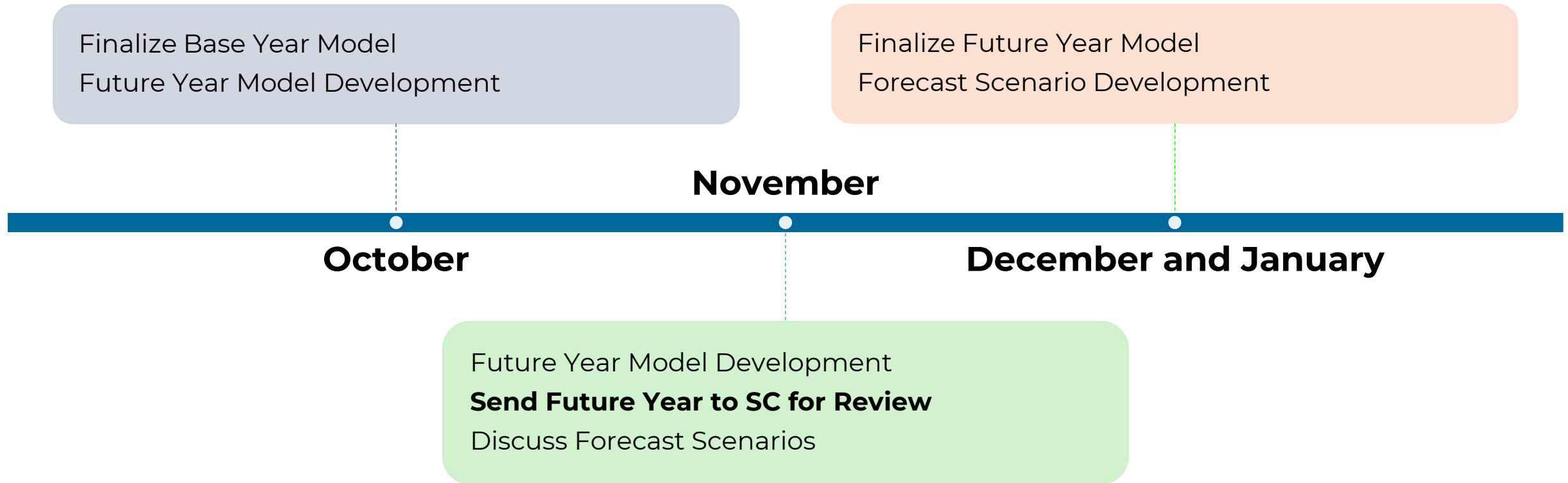


# Model Mode Share

## 2021 and 2045 Comparison

Travel Mode	Year 2021	Year 2045	Increase
Drive Alone	487,202	662,698	+175,496
Shared Ride	440,858	596,075	+155,217
Transit	1,649	1,838	+189
Bike	16,742	22,390	+5,648
Walk	56,171	71,068	+14,897
School Bus	6,551	9,443	+2,892
<b>All</b>	<b>1,009,173</b>	<b>1,363,512</b>	<b>+354,339</b>

# Schedule



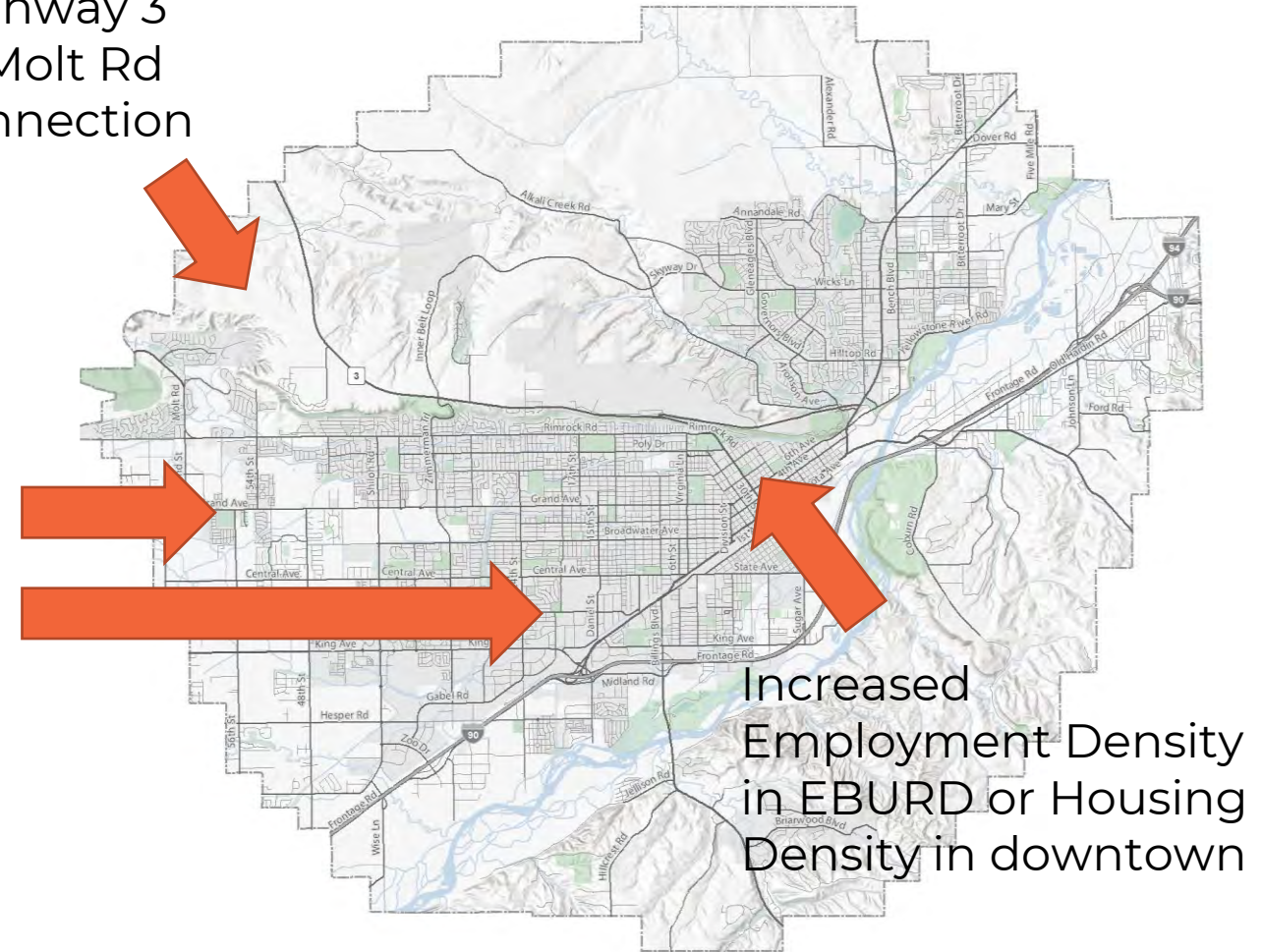
# Model Scenarios

## Context & Examples

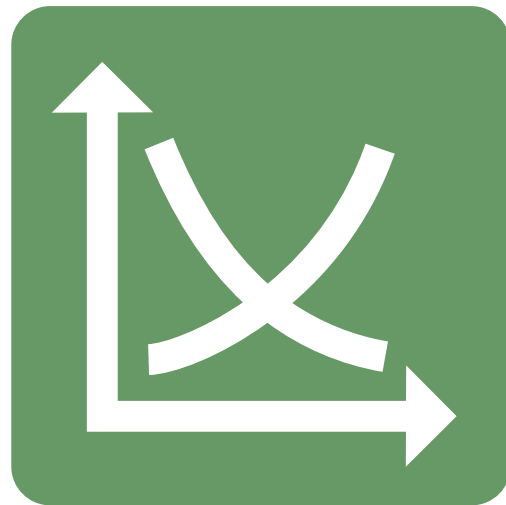
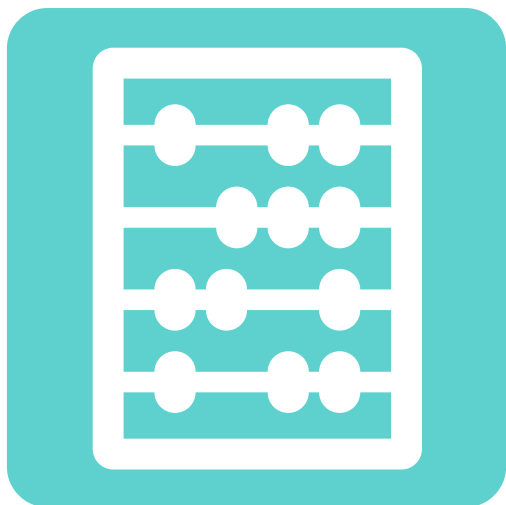
- + Small-scale revisions to understand how travel patterns would change
- + 1 – 2 scenarios that reflect small scale changes
- + Includes the roadway network and land use updates for future year 2045
- + Another option would be to test specific projects from the draft project list

Highway 3  
to Molt Rd  
Connection

Enhance N-S  
Connectivity







# Project Costs



# Project Cost Estimating Process

- + Purpose is to define planning-level unit costs for different project types
  - + Unit Costs will be used to develop cost estimates for projects in LRTP
- + Unit costs will not be used for projects that already have cost estimates from TIP, Billings CIP, or other sources
- + Unit costs are based on TIP, Billings CIP, and recent project bid estimates in Billings and Yellowstone County

# Intersection Project Unit Costs

Project Type		Proposed Cost	Notes
Traffic Signal	3x3	\$450,000	Does not include roadway widening costs. Turn-lane/widening costs added based on need to widen approaches. Assumes bike/ped facilities and limited ROW impact.
	5x5	\$550,000	
Roundabout	Single-Lane	\$3,000,000	Cost include bike/ped facilities and limited ROW impacts. Other high-cost items included on case-by-case basis.
	Multi-Lane	\$4,000,000	
Turn Lane Improvement		\$300,000 per turn lane (\$75/sf)	Lane with 150' of storage. May be used in conjunction with traffic signal projects or as independent projects.

# Roadway Project Unit Costs

Project Type	Proposed Cost	Notes
Roadway Widening	\$2,000,000 per lane mile	ROW, bridges/large culverts, and other unique, high-cost items not included (added on case-by-case basis). Includes bike/ped, stormwater, and lighting improvements.
New Roadway	\$1,300,000 per lane mile	
Turn Lane Improvement	\$300,000 per turn lane (\$75/sf)	Lane with 150' of storage. May be used in conjunction with traffic signal projects or as independent projects.

# Active Transportation Project Unit Costs

Project Type	Proposed Cost	Notes
New Sidewalk	\$979,000 per lane mile	These estimates are in progress as additional information is collected.
New Bikeway	N/A	
New Trail	\$1,475,00 per lane mile	Averaged costs of new trail construction. Typically trail connections are 1 mile or less.

# Next Steps

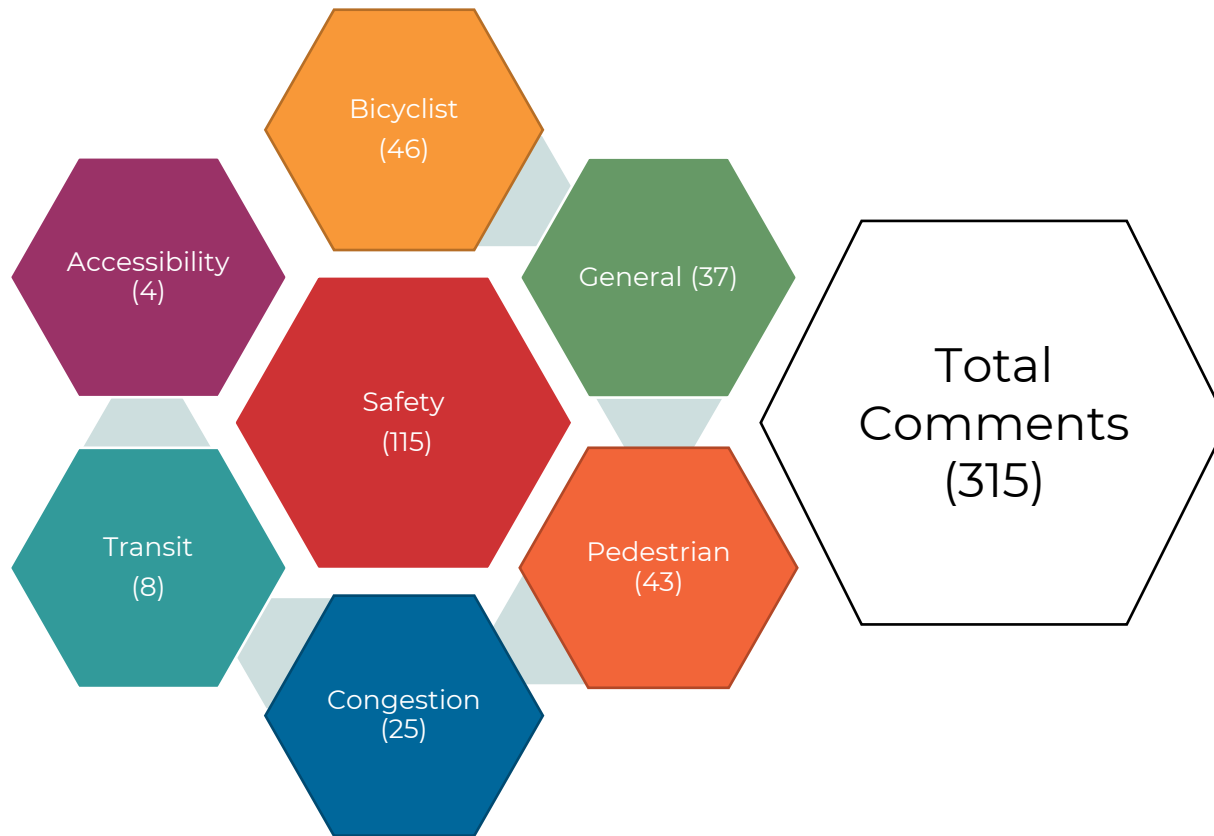
- + Develop project-unit cost estimates for active transportation projects
- + Refine project unit cost estimates based on additional data and input from agencies
- + Unit costs will be used to develop cost estimates for each project. Final project costs will include:
  - Contingency adjustment
  - ROW costs
  - Costs associated with other high-impact considerations (bridges, culverts, topography challenges, etc.)



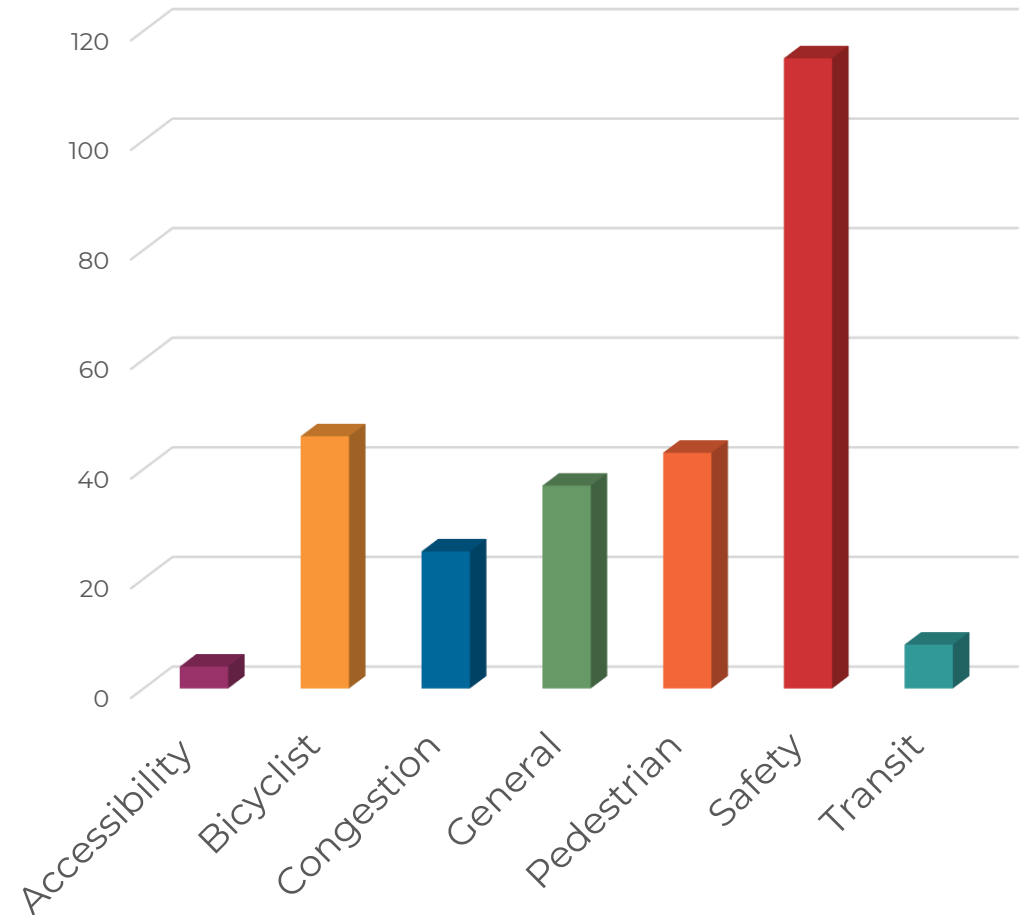


# Stakeholder & Public Outreach Summary

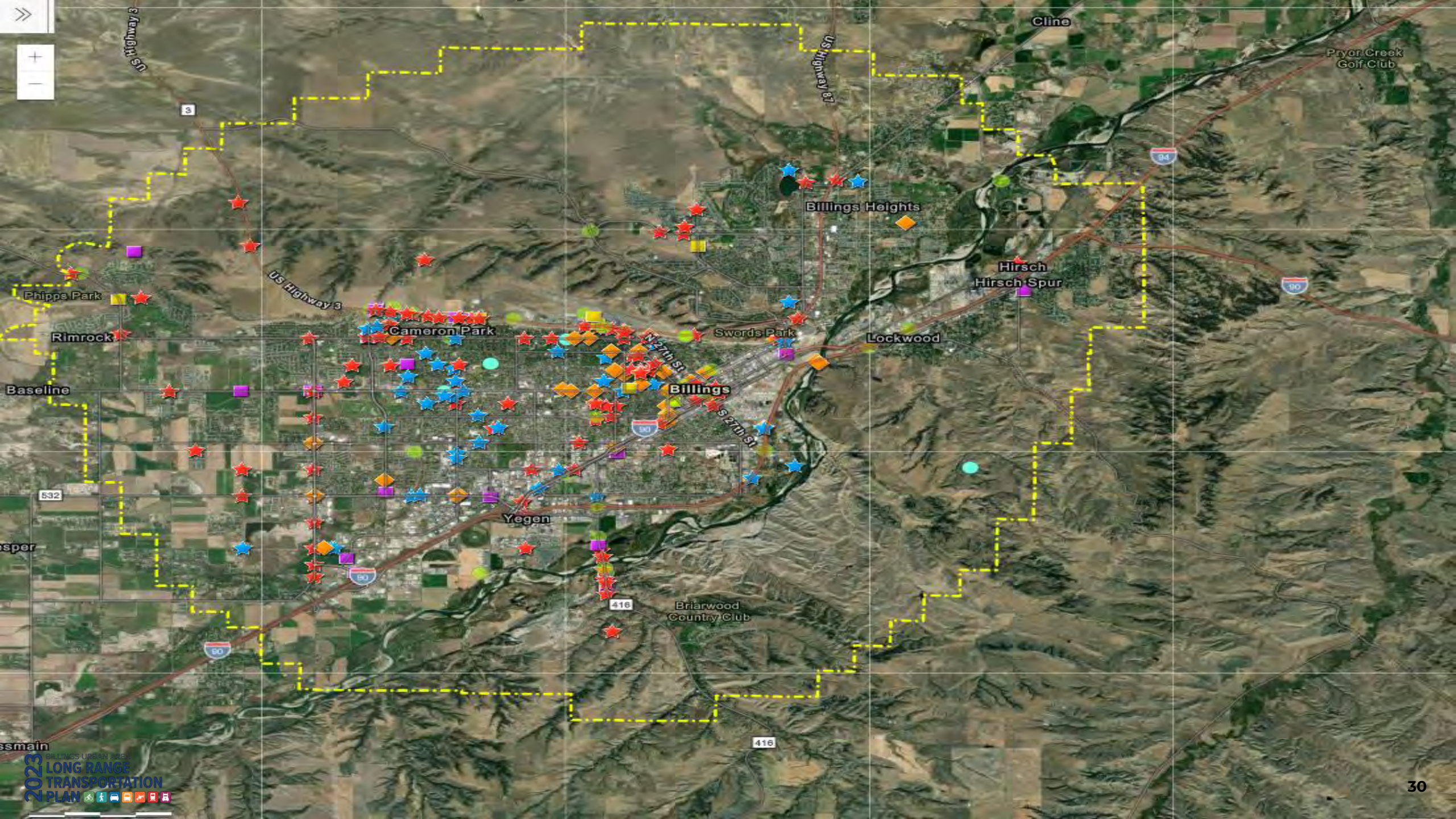
# Public Comments



Number of Comments









# Comment Themes

Accessibility	Bicyclist	General	Pedestrian
Sidewalk accessibility	Access to trails Safe bike lanes Separated bike lanes	Improved ways of navigating Billings	Signs & access Crossings
Safety	Transit	Congestion	
Excessive speeds Wider streets Additional signals Blind spots	Bus services to more locations	Various sites noted	

# Stakeholder Outreach

Elected Officials Workshop	LIFTT	Walk Bike Montana	Lockwood Pedestrian Safety District
<ul style="list-style-type: none"> <li>• Focus on areas seeing growth</li> <li>• TDM useful tool</li> <li>• Consider intent for roadway (speed vs. neighborhood)</li> </ul>	<ul style="list-style-type: none"> <li>• Accessibility</li> <li>• ADA Transition Plan</li> <li>• Steady funding for sidewalk maintenance</li> <li>• Walk audits</li> </ul>	<ul style="list-style-type: none"> <li>• Integrate Growth Policy into LRTP</li> <li>• Increase public access to transportation and safety data</li> <li>• Need for facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Integration with ongoing planning document</li> <li>• Lockwood opportunities</li> </ul>



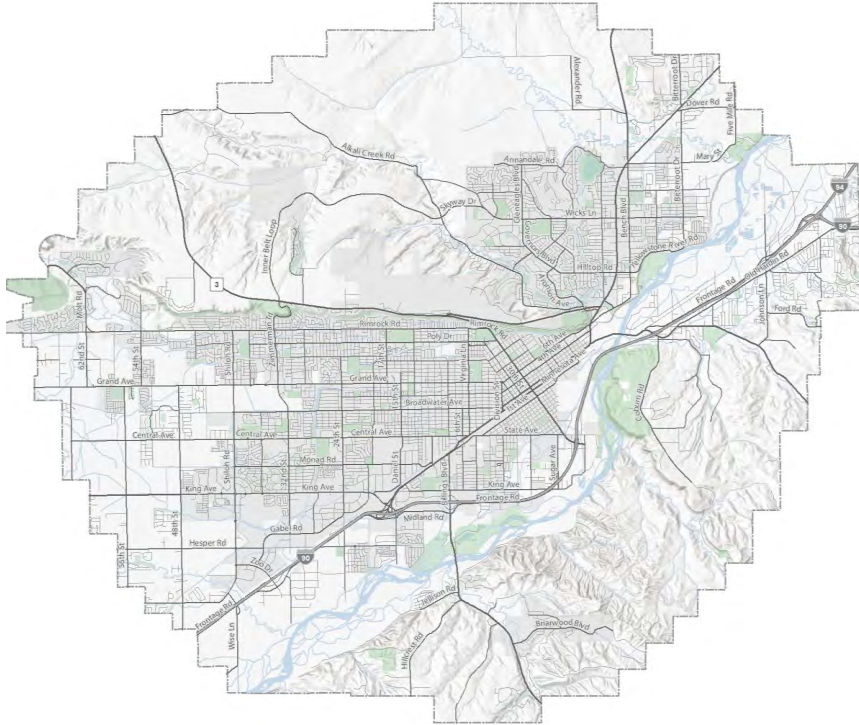
# Stakeholder Outreach

Pioneer Park Task Force	All Task Force Meeting	Lockwood Steering Committee	Others in-process
<ul style="list-style-type: none"><li>• 11/22</li></ul>	<ul style="list-style-type: none"><li>• 12/15</li></ul>	<ul style="list-style-type: none"><li>• 1/26</li></ul>	<ul style="list-style-type: none"><li>• BPAC</li><li>• SD2</li></ul>

- Targeting more stakeholder meetings for March 2023

# Next Steps

- Provide comments on:
  - Project/Unit Costs
- Next Meeting: **December 15<sup>th</sup>, 2022**



Questions?

Andy Daleiden  
[adaleiden@kittelson.com](mailto:adaleiden@kittelson.com)  
208.472.9804

## STEERING COMMITTEE MEETING #6

December 15<sup>th</sup>, 2022 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1<sup>st</sup> Floor Conference Room |

<https://us06web.zoom.us/j/81170291626?pwd=MmEzd2pXZUwyaEhVWXAvWDYyVlplUT09>

Meeting ID: 811 7029 1626 | Passcode: 625065

### Meeting Purpose

- Provide updates on public outreach, travel demand model, and financial plan chapter
- Discuss the findings of the Draft Future Conditions Chapter

### Agenda

Topic	Presenter
<b>Welcome</b>	Andy Daleiden, Kittelson & Associates
<b>Public Outreach</b>	Lisa Olmstead, DOWL
<b>Travel Demand Model</b>	Mark Heisinger, Kittelson & Associates
<b>Financial Plan Chapter</b>	Rachel Grosso, Kittelson & Associates
<b>Draft Future Conditions Chapter</b>	Rachel Grosso and Mark Heisinger
<b>Next Steps &amp; Close-Out</b>	Andy Daleiden

### Meeting Materials

- Phase 1 Outreach Summary
- Draft Future Conditions Chapter

## Steering Committee Meeting #6 Summary

### TIME & LOCATION

The meeting was held from 10:30 a.m. to 12:00 p.m. on December 15<sup>th</sup>, 2022. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1<sup>st</sup> Floor Conference Room in Billings, MT.

### ATTENDEES

#### Steering Committee

- Scott Walker, City/County Planning
- Elyse Monat, City/County Planning
- Dakota Martonen, City Public Works
- Lora Mattox, City/County Planning
- Chris Kukulski, City
- Ed Gulick, Billings City Council
- Mike Black, Yellowstone County
- Katie Potts, MDT
- Zach Kirkemo, MDT
- Woody Woods, Lockwood
- Morgan Miller, Healthy by Design
- Rusty Logan, MET Transit

#### Consultant Team

- Lisa Olmsted, DOWL
- Doug Enderson, DOWL
- Andy Daleiden, Kittelson
- Rachel Grosso, Kittelson
- Mark Heisinger, Kittelson
- Katie Popp, Kittelson

### NOTES

#### Action items are bolded.

1. Welcome
  - a. Andy reviewed the agenda and provided details about the upcoming project schedule.
2. Outreach Next Steps
  - a. Lisa indicated that public outreach is quiet presently because we are between Phase 1 and Phase 2.
  - b. Lisa provided an overview of outreach activities in December and January.
  - c. Next step is to update the website for Phase 2 public outreach and coordinate dates for next round of public outreach in March 2023.
3. Travel Demand Model: Forecast Scenario
  - a. Mark reviewed previous meeting presentation material - model year 2045 "base scenario" which will be documented in a report that the SC will receive before the end of 2022.
  - b. The Forecast Scenario reallocates future households and jobs from the West End to the Downtown Area to understand how modeshare and traffic volumes are impacted. Mark explained how both the housing and job reallocation functions in the model. Version 2, with 5,000 households, represents 25% of the new households expected in 2045, while

Version 1, with 2,500 households, represents about 12% of the new households expected in 2045.

- i. Mike Black asked how this would impact Development Impact Fees, as the County is currently working with a consultant to understand how residential and "scaled down" commercial could be impacted?
    - ii. Lora has shared this information with Mike's team. This data is being compared to development permits to map and analyze.
  - c. Mark indicated that the base scenario (which is in the Future Conditions chapter) would likely be what impacts the Development Impact Fees, but if any other information is needed, Mike can reach out.
  - d. Mark presented the forecast scenario results, which includes a breakdown of modeshare. Both V1 and V2 reduce total vehicle miles traveled, V1 at -1.2% and V2 at -2.4%. In both versions of the Forecast Scenario, transit trips are projected to increase - 2.2% and 3.6% - while all other modes are projected to decrease number of daily trips.
    - i. Ed thinks that the model should be tweaked because it's not showing an increase in walking and biking trips with increased density in the downtown area - seems unlikely.
    - ii. Mark agrees, this is a known limitation in the model as it doesn't have bike facilities and logic coded into it. Walking mode share increases, but number of trips decreases, which is a bit confusing. It's also important to contextualize these results, because 5k households were reallocated out of over 80k households in the urban area.
    - iii. Rusty noted that the model is an extension of current conditions and thinks that the next LRTP needs to have an updated model. Mark noted that this model result reflects the existing, not future, transit network.
    - iv. Ed does not think that these results will help inform policy change in the City of Billings.
    - v. Katie asked about the validation memo to understand the results a bit better. Mark did send that a few months ago but will include with meeting notes for ease of reference. Katie indicated that a lack of modeshare in the model results is consistent across MPOs due to lack of bike facilities and agrees that VMT is the most useful outcome of the model.
    - vi. Ed indicated a preference for showing just VMT in the final report to avoid public/stakeholder confusion in the modeshare results. Scott agreed, the SC is getting into the weeds but that does not need to be reported in the LRTP.
  - e. Mark overviewed the changes in traffic volumes under this scenario, and then summarized next steps for the TDM, which includes a formal report for the SC to review and a potential additional scenario based on the Draft or Final Project List. Outside of this LRTP effort, updating the TDM with transit, biking, etc. is an endeavor the MPO is considering.
4. Financial Plan Overview
- a. Rachel presented updated project unit costs.
    - i. Woody indicated that the sidewalk numbers are spot on, given a recent project example.
    - ii. Elyse indicated that further discussion is needed for the cost of concrete paths for trails. **Kittelson will reach out for further conversation on concrete path costs.**
    - iii. Katie indicated that project costs will ultimately be reported for year of expenditure in the LRTP.
    - iv. Andy indicated that for committed projects, the LRTP will defer to the existing cost estimates from the TIP, CIP, etc.



- v. Ed indicated that the 'Arterial Street Fund' has been changed to the 'Street Maintenance Fund'.
- 5. Future Conditions Draft Chapter
  - a. Mark reviewed the forecast demographics for population, housing, and employment and the projected geographic dispersion.
    - i. Ed asked whether the increases are percentages or absolutes? They are absolute numbers.
  - b. Mark detailed how traffic volumes are expected to increase, particularly in the West.
  - c. Mark explained how future vehicular operations were developed, and what level of service is and what it means in terms of delay experienced. Intersections along east-west connectors degrade LOS, along with interchanges along I-90. This is a no-build scenario, without programmed projects included, apart from a few major projects (e.g. Inner Belt Loop, Billings Bypass) currently underway.
  - d. Rachel overviewed the "family of plans" recommendations for pedestrian, bicycle, and trail facilities.
    - i. **Kittelson to update trail map to show the Inner Belt Loop and Skyline Trail as currently in progress.**
  - e. Rachel outlined the future MET transit system, in addition to where transit routes intersect with projected congested corridors.
    - i. **Kittelson will remove "implementation" from the documents regarding Lockwood service.**
    - ii. **Rusty will send the project team an updated link to reference for the 2022 Transit Development Plan.**
  - f. Rachel overviewed both Freight Demand and Emerging Technology without any questions.
- 6. Needs, Deficiencies, & Opportunities
  - a. The Public Comments collected were very good, and useful for identifying projects and prioritizing projects.
    - i. Rusty asked if a person could leave more than one comment? Yes, that is possible.
  - b. All the analysis presented will be utilized for the Draft Project List, which will be reviewed by the SC, prioritized, and presented to the public for feedback before becoming the Final Prioritized Project List.
  - c. Scott indicated that it will be critical for agencies to think about future CIP/budget while reviewing the needs and deficiencies to ensure that the project lists of all agencies and the LRTP are in alignment. It is important to refine this list as much as possible before going to the public for input.
  - d. Next meeting will include project mapping and tabular descriptions as well.
- 7. Next Steps and Close-Out
  - a. Next SC meeting on **January 19<sup>th</sup>** and the key focus is on the Draft Project List.
  - b. **SC to provide comments by January 9<sup>th</sup>** on the Draft Future Conditions Chapter.

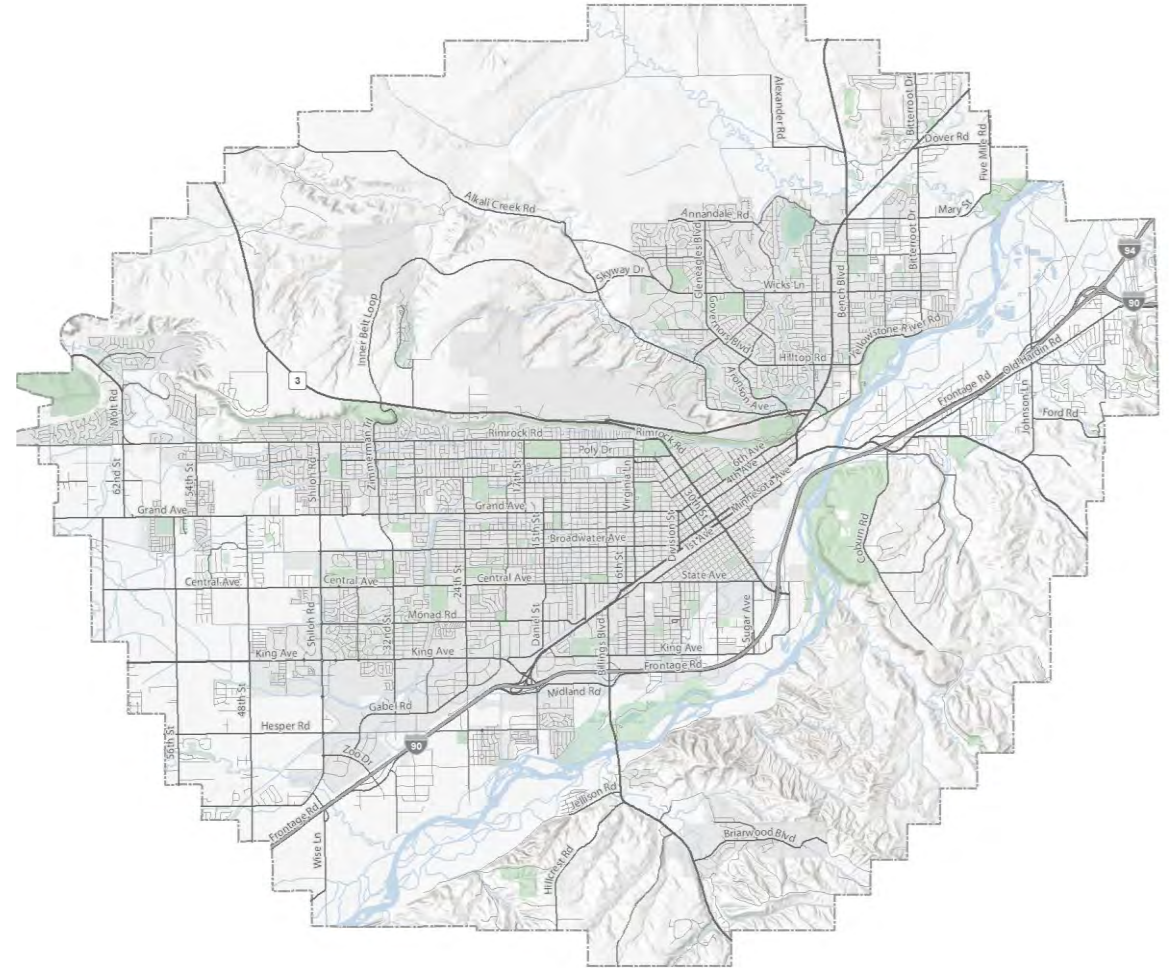
## ATTACHMENTS

- A. Meeting Agenda
- B. Presentation

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee  
Meeting #6

December 15<sup>th</sup>, 2022

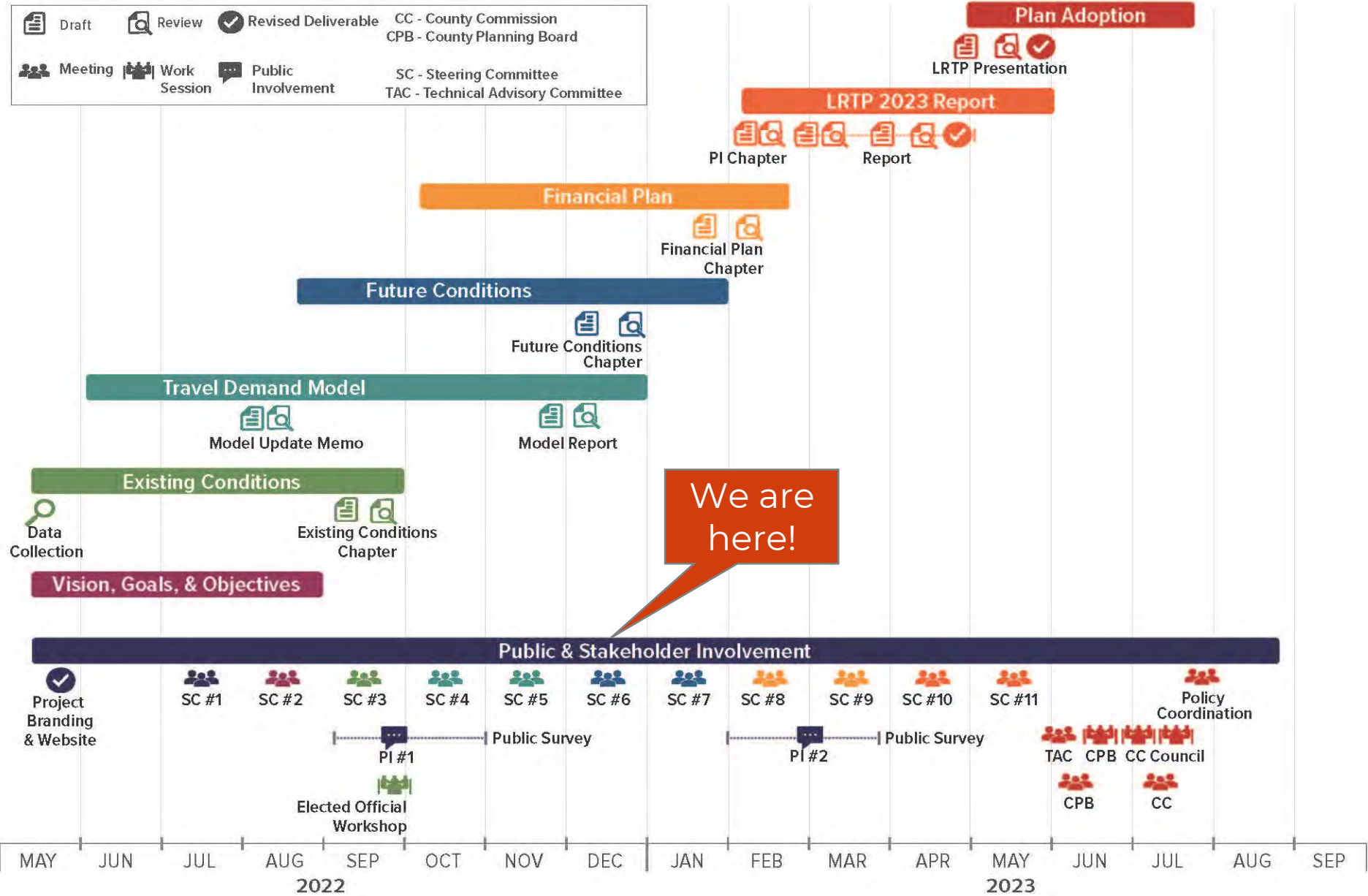


# Agenda

- Welcome
  - Project Schedule
- Outreach Next Steps
- Travel Demand Model
- Financial Plan Chapter Overview
- Draft Future Conditions Chapter
- Next Steps & Close-Out



# Project Schedule





# Outreach

## Next Steps



# Stakeholder Outreach

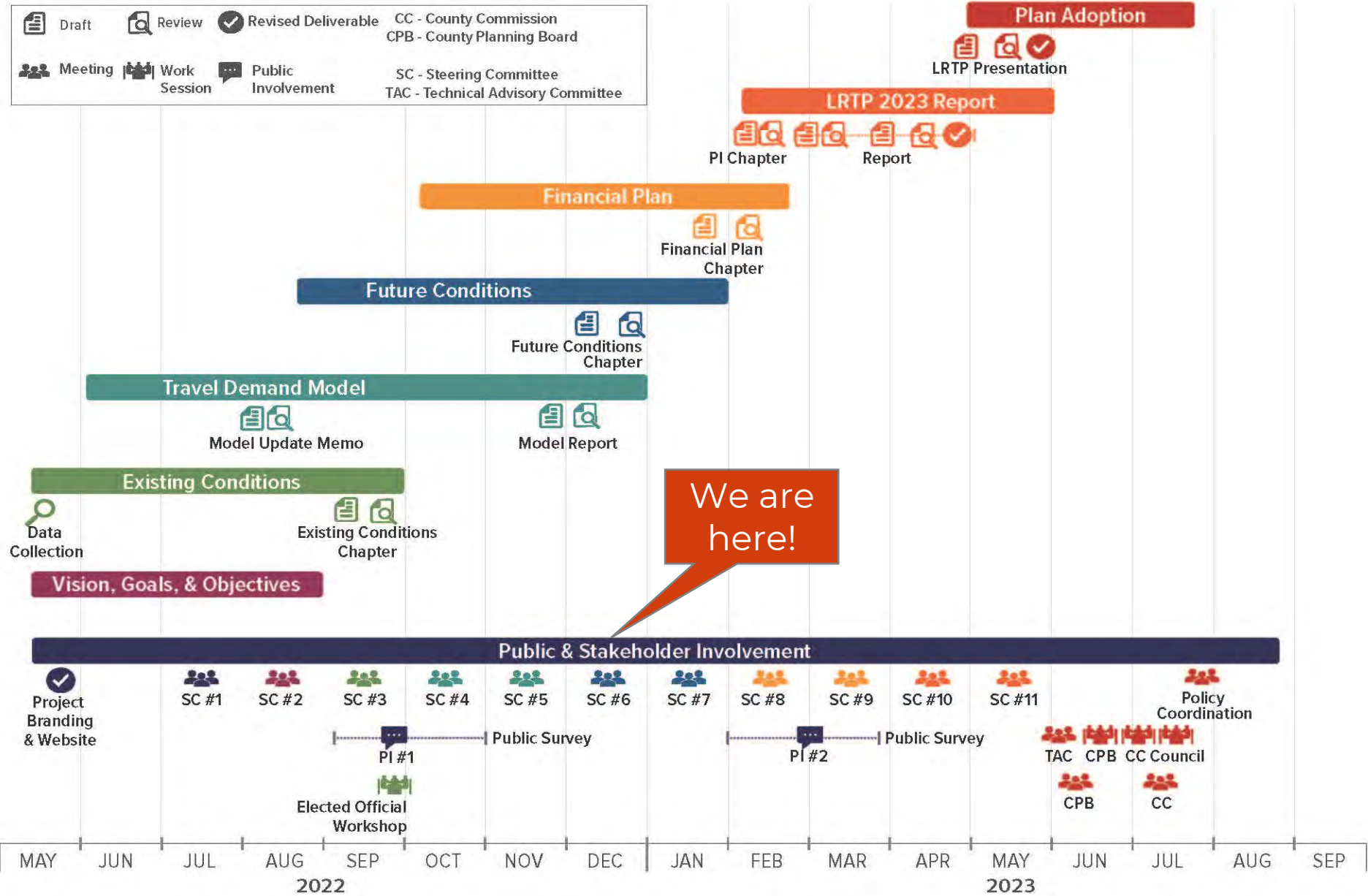
## + Scheduled:

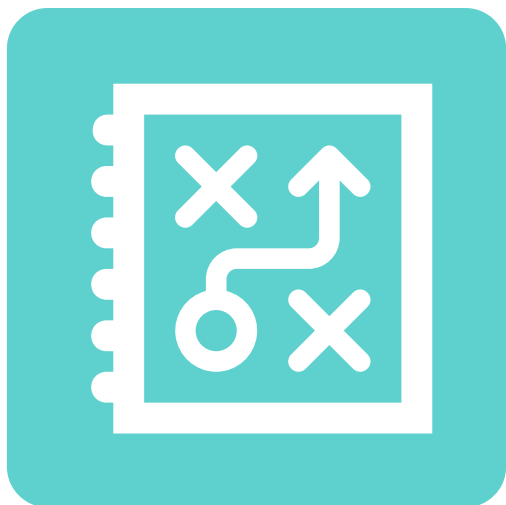
Pioneer Park Task Force	All Task Force Meeting	Lockwood Steering Committee	Others in-process
<ul style="list-style-type: none"><li>• 11/22</li></ul>	<ul style="list-style-type: none"><li>• 12/15</li></ul>	<ul style="list-style-type: none"><li>• 1/26</li></ul>	<ul style="list-style-type: none"><li>• BPAC</li><li>• SD2</li></ul>

## + Next Steps:

- + Update Engagement Opportunities on Website
- + February/March Stakeholder Outreach Schedule
- + February/March Open House
- + Media Outreach

# Project Schedule





# Travel Demand Model (TDM) Forecast Scenario

The map displays the City of Denver with various colored regions and numerical values. A large red outline is drawn around a central area, and a blue outline is drawn around a smaller area to the east. The map includes major roads, water bodies, and green spaces. Numerical values are placed within different colored regions, likely representing population or other data points. The colors used include yellow, orange, red, green, blue, and light blue. The red outline encompasses a large portion of the central city, while the blue outline is located in the eastern part of the city, near the airport area. The numerical values range from 15 to 1090, with some values appearing in multiple regions. The map also shows major highways like I-70 and I-25, and various parks and green spaces.

- 
- The map displays the City of Portland with various streets and colored regions. A red outline highlights a large area on the left side, and a blue outline highlights a smaller area on the right side. Numerous numbers are scattered across the map, likely representing data points or identifiers for specific locations.



# Forecast Scenario Results

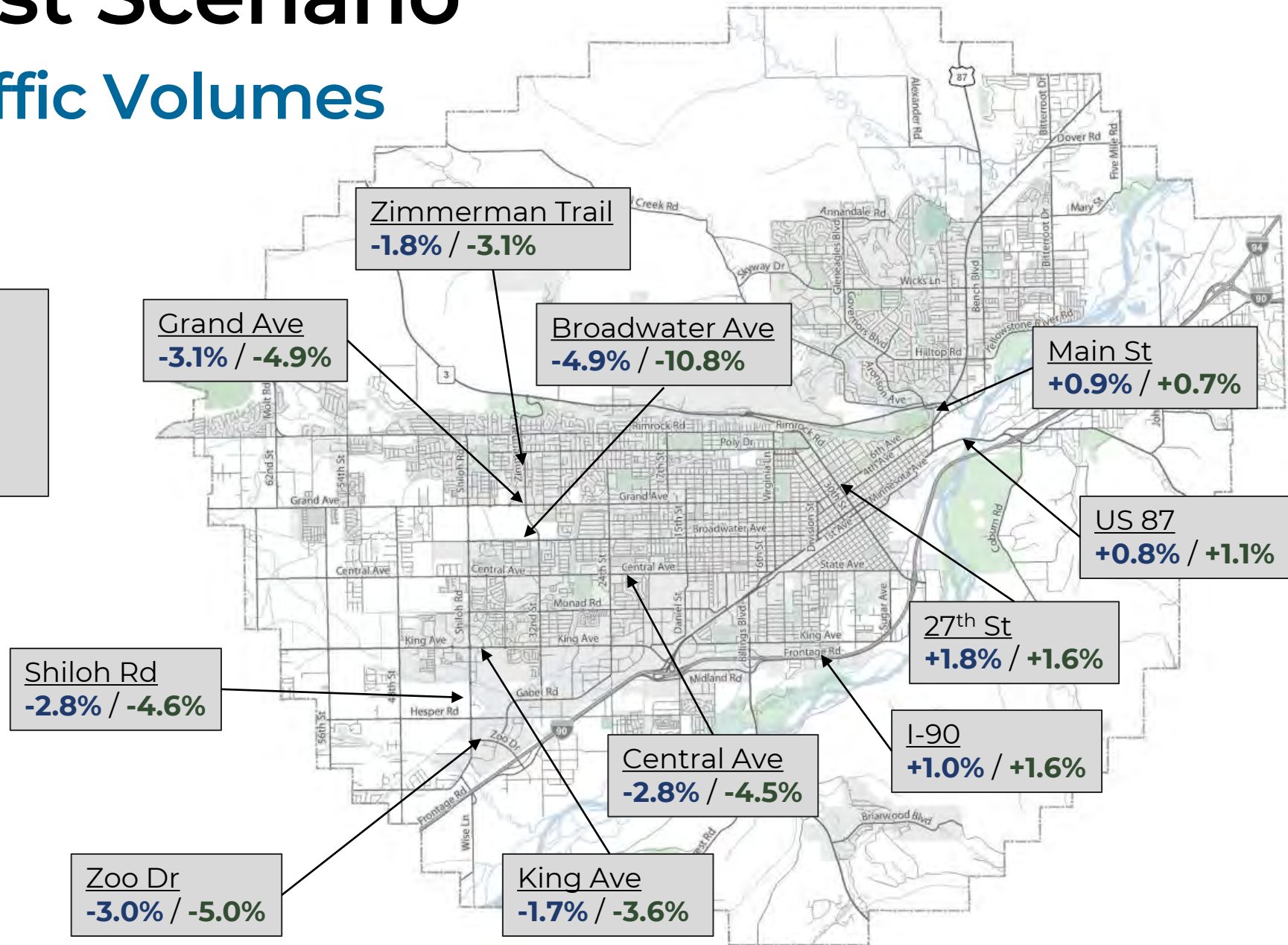
Metric	Year 2045 Base	Year 2045 Scenario V1		Year 2045 Scenario V2	
		#	% Change	#	% Change
<b>Total Vehicle Miles Traveled (VMT)</b>	3,984,481	3,934,807	-1.2%	3,888,824	-2.4%
<b><i>Number of Daily Trips</i></b>					
<b>Drive Alone</b>	662,698	659,069	-0.5%	656,401	-1.0%
<b>Shared Ride</b>	596,075	592,781	-0.6%	590,279	-1.0%
<b>Transit</b>	1,838	1,879	2.2%	1,905	3.6%
<b>Bike</b>	22,390	22,247	-0.6%	22,140	-1.1%
<b>Walk</b>	71,068	71,034	0.0%	71,063	0.0%
<b>School Bus</b>	9,443	9,286	-1.7%	9,127	-3.3%
<b>Total Trips</b>	1,363,512	1,356,296	-0.5%	1,350,915	-0.9%



# Forecast Scenario

## 2045 Traffic Volumes

Road Name  
**Scenario V1 %**  
**Change in ADT /**  
**Scenario V2 %**  
**Change in ADT**



# Travel Demand Model

## Next Steps

- + Formalize in final report
- + Additional scenario (*if needed*)
- + Add new transit network, future bicycle network, and bicycle network logic (*potential next step outside LRTP effort*)



# Financial Plan Overview

# Project Unit Costs

Project Type	Average Cost	Unit
Traffic Signal – 3x3	\$450,000	Per Intersection
Traffic Signal – 5x5	\$550,000	Per Intersection
Roundabout – Single Lane	\$3,000,000	Per Intersection
Roundabout – Multi-Lane	\$4,000,000	Per Intersection
Intersection Turn Lane	\$300,000	Per Lane
Roadway Widening	\$2,000,000	Per Lane Mile
New Roadway	\$1,300,000	Per Lane Mile
New Sidewalk	\$979,000	Per Mile
New Bikeway	\$48,000	Per Lane Mile
New Trail	\$75	Per Linear Foot

# Funding Resource Assessment

## Existing Federal Programs

- National Highway Performance Program
- Surface Transportation Program
- Highway Safety Improvement Program
- Congestion Mitigation and Air Quality Program
- Transportation Alternatives Program
- Bridge Investment Program
- National Highway Freight Program
- Transit Capital & Operating Assistance Funds

## IIJA Programs

- Safe Streets and Roads for All
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program
- Rebuilding American Infrastructure with Sustainability and Equity Program
- Reconnecting Communities Pilot Program
- National Electric Vehicle Infrastructure Program
- Wildlife Crossings Safety Pilot Program
- Railroad Crossing Elimination Program

## IRA Programs

- Climate Justice Grant Program
- Neighborhood Access & Equity Program

## State Sources

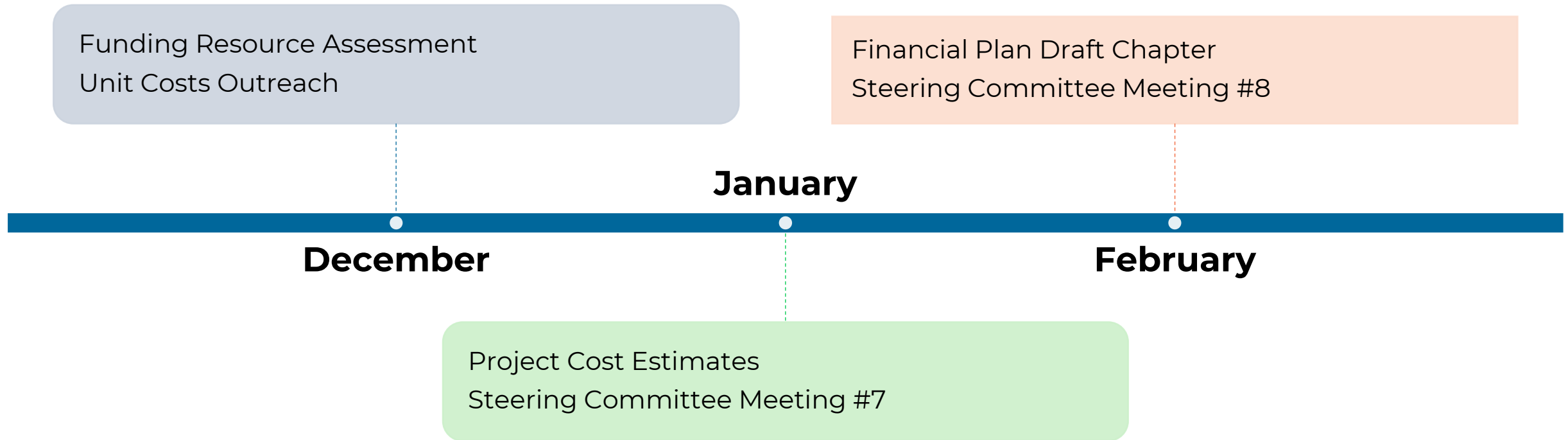
- State Special Revenue / State Funded Construction
- State Fuel Tax
- Rail Loan Funds

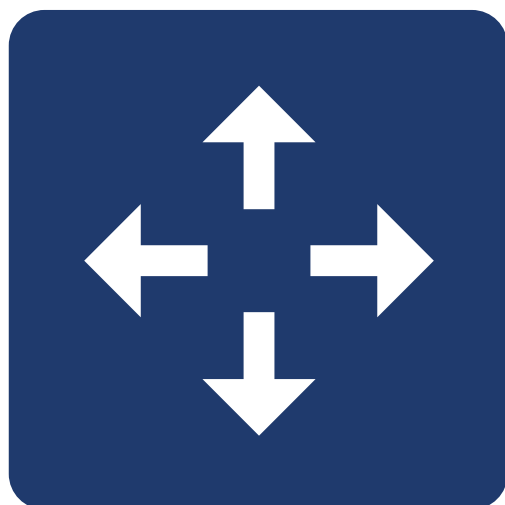
## Local Sources

- Arterial Street Fees Fund
- Bike Paths and Trails Donations
- Community Development Block Grant Program
- Developer Contributions
- Gas Tax
- Sidewalk Bonds
- Special Improvement Districts
- Street Maintenance Fees
- Tax Increment Financing



# Schedule





# Future Conditions Chapter

# Planning Horizon: 2045

Looking ahead to the future empowers better planning to help achieve the Billings urban area vision

- + Federal statutes require at least a 20-year planning horizon
- + This LRTP looks out to 2045
- + Long range planning considers topics like:
  - + Changing populations
  - + Aging infrastructure
  - + Natural disasters and climate change
  - + Emerging technologies

# Land Use

## Forecast Demographics: Population, Housing, & Employment

Demographic	2021	2045	Change	Percent Change	Annual Average Growth Rate
Population	142,358	190,986	48,628	+34%	1.2%
Housing (Dwelling Units)	58,815	78,814	20,000	+34%	1.2%
Total Employment	74,848	107,019	32,171	+43%	1.6%

Source: Billings-Yellowstone Metropolitan Planning Organization

- + Between 2021 – 2045, an annual average growth rate of 1.2 percent was used to project the population
- + Population growth is mostly expected to reach westward towards the urban area boundary, particularly west of Shiloh Road, along Highway 3 and Alkali Creek Road
- + Smaller pockets of growth are projected to occur in Lockwood, the Heights neighborhoods, near I-90 and around Zoo Drive
- + Residential growth is projected to have similar trends to population growth, with the strongest concentration of growth west of 24th Street and north of Highway 3
- + Employment growth within the Billings urban area is expected to expand generally within current commercial areas and to “densify” current employment locations.
- + These commercial areas include S. 24th Street, Shiloh Road, the airport, downtown, Lockwood, and near the I-90 interchanges.

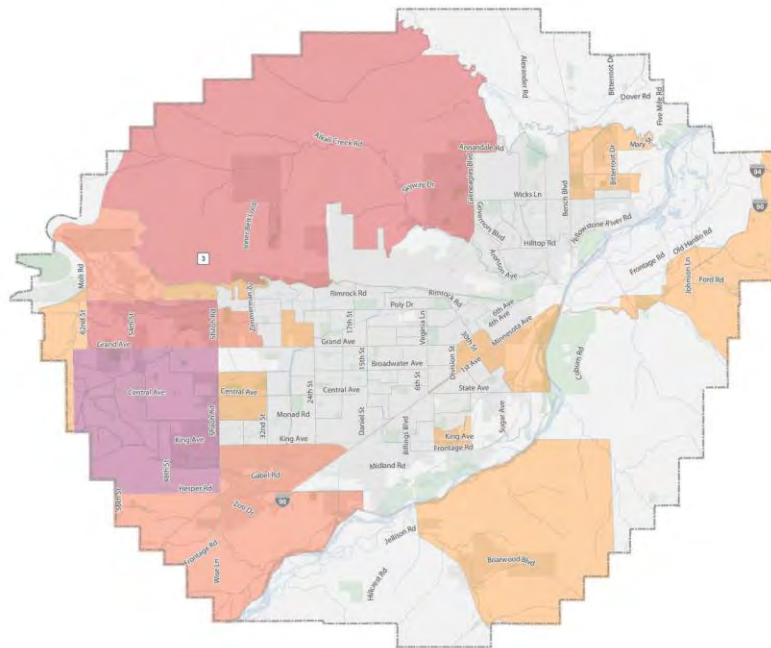


FIGURE 1

## PROJECTED POPULATION GROWTH (2021 to 2045)

Projected Population Growth by Census Block Group

- >10,000
- 2,501 - 10,000
- 501 - 2,500
- 1-500
- 0

Base Map

- Rivers and Lakes
- Park
- City of Billings
- MPO Boundary

Data Source: City of Billings, Billings-Yellowstone Metropolitan Planning Organization

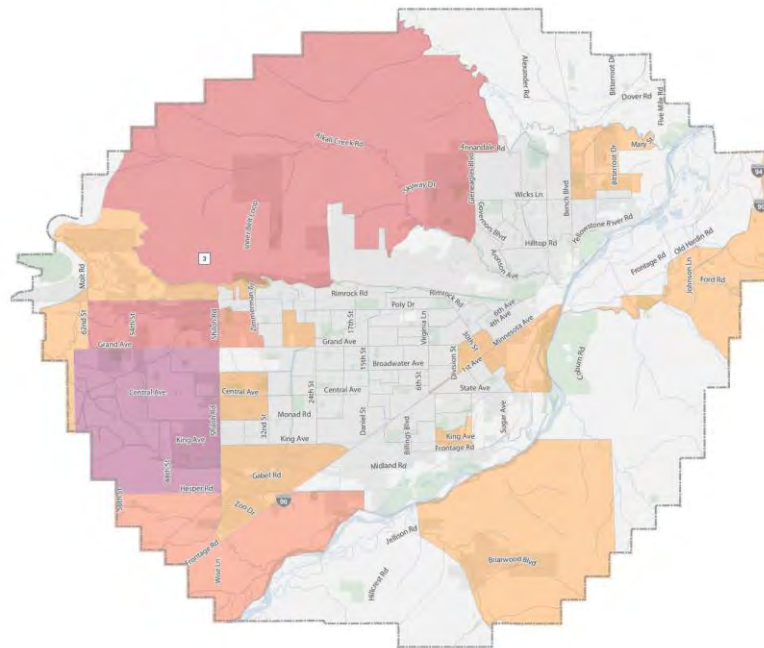


FIGURE 2

## PROJECTED HOUSEHOLD GROWTH (2021 - 2045)

Projected Household Growth by Census Block Group

- > 5,000
- 2,001 - 5,000
- 501 - 2,000
- 1 - 500
- 0

Base Map

- Rivers and Lakes
- Park
- City of Billings
- MPO Boundary

Data Source: City of Billings, Billings-Yellowstone Metropolitan Planning Organization

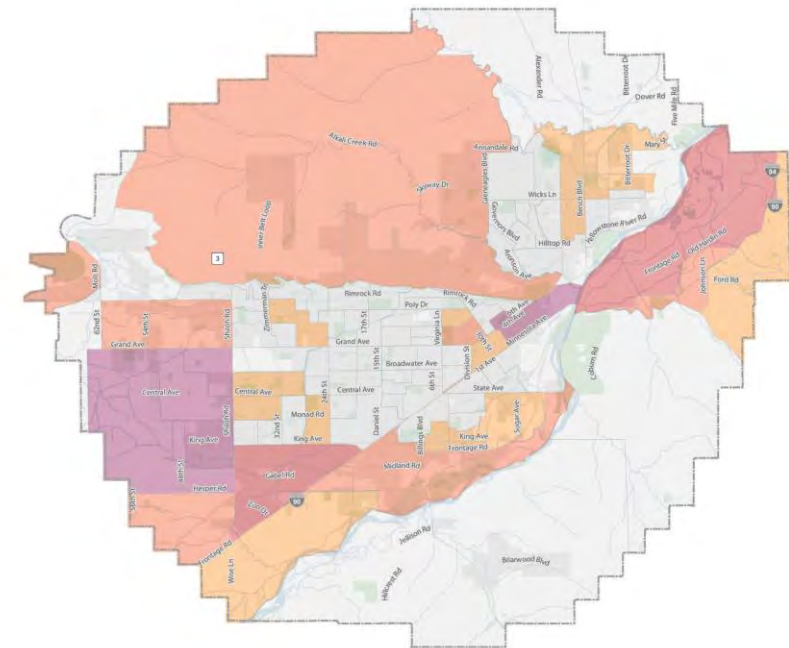


FIGURE 3

## PROJECTED EMPLOYMENT GROWTH (2021 - 2045)

Projected Employment Growth by Census Block Group

- > 5,000
- 2,001 - 5,000
- 501 - 2,000
- 1 - 500
- 0

Base Map

- Park
- Rivers and Lakes
- City of Billings
- MPO Boundary

Data Source: City of Billings, Billings-Yellowstone Metropolitan Planning Organization



# Transportation

## Future Traffic Volumes

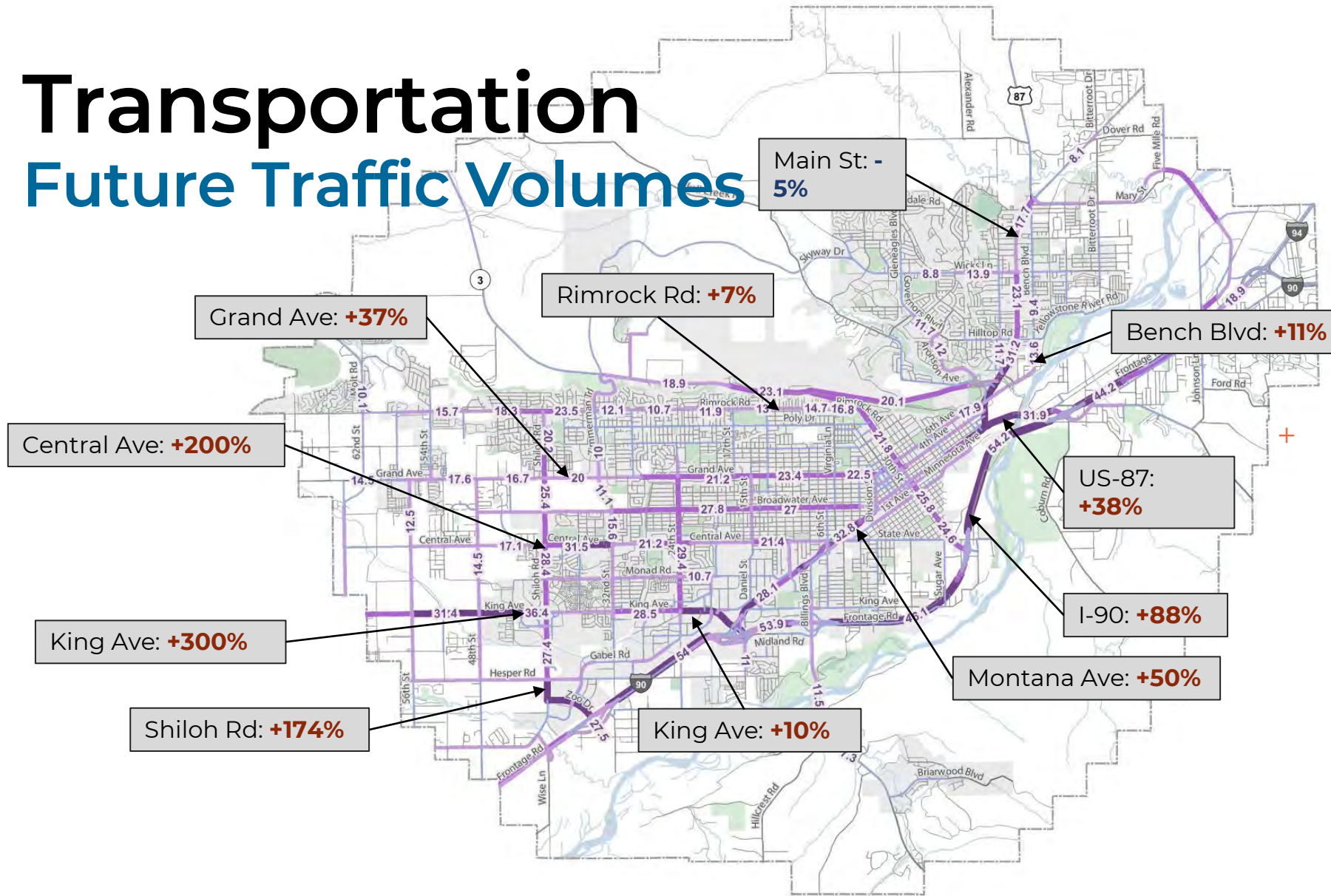
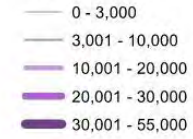


FIGURE 5

### FUTURE MODEL YEAR (2045) AVERAGE DAILY TRAFFIC (ADT)

#### Year 2045 Daily Traffic Projections



**XX.X** Average Daily Traffic Volume (x 1,000)

Data Source: Billings-Yellowstone MPO

+ Major modifications to the 2045 roadway network include:

- + Billings Bypass Project (On-Going MDT Project)
- + Inner Belt Loop (City of Billings Project)
- + Downtown Two-Way Conversions (City of Billings Project)
- + New Collector Roadways (roadways that would be constructed via new development)



# Transportation

## Future Vehicular Operations

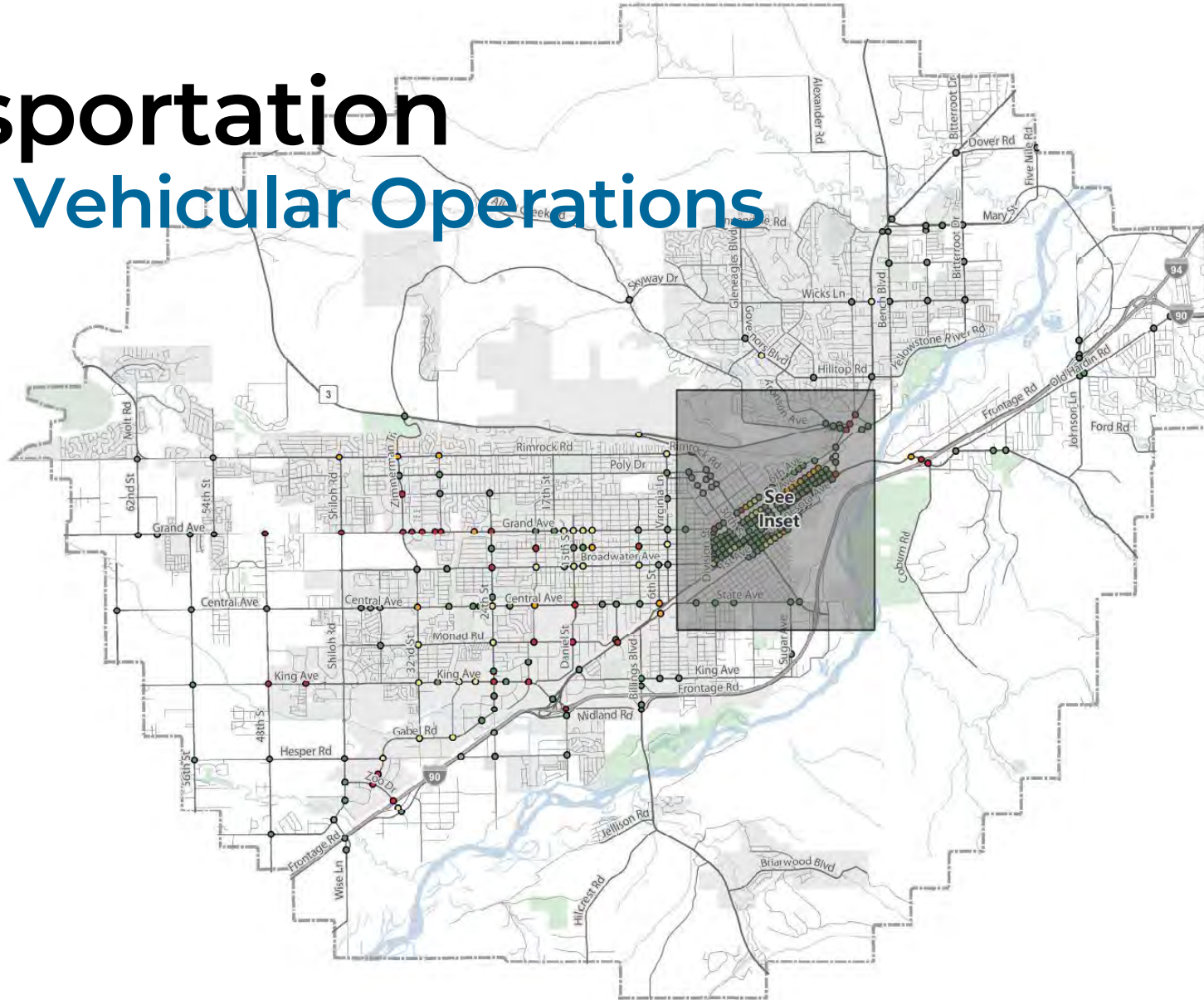
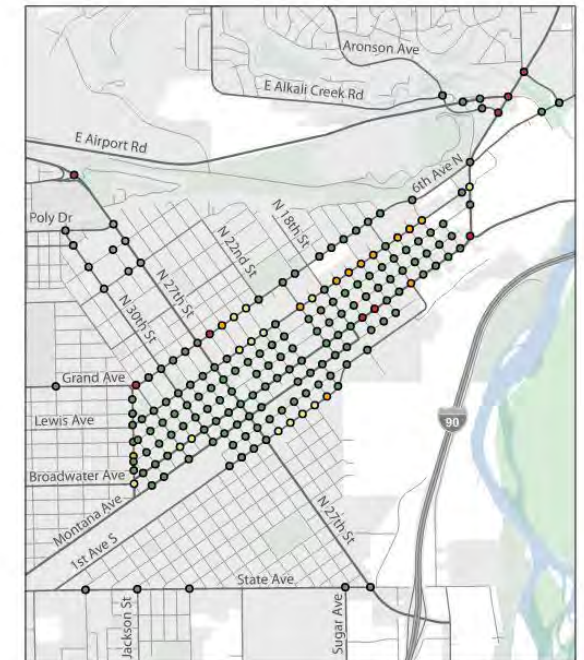


FIGURE 6

### YEAR 2045 INTERSECTION LEVEL-OF-SERVICE (LOS)

- LOS A, B, or C
- LOS D
- LOS E
- LOS F
- No Data Available



# Transportation

## Pedestrian

Treatments identified through the Billings  
*Safe Routes to School Plan Update (2022)*  
and the Lockwood Pedestrian Safety District  
*Pedestrian and Bicycle Draft Plan (2022)*

### RRFB

- Rectangular Rapid Flashing Beacon
- Pedestrian Activated Flashing Yellow Lights
- Alert Drivers
- Increase Visibility

### PHB

- Pedestrian Hybrid Beacon
- Pedestrian Activated Traffic Control Device
- Flashing Red Lights and “WALK” Signal

### Curb Extension

- Corner or Midblock Treatment
- Improves Visibility
- Reduces Driver Speeding
- Shortens Crossing Distance

### Refuge Island

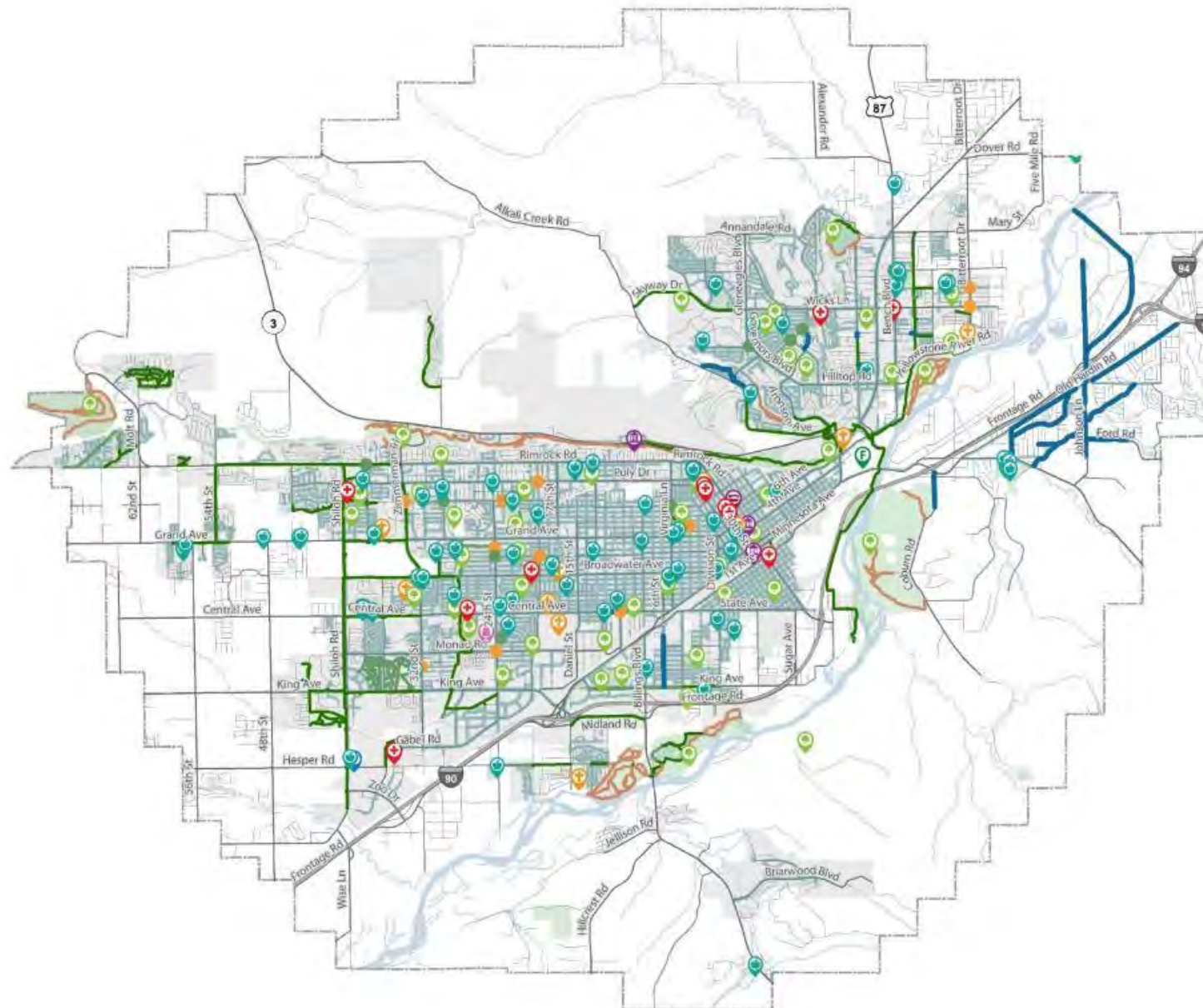
- Delineated or Raised Areas at Intersections or Midblock Crossings
- Provide Protected Space to Wait While Crossing





FIGURE 7

## FUTURE PEDESTRIAN FACILITIES



### Existing Infrastructure

- Sidewalk
- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

### Major Activity Centers

- School
- College
- Hospital
- Library
- Park
- Fairgrounds
- Museum
- Stadium
- Shopping
- Cemetery

### Recommended Projects from SRTS & LPSD

- New or Enhanced Sidewalk
- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island

Data Source: City of Billings, Billings-Yellowstone MPO, Lockwood Pedestrian Safety District

Note: SRTS is the Safe Routes to School Plan Update (2022) and LPSD is the Lockwood Pedestrian Safety District Pedestrian and Bicycle Draft Plan (2022)

# Transportation Bicycle

Treatments and facilities were identified through the *Billings Area Bikeway and Trails Master Plan Update (2016)* and the *Lockwood Pedestrian Safety District Pedestrian and Bicycle Draft Plan (2022)*

## Spot Treatments

Bike Boxes

Rectangular  
Rapid Flashing  
Beacons

Facility  
Maintenance

## Facilities

Neighborhood  
Bikeways

Buffered Bike  
Lanes

Separated Bike  
Lanes

Visionary  
Bikeways



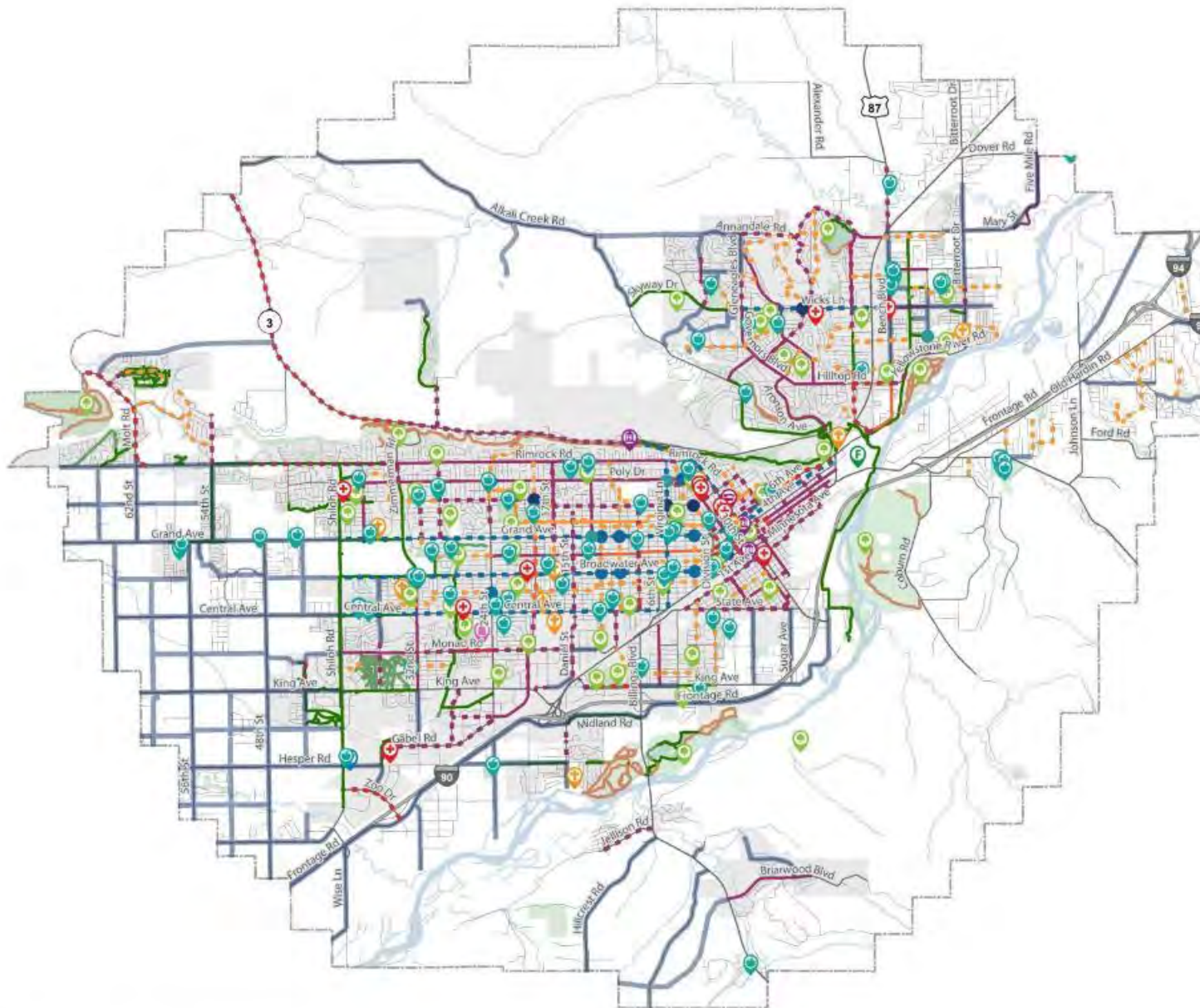


FIGURE 8

## FUTURE BICYCLE FACILITIES

### Existing Infrastructure

- Shared Lane Marking
- Bike Lane
- Neighborhood Bikeway
- Shared Use Path
- Neighborhood Trail
- Unpaved Trail

### Major Activity Centers

- School
- College
- Hospital
- Library
- Park
- Fairgrounds
- Museum
- Stadium
- Shopping
- Cemetery

### Recommended Projects from 2016 Bikeway & Trails Master Plan Update

- Bike Intersection Treatment
- Enhance Bike Crossing
- Bike Facility Maintenance
- - - Buffered Bike Lane
- - - Bike Lane
- - - Shared Lane Marking
- - - Neighborhood Bikeway
- - - Visionary Long-Range Bikeway
- Bike Facility Upon Roadway Widening or Construction

# Transportation Trails

Treatments and facilities were identified through the *Billings Area Bikeway and Trails Master Plan Update (2016)*

## Shared Use Path (SUP)

- Wide, hard-surface trails
- Found along rivers, in parks, and within greenways
- Allow two-way, off-street travel with few motor vehicle conflicts

## Neighborhood Connector

- Paved trail less than 8' wide
- Complement shared use path network
- Provide direct access to neighborhoods

## Unpaved Trail

- Dirt, mulch, and gravel trails
- Tend to be more narrow and rugged

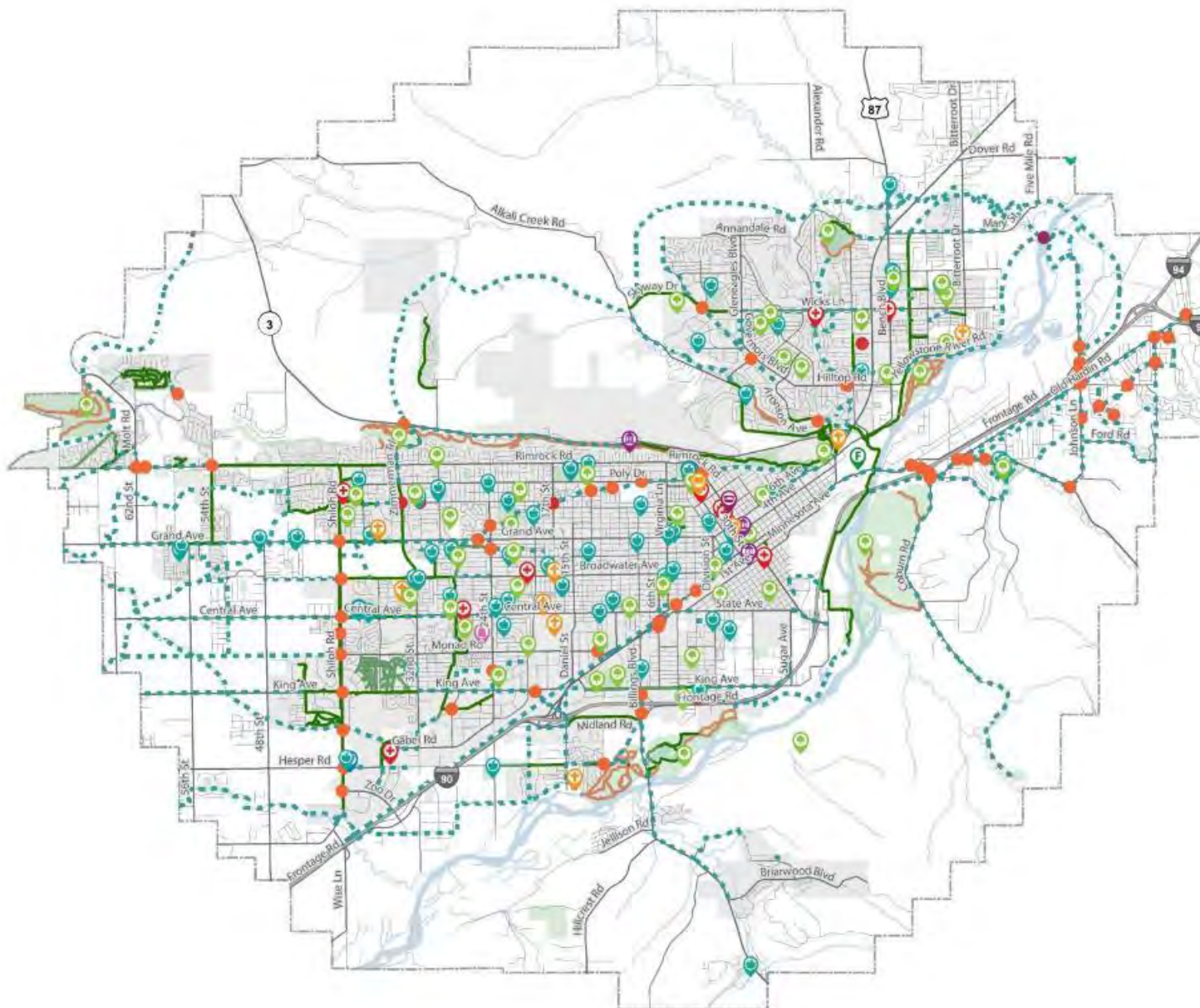


FIGURE 9

## FUTURE TRAIL FACILITIES



### Existing Infrastructure

- Shared Use Path
- - - Neighborhood Trail
- ... Unpaved Trail

### Major Activity Centers

- School
- College
- Hospital
- Library
- Park
- Fairgrounds
- Museum
- Stadium
- Shopping
- Cemetery

### Recommended Projects from 2016 Bikeway & Trails Master Plan Update

- Build Trail Bridge
- Create Trail Access Point
- Enhance Trail Crossing

- - - Trail

Data Source: Billings-Yellowstone County MPO



# Transportation Transit

- + The 2022 *Transit Development Plan* outlines future route changes to
  - + Grow Ridership
  - + Improve Efficiency, Convenience, & Sustainability
- + Implement a stop-based fixed-route system
- + Collaborate with the Lockwood community to evaluate service

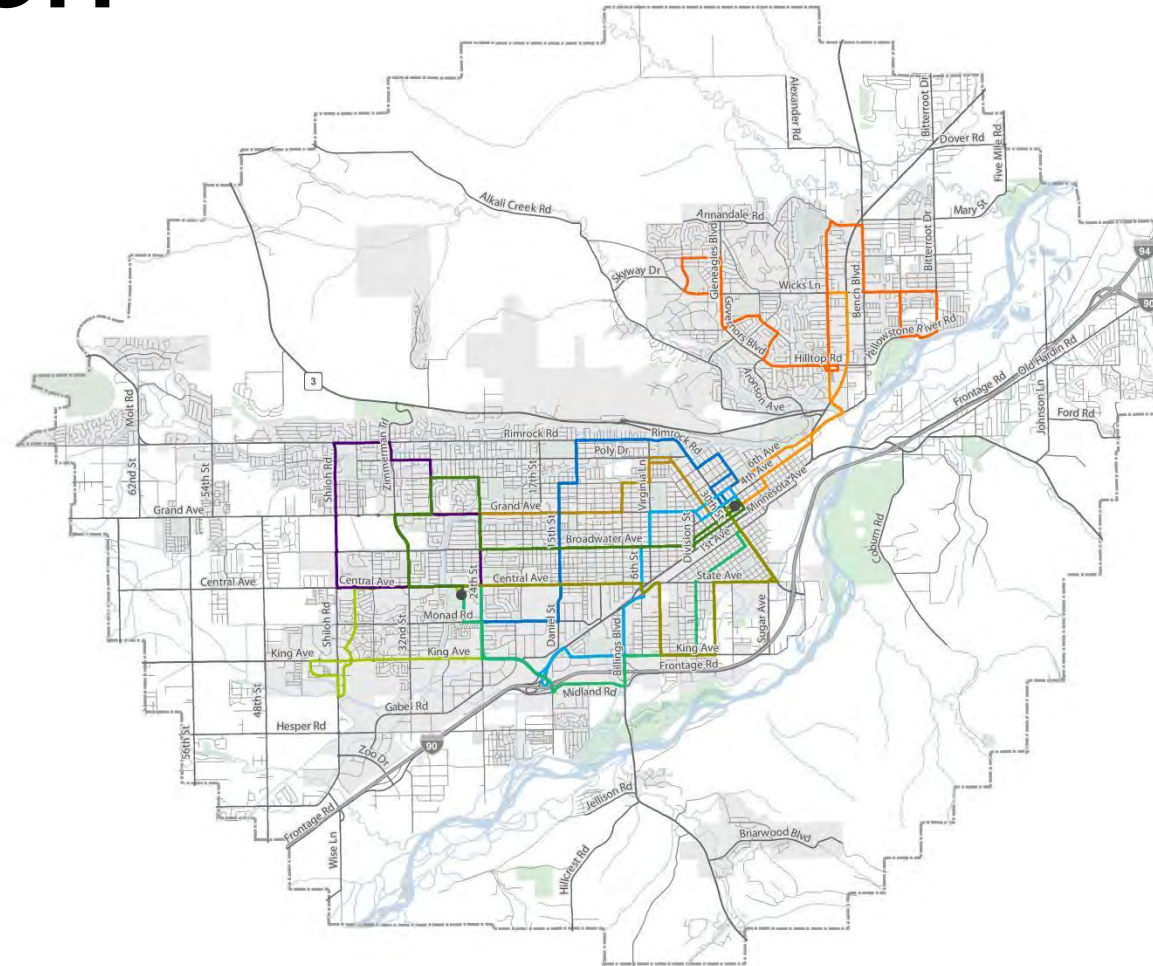
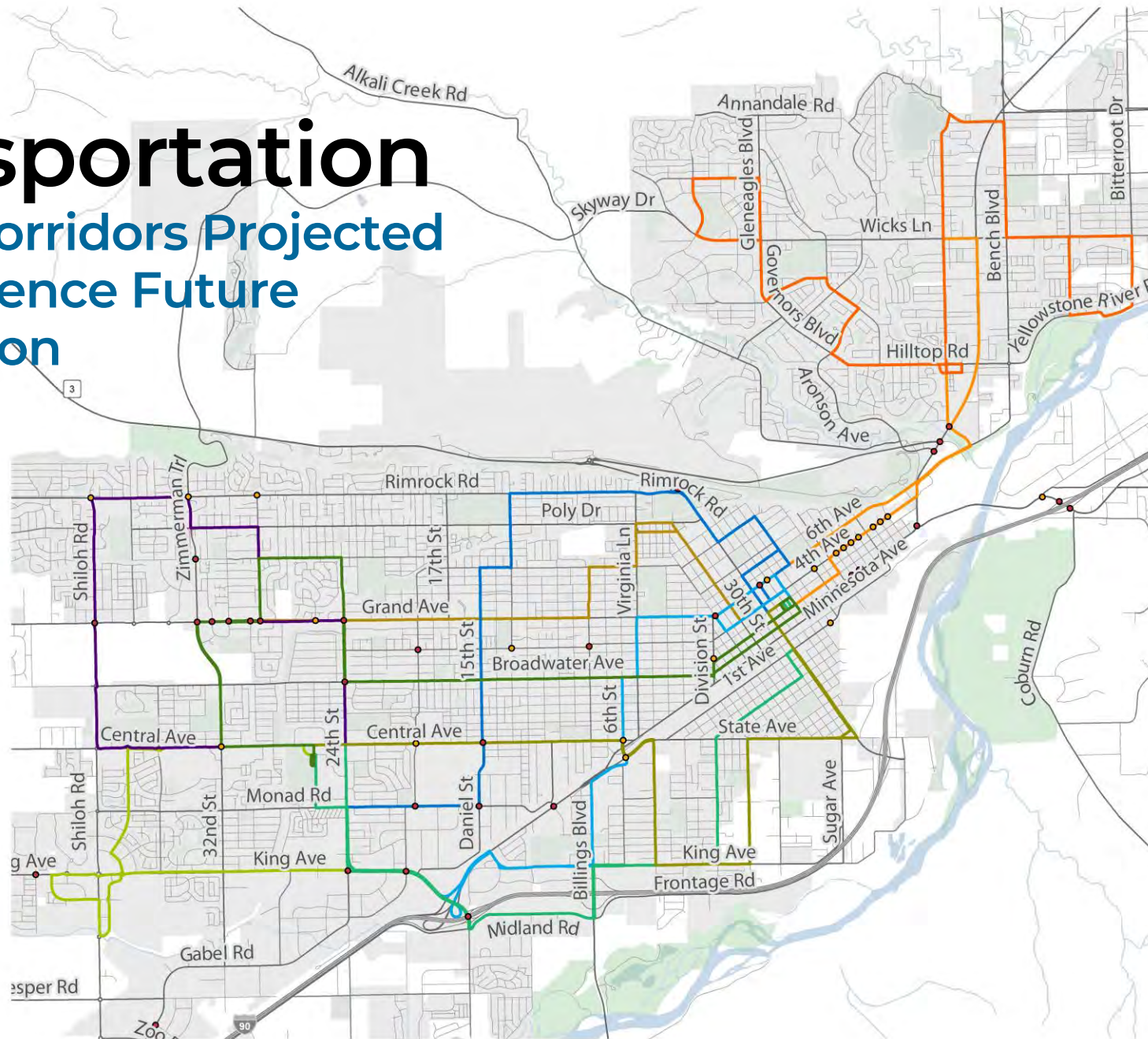


FIGURE 10  
FUTURE MET TRANSIT ROUTES

- MET Transfer Center
  - Proposed MET Routes
    - 10 - Southside
    - 13 - Westend
    - 16 - Heights Rapid
    - 18 - Heights Circulator
    - 19 - Josephine
    - 21 - Northwest
    - 3 - Crosstown
    - 5 - Grand
    - 7 - Broadwater
    - 9 - Central
- Data Source: MET Transit

# Transportation

## Transit Corridors Projected to Experience Future Congestion



### PROJECTED CONGESTED INTERSECTIONS ALONG FUTURE MET TRANSIT ROUTES

Year 2045 PM Peak Intersection Operations

- LOS E
- LOS F

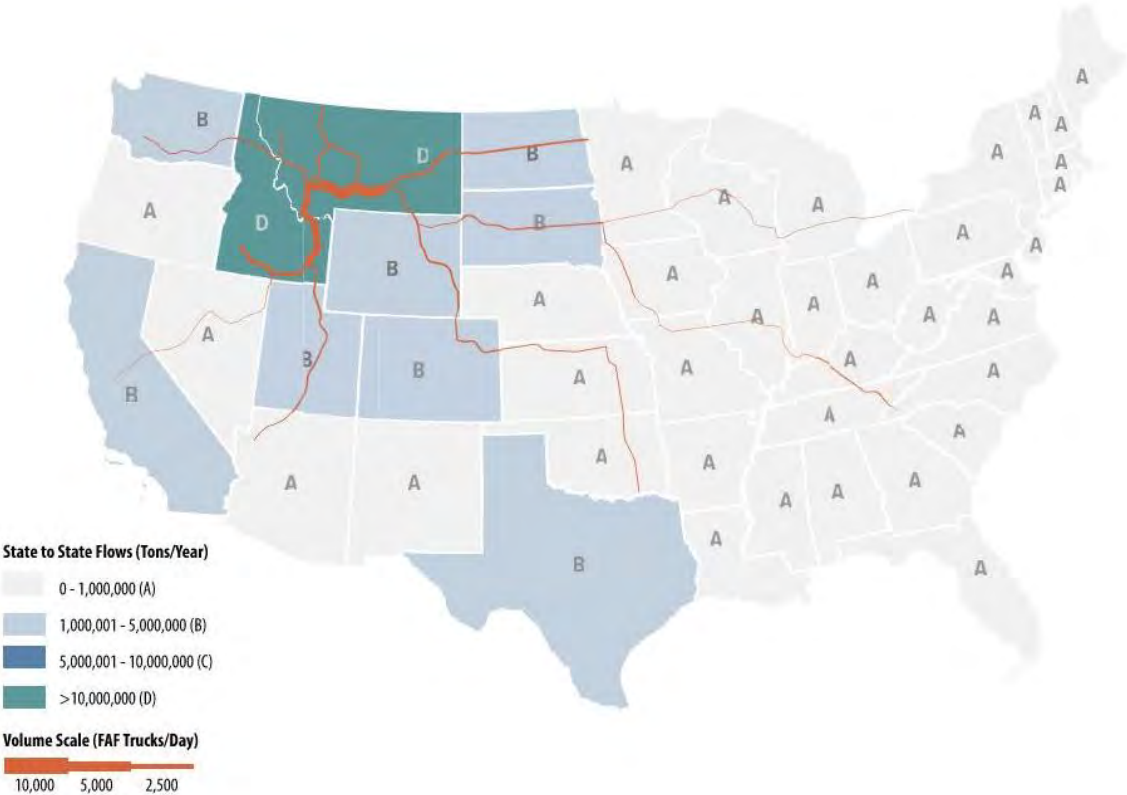
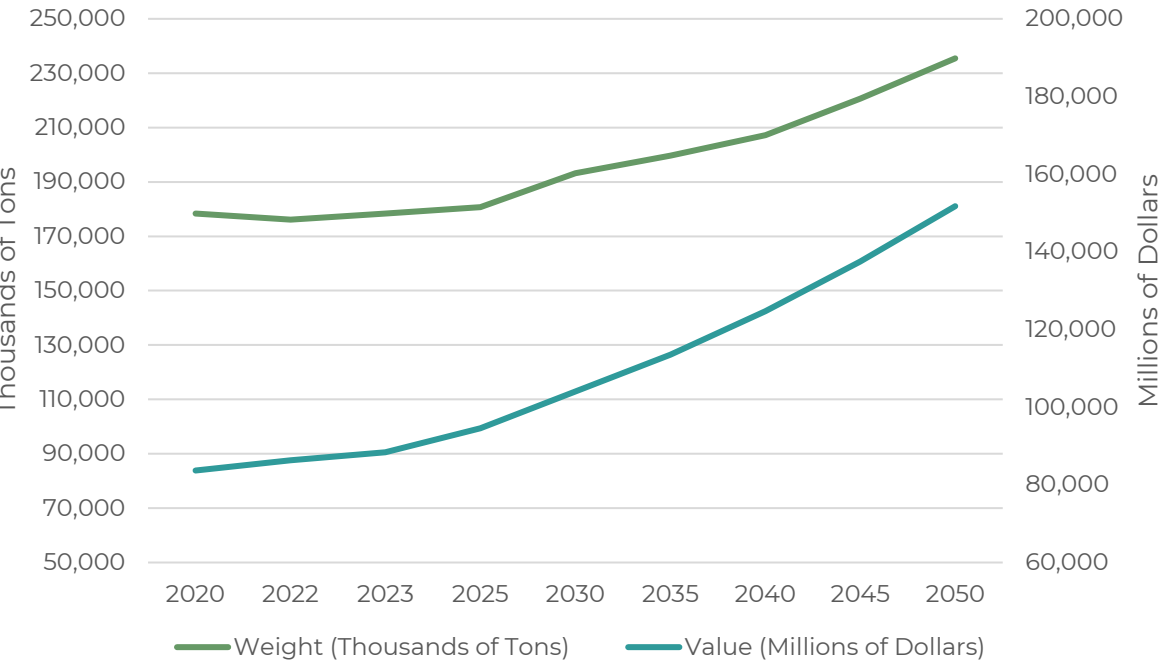
Future MET Routes

- 10 - Southside
- 13 - Westend
- 16 - Heights Rapid
- 18 - Heights Circulator
- 19 - Josephine
- 21 - Northwest
- 3 - Crosstown
- 5 - Grand
- 7 - Broadwater
- 9 - Central

- + Multiple corridors are projected to be congested during the PM peak period in 2045
- + These corridors could potentially benefit from technology and infrastructure upgrades to improve transit service, such as:
  - + Transit Signal Priority
  - + Queue Jumps
  - + Bus-Only Lanes



# Transportation Freight Demand



# Emerging Technology

## Shared Mobility & Micromobility



- + In 2021, the Billings-Yellowstone MPO completed the *Bike & Scooter Share Feasibility Study*, which outlined how shared micromobility could be implemented in the Billings urban area, including recommended pilot bike and scooter share station locations.
- + Integrating these mobility options (MET Transit services, ridehailing, carsharing, and electric vehicle charging) through a digital platform into one cohesive system that facilitates multimodal trips is termed 'Mobility as a Service' or MaaS.

# Emerging Technology

## Electric Vehicles

- + By 2040, 9% (~87,000) of registered vehicles in Montana will be electric vehicles
- + That's roughly 8,700 EVs in Billings in 2040
- + Substantial local investments in charging infrastructure and clean power systems will be necessary to accommodate charging demand

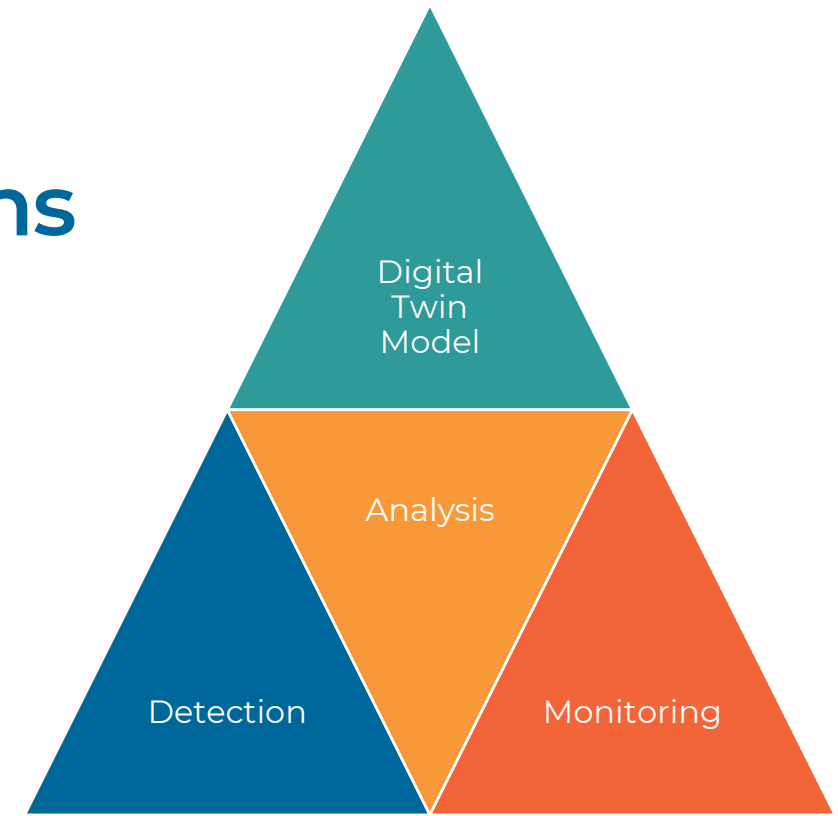


To prepare for the charging demand, the MPO is recommended to collaborate with the MDT, the DEQ, and local energy providers to complete a **charging infrastructure assessment** to successfully compete for National Electric Vehicle Infrastructure (NEVI) funding to implement infrastructure in the Billings urban area.

# Emerging Technology

## Smart Infrastructure & Digital Twins

- + Smart infrastructure is regular infrastructure that is equipped with Internet connectivity and specific sensors
- + Allows for continuous data collection and analysis for data-driven insights that can help provide better urban services, such as:
  - + Automated Traffic Detection & Coordinated Signal Timing
  - + Transit Signal Priority & Bus Rapid Transit
  - + Power Grid Monitoring
  - + Water Quality Monitoring
  - + Sewage System Monitoring
  - + Efficient Waste Management



Regular data exchange between physical systems and digital model empowers decision-making, policies, and services

# Phase 1 Public Outreach

- + During the first phase of the LRTP Update, public comments were collected using an interactive map on the project website.
- + Between the open house, stakeholder outreach, and community-wide promotion, **315 comments** were received.
- + Comments were organized by category (selected by the user).

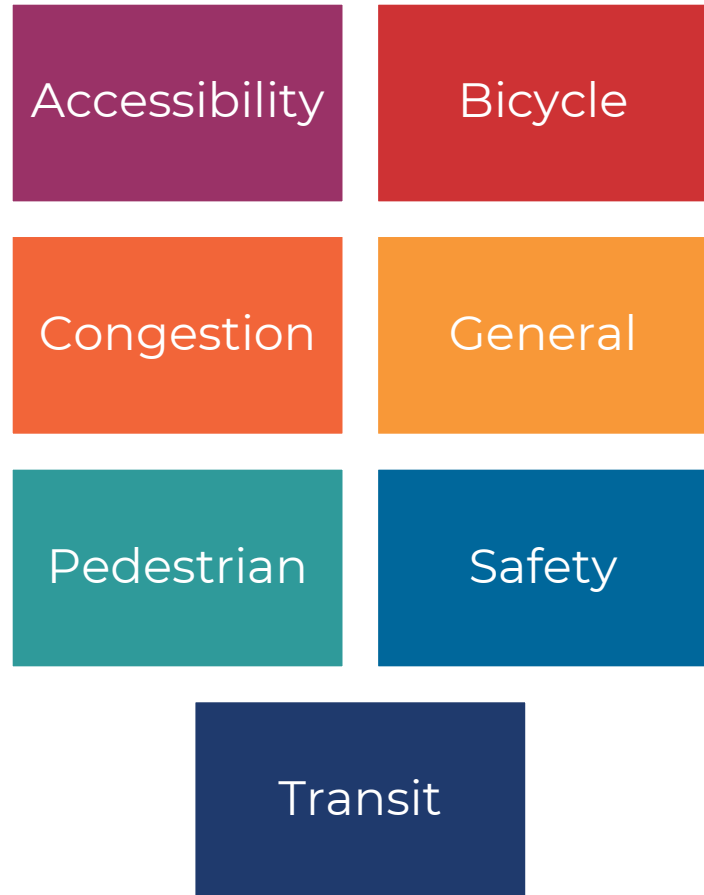






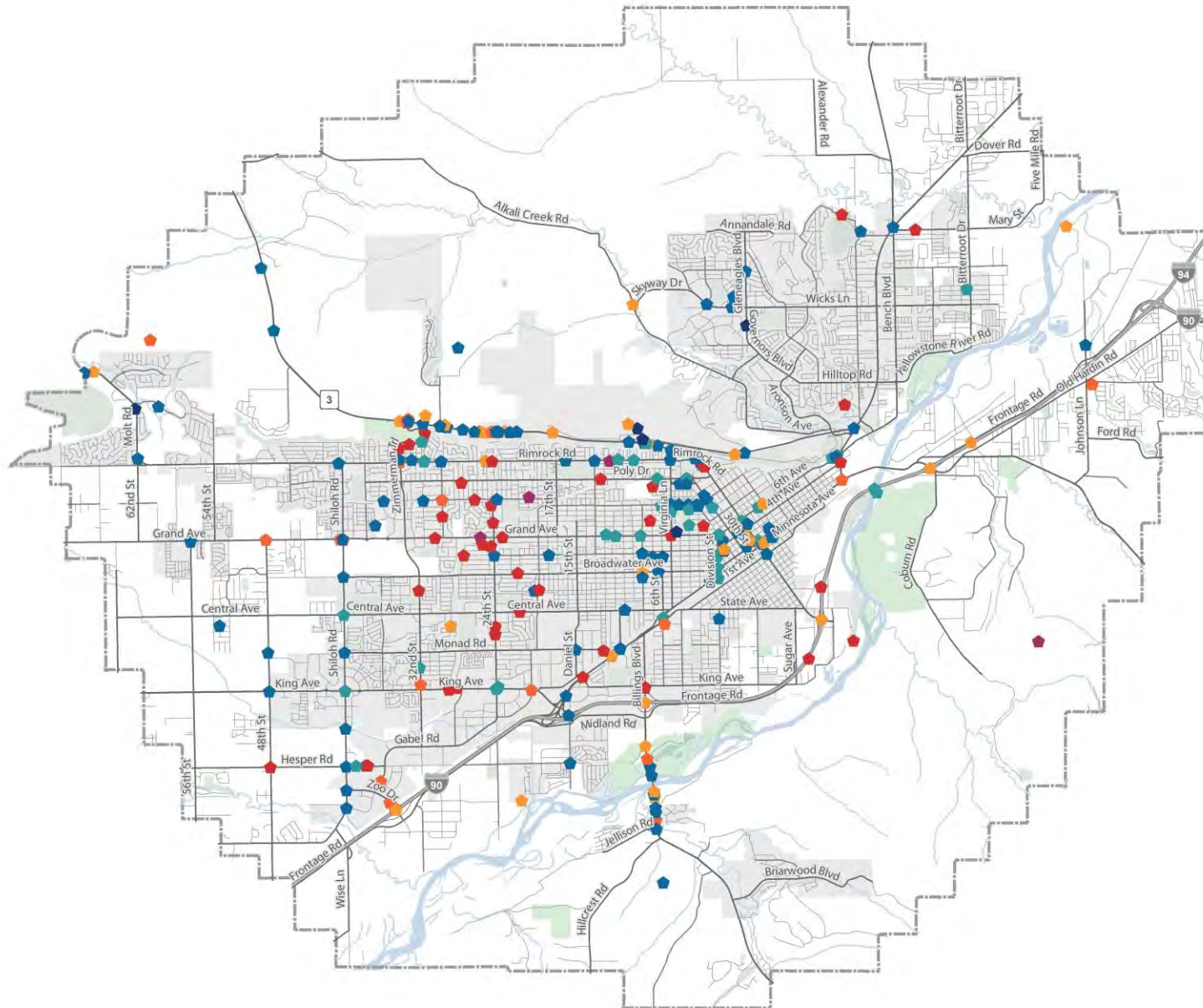
FIGURE 1

## PUBLIC COMMENTS

Public Comments by Topic

- Accessibility
- Bicyclist
- Congestion
- General
- Pedestrian
- Safety
- Transit

Data Source: Billings-Yellowstone County MPO



# Needs, Deficiencies, & Opportunities

- + To formulate and refine the Draft Project List, barriers and issues faced by Billings urban area residents are summarized.
- + Needs and deficiencies draw from:
  - + Existing Plans
  - + Stakeholder Discussions
  - + Online Public Comment Map
  - + Steering Committee Feedback
  - + Existing Conditions Analysis
  - + Future Conditions Analysis

Land Use	Population	Employment
Housing	Safety	Pedestrian
Bicycle	Trail	Congestion
Transit	Freight	Emerging Technology



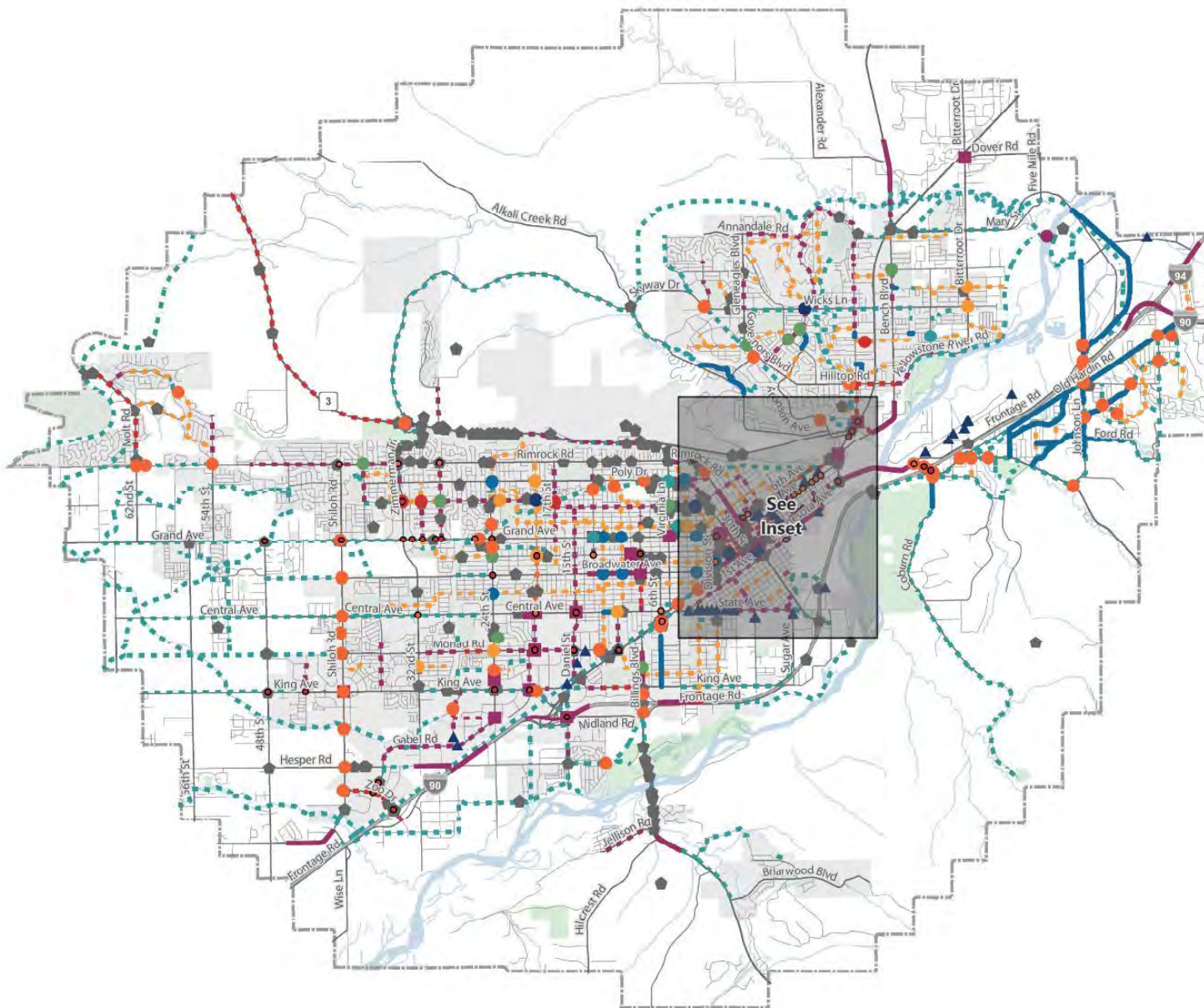


FIGURE 11

## NEEDS, DEFICIENCIES, & OPPORTUNITIES



### Other Identified Concerns

- Public Comment Location
- At-Grade Railroad Crossing

### Safety

- High EPDO Intersection
- High EPDO Segment

### Recommended Trail Projects

- Build Trail Bridge
- Create Trail Access Point
- Enhance Trail Crossing
- Trail

### Recommended Pedestrian Projects

- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island
- New or Enhanced Sidewalk

### Recommended Bike Projects

- Bike Intersection Treatment
- Enhance Bike Crossing
- Bike Facility Maintenance

- Buffered Bike Lane
- Bike Lane
- Shared Lane Marking
- Neighborhood Bikeway

### Projected 2045 Intersection Operations

- LOS E
- LOS F



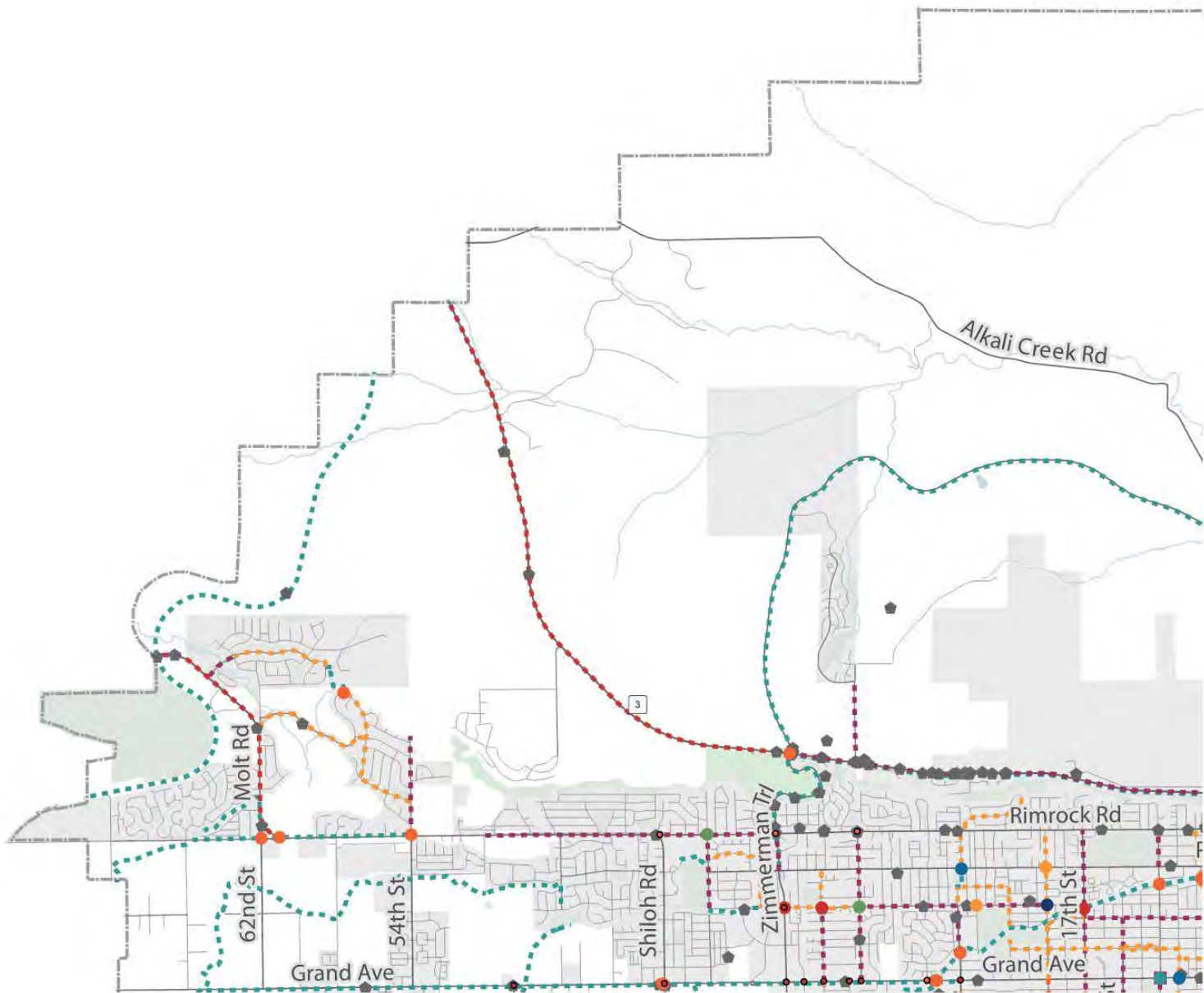
# Northwest Billings Urban Area

FIGURE 11A - NORTHWEST



## NEEDS, DEFICIENCIES, & OPPORTUNITIES

- Safety
  - High EPDO Intersection
  - High EPDO Segment
- Other Identified Concerns
  - Public Comment Location
  - At-Grade Railroad Crossing
- Recommended Trail Projects
  - Build Trail Bridge
  - Create Trail Access Point
  - Enhance Trail Crossing
  - Trail
- Recommended Pedestrian Projects
  - High Visibility Crosswalk
  - Curb Extensions or Pedestrian Refuge Island
  - New or Enhanced Sidewalk
- Recommended Bike Projects
  - Bike Intersection Treatment
  - Enhance Bike Crossing
  - Bike Facility Maintenance
  - Buffered Bike Lane
  - Bike Lane
  - Shared Lane Marking
  - Neighborhood Bikeway
- Projected 2045 Intersection Operations
  - LOS E
  - LOS F



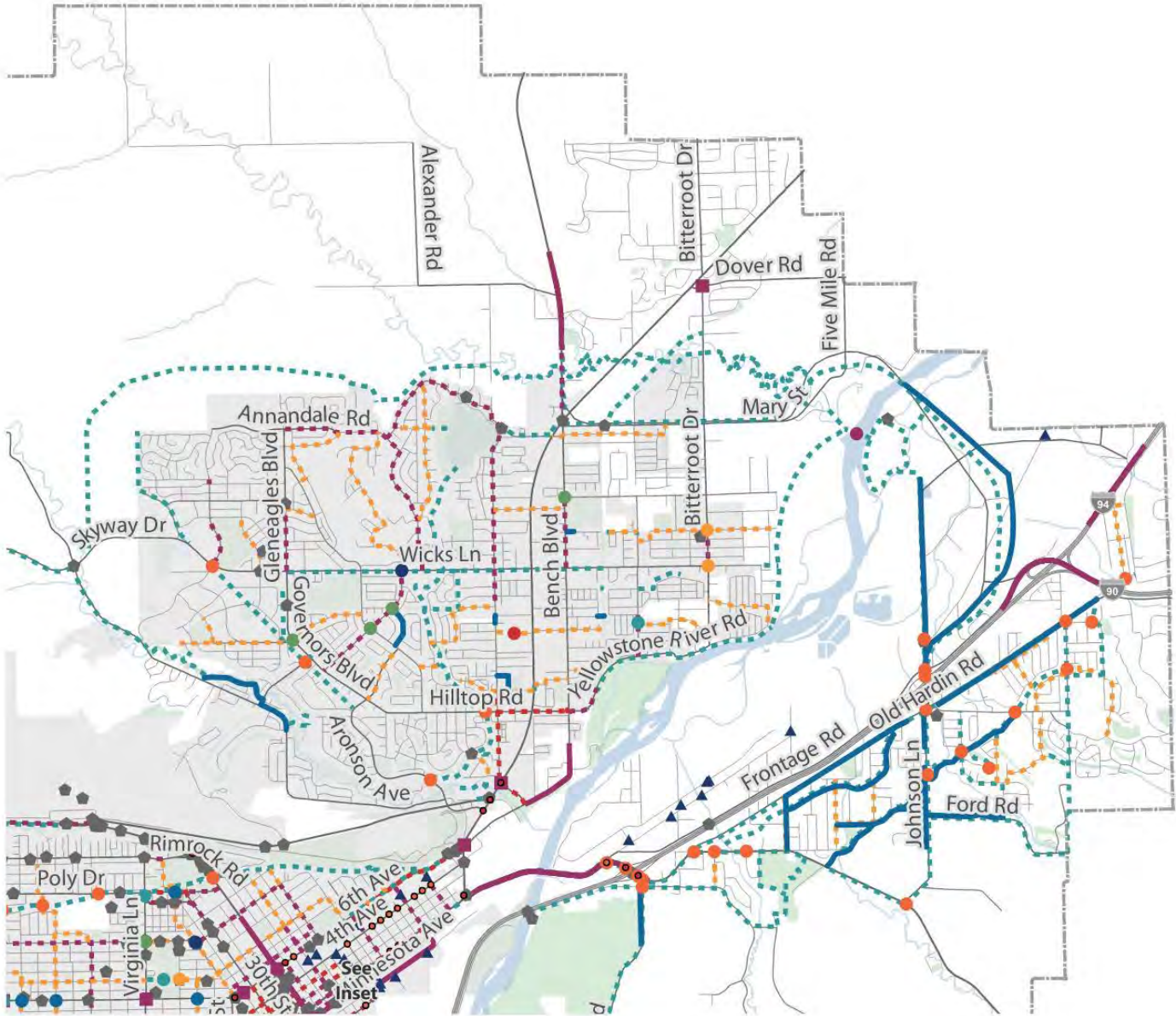


# Northeast Billings Urban Area

FIGURE 11B - NORTHEAST



## NEEDS, DEFICIENCIES, & OPPORTUNITIES



- Safety
  - High EPDO Intersection
  - High EPDO Segment
- Other Identified Concerns
  - Public Comment Location
  - At-Grade Railroad Crossing
- Recommended Trail Projects
  - Build Trail Bridge
  - Create Trail Access Point
  - Enhance Trail Crossing
  - Trail
- Recommended Pedestrian Projects
  - High Visibility Crosswalk
  - Curb Extensions or Pedestrian Refuge Island
  - New or Enhanced Sidewalk
- Recommended Bike Projects
  - Bike Intersection Treatment
  - Enhance Bike Crossing
  - Bike Facility Maintenance
  - Buffered Bike Lane
  - Bike Lane
  - Shared Lane Marking
  - Neighborhood Bikeway
- Projected 2045 Intersection Operations
  - LOS E
  - LOS F



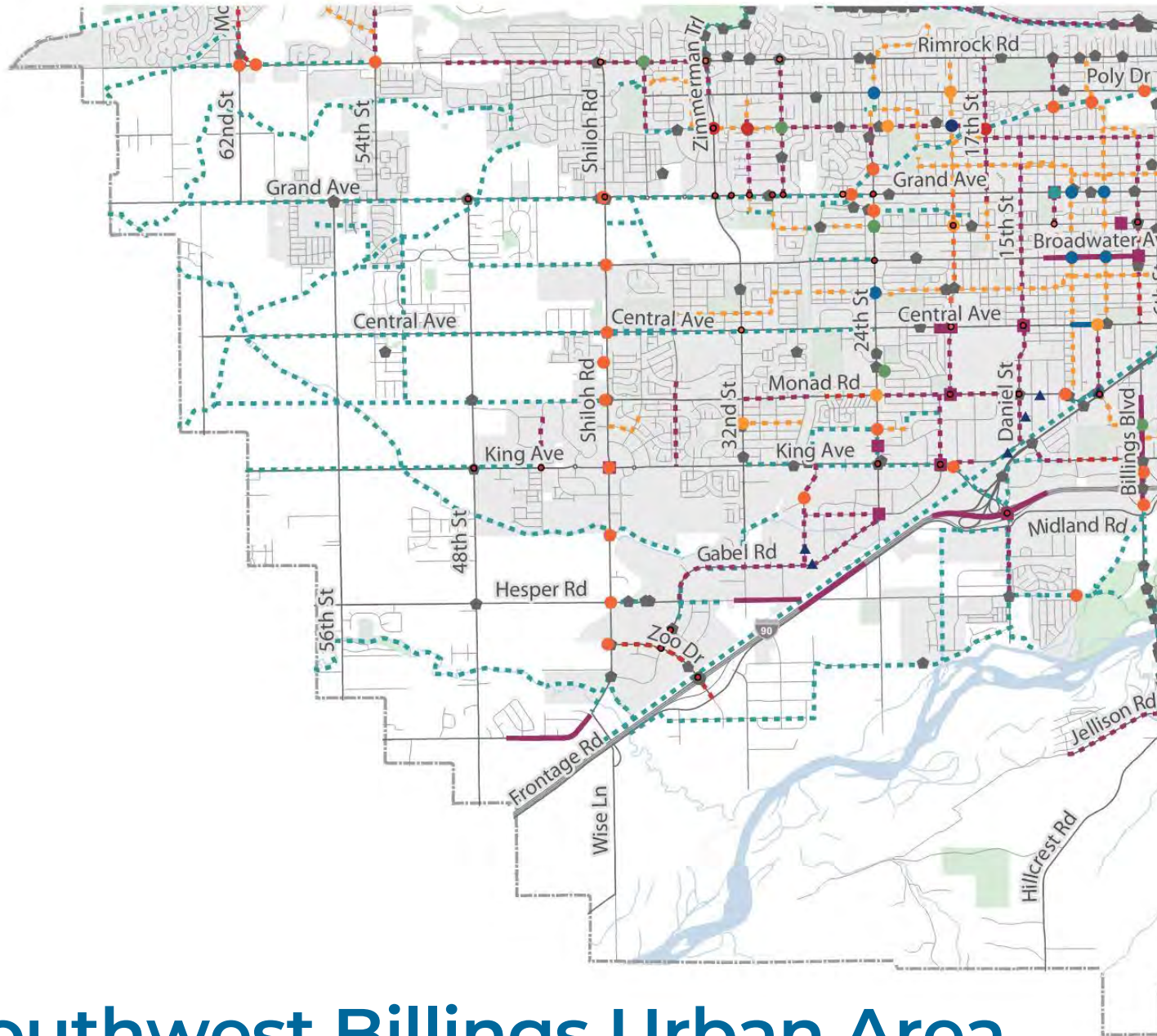


FIGURE 11C - SOUTHWEST



## NEEDS, DEFICIENCIES, & OPPORTUNITIES

### Safety

- High EPDO Intersection
- High EPDO Segment

### Other Identified Concerns

- Public Comment Location
- ▲ At-Grade Railroad Crossing

### Recommended Trail Projects

- Build Trail Bridge
- Create Trail Access Point
- Enhance Trail Crossing
- Trail

### Recommended Pedestrian Projects

- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island
- New or Enhanced Sidewalk

### Recommended Bike Projects

- Bike Intersection Treatment
- Enhance Bike Crossing
- Bike Facility Maintenance
- Buffered Bike Lane
- Bike Lane
- Shared Lane Marking
- Neighborhood Bikeway

### Projected 2045 Intersection Operations

- LOS E
- LOS F

# Southwest Billings Urban Area

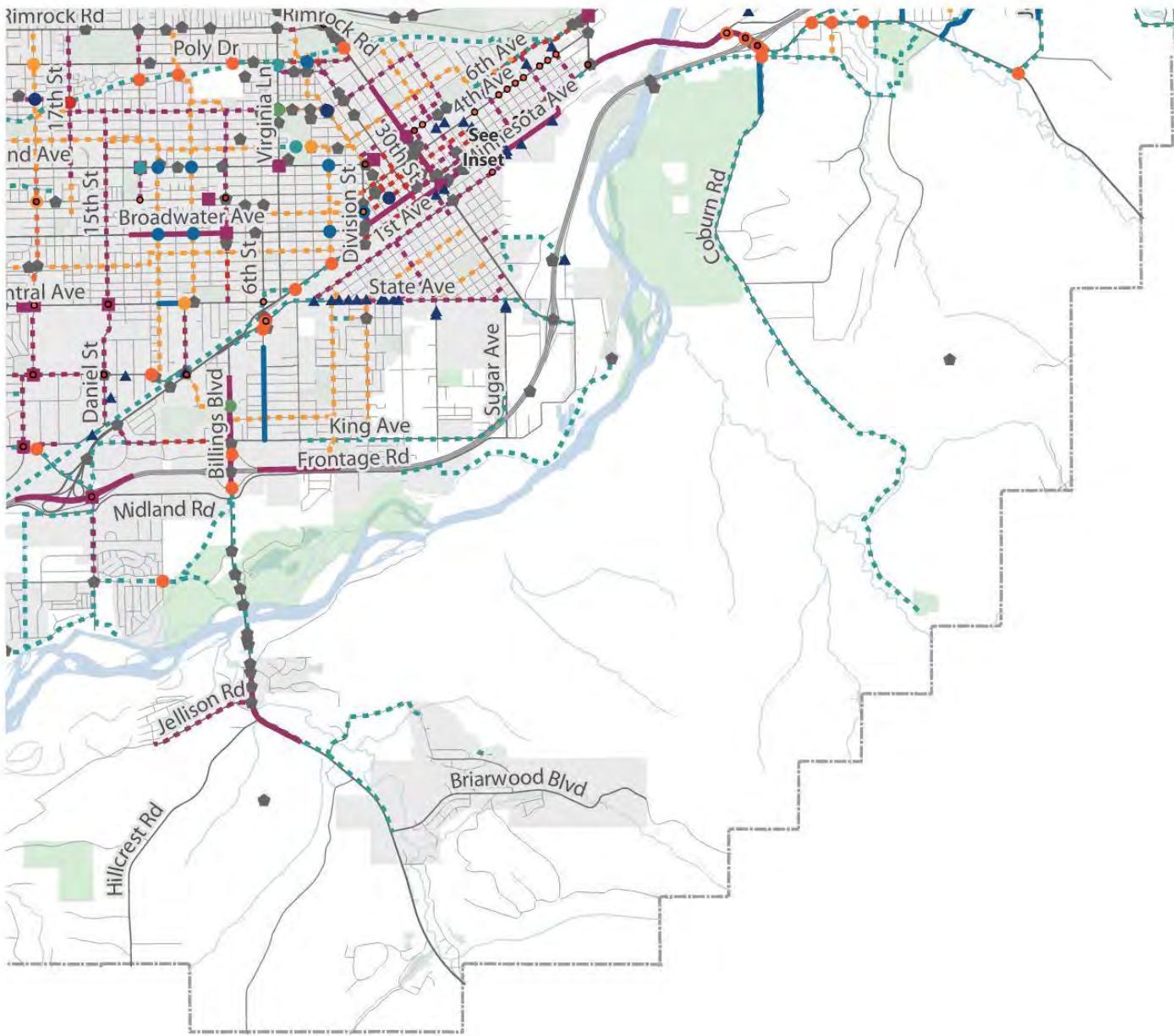


FIGURE 11D - SOUTHEAST



## NEEDS, DEFICIENCIES, & OPPORTUNITIES

### Safety

- High EPDO Intersection
- High EPDO Segment

### Other Identified Concerns

- Public Comment Location
- At-Grade Railroad Crossing

### Recommended Trail Projects

- Build Trail Bridge
- Create Trail Access Point
- Enhance Trail Crossing
- Trail

### Recommended Pedestrian Projects

- High Visibility Crosswalk
- Curb Extensions or Pedestrian Refuge Island
- New or Enhanced Sidewalk

### Recommended Bike Projects

- Bike Intersection Treatment
- Enhance Bike Crossing
- Bike Facility Maintenance
- Buffered Bike Lane
- Bike Lane
- Shared Lane Marking
- Neighborhood Bikeway

### Projected 2045 Intersection Operations

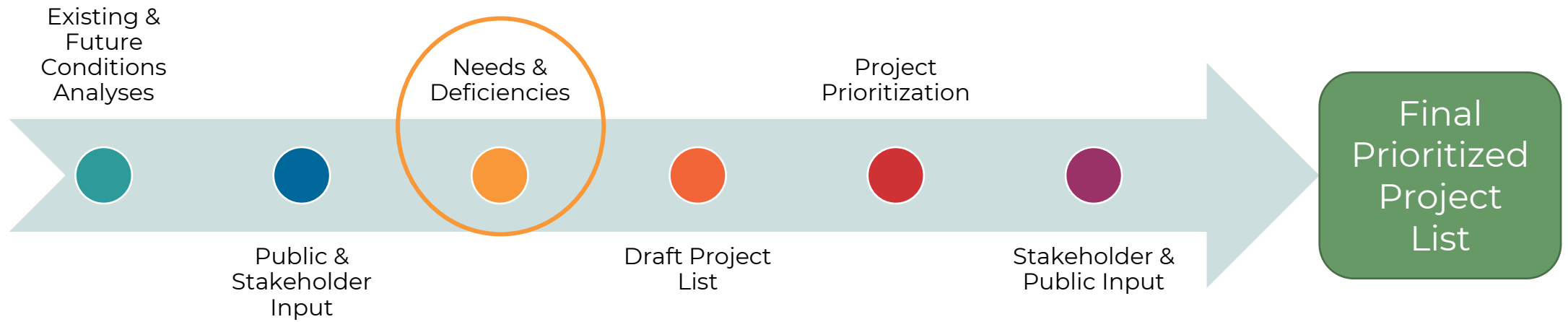
- LOS E
- LOS F

# Southeast Billings Urban Area

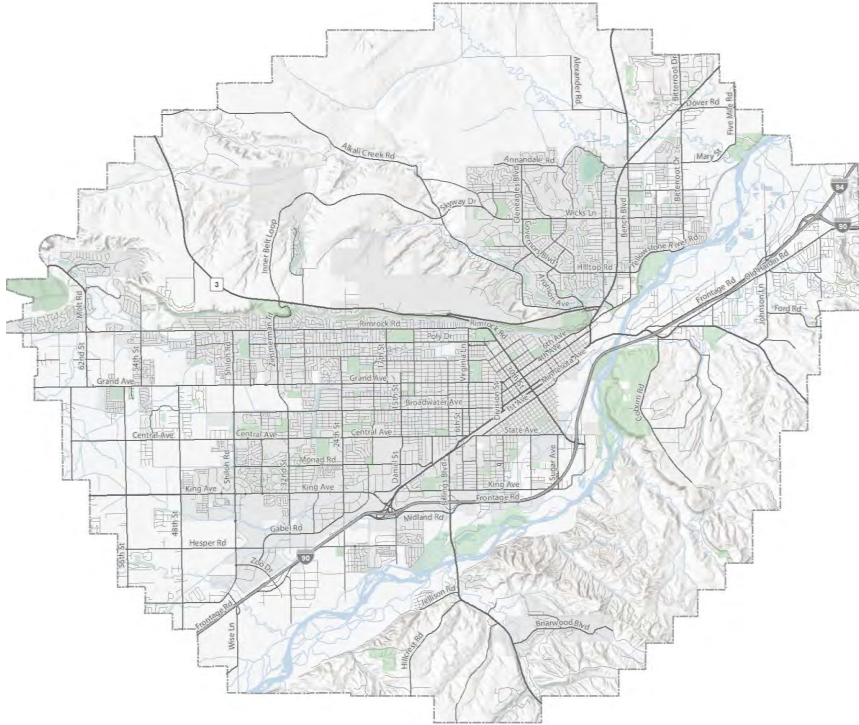


# Needs, Deficiencies, & Opportunities

## Next Steps



# Next Steps



- + Provide comments on:
  - + Draft Future Conditions Chapter
  - + Phase 1 Outreach Summary
- + Next Meeting: **January 19<sup>th</sup>, 2022**

Questions?

Andy Daleiden  
[adaleiden@kittelson.com](mailto:adaleiden@kittelson.com)  
208.472.9804

## STEERING COMMITTEE MEETING #7

January 19<sup>th</sup>, 2023 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1<sup>st</sup> Floor Conference Room |

<https://us06web.zoom.us/j/86081180789?pwd=aGFEU2FTWi9MVi9wbjFiaTM2akRMOT09>

Meeting ID: 860 8118 0789 | Passcode: 019170

### Meeting Purpose

- Detail the how the Draft Project List was compiled, and the upcoming milestones in finalizing the Project List for the LRTP
- Provide an overview of the committed, recommended, and illustrative projects compiled from the following sources:
  - City of Billings Capital Improvement Program (CIP)
  - Billings-Yellowstone MPO Transportation Improvement Program (TIP)
  - MDT Statewide Transportation Improvement Program (STIP)
  - 2018 LRTP
  - Relevant recent plans and studies from the past five years
  - Existing and Future Conditions analyses
- Solicit feedback on the Draft Project List to incorporate into the Project Prioritization Process

### Agenda

Topic	Presenter
<b>Welcome</b>	Andy Daleiden, Kittelson & Associates
<b>Draft Project List</b>	Rachel Grosso & Katie Popp, Kittelson & Associates
<b>Next Steps &amp; Close-Out</b>	Andy Daleiden



# STEERING COMMITTEE MEETING #7 SUMMARY

## Time & Location

The meeting was held from 10:30 a.m. to 12:00 p.m. on January 19<sup>th</sup>, 2023. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1<sup>st</sup> Floor Conference Room in Billings, MT.

## Attendees

### Steering Committee

- Scott Walker, Billings-Yellowstone County MPO
- Lora Mattox, Billings-Yellowstone County MPO
- Elyse Monat, Billings-Yellowstone County MPO
- Katie Potts, Montana Department of Transportation
- Sam Wood, Montana Department of Transportation
- Kurtis Schnieber, Montana Department of Transportation
- Rusty Logan, MET Transit
- Sarah Graham, MET Transit
- Wyeth Friday, City of Billings
- Dakota Martonen, City of Billings
- Ed Gulick, City of Billings
- Woody Woods, Lockwood
- Mike Black, Yellowstone County

### Consultant Team

- Andy Daleiden, Kittelson & Associates, Inc.
- Rachel Grosso, Kittelson & Associates, Inc.
- Katie Popp, Kittelson & Associates, Inc.
- Lisa Olmsted, DOWL
- Doug Enderson, DOWL

## Notes

**Action items are bolded.**

## SCHEDULE

Andy provided an update on the project schedule and current timeline for plan adoption.

## DRAFT PROJECT LIST OVERVIEW

Rachel presented an overview of the Draft Project List and methodology used to developing projects.

- Katie Potts asked about the methodology between defining recommended and illustrative projects.
  - Andy Daleiden confirmed the following for the SC in defining recommended and illustrative projects: review draft project list, identify any missing projects, remove existing projects, identify any priorities for projects in those two categories. Kittelson is working on the forecasted revenue for the plan, which would be used along with project costs and prioritization results to identify where projects fall between recommended and illustrative.
- Ed Gulick asked about how larger visions for corridors could be incorporated into the project list.
  - Andy Daleiden discussed how many corridors have both operational and safety deficiencies that could be improved through corridor studies – we can highlight some of those while working through the draft project list.
- Wyeth Friday asked if we'll have any ability to receive information about rail freight improvements in the planning area? Similarly, there have been recent improvements at the airport, which would impact truck freight – can we address this?
  - **Kittelson will follow up with BNSF to ask for further information on capital projects in the Billings area.**
  - **Kittelson will reach out to the Billings Logan International Airport to inquire about airport freight projects.**
- Wyeth Friday asked where in the next steps would any elected officials have the opportunity to comment on the projects?
  - Andy Daleiden indicated that outreach would be done with the elected officials (that participated in the workshop in the Fall) in a similar manner, prior to finalizing.
  - Wyeth Friday mentioned that at the CTSP adoption meeting, engineering and implementation were two major topics of conversation, which is definitely relevant to the LRTP.
- Kurtis Schnieber asked about how project comments will impact project prioritization? Should comments include a preference as to whether the project should be recommended or illustrative?
  - Andy Daleiden responded that this information is helpful.

## DRAFT PROJECT LIST – MAP & SPREADSHEET

Katie Popp provided an overview of how to use the excel spreadsheet and online map to review and comment on the draft project list. Andy Daleiden mentioned that the SC is welcome to provide comments in an email if easier/more accessible.

- Scott Walker reminded the City and County Public Works Departments, as well as MET Transit, to speak up, as this is a crucial aspect of the LRTP, and ensuring compatibility and unity between all agencies.
- **Andy Daleiden asked the SC to think about any user-friendliness improvements on presenting the draft list through the online map for the public.**
- Rusty Logan asked if the attribute table can be searchable by project ID?
  - **Kittelson will update the online map so that the attribute table is searchable by project ID.**
- Mike Black asked if the project prioritization is available in the spreadsheet or map?
  - Andy Daleiden responded that it's not currently available, but it will be as part of the next SC meeting.
- Rachel Grosso asked if the SC was surprised by anywhere there aren't projects?
  - Katie Potts responded that its surprising that there aren't more projects in West Billings.
  - Mike Black responded that he is similarly surprised, especially because there are so many areas that are waiting to be annexed into the city. There are some intersections and segments that need safety improvements.

- Wyeth Friday asked if the 48<sup>th</sup> St & Grand Ave projects is under design, should it not be committed rather than recommended?
  - Scott Walker indicated that timing is important for each LRTP iteration, and so if a project is expected to complete within the year, they need to be marked up and excluded.
  - Dakota Martonen mentioned that Grand Ave & 32<sup>nd</sup> St is about halfway through construction.
- Rachel Grosso asked if the SC is curious about any of the projects listed on the map, seeing them visually?
  - Mike Black indicated that some corridors are interesting, such as 56<sup>th</sup> St, which is a truck route. There has been some work done on clearances, but is wondering if 56<sup>th</sup> St needs some more treatments like Shiloh Rd?
- Lora Mattox asked when these projects will go to the public?
  - Rachel Grosso indicated that the Steering Committee will review the draft project list twice more before the online map would be published for public comment.
- Mike Black asked if the West End Transportation Study was considered in drafting the project list?
  - Andy answered that yes, there are three specifically sourced from the study, and then more that were rolled into other projects from the 2018 LRTP.
  - Doug Enderson indicated that growth has really dictated which of the projects have been implemented, such as stop signs, and other larger projects that are beginning to show up in the City of Billings Capital Improvement Program. It was a unique study that was meant to be implemented in phases.
- Kurtis Schnieber asked if the Shiloh and King project is 'Recommended' or 'To Be Determined'?
  - **It is to be determined; the online map will be updated.**

## CLOSE OUT & NEXT STEPS

Andy Daleiden closed out the meeting requesting that the SC review the project list and provide comments to Kittelson by February 6<sup>th</sup>. The next SC meeting is on February 16<sup>th</sup>, 2023.

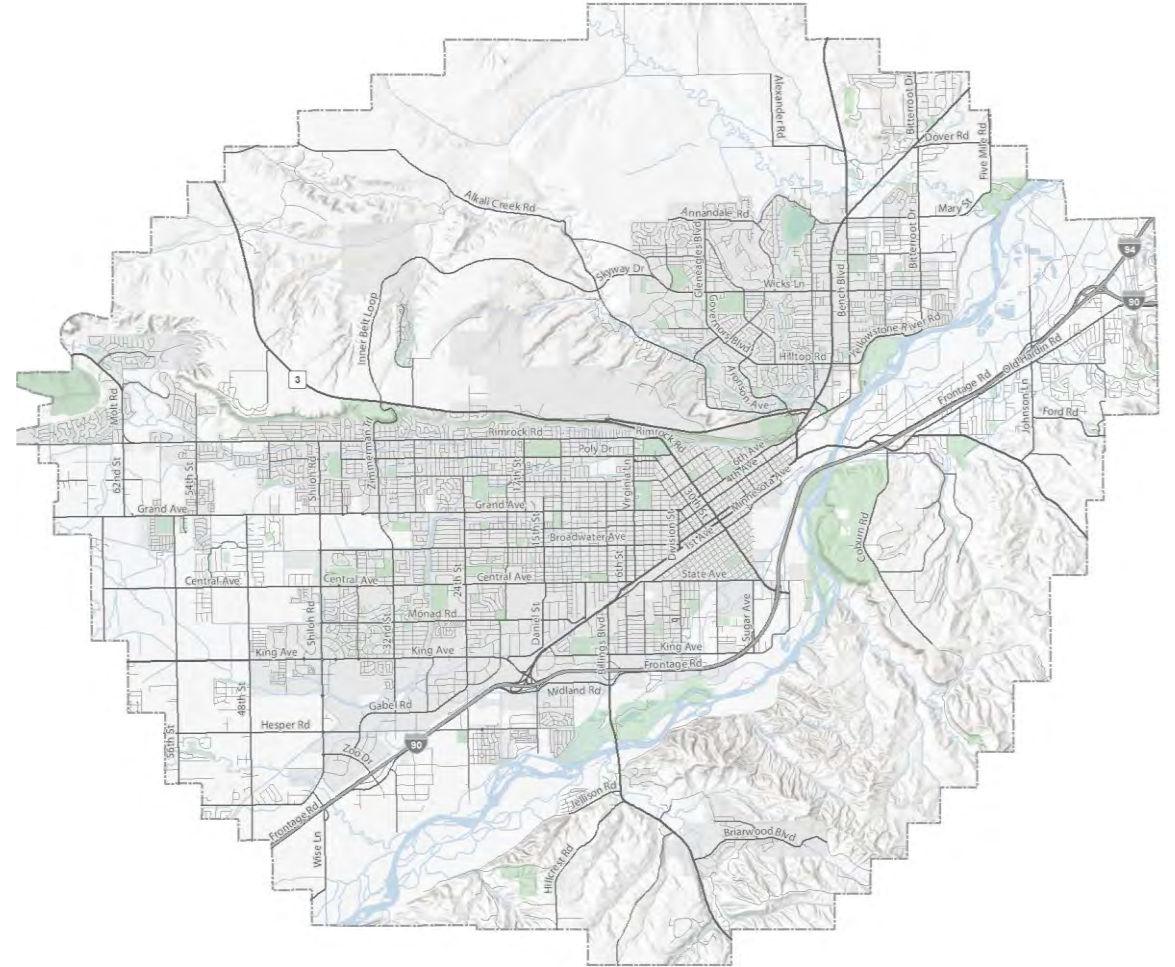
## ATTACHMENTS

- A. Meeting Agenda
- B. Presentation

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee  
Meeting #7

January 19<sup>th</sup>, 2023



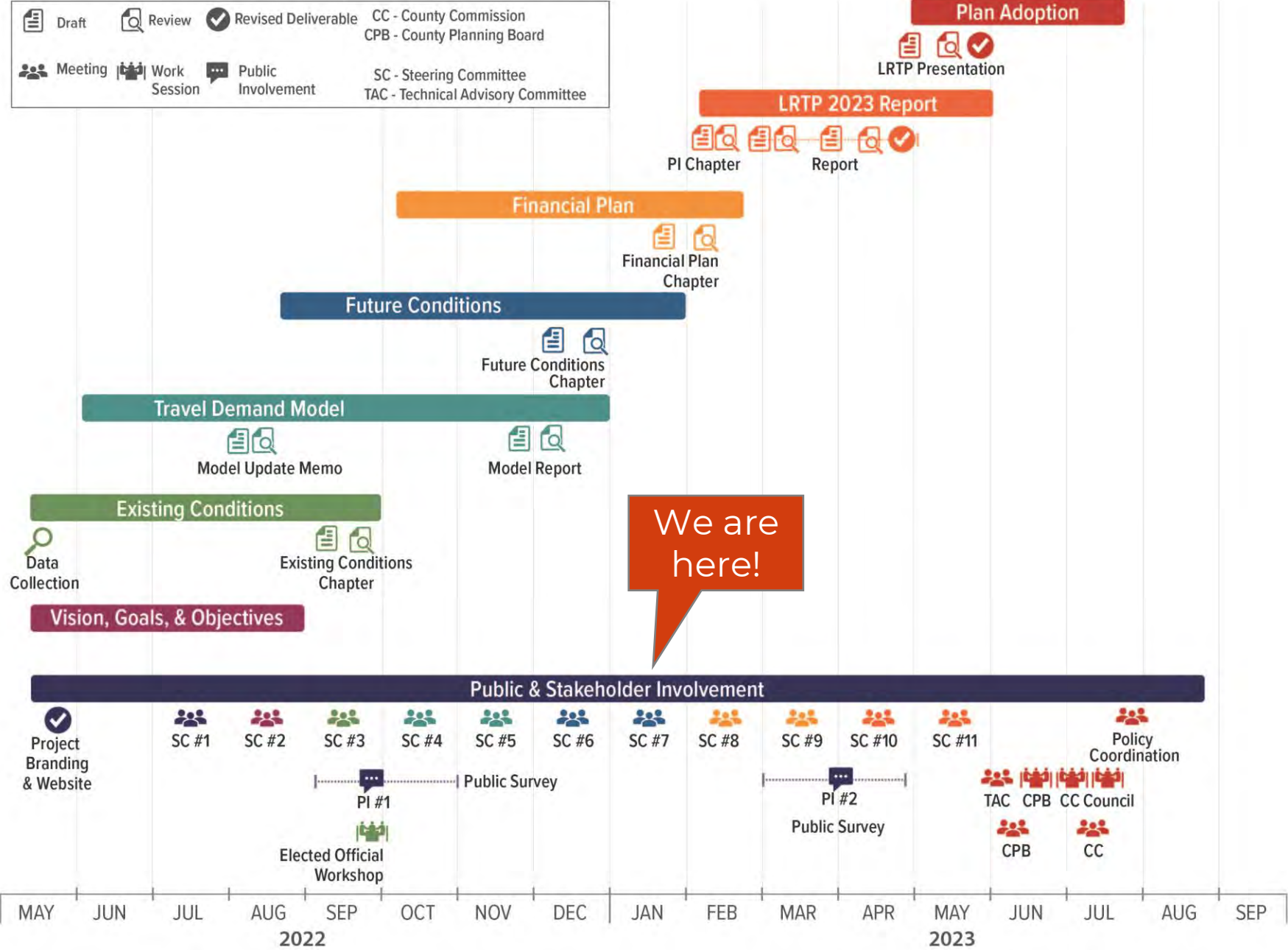
# Agenda

- Welcome
  - Project Schedule
- Draft Project List
  - Online, Interactive Map & Spreadsheet
- Next Steps & Close-Out





# Project Schedule





# Draft Project List

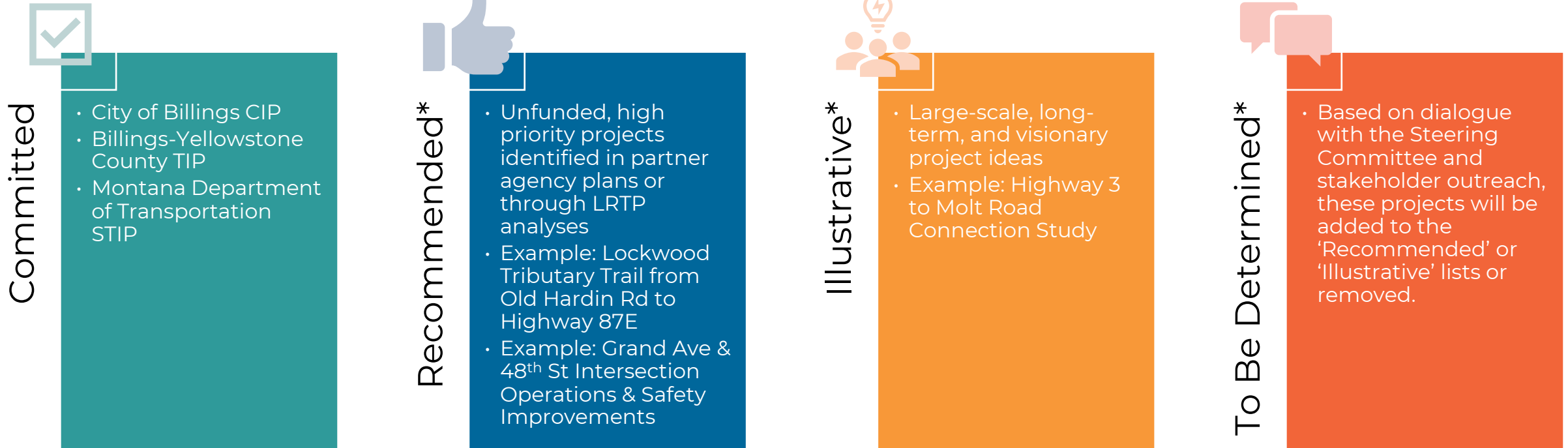
# How was the Draft Project List created?



\*Many identified issues from 2022 LRTP analyses are addressed by existing programs, recent plans and studies, and projects from the 2018 LRTP

# Draft Project List

## Types of Projects



\*Subject to change through this process (forecasted revenue, project cost, project prioritization, input from SC & public)

# Draft Project List

## Project Categories

Included in  
Online Map

Bicycle

Congestion  
Management

Intersection

Pedestrian

Roadway

Safe Routes to  
School (SRTS)

Trail

Transit

Not  
Included in  
Online Map

Freight (Rail)

Policy (To Be  
Determined)

Emerging  
Technology (To  
Be  
Determined)

Study



# Draft Project List

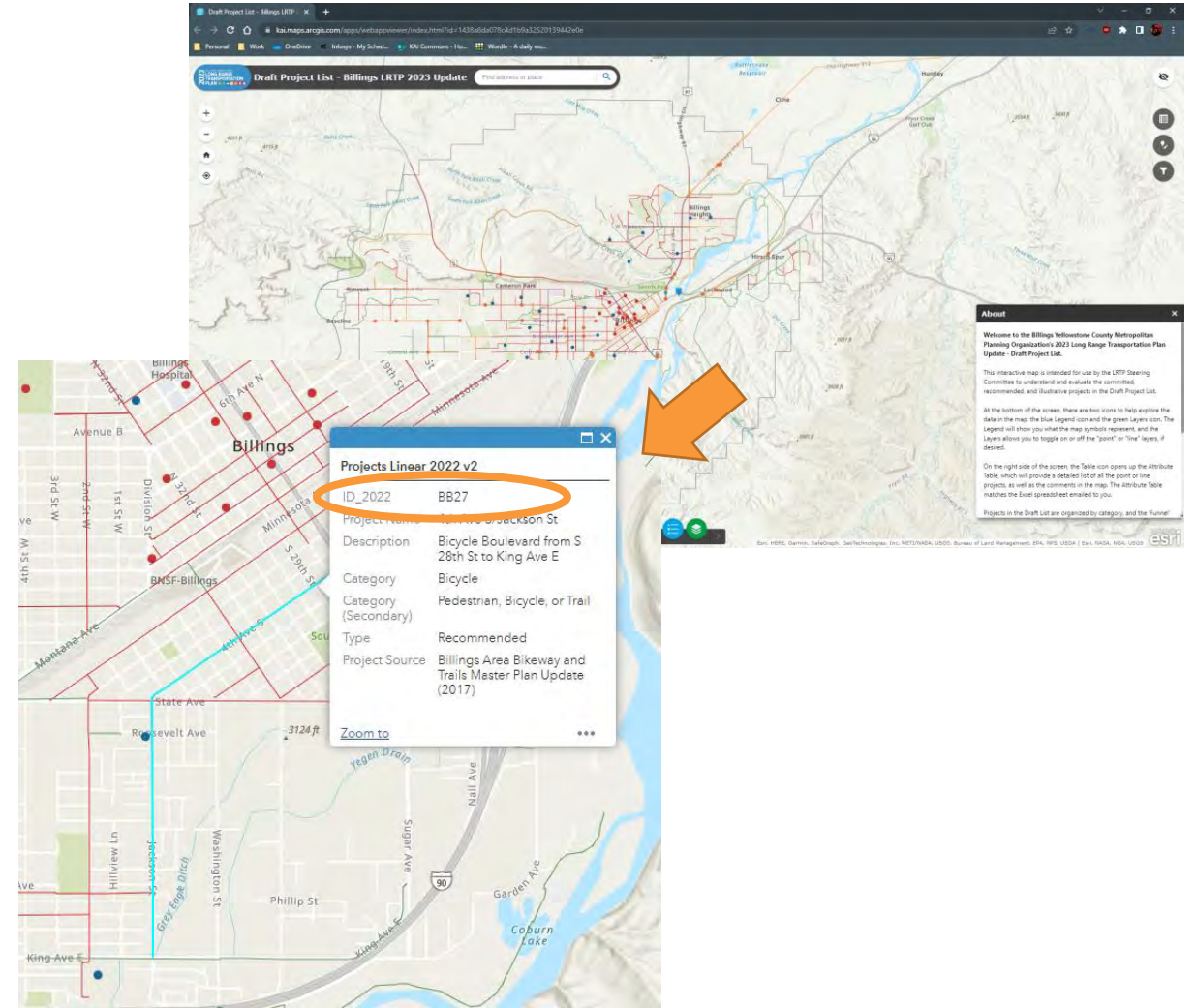
## Project Categories & Type

	Committed	Recommended*	Illustrative*	To Be Determined*	Total
Bicycle	1	126	13	1	<b>141 (34%)</b>
Pedestrian	1	6	4	-	<b>11 (3%)</b>
Trail	11	61	15	2	<b>89 (22%)</b>
Safe Routes to School	-	20	-	2	<b>22 (5%)</b>
Transit	16	1	-	-	<b>17 (4%)</b>
Congestion Management	4	15	-	-	<b>19 (5%)</b>
Intersection	9	22	-	18	<b>49 (12%)</b>
Roadway	40	15	5	3	<b>63 (15%)</b>
<b>Total</b>	<b>82 (20%)</b>	<b>266 (65%)</b>	<b>37 (9%)</b>	<b>26 (6%)</b>	<b>411</b>

\*Subject to change through this process (forecasted revenue, project cost, project prioritization, input from SC & public)

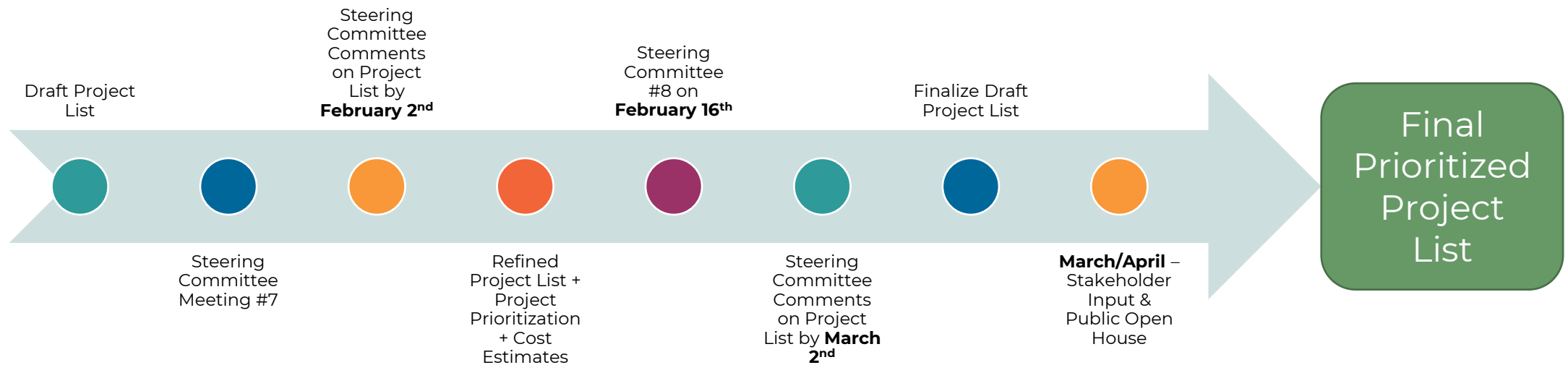
# Draft Project List Spreadsheet & Map

ID_2022	PROJECT_NAME	CATEGORY	CATEGORY_SECONDARY	Description	Project_Source	Project_Type	Notes
BB_20	4th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	
BB_21	5th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	
BB_22	6th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	
BB_23	7th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	
BB_24	8th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	
BB_25	9th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	
BB_26	10th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	
BB_27	11th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	
BB_28	12th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	
BB_29	13th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	
BB_30	14th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	

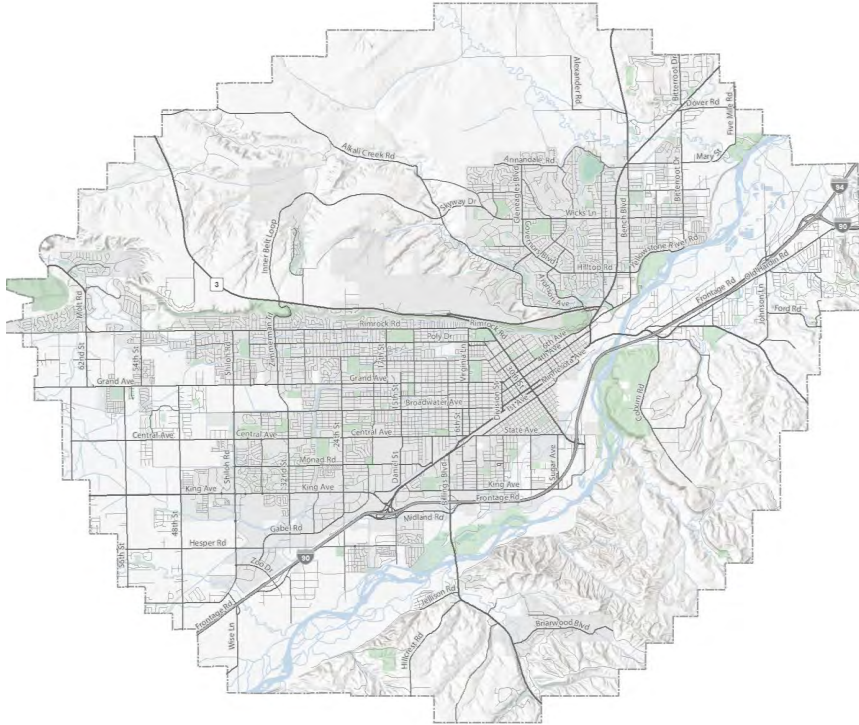


ID_2022	PROJECT_NAME	CATEGORY	CATEGORY_SECONDARY	Description	Project_Source	Project_Type	Notes
BB_27	4th Ave S/Jackson St	Bicycle	Pedestrian, Bicycle, or Trail	Bicycle Boulevard from S 28th St to King Ave E	2017 Billings Area Bikeway and Trails Master Plan Update	Recommended	

# Project List Next Steps



# Next Steps



- + Provide comments on:
  - + Draft Project List by **February 2<sup>nd</sup>**
- + Next Meeting: **February 16<sup>th</sup>, 2023**

Questions?

Andy Daleiden  
[adaleiden@kittelerson.com](mailto:adaleiden@kittelerson.com)  
208.472.9804



## STEERING COMMITTEE MEETING #8

February 16<sup>th</sup>, 2023 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1<sup>st</sup> Floor Conference Room |

<https://us06web.zoom.us/j/81838385028?pwd=bXCxRXI4TWk5dG01V2Urd1dRODRrUT09>

Meeting ID: 818 3838 5028 | Passcode: 401007

### Meeting Purpose

- Review the Revised Project List for the L RTP
  - Provide an overview of comments received on the draft project list (presented at Meeting #7 on January 19<sup>th</sup>, 2023).
  - Discuss draft project prioritization and cost estimate results for the revised project list.
  - Discuss the revised project list and solicit additional Steering Committee feedback.
- Provide an overview of the funding resource assessment and projected revenue components of the Draft Financial Chapter. Solicit feedback from the Steering Committee
- Update on upcoming public and stakeholder outreach

### Agenda

Topic	Presenter
<b>Welcome</b>	Andy Daleiden, Kittelson & Associates
<b>Comments Received &amp; Revised Project List</b>	Rachel Grosso & Katie Popp, Kittelson & Associates
<b>Draft Financial Chapter</b>	Rachel Grosso
<b>Upcoming Public and Stakeholder Outreach</b>	Lisa Olmsted, DOWL
<b>Next Steps &amp; Close-Out</b>	Andy Daleiden



# STEERING COMMITTEE MEETING #8 SUMMARY

## Time & Location

The meeting was held from 10:30 a.m. to 12:00 p.m. on February 16<sup>th</sup>, 2023. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1<sup>st</sup> Floor Conference Room in Billings, MT.

## Attendees

### Steering Committee

- Scott Walker, Billings-Yellowstone County MPO
- Lora Mattox, Billings-Yellowstone County MPO
- Elyse Monat, Billings-Yellowstone County MPO
- Samantha Wood, Montana Department of Transportation
- Kurtis Schnieber, Montana Department of Transportation
- Kenn Winegar, Montana Department of Transportation
- Rusty Logan, MET Transit
- Sarah Graham, MET Transit
- Woody Woods, Lockwood
- Mike Black, Yellowstone County
- Wyeth Friday, City of Billings
- Chris Hertz, City of Billings
- Ed Gulick, City of Billings Council
- Carolyn Miller, FHWA
- Tony Chase, Healthy by Design

### Consultant Team

- Andy Daleiden, Kittelson & Associates, Inc.
- Rachel Grosso, Kittelson & Associates, Inc.
- Katie Popp, Kittelson & Associates, Inc.
- Lisa Olmsted, DOWL
- Doug Enderson, DOWL

## Notes

**Action items are bolded.**

## SCHEDULE

Andy Daleiden provided an update on the project schedule and current timeline for plan adoption.

## REVISED PROJECT LIST OVERVIEW

Katie Popp presented an overview of the Revised Project List and the comments received from the Steering Committee to refine the projects.

- Ed Gulick asked the Steering Committee how changes to policy are achieved for the region?
  - Scott Walker responded that these meetings are a great place to discuss policy changes.
  - Ed Gulick indicated that transit-oriented development (TOD) for MET Transit along Broadwater Avenue is something worth investigating.
  - Andy Daleiden responded that including a corridor study project for Broadwater Ave is one way to progress that type of policy outcome. This led to a discussion of different spot improvements and corridor improvements south of downtown. Scott Walker mentioned a few ideas that have garnered further discussion among partner agencies, such as the feasibility of an underpass at 21<sup>st</sup> St.
  - Rusty Logan asked Ed Gulick if this Plan should have specific mention of TOD? Ed Gulick responded that better integration of land use and transportation should be a focus of the Plan. Dedicated transit facilities would certainly support that.
  - Elyse Monat asked if there is a possibility to include typical desired sections for each functional classification? These desired sections could include TOD cross sections. Andy Daleiden mentioned that the narrative of the Plan could also include references to this.
  - Ed Gulick thinks Broadwater Ave is a great opportunity for a new type of cross-section for a variety of reasons, with which other SC members agreed. Central Ave also fits this bill. Rusty Logan voiced his support for dedicated bus lanes that would substantially improve connecting bus services throughout the Billings area.
  - **Kittelson will include language regarding transit-oriented development and transit infrastructure in the draft Plan.**
- Kurtis Schnieber indicated that project MT\_91 looks like it might be misplaced on the figure.
  - **Kittelson will verify the location of this project.**
- Katie Popp asked the Steering Committee to provide their comments on the 6<sup>th</sup> Ave, Main St to 13<sup>th</sup> St, and 13<sup>th</sup> St to 19<sup>th</sup> St project recommendations:
  - Wyeth Friday thinks that 6<sup>th</sup> Ave must change to better support businesses along the corridor. However, its important to recognize that people choose to travel in the shortest way possible, which means that bike facilities are necessary because there are trip attractors along the corridor. There is upcoming development along this corridor that will make it even more important.
  - Elyse Monat indicated that another challenge with 6<sup>th</sup> Ave and 7<sup>th</sup> Ave is that they both lack crossings at 27<sup>th</sup> Street.
  - Woody Woods and Ed Gulick agree that 6<sup>th</sup> Ave needs improvements to the local network while also serving through traffic.
  - Andy Daleiden asked if the North Park area should be an emphasis area of the update for the next Bicycle & Trails Plan? The Steering Committee agreed that the LRTP should highlight this area for specific attention in the next Bicycle & Trails Plan.
  - Scott Walker asked why the 5<sup>th</sup> Ave N corridor is a committed project? Katie responded that it was sourced from the FY2024-2028 City of Billings Capital Improvement Program. Andy Daleiden mentioned that it is a draft document currently, and so this one will be revisited (R\_55).
  - Woody Woods asked about Main St and 6<sup>th</sup> Ave having an intersection improvement project? Scott Walker directed this question towards Kurtis Schnieber, who responded that the dedicated right turn lanes on Main St will likely be reduced. Scott indicated that the allocation of space will be reconfigured to include a bike lane. Wyeth Friday thinks that the project should be included in the FY24 CIP, and coordination with MDT is necessary.

- Katie Popp asked the Steering Committee to provide their thoughts on the Wayfinding Signage Plan (MT\_120)?
  - Elyse Monat would like to keep this project separate to retrofit existing corridors, whereas new projects will incorporate signage.
- Katie Popp asked the Steering Committee to provide their thoughts on Hesper Road and its potential reservoir modifications?
  - **Scott Walker indicated that the Steering Committee would provide a response with other comments.**
- Katie Popp asked the Steering Committee to provide their thoughts on projects that were identified outside of the existing Billings-Yellowstone County metropolitan planning area boundary?
  - Scott Walker indicated that the narrative should mention that some of these projects are outside of the existing MPA, and if the projects become more critical to the controlling partner agencies, then further action can be taken.
  - **Kittelson will add a narrative on this item to the Draft Plan.**

## DRAFT FINANCIAL CHAPTER

Rachel Grosso presented the key findings from the Funding Resource Assessment and Revenue Projections, which are two elements that the Draft Financial Chapter will include.

- **Kittelson will ensure that projections are incorporating the increase of Street Maintenance District Funds that will replace the Arterial Construction Fund.**
- **Kittelson will include a narrative regarding emerging funding sources that could potentially supplement a projected decline in Gas Tax Funds due to the transition to electric vehicles.**
- **Kittelson will coordinate with Wyeth Friday and Elyse Monat to ensure that the Trail Grant Fund is an accurate projection source.**

## UPCOMING PUBLIC & STAKEHOLDER OUTREACH

Lisa Olmstead provided an overview of the upcoming public and stakeholder outreach, as well as reviewing recent stakeholder presentations. The project team will host the second public open house the first week of April, with stakeholder meetings taking place then as well.

- Wyeth Friday mentioned a potential outreach opportunity with a school district development committee.
  - **Wyeth Friday will provide contact information for Lisa Olmstead to reach out.**

## CLOSE OUT & NEXT STEPS

Andy Daleiden closed out the meeting requesting that the SC review the project list and provide comments to Kittelson by **March 7<sup>th</sup>**. The next SC meeting is on March 16<sup>th</sup>, 2023.

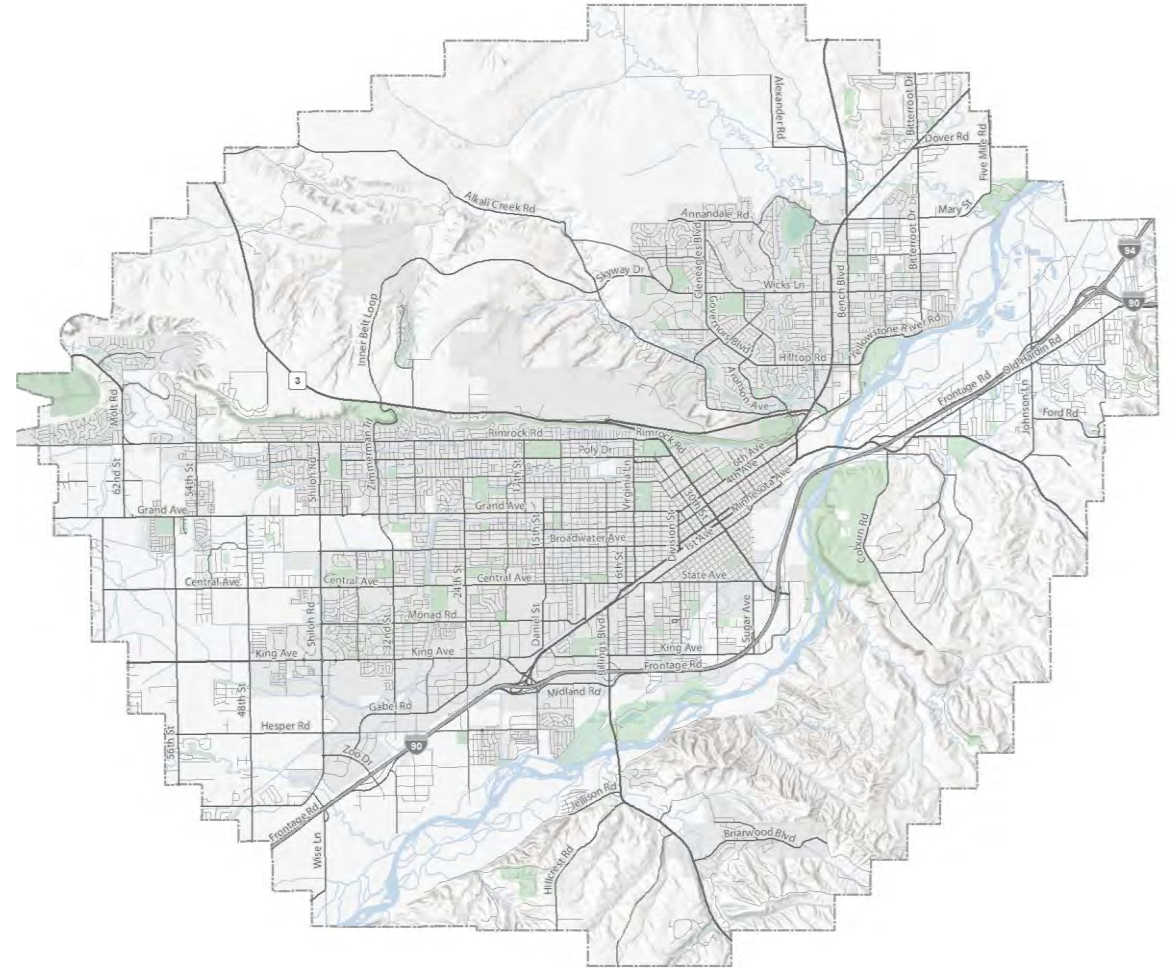
## Attachments

- A. Meeting Agenda & Presentation
- B. Projected Revenues Spreadsheet
- C. Financial Plan Chapter Part 1 – Draft
- D. Project Prioritization Criteria & Project List

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee Meeting #8

February 16<sup>th</sup>, 2023



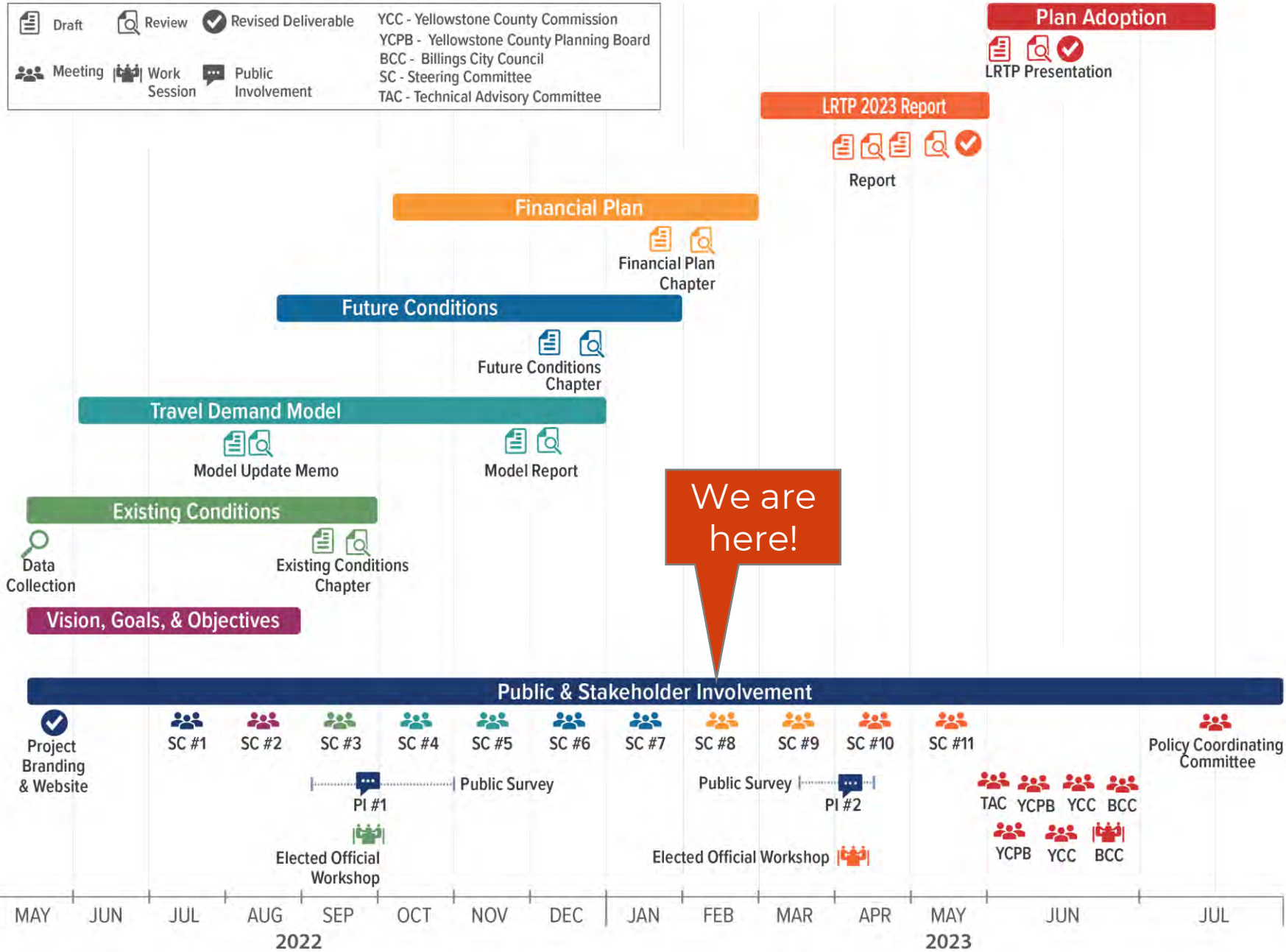
# Agenda

- Welcome
  - Project Schedule
- Comments Received & Revised Project List
  - Online, Interactive Map & Spreadsheet
- Draft Financial Chapter
  - Funding Resource Assessment
  - Projected Revenues
- Upcoming Public and Stakeholder Outreach
- Next Steps & Close-Out





# Project Schedule





# Comments Received & Revised Project List

# Draft Project List Comments

## + Thank You for Your Comments!

- Comments were sent through the online map, Excel spreadsheet, and email

## + **376\*** Total Projects (Previously 411)

\*Subject to change through this process

# Revised Project List – Updates

- + Removed Previously Complete Projects
- + Combined Projects on the Same Corridor  
(e.g., bike lane + roadway expansion)
- + Added New Projects Identified through Steering Committee Comments
- + Developed Draft Cost Estimates and Project Prioritization Scores

# Revised Project List

## Project Categories & Type

	Committed	Recommended*	Illustrative*	Total
Bicycle	1	106	13	<b>120 (32%)</b>
Pedestrian	1	6	-	<b>7 (2%)</b>
Trail	10	42	34	<b>86 (23%)</b>
Safe Routes to School	-	22	-	<b>22 (6%)</b>
Transit	10	1	-	<b>11 (3%)</b>
Congestion Management	3	12	-	<b>15 (4%)</b>
Intersection	11	-	35	<b>46 (13%)</b>
Roadway	35	18	5	<b>58 (17%)</b>
<b>Total</b>	<b>71 (20%)</b>	<b>242 (66%)</b>	<b>52 (14%)</b>	<b>376</b>

\*Subject to change through this process (forecasted revenue, project cost, project prioritization, input from SC & public)



# Questions for Steering Committee

- + 6<sup>th</sup> Ave N Multi-Use Trail (MT\_51)
  - Main Street to N 13<sup>th</sup> Street (Committed)
  - 13<sup>th</sup> to 19<sup>th</sup> Street based on 2017 Bikeway Plan (Recommended)
  - We received a comment to extend to 27<sup>th</sup> Street
- + Wayfinding Signage Plan (MT\_120)
  - Should implementation be kept as a separate project?
- + Will there be changes to Hesper Road with the reservoir project?

# Questions for Steering Committee

- + Several projects have been proposed outside the study area.
  - How should these be addressed/incorporated into the LRTP? (E.g., 56<sup>th</sup>, 72<sup>nd</sup>, etc.)



# Cost Estimates

## + Committed Projects

- Costs Identified in Existing Plan

## + Recommended & Illustrative Projects

- Identified in a Previous Plan or Study and Adjusted for Inflation
- Developed Using a Unit Cost (Shared in SC#5 and SC#6 Meetings)

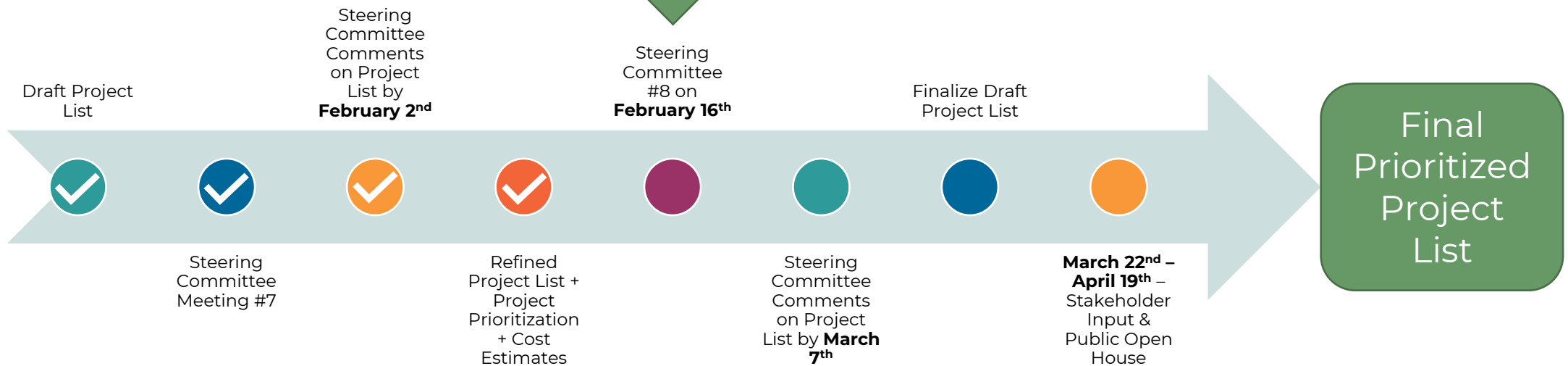
# Project Prioritization Criteria

- + Projects were given a score of -1, 0, 1, or 2 for each criterion
- + Total score is the sum of scores across all 12 criteria

Stakeholder & Public Support	Consistency with Adopted Plans & Studies	Multimodal Safety	Equity (Transportation Disadvantaged Populations)
Sustainability (Low Carbon Modes & Green Infrastructure)	Resiliency & Security Risks	Right of Way Impacts	Pedestrian Mobility
Bicycle Mobility	Transit Mobility	Vehicular Level of Service (LOS)	Freight Mobility & Safety

# Project List Next Steps

We are Here







# Draft Financial Chapter

Funding Resource  
Assessment &  
Projected Revenues

# Funding Resource Assessment

MDT FY 2023  
Allocation

MPO FY 2020 –  
2024  
Transportation  
Improvement  
Program

City of Billings FY  
2023 - 2027 Capital  
Improvement  
Program

City of Billings FY  
2024 - 2028 Capital  
Improvement  
Program

- Review of Federal, State, and Local Sources
- Changes Since 2018 LRTP
- Consideration of IIJA and IRA Funding Programs
- Applicability, Transferability, and Eligibility of/for Formula and Discretionary Funding

# Projected Revenues

## Methodology

- Utilize FY 2023 Funding Allocation Data:
  - MDT FY 2023 Allocation
  - MPO FY 2020 – 2024 Transportation Improvement Program
  - City of Billings FY 2023 Budget
  - City of Billings FY 2023 - 2027 Capital Improvement Program
  - City of Billings FY 2024 - 2028 Capital Improvement Program
- Verify discrepancies and cross-listed funding sources
- Specific outreach with agencies to address questions on findings
- Grow present allocations by 3% per year (confirmed by MDT)

# Projected Revenues

Funding Source	FY 2023 Current Allocation	5-Year Revenue Projection (FY 2028)	10-Year Revenue Projection (FY 2033)	22-Year Revenue Projection (FY 2045)
Congestion Mitigation and Air Quality Improvement (CMAQ) - Montana Air and Congestion (MACI)	\$1,353,095	\$1,390,000	\$6,970,000	\$13,940,000
Surface Transportation Program Bridge (STPB)	\$2,768,028	\$2,850,000	\$14,260,000	\$28,510,000
National Highway System (NHS)	\$10,942,487	\$11,270,000	\$56,350,000	\$112,710,000
Interstate Maintenance (IM)	\$4,069,307	\$4,190,000	\$20,960,000	\$41,910,000
Highway Safety Improvement Program (HSIP)	\$3,403,163	\$3,510,000	\$17,530,000	\$35,050,000
Surface Transportation Program Secondary (STPS)	\$369,102	\$380,000	\$1,900,000	\$3,800,000
Urban Pavement Preservation (UPP)	\$471,430	\$490,000	\$2,430,000	\$4,860,000
Maintenance	\$998,564	\$1,030,000	\$5,140,000	\$10,290,000
Surface Transportation Program - Urban (STP U)	\$2,489,770	\$2,560,000	\$12,820,000	\$25,640,000
Local CMAQ	\$1,658,307	\$1,710,000	\$8,540,000	\$17,080,000
Transportation Alternatives (TA)	\$789,570	\$810,000	\$4,070,000	\$8,130,000
Gas Tax City	\$1,779,937	\$1,830,000	\$9,170,000	\$18,330,000
Gas Tax County	\$299,060	\$310,000	\$1,540,000	\$3,080,000
Gas Tax City HB473	\$2,218,185	\$2,280,000	\$11,420,000	\$22,850,000
Gas Tax County HB473	\$412,329	\$420,000	\$2,120,000	\$4,250,000
STP/S*/X* - National Highway Freight Program (NHFP)	\$3,245,550	\$3,340,000	\$16,710,000	\$33,430,000
BUILD Discretionary Grant	\$9,370,900	-	-	-

# Projected Revenues (Continued)

Funding Source	FY 2023 Current Allocation	5-Year Revenue Projection (FY 2028)	10-Year Revenue Projection (FY 2033)	22-Year Revenue Projection (FY 2045)
Sidewalk and Curb Districts Fund	\$1,370,000	\$ 1,410,000	\$7,060,000	\$14,110,000
Special Improvement Districts (SID) Fund	\$2,400,000	\$2,470,000	\$12,360,000	\$24,720,000
Transit Fund - State and Federal Grants	\$5,309,844	\$5,470,000	\$27,350,000	\$54,690,000
Transit Fund - FTA Capital Grant	\$500,000	\$520,000	\$2,580,000	\$5,150,000
Transit Fund - Tax Revenue (Mills Levied)	\$2,531,644	\$2,610,000	\$13,040,000	\$26,080,000
Transit Fund - Intergovernmental	\$514,532	\$530,000	\$2,650,000	\$5,300,000
Transit Fund - Operating Revenues	\$771,550	\$790,000	\$3,970,000	\$7,950,000
Transit Fund - Interest on Investments	\$7,070	\$10,000	\$40,000	\$70,000
Transit Fund - Miscellaneous	\$7,050	\$10,000	\$40,000	\$70,000
Transit Fund - Sale Surplus Equipment	\$5,649	\$10,000	\$30,000	\$60,000
Arterial Construction Fund	\$5,083,000	-	-	-
Street Maintenance District Fund	\$4,097,000	\$4,220,000	\$21,100,000	\$42,200,000
<b>Total</b>	<b>\$65,389,122</b>	<b>\$283,440,000</b>	<b>\$566,840,000</b>	<b>\$1,247,020,000</b>



# Projected Revenues

## Key Assumptions

- Where funding sources were cross-listed in the MDT, COB, and MPO documents, MDT numbers were used (federal programs, gas tax funds, etc.)
- Included in FY2023 total funding, but not used for projections:
  - BUILD Grant
  - Arterial Construction Fund
- Not included in FY2023 total funding, but used in projections:
  - FY2024 Street Maintenance District Fund
  - FY2024 Trail Grant Fund (instead of FY2023)

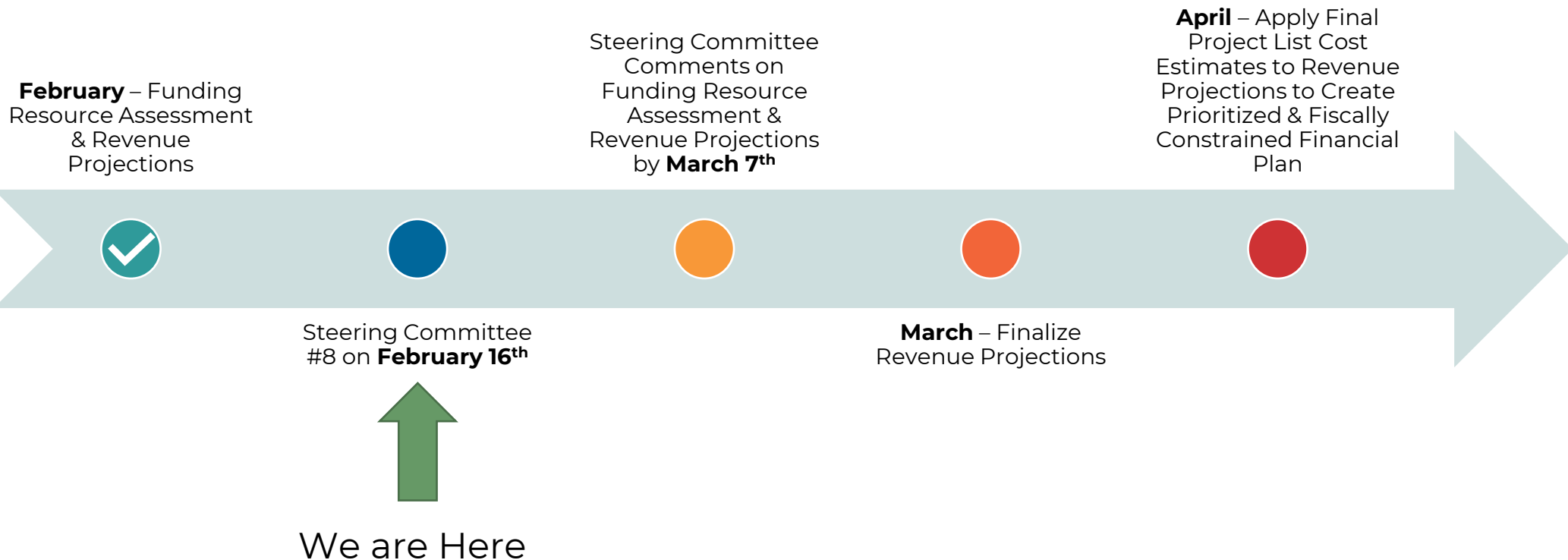
# Projected Revenues

## Previous & Current LRTP Comparison

	2018 LRTP	2023 LRTP
Current Allocation	\$37,045,936	\$65,389,122
Projected Annual Allocation Per Year	\$38,684,000	\$56,680,000
22-Year Revenue Projection	\$854,890,000	\$1,247,020,000

- Funding Sources that Changed:
  - Surface Transportation Program Secondary (STPS) – Included in 2023, Not Included in 2018
  - National Highway Freight Program (NHFP) – Included in 2023, Not Included in 2018
  - Montana State Legislature Earmarks – Included in 2018, Unavailable for 2023
  - Transit Fund – Increased Federal Transit Administration Grants in 2023 that are not expected at a similar level
- Funding Sources that Increased:
  - National Highway System (NHS)
  - Local CMAQ

# Financial Chapter Next Steps





# Upcoming Public & Stakeholder Outreach

# Timeline and Activities

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project Visioning	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing Conditions Travel Demand Model Update	SC Meeting #3 and #4 Public Open House #1 Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future Conditions Travel Demand Model Update	SC Meeting #5 and #6 Stakeholder Outreach
December 2022 to April 2023	Financial Plan Project List	SC Meeting #7, #8 and #9 Survey #2 Public Open House #2 Elected Officials Workshop Stakeholder Outreach
May to June 2023	Draft LRTP Final LRTP	SC Meeting #10 and #11
June to July 2023	Plan Adoption	Public Meetings



# Next Steps

## + April 5

Elected Officials Workshop #2

Public Open House #2

## + April 4 or 6?

Virtual Open House (record and post online)



# Stakeholder Outreach

- + Met with:
  - LIFTT
  - BikeWalk Montana
  - Lockwood Pedestrian Safety District
  - Pioneer Park Task Force
  - All Task Force Meeting
  - Lockwood Steering Committee
- + Scheduled:
  - BPAC (2/28)



# Stakeholder Outreach

- + Coordinating with:
  - Other Task Forces
  - DBA
  - Schools
  - Billings Chamber of Commerce
  - BIRD
  - SBURD
  - Billings TrailNet
  - Others?



# Project Website

- + Project website will be updated with a new interactive web map tool

- + Features:

  - More user-friendly interface

  - Allows commenting, “Liking”, and replying to other comments

  - Comments can be collected by category

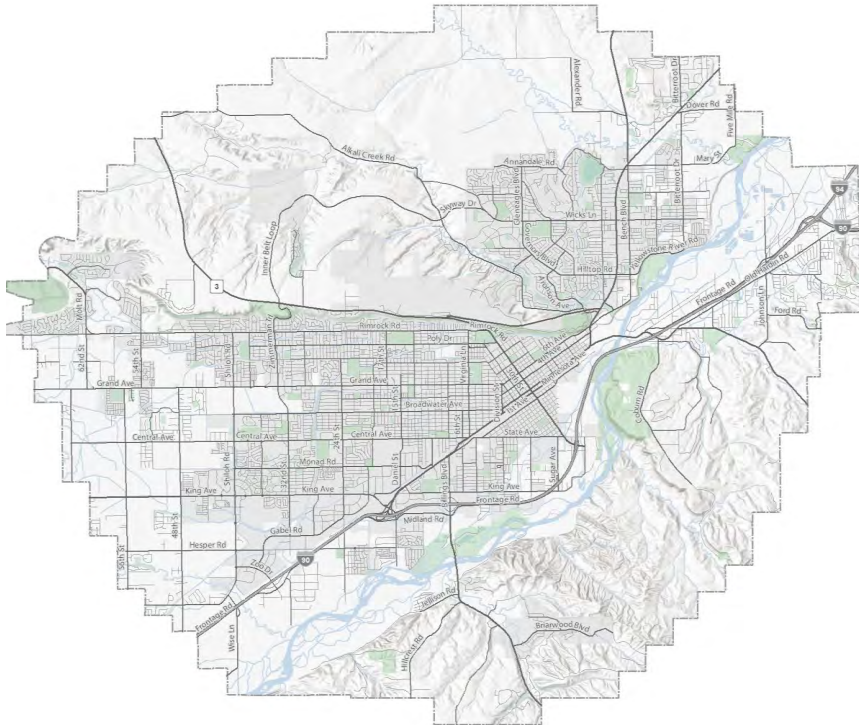
  - Layers can easily be turned on and off

  - [Example: Arizona Statewide Freight Study | Kittelson & Associates, Inc.](#)



# Next Steps

- + Provide comments on:
  - + Revised Project List by **March 7<sup>th</sup>**
  - + Draft Financial Chapter by **March 7<sup>th</sup>**
- + Next Meeting: **March 16<sup>th</sup>, 2023**



Questions?

Andy Daleiden  
[adaleiden@kittelerson.com](mailto:adaleiden@kittelerson.com)  
208.472.9804



## STEERING COMMITTEE MEETING #9

March 16<sup>th</sup>, 2023 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1<sup>st</sup> Floor Conference Room |

<https://us06web.zoom.us/j/87643070701?pwd=Q0x1Rjd2UXBaOHcvN1pUUUhjNHl6UT09>

Meeting ID: 876 4307 0701 | Passcode: 673298

### Meeting Purpose

- Review the Revised Project List for the L RTP
  - Provide an overview of comments received on the draft project list (presented at Meeting #8 on February 16<sup>th</sup>, 2023).
  - Discuss draft project prioritization and cost estimate results for the revised project list.
  - Discuss the revised project list and solicit additional Steering Committee feedback.
- Review of comments received on funding resource assessment and projected revenues (presented at Meeting #8 on February 16<sup>th</sup>, 2023).
- Update on upcoming public and stakeholder outreach, including an overview of the public open house boards, review the survey, and provide stakeholder outreach meeting times/locations.

### Agenda

Topic	Presenter
<b>Welcome</b>	Andy Daleiden, Kittelson & Associates
<b>Comments Received &amp; Revised Project List</b>	Katie Popp, Kittelson & Associates
<b>Comments Received &amp; Revised Revenue Projections</b>	Rachel Grosso, Kittelson & Associates
<b>Upcoming Public and Stakeholder Outreach</b>	Lisa Olmsted, DOWL
<b>Next Steps &amp; Close-Out</b>	Andy Daleiden

# STEERING COMMITTEE MEETING #9 SUMMARY

## Time & Location

The meeting was held from 10:30 a.m. to 11:10 a.m. on March 16<sup>th</sup>, 2023. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1<sup>st</sup> Floor Conference Room in Billings, MT.

## Attendees

### Steering Committee

- Scott Walker, Billings-Yellowstone County MPO
- Lora Mattox, Billings-Yellowstone County MPO
- Elyse Monat, Billings-Yellowstone County MPO
- Samantha Wood, Montana Department of Transportation
- Kurtis Schnieber, Montana Department of Transportation
- Rusty Logan, MET Transit
- Sara Graham, MET Transit
- Woody Woods, Lockwood
- Mike Black, Yellowstone County
- Wyeth Friday, City of Billings
- Ed Gulick, City of Billings Council
- Katie Potts, FHWA
- Tony Chase, Healthy by Design

### Consultant Team

- Andy Daleiden, Kittelson & Associates, Inc.
- Rachel Grosso, Kittelson & Associates, Inc.
- Katie Popp, Kittelson & Associates, Inc.
- Lisa Olmsted, DOWL

## Notes

The purpose of this meeting was to:

- Review updates to the revised Project List and Funding Resource Assessment
- Provide an update on upcoming public and stakeholder outreach

**Action items are bolded.**

## SCHEDULE

Andy Daleiden provided an update on the project schedule and current timeline for plan adoption.

## REVISED PROJECT LIST OVERVIEW

Katie Popp presented an overview of the Revised Project List and the comments received from the Steering Committee to refine the projects.

- No questions or comments from the Steering Committee

## DRAFT FINANCIAL CHAPTER

Rachel Grosso presented an overview of the revised Revenue Projections based on comments received from the Steering Committee.

- No questions or comments from the Steering Committee

## UPCOMING PUBLIC & STAKEHOLDER OUTREACH

Lisa Olmsted provided an overview of the upcoming public and stakeholder outreach, as well as reviewing recent stakeholder presentations. The project team will host the second public open house the first week of April, with stakeholder meetings taking place then as well. The press release is approved and Lisa is getting ready to send the material out once the interactive map is completed by Kittelson.

- April 5<sup>th</sup>: Leadership workshop, public open house
- April 6<sup>th</sup>: Virtual open house
- Stakeholder outreach: Continuing in April
- No questions or comments from the Steering Committee

Rachel Grosso walked through the draft online interactive mapping tool for Public Outreach #2. The steering committee showed support for the new tool and didn't have any comments or questions.

Rachel Grosso presented an overview of the draft public outreach boards for Public Outreach #2.

- Scott Walker: Requested to have the draft boards to the steering committee as soon as possible.
  - Showing the process of prioritization and funding is helpful and answers the questions before they're even asked.
- Councilmember Ed Gulick: The Council is initiating a process to get on board with the Big Sky Rail Authority.
  - Likely doesn't mean any changes for the LRTP.
- Andy Daleiden: We could potentially include a narrative about the Big Sky Rail Authority in the LRTP. Do we want to formalize it as a project or just have a narrative to move to support that effort?
- Scott Walker: Today, a lot of elected officials may not be on board. Adding a narrative about the general idea of the Big Sky Rail Authority to just describe it would be helpful but stop short of providing a recommendation.
  - The MPO has been asked to be more of a participatory figure on this effort. It's difficult since we don't have 100% buy-in, but we hope to get there.
- Elyse Monat: Have we ever left behind presentation boards after the presentation for people to explore after the public outreach?
  - Scott Walker: We can ask the library to keep them somewhere handy.

- Rusty Logan: We could also create a PowerPoint slide for them to rotate through at the library.
- Andy Daleiden: Lisa can reach out to the library about providing the QR code.
- Lisa Olmsted: We can do that. Lisa will hang on to the boards in Billings for pop-up opportunities.
  - **Lisa will coordinate with the library to provide a PowerPoint slide and/ or printed board with the QR code information.**
- Scott Walker: We could just keep one board with the QR code to put on display.
  - **Kittelson will work on developing a single display board that could be left behind for use in other venues during the public outreach commenting period.**
- Lora Mattox: Suggests Lisa to send out invite information to the committee. Lora requests that everyone on the committee sends out the invite to all their contacts.
  - **Lora will distribute the press release once the interactive map is added to the website.**
  - **SC forward the press release email to your members, friends, and contacts to help get the word out about the upcoming public outreach activities.**
- Rusty Logan: The L RTP needs to be updated with MET's new logo.
  - **Kittelson will update the L RTP with the new logo.**

## CLOSE OUT & NEXT STEPS

Andy Daleiden closed out the meeting with information about the next steps for public outreach. The next SC meeting scheduled for April 13<sup>th</sup>, 2023 will be canceled since there won't be many technical updates to provide to the SC after the public outreach event. The next meeting is scheduled for May 11<sup>th</sup>, 2023.

- **Consultant team (KAI) will send the public outreach boards to the SC for review.**
- **SC will provide comments on the boards by March 24<sup>th</sup>.**
- **Consultant team (DOWL – Lisa Olmsted) will send out the press release once Kittelson completes the interactive mapping tool.**

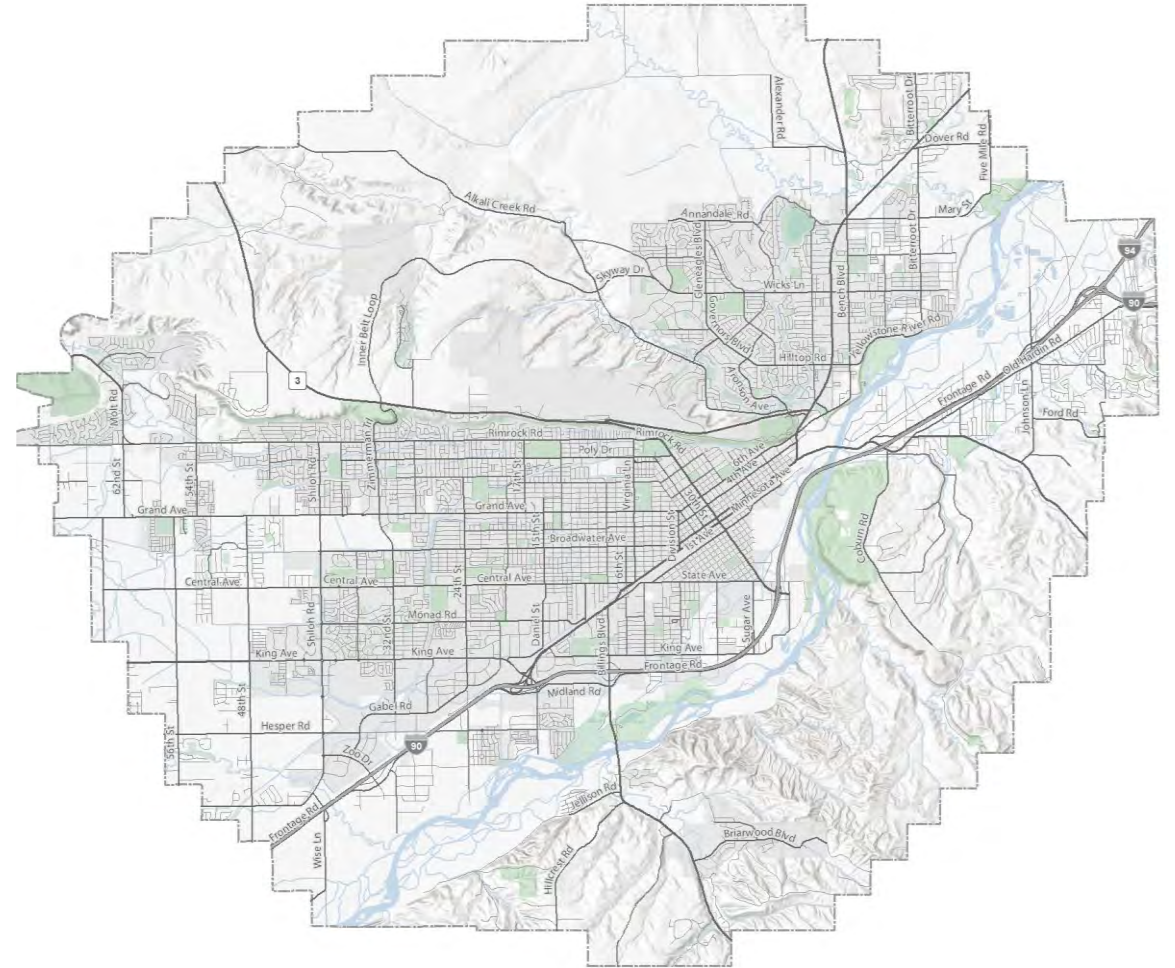
## Attachments

- A. Meeting Agenda & Presentation
- B. Public Open House #2 Display Boards

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee  
Meeting #9

March 16<sup>th</sup>, 2023



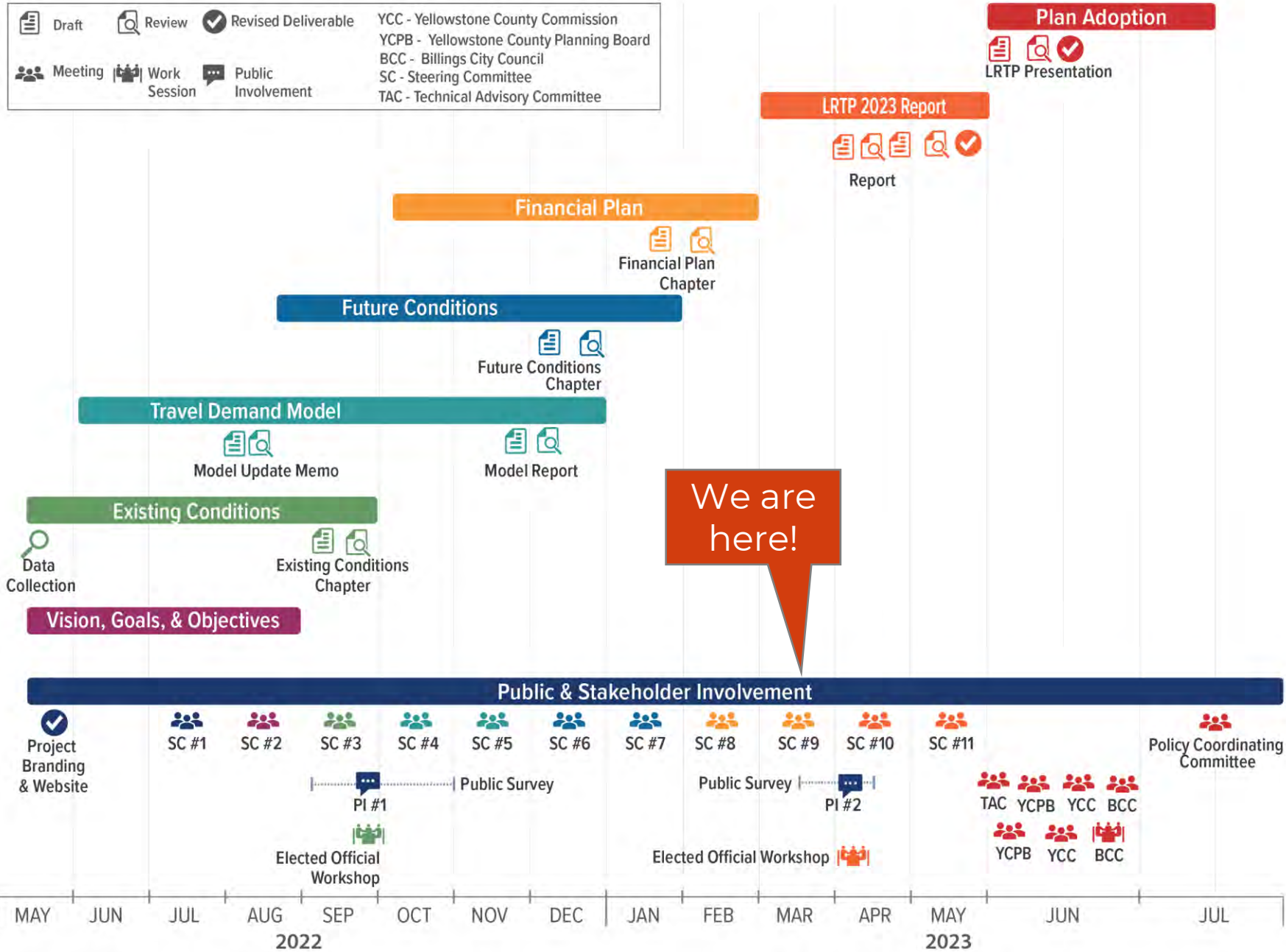


# Agenda

- Welcome
  - Project Schedule
- Comments Received & Revised Project List
  - Online, Interactive Map & Spreadsheet
- Comments Received & Revised Revenue Projections
- Upcoming Public and Stakeholder Outreach
  - Public Open House #2 Display Boards
  - Meeting Schedule
- Next Steps & Close-Out



# Project Schedule



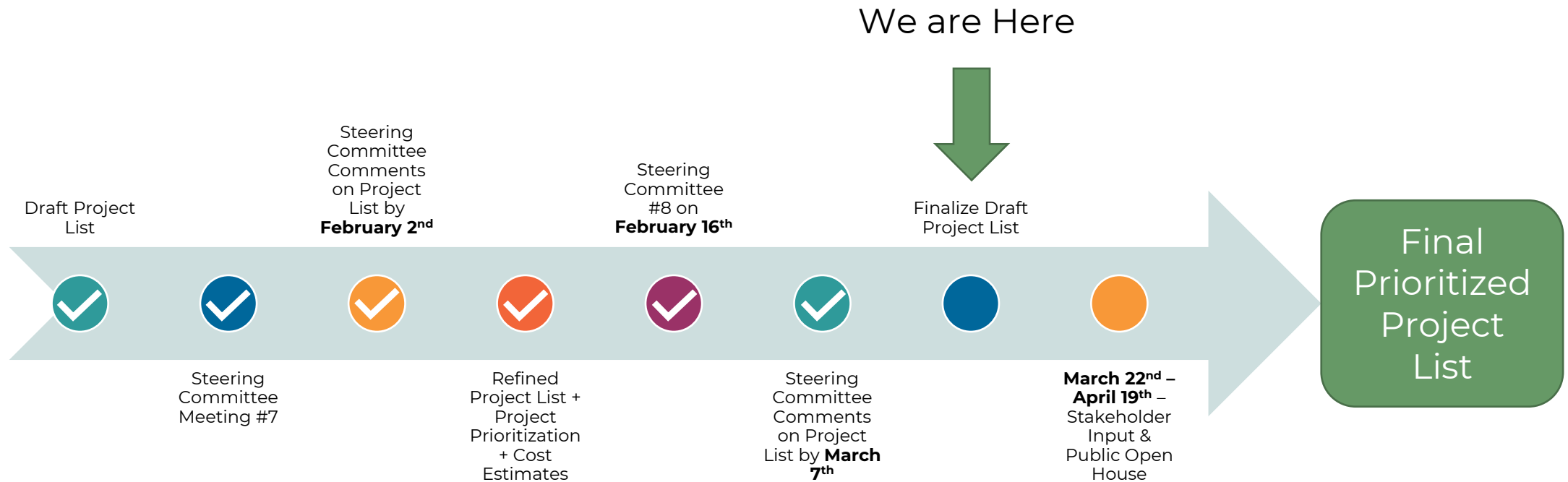


# Project List

# Revised Project List – Updates

- + **368** Total Projects (Previously 411)
- + Updated bikeway project descriptions and extents
- + Updated project cost estimates
- + Removed duplicative projects

# Project List Next Steps







# Project Revenues

# Projected Revenues

## Updates

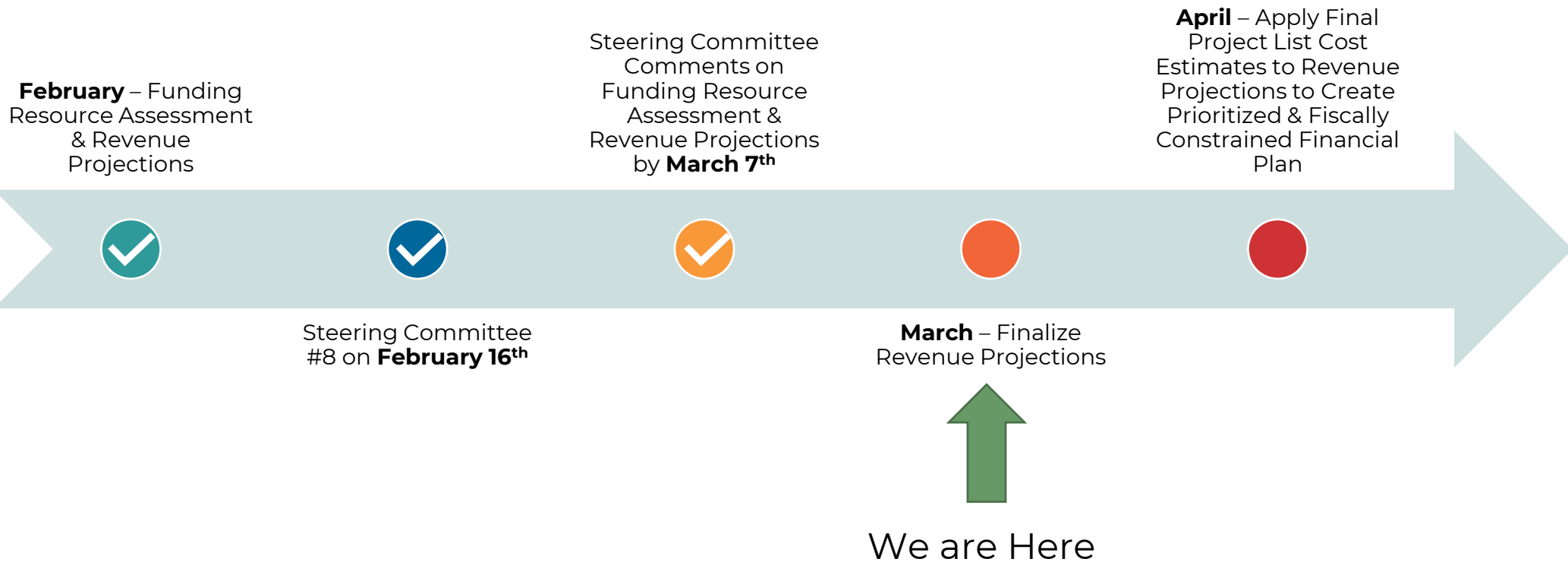
- Updated MET Transit federal/state grant revenue amounts for FY2023 (\$5,758,581)
- Verified that the Arterial Construction Fund is not included in projections, but is included in FY 2023 allocation.
- Verified that Street Maintenance District Fund is not included in FY 2023 allocation, but is included in revenue projections.

# Projected Revenues

## Previous & Current LRTP Comparison

	2018 LRTP	2023 LRTP
Current Allocation	\$37,045,936	\$65,587,858
Projected Annual Allocation Per Year	\$38,684,000	\$56,880,000
22-Year Revenue Projection	\$854,890,000	\$1,251,520,000

# Financial Chapter Next Steps





# Upcoming Public & Stakeholder Outreach



# Timeline and Activities

Timeframe	LRTP Phase	PI Activity
May to August 2022	Project Visioning	Project Brand Public Involvement Plan Project Website SC Meeting #1 and #2
June to October 2022	Existing Conditions Travel Demand Model Update	SC Meeting #3 and #4 Public Open House #1 Survey #1 Elected Officials Workshop Stakeholder Outreach
September 2022 to January 2023	Future Conditions Travel Demand Model Update	SC Meeting #5 and #6 Stakeholder Outreach
December 2022 to April 2023	Financial Plan Project List	SC Meeting #7, #8 and #9 Survey #2 Public Open House #2 Elected Officials Workshop Stakeholder Outreach
May to June 2023	Draft LRTP Final LRTP	SC Meeting #10 and #11
June to July 2023	Plan Adoption	Public Meetings

# Next Steps

## + April 5<sup>th</sup>

- + Elected Officials Workshop #2
  - + Billings Public Library – Community Room
  - + 3 – 4 pm
- + Public Open House #2
  - + Billings Public Library – Community Room
  - + 5 – 6:30 pm

## + April 6<sup>th</sup>

- + Virtual Open House
- + Record and post online
- + 11 am – 12pm

Promotional Materials are In-Progress



# Stakeholder Outreach

- + Scheduled:
  - + Southside Task Force
- + Met With:
  - + LIFTT
  - + Bike Walk Montana
  - + Lockwood Pedestrian Safety District
  - + Pioneer Park Task Force
  - + All Task Force Meeting
  - + Lockwood Steering Committee
  - + Bicycle & Pedestrian Advisory Committee



# Project Website

- + Project website is updated with a new interactive web map tool
- + Features:
  - + More user-friendly interface
  - + Allows commenting, “Liking”, and replying to other comments
  - + Comments can be collected by category
  - + Layers can easily be turned on and off

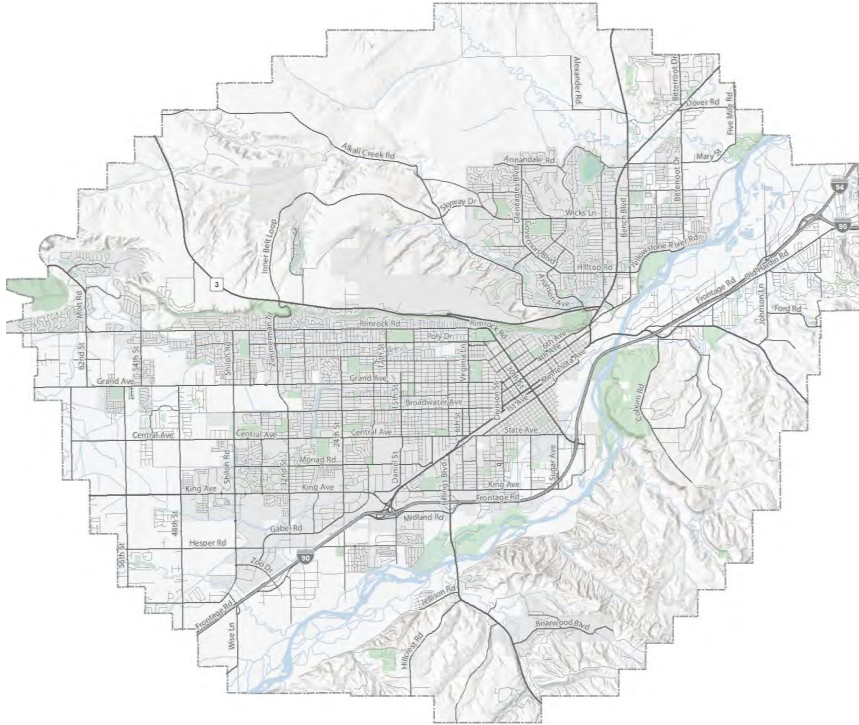


[2023 Billings Urban Area Long Range Transportation Plan – Project List | Kittelson & Associates, Inc.](#)

# Public Open House #2 Display Boards!



# Next Steps



- + Online, Interactive Project List Map goes live **March 22<sup>nd</sup>**
  - + Please share it with your networks!
- + The project team will be in Billings between **April 4<sup>th</sup> - April 6<sup>th</sup>** for stakeholder and public engagement
- + Next Meeting: **April 13<sup>th</sup>**

Questions?

Andy Daleiden  
[adaleiden@kittelson.com](mailto:adaleiden@kittelson.com)  
208.472.9804

## STEERING COMMITTEE MEETING #10

May 11<sup>th</sup>, 2023 | 10:30 AM – 12:00 PM

Meeting Location: City of Billings 1<sup>st</sup> Floor Conference Room |

<https://us06web.zoom.us/j/89990871686?pwd=SGs1QjdEN3ZhaURHVnJBOEdkdWU4UT09>

Meeting ID: 899 9087 1686 | Passcode: 804901

### Meeting Purpose

- Discuss the Draft Long Range Transportation Plan
- Provide an Overview of the Adoption Schedule

### Agenda

Topic	Presenter
<b>Welcome</b>	Andy Daleiden, Kittelson & Associates
<b>Draft Long Range Transportation Plan</b>	Rachel Grosso, Kittelson & Associates
<b>Adoption Schedule, Next Steps, &amp; Close-Out</b>	Andy Daleiden

# STEERING COMMITTEE MEETING #10 SUMMARY

## Time & Location

The meeting was held from 10:30 a.m. to 11:15 a.m. on May 11<sup>th</sup>, 2023. The meeting location included a Virtual Option via Zoom and an In-Person Option at the Miller Building, 1<sup>st</sup> Floor Conference Room in Billings, MT.

## Attendees

### Steering Committee

- Scott Walker, Billings-Yellowstone County MPO
- Samantha Wood, Montana Department of Transportation
- Mitch Buthod, Montana Department of Transportation
- Kurtis Schnieber, Montana Department of Transportation
- Rusty Logan, MET Transit
- Sara Graham, MET Transit
- Woody Woods, Lockwood
- Mike Black, Yellowstone County
- Wyeth Friday, City of Billings
- Tony Chase, Healthy by Design
- Dakota Martonen, City of Billings Public Works Department

### Consultant Team

- Andy Daleiden, Kittelson & Associates, Inc.
- Rachel Grosso, Kittelson & Associates, Inc.
- Katie Popp, Kittelson & Associates, Inc.
- Lisa Olmsted, DOWL
- Doug Enderson, DOWL

## Notes

The purpose of this meeting was to review the Draft LRTP Report and provide an overview of the adoption schedule.

**Action items are bolded.**

## SCHEDULE

Andy Daleiden provided an update on the project schedule and current timeline for plan adoption.

## DRAFT LRTP REVIEW

Rachel Grosso presented an overview of the Draft Long Range Transportation Plan (LRTP). A majority of the Steering Committee has not yet reviewed the LRTP, so Rachel briefly walked through each chapter of the Plan and answered questions from the Steering Committee.

## Vision, Goals, Objectives, & Performance Measures

- Mitch
  - Planning area boundary needs to include the entire 2020 urbanized census boundary.
  - Two parts on NE edge of the area and SW edge of the area that aren't incorporated in the established planning boundary. Need to make sure we're not missing any planned needs or expenditure of federal dollars in those areas. There is a school in this area.
  - If those areas need to be targeted because of low income or equity populations, that'd be another thing to look at.
  - The only on-system route is going to be the interstate.
  - We were well into the analysis when the Census released the 2020 census urban boundary.
  - Compliance with 450.312 concerning MPO boundaries.
  - Boundary was released on December 29<sup>th</sup> by the Census Bureau.
  - When they overlayed the new census boundaries into the planning area, there were two areas that were not included in the planning area. Do we need to adjust the planning boundary to incorporate that change?
- Andy: The change is subtle. We started the LRTP process before we launched the LRTP. Under the assumption that we would continue with the previous MPO boundary.
- Scott: We want to make the planning area as up to date as we can. If we just need to move some of the boundary points, we should do that. It likely won't affect projects.
- Mitch pulled up the new urbanized boundary to discuss.
- Andy: We can update the boundaries, but do we have any projects that are in that area?
- Wyeth Friday: We need to show that we included everyone. We need to give some time for them to weigh in.
- Andy: When we did the notifications, the boundary did not reflect the change that came at the end of December. There's a gap.
- Lisa: Public involvement/ promotion was community wide. The biggest issue would be the interactive map since they didn't have the opportunity to comment.
- Scott: In the interactive map, there was an ability to comment in the area outside of the planning area.
- Andy: During the plan adoption process, that's all open for public comment. There will be an opportunity for public comment there where you'll be able to capture those people in the new boundary. We can talk to Lisa about outreach – maybe there's some more messaging on that so folks are more aware of it.
- Lisa: We could do a press release that says the draft document was available – add a note that two neighborhoods were added.
  - Wyeth: Add some language to the report as well.
- Scott: The Census generates the urbanized area, and the MPO area abides by that.
- Wyeth: Doesn't the area get amended by the transportation commission for the state? Our understanding was that the entire process was getting delayed to later this year. If we do this, it is good for us, then we'll be ahead of the process at the state level. Normally, the new boundary is handed to us, and we adjust from there.
- Scott: If the state moves forward with amending all the MPO boundaries at once – that has not been done yet, so we would be ahead of the game.

- Rachel: We want to make sure it's consistent with the process the MPO goes through and also consistent with MDT. Need to make sure we're all on the same page before proceeding and updating the map.
- Sam: Will check and let us know ASAP on how they want to proceed with moving the boundaries.
- Andy: You could still go through with the plan as-is, but we'd have to work out incorporating an amendment to document to address the change.
- Scott: We don't want to go through any amendments.
- Rusty Logan: **Add federal requirements at the beginning** – we have references, but don't describe them.

## Public and Stakeholder Involvement

- Scott: Generally, all the engagement we did was as well attended as we could expect. There was ample opportunity for everybody to get onboard. When you look at the interactive map, it was very well received. Scott also liked the idea of getting the elected officials together and that went well. Highlighted that everybody needs to pay attention to this document.
- Wyeth: Pre-Leadership workshops were fantastic and a good practice for future updates. Those physical chances of meeting are effective.
- Kurtis: Make sure the comments outside of the MPO planning area (and in the new planning area) are included in the map.

## Existing Conditions

- No comments on this chapter.

## Projected Revenues

- Rusty: Usually only referring to first 4 numbers (usually just 5307) – Maybe page 118

## Project List

- Scott and Wyeth: Having the project list in the appendix is good. From a staff standpoint, it's easy to pull up an appendix and look through the projects.
- Rachel: We'll also going to update the interactive map so it's easy to interact with and find the projects you're looking for.

## ADOPTION SCHEDULE

- Andy provided an overview of the adoption schedule.
- Wyeth: We want to make sure that the draft is out, and people have enough time to look at the draft if we incorporate the boundary change. If we need to update the boundaries, the process may need to be slowed down. We may have to adjust the schedule based on the boundary issue.
- Scott- We're about a month out from the Work Session. If we address it all efficiently, we'll be fine with this schedule.
- Wyeth: It's important that as much weigh-in happens on the 19<sup>th</sup> since there won't be much time on the 26<sup>th</sup> for discussion (City is adopting next year's budget).
- Woody Woods: Lockwood – Importance of being in the plan, not at the top or in the middle. Traffic patterns are going to change so we'll continue to revisit in the next few years.



- Wyeth: Public hearing is on the June 13<sup>th</sup> Planning Board Meeting time.

## CLOSE OUT & NEXT STEPS

Andy Daleiden closed out the meeting with information about the adoption schedule.

- The Consultant Team is looking for more photos from the Steering Committee
- Scott will send some recent photos that we can potentially include.

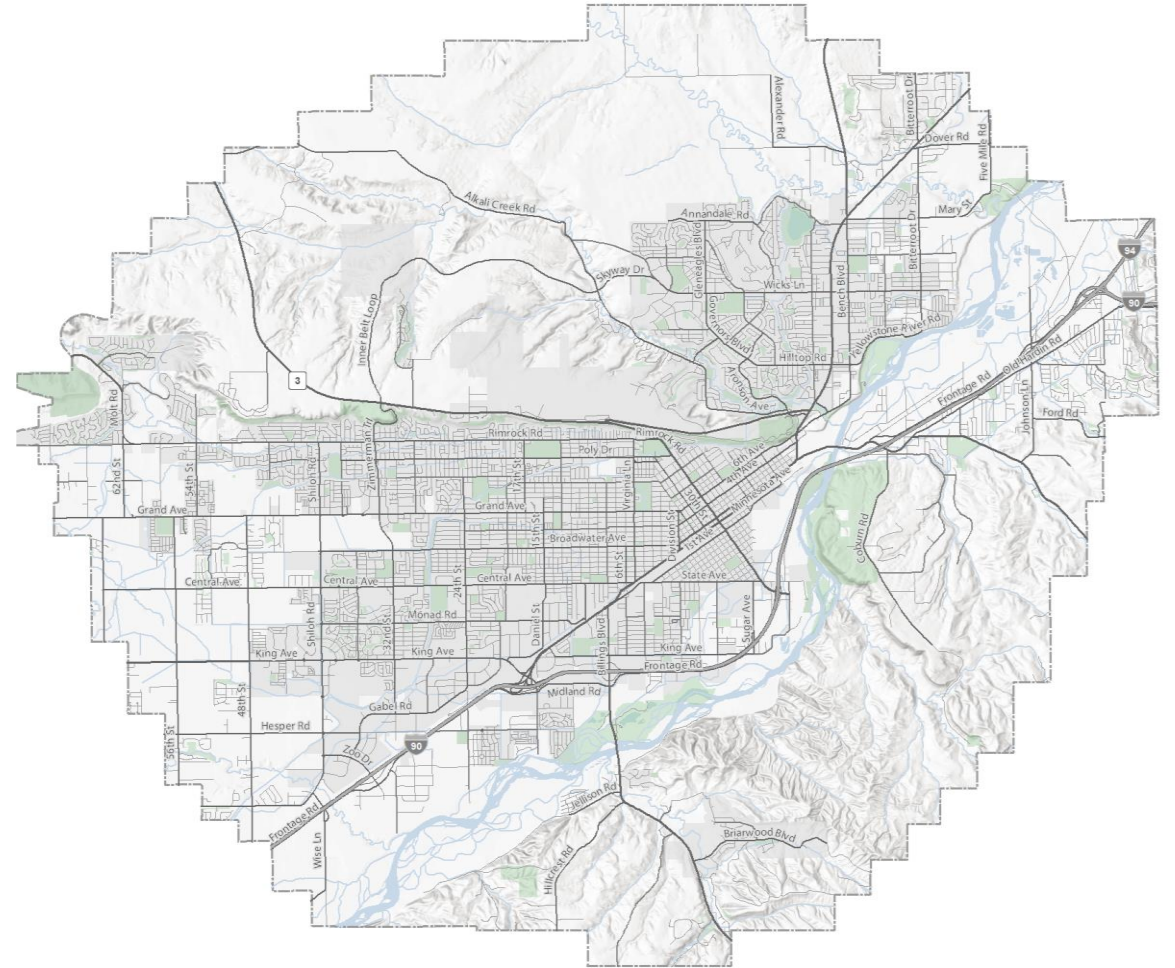
## Attachments

- A. Meeting Agenda & Presentation

# 2023 Billings Urban Area Long Range Transportation Plan (LRTP)

Steering Committee Meeting #10

May 11<sup>th</sup>, 2023

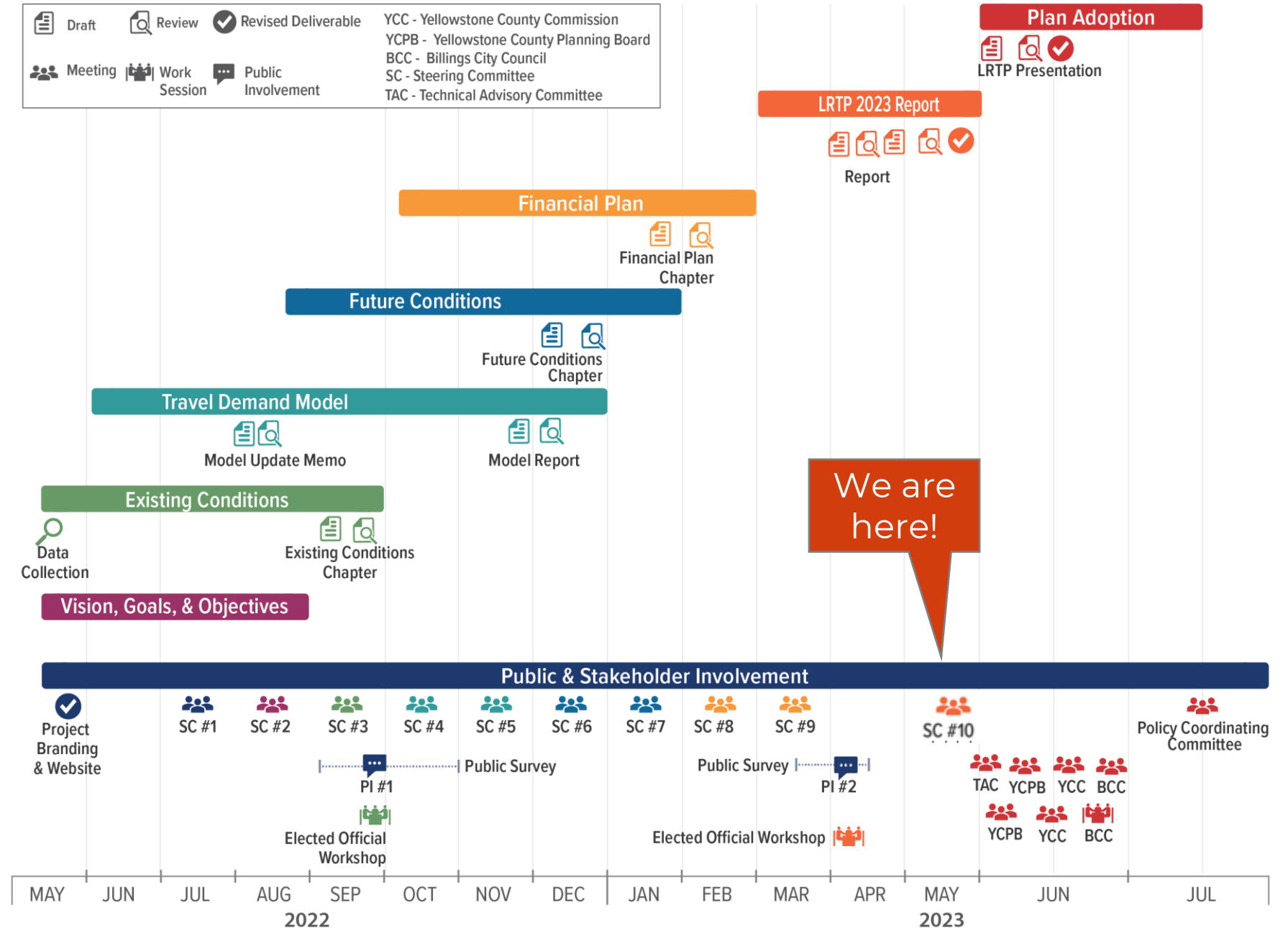


# Agenda

- Welcome
- Draft Long Range Transportation Plan
- Adoption Schedule
- Next Steps & Close-Out



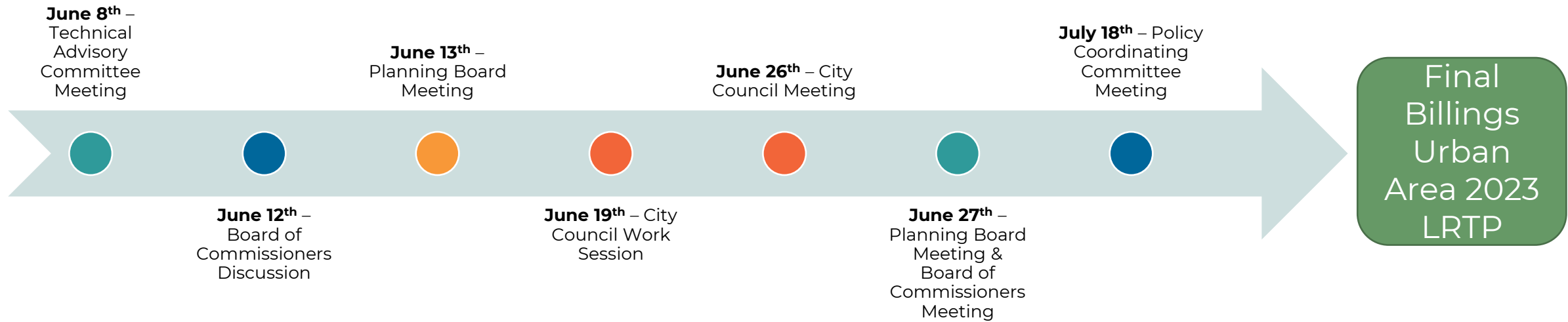
# Project Schedule



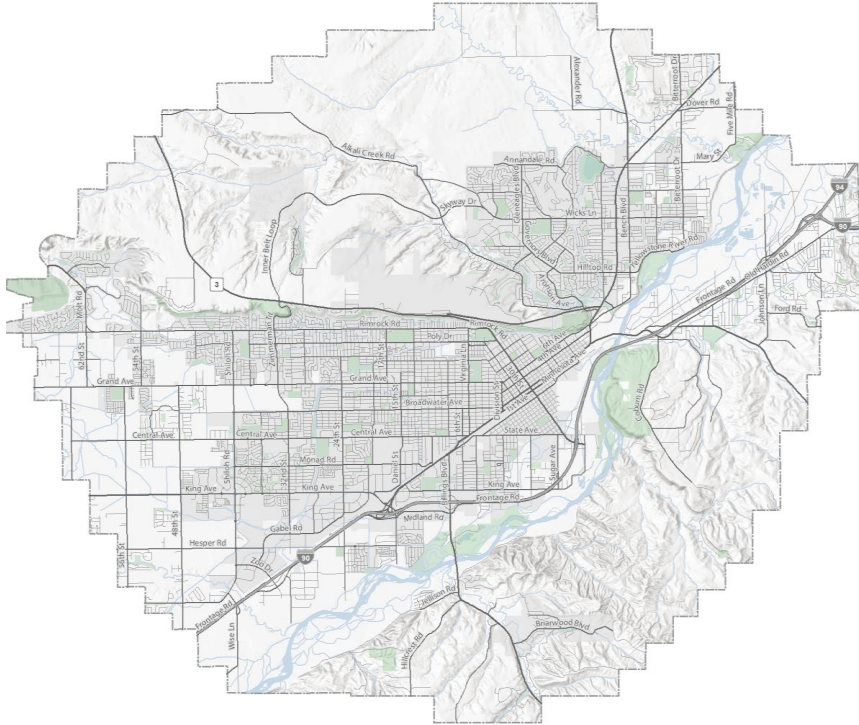
# Draft Long Range Transportation Plan!



# Adoption Schedule



# Next Steps



- + Comments on the Draft LRTP by **May 18<sup>th</sup>**
- + Great photos of Billings highways, roadways, intersections, bicycle facilities, trails, sidewalks, bus stops, or parks by **May 18<sup>th</sup>**

Questions?

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208.472.9804

Thank You!