

City Council Work Session

5:30 PM
Council Chambers
June 20, 2016

ATTENDANCE:

Mayor/Council (please check) x Hanel, x Cromley, x Yakawich, x Cimmino, x Brewster, x McFadden, x Friedel, x Swanson, x Sullivan, x Clark, x Brown.

ADJOURN TIME: 8:52 pm

Agenda

TOPIC #1	City/County Growth Policy
PRESENTER	Candi Millar – Planning and Community Services Director
NOTES/OUTCOME	

- Candi Millar: plan is not regulatory but should be consulted on transportation and land use issues – what the public expects. Public input process described. Goals development. Growth scenario ID and cost comparison. Key terms. Growth policy statement and growth guidelines are the 2 most important elements of the plan/policy. Qualitative statements. Red highlighted statements were added or changed due to the public comments received on the draft plan. Will ask Council to adopt growth policy on July 11. Planning board will hold public hearing on June 28. Applies only to the city of Billings.
- Sullivan: generally pleased. Somewhat prescriptive. Prosperity statement about industrial parks strategically placed to reduce carbon pollutants and preserve air quality.
- Millar: statement came from public input and letter from NPRC.
- Brewster: how did you develop the goals.
- Millar: 1200 comments, staff used them to develop goal statements. People want the City to invest in these elements. Webpage will contain the actual public comments.
- Brown: guiding document for staff. How does it work for that purpose?
- Millar: describes how current goals and future guidelines will be applied to land use decisions.
- Cimmino: past policies compared, prepared in-house? City policy only?
- Millar: prepared in house, same as the two previous ones. Had small contracts for specific tasks.
- McFadden: street lighting districts included?
- Millar: non-specific statement in “strong neighborhoods” Council could strengthen or change statements before or during July 11 hearing and meeting.
- Clark: how many people made the 1200 comments?
- Millar: have recorded that and will get it. not 1200 people.
- Hanel: good presentation and information. On revised website.

Public comment:

- Connie Wardell, PO Box 21432, Billings, MT: best public input process. Scenario planning could be strengthened. Scenario costs may not be accurate. PW director says redevelopment costs could be higher than stated if infrastructure has to be replaced. Yakawich: resilient neighborhood definition? Wardell: neighborhoods survive transitions. Cimmino: cost statements Wardell: council gets surprised with unexpected redevelopment costs or by not being given long term maint. costs.
- Tom Zurbuchen, 1747 Wicks Lane, Billings, MT: Candi Millar said that infill is best return on investment, but that's not what was presented at public meeting at library. May need some additional zoning classifications to meet some of the plan goals. Hanel: smaller lots than R 5000? Millar: PUD zoning districts can create smaller lots or higher density than the standard zones.

TOPIC #2	West End Multi-Modal Traffic Modeling Study
PRESENTER	Scott Walker, Transportation Planner
NOTES/OUTCOME	

- Scott Walker introduces consultant from Sanderson-Stewart Engineering; DJ Clark.
- Clark: purpose, city and county need the info. Study boundaries. How do roads work now, apply growth scenarios and then re-evaluate roads and make recommendations how to meet trans needs.
- Sullivan: question how this plan fits with other transportation improvement plans.
- Cimmino: points out errors in the report. Crash rate vs severity?
- Yakawich: Rimrock task force concerned about Zimmerman Trail. Any other routes being studied? Send him the link to the report/plan on outer belt loop paralleling the MRL track NW of Ironwood.
- **Public Comment:**
- Connie Wardell, PO Box 21432, Billings, MT: which growth plan was used as the basis? 1-2 intersections and road in the study area has been closed, so impacts the traffic counts. Ag equipment is the biggest hazard. Can public get a copy of the report?

TOPIC #3	Central Avenue Design
PRESENTER	Deb Meling, City Engineer
NOTES/OUTCOME	

- Debi Meling: 62nd and Rimrock is a 2018 project in the CIP. Shows the typical and 2 alternatives for street cross sections. Transit pads being added for first time – comply with ADA. Don't want parking but may be able to accommodate some parking within R/W.
- Clark: roundabouts on 36th and 38th. Will 36th go to Broadwater?
- Meling: no, only new street will go south, not to the north. Erin Claunch, Public Work Engineer: Not part of the project.

- McFadden: what section will close first? Peds and bikes most need the street lights but they only light the street; cars have headlights.
 - Meling: too early to tell. Rimrock lighting is indicative.
 - Brewster: portion paid by SILMD and assessments;
 - Meling: sidewalks, part of trail paid by assessments, rest by arterial fee.
 - Cimmino: 6th Ave HAWK signal cost?
 - Claunch: about \$105k. expensive on central because there are 2 at each approach.
 - Clark: city required to install HAWK signals on existing roundabouts?
 - Meling: not required except on new intersections. Where we observe problems, may recommend installing them
 - **Public Comment:**
 - Jodi Barber, No address given: use bus or bike to get to city college. Lots of students have lower income, so she recommends bus or bike. Hard to recommend when facilities are unsafe. Excited about the project; will improve safety. Yakawich: comfortable with sidewalk only? Yes, but there will be a path.
 - Tom Zurbuchen, 1747 Wicks Lane, Billings, MT: no one will use a 5' curb-side sidewalk on a street with 45 mph; need a boulevard.
 - Connie Wardell, PO Box 21432, Billings, MT: encourage city to trade land with career center. 32nd and central one of the most dangerous intersections. 38th roundabout makes sense but not one at 36th.
- Recess.

TOPIC #4	Complete Streets Statistics
PRESENTER	Vern Heisler, Deputy Public Works Director
NOTES/OUTCOME	

- Vern Heisler: overview of plans and maintenance cost.
- Sullivan: cost is 2% of total capital cost for bike lanes. Why are bike path signs so expensive? City makes them and needs a lot of them.
- McFadden: cost of bike lanes per mile? Meling: \$26,000 per mile to sign and stripe, \$276,000 if widening is needed.
- Brewster: higher recurring cost than actual project cost.
- Friedel: how long does each mile last before re-pavement needed? About 17 years.
- Cimmino: asphalt or concrete? Asphalt.
- Brown: how much per mile for bike path? Meling: \$300,000 for Central Avenue bike path and it is about 1 mile.
- Friedel: cost for 10 foot wide sidewalks? Life expectancy of concrete? Meling: approximately \$330,000. Lower maintenance on asphalt. Concrete possibly lasts 30 years.
- Brewster: asphalt trail next to road may be cheaper and safer. Meling: trails can have conflict with slower bikes/walkers.

- **Public Comment:**
None

TOPIC #5	Council Discussion
PRESENTER	
NOTES/OUTCOME	

- Hanel: maintenance and watering on roundabouts. Heisler: people are running over irrigation pipes and sprinklers regularly. Staff is trying to keep up with maintenance. Hanel: hire work out? Heisler: private company would do similar things as staff. McFadden: get rid of landscaping.
- Sullivan: highway beautification – any mechanism that pulls together all government agencies responsible for roads to improve appearance of entryways? Volek: do have a program. State does highway maintenance. Heisler: do not have current “adopt a highway” program. Can be dangerous to work on highway. Heisler: we do inspect after work complete and have warranty period.
- Yakawich: construction in my ward, disturbed by speed and dust. PW responded and thanks. Utility openings – put them back as original.

TOPIC #6	Public Comment
PRESENTER	
NOTES/OUTCOME	

- Connie Wardell, PO Box 21432, Billings, MT: city needs to pay attention to long term maint. costs during design. Cost conscious city. Should have been spending more on police instead of bike paths.
- McFadden: anyone else agree that plants should be removed from Shiloh roundabouts?