

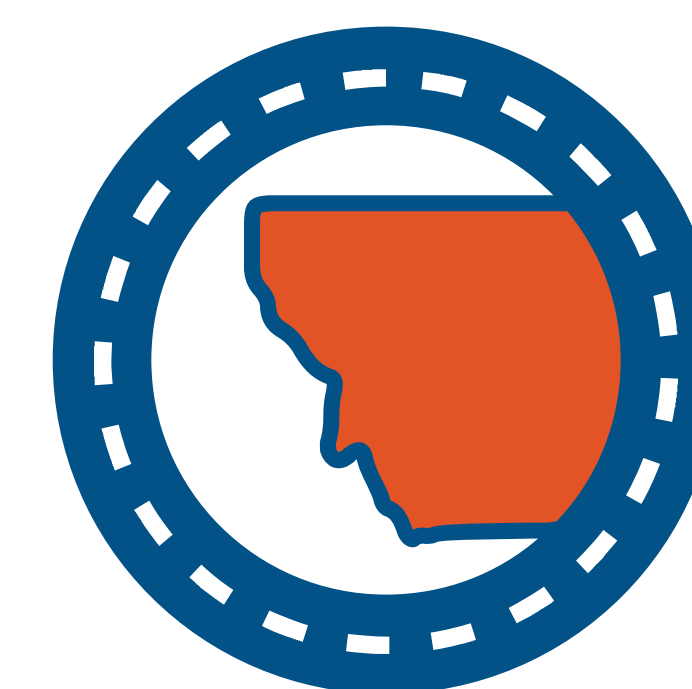
WELCOME

Thank you for attending today's open house!

The purpose of the open house is to:

- Present information on the study leading up to this point
- Collect feedback on intersection alternatives

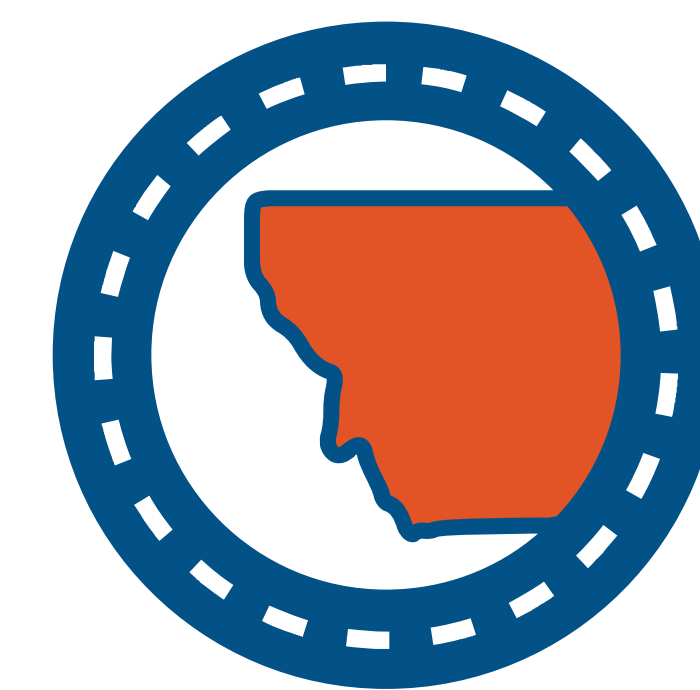
Your input will assist in selecting a preferred alternative.



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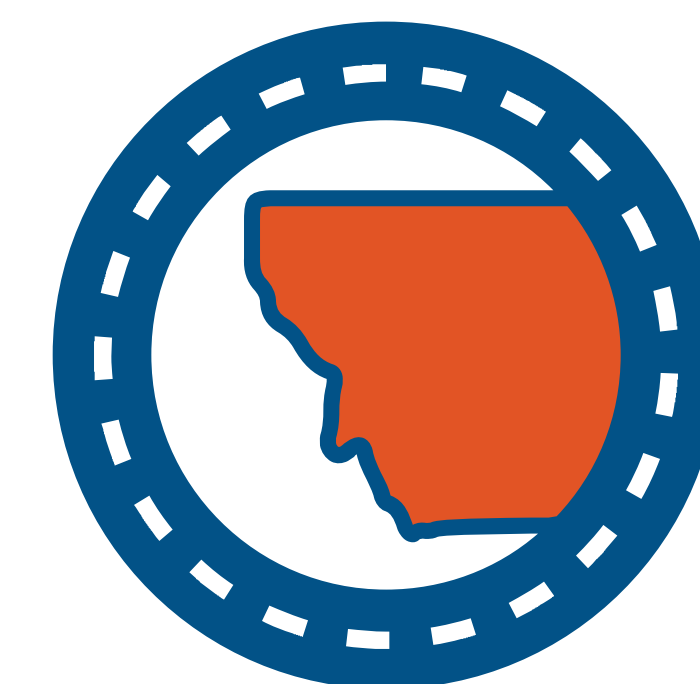
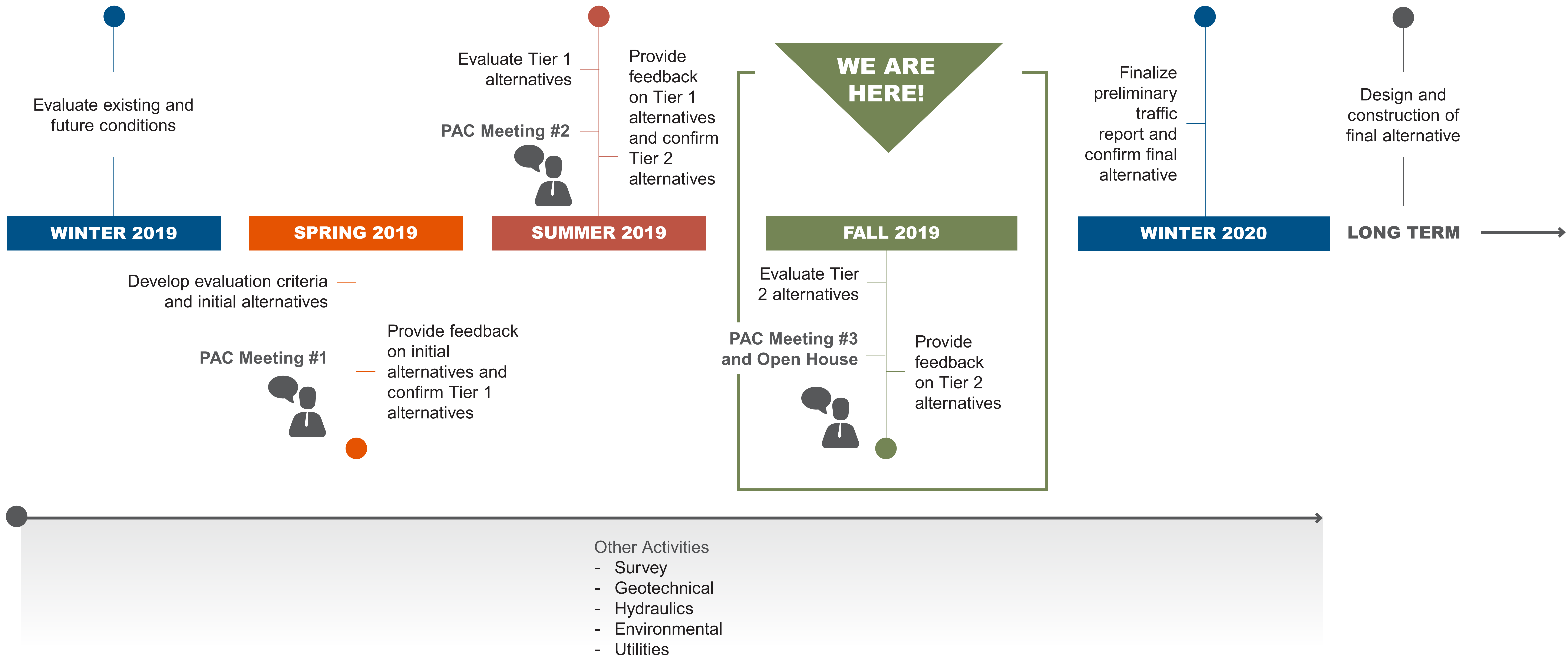
PROJECT OBJECTIVES

- Facilitate an open, honest, and transparent decision-making process
- Improve traffic operations and safety
- Improve the area for walking and biking
- Improve pavement and area drainage



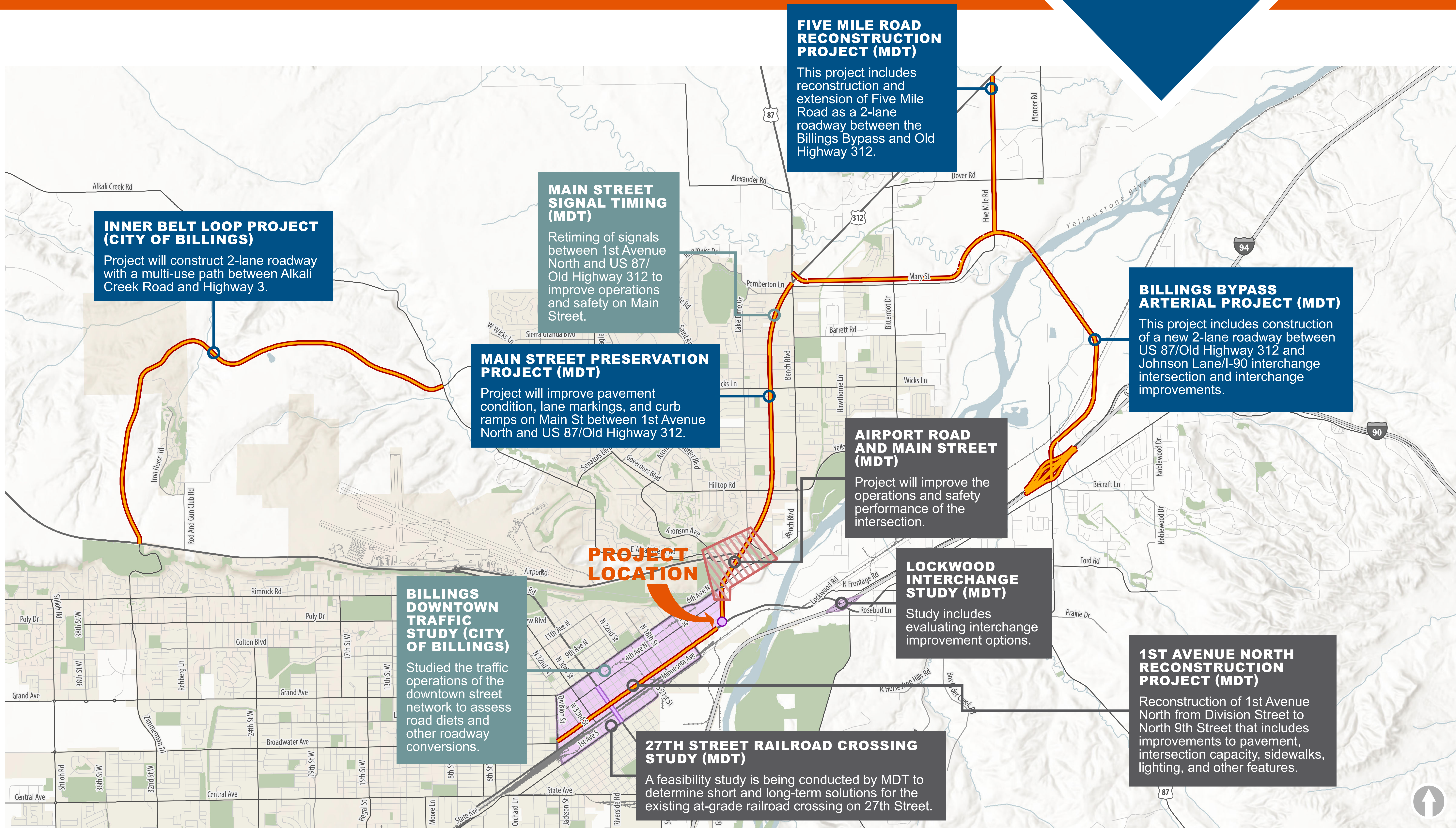
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SCHEDULE



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CURRENT AREA WIDE PROJECTS



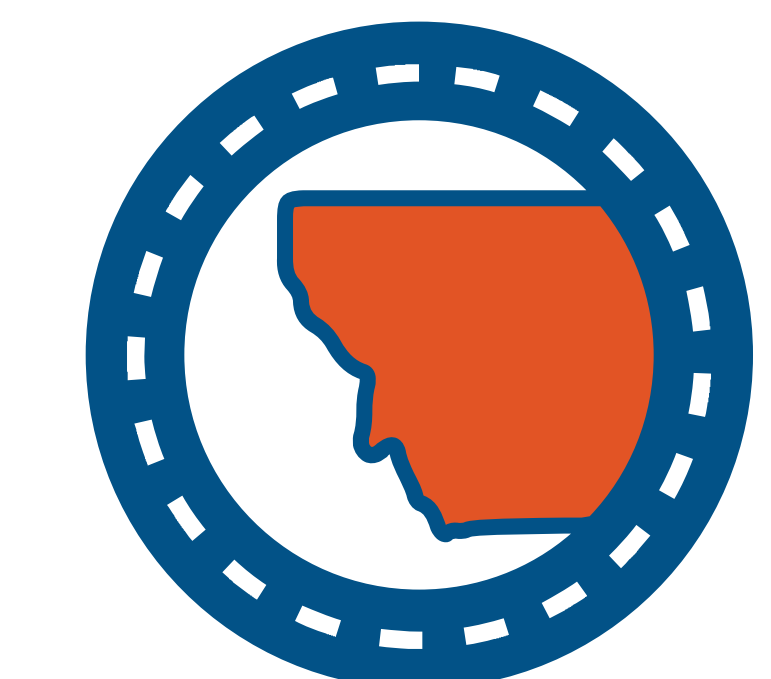
Study
Project

Billings City Limits
Park

ON-GOING

PLANNED

RECENTLY COMPLETED




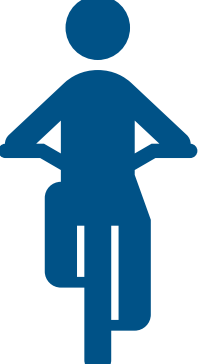


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WHY WE ARE STUDYING THE INTERSECTION?

High Intersection Usage

-  **43,000** vehicles per day
3-6% heavy vehicles
-  **5** transit routes
-  **<10** pedestrians per day
-  **<10** bicyclists per day

Experiences drainage issues during rain or snow



Project is addressing existing safety and operational deficiencies at the intersection

Improve Safety

22 reported crashes per year (2015-2018)

 **47%** rear-end

 **41%** angle or side-swipe

 **1** fatality

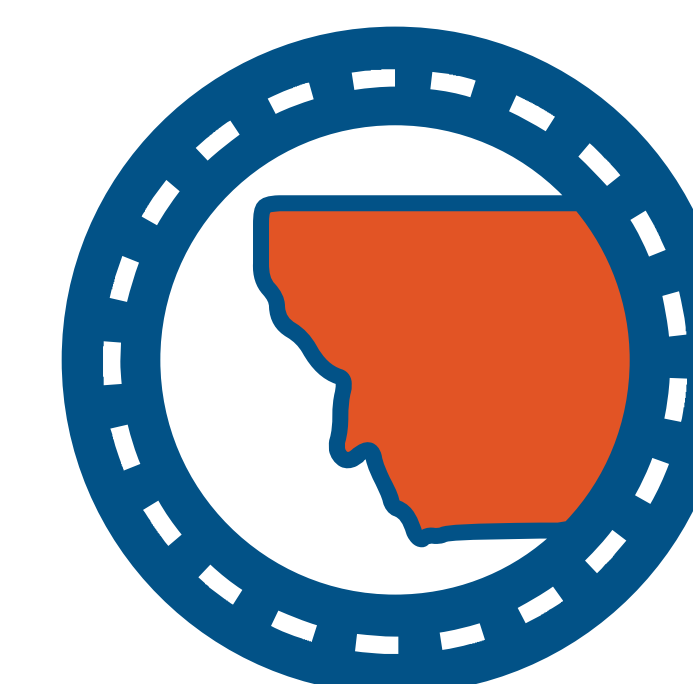
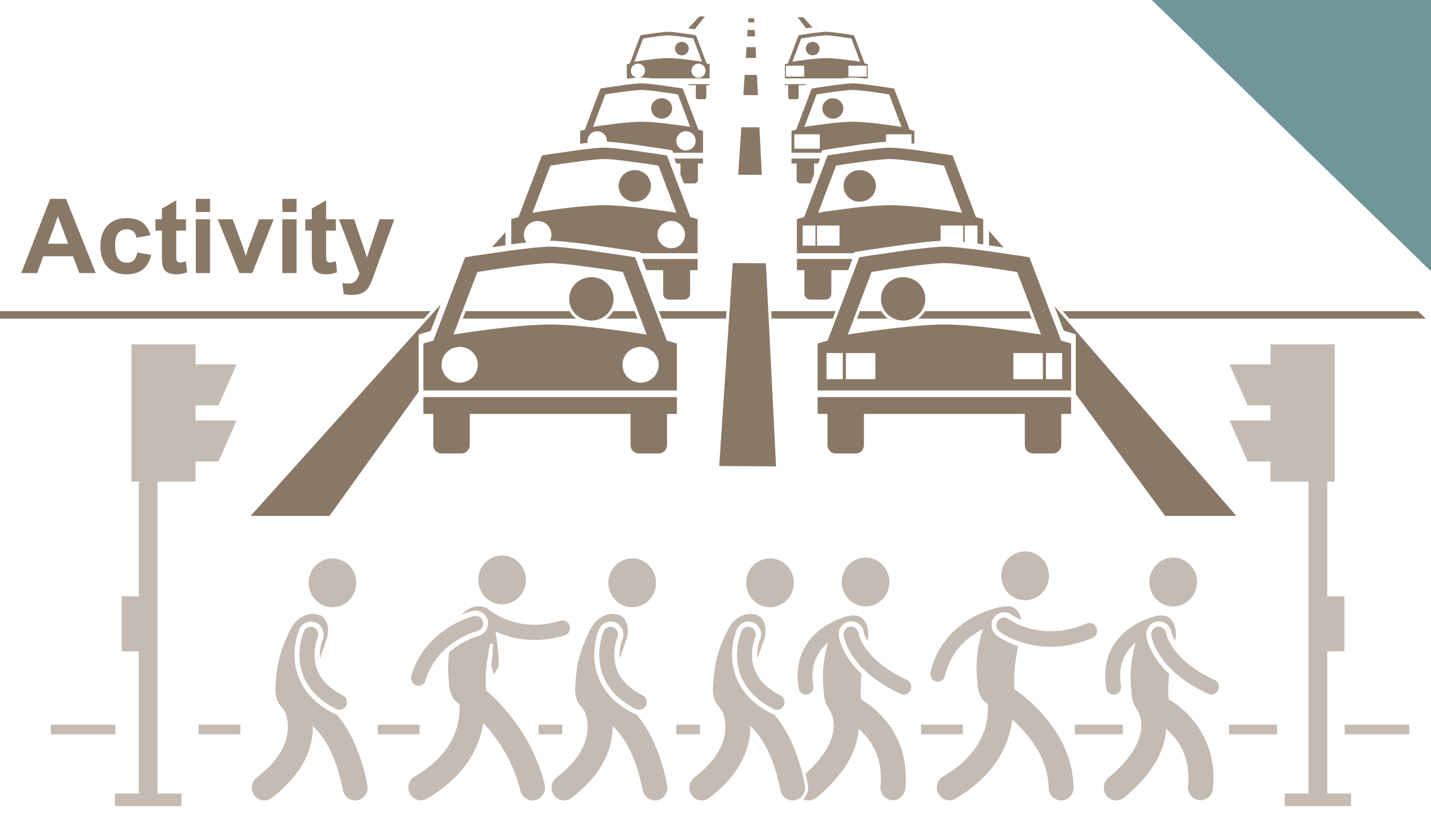
No crosswalks present



MetraPark Event Activity

Influx of vehicles and pedestrians during MetraPark events

>1000 crossings at 4th Ave N in one day



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TRAFFIC OPERATIONS WITHOUT IMPROVEMENTS

Existing Conditions

AM PEAK HOUR



Level of Service
Seconds Delay

A < 10

B 11-20

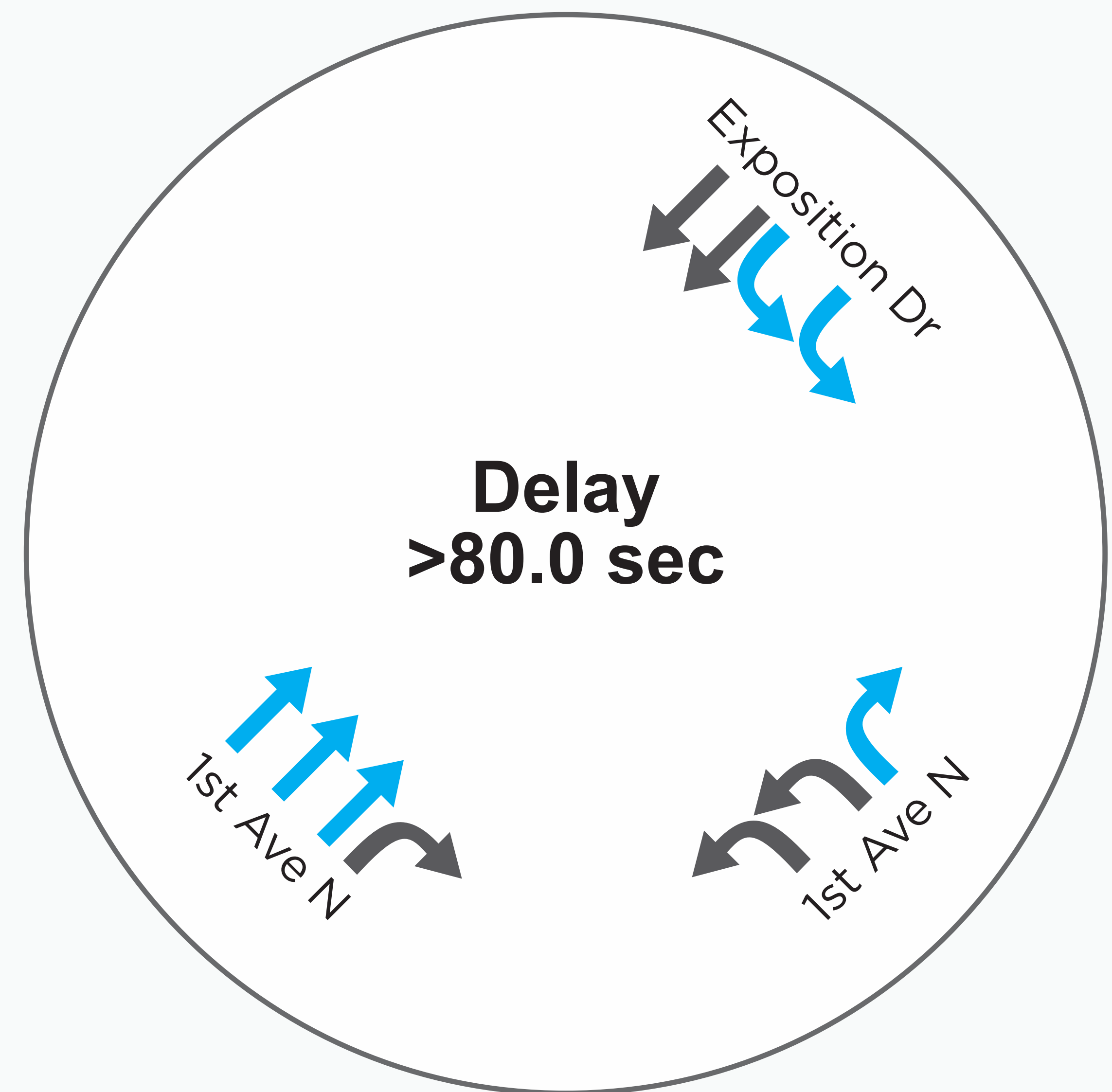
C 21-35

D 36-55

E 56-80

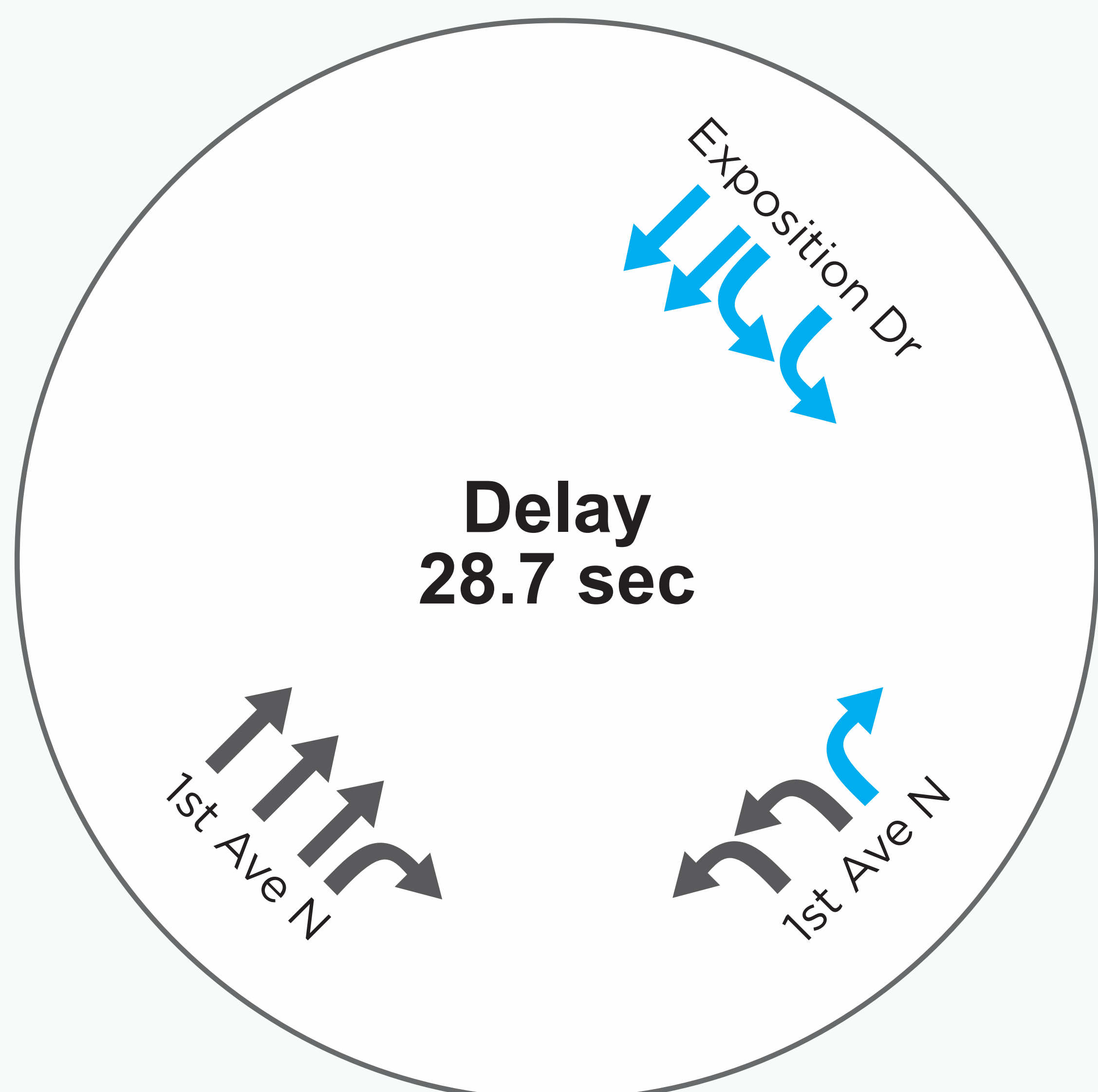
F > 80

PM PEAK HOUR



2040 Future Conditions - Without Improvements

AM PEAK HOUR



Level of Service
Seconds Delay

A < 10

B 11-20

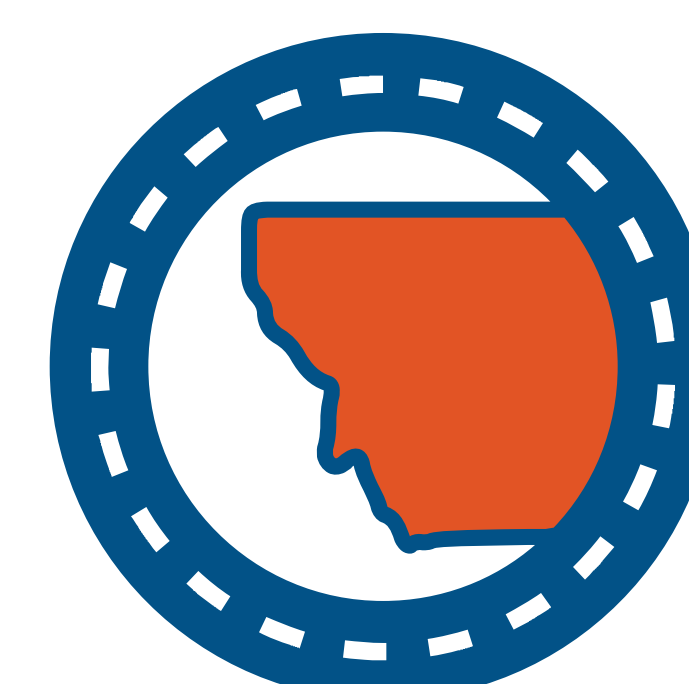
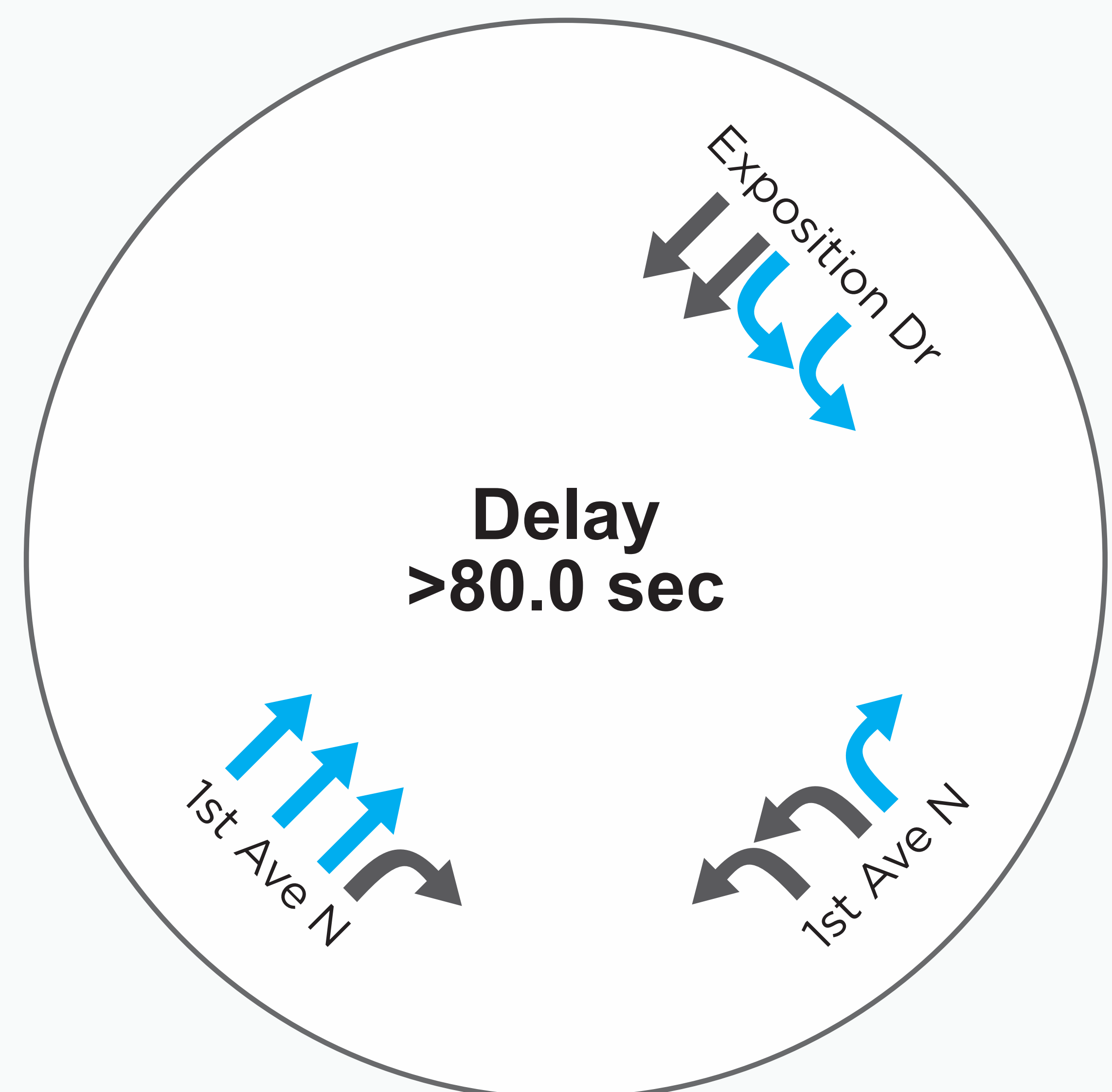
C 21-35

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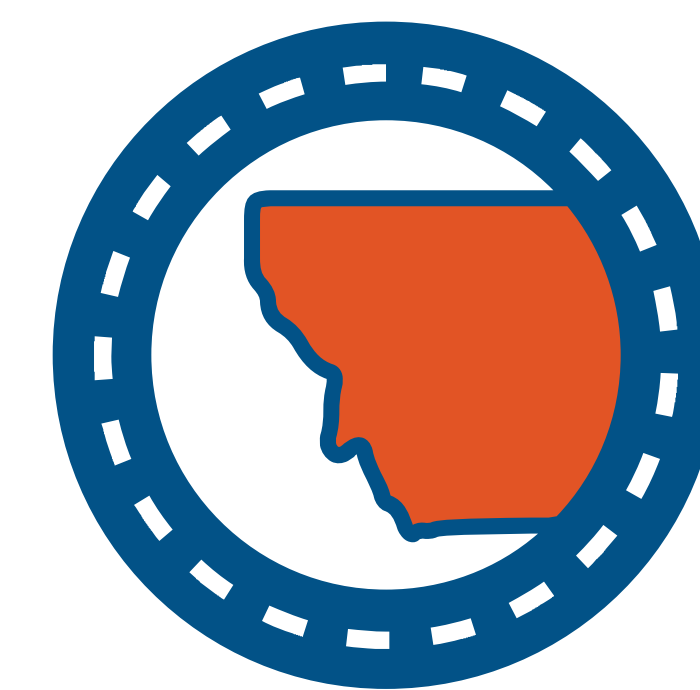
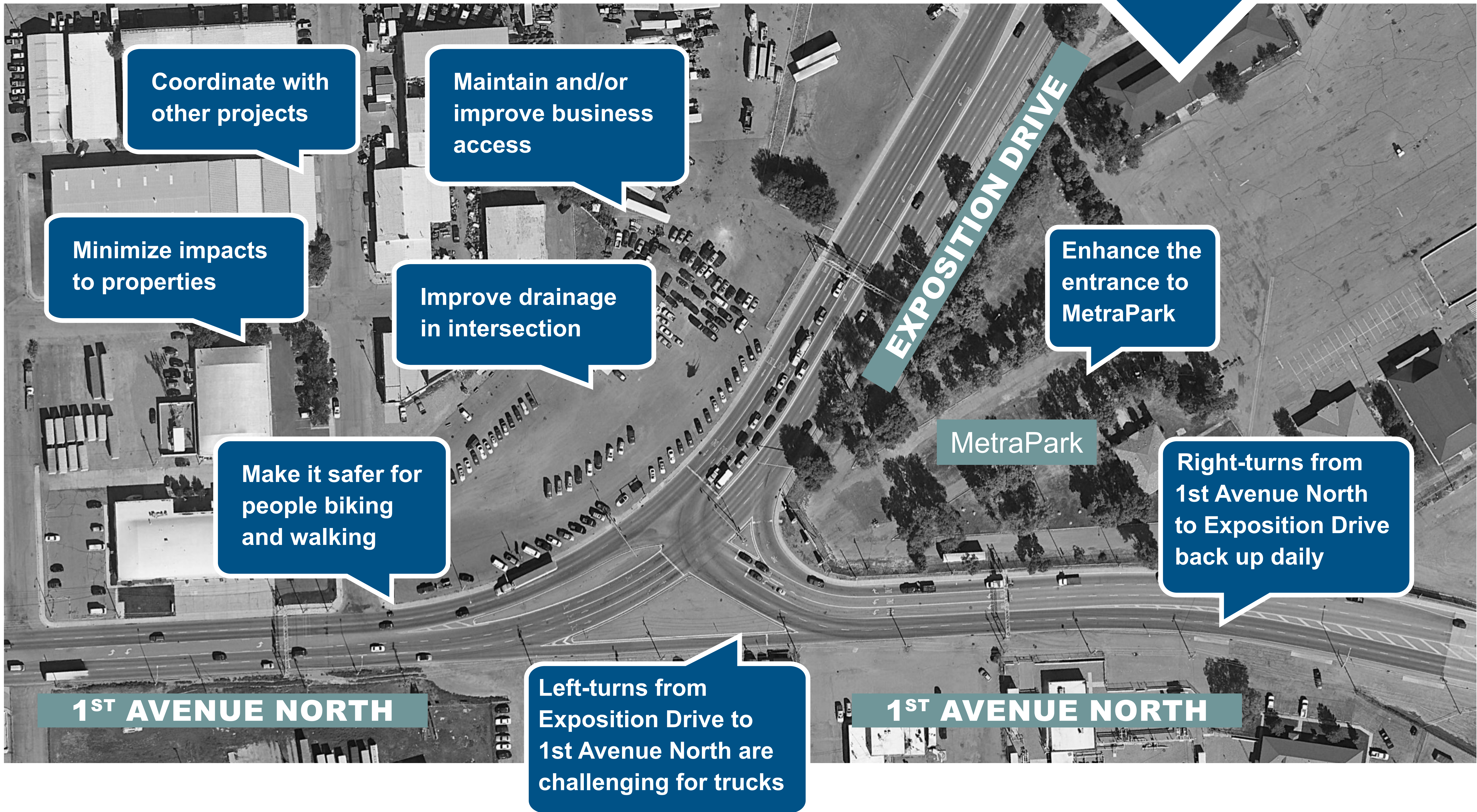
F > 80

PM PEAK HOUR



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WHAT WE'VE HEARD SO FAR



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EVALUATION PROCESS

Initial Alternatives

I - Initial Evaluation

Tier 1 Alternatives

1 - Design Concepts
- Operational Analysis
- Public Comment

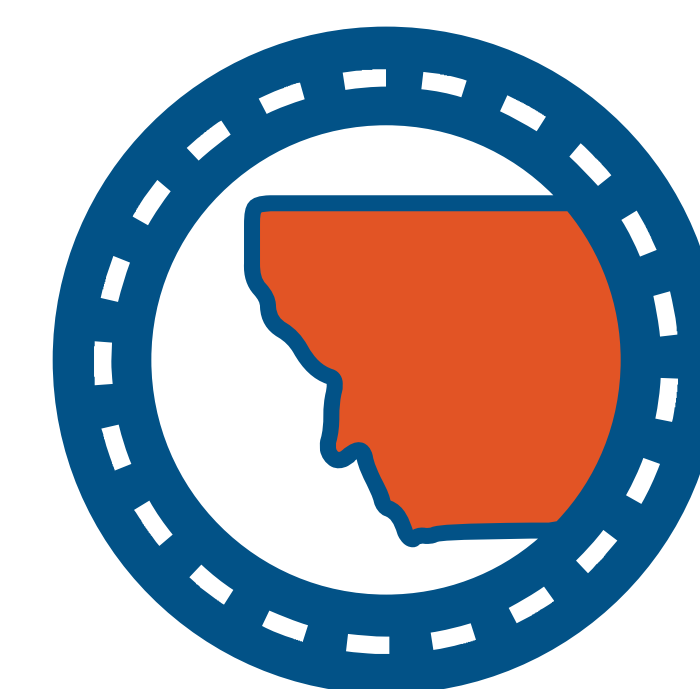
Tier 2 Alternatives

2 - Refine Design Concepts
- Refine Operational Analysis
- Public Comment (Open House)

Recommend Final Alternative to MDT

From 16 alternatives to **3 ALTERNATIVES**

WE ARE HERE!



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BICYCLE AND PEDESTRIAN IMPROVEMENTS

Existing Conditions

- » No marked crossings
- » No bicycle facilities
- » Gaps in sidewalks
- » Limited connectivity to trails



DETACHED SIDEWALK



HIGH-VISIBILITY CROSSING

Improvements Considered (see photos)

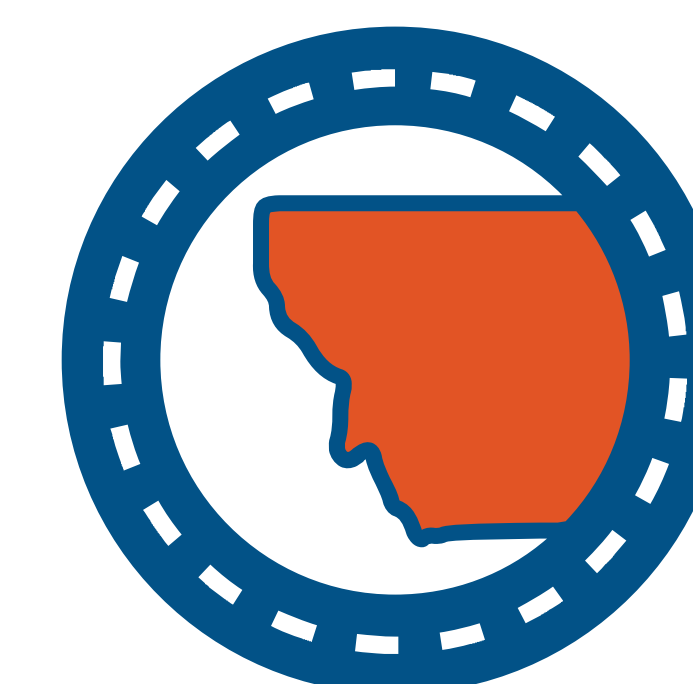
- » Sidewalk Connections
- » Pathway Connections
- » Enhanced Pedestrian Crossing
- » Marked Pedestrian Crossing
- » Wayfinding Signage
- » Lighting



PATHWAY



WAYFINDING SIGNAGE



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ALTERNATIVE 1 / NO BUILD EVALUATION RESULTS

Benefits

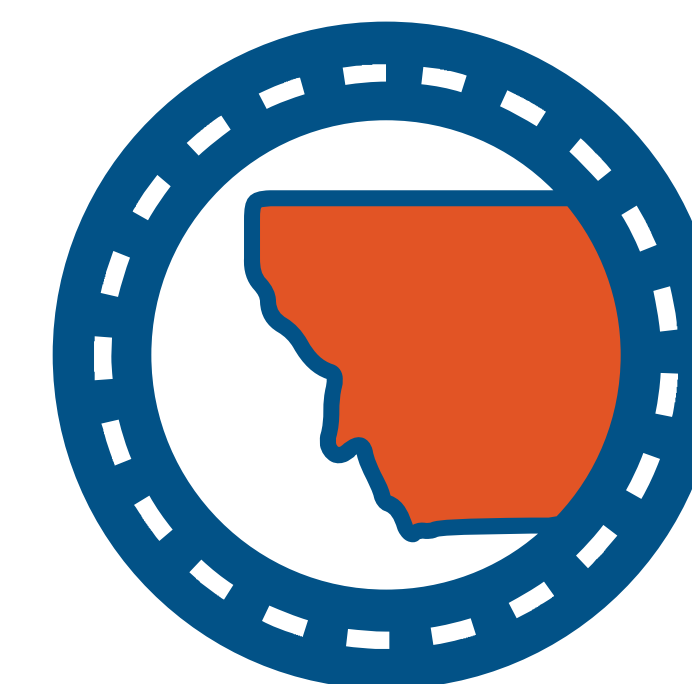
- » Does not fix problem - used to compare alternatives

Impacts

- » Right-of-way impact - None
- » # of properties impacted - 0

Estimated Construction Cost

- » None



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ALTERNATIVE 4 / FREE WESTBOUND RIGHT-TURN LANE EVALUATION RESULTS

Benefits

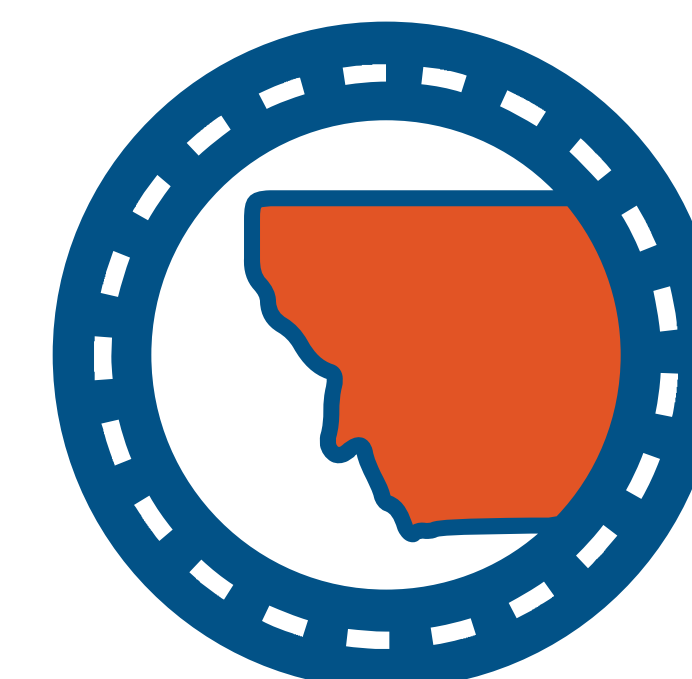
- » Reduces spillback for westbound right-turn lane
- » Operates at Level of Service C (30 seconds of delay) during AM peak hour or D (42 seconds of delay) during PM peak hour
- » Improves accessibility to MetraPark with new travel lane on Exposition Drive
- » Enhances safety by reducing traffic congestion and adding pedestrian and bicyclist facilities
- » Provides connections for pedestrians and bicyclists
- » Improves pavement and drainage conditions

Impacts

- » Right-of-way impact - 59,500 square feet
- » # of properties impacted - 7

Estimated Construction Cost

- » \$7.5 million



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ALTERNATIVE 4 / FREE WESTBOUND RIGHT-TURN LANE PHOTO RENDERINGS



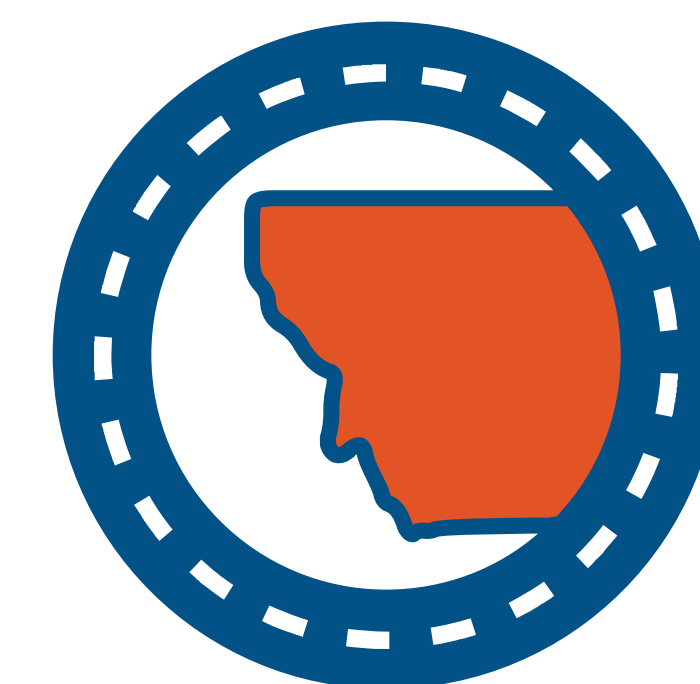
LOOKING NORTH TOWARD EXPOSITION DRIVE



LOOKING EAST TOWARD 1ST AVENUE N



LOOKING WEST FROM 1ST AVENUE N



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ALTERNATIVE 5 / DUAL WESTBOUND RIGHT-TURN LANES EVALUATION RESULTS

Benefits

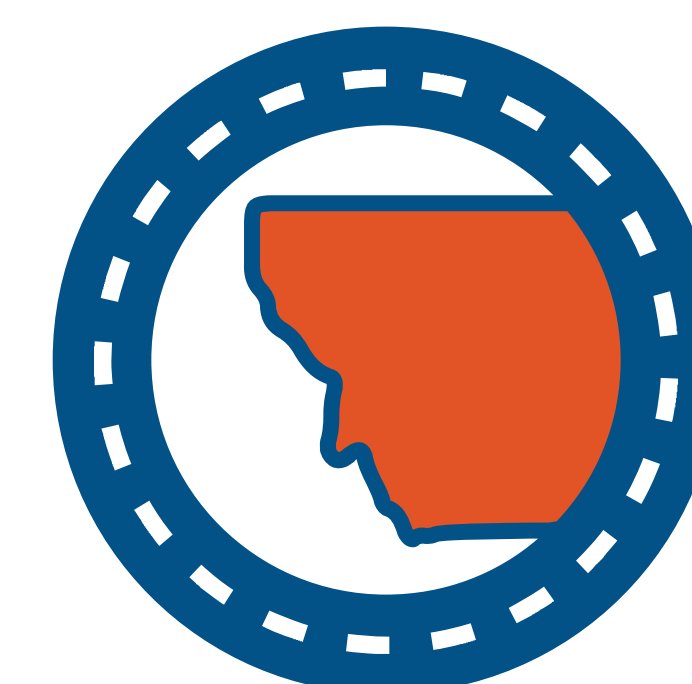
- » Reduces spillback for westbound right-turn lane
- » Operates at Level of Service C (28 seconds of delay) during AM peak hour or D (39 seconds of delay) during PM peak hour
- » Enhances safety by reducing traffic congestion and adding pedestrian and bicyclist facilities
- » Provides connections for pedestrians and bicyclists
- » Improves pavement and drainage conditions

Impacts

- » Right-of-way impact - 55,000 square feet
- » # of properties impacted - 7

Estimated Construction Cost

- » \$7.4 million



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ALTERNATIVE 5 / DUAL WESTBOUND RIGHT-TURN LANES PHOTO RENDERINGS



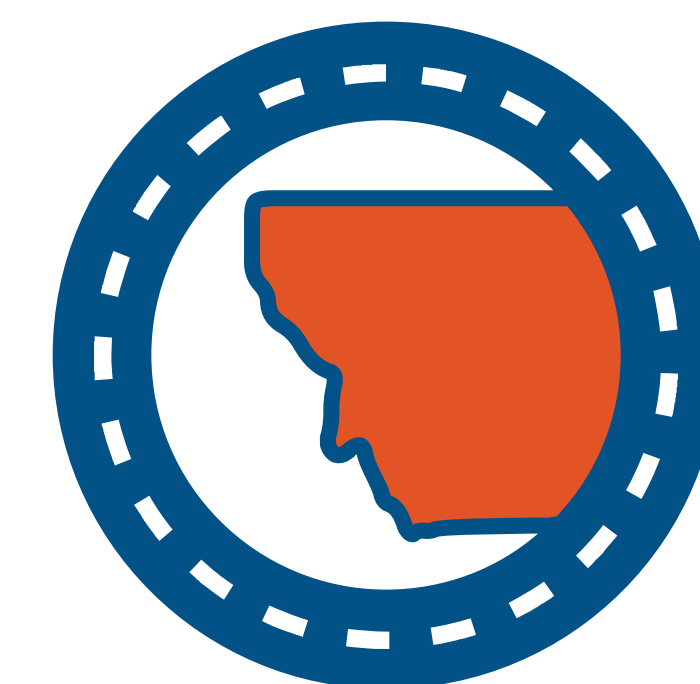
LOOKING NORTH TOWARD EXPOSITION DRIVE



LOOKING EAST TOWARD 1ST AVENUE N



LOOKING WEST FROM 1ST AVENUE N



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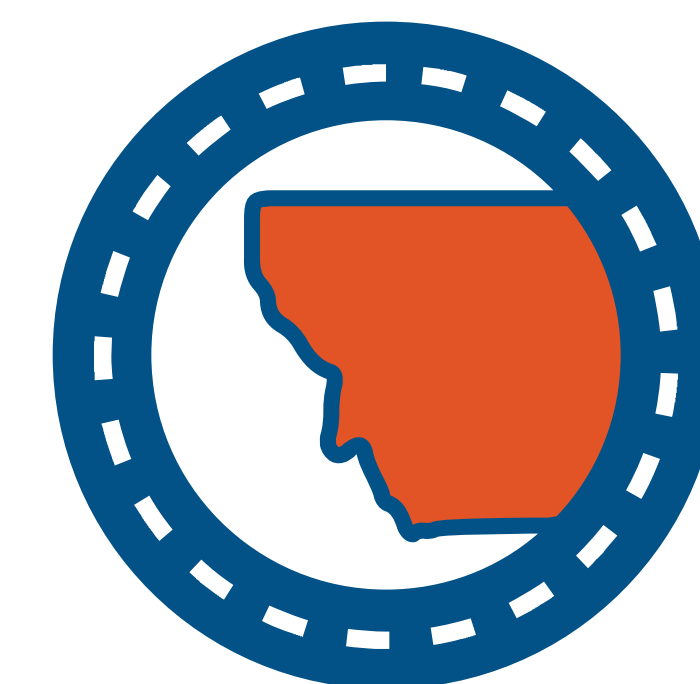
NEXT STEPS

- Summarize the input collected from today's open house
- Identify a preferred alternative
- Finalize and present the study report to MDT for approval
- Design and construct the preferred alternative

Thank you for attending the open house!

Comments

- » Materials from tonight's open house at <https://www.mdt.mt.gov/pubinvolve/expofirst/>
- » Comments are due by January 10, 2020.



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