



# LOCKWOOD PEDESTRIAN SAFETY DISTRICT



**Lockwood Pedestrian Safety District** Advisory Board Meeting Agenda – 05/03/2023

Lockwood High School, Community Room | 1932 U.S. Hwy 87 E, Billings, MT 59101.

- **Public Comment**
- **Minutes approval:** Zac Hassler emailed April minutes, 04/10/2023
  
- **Old Hardin Rd sidewalk (IGA to Lockwood Square)**
  - Woodland Ave Drainage Valley Gutter Exhibit/Options (email attached)
  
- **Transportation Plan update (Sanderson Stewart)**
  
- **HWY 87E/Massick Sidewalk Gap**
  - Erin Claunch emailed his contact requesting project estimate 4/28/2023.
  
- **Transportation Alternatives Grant—application due April 12<sup>th</sup>, 2023**
  - Erin Claunch indicated announcement of grant recipient is June 8<sup>th</sup> or later.
  
- **TEDD/ Billings Bypass—update (Woods)**
  
- **Trail Count Report**
  
- **May Bike+Helmet Giveaway to Lockwood School 3<sup>rd</sup> graders**
  - Wednesday, May 3<sup>rd</sup>, 9am—Board members, Brandy Dangerfield & Pam Ask attended
  - Billings TrailNet's Kristi Drake gave the bike safety presentation. City of Billings representative, Elyse Monate attended and handed out reflective zipper pulls provided by Riverstone Health.
  - 10 bikes, 120 stickers, bike safety bookmarks and zipper given away. 120 helmets and reflective slap bands ordered to give away upon arrival.
  - Carlotta Hecker a new 24" bike & a couple used bikes to give out. Brandy will deliver to school.
  
- **Old Business**
  - FY24 Preliminary Budget Hearing (with PILT fund request) is scheduled for June 27, 3:15pm.
  
- **New Business**
  - Carlotta Hecker expressed that her position on the board may be open, she finds it difficult to attend meetings. (via phone call with Brandy)
  
- **Next Meeting Date(s):** Wednesday, June 7, 7pm.

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# LOCKWOOD PEDESTRIAN SAFETY DISTRICT



## Lockwood Pedestrian Safety District Advisory Board Meeting Attendees—May 3, 2023

**Name** \_\_\_\_\_ **Email** *(If not provided previously)* \_\_\_\_\_

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## Y14-00-126.11: Woodland Ave Drainage Valley Gutter Exhibit/Options

----- Forwarded message -----

From: Eric Ler <Eric.Ler@interstateeng.com>

Date: Wed, May 3, 2023 at 12:19 PM

Subject: Y14-00-126.11: Woodland Ave Drainage Valley Gutter Exhibit/Options

Per our meeting onsite last Tuesday, we have modeled in a couple options for a valley gutter across Woodland Ave in lieu of the steel culvert to address the drainage at the intersection. Please see attached for an exhibit that includes "Option 1" and "Option 2".

Commonalities between the two options:

Both options employ a 4' wide valley gutter. Additionally, in order to make grades work for the drainage across the valley gutter and prevent extreme slopes at the intersection as well as the new pedestrian crossing location, both scenarios will require removal/replacement of asphalt as well as resetting of valve boxes and a manhole rim. Finally, both options also include moving the sidewalk down against the fence on the west side of Woodland Ave and moving the associated landing further away from Old Hardin Road (OHR). We believe doing this will present the best likelihood of being able to tie directly into the next phase of the project, particularly if an easement can be negotiated with the landowner at 541 Woodland Ave in the future.

Differences between the options:

Option 1 presents more gradual driving slopes between the new valley gutter and interface with OHF and utilizes a standard 1/2" per foot across the valley gutter, limiting the "inverted speed bump" effect. It will certainly still be noticeable, but not nearly as drastically as Option 2 presents. The downside of this option is the valley gutter discharge location will likely impact the sidewalk alignment for Phase III unless significant drainage upgrades in the area are performed and/or easement real estate is negotiated to add space for the sidewalk further south of OHR.

Option 2 discharges closer to OHR and thus may provide more options/opportunity to continue the valley gutter along the Phase III alignment leading up to the box culvert. Dependent upon future design of the sidewalk, this may reduce the need for more costly drainage conveyance measures. In addition, this option provides more space within the existing road right of way to fit the sidewalk as it makes the turn from Woodland Ave to continue down OHR. The downside of this option comes in the form of pretty severe slopes for vehicles; particularly for vehicles that turn right from Woodland onto OHR. This is due to the valley gutter requiring a steeper slope on the north side of the flow line (1" per foot) to achieve the necessary flowline and tying back into existing grade at OHR. The existing slope in this location is actually in the wrong direction so that is fighting against us in getting water to flow and leads to those larger slopes. Fortunately, the most affected traffic movements (right turns onto OHR) will be at slow speeds since it's a stop sign controlled intersection. Still might be worth putting a "Dip" sign in the vicinity to call it out to prevent issues.

Estimate of probable costs:

As an "order of magnitude" cost for these improvements, I'd estimate costs to be somewhere between \$22-30K. This includes construction costs as well as the design and drawing revisions to the existing plans. We'll be able to refine construction cost estimates once a design is finalized.

Please review and discuss these options and let me know what questions you may have. If you would like to move forward with either option presented, please let me know and we can work towards a final plan to revise and incorporate into the construction plans. Unfortunately, both Brad and I have prior commitments tonight, so we won't be able to attend the monthly meeting. However, I'd be happy to discuss any questions or comments before or after the meeting.

In the meantime, I will share these exhibits with Tim Miller and Lockwood W&S to solicit their thoughts on the matter, as well. I'll provide updates as I receive them.

Thank you and feel free to reach out to me at any time. Eric

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Eric, I'm not saying it is totally out but it is not my preference. I don't like option 2 for a couple reasons I don't like the steepness and the fact it doesn't parallel Old Hardin so you will cross it on a skew which adds to the poor drivability.

Thanks,

Tim Miller | Yellowstone County Public Works Director / Floodplain Administrator