

## Billings City Administrator Weekly Report

November 18, 2021

### 1. City Departments Collaborate to Complete Property Clean Up at 703 and 704 Shawnee Drive -

A Code Enforcement (CE) case for open storage and junk vehicles at 703 and 704 Shawnee Drive in Billings Heights that started in April 2019 ended this month through cooperation and coordination of Legal, Public Works and Code Enforcement staff. It was a two-day cleanup effort at the residential properties to remove 10 City roll-off dumpsters worth of junk and trash, and one vehicle from the site. Code Enforcement officers and staff had worked diligently with the property owners over the course of several years to try and achieve compliance. The property owners were challenged by a variety of issues, some out of their control, so CE worked with them for a long time. Eventually, with no progress over several years, the case was taken to Municipal Court and after several hearings throughout 2021, CE secured an abatement warrant. The abatement went very smoothly thanks to help from Public Works with delivery and retrieval of dumpsters during the cleanup and use of a front-end loader given the volume of material that had to be removed.



2. **Yellowstone International Airshow** – Tuesday, Kevin Ploehn, Shane Ketterling, and I attended the YIA committee meeting. Billings will be hosting the airshow in 2023.

3. **Stillwater Building** – the city received four (4) proposals for the Architectural and Engineering Services for the new City Hall Facility.

- A&E / High Plains Architects
- Schutz Foss Architects
- Cushing Terrell
- JLG / Collaborative Design

The proposals are being evaluated on five (5) categories: Firm Experience, Project Manager, Key Project Staff and Subconsultants, Available Resources and Consultant Locations and Project Methodology and Approach. The anticipation is for the top two (2) proposals to be invited for an interview process, for further evaluation.

City Facilities Department has been handling some minor issues to include stairwell lighting malfunctions. We anticipate the issue is still under warranty and will pursue replacement options. The east lobby doors will be locked at 5:30 pm each night for security purposes. Current tenants have been notified. A contract was secured with Big Sky Heating and Cooling for maintenance on the building. This will continue to be evaluated as we progress in the phases of buildout.

4. **Questions and Answers Section** – This new section of the Weekly is to compile the questions our staff receives from council members. City staff is including responses to emails received this week, so other city council members have the information.

Question 1 (CM Neese):

I'm looking for information on what CIP Transportation project will be included in this CIP. Other than what is identified under the Wicks Lane-Main to Bitterroot, what other projects are expected to be in the heights (I know the IBL is a big one that does not show in the CIP this year because it is a carryover from FY22)?

I would expect many of the projects not mentioned will fall under programs such as the ADA replacements, gravel street reconstruction (maybe Frank will get his street paved?), pedestrian crossings, street reconstruction, Curbs Gutters Sidewalk, or others.

Thank you.

Question 1 Responses:

There are annual programs in the CIP that do not have specific project locations listed as we do not know enough about the individual locations yet to give a definite order. We have a list of projects for each annual program (gravel streets, non-maintainable streets, sidewalk, pedestrian improvements, and ADA) but until we start them, we do not know how long each will take. For instance, we know that we want to add a sidewalk along a road, but until we start the project, we don't know if there is adequate right of way. Right of way can delay a project a couple of years in

some cases. Or, sometimes we will have a gravel street that needs to be paved but once we start, we find out there is an old gas line that needs to be replaced and MDU can't get it done for a couple of years. We move the individual projects ahead and back to respond to the different issues that may come up. If we don't have flexibility built into the process, we can get stuck on one project and others will languish until it is finished. So, due to this, we have a list of projects for each program (attached), but they are not in chronological order. Some pedestrian crossings and sidewalks are included but the list will be updated based on the school study that is underway now. (See attached Annual CIP Programs spreadsheet)

Question 2 (CM Neese):

I had resident complaining about the changes in trash pickup as well as some of the processes at the land fill. He felt that there was not a real effort on the staff to verify his residency. That brings up some questions that I had as well. I hope you can help me understand some of the processes at the solid waste landfill.

Do I understand correctly that all trash in the city is picked up by city trucks?

Outside the city people can use a service such as Republic or McKenzie. Do these other services like Republic and McKenzie pay the added 20% surcharge as their waste comes from outside the city?

If the trash is from outside of the County, would they pay an even higher rate?

How is it determined when these trucks arrive that the trash is from the city, county or out of area? What is the process for landfill staff to verify the origin of the trash?

Like the questions above, how do the staff at the landfill determine the difference between county, city, out of county residents when vehicles arrive at the dump? Are they required to show any verification of residency? If not, would that be possible to ensure the proper fee is assessed or allocated?

I saw an email from you that indicated total additional revenues from the surcharge through 6/30/21 was \$631,256 (\$285,270 for FY20 and \$345,986 for FY22). It seems like a year was missed or there was a typo. Can you provide/correct the amounts in the table below? Also, can you provide what years the surcharge was in effect and the percent of the surcharge in the table as well?

FY20: \_\_\_% \$285,270

FY21: \_\_\_% \$\_\_\_\_\_

FY22: \_\_\_% \$345,986

Total in fund: \$631,256

Now that there is this fund, what projects to the land fill would qualify to use these funds. I'm sure you are aware of many projects. The few that I'm aware of are the need to improve the wells or

create a composting and material separation. What and when will the council be present a request to use these funds?

Thanks for your help.

Question 3 (CM Ewalt):

I believe that the first extra 10% was added in 2019 budget and another 10% was added in the next budget year. I may be off with the calendar year and budget year. It also seems that the first 10% year the amount was north of \$400,000 and so adding another 10% the amount should show a similar increase. Thanks

Question 4 (CM Ewalt):

Do Republic and McKenzie pay the added 20% as their waste comes from outside the city? What is the total amount of income from all outside users of our landfill for each of the last 2 years? Thanks

Question 2-4 Responses

All refuse is to be collected by the City within the city limits per city code:

Sec. 21-214. - Collection by city exclusive.

(a)It is unlawful for any person other than the city to engage in the business of collecting, removing and disposing of refuse within the jurisdiction of the city, or for any person other than the city, its agents or employees to do or perform any of the things herein required to be done or performed by the city, except:(1)As provided in sections 21-215 and 21-203;(2)For drop-box service on construction sites; and(3)As provided by MCA 7-2-4736, preservation of existing garbage or solid waste service in the event of annexation.(b)The city administrator with the consent of the city council, may call for bids on any areas that may be opened for competitive bidding by private haulers.

(Code 1967, § 7.24.290; Ord. No. 89-4814, § 1, 11-20-89; Ord. No. 91-4893, § 2, 11-18-91; Ord. No. 10-5514, § 8, 6-14-10)

Other haulers that bring in front load or side load trucks are charged the applicable rate for county or out of state (see table below). If they bring in a roll off truck, the driver is asked where the waste originated. We rely on their honesty as it would be impossible to know where the load is coming from each time as per our city code, they can operate in the city.

	City of Billings	Other Towns & Counties	Outside of Montana
0 - 3.0 cubic yards or 0 - 1500 lbs <sup>2</sup>	\$ -	\$ 11.47	\$ 14.46
Municipal solid waste, construction & demolition, etc. (per ton)	\$ 22.00	\$ 33.00	\$ 41.58

Outside of Montana customers also pay a 6% surcharge in addition to the rates above. At this time, individuals who bring refuse to the landfill are simply asked where it is from. If the vehicle has out of county or out of state license plates, we may ask follow-up questions to try to ascertain if the material is from the city or not, but at this time, it comes down to the driver being honest. As you can imagine, there are many situations where it would be extremely difficult for our personnel to know for certain. For instance, someone just moves here and has out of state plates on their vehicle, but they live in the city. Or a relative from WY comes to help a family member clean their yard in Billings and brings the material up to the landfill for them. When and if we go to a Pay-T system, we will likely change our process at the landfill. This could result in a true PAY-T system in which everyone would pay when bringing refuse to the landfill or a hybrid PAY-T system in which City residential customers will continue to not pay when bringing refuse to the landfill. Under either system, we will most likely incorporate a better verification system at the landfill. That system could entail asking for a water bill, tax bill, etc. or even a system where people are issued a sticker for their vehicle if they are frequent landfill users.

In June 2019, Council voted to increase FY20 landfill fees an additional 10% over staff recommendation. Public Works staff indicated at the Council meeting that the additional revenues would be used for future landfill construction projects and offset future landfill rate increases. A year later, Council voted to increase FY21 landfill fees an additional 10% over staff recommendation and use the additional revenues toward the future landfill expansion. Council approved the FY22 landfill fees as recommended by staff. Thus, there are no additional landfill revenues being collected in FY 22. The additional revenues that have been collected are held in landfill reserve fund and will be used as indicated above.

The amounts collected are as follows:

FY20: \_\_\_% \$285,270

FY21: \_\_\_% \$345,986

Total in fund: \$631,256

**Question 5 (CM Neese):**

The resident (Joe) that complained about the land fill also was adamantly oppose the pay-to-throw (Pay-T) concept and the recent change to monthly extra pickup. His background is economics, and his view is that this will stifle the economy, create an increase in government costs and a trashy city.

His point was that by the city moving to a closer Pay-T system people will start hoarding or dumping to avoid the cost. Those that can't afford the cost will have a more difficult time and end up storing junk in their back yard instead of the city carrying it away. I know I've already am seeing this with extras that remain at the curb for several weeks before pickup (still hoping this gets better as people figure this out). He said Pay-T creates a problem that the government, through code enforcement, will have to "cure". Fines will increase or more trash will be disposed of illegally. His point was that this will hurt the economy because a growing and thriving community creates trash. If we start clogging the trash, the flow of new products will slow. He advocates for a much easier cost sharing system because it not only is a benefit for the person that consumes a lot (creates more economic prosperity) and those that have limited income and higher trash output, but it also benefits the community as a whole by providing a cleaner city that allows people to easily dispose of their trash.

How would you respond to the view that pay-T stifles the economy, creates a trashier city and increase the cost of government through code enforcement (not to mention fines that may be assessed)?

He wanted to know how much more it would have been to just cover the cost of weekly extras and keep the 300's in the shared alley. I don't recall if this was ever presented to us as option so I was not sure if it would have increase \$.50 per month or \$50. Do you have any idea how much the cost would increase if we kept the process as it was (assuming we could find the drivers as I know that was part of the reason as well)?

I appreciate your input to this question and point of view.

#### Question 5 Responses:

I believe most of us share the common value of keeping our city clean.

A communal system is easier but the opposite of efficient. Once the system reasonably represents each of us paying for what we use, we can make deliberate decisions, prioritizing how we want to spend limited resources. I have little doubt, we will need to make decisions to subsidize those who aren't paying their way. There is a certain level of this that takes place with every utility.

There are very few industries in this country where the level of service is not somehow tied to the cost. While it may not always be a perfect allocation, it is rarely one size fits all. Most communities our size and larger have solid waste collection fee structures that reflect the use. When we present the Pay-T system, we will show what cost is associated with each activity.

In addition, recycling, composting, and other sustainable activities only work if people have an incentive. In communities where the level of service is tied to cost, it increases these activities. It also has the added benefit of reducing costs for many people in our community who live on fixed incomes and use very little garbage service. There are many benefits to go to a system that ties service and cost but if we go that way, it will not be without some issues. All of that can be discussed when we present the option to City Council.

**Overlay Streets:**

## Billings Heights Locations Colored

4<sup>th</sup> Avenue North (27<sup>th</sup> – 13<sup>th</sup>)  
 Poly Drive (13th – 17th)  
 Poly Drive (Virginia – 27<sup>th</sup>)  
 Virginia (Grand – Rimrock)  
 Central Avenue (BBWA-32nd)  
 Hilltop (Bazaar Exchange – Bench)  
 Broadwater Avenue (12th – 16th)  
 6<sup>th</sup> Street W (Central – Broadwater)  
 King Avenue East (South Billings Blvd – Orchard)  
 Monad Road (19th – Daniel)  
 Poly Drive (17<sup>th</sup> – Rehberg)

**Chip Seal (General Areas):**

## Billings Heights Locations Colored

Lake Hills Sub  
 Aronson (Governors – Nutter)  
 5th Street West (Central – Broadwater)  
 Yellowstone Country Club  
 Augusta Ranch  
 Ironwood  
 Rehberg Ranch  
 Southside Triangle  
 Central Heights Sub  
 Arnold Sub  
 Oakland Sub  
 Kober Sub  
 Lampman Sub  
 Valley View Acres  
 Central Acres Sub  
 Shiloh Point Sub  
 Broadwater Sub  
 North of Rimrock (Virginia - 17th)  
 Palisades Park Sub

**Non-Maintainable Streets**

## Billings Heights Locations Colored

Branch Name	To	From	Length (Feet)
CIRCLE DRIVE	HIGHWOOD DRIVE	END W. HIGHWOOD DR.	251.
HIGHLAND PARK PLACE	HIGHWOOD DRIVE	END W. HIGHWOOD DR.	462.
HIGHWOOD CIRCLE	HIGHWOOD DRIVE	END W. HIGHWOOD DR.	261.
HIGHWOOD DRIVE	RIMROCK ROAD	PARK LANE	200.
HIGHWOOD DRIVE	CIRCLE DRIVE	POLY DRIVE	579.
HIGHWOOD DRIVE	PARK LANE	CIRCLE LANE	567.
SOUTH 12TH STREET WEST	165'N. HARNEY DRIVE	ALLEY N OF KALMAR DR	638.
SOUTH 12TH STREET WEST	CENTRAL AVENUE	ELDORADO DRIVE	561.
SOUTH 12TH STREET WEST	ELDORADO DRIVE	165'N. HARNEY DRIVE	735.
10TH AVE S	S 31ST ST	S 28TH ST	1,104.
11TH AVENUE SOUTH	SOUTH 27TH STREET	SOUTH 29TH STREET	667.
SOUTH 30TH STREET	S.EDGE 10TH AVE SO.	STATE AVENUE	363.
DAYTON CIRCLE	END EAST	BREWINGTON	335.
ERB CIRCLE	END EAST	BREWINGTON	335.
BREWINGTON DRIVE	KYHL LN	WICKS LN	1,290.
LYNCH CIRCLE	END EAST	BREWINGTON	335.
UPPER HIGHWOOD DRIVE	END NORTH	RIMROCK ROAD	670.
FOSTER STREET	MONAD RD	CENTRAL AVE	2,560.
FLORINE LANE	RHEA LANE	CENTRAL AVE	1,632.
PRICKETT LANE	MONAD RD	CENTRAL AVE	1,823.
RHEA LANE	MONAD RD	CENTRAL AVE	1,372.
PRYOR AVENUE	END	MTN VIEW BLVD	250.
GLENHAVEN DR	N TO END - CDS	W WICKS LN	2,464.

SUNNYSIDE LANE	350'N.BURNSTEAD DR.	BURNSTEAD DRIVE	360.
VALLEY DRIVE	END	MTN VIEW BLVD N.	434.
MORGAN AVENUE	JACKSON	HALLOWELL	1,282.
WASHINGTON STREET	KING AVENUE	END S. MCDOUGALL DR	950.
NORTH 19TH STREET	6TH AVENUE NORTH	END S. 6TH AVE N.	283.
CLARK AVENUE	231' EAST TO END	14TH STREET WEST	231.
YELLOWSTONE AVENUE	9TH STREET WEST	10TH STREET WEST	641.
NORDBYE LANE	END - CDS	PARKHILL	330.
CHANCERY LANE	END - CDS	VIRGINIA LN	138.
SHADY LANE	END - CDS	RIMROCK ROAD	723.
COMYN COULEE	END - CDS	MACTAVIS ROAD	300.
VALLEY VIEW DRIVE	END	RIMROCK ROAD	535
MOUNTAIN VIEW BOULEVARD	664'E. VALLEY DR.	PRYOR AVENUE	965.
BOULDER AVENUE	REHBERG LANE	32ND STREET WEST	1,309.
ILLINOIS ST	3705	3705	100
CHAPMAN LANE	END -CDS	RIMROCK ROAD	638
NYE LANE	END -CDS	RIMROCK ROAD	751
			<b>29,424.</b>

### Gravel Streets in the Heights

As identified through 11/15/2021

Branch Name	To	From	Length	Interest Survey Status
REDA LANE	LAKE ELMO DRIVE	BROADVIEW DRIVE	1,260.	FAILED
STEFFANICH DRIVE	END EAST OF BENCH	BENCH BLVD	1,300.	FAILED
STEFFANICH SQUARE	148' S/O AHOY AVENUE	STEFFANICH DRIVE	252.	FAILED
CODY DRIVE-HEIGHTS	RICE LANE	NASH LANE	280.	FAILED
NASH LANE	LAKE ELMO DRIVE	BROADVIEW DRIVE	1,260.	FAILED
LYNCH DRIVE	END E. OF BENCH	BENCH BLVD	700.	FAILED
NATALIE STREET	DURAN DRIVE	BITTEROOT DRIVE	1,300.	FAILED
JERRIE LANE	595' E. OF LAKE ELMO DRIVE	LAKE ELMO DRIVE	605.	FAILED
ANTELOPE TRAIL	CRESTLINE DRIVE	AGATE AVENUE	2015	FAILED
SHINN ROAD	SIEWERT LANE	END	480	FAILED
SIEWERT LANE	SHINN ROAD	LAKE ELMO DRIVE	740	FAILED
MCKENNEY ROAD	SIEWERT LANE	END	480	FAILED
JOYCE STREET	600 BLOCK	LINCOLN LANE	640.	PASSED
SHAMROCK LANE	480' N/O HILLTOP ROAD	HILLTOP ROAD	480.	NOT SURVEYED
WILLET DRIVE	ANGEL DRIVE	KATHY LANE	1,360.	NOT SURVEYED
CRESTLINE DRIVE	ANTELOPE TRAIL	AGATE AVENUE	1294	NOT SURVEYED
AGATE AVE	SHAMROCK LANE	SUNSET DRIVE	789	NOT SURVEYED
SKYLINE DRIVE	CRESTLINE DRIVE	END	920	NOT SURVEYED
RILEY DR	MAIN STREET	MAIN STREET	298	NOT SURVEYED
HARMON LANE	END N. OF SHARRON	SHARRON LANE	300.	NOT SURVEYED
KATHY LANE	LAKE ELMO DRIVE	PHOEBE DRIVE	420.	NOT SURVEYED
LARIAT TRAIL	END TO THE NORTH	ROLLING HILLS ROAD	220.	NOT SURVEYED
RANCHETTE ROAD	END TO THE NORTH	ROLLING HILLS ROAD	500.	NOT SURVEYED
ROXY LANE	MAIN STREET	LAKE ELMO DRIVE	1,400.	NOT SURVEYED
SILVER SPUR TRAIL	END TO THE NORTH	ROLLING HILLS ROAD	500.	NOT SURVEYED
RICE LANE	LAKE ELMO DRIVE	BROADVIEW DRIVE	1,260.	NOT SURVEYED
CEL AVENUE	640' E/O 32ND	SOUTH 32ND WEST	640.	NOT SURVEYED
LAKEVIEW DRIVE NORTH	END TO THE EAST	RICHARDS ROAD	800.	NOT SURVEYED
BLACKFOOT STREET	CROW LANE	SIoux LANE	520.	NOT SURVEYED
FLATHEAD STREET	CROW LANE	SIoux LANE	520.	NOT SURVEYED
LOLA LANE	END TO THE EAST	LAKE ELMO DRIVE	400.	NOT SURVEYED
BIRCH LANE	BENCH BLVD	END W. OF BENCH	800.	NOT SURVEYED
DURAN DRIVE	S. OF CHERYL	N. OF ELAINE	1,460.	NOT SURVEYED
HEIGHTS LANE	END E. OF BENCH	BENCH BLVD	1,000.	NOT SURVEYED
LAMBRECHT LANE	BENCH BLVD	MAIN STREET	1,120.	NOT SURVEYED
LIBERTY STREET	LINCOLN LANE	MAIN STREET	400.	NOT SURVEYED
WAGNER LANE EAST	WAGNER LANE NORTH	WAGNER LANE SOUTH	240.	NOT SURVEYED
WAGNER LANE NORTH	BENCH BLVD	W. OF BENCH BLVD	240.	NOT SURVEYED
WAGNER LANE SOUTH	WAGNER LANE EAST	WAGNER LANE WEST	540.	NOT SURVEYED
WINEMILLER LANE	BENCH BLVD	END W. OF BENCH	780.	NOT SURVEYED



ANGEL DRIVE	LAKE ELMO DRIVE	END W. OF PHOEBE	580.	NOT SURVEYED
JACQUE LANE	600' E. OF LAKE ELMO DRIVE	LAKE ELMO DRIVE	600.	NOT SURVEYED
KATHY LANE	MAIN STREET	LAKE ELMO DRIVE	1,320.	NOT SURVEYED
LAURIE LANE	1000' E. LAKE ELMO	LAKE ELMO DRIVE	1,000.	NOT SURVEYED
PHOEBE DRIVE	ANGEL DRIVE	MEADOWLARK LANE	2,300.	NOT SURVEYED
RICHARDS ROAD	NORTH LAKE VIEW	N/O ROBERTSON ROAD	187.	NOT SURVEYED
SHARRON LANE	LAKE ELMO DRIVE	E/O PHOEBE DRIVE	650.	NOT SURVEYED
VENUS CIRCLE	END AT CUL-DE-SAC	SOUTHERN HILLS DR.	750.	NOT SURVEYED

## Gravel Streets Not in the Heights

As identified through 11/15/2021

Branch Name	To	From	Length	Interest Survey Status
VICKERY DRIVE	SHILOH ROAD	SHILOH ROAD	220.	FAILED
PARK LANE	HIGHWOOD DRIVE	END W. HIGHWOOD DR.	257.	NOT SURVEYED
CHARLES STREET	INDUSTRIAL AVENUE	MONAD ROAD	1,235.	NOT SURVEYED
36TH STREET WEST	BROADWATER AVENUE	HOWARD AVENUE	1,254.	NOT SURVEYED
COOK AVENUE	109'W. OF 35TH ST W	36TH STREET WEST	521.	NOT SURVEYED
CUSTER AVENUE	36TH STREET WEST	37TH STREET WEST	930.	NOT SURVEYED
HOWARD AVENUE	109'W. OF 35TH ST W	36TH STREET WEST	520.	NOT SURVEYED
MILES AVENUE	35TH STREET WEST	36TH STREET WEST	630.	NOT SURVEYED
ST. JOHNS AVENUE	108'W. OF 35TH ST W	36TH STREET WEST	520.	NOT SURVEYED
TERRY AVENUE	35TH STREET WEST	33RD STREET WEST	1,300.	NOT SURVEYED
TERRY AVENUE	END -- CUL-DE-SAC	36TH STREET WEST	300.	NOT SURVEYED
FRANCES AVENUE	ORCHARD LANE	END W. ORCHARD LANE	600.	NOT SURVEYED
MITCHELL AVENUE	HILLVIEW	HALLOWELL	468.	NOT SURVEYED
MONROE STREET	MADISON AVENUE	371'S. MADISON AVE	371.	NOT SURVEYED
STEPHENS LANE	ARDEN AVENUE	VAUGHN LANE	1,030.	NOT SURVEYED
ARROWHEAD ROAD	ALKALI CREEK ROAD	END SOUTH	160.	NOT SURVEYED
EVERGREEN DRIVE	ALKALI CREEK RD	SANDSTONE TRAIL	890.	NOT SURVEYED
MOON BEAM LANE	MOON VALLEY ROAD	N. MOON VALLEY ROAD	740.	NOT SURVEYED
MOON VALLEY ROAD NORTH	ALKALI CREEK ROAD	MOON VALLEY ROAD	520.	NOT SURVEYED
SANDSTONE TRAIL	ALKALI CREEK RD	END SW ALKALI	700.	NOT SURVEYED
21ST STREET WEST	COLTON BLVD.	SOLOMAN AVENUE	730.	NOT SURVEYED
SOLOMAN AVENUE	PARKHILL DRIVE	21ST STREET WEST	1,213.	NOT SURVEYED
NORTH 14TH STREET	END N. 4TH AVE N.	4TH AVENUE NORTH	305.	NOT SURVEYED
WENDIMERE LANE	END	MACONA LANE EAST	500.	NOT SURVEYED
ARVIN LANE	ARVIN ROAD	END W. ARVIN ROAD	233.	NOT SURVEYED
HANCOCK DRIVE	END	POLY DRIVE NORTH	206.	NOT SURVEYED
OCOTILLO ROAD	REHBERG LANE	DEAD END W. REHBERG	546.	NOT SURVEYED
RANCHO ROAD	END	ARVIN ROAD EAST	176.	NOT SURVEYED
COLTON BOULEVARD	W.CURB LAMAR DRIVE	16TH STREET WEST	310.	NOT SURVEYED
CRAWFORD DRIVE	130' EAST	E.CURB 15TH ST.W.	130.	NOT SURVEYED
LECOUNT LANE	BETWEEN 10TH AND 11TH	N. 19TH STREET TO EAST	300.	NOT SURVEYED
AVENUE E	LYNDALE LANE	28TH STREET WEST	169.	NOT SURVEYED
10TH STREET WEST	YELLOWSTONE AVENUE	WYOMING AVENUE	289.	NOT SURVEYED
13TH STREET WEST	LEWIS AVENUE	157' SOUTH LEWIS	157.	NOT SURVEYED
13TH STREET WEST	WYOMING AVENUE	BROADWATER AVENUE	351.	NOT SURVEYED
GLADIOLUS LANE	END HIGHLAND CLUB	DELPHINIUM DRIVE	112.	NOT SURVEYED
PORTER PLACE	REIMERS PARK DRIVE	E. OF 37 1/2 ST.	174.	NOT SURVEYED
TREASURE DRIVE	END AT VICKERY	POLY DRIVE	520.	NOT SURVEYED
MOUNTAIN VIEW BOULEVARD	1358' E. VALLEY DR.	664' E. VALLEY DR.	694.	NOT SURVEYED
MOREY STREET	UNDERPASS AVENUE	WONDERPARK DRIVE	225.	NOT SURVEYED
MOREY STREET	END OF GRAVEL	SIMPSON STREET	840.	NOT SURVEYED
MULLOWNEY LANE	320' N/O PARKWAY LN	130' S/O PARKWAY LANE	320.	NOT SURVEYED
BRUCE AVENUE	HALLOWELL LANE	STEPHENS LANE	625.	NOT SURVEYED
NEWMAN LANE	LUX AVENUE	RUTH LANE	848.	NOT SURVEYED
VAUGHN LANE	JACKSON	HALLOWELL	1,282.	NOT SURVEYED
BERNARD STREET	INDUSTRIAL AVENUE	MONAD ROAD	1,203.	NOT SURVEYED
S 12TH ST WEST	130' N OF KALMAR DR	KALMAR DR	130.	NOT SURVEYED
S 12TH ST WEST	MONAD RD	KALMAR DR	353.	NOT SURVEYED

S PLAINVIEW STREET	MONAD RD	ALLEY N OF KALMAR DR	600.	NOT SURVEYED
KALMAR DRIVE	S. 12TH STREET WEST	S. PLAINVIEW STREET	280.	NOT SURVEYED
RIMROCK ROAD	1,652' W/O COVE CR PARKWAY	W CURB COVE CREEK PARKWAY	1,652.	NOT SURVEYED

### Annual Street Crossings--Pending Outcome of 2021 Safe Routes to School Study

#### Billings Heights Locations Colored

Project Location	Cross Streets?	CC Ward	School	Comments
32nd Street West	Lampman Drive	5	Big Sky	Enhance existing crossing with flashers
8th Street West	Cook Avenue	3	Washington	Install curb extensions or median refuge island
Lewis Avenue	22nd Street West	5	Burlington	Install curb extensions
Jackson Street	Roosevelt Avenue	1	Orchard	Install bulbouts on mid-block crossings
Nutter Boulevard	School frontage	2	Sandstone	Install bulbouts on school crossing
38th Street West	High Ditch crossing	4	Arrowhead	Install signed/marked crosswalk with curb extensions
Barrett Road	Linden Drive	2	Beartooth	Install crosswalk.
Wicks Lane	Bitterroot Drive	2	Beartooth	Install crosswalk and RRFB
22nd Street West	School entrance	5	Burlington	Install signing, striping and curb extensions in front of main entrance. Require students to use this entrance
Alamo Drive	E. of Pueblo Drive	3	Central Heights	Install bulbouts on mid-block crossing
Lexington Drive	N. of Alamo Drive	3	Central Heights	Install bulbouts on mid-block crossing
Lexington Drive	El Dorado Drive	3	Central Heights	Install curb extensions on all corners
Santa Fe Drive	El Dorado Drive	3	Central Heights	Install curb extensions on school crossing
Parkhill Drive	North 32nd Street	1	McKinley	Install pedestrian crossing and enhancements on west side of intersection.
11th Avenue North	North 32nd Street	1	McKinley	Install pedestrian crossing and enhancements on east side of intersection.
32nd Street West	St. Johns Avenue	5	Meadowlark	Install school crossing with enhancements/bulbouts
16th Street West	Miles Avenue	3	Miles	Install curb extensions and drainage improvements
19th Street West	Avenue E	3/5	Rose Park	Install curb extensions.

### Annual ADA Improvements

#### Billings Heights Locations Colored

Project Location	Project Specific Area
8th Street West	Broadwater to Grand
Broadwater Avenue	8th to 16th
Poly Drive	North 27th Street to Virginia Lane
Hilltop Road	Bench Blvd to Senators Boulevard
6th Street West	Central Avenue to Broadwater Ave
Monad Road	Daniel Street to South 220th Street West

Annual Missing Sidewalk Program

**Annual Missing Sidewalk Program**

Billings Heights Locations Colored

Project Location	Project Specific Area
Ironwood Boulevard	Southwest portion of roundabout
Boulder Avenue	Rehberg Lane to 32nd Street West
Alkali Creek Road	North 27th Street to Virginia Lane
Pinon Drive	Bench Blvd to Senators Boulevard
20th Street West	Central Avenue to Broadwater Ave
Monad Road	Daniel Street to South 220th Street West