



## APPENDIX B: Vision and Goals

# Vision and Goals

## Technical Memorandum

# MONTANA



## PEDESTRIAN & BICYCLE PLAN

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# Vision and Goals

## 1.0. INTRODUCTION

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Developing a vision and goals for the *Montana Pedestrian and Bicycle Plan* (Plan) is a critical early step in the transportation planning process. This step sets a framework for where we want to be in the future. In addition to aligning with other objectives and the overall mission of the agency, the vision and goals lay out the general course of action for improving or enhancing bicycling and walking as an integral transportation mode on our state transportation system. Development of the vision and goals is an iterative process conducted through collaboration and guidance provided by the Plan's Steering Committee, and input from stakeholders, the public, local officials, and other interested parties.

This technical memorandum includes a summary of relevant federal perspectives and existing planning documents which were reviewed to understand and coordinate a common vision across Montana for pedestrians and bicyclists. A vision statement and series of goals were identified to inform the planning process and set the course of action for the Plan. The identified vision and goals included at the end of this document provide guidance on how to achieve a transportation system that is safe, accessible, and serves all users.

## 2.0. FEDERAL LEVELS

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Various laws, regulations, guidance, and support exist at the federal level that illustrate the national attention on bicycling and walking as valuable modes of transportation. These include transportation planning, livability principles, and environmental justice considerations. There is federal support for bicycling and walking as a mode of transportation on our highway system as well as a contributor to the health of our citizens and the vitality of our communities. Below are some key provisions.

### 2.1. Federal Transportation Authorization Acts

Federal transportation legislation has provided support for multimodal transportation since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. ISTEA redirected the federal government to develop a national "intermodal" transportation system including public transportation and improved access to ports and airports. While ISTEA boosted funding for highway construction, the legislation also gave states flexibility to shift highway funds to pay for a broad array of non-highway programs. ISTEA also established state bicycle and pedestrian coordinator positions. Since ISTEA there have been a number of reauthorizations, each enhancing this expansion from just roads and bridges to all modes of transportation.

In 2005, Congress enacted the Safe, Accountable, Flexible, Efficiency Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which maintained state spending flexibility while focusing on safety planning and provided funding for the Safe Routes to School program.

Then in 2012, Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) which contained historic policy reforms. Prior to 2012, there were three programs with their own dedicated funding to improve walking and biking: the Surface Transportation Enhancement Program (also known as the Community Transportation Enhancement Program - CTEP), the Recreational Trails Program (RTP) and the Safe Routes to School (SRTS) Program. In July 2012, Congress passed MAP-21 which provided program reform and consolidated the funding of these three programs into one, Transportation Alternatives (TA). The bill also reduced program funding for Montana from \$9.3M



to \$5.8M and gave states the option to transfer TA funding to other programs as well as the option to cut the RTP set aside. MDT chose to maintain funding within the TA program and continue the RTP program because of the importance of these programs for all Montanans.

The current transportation bill, the *Fixing America's Surface Transportation (FAST) Act*<sup>i</sup>, became law on December 4, 2015. The FAST Act authorizes five years of funding for the nation's transportation infrastructure including programs for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The TA program was re-authorized with the FAST Act in 2015 and received a slight increase in funding from \$5.8M to \$6.0M.

## 2.2. United States Department of Transportation (US DOT)

Data is limited about the full extent of bicycle and pedestrian use, but the evidence indicates that the use of these modes is on the rise.<sup>ii</sup> Walking and bicycling are not only healthy and environmentally friendly travel modes, they also complement public transportation and driving, and help to complete a safe, efficient, and reliable transportation network. Because of these attributes, this seemingly modest, very local activity support national goals to reduce greenhouse gas emissions, improve health through prevention, and increase access to opportunity. Walking and biking provide critical first and last mile connections to transit and are often relied upon as a primary mode of travel—particularly among those without access to cars, including many youth and low-income individuals. Recognizing that an increase in walking and biking will mean increased exposure to vehicles and other risks, the US Department of Transportation is focused on ensuring safe accommodations for pedestrians and bicyclists through a series of focused efforts.

In 2010, the US DOT adopted a *Policy Statement on Bicycle and Pedestrian Accommodation*<sup>iii</sup>. This policy statement is intended to express the leadership's commitment to walking and bicycling and to provide guidance for implementation, but it does not create any new requirements for transportation agencies. The policy statement is as follows:

*"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."*

US DOT includes several Agencies or Operating Administrations, each with a specific focus and authority. These include the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), Federal Transit Administration (FTA), Federal Motor Carriers Safety Administration (FMCSA), Federal Railroad Administration (FRA), and others. Each of these agencies

<sup>i</sup> *Fixing America's Surface Transportation (FAST) Act*, Federal Highway Administration, December 4, 2015, <https://www.fhwa.dot.gov/fastact/>

<sup>ii</sup> *Safer People, Safer Streets: Pedestrian and Bicycle Safety Initiative*, United States Department of Transportation, January 20, 2017, <https://www.transportation.gov/safer-people-safer-streets>

<sup>iii</sup> *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*, United States Department of Transportation, Signed March 11, 2010, [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/policy\\_accom.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm)

is participating in the effort to improve bicycling and pedestrian safety, and each has particular roles and responsibilities in this effort.

- **FHWA**: FHWA provides stewardship over the construction, maintenance and preservation of the Nation's highways, bridges and tunnels through financial and technical assistance, and guidance to State DOTs and Metropolitan Planning Organizations (MPOs). FHWA coordinates with State DOTs to promote and facilitate the increased use of non-motorized transportation, including developing facilities for the use of pedestrians and bicyclists and public educational, and safety programs for using such facilities. FHWA has a responsibility to provide State and local agencies with guidance on safe roadway design standards. FHWA grant funding, primarily in the form of formula grants to State DOTs and MPOs, can be used to build and improve bicycle and pedestrian infrastructure.
- **NHTSA**: NHTSA ensures the safety of motor vehicles and highways through highway safety grants to States and through guidance and regulations on States, including the requirement for States to have a performance-based highway safety program designed to reduce traffic crashes, which must include performance measures and targets related to non-motorized fatalities. NHTSA maintains a bicycle safety program focused on research, education, and enforcement of motorists', bicyclists', and pedestrians' behavior to enhance roadway safety and reduce injuries and fatalities. NHTSA's website includes resources and more information about safe bicycling and walking.
- **FTA**: FTA provides financial and technical assistance to local public transit systems. The FTA oversees grants to state and local transit providers; multiple FTA grant programs are available to help cities and towns invest in pedestrian and bicycle infrastructure, which improves mobility and helps people access public transportation. FTA maintains a list of grant programs with funding eligibility for bicycle projects.
- **FMCSA**: FMCSA prevents commercial motor vehicle-related fatalities and injuries by enforcing safety regulations, supporting research on safety information systems and safer vehicle technology, and providing States with financial assistance for roadside inspections and other commercial motor vehicle safety programs. These programs are designed to reduce commercial motor vehicle collisions, including those that involve bicyclists and pedestrians.
- **FRA**: FRA ensures the safe movement of people and goods by rail, through regulatory and inspection work, investments to develop and improve the rail network, and through research and technology development. FRA has worked to identify safety risks and to improve the safety of pedestrians and bicyclists at grade crossings, gathering information on signals, signs, and other devices used to prevent non-motorized fatalities.

Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. US DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems.

## 2.3. US DOT Partnerships

On June 16, 2009, the Environmental Protection Agency (EPA) joined with Department of Housing and Urban Development (HUD) and US DOT to help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide. Through a set of guiding principles and a partnership agreement that guides the agencies' efforts, this partnership coordinates federal housing, transportation, and other infrastructure investments to protect the environment, promote equitable development, and help address the challenges of climate change.

Multimodal transportation options that improve access to housing, jobs, businesses, services, and social activities are fundamental desires of most transportation system users. These principles are listed below:

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods

## 2.4. Americans with Disabilities Act (ADA)

The *Americans with Disabilities Act*<sup>iv</sup> (42 U.S.C. § 12131-12165) was signed into law on July 26, 1990. The Act prohibits discrimination and guarantees that people with disabilities have the same opportunities as everyone else to participate in mainstream American life. The Act facilitates mobility for all users, assuring those with disabilities have equal access to walkways or bikeways. Disabilities include, but are not limited to, mobility, visual, hearing, cognitive, and other impairments.

## 2.5. Public Right-of-Way Accessibility Guidelines (PROWAG)

While ADA guidelines briefly speak to access to sidewalks, they mostly focus on accessible on-site facilities. The proposed PROWAG<sup>v</sup> guidelines address features unique to public rights-of-way and facilities such as public sidewalks, street crossings, on-street parking, and pedestrian signals. These guidelines specifically cover pedestrian access to streets, sidewalks, and other non-motorized facilities to ensure that all persons with disabilities have the same degree of convenience, connection, and safety as the public. These guidelines apply to all newly built or altered pedestrian ways and address constraints such as space limitations, roadway design practices, slope, and terrain. While the guidelines are still considered "proposed" at the federal level, MDT has adopted PROWAG as the guiding document.

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<sup>iv</sup> *Americans with Disabilities Act*, United States Department of Justice Civil Rights Division, July 26, 1990, <https://www.ada.gov/pubs/adastatute08.htm>

<sup>v</sup> *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way*, United States Access Board, July 26, 2011, <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>

## 3.0. STATE LEVEL PLANS

It is important to review the vision and goals that have been developed through other planning processes in order to understand and support as feasible what other Montana entities are working towards. With this in mind, various plans which address pedestrian and bicycle transportation in the State of Montana are discussed below.

### 3.1. TranPlanMT (November 2017)

*TranPlanMT*<sup>vi</sup> is an update to *TranPlan21*, Montana's long-range transportation plan. MDT developed *TranPlan21* in 1995 and amended it in 2008. The *TranPlanMT* update is part of an ongoing process to identify transportation needs, evaluate public and stakeholder issues and priorities, assess future transportation concerns, and establish policy goals and strategies to achieve Montana's overall transportation vision. The plan guides MDT's efforts to plan, manage, and preserve a safe and efficient transportation system. The plan states, "MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment."

*TranPlanMT* sets policy direction for MDT based on public and stakeholder input. A broad outreach effort involving MDT personnel, transportation stakeholders, public users, state, tribal, county, and municipal leaders helped identify transportation goals and strategies contained in the *TranPlanMT* document. These goals include:

- **Safety:** Improve safety for all transportation users to achieve Vision Zero: zero fatalities and zero serious injuries.
- **System Preservation and Maintenance:** Preserve and maintain existing transportation infrastructure.
- **Mobility and Economic Vitality:** Facilitate the movement of people and goods recognizing the importance of economic vitality.
- **Accessibility and Connectivity:** Preserve access to the transportation network and connectivity between modes.
- **Environmental Stewardship:** Support MDT's transportation mission through regulatory compliance and responsible stewardship of the built and natural environment.
- **Business Operations and Management:** Provide efficient, cost-effective management and operation to accelerate transportation project delivery and ensure system reliability.

*TranPlanMT* includes non-motorized transportation wherein it discusses the state's current pedestrian and bicycle facilities, safety, usage and demand. The *Statewide Pedestrian and Bicycle Plan* further defines the non-motorized component of *TranPlanMT* by focusing the above goals and strategies on pedestrians and bicyclists. It is important that the overall vision and goals for the *Pedestrian and Bicycle Plan* support *TranPlanMT*.

<sup>vi</sup> *TranPlanMT Plan Summary* (Draft), Montana Department of Transportation, June 2017, <http://www.mdt.mt.gov/tranplan/>

### 3.2. MDT ADA Transition Plan (December 2016)

The *MDT ADA Transition Plan*<sup>vii</sup> is intended to direct MDT's efforts to provide an accessible transportation system within the state. The purpose of the plan is to provide guidance for removal of accessibility barriers. The plan provides an overview of MDT's external ADA program, outlines MDT's mission and ADA policy, and identifies methods to assist MDT in complying with ADA regulations.

In striving to meet MDT's mission of providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment, MDT recognizes the importance of providing equitable access to all transportation system users. The *ADA Transition Plan* outlines several methods to be used to achieve MDT's mission and to remove barriers to accessibility. These methods include:

- **Administration** - Administer, provide oversight responsibilities, and ensure compliance with the law and federal and state guidance relating to ADA compliance.
- **Communications** - Communicate and interact effectively with the public and assist the disability community through communication methods including auxiliary aids, services, information, and signage.
- **Rights-of-way** - Assure all of its physical assets (curb ramps, sidewalks, crosswalks, median crossings, and pedestrian activated signal systems) are ADA compliant, including existing and newly-constructed features.
- **Building Facilities** - Assure building facilities (district and headquarters office buildings, rest areas, airports, maintenance buildings, and scale sites) are ADA compliant, including existing and newly-constructed features.

### 3.3. Montana Comprehensive Highway Safety Plan (May 2015)

The *Montana Comprehensive Highway Safety Plan* (CHSP)<sup>viii</sup> focuses on comprehensive safety and reducing fatal and serious injury crashes on the State's roadway system. The Montana CHSP sets forth goals and objectives that are both broad and distinct. The current CHSP, dated May 2015, identifies the following overall safety vision and interim safety goal for the State of Montana:

- **Vision:** The vision for safety on Montana's roadways is clear - *Vison Zero*: zero fatalities and zero serious injuries.
- **Goal:** To reduce fatalities and incapacitating injuries in the State of Montana by half in two decades, from 1,704 in 2007 to 852 by 2030.

*Vison Zero* is a multipronged initiative with the goal of eliminating deaths and injuries on Montana highways. Using a combination of education, enforcement, engineering, and emergency medical response strategies, *Vison Zero* focuses on the following three emphasis areas:

- Roadway Departure and Intersection Crashes
- Impaired Driving Crashes
- Occupant Protection

<sup>vii</sup> *ADA Transition Plan*, Montana Department of Transportation, December 2016, <https://www.mdt.mt.gov/other/webdata/external/civilrights/ADA-TRANSITION-PLAN.pdf>

<sup>viii</sup> *Montana Comprehensive Highway Safety Plan*, Montana Department of Transportation, May 2015, [http://www.mdt.mt.gov/visionzero/docs/chsp/current\\_chsp.pdf](http://www.mdt.mt.gov/visionzero/docs/chsp/current_chsp.pdf)

Montana is also committed to pursuing three key overarching strategy areas that will benefit all safety activities:

- Improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety analysis;
- Support the essential role of EMS in reducing the severity of injury outcomes and the technologies and systems necessary to advance collaboration with all safety partners; and
- Collaborate across agencies, organizations and with the public to improve the safety culture and promote the institutionalization of Vision Zero.

### 3.4. Montana Tourism and Recreation Strategic Plan (2013)

The *Montana Tourism and Recreation Strategic Plan*<sup>ix</sup> was developed by the Montana Department of Commerce and is a strategic “roadmap” for developing a strong tourism industry in Montana. The current plan is the fifth of its kind, an updated and reimagined document built upon the previous plans dating to the early 1990s.

The overarching vision for the future is a strong tourism industry that supports the economic health of Montana and its small businesses and communities. All strategies, strategic actions, and implementing activities to achieve this vision are expected to meet at least one of the three high-level strategic goals. The three high-level strategic goals are:

- **Goal 1: Improved Economic Benefits**
- **Goal 2: Preservation of Assets and Quality of Life**
- **Goal 3: Improved Visitor Experience**

The Strategic Plan discusses how to attract tourists to the state, but also how to help visitors plan their trip and encourage a longer stay. While there is not a defined pedestrian and bicycle component, there is mention of enhancing the visitor experience by suggesting places for visitors to hike or bike during their stay.

### 3.5. Big Sky. New Horizons. A Healthier Montana: A Plan to Improve the Health of Montanans (June 2013)

*Big Sky. New Horizons. A Healthier Montana: A Plan to Improve the Health of Montanans*<sup>x</sup> is a plan developed by Montana Department of Public Health and Human Services (DPHHS) that serves as a roadmap to improve the health of Montana’s citizens. The plan outlines five health improvement priorities:

- Prevent, identify and manage chronic conditions
- Promote the health of mothers, infants and children
- Prevent, identify and control communicable disease
- Prevent injuries and reduce exposure to environmental health hazards
- Improve mental health and reduce substance abuse

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<sup>ix</sup> *Montana Tourism and Recreation Strategic Plan 2013-2017*, Montana Office of Tourism and Business Development, Montana Department of Commerce, <http://marketmt.com/Resources/StrategicPlan>

<sup>x</sup> *A Healthier Montana: A Plan to Improve the Health of Montanans*, Montana Department of Public Health and Human Services, <https://dphhs.mt.gov/Portals/85/ahhealthiermontana/Big%20Sky%20New%20Horizons%20final%209.2013.pdf>



The first public health improvement priority – prevent, identify, and manage chronic conditions – is the only direct reference to improve public health by promoting active lifestyles. The plan also supports and promotes communities to adopt and implement policies that address the built environment (structures, transportation, and land use) that promote the health of the community.

The plan is currently being updated, *2018-2022 Montana State Health Improvement Plan (SHIP)*<sup>xi</sup>. The plan is still in the development stages; however, the draft priority areas have been released. These priority areas include:

- Chronic disease prevention and self-management
- Behavioral health: prevention, treatment, and recovery support
- Unintentional injury
- Maternal and child health

The first priority area – chronic disease prevention and self-management – focuses on risk factors such as poor nutrition, physical inactivity, tobacco use, obesity, hypertension, and access to preventative healthcare. The third priority area – unintentional injury – focuses on motor vehicle crashes.

### 3.6. Montana State Parks and Recreation Strategic Plan (December 2014)

*Charting a New Tomorrow: Montana State Parks and Recreation Strategic Plan 2015-2020*<sup>xii</sup> was developed by Montana Fish, Wildlife, and Parks (FWP) to identify key metrics and opportunities aimed at making the Montana State Parks system the strongest in the country. The plan identified five goals, and several accompanying targets, to support and strengthen the state parks system.

This plan was reviewed to consider any nexus that might exist between the parks system and the transportation system. While the plan does not explicitly mention pedestrians and bicyclists, it focuses on recreation which is inclusive of pedestrian and bicycle modes.

## 4.0. LOCAL PLANS AND STUDIES

Many of Montana's urban areas, including the three Metropolitan Planning Organizations (MPO), have developed area specific transportation plans that encompass all aspects of the transportation system. Many communities have also developed parks and recreation plans, trails plans, pedestrian safety plans, or growth plans, which focus more on, although not exclusively, the recreational aspects of non-motorized travel. The following local plans specifically address walking and bicycling in Montana's communities.

### Local Non-Motorized Plans:

- Billings Area Bikeway and Trails Master Plan (2017)
- Red Lodge Active Transportation Plan (2016)
- Park County Active Transportation Plan (2016)
- Whitefish Bicycle and Pedestrian Master Plan (2016)
- Lockwood Pedestrian Safety District Non-Motorized Transportation Plan (2015)

<sup>xi</sup> 2018-2022 Montana State Health Improvement Plan Focus Areas Handout, Montana Department of Public Health and Human Services, [https://dphhs.mt.gov/Portals/85/ahhealthiermontana/SHASHIPHandout\\_5-1-18.pdf](https://dphhs.mt.gov/Portals/85/ahhealthiermontana/SHASHIPHandout_5-1-18.pdf)

<sup>xii</sup> *Charting a New Tomorrow: Montana State Parks and Recreation Strategic Plan 2015-2020*, Montana Fish, Wildlife, and Parks, <http://stateparks.mt.gov/about-us/strategicPlan.html>

- Hamilton Non-Motorized Transportation Plan (2012)
- Missoula Active Transportation Plan (2011)
- Columbus Area Trails Plan (2008)

Many Montana cities have multi-modal transportation plans for their planning areas. Transportation is seen as an all-encompassing term which includes both motorized and non-motorized modes of travel. As such, many Long Range Transportation Plans (LRTP) include a pedestrian and bicycle component that integrates with the broader transportation system. These plans include visionary networks for future pedestrian and bicycle transportation systems and therefore, do not necessarily need a separate planning document. Common themes for vision and goals among the LRTPS include the prioritization of improved safety and preserving and maintaining the existing transportation system. The following LRTPs have been developed for Montana communities and include non-motorized components.

#### **Local Long Range Transportation Plans:**

- Great Falls Area Long Range Transportation Plan (2018)
- Belgrade Long Range Transportation Plan (2018)
- Bozeman Transportation Master Plan (2017)
- Missoula Long Range Transportation Plan (2017)
- Miles City Long Range Transportation Plan (2017)
- Butte-Silver Bow Transportation Plan (2016)
- Billings Urban Area Long Range Transportation Plan (2014)
- Greater Helena Area Long Range Transportation Plan (2014)
- City of Laurel Long Range Transportation Plan (2014)
- Shelby Master Transportation Plan (2014)
- Polson Area Transportation Plan (2011)
- Hamilton Area Transportation Plan (2009)
- Whitefish Transportation Plan (2009)
- Kalispell Area Transportation Plan (2006)

The vision and goals identified in each of these local plans were reviewed to understand and coordinate a common vision across Montana for pedestrians and bicyclists. The vision and goals of each plan can be found in **Appendix A**.

## **5.0. PUBLIC AND STAKEHOLDER OUTREACH**

It is important to have active participation and input throughout the planning process. In order to help develop a vision and goals for this Plan, extensive public and stakeholder outreach was conducted to better understand user concerns and how walking and biking in Montana is viewed. With a holistic understanding of what the needs of users are, a plan vision and goals can be developed that addresses all users as well as the governing agencies. The following sections discuss the public and stakeholder involvement activities to date.

### **5.1. Open House Workshops**

To better understand the issues, concerns and needs faced across the state regarding walking and biking, the project team conducted workshops in the five MDT Districts and in Helena where MDT is headquartered. The workshops were intended to reach a broad audience to discuss the development of the Plan and to hear from local governments, stakeholders and the public about their concerns and needs. Workshops offered an in-person opportunity for anyone interested to share their input and

ideas and to provide the project team with guidance for development of the Plan. The six public open house workshops were held at the following locations on the following dates:

- **Havre** (District 3: Great Falls) – May 15, 2018
- **Glendive** (District 4: Glendive) – May 23, 2018
- **Billings** (District 5: Billings) – May 24, 2018
- **Butte** (District 2: Butte) – May 29, 2018
- **Missoula** (District 1: Missoula) – May 30, 2018
- **Helena** (MDT Headquarters) – May 31, 2018

The workshops, held from 1:00 PM to 7:00PM, were organized into sessions during which different groups (local agencies, stakeholders, and the public) were invited to attend. The workshop format was the same for each group in each location. To ensure all aspects of pedestrian and bicycle transportation were adequately addressed and to help initiate conversations, the following stations were set up:

- Safety and Education
- Accessibility and Connectivity
- System Preservation and Maintenance
- Mobility, Health, and Economic Vitality
- Barriers and Challenges

Each station was staffed by a member of the project team who facilitated discussions. Participants were encouraged to visit each station and share their input about the station's topic as it pertains to their experience with walking and biking in Montana. The project team took comprehensive notes and encouraged meaningful feedback through one-on-one and small group conversations.

In total, there were 148 attendees at the 6 workshops with 123 pages of notes collected. Across the state, a number of common themes were revealed through the conversations. Although there were many valuable comments provided, the following summary is intended to reflect the needs, concerns, and ideas that were most prevalent at the workshops and may not include every comment heard. A full list of comments received during the meetings is provided in **Appendix B**.

- **Safety**: Safety for all users is critically important. Crosswalk enhancements that improve visibility and safety was emphasized. Separated non-motorized facilities are thought of as safer than ones mixed with vehicle traffic. Though, parallel routes on low speed/low volume roadways are also seen as acceptable route alternatives to most non-motorized users.
- **Facilities**: Non-motorized facilities are desired that provide safe and appropriate accommodations for all users. Connectivity and accessibility of facilities, prioritizing pedestrian and bicycle infrastructure was also highlighted.
- **Education**: More education is needed that is aimed at existing laws and regulations to ensure safe and proper interactions between all users. The public recommended an increase in bicycle and pedestrian education for all ages through schools, drivers education, and public service announcements. It was also noted that education to encourage non-motorized use and promote the benefits of walking and bicycling is desired.
- **Maintenance**: There is a desire for more frequent and consistent snow and ice removal as well as sweeping of non-motorized facilities. Understanding best practices for maintenance was desired. Sidewalk repair and preservation is important to ensure a safe, connected system. Upkeep of striping and pavement markings is also important.

- **Funding:** The public recognizes the challenges of the various jurisdictions regarding limited funding for maintenance, education and expansion of infrastructure and the need to identify additional and alternative resources.
- **Roles and Responsibilities:** There is a common lack of understanding on the roles and responsibilities that various agencies, local governments, and the public play in providing and maintaining pedestrian and bicycle accommodations. There is a perception that there is a lack of consistency, coordination, and collaboration between jurisdictions. It is unclear how each entity addresses and balances competing needs.

## 5.2. Electronic Survey

An online survey was developed to help assess the existing conditions for pedestrian and bicycle transportation in Montana. Special attention was made to reach a diverse population during the distribution of the survey as outreach to special interest groups, stakeholders, decision-makers, pedestrians, bicyclists, and general motorists was completed. The survey was linked to the project website and was open to the public from April 18<sup>th</sup> through June 10<sup>th</sup>, 2018.

The survey consisted of 20 questions in which respondents were asked to provide basic demographic data including their geographic location, age group, and community setting. Respondents were also asked which mode of transportation they used most often and questions relating to the specifics of their typical biking and walking trips. The survey then asked respondents to list their reasons for walking and biking as well as perceived barriers which prevent them from walking and biking more often. The survey was intended to inform general needs of the public and to help identify potential strategies for making Montana more walk and bike friendly.

A total of 1,960 people responded to the survey. There was representation from 43 of Montana's 50 counties, however, most respondents were from Missoula, Flathead, Lewis and Clark, and Gallatin counties. People living in urban areas made up about 58 percent of respondents, while about 20 percent indicated that they live in a small town, 10 percent in the urban fringe, and 12 percent in rural county setting. The majority of people, roughly 65 percent, fell within the 35 – 65 age range.

More than 73 percent of respondents indicated that a motor vehicle is their primary mode of transportation. Many respondents indicated that biking or walking, approximately 20 percent and 6 percent respectively, was their primary mode of transportation. Most respondents stated that exercise or recreation was a reason for walking (91 percent) or biking (85 percent), while more than half of the respondents listed environmental reasons as a reason why they walk or bike. The cost effectiveness of alternative modes of transportation was also a common reason.

When asked the most important issues for walking and biking, respondents listed safety most often (81 percent), followed by connectivity (53 percent), maintenance (51 percent), condition (46 percent), and environment and health (41 percent). Survey respondents were requested to select up to four issues they deemed important for walking and biking.

The results of the survey will be analyzed and discussed in greater detail in the *Existing Conditions Technical Memorandum* and will be used to help identify specific strategies to achieve the vision and goals identified in this memorandum. A summary of the survey responses can also be found in **Appendix C**.

## 6.0. DEVELOPMENT OF VISION AND GOALS

Plans are typically formulated around a vision and a set of goals. The vision provides a concise expression of what the Plan is expected to accomplish, while goals are broad statements that describe a desired end condition. The goals will be supported by identifying strategies to help achieve each goal later in the Plan development.

*TranPlanMT* serves as the overall guiding document for MDT's actions to develop and maintain the state's transportation system. *TranPlanMT* is organized around a series of goals and strategies. For consistency, it is essential that the *Montana Pedestrian & Bicycle Plan* support relevant goals from *TranPlanMT*.

### 6.1. Vision Statement

A vision statement is intended to concisely express what a Plan is expected to accomplish or achieve. With respect to this Plan, the vision statement should outline the kind of pedestrian and bicycle environment the State of Montana intends to provide to residents and visitors. The vision statement describes the desired future conditions for walking and bicycling that Montana seeks, while providing the overall guiding direction for the implementation of the *Montana Statewide Pedestrian and Bicycle Plan*.

Given the review of other plans and input received from the public and stakeholders during the open house workshops the following vision statement is suggested:

***Montanans desire a safe, accessible, and sustainable transportation system for pedestrians and bicyclists that facilitates access to destinations; supports economic vitality, active and healthy communities, and environmental stewardship; and serves all travel modes.***

### 6.2. Goals

Achieving the vision for walking and bicycling in Montana requires a multi-faceted approach, defined by the Plan's goals. *TranPlanMT* involved a broad outreach effort involving MDT personnel, transportation stakeholders, public users, state, tribal, county, and municipal leaders to help identify transportation goals (see **Section 3.1**) and strategies. Where applicable, the development of goals and strategies for the *Montana Pedestrian & Bicycle Plan* should support *TranPlanMT* goals.

A review of goals in other statewide plan documents show they commonly allude to policy statements such as: providing efficient, safe, and accessible infrastructure; enhancing the benefits of bicycling and walking; and increasing the number of pedestrians and bicycle users. In addition, input received from public open houses, meetings with MDT staff in each District, and the electronic survey helps inform the development of goal statements. Comments received through stakeholder and public outreach efforts for this Plan, while wide-ranging, generally speak to similar recurring themes—transportation choice and connectivity; accessibility; public health; safety and education; and system preservation and environmental stewardship.

Based on these considerations, the following goals for the Montana Pedestrian & Bicycle Plan were derived:

**Goal 1: *Reduce pedestrian and bicyclist fatalities and serious injuries in support of Vision Zero.***

**Goal 2: *Educate, encourage, and promote safe and responsible travel practices of motorists, pedestrians, and bicyclists.***

**Goal 3: *Preserve and maintain the pedestrian and bicycle transportation system.***

**Goal 4: *Improve mobility and accessibility for all.***

**Goal 5: *Support walking and biking as important transportation modes for access to destinations, economic vitality, and health.***

These goals are general statements of what the Plan is intended to achieve. Strategies to help accomplish each goal will be formulated as the Plan progresses.

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# Appendix A:

## VISION AND GOALS INVENTORY

Local Montana City's Long Range Transportation Plans	
Great Falls Area Long Range Transportation Plan (2018)	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Maintain the existing transportation system.</li> <li>• <b>Goal 2:</b> Improve the efficiency, performance, and connectivity of a balanced transportation system.</li> <li>• <b>Goal 3:</b> Promote consistency between land use and transportation plans to enhance mobility and accessibility.</li> <li>• <b>Goal 4:</b> Provide a safe and secure transportation system.</li> <li>• <b>Goal 5:</b> Support economic vitality of the community</li> <li>• <b>Goal 6:</b> Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.</li> <li>• <b>Goal 7:</b> Maximize the cost effectiveness of transportation.</li> </ul>
Belgrade Long Range Transportation Plan (2018)	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Preserve and maintain the existing transportation system.</li> <li>• <b>Goal 2:</b> Improve the efficiency, performance, and connectivity of the transportation system.</li> <li>• <b>Goal 3:</b> Promote consistency and coordination between land use and transportation planning.</li> <li>• <b>Goal 4:</b> Provide a safe and secure transportation system.</li> <li>• <b>Goal 5:</b> Support economic vitality of the community</li> <li>• <b>Goal 6:</b> Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.</li> <li>• <b>Goal 7:</b> Promote a financially sustainable transportation plan.</li> </ul>
Bozeman Transportation Master Plan (2017)	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Maintain the existing transportation system.</li> <li>• <b>Goal 2:</b> Improve the efficiency, performance, and connectivity of a balanced transportation system.</li> <li>• <b>Goal 3:</b> Promote consistency and coordination between land use and transportation plans to manage and develop the transportation system for all modes and users.</li> <li>• <b>Goal 4:</b> Provide a safe and secure transportation system.</li> <li>• <b>Goal 5:</b> Support economic vitality of the community</li> <li>• <b>Goal 6:</b> Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.</li> <li>• <b>Goal 7:</b> Promote a financially sustainable transportation plan that is actively used to guide the transportation decision-making process.</li> </ul>
Missoula Long Range Transportation Plan (2017)	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Maintain our existing transportation system</li> <li>• <b>Goal 2:</b> Improve the efficiency, performance, and connectivity of a balanced transportation system</li> <li>• <b>Goal 3:</b> Maximize the cost-effectiveness of transportation</li> <li>• <b>Goal 4:</b> Promote consistency between land use and transportation plans to enhance mobility and accessibility</li> <li>• <b>Goal 5:</b> Provide safe and secure transportation</li> <li>• <b>Goal 6:</b> Support economic vitality</li> <li>• <b>Goal 7:</b> Protect the environment</li> <li>• <b>Goal 8:</b> Promote community health and social equity through the transportation system</li> </ul>
Miles City Long Range Transportation Plan (2017)	<ul style="list-style-type: none"> <li>• The Miles City LRTP is intended to facilitate achieving the community's goals and improve the City's transportation infrastructure by: <ul style="list-style-type: none"> <li>○ Coordinating transportation planning with existing and future land use and community growth policies;</li> <li>○ Improving mobility and the impact of current and future travel demands;</li> <li>○ Promoting a safe, reliable transportation network for all users;</li> <li>○ Identifying improvement priorities, strategies, and policies; and</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>o Identifying potential funding sources and implementation processes.</li> </ul>
Butte-Silver Bow Transportation Plan (2016)	<ul style="list-style-type: none"> <li>• <b>Goal:</b> Develop a sound strategy for allocating scarce resources to produce a transportation system that addresses: <ul style="list-style-type: none"> <li>o Essential safety and operational needs.</li> <li>o Community cohesion, access, mobility, and aesthetic appeal.</li> </ul> </li> </ul>
Billings Urban Area Long Range Transportation Plan (2014)	<ul style="list-style-type: none"> <li>• <b>Goal 1: Save, Efficient, Effective</b>– To develop a transportation system that is safe, efficient, and effective</li> <li>• <b>Goal 2: Functional Integrity</b>–To optimize, preserve, and enhance the existing transportation system</li> <li>• <b>Goal 3: Prioritized Improvements</b>– To identify and prioritize projects that mitigate deficiencies, maximize the use of existing facilities, and balance anticipated needs with available funding</li> <li>• <b>Goal 4: Environment</b>– To develop a transportation system that protects the natural environment and promotes a healthy sustainable community</li> <li>• <b>Goal 5: Multimodal</b>– To create a transportation system that supports the practical and efficient use of all modes of transportation</li> <li>• <b>Goal 6: Economic Vitality</b>– To develop a transportation system that supports the existing local economy and connects Billings to local, regional, and national commerce</li> </ul>
Greater Helena Area Long Range Transportation Plan (2014)	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Maintain the existing transportation system.</li> <li>• <b>Goal 2:</b> Improve the efficiency, performance, and connectivity of a balanced transportation system.</li> <li>• <b>Goal 3:</b> Promote consistency between land use and transportation planning to enhance mobility and accessibility.</li> <li>• <b>Goal 4:</b> Support coordinated land use and transportation planning efforts to manage and develop the transportation system.</li> <li>• <b>Goal 5:</b> Provide a safe and secure transportation system.</li> <li>• <b>Goal 6:</b> Support economic vitality of the community</li> <li>• <b>Goal 7:</b> Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.</li> <li>• <b>Goal 8:</b> Promote a financially sustainable transportation plan that is actively used to guide the transportation decision-making process.</li> </ul>
City of Laurel Long Range Transportation Plan (2014)	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Preserve and maintain the existing transportation system.</li> <li>• <b>Goal 2:</b> Improve mobility and accessibility for people and goods.</li> <li>• <b>Goal 3:</b> Provide a safe and secure transportation system.</li> <li>• <b>Goal 4:</b> Encourage and solicit public involvement.</li> <li>• <b>Goal 5:</b> Promote a financially sustainable transportation system.</li> <li>• <b>Goal 6:</b> Link transportation and land use.</li> </ul>
Shelby Master Transportation Plan (2014)	<ul style="list-style-type: none"> <li>• No goals defined.</li> </ul>
Polson Area Transportation Plan (2011)	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Provide a safe, efficient, accessible, and cost-effective transportation system that offers viable choices for moving people and goods throughout the community.</li> <li>• <b>Goal 2:</b> Make transit and non-motorized modes of transportation viable alternatives to the private automobile for travel in and around the community.</li> <li>• <b>Goal 3:</b> Provide an open public involvement process in development of the transportation system and in implementation of transportation improvements so community standards and values (such as aesthetics, cultural and environmental resources, and neighborhood protection) are incorporated.</li> <li>• <b>Goal 4:</b> Provide a financially sustainable Transportation Plan that can be actively used to guide the transportation decision making process throughout the course of the next 20 years.</li> <li>• <b>Goal 5:</b> Identify and protect future road corridors to serve future developments and public lands.</li> </ul>
Hamilton Area Transportation Plan (2009)	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Provide a safe, efficient, and economical system of roads that enhances the community.</li> <li>• <b>Goal 2:</b> Transportation should be designed to improve quality of life as well as move traffic.</li> <li>• <b>Goal 3:</b> New developments should pay for the impacts of their projects on infrastructure and services.</li> </ul>

<p><b>Whitefish Transportation Plan (2009)</b></p>	<ul style="list-style-type: none"> <li>• <b>Policy 1:</b> It shall be the policy of the City of Whitefish to support non-motorized transportation through community planning and capital improvement planning and programming.</li> <li>• <b>Policy 2:</b> The City shall seek ways to reduce the community's carbon footprint through efficiencies in the transportation system, reduction of vehicle miles traveled, and through promoting non-motorized transportation.</li> <li>• <b>Policy 3:</b> The City shall be open and receptive to the use of alternative street standards that preserve and enhance the character and qualities of neighborhoods while still meeting general transportation and public safety needs.</li> <li>• <b>Policy 4:</b> The community shall encourage sustainability in all aspects of the transportation system so that the needs of the present are met, while ensuring that future generations have the same or better opportunities.</li> </ul>
<p><b>Kalispell Area Transportation Plan (2006)</b></p>	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Provide a safe, efficient, accessible, and cost-effective transportation system that offers viable choices for moving people and goods throughout the community.</li> <li>• <b>Goal 2:</b> Make transit and non-motorized modes of transportation viable alternatives to the private automobile for travel in and around the community.</li> <li>• <b>Goal 3:</b> Provide an open public involvement process in the development of the transportation system and in the implementation of transportation improvements, and assure that community standards and values, such as aesthetics and neighborhood protection, are incorporated.</li> <li>• <b>Goal 4:</b> Provide a financially sustainable Transportation Plan that is actively used to guide the transportation decision-making process throughout the course of the next 20 years.</li> <li>• <b>Goal 5:</b> Identify and protect future road corridors to serve future developments and public lands.</li> </ul>

### Local Montana City/County Active Transportation Plans

<p><b>Billings Area Bikeway and Trails Master Plan (2017)</b></p>	<p><i>Billings will have one of the most comprehensive bicycle and trail networks in the State of Montana, and will be rated a 'Gold Bicycle Friendly Community' by the League of American Bicyclists by the year 2020.</i></p> <ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Complete Streets – Improve and prioritize bicycle and pedestrian accommodations within the Billings Urban Area</li> <li>• <b>Goal 2:</b> Implementation – Adopt local government policies, processes, and standards that encourage and enhance walking, bicycling, and other trail related activities in the Billings Area</li> <li>• <b>Goal 3:</b> Evaluation – Monitor the implementation of the Billings Area Bikeway and Trail Master Plan</li> <li>• <b>Goal 4:</b> Transit Integration – Integrate bicycling and walking into the MET transit system</li> <li>• <b>Goal 5:</b> Maintenance – Ensure citywide bicycle and trail facilities are clean, safe, and accessible</li> <li>• <b>Goal 6:</b> Education and Encouragement Programs – Implement comprehensive education and encouragement programs targeted at all populations</li> <li>• <b>Goal 7:</b> Enforcement – Increase enforcement on City/County streets, trails, and bikeways</li> <li>• <b>Goal 8:</b> Health and Safety – Promote healthy lifestyles and safe trail/bikeway facilities</li> </ul>
<p><b>Red Lodge Active Transportation Plan (2016)</b></p>	<p><i>Red Lodge is a dynamic community with well-connected neighborhoods and an attractive core area where non-motorized travel is safe, accessible, and encouraged for people of all ages and abilities. A community that promotes social interaction, sustainability, and economic viability that evokes civic pride from residents and appreciation from visitors.</i></p> <ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Leadership - Within one year of adoption of the plan, identify a person or organization to lead the implementation of the Active Transportation Plan.</li> <li>• <b>Goal 2:</b> Wayfinding – Prepare a wayfinding master plan that addresses vehicular orientation, parking area guidance, pedestrian wayfinding, maps, and on-line applications.</li> <li>• <b>Goal 3:</b> Policy Recommendations – Within two years of adopting this plan, provide recommendations on proposed changes or additions to policies, codes, and ordinances identified in this section.</li> </ul>
<p><b>Park County Active Transportation Plan (2016)</b></p>	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Healthy and Safe Alternative Transportation Promotion</li> <li>• <b>Goal 2:</b> Parks, Trails and Recreation Network Opportunities</li> <li>• <b>Goal 3:</b> Effective Collaboration and Management</li> <li>• <b>Goal 4:</b> Positive Economic Competitiveness</li> </ul>
<p><b>Whitefish Bicycle and Pedestrian Master Plan (2016)</b></p>	<p><i>The City of Whitefish will have a connected and continuous network of well-maintained bicycle and pedestrian facilities. These facilities will link key destinations inside and outside of town and will be safe, convenient and comfortable for both recreation and active transportation.</i></p> <ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Connectivity - Providing connections between existing bicycle and pedestrian facilities and key destinations, such as downtown, parks and schools.</li> <li>• <b>Goal 2:</b> Safety - Improving the safety of existing bicycle and pedestrian facilities to help people feel more comfortable while walking, jogging and bicycling.</li> <li>• <b>Goal 3:</b> Wayfinding - Identifying the type and location of signs that provide directions, maps, and route symbols to improve the convenience and function of the bicycle and pedestrian network.</li> <li>• <b>Goal 4:</b> Maintenance - Identifying strategies and priorities for maintaining current facilities and ensuring resources for future facilities.</li> <li>• <b>Goal 5:</b> Programming - Establishing programs that educate and encourage locals and visitors to use the bicycle and pedestrian network.</li> <li>• <b>Goal 6:</b> Funding - Identifying existing and future sources of funding for both new facilities and maintenance of existing facilities.</li> </ul>
<p><b>Lockwood Pedestrian Safety District Non-Motorized Transportation Plan (2015)</b></p>	<p><b>Mission:</b> The Mission of the Lockwood Pedestrian Safety District is to effectively eliminate fatalities and serious injuries caused by vehicular and pedestrian conflicts throughout the Lockwood area.</p> <p><b>Vision:</b> Lockwood is a vibrant community with thriving industrial, commercial and residential neighborhoods where people of all ages and physical abilities can travel safely and efficiently without the use of an automobile.</p>

<p>Hamilton Non-Motorized Transportation Plan (2012)</p>	<p><b>Strategies:</b></p> <ul style="list-style-type: none"> <li>• Complete inexpensive projects first to gain a more connected non-motorized network. Such projects could include: bike routes, bike lanes that require striping only to complete, short sidewalk gaps that provide greater connectivity, and crossing improvements to join shared-use path segments.</li> <li>• Opportunistically pursue projects such as bike lanes or shoulder bikeways in conjunction with roadway resurfacing projects as they occur with Ravalli County and MDT.</li> <li>• Strategically pursue more expensive projects with grant funding, including MDT's Transportation Alternatives Program.</li> <li>• Incrementally pursue projects based on available resources with the goal of eventually completing the project in full.</li> <li>• Incrementally pursue projects based on opportunities associated with new development.</li> <li>• Regularly revisit the Non-Motorized Transportation Plan every five years to evaluate progress on project implementation. Elevate implementation priority for projects that significantly will enhance the non-motorized network as it grows.</li> <li>• If formed, involve the Non-Motorized Advisory Committee in implementation decisions.</li> </ul>
<p>Missoula Active Transportation Plan (2011)</p>	<p><i>Missoula envisions a community where citizens can safely and conveniently reach any destination using active/non-motorized modes of transportation. Missoula intends to further develop an interconnected, continuous and universally accessible system of sidewalks, bike facilities and trails throughout the Missoula area, and we look to the City and County to provide leadership in the promotion, education, enforcement and development of this active transportation system. The City of Missoula has been recognized as a Silver-level Bicycle Friendly Community by the League of American Cyclists and will continue to work towards a Gold Level designation.</i></p> <ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Increase non-motorized trips and the percentage of residents and visitors who choose non-motorized modes of transportation for work and school commutes, social and recreational trips.</li> <li>• <b>Goal 2:</b> Further develop and maintain a well connected on-street and off-street non-motorized network that is safe, convenient, well maintained and universally accessible.</li> <li>• <b>Goal 3:</b> Complete the sidewalk system throughout the City of Missoula</li> <li>• <b>Goal 4:</b> Identify and secure more sustainable sources of funding to complete construction of needed sidewalks, curbs, and gutters within the City of Missoula and other MPO-area communities.</li> <li>• <b>Goal 5:</b> Raise awareness of and encourage respect for the rights and responsibilities of all motorized and non-motorized transportation users through the use of education, outreach, and the enforcement of traffic laws.</li> <li>• <b>Goal 6:</b> Further develop and maintain a trails/greenway network connecting Missoula to surrounding public open spaces and waterways.</li> <li>• <b>Goal 7:</b> Protect the Missoula area's natural resources and environment during the design and construction of new facilities.</li> <li>• <b>Goal 8:</b> Ensure that the design of new and reconstructed facilities meets or exceeds national design standards for accessibility wherever site conditions make it possible.</li> <li>• <b>Goal 9:</b> Identify and preserve non-motorized transportation corridors for future development.</li> <li>• <b>Goal 10:</b> Decrease the number of bicycle and pedestrian related accidents by identifying and correcting existing unsafe conditions using the 4E approach to focus on Education, Enforcement, Engineering and Emergency Medical Services.</li> </ul>
<p>Columbus Area Trails Plan (2008)</p>	<ul style="list-style-type: none"> <li>• <b>Goal 1:</b> Use trails to connect neighborhoods, schools, businesses, and parks.</li> <li>• <b>Goal 2:</b> Provide close-to-home recreational opportunities and avenues for non-motorized transportation.</li> <li>• <b>Goal 3:</b> Provide access along the Yellowstone River, Keyser Creek, and other water systems or valuable natural environmental settings in the Columbus area.</li> <li>• <b>Goal 4:</b> Cooperate with volunteer organizations and committees whose goals involve providing recreational opportunities in the Columbus area, such as the Granite Peak Park Steering Committee.</li> <li>• <b>Goal 5:</b> Locate public trails on public land to the greatest extent possible. This includes state, county, and Town-owned lands, including street right-of-ways.</li> <li>• <b>Goal 6:</b> Respect and protect the rights of trail-side landowners.</li> <li>• <b>Goal 7:</b> Provide a wide spectrum of trail-related recreational opportunities and experiences.</li> <li>• <b>Goal 8:</b> Encourage trail users to value the trail system by promoting environmental awareness and respect towards other trail users and neighboring landowners.</li> </ul>

# Appendix B:

## Workshops – Comments Received



Six public open house workshops were held across the state in order to gather feedback from the public. The intent of the workshops was to gauge how the public feels about walking and biking in Montana and to get an idea of how feelings towards walking and biking vary across the state.

There were five stations set up at each workshop, each with a different topic area; (1) Safety and Education, (2) Accessibility and Connectivity, (3) System Preservation and Maintenance, (4) Mobility, Health, and Economic Vitality, and (5) Barriers and Challenges. Participants were asked to stop by each station and share their thoughts regarding each of the topic areas.

There were many comments received at each of the workshops and some comments were mentioned at multiple stations. This is not surprising since there is a fair amount of overlap between each of the topic areas. Pictures of the handwritten notes taken at each of the workshops is included in this appendix.

# Workshop #1: Havre

- MOBILITY, HEALTH & ECON.
- identify areas where bikers/tourists can find things they need (maintenance/water/etc)
  - shelter for bikes/peds during inclement weather
  - statewide marketing for good places to bike/walk
    - ↳ planning your trip
    - ↳ work with MT tourism
  - get bikes/peds further from heavy traffic, more nature/scenery
  - make facilities comfortable (asphalt = black = hot)
  - some sort of transfer system for cross-state travel to accomodate/help users of all ages and abilities
  - long term/generations/repeated users
    - ↳ economic benefit
  - cell service/communication on long routes
  - safer facilities encourage greater use
  - ensuring accommodations cater to bike/ped needs



## MOBILITY, HEALTH, ECONOMIC VITALITY

- Promoting active lifestyles
- US [West → East] travel (tail wind)
  - ↳ bike tours
- More facilities in cities/towns (<sup>access to</sup> bike trails, laundry, etc.)
  - ↳ get tourists to stay here
  - ↳ connectivity to accommodations to promote
- Restrictions on mode choice based on financial situations
  - ↳ influences mobility
- ADA accommodations for ride share options
- Maximize accommodations for state/national parks
  - ↳ ADA options
- Rest facilities along long routes
- Bikers traveling to parks need camping/  
rest facilities → cash/credit options
- Rest stop bike/ped facilities
- Bike parking @ restaurants / Downtown areas
- Kiosks w/ bike/ped accom. / ideas  
accommodations

## - LOCAL MATCH

## Barriers + Challenges

- Unimproved highways - narrow to no shoulders.  
↳ lots of west to east touring bicyclists
- Maintenance - Overlay - drop off of pavement edge
- New roads - hot weather - heavy grain trucks - ruts
- No shoulders - Heavy vehicles overtaking with bad sight distance and oncoming traffic
- Rural areas less organized / low density
- Taxpayer burden in eastern / northern part of state
- Projects that make conditions worse / not better

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## Barriers + Challenges

- Work zones / construction
- Protruding Objects onto sidewalk / rounded curb (wheelchair)
- little enforcement of keeping Accessibility / accessible routes open.
- Transit Route maps - get to visually impaired community
- Rideshare vehicle accessibility. Uber/Lyft → Lack of drivers  
"Silver Tsunami"
- Medical Transportation - access to needed treatment  
↳ Medical mileage
- Keep transit management plan updated
- Narrow streets / highways. Trucks. / Use local materials / gravel
- Narrow rumble strips
- High desire routes "out and back"
- Consider alternative materials "living materials" - <sup>asphalt - hot</sup> degrades
- Loop trails -
- Signage - Identifying local flora & fauna / Interpretive signs
- Utilize Levee<sup>ed</sup> trails - Protect top of levee - Hard Surface H



### Barriers + Challenges

- DEVELOPING A PLAN / VISION
- ADVENTURE CYCLING MAP / ROUTES
- Sidewalk Gaps
- Rumble strip placement
- R/W – NOT ENOUGH ROOM
- EDUCATION ON FUNDING POTENTIAL  
↳ TA, PAVEMENT PRES.
- Navigation / Wayfinding – New technologies
- Snow Plowing of Sidewalks and to clean up road  
plow windrows
- Lack of money (individual) – no money for bike / bus fare
- Lack of public transportation options or frequency. Only some days  
of week.
- Sidewalk heaving / broken sidewalks
- Follow PROWAG
- Access to bridges / underpasses

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## Safety

- ~~Montana~~ Malta schools has a bike/walk school safety program → positive impact
- Motorists lack consideration → lack of understanding they can use roads
- Share the campaign / signs
- Narrow shoulders
- Non-motorized sometimes overtake travel lanes, causes frustration btw modes
- Rumble strips placement & Design
- How will jurisdictions pay for & maintain ~~the~~ new facilities
- Cobblestone crosswalks issue for wheeled users
- Signal timing
- Narrow shoulders
- Rural environments should have 8ft shoulders → Benefits ALL users
- Urban environments dedicated facilities → paths/sidewalks

H



- Safety
- Rumble Strip Standards
    - 4 inch width have same effect?
  - Narrow shoulders / No shoulders
  - Education w/ Design Standards
    - Research → specifically design. for Rumble strips
    - 232 (Secondary)
      - Narrow → No shoulder
      - RS
  - Origin/Destination
    - where to plan for non-motorized infrastructure
  - Resting areas w/ Amenities + trees
  - Truncated domes are an issue for wheelchairs
  - Recreational trail loops @ locations like hospital
  - Education of laws & rules of the road for the public
  - Wayfinding signage
  - Maintenance of striping is difficult & costly
  - utilize levy system for trail systems
    - Amenities to trees, wildlife & H<sub>2</sub>O
    - Separation from vehicles
  - utilize properties that are undesirable for development
  - \* Animosity between cars & bikes
    - Cars don't want bikes on road
    - Motorists don't provide safe passing distance when passing bikes b/c they don't want them on the road
  - \* Narrow shoulders
  - \* Rumble strips
    - Vehicle parking Design & concerns w/ bikes being seen
      - Angle & Perpendicular parking
      - Dutch reach Method
    - Education for cars to stop for peeps @ marked & unmarked crosswalks
    - Education & prevention of impaired driving, biking & walking
    - Helmet education for kids → continuous program
    - Helmet law, potentially
    - Education w/ adaptive cycles & looking out for them

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## SAFETY

### - MORE Dedicated Facilities

- Recreational spaces
- Rumble Strips on Narrow Shoulders
  - puts cyclists in Travel lanes
- Educate Users & Motorists
- Biking on Sidewalks
- Educating law enforcement
- Signal Timing in urban areas for Peds → longer times for Elderly
- Lack of Shoulders / Narrow shoulders
- Connectivity of sidewalks
- Obstructions → Drivers can't see ppl & some obstructions block sidewalks, low hanging branches
  - Trees, bushes
- Broken sidewalks
- Enforcement of sidewalk ordinances
  - if a landowner has a broken sidewalk, but the sidewalk is in public R/W who pays? what about low-income
- Schools need non-motorized infrastructure around campus
- Drivers Ed - Needs to stay in public schools
- Helmet safety - Helmet law
- SRTS funding
- Trail (SUP) etiquette / safety
- Crosswalks - HIGH visibility w/ Curb cuts
- Education about ADA accessible parking Needs

H



SYSTEM PRESERVATION & MAINT.  
Colored concrete inlaid to mark direction of  
trail. -sustainability/technique

H

### SYSTEM PRESERVATION & MAINTENANCE

\*Funding for maintenance an issue.

Sidewalk replacement is a challenge - replacement program

Consistent maintenance practices - routine/regular implementation

Sidewalk preservation

Striping for ADA

Enforcement of snow & ice removal on non-motorized facilities

Broken sidewalks & gaps  
Epoxy doesn't adhere to concrete

### System Pres & Maintenance for Safety of all USERS

How do we maintain trails when we can't even maintain current system

Consider materials used - lighter/finer materials to help preserve & sealant. Cooler.

Maintenance responsibility: be clear up front on who is responsible and what "maintenance" entails

Electrical re-charging stations for electrical wheelchairs

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Accessibility + Connectivity

- complete lack of side walks in small communities
- ~~crosswalk~~ vehicles stopping at crosswalks
  - ↳ it has been noticed that people do stop for disabled folks
- refuge island are great!

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## ACCESSIBILITY + Connectivity

- Large focus on improving curb ramps.
- Changes in context can make a difference over time
- narrow streets can limit where bike routes can go.
- consistent development standards city v.s. County.
- Transit stop accessibility → stop identification
- Sidewalk upkeep
- Roundabouts - Visual ~~impaired~~ impaired struggles
  - Hard time identifying crosswalks
- Accessibility during Construction
  - ↳ Accommodations for non-motorized modes
- Signal timing - walk times for mobility devices
- Protruding objects in the sidewalks
- Parking spots for disabled individuals at Apartments etc.
- On demand services, i.e. cabs, Uber, etc., don't have good disabled access
- Truncated domes can cause issues for wheel chairs
- Terrain in rural areas → visibility on Hill crests
- O-D can inform the location of a path → which side of the road.
- Design trails for multiple uses → use by local sport teams
- Advanced warning striping on paths → curve ahead, crossing ahead
- Heavy vehicle blind spots at crosswalk
  - ↳ set back stop bars from the crosswalk
- rough and broken sidewalks
- Design trails to connect parks etc.
- Physical terrain → Bluffs, cliffs, steep grades.
  - Jurisdiction issues → city, counties, Federal etc.
  - Use of existing road Bridge structures that have no ~~ped~~ ped facilities
  - small rural communities getting complete sidewalk systems

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- MOBILITY, HEALTH, Vitality
- ~~main~~ increasing awareness,  
building support to push local projects  
to fruition
  - most montanans can't get by  
with just a bike (w/o a car)

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# Workshop #2: Glendive

### System Preservation & Maintenance #1

- Crumbling sidewalks, gaps in sidewalk sys. difficult to maintain existing infrastructure.
- Issues around annexing when area lacks sidewalks
- Small communities struggle w/ funding to improve streets let alone \$ to expand non-motorized infrastructure
- Non-motorized travelers more comfortable on lower volume roads. <sup>Need</sup> Access to lower volume roads.
- Vast majority of roads designed for vehicles due to distances for travel - cost benefit for economic standpoint limits expanding non-motorized travel on rural roads. Although would improve safety.
- Distance between large urban areas and neighboring smaller communities. Need responsible use of tax \$
- Transportation options v. need are different Urban v. Rural and what other modes are offered in the area.
- Sidewalk replacement program costs-huge issue and financial burden to property owner - (no cost share) <sub>w/ city</sub>
- Bridges narrower than roadway (including shoulder) are a barrier to non-motorized travel - required to  share travel lane or minimal shoulder over bridge section.



## MOBILITY, HEALTH, ECONOMIC VITALITY

- more people would bike if they had access to a bike
  - ↳ hardship during winter especially
- fruit trees/gardens along trails encourage healthy/active lifestyles with nutrition
- book box/food/clothes/etc at/along trails (pay it forward)

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## MOBILITY, HEALTH, ECONOMIC VITALITY

- Connecting tourists (on bike) to communities
  - ↳ historical attractions are a large pull of tourists/bikers
- Connecting smaller cities/towns on established routes
  - ↳ rest areas along the way
  - ↳ how to get these areas "on the map"
- Providing amenities for through bikers
- tourists don't know about the small towns/  
where to stop/where fires have affected areas/  
landscape/
- how do we promote/encourage local bikers/walkers
  - ↳ bikers use sidewalks
- outreach in partnership w/ hospitals promote active lifestyles
- GFR is wide + allows bikes/<sup>(dog)</sup> kids/~~ADA~~ to all interact w/ issue
- designated areas to stop + rest

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## MOBILITY, HEALTH, ECONOMIC VITALITY

- how do we reduce conflict b/w motorists + large groups of tourists?
  - ↳ tour groups (outreach?)
- keep bike lanes/shoulders clear + clean
- rural areas use bikes more for recreation
  - ↳ urban areas for commuting / general transpo
  - ↳ focus funds on urban areas where bikes are more common
- Awareness of MT Bike laws / restrictions for cross-country travel → consistency w/ other states
- Bike repair stations along routes
  - ↳ wifi, laundry, overnight, food
- Combine public outreach w/ local community events
- how do we create "destinations" + promote them
  - ↳ previous tourists now by-passing areas
  - ↳ fluctuations w/ oil traffic
- "Commuter Challenges" are beneficial
  - ↳ change the mindset - the info is out there, people are aware - need to encourage the choices
  - ↳ exposure can help get people into walking / biking
  - ↳ get them to try it

Miles City  
Conference  
Community  
Betterment?

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Y
- High visibility crosswalks, especially at unique intx alignment
  - Education for dooring concerns w/ parallel parking & cyclists
  - Distracted driving & checking phones at intersections
  - Bikes/Peds be aware of their surrounding too
  - Can bikes get DUIs ?? ~~Yes~~ No
  - Rumble Strips on Narrow Shoulders
  - Inconsistencies w/ bicyclists ~~with~~ following traffic laws
    - Can be peds & ~~all~~ vehicles when they choose
    - They want the best of both worlds
  - Daring btw riding on sidewalks & roads can be a safety concern w/ bicyclists
  - Cost benefit should be considered when justifying separated facilities - especially in rural areas shoulders vs paths
  - we need more roadways & need to consider all travel modes needs.
  - we lack resources to build dedicated facilities
  - Cyclists need to be cognizant of the routes they choose.
    - Some areas are safer for them, but they choose dangerous routes
    - Sometimes they block & delay ~~and~~ other travellers
  - Cyclists have the right to use the road, so do motorists
  - motorists have been aggressive towards cyclists
  - Cyclists shouldn't impede traffic, move over to allow vehicles to pass → especially on highways
  - Bicyclists should be in the shoulders, its a safety issue
  - wear bright clothing
  - Challenge w/ educating general public → getting the education to the people who actually need it. The ones who need it, don't go to the education opportunities
  - Education needed for DUI offenders & DUI courts
    - Handouts for these programs are needed (24/7 program)
  - Bicyclists don't use shoulders b/c gravel isn't swept in shoulders causing bikes to ride near or in travel lane. Shoulders could be safer place to ride if they were maintained
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## Education about yielding to pedestrians @ Crosswalks

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- Narrow shoulder widths in rural environment
- Utilization of abandoned rail beds
- Education w/ who to talk to about MDT projects & Plans
- Education w/ how to work w/ railroad
- Bicycle & Pedestrian safety incorporated in Elementary school
- Lack of Sidewalks in town
- Dedicated SRTS funding
- Long crosswalks difficult to cross @ times
- A lot of truck traffic - Main streets are getting rutts making it hard for peds to cross, especially elderly & wheeled users
- Share the road education is getting better, but more is needed
- MDT need to better educate users about traffic operations changes
  - Flashing yellow arrows / Roundabouts
- Safety PSAs - monthly
- ↑ oil production ↑ truck traffic makes it harder to walk / bike, especially in rural environment
- improvements of school crossings - RREBs & speed readers for motorists
- Education about distracted walking, biking & Driving - Phone use
- Lack of general education on laws & regulations
  - usually done by law enforcement - once per year - every 2 years
- A lot of room to grow w/ education
- No bike lanes so locals ride on sidewalk
- Learning rules of the road
- Visibility, additional signage for school zones
- Enforcement at school zones
- Dedicated facilities → sidewalks & bike lanes
- Difficulty w/ Truck traffic downtown - concerned w/ them looking for peds/bikes, especially if they are out of towners. Understanding the downtown is a HWY.


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### SAFETY & EDUCATION

- Reflective & Safety/Helmet use has improved in recent years
  - middle school aged use could improve
- Helmet program
  - Downside → expensive to implement & liability concerns
  - Becomes an entire program b/c it requires time to educate & implement
- Casual Cyclists are the ones who need Education outreach, hard core cyclists tend to understand & follow traffic rules
- Not much enforcement for minor offenses, use it more as an education opportunity
  - warnings are typically issued, unless a crash occurred
  - This is more for rural environments → small towns & Hwys
  - if safety is concern, try to get them off the road
- Difficult to enforce traffic ~~rules~~ <sup>education</sup> & proactive enforcement w/ limited resources
- Bicycle & Pedestrian education program for Kids
- Education Resources s/b utilized in Urban environments
  - Get info where the users are
  - Should use resources towards Non-motorized TRANSPORTATION users, not necessarily recreational riders
- Urban environments could encourage walking/biking to reduce congestion
- Encourage walking & Biking to school
- separated facilities for school routes
- improve sidewalks & connectivity
- Crosswalks aren't always where people are actually crossing, would like to more visible crosswalks where they are ~~are~~ crossing the street
- More recreational opportunities for mountain biking
- Economic ~~opportunities~~ ~~benefit~~ benefit from touring cyclists
- PSAs for safety
- Education - Public & Private
  - Better outreach & collaboration
- Education thru schools
- Trucks ~~are~~ our bread & butter, we just have to all work together & share the road
- Encourage walking & biking w/ wayfinding
- Education on pedestrian laws
- Low ADT roads w/ narrow shoulders ~~are~~ ~~are~~ are fine for cyclists b/c there is time to pass

## BARRIERS + CHALLENGES

- FOCUS SAFETY improvements in the city → that is where most people ARE using them/getting use. <sup>(ie - where most bikes/peds are)</sup>
  - When traffic is higher → separate MVs from bicyclists/peds
  - See lots of conflicts between bicyclists/motorists - better to separate them more.
  - Shoulders on rural roads could help - no shoulder then the bikes could get hit.
  - Education to riders is important - awareness of traffic laws is important. - getting them to PARTICIPATE in ED. CAMPAIGNS can be difficult. <sup>↳ bicyclists.</sup>
  - Bicyclists recognize the risks of ROAD.
  - Ped deaths → alcohol related both from the peds/drivers.
  - Dawn/Dusk - peds hit → fringes of URBAN AREAS.
  - Shoulders need to be maintained for people for bikes to ride in them.
- 
- TA program to fund trail.
  - Use it as a walkway.
  - Rural roads - lots of oil traffic MAKES it UNCOMFORTABLE.
  - Fairview/other towns got lots of traffic through oil boom.
  - Wayfinding → Only bike lane EAST of Billings - people did not understand what the bike lane WAS.
  - Bike/Walk commuter challenge → realized it's easy to WALK/BIKE around town. 



## Barriers + Challenges

### - Transpo / or Recreation.

- ↳ currently more recreation trips but commute trips are growing.
- this is being driven by new comers to the AREA.
- Missed opportunity in design to incorporate bike/ped improvements – in the future we will think about this more.
- Fairview - kids need to cross highway
  - ↳ 2 crossing locations. 1 signal. 1 ~~flashing beacon~~ <sup>flashing Beacon.</sup>
- Find the right funding sources for design. Know who to invite to get projects done.
- "East is Forgotten" sentiment can prevail – But you can overcome this by getting the right people together / chase funding is key.

### ① #1 Barrier is financing. Businesses want more WALK/BIKE INFRA.

- Poor Town/ Rich County Dichotomy →
- WATER/SEWER ARE A Higher priority - so streets get improved fast.
- Long distance Bicycling → not a lot of local Bike shops so those trips are more limited.
- Recreational Walking – but not a lot of utilitarian walking.
- Weather HAS AN impact on mode choice.
- Terry - PARKS has good sidewalk → more paths could be good

## BARRIERS + Challenges

- Developing guidance/policies that are appropriate for rural communities. this is v. important.
- Great Falls- Great example of providing facility for ALL users.
- Guidance focused along rivers/ or designed to impact/leverage economic development opportunities.

Type of Infrastructure desired:

- SHARED use PATHS.
- Sidewalks + bike lanes if possible.



- 
- Accessibility- MDT does A good job prioritizing Access on MDT roads compared to cities. → State deserves credit.
  - Ice build up post storms is AN issue.
  - Whose responsibility is the road/sidewalk- can result in disjointed facilities





## Accessibility + Connectivity

- if the facility is available, people use them
- Urban Transportation Bus is well used by disabled individuals  
↳ on demand service
- some power chairs have been seen using shoulders
- so far, not a lot of roundabouts on this side of the state.
- Areas with hotels and lodging see more foot traffic, don't always  
↳ from lodging to restaurants etc. have good connectivity
- Towns with main roads that split a town have more issues  
↳ e.g. Fairview  
↳ splitting residential from parks/schools
- It is good to see MDT ~~not~~ updating ramps on a whole corridor when one area is updated.
- Valley gutters seem to help slow traffic and therefore increase compliance with stopping for peds.
- Hard to promote walking when sidewalks are in disrepair,
- Is there a threshold for when to use ADA crosswalks  
population of blind individuals

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## Accessibility + Connectivity

- Sidewalk continuity can be spotty at times
- inconsistent ADA ~ usually just the bare minimum
- rural communities tend to not have curb/gutter
- lack of pedcrossing signage / ~~poor~~ poorly marked crosswalks.
- Low number of bike/ped lead to motorists not looking for them.
- Highways next to schools seem to have poor crossings
- What options exist to get crosswalks on Highways
  - ↳ Funding
  - ↳ design options
  - ↳ educations
- Developing trails on the fringe can lead to central area becoming disconnected.
  - ↳ Fringe is cheap → How to push to center.

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### System Pres & Maintenance

- Absence of snow removal by property owners despite ordinance
- Lack of codes requiring ~~new~~ sidewalks be built with development
- Smaller communities challenged when systems are disconnected
- Partnerships with right groups are productive - breaking out of norm you don't know until you ask - take the initiative. Would like to see more partnerships broader than city/county - multiple communities/counties.



# Workshop #3: Billings

- MDT needs to incorporate local desires & plans in <sup>projects</sup> Safety & Ed
- Enhance crossing on MDT routes
- Add more crossings in Hwy projects, especially in Urban
- Educate public how & why decisions are made w/ projects
- Don't have people walk too far to reach a marked crosswalks
  - Many people jay walk, causing unsafe interactions w/ motorists
- Everyone is too distracted w/ phone
- Share the road PSAs for bikes & motorists
- Teach cyclists that they must ride w/ traffic
- Statewide education campaign
  - MDT should incorporate in the share the road funding
- Public - Private partnerships
- High visibility education
- ↑ bicycle & Pedestrian Education statewide
- Motorist not giving safe distance to pass
- ↑ bicycle ridership to ↑ awareness of bikes on roads for motorists
- Bicycle clubs need to be more proactive in getting community engagement
- Drivers Ed needs to emphasize bike/ped safety & share the road
- Educate courteous interactions of all modes
- Educate vehicles about watching b/p when turning
- Vehicles shouldn't pass cyclist right before turning right @ intx
- Beautification in Roundabouts block sight distances & cause issues for b/p being seen
- Local agencies need to educate where sidewalk ordinances are
- Educate about rules of the road
- Bikes should be allowed to ride on sidewalks
- B/P Advisory Board - Statewide
- Education on health benefits w/ biking & walking
- Public/Private Partnerships for health education & benefits d w/ Bill

- Paths/Trails need maintenance - plowing, sweeping
- Establish needs prior to adding infrastructure
  - Cost benefit analysis
- Build Connections
- Utilize low volume low speed for Non-motorized infrastructure
- Incorporate all modes on roadways
  - better prioritization for all modes
- Education on rules of the road
- Dedicated facilities → SUPs & bike lanes
- More marked crosswalks on Arterials
- Education that motorists yield to peds @ intx
- Education & cultural support bike/Ped
- Better understanding of How to Share the Road
  - Misunderstanding of how taxes are used for road repairs
    - Bikes do pay taxes
    - Education on how taxes are used & distributed by jurisdiction
- 3 ft passing law
- Educate & promote courteous behavior for all modes
- Educate state legislature about benefits of biking/walking
- Some drivers are aggressive & don't safely pass
  - it's dangerous
- Education that Bikes have a right to use road
- Educate PSAs thru social media
- Education that motorists yield to peds at intx
- Drainage grates facing wrong way causing tires to get caught
- MDT needs to review local plans when working in communities
  - Continue improving coordination

Bill



- Safety & Ed
- Education & Culture
  - Pedestrian have the R/W!!
    - yield to Peds at crosswalks & intx
  - improve crosswalks w/ RRFBS
  - Dedicated separated Facilities
  - Vehicles speeding/ make non-motorized on-street facility dangerous
  - SUPs s/b utilized everywhere → recreation facility
  - ↑ in gas tax to fund non-motorized infrastructure
  - Bikes not be on roads for safety reason
    - They can be unpredictable
    - Kids don't know road rules
  - On busy streets, bike lanes aren't being used
  - Use concrete instead of asphalt for easier maintenance
  - Education needs to improve
    - Utilize schools
  - Facilities must be maintained in winter. Not being plowed in a timely manner if at all.
    - Use HOA fees for maintaining facilities
  - Improve push button crosswalks w/ help assist feature
  - People need to be more courteous to each other
  - Sidewalks s/b bike & Ped facilities
  - Enforce Developers to build facilities when they build subdev
  - Put Bike facilities on low speed low volume roads or a separated facility
  - Tunnels & overpasses for non-motorized crossings
  - Make folks take driving tests every 5 years
  - Education for sharing the road & how to share the road
  - Education for kids & walking/biking
  - High visibility crosswalks
  - Education for Motorists at crosswalks
- Bill



- Safety & Ed
- Dangerous passing on narrow roads
  - Scenic & tourist routes need to have better signage awareness of bikes / RVs on Roads
  - Distractions are a big issue → phone use
  - lack of personal responsibility & apathy <sup>of</sup> ~~for~~ All users w/ safety on our transportation system
  - Education in schools → Elementary & high schools
  - Parent education → Helmet use
  - People need to be courteous & share the road → personal responsibility
  - Signal timing is too short @ large intx for peeps to cross
    - Unrealistically short
  - wide shoulders would improve safety for all users
  - Rumble strips on narrow shoulder
    - Understand the need for them, its a trade off
  - incorporate shoulder widths imprv in reconstruct / major rehab projects
  - Safe places for kids to ride in rural communities
  - Laws are nice but we need to change the culture
    - Bright clothing
    - impaired driving, biking, walking
    - Distracted users
  - Disregard for traffic laws → motorist blowing stop signs & speed limits
    - lack of law enforcement resources embolden bad behavior
  - Out of state users don't know MT laws - All Modes
  - More enforcement & Education on laws
    - More funding & Resources needed
    - law enforcement need to be more resourceful w/ budget → difficult to keep raising taxes
    - Collaboration on finding solutions
- Bill

### # Separated facilities

Safety / Ed.

### # Bicyclist don't always obey traffic laws

- # Ride 2 or more abreast, block traffic lanes
- # Slow traffic down & make passing unsafe or difficult
- # Run stop signs
- Cyclists on narrow 2 lane roads cause concerns
- wide shoulders would improve for all modes
- Distraction from all modes → PHONES!!
- Pedestrian crossing not at crosswalks or against traffic signals
- Enforcement difficult due to lack of resources
- low income forced to walk in areas w/out infrastructure (on Hwys)
- Signage in school zones - High visibility & advance notice signage
- Rural settings cause more distraction b/c motorists don't have to pay as close attention to surroundings compared to urban
- Laws are written well, but aren't being followed, by choice
  - Bicyclist are vehicles
- Event planning for races are well thought out & safe
- Impaired cyclists & Pedestrians are a concern, somewhat cultural that drinking & biking is okay
- Education about Roundabouts & looking for non-motorized users
- High visibility clothing → Possibly a law for users @ dusk, dawn & night. Be seen Be safe
- Education on intersections & who has R/W
- 3ft passing law
- Speed limits too high → Especially 2 lane HWAYS
- Signage → Share the road
- Narrow shoulders bad for all modes
- Education - How to educate touring cyclists on laws
- MDT website is difficult
- MDT Needs to better advertise processes & procedure

Bill



- Trails would be good - 3 miles around cities is good, but flexibility to connect cities/towns that are beyond that would be good.
- Trails/PATHS ARE BEST because they provide separation.
- BARRIER- SAFE PASSING Distance- need to give bikes/peds SAFE PASSING distance.
 

BARRIERS  
+  
CHALLENGES

  - ↳ this could encourage more people to ride.
- Education - v. important. This is A BARRIER TOO.
  - ↳ Put bike/ped SAFETY into the drivers test./Drivers Ed.
  - ↳ Education for bicyclists too - Bikes need to have education too AS NOT TO MAKE A BAD NAME FOR other bicyclists.
- Bridges → all bridges need to be designed to accommodate bikes/peds. → EASIER then trying to retrofit, which could be impossible.
  - ↳ Maintenance - over bridges + lips at ~~street~~ joints.
- Investments do need to be balanced - need investments in small towns - like Red Lodge.
  - ↳ Growing small towns require investment because these AREAS are becoming less WALKABLE.

(PI)



## BARRIERS + Challenges

- Shoulders on roadways are important.
- ~~Attitude~~ Attitude - Bikes should not be on the roads. People are aggressive.
- Knowing you can ride a bike + be SAFE is important. ~~important.~~
- More opportunities to overcome challenges in the urban areas for walking/biking. → focus there
- Shoulders wide enough to ride would be good.
- See difference in accommodation between city + STATE ROADS for pedestrians
- In rural areas of the state difficult to get around w/ out a car - not a lot of viable alternatives.
- When projects are being done in the city - make sure they ARE consistent w/ local design STANDARDS or look at local plans/ideas for these corridors.
- Montana has an us vs. them mentality. lots of close calls here in billings Education is important.  
→ share the road.

(BI)

## BARRIERS + CHALLENGES

- STATE HIGHWAYS through downtown designed to move cars ARE A BARRIER to walking / bicycling in town. (ie 27th / Montana Ave).
- BARRIER NOT BEING OPEN / TRANSPARENT TO PUBLIC COMMENT
- Provide more transparency for how projects get done.
- Length of time for design process → EIS has PI component, but might be outdated when the project goes to design.
- When public comments come in – they should be published online → TRANSPARENCY / ACCOUNTABILITY to the public can be A BARRIER
- HVS / FARM vehicles barrier on rural HIGHWAYS if no shoulder is present.
- Wide shoulders would be ideal → many roads don't have rumble strips. → integrate it during new construction.
- Rumble strips – <sup>Good</sup> ~~bad~~ for drivers but bad for bicyclists.

(BI)



## BARRIERS + Challenges

- Education - Lack of respect for bicyclists on the road. → Share the road./Safety.
- Winter maintenance not a big priority for bikes since there are so few.
- Separation from cars (physical) would be good in urban areas. ~~that are~~
- Prioritize bike/ped investments in cities
- Try to encourage people to bike but there are safety concerns.
- Figure out roads that are most utilized by bikes.
- Grade separated crossings of busy roads/highways
- Separation between bikes/peds is better.
- Concrete trails - so they last.
- Realtors like to have bike paths - Developers don't like to build them (Reston, VA)

BI

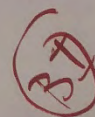


- Work w/ locals to understand where investments should be prioritized could be economical way to build infra.
- BARRIERS + CHALLENGES**
- Red Lodge - Built hospital / Brewery outside of town - really need multi-use trails to connect these destinations.
- Need infra. to get to the interesting places. - get ~~MDT~~ MDT to think holistically about getting around.
- Bicycling needs to be seen as legit mode of transportation.
- Wayfinding - ID trailheads / ID Bike Routes + other low-stress routes off the highways.
- Rumble Strips - barrier to bicycling - be aware
- Bigger shoulder - MAKE NEW PATH SEPARATE from road.
  - ↳ not v. comfortable to pass bicyclist w/ out a shoulder
- Bike ped/ facilities should not be seen as an afterthought/Ammerity.
- Speeds on rural RDS ARE v. intimidating.
- Prefer riding on lower speed / lower volume roads.
- Integrate BIKE/PED FACILITIES in every project.
- STATE Highways through town → They are barriers if they do not have bike/ped accommodations.
- Crossing the street is A BARRIER - not SAFE TO CROSS
  - ID SAFE CROSSINGS of 27th -

(LI)

## BARRIERS + CHALLENGES

- Population needs to be consideration in terms of where projects get funded.
- Where there is demand (tend to be in the larger cities.) is where investment should be focused.
- Work w/ advocates → Advocates will help.
- Social Barriers → There ARE people that don't get the need value of investing in bike/ped.
  - ↳ work on educating the youth - instill ideas early.
- Gravel roads - MAKE them more bike friendly (stonedust)
- Shoulders for bikes on rural roads ARE helpful → ID roads that ARE most popular/heavily used would be good. (work w/ bike groups)
- Perspective that it is impractical to connect cities through bike/ped investments - better use of funds to make investments in cities.
  - ↳ Due to trip lengths.





## BARRIERS + Challenges

- Speeds ARE STILL High even through constrained AREAS
  - ↳ I.e highway out of red-bdge is 70 mph.
- Slower speeds @ pinch points. + along scenic routes. needed
- Esp. where there are no shoulders.
- this could benefit all users - look @ speed limits and shoulders. on pop. bike routes + pinch points.
- Rumble strips aren't always bad - but are when they are designed incorrectly.
- Wind River CANYON - Good example of WYDOT rebuilding roads.
- Bicyclists not AWARE when riding in rural AREAS.
- NARROW rural ROADS.
  - ↳ ATTRACTIVE for bikes. but ALSO narrow + may not have shoulders.
- Bridges - not designed for bikes/peds
- Focus investment → in the AREAS that have more bicyclists.
- Balanced approach TO investment in bike/peds
- Really need to provide separate facility. - SEPAR

(BI)



# MOBILITY, HEALTH, ECONOMIC VITALITY

- illusion (or reality) of unsafe/uncomfortable conditions
- Prioritization of cars discourages bikers
- Connectivity/walkability of cities to eliminate need for a car
  - ↳ also encourages tourism <sup>the easier it is to get from tourist destinations the more likely tourists are to explore other areas</sup>
- is there a law on how many bikes a bus can carry on the front? Does this limit how many bikers can ride the bus + utilize it for longer trips?
- separate busses for ADA passengers from the 'typical' passenger - saves \$\$
- separated bike/car/walking facilities
- Reston, Virginia great example of walkable/bikeable community
- make trails/paths wide enough for all users to interact
- plan bike/walk facilities in new developments
- work w/ cities to approve developments that are safe/walkable/bikeable
- local walk/run/bike events (marathons that use existing infrastructure)
  - ↳ makes people aware these facilities exist
  - ↳ Billings has a walking brewery tour, would be nice to have a biking tour

Bi

## MOBILITY, HEALTH, ECONOMIC VITALITY

- major streets in downtown core areas need to be walkable/bikeable - not only through traffic but cross traffic too in order to enhance + preserve economic vitality
- Pedestrian signal timings (too short)
- make sure all stakeholder groups are included in decisions
- more accommodations on urban fringes esp. residential + commercial
- funding! How, who, where? Split of funds going towards roads vs. bike/ped accommodations
  - ↳ make this a resource for municipalities + advocacy groups
  - ↳ responsibility (\$\$) shouldn't fall completely on the state but communities should have a voice + know how to contribute
- ALL Modes are equally important, should share priority, esp. in how funds are spent

Bi



## MOBILITY, HEALTH, ECONOMIC VITALITY

- Educating motorists to be tolerant of bikes
- Make resources more available/well-known
- Safety, Education, Health Campaigns
  - ↳ Scenic rides throughout state
  - ↳ large publicity, buildup to make motorists aware
  - ↳ break down barriers
  - ↳ community built-state support
- Put ~~biker~~ motorists in the shoes of bikers
- kids playing in yards + darting into streets is very dangerous
- bike to work campaigns/safe routes to schools
  - ↳ parallel/alternative routes - needs good signage
- bikes on outside of parked cars (closest to edge)
- integration of public transpo
- educate lawmakers on benefits of bike tourism
- narrow lanes to make cars drive slower - update typical sections

TOO | P

Bi



## MOBILITY, HEALTH, ECONOMIC VITALITY

- forward thinking- ~~time~~<sup>on</sup> reconstruct projects include bike/ped accommodations
- collaborative effort between interested parties + advocacy groups
- chicken + the egg, build it and they will come
- "Healthy by Design"- Chamber, <sup>Hospitals,</sup> Econ Devel, <sup>Riverstone</sup> ~~Rocky~~
- it's more fun to tour via walking/biking- can see more + immerse yourself - promote this aspect for tourism
- lifetime runner/walker - teach about damage to body, etc.
- terrain makes it easier/harder to bike/walk especially for commuting
- reasonably priced, well advertised rent-a-bike places in destination areas
- promote running, biking, + other clubs (birding, <sup>rock</sup>minerals)  
↳ travel in groups facilitate easier travel + convenience
- walking/running groups have better community-social aspect - easier to talk while running, more complicated on bikes Bi

## MOBILITY, HEALTH, ECONOMIC VITALITY

- Cycle Greater Yellowstone<sup>(CGY)</sup> ~ 350 bicyclists/year (one week stays)
- roads b/w towns + accommodations determine where tours stop → signing (share the road)
  - ↳ shoulders, high speeds inhibit travel, seasonal variations in where
  - ↳ 3 foot passing law (CO, Oregon, etc)
  - ↳ alternate routes to cities/towns besides major highways that are more desirable to bikes
  - ↳ signage helps make drivers more patient / aware of multi-modal travel
    - ↳ CGY uses temporary signage during tours
    - ↳ temporary reductions in speed limits for tours?
- Partnerships with Chambers of Commerce + hospitals
- make accommodations known to locals + those involved in tourism to encourage visitors to use more of MT's bike/ped accommodations
  - ↳ ideas for how visitors can help support this type of infrastructure
  - ↳ get into the schools → education
- safety is biggest factor in people not biking/walking
- big disconnect b/w planning + implementation
- like that city busses have bike racks
- what are cities doing to promote biking/walking
- PR campaign - show "non-biker personas" who can be the "face" - "if he can do it so can I"
  - ↳ encourage friends to ride with you - build a bigger biking/walking community

Bi



- SYSTEM PRES & Maint.
- Diverse sources for ~~\$\$\$~~<sup>dollars</sup> maintenance of non-motorized facilities.
  - Resources for maintenance are critical.
  - Sweeping of the whole roadway not just travel lanes often debris is left in bike lane/shoulder
  - During pave pres projects stripe for bike lanes wherever possible.
  - Coordinate scheduling of sweeping and inform residents & encourage sweeping of sidewalk & gutter prior to sweepers coming through
  - Consider enforcement of parked cars in the way of sweepers - <sup>-reducing</sup> give residents notice of schedule. like Bozeman



- System Res: Maintenance
- Partnership between Parks & PW to maintain SUTs working well - promote more partnerships.
  - Opt out \$1 or \$2 fee on utility bill to create funding for maintenance "contribution"
  - Residential snow removal plow to sides, major streets arterials plow to center remove w/ pick-up trucks
  - ~~Plow~~ <sup>Bike lane</sup> wears off - motor vehicles travel into space designated for bikes - unsafe situation
  - Stop using bike lanes for snow storage or sidewalks.
  - Plowing to the sides or center adds challenges would like snow removed/hailed away on first pass.
  - Bigger budgets for snow removal to create safe routes during winter.
  - Odd/Even car parking based on date & street number to aid snow removal services affecting the parking lane.
  - Sidewalk snow removal consistent and cognizant of pedestrian use.
  - Timely sweeping of shoulders and sidewalks and more often than once a year. Monthly and as needed.

### System Preservation & Maintenance

- Continue to review best practices on rumble strip implementation/application
- Designation for boulevards and non-motorized facilities to provide separation - buffer for safety. Challenges to implement on established roads.
- Preservation consistency to code, sub-division regs for new infrastructure when building new roadways.
- Partnership between city/county on zoning, building permits to provide consistency on non-motorized infrastructure w/ new development.
- Bridges have issues in winter - melt ice rather than "watch for ice"
- Shoulder sweeping at the underpasses need more attention - debris collects in the low spots.
- State-owned sidewalks not maintained - bridges no snow removal in winter, full of gravel in spring rarely swept.
- Road signs aged and in need of updating
- Striping needed ~~to~~ when worn out. - regular maintenance

81



## System Preservation & Maintenance

- Snow removal lacking on bike paths & sidewalks
- (~~Funding~~) communication on responsible jurisdiction is unclear to the public - is it state, county, or city...
- Funding for maintenance is an issue, never enough budget
- SUP remained snow covered all winter despite citizen calls requesting snow removal
- More education for all users to be aware all modes use the system. More signage, PSA's, Emphasize to watch for bicyclists.
- Innovative and resourceful solutions. Fresh ideas to solve problems. ~~Don't~~ <sup>Never</sup> know where a solution may come from.
- Eye on new & innovative technologies, materials to improve maintenance practices
- More funding is needed to maintain existing infrastructure
- Mechanism to capture tourism \$ for maintenance. Engage in the preservation/conservation of MT system
- Private/Public partnerships to support preservation/maintenance



### Accessibility + Connectivity

- develop maps that show safe crossings
- sidewalk inventories help identify small gaps
- Compact typical sections help with peds and crossing
- Better guidance with ADA options
  - ↳ do multiple solutions exist?
  - ↳ education as to why the standard exist.
- add crossing gaps for peds in center raised medians
- Idaho stop law for bikes
- Better signal actuation for bikes
- Older sidewalks and root heave
- Signage/Striping on SUPs to help mitigate speed difference between Bike/ped/wheelchair
- Build more facilities for all skill levels
- Crossing time at signals may be too quick
- Roundabouts need enhanced crosswalks.

BILLINGS

## Accessibility + Connectivity

- Elderly users with roundabouts -
  - ↳ walking speed
  - ↳ could pulling the crosswalks back to improve compliance
- More enhanced crosswalks
  - ↳ RRFB
  - ↳ HAWK
  - ↳ etc.
- Long crossing distance on High speed corridor
  - ↳ Bulbouts
  - ↳ refuge islands
- State wide routes via non-motorized means
- Programs fund ADA
- Clearing house documenting programs for officials to use
  - ↳ How to fund etc.
- Clearly show when bikes can use sidewalks
- Crossing opportunity to get ~~to facilities~~ across roads that have long distances between intersections.
- Use bike tours to educate user of routes.

Billings



## Accessibility + Connectivity

- Creating crossings at busy roads
- Bike racks on busses are great.
- Helping visually impaired cross busy streets mid-block or at uncontrolled locations.
- Underpasses causing narrowing of the road.
- ITS solutions to connect gaps in connectivity
- +1 - Using bike boulevards/use parallel routes
- More use of underpasses
- Complete streets to help connect fringe to core
- ~~- Bike Boulevards~~
- Confusion with sharrows - speaks to education
- Addressing connection between neighborhoods to trails
  - ↳ ROW
  - ↳ Funding
- MDT may not agree / follow Local Planning desires.

Billings



### Accessibility + Connectivity

- Challenging to get funds from MDT e.g. TA, red tape
- MDT's thinking may not be up to date e.g. Billings Bypass  
↳ process is slow
- Sense of isolation with disabled individuals has been improving e.g. it is easier to get out of their neighborhoods
- Wide shoulders can ~~be~~ help connect destinations
- The time to build ped/Bike is during major construction
- Enhanced Ped crossings at roundabouts is desired
- Heavy usage at recreation sites can cause parking overflow. Advanced warnings may help mitigate the safety issues.
- Connecting the Fringe to central areas. These connections get missed
- Connections through small towns – good shoulders in/out of town, but poor in town.
- Decreasing speeds on routes that connect to state park or other destinations, also scenic byways.

Lings

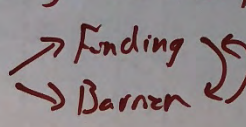
- Safety & Ed.
- MDT should be more proactive w/ promoting health benefits of walking/biking
  - More walking & biking as a mode choice → Education on the benefits
    - more commuting
    - ↑ facilities that allow for mode choice
      - preferably separated facilities
  - ↑ shoulder widths
  - maintain shoulders appropriately → too much debris
  - Collaborate w/ local gov't / local clubs for education opportunities
  - MDT needs to better communicate what resources are available
  - More collaboration is needed all around.
  - Drivers ed needs more bicycle & pedestrian safety & sharing the road
  - Bicycle Education → Kids education in schools
  - PSA's - Billings Trailsnet Take the High road
    - Public/Private partnerships
  - More dedicated funding for education
  - Roundabouts - How to go thru them
    - Motorists watching out for non-motorized
    - R/W - who goes first
  - MDT needs to coordinate w/ advocacy groups
    - They will help spread the word.

Bill



- Wayfinding - Peds & Bikes
- Funding
- Maintenance / Plow around obstacles - City take over
- Rural Counties - "No where feels safe"
- Narrow shoulders / Run blestrips
- ATV tracks "improvements"
- Awareness in Rural Areas - No expectation of use by cars
- Railroad / Barrier - exclude parallel & perpendicular
- Street width / ROW
- Snow
- Interstate that passes through communities
- Monolithic sidewalks - Plow snow onto them
- Crossing of major roadways
- Narrow Bridge decks



- No shoulder / Rumble strip placement
- City to city - Livingston
- National Bike Route - Marked & Acknowledged
- Mark bike routes / ~~Highways~~ Wayfinding
- Motorist education on bikes using roadways.
- Jurisdictional Inaction - Grants Delay
- Debris in Bike lanes / paths.
- Pavement condition, even on designated bike routes
- General Resistance to change - New ways
- Perception of MDT as barrier
  - ↳ need outreach - proactive
  - ↳ Projects - creating knowledge / chance for collaboration
- Local capacity to be proactive
- Wayfinding 
  - ↳ Finding
  - ↳ Barrier
- Local government understanding new ideas open minds
- Businesses understanding

→ education on issues/design/accommodations  
↳ CTE  
↳ MDT  
↳ contractors  
↳ new ideas  
↳ open minds

↳ User education for necessity bicyclists  
(barrier + challenge)

↳ Hills ----> e bikes

Transit has bike racks uphill

→ connectivity → awareness of good routes (wayfinding)  
→ awareness of facilities

# Workshop #4: Butte



- Butte  
Accessibility & Connectivity
- maintenance on bike paths
    - gravel accumulation
  - Driver education
  - wide truck/camper mirrors
  - Safe connectivity to trailheads (shuttles)
  - creates more activities for healthy lifestyle
  - Funding
  - connections from town to out of town
    - Butte chamber of commerce to Rocker disconnected
  - A lot of disconnects w/ paths and trails
  - ADA w/ connection to street improvement coordination
    - coordination between projects
  - Feedback from disabled community
  - walk audits ↑
  - better coordination between MOT/City/county
    - extend to smaller communities

- Butte
- Accessibility & Connectivity
- Accommodations in a built environment
  - Consistency w/ review and design standards
  - Connectivity in a rural County
  - Sidewalks @ the time the street is built
  - Flexible community shared use policy
  - more traffic calming
  - local option tax
  - Pro-Roundabout → College & 11<sup>th</sup> flows smoothly
  - consistency w/ ADA upgrades @ intersections
  - Create a more biker friendly feel in small communities
    - dangerous w/ hwy running through town
  - placement of truncated domes (in roundabouts)
    - vision impaired → need to be painted in right direction
  - Roundabout approach to small shoulders or no sidewalk
  - Pro roundabout for bicycle <sup>rather than</sup> 4-way stops
  - Mitigate bulb outs for bicycles → not biker friendly
  - Network connectivity → gaps in subdivision sidewalks
  - Consistency w/ landscape and boulevard
  - Safety & education → sharing the road
  - consistency w/ city ordinance and shoveling & tree trimming
  - Network connectivity and safety via going off sidewalk to roadway



- More share the road signs in rural environment
- More consistency w/ sign ~~reqs~~ requests from MDT
- Educate motorist about bikes rights to be on road
- Narrow Shoulders widths on published routes are a concern
- Education for Drivers Ed & Adult
- Education on share the road → All users
- More collaboration w/ advocates on educating out of state cyclists
- Better facility design for non-motorized
- Improve intersections for bikes & Peds
- Educate bikes on how to maneuver through intx & high risk situations, & how to place yourself in traffic
  - right hook crashes
- Educate on what lights are good → Need to be visible, but also be a headlight
- Enforcement on lights & visibility

Safety &  
Bike Ed



- Safety &  
ED Butte
- Coordinate w/ events about educating out of state cyclists of Mt laws
  - Educate motorists to yield @ marked & unmarked crosswalks
  - Separated facilities to connect schools to youth activities
  - Educate on pavement markings & their meaning → All users
  - Educate cyclists about rules of the road
  - utilize enforcement to teach & reward good road behavior
  - More education about Roundabouts for all users
  - Rural environment - small towns don't have safe routes to walk/bike
  - Concerns about HWys bisecting small towns, unsafe crossings
    - RRFB, curb extensions, traffic calming, refuge islands
  - MDT needs to engage local communities early & often
    - need to actively seek out engagement
  - Better Communication
  - Review Holistically the needed connectivity when developing project
  - Better facilitate Roles, responsibilities of jurisdictions & explaining that to the public
  - Educate rules of the roads
  - MDT needs to be more flexible <sup>& open</sup> when reviewing needs of communities
  - Consistency w/ MDT processes/policies statewide
    - i.e. curb extensions
  - Bikes <sup>& Peds</sup> need to be educated about visibility - bright, reflective, lights
  - Helmet education & Education on proper attire - gloves, bright clothes
  - Sweep shoulders more often
  - Teach motorists how to safely pass cyclists
    - Don't follow too close → 3ft passing rule
  - Educate motorists & bike/peds about courteous behavior
  - State PSAs on share the road
  - Someone should travel the state & teach @ schools

- Safety & Ed  
Bottle
- Don't install rumble strips on Narrow shoulders
  - Encourage legislature to lower speed limits
  - Utilize RRFB more often, especially wide roads
  - Urban env. Considers all modes in design
    - Do no harm rule
    - Dedicated bike lanes or shoulders on arterials & collectors
  - SUPs on all reconstruction project btw communities
    - County wide trails bond for non-mot infrastructure
  - wide shoulders
  - Flatter slopes outside road shoulders for recovery or safe space 4 bikes/ Peds
  - Rumble strips shouldn't be installed on Narrow shoulders - 4ft of clear space
  - impaired biking & walking is a safety concern
  - Lacking Funding for education on the permitting process
  - Education about sharing the road
  - wheelchair users should be allowed in bike lanes if there is no sidewalk
  - Inconsistencies w/ local law enforcement on b/p laws
    - tickets being issued for non-legal maneuvers
  - Statewide share the road campaign - PSAs
  - School education
  - Teaching personal responsibility about rules of the road
  - Educate on proper snow removal & tree trimming requirements
  - Educate about safe passing
  - Educate All ages
  - Dedicated funding for SRTS or for Drivers Ed
  - Drivers Ed for renewing licenses
  - ↑ signage for share the road / bike routes etc



## SAFETY & Ed. <sup>Boile</sup>

- Education about laws → Riding w/ traffic, not against
- Schools should incorporate b/p safety ed
- Special events should incorporate b/p safety ed
- Education pedestrians right to cross @ unmarked crosswalks
- Better/Longer crossing signal times
- more consideration for bulb-outs <sup>curb extensions</sup> in urban environment
- ↑ awareness for bicycles / Peds in rural environments
  - Most motorists don't watch for or expect bikes in rural areas, but they need to
- wider shoulders or separated facilities btw small town
- ↑ awareness of state laws
- Educate ALL users about the rules of road
- More shared use paths in urban environment → separated & dedicated
- Crossing large roadways are a safety concern
  - curb extensions, pedestrian refuge islands, better signal timing
- More progressive approach needed from MDT
- MDT feels like a hindrance to cities desires
- Additional funding needed to incorporate local safety plans
  - Raise federal gas tax → change to % process, not flat-fee
- Cities need to educate about sidewalk ordinances
- wider shoulders on rural roads
- Narrower rumble strips
- Better sweeping practices w/ shoulders
- Encourage bicyclists to wear bright, reflective clothing & lights
- Concern w/ impaired bicyclists riding on road
- School education for b/p safety
- utilize sharrows in constrained built environment
- ↑ b/p safety in drivers education
  - bikes can be on road & take full lane
- ↑ safety education in school



### Mobility, Health, & Economic Vitality

- Designate routes and provide way finding.
- Improve parallel routes that exist - get people to their destinations without needing a car to fill gaps
- Economic vitality will improve with the enhanced routes
- Affordability of biking can be why individuals ~~are~~ choose the mode
- Prioritize ~~add~~ ~~to~~ shoulders on routes that have both heavy truck traffic and Heavy bike use. - Twin Bridges to Dillon
- Application of rumble strips can affect the routes that are used for ride events and published routes
- Comfort bikes for seniors - Bike share type idea.
- Lack of infrastructure in small towns

### Health, Mobility, + Economic Vitality

- MDT is resistant to ~~the~~ deviating from their set standards
  - ↳ need to be context sensitivity
- Curb extensions helped guide peds in Gardner → worked well for tourists.
  - ↳ Calmed traffic well
  - ↳ Maintenance seemed to be a non-issue
- Provide more options to work with communities
- Better communication during planning process → Better education with the STIP
  - ↳ communicate with local authorities better → get locals involved earlier
- Education to public about why walkability is a good benefit
  - ↳ case studies, FAQs, etc.
- Provide better guidance about what is allowed on MDT routes and ~~what~~ what the process is to try new things → parking
- A more dynamic mentality at MDT – willingness to try new things
- Better education for motorists that Bikes can use the roads too
  - ↳ converse is true too
- ADA connectivity to recreational resources

BUTTE



### Mobility, Health, and Economic Vitality

- SUP Policy could be more user/community friendly
- More flexibility from MDT to match context - N. 7<sup>th</sup> in Bozeman
- Narrow and winding roads limit the desirability for Bikers
- Transition the end of SUPs to the roadway to improve create a cohesive network
- Leverage existing network - Shoulders, etc. - to fill gaps.
- Way finding with mileage and maps  
↳ Clearing house location for this info on web.
- Increase facility mileage to increase commute share
- Move to an ALLUSER mentality, right now it is too auto focused
- ROW challenges with retrofits
- Connect isolated projects if an option - Airport interchange
- Build facility at the same time as road, don't rely on developers to fill in the gap.
- Building consistency with local roads and MDT routes - curb bulbs in gardeners
- Towns getting split by main routes → policy shift from Auto centric To ped centric in town.

Butte



- Sys Pres & Maintenance
- work zones, need to provide alternate route for cyclists, and peds when there are obstacles
  - Create alternative funding sources for maintenance
  - Consider sponsorships of paths by larger corporations for larger sections of paths. People take pride in paths.
  -

BUTE

## System Pres : Maintenance

- Funding for maintenance, need more!
- Add'l funding via "adopt-a-trail" program
- Discussion on maintenance should be up front before any project construction. Plan for maintenance.
- Local plans to address maintenance to allow creative solutions.
- MDT train local jurisdictions on different techniques. Learn from others
- MDT facilitate discussions on best practices on maintenance techniques. Understanding the maintenance <sup>needs</sup> for various types of materials. for non-motorized facilities
- Who's going to do maintenance?
- In/on city streets, urban environment sweeping needed. Rough and debris in streets are hazardous to cyclists.
- Tinted windows on cars may hinder motorists from seeing cyclists.
- Bicyclists need to wear appropriate gear to be visible. to motorists
- Strategize on bike street decals to optimize budget. too many is unnecessary.
- Pre-releasers need to be educated on rules of the road. Too unpredictable, which is dangerous. Start program to educate.
- Sign popular routes to bring awareness "share the road" <sup>to motorists.</sup>

BUTTE



## System Preservation & Maintenance

- Sweeping of shoulders in rural environment to clear material that can puncture bike tires.
- Snow removal on bridges - plows move snow and block sidewalks.
- T.A. program not as useful to communities as CTER.
- Curb walks slow traffic but challenges in winter (no snow storage)
- Boulevard/sidewalk - good for snow storage but encourages higher speeds.
- Bicycle travel in winter is a challenge - need to accommodate yr-round cycling (all seasons)
- Local jurisdictions should collaborate on maintenance to create continuity in maintenance of facilities
- Sweeping - early and often
- Sharrowos are beneficial - would like to see more
- Refresh the striping often. Public ed on what the symbols mean (sharrowos) and how the modes should share the space.
- Enforcement of snow removal
- Spring - tree trimming, sweeping, fruit trees dropping ripe fruit obstacle for sight impaired.
- Restriping at the beginning of the season not fall too late.

BUTTE



## System Preservation & Maintenance

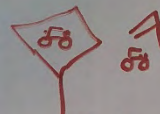
- Funding - need more for system pres & maintenance  
\*Raise federal gas tax
- Need more dollars for signals - maintenance
- Local <sup>MDT</sup> presence to address <sup>MDT</sup> signal issues.
- Struggle keeping the system adequately striped.
- Snow removal process on local streets - plow to middle then haul away. Community notice on plow schedule.
- CTEP better program than TA. - more flexibility on project type.
- Sweeping of popular SUPs - winter gravel collects exposed in spring creating hazard.
- Increase sweeping budget
- Transition peds/bikes when non-motorized infrastructure ~~end~~ abruptly ends ~~at~~ at jurisdiction boundary
- More HAWKS & RRFBs to assist ped movement
- Concerns for pedestrian crossing given motor vehicle turn movements

BLITE

# Workshop #5: Missoula



- Say "no" rather than find solutions  
↳ opt in registration fee moderate
- Collect state data to verify performance
- Transportation benefits limited to transportation
- Plowing in winter
- Fast traffic
- Lack of space for bikes
- road conditions
- Storage for nice bikes in communities that get tourism
- System inconsistency  
↳ force users to figure it out
- Sweeping
- Bike lane ends
- Bulbouts in bike lanes
- Gutter seams where bikes need to ride
- lack of safe crossings
- Directing to parallel routes - signs - pavement markings
- Wayfinding for bike tourists to bike camps
- More funding into non-motorized
- Signed for sharing. expectations
- Rumble strip inconsistency - caps
- Lack of awareness by drivers of bikes right to
- Difficulty by bikes making left hand turns  
right hook
- Lack of bike lanes burden on motorists
- Separate from vehicles → Higgins



B+C M

- State routes in cities form most of major streets
  - NO facilities - most difficult to add. - Barrier
- Share pavement preservation schedule
- Share upcoming projects with stakeholders / find out early rather than too late
- Projects within MDT develop without review by Planning Dept
- Narrow roads w/ Rumble Strips  
Shoulders
- Inconsistency in design / treatments between districts
- Snow storage in bike lanes
- Safe passing law
- Bke Mtn intersection / Stephensville
- 70 mph into communities
- Signs / Trailheads / Bike only signal / exclusive ped phase
- 70% of patrons come by bike to burger restaurant in Stephensville
 

Safety
- Wayfinding - super helpful - Reduces anxiety
- TA Review Process
- MDT Resistance - Vehicle centric design
 

↳ Training                      ↓ People centric

B+C M



- Land use - connections between big box land use
- Parking lots incoherent for pedestrians
- Pedestrians along bridges not comfortable, no barriers
- double / triple truck trailers
- narrow sidewalks in busy areas. more width = more comfort
- Lack of devices to slow speeds in roundabouts (raised pedestrian crossings)
- Lack of speed management
- Evidence based research
- Hilly areas
- Shared lanes not conducive
- Markings worn off
- 

B+C

M

N93 not pedestrian friendly  
↳ Number of crossings  
↳ length of time at signals

Good- ADA has made improvements

- Cleared sidewalks - Steam heated sidewalks  
↳ injuries due to slipping - Aging in place  
↳ inclusive wayfinding. Alternative formats

- Disabled community involvement  
↳ RRFB at all roundabouts

Messaging - Has many intersections have been upgraded to meet PROWAG

- Statewide complete street policy  
↳ disprove need

- Signed USBRS  
↳ Step 1 designation  
↳ Step 2 signing (optional)

→ More project

→ State Bike/Ped advisory board to comment on project development

- Bike/Ped office not integrated with project dev.

B+C M



- Wayfinding - Consistent multi-modal wayfinding system
- State highways bisecting communities
- Smaller communities - Build urban route funding faster
- Lots of driveways on major roads
- Sidewalk connectivity in small towns
- Time to find TA process slow
- School siting - moving downtown schools outside
- \$\$\$\$ \$\$\$\$ \$\$\$\$
- State highways - Intersection size & function, LOS constraints
  - Narrow Shoulder - Rural 70 MPH
- Communities as "Islands" no connectivity between
- Signing Adventure cycling routes
- TA funding - why some projects funded?
- MDT understanding context of some project requests
  - ↳ Greenways
  - ↳ what project is trying to accomplish
- Economic benefits vs. moving traffic
- 
- ↳ Review applications with understanding of local plans - Ride/walk Route to understand what is trying to be accomplished.
- In rural areas, main highway is most direct
- Legality of e-bikes and other technologies
  - ↳ ~~State~~ <sup>Federal</sup> law does restrict. e-bike not allowed on SUPs "motorized"
- Wide residential streets  $\approx$  25mph
- Education for all users as challenge
- Narrow Bike lanes not comfortable for many bicyclists
- Continued maintenance - Root heaves / pavement deterioration
- bike lanes that drop at intersection / exp with no notice
- 

B+C M

- online tutorials for best practices
  - interactive
  - local incentives w/ cert. of completion
- Partnerships w/ bikeshops and schools for education
- Enforcement on e-bikes instead ~~all~~ for easier citation
  - get officers out of cars to help enforce
- Device usage on e-bike officer enforcement
- Safety for trike bikes (flags)
- wider bike lanes for hand cycles/recumbants

Missoula  
S&E



- MISSOULA  
SEE
- mandatory statewide training for bike safety
  - Teach by example
  - bicyclists not obeying stop signs
  - Better education for drivers → Especially making left turns
    - Not watching for pedestrians
  - Landscaping and trees blocking sight distance
  - sidewalks near parks in urban areas
  - ped education on walking direction (with or against traffic)
  - degregation of striping (bike lanes)
  - Sharrowes in roundabouts
  - Convert Share The Road → R4-1 BMUFL (Delaware)
    - Bicycles may use Full Lane ←
    - gives wrong impression/dont need to move over
  - Educate → burden is on the passing driver
  - statewide incident report - B/w Montana website reports incidents
    - Helmet law
    - Educate Bicycles on traffic laws
    - Educate Bicycles on how to manuever in intx - turning etc.
    - Educate about funding opportunities - HB 225
    - Bicycle registration to get funding
    - school education
  - Educate state laws
    - rolling speed on sidewalks - add
    - Dont ride against traffic
  - Encourage using local streets for bikeways

- missoula  
S&E
- maintenance on sidewalks & paths
  - Access bumps for bicycle
  - Better Access on both sides of routes for bike/ped
  - Bumpout = need sharrow
  - cycling safety
  - trail system connectivity
  - Group riding → Needs to be in law (changes)
  - more sharrows → Especially on 2 lanes same direction
  - more appropriate signage for bike/ped
  - bike path on downhill not necessary → sharrows make more sense downhill  
→ especially when parked cars present
  - Learning bike ed before learning to drive = very beneficial
  - SR2S incorporated into MOT Planning Process
  - Statewide roundabout incorporation of bike exitramps
  - bump-outs vs. bike safety
  - Ensure ADA compliance w/ bulbouts
  - Expand Complete Streets to statewide → bike/ped should always be included  
→ justify why bike/ped not included (make change)
  - Better connectivity, especially in small communities
  - separated facilities for bike/ped
  - Education on sharing the road
  - Education in schools



→ Education & Laws for distracted driving  
→ Incentives and competitions

Missoula  
S&E

- Bicyclist use sidewalks instead of bike lane & don't warn pedestrians when passing
- Bicyclists shouldn't be allowed to ride bikes on sidewalks
- Educate bicyclists about Pedestrian R/W & Etiquette when passing
- Bicycle fees for Education - 18 & older
- Bike/Ped education in schools
- Appropriate trail etiquette training
- Enforce sidewalk ordinances
- X- Improve ADA compliance of curb ramps
- Safe Crossings
- Dedicated Separated facilities
- State Bike Ambassador program - Maybe focus on Urban
- Connectivity - Fix infrastructure gaps
- ↑ B/P safety in Drivers Ed
- Safe passing law
- High visibility crosswalks
- Enhanced safety at schools
  - ↑ signage & crossings
- Public Safety Campaign sharing the road → Etiquette
  - Cultural shift of respecting each other.
  - incorporate other states campaigns to save costs
- Safe Routes to school s/b re-incorporated
- Cultural shift for impaired driving
  - improve public transportation to get people home
  - incentives for Designate Drivers

- missoula  
S&E
- blend PSA's funny/frightening
  - more bike/walk education in schools K-8
  - Ratio of vehicle to mode of transp in stopping in high school → more education
  - online education courses w/ certificates
  - Better enforcement in school zones during drop-off/pick-up  
→ dedicated lanes
  - Helmet education in schools
  - Funding better spent on education
  - Roundabout Ed on bike/pep
  - more enforcement for bicyclists
  - bike course training in school/
    - Educate about e-bike <sup>MTVA</sup> restrictions on SUPs
    - Helmet ed. & traumatic brain injuries
    - Path etiquette
  - Safe Routes 2 school → loss of funding = loss of enforcement @ schools
  - Trails Rx /DPHHS coordination for education to be more effective
  - Statewide complete streets → appropriate accommodations in Rural vs. Urban
  - coordination w/ adventure cycling on MDT for best bike routes
  - Safe connectivity between Cities
  - coordinate w/ Bike/walk MT for community ed.
  - Shoulder widths → prioritization of bike routes



- Create App for bike/ped routes in all communities
  - coordinate w/ FWP on trail info
- wayfinding and better signage
- One place for local resources and data (statewide)
- Coordination w/ schools, local govt, MDT for better flow and access
- Education & enforcement for parents in school zones
- Chaperone or walk kids to school → ~~congestion~~ mitigation
- \$ for schools needs to be a bigger priority
  - work w/ Dept of Ed, MDT, FHWA for plan/funding ideas
- Incentive programs for walking to school
- Safer Infrastructure
- Impact Fees
- Clarify local govt authority to set speed limits lower than 25 → and enforcement
- land use planning and connections
- Educating bi-cyclists on laws of road
- more enforcement for bi-cyclists and education
- make driver's ed more ~~accessible~~ accessible to all students
- bike/ped Ed as ~~more~~ non-motorized users
- more entertaining education materials
- use social media as a way to educate public (fun, short, quick)

S&E  
Missoula

- missoula  
S&E
- Consistent restriping – high visibility X-ings
  - more ped actuated X-walks
  - Better explain MDT Guidelines and requirements
    - provide options to community
  - Education and awareness of laws & consequences
  - Enforcement for Bike/Ped vs. vehicle
  - Revamp bus stops to eliminate congestion and give public health opportunities
    - Bus stops 3 blocks from school → kids walk the rest
  - more coordination w/ DPHHS & MDT
  - Create a centralized pick-up/drop-off in communities
  - Create more private events in communities
    - close road for a couple hours
  - Color-coded bike lane in roundabouts ? Consider Sharrow
  - Roundabout education
  - Education on new Infrastructure in Communities
  - Be more open to European Design
  - Keep working on 3-ft passing law
  - Create a culture of acceptance
  - Creating Safe Routes to School Infrastructure
  - Shorten Design Process for Safe Routes 2 School/ and implementation
    - separate TA & SR2S to speed up process
  - Better connectivity in small communities
  - Plan ahead for future expansion
  - Education on share the Road etiquette
  - Grade Separated Facilities and X-ings



## Safety & Education

Missoula

- Data & Statistics Adults vs. Children / Helmet vs. No Helmet
- Cultural Shift - Helmet Education and <sup>Lead by</sup> Example
- Education on Helmet Fitting
- Safe Passing Distance Law / Education
- Add Infrastructure in Known Ped use areas
  - Better Signage
- Turn Radii and X-ing distance → Prioritize and balance different users in urban areas
- Speed, Signage, street landscaping
- Context sensitivity in both Urban and Rural
- Accommodate more non-motorized in urban areas
- Education & legislation on  distracted driving and non-motorized
- Drivers Ed Programs, School Districts → what can we add
- Shrinking X-ing widths
- Cultural Shift and education in school system
  - Rules of the road, bike laws
- Impaired Riding and cycling
- Education in University system for Riding/Walking
- Maintenance of shoulders
- Advocacy groups → condense PSAs & School Ed into a handout
- Use toolkit to help guide Grants
- Sign Inventory updates / timeline

## MOBILITY, HEALTH, ECONOMIC VITALITY

- crushed lime (limestone?) for SUTPs? better than gravel when asphalt is not an option/cost prohibitive

M



## MOBILITY, HEALTH, ECONOMIC VITALITY

- safe storage for bikes overnight <sup>kind/type</sup>
- more parking for bikes outside businesses <sup># required for size/type of development</sup>
- employer incentives for multimodal commuting
- what is our responsibility? Define for universities, cities, state, counties, etc.
- tourism tax? sales tax? Tax to fund community health/wellness programs + bike/ped infrastructure
- bike education in schools, part of curriculum
- connecting schools to popular bike paths/routes and neighborhoods
- solutions for when bike facilities end - education?
- transparency on and increased efforts in sharing economic benefits - how is MDT spending \$\$?  
↳ education on co-benefits
- encouraging tourists to walk/bike once they are in communities (originally traveling by car/plane)  
↳ bike share  
↳ kids + adults alike
- guidance for community members/individuals to implement facilities (bike to farm program)
- increased wayfinding in downtown core to increase economic vitality
- chip seal processes - piles of material pushed to the side - warning/communication when swept
- snow from sidewalks pushed in streets
- continuity with neighborhoods is lacking
- connectivity b/w developments (shopping districts/restaurants)
- if you build it they will come



## MOBILITY, HEALTH, ECONOMIC VITALITY

- plan for a network where roads/trails can be prioritized to facilitate bike travel + walking/hiking recreation
  - ↳ make the network work for commuters, recreationists, tourists
- building space that accommodates people to travel side by side + cultivate social aspect of walking/biking
- bike salmon - biking the wrong way
- design guidelines that accommodate all ages and abilities - not just the seasoned/confident cyclist
- add health + equity into planning process, prioritize lower income areas / high obesity areas
- make license plate contribution to trails opt out instead of opt in <sup>and/or</sup> increase contribution amount
- give people statistics - scare tactic / encouragement
- e-bikes, ease of riding and speed
  - ↳ underdeveloped policy existing
  - ↳ prioritization would help facilitate bike commuting
  - ↳ need for guidance in plan
- change mentality - people need to be willing to pay more taxes for better roads
- ADA accessible requirements for all groups of disabled populations - conflict b/w blind + physically impaired facilities, unproportional prioritization
- consistency in facilities systemwide + design wise
  - ↳ peds/bikes have to learn how to make the fragmented system work for them - source of confusion M



## MOBILITY, HEALTH, ECONOMIC VITALITY

- rail use + rail connections (with bike/ped facilities)
- more widespread use of maps which show trails/facilities as well as amenities + side trips available
- work towards improving a route across the state
  - ↳ bike route for Adventure Cycling
- integrate ADA shouldn't be an afterthought/independent from plan (in reference to ADA transition plans)
  - ↳ biggest barrier to mobility is accessibility
- other exercise formats/programs with trails
- provide sidewalks or safe areas to walk
  - ↳ require in subdivision regulations
  - ↳ sidewalks that are wide enough for 2 people ✓ to pass (consider wheelchairs passing)
  - ↳ equal distribution of funding - economic discrimination (trend where money is spent where lower ~~state~~ <sup>income</sup> populations reside)
- increase intercity bus routes + rural routes
- education of the benefits for communities
  - ↳ coordination between groups of advocates
- prioritized bike routes especially to National/State parks + tourist destinations
  - ↳ DOT designated, sign off on application to AASHTO
- its hard to see from the outside how the rumble strip policy is playing out + what projects are happening
  - ↳ transparency
  - ↳ bike/ped advisory board within MDT
- need for more data + collection efforts
  - ↳ automated year round count technology

M

## MOBILITY, HEALTH, ECONOMIC VITALITY

- make facilities that are safe/comfortable for kids + family especially near schools/nearby neighborhoods  
↳ close roads at school start/end times?
- raise gas taxes to discourage driving? And use funds for more bike/ped facilities/public transit
- road closures in downtown areas to facilitate economic benefits during specific days/times
- plan → reference other areas where certain facilities/accommodations have been beneficial in MT
- we are in a crossroads of convenience + health
- link City Center to other facilities/areas/amenities
- statistics available for local business on economic benefits of cyclists
- bike camps like in Twin Bridges
- easy routes that take bike/ped tourists through economic areas (where you want them to go)
- target the "interested but concerned" population
- utilize truncated domes to separate bike lanes
- guidance on order of travel lanes/parking/bike lanes
- better infrastructure promotes tourism
- bike share!
- organized shuttle for river floating or other recreational activities often associated with drinking → drunk driving
- health disparities for disabled community - access to bike/ped facilities to employers  
↳ consider cost of slipping/falling - care, etc. other issues/conditions
- put in plan display prominently ↳ cost of bikes that are accessible for those w/ disabilities M



## MOBILITY, HEALTH, ECONOMIC VITALITY

- Minimum guidelines are not accommodating for all users - start with maximums?
- Mobility through all seasons
- Work zone mobility
- Make the healthy option the easy option → for everyday lifestyle
  - ↳ don't make peeps walk around + let cars go straight through
  - ↳ prioritize directness of routes
- better education of what different facilities do and why a range of facilities should be available
- look at capacity and LOS of all modes on facilities - we need to impede car traffic to accommodate other modes
- on-street facilities may be comfortable but intersections are unsafe/prohibitory
- adopt different guidelines for urban areas especially with state highways
- familiarity with walk/bike laws
- coordinated effort to provide accommodations for tourists - even spacing, etc
- public access to trails around Flathead + other major tourist attractions
- bike accommodations on major arteries for commuters + recreationists - creative solutions for where space is the limiting factor
  - ↳ more widespread knowledge of effectiveness + feasibility of road diets

M

### Accessibility and connectivity

- Transitions between different types of bike facilities should be intuitive.
- Enhance parallel bike routes → Bike Boulevard
- Follow natural features with trails → water ways etc.
- Pre construction meetings with contractors and stakeholders
  - ↳ establish collaboration between these two
  - ↳ ADA why it is done
- Bike lockers next to parking lots on the edge of town.



### Accessibility & Connectivity

- More separation of bike/ped facilities from the Highway x2
- More pedestrian refuges
- Better access to information about shoulder width, guardrails, etc.
- Don't use gutter pan as bike lane width.
- Create some separation between the white line and the rumble strip then add space for bikes.
- Rumblestrip treatment upto narrow bridges.
- Shallow rumble strips in locations with narrow shoulder
- Use best practice with chipseal, can the shoulder be excluded from the chips?
- focus shoulder expansion on road with high traffic volume <sup>vehicle</sup>
- ~~Guidance~~ Avoid discontinuous bike lanes especially at intersection
- Sharrow on flat or down hill only
- No bulbouts in areas with bike lanes
- Bike transitions into roundabouts → sharrow at roundabout?

Missoula

### Accessibility + Connectivity

- Bikes on sidewalks seem to work okay but may not be a sustainable solution.
- More protected bike facilities, → Cycletracks etc.
- Ensure E-bikes are allowed on non-motorized facilities
- Culture shift with MDT about auto first mentality  
↳ more human centered design
- design intersections to be pedestrian centric.
- improve narrow shoulders
- Connections thru construction zones
- consider all disabilities → some may have conflicting need
- Educate the contractors about ADA so they build it correctly and why it needs to exist
- Improve the crosswalk striping
- Pedestrian malls in urban areas
- Improve non-compliant intersections → ADA



### Accessibility + Connectivity

- More focus on all modes
- Utility placement on sidewalks etc.
- Connecting communities in rural areas → those that share schools  
↳ e.g. East side highway in the Bitterroot
- Make a state wide connection plan – long term vision  
Trail
- Wayfinding/route signs like those already on the normal roads
- More investment in accessible facilities
- Completing existing networks
- Multimodal facilities benefit all people
- Improve communication between State and Locals  
↳ Sensitivity to local context
- Fresh striping → well maintained facilities work better  
↳ sense of authority
- RRFBs work very well
- Build sidewalks at the same time as the road.

Missoula

### Accessibility + Connectivity

- ADA seems to get set aside for traffic operation.
- ~~the~~ Prioritize ADA earlier in the design process.
- focus on useability over just doing the minimum.
- Use crosswalk enhancements ~~that~~ that help increase accessibility
  - ↳ RRFB at single
  - ↳ Hybrid at multilane
- Truncated dome panel alignment is often incorrect.
- Small towns are lagging behind the large urban areas
- increase accessible <sup>^</sup> parking spaces  
on street
- Shoulder space for hand cycles. → wider footprint  
↳ recumbent trikes too
- rumble strip placement for these ↑
- Prioritize known bike routes for further improvement
  - ↳ <sup>cross state</sup> connectivity between routes
  - ↳ connect to neighboring states.

missoula



### Accessibility & Connectivity

- increase roundabout education for all users
- List of funding sources that can be used to improve ADA crossings
- Be more proactive in seeking out and identifying the need of <sup>not</sup> disabled individuals.
- Better access control to limit conflict points
- Local context sensitivity with streetscape.
- Connect "last mile" of trails → Think about where the Ped/Bikes will go
- Better crossings on wide routes → Ped refuges etc.
- Culture shift away from auto-centric.  
↳ People first approach
- Normalize ADA accommodations
- Better connect areas to allow multiple trip types  
↳ shopping to recreation.
- The funding should not be for vehicles only.

Missoula

## Accessibility and Connectivity

- Consistency between rural SUP and urban sidewalks  
↳ transition all modes to other facilities i.e. Bikes to Bike Lanes
- Filling in gaps within towns on state highways
- Loss of flexibility with TA → Things move way slower  
↳ CADD standards etc., local needs vs State standards/policy
- More enhanced crosswalk on major routes
- Signal activation posts and ADA  
↳ minimum standards may not always work
- Bulb out standards → uniform design would be nice
- Build a path that actually goes somewhere
- Over building intersections for a small % of traffic i.e. heavy vehicles  
↳ roundabouts
- More universal design → Training
- Bring individuals with disabilities in at the design stage
- Use public health and census data to identify areas with higher need for accessible facilities
- Determining when it is safe to cross at a roundabout for a disabled individual

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### System Preservation & Maintenance

- Bike lanes shouldn't abruptly end without noticing cyclists on what to do. Need to show cyclists how to route, to navigate the area.
- Responsible jurisdictions should ride the SLUR experience gravel, lack of snow removal on paths.
- Sweeping of shoulders/bike lanes early spring.
- Recess in pavement for striping - small relief
- Designated areas for snow storage
- Invest in materials w/ longer life-cycles so the need to replace is reduced. Look at the cost of legal costs/settlement claims to invest wisely. avoid liabilities.

msla

### System Pres : Maintenance

- Bitterroot Trail is a yr-round path - needs yr-round maintenance  
snow removal : sweeping. heaves, potholes, root issues, erosion, weeds : grasses.
- More snow removal
- More pave pres & through TA > \$700k
- Snow removal/debris removal of bike lanes : shoulder
- ~~Bridge~~ Bridge sidewalks need sweeping early in spring
- More sharrows - standardize positioning of placement  
not necessarily the minimum "standard" which is 4' out. Recommend centered btwn tire tracks.  
decal will last longer in this position. We should strive for better than standards. Off to the side gives unrealistic image of where cyclists should be.
- BMTFL Bike May Use Full Lane signage needed on all roads. 2015 Driver's manual teaches to pass cyclists like slow moving farm equipment. Recommend law be changed to require motorist change lane to pass cyclist.
- Bike lane decals should not include the seem of gutter.
- Sharrow placement needs to create safe space for cycling
- Consistency within the community on placement of sharrows. Inconsistency creates hazards.
- Access ramps to allow bikes to shift from road to sidewalk  
When bike lanes reduce in width → Reserve by Mullan intersect heading NB as example
- Need to design for safety of cyclist. for connectivity.

MSLA



### System Preservation & Maintenance

- Snow removal huge issue for accessibility. Snow berms need to be cleared. Education & enforcement.
- Outside rumble strip (outside of shoulder) pushes bicyclists towards traffic, preference is to ride away from traffic.
- Epoxy Striping longer lasting - good!
- More pavement markings. Consider directional pavement markings as part of wayfinding. Possible pilot project.
- MDT working with friends groups (Bitterroot Trails group) for maintenance.  
BLM, FS, Nat'l Parks, State Parks
- Being more innovative in preservation & maintenance to collaborate and coordinate on efforts.
- Snow pushed to shoulder/curb forces cyclists to ride in vehicle tracks
- Consider CLRS where road is narrow and shoulders are non-existent or guardrail inhibits movement for cyclists. Consider re-visiting CLRS placement in constrained areas where driver behavior could endanger (guardrail on curves) someone using the shoulder
- Advertise the opt in SUP fee via vehicle registration renewal
- Strategies to educate/publicize the opt in SUP fee.
- Tracking expenditures of SUP fund to assess/evaluate how it is working or should the program be adjusted to optimize effectiveness of program. Are there ways the funds could be leveraged to be effective.
- Snow removal on bike routes that are prioritized as commuter routes. Recreational areas may not be a priority.

MELA



## System Preservation : Maintenance

- Sympathetic to local communities efforts regarding local plans.
- Place equal emphasis on non-motorized infrastructure.
- Annual maintenance - how do we get more equipment for maintenance.
- Agreements and collaboration on funding resources - broader level of support for state vision
- Sharing of equipment to maximize/optimize use.
- Resources on best practices for maintenance.
- Lack of boulevards for snow storage create challenges in winter
- More funding!
- Data collection to understand the needs/existing conditions need counts.
- Traffic data should include all modes for the bigger picture. Follow same method as vehicular counts.
- Worn striping ~~many~~ - lack of visual delineation on bike lanes & crosswalks. Need re-striping more often
- Sunday transit service, more sidewalks to address gaps. Make sure all sidewalks are accessible.
- Snow removal efforts often block wheelchair access - need to enforce accessibility.
- Sweeping prior to special events, if it hasn't been done
- Common statewide MOU (county state & friends groups, city, etc) for safety signage. Work as a team. Responsibility clearly outlined.
- How can we work together as a team?
- Need ADA representative on steering committee.

MSLA



# Workshop #6: Helena

## MOBILITY, HEALTH, ECONOMIC VITALITY Helena

- ADA expensive
- Struggle w/ blending motorized vs. non-motorized
- Retro-fitting → Connecting new vs. old Infrastructure
- mobility – determine what best fits the area or is most needed
- Tourism → Trail systems → mtn bike vs road/who should we spend the \$ on
- mtn bike only trails getting push back
- Competing Interests
- Promote trails as cross-country skiing trails  
↳ groom, don't plow (i.e. Centennial Trail)
- County does not realize any economic benefit from bikes/peds  
↳ no \$, man power, equipment to maintain  
↳ no room on county roads for bikes/peds
- safety / comfort concerns → separate bikes/peds from traffic
- drivers in urban center are more tolerant / understanding of cyclists than those on fringes
- environmental benefit
- make it comfortable for parents to send kids alone
- map of accessible / trails / routes for ADA
- if you build it they will come
- better transitions to other bike/ped facilities  
(i.e. where bike lanes end provide striping to guide to SUP/side-ways)
- possibility to form partnerships w/ MDT to provide crossings across MDT routes that are barriers (Huffman / 19th separating E+W Bozeman)



# MOBILITY, HEALTH, ECONOMIC VITALITY

Hetena

- center line rumble strips have not been trouble some
  - ↳ original fear that cars would hear sound and swerve back <sup>into</sup> lane
- increase frequency + directness of transit lines to encourage more multi-modal travel → bike racks are great on busses
- public / private partnerships to provide shuttle services to/from trails
- safer roads first, then focus on non-motorists
- more education for motorists
- education on how to get on/off bike paths
- build infrastructure that facilitates social aspect
- safe routes to school - walking school buses
- better wayfinding, show where connections are
- other amenities with infrastructure
  - ↳ RRFBs, crossings, lighting, benches, etc.
  - ↳ bike camps
- roads are unwelcoming to bike tourists
- Signage - "it's only a 10min bike ride, etc."
- bike share in flatter areas would be beneficial
- Pre-release
- prioritizing routes that facilitate tourism, mode choice, etc. to add infrastructure
- branded wayfinding system as well as facilities <sup>(consistent)</sup>
  - ↳ get rid of the hodge-podge / confusingness → inclusive
  - ↳ features that aid in accessibility for all (ADA)
  - ↳ high contrast coloring, audio readout w/ phone app, height of signage, placement so doesn't obstruct travel way
  - ↳ education
  - ↳ guidelines

work  
w/  
chamber



# MOBILITY, HEALTH, ECONOMIC VITALITY Helena

- make sure new infrastructure is accessible for all
  - ↳ do it right the first time
  - ↳ access to common destinations
- when bike/ped accommodations make sure they are accessible/safe/easy to get to (i.e. crossings, etc)
- make sure locals know they have a voice (and make sure their voices are heard) in regards to pushing for bike/ped accommodations on reconstruct/improvement projects
- have policy that advocates can "get behind" & support
  - more recreational opportunities in rural communities
- women are less likely to bike commute - fear
- allow transit on on-system routes
  - ↳ need sidewalk connectivity
- all modes should have equal priority
- solutions for safe crossings of MDT routes
- MDT should work w/ local communities to develop way finding systems
- where is bed tax going? Maybe have lower % going to advertising + more towards infrastructure
- include biking in P.E. programs @ schools
- LOS should recognize all modes
- there's always room, realize that there are tradeoffs and balance the competing needs of all users
- bike/ped infrastructure has home values + allows smaller businesses to be sustainable
- Need both E/W SRs as well as N/S - 2 arteries min.
- pinch points where facilities end
- current infrastructure is too car-centric



## MOBILITY, HEALTH, ECONOMIC VITALITY <sup>Helena</sup>

- current SUPs seem to be more recreation focused than commuting focused
- revisit shoulder implementation guidelines
  - ↳ traffic volumes may not dictate need for shoulders but makes it a vulnerable route for cyclists
- consider winter-time uses for trails, (snow mobiles, cross-country skiers, etc.)
- gravel roads are prohibiting during winter + during rainy seasons
- easier to bike in place where you know bikes are allowed/welcome
- the jurisdictional approach is limiting
  - ↳ consistency across jurisdictions
- it just takes one time, one good experience for people to realize biking for transportation is doable and desirable

## System Preservation & Maintenance

- Agreements for sidewalks w/in community should be consolidated into one agreement, not ~~pieces~~ one segment at a time, lot by lot.
- Difficult to track responsibility on a lot by lot basis, need consistency in agreements.
- Responsibility and ~~how~~ method of snow removal on streets - need collaborative discussions on process so local jurisdictions can vet citizens calls. Determine best way to work together.
- Funding for maintenance & preservation roads & trails (sidewalks, bike lanes etc.)
- Local jurisdictions to administer ~~some~~ projects within city or county boundaries. Leverage local resources & relationships to expedite project development and delivery.
- Sweeping of shoulders on rural roadways.
- Weed spraying, joint maintenance on Shared-use-paths (SUP)
- Consider some SUPs as cross-country trails in winter rather than remove snow. Seasonal use.
- Thermo plastic decals "melt down" longer life cycle, do not need to grind off to re-apply.
- Local jurisdictions do not have the funding, manpower or equipment to complete routine maintenance on existing infrastructure.

HLNA



### System Preservation : Maintenance

- need to adequately fund for infrastructure and have a plan on how to fund maintenance for add'l infrastructure. Consider the maintenance needs early on, before constructed.
- Special District as revenue source - special assessment on property owners for trails/paths maintenance. based on square footage of ~~land~~ lot size.
- Enforcement of snow removal and sweeping - remove parked cars to optimize opportunity of maintenance practices
- Community groups to help clear sidewalks for those that need assistance. Nat'l Honor Society, High School sports teams or service clubs - build community pride. Neighbor to neighbor. No cost, low cost opportunities.
- Federal Highway bill - future bills uncertain. If you like and need the federal dollars be sure to let your congressional delegation know. The fed \$ are extremely important for non-motorized infrastructure. Inflation accounted for in next <sup>fed funding bill.</sup>
- Leverage volunteer groups to help w/ maintenance.
- Increase fee on speeding tickets - add'l \$ would go to maintenance of non-motorized facilities.
- Lobby for increase in fed gas tax - has not been increased since 1993.
- Consider in kind match on T.A. grants - change to federal law. <sup>WANA</sup>

### System Pres : Maintenance

- Is there a way to leverage insurance to pay back into non-motorized facilities when improvements demonstrate risk of liability is reduced?
- Community assessment to supplement sidewalk program to address gaps : maintenance.
- Jurisdiction and permitting process requirements are not clear or easily understood to those outside of the local gov'ts/jurisdiction - need liaison or contact to help clarify Responsible party's processes.
- Local jurisdictions w/ funding sources for non-motorized needs to establish policy for prioritization of project w/ an eye to health equity -> avoid gentrification and loss of affordable housing.
- A fully maintained system is the vision!
- Snow : ice removal on sidewalks : curb cuts - plows leave berm ~~rendering~~ blocking access. Sidewalk maintenance essential to movement. Need plan to address to create access for everyone.
- When forced to use street the curvature/crown of the road creates ~~safe~~ unsafe travel for wheelchairs.
- Funding
- Sharrows should be placed in middle of travel lane.
- Sidewalk continuity, connected networks

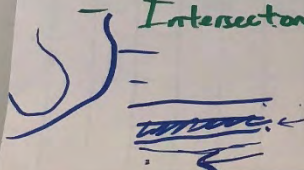
HUNA



### System Pres & Maintenance

- Is there more than the green bike route signs to indicate connections to origins & destinations. They seem to just be randomly placed. Need connected, well-signed network.
- Look at other states to learn best practices or models on optimizing efficiencies.
- Incentives to maximize/optimize the existing infrastructure for all modes.
- More consistent snow removal on shoulders throughout network.
- Boulevards offer snow storage.
- Funding
- Enforcement of snow removal ordinance - civic pressure to comply by noting business that don't clear snow on social media.
- Snow removal enforcement. Wheelchairs become challenged to get around.
- Signing maintenance - jurisdiction responsibility but sometimes unclear who that is. Citizens don't know who to call.

- Local Recs not picked up in MDT Designs
  - ↳ reference all local plans - Local LRTPs, Non-motorized plans
  - ↳ pavement preservation coordinating ↑
  - ↳ willingness to partner with local agencies
  - ↳ opportunities to improve relationships
- Support of facilities for external (Non-MDT) funding on State Routes
- Willingness to do something different
- Snow removal on bike lanes
- Capital Agreements / Maintenance agreements with local agencies
- Restripe during pavement preservation according to LRTP
- Railroad coordination
- Timeliness grant to construction
- How people think → all types auto/bike relationship
- ROW on county routes no room for shoulders in 60' ROW
- Distance,
- Motorists visibility of ped/bike - Brain ignores
- Wayfinding signage ★
- Curb cut design - ease of moving between sidewalk and street
- Crossing interval at intersections
- ★ - Share data (results of public process) ★
- Terminations of shared use paths
- Signage approval for entire area (Helena), but multiple jurisdictions need
- Funding \$
- Intersections - visual separation / crossing markings & Signs



B+C H



- No grade separation - Safety
- Capturing bike trips 3-8 mi in length  
Walk trips 0.5-1.0 mi in length
- Allowing a separated path in MDOT ROW - even if city pays/maintains
- Urban vs. Rural - still difficult to improve urban routes with MDOT when need/utility is greater
- Connectivity - Making connections
- Viewing bike/ped facilities as infrastructure  
↳ plan for in state budget
- Rumble Strips & Shoulders & Sidewalks
- Guardrail included in Rumble Strip policy
- Rumble strips don't get fixed if they are installed poorly. HSI/P?
- Accessibility - curbs cuts - diagonal ramps
- Comfort, minimums is minimum good enough?  
meets needs of "end user" ↳ facility designed to improve for
- Shrubby/overgrown trees - Trunks - block sidewalk
- Inundation
- Access to water/shade for long distance cycling
- Lack of education - by all
- Perception of safety / Women equally represented
- Car culture
- Laws antiquated
- Trucks + Roads getting bigger & bigger
- 70 mph
- Desire line vs. construction
- Hills
- Land use vs. Transportation
- Lack of Advocacy in most communities

B+C H

- Signalization not good
- Big divide between state/country/city roads
- No requirement for new sidewalks with new development
  - ↳ fight or retrofit
- Discontinuity - Annexation
- Planning documents NOT regulatory
- Connecting data based evidence / benefits with projects
- Shop local & bike local mentality
- Speed limits
- Old ~~bridges~~ bridges with no width - New bridges expensive
- Lack of visibility of bicycling activity. - wait for replacement
  - ↳ symbols / signs
- Incomplete sidewalks
- Use mobility assist device in street → cross-slope in street → makes tipping likely
- Curb ramp consistency - can get on sidewalk but not off, have to back track
- Hard to retrofit sidewalks
- Sidewalk surface condition
- lack of signage - wayfinding - flexibility for community identity
- MDT road, hard to cross or make / propose improvements
- Lack of connectivity
- Perception bike/ped vs. drivers
  - should be all modes working together
- Distracted driving / seat belt enforcement
- "Team" approach
- Setting speed limits higher
- Sidewalks setting from curbs
- MDT - Design review lengthy / still not best design

B+C H



- Snow storage through boulevards
- Culture of independence through automobiles
- Space for shoulders / bike lanes
- Personal willingness
- Unknown behavior
- being seen
- Distance & Weather
- Out of direction travel
- Railroad - Train blocking crossings → long way for ped / bike
- Disconnected road network
- Funding / balancing needs + desires

B+C H

### Accessibility + Connectivity

- Cost of retrofit can be prohibitive
  - ↳ is it worth it to retrofit old infrastructure when new connections can be cheaper.
- Develop alternate connections
- keeping design standards straight → is it city, MDT?
  - ↳ Liability/responsibility
- More collaboration with city → let the city take the lead when they know the area.
  - ↳ can help make a consistent network
- Clearinghouse for information on building within MDT ROW
- Educate people more about crosswalks at roundabouts →
  - ↳ improve stopping compliance
  - ↳ Small communities seem to do better.
- Consistent use of either ADA or ProWAG → Pick one and stick with it.
- Signs may not solve issues → changes in mentality may be needed
- More rails to trails would create better connectivity
  - ↳ Other states are ahead on this
- More education of all user – who has rights to the different facilities
- Map accessible trails/paths/routes
  - ↳ creates/help people identify routes.

H



### Accessibility + Connectivity

- Check with local plans at all levels of MDT's process
- Ensure that Bke/ped is triggered to confirm with local plans
- ~~Allow~~ Allow use of NACTO intersection treatments  
or consider
- Alignment of curb ramp for visually impaired
- Boulevard sidewalk help visually impaired
- Education about what crosswalk signals mean.  
↳ crosswalk striping
- Ad campaigns that are targeted at all users
- Roundabout education for bikers → where to ride?
- State wide consistency of design.
- Interagency efforts to get connections  
↳ FWP and MDT
- Non-traditional funding - FWP, Forest service
- Prioritize bike/ped connections over the traffic operations
- Jurisdictional issues and easements have been a big issue  
↳ especially in confined areas with large facilities  
Motorized
- Utilize existing terrain to the advantage of the needed connections
- Identify key connections that connect isolated areas.  
↳ two neighborhoods with a large road dividing them.  
↳ make one good connection instead of many poor ones

H

## Accessibility & Connectivity

H

- Perceived safety or lack of safety may be more important than actual data
- Establish statewide routes for bikes → safe shoulders on the routes
  - ↳ Maintain the routes → snow/gravel
- Stakeholders, especially disabled, need to test/check designs
- Challenges with redtape that may not be relevant/realistic
  - ↳ multi-jurisdiction / conflicting requirements
- Health equity – accessible communities have higher value than those without access
- Sensitivity to Health equity when improving infrastructure
  - ↳ try to avoid gentrification
- ~~then~~ Identify narrow bridges that sever connectivity
- Program to increase enforcement of motorists stopping for peds
- Ensure that curb cuts are placed in the best place with space around existing sidewalk items.
- Add more disabled symbology to logos to increase inclusivity



### Accessibility & Connectivity

- Ped signal timing, is 3.5ft/s enough.  
↳ does the crown of the road effect this speed.
- Dynamic approach to locations that present terrain challenges
- Take advantage of ILP centers knowledge/expertise at an early stage in projects
- Educate the police in regards to Biker rights and other needs
- Organize "walking school busses"
- State wide safe routes to school coordinator was great  
Bring the position back
- Side walks on school bus routes  
also transit
- On-street parking on MDT routes promotes conflicts,  
but needs to be context sensitive, i.e., small towns
- More Local flexibility for ~~local roads~~ MDT roads
- Training / standard guide, facility funding and just what can  
be applied to a given facility for
- State wide complete street Policy

H

### Accessibility + Connectivity

- Connections between types of ped facilities
  - ↳ trails that just end.
- Sidewalk maintenance that turns into a barrier
- State intersections seem good but offsystem seems limited
  - ↳ ADA access

H



## Safety & Education

Helena

- Education needs both Electronic & paper formats
  - Cell service concerns w/ a rural environment
- Educate how to utilize push-buttons @ intx
- Educate rules of the road for all users
- Teach them to use traffic safety devices → use crosswalks
- Educate motorists about yield to peeps @ intx
- ↑ visibility + signs @ crosswalks
- Laws are good, but need better education
- wide shoulders in rural environment
  - Must be maintained & kept clean
- Sidewalks in urban areas
- We need a cultural shift w/ behavior for all modes
- B/P safety @ Elementary → Part of bus safety
  - Educate citizens on traffic control → why decisions are made
  - Educate How/why speed limits are set
  - Local govt → annual announcement of How/why speed limits set
  - Shoulder width
  - State Statute for 80 ft R/W instead of 60'
  - Explain warrants to add ~~RRFB~~ RRFB
  - X-walk placement
  - Encourage people to use X-walks
  - Education on enforcement issues vs. engineering issues
  - more Funding for law enforcement → How?
  - Dedicated separate facilities where feasible
  - clear delineation will make people feel safer
  - Adding proper facilities will add users

( Helena S&E )

- Design for comfort level and extreme safety
- Increase shoulder width in rural env.
- Funding in Rural Env. → get creative
  - Reach out to county, municipality, grants
- Dedicated non-motorized Funding at a State level
- public/private partnerships
  - non profits - trail group, land trusts
  - groups and work sessions
- Getting people more active will reduce congestion
  - will also reduce pollution
- Recreational needs to be considered in Infrastructure Design
- Education - X-walk etiquette, Intersection safety,  
Share the road, Roundabout-ed, treat bikes as cars
- Statewide Ed. campaign - Billboards, Commercials, PSA  
Social media
- Safe R a school → Infrastructure → dedicated Routes
- promote walking school bus' or groups.
- coordination w/ parks dept, city, MOT → to connect trail/  
systems to town trails, paths, etc.
- Education for how to ride safely in traffic
- Dedicated Funding source for adult education
  - Community Funding
  - other states allow HSIP to use \$ for education
- HAWKS → mid block X-ings → MOST consideration
  - How to Fund?



## Helena S&E

- lg facilities, high ADST → mid block X-ings, underpass overpass, Shared Path
- logical connections
- Education for peds - PSA
- Ped Connectivity
- Rapid Flashing Beacon → more → very effective
- grade separated facilities
  - local bike route under MDOT road - coordination w/ MDOT, city
- Focus on safer roads → then focus elsewhere
- Educate cyclists on laws - ped vs car
- Fix narrow roadways
- Coordination w/ Rec Trails program
- prioritization of projects and facilities
- separation and safety
- collaboration of sister agencies
- Distracted driving → <sup>more</sup> Regulations needed  
Peds
- Dedicated Safe R2 School
- Education for unmarked intersections → move yield signs
- Dedicated Routes for connectivity → get people where they need to go.
- narrow roadways
- narrow shoulder separated w/ rumble strip then roadway

- Helena  
S&E
- Rural safety for cyclists
  - logical dedicated routes for connectivity for cyclists/peds
  - Always take non-motorized into Acct w/ Every project
  - more education for younger children
  - AARP Drivers Ed → Collaboration w/ MDT & local govts
    - ↳ provide flyers for RRTB, how to navigate bicyclists
    - ↳ how to navigate roundabouts
  - Livable communities – all ages and all abilities
  - ADA Consistency ~~Helena~~
    - ↳ surveys, meetings, collaborate w/ locals
  - dedicated separate facility to aid connectivity
  - Improved enforcement on rural hwy's
  - more education and ~~access~~ accessibility in smaller communities
  - more education motorized and non-motorized
  - more education on bike laws & regs
    - ↳ more Signage
  - Expand Share the Road → additional signage → bicyclists may use whole lane.
    - ↳ like that prioritization of impv is based on crash data
  - Drug & Alcohol prevention
  - wider shoulders, good clear zones
  - State routes are pretty good, County road Funds need to ↑
  - More advocacy for Bike, Ped, Transit



## Helena S&E

- More bicycle & Pedestrian education in Drivers Ed
- Go beyond minimum standards for equitability & Accessibility
- Public & Private development should focus on safety when designing
  - land use & infrastructure
  - example - unsafe drop offs @ schools
- Sufficient shoulders - 7ft or greater
  - Assists w/ All those people who use double strollers
  - Handcycles & Trikes
- improve ~~shoulder~~ <sup>edge of roadway</sup> slopes to allow for recovery
- when pave pres (overlay) are done, the entire shoulder needs to be included
- Chip Seals s/b done just to fog line → not shoulders
- Dedicated funding for SRTS @ state level
  - TA set-aside for education
- Re-dedicate SRTS @ Fed level
- utilize pedestrian actuated signals at heavily used pedestrian crosswalks
- Use more road diets, especially in small communities & on Hways that run through communities
- increase lighting for non-mot facilities
- Education → PSAs, Billboards
  - Strategic Plan for education
- MDT coordinate & Collaborate on funding & support for education
- Partnerships & Sponsorships for LARGE donations for education
- State budget should have education budget
- State law ~~reinstating~~ SRTS funding
- institutionalize consistent messaging of B/P safety <sup>at schools, state agency stakeholders, locals etc</sup>

- incorporate cultural norms → community vs ~~personal~~ individual
- Educate on ~~behavior~~ respecting all users
- School siting law
- State regulations that require developers to include non-mot infrastructure
- Consistent enforcement of laws → Enforcement training for law enforcement
- Utilize law enforcement to educate & encourage good behavior & correct ~~wrong~~ riding, walking, driving
- Encourage/institute remote drop off locations for schools to promote walking/biking
- Safe crossing & dedicated infrastructure for SRTS
- Safe passing ~~bill~~ law
- Vulnerable user law
- Strengthen ped crossing law
  - Oregon example → ~~what~~ defines when a ped is in a crosswalk
- Accessibility to schools
- Shorter crossing distance → Ped refuge, bulb outs, narrow lanes
- Timing signals → look at new technologies that detect peds in crosswalks
- Urban environments
  - separated facilities
  - lower speed limits → legislative
- local jurisdiction should have more flexibility w/ their speed limits
- Legislature should lower speed limits
- Statewide ban on distracted driving
- Increase timing @ X-walks → Signal timing
- Curb cuts, slopes, ADA considerations
- bicycle detection
- signal timing in other states - w/in 3 secs of ped pushing button

Helen  
S&E



## Helena S&E

- more education regarding funding / how roads are paid for.
- give ped ~~at~~ signals → change sensor
- remove parking on arterials → not wait whole cycle.
- Standards to ensure guide/space on sidewalks
- Seating, sandwich boards, pedlets, parklets
- Seasonal maintenance ads → Sidewalks shoveled
- Clarification who is responsible for maintenance (curb cuts)
- State SafeRaschool coordinator
- MDT review TA applications and encourage submittals
  - assist to help make more competitive
- openness in MDT for new ideas, more collaboration
- Cultural shift of impaired Riding/walking and driving
- Statewide cell-phone ban → Distracted driving
- Education – Start young
  - Adults – start small to encourage change of behavior
- Inform and educate on uniform and requirements for riding
  - Day & Night → Visibility definitely a concern
- Education on traffic rules
- Elderly population – timing, curb cutting
- Appropriate Etiquette
- PSA → What are you really losing when you have to wait an additional 15 secs → Slow down
- Roundabout Ed. for cyclists and drivers

- Helena S&E
- Encourage share the Road signs are higher use notes
  - MDT Sponsors local bike club for education courses
  - Provide Educational materials to local bike clubs.
    - 4ft shoulders, preferably no RS unless wider
    - Education for schools
  - Encourage school programs for helmets → donations
    - Reach out to PTA's
  - Education in Urban Env → bikes on road, peds on sidewalk
  - bicyclists – no headphones so they are more aware of surroundings

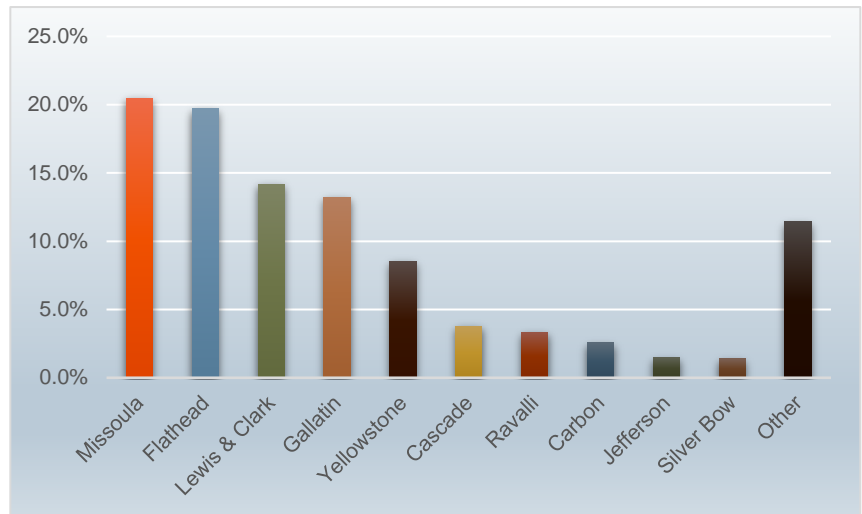


# Appendix C:

## Survey Results

## Question 1: What is your zip code?

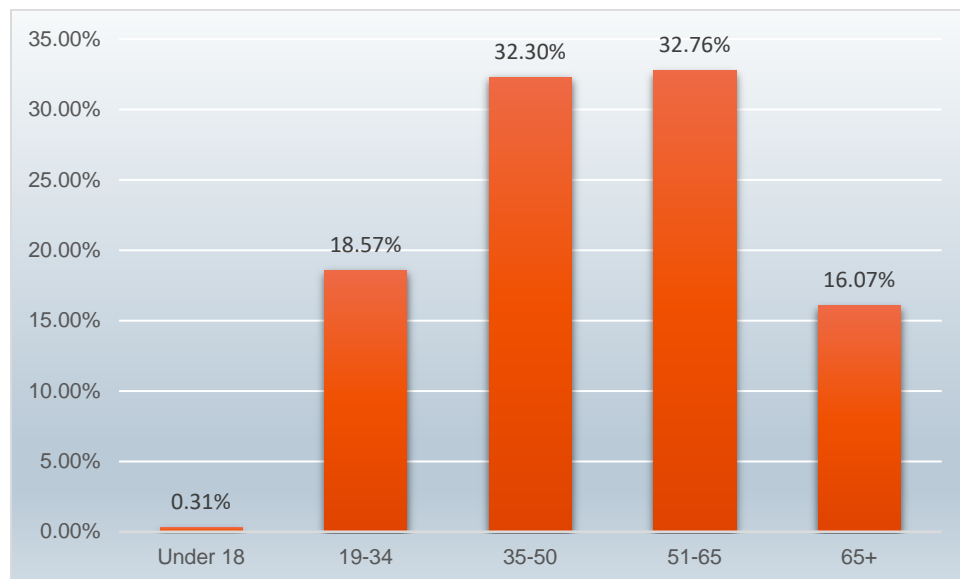
Respondents	Percentage	County
401	20.5%	Missoula
386	19.7%	Flathead
278	14.2%	Lewis & Clark
259	13.2%	Gallatin
167	8.5%	Yellowstone
74	3.8%	Cascade
65	3.3%	Ravalli
50	2.6%	Carbon
29	1.5%	Jefferson
27	1.4%	Silver Bow
21	1.1%	Richland
19	1.0%	Beaverhead
19	1.0%	Dawson
17	0.9%	Lincoln
15	0.8%	Lake
13	0.7%	Hill
10	0.5%	Madison
10	0.5%	Powell
9	0.5%	Custer
9	0.5%	Out of State
9	0.5%	Unknown - Error
8	0.4%	Roosevelt
8	0.4%	Sanders
8	0.4%	Valley
7	0.4%	Park
7	0.4%	Stillwater
3	0.2%	Deer Lodge
3	0.2%	Glacier
3	0.2%	Musselshell
3	0.2%	Phillips
3	0.2%	Toole
2	0.1%	Carter
2	0.1%	Chouteau
2	0.1%	Fergus
2	0.1%	Golden Valley
2	0.1%	Mineral
2	0.1%	Prairie
1	0.1%	Big Horn
1	0.1%	Blaine
1	0.1%	Broadwater
1	0.1%	Fallon
1	0.1%	Liberty
1	0.1%	Powder River
1	0.1%	Teton
1	0.1%	Wibaux



Respondents: Answered=1960, Skipped=0

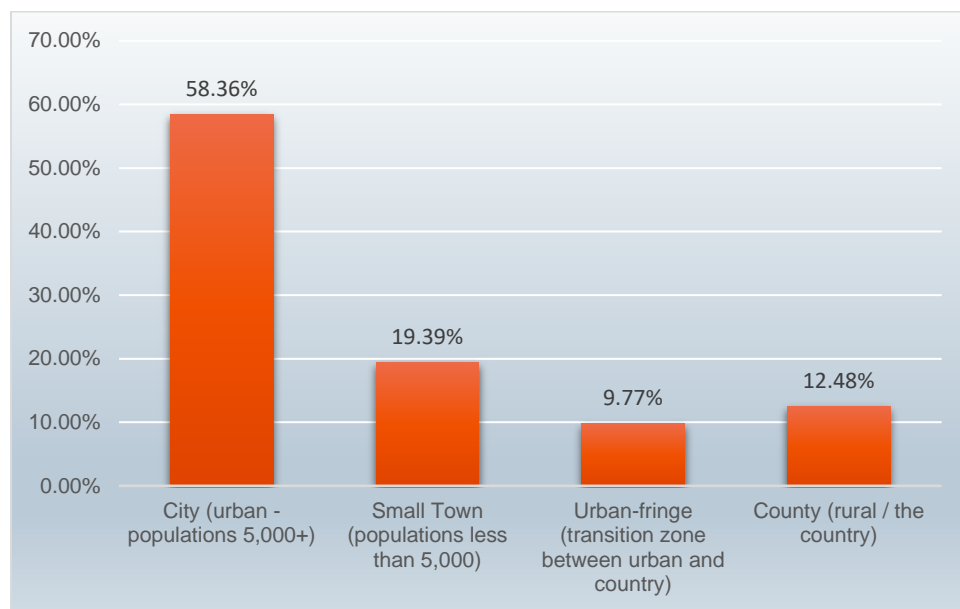


Question 2: Please select your age group.



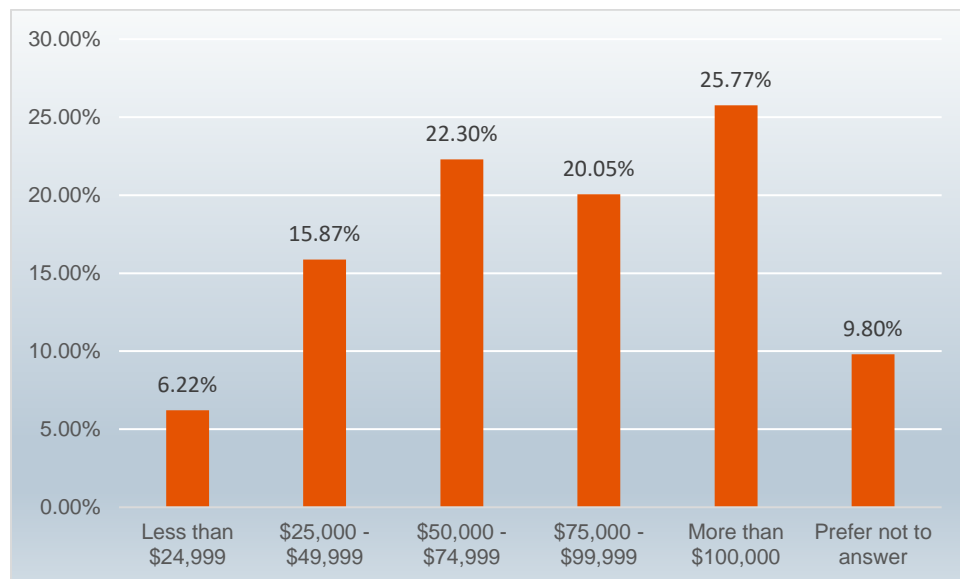
Respondents: Answered=1960, Skipped=0

Question 3: What type of community setting do you live in?



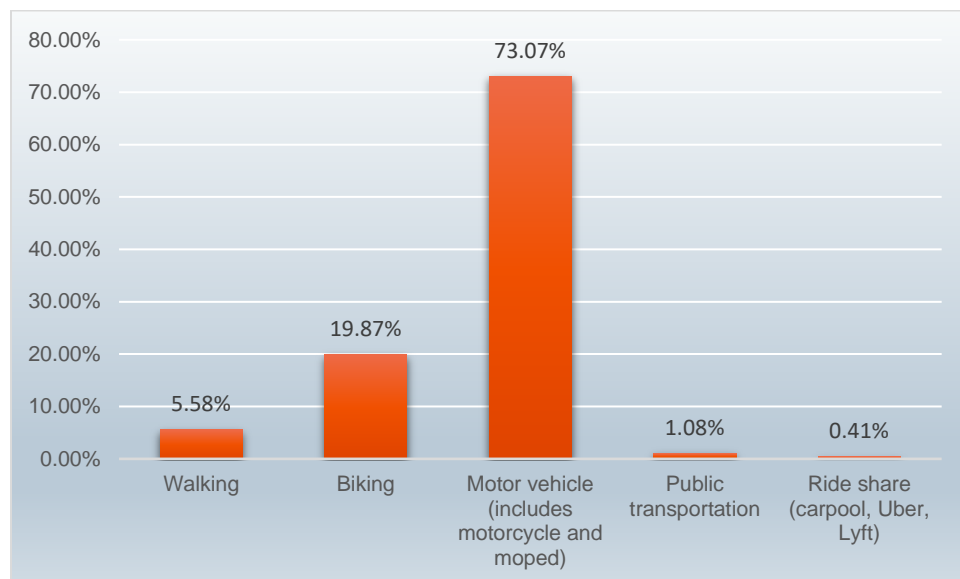
Respondents: Answered=1955, Skipped=5

#### Question 4: What is your annual household income?



Respondents: Answered=1960, Skipped=0

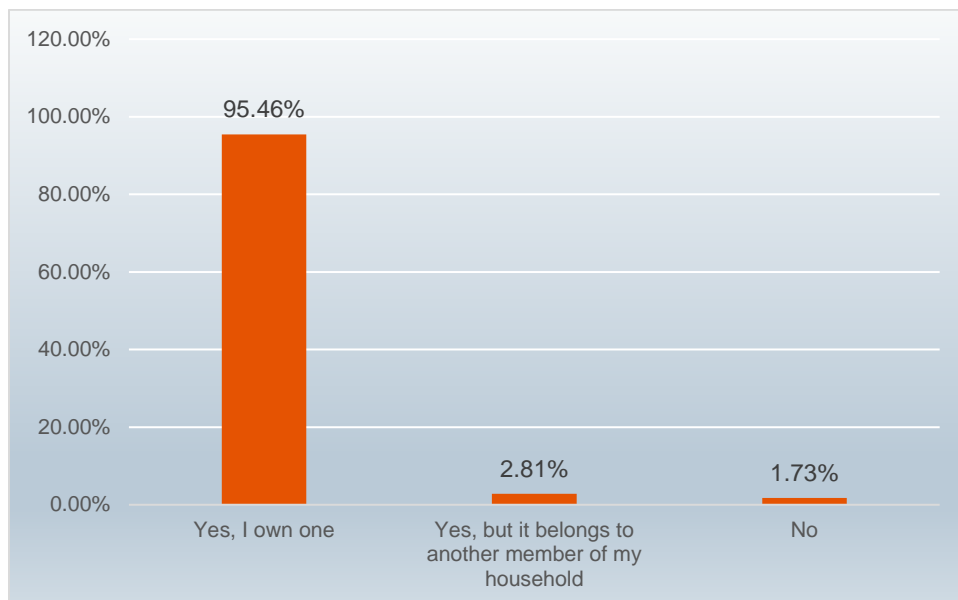
#### Question 5: How do you get around for transportation most often?



Respondents: Answered=1953, Skipped=7

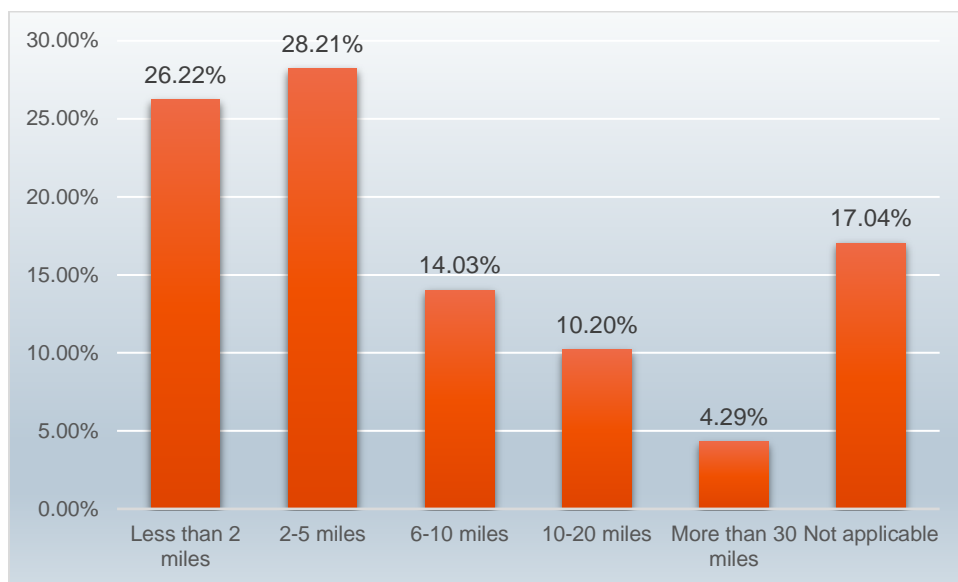


### Question 6: Do you have access to a motor vehicle?



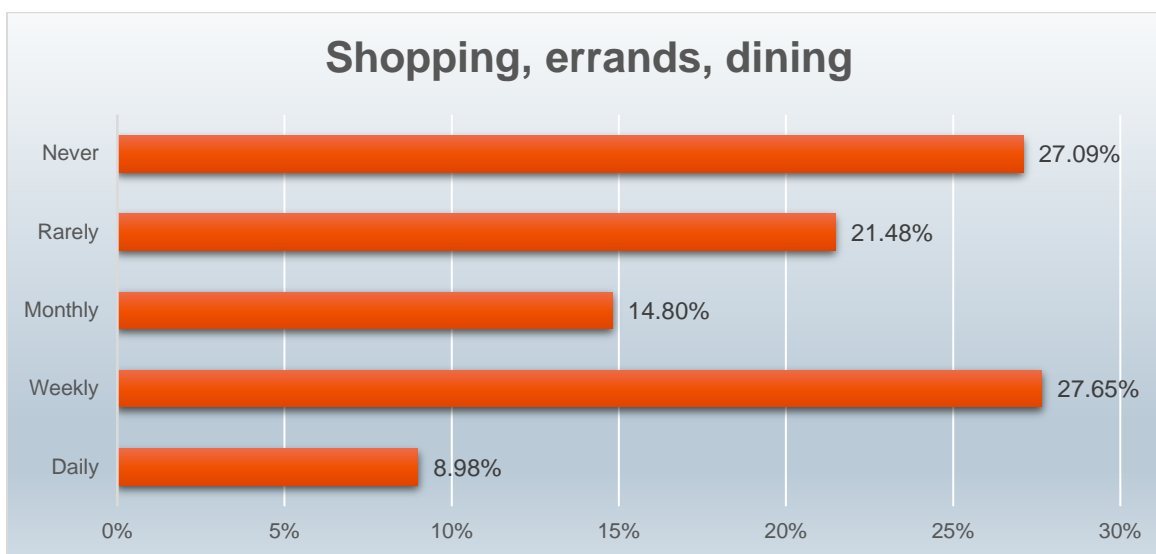
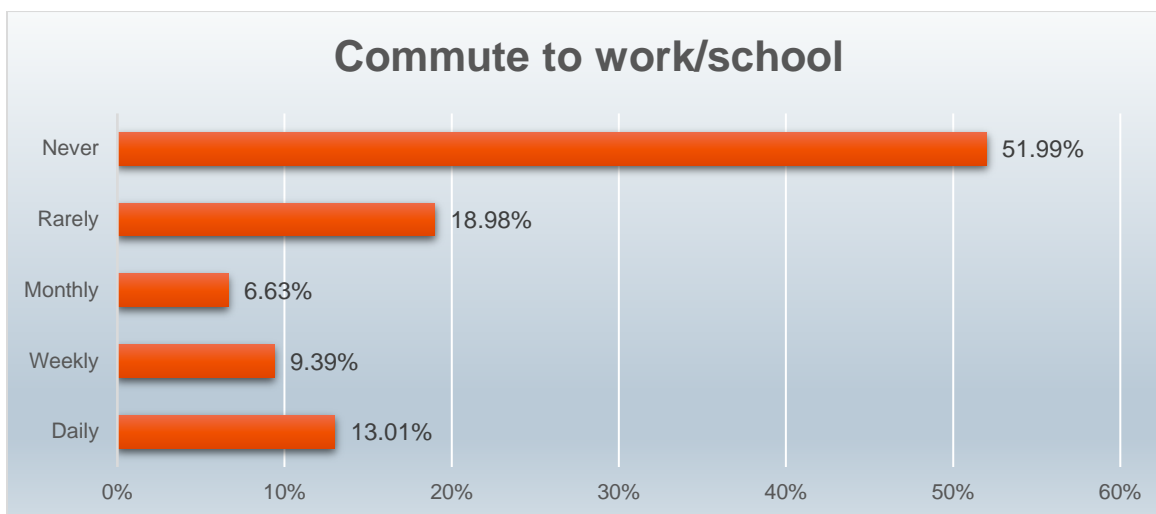
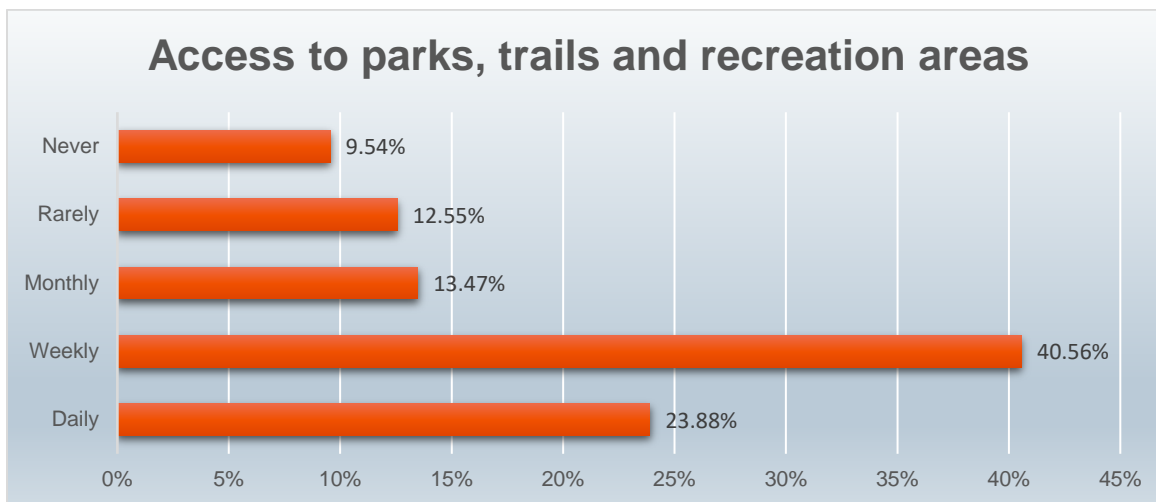
Respondents: Answered=1960, Skipped=0

### Question 7: What's the distance from your home to work/school?

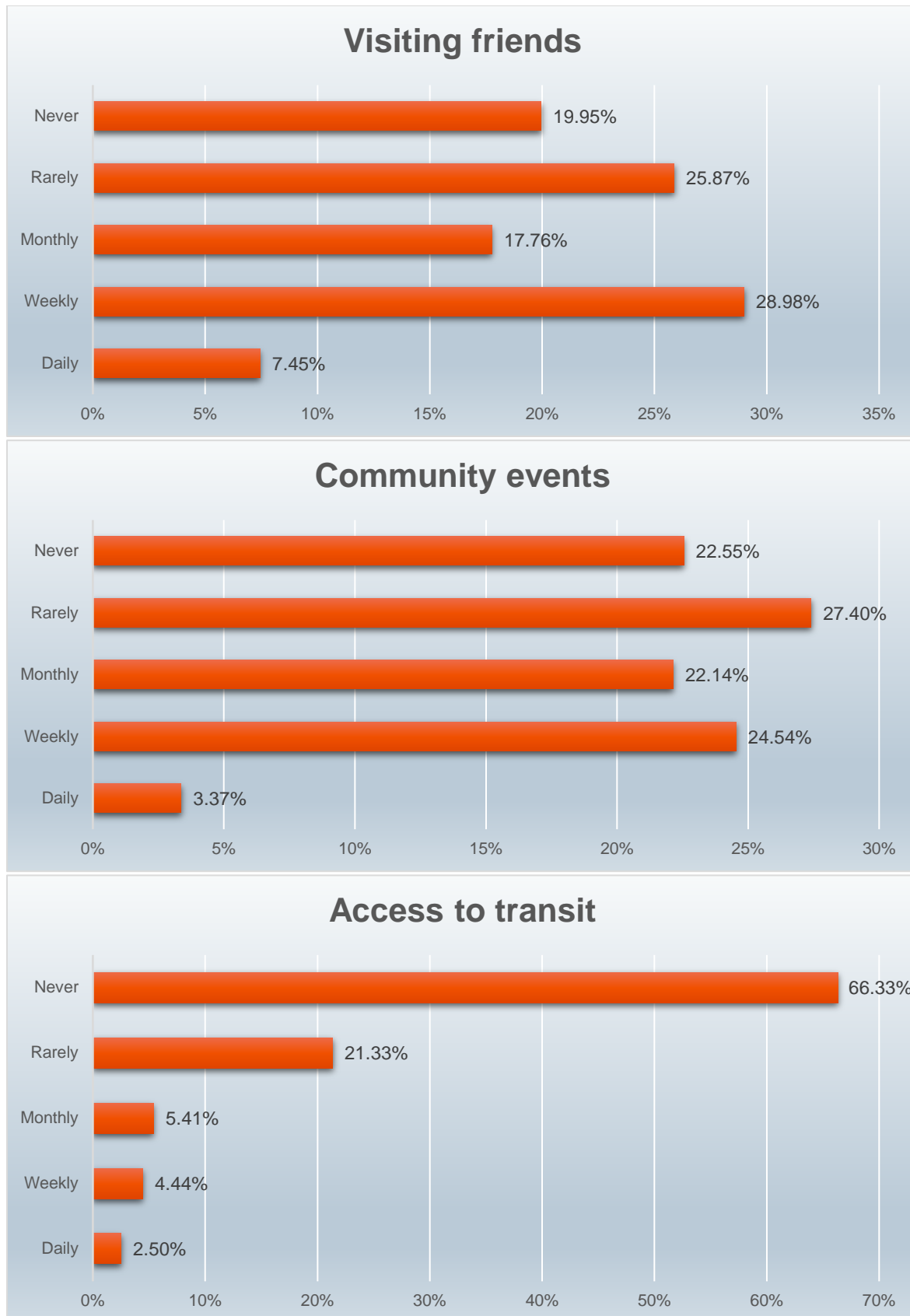


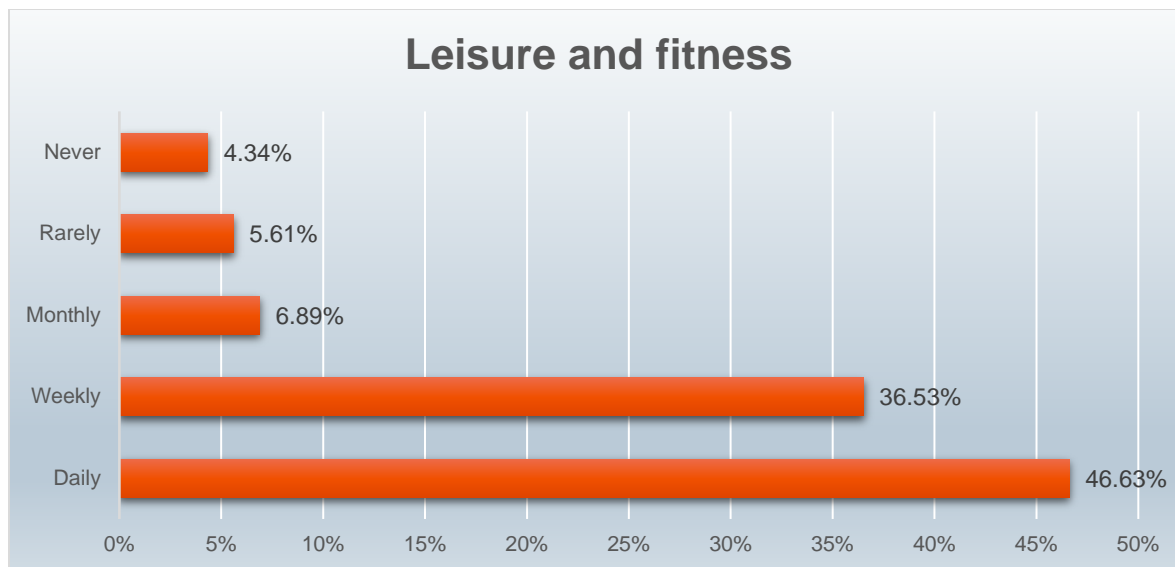
Respondents: Answered=1960, Skipped=0

Question 8: How often do you typically walk for the following trip purposes?



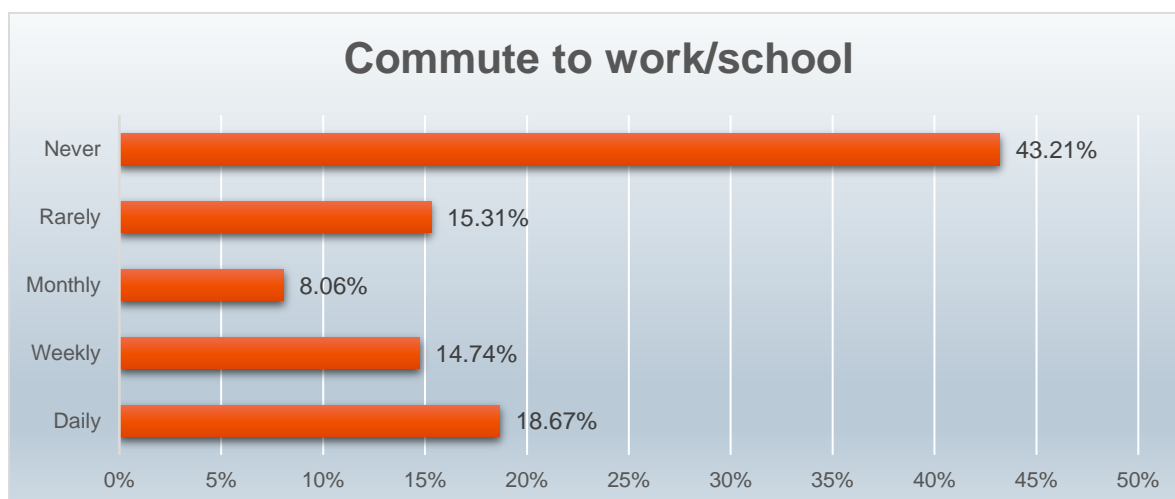
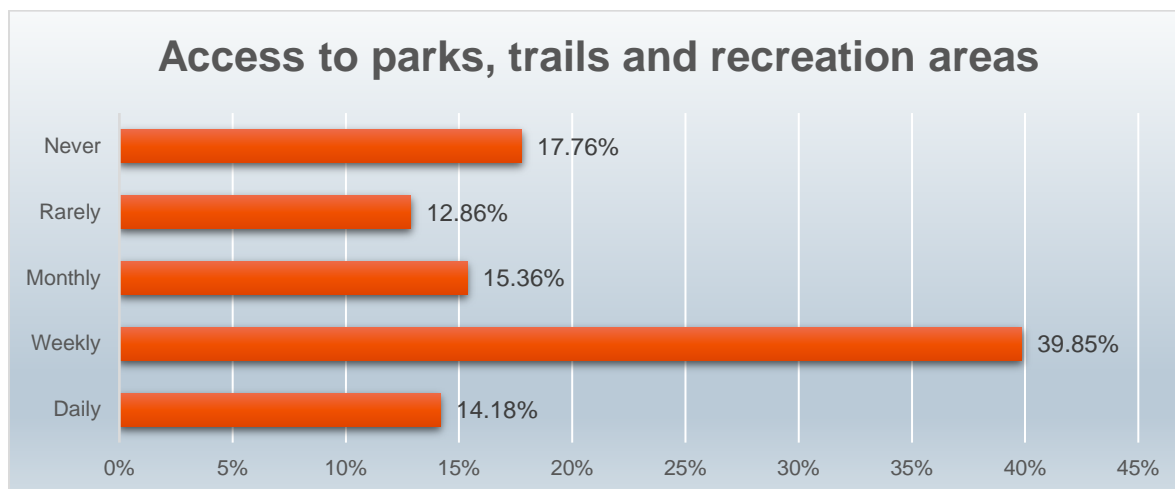




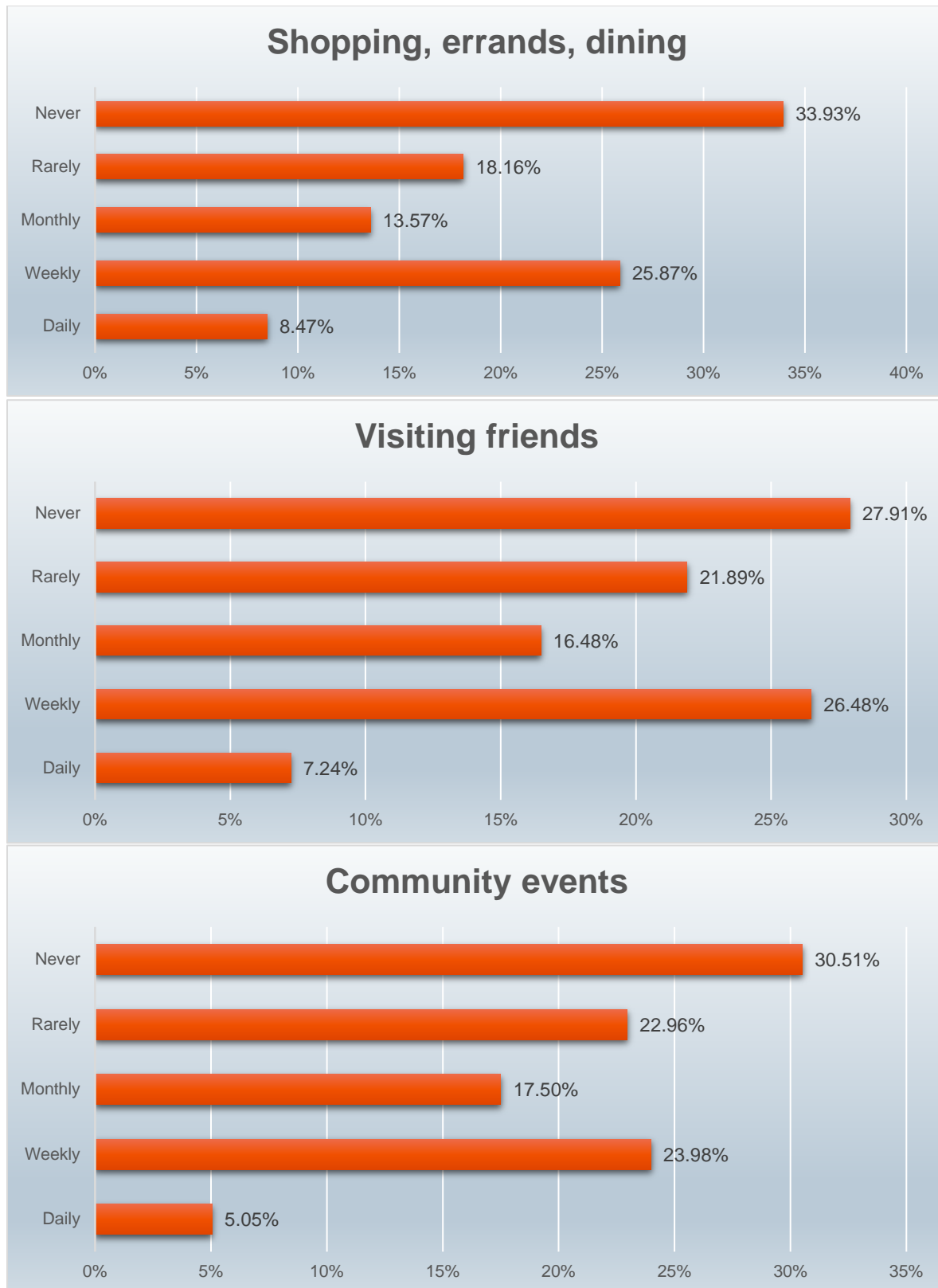


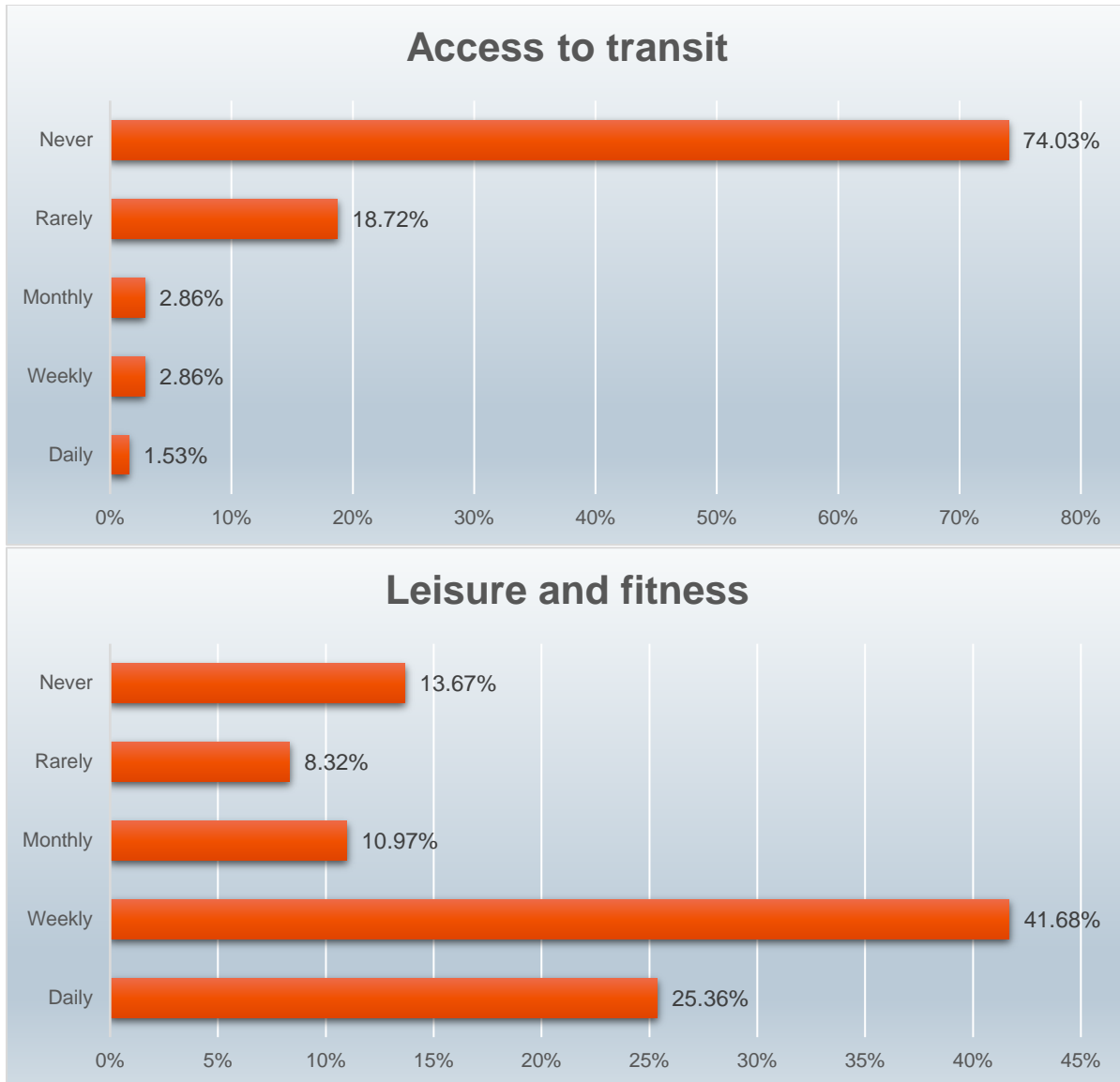
Respondents: Answered=1960, Skipped=0

Question 9: How often do you typically bike for the following trip purposes?





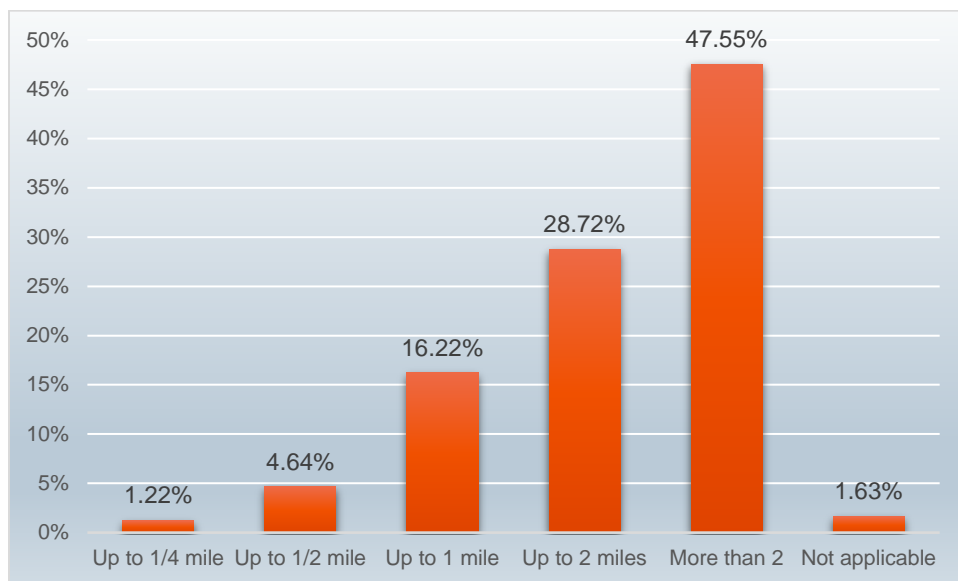




Respondents: Answered=1960, Skipped=0

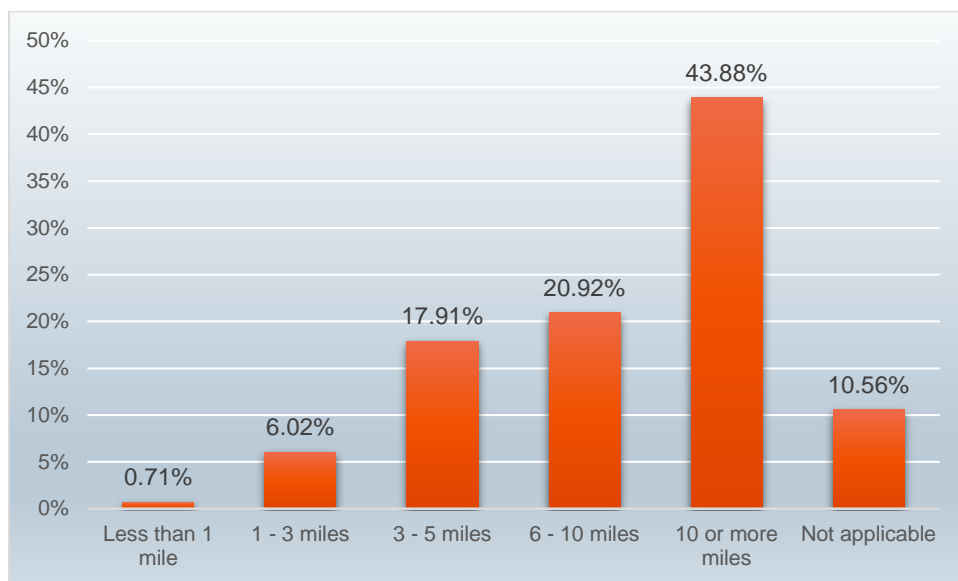


Question 10: For a typical walking trip, what distance is comfortable for you?  
(1/4 mile is approximately 3 to 4 city blocks or about 5 minutes walking time)



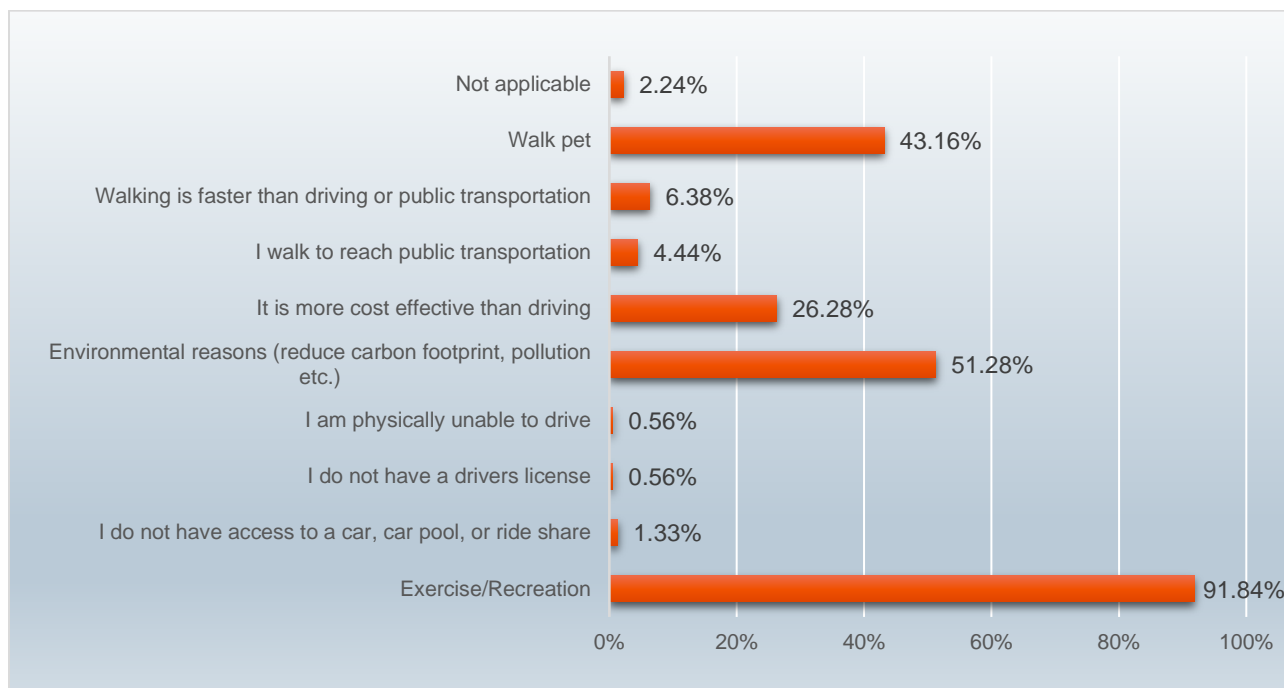
Respondents: Answered=1960, Skipped=0

Question 11: For a typical bicycle trip, what distance is comfortable for you?



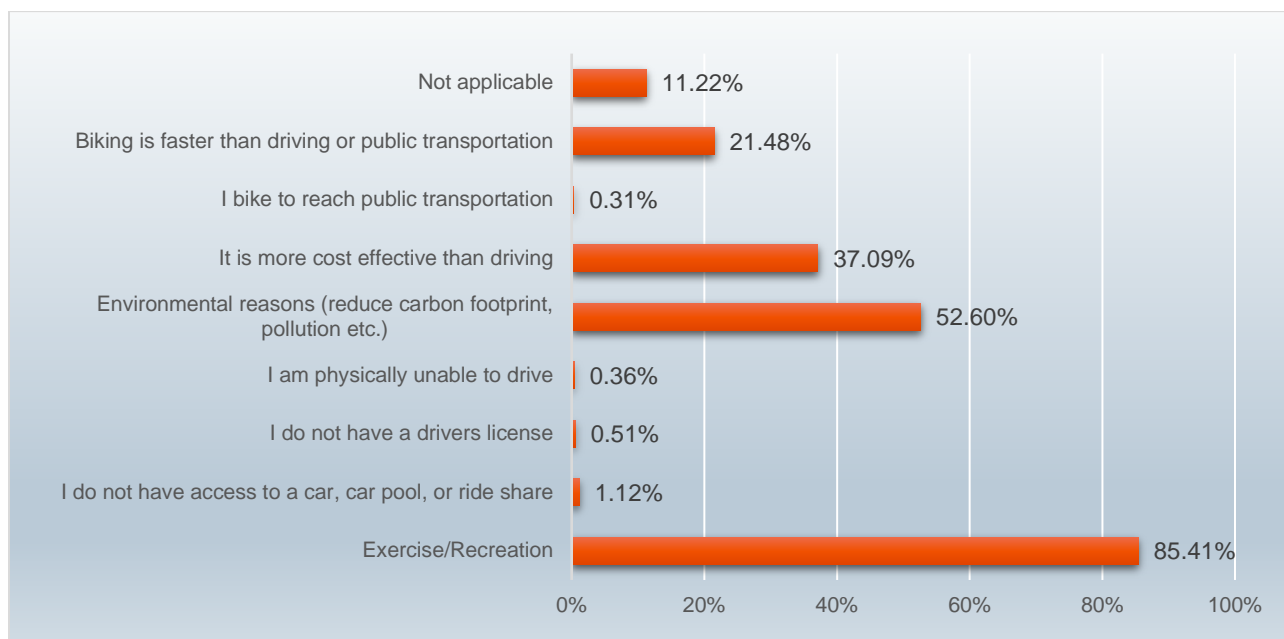
Respondents: Answered=1960, Skipped=0

Question 12: Which of the following reasons for walking apply to you? Select up to 3.



Respondents: Answered=1960, Skipped=0

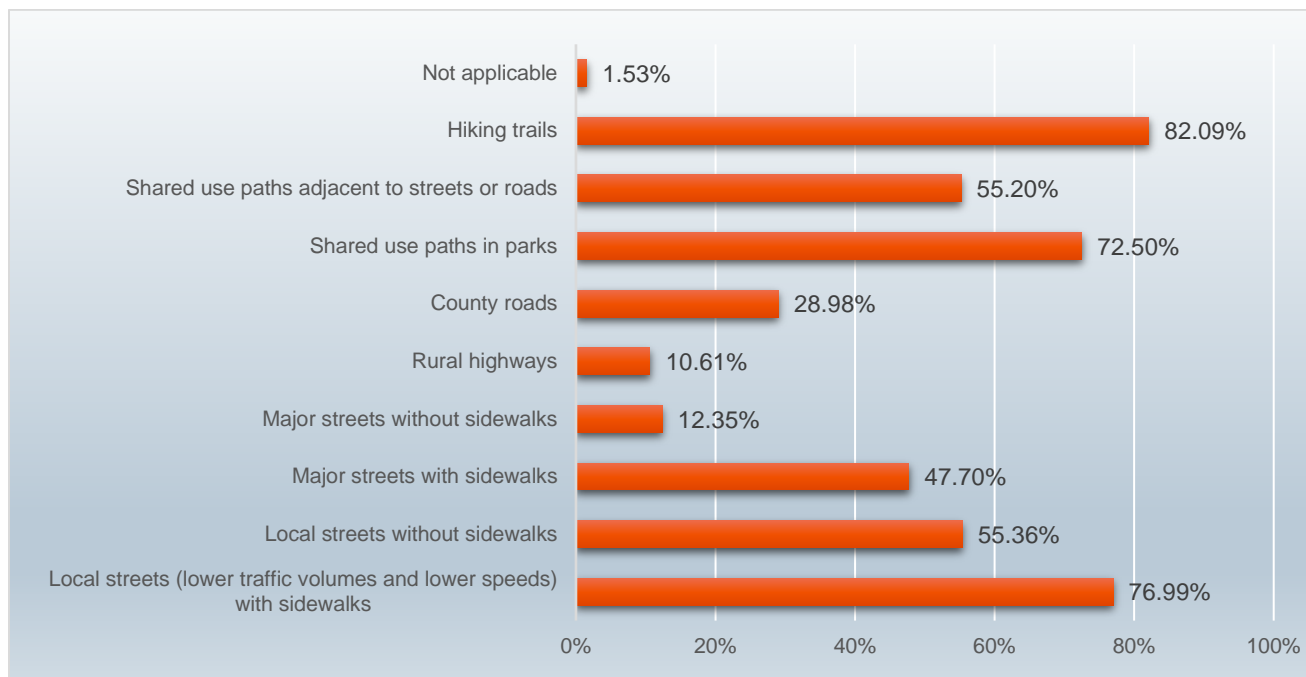
Question 13: Which of the following reasons for biking apply to you? Select up to 3.



Respondents: Answered=1960, Skipped=0

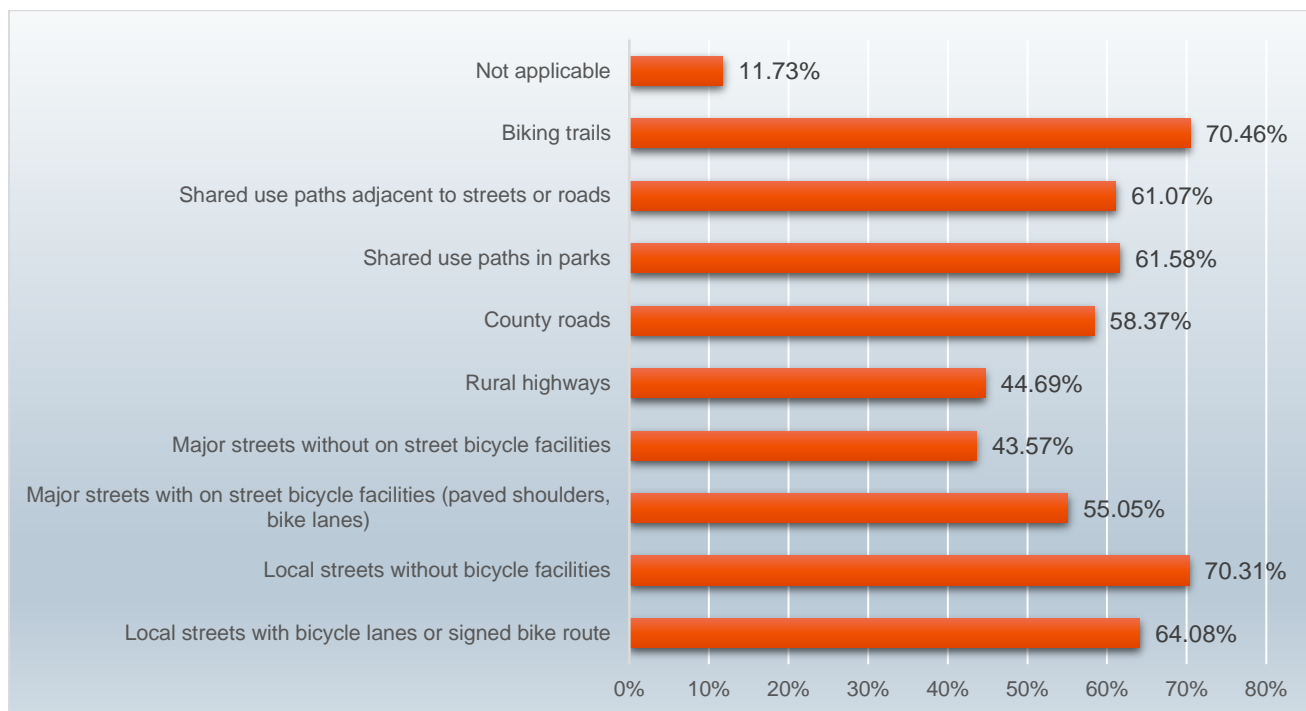


Question 14: Where do you walk? Select all that apply.



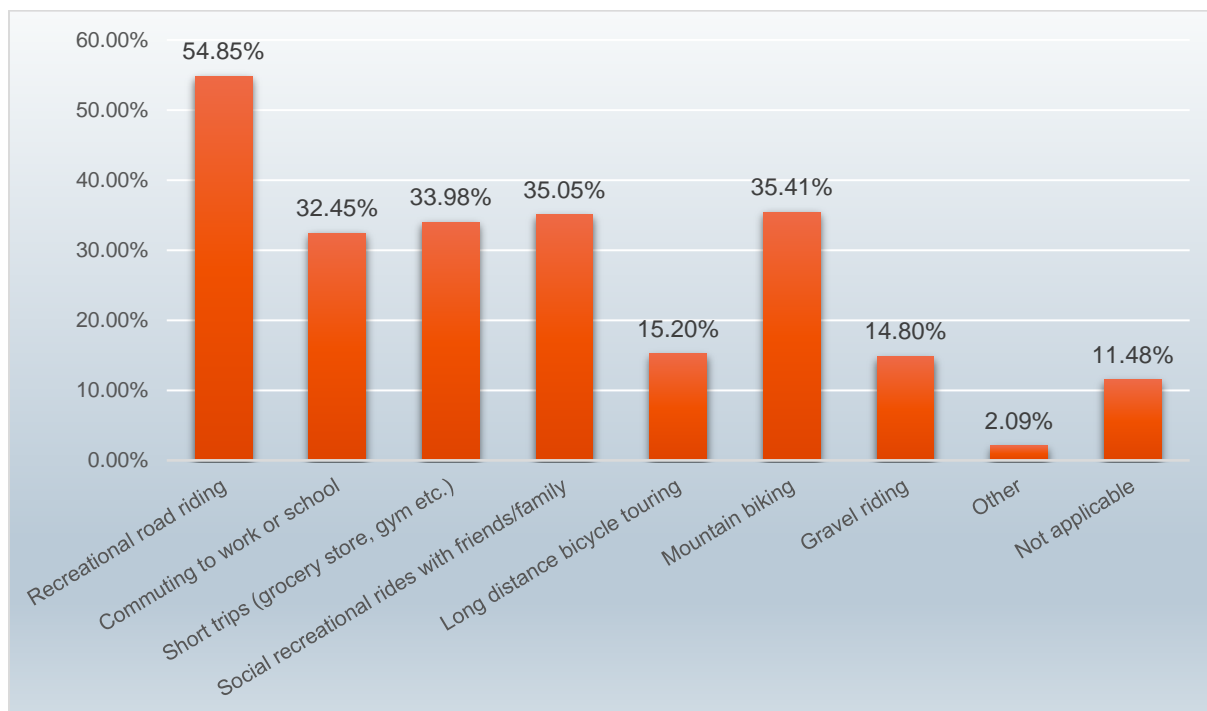
Respondents: Answered=1960, Skipped=0

Question 15: Where do you bike? Select all that apply.



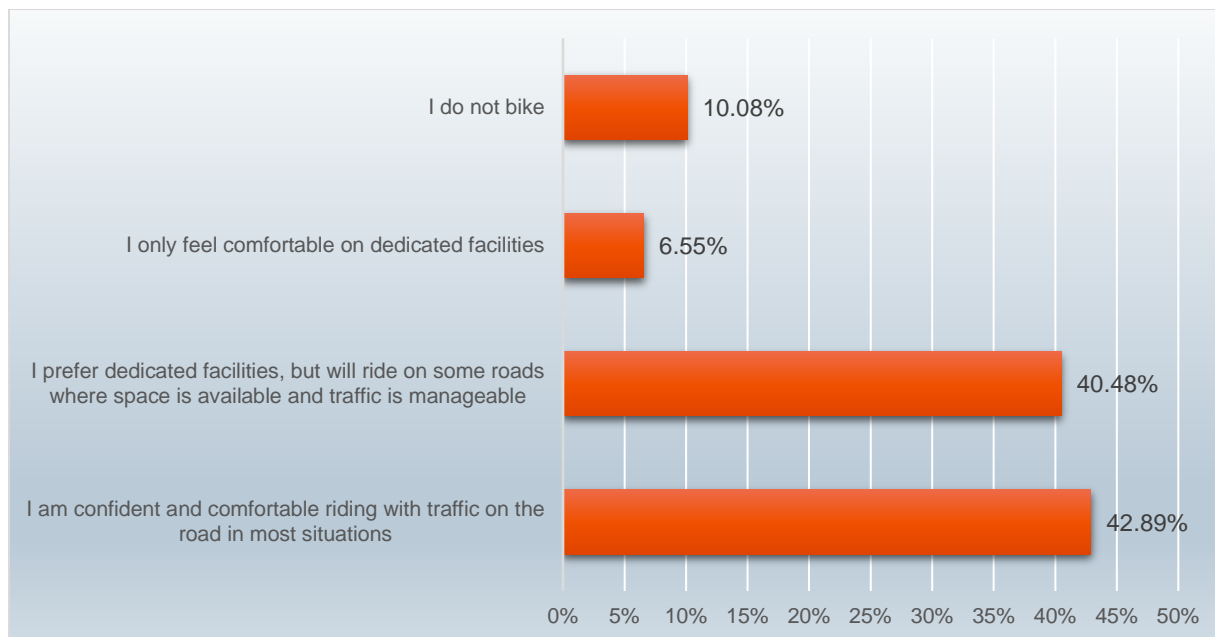
Respondents: Answered=1960, Skipped=0

Question 16: Which of these best describes the type of riding you do most often as a bicyclist? Select up to 3.



Respondents: Answered=1960, Skipped=0

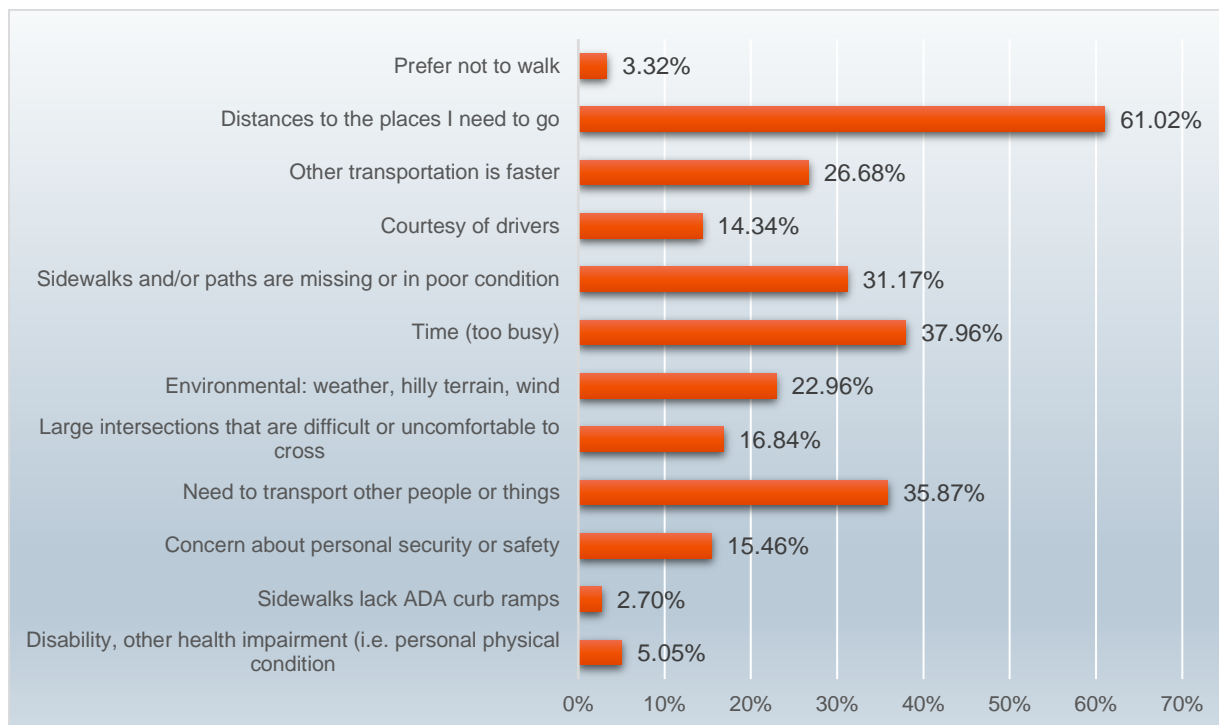
Question 17: Which best describes your comfort level as a bicyclist?



Respondents: Answered=1954, Skipped=6

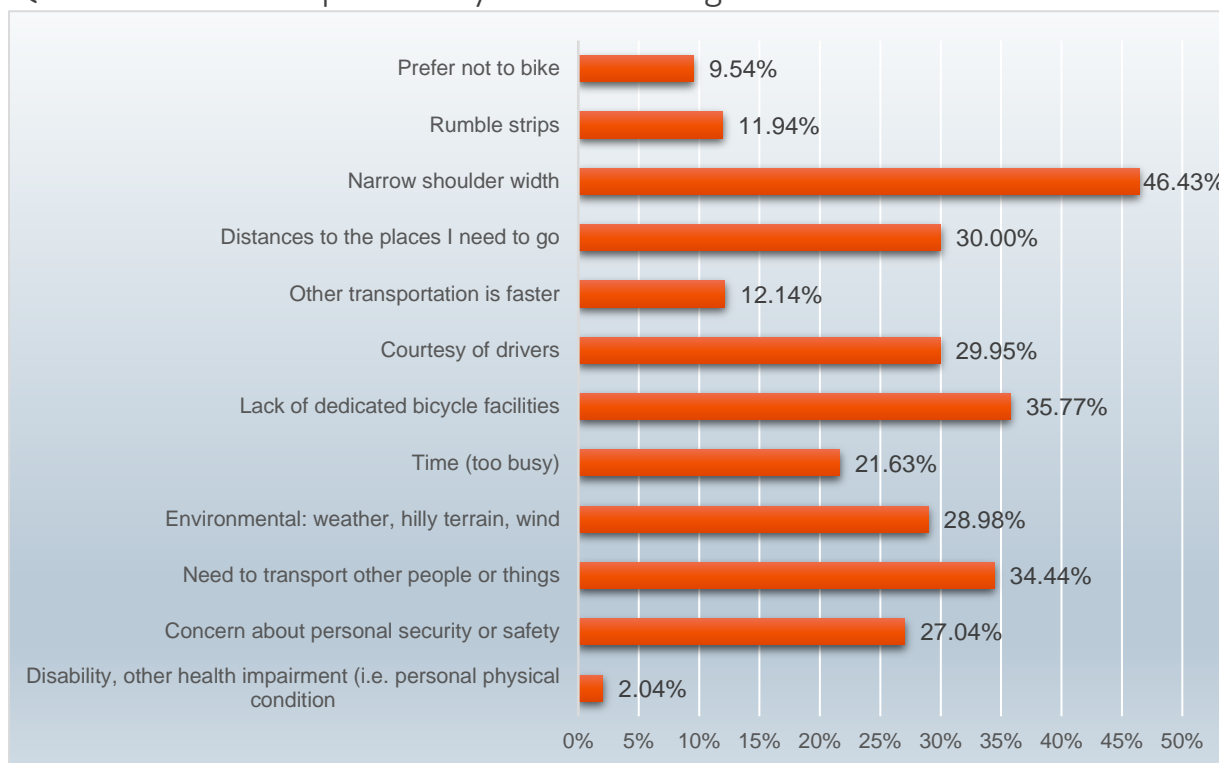


### Question 18: What prevents you from walking more?



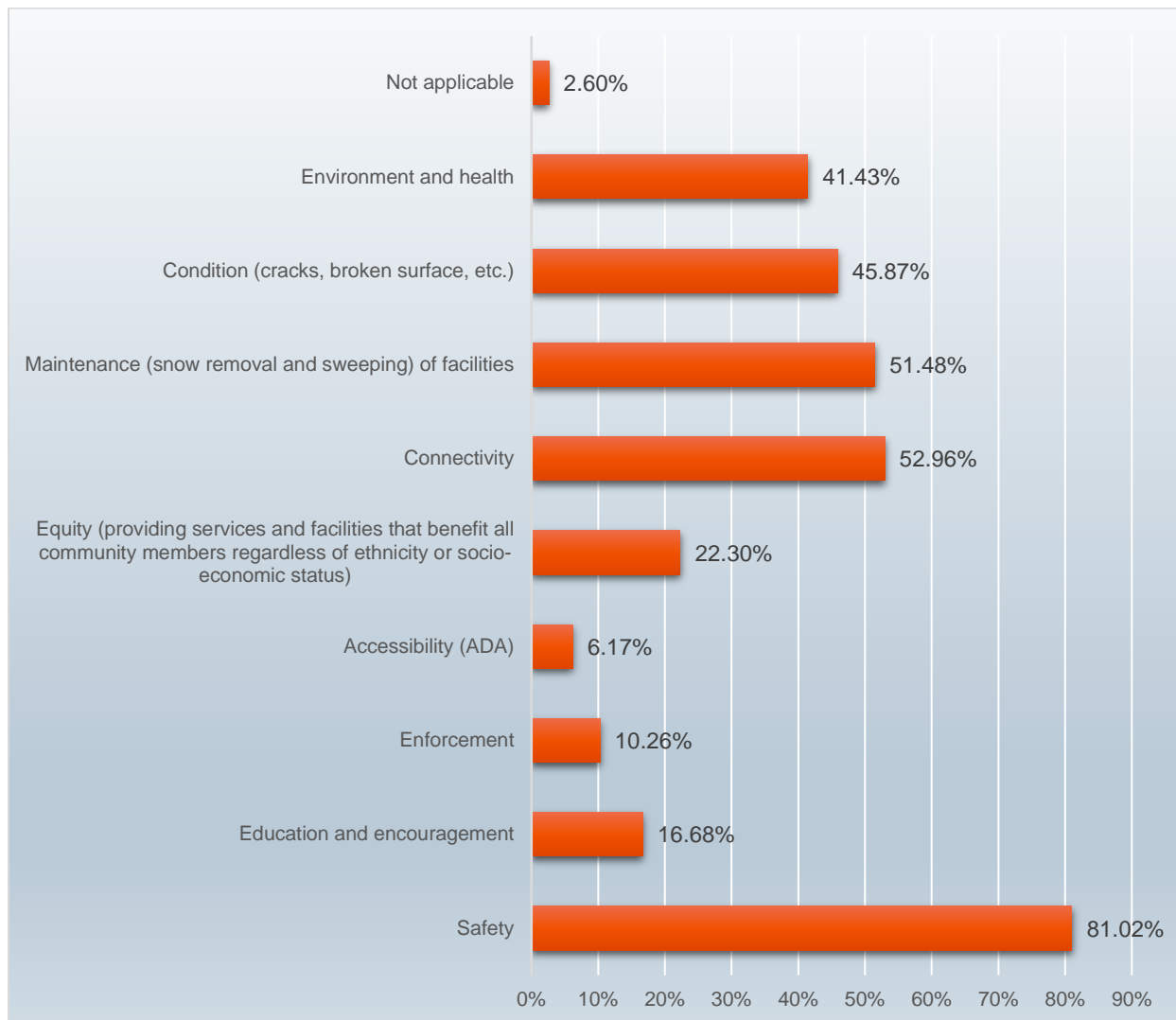
Respondents: Answered=1960, Skipped=0

### Question 19: What prevents you from biking more?



Respondents: Answered=1960, Skipped=0

Question 20: What issues are most important to you for walking and biking?  
Select up to 4.



Respondents: Answered=1960, Skipped=0