APPENDIX A:
PRIORITIZATION + COSTS

TABLE 6.1: BILLINGS BICYCLE BOULEVARD PRIORITIZATION RESULTS*

Project ID	Location	Cross Street 1	Cross Street 2	Cost $ (LOW)	Cost $ (HIGH)	Project Score
111	Lyman Ave/Avenue D/Avenue C/9th Ave (SHORT TERM PROJECT)	7th Ave N	West of Meadowood St	$186,000	$244,000	31
107	24th St W/Arvin Rd/ (SHORT TERM PROJECT)	Country Club Cir	Colton Blvd	$99,000	$133,000	27
1	Terry Ave/Howard Ave/24th St W (SHORT TERM PROJECT)	Montana Ave	36th St W	$58,000	$68,000	26.5
25	Lewis Ave	Division	28th St W	$140,000	$247,000	26
19	Milton/Prince of Wales/Heights Ln/ Shawnee Dr/Arronson/Nutter	Heights Ln	West of Prince Charles Dr	$40,000	$50,000	24
78	Arronson/Uinta Park Dr/Riley/Cherry Creek Lp	Cherry Creek Loop	Governors Blvd	$38,000	$44,000	22
105	Azalea Ln/10th St W/11 St W/Missouri St/Moore Ln	Rimrock Rd	Monad Rd	$59,000	$75,000	22
132	S 41st ST/Hallowell Ln/Arlington Dr/ Carlton Ave SW	1st Ave S	Carlton Ave SW	$17,000	$20,000	21.5
90	4th Ave S/Jackson St	S 28th St	King Ave E	$24,000	$28,000	20.5
80	Avalon Rd/Vickery Dr/Vickery Ct	Colton Blvd	Vickery Ct	$9,000	$11,000	20
92	Lampman Dr/Decathlon Pkwy/S 38th St W	S 29th St W	S Shiloh Rd	$10,000	$12,000	20
87	Normal Ave/Ash St/Colton Blvd/N 32nd St	Rimrock Rd	S of Avenue B	$16,000	$19,000	19.5
165	Pemberton Ln/Crist Dr/Columbine Dr	Mary St	Main St	$11,000	$13,000	18
148	8th Ave S	S 28th St	S 34th St	$6,000	$7,000	17
64	Yellowstone/Clark	Division	10th St W	$68,000	$90,000	16
137	Constitution/Kootenai	Nutter Blvd	W of Amendment Cir	$18,000	$20,000	15
100	12th St W	Avenue C	S of Kalmar Dr	$21,000	$24,000	15
55	Jerrie Ln/Kyhl Ln/Elaine/Primrose/ Maurine	E of Walter Rd	Lake Elmo Dr	$167,000	$162,000	15
118	Fantan St	Siesta Ave	Wicks Ln	$6,000	$7,000	14
102	2nd St W	Avenue C	Montana Ave	$11,000	$13,000	14
84	Simpson St/Moore Ln/Stone St	Carlton Ave SW	Moore Ln	$17,000	$19,000	13.5
145	Cherry Hills/Black Diamond	Saint Andrews Dr	Gleneagles Blvd	$12,000	$14,000	12.5
69	N 14th St	Park Pl	6th Ave N	$2,000	$3,000	11
186	Marias Dr	Keno St	Kootenai Ave	$3,000	$3,000	11
207	Piccolo Ln	Old Hardin Rd	Highway 87E	$5,000	$6,000	10.5

**These projects may include short segments of other facility types, including shared use paths, bike lanes and/or sharrows*

TABLE 6.1: BILLINGS BICYCLE BOULEVARD PRIORITIZATION RESULTS (CONTINUED)

Project ID	Location	Cross Street 1	Cross Street 2	Cost $ (LOW)	Cost $ (HIGH)	Project Score
208	Hemlock Dr	Clayton St	Hillner Ln	$7,000	$8,000	8.5
191	Bobolink St/Canary Ave	Dickie Rd	Old Hardin Rd	$8,000	$9,000	7
150	Constellation Trl/Eagle/Southern Hills/ Venus	Riveroaks Dr	Saint Andrews Dr	$13,000	$15,000	4.5
48	Maier Rd	Highway 87E	Rosebud Ln	$4,000	$4,000	3.5
209	Sunrise Ave/Greenwood Ave	Nutter Blvd	W of Amendment Cir	$8,000	$9,000	3.5
36	Ironwood Dr/Ben Hogan Ln	Molt Rd	54th St W	$28,000	$32,000	3.5
178	Shamrock Ln	N of Killarney St	Emerald Dr	$3,000	$3,000	3
52	Sam Snead Trl	Ben Hogan Ln	Molt Rd	$12,000	$14,000	3
171	Tampico Dr	El Paso St	Baja Pl	$1,000	$1,000	2
27	El Paso St/Tampico Dr	Guadeloupe Dr	La Paz Dr	$5,000	$6,000	2
201	Tanglewood Dr/San Marino Dr/La Paz Pl/Mitzi Dr	N 13th St	N 36th St	$8,000	$9,000	2
154	Lakewood Ln	E of Constellation Trl	Riveroaks Dr	$70,000	$125,000	2
67	Spotted Jack Loop S/Westgate Dr	Spotted Jack Loop E	Trailmaster Dr	$8,000	$9,000	1
66	Driftwood Ln/Marie Dr	Driftwood Ln	Mitzi Dr	$11,000	$12,000	1
201	Tanglewood Dr/San Marino Dr/La Paz Pl/Mitzi Dr	Noblewood Dr	Laz Paz Dr	$15,000	$17,000	1

**These projects may include short segments of other facility types, including shared use paths, bike lanes and/or sharrows*

TABLE 6.2: CITY OF BILLINGS TRAILS PRIORITIZATION RESULTS

Project ID	Location	Cross Street 1	Cross Street 2	Cost $ (LOW)	Cost $ (HIGH)	Project Score	Mech-anism
3087	6th Ave N (SHORT TERM PROJECT)	6th Avenue Bypass	N 19th St	$584,000	$1,062,000	27.5	Short Term City
3015	BBWA Canal Trail (SHORT TERM PROJECT)	6th Ave N	Transtech Way	$3,363,000	$6,115,000	26.5	Short Term City
3104	Wicks Ln (SHORT TERM PROJECT)	Gleneagles Blvd	Kiwanis Trail	$1,293,000	$2,351,000	25	Short Term City
3039	Central Ave (SHORT TERM PROJECT)	St Johns Ave	Shiloh Rd	$248,000	$340,000	24	Short Term City
3102	Grand Ave	24th St W	ZImmerman Trl	$490,000	$674,000	23.5	Long Term City
3076	Hesper Rd	East of Shiloh Rd	S Shiloh Rd	$132,000	$181,000	22.5	Long Term City
3100	Central Ave	24th St W	Shiloh Rd	$838,000	$1,152,000	21.5	Current CIP
3121	24th	Stillwater	South of King Ave W	$183,000	$332,000	20.5	Long Term City
3103	Broadwater Ave	24th ST W	28th St W	$278,000	$505,000	20.5	Long Term City
3122	BBWA Canal Trail North	East of Shadow Heights	Aronson Ave	$1,836,000	$3,337,000	19.5	Long Term City
3047	26th St Trail	S 25th St	S 27th St	$129,000	$177,000	18.5	Long Term City
3115	Highway 3	Terminal Cir	Inner Belt Loop	$1,224,000	$1,683,000	18	TA
3001	Gabel Rd	Hesper Rd	Zoo Rd	$231,000	$317,000	17.5	DEV
3024	South of Emerald Dr/Sword Ln	Emerald Dr	Sword Lane	$297,000	$540,000	17.5	Long Term City
3056	Rimrock Rd	54th St W	66th St W	$622,000	$855,000	17.5	PRPL
3050	King Ave E	Sugar Ave	King Ave W	$943,000	$1,297,000	17.5	Long Term City
3046	Arnold Drain Trail	18th St W	25th St W	$467,000	$849,000	16.5	Long Term City
3010	Chrysalis Acres	Van Buren St	Hallowell Ln	$55,000	$75,000	16	Long Term City
3012	Suburban Ditch Trail	Songbird Dr	Mullowney Ln	$289,000	$526,000	15.5	PRPL
3011	Falcon Ridge	<Null>	<Null>	$146,000	$200,000	15	PRPL
3105	Mullowney Ln	S Frontage Rd	Story Rd	$314,000	$432,000	14.5	Long Term City
3025	Terrace Park Trail	High Sierra Blvd	Alkali Creek Rd	$713,000	$1,295,000	14.5	PRPL
3049	Colton Blvd	Zimmerman Trl	36th St W	$221,000	$304,000	13.5	Long Term City
3009	Gabel Rd	S 32nd St W	Transtech Way	$141,000	$194,000	12.5	Long Term City

TABLE 6.2: CITY OF BILLINGS TRAILS PRIORITIZATION RESULTS (CONTINUED)

Project ID	Location	Cross Street 1	Cross Street 2	Cost $ (LOW)	Cost $ (HIGH)	Project Score	Mech-anism
3057	62nd St W	Falcon Ridge Way	Rimrock Rd	$133,000	$183,000	12	Long Term City
3016	West Wicks Ln	Annandale Rd	Skyway Dr	$557,000	$1,012,000	12	Long Term City
3002	Hesper Rd	East of Majestic Ln	Gabel Rd	$139,000	$190,000	8.5	Long Term City
3029	Alkali Creek Rim Trail	Judicial Ave	Alkali Creek Rd	$174,000	$317,000	11	PRPL
3034	Railroad/State Ave Trail	2nd Ave S	Trail near 72nd St	$1,774,000	$3,225,000	11	Long Term City
3013	Shiloh Rd	Pierce Pkwy	Autumn LN	$415,000	$755,000	10	Long Term City
3053	Zimmerman Trl	Highway 3	Poly Dr	$719,000	$1,308,000	9.5	Long Term City
3020	Unita Park/Twin Oaks Park	Wicks Ln	Ditch Trail	$301,000	$547,000	9	Long Term City
3018	South of Governors Blvd	W Wicks Ln	Aronson Ave	$634,000	$871,000	9	PRPL
4001	West of Governors Blvd	South of W Wicks Ln	Constitution Ave	$159,000	$219,000	7	Long Term City
3031	Inner Belt Loop Trail	Alkali Creek Rd	Highway 3	$2,449,000	$3,367,000	6.5	Long Term City
3038	Monad Rd	S 12th St W	Laurel Rd	$161,000	$221,000	5.5	Long Term City
3065	Hogans Slough Trail	S 48th ST W	Discovery Dr	$978,000	$1,778,000	5	PRPL

TABLE 6.3: COUNTY/MDT TRAILS PRIORITIZATION RESULTS

Project ID	Location	Cross Street 1	Cross Street 2	Cost $ (LOW)	Cost $ (HIGH)	Project Score	Mech-anism
3036	Montana Ave/Underpass Ave	Division St	S Billings Blvd	$830,000	$1,509,000	25.5	MDT
3092	Rosebud Ln	HIghway 87 E	West of Rosebud Ln	$1,521,000	$2,765,000	24.5	County
3084	N 27th St	Rimrock Rd	Mountain View Blvd	$172,000	$312,000	23.5	MDT
3094	Highway 87E	Johnson Ln	Old Hardin Rd	$599,000	$824,000	21.5	County
3033	1st Ave/Old Hardin Rd/highway 87 E	N 13th St	Hogan Rd	$3,393,000	$6,168,000	20	County
3042	King Ave W/Midland Rd	S 29th St W	S Frontage Rd	$1,538,000	$2,796,000	17	MDT
3019	Kiwanis Trail Corridor	Bitterroot Dr	Mary ST	$407,000	$559,000	15	County
4004	Highway 87 Bypass	Roundup Rd	Johnson Ln	$3,711,000	$6,747,000	15	County

TABLE 6.3: COUNTY/MDT TRAILS PRIORITIZATION RESULTS

Project ID	Location	Cross Street 1	Cross Street 2	Cost $ (LOW)	Cost $ (HIGH)	Project Score	Mech-anism
3006	Jim Dutcher Trail	South of Mary St	E&F St	$814,000	$1,479,000	15	County
183	Tania Cir Ditch Trail	Naples St	Bitterroot Dr	$240,000	$436,000	14	County
3077	S Billings Blvd/Blue Creek Rd	King Ave S	Glengary Ln	$2,042,000	$3,712,000	13.5	County
3069	SE Shiloh Rd/Entryway Dr/Shackelford Ln	East of Millowney Ln	Shiloh Rd	$2,448,000	$4,450,000	13	MDT*
3106	Grand Ave	Zimmerman Trl	West of 64th St W	$1,668,000	$2,293,000	12.5	County
3093	Peters St	Highway 87 E	East of Peters St	$256,000	$465,000	11	County
3035	State Ave/S 27th St	12th Ave S	Garden Ave	$331,000	$601,000	11	MDT
3095	Lockwood Tributary Trail	Old Hardin Rd	Highway 87 E	$992,000	$1,804,000	8.5	County
3109	Central Ave	Shiloh Rd	East of 64th St W	$1,121,000	$1,541,000	8	County
3114	Blue Creek Rd	Colleen Dr	Prestwick Rd	$313,000	$430,000	6	County
3107	Broadwater Ave	Shiloh Rd	32nd St	$586,000	$806,000	6	MDT
3071	Monad Rd	S Shiloh Rd	E of S 64th St W	$1,219,000	$1,676,000	5	County
3072	King Ave W	S 44th St W	East of S 72nd St W	$1,436,000	$1,974,000	1.5	County
3000	Lockwood Canal	Noblewood Dr	Hillner Ln	$1,453,000	$2,642,000	1.5	County
3091	Coburn Rd	Old Hardin Rd	South extent of Coburn Rd	$2,125,000	$2,921,000	1.5	County
4003	Johnson Ln/Highway 87 E/	Jim Dutchner Trial	Stonehaven Trl	$2,867,000	$5,213,000	1.5	County
3113	Krumheuer Dr	Old Hardin Rd	Mitzi Dr	$362,000	$497,000	1	County
3097	Enfield St/Toledo St/La Paz Dr	Becraft Ln	Ford Rd	$422,000	$580,000	1	County
3098	Ford Rd	East of Eagle Cliff Meadows Rd	Johnson Ln	$487,000	$669,000	1	County
3070	S 52nd St W	North of Rich Ln	South of Onyx Blvd	$518,000	$712,000	1	County
3099	Noblewood Dr	Old Hardin Rd	Ford Rd	$773,000	$1,063,000	1	County

**Portion of project is county responsibility*

APPENDIX B:
PAST PLAN SUMMARY

Appendix B – Past Plan Summary

Introduction

Appendix B includes summaries of plans the community has completed that are relevant to the Billings Bikeway and Trails Master Plan Update. Summaries of the following plans are included:

- East Billings Urban Renewal District Master Plan
- South Billings Master Plan
- Billings, Montana, Complete Streets Benchmark Report
- Billings Exposition Gateway Feasibility Study
- City of Billings Hospitality Corridor Planning Study
- 2014 Billings Urban Area Long-Range Transportation Plan
- ZooMontana to Riverfront Park Trail Feasibility Study
- Lockwood Pedestrian Safety District Plan
- Highway 3 Corridor Study
- Rimrocks to Valley Bike|Ped Feasibility Study
- Community Transportation Safety Plan
- Growth Policy Update
- West End Multi-Modal Planning Study

East Billings Urban Renewal District Master Plan (2009)

Prepared For: Big Sky Economic Development Authority

Plan Overview

The plan area is east of downtown Billings, generally bounded by 22nd Street, 6th Avenue N, MetraPark, and Montana Avenue. The primarily industrial area has been identified as a natural progression of the revitalization of Billings' downtown. The plan sets forth a vision for development of a multi-faceted district, mixing clean industry, residential, commercial, and tourism.

Key Findings and Recommendations

The study findings identify that traffic is primarily pass-through for travelers coming to or from downtown and to the MetraPark area. Most east-west streets are one-way arterials, with two-way traffic on north-south streets.

The plan recommends redeveloping three streets with a "main street" feeling: 2nd Avenue is planned to become a two-way street serving east-west traffic, with 13th and 20th Streets planned as the primary north-south streets, and an extension of Montana Street to supplement east-west traffic. These streets would include bicycle lanes and parking, and be designed to maintain low traffic speeds. Other large one-way arterials are recommended to have a bicycle lane, and the plan also recommends trail extensions north of MetraPark and south to the Yellowstone River Trail. Arterials identified to have bike lanes include:

- 1st Avenue N
- Main Street/Exposition Drive N
- 4th Avenue N
- 6th Avenue N
- Montana Avenue

South Billings Master Plan (2012)

Prepared For: City of Billings

Plan Overview

The plan focuses on an area south of Laurel Road and State Avenue to the City of Billings' southern boundary and includes four neighborhoods, Orchard, Optimist, Amend Village, and Four Corners. The area is south of the large King Avenue industrial district, but it is primarily residential, with some commercial, industrial, and agricultural areas along the main streets within the study area. The southern part of the plan area is bisected by I-90. The goal of the plan is to create a long-term strategy to improve the community through infrastructure, place-making, and social programs.

Key Findings and Recommendations

From an infrastructure standpoint, the plan identifies the study area's low density and lack of robust utility and transportation infrastructure as barriers to development. The plan recommends a series of upgrades to improve transportation within the district, including: applying Complete Streets strategies in concert with future development; paving existing unpaved streets; connecting existing dead-end streets; and adding trail connections south to the Yellowstone River. In addition to physical improvements, the plan recommends implementing a Safe Routes to School program within the district.

Billings, Montana, Complete Streets Benchmark Report (2013)

Prepared For: Healthy by Design Built Environment Workgroup

In 2011, the City of Billings officially adopted a Complete Streets Policy to systematically integrate all modes of transportation into all transportation projects in Billings to improve the health, safety and well-being of Billings' residents and visitors. Three years after the policy's adoption, the Complete Streets Benchmarking report was undertaken to assess the effectiveness of the complete streets policy over time.

The report highlights the growing body of evidence indicating the health, economic, and environmental benefits of active transportation and better transit access. The majority of the report focuses on infrastructure improvements that have been made specifically for pedestrians, bicyclists, and transit riders.

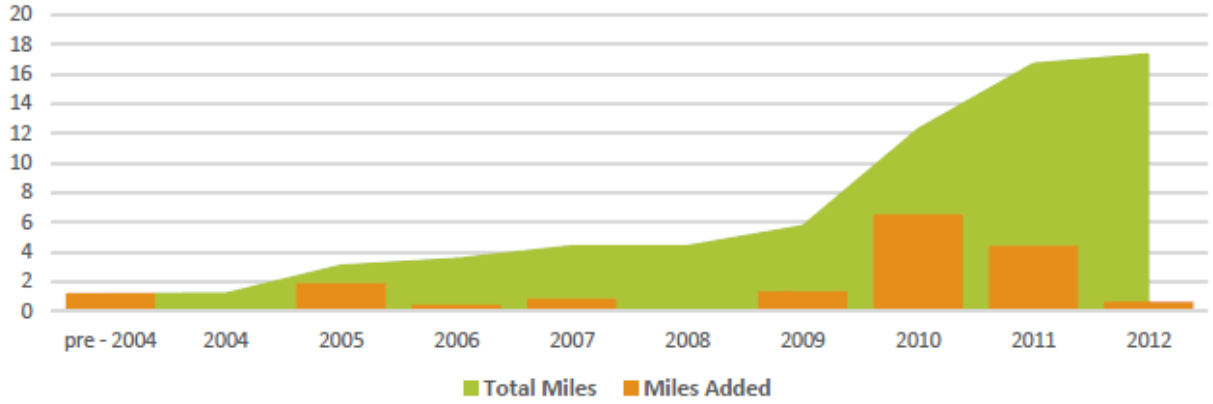
Key Findings and Recommendations

Pedestrians – At the time of publication, there was limited data available that provided insight into pedestrian travel patterns within the city. Riverstone Health commissioned the collection of pedestrian data at six key intersections, three of which were near recent pedestrian crossing improvements. The report recommended that these counts be continued subsequently so the city could determine what the impact of the improvements were over time. The report also notes that Billings had the highest number of reported pedestrian crashes in Montana, and the fourthhighest rate of pedestrian crashes in the state (pedestrian crashes per 1,000 population). Reviewing pedestrian crash statistics from 2006 to 2011, crashes ranged from thirty-one to forty-three crashes per year, but there was no clear trend regarding crashes over time. The report also noted that the city was geo-coding pedestrian facilities, such as sidewalks and crosswalk locations, and had planned to complete this data-set by 2015.

Bicyclists – The city recognized the importance of bicycling and trail use in Billings with the publication of the 2011 Billings Area Bikeway and Trails Master Plan Update. This plan made several recommendations to improve the bicyclist-user experience in Billings, including on-street bikeways, trails, crossing improvements, and programs that would support a growing culture of bicycling in the community. The Benchmarking Report included statistics that tracked the implementation of bike lanes since 2004. While the data indicated that the total miles of bike lanes had steadily increased, the miles implemented per year indicated no clear trend over time. The year with the most facility implementation was 2010, when approximately six miles were installed, while there were two years between 2004 and 2012 when no facilities were implemented, 2004 and 2008. As of 2013, there were approximately 40 miles of on-street bike lanes existing. Reviewing bicycle crash statistics from 2006 to 2011, crashes ranged from twenty-two to forty-seven crashes per year, but there was no clear trend regarding crashes over time. Bicycle counts were also collected at six key intersections, and the plan recommended that these counts be continued to track changes over time.

Figure 4.1 Yearly Bike Lane Mileage Added & Total (Pre-2004 to 2012)

Data Source: City of Billings



*note the report indicated that this data is tracked per year (maybe check the GIS file to verify).

The report included a chart of roadway projects completed during the 2012 construction season. Of the fourteen projects listed, ten included pedestrian and/or bicycle enhancements.

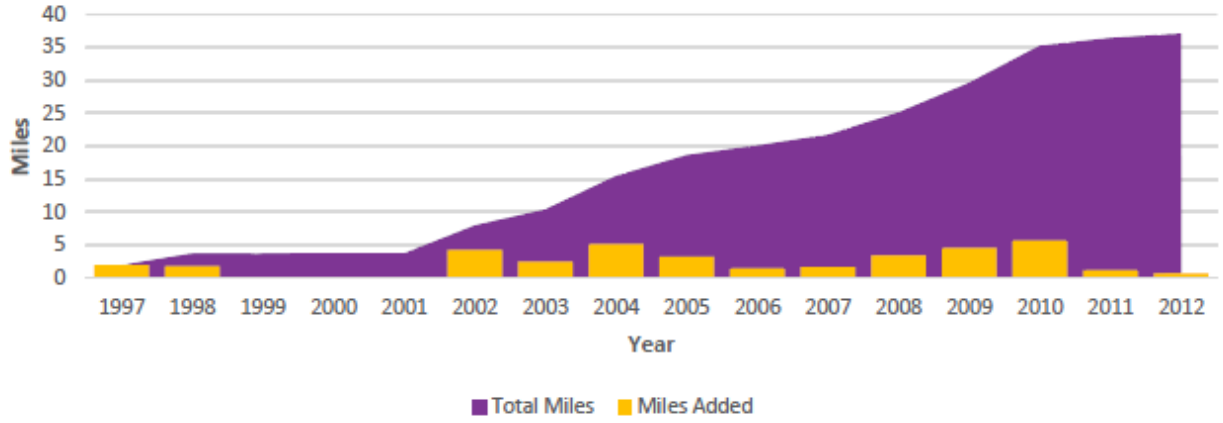
Transit – The report indicates that transit ridership within the MET region declined slightly from 2007 to 2012 by about 60,000 riders. The City of Billings MET Transit System provides public transportation through fixed-route and paratransit services throughout the city. MET transit operates a flag down bus system, enabling users to flag down a bus along a route. Busses stop at most intersections along a route, as well as at designated MET bus stop signs. There are eighteen routes total, and busses are ADA-accessible and equipped with bike-on-bus racks. Usage of the bike-on-bus racks had steadily increased, from about 12,000 to over 18,000 uses per year between 2007 and 2011. To use transit, pedestrians must have adequate facilities to reach the stops. At the time of publication, 86 percent (or 150 of the 173 miles) of the bus route network had sidewalks.

As of 2013, Billings has 40 miles of on-street bike lanes, eight miles of neighborhood paths, 38 miles of paved multi-use paths, 600 miles of sidewalks

The report concludes with a presentation of the health and economic benefits of increased rates of walking and bicycling. Overweight and obesity, like in most American cities, continue to be a growing issues for Billings. Transportation costs are also high, representing a significant portion of Billings' residents' income. By improving walking and bicycling infrastructure, more people can potentially use active modes of transportation and also reduce their transportation costs by shifting to less expensive modes.

Figure 6.1 Yearly Multi-use Path Mileage Added & Total

Data Source: City of Billings



Billings Exposition Gateway Concept Plan (2013)

Prepared For: Big Sky Economic Development

Plan Overview

The Exposition Gateway planning area encompasses properties both within and adjacent to the eastern-most edge of the East Billings Urban Renewal District. Only some of the properties are annexed into the City of Billings, while others remain in the County only. It generally covers an area from US Highway 87 (Exposition Drive) to 6th Avenue North to 10th Street North and south to the railroad tracks. The plan addresses recommendations for revitalization of the area through storm water management, connections to MetraPark, attraction of hospitality businesses and gateway enhancements.

Key Findings and Recommendations

Major streets in the development were classified as major arterials, retail streets, a gateway boulevard and a signature street. A major recommendation was the need for a pedestrian overcrossing to facilitate the safe crossing across Highway 87, a six-lane arterial highway. Additional recommendations include a multi-use trail on the east side of Highway 87, along with sidewalks on the avenue streets leading to MetraPark.

City of Billings Hospitality Corridor Planning Study (2013)

Prepared For: Yellowstone County Board of Commissioners

Plan Overview

The plan's focus area is the corridor along US Highway 87, Main Street, and Exposition Drive and is intended as a transportation study compliment to the Exposition Gateway Master Plan, which focused on land use. The study focuses on five key points along the corridor: Airport Road, 4th and 6th Avenues, 3rd Avenue, 1st Avenue/Exposition, and the Lockwood Interchange, and it seeks to enhance the streetscape and improve pedestrian access and safety in this area.

Key Findings and Recommendations

The plan identifies opportunities in the five key areas, generally focused on recommendations to improve pedestrian infrastructure Near-term projects include intersection improvements and widening a sidewalk to create a multi-use path along US Highway 87 and MetraPark. Proposed bikeway improvements include an off-street path running along 6th Avenue North. Long-term projects include a pedestrian crossing at Exposition Drive and a roundabout at the intersection of US Highway 87, 1st Avenue North, and Exposition Drive. The plan identifies sidewalks with a planted buffer between the travel way and the sidewalk, and trails and bicycle parking in its corridor-wide design recommendations. The plan also provides general section diagrams for each segment of the corridor.

2014 Billings Urban Area Long-Range Transportation Plan (2014)

Prepared For: City of Billings-Yellowstone County Metropolitan Planning Organization

Plan Overview

The plan focuses on long-range multimodal transportation systems for the Billings Urban Area, which includes the City of Billings and a 4.5 mile radius beyond. The study includes all modes of transportation in the area: vehicular, transit, bicycle/pedestrian, freight, and rail—and has a twenty-year forecast. The goals of the plan include development of a safe, efficient, and effective multimodal transportation system that is environmentally and economically sustainable, and it identifies a prioritized list of project to reach these goals. For bicycling, the plan identifies a regional goal of having the most comprehensive bicycle and trail networks in the state and a Bicycle Friendly Community rating of Gold by 2020.

Key Findings and Recommendations

The planning team used existing demographic data and bicycle counts and reviewed existing bicycle infrastructure as part of the study. For the City of Billings, the plan reported that in 2011, the bicycle mode share for work commuting was .7 percent, and reported that bicycle mode share for school

commuting was 2.1 percent. Existing bicycle infrastructure consisted of 17.4 miles of on-street bicycle facilities, and 71 miles of trails (37 multi-use, 11 soft surface, 9 neighborhood, 14 unimproved). While there was a low percentage of crashes involving bicyclists overall (5 percent), half of those caused injuries. Public comments related to bicycles and trail included adding bike lanes and sharrows to roadways, providing safe routes to popular destinations—especially to downtown and near schools, improving the connectivity of the trail system to on-street facilities and transit, and increasing education on non-motorized travel. Forty-four percent of all comments collected were related to non-motorized modes of travel, indicating large public support for these types of infrastructure improvements.

The plan recommends on-street and trail systems, and provides planning-level costs and prioritization for these recommended projects, including 92 miles of bike lanes, 11 miles of new bicycle routes, 13 miles of bicycle boulevards, and 118 miles of trails. The largest projects are new rail with trail projects along the BNSF and MRL lines and the Inner Belt Loop trail. On-street facilities generally focus on major streets and extend facilities west to Shiloh Road and northeast to the Heights.

ZooMontana to Riverfront Park Trail Feasibility Study (2014)

Prepared For: Billings-Yellowstone County Metropolitan Planning Organization

Plan Overview

The study evaluates options for a trail connection from ZooMontana to Riverfront Park to take advantage of land development occurring in the area. The study area is broken down into four sub-areas, and potential trail segments are identified along existing rights of way, streets, or other land use elements within each sub-area.

Key Findings and Recommendations

The study identified opportunities along existing frontage roads, railroad alignments, and wide or parklike streets to create trail segments. Each potential segment was scored based on user comfort, existing structures, existing rights-of-way, access to nature and development, long-term land use, and environmental impacts. Because of the flux of development in the area, the study team created a list of actions for each sub-area to enable discrete segments of trail to be implemented as different developments advance.

Lockwood Area Non-Motorized Transportation Plan (2015)

Prepared For: Yellowstone County Board of Commissioners

Plan Overview

The Yellowstone County Board of Commissioners created the Lockwood Pedestrian Safety District in 2014 in order to improve pedestrian safety in the Lockwood area. The general boundary of the plan is the Lockwood Elementary School District. The land use is increasingly commercial along major routes, suburban residential and agricultural land. The major roadways within the bounds of the district are I-90/94, Old Hardin Road, Old Highway 87, Coburn Road, and Johnson Lane. The plan seeks to eliminate pedestrian fatalities and serious injuries caused by vehicles within the study area. While focused on pedestrian infrastructure, the plan does identify bicycle and trail infrastructure improvements that should be implemented in tandem with pedestrian improvements.

Key Findings and Recommendations

The plan found that sidewalks exist on less than 2 percent of all roads in the study area, and those sidewalks that do exist are often not compliant with the Americans with Disabilities Act. The plan recommends a five-year work plan organized in the 6 Es, including increased education and encouragement around walking and bicycling; a series of sidewalk, crossing, and trail improvements; and evaluation programs such as pedestrian and bicycle counts. Specific infrastructure projects designated as high-priority included a sidewalk along US Highway 87 from Old Hardin Road to Peters Street, lights and waiting areas at bus stops, pedestrian infrastructure on Old Hardin Road, sidewalks on Becraft Lane (the site of a 2013 pedestrian fatality) and Piccolo Lane, and trail infrastructure along existing canals and Lockwood Irrigation District ditches.

Highway 3 Corridor Study (2015)

Prepared For: Billings-Yellowstone County Metropolitan Planning Organization

Plan Overview

This corridor planning effort is focused on North 27th Street to the Apache Trail along Montana State Highway 3. The goals of the study included identifying the highway's impact on adjacent land development, traffic patterns (both vehicular and non-motorized), stormwater management, and recommending roadway improvements along the corridor.

Key Findings and Recommendations

Highway 3 runs along the rimrocks formation, and the area north of the highway is estimated to exhibit high levels of development, especially in concert with the development of the Inner Belt Loop

Trail. In addition, the corridor is within 1 mile of 12 miles of trails and 300 acres of the parks, so it is a critical connection to Billings' recreational opportunities.

Recommendations include creating roadway profile consisting of two travel lanes, a center turn lane, and bike lanes in each direction. An off-street a shared-use trail would parallel the highway to the south, with trailheads and parking at Swords Park, Zimmerman Park, and a new trailhead at the existing parking lot.

Rimrocks to Valley Bike|Ped Feasibility Study (2016)

Prepared For: Billings-Yellowstone County Metropolitan Planning Organization

Plan Overview

This study outlines options for separated bicycle and pedestrian facilities along Highway 3, which extends from the rimrocks cliff formation to the valley below, and connects to the Marathon Loop Trail. The study area consists of Highway 3 on the north, Rimrock Road to the south, Zimmerman Trail on the west, and North 27th Street to the east. Because of the terrain, few feasible locations exist within the study area, especially that would conform with ADA.

Key Findings and Recommendations

The study identified four routes that could be considered to connect the top of the rims to the bottom of the rims: Stagecoach Trail, Myers Trail, Morledge Trail, and 27th Street Trail. The study outlines considerations such as slope, surfacing, geographic hazards, and opportunities for trailheads or other place-making. Each alternative's potential cost is also included in the study, though it does not offer any recommendations on which alternative to pursue.

Community Transportation Safety Plan (2016)

Prepared for Billings-Yellowstone County Metropolitan Planning Organization

Plan Overview

The purpose of the plan was to determine the transportation safety issues in Billings using a data-driven approach and to reduce fatal and serious injuries as a result of motor vehicle crashes.

Key Findings and Recommendations

Three areas were identified to focus on safety enhancements: unrestrained occupants, impaired driving and inattentive driving/speeding. The data from the plan indicates that over a 5-year period, 37 pedestrian-involved and 10 bicycle-involved serious injuries and fatalities were identified.

Pedestrian and bicycle involved crashes happened at intersections in 43.8 and 46.2 percent of the time, and included a young driver 38.4 and 30.8 percent of the time. This data only reflects crashes that resulted in a DOT-classified serious injury or fatality, not all crashes.

2016 Growth Policy Update (Ongoing)

Prepared For: City of Billings/Yellowstone County Metropolitan Planning Organization

Plan Overview

This planning process aims to update the 2008 Growth Policy for the City of Billings and Yellowstone County. A number of potential growth scenarios are being evaluated, with growth concentrated in the north or west or infill and under both high- and low-density options. The team is evaluating these growth scenarios with regards to infrastructure investment, housing options, mobility and access requirements, place-making, community characteristics, and neighborhood needs. Public comments on the growth policy so far have indicated a desire for transportation options, bike and trail infrastructure, and green space.

Key Findings and Recommendations

The policy for the City of Billings is still in progress, though recommendations have been developed for Lockwood. The growth policy for Lockwood recommends developing a Main Street-style town center with a variety of housing options. Specific recommendations included adjusting zoning requirements to increase density and to include multi-use zoning within the town center area; including pedestrian safety and addressing all users when designing the future roadway network; creating a Targeted Economic Development District (TEDD) to increase economic development; and protecting the floodway.

West End Multi-Modal Planning Study (Ongoing)

Prepared For: City of Billings/Yellowstone County

Plan Overview

This in-progress planning effort focuses on land development at the west end of Billings, generally bounded by Rimrock Road to the north, 64th Street West to the west, Neibauer Road to the south, and 48th Street West to the east. The project focuses on modeling the impact on transportation patterns due to current and future development projects. The intent of the plan is to prioritize recommendations that mitigate projected traffic impacts caused by development in the study area. Currently, no specifics related to bicycle or pedestrian infrastructure improvements have been identified, , but the scope of the project does include all modes in the analysis.

Key Findings and Recommendations

The draft study found that, under 2015 traffic conditions, the study area's street corridors operated at an acceptable level of service for vehicles, though seven intersections had high crash rates. The study area has limited bicycle facilities, resulting in a stressful bicycling environment. Recommendations included adding bicycle facilities on 54th Street, 48th Street, Grand Avenue, and Central Avenue in the short term, and creating low-stress corridors along 58th Street, 66th Street, 60th Street, 52nd Street, Monad Road, Broadwater Avenue, and Colton Boulevard. Improvements recommended include shoulder widening, creation of protected bicycle lanes, and creation of sidepaths to accommodate safer riding on high-stress corridors.

APPENDIX C:
FOCUS GROUP SUMMARY

KEY THEMES FROM THE CITY & COUNTY STAFF FOCUS GROUP

TO: STEERING COMMITTEE

FROM: CITY-COUNTY STAFF FOCUS GROUP

DATE: JUNE 29, 2016

1. DESCRIBE HOW FUNDING BICYCLE FACILITIES HAS EVOLVED IN BILLINGS SINCE THE PASSAGE OF THE COMPLETE STREETS POLICY AND THE 2011 BIKE/TRAIL PLAN,

LAND RICH, INFRASTRUCTURE POOR: Developers are providing the land for trail corridors in their new subdivisions through the park land dedication statute or other right-of-way dedications. In the developer's marketing materials and sales, they tell home owners that a "trail is going in." However, developers fail to disclose that the trail will be built by a special improvement district (SID) (a new property tax on the home owner) or if waiting for public dollars, it may be decades before it is installed.

CONSTRUCTION STANDARDS: In May 2004 the City of Billings adopted "Design Standards, Trails & Bikeways." However, it appears that this document has not be readily utilized by the different City Departments as the "design standard" for infrastructure. In addition, County Departments indicated that they did not know that these standards existed, and have developed their own set of "classifications." The standards are different and the result is inconsistent trail, bikeway and sidewalk infrastructure throughout the Billings MPO area.

If a developer is installing the infrastructure, there appears to be a lack of proper construction oversight to ensure that the proper base, concrete or asphalt mix is being applied.

CLASSIFICATION: There is a need for a straight-forward classification system for trails, bikeways and sidewalks.

COMPLETE STREETS POLICY: Participants understood that the policy meant for incremental change, not instant change. They felt that the policy has been successful in the implementation of sidewalks in neighborhoods. Participants indicated that they were generally in favor of the checklist and 30 percent review.

Participants noted that staff usually approaches project with a holistic, long-term view. Their decisions are based on the best possible decisions for the greater community. However, elected officials are very sensitive to single-issue, personal perspectives. Decisions made today for that one person may have a negative effect on the larger vision and community development goals. It is tough for staff to reconcile this in their daily tasks.

TRANSIT INTEGRATION: The new development occurs in area where transit does not serve. However, the expansion towards County subdivisions means that road widths are not suitable for bus pull-offs and the lack of sidewalks hinders people's abilities to get to bus stops when the City transitions to a fixed stop system.

FUNDING: Many of the non-motorized components of road projects are add-ons. This makes them an easy target when funding is tight. Participants recognized that complete streets includes all modes, including

vehicles. "Fifty percent of our streets are paid for by property owners through arterial fees," not gas tax, "that's an opportunity for education."

Billings' development pattern has not historically been conducive to an "infrastructure-first" development scenario. Billings developers want to sell the lots before the infrastructure is in.

DETAILS: Participants indicated that street trees are important in the urban fabric. Boulevard sidewalks provide a place to pile snow. The boulevards with sidewalks create a comfortable place to walk from both an aesthetic and safety perspective.

2. IS SECURING FUNDING AN ISSUE?

GENERAL OBLIGATION BOND: This was the most successful funding source that Billings has used. This was a cooperative effort between Departments. Each area of the community benefited from this bond.

WHO PAYS?: Participants agreed that this would be a great community discussion item. The user? The land owner? The developer? The travelers (gas tax)?

GRANTS: Grants work well for specific-project funding, but grants cannot be relied upon for year after year. Other communities have an extremely strong public support network. Billings does not have as strong of a network than others.

PARKS MAINTENANCE DISTRICT: One-third of the PMD funds go towards maintenance, and that includes trails maintenance.

CONGESTION MANAGEMENT/AIR QUALITY (CMAQ): Currently CMAQ dollars are used for road milling. Other communities use these funds solely for non-motorized transportation.

3. DO AGENCIES COORDINATE ON THE DEVELOPMENT OF FACILITIES?

CITY – COUNTY COORDINATION: Participants indicated a desire for better coordination between the two entities. Confusion exists over some positions in City-County Planning whether or not those positions also serve the County.

AGENCY – BOARDS COORDINATION: The County relies heavily on advisory boards, whose individuals are not directly tied into staff discussions or subdivisions reviews. As a result, there are some missed opportunities at the County level.

INTRA-AGENCY COORDINATION: City departments indicated a desire to coordinate more, however, workloads and priority management often impedes non-project specific collaboration.

KEY THEMES FROM THE COMMUNITY STEWARDS AND ADVISORY BOARDS FOCUS GROUP

TO: STEERING COMMITTEE

FROM: COMMUNITY STEWARDS AND ADVISORY BOARDS FOCUS GROUP

DATE: JUNE 29, 2016

1. WHAT ARE THE CHALLENGES TO MOBILITY IN BILLINGS?

CONNECTIVITY: Many of the participants indicated that connectivity is a priority. One indicated that expansion of infrastructure was their organization's priority. As an example, the installation of a new sidewalk now saves the school district over $40k per year in bus route costs. The Lockwood & Heights to Dover Park is an emerging route with the bypass that should be considered.

SAFETY: Both driver and bicyclist awareness of each other is in order. Fatalities due to crashes between vehicles, pedestrians and bicyclists have occurred. When an accident occurs, law enforcement need better training on how to handle the situation. A participant indicated that when they were involved in an accident, the office did not get the bicyclist's side of the story, and only interviewed the driver, as an example.

INFRASTRCUTURE: More trails! The BBWA and Lockwood Irrigation Ditches are opportunities (if the liability issues can be resolved). Community needs more bicycle parking facilities.

DESTINATIONS: City College students rely on walking and bicycling to get to classes and to work.

2. WHAT ARE YOUR OBSERVATIONS AND MEMBERS INDICATING THAT THEY BICYCLE FOR TRANSPORTATION VERSUS RECREATION?

RECREATION: This group felt that most bicyclists are recreationalists. The rim rocks are a draw for recreational mountain biking, there is an opportunity to formalize and expand. Others noted that the bottom of the rim rocks is an opportunity to install a formalized trail.

TRANSPORTATION: There has been more of an effort to get college students to bike to school. The challenge remains providing safe infrastructure to get there. Lewis Avenue has seen a noticeable increase in bicycle use. It was noted that east-west commuter routes have been increasing as well. The north-south linkages at both Shiloh Road and 32nd Street West have increased too. The bicycle lanes have helped with commuters through the medical district (downtown).

WINTER BICYCLING: It was noted that winter bicycling rates seem to be increasing. The availability of "fat tire" bikes has impacted this.

PEDESTRIANS: The installation of a new sidewalk along Highway 87 in Lockwood saw an immediate increase of pedestrian use.

3. WHY WOULD PEOPLE BENEFIT FROM IMPROVED BICYCLE/WALKING FACILITIES?

SAFETY: Crashes are a reality, and everyone knows it. Drivers in Billings are often distracted, driving too fast and do not stop for pedestrians. It was also noted that the bicyclists also do not follow traffic laws always. Intersections are key conflict points.

EDUCATION: Both drivers of vehicles and bicyclists need better education about the rules of the road. This education is being given to children at schools.

PREDICTABLITY: In other communities, drivers know to stop for pedestrians, and law enforcement support that rule. Enforcement of laws needs to be increased to increase compliance with them, for both motorists and bicyclists.

SIDEWALKS: People are unsure if it is legal to ride on the sidewalks. If it is legal, is it desirable?

4. WHAT IS THE NUMBER ONE THING YOU OR OUR ORGANIZATION WOULD DO TO IMPROVE BICYCLE AND WALKING FACILITIES IN THE COMMUNITY?

COMPLETE STREETS POLICY: When the first policy was enacted, things improved consistently every year. The perception of the policy drove positive outcomes. Facilities were made for dedicated modes, and this helped with safety and predictability. The perception that the Montana Department of Transportation only designs for vehicles is present. The North 27th Street project, the Billings Bypass and the I-90 Yellowstone River bridge for pedestrians were cited as examples.

CHANGE PERCEPTIONS: On-street bicyclists have to ride in an "aggressive posture" in order to ride safety in this community. This leads to negative perceptions of bicyclists.

CONNECTIVITY: Connect the east-west corridors to the Shiloh Road trail. Many cited routes that they "zig-zagged" in order to reach their destinations along more comfortable corridors. The routes included on-street riding, sidewalk riding, open fields, etc., all in one trip.

EDUCATION: Many were trying to teach children how to ride safely on the roads. However, safety considerations "forced" them back on the sidewalks.

SAFETY: Consider moving the bike routes off of main arterial roads and move them one block over. However, this could cause additional conflicts with uncontrolled intersections.

DOWNTOWN: Sections of downtown are comfortable for active mode of transportation. However, riding along some corridors entering and leaving downtown are very challenging for bicyclists and pedestrians. Bicyclists riding in downtown often have to ride "aggressively". Even with the bike lanes, riders are intimidated by the speed of the traffic.

FISCAL CONSTRAINTS: Acknowledging less funds available for alternate modes. Participants encouraged projects or programs that maximize resources. People suggested a shift to educational programs may be in order at this time.

5. DO YOU FEEL THAT STEADY PROGRESS HAS BEEN MADE OVER TIME IN BILLINGS?

YES: The integration of complete streets has really increased the number of commuters, other projects have made progress for recreational users. The Rims to Valley Study was good and the Marathon Loop is an

admirable goal. Agency staff deserve credit for making much of that progress. Different departments have also changed their perceptions over time, for the better.

CONNECTIVITY: Incremental steps were wise and practical when considering cost, but it has created a disconnected system. Because of that, people may place a lower value on the outcomes.

FUTURE GROWTH: The Heights suffers from a lack of facilities due to its development in the County prior to becoming part of Billings. There is a perception that County subdivisions on the West End and in Lockwood are suffering the same fate. There is a need for a solid County development plan to integrate these facilities as subdivisions are established now.

6. IS THE MAJORITY OF WALKING AND BICYLING COMFORTABLE OR UNCOMFORTABLE?

COMFORTABLE: Most trips are comfortable unless one is traveling between Lockwood and Billings or Downtown Billings and the Heights. The Dick Johnston Bridge is challenging for bicyclists/pedestrians.

UNCOMFORTABLE: For the general public, it is stressful to ride in the street. Students need a clear, safe route to get to school.

7. WHAT ARE THE KEY CHALLENGES YOU CONSISTENTLY FACE WHEN TRYING TO PROMOTE BICYCLING AND TRAILS IN THE COMMUNITY?

PROPERTY OWNER RIGHTS: Property owners are not convinced at the added value that trails can bring to their property. They are still very afraid of trespassing and crime that comes with trails being installed near their property. Better education about the true impacts of trails is necessary.

FUNDING: Billings and Montana's tax structure creates difficulties in obtaining enough funding for non-motorized projects.

MISSED OPPORTUNITIES: Creating better access to the Yellowstone River is an opportunity, including the redevelopment of the Corrette Power Plant site.

MARKETING: The Chamber of Commerce involvement in trails has increased the credibility of trail development. However, groups are still speaking individually, and collectively they may have a stronger voice. City Council seems to ignore that bicyclists are constituents too. This reinforces the negative perception that these people are "bike Nazi's."

ENFORCEMENT: There is a lack of understanding of traffic laws by drivers and bicyclists alike. There is a need for increased law enforcement. One community did PSA's on safety issues, and the compliance rate improved.

EDUCATION: Outreach to people via different methods:

- Farmer's Market
- Utility box wraps
- Park benches
- Movies in the park PSA's
- Saturday Live
- Key Clubs/Boy Scouts

- Employers
- Ales for Trails: Traffic laws test challenge

8. ANY ADDITIONAL ADVICE FOR ELECTED OFFICIALS AND STAFF TO CONSIDER AS THEY DEVELOP THIS PLAN?

CONNECTIVITY: Consider focusing on a route to the Heights and areas around EBURD.

COUNTY DEVELOPMENT: Encourage County officials to think about alternate modes in current development.

VISION: Think big when incorporating alternate travel modes in this community. It will poise it for the future.

FISCAL VIABILITY: Collect data that reflects the cost-benefit of incorporating walking and bicycling facilities into the community. Present this to elected officials. Identify local sources of funds to develop these facilities.

KEY THEMES FROM THE EQUITY SERVICE PROVIDERS FOCUS GROUP

TO: STEERING COMMITTEE

FROM: EQUITY SERVICE PROVIDERS FOCUS GROUP

DATE: JUNE 29, 2016

1. WHAT ARE THE CHALLENGES TO MOBILITY IN BILLINGS?

ACCESS: Participants indicated that the lack of sidewalks affects people's ability to be mobile. Where sidewalks do exist, the sidewalks are not wide enough due to mailboxes, vegetative clearances and non-ADA compliant curb ramps. They indicated that their constituents have difficulty getting from their homes to the MET Transit route if the route is not on their street.

CONNECTIVITY: The MET Transit schedule makes it difficult for most of their constituents to use it in combination with bicycling or walking. They need to get to work and run errands, which is difficult with work hours that are not the typical 8 to 5 day. Access to destinations has become important with the grocery store, parks and amenities and work places located at the Heights and West End. These places are difficult for their clients to get from their homes (usually located in the Downtown area.)

SAFETY: Safety was discussed in depth with the differences between perceptions that limit opportunity or real safety incidents. Participants indicated that people driving vehicles are generally not looking for bicyclists or pedestrians, and there are significant conflict points throughout the community. People who may bicycle are then using the sidewalks to feel safer. There is significant confusion as to whether riding on sidewalks is legal, and if so, should it be encouraged/discouraged? One participant indicated the need for more crossing guards at schools where children are encouraged to walk. For others, the feeling of isolation along trails is a challenge, from both a potential crime feeling, or if a medical emergency happens, does the person have a way to call for help?

END USE FACILITIES: There is a need for bike racks at schools. Wayfinding, especially in the Downtown area, is needed.

INFRASTRUCTURE: Much of the disfranchised populations reside in the South Side Neighborhood. This neighborhood is an "infrastructure desert." Overall, there are no facilities for the people who would tend to need it the most. At 13th Street West and Grand Avenue, the signal timing for a mobility-impaired individual is not long enough, and many use this route to get to the grocery store and to seek assistance.

Additionally, at the trailheads, there is a perception of a lack of accessible parking. Lighting is another item that would be desirable.

2. DO YOUR CONSTITUENTS BICYCLE FOR COMMUTING OR RECREATION? DO YOU KNOW HOW MANY OF YOUR CONSTUENTS BICYCLE FOR TRANSPORTATION VERSUS RECREATION?

TRANSPORTATION: Participants indicated that many of their constituents do not have a driver's license or access to a vehicle. Therefore, alternative modes are critical for daily life. Healthcare appointments are scheduled around the bus schedule, so getting an appointment is a challenge because of the limited times that the busses run. Many are walking from Downtown to Shiloh Road or to the Heights Walmart. Connections to these destinations are important.

RECREATION: Constituents are trying to get to City parks for recreation. Veterans Park held an event for the mobility impaired, but the park itself lacked an accessible area to hold the event. People are walking to Walmart's parking lot, and doing loops around it because of the store's size and because they can use a shopping cart to help with stability.

STATISTICS: In the pre-release centers, about 1/3 of the female population used a bicycle for job searches, work and errands. Employees of some of the organizations are bicycling for commuting, but the lack of secure bike parking and shower facilities limits this. For the homeless teenagers, about 95 percent of them are walking. Bicycles would be used more, but they do not have access to them.

NOT ACTIVE: Many try to get a ride-share first, then bicycle, then walk. Trails are not promoted for people in wheelchairs, and should be more. Electric wheelchairs can break-down on a trail if caught in a rain storm, and more shelters along trails are needed. Seniors could be more active. Senior walking groups have been tried, but the these activities where not very popular, since most of the constituents were mobility impaired. Balance issues are tough for the elderly and pose a barrier to walking/bicycling.

LOGISTICS: The logistics of getting to a destination limits use. Many want to avoid the busy roads and to use a trail, one typically has to drive there.

3. WHY WOULD YOUR CONSTITUENTS BENEFIT FROM IMPROVED BICYCLE/WALKING FACILITIES?

EQUIPMENT: Many indicated access to a bicycle is a deterrent. For homeless teenagers, bicycles are a commodity, therefore, theft is common.

SAFETY: Improved walking routes would be ideal. Consider conflicts at intersections and connectivity. People are aware that bicyclists and pedestrians are involved in crashes, and this makes their constituents weary of walking/bicycling.

DISTANCE: Many routes are long and linear, which is a challenge for the mobility impaired. Community-wide development and the built environment is important.

4. WHAT IS THE NUMBER ONE THING YOU OR OUR ORGANIZATION WOULD DO TO IMPROVE BICYCLE AND WALKING FACILITIES IN THE COMMUNITY?

SIDEWALKS: Sharing of the sidewalks between pedestrians and bicyclists is of concern. The speed of bicyclists on sidewalks causes conflicts between bicyclists and pedestrians.

BIKE LANES: Bike lanes provide a safe, predictable space for bicyclists. This eliminates conflicts with other modes.

CONNECTIVITY: There is a desire for additional trails, but the trails should be connected and the routes should link to common destinations. Seek connectivity between Downtown and the West End Neighborhoods. Trails built in isolation are less desirable.

SAFETY: The Heights Trail crosses many busy roads. Make these crossings as safe as possible. Place desired routes one block from the main vehicle routes.

5. SOME CONSTITUENTS DO NOT HAVE ACCESS TO A VEHICLE. HOW WOULD YOUR CONSTITUENTS BENEFIT FROM IMPROVED TRANSPORTATION OPTIONS?

INTEGRATE TRANSIT, WALKING & BICYCLING: There are those who cannot afford a bus pass. However, those that do, use both the bus and bicycle system. The South Side Neighborhood routes often need additional bike-on-bus racks on the buses because the racks are full. The demand for bike-on-bus racks exceeds supply, and people cannot anticipate if there will be space for the bicycle or not. Since busses run only periodically, this poses a real issue.

Have bike lockers available at key destination points. Keep in mind that if one misses their bus, they miss work. The routes should run more often and during other work hours.

One client adds about 3 hours to her work day in order to coordinate her bus and walking routes to work.

6. HOW CAN WE SHAPE THIS PLAN TO BETTER SERVE YOUR CONSTITUENTS? WHAT ARE THE KEY FINDINGS WE SHOULD BE THINKING ABOUT TO DEVELOP A NETWORK THAT SERVES THEM?

EDUCATION: Drivers, bicyclists and pedestrians all need better education. Consider establishing a speaker's bureau. Public Service campaigns should be targeted at following the rules of the road for all modes they should not just be for bicyclists. Additionally, people with wheelchairs and walkers should be included to show a range of users. Need more educational outreach: i.e. difference between "share the road" and "bike lanes."

SAFETY: Promote safety, especially no texting and walking. Coordinate the traffic lights to sense bicycles. When this doesn't happen, bicyclists have to get off of the street, ride to the traffic light pole and push the button. Be consistent in the implementation of bicycle signals.

CONNECTIVITY: Identify routes that connect to services. Wayfinding signage is key. Place destinations in minutes versus miles.

PILOT PROJECTS: Make the South Side the example neighborhood. It serves the largest population needing non-motorized transportation options and will draw others to this wonderful neighborhood. Then use this area as a demonstration and teaching tool.

7. ANY ADDITIONAL ADVICE FOR ELECTED OFFICIALS AND STAFF TO CONSIDER AS THEY DEVELOP THIS PLAN?

INCLUSION: These improvements are for everyone, not just healthy, active people. Frame the discussion in the terms of the broadest audience: students, teenagers, people with disabilities, young, old and the average person.

INTEGRATED NETWORK: These facilities are not amenities, they are necessities for people to be able to live, work and play.

HEALTH BENEFITS: Active transportation contribute to both physical and mental well-being.

EDUCATION: Education is important. Continue to educate in increments.

SAFETY: Identify safer routes for people to use.

MARKETING: Some constituents have a low literacy rate, consider other means than just written words. They often notice information in the following resources:

- Thrifty Nickel
- Chamber of Commerce brochures
- Senior Citizen Newsletter
- TV/Radio
- Ads on buses/bus benches
- Brochures and maps

KEY THEMES FROM THE BUSINESS COMMUNITY FOCUS GROUP

TO: STEERING COMMITTEE

FROM: BUSINESS COMMITTEE FOCUS GROUP

DATE: JUNE 30, 2016

1. WHAT ARE THE CHALLENGES TO MOBILITY IN BILLINGS?

ACCESS: Participants indicated that access to bicycle routes in the study area is a challenge. Many indicated that trails are located away from housing developments so you must drive in a vehicle with your bike to access a trail. One participant indicated that Lockwood has a critical lack of bike and pedestrian infrastructure.

CONNECTIVITY: Once a rider chooses to use a bicycle, the routes to destinations are not obvious. Participants frequently cited having to maneuver onto and off-of streets, in combination with trails, to get to their destination. Transit in not well integrated with the non-motorized system. Additionally, because transit does not run in the evening, night nor regularly on the weekends, connections to transit are difficult, especially for low-income workers who rely on the transit network because they do not own a vehicle.

SAFETY: Participants indicated that safety is a major concern while riding. Johnston Bridge was cited as a key challenge in potential route choice. In addition, people noticed bicyclists not wearing helmets. Some sidewalks (curb ramps) in the community are not ADA compliant.

END USE FACILITIES: People indicated a desire to use a bicycle for a mode choice; however, they were concerned about the ability to "freshen up" at their destination for a work day. Participants also indicated that bicycle theft was a problem, and the lack of a secure space for their bicycle was an issue. Travel to a shopping center by bicycle does not occur, due to a lack of means to transport their goods for the ride home.

PROGRESS: Participants indicated appreciation on the progress that the community has made in the past 5-10 years on improving non-motorized facilities.

2. DO YOUR CONSTITUENTS BICYCLE FOR COMMUTING OR RECREATION? DO YOU KNOW HOW MANY OF YOUR EMPLOYEES COMMUTE TO WORK VIA BICYCLING, WALKING OR TRANSIT?

RECREATION: Participants indicated a slightly higher use of a bicycle for recreation versus commuting. People again cited SAFETY as a primary issue before businesses encourage bicycle commuting more. Generally, participants agreed that there is a small percentage interested in bicycle commuting if safe facilities were provided.

NO DATA: Many businesses did not know or survey how their employees commute to work.

WORKFORCE: The group was advised that in a survey of college students in Montana, 70 percent of students graduating said they want to live and work in places with recreational opportunities.

ON-CAMPUS USE: One business has over 150 bicycles located on their Billings' company property for internal use.

3. WHY WOULD YOUR EMPLOYEES BENEFIT FROM IMPROVED BICYCLE/TRAIL FACILITIES?

FINANCIAL SAVINGS: People would not have to spend money on gas.

HEALTH AND WELLNESS: Both mental and physical health benefits were recognized

TIME: Businesses recognized that if they are attracting a work force from out-of-state, that those potential employees are drawn to Billings because of their comparatively short commute times. Even via bicycle, employee commute times are less than what they are in the places we are drawing that workforce from.

SOCIALIZATION: Walking meetings, community-building and out of office areas for employee bonding were perceived as benefits derived from the opportunity to walk or bicycle from the workplace.

EMISSIONS REDUCTION: Participants recognize that less vehicles on the road reduces congestion, and provides additional environmental benefits as well.

4. WHAT IS THE NUMBER ONE THING YOU OR OUR COMPANY WOULD DO TO IMPROVE BICYCLE FACILITIES AND TRAILS IN THE COMMUNITY?

ACCESS: Create secure places for bicycle parking. Implementing a bike share program and making bicycles available at the business would also improve access.

ENCOURAGEMENT: Promote the health and wellness benefits of active transportation. Active transportation is for ALL people, not just fitness-orientated people.

ADVOCATE: Having non-motorized opportunities is a business recruitment tool. Businesses need to be engaged in the conversation. The Chamber Trails Committee has over 135 people. Identify who is not at the table? Encourage more people to be involved to increase active transportation rates in the community.

EDUCATE: Continue to promote safety in the workplace by integrating bicycle safety programs.

FUNDING: Assist with grant funding. Participants were keenly aware that improving bicycling and trail facilities required a financial commitment.

5. COMPANIES ARE IN COMPETITION WITH ONE ANOTHER FOR HIGH QUALITY TALENT. HAVE YOU FOUND THAT EMPLOYEES EXPRESSED A DESIRE FOR DIVERSE COMMUTE OPTIONS?

NOT DIRECTLY: Some employees use a vehicle to make multiple trips in a day. (i.e. home-work-errands). Some businesses have issues with having enough employee parking. Employees resolve this by requesting more parking lots and haven't thought about other opportunities.

BUSINESS RECRUITMENT TO BILLINGS: Companies looking to locate to Billings are evaluating locations where it is easier to attract employees. Infrastructure is not the only factor companies are evaluating; they are also looking for walkability, connectivity and quality of life items.

EMERGING WORKFORCE: Millennial workers are deciding where they want to live first, then they are looking for a job there. Some employees are willing to take a pay cut to live in a desirable community if the amenities are present.

6. WHEN RECRUITING PEOPLE FROM OUTSIDE BILLINGS, DOES YOUR COMPANY PROMOTE THE HIGH QUALITY OF LIFE IN BILLINGS, AND SPECIFICALLY, THE TRAIL SYSTEM AND ACCESS TO THE OUTDOORS?

YES-RECRUITING: Many recruits specify that outdoor opportunities and a trail systems are attractive. Businesses use the Chamber's relocation guide, which includes a focus on the trail system. [Note some attendees requested the City trail maps to use in their employee recruitment materials.]

YES-RETENTION: It is important to businesses to retain their work force through providing opportunities locally for entertainment during non-work hours. Experience has shown that people who are on career tracks and live in different cities with their companies ask eventually to come back to Billings because it is a desirable place to live. The oil industry workforce has options like Houston or Baton Rouge, which are really congested communities with hot weather. Billings as an oil industry community is highly desirable.

YES-VISITORS: The trails maps are placed in convention bags, and people use them!

YES-FAMILY: It is important to employees that their children can safely get to school. When a safe route exists, the children are using it. There are many obvious benefits from children walking & bicycling to school. The group responded favorably to the trails that were integrated to Medicine Crow Middle School and Alkali Creek Elementary School.

NO: Hotels are utilizing foreign labor, who do not have access to a driver's license or a vehicle. Often the labor is housed at the hotel or nearby. The hotel uses the hotel shuttle to take these people to the mall or grocery store once a week. Hotels have not thought about providing bicycles for these employees. A construction company bought housing next to their business in order to facilitate getting their workers to the company.

7. IF BILLINGS BECAME A MORE BIKE-FRIENDLY CITY, DO YOU THINK YOU WOULD HAVE AN EASIER TIME ATTRACTING TALENT TO YOUR COMPANY OR ORGANIZATION?

COMBINATION: While many cited that becoming more bike-friendly is desirable, they also recognized that it isn't a stand-alone factor. One participant indicated that even those who don't use the trails, still find it aesthetically pleasing to have in the community. One company recruits heavily out of the Denver market. Billings' size is the pre-Denver boom area that people are seeking!

MARKETING: Billings tends to not promote its quality of life enough. Community needs to optimize the good things and celebrate them! Millennials get their information through an on-line app (71%), and Generation X's use of on-line resources is 60 percent.

CULTURE: Participants indicated that the events also add value. Consider more races, bike festivals to make Billings a more bike-friendly community.

8. HOW CAN WE SHAPE THIS PLAN TO BETTER SERVE YOUR EMPLOYEES? WHAT ARE THE KEY FINDINGS WE SHOULD BE THINKING ABOUT TO DEVELOP A NETWORK THAT SERVES YOUR COMPANY OR ORGANIZATION?

INTEGRATED NETWORK: Facilities for bicycles and walkers are not an add-on, they are integral parts of the overall network.

CONNECTIVITY: Be visionary. Think beyond the city limits and capture opportunities in Laurel, Lockwood and even as far out as Huntley. Link recreational riding and commuting, so that the facilities can benefit both. The routes need to be safe in Billings and outside of Billings. Those outside of city limits will come into town for work, play and shopping.

EMBRACE OBSTICLES: The Interstate and railroads were built for a purpose, but they now act as a barrier. Be innovative on how you get over, under and around them. Do more with the Yellowstone River and the rims, utilize them to showcase our community's best assets.

INCLUSIVE: Active transportation is for everyone. This is not just for fitness fanatics. Disfranchised populations and those with mobility impairments depend on the ability to access this community without a vehicle. Trails are not just for bicyclists, keep in mind long-boards, roller blades. Don't label the use of the facility with a singular sport (i.e. bike trail).

DESTINATIONS: Make the most important destinations accessible, this includes places of employment for those who may not have a vehicle. Retention is key for businesses. The system has to have good access to places where people work. This means the ability to cross the Yellowstone River and Interstate in a safe manner and access into the neighborhoods.

CULTURE: Do more with what we have. Move the events around the community. Not all bike-related events need to be downtown. Be serious about active transportation, "don't be just a façade."

WAYFINDING: There are trail systems in Billings that do not appear on the maps. This becomes a safety issue in an emergency situations when first responders do not know exactly where a person is along a trail system.

FACILITY DIVERSITY: Multiple types of trails are okay, including dirt trails. It is nice to have options. On street bike lanes are not family-friendly, so other types of dedicated bicycle facilities are also desired.