



YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



AGENDA

October 25, 2016 MEETING TIME: 6:00 p.m.
1st Floor Large Conference Room, Miller Building
2825 3rd Avenue North, Billings, Montana 59101

1. **CALL TO ORDER - Planning Board President:** Welcome and Introduction of new and returning Board Members.
2. **APPROVAL OF AGENDA*** - including any additions or deletions to agenda. The agenda for a regular meeting will be closed at 5:00 p.m. three (3) working days prior to the date of the meeting.
3. **MOTION. MEETING MINUTES:** SEPTEMBER 27, 2016. APPROVAL OF THE OCTOBER 12, 2016 MEETING MINUTES IS DELAYED.
4. **PUBLIC COMMENT PERIOD** – As required (3 minute maximum per person). *Any member of the public may be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting's agenda for discussion.*
4a) Comments on items not on agenda and requests to add items to future agendas
4b) Comments on items on the non-public hearing agenda items
5. **DISCLOSURE OF CONFLICT OF INTEREST:**
6. **DISCLOSURE OF EX PARTE COMMUNICATION:** Ex Parte Communication Binder is available at the Sign-In and Agenda station.
7. **OLD BUSINESS** (Agenda items that were not discussed or not completed in a previous meeting or items requiring action).
 - a. **PUBLIC HEARINGS/PUBLIC HEARING PARTICIPATION GUIDELINES.** The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: Address the Planning Board directly. You must state your name and address before commenting. This is an opportunity to explain how you will be affected by the decision and why that is an important consequence. By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA).

Please see the attached guidelines for the criterion. Thank you for participating!

1. Discussion. Billings Community Transportation Safety Plan. Lora Mattox, Transportation Planner, presenting.
2. Public Hearing. Motion/Recommendation to BOCC. Bar 11 Subdivision, County Major, presented by Dave Green, Planner II.
3. Public Hearing. Motion/Recommendation to BOCC. Lockwood Targeted Economic Development District, (TEDD). Diane Lehm, BSEDA, presenting.

8. **NEW BUSINESS**

- a. Discussion. Suburban Subdivision Design Standards. Wyeth Friday, Interim Planning Director, presenting.

9. **OTHER BUSINESS:**

- a. (Standing Item) Discussion. Staff and Planning Board updates. Long Range Strategic Issues and future City and County issues and projects.
- b. ANNOUNCEMENT: The Planning and Community Services Department will be closed on Tuesday, November 8, 2016 to observe Election Day and on Friday, November 11, 2016 to observe Veterans Day.

10. **ADJOURNMENT**

FUTURE AGENDA ITEMS FOR WEDNESDAY, NOVEMBER 9, 2016

- a. Public Hearing. Motion Recommendation to PCC. Billings Community Transportation Safety Plan. Lora Mattox, Transportation Planner, presenting.
- b. Plat Review. Discussion. Silver Fox Subdivision, County major, (Lockwood). Dave Green, Planner II, presenting.

Public Hearing Participation Guidelines

The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: **Address the Planning Board directly. You must state your name and address before commenting.** This is an opportunity to explain how you will be affected by the decision and why that is an important consequence.

1. Be informed of the process and the requirements of the Board. If you are commenting about a subdivision, please limit your comments to the review criteria.

By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). These criteria include:

- Effect on agriculture and agricultural water user facilities
- Effect on local services
- Effect on the natural environment
- Effect on wildlife and wildlife habitat
- Effect on public health and safety

2. Provide specific information about why you are concerned about the pending application, how the decision will impact the review criteria listed above, and provide suggestions on how to minimize or eliminate the impact.
3. Respect the right of others to participate. Wait until the previous speaker has completed their comments before making your own comments. Do not talk over the person commenting or with other people in attendance.
4. The public hearing is not an opportunity to question or accuse the applicant or their agent. If you have questions of the Board, the applicant or the agent, ask the question directly to the Board during the public hearing portion of the meeting. The Board will respond or request the applicant or agent to respond after the public comment portion of the hearing is closed.
5. After the public comment portion of the hearing is closed, no further comments are allowed unless you are addressed directly by a Board member.
6. You should expect the Board to make a balanced recommendation in accordance with its statutory responsibilities. The Board's ability to make reasonable and thoughtful recommendations is dependent on a fair consideration of everyone's interests.

Thank you for participating.

Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 10/25/2016

Information

Subject

MOTION. MEETING MINUTES: SEPTEMBER 27, 2016. APPROVAL OF THE OCTOBER 12, 2016 MEETING MINUTES IS DELAYED.

Attachments

PlnBMinutes_160927_DRAFT

“Serving Billings, Broadview and Yellowstone County”

BYLAWS, YELLOWSTONE COUNTY BOARD OF PLANNING, (Amended. May 25, 2004)

- A. Each member shall inform the Planning Director at least one day before the meeting of his/her inability to attend a Board or Committee meeting. Such an absence shall be considered an excused absence.
- B. If any Board member accrues three (3) or more consecutive unexcused absences from regular meetings, notice of which has been given at his/her usual place of work or residence, or by announcement at a meeting attended by him/her, the President may call such absences to the attention of the Board which may then recommend to the appointing authority that such member be asked to resign and that another person be appointed to serve out the unexpired term. Schedule: (** denotes a Wednesday meeting)

Page 1 of 7
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Reviewed by Planning Staff

CITY/COUNTY PLANNING BOARD

"Serving Billings, Broadview and Yellowstone County"

September 27, 2016

Draft-To be approved by a motion on October 12, 2016

1. Call the Meeting to Order

President Tunncliff called the meeting to order at 6:00 p.m. on Tuesday, September 27, 2016, in the Miller Building 1st Floor conference room, 2825 3rd Avenue North, Billings, Montana.

****No action by the Board will be taken this evening due to a lack of a quorum of attending members**

Introduction of Planning Board Members and Planning Department Staff

President Tunncliff called for introductions of the members of the Planning Board and staff. Attending Planning staff members were: Wyeth Friday, Interim Director, Planning & Community Services Department

Others in attendance: Mac Fogelsong, Sanderson Stewart; Jolene Rieck, Peaks to Plains Design; Mike Whittaker, Director, PPRL; Mark Jarvis, PPRL, Planner; Mike Svetz, PROS Consulting; Clair Oakley, RiverStone Health; Auzzie Blevins; Bill Cole, Cole Law Firm

2. Approval of the September 27, 2016 Agenda: President Tunncliff called for approval of the agenda. The agenda was approved as submitted.

3. Approval of the July 12, 2016 and August 23, 2016 meeting minutes: The approval of the July 12 2016 and the August 23, 2016 meeting minutes is delayed until the next meeting.

4. Public Comment: President Tunncliff asked if there was anyone wishing to speak during the public comment portion of the meeting. He stated any member of the public may be heard on any subject that is not on the agenda; the Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting agenda for discussion. **There were no public comments.**

5-6. Disclosure of Conflict of Interest – Board members and Planning Staff

Disclosure of Outside (Ex Parte) Communication– Board Members and Planning Staff. The Ex Parte Communication Binder is available at the Sign-In and Agenda station. **There were no Conflicts of Interest and no Ex Parte Communications.**

7. OLD BUSINESS: There is no Old Business.

8. NEW BUSINESS:

8a. Presentation/Discussion. Billings Parks and Recreation Department City-Wide Master Plan. Mike Svetz, PROS Consulting; Mark Jarvis, Park Planner, City of Billings PRPL Department.

INTRODUCTION

Planner Mike Whittaker introduced Mike Svetz ,PROS consulting. Mike Svetz opened this agenda item with a PowerPoint presentation and recognized Board member Saldivar who had requested the Planning Board be a part of the process overview. The team will return in mid-winter with recommendations and late spring or early summer for the final draft plan. Mr. Svetz continued with some background on PROS Consulting, which is a Parks and Recreation focused firm. The goal is to have an implementable plan when the process is completed. The consultant team includes ETC and Peaks to Plains Design as well.

- **The Master Plan has 6 Desired Outcomes:**

Desired Outcomes

- **Engage the community, leadership and stakeholders** through innovative public input
- **Utilize a wide variety of data sources and best practices**, including a statistically-valid survey, **to predict trends and patterns of use and how to address unmet needs in the City of Billings.**
- **Determine unique Level of Service Standards** to develop appropriate actions regarding parks, recreation, facilities, and trails
- **Shape financial and operational preparedness through innovative and "next" practices** to achieve the strategic objectives
- **Develop a dynamic and realistic strategic action plan** that creates a road map to ensure **long-term success and financial sustainability**
- **Align the Master Plan with the City's Growth Policy Update**

- **Community Values Model is applied –**

Community Need, Standards, Levels of Service, Financial, Partnerships, Governance and Organization

- **A statistically valid survey will be completed as part of the process**
- **Focus areas** – Recreation, Parks, Trails, Facilities
- **Assessment and Inventory of all park properties** – It is very important to get an idea of how well the City-Wide Parks Maintenance District is working, and to consider the lifecycles of equipment and infrastructure, now and in 10

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“Serving Billings, Broadview and Yellowstone County”

years. Equity Mapping will be applied to determine service areas and how people are served. Larger dense population means smaller area served by each park.

- **Level of Service Analysis will be conducted** – what City has now, what it needs, and what will be needed in 10-15 years.
- **Priority Investments**
- **Program and Services Assessment** – program analysis and data review. Programs have lifecycles, too. Do space needs match program needs? Priority Investment Ranking will go with programs as well.
- **Cost Benefit Scoring** will be done to place items in the Capital Improvement Plan, Short Term, (1-5 years), and Long Term, (6-10 years). A Three Tiered Plan will be used: Taking care of what exists; Upgrading of what exists; and New Projects including land acquisitions
- **Funding strategies will be developed for each facility**

Funding and Revenue Strategy Options

- Funding strategies will be developed for the facility:
 - Sponsorships
 - Partnerships with public/public partners, public/not-for-profit partners and public/private partnerships
 - Dedicated funding sources to support capital improvements
 - Development agreements
 - Facility leases
 - Grant opportunities and resources



- **Next Steps:**

Next Steps

- Community Input
- Community Survey
- Facility and Park Inventory and Assessment
- Program Assessment
- Initial Strategic Recommendations
- Capital Improvement Plan
- Funding Strategies
- Strategic Action Plan



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Discussion

At 6:28pm, President Tunnickliff called for discussion by the members of the Board.

Q: Board member Goodrich – What kind of examples do you have of City our size that are turning from rural town to actual Urban City?

A: Mike Svetz – They have submitted a draft plan to Great Falls for that community. Smaller communities are less dynamic but have their own issues and components.

Q: President Tunnickliff – First third done in Jan./Feb. When will the plan be entirely done?

A: Mike Svetz: The plan will be entirely done in June/July 2017. They want to take it to the PRPL Board and Planning Board for a recommendation and then to City Council to for adoption.

Q: President Tunnickliff: Does the City Council implement the Plan?

A: Mike Svetz. Yes, PRPL staff, City Administration staff and City Council coordinate together to implement the adopted plan. They will need to consider the limitations of funding sources that will work in Billings. They are making efforts to engage City Council and provide information to understand the process and outcome. City Council must support the plan if it is going to be implemented. PRPL is not a silo and there is competition for funding in the General Fund. Currently, PRPL gets 3% of the General Fund budget. Per best practices, PRPL should be getting 7% to 10% of GF budget as Priorities are the most important focus to implement the Plan.

Q: President Tunnickliff – Based on historical communities similar in size to Billings. what are other funding sources – mil levy versus bonding? What is a typical bond or revenue increase?

A: Mike Svetz – Maybe it’s a GO Bond for a specific project or for land acquisition. The conducted survey will ask not just what Parks needs but what are people willing to pay for.

Q: President Tunnickliff – A GO Bond might build the park and then need sustainable maintenance.

A: Mike Svetz– There is a for understanding of the total cost of ownership understanding and maintenance funding has to be available to handle long term support.

Q: President Tunnickliff – There are challenges in serving neighborhoods versus the entire City. Will this plan look at whether neighborhoods should pay for their parks or the community pay for the park in each neighborhood?

A: Mike Svetz – Equity is needed in park services, along with coordination in park development and improvements. We will work to have a survey that is balanced across the City in all areas and then use demographics to evaluate park needs in the various areas. An aging area may have different needs than an area of the community with young families.

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Q: President Tunnichliff – Is a high level view taken with this plan?

A: Mike Svetz--There are no site-specific master plans or feasibility studies from this Master Plan but some of those should follow this Master Plan.

A: Jolene Rieck, Peaks to Plains Design—The Planning Board might be interested in Policies and Development Design Regulations. They are looking at other communities in Montana and what they are asking new development to do in regard to Parks.

Q: Board member Goodrich – How long is this plan good for?

A: Mike Svetz – I recommend updating the Master Plan every 7-10 years. A lot can change in 10 years and so updates are needed.

Q: Board member Goodrich – How much does County get involved in this if 10 years from now some of County is in City?

A: Mike Svetz– Policy development is key in City/County situations to dictate annexation of parks that come from the County to the City. Policy must inform how the plan works as City grows.

Q: Board member Goodrich – County Parks is not involved in this process?

A: Mike Svetz – No, not at this time.

Q: County Resident Auzzie Blevins – Wouldn’t you take in whole urbanized area outside City as County residents are using City facilities? The County is not contributing to City Parks but use facilities. I think next time this plan should take into account the urban area outside the City as well. Could you provide a more comprehensive plan if you took some of County area into consideration?

A: Mike Svetz –Having an inventory of resources is important and school inventory should be considered as well for resources. Similarly, the County should be looked at for resources to avoid duplication of services and so the County impact on City Parks is known. A discussion like this also brings in consideration of a regional approach. What is the entire service area? We will look a little outside the City for inventory and population demographics.

**This item ended at 6:53 pm.

9. OTHER BUSINESS

Standing Item. Staff update. Long Range Strategic Issues and an overview of future City and County issues and projects.

- a. President Tunnichliff gave brief update on the search to fill the Planning & Community Services Director position.
- b. President Tunnichliff will be absent for the October 25 meeting.
- c. Reminder was given to include the Nominating Committee as a future agenda item.

CITY/COUNTY PLANNING BOARD

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ADJOURNMENT: 7:00 p.m.

FUTURE AGENDA ITEMS: October 12, 2016

- A. Plat Review. Bar 11 Preliminary Major Subdivision. Dave Green, Planner II, presenting.**



YELLOWSTONE COUNTY BOARD OF PLANNING

CITY OF BILLINGS AND YELLOWSTONE COUNTY, MONTANA



Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 10/25/2016

Information

PROBLEM/ISSUE STATEMENT

The Planning Division is presenting to the Planning Board the Billings Community Transportation Safety Plan. The Billings-Yellowstone County Metropolitan Planning Organization (MPO) applied for and received assistance from the Montana Department of Transportation (MDT) to develop a Community Transportation Safety Plan (CTSP) to reduce fatal and serious injury crashes in the Billings area. A CTSP follows the same methodology as Montana's *Comprehensive Highway Safety Plan* (CHSP). Similar to the CHSP, this process uses a data-driven approach to identify safety issues and determine areas in need of increased emphasis and strategies to reduce roadway fatalities and serious injuries.

The Planning Board will receive information regarding this plan at its October 25, 2016 meeting. At the November 9, 2016 meeting, the Planning Board will conduct a public hearing and take action on the plan to forward a recommendation to PCC. The PCC is scheduled to meet on December 20, 2016.

BACKGROUND

The development of this plan was led by a Transportation Safety Advisory Committee (AC) consisting of the Billings MPO, City of Billings, Yellowstone County, local safety partners, and MDT staff members as technical support. This advisory committee elected to adopt *Vision Zero*, Montana's initiative to eliminate fatalities and serious injuries on the state's public roadways. The vision statement for the Billings CTSP was defined as follows.

The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.

The goal for the plan is to reduce fatalities and serious injuries by 20% from 70 in 2014 to 56 by 2020 based on a five-year rolling average calculation.

The group evaluated crash data and considered public survey results and the input of local safety partners to identify the following three emphasis areas with the greatest potential for reducing fatalities and serious injuries: 1) Unrestrained Occupants; 2) Impaired Driving; and 3) Inattentive Driving/Speeding.

After reviewing public comment collected through an online survey tool and conducting a half-day safety summit with community members and safety partners, a set of safety strategies and action steps were developed to assist the Billings MPO in achieving the established goal. Each emphasis area will be championed by a local stakeholder with assistance from local safety partners. The plan vision, goal,

emphasis areas, and strategies are summarized as follows:

Vision Statement	The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.
Goal	Based on a 5-year rolling average, reduce fatalities and serious injuries by 20% from 70 in 2014 to 56 by 2020.
Emphasis Areas and Strategies	Unrestrained Occupants 1. Support and enhance enforcement of seat belt and child safety seat laws. 2. Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor trip. 3. Strengthen and support occupant protection laws to increase compliance.
	Impaired Driving 1. Expand awareness and access to safe ride options to decrease impaired driving. 2. Reduce impaired driving through prevention education and training. 3. Establish communication lines with safety partners to identify opportunities and increase probability of earlier intervention.
	Inattentive Driving/Speeding 1. Increase law enforcement staff to proactively enforce speed limits and current distracted driving laws. 2. Reduce speeding and distractive driving crashes through enhanced education. 3. Encourage the development of a statewide law banning the use of electronic devices while driving.

FINANCIAL IMPACT

There should be no direct financial impact from the adoption of this plan. However, implementation of the strategies associated with the Three Emphasis Areas will assist with reduction of the personal and financial impacts resulting from fatal and serious crashes.

RECOMMENDATION

Staff recommends that the Planning Board review the study, conduct a public hearing on November 9, 2016, and recommend approval of the Billings Community Transportation Safety Plan to the PCC at its meeting on December 20, 2016.

Attachments

Billings Community Transportation Safety Plan



BILLINGS COMMUNITY TRANSPORTATION SAFETY PLAN

DRAFT

October 2016



Billings Community Transportation Safety Plan

Prepared for:

City of Billings/Yellowstone County
Metropolitan Planning Organization

Prepared by:



October 2016 – Draft



DRAFT

Safer Community, Safer Billings
Community Transportation Safety Plan



Contents

Executive Summary	1
1.0 Introduction	3
Connection to Montana’s CHSP	3
Planning Process	4
2.0 Advisory Committee	5
3.0 Crash Data Overview	6
4.0 Public Involvement	9
5.0 Vision Statement, Criteria, and Goal.....	11
6.0 Emphasis Areas	13
Unrestrained Occupants	14
Impaired Driving	21
Inattentive Driving/Speeding	28
Inattentive Driving/Speeding	35
7.0 Current Programs	42
Unrestrained Occupants	42
Impaired Driving	43
Inattentive Driving/Speeding	46
8.0 Proven Countermeasures.....	49
Unrestrained Occupants	49
Impaired Driving	51
Inattentive Driving/Speeding	53
9.0 Safety Summit	55
10.0 Safety Strategies	55
11.0 Implementation Process	67



Figures

Figure 1	Billings MPO Planning Area.....	4
Figure 2	Planning Process	5
Figure 3	Total Fatal and Serious Injuries in Billings MPO by Emphasis Area.....	7
Figure 4	Emphasis Area Overlap	8
Figure 5	Online Survey Vision Statement Responses.....	9
Figure 6	Priority Ranking Survey Results	10
Figure 7	Goal, Strategy, and Criterion	11
Figure 8	Fatal and Serious Injuries Based on Five-year Rolling Average.....	12
Figure 9	Unrestrained Occupant Injuries by Gender , 2005-2014.....	14
Figure 10	Unrestrained Occupant Injuries by Age Group, 2005-2014	15
Figure 11	Unrestrained Occupant Injuries by Person Type, 2005-2014	15
Figure 12	Unrestrained Occupant Injuries by Roadway Type, 2005-2014.....	16
Figure 13	Unrestrained Occupant Injuries by Location, 2005-2014	17
Figure 14	Unrestrained Occupant Injuries by Junction Relation, 2005-2014	17
Figure 15	Unrestrained Occupant Injuries by Time of Day, 2005-2014	18
Figure 16	Unrestrained Occupant Injuries by Day of the Week, 2005-2014.....	19
Figure 17	Unrestrained Occupant Injuries by Month, 2005-2014.....	19
Figure 18	Impaired Driving Injuries by Gender, 2005-2014.....	21
Figure 19	Impaired Driving Injuries by Age Group, 2005-2014	22
Figure 20	Impaired Driving Injuries by Person Type, 2005-2014	22
Figure 21	Impaired Driving Injuries by Roadway Type, 2005-2014.....	23
Figure 22	Impaired Driving Injuries by Junction Relation, 2005-2014.....	23
Figure 23	Impaired Driving Injuries by Location, 2005-2014	24
Figure 24	Impaired Driving Injuries by Time of Day, 2005-2014	25
Figure 25	Impaired Driving Injuries by Day of the Week, 2005-2014.....	26
Figure 26	Impaired Driving Injuries by Month, 2005-2014.....	26
Figure 27	Inattentive Driving Injuries by Gender, 2005-2014	28
Figure 28	Inattentive Driving Injuries by Age Group, 2005-2014.....	29
Figure 29	Inattentive Driving Injuries by Person Type, 2005-2014.....	29
Figure 30	Inattentive Driving Injuries by Roadway Type, 2005-2014.....	30
Figure 31	Inattentive Driving Injuries by Junction Relation, 2005-2014	31
Figure 32	Inattentive Driving Injuries by Location, 2005-2014	31
Figure 33	Inattentive Driving Injuries by Time of Day, 2005-2014.....	32
Figure 34	Inattentive Driving Injuries by Day of the Week, 2005-2014	33
Figure 35	Inattentive Driving Injuries by Month, 2005-2014	33
Figure 36	Speeding Injuries by Gender, 2005-2014.....	35
Figure 37	Speeding Injuries by Age Group, 2005-2014	36
Figure 38	Speeding Injuries by Person Type, 2005-2014	36
Figure 39	Speeding Injuries by Roadway Type, 2005-2014.....	37
Figure 40	Speeding Injuries by Junction Relation, 2005-2014	38
Figure 41	Speeding Injuries by Location, 2005-2014	38
Figure 42	Speeding Injuries by Time of the Day, 2005-2014	39
Figure 43	Speeding Injuries by Day of the Week, 2005-2014	40
Figure 44	Speeding Injuries by Month, 2005-2014.....	40



Tables

Table ES1	Billings CTSP Summary.....	2
Table 1	CTSP Advisory Committee Members.....	5
Table 2	Advisory Committee Meeting Objectives.....	6

Appendices

Appendix A	Glossary
Appendix B	Safety Resources
Appendix C	Letters of Request and Support
Appendix D	Public Survey Summary



Abbreviations and Acronyms

4Es	education, enforcement, emergency medical services, engineering
a.m.	morning
AAA	American Automobile Association
AARP	American Association of Retired Persons
AC	Advisory Committee
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Content
CHSP	Montana's Comprehensive Highway Safety Plan
CIOT	Click It or Ticket
CTSP	Community Transportation Safety Plan
D.R.I.V.E	Driver In-Vehicle Education
DOR	Montana Department of Revenue
DOT	U.S. Department of Transportation
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
e.g.	for example
FHWA	Federal Highway Administration
GDL	Graduated Driver's Licensing
GPS	Global Position System
HAWK	High intensity Activated crossWalk
HVE	High Visibility Enforcement
ICC	Interagency Coordinating Council on Statewide Prevention Programs
MACO	Montana Association of Counties
MCA	Montana Code Annotated
MDT	Montana Department of Transportation
MHA	Master of Health Administration
MHP	Montana Highway Patrol
MIDAC	Mobile Impaired Driver Assessment Center
MLCT	Montana League of Cities and Towns
MLDA	Minimum Legal Drinking Age
MPO	Metropolitan Planning Organization
MSU	Montana State University
MT	Montana
MTUPP	Montana Tobacco Use Prevention Program
NABCA	National Alcohol Beverage Control Association
NHTSA	National Highway Traffic Safety Administration
OPI	Montana Office of Public Instruction
p.m.	evening
PBTs	Preliminary Breath Test Devices
PDA	Personal Digital Assistant
PHD	Doctor of Philosophy
PO	Post Office
POST	Public Safety Officer Standards and Training
PSA	Public Service Announcement
ROR	Run-Off-Road
SAMHSA	Substance Abuse and Mental Health Services Administration
SCMRMHC	South Central Montana Regional Mental Health Center
SETT	Safety Enforcement Traffic Team
SFST	Standard Field Sobriety Testing
STEP	Selective Traffic Enforcement Program
TSRO	Traffic Safety Resource Office
VOIP	Voice Over Internet Protocol



Executive Summary

The Billings-Yellowstone County Metropolitan Planning Organization (MPO) applied for and received assistance from the Montana Department of Transportation (MDT) to develop a Community Transportation Safety Plan (CTSP) to reduce fatal and serious injury crashes in the Billings area. A CTSP follows the same methodology as Montana's *Comprehensive Highway Safety Plan* (CHSP). Similar to the CHSP, this process uses a data-driven approach to identify safety issues and determine areas in need of increased emphasis and strategies to reduce roadway fatalities and serious injuries.

Development of this plan was led by a Transportation Safety Advisory Committee (AC) consisting of the Billings MPO, City of Billings, Yellowstone County, local safety partners, and MDT staff members as technical support. This advisory committee elected to adopt *Vision Zero*, Montana's initiative to eliminate fatalities and serious injuries on the state's public roadways. The vision statement for the Billings CTSP was defined as follows.

The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.

The goal for the plan is to reduce fatalities and serious injuries by 20% from 70 in 2014 to 56 by 2020 based on a five-year rolling average calculation.

The group evaluated crash data and considered public survey results and the input of local safety partners to identify the following three emphasis areas with the greatest potential for reducing fatalities and serious injuries.

1



Unrestrained Occupants

2



Impaired Driving

3



**Inattentive Driving/
Speeding**



After reviewing public comment collected through an online survey tool and conducting a half-day safety summit with community members and safety partners, a set of safety strategies and action steps were developed aimed at assisting the Billings MPO in achieving the established goal. Each emphasis area will be championed by a local stakeholder with assistance from local safety partners. The plan vision, goal, emphasis areas, and strategies are summarized in Table ES1.

Table ES1 Billings CTSP Summary

Vision Statement	The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.
Goal	Based on a 5-year rolling average, reduce fatalities and serious injuries by 20% from 70 in 2014 to 56 by 2020.
Emphasis Areas and Strategies	Unrestrained Occupants 1. Support and enhance enforcement of seat belt and child safety seat laws. 2. Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor trip. 3. Strengthen and support occupant protection laws to increase compliance.
	Impaired Driving 1. Expand awareness and access to safe ride options to decrease impaired driving. 2. Reduce impaired driving through prevention education and training. 3. Establish communication lines with safety partners to identify opportunities and increase probability of earlier intervention.
	Inattentive Driving/Speeding 1. Increase law enforcement staff to proactively enforce speed limits and current distracted driving laws. 2. Reduce speeding and distractive driving crashes through enhanced education. 3. Encourage the development of a statewide law banning the use of electronic devices while driving.



1.0 Introduction

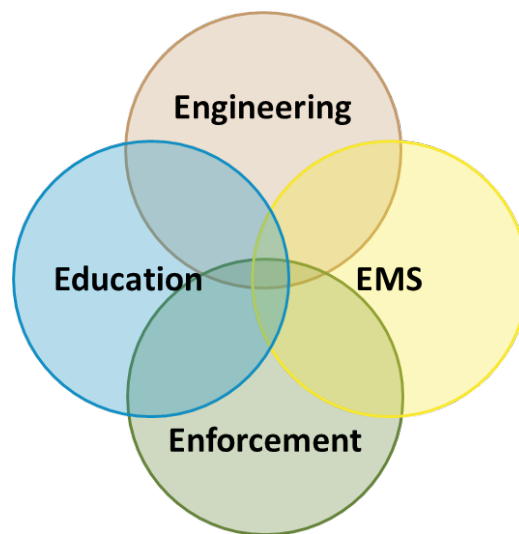
In 2014, the Montana Department of Transportation (MDT) adopted *Vision Zero* with the goal of zero deaths and zero serious injuries on Montana's roadways. As an ongoing effort, MDT's Community Transportation Safety Planning program allows dedicated communities an opportunity to develop and implement community transportation safety plans to reduce fatalities and serious injuries at a local level. To apply for assistance the Billings MPO submitted a written request that included a problem statement, letters of support and commitment from key safety partners and designated a local point of contact to serve as the CTSP program manager responsible for developing, implementing, tracking and reporting progress on implementation of the plan.

Every year, people in Billings are involved in crashes that result in injury and death. These fatal and serious injury crashes result in an economic, physical, and emotional hardship on the Billings community and its residents.

In response, the Billings-Yellowstone County Metropolitan Planning Organization (MPO), the City of Billings, and Yellowstone County applied for and received support to develop the *Safer Community, Safer Billings CTSP* in an effort to address transportation safety concerns within the Billings MPO planning area. MDT and the Billings MPO retained DOWL as a consultant to assist in development of the plan. An advisory committee (AC) was formed comprised of community leaders and safety organizations. This AC oversaw the development of the CTSP including data analysis, emphasis area selection, and strategy and plan development.

Connection to Montana's CHSP

In 2015, MDT updated Montana's *Comprehensive Highway Safety Plan* (CHSP) as required by the 2014 Moving Ahead for Progress in the 21st Century Act (MAP-21) federal legislation. The CHSP was developed through a coordinated, comprehensive, data-driven process with emphasis on collaboration between safety programs and partners representing the 4Es of transportation safety: education, enforcement, emergency medical services, and engineering.



The CHSP outlines performance measures and targets related to fatality and serious injury numbers and rates. The CHSP focused on areas of safety which would have the greatest potential to reduce fatalities and serious injuries. These areas are roadway departure and intersection crashes, impaired driving crashes, and occupant protection. The CHSP maintains an interim goal of cutting fatalities and serious injuries in half in two decades, from 1,705 in 2007 to 852 by 2030. This interim goal provides a way to track and report progress and to meet *Vision Zero* – a vision of zero fatalities and zero serious injuries on Montana's roads.

In support of the CHSP and *Vision Zero*, MDT provides local communities an opportunity to develop safety plans. MDT provides crash data and technical and financial support for the development of community plans. Similar to the CHSP, the development process



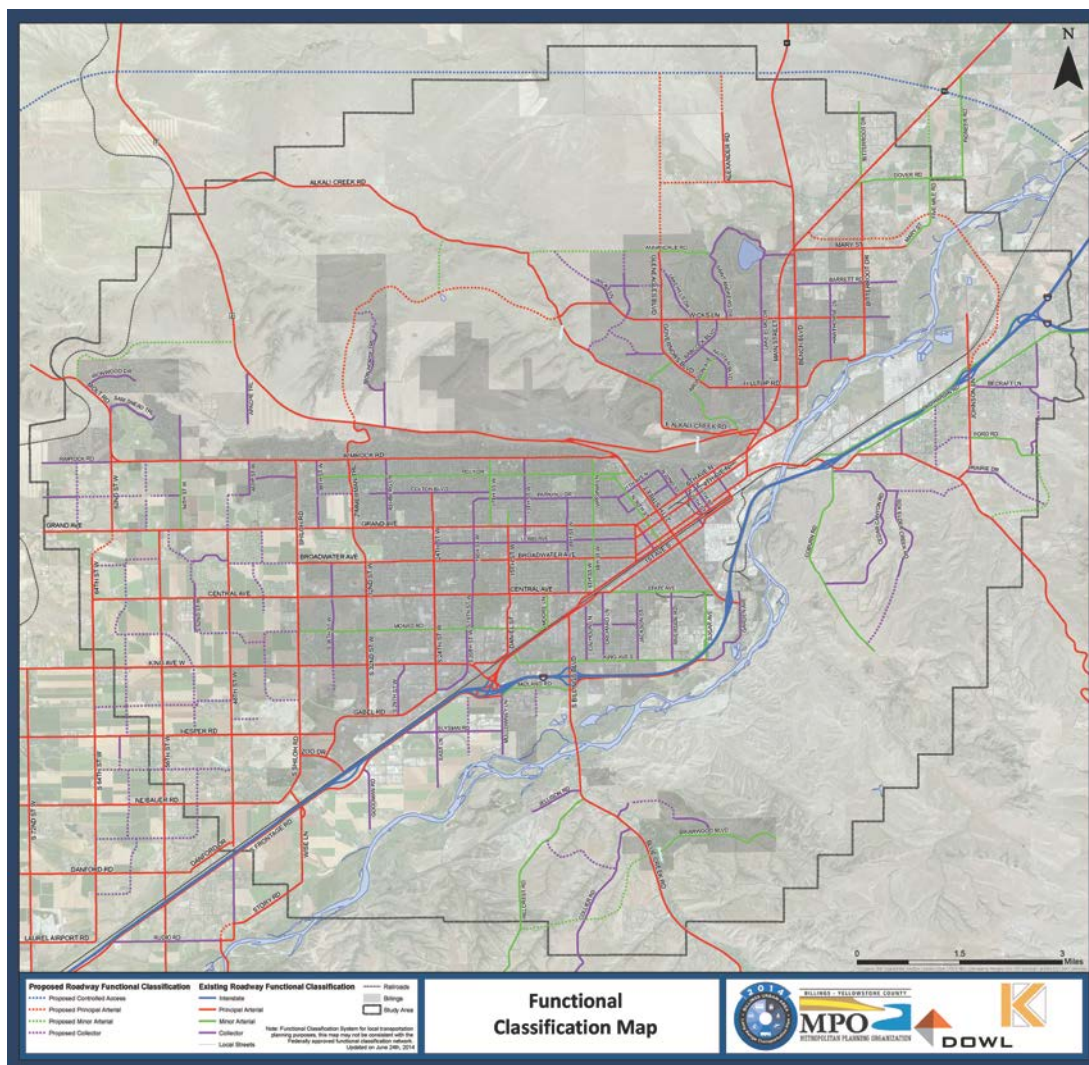
provides an opportunity to analyze crash data, identify emphasis areas, and determine appropriate strategies that can be implemented at a local level. The Billings community plays an important role in addressing transportation safety locally and forming an integral support system for statewide efforts.

Planning Process

The purpose of the CTSP process is to identify transportation safety issues within the Billings MPO planning area using a data-driven approach, work together toward common goals through a collaborative planning effort, and ultimately reduce fatal and serious injuries resulting from motor vehicle crashes. This plan is focused on community-wide issues and strategies to improve safety and does not identify specific roadways locations or projects in the Billings MPO planning area.

The planning area for the CTSP is located within the Billings MPO boundary as defined in the 2014 *Billings Urban Long Range Transportation Plan* and illustrated in Figure 1.

Figure 1 Billings MPO Planning Area

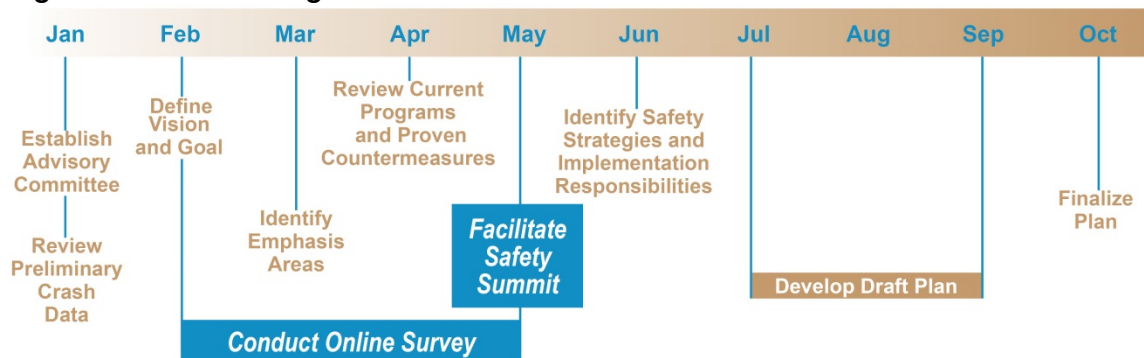


Source: <http://www.ci.billings.mt.us/documentcenter/view/32883>



The Billings CTSP was developed according to the following steps in the planning process. Each step is outlined in Figure 2 and described in more detail in the following chapters.

Figure 2 Planning Process



2.0 Advisory Committee

Local community leaders and safety partners were invited to participate in an advisory committee based on their professional knowledge and interest and in the 4Es of transportation safety (education, enforcement, emergency medical services, and engineering). Advisory committee (AC) members are listed in Table 1.

Table 1 CTSP Advisory Committee Members

Name	Organization
Captain Paul Dextras	Billings Fire Department
Chief Rich St. John	Billings Police Department
Scott Reiter	Billings School District
Richard Clark	City of Billings Council Member
Vern Heisler	City of Billings Public Works Department
Terry Smith	City of Billings Public Works Department
Wyeth Friday	City of Billings/Yellowstone County Planning Division
Lora Mattox	City of Billings/Yellowstone County Planning Division
Stan Jonutis	Montana Department of Transportation – Billings District
Stefan Streeter	Montana Department of Transportation – Billings District
Captain Keith Edgell	Montana Highway Patrol
Melissa Henderson	RiverStone Health
Eric Fischer	St. Vincent Healthcare
Dr. Barry McKenzie	St. Vincent Healthcare
Darrell Tunncliff	Yellowstone County Planning Board

The role of the AC is to guide the development of the safety plan and support implementation of the plan strategies. During the planning process, responsibilities included participating in advisory committee meetings, reviewing crash data, defining a



vision and goal for the CTSP effort, identifying priority emphasis areas, providing feedback on safety strategies, and confirming commitments for implementation of the safety plan.

The AC met on five occasions during the planning process. Table 2 lists meeting dates and key objectives.

Table 2 Advisory Committee Meeting Objectives

AC Meeting		Key Objectives
1	January 21, 2016	• Overview of CTSP Planning Process • Summary of AC Membership and Role • Preliminary Review of Crash Data
2	February 18, 2016	• Review of Crash Data • Emphasis Area Voting Exercise and Discussion
3	March 17, 2016	• Vision Statement Exercise • Identification of Criteria and Goal • Emphasis Area Confirmation
4	April 21, 2016	• Safety Summit Planning • Review of Current Programs
5	July 21, 2016	• Discussion of Safety Strategies, Stakeholders/Partners, Resources/Funding Needs, and Action Steps

3.0 Crash Data Overview

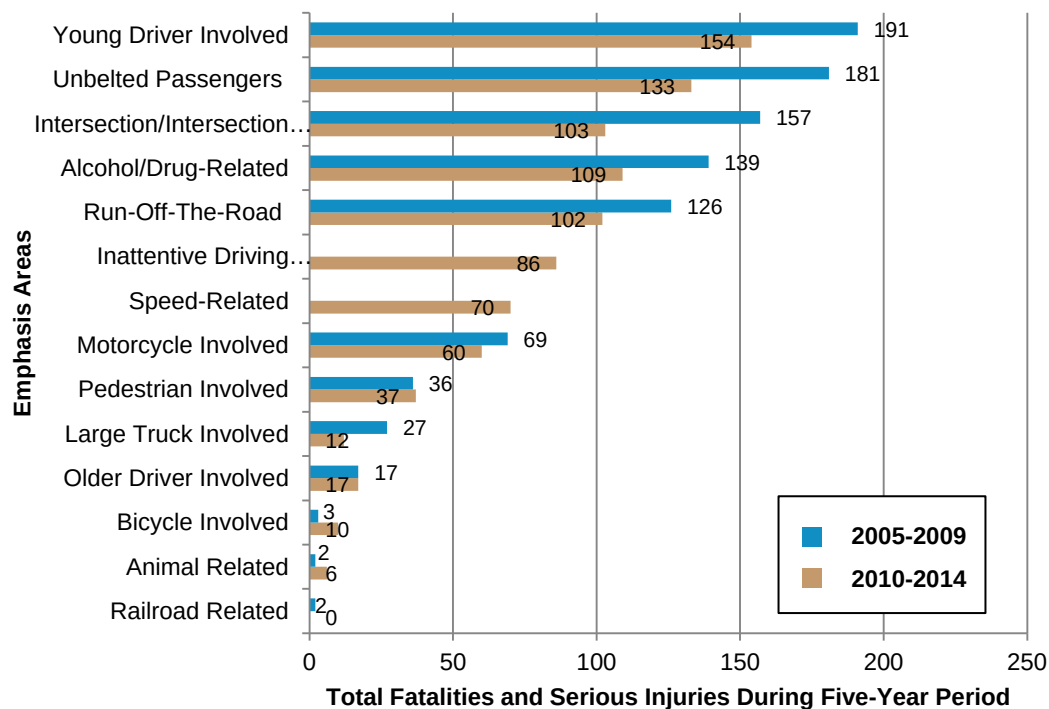
In an effort to reduce roadway fatalities and serious injuries within the Billings MPO planning area, MDT provided crash data for the ten-year analysis period from 2005 through 2014. Based on analysis of available data, approximately 3,000 crashes occur each year within the Billings MPO planning area. Often more than one person is involved in each crash. The number of people involved in crashes within the Billings MPO ranges from 7,000 to 8,000 per year. Of these, approximately 75 people are fatally or seriously injured each year.

- ▶ A **fatality** involves the death of a driver, passenger, or other person involved in a crash.
- ▶ A **serious injury** involves life-threatening or life-altering injury to a person involved in a crash.

The Billings MPO is committed to reducing fatalities and serious injuries. To determine the magnitude of correlating factors, the AC evaluated the number of fatalities and serious injuries associated with individual crash types, or emphasis areas. Figure 3 illustrates fatalities and serious injuries for each factor occurring within the Billings MPO planning area during consecutive five-year analysis periods.



Figure 3 Total Fatal and Serious Injuries in Billings MPO by Emphasis Area



Source: MDT 2015. Inattentive Driving Related and Speed-Related Crashes were not tracked prior to 2008.



The AC also considered the interrelation of emphasis areas, recognizing most fatalities and serious injuries involve more than one correlating factor. Figure 4 presents the percentage of fatalities and serious injuries associated with each emphasis area and correlating factor, with red cells indicating higher correlation and green cells indicating lower correlation.

Figure 4 Emphasis Area Overlap

Emphasis Areas	Correlating Factors													
	Young Driver Involved	Unbelted Passengers	Intersection-Related	Alcohol/Drug-Related	Run-Off-The-Road	Inattentive Driving Related	Speed-Related	Motorcycle Involved	Pedestrian Involved	Large Truck Involved	Older Driver Involved	Bicycle Involved	Animal Related	Railroad Related
Young Driver Involved	X	40.9%	53.9%	35.1%	26.7%	25.6%	27.2%	10.7%	3.2%	2.0%	0.9%	1.2%	0.9%	0.0%
Unbelted Passengers	44.9%	X	45.9%	48.1%	38.9%	19.8%	27.3%	24.2%	0.0%	3.2%	2.2%	1.0%	0.6%	0.0%
Intersection Related	53.6%	41.5%	X	27.1%	0.0%	24.6%	16.4%	20.2%	9.2%	3.5%	6.3%	1.7%	0.3%	0.0%
Alcohol/Drug Related	48.8%	60.9%	37.9%	X	44.8%	16.7%	29.0%	14.1%	5.6%	2.0%	0.4%	0.4%	0.8%	0.0%
Run-Off-The-Road	40.4%	53.5%	0.0%	48.7%	X	21.7%	34.9%	14.0%	0.0%	3.9%	1.3%	0.0%	0.0%	0.4%
Inattentive Driving Related	53.8%	36.6%	48.4%	24.7%	30.1%	X	28.0%	19.4%	8.6%	2.2%	2.2%	3.2%	0.0%	0.0%
Speed Related	61.6%	54.7%	34.9%	46.5%	52.3%	30.2%	X	16.3%	1.2%	4.7%	3.5%	0.0%	0.0%	0.0%
Motorcycle Involved	28.7%	58.9%	54.3%	27.1%	24.8%	23.1%	17.9%	X	0.0%	1.6%	3.9%	0.0%	3.9%	0.0%
Pedestrian Involved	38.4%	0.0%	43.8%	19.2%	0.0%	18.6%	2.3%	0.0%	X	1.4%	2.7%	0.0%	0.0%	0.0%
Large Truck Involved	22.6%	32.3%	38.7%	16.1%	29.0%	10.5%	21.1%	6.5%	3.2%	X	12.9%	0.0%	0.0%	3.2%
Older Driver Involved	8.8%	20.6%	64.7%	2.9%	8.8%	10.0%	15.0%	14.7%	5.9%	11.8%	X	0.0%	0.0%	0.0%
Bicycle Involved	30.8%	23.1%	46.2%	7.7%	0.0%	27.3%	0.0%	0.0%	0.0%	0.0%	0.0%	X	0.0%	0.0%
Animal Related	37.5%	25.0%	12.5%	25.0%	0.0%	0.0%	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	X	0.0%
Railroad Related	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	X

Source: MDT 2015. All percentages reflect fatalities and serious injuries only, and are based on data gathered from 2005-2014 except for those associated with speed and inattentive driving which are based on data gathered from 2009-2014.



The public involvement process used to gauge local residents' perspective on transportation safety issues involved an interactive survey tool. The survey provided an opportunity for community members to offer their opinion on safety priorities, strategies, and vision statements for the plan. The survey was available online for three months from February - May 2016. The AC focused on community partnerships and stakeholder relationships to encourage survey participation, and included a link to the project website. In addition, the survey link was included in four published articles referencing the planning effort. Social media promotion was also conducted through the Billings MPO and MDT social media channels. More than 660 people interacted with the survey and 330 completed it during the three-month survey period.

Vision Statement

The vision statement portion of the online survey asked respondents to finish the sentence, “My vision for zero fatalities and serious injuries is…” with language reflecting their desired outcome for the plan. More than 200 respondents completed the activity suggesting items such as increased enforcement of existing traffic laws and ordinances, improved bicycle and pedestrian facilities, roadway engineering concerns (e.g., striping, traffic lights, flow issues, and signage), and campaigns targeting distracted and impaired driving. Figure 5 presents a word cloud reflecting language used by respondents (with larger words indicating a higher number of word occurrences).

Figure 5 Online Survey Vision Statement Responses



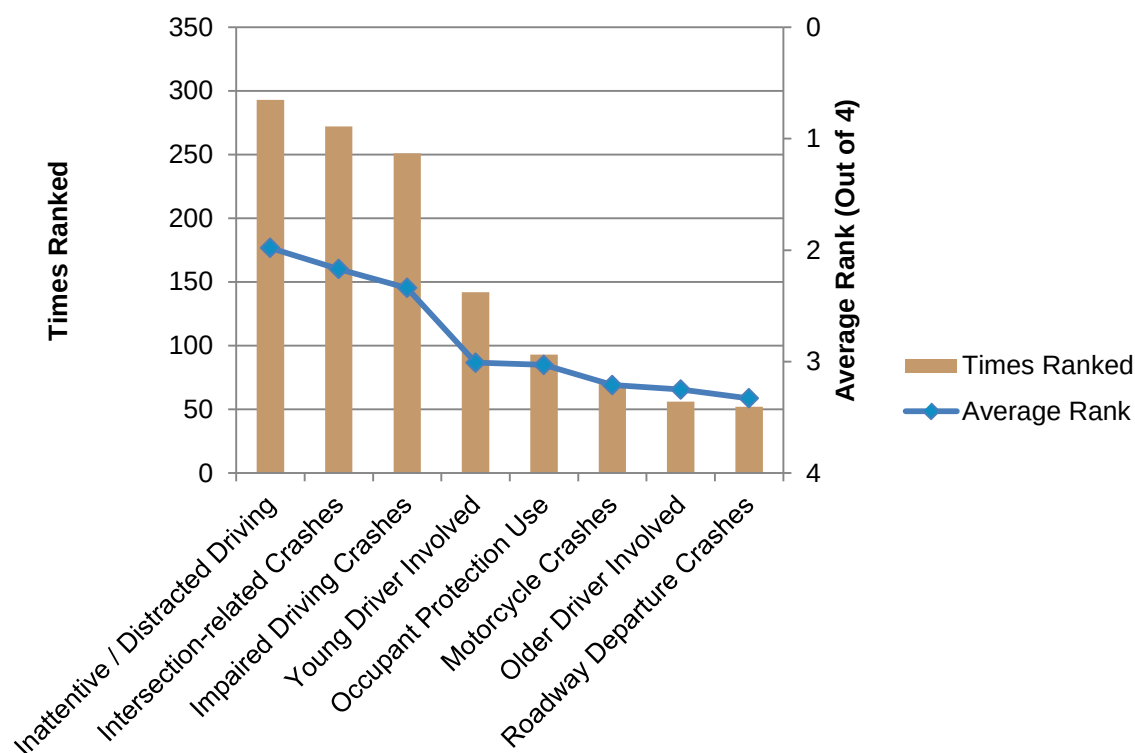


Priority Ranking

On the priority ranking screen, respondents were asked to select four of eight transportation safety areas they believed would “have the greatest potential to reduce fatal and serious injury crashes in the Billings area.” Priority areas listed in the survey were identified through AC review of crash data.

Figure 6 illustrates final survey results for the ranking exercise. The eight priority areas were ranked a total of 1,229 times by respondents with Inattentive/Distracted Driving, Intersection-related Crashes, and Impaired Driving Crashes topping the list.

Figure 6 Priority Ranking Survey Results



Source: DOWL 2015.

Strategy Ranking

Respondents were presented with a series of strategies for each selected priority containing a strategy title, brief description, and the option to rate the strategy from one to five stars indicating the respondents’ assessment of the strategy’s effectiveness at reducing fatalities and serious injuries. A complete summary of strategy ratings is provided in Appendix D.

Demographic Data

In the final screen of the online survey tool, respondents were asked demographic questions to inform the AC and the Billings MPO the representation of the survey population. Questions addressed age, ethnicity, and neighborhood of residence. A complete summary of demographic data is provided in Appendix D.



5.0 Vision Statement, Criteria, and Goal

The AC conducted an exercise to define the vision statement for the CTSP.

- ▶ A **vision statement** expresses a desired future outcome.



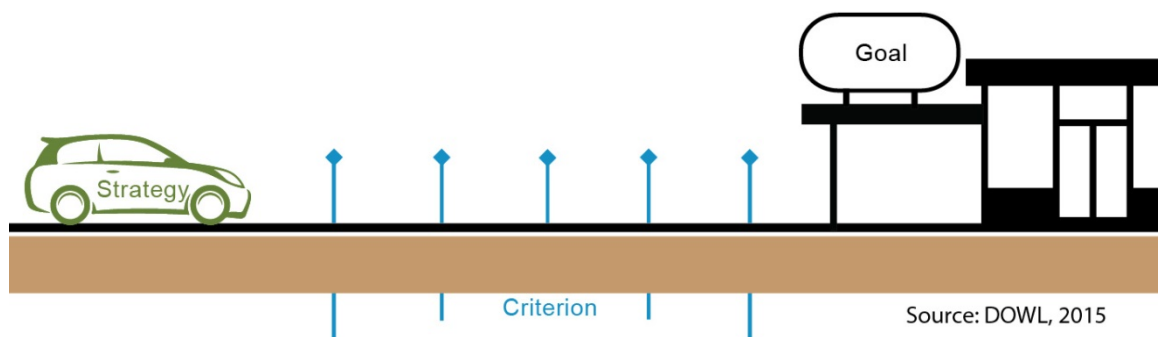
To arrive at a unique vision statement for the Billings CTSP, the AC considered input from the online public survey as well as example statements from other community transportation safety plans and the CHSP. The AC agreed to adopt MDT's *Vision Zero*, while tailoring the statement to reflect Billings' focus on safety culture for all modes.

“The Billings community will achieve zero fatalities and serious injuries through a culture of safety for all travelers.”

The AC also developed criteria and a short-term goal for the CTSP.

- ▶ A **criterion** is a quantifiable indicator used to assess how well the Billings MPO achieves its desired goals.
- ▶ A **goal** describes the Billings MPO's desired progress for improved safety in the community toward achieving its vision.

Figure 7 Goal, Strategy, and Criterion



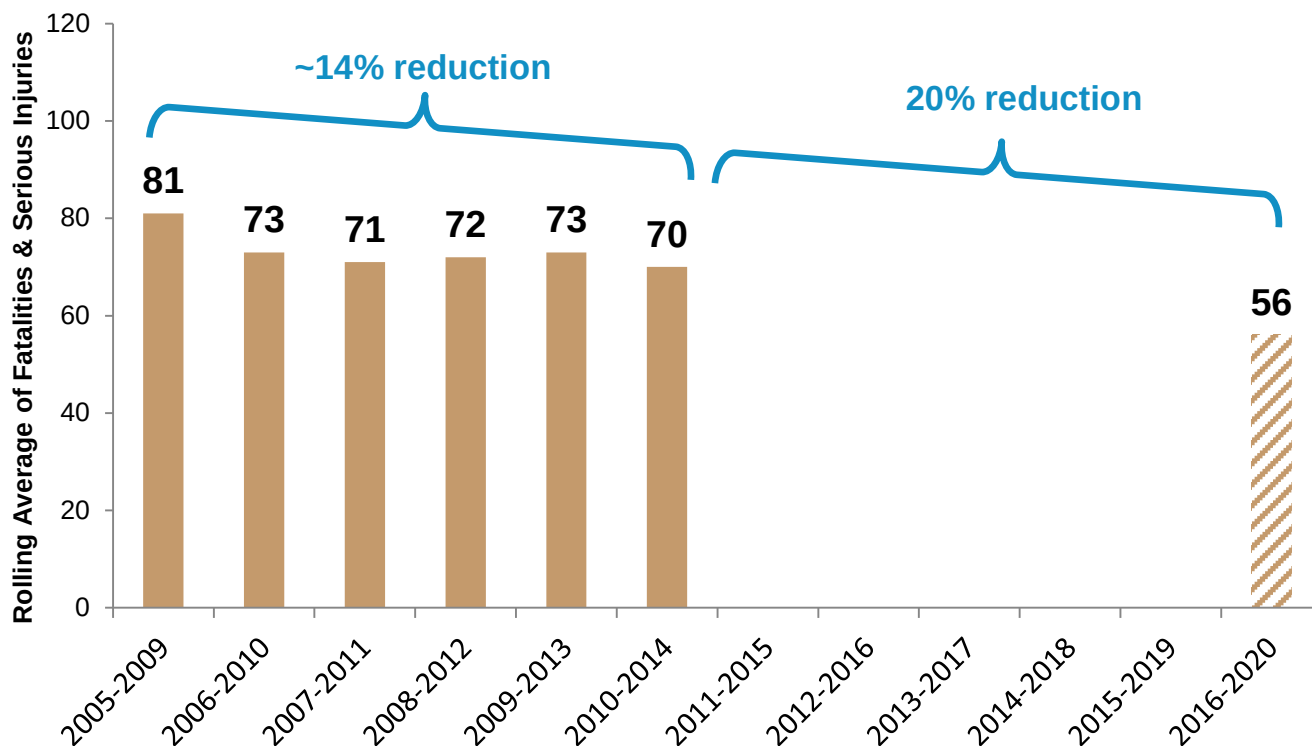
The AC defined fatalities and serious injuries as criteria for the plan, and set a goal of reducing fatalities and serious injuries by 20% from 70 in 2014 to 56 in 2020 using a five-year rolling average calculation.

“Based on a 5-year rolling average, reduce fatalities and serious injuries by 20% from 70 in 2014 to 56 by 2020.”



Figure 8 illustrates the historic and predicted future five-year rolling average number of fatalities and serious injuries in the Billings MPO.

Figure 8 Fatal and Serious Injuries Based on Five-year Rolling Average



Source: MDT and DOWL 2015.

The Fixing America's Surface Transportation Act (FAST Act) of 2015 requires metropolitan planning organizations (MPOs) to establish targets for all public roads in the MPO planning area. The MPO can choose between supporting the state target and establishing a specific numeric target. The AC in coordination with the Billings MPO has chosen to support the state targets which requires no additional FHWA reporting as would be necessitated by targets specific to the Billings MPO.

The State of Montana's safety targets are as follows.

- ▶ No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7 percent (5 fewer fatalities per year).
- ▶ Fatality rate of no more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3 percent per year.
- ▶ No more than 796 serious injuries by 2020, a 3.6 percent annual reduction.
- ▶ Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1 percent per year.



6.0 Emphasis Areas

During the second CTSP meeting, the AC evaluated crash data, discussed public survey feedback, and conducted a voting exercise to identify potential emphasis areas for the plan.

- An **emphasis area** is a priority safety issue for the Billings MPO area. It is identified based on data. Emphasis areas may change over time due to changes in crash data and guidance from the AC.

AC members were asked to identify their top four emphasis areas based on 1) data availability and reliability, 2) relative impact and potential to reduce fatalities and serious injuries, and 3) commitment of local expertise, interest, and resources. The AC continued to discuss potential emphasis areas during the third AC meeting and narrowed their selection to Unrestrained Occupants, Impaired Driving, and Inattentive Driving/Speeding. Crash data for the selected emphasis areas is presented in the following sections.



Unrestrained Occupants

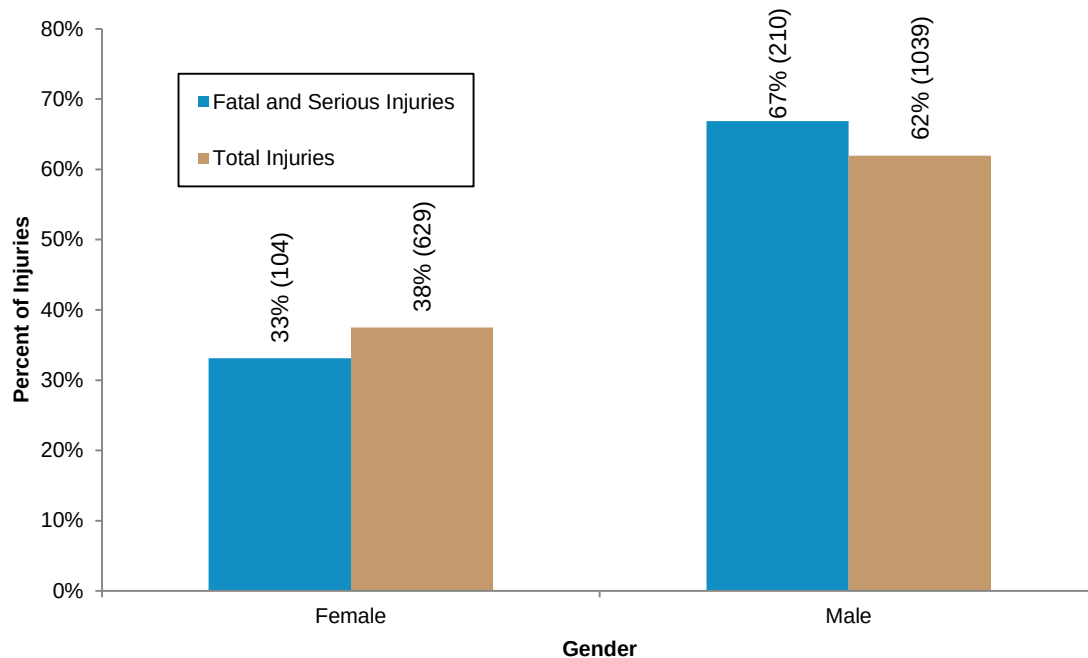
From 2005 - 2014, 1,677 total injuries resulted from unrestrained occupant crashes within the Billings area. Of these injuries, 314 were fatal or serious.

Who

Fatal and serious injuries resulting from unrestrained occupant crashes were mostly sustained by:

- males (67%) (Figure 9),
- young people aged 14-25 years (38%) (Figure 10), and
- drivers (67%) (Figure 11).

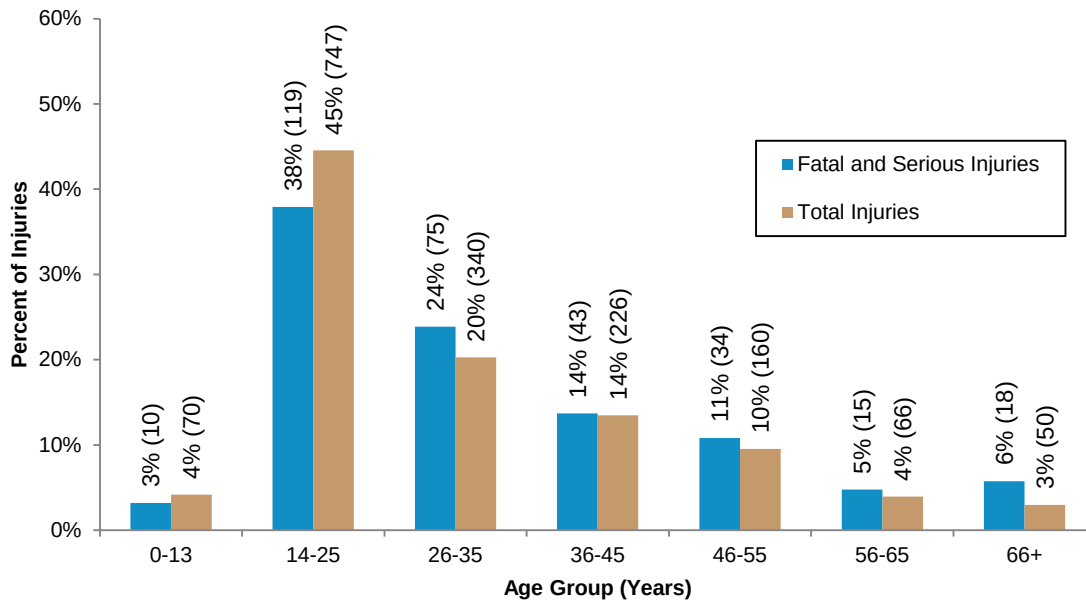
Figure 9 Unrestrained Occupant Injuries by Gender, 2005-2014



Source: 2015 SMS Data, MDT.

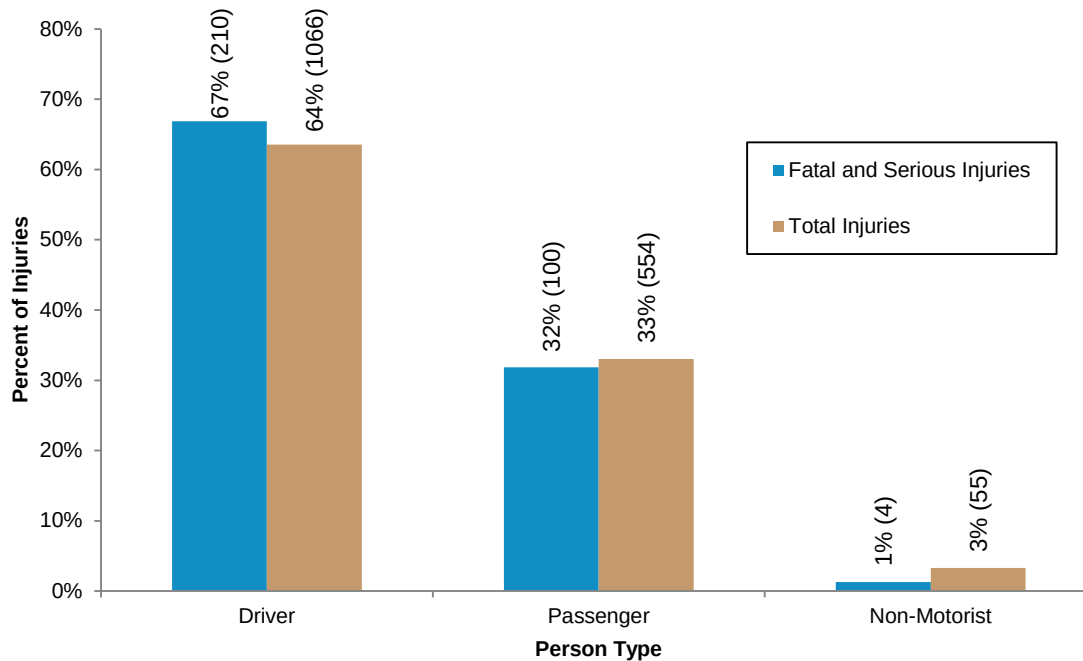


Figure 10 Unrestrained Occupant Injuries by Age Group, 2005-2014



Source: 2015 SMS Data, MDT.

Figure 11 Unrestrained Occupant Injuries by Person Type, 2005-2014



Source: 2015 SMS Data, MDT.

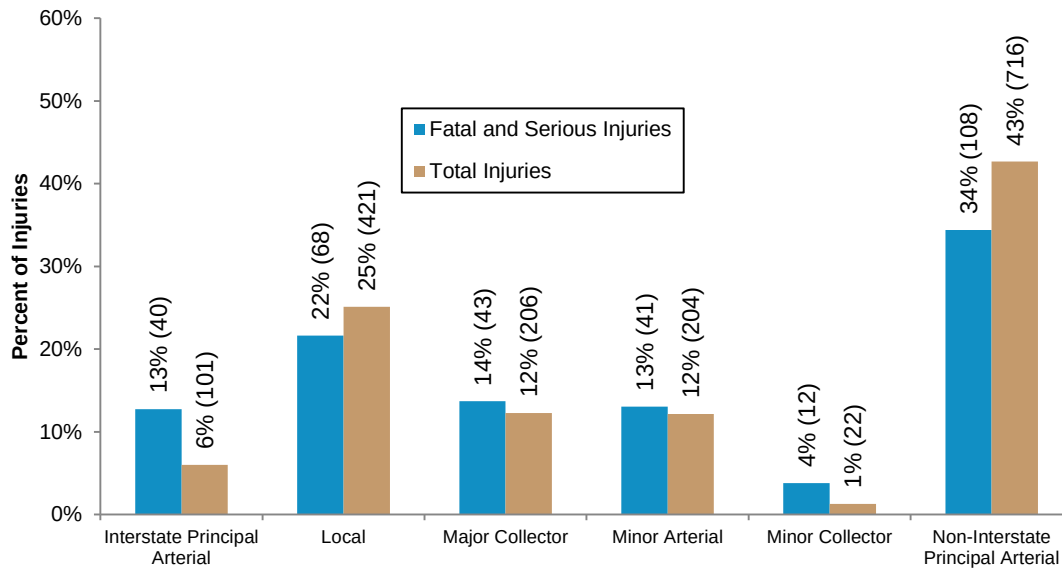


Where

Fatal and serious injuries resulting from unrestrained occupant crashes were mostly sustained:

- on non-interstate principal arterial roadways (34%) and local roads (22%) (Figure 12),
- on non-junction-related roadway segments (48%) (Figure 13), and
- within the Billings city limits (64%) (Figure 14).

Figure 12 Unrestrained Occupant Injuries by Roadway Type, 2005-2014



Source: 2015 SMS Data, MDT.

Roadway Type



Figure 13 Unrestrained Occupant Injuries by Location, 2005-2014

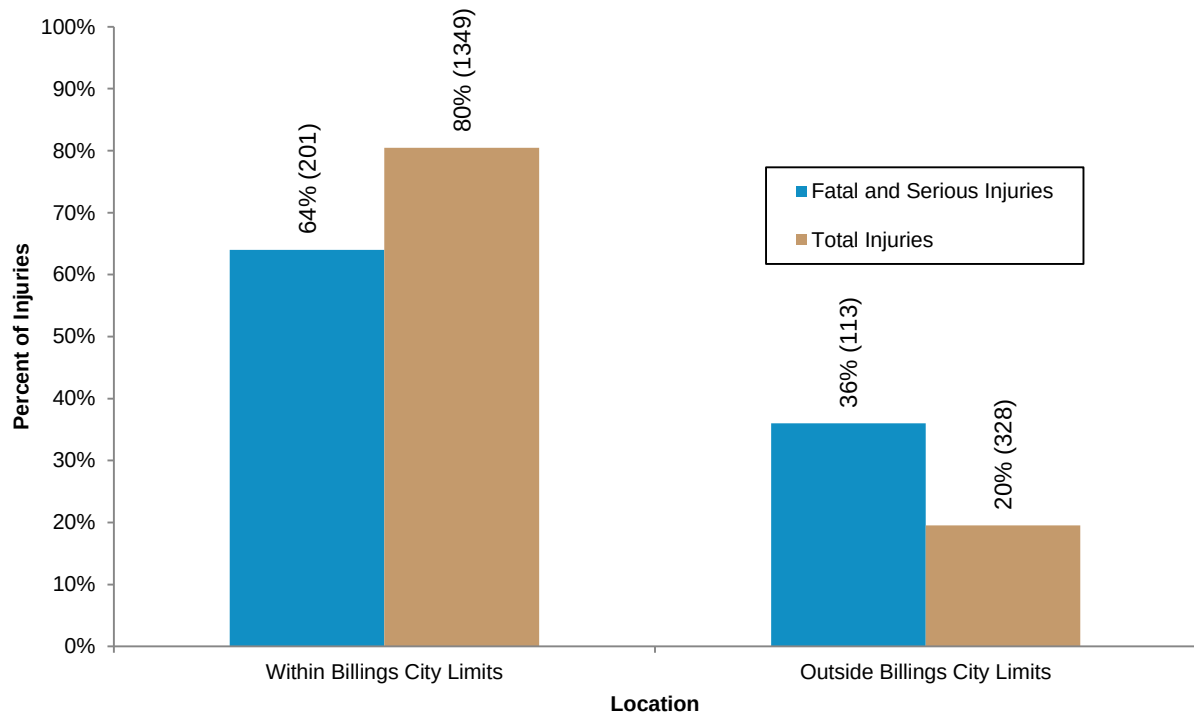
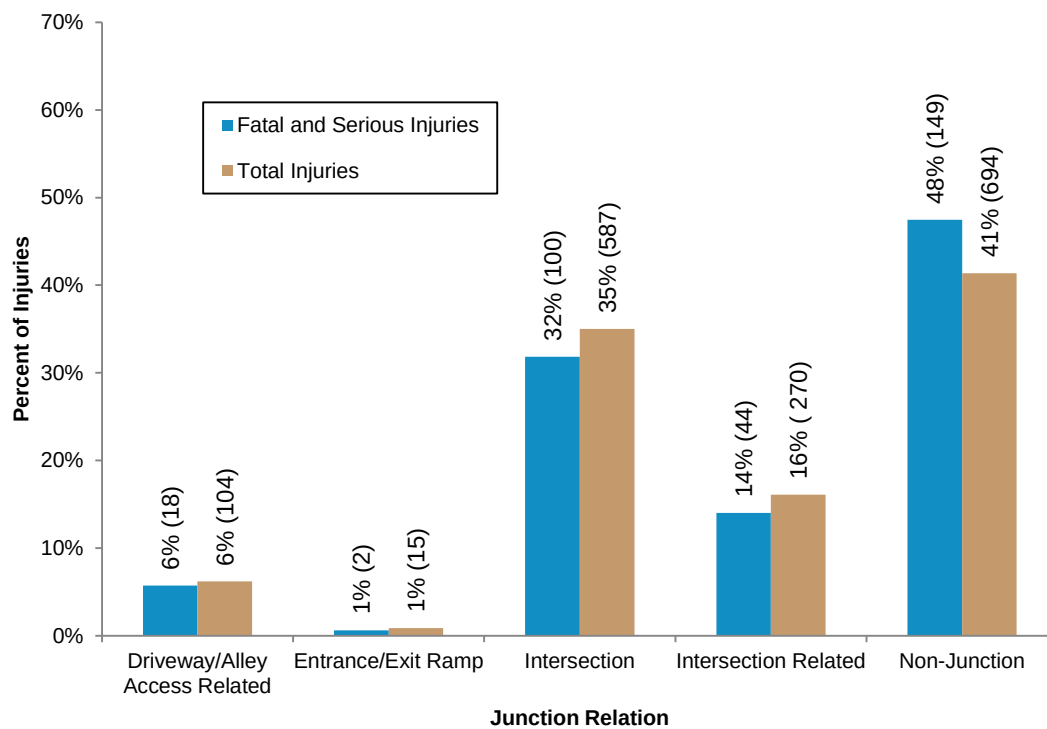


Figure 14 Unrestrained Occupant Injuries by Junction Relation, 2005-2014



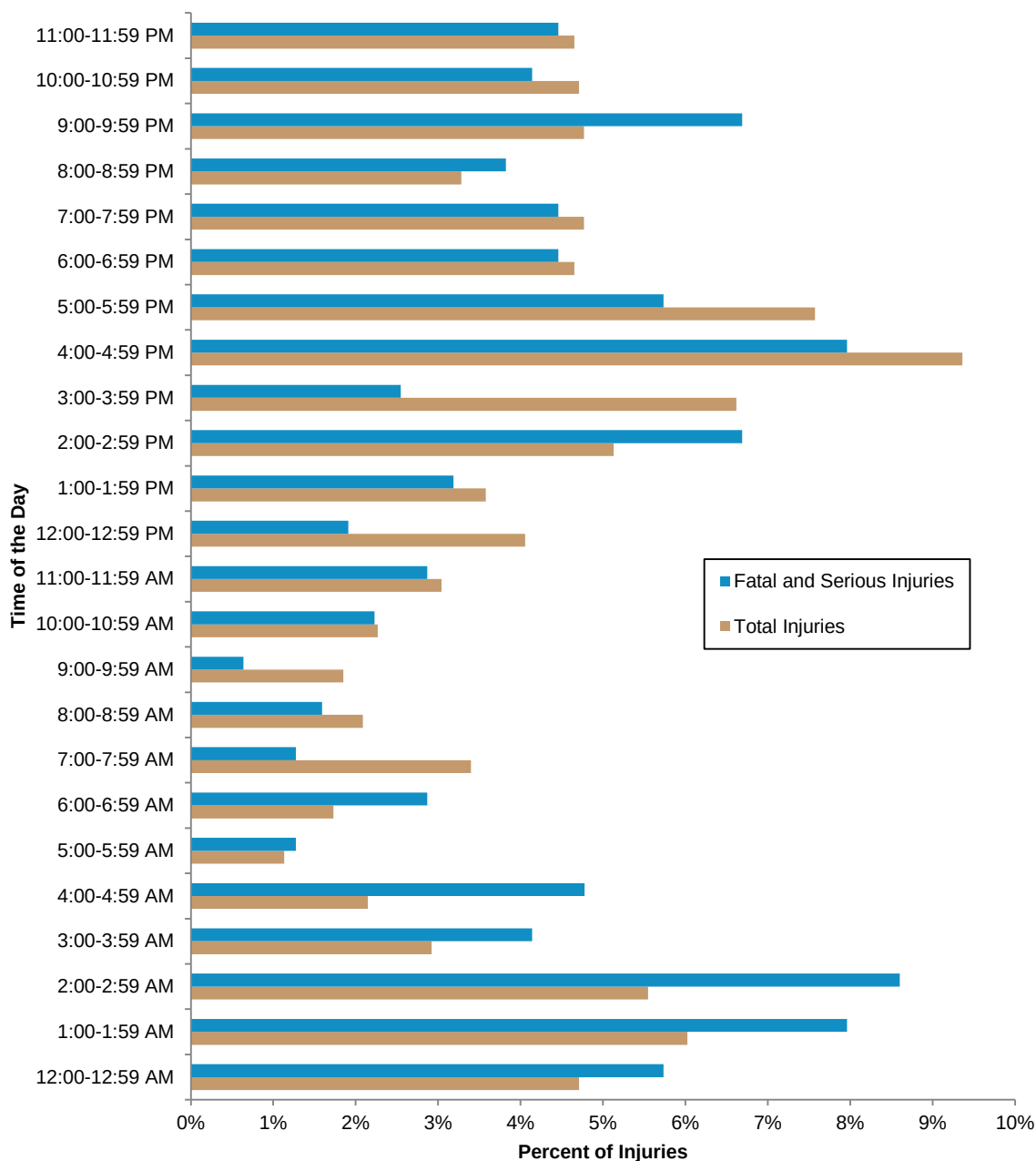


When

Fatal and serious injuries resulting from unrestrained occupant crashes were mostly sustained:

- in afternoon, evening, and early morning hours from 2:00 p.m. to 2:59 a.m. (73%) (Figure 15);
- on weekends (40% on Saturdays and Sundays) (Figure 16); and
- in spring and summer months (56% from April to August) (Figure 17).

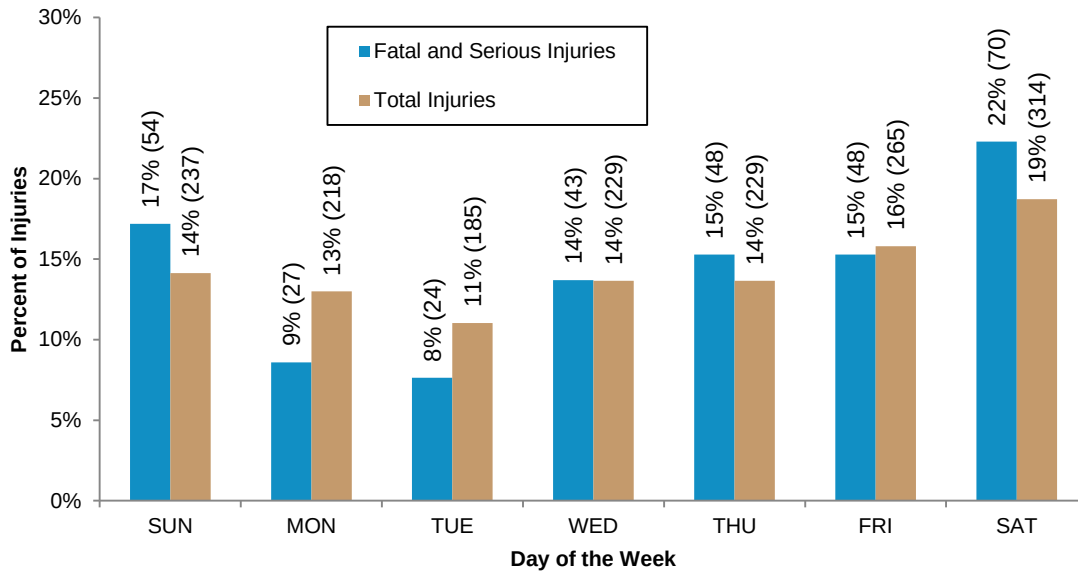
Figure 15 Unrestrained Occupant Injuries by Time of Day, 2005-2014



Source: 2015 SMS Data, MDT.

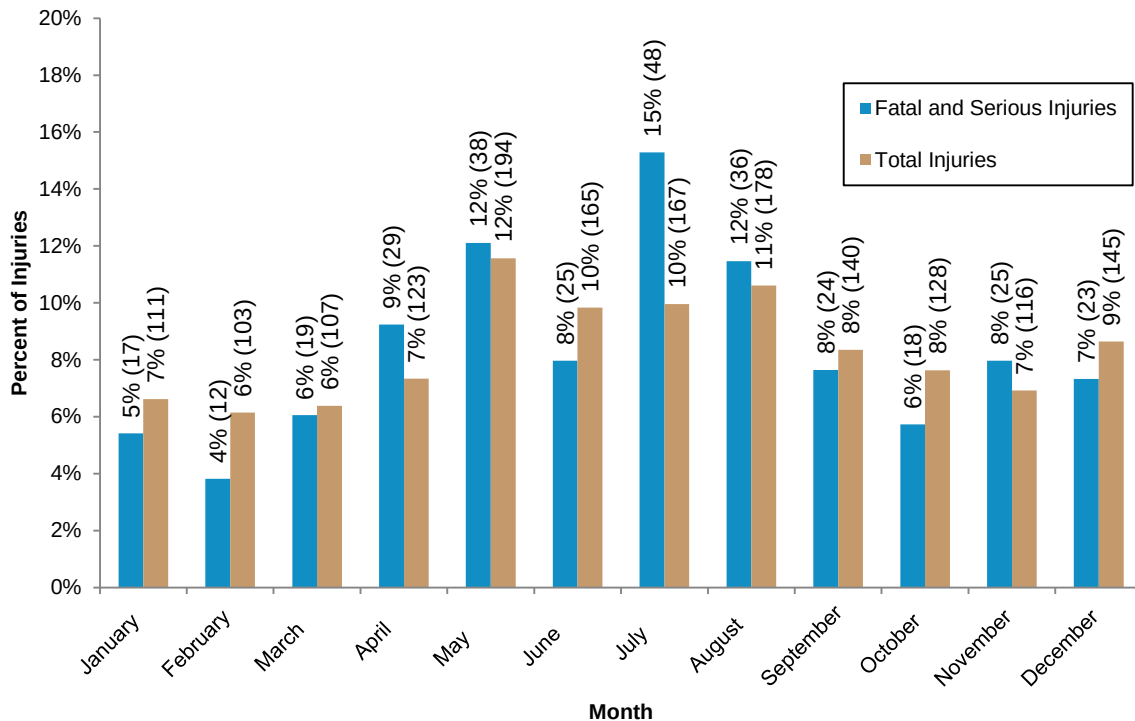


Figure 16 Unrestrained Occupant Injuries by Day of the Week, 2005-2014



Source: 2015 SMS Data, MDT.

Figure 17 Unrestrained Occupant Injuries by Month, 2005-2014



Source: 2015 SMS Data, MDT.



How

- More than half (57%) of total unrestrained occupant injuries resulted from multiple-vehicle collisions.
- Approximately one-third (33%) of total unrestrained occupant injuries involving an impaired driver.
- Speed was a factor in 13% of total unrestrained occupant injuries.
- Nearly three-quarters (71%) of total unrestrained occupant injuries resulted from crashes during clear weather conditions.
- The majority of total unrestrained occupant injuries occurred in areas with a posted speed limit of 25 mph (28%) and 35 mph (44%).



Impaired Driving

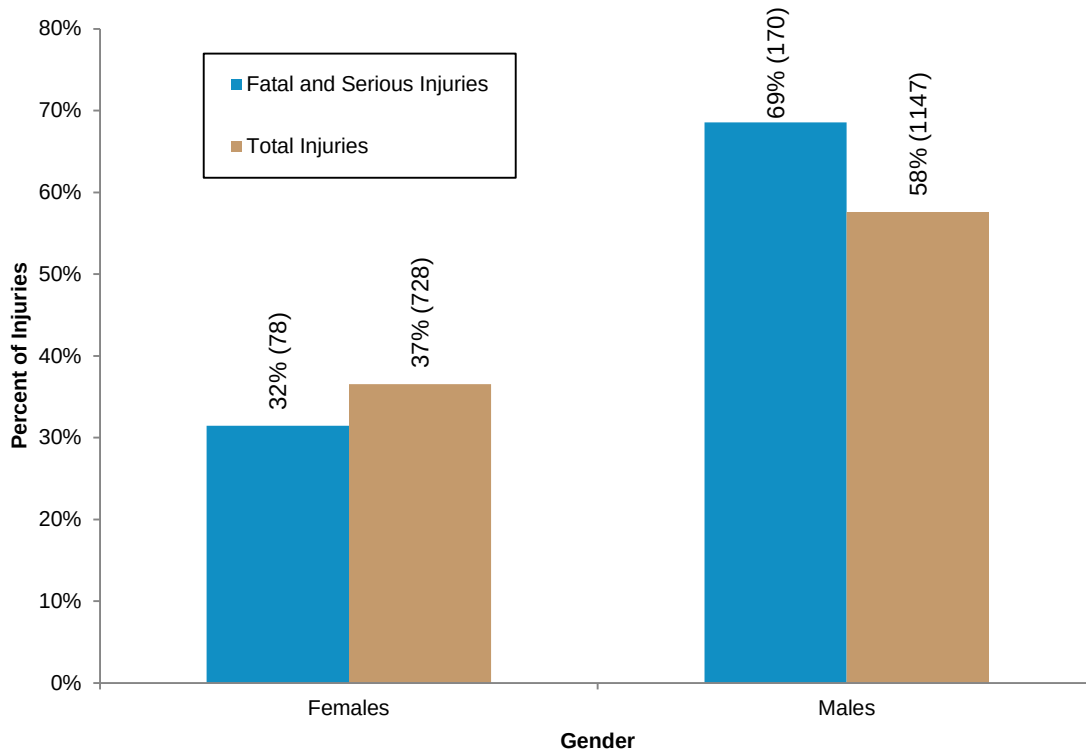
From 2005 - 2014, 1,991 total injuries resulted from impaired driving crashes within the Billings area. Of these, 248 were fatal or serious injuries.

Who

Fatal and serious injuries resulting from impaired driving crashes were mostly sustained by:

- males (69%) (Figure 18),
- young people aged 14-25 years (42%) (Figure 19), and
- drivers (63%) (Figure 20).

Figure 18 Impaired Driving Injuries by Gender, 2005-2014



Source: 2015 SMS Data, MDT.



Figure 19 Impaired Driving Injuries by Age Group, 2005-2014

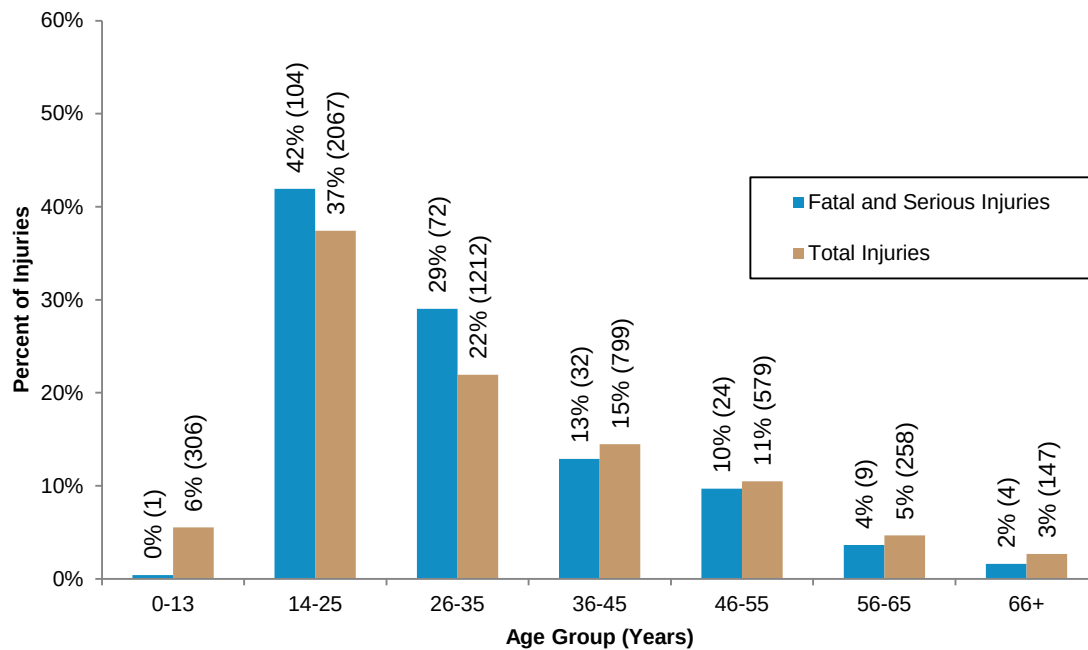
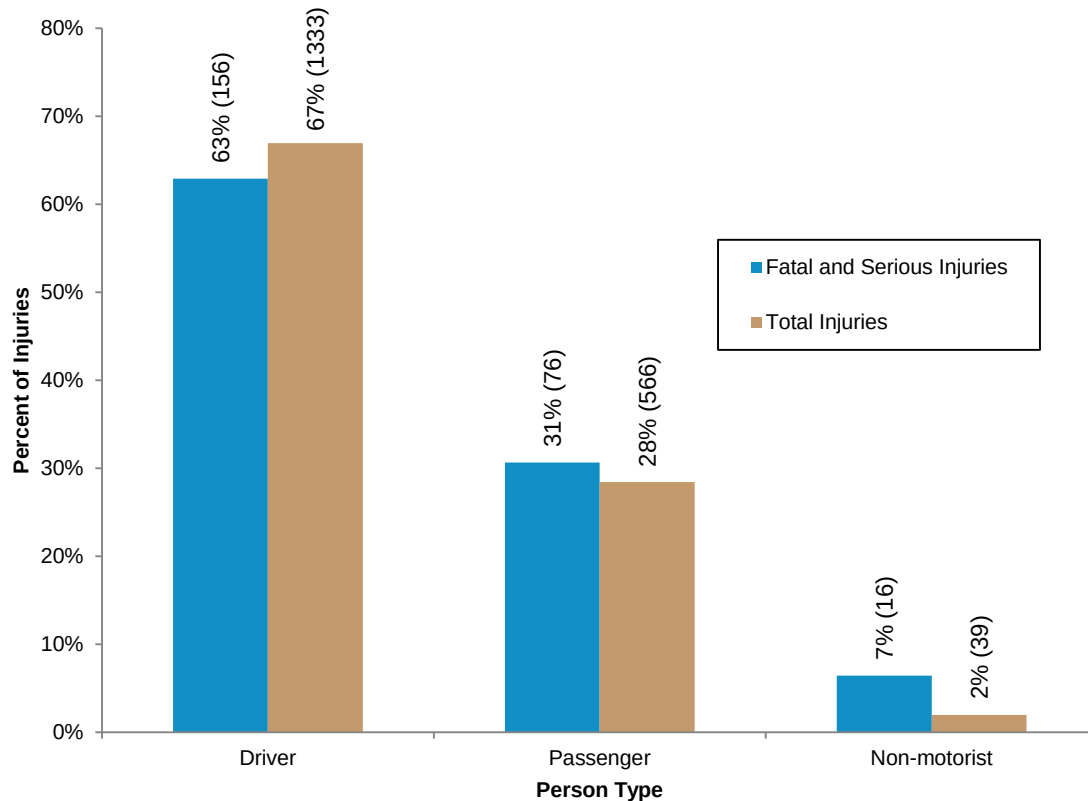


Figure 20 Impaired Driving Injuries by Person Type, 2005-2014



Source: 2015 SMS Data, MDT.

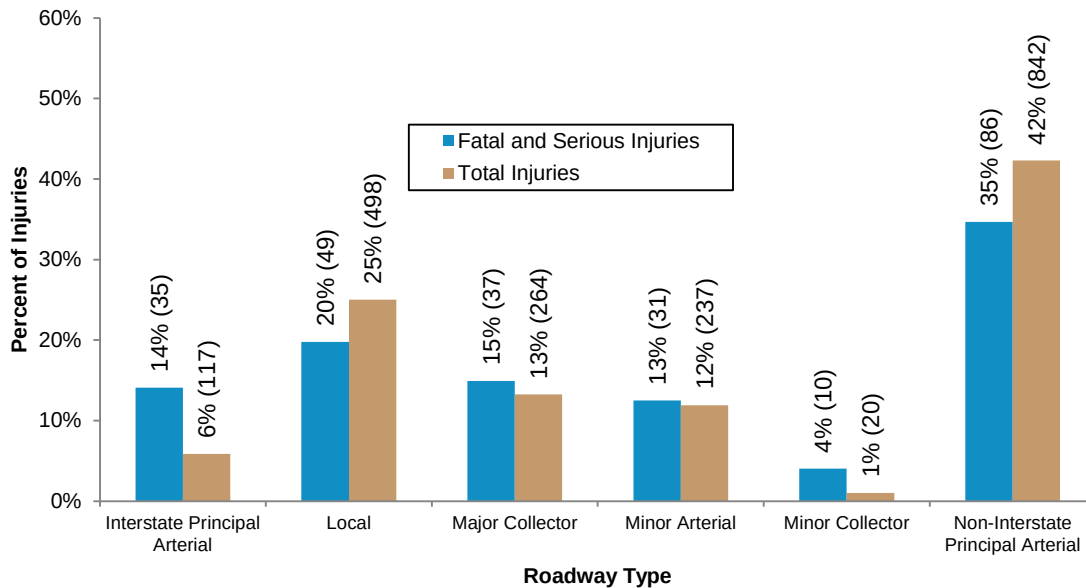


Where

Fatal and serious injuries resulting from impaired driving crashes were mostly sustained:

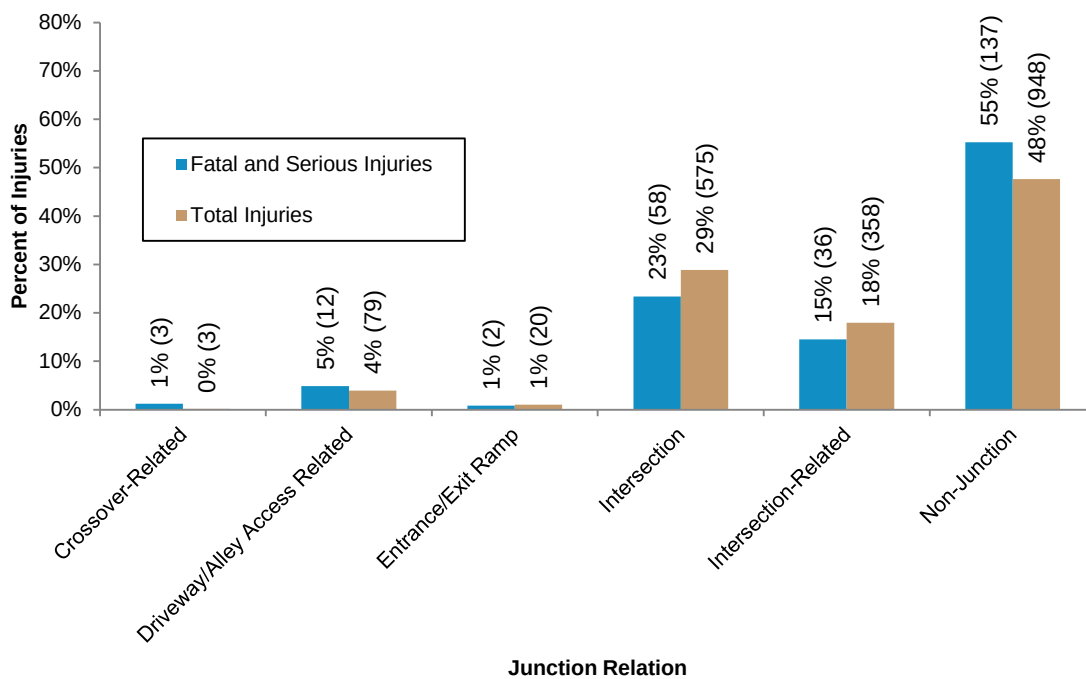
- on non-interstate principal arterial roadways (35%) and local roads (20%) (Figure 21),
- on non-junction-related roadway segments (55.2%) (Figure 22), and
- within the Billings city limits (63%) (Figure 23).

Figure 21 Impaired Driving Injuries by Roadway Type, 2005-2014



Source: 2015 SMS Data, MDT.

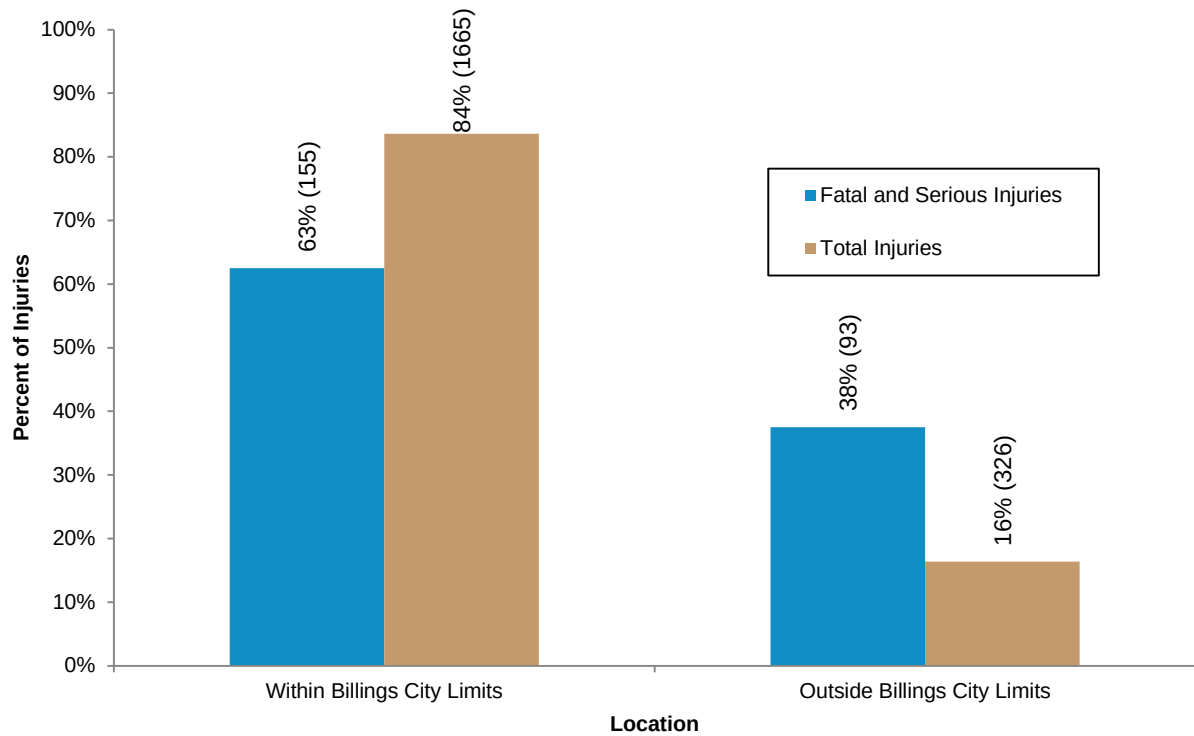
Figure 22 Impaired Driving Injuries by Junction Relation, 2005-2014



Source: 2015 SMS Data, MDT.



Figure 23 Impaired Driving Injuries by Location, 2005-2014



Source: 2015 SMS Data, MDT.

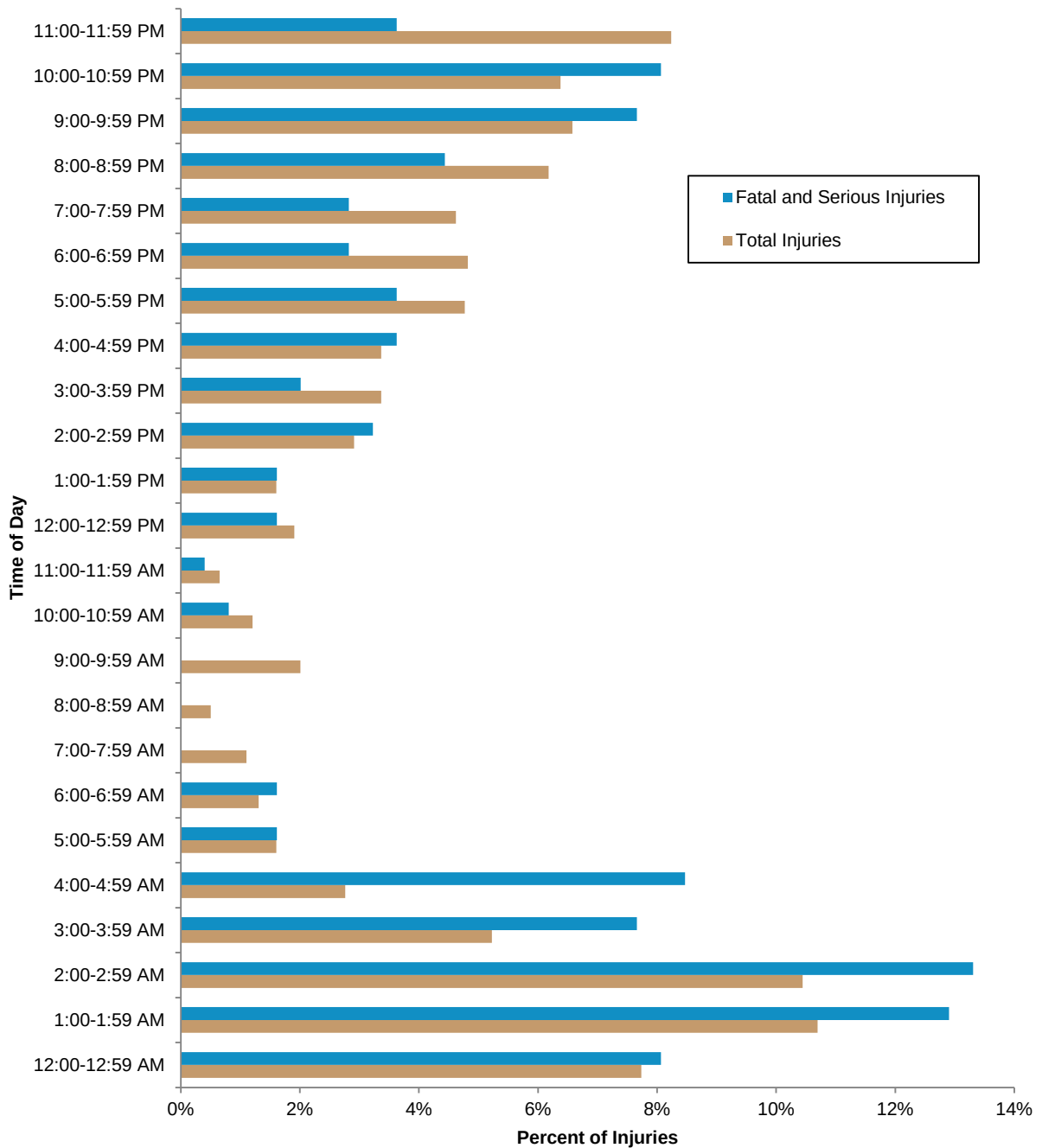


When

Fatal and serious injuries resulting from impaired driving crashes were mostly sustained:

- in early morning and late evening hours from 9:00 p.m. to 4:59 a.m. (70%) (Figure 24);
- on weekends (46% on Saturdays and Sundays combined) (Figure 25); and
- in spring and summer months (50% from May to August) (Figure 26).

Figure 24 Impaired Driving Injuries by Time of Day, 2005-2014



Source: 2015 SMS Data, MDT.



Figure 25 Impaired Driving Injuries by Day of the Week, 2005-2014

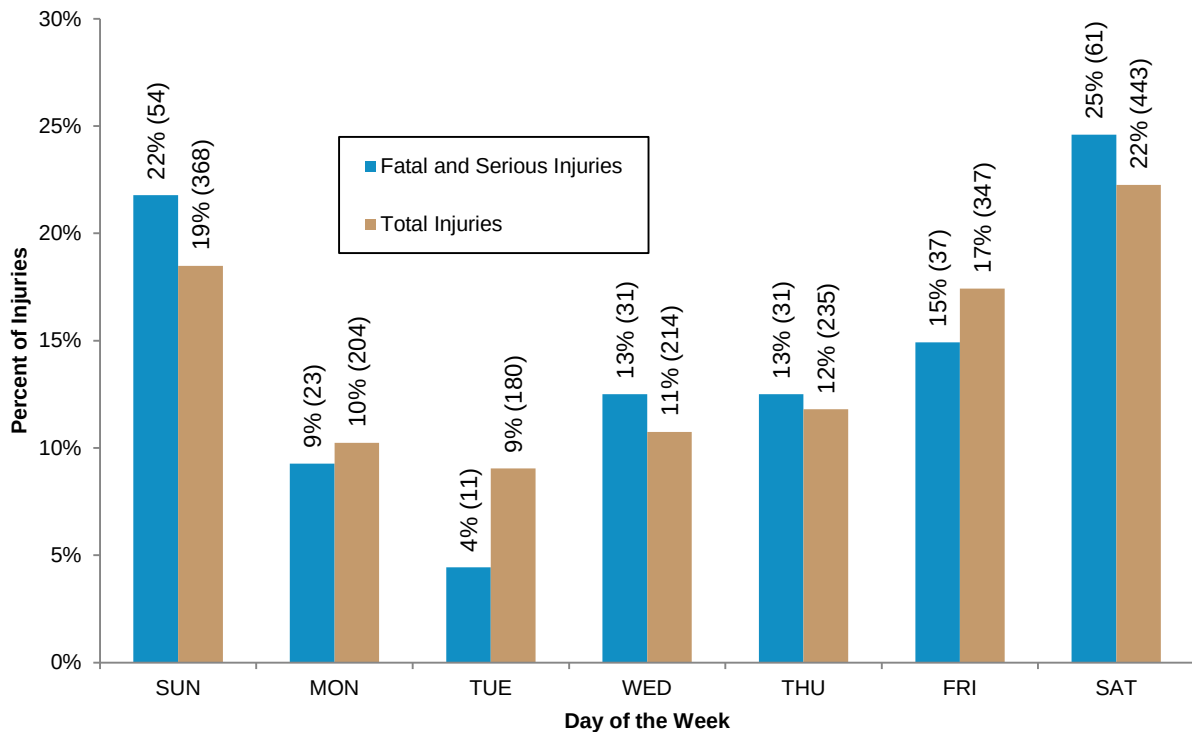
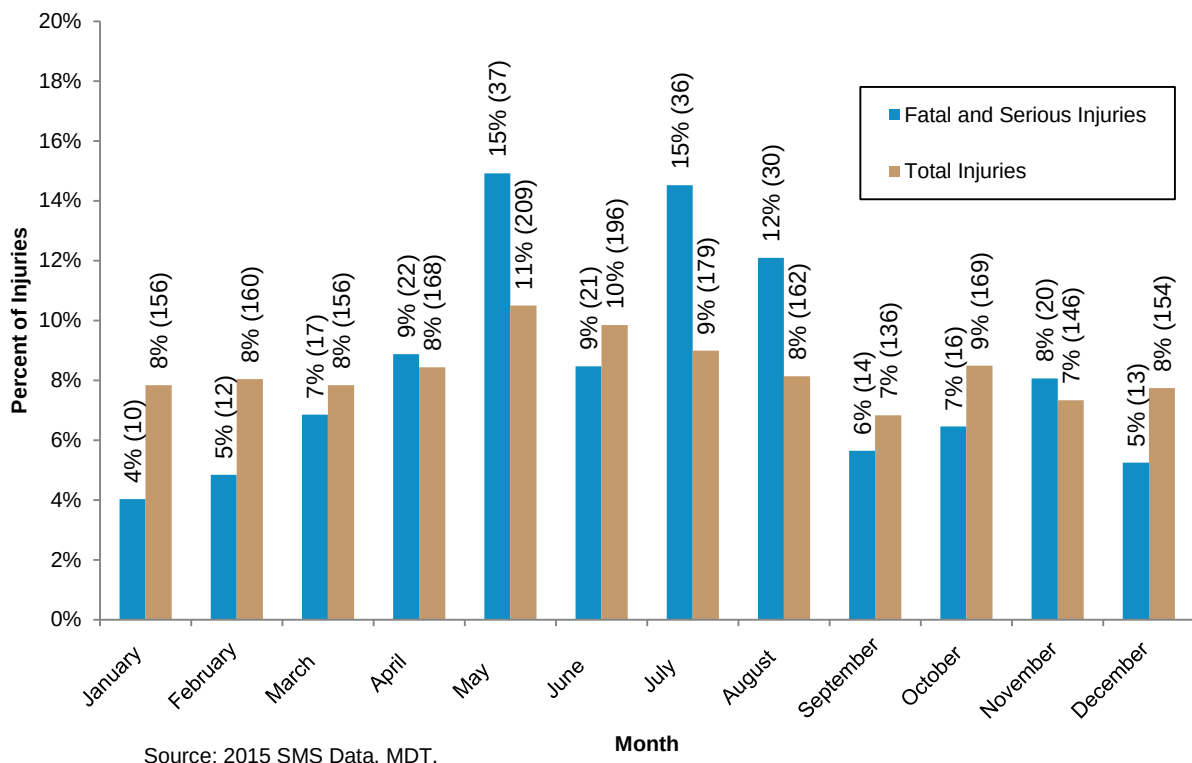


Figure 26 Impaired Driving Injuries by Month, 2005-2014





How

- More than half (52%) of total impaired driving injuries involved multiple vehicles.
- More than half (61%) of fatal and serious impaired driving injuries involved unrestrained occupants.
- 38 pedestrians were injured in impaired driving crashes.
- 11 bicyclists were injured in impaired driving crashes.
- 106 motorcyclists were injured in impaired driving crashes.
- 17% of all impaired driving injuries included speed as a factor.
- More than two-thirds (68%) of total impaired driving injuries occurred during clear weather conditions.
- Rear-end crashes were involved in 21% of total impaired driving injuries.
- Fixed-object crashes were involved in one-quarter (25%) of total impaired driving injuries.
- The majority of total impaired driving injuries occurred in areas with a posted speed limit of 25 mph (33%) and 35 mph (41%).



Inattentive Driving/Speeding

Inattentive Driving

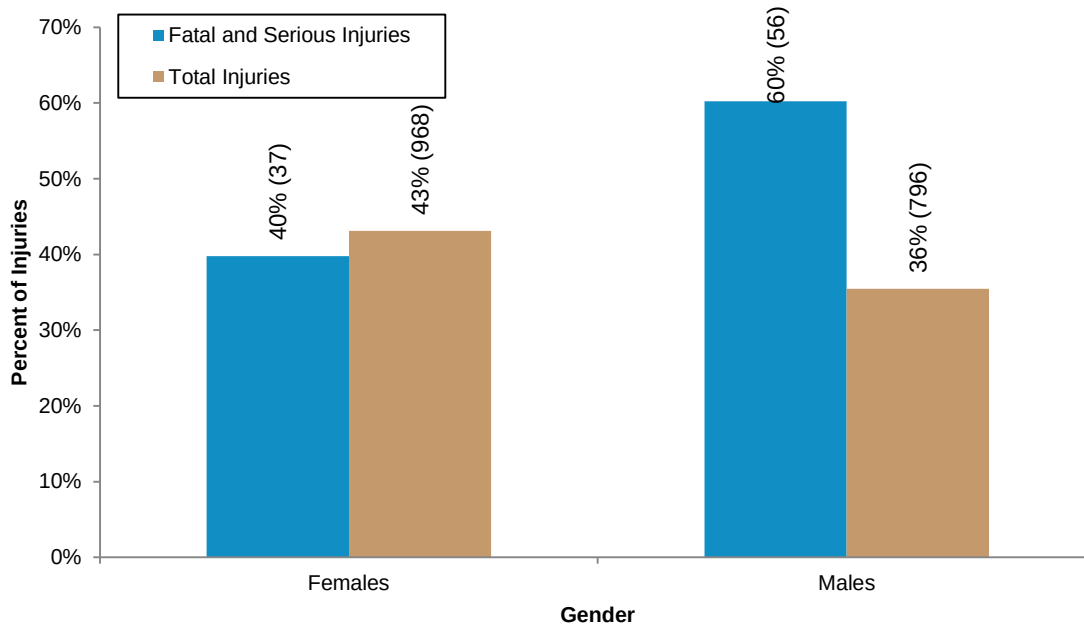
From 2005 - 2014, 2,245 total injuries resulted from inattentive driving crashes within the Billings area. Of these injuries, 93 were fatal or serious.

Who

Fatal and serious injuries resulting from inattentive driving crashes were mostly sustained by:

- males (60%) (Figure 27),
- young people aged 14-25 years (40%) (Figure 28), and
- drivers (62%) (Figure 29).

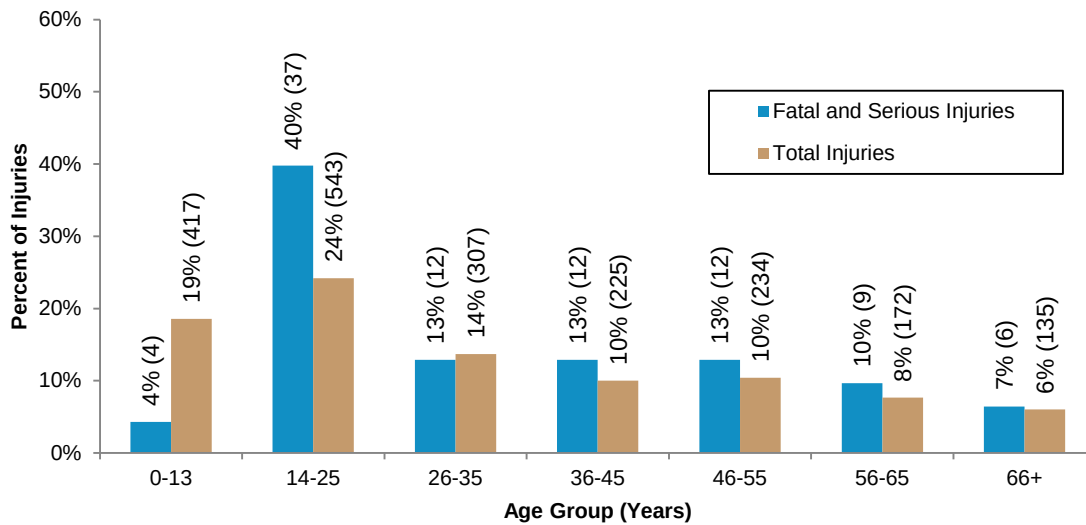
Figure 27 Inattentive Driving Injuries by Gender, 2005-2014



Source: 2015 SMS Data, MDT.

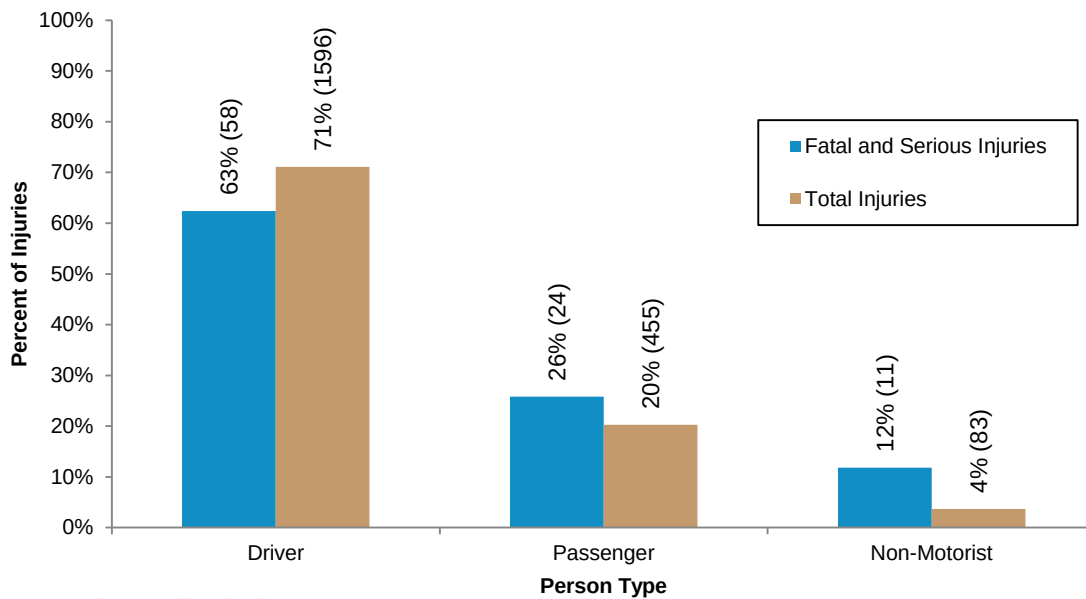


Figure 28 Inattentive Driving Injuries by Age Group, 2005-2014



Source: 2015 SMS Data, MDT.

Figure 29 Inattentive Driving Injuries by Person Type, 2005-2014



Source: 2015 SMS Data, MDT.

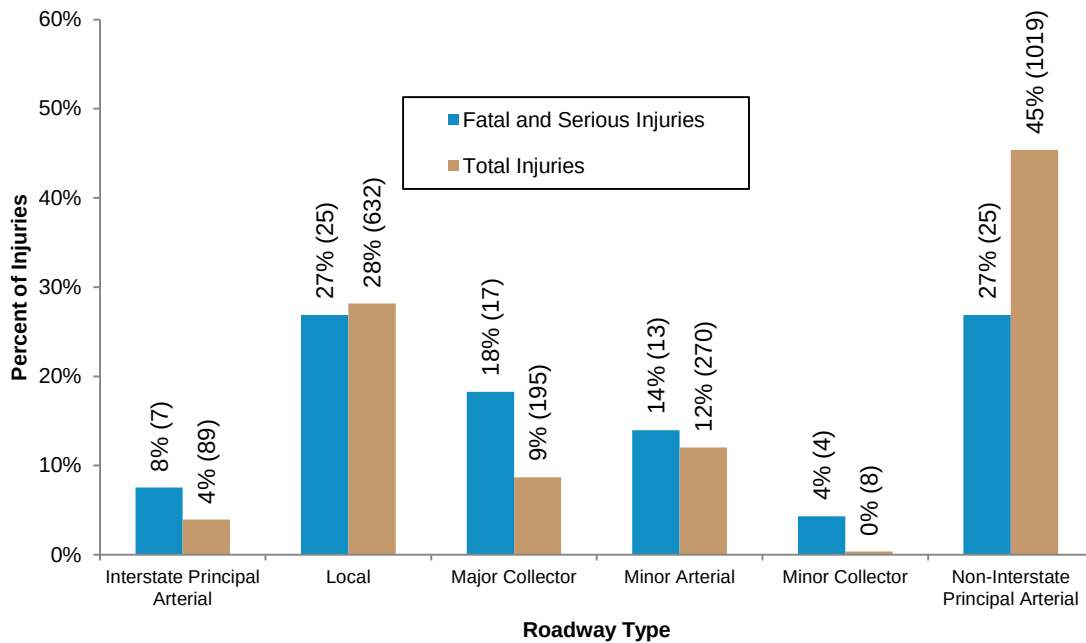


Where

Fatal and serious injuries resulting from inattentive driving crashes were mostly sustained:

- on non-interstate principal arterial roadways (27%) and local roads (27%) (Figure 30);
- on non-junction-related roadway segments (43%) (Figure 31); and
- within the Billings city limits (57%) (Figure 32).

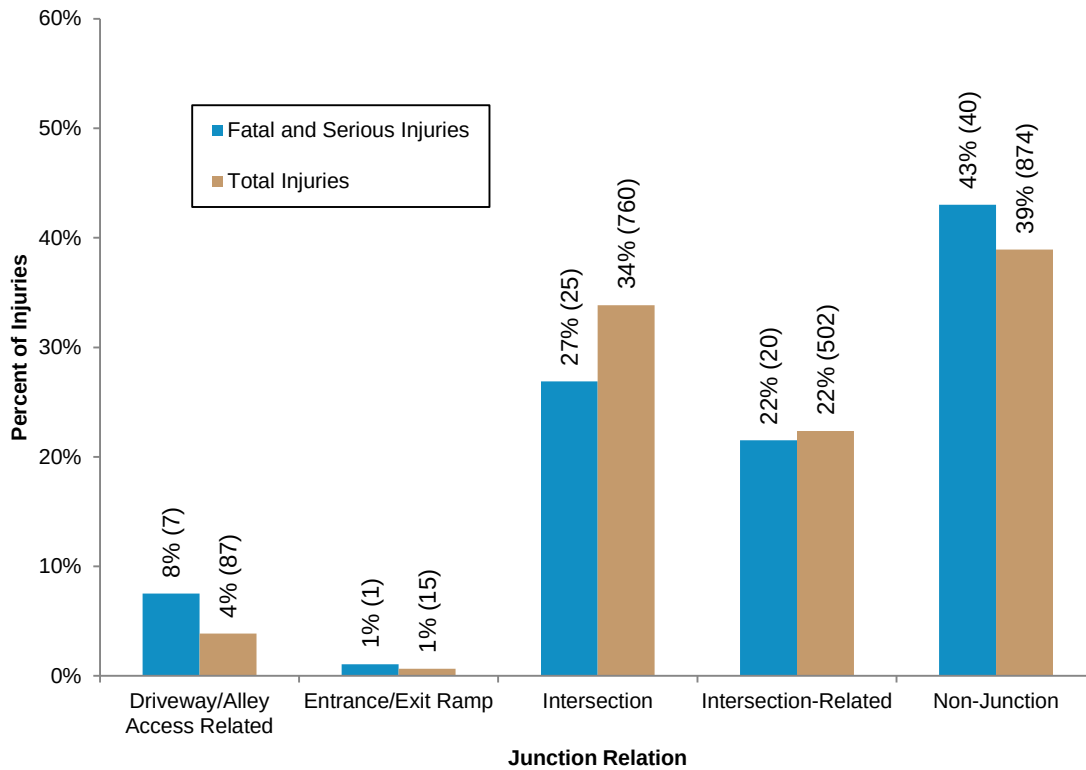
Figure 30 Inattentive Driving Injuries by Roadway Type, 2005-2014



Source: 2015 SMS Data, MDT.

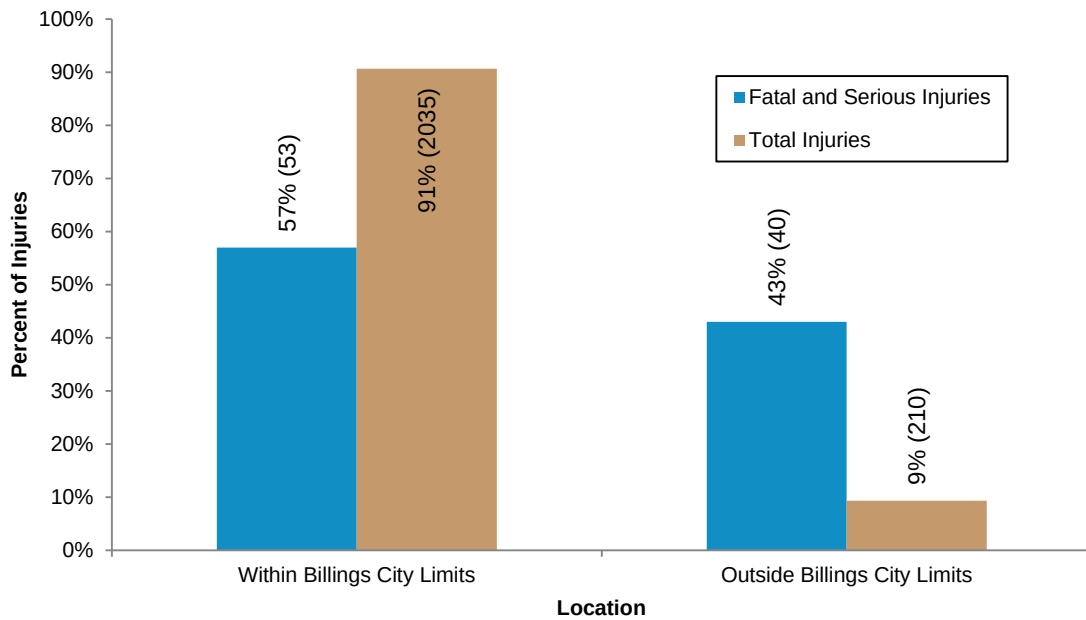


Figure 31 Inattentive Driving Injuries by Junction Relation, 2005-2014



Source: 2015 SMS Data, MDT.

Figure 32 Inattentive Driving Injuries by Location, 2005-2014



Source: 2015 SMS Data, MDT.



When

Fatal and serious injuries resulting from inattentive driving crashes were mostly sustained:

- in early morning and late afternoon/evening hours from 11:00 a.m. to 2:59 p.m., 6:00 p.m. to 7:59 p.m., and 3:00 a.m. to 4:59 p.m. (55%) (Figure 33);
- on weekends (38% on Saturdays and Sundays combined) (Figure 34); and
- in spring and summer months (45% of injuries occurred during the months of April, June and July) (Figure 35).

Figure 33 Inattentive Driving Injuries by Time of Day, 2005-2014

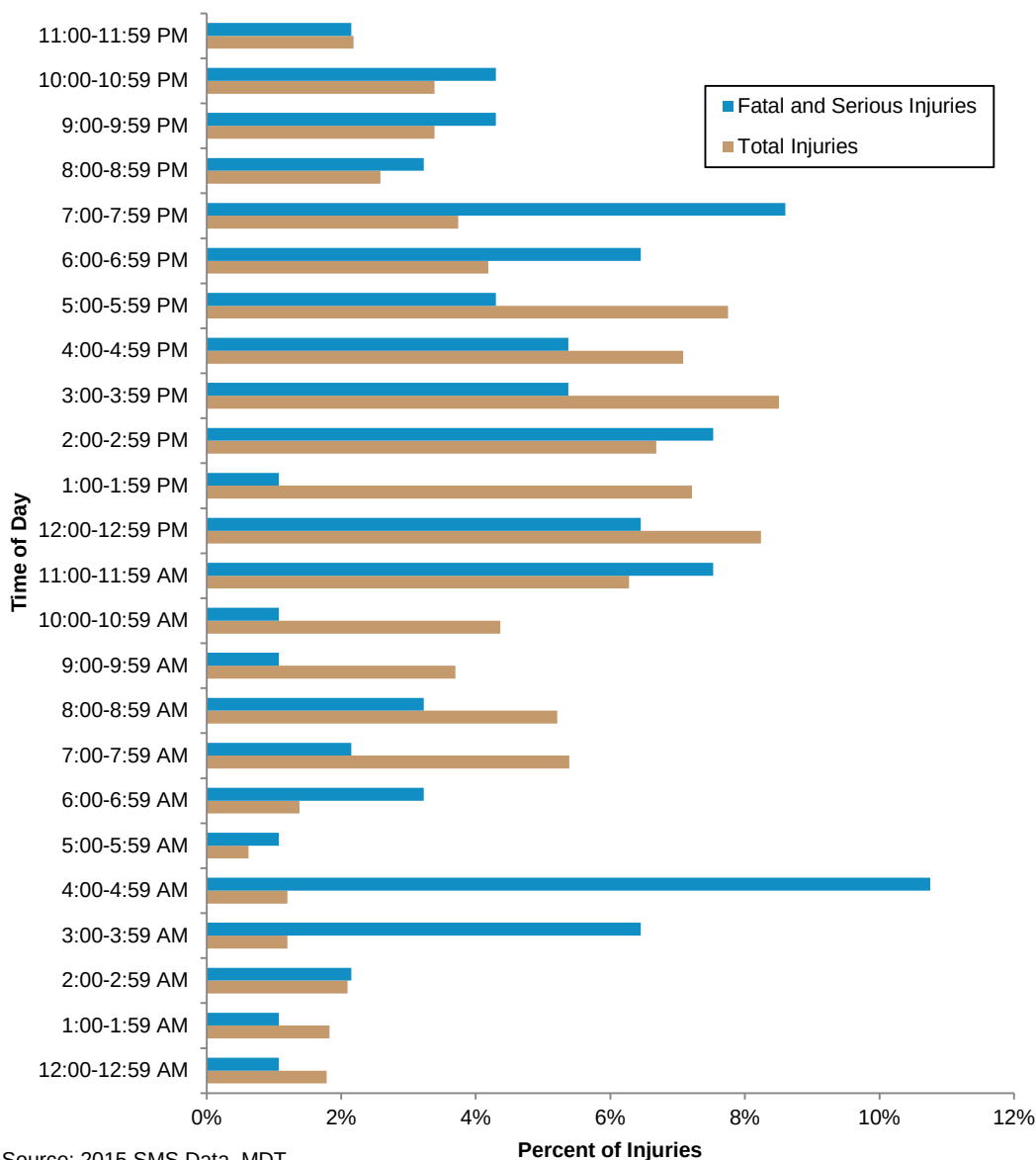




Figure 34 Inattentive Driving Injuries by Day of the Week, 2005-2014

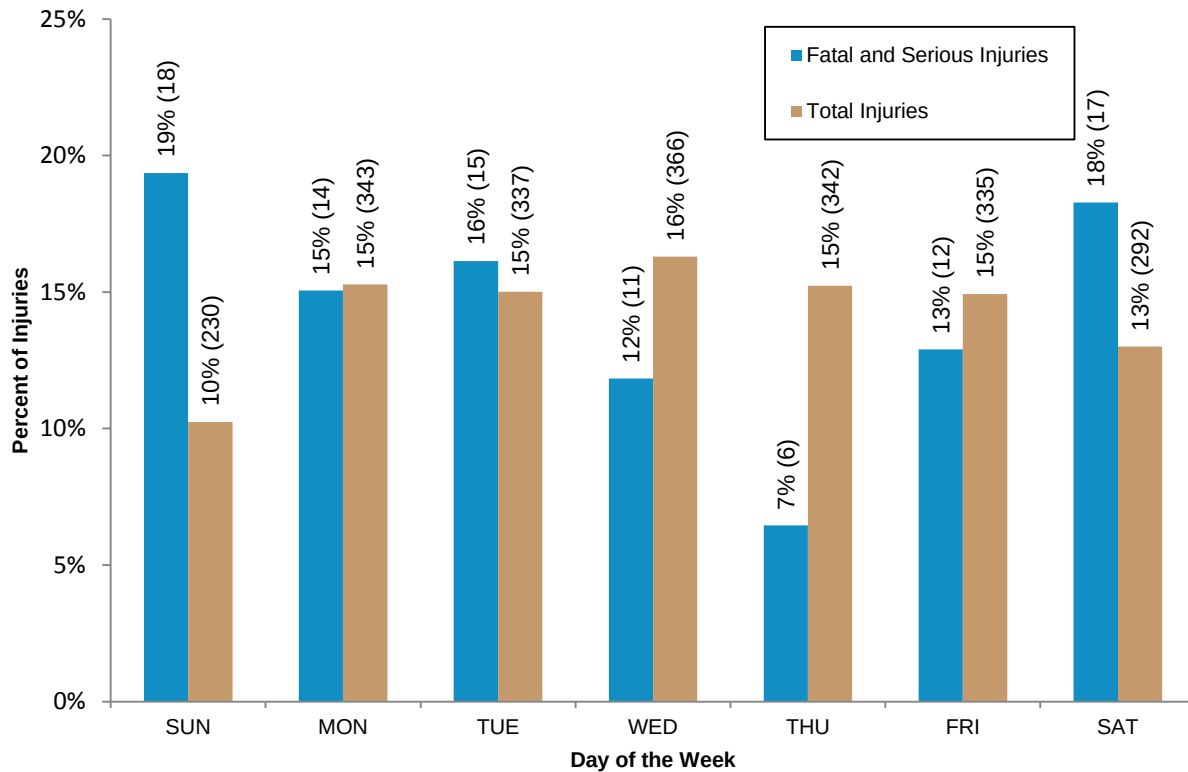
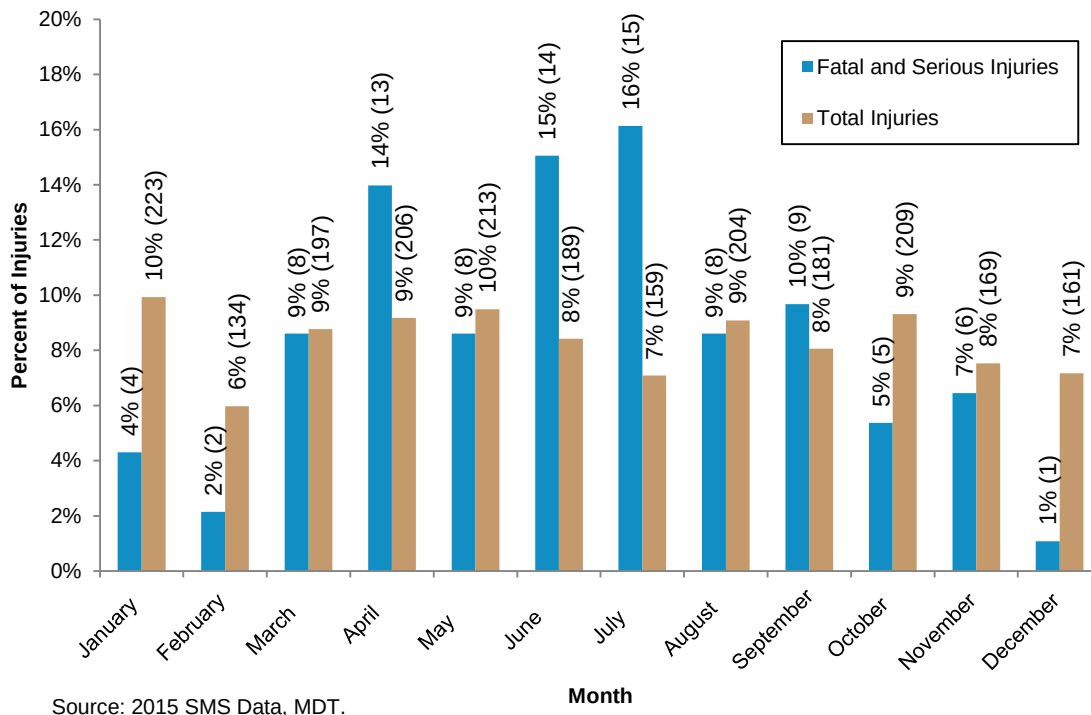


Figure 35 Inattentive Driving Injuries by Month, 2005-2014





How

- Over three-quarters (78%) of total injuries related to inattentive driving were sustained in multi-vehicle collisions.
- Over half (56.3%) of total injuries related to inattentive driving occurred in an intersection or are intersection related.
- Over one-fifth (21%) of total injuries resulting from inattentive driving related collisions happened in right angle collisions.
- Of the people injured in inattentive driving crashes, 95 were pedestrians.
- 24 bicyclists were injured in inattentive driving crashes.
- 60 motorcyclists were injured in inattentive driving crashes.
- Speed was a factor in 13% of total inattentive driving injuries.
- The majority of total injuries occurred in areas with a posted speed limit of 25 mph (34%) and 35 mph (47%).



Inattentive Driving/Speeding

Speeding

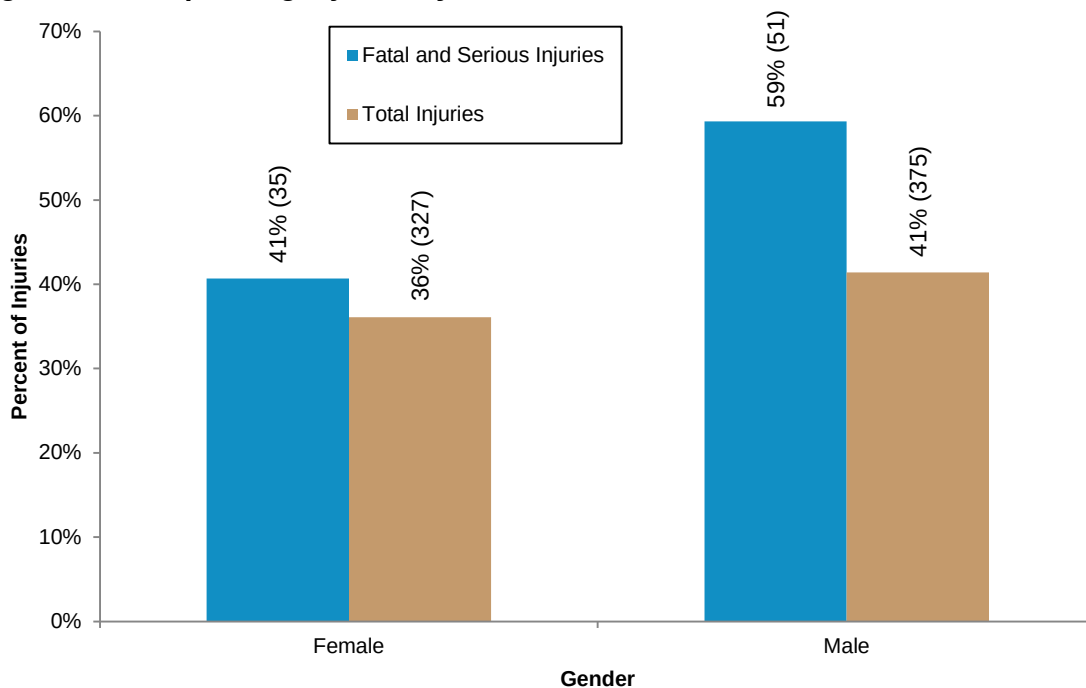
From 2005 to 2014, 906 injuries resulted from speed-related crashes within the Billings area. Of these injuries, 86 were fatal or serious.

Who

Fatal and serious injuries resulting from speed-related crashes were mostly sustained by:

- males (59%) (Figure 36),
- young people aged 14-25 years (51%) (Figure 37), and
- drivers (70%) (Figure 38).

Figure 36 **Speeding Injuries by Gender, 2005-2014**



Source: 2015 SMS Data, MDT.



Figure 37 Speeding Injuries by Age Group, 2005-2014

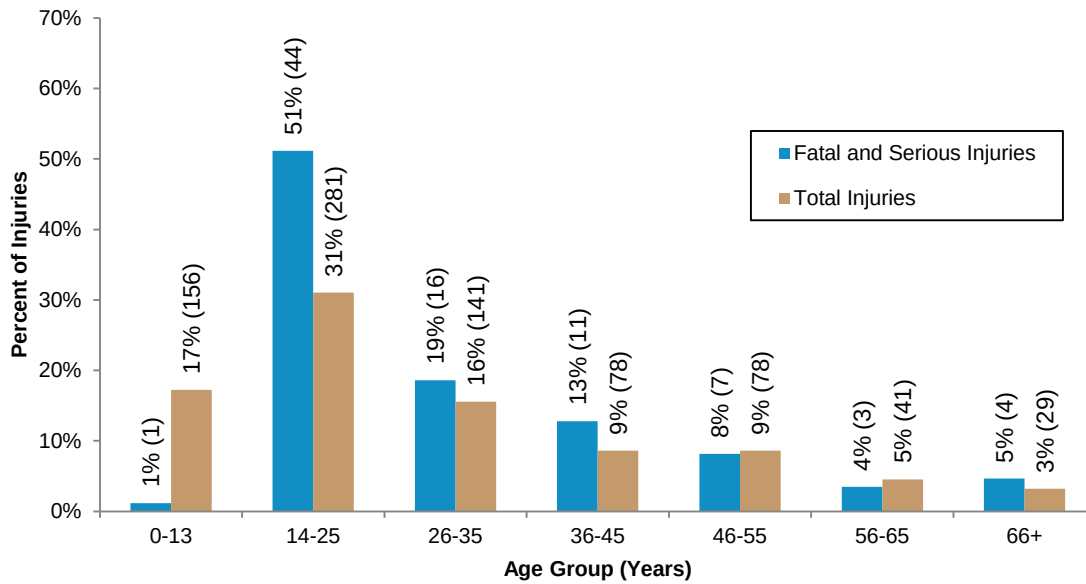
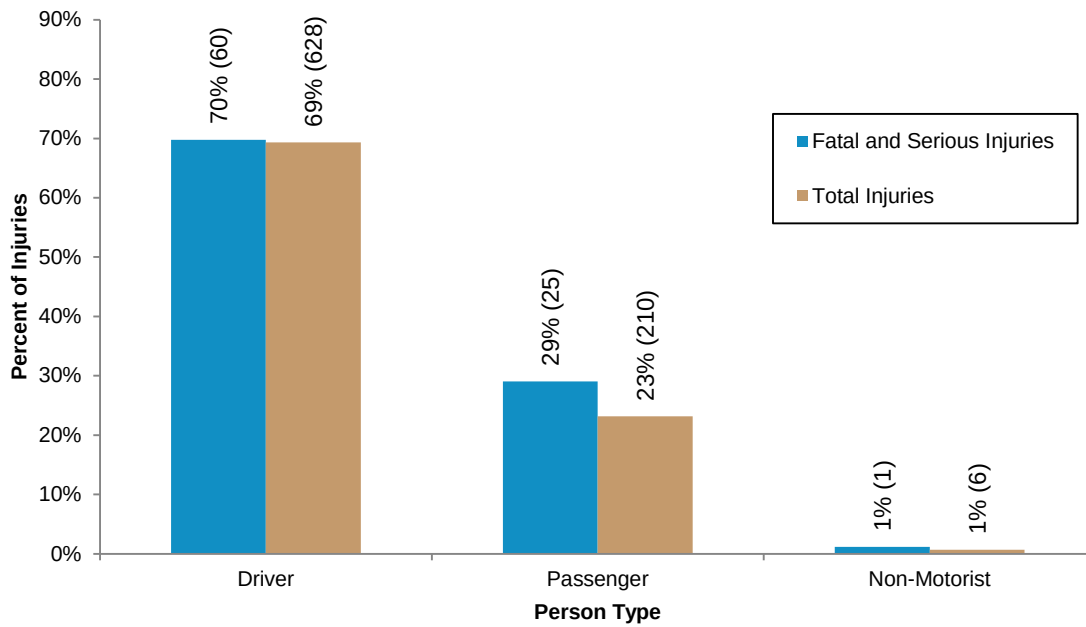


Figure 38 Speeding Injuries by Person Type, 2005-2014



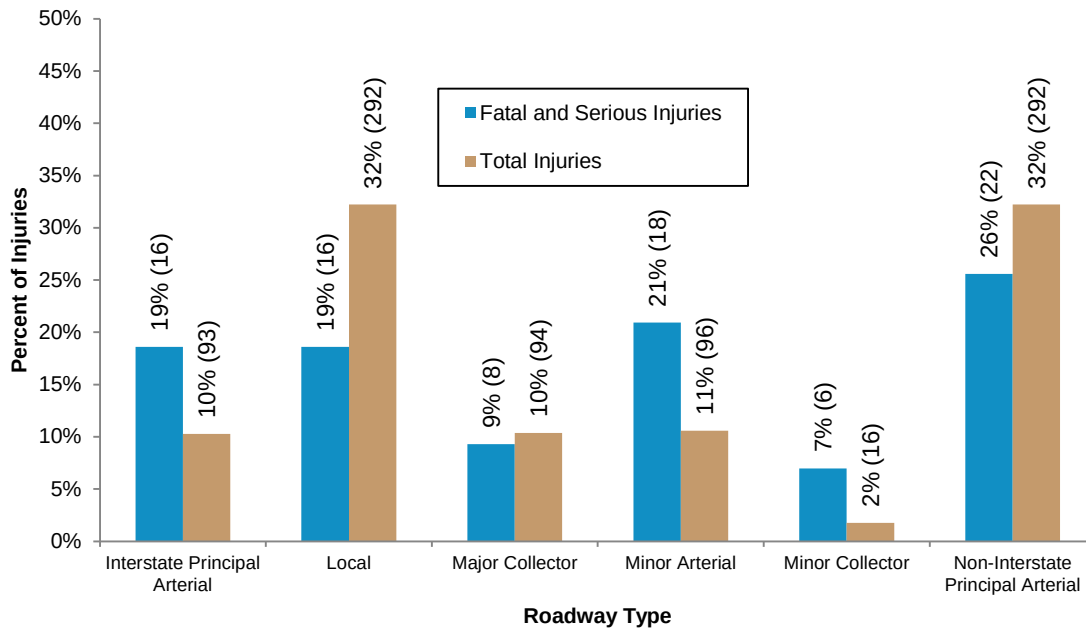


Where

Fatal and serious injuries resulting from speed-related crashes were mostly sustained:

- on non-interstate principal arterial roadways (26%), interstate highways (19%), and local roads (17%) (Figure 39);
- on non-junction-related roadway segments (61%) (Figure 40); and
- within the Billings city limits (57%) (Figure 41).

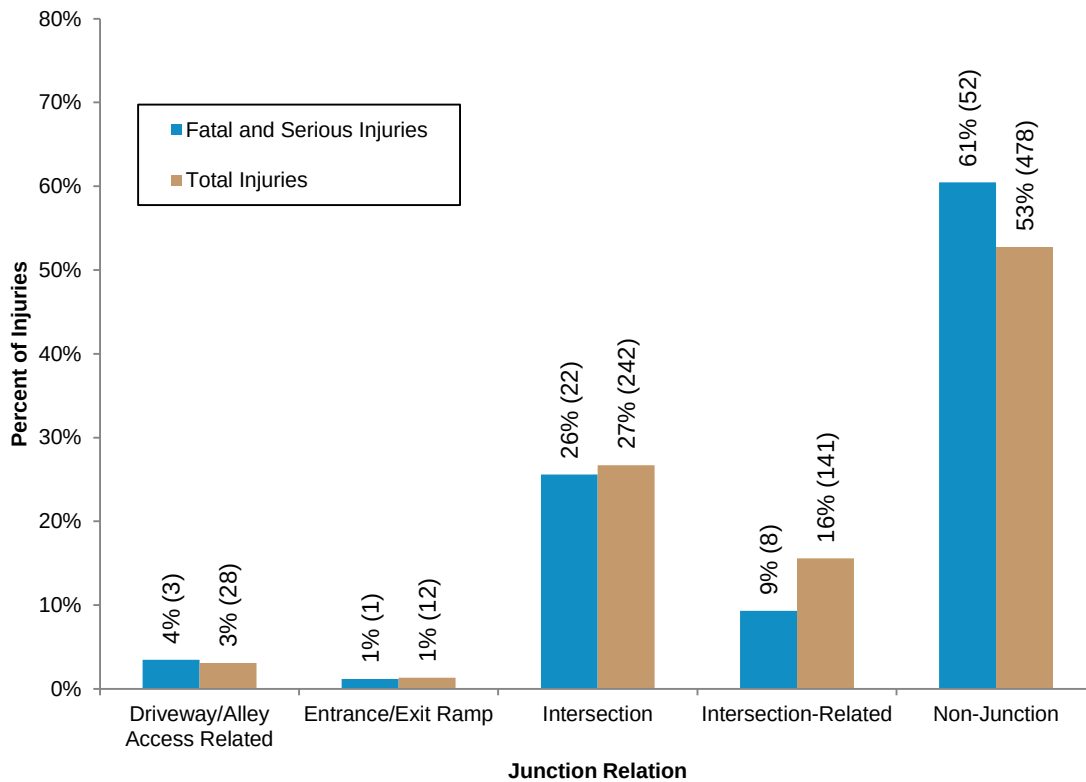
Figure 39 Speeding Injuries by Roadway Type, 2005-2014



Source: 2015 SMS Data, MDT.

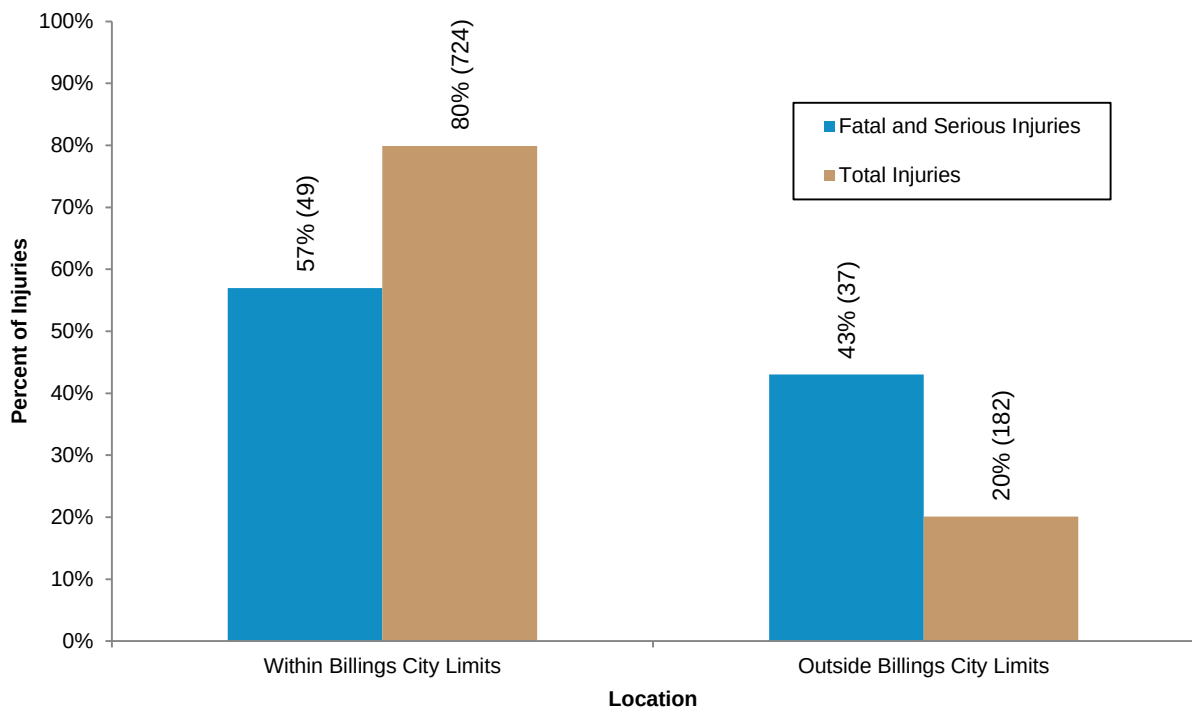


Figure 40 Speeding Injuries by Junction Relation, 2005-2014



Source: 2015 SMS Data, MDT.

Figure 41 Speeding Injuries by Location, 2005-2014



Source: 2015 SMS Data, MDT.



When

Fatal and serious injuries resulting from speed-related crashes were mostly sustained:

- in early morning and late evening hours from 7:00 p.m. to 3:59 a.m. (54%) (Figure 42),
- on Fridays and Saturdays (43%) (Figure 43), and
- in spring and summer months (52% from April to July) (Figure 44).

Figure 42 Speeding Injuries by Time of the Day, 2005-2014

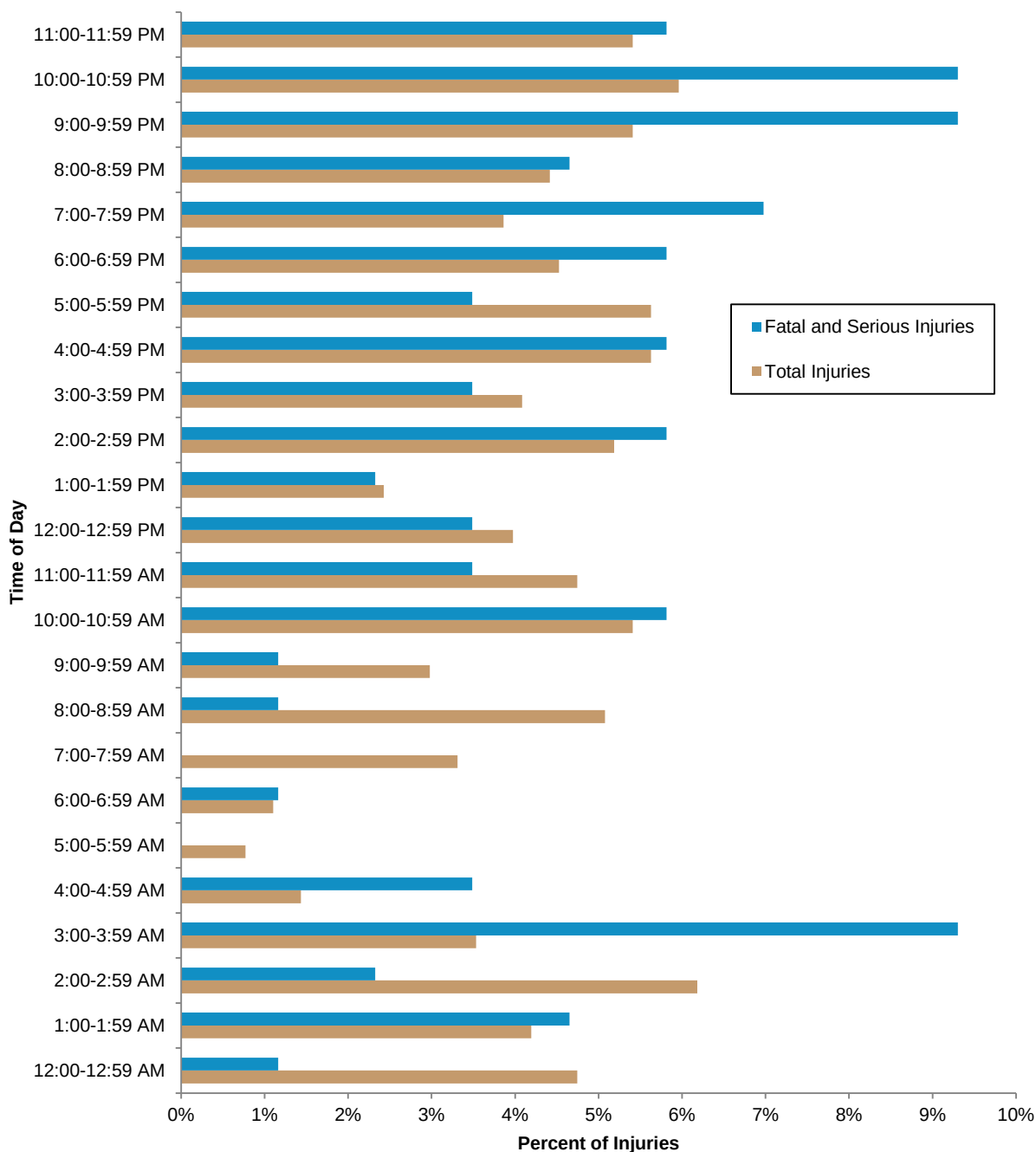
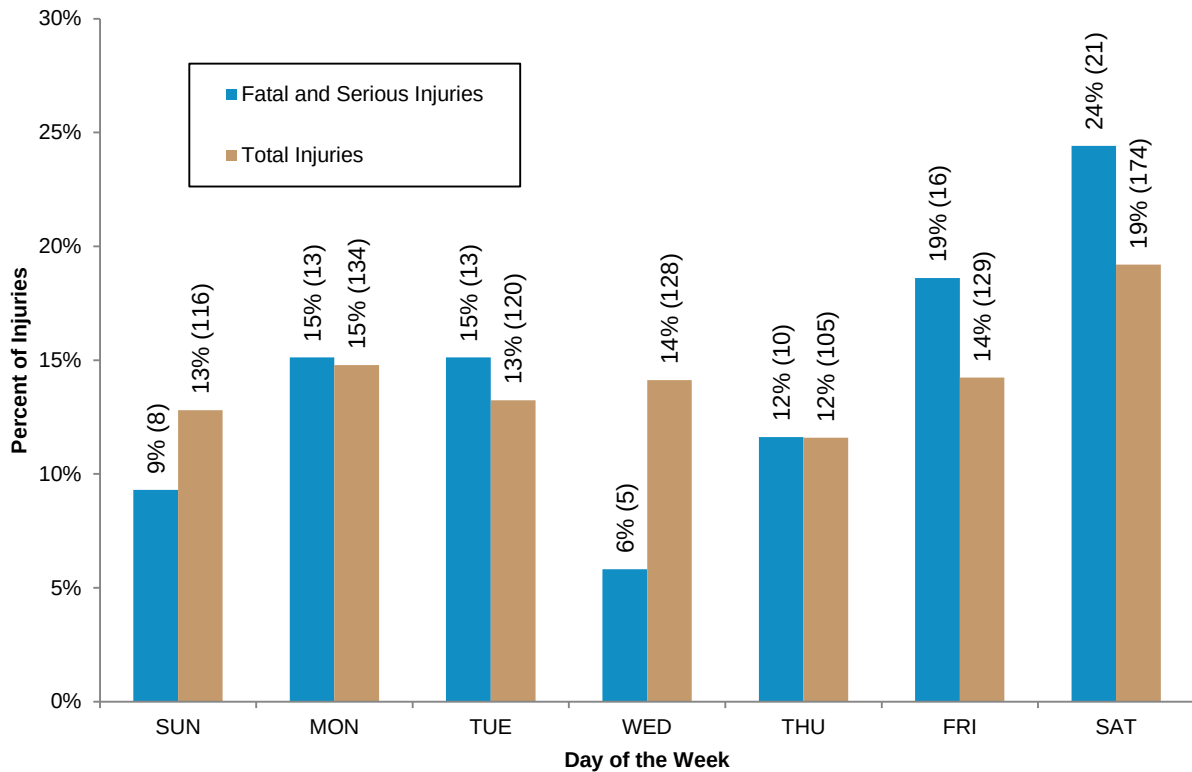


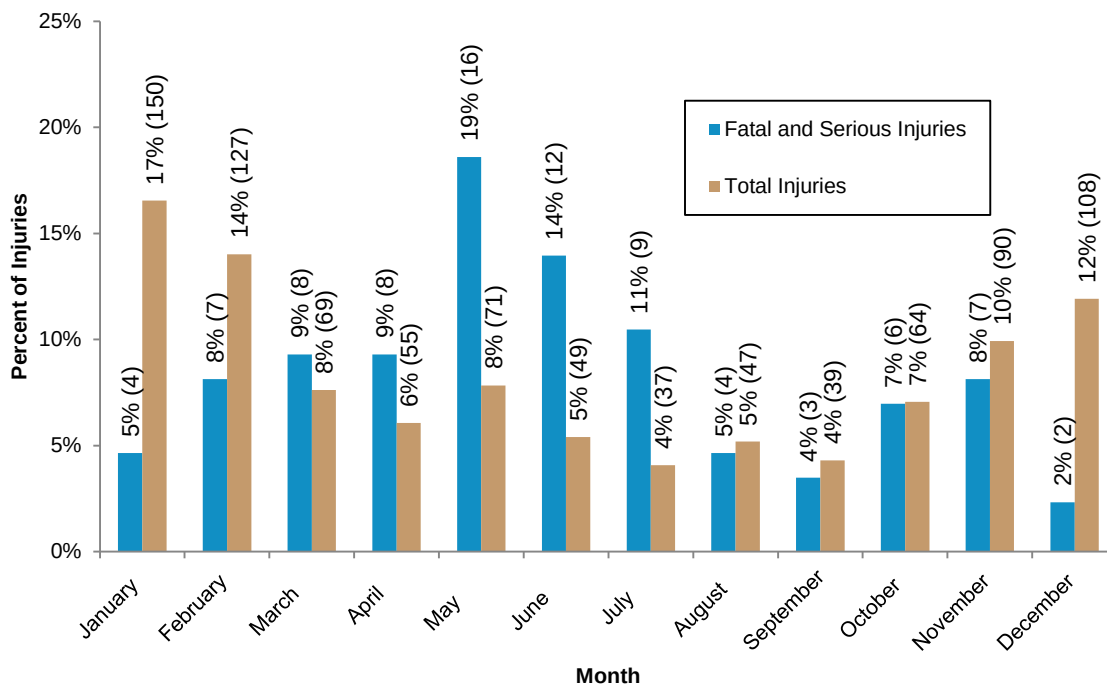


Figure 43 Speeding Injuries by Day of the Week, 2005-2014



Source: 2015 SMS Data, MDT.

Figure 44 Speeding Injuries by Month, 2005-2014



Source: 2015 SMS Data, MDT.



How

- Exactly half (50%) of total speeding injuries resulted from crashes involving multiple vehicles.
- Approximately 36% of fatal and serious speeding injuries involved a vehicle roll over.
- Approximately 55% of fatal and serious speed-related injuries involved unrestrained occupants.
- 39 motorcyclists were involved in speed-related crashes.
- More than three-quarters (76%) of total speed-related injuries occurred in clear or cloudy conditions.
- The majority of total injuries occurred in areas with a posted speed limit of 25 mph (33%) and 35 mph (38%).
- 2 pedestrians were injured in speed-related crashes.
- Zero bicyclists were injured in speed-related crashes.



7.0 Current Programs

The Billings MPO is currently targeting improved transportation safety through a variety of programs and efforts. The AC used the following list of current programs to identify available resources and engagement gaps within the Billings MPO transportation safety culture.

Unrestrained Occupants

Program	Contact
Safe Kids Yellowstone County Safe Kids Yellowstone County is led by American Medical Response, which provides dedicated and caring staff, operation support and other resources to assist in achieving our common goal of keeping children safe. Program provides car seats, training, support services, and educational materials about traffic and occupant safety to children and parents in the Yellowstone County area, this program works directly with parents and children through in-person trainings and materials provision.	Koren Bloom 1701 Montana Avenue Billings, MT 59101 koren.bloom@amr.net 406.259.9601 Ext 3644 https://www.safekids.org/coalition/safe-kids-yellowstone-county
It's Your Choice A program offered through the St. Vincent Healthcare Trauma Team, "It's Your Choice" provides mock crash sites and discussions around distracted driving, unrestrained occupants, and impaired driving to classrooms and student groups in the Billings area. The presentations use realistic scenarios, scenes, and first responders to display the effects of a crash as accurately as possible.	Eric Fisher St. Vincent's Healthcare 406.237.4181 eric.fisher@sclhs.net
Chats with the Chief The Billings Police Department makes the Chief of Police available to discuss safety issues, address safety concerns in the community, and provide information from the department on increasing safety and awareness in the Billings community.	Billings Police Department 406.657.8460 BPD@ci.billings.mt.us
BuckleUp Montana BuckleUp Montana is an occupant protection program sponsored by the MDT that provides educational materials and resource information to the public and employers about seat belt use and laws, and road safety. BuckleUp Montana works with other safety stakeholders in providing training, research, policy development and technical assistance, and funding for local programs. Program also supports "Saved by the Belt" awards which recognize and honor individuals involved in crashes whose lives were saved because they were wearing a seat belt or properly restrained a child in a safety seat.	Pamela Buckman Occupant Protection Program Highway Traffic Safety Section Montana Department of Transportation 406.444.0809 pbuckman@mt.gov http://www.buckleup.mt.gov/
Montana Department of Health and Human Services Injury Prevention Program This program provides programmatic support and a connected network of physicians, trauma experts, injury prevention specialists, and local community stakeholders. The program offers resource information and specific data on Motor Vehicle & Seat Belt Safety.	Jeremy Brokaw Injury Prevention Program Department of Public Health & Human Services 406.444.4126 jbrokaw@mt.gov http://dphhs.mt.gov/publichealth/EMST/S/prevention.aspx
Click It or Ticket This program funded by the National Highway Traffic Safety Administration (NHTSA) provides grants to law enforcement and transportation stakeholders to run media and enforcement campaigns focused on increasing seat belt usage, awareness, and advocate for seat belt laws. Click It or Ticket (CIOT) is the most successful seat belt enforcement campaign ever, helping to increase the national seat belt usage rate. Coast to coast, day or night, the message is simple - Click It or Ticket. The cornerstone of NHTSA's seat belt communications program is the national Click It or Ticket May Mobilization. The primary audience continues to be men ages 18 to 34, which research shows are less likely to wear seat belts. ¹	Chad Newman Traffic Enforcement Program State Highway Traffic Safety Section Montana Department of Transportation 406.444.0856 chnewman@mt.gov http://www.mdt.mt.gov/visionzero/plan/s/traffic-enforcement.shtml

¹ National Highway Traffic Safety Administration. "National Seat Belt Enforcement Mobilization"



Program

Contact

Alive at 25

A national program implemented by the Montana Highway Patrol- Department of Justice, the Alive at 25 Program focuses on multiple issues including distracted driving, seat belt use, and drinking and driving to inform Montanans about the dangers on the road.

Alive at 25, Third Edition addresses the number one cause of death for drivers ages 15 to 24 — motor vehicle crashes — and has been adopted by many states and courts for graduated licensing and traffic violator programs. The third edition of Alive at 25 encourages young drivers to take responsibility for their driving behavior. A compelling new video challenges participants to imagine life without them. Alive at 25 is a highly-effective four-hour course that serves as an excellent complement to standard driver education programs — and is also ideal for young drivers who incur traffic violations. Through interactive media segments, workbook exercises, class discussions and role playing, young drivers develop convictions and strategies that will keep them safe on the road.²

Sgt. Pat McLaughlin
1045 Reeves Street East, Suite B
Bozeman, MT 59718
406.579.3943
<https://dojmt.gov/highwaypatrol/alive-at-25/>

Traffic Enforcement

The Montana Highway Patrol implements the Selective Traffic Enforcement Program (STEP) and Safety Enforcement Traffic Team (SETT). These programs are funded through the State Traffic Highway Traffic Section -Montana Department of Transportation. Funding provides training and support to law enforcement who are engaged in enforcing both traffic and safety laws on Montana's roadways.

STEP combines intensive enforcement of specific traffic safety laws with extensive communication, education, and outreach.

SETT provides extra patrols to improve public safety by deterring and detecting impaired driving, speeding, and a host of other traffic safety offenses as well as provide education to the motoring public.

The SETT team moves around the state to focus on high crash corridors and events known to be associated with alcohol consumption. Working closely with local law enforcement, SETT encourages motorists to make safe driving choices and educates drivers about ways they can improve road safety in their communities. Special attention by law enforcement is believed to be one of the contributing factors to achievement of the Montana Comprehensive Highway Safety Plan goal to reduce fatalities and incapacitating injuries in high crash locations.

Chad Newman
Traffic Enforcement Program
State Highway Traffic Safety Section
Montana Department of Transportation
406.444.0856
chnewman@mt.gov
<http://www.mdt.mt.gov/visionzero/plan/traffic-enforcement.shtml>

Impaired Driving

Program

Contact

Yellowstone County DUI Task Force

The Yellowstone County DUI Task Force is a group of diverse individuals including members of law enforcement, prosecutors, educators, prevention specialists, counselors, and area business representatives appointed by the County Commissioners with the mission of promoting a healthier and safer environment for county residents by attempting to reduce the number of alcohol-related incidents through public education, awareness, legislation, and enforcement strategies.³

Darla Tyler-McSherry
406.855.9388
dtylermcsherry@hotmail.com
<http://www.co.yellowstone.mt.gov/dui/>

²Montana Department of Justice. "Alive at 25." Attorney General Tim Fox. <https://dojmt.gov/highwaypatrol/alive-at-25/>.

³ Yellowstone County DUI Taskforce. "Yellowstone County, Montana." Yellowstone County. <http://www.co.yellowstone.mt.gov/dui/>.



Program	Contact
<i>Tipsy Tow</i> AAA MountainWest, MDT, and tow providers offer Operation Tipsy Tow to revelers, both members and non-members, in the following Montana communities: Helena, MT (includes East Helena & Montana City); Kalispell/Whitefish, MT; Livingston, MT; Missoula, MT; Bozeman, MT (includes Belgrade, MT); Hamilton, MT, and Billings, MT. Holiday revelers can call Operation Tipsy Tow at (800) AAA-HELP (222-4357) for a free and confidential ride home and vehicle tow of up to ten miles in Montana. The service can be used as many times as needed by anyone.	Christa Gardner AAA Mountain West – Billings 3220 4 th Avenue N Billings, MT 59101 406.248.7738 cgardner@mtw.aaa.com Anna O'Donnell AAA Mountain West P.O. Box 4129 Helena, MT 59601 406.447.8134 aodonnell@mtw.aaa.com https://www.mountainwest.aaa.com/au-to/operation-tipsy-tow
<i>Billings Care-a-Van</i> This program is a shuttle service offered in Billings and sponsored by Rat Pack Transportation, the Montana Brewing Company, Hooligans Sports Bar, the Vig Alehouse and Casino, Big Sky Collison Center, and others. The shuttle runs through winter holiday season offering safe rides for passengers in the Billings area.	Sean Graves 113 N Broadway Billings, MT 59101 406.252.9200
<i>Montana Tavern Association</i> The Montana Tavern Association offers sponsorships and financial support for organizations promoting responsible drinking and safe driving practices.	Jason Grubbs Montana Tavern Association Yellowstone County Director 2033 Grand Avenue 406.252.9454 http://montanatavernassociation.com/ Lorna Stern Yellowstone County Tavern Association PO Box 21161 Billings, MT 59104 406.855.0778 http://montanatavernassociation.com/
<i>Montana Traffic Education</i> This program focuses on training young drivers through school-sponsored curriculums and program offers the “Deadly Ds” which includes distracted driving and other modules focused on safe speeds and Montana traffic laws. The program is offered through Montana OPI and the Billings School District and requires a course fee. The following modules are offered. • Overview of GDL and Parent Meeting • Vehicle Control • Vision and Managing Spaces • Rural, Urban, and Highway Driving Managing Driving Risk • Deadly D's • Driver License and Trip Planning	Jodi Stugelmeyer Billings Schools 406.281.5505 425 Grand Avenue Billings, MT 59101 stugelmeyerj@billingschools.org http://opi.mt.gov/Programs/DriverEd/Curric/INDEX.html
<i>Social Host Ordinance</i> The City of Billings Municipal Code Section 18-1201 makes it a criminal offense to knowingly serves underage persons alcohol. From the code § 18-1201: It is a violation of this Chapter for a social host who knows or reasonably should know that an underage person has possessed or consumed alcohol at an event, gathering, or party to fail to take reasonable steps to prevent underage consumption or possession. The social host does not have to be present at the event, gathering or party at the time the prohibited act occurs.	Billings Police Department 406.657.8460 BPD@ci.billings.mt.us



Program	Contact
Server Trainings Offered through both the Montana Department of Revenue (DOR) and the Billings Police Department, these trainings teach servers and sellers about serving limits, alcohol service, laws and regulations regarding service in Montana, how to identify signs of intoxication, and other alcohol- and enforcement-related subjects. The Liquor Education Unit-DOR participates in community events, DUI Task Force meetings, statewide annual transportation safety meetings, Interagency Coordinating Council on State Prevention Programs (ICC), on the National Alcohol Beverage Control Association (NABCA) education committee and provides law enforcement and judicial trainings.	Lisa Scates Alcohol Education Coordinator Liquor Control Division Department of Revenue 406.444.4307 LiScates@mt.gov https://revenue.mt.gov/home/liquor/liquor_education#Contacts-805
24/7 Sobriety Program This program focuses on decreasing the number of repeat DUI/DWIs in the state and requires convicted offenders to take twice-daily alcohol breath tests or submit to court-ordered monitoring. Under the program, people accused of their second or subsequent drunken driving offense can be ordered by a judge to take twice-daily alcohol breath tests as a condition of their release from jail pending trial. Or they may be ordered to wear an alcohol-monitoring bracelet. Some offenders can also be sentenced to the program if they plead or are found guilty of DUI. The program is structured to have the offender pay the cost of the monitoring, so the program is essentially free to counties and taxpayers. ⁴	Sergeant Lacie Wickum 24/7 Program Coordinator Montana Highway Patrol 1708 Second Street West, Suite A Havre, MT 59501 406.265.6420 lwickum@mt.gov https://dojmt.gov/247-sobriety-program/
Traffic Safety Resource Officer Montana Highway Patrol Trooper Kurt Sager has served as MDT's contracted Traffic Safety Resource Officer (TSRO) since March 2009. His major responsibilities entail the coordination and delivery of Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training programs statewide. He also coordinates the schedule of the MIDAC.	Sergeant Kurt Sager Traffic Safety Resource Officer Montana Highway Patrol 406.444.9873 ksager@mt.gov http://www.mdt.mt.gov/visionzero/plan/s/pts-sfst.shtml http://www.mdt.mt.gov/visionzero/plan/s/pts-midac.shtml
Alive at 25 A national program implemented by the Montana Highway Patrol- Department of Justice, the Alive at 25 Program focuses on multiple issues including distracted driving, seat belt use, and drinking and driving to inform Montanans about the dangers on the road. Alive at 25, Third Edition addresses the number one cause of death for drivers ages 15 to 24 — motor vehicle crashes — and has been adopted by many states and courts for graduated licensing and traffic violator programs. The third edition of Alive at 25 encourages young drivers to take responsibility for their driving behavior. A compelling new video challenges participants to imagine life without them. Alive at 25 is a highly-effective four-hour course that serves as an excellent complement to standard driver education programs — and is also ideal for young drivers who incur traffic violations. Through interactive media segments, workbook exercises, class discussions and role playing, young drivers develop convictions and strategies that will keep them safe on the road.	Sgt. Pat McLaughlin Montana Highway Patrol 1045 Reeves Street East, Suite B Bozeman, MT 59718 406.579.3943 https://dojmt.gov/highwaypatrol/alive-at-25/
American Association of Retired Persons (AARP) Driver's Safety AARP offers classroom and online 'refresher' courses and includes issues like effects of medication on driving and other age-related challenges of operating a vehicle. AARP Smart Driver™ online course teaches proven driving techniques to help keep you and your loved ones safe on the road. Topics include: • Important facts about the effects of medication on driving. • How to reduce driver distractions. • How to maintain the proper following distance behind another car. • Proper use of safety belts, air bags, anti-lock brakes and new technology found in cars today. • Techniques for handling left turns, right-of-way, and roundabouts. • Age-related physical changes and how to adjust your driving to compensate.	Thom Ainsworth AARP Montana Driver Safety Coordinator Helena, MT 59601 406.363.4687 thomainsworth@msn.com

⁴ Montana Department of Justice, 24/7 Sobriety Program, <https://dojmt.gov/247-sobriety-program/>



Inattentive Driving/Speeding

Program	Contact
Montana Traffic Education This focuses on training young drivers through school-sponsored curriculums and program offers the “Deadly Ds” which includes distracted driving and other modules focused on safe speeds and Montana traffic laws. The program is offered through Montana OPI and the Billings School District and requires a course fee. The following modules are offered. • Overview of GDL and Parent Meeting • Vehicle Control • Vision and Managing Spaces • Rural, Urban, and Highway Driving • Managing Driving Risk • Deadly D’s • Driver License and Trip Planning	Jodi Stugelmeyer Billings Schools 406.281.5505 425 Grand Avenue Billings, MT 59101 stugelmeyerj@billingssschools.org http://opi.mt.gov/Programs/DriverEd/Curric/INDEX.html
Share the Road Montana Motor Carriers Association sponsor a program that trains young drivers on how to share the road with large vehicles focusing on blind spots, giving trucks and trailers room to maneuver, and other safety issues involving operating safely around large commercial vehicles. From the Montana Motor Carriers Association⁵: In 1991, with the enactment of the Intermodal Surface Transportation Efficiency Act, Congress directed the Federal Highway Administration (FHWA) to educate the driving public about how to safely share the road with trucks and buses. In response, the Federal Motor Carriers Safety Administration (FMCSA) introduced the No-Zone or Share the Road Program in 1994. Its goal was to increase awareness of the No-Zones – danger areas like blind spots – around commercial vehicles. This program has become a major priority of MCM; and our willingness to not just maintain the program, but to expand it, statewide will be our legacy.	Frank Molodecki, CDS Fleet Risk & Safety Manager Diversified Transfer and Storage 406.896.3431 frankm@dtbs.com http://www.mttrucking.org/safety/share-the-road/
Distracted Driving Course The St. Vincent Trauma Services Distract Driving Course provides firsthand experience with the dangers of texting. This course is offered to school-aged and public groups and focuses on decreasing distractions while driving, safety measures to ensure safe road use, and discussion of the impacts of distracted driving. Young adults navigate a golf cart through a designated obstacle course of orange cones. After driving the course once, participants are then asked to drive the course a second time while texting a friend. As they start taking out rows of orange cones it becomes very apparent to the drivers that texting and navigating are a dangerous combination.	Eric Fisher Trauma Outreach St. Vincent's Healthcare 406.237.4181 eric.fisher@sclhs.net http://www.svh-mt.org/services-and-departments/trauma-outreach/distracted-driving-course/
It's Your Choice It's Your Choice" is a program offered through the St. Vincent Healthcare Trauma Team. This provides mock crash sites and discussions around distracted driving, unrestrained occupants, and impaired driving to classrooms and student groups in the Billings area. The presentations use realistic scenarios, scenes, and first responders to display the effects of a crash as accurately as possible. Link	Eric Fisher Trauma Outreach St. Vincent's Healthcare 406.237.4181 eric.fisher@sclhs.net
Crash the Myth/Healthy by Design Offered through RiverStone Health, this program provides educational materials, courses, and media outreach tools regarding safety on roads for pedestrians, bicyclists, and motorists.	Claire R. Oakley, PHD, MHA Program Director 406.651.6462 Claire.Oak@riverstonehealth.org
Chats with the Chief The Billings Police Department makes the Chief of Police available to discuss safety issues, address safety concerns in the community, and provide information from the department on increasing safety and awareness in the Billings community.	Billings Police Department 406.657.8460 BPD@ci.billings.mt.us

⁵Montana Motor Carriers Association. “Share the Road”. <http://www.mttrucking.org/safety/share-the-road/> .



Program

Contact

Electronic Device Ordinance

The City of Billings passed an ordinance that bans the use of any electronic communication devices while driving and is currently enforced by the Billings Police Department.

From the City of Billings⁶:

Sec. 24-360. Electronic Communications Device Usage While Driving Prohibited

(a) No person shall use or have in their immediate physical possession a hand held electronic communications device while operating a motor vehicle, motorcycle, quadricycle, or a bicycle on a public highway within the city limits of Billings.

(b) "Hand held electronic communications device" includes wireless or cellular phones, PDAs, Blackberries, smart phones, laptop and notebook computers utilizing VOIP (voice over internet protocol) technology, wireless and cellular phones utilizing push-to-talk technology, GPS systems, navigational systems, and any other mobile communication device that uses short-wave analog or digital radio transmissions between the device and a transmitter to permit wireless communications to and from the user of the device.

Billings Police Department

406.657.8460

BPD@ci.billings.mt.us

Billings City Council

406.657.8390

<http://ci.billings.mt.us/Directory.aspx?d=3>

Traffic Enforcement

The Montana Highway Patrol implements the Selective Traffic Enforcement Program (STEP) and Safety Enforcement Traffic Team (SETT). These programs are funded through the State Traffic Highway Traffic Section -Montana Department of Transportation. Funding provides training and support to law enforcement who are engaged in enforcing both traffic and safety laws on Montana's roadways.

STEP combines intensive enforcement of specific traffic safety laws with extensive communication, education, and outreach informing the public about the enforcement activity.

SETT provides extra patrols to improve public safety by deterring and detecting impaired driving, speeding, and a host of other traffic safety offenses as well as provide education to the motoring public.

The SETT team moves around the state to focus on high crash corridors and events known to be associated with alcohol consumption. Working closely with local law enforcement, SETT encourages motorists to make safe driving choices to keep roadways safe and educate drivers about ways they can improve road safety in their communities. Special attention by law enforcement is believed to be one of the contributing factors to achievement of the Montana Comprehensive Highway Safety Plan goal to reduce fatalities and incapacitating injuries in high crash locations.

Chad Newman

Traffic Enforcement Program

State Highway Traffic Safety Section

Montana Department of Transportation

406.444.0856

chnewman@mt.gov

<http://www.mdt.mt.gov/visionzero/plan/s/traffic-enforcement.shtml>

Alive at 25

A national program implemented by the Montana Highway Patrol- Department of Justice, the Alive at 25 Program focuses on multiple issues including distracted driving, seat belt use, and drinking and driving to inform Montanans about the dangers on the road.

Alive at 25, Third Edition addresses the number one cause of death for drivers ages 15 to 24 — motor vehicle crashes — and has been adopted by many states and courts for graduated licensing and traffic violator programs. The third edition of Alive at 25 encourages young drivers to take responsibility for their driving behavior. A compelling new video challenges participants to imagine life without them. Alive at 25 is a highly-effective four-hour course that serves as an excellent complement to standard driver education programs — and is also ideal for young drivers who incur traffic violations. Through interactive media segments, workbook exercises, class discussions and role playing, young drivers develop convictions and strategies that will keep them safe on the road.

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406.579.3943

<https://dojmt.gov/highwaypatrol/alive-at-25/>

⁶ City of Billings. "6225." City of Billings. <http://ci.billings.mt.us/DocumentCenter/Home/View/6225>.



Program	Contact
American Association of Retired Persons (AARP) Driver's Safety AARP offers classroom and online 'refresher' courses and includes issues like effects of medication on driving and other age-related challenges of operating a vehicle. AARP Smart Driver™ online course teaches proven driving techniques to help keep you and your loved ones safe on the road. Topics include: • Important facts about the effects of medication on driving. • How to reduce driver distractions. • How to maintain the proper following distance behind another car. • Proper use of safety belts, air bags, anti-lock brakes and new technology found in cars today. • Techniques for handling left turns, right-of-way, and roundabouts. • Age-related physical changes and how to adjust your driving to compensate.	Thom Ainsworth AARP Montana Driver Safety Coordinator Helena, MT 59601 406.363.4687 thomainsworth@msn.com
Montana OPI D.R.I.V.E. Program The D.R.I.V.E. (Driver In-Vehicle Education) class offers a more in-depth training for Montana drivers to find their limitations, learn about safety issues, and focus on increasing their defensive driving skills. Workshop objectives include: • increasing the participant's awareness of driving risks; • identifying driver and vehicle limitations; • providing practice in driving behaviors that anticipate and manage risks; • providing confidence-building opportunities to successfully manage critical situations; and • encouraging and practicing "everytime" use of occupant protection measures.	Montana D.R.I.V.E. 406.444.2955 MontanaDRIVE@mt.gov
NHSTA Speed Campaign Toolkit A toolkit created by NHSTA to assist localities and states to address speed-related concerns in their jurisdiction. They provided multilingual resources including TV spots, earned media work pieces, and fact sheets. The intent of this toolkit is to provide you with marketing materials, earned media tools, and marketing ideas you can distribute to fit your local needs and objectives while partnering with other organizations.	http://icsw.nhtsa.gov/newtsm/tk-speeding/



8.0 Proven Countermeasures

In the process identifying strategies to reach the plan goals, the AC reviewed countermeasures proven to be effective in reducing crashes, injuries, and/or deaths within each emphasis area when utilized. The National Highway Traffic Safety Administration (NHTSA) Proven Countermeasure That Work and the Federal Highway Administration (FHWA) Proven Safety Countermeasures are notable research-proven resources which safety practitioners are encouraged to consider when developing strategies. NHTSA uses a five-star rating system to measure effectiveness.

- ★★★★★ Demonstrated to be effective by several high-quality evaluations with consistent results
- ★★★★ Demonstrated to be effective in certain situations
- ★★★ Likely to be effective based on balance of evidence from high-quality evaluations or other sources
- ★★ Effectiveness still undetermined; different methods of implementing this countermeasure produce different results
- ★ Limited or no high-quality evaluation evidence

The effectiveness of each countermeasure is measured by the reduction in crashes or injuries unless it is noted otherwise. Each individual description provides information on the effective size of each effort and more detailed information on the standards used in measurement of effectiveness.

FHWA countermeasures are a selection of the nine FHWA recognized measures (<http://www.safety.fhwa.dot.gov/provencountermeasures/>) and do not have associated star ratings.

Unrestrained Occupants

State Primary Enforcement Seat Belt Laws

★★★★★

Primary enforcement seat belt use laws permit law enforcement officers to stop and cite a violator independent of any other traffic violation. Secondary enforcement laws allow law enforcement officers to cite violators only after they first have been stopped for some other traffic violation.

Local Primary Enforcement Seat Belt Use Laws and Ordinances

★★★★

In some states with secondary enforcement belt use laws, individual communities have enacted and enforced community-wide primary laws or ordinances. These laws differ from statewide laws only in that they are enacted, publicized, and enforced locally.

Increased Belt Use Law Penalties: Fines/Driver's License Points

★★★★

Penalties for most belt use law violations are low. As of August 2014, a violation resulted in a typical fine of \$25 or more in all but 15 States. Low fines may not convince nonusers to buckle up and may also send a message that belt use laws are not taken seriously. Most States penalize serious traffic law violations by assessing demerit points against a driver's license. Drivers lose their licenses if they accumulate more than a specified number of points within a specified period of time.



Short-term, High-Visibility Seat Belt Law Enforcement

★★★★★

The most common high visibility belt law enforcement method consists of short (typically lasting for two weeks), intense, highly publicized periods of increased belt law enforcement, frequently using checkpoints (in States where checkpoints are permitted), saturation patrols, or enforcement zones. These periods sometimes are called STEP waves (Selective Traffic Enforcement Programs) or blitzes. The method was developed in Canada in the 1980s and demonstrated in several United States communities. It was implemented statewide in North Carolina in 1993 using the Click It or Ticket slogan, and subsequently adopted in other States under different names and sponsors. All high visibility enforcement programs include communications and outreach strategies that use some combination of earned media (news stories) and paid advertising.

Combined Seat Belt and Alcohol Enforcement, Nighttime

★★★★★

Short-term, high visibility seat belt law enforcement programs require substantial funding and law enforcement resources. In addition, a number of States have experienced smaller gains in seat belt use associated with enforcement campaigns after conducting them for several years. These programs also have been conducted almost exclusively during the daylight hours, and the available data suggest that belt use is lower at night. Retaining the short-term, high-intensity enforcement model but including other traffic safety issues such as impaired driving (DWI) and excessive speed can be effective since the same drivers tend to drink, speed, and not buckle up. In particular, combined DWI and belt law checkpoints, saturation patrols, or enforcement zone operations can be conducted at night, when belt use is lower, DWI higher, and crash risk greater than during the day.

Sustained Enforcement

★★★★

Some jurisdictions, including California, Oregon, and Washington, enforce their belt use laws vigorously as part of customary traffic enforcement activities.

Communications and Outreach Supporting Enforcement

★★★★★

Effective, high visibility communications and outreach are an essential part of successful seat belt law high visibility enforcement programs. Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition.

Communications and Outreach Strategies for Low-Belt-Use Groups

★★★★★

Communications and outreach campaigns directed at low-belt-use groups have been demonstrated to be effective for targeted programs that support, and are supported by, enforcement. The effectiveness of stand-alone programs not supported by enforcement is unclear, though North Dakota has demonstrated success with its 2003 “Pick Up the Habit for Someone You Love” campaign.

Short-term, High-Visibility Child Restrain/Booster Law Enforcement

★★★★★

More recent research demonstrates that effective approaches for enforcing child restraint laws – in particular booster seat laws – are possible, but they depend on top management support and enforcement methods that are dedicated to booster seat and other child restraint laws. As with high visibility enforcement aimed at adult occupants, enforcement of child restraint/booster laws should be coupled with high visibility communications and outreach. Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition.



School Programs

★★★★

Schools provide well-defined and somewhat controlled audiences for seat belt use programs. Education and other communications strategies can be tailored to a specific audience. While these programs are often well received in the community, there is limited information on their effectiveness.

Impaired Driving

Saturation Patrols

★★★★

A saturation patrol (also called a blanket patrol, “wolf pack,” or dedicated DWI/DUI patrol) consists of a large number of law enforcement officers patrolling a specific area for a set time to increase visibility of enforcement, as well as to detect and arrest impaired drivers. Like sobriety checkpoints, the primary purpose of saturation patrols is to deter driving after drinking by increasing the perceived risk of arrest.

Preliminary Breath Test Devices (PBTs)

★★★★

A preliminary breath test device is a small hand-held alcohol sensor used to estimate or measure a driver’s BAC. Law enforcement officers use PBTs in the field to help establish evidence for a DWI arrest. The driver blows into a mouthpiece and the PBT displays either a numerical BAC level, such as .12, or a BAC range, such as a red light for BACs above .08.

Integrated Enforcement

★★★

Impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through special impaired driving checkpoints and saturation patrols. A third opportunity is to integrate impaired-driving enforcement into special enforcement activities directed primarily at other offenses such as speeding or seat belt nonuse, especially since impaired drivers often speed or fail to wear seat belts. (Such operations can be particularly effective when conducted at night.)

DWI Courts

★★★

A dedicated DWI court provides a systematic and coordinated approach to prosecuting, sentencing, monitoring, and treating DWI offenders. A DWI court’s underlying goal is to change offenders’ behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions.

Limits on Diversion and Plea Agreements

★★★★

Diversion programs defer sentencing while a DWI offender participates in some form of alcohol education or treatment. A survey of prosecutors found that of defendants who plead guilty, 67% negotiated a plea agreement resulting in a reduced penalty. Negotiated plea agreements are a necessary part of efficient and effective DWI prosecution and adjudication. Effective DWI control systems can use a variety of adjudication and sanction methods and requirements. The key feature is that an alcohol-related offense must be retained on the offender’s record. Otherwise, offenders who recidivate will receive less severe penalties than if the original charge had been retained on their record.

Court/Offender Monitoring Programs

★★★★

In court monitoring programs, citizens observe, track, and report on DWI court or administrative hearing activities. Court monitoring provides data on how many cases are dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts.



Alcohol Problem Assessment and Treatment



Alcohol problem assessment can take many forms, from a brief paper-and-pencil questionnaire to a detailed interview with a treatment professional. Alcohol treatment can be even more varied, ranging from classroom alcohol education programs to long-term inpatient facilities. It is widely recognized that many DWI/DUI offenders and most repeat offenders are dependent on alcohol or have alcohol abuse problems. A DWI/DUI arrest provides an opportunity to identify offenders with alcohol problems and to refer them to treatment as appropriate.

Alcohol Interlocks



An alcohol ignition interlock prevents a vehicle from starting unless the driver provides a breath sample with a BAC lower than a pre-set level, usually .02. Interlocks typically are used as a condition of probation for DWI offenders, to prevent them from driving while impaired by alcohol after their driver's licenses have been reinstated. Interlocks are highly effective in allowing a vehicle to be started by sober drivers but not by alcohol-impaired drivers.

Alcohol Screening and Interventions



Alcohol screening uses a few questions to estimate the level and severity of alcohol use and to determine whether a person may be at risk of alcohol misuse or dependence (SAMHSA, 2007). Brief interventions are short, one-time encounters with people who may be at risk of alcohol-related injuries or other health problems. Brief interventions focus on the awareness of the problem and motivation toward behavior change (SAMHSA, 2007). The combination of alcohol screening and brief intervention is most commonly used with injured patients in emergency departments or trauma centers. Patients are screened for alcohol use problems and, if appropriate, are counseled on how alcohol can affect injury risk and overall health. Patients also may be referred to a follow-up alcohol treatment program. Brief interventions take advantage of a “teachable moment” when a patient can be shown that alcohol use can have serious health consequences.

Mass Media Campaigns



A mass media campaign consists of intensive communications and outreach activities regarding alcohol-impaired driving that use radio, television, print, and other mass media, both paid and/or earned. Mass media campaigns are a standard part of every State's efforts to reduce alcohol-impaired driving. Some campaigns publicize a deterrence or prevention measure such as a change in a State's DWI laws or a checkpoint or other highly visible enforcement program. Others promote specific behaviors such as the use of designated drivers, illustrate how impaired driving can injure and kill, or simply urge the public not to drink and drive. Effective campaigns identify a specific target audience and communications goal and develop messages and delivery methods that are appropriate to and effective for, the audience and goal.

Alcohol Vendor Compliance Checks



In all 50 States, alcohol vendors are required to verify the age of young customers to be sure they are at least 21. However, several studies suggest young people can obtain alcohol without much difficulty. Across various studies, young buyers successfully purchased alcohol in 44% to 97% of attempts without showing identification. To reduce the likelihood that alcohol vendors sell alcohol to underage people, law enforcement officers can conduct frequent compliance checks. In a compliance check or “sting,” law enforcement officers watch as underage people attempt to purchase alcohol and cite the server or vendor for an MLDA-21 violation if a sale is made.



Other Minimum Legal Drinking Age 21 Law Enforcement



Enforcement can take several forms:

- Actions directed at alcohol vendors: compliance checks to verify that vendors will not sell to youth (see Chapter 1, Section 6.3).
- Actions directed at youth: “use and lose” laws that confiscate the driver’s license of an underage drinker, “Cops in Shops” directed at underage alcohol purchasers, law enforcement “party patrols” using party dispersal techniques, and penalties for using false identification.
- Actions directed at adults: beer keg registration laws, enforcement of laws prohibiting purchasing alcohol for youth, shoulder tap operations, and programs to limit parties where parents provide alcohol to youth.

Enforcement of Drug-Impaired Driving



Enforcement of drug-impaired driving laws can be difficult. Typically, drug-impaired driving is only investigated when a driver is obviously impaired but the driver's BAC is low. If drivers have BACs over the illegal limit, many officers and prosecutors do not probe for drugs as in many States drug-impaired driving carries no additional penalties. Although several devices are available that allow officers to screen suspects for illegal drug use at point-of-contact, none have been proven to be accurate and reliable. Many law enforcement agencies employ drug recognition experts (DREs) to assist in investigating potential drug-impaired driving cases. (NHTSA recommends that DREs participate in HVE activities and checkpoints, and respond to serious and fatal crashes.) DREs use a standardized procedure to observe a suspect's appearance, behavior, vital signs, and performance on psychophysical and physiological tests to determine whether and what type of drug or drug category may have been used. If drug intoxication is suspected, a blood or urine sample is collected and submitted to a laboratory for confirmation.

Inattentive Driving/Speeding

Speed Limits



Speed limits are only one part of the system that attempts to control driving speeds. Without broad public acceptance and active enforcement they have little effect. With public acceptance and enforcement, lower speed limits can reduce travel speeds and casualties. Speed limits are set both by legislation and by administrative action. General speed limits apply to all roads in a class, such as rural interstates or local streets. They are set by State, municipal, or even at times by Federal law based on tradeoffs between safety, travel efficiency, and community concerns, taking into account the design characteristics of each road class. Speed zones apply to road segments where the general speed limit is thought to be inappropriate.

Communications and Outreach Supporting Enforcement



Effective, high-visibility communications and outreach are an essential part of successful speed and aggressive-driving enforcement programs. They used extensive communications campaigns to support their enforcement efforts. Most campaigns to date have not used paid advertising. The success of paid advertising in seat belt use campaigns suggests that it is worth considering for speed and aggressive driving enforcement campaigns. The objective should be to provide information about the program, including expected safety benefits, and to persuade motorists that detection and punishment for violations is likely.



Graduated Driver Licensing



Graduated driver licensing (GDL) is a three-phase system for beginning drivers consisting of a learner's permit, then a provisional license, and finally a full license. A learner's permit allows driving only while supervised by a fully licensed driver. A provisional license allows unsupervised driving under certain restrictions. Several studies document that nighttime and passenger GDL restrictions reduce crashes and injuries.

High Visibility Cell Phone/Text Messaging Laws



Similar to sobriety checkpoints, the objective is to deter cell phone use by increasing the perceived risk of a ticket. The HVE model combines dedicated law enforcement with paid and earned media supporting the enforcement activity. Enforcement officers actively seek out cell phone users through special roving patrols, or through spotter techniques where a stationary officer will radio ahead to another officer when a driver using a cell phone is detected. Officers report that higher vantage points, SUVs, and unmarked vehicles can assist in identifying violators. Both earned and paid media are critical to ensure the general public is aware of the enforcement activity, and to create the impression that violators will be caught.

Rumble Strips⁷

Raised elements on the pavement near the shoulder, edge, or center line, these strips alert the driver through vibration and sound that their vehicles have or are about to leave the travel lane. When installed at the shoulder, rumble strips significantly decrease the run-off-road (ROR) crashes. Center line rumble strips serve to alert drivers that they are crossing into oncoming lanes and reduce head-on collisions as well as some ROR crashes. In general, these elements serve to address the subset of driver error crashes caused by distracted or otherwise inattentive drivers who unintentionally drift from their lanes.

HAWK Signals⁸

A high percentage of pedestrian crossings are midblock where vehicle speeds are usually higher. The HAWK (High intensity Activated crossWalk) signals provide a positive stop control method in areas where high volumes may typically warrant a full signal. The signals also provide drivers increased reaction time and traffic flow through lighted indicators.

Medians and Pedestrian Crossings⁹

Medians are an effective countermeasure when used in areas where pedestrian access clearly marks an origins (like a transit stop) and destination. When utilized, these countermeasures reduce pedestrian crashes, decrease speed of approaching vehicles, decrease delays, provide areas for increased signage, and may be utilized for access management to decrease risk of collisions.

Enhanced Delineation and Friction for Horizontal Curves¹⁰

High-friction surfaces and increased delineation and warnings create opportunities to warn drivers about upcoming curves and decrease non-intersection crashes, including those at night. Skid resistance improvements can also reduce crash percentages in urban and rural areas with a marked reduction in wet-road condition crashes.

⁷ U.S. Federal Highway Administration. "Office of Safety: Proven Safety Countermeasures." U.S. Department of Transportation. 2015. <http://safety.fhwa.dot.gov/provencountermeasures/>

⁸ U.S. Federal Highway Administration, 2015.

⁹ U.S. Federal Highway Administration, 2015.

¹⁰ U.S. Federal Highway Administration, 2015.



9.0 Safety Summit

The Billings CTSP Safety Summit was held on Wednesday, May 25, 2016, at the St. Vincent Healthcare Mansfield Health Education Center. Twenty-nine (29) people signed the summit sign-in sheet.

Mayor Tom Hanel provided welcoming remarks and emphasized the importance of the summit in reducing serious injuries and fatalities within the Billings MPO planning area. The consultant team provided an overview of efforts completed to date by the AC and discussed the CTSP planning process, the 4Es of transportation safety planning, and the Billings CTSP vision and goal. The team also presented crash data for the three emphasis areas selected by the AC.

Following the emphasis area crash data presentation, meeting attendees convened in small groups to discuss potential strategies and efforts that could be implemented within the Billings MPO Planning area. An inventory of current programs and relevant NHTSA *Counter Measures That Work*¹¹ and FHWA strategies were provided to each emphasis group as a reference in identifying gaps and possible new safety strategies. Additionally each group discussed possible safety partners/stakeholders and necessary resources to implement strategies. Following group discussions, emphasis area chairs reported back to the full group summarizing key discussion topics.

10.0 Safety Strategies

The AC developed the safety strategies outlined in this chapter based on feedback received during the safety summit and the online public survey.

- ▶ A **strategy** defines a specific method to reduce fatalities and serious injuries within an emphasis area. Individual strategies address one of the 4Es (education, enforcement, emergency medical services, and engineering) of transportation safety. This plan outlines three strategies per emphasis area as a starting point for implementation by the MPO. Additional strategies may be identified as the MPO makes progress in achieving its goal and vision.
- ▶ The **purpose** statement explains the rationale for pursuing a safety strategy, including community experience, crash history, and available research documenting the strategy's effectiveness.
- ▶ **Implementation partners/stakeholders** are organizations and individuals with interest, expertise, or jurisdiction in an emphasis area that may be able to assist in executing strategies. Listed stakeholders and partners may lead or support implementation efforts depending on availability and staffing resources. Other stakeholders and partners may be identified during the implementation process to augment the initial list provided in this chapter.
- ▶ The list of **resources/funding needs** outlines support needed to implement the action steps, including labor, materials, and funds. Sharing resources among stakeholders/partners will maximize implementation results.
- ▶ **Action steps** outline specific measures the MPO and AC may undertake to implement each strategy. Some action steps outline new efforts, while others involve enhancing existing programs.

¹¹ NHTSA. *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Eighth Edition, 2015).



Unrestrained Occupants

Emphasis Area Chair: Lora Mattox – Billings MPO

Strategy 1: Support and enhance enforcement of seat belt and child safety seat laws.

Purpose

Law enforcement is important to emphasize the consequences of choosing not to buckle up or properly restraining a child. Under Montana's current secondary seat belt law, officers may issue a citation for failure to wear a seat belt if a driver is initially stopped for another traffic violation. Montana does have a primary child safety restraint law stating that a child under 6 years of age and weighing less than 60 pounds must be properly restrained in a motor vehicle (MCA 61-9-420). Studies have shown that both short-term/high visibility enforcement (such as selective traffic enforcement programs (STEP)) and sustained seat belt law enforcement is effective in increasing seat belt usage among adults and teenagers (National Highway Traffic Safety Administration [NHTSA], 2015).¹²

Implementation Stakeholders/Partners

- Billings Planning Department
- City of Billings Public Works
- Yellowstone County Public Works
- Billings Police Department
- Yellowstone County Sheriff's Office
- Montana Highway Patrol
- Community Members
- Parents/Teen Drivers
- Billings, Lockwood, & Yellowstone County School District Administrators
- Montana Department of Transportation (MDT)
- Media

Resources/Funding Needs

- Crash Data
- Funding for Law Enforcement Staff
- Traffic Enforcement Program Funding
- Advertising/Media Campaigns

Action Steps

1. Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.
2. Review crash data to determine "hot spots" or specific corridors within the Billings MPO area having the highest incidence of unrestrained occupant injuries and fatalities.
3. Increase short-term, high-visibility targeted enforcement in identified locations.
4. Pursue funding avenues to hire additional law enforcement staff and reinstall dedicated traffic officers to conduct proactive enforcement.
5. Encourage law enforcement to check for GDL violations when a driver is stopped and include in citation issued.
6. Encourage law enforcement officers to issue citations instead of warnings for seat belt violations.
7. Encourage judges and courts to adjudicate seat belt violations.
8. Publicize high-visibility enforcement efforts through media awareness campaigns.
9. Promote possible home visit/hospital car seat education and enforcement.

¹² NHTSA. *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Eighth Edition, 2015). Page 2-3.



Unrestrained Occupants

Emphasis Area Chair: Lora Mattox – Billings MPO

Strategy 2: Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor vehicle trip.

Purpose

Research has found that use of lap and shoulder combination seat belts reduce the risk of fatal injury to front-seat passenger car occupants by 45% and the risk of moderate-to-critical injury by 50% (NHTSA, 2015).¹³ The challenge is to convince all vehicle occupants to buckle up on every trip. In particular, younger occupants ages 14 to 35 experience the largest number of fatal and serious injuries associated with non-seat belt use in the Billings MPO. Increased education efforts are needed to develop a culture of safety in Billings where using seat belts is an expected behavior and non-use is unacceptable.

Implementation Stakeholders/Partners

- Traffic Education Instructors
- Billings/Lockwood/Yellowstone County School District Partners
- MSU – Billings
- Rocky Mountain College
- Billings Vo-Tech
- Media
- Parents/Teen Drivers
- Safe Kids Yellowstone County
- Insurance Providers
- Employers/Corporate Sponsors
- AARP
- Student Groups/Student Government
- City/County Public Works Department
- MDT-Billings District Office
- St. Vincent HealthCare
- Billings Clinic
- RiverStone Health
- School Resource Officers
- Billings Police Department
- Yellowstone County Sheriff's Department
- Montana Highway Patrol

Resources/Funding Needs

- Example employer seat belt policies
- School Districts Staffing/Curriculum
- Adapted Illustrated Montana Driver Manual
- Educational Programs
- Employer Participation
- Advertising/Educational Media Campaigns
- Variable Message Signage
- Grant Funding
- Peer-to-Peer Traffic Safety, MDT
- BuckleUp Montana, MDT
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¹³ NHTSA. *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Eighth Edition, 2015). Page 2-1.



Unrestrained Occupants

Emphasis Area Chair: Lora Mattox – Billings MPO

Strategy 2: Increase youth and adult education to reinforce the importance of wearing a seat belt during every motor vehicle trip.

Action Steps

1. Identify partners in the Billings and Lockwood School Districts to assist with increasing education and awareness of the benefits of using occupant protection restraints.
2. Work with Billings/Lockwood/Yellowstone County School Districts and other safety partners to coordinate and develop an awareness program to enhance focus on seat belt use in school parking lots that include all motor vehicle operators.
3. Conduct periodic observational surveys at designated locations and school parking lot exit/entrances, in conjunction with seat belt education campaigns.
4. Reinvigorate or enhance existing educational programs (e.g., *It's Your Choice*, *Safest Generation*, and *Countdown to Drive*) to increase participation and awareness for young drivers about traumatic injuries and long-term health consequences in relationship to the importance of seat belt usage.
5. Identify driver education instructors in Billings area schools interested in promoting seat belt use in schools and/ or possibly serving as an adviser to student groups and school administrators interested in traffic safety to ensure seat belt usage is taught in curriculum.
6. Promote and encourage student groups and school administrators to conduct peer-to-peer outreach on the importance of seat belt use and other risky driving behaviors.
7. Coordinate with media partners and health care professionals to develop safety awareness campaigns focused on economic impacts of risky driving behaviors and graphic physical repercussions of vehicular fatalities and serious injuries.
8. Encourage and work with local employers to adopt employee seat belt policies; and/or create employee incentive program or disciplinary processes regarding seat belt use.
9. Coordinate with the City of Billings and Yellowstone County Public Works and MDT District Office to identify additional opportunities and special events to install temporary signage encouraging vehicle occupants to buckle up.
10. Support and promote awareness of the "Saved by the Belt" program and pursue ideas for a more youth-oriented award.
11. Continue to support and promote child passenger safety certification training and child safety seating car check stations.



Unrestrained Occupants

Emphasis Area Chair: Lora Mattox- Billings MPO

Strategy 3: Strengthen and support occupant protection laws to increase compliance.

Purpose

Primary seat belt laws allow violators to be stopped and cited independently of any other traffic violation. Studies have shown that primary seat belt laws are demonstrated to be effective in increasing belt use and decreasing occupant fatalities compared to secondary laws (NHTSA, 2015).¹⁴ Under Montana's current secondary seat belt law, law enforcement may issue a citation for failure to wear a seat belt only if a driver is initially stopped for another traffic violation. A statewide primary seat belt laws can only be implemented through the Legislature.

Implementation Stakeholders/Partners

- Local State Legislators
- City Council Members
- Board of County Commissioners
- Board of Public Health
- Alliance Partners (St. Vincent Healthcare, RiverStone Health, Billings Clinic leadership)
- Insurance Industry
- Community Members
- Businesses & Employers
- Parent/Student Groups
- Billings & Lockwood School Administrators& Educators
- Billings Police Department
- Yellowstone County Sheriff's Department
- Montana Highway Patrol
- Media (Television and Radio)
- Montana Association of County Officials (MACO)
- Montana League of Cities and Towns (MLCT)
- Montana Hospital Association
- Montana Public Health Association

Resources/Funding Needs

- Example Laws/Ordinances
- BuckleUp Montana, MDT
- NHTSA Resources
- Ballot Issue Sponsor(s)
- Signature Gatherers

Action Steps

1. Promote and support passage of statewide primary seat belt law through Legislative action.
2. Identify possible nonprofit organizations, businesses, community leaders, Legislators, and government partners interested in pursuing ballot initiatives and legislation.
3. Develop media campaigns using survivor/victim stories that relay a personal testimony to communicate health and economic need for a primary seat belt law.
4. Pursue citizen-proposed statutory initiative on statewide primary seat belt law.
5. Investigate changing state law to enable possibility of local primary seat belt ordinance.
6. Pursue increased penalties associated with failure to obey secondary seat belt law.

¹⁴ NHTSA. *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Eighth Edition, 2015). Page 2-9.



Impaired Driving

Emphasis Area Chair: Captain Keith Edgell – Montana Highway Patrol (MHP)

Strategy 1: Expand awareness and access to safe ride options to decrease impaired driving.

Purpose

The Billings MPO includes a combination of urban and rural areas. When people consume alcohol and other impairing substances, they may be some distance from their home or final destination. Traveling by foot may not be possible due to distance, weather, or other factors. Preventing people from making the unsafe choice to drive while impaired is the ultimate goal. NHTSA identifies early intervention and engaging with potential offenders as some of the most effective measures at preventing impaired or repeat impaired driving (NHTSA, 2015).¹⁵ Other educational efforts to effectively influence changed behaviors and stop impaired driving include awareness of potential transportation options. Billings has an opportunity to build on safe ride and designated driver programs already in place.

Implementation Stakeholders/Partners

- Yellowstone County Tavern Association
- Montana Distillers Guild
- Montana Tavern Association
- Billings CareAVan
- Taxi Services
- Beverage Distributors
- Downtown Billings Association
- Interested Bars/Restaurants
- AAA and Other Insurance Providers
- Ride-sharing Companies (e.g., Uber, Lyft)
- Billings MET Transit
- Yellowstone County DUI Task Force
- Billings Police Department
- Montana Highway Patrol
- Yellowstone County Sheriff's Office
- Local Tow/Wrecking Companies
- Media
- Montana State University- Billings

Resources/Funding Needs

- Funding for Drivers
- Vehicles
- Advertisements
- Dispatch Systems
- Schedules
- Social Media, PSAs and media coverage

Action Steps

1. Establish relationships with all potential stakeholders to build a network of partners.
2. Develop and distribute public information about current safe-ride-home programs.
3. Research and identify ride share and taxi drivers willing to participate in safe-ride-home programs.
4. Solicit increased funding from sponsors and businesses.
5. Enhance focus on the dangers and costs of impaired driving even short distances.
6. Engage higher education facilities to support and promote awareness of early intervention and safe driving behaviors.
7. Develop PSAs, advertising, and media coverage about safe ride opportunities and ensure distribution.
8. Research geo-fencing options with special event organizers and Billings business leaders to remind attendees to plan for a designated driver or alternative transportation.
9. Distribute resource materials developed by safety partners regarding impaired driving and consequences of unacceptable behavior of driving impaired.

¹⁵ NHTSA. *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Eighth Edition, 2015). Page 1-10 and 1-46.



Impaired Driving

Emphasis Area Chair: Captain Keith Edgell – Montana Highway Patrol (MHP)

Strategy 2: Reduce impaired driving through prevention education and training.

Purpose

Impaired driving due to drugs and alcohol remains a major issue in the Billings MPO area. While strategies to address the issue and inform residents of all ages of the dangers of operating a vehicle while under the influence of substances exist, there are concerns about consistency and reach. Multiple proven countermeasures address identifying and engaging with potential offenders as early as possible and encourage consistent messaging to decrease the instances of first-time and repeat offenses.

Implementation Stakeholders/Partners

- Local and Judicial Courts
- Yellowstone County DUI Task Force
- Billings Police Department
- Community Members
- Parent/Teacher Associations
- Traffic Education Instructors
- Alive at 25, MHP
- St. Vincent Healthcare
- Billings Clinic
- Rocky Mountain College
- Montana State University–Billings
- Billings & Lockwood School District Administrators
- South Central Montana Regional Mental Health Center (SCMRMHC)
- Local Addiction and Counseling Centers
- RiverStone Health
- AAA and Other Insurance Providers
-

Resources/Funding Needs

- Volunteer Hours
- Education Materials
- Classroom Spaces, Access, and Time
- PSAs and Media Coverage
- Training for Educators
- OPI Traffic Education
- Peer-to-Peer Traffic Safety, MDT
- Plan2Live, MDT

Action Steps

1. Educate early and often in schools at a young age about acceptable driving behavior. Identify potential program and study area gaps in elementary to middle school and high school to college programs where safe driving behavior training and education could be included or added (e.g., health and wellness, science, physical education, physiology classes).
2. Coordinate with existing programs to discover new outreach opportunities to coordinate and collaborate on similar safety education efforts and expand teachable moments (e.g., It's Your Choice, MHP Touring Trooper car, DUI movie trailer, and mock crash events).
3. Develop a sustainable materials plan to include collaborated events, event resources, partners, and continuing development goals.
4. Research and identify possible MSU-B criminology students to help register and report court-mandated Alive @ 25 class participants and schedule and set up classrooms. Research and identify class locations to conduct Alive at 25 trainings for court-mandated and community participants.
5. Connect with students, student-led groups, and school administrators to provide leadership and development opportunities surrounding prevention of impaired driving (e.g., Peer-to-Peer, Speech & Debate, DECA).



Impaired Driving

Emphasis Area Chair: Captain Keith Edgell – Montana Highway Patrol (MHP)

Strategy 2: Reduce impaired driving through prevention education and training.

Action Steps, continued

6. Develop an impaired driving awareness campaign that uses traditional and social media to ensure awareness of DUI laws, alcohol effects, social host responsibilities, designated driver programs, and public reporting of impaired drivers to authorities.
7. Develop educational materials regarding non-alcohol impairment to include prescription medications and over the counter medications. Enhance awareness of locations and events for prescription pill take back opportunities.
8. Promote and support standard field sobriety testing (SFST) courses and refreshers, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Recognition Expert (DRE) training to identify possible impaired drivers and remove them from roadways.
9. Create or enhance volunteer program opportunities to train non-law enforcement personnel support current education and law enforcement efforts, similar to a neighborhood watch program.



Impaired Driving

Emphasis Area Chair: Captain Keith Edgell – Montana Highway Patrol (MHP)

Strategy 3: Establish communication lines with safety partners to identify opportunities and increase probability for earlier intervention.

Purpose

Preventing impaired driving requires involvement from the 4 Es of transportation safety (education, enforcement, emergency services, and engineering). Improving lines of communication including the discussion of data gathering among first responders, law enforcement, medical personnel, judicial representatives, mental health professionals, and health educators during incident reporting can increase the opportunities to engage with offenders and decrease the risk of repeat offenders. NHTSA has found that early intervention and assessment can assist in decreasing future impaired driving crashes.¹⁶ Ensuring connection between the judicial system, law enforcement, and health professionals can help reduce impaired driving and the risk of severe injuries and fatalities. Communication between these partners will help identify needs and can help improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety analysis.

Implementation Stakeholders/Partners

- St. Vincent Healthcare
- Billings Clinic
- RiverStone Health
- South Central Montana Regional Mental Health Center (SCMRMHC)
- Local Addiction & Counseling Centers
- Board of Licensed Clinical Social Workers/Psychologists
- American Medical Response
- Billings Police Department
- Montana Highway Patrol
- Yellowstone County Sheriff's Office
- Local and Higher Courts
- Yellowstone County DUI Task Force
- Offender Monitoring Programs

Resources/Funding

- Contact Information
- Organizational Charts
- Meeting Spaces
- Reporting Standards and Practices
- Addictive Mental Disorders Division, Dept. of Public Health and Human Services
- Liquor Control Division- Department of Revenue

Action Steps

1. Establish a list of possible contacts for each of the partners including roles regarding intake, reporting, and assessment of data including successes and challenges or gaps.
2. Identify current reporting practices and connections between identified stakeholders and partners.
3. Develop a process document to report standard data gathering practices to ensure consistency in contact and timeframes for emergency response hospital treatment
4. Create follow-up procedures and oversight committees to encourage compliance and engagement.
5. Develop reports on communication lines and assess improvements as needed.
6. Report last point of contact or sales of service identified in DUI crashes by law enforcement to Liquor Control Division for tracking and citing seller/sales provider, and determine if recertification or further training is needed.
7. Expand and improve offender monitoring programs to eliminate loopholes and ensure the required device is installed. Ensure programs are reporting installation and monitoring. Consider specific improvements to ensure accurate testing and monitoring.

¹⁶ NHTSA. *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Eighth Edition, 2015). Page 1-46 to 4-48.



Inattentive Driving/Speeding

Emphasis Area Chair: Chief Rich St. John – Billings Police Department

Strategy 1: Increase law enforcement staff to proactively enforce speed limits and current distracted driving laws.

Purpose

Current law enforcement staff levels within the Billings MPO do not allow for proactive enforcement of speed limits and the current distracted driving ordinance within the Billings city limits. Speed limit enforcement patrols are reactive based on citizen concerns. As the Billings area grows, it requires increased law enforcement officers and support staff to proactively and reactively enforce traffic laws, including speed limits and distracted driving laws. The estimated population in 2016 for the Billings Urban Area is ~127,000.

Implementation Stakeholders/Partners

- Billings Police Department
- Billings City Council
- Yellowstone County Sheriff's Department
- Yellowstone County Commission
- Local Elected Officials
- Montana Highway Patrol
- Local State Legislators
- Media
- Local Courts and Judges
- Billings & Lockwood School Districts
- Montana State University–Billings
- City of Billings Public Works
- Yellowstone County Public Works

Resources/Funding Needs

- Funding for Law Enforcement Staff
- Mill Levies
- Advertising/Media
- Outreach Coordination

Action Steps

1. Continue development of proactive law enforcement staff by hiring staff dedicated specifically to traffic violations.
2. Continue educating elected officials, taxpayers, and voters on the City Charter, current tax structure, and the reasons additional mills are necessary for public safety.
3. Continue enhancing awareness of and promote the law enforcement profession as a desirable career path.
4. Continue targeting and actively recruiting "POST" certified officers for local law enforcement offices.
5. Continue researching and identifying other funding opportunities to hire additional sustained law enforcement officers.
6. Continue to support and increase sustained School Resource Officer (SRO) positions throughout the School Districts.



Inattentive Driving/Speeding

Emphasis Area Chair: Chief Rich St. John – Billings Police Department

Strategy 2: Reduce speeding and distracted driving crashes through enhanced education.

Purpose

Inattentive driving and speeding are top contributors to fatalities and serious injuries in the Billings MPO in recent years. NHTSA has found that communications and outreach supporting enforcement efforts can be effective (NHTSA, 2015).¹⁷ Given current gaps in messaging in the Billings MPO, an increased focus and change in message style could decrease the number of speed and inattentive driving-related fatalities and serious injuries.

Implementation Stakeholders/Partners

- St. Vincent HealthCare
- Billings Clinic
- RiverStone Health
- Billings, Lockwood/Yellowstone County School District Administrators
- Traffic Education Instructors
- Insurance Providers
- Cell Phone Providers
- Parents/Teen Drivers
- Media/Radio Stations
- Billings Police Department
- Yellowstone County Sheriff's Department
- Montana Highway Patrol
- American Medical Response
- Large Employment Centers

Resources/Funding Needs

- Department of Public Health & Human Services
- Existing Educational Programs
- Employer Participation
- Volunteer Hours
- Advertising/Media Campaigns
- Grant Funding
- STEP Program, MDT
- Outreach and Coordination
- Distracted Driving, MDT
- Traffic Safety Marketing, NHTSA

Action Steps

1. Develop and enhance current PSA programs using local examples and spokes people to emphasize the graphic consequences of speeding and inattentive driving.
2. Develop a repeating "Cost per Crash" campaign educating the public on the total costs of crashes and how that impacts insurance and tax costs.
3. Revitalize consequences/fear-based education targeted to teen drivers (i.e., mock crashes, billboards and real-life emotional stories).
4. Work with cell phone providers to investigate, initiate, and promote cell phone award points for not using cell phones while driving.
5. Promote awareness of smart phone apps that automatically block and generate text message replies for incoming calls and texts while driving.
6. Enhance driver education classes by providing additional resource and educational opportunities on speeding and distracted driving.
7. Encourage and work with local employers to adopt employee safe driving policies and/or create employee incentive program or disciplinary processes regarding electronic devices and cell phones.
8. Connect with insurance providers to explore rate decreases for cell phone apps when driving.
9. Identify radio stations targeting the driving audience and discuss quick digestible sound bites of "Hang up and drive" aligned with similar safety PSAs.
10. Promote awareness of educational programs such as Billings Clinic's *Life is Hard, Play it Safe*.

¹⁷ NHTSA, *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. (Eighth Edition, 2015). Page 3-37.



Inattentive Driving/Speeding

Emphasis Area Chair: Chief Rich St. John – Billings Police Department

Strategy 3: Encourage the development of a statewide law banning the use of electronic devices while driving.

Purpose

Multiple Montana communities have passed hand-held electronic device/cell phone ordinances focused on decreasing use of mobile devices while driving. Creating an underlying culture of safety is important to ensure driving distracted is unacceptable. While local ordinances are promoting positive changes, a cultural shift will require passing a statewide law. A statewide law regulating mobile device usage while driving would raise awareness and provide increased opportunities for enforcement and creative funding measures and offer assistance to current efforts.

Implementation Stakeholders/Partners

- Local Elected Officials
- AAA & other Insurance providers
- Cell phone providers
- Montana League of Cities and Towns (MLCT)
- Billings Police Department
- Yellowstone County Sheriff's Department
- Montana Highway Patrol
- Community members
- American Medical Response
- Healthy Montana Kids
- Safe Kids Yellowstone County
- Billings, Lockwood, & Yellowstone County School District Administrators
- Montana Association of Counties (MACo)

Resources/Funding Needs

- Ballot Issue Sponsor(s)
- Signature Gatherers
- PSAs and Media Teams
- Donors and Development Teams

Action Steps

1. Support and promote passage of distracted driving law through legislative action.
2. Educate voters and local officials about the need for a statewide cell phone ban and activities to date.
3. Identify possible nonprofit organizations, businesses, and elected officials interested in pursuing ballot initiatives and legislation.
4. Engage effective methods utilized for previously-successful statewide efforts to communicate need for cell phone law.
5. Identify and implement methods on previously-successful community efforts.



11.0 Implementation Process

Development of the Billings CTSP is an initial step in reducing fatalities and serious injuries in the Billings MPO planning area. To be successful in reaching its vision of zero deaths and serious injuries resulting from vehicular crashes, the community will need to focus on plan implementation.

Through the CTSP planning process, the AC provided technical expertise, local knowledge, overarching guidance, and commitment to improving transportation safety in Billings. AC members and safety summit participants will serve as core team members for plan implementation. The following list outlines implementation roles and responsibilities.

- Emphasis area chairs will identify, invite, and encourage specific individuals to serve on emphasis area teams.
- Emphasis area chairs will coordinate regular team meetings to assign tasks and track progress toward plan implementation. Chairs may elect to meet together in a single meeting addressing all three emphasis areas.
- Teams will identify strategy leaders to lead implementation and provide direction on safety strategy efforts.
- Teams will report implementation progress to the local CTSP program manager quarterly.
 - Reporting should include updates on each strategy, activities in progress and completed, and discussion of challenges and any additional needs
- The local CTSP program manager will request a crash data summary annually.
- Teams will track annual progress against the plan goal of reducing the five-year rolling average of fatalities and serious injuries by 20% by 2020.
- Teams will identify new strategies and potentially new emphasis areas as progress is made toward achieving the community's goals.
- The local CTSP program manager will oversee implementation of the plan and report progress annually to MDT.
 - The MDT annual report will address progress toward implementing each emphasis area strategy and achieving the plan goal. Specifically, the report will include:
 - the current year five-year rolling average of fatalities and serious injuries compared to past years;
 - total fatalities and serious injuries in each of the three emphasis areas.
- The local CTSP program manager will oversee updates to the CTSP as needed (generally every five years) to reflect current emphasis areas and strategies. The plan is intended to be a “living document” that evolves over time. Changes to emphasis areas and strategies may be incorporated based on progress made in achieving goals and identification of new needs in emerging areas.



Appendix A

Glossary



Glossary

Action Steps

Action steps outline specific measures the MPO and AC may undertake to implement each safety strategy. Some action steps outline new efforts, while others involve enhancing existing programs.

Current Programs

Current programs are efforts currently being undertaken by transportation safety partners.

Emphasis Area

An emphasis area is a priority safety issue for the Billings MPO area. It is identified based on data and community input. It may evolve over time to reflect progress and changing conditions.

Fatal Injury

A fatal injury involves the death of a driver, passenger, or other person involved in a crash.

Impaired Driving

Impaired driving is a category of crashes where the driver is under the influence of a mind-altering substance (e.g., alcohol, prescription drugs, illegal drugs).

Implementation Stakeholders/Partners

Implementation stakeholders/partners are organizations and individuals with interest, expertise, or jurisdiction in an emphasis area that may be able to assist in executing strategies. Listed stakeholders and partners may lead or support implementation efforts depending on availability and staffing resources. Other stakeholders and partners may be identified during the implementation process to augment the initial list provided in the plan.

Inattentive Driving

Inattentive driving is a category of crashes where the driver was distracted by an influence outside or inside the vehicle, including an electronic device.

Performance Criterion

A performance criterion is a quantifiable indicator used to assess how well the Billings MPO achieves its desired goals.

Performance Goal

A performance goal is the Billings MPO's desired progress for improved safety in the community toward achieving its vision.



Proven Countermeasures

Proven countermeasures are compiled by NHTSA and FHWA and have been shown to reduce crashes, fatalities, and/or serious injuries associated with crash types based on studies and research.

Purpose

Purpose statements explain the rationale for pursuing a safety strategy, including community experience, crash history, and available research documenting the strategy's effectiveness.

Resource/Funding Needs

The list of resources/funding needs outlines support needed to implement the action steps, including labor, materials, and funds. Sharing resources among stakeholders/partners will maximize implementation results.

Serious Injury

A serious injury involved life-threatening or life-altering injury to a person involved in a crash.

Speeding

Speeding is a category of crashes where one or more of the vehicles involved were travelling at speeds exceeding posted and lawful speed limits.

Strategy

A strategy is a specific method to reduce fatalities and serious injuries within an emphasis area. Individual strategies address one of the four Es (education, enforcement, emergency medical services, and engineering) of transportation safety. This plan outlines three strategies per emphasis area as a starting point for implementation by the MPO. Additional strategies may be identified as the MPO makes progress in achieving its goal and vision.

Unrestrained Occupants

Unrestrained occupants is a category of crashes where the driver or one or more vehicle occupants were not properly restrained using a seat belt or an approved child safety seat.

Vision Statement

A vision statement expresses a desired outcome.



Appendix B

Safety Resources



Safety Resources

24/7 Sobriety Program

<https://dojmt.gov/247-sobriety-program/>

AAA MountainWest

<https://www.mountainwest.aaa.com/auto/operation-tipsy-tow>

Alliance Partnership

Billings Clinic

<http://www.billingsclinic.com/about-us/community-health-improvement/>

RiverStone Health

<https://riverstonehealth.org/public-health-preventing-disease/healthy-by-design/>

St. Vincent Healthcare

<http://www.svh-mt.org/services-and-departments/trauma-outreach/>

Alive at 25

<https://dojmt.gov/highwaypatrol/alive-at-25/>

BuckleUp Montana

<http://www.buckleup.mt.gov/>

Click it or Ticket

<http://www.nhtsa.gov/CIOT>

It's Your Choice/St. Vincent Healthcare

<http://www.svh-mt.org/services-and-departments/trauma-outreach/distracted-driving-course/>

MDT State Highway Traffic Safety Section Occupant Protection

<http://www.mdt.mt.gov/safety/occupant.shtml>

Montana Department of Revenue – Alcohol Education

https://revenue.mt.gov/home/liquor/liquor_education#Contacts-805

MDT Crash Data Summaries

<http://www.mdt.mt.gov/publications/datastats/crashdata.shtml>

Montana DPHHS Injury Prevention Program

<http://dphhs.mt.gov/publichealth/EMSTS/prevention.aspx>

Montana Motor Carriers Association – Share the Road

<http://www.mttrucking.org/safety/share-the-road/>

Montana State Highway Traffic Safety Section Impaired Driving

<http://www.mdt.mt.gov/safety/impaired.shtml>

Montana Tavern Association

<http://montanatavernassociation.com/>



Montana Traffic Education

<http://opi.mt.gov/Programs/DriverEd/Curric/INDEX.html>

NHSTA Speed Campaign Toolkit

<http://icsw.nhtsa.gov/newtsm/tk-speeding/>

Safe Kids Yellowstone County

<https://www.safekids.org/coalition/safe-kids-yellowstone-county>

Screening, Brief Intervention and Refer to Treatment (SBIRT)

<http://www.dphhs.mt.gov/ems/prevention/sbirt.shtml>

STEP and SETT

<http://www.mdt.mt.gov/visionzero/plans/traffic-enforcement.shtml>

Traffic Safety Resources

<http://www.mdt.mt.gov/visionzero/plans/pts-sfst.shtml>

<http://www.mdt.mt.gov/visionzero/plans/pts-midac.shtml>

Yellowstone County DUI Taskforce

<http://www.co.yellowstone.mt.gov/dui/>



Appendix C

Letters of Request and Support

April 21, 2015

Pam Langve-Davis, Planner
Program & Policy Analysis Bureau
Montana Department of Transportation
Rail, Transit and Planning
PO Box 201001
Helena, MT 59620-1001

RE: Community Transportation Safety Planning and Development Assistance

Dear Ms. Langve-Davis:

The Billings-Yellowstone County Metropolitan Planning Organization is formally requesting technical and financial assistance from MDT to develop a Community Transportation Safety Plan (CTSP). This letter describes transportation safety issues in Billings that a CTSP could help alleviate, describes ways that the community will benefit from the development and implementation of a CTSP and identifies a local plan sponsor.

Safety Issues in the Billings-Yellowstone County Metropolitan Planning Organization include but are not limited to:

- Crash data for Montana and the City of Billings highlight several transportation safety issues in the community, many which align with the specific emphasis areas (EAs) in the State Comprehensive Highway Safety Plan (CHSP). The FFY 2011 Montana Traffic Safety Problem Identification report states that Yellowstone County ranked third in severe crashes (EA: Urban Crashes), the report also shows that 10.4% of total crashes are related to alcohol-related crashes (EA: Drugs & Alcohol).
- Data from the 2014 Billings Urban Long Range Transportation Plan identified through MDT Crash Data the following information within the MPO boundary:
 - Total of 8,792 crashes;
 - 2,402 injury crashes (27%) with total injuries of 3,315;
 - 122 incapacitating injuries (5% of injury crashes); and
 - 33 fatal crashes (< 1% of total crashes)

Planning & Community Services Department

2825 3rd Avenue North, 4th Floor

Billings, MT 59101

Fax: (406) 657-8327

Phone: (406) 657-8246

Ways That Development of a CTSP Would Benefit the Community include but are not limited to:

- The CTSP would complement the recently completed 2014 Billings Urban Area Long Range Transportation Plan (LRTP) Update's recommended investment of over \$15 million in safety improvements in the metropolitan region.
- The CTSP will provide a coordinated set of strategies that work for and are consistent with the goals, objectives and policies of all safety partners in the community.
- The CTSP will clarify the working relationship between the safety partners in the community. In this way the CTSP will ensure coordination and consistency among various community safety initiatives.

Local Plan Sponsor

The Yellowstone County Planning Board is the designated Metropolitan Planning Organization (MPO) and oversees transportation planning for the Billings Urban Area. The MPO will serve as the Local Plan Sponsor and will be the point of contact for the planning process and for the coordination of the development and implementation of the CTSP. MPO staff will track and report progress on the plan implementation annually to MDT.

Agency partners representing the four E's have contributed letter of support for this application and look forward to participating in a community safety planning process with MDT and the MPO.

Thank you for the opportunity to develop a Community Transportation Safety Plan with MDT's technical assistance and financial support. We look forward to working with MDT to develop strategies that will enhance Billings' ongoing efforts to reduce the number of severe and fatal crashes. If you have any questions or need additional information, please contact Lora Mattox at (406) 247-8622 or mattoxl@ci.billings.mt.us.

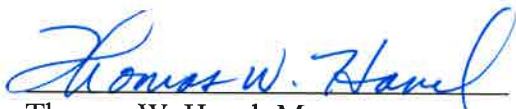
Sincerely,



Richard Clark, President
Yellowstone County Planning Board



Bill Kennedy, Chairman
Board of County Commissioners
Yellowstone County



Thomas W. Hanel, Mayor
City of Billings



Bill Kennedy, Chairman
Policy Coordinating Committee



Planning & Community Services Department

2825 3rd Avenue North, 4th Floor

Billings, MT 59101

Fax: (406) 657-8327

Phone: (406) 657-8246

JON TESTER
MONTANA

COMMITTEES:

APPROPRIATIONS
BANKING
INDIAN AFFAIRS
VETERANS' AFFAIRS
HOMELAND SECURITY AND
GOVERNMENTAL AFFAIRS

SENATE HART BUILDING
SUITE 311
WASHINGTON, DC 20510
202-224-2644

INTERNET:
<http://tester.senate.gov/contact>

United States Senate

March 20, 2015

Pam Langve-Davis, Planner
Statewide and Urban Planning
Montana Department of Transportation
Rail, Transit and Planning
PO Box 201001
Helena, MT 59620-1001

Dear Ms. Langve-Davis:

I write in support of the City of Billings Community Transportation Safety Plan. This planning effort and coordination is important to the greater community of Billings and it will benefit the community by increasing education, enforcement and emergency medical services.

This data-driven and evidence-based plan will improve safety in the community by reducing serious and fatal crashes. For example, one of the strategies to reduce injuries and fatalities in crashes will be to conduct outreach to educate groups with high rates of non-use of safety belts on the importance of their use.

I look forward to working to support the stakeholders in Billings to develop and implement the Community Transportation Safety Plan.

Thank you for your attention to this application. If I can provide any additional information, do not hesitate to contact me. Please inform my office of the eventual decision on this application.

Sincerely,



Jon Tester
United States Senator

BOZEMAN
(406) 586-4450

BUTTE
(406) 723-3277

GLENDALE
(406) 365-2391

GREAT FALLS
(406) 452-9585

HELENA
(406) 449-5401

KALISPELL
(406) 257-3360

BILLINGS
(406) 252-0550

MISSOULA
(406) 728-3003

STATE OF MONTANA
DEPARTMENT OF JUSTICE
MONTANA HIGHWAY PATROL DIVISION

RECEIVED

MAR 25 2015

TRANSPORTATION PLANNING

Tim Fox
Attorney General



2550 Prospect
PO Box 201419
Helena, MT 59620-1419

March 18, 2015

Pam Langve-Davis, Planner
Statewide and Urban Planning
Montana Department of Transportation
Rail, Transit and Planning
PO Box 201001
Helena, MT 59620-1001

Dear Ms. Langve-Davis:

The Montana Highway Patrol is a community safety partner with the City of Billings interested in the development and implementation of a Community Transportation Safety Plan. This planning effort and coordination is important to us and will benefit our community in educating the public on safety matters that we in the Montana Highway Patrol see on a daily basis. These items include, but not limited to, seatbelt usage, pedestrian and bicycle safety and distracted driving issues. Currently the City of Billings has averaged 6.7 fatalities a year, for the past three years. This is the highest fatal count of all the larger municipalities in Montana.

The Montana Highway Patrol looks forward to developing additional partnership with local stakeholders to provide the additional education component(s) needed to make traveling within the City of Billings and Yellowstone County safer. We look forward to participating in collaborative efforts with the City of Billings to develop and implement the Community Transportation Safety Plan.

As a partner, the Montana Highway Patrol will participate in meetings to assist in plan development and implementation activities, such as seatbelt/child safety events, educational training events as well as working to coordinate traffic enforcement safety events between the stakeholders.

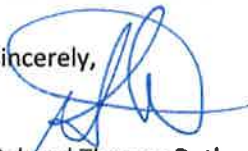
We believe that this innovative opportunity will allow the community stakeholders to come together using unified education and enforcement programs to establish safety on the city, county and state

Telephone (406) 444-3780 Fax (406) 444-4169



roadways. Using a unified approach will make our efforts more successful and in turn reduce the number of overall crashes with a focus on personal injury and fatalities.

Sincerely,



Colonel Thomas Butler
Montana Highway Patrol
2550 Prospect Ave.
Helena, MT 59620



CITY OF BILLINGS

POLICE DEPARTMENT

P.O. Box 1554 • Billings, MT 59103
220 N. 27th St. • Billings, MT 59101
(406) 657-8460 • Fax (406) 657-8417 • Email bpd@ci.billings.mt.us



P.O. Box 1554
Billings, MT 59103

March 16, 2015

Pam Langve-Davis, Planner
Statewide and Urban Planning
Montana Department of Transportation
Rail, Transit and Planning
PO Box 201001
Helena, MT 59620-1001

Dear Ms. Langve-Davis:

The Billings Police Department is a community safety partner with the City of Billings interested in the development and implementation of a Community Transportation Safety Plan. This planning effort and coordination is important to us and will benefit our community. A clear concise safety plan will assist the police department in establishing enforcement goals and help us with efficiency and effectiveness.

Undoubtedly, this safety plan will include guidance and suggestions on how to enhance pedestrian and bicyclist safety. These are two areas that have come to the forefront for the police department. We look forward to participating in collaborative efforts with other City of Billings departments to develop and implement the Community Transportation Safety Plan.

As a partner, the Billings Police Department will assist in plan development and implementation activities. Specifically, the Billings Police Department will encourage traffic safety through education, enforcement, and coordinated activities with other agencies and entities.

We believe that this innovative opportunity will help the police department ensure the safety of our citizens as they travel the streets of Billings.

Sincerely,

Rich St. John
Chief of Police

April 17, 2015

Pam Langve-Davis, Planner
Statewide and Urban Planning
Montana Department of Transportation
Rail, Transit and Planning
PO Box 201001
Helena, MT 59620-1001



healthy
by
design

123 South 27th Street
Billings, MT 59101

Dear Ms. Langve-Davis:

Healthy By Design, a multi-sectoral coalition, convened by the three healthcare organizations in Billings, Montana, conducts a Yellowstone County community health needs assessment every three years. As we collectively examine the needs of our county through this formal assessment process, various issues emerge, creating priorities for our work. A consistent priority has focused on improving weight status through increased physical activity and fruit and vegetable consumption. Statistics from the 2014 assessment include a decreased percentage of residents who meet physical activity guidelines; an increased percentage of those who want to be more physically active but felt unsafe due to traffic and or crime; and over 61% of residents reporting "never" walking, biking or using public transit to get to work. Understanding safety is also examined in the assessment, with secondary data included, we are aware of higher than national rates of motor vehicle crashes in Yellowstone County, paired with lower than state and national rates of drivers/riders "always" wearing their seatbelts.

Healthy By Design has worked with the City of Billings on various initiatives seeking to address some of these issues and is interested in the development and implementation of a Community Transportation Safety Plan. This planning effort and coordination is important to us and will benefit our community. The City-County Planning Department is a long-standing partner in our Healthy By Design Coalition, specifically in our Built Environment Workgroup that has conducted work on a Complete Streets Policy, a Health Impact Assessment of the Growth Policy and partnership activities with others including active commuter challenges and bike path promotion.

We recognize this Community Transportation Safety Plan will develop performance measures and strategies to improve transportation safety. We believe data collected will inform not only this work, but can support other initiatives in our community. We see this plan interfacing with our existing community health needs assessment and improvement plan as well as specific activities such as the Montana Department of Transportation supported Buckle Up Montana grant program. RiverStone Health, one of the convening partners of Healthy By Design, is the only Yellowstone County applicant hoping to receive funding to implement this program in the fall.

We look forward to participating in collaborative efforts with the City of Billings to develop and implement the Community Transportation Safety Plan. We anticipate the Healthy By Design Coalition and its partners will engage in various components of this plan's development. We are encouraged by the opportunity to *improve safety in the community by reducing serious and fatal crashes.*

Sincerely,

Heather Fink, Community Health Improvement Manager

www.healthybydesignyellowstone.org
<https://www.facebook.com/HBDyellowstone>

On behalf of the Alliance—Billings Clinic, RiverStone Health, St. Vincent Healthcare



Pam Langve-Davis, Planner
Statewide and Urban Planning
Montana Department of Transportation
Rail, Transit and Planning
PO Box 201001
Helena, MT 59620-1001

April 13, 2015

Dear Ms. Langve-Davis:

We support the development and implementation of a Community Transportation Safety Plan. This planning effort and coordination is important to us and will benefit our community.

We believe that safety is paramount in active transportation. Safe recreation on trails, roads and bikeways depends not only on infrastructure, but also on safe behaviors. We are designing a campaign, which targets driver and bicyclist etiquette to help promote respectful attitudes and behaviors among those sharing the road, trails and bikeways. Having accurate on bicycle and pedestrian crashes is essential in planning our infrastructure and in addressing unsafe behaviors on the road.

We look forward to participating in collaborative efforts with the City of Billings to develop and implement the Community Transportation Safety Plan.

As a partner, Billings TrailNet will assist in plan development and implementation activities by promoting safety messages with the public.

Sincerely,

Kristi Drake
Executive Director
Billings TrailNet



Montana Action for Healthy Kids (MAFHK) Team Mission

Montana Action for Healthy Kids Team is dedicated to improving the health and wellness of our children in schools and communities through nutrition and physical activity where children learn, participate in, and enjoy healthy lifestyle behaviors.

Date February 28, 2015

Pam Langve-Davis, Planner
Statewide and Urban Planning
Montana Department of Transportation
Rail, Transit and Planning
PO Box 201001
Helena, MT 59620-1001

Dear Ms. Langve-Davis:

Billings Action for Healthy Kids (BAFHK) is a community safety partner with the City of Billings interested in the development and implementation of a Community Transportation Safety Plan. BAFHK members have worked with the City planning office to address and resolve transportation safety issues for kids walking and biking to school. This planning effort and coordination is important and will benefit our community by planning for safe transportation for children who walk and bike to school. Several years ago, as a result of a Safe Routes to School Grant the City Bike and Pedestrian Coordinator created a committee to collaboratively address safety issues identified in and around city schools.

Creating transportation safety through Education, Enforcement, Engineering and Emergency Medical Services aligns with the goals of BAFHK, a team of organizations and individuals dedicated to enhancing community wellness in and around schools. A Data-driven, evidence based TSP will help our organizations better integrate plans and identify barriers to transportation safety in the planning stages, working to identify barriers early and mitigate those barriers collaboratively.

We look forward to participating in collaborative efforts with the City of Billings to develop and implement the Community Transportation Safety Plan.

We believe that this innovative opportunity will improve transportation safety of children walking and biking to school by identifying bike/walk transportation issues early in the planning phase and planning for changes in the built environment to reducing crashes and fatal injuries.



Sincerely,



Kathy Aragon and Bernie Mason
Co-Chairs
Billings Action for Healthy Kids
Billings, MT





Appendix D

Public Survey Summary

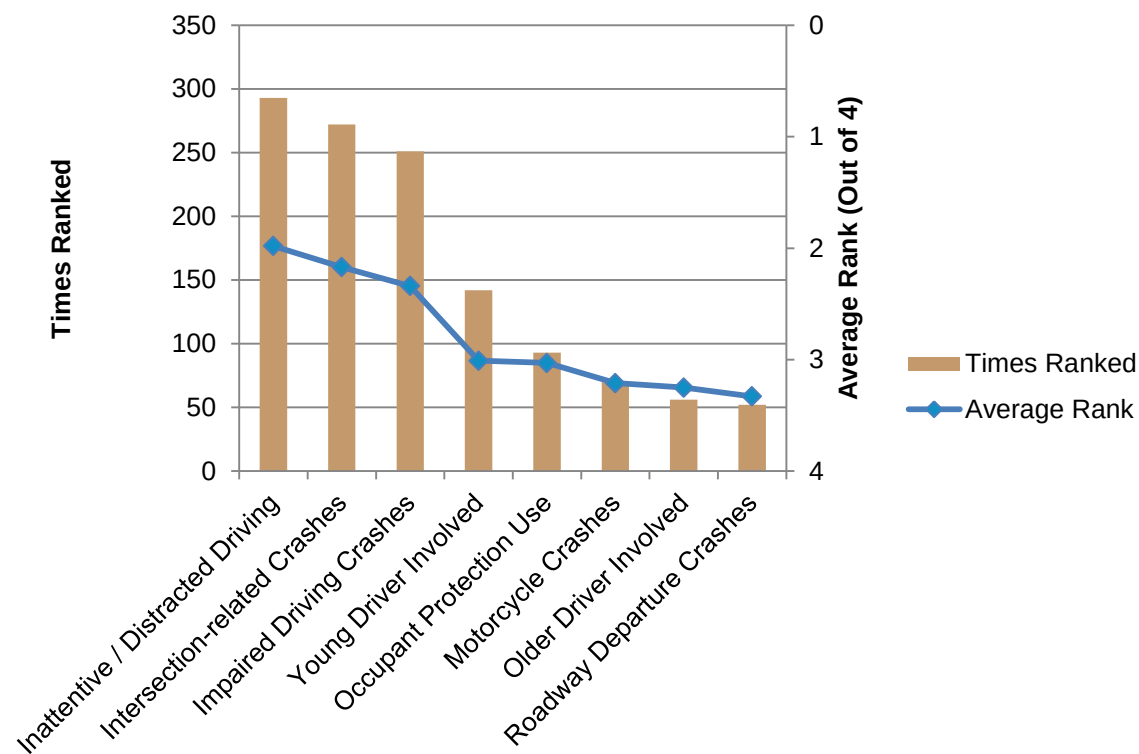


Priority Ranking

On the priority ranking screen, respondents were asked to select four of eight transportation safety areas they believed would “have the greatest potential to reduce fatal and serious injury crashes in the Billings area.” Priority areas listed in the survey were identified through AC review of crash data provided by MDT.

Figure E.2 illustrates final survey results for the ranking exercise. The eight priority areas were ranked a total 1,229 times by respondents with Inattentive/Distracted Driving, Intersection-related Crashes, and Impaired Driving Crashes topping the list.

Figure E.2 Priority Ranking Survey Results



Source: DOWL 2016.

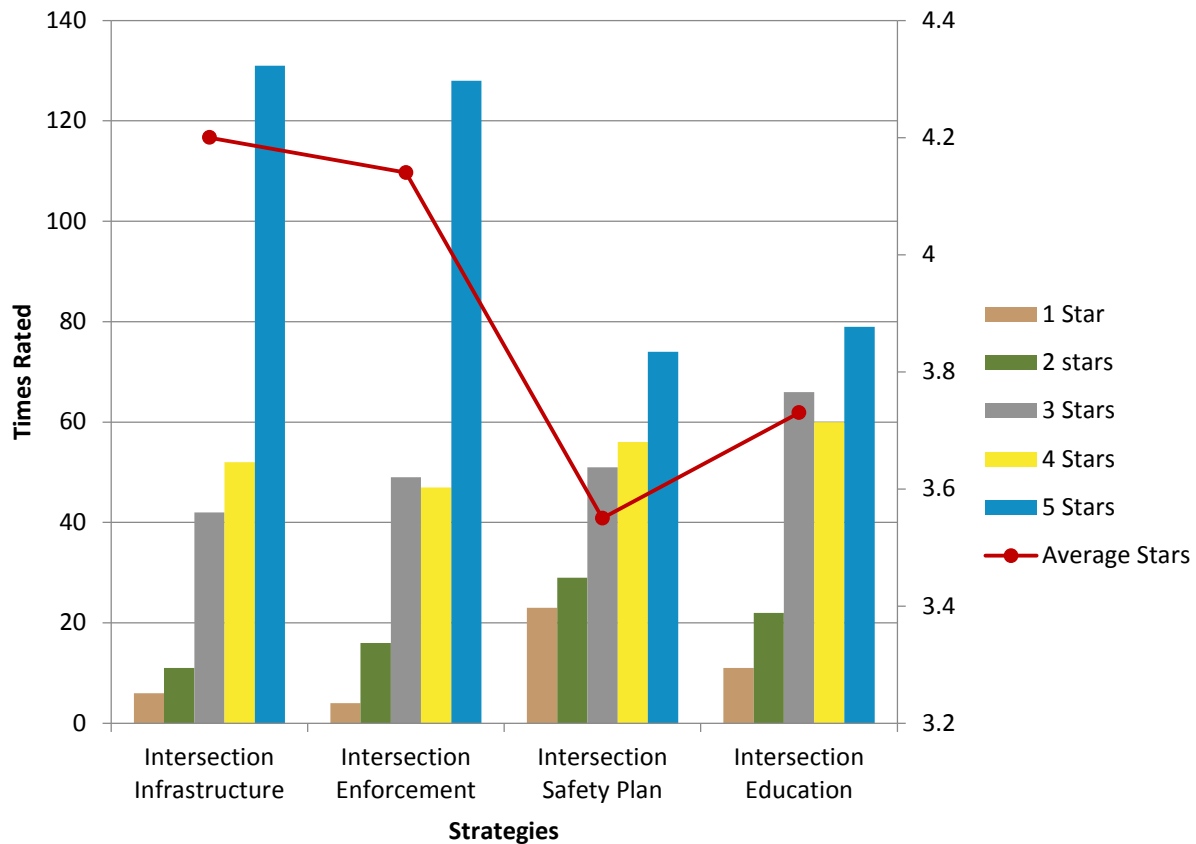
Strategy Ranking

Respondents were presented with a series of strategies for each selected priority containing a strategy title, brief description, and the option to rate the strategy from one to five stars, indicating the respondents' assessment of the strategy's effectiveness at reducing fatalities and serious injuries. The following figures and tables identify the priority areas as presented in the online survey, their average rank (in number of stars), and the complete text of the strategies being rated.



Intersection-Related

Figure E.3 Intersection Related Strategy Ranking



Source: DOWL 2016.

Table E.1: Intersection Related Strategy Description

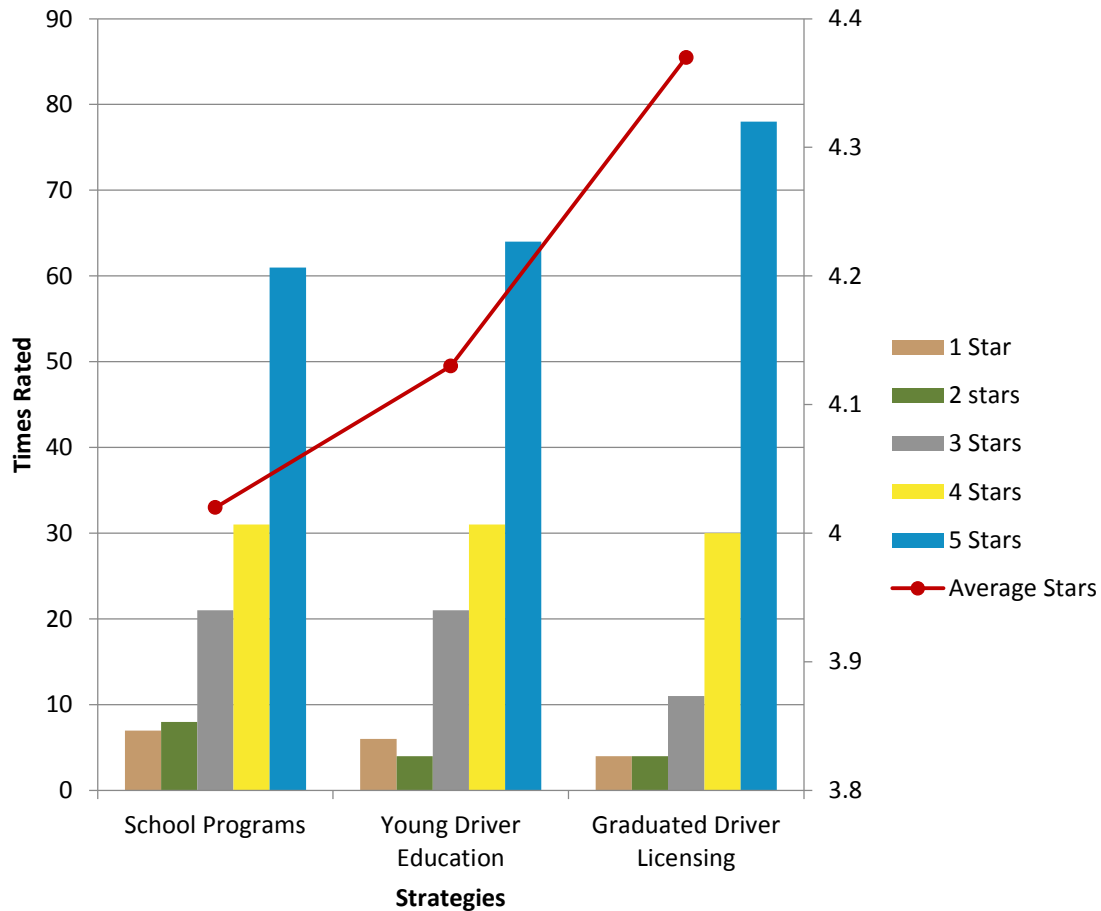
Strategy	Description	Average Stars
Intersection Enforcement	Conduct targeted enforcement and citation of illegal movement by road users at intersections.	4.20
Intersection Education	Implement public awareness campaigns on yielding at stop-controlled and uncontrolled intersections.	4.14
Intersection Infrastructure	Implement infrastructure improvements to reduce intersection-related crashes, where appropriate.	3.55
Intersection Safety Plan	Develop and implement an intersection safety plan.	3.73

Source: DOWL 2016.



Young Driver Involved

Figure E.4 Young Driver Involved Strategy Ranking

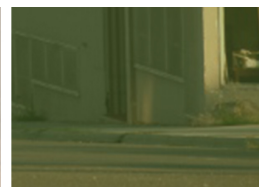


Source: DOWL 2016.

Table E.2 Young Driver Related Strategy Descriptions

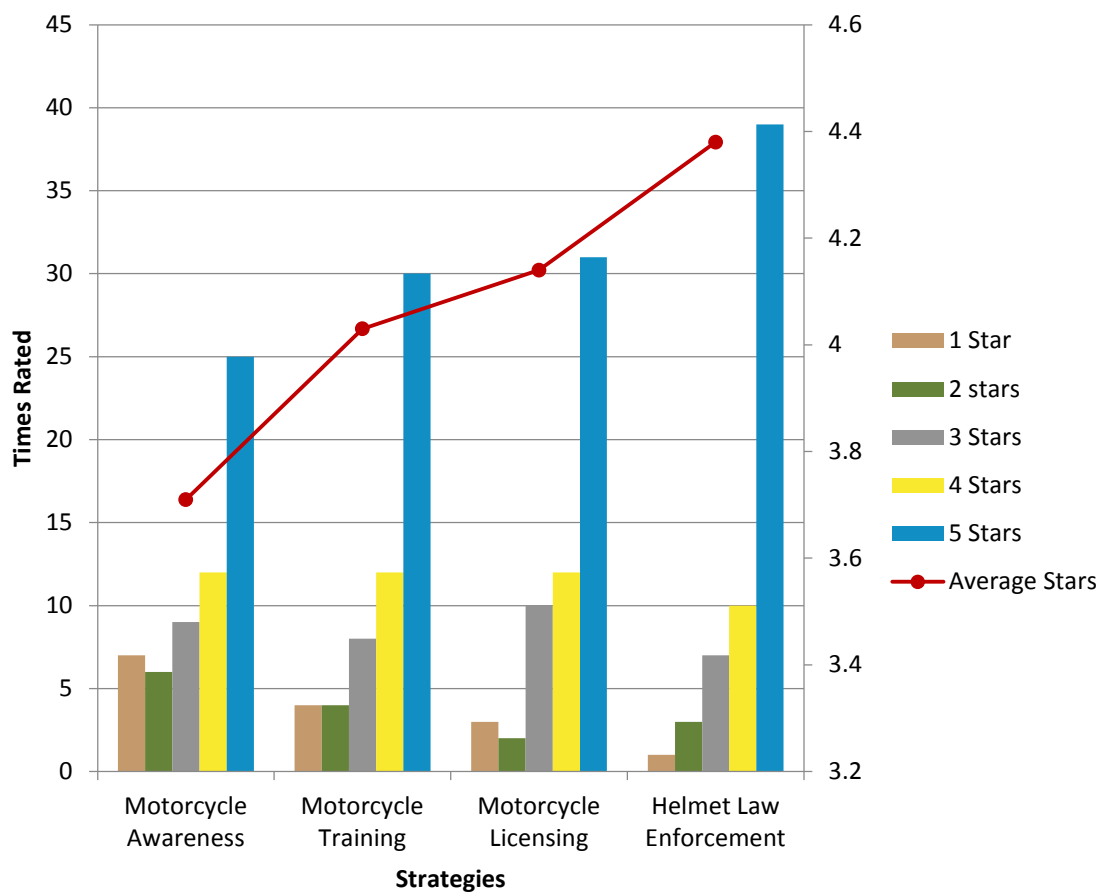
Strategy	Description	Average Stars
Young Driver Education	Support and enhance driver education (e.g., traffic education program funding and financial assistance).	4.37
School Programs	Develop and implement school programs focused on safe driving behaviors.	4.13
Graduated Driver Licensing	Enforce Montana's Graduated Driver Licensing (GDL) penalties for drivers aged 14-17.	4.02

Source: DOWL 2016.



Motorcycle Crashes

Figure E.5 Motorcycle Crashes Strategy Ranking



Source: DOWL 2016.

Table E.3 Motorcycle Crashes Strategy Descriptions

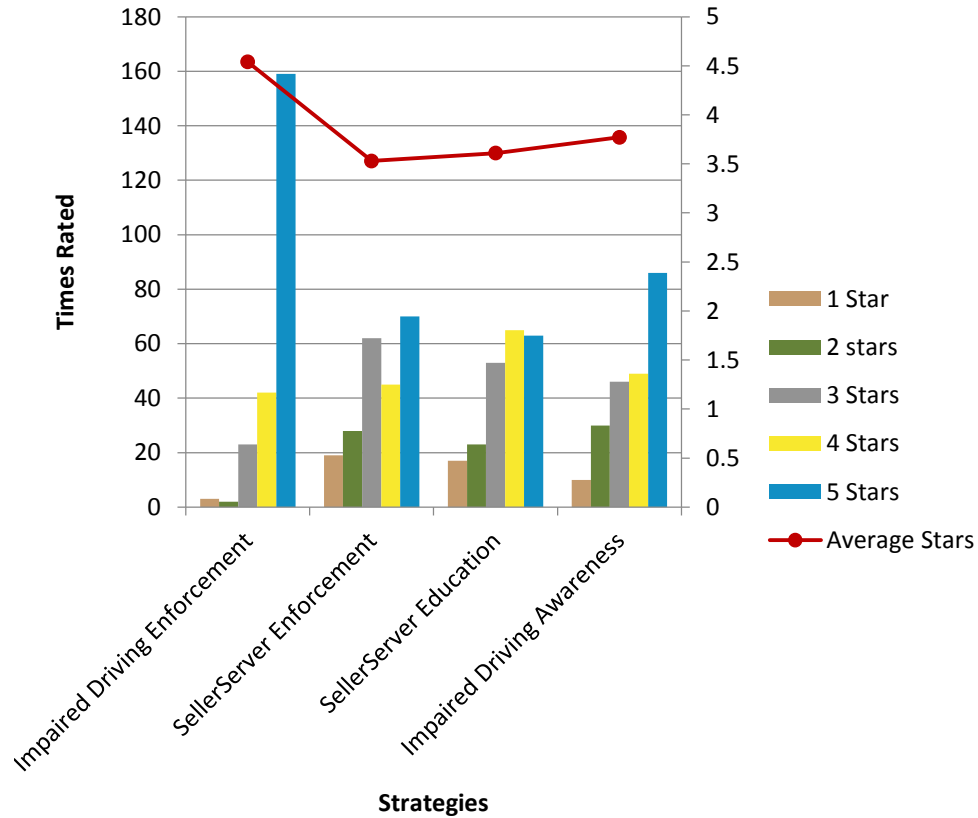
Strategy	Description	Average Stars
Helmet Law Enforcement	Enforce the current helmet law for those younger than 18 years of age.	4.54
Motorcycle Training	Encourage and support motorcycle rider safety training and the use of protective gear.	3.77
Motorcycle Awareness	Develop and support public service campaigns focusing on motorcycle safety and awareness.	3.61
Motorcycle Licensing	Enforce motorcycle licensing/endorsement requirements.	3.53

Source: DOWL 2016.



Impaired Driving Crashes

Figure E.6 Impaired Driving Crashes Strategy Ranking



Source: DOWL 2016.

Table E.4 Impaired Driving Strategy Descriptions

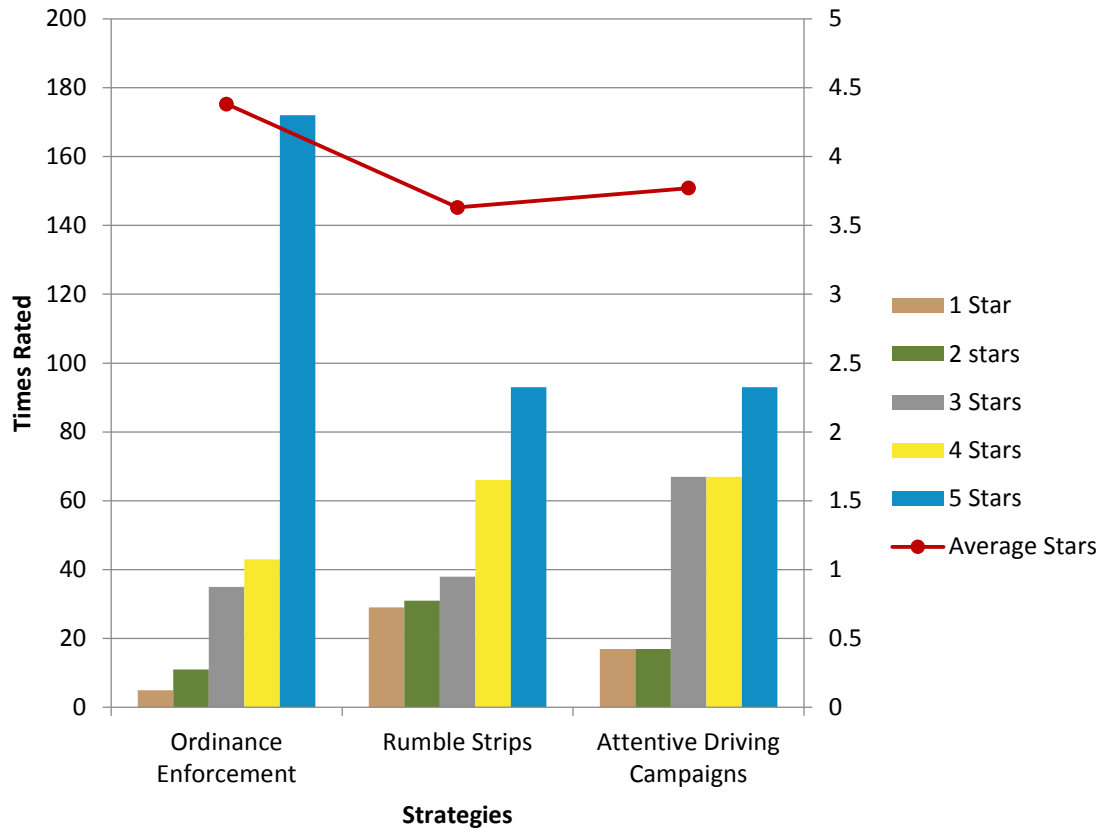
Strategy	Description	Average Stars
Impaired Driving Enforcement	Support increased penalties for impaired driving, with enhanced focus on MIP and repeat offenders.	3.71
Seller/Server Enforcement	Enforce liquor license and criminal penalties for seller/server violations of over-service of alcohol.	4.03
Seller/Server Education	Enforce mandatory over-service training for sellers/servers.	4.14
Impaired Driving Awareness	Develop and implement public awareness campaigns on the consequences and effects of impaired driving.	4.38

Source: DOWL 2016.



Distracted/Inattentive Driving

Figure E.7 Distracted/Inattentive Driving Strategy Ranking



Source: DOWL 2016.

Table E.5 Distracted/Inattentive Driving Strategy Descriptions

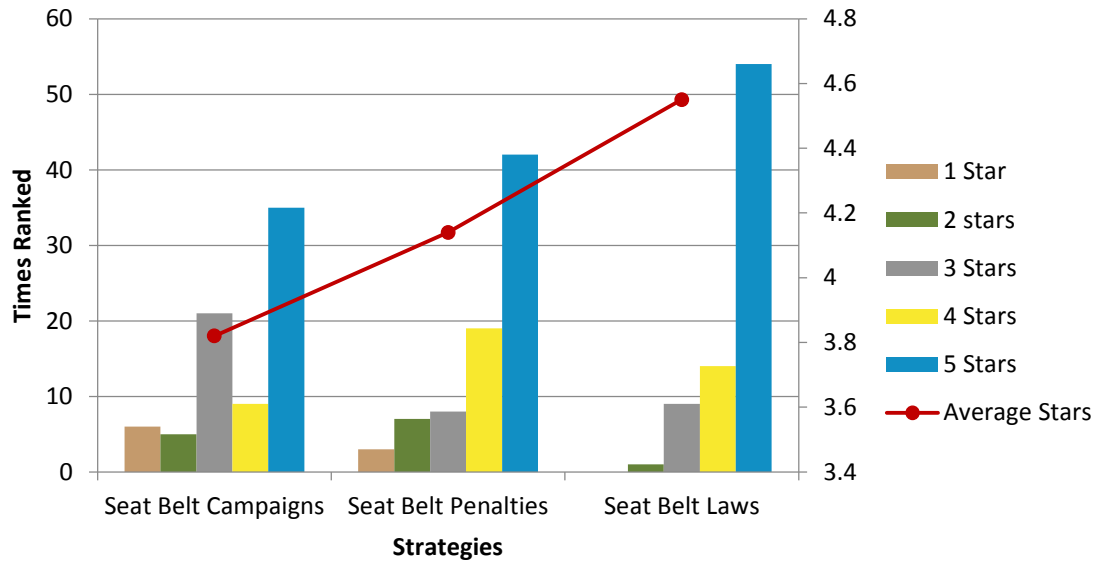
Strategy	Description	Average Stars
Ordinance Enforcement	Enhance enforcement of Billings ordinance addressing use of electronic devices while driving.	4.38
Attentive Driving Campaigns	Implement public awareness and education campaigns and school programs on distracted driving.	3.63
Rumble Strips	Install shoulder/centerline rumble strips to alert distracted drivers they are leaving the travel lane.	3.77

Source: DOWL 2016.



Occupant Protection Use

Figure E.8 Occupant Protection Use Strategy Ranking



Source: DOWL 2016.

Table E.6 Occupant Protection Use Strategy Description

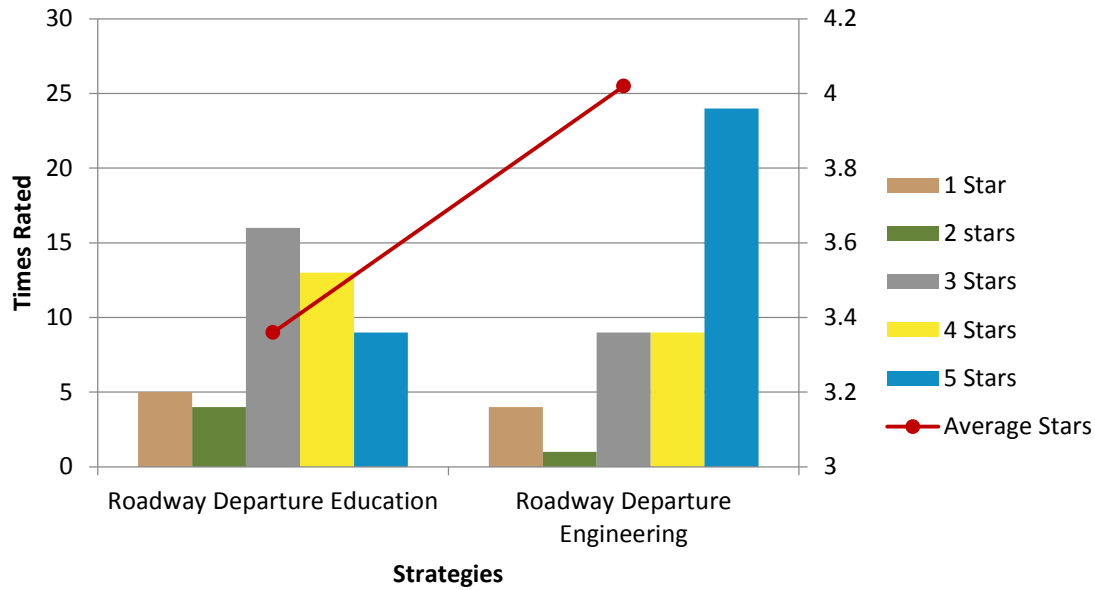
Strategy	Description	Average Stars
Seat Belt Campaigns	Implement public awareness campaigns focused on seat belt use.	4.55
Seat Belt Penalties	Support increased penalties for failure to use a seat belt.	4.14
Seat Belt Laws	Support and enhance enforcement of primary and secondary seat belt laws.	3.82

Source: DOWL 2016.



Roadway Departure

Figure E.9 Roadway Departure Strategy Rankings



Source: DOWL 2016.

Table E.7 Roadway Departure Strategy Descriptions

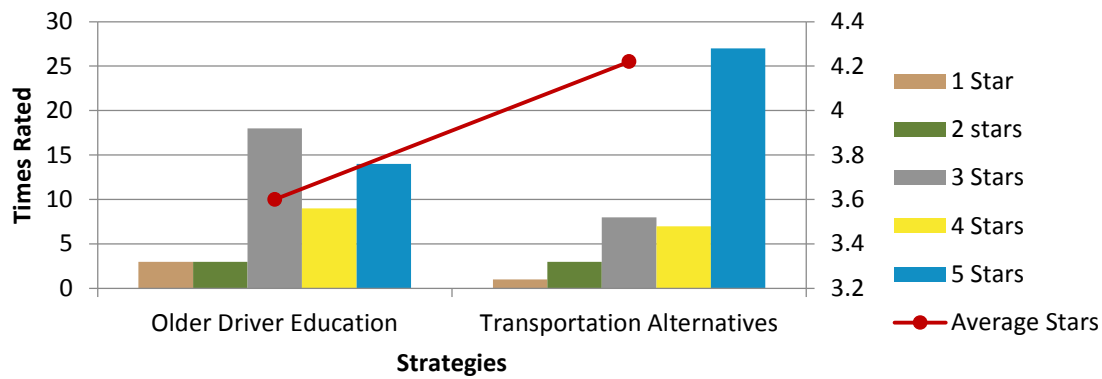
Strategy	Description	Average Stars
Roadway Departure Engineering	Implement infrastructure improvements to mitigate road departure crashes where appropriate.	4.22
Roadway Departure Education	Support and conduct public awareness campaigns about road conditions and traffic laws.	3.60

Source: DOWL 2016.



Older Driver Involved

Figure E.10 Older Driver Involved Strategy Rankings



Source: DOWL 2016.

Table E.8 Older Driver Involved Strategy Descriptions

Strategy	Description	Average Stars
Transportation Alternatives	Promote and encourage other transportation alternatives.	4.02
Older Driver Education	Promote and encourage older driver education and training.	3.36

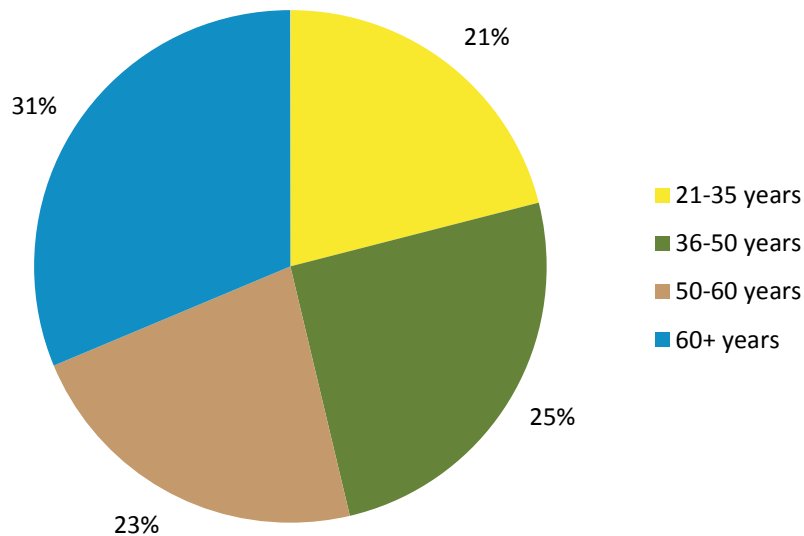
Source: DOWL 2016.



Demographic Data

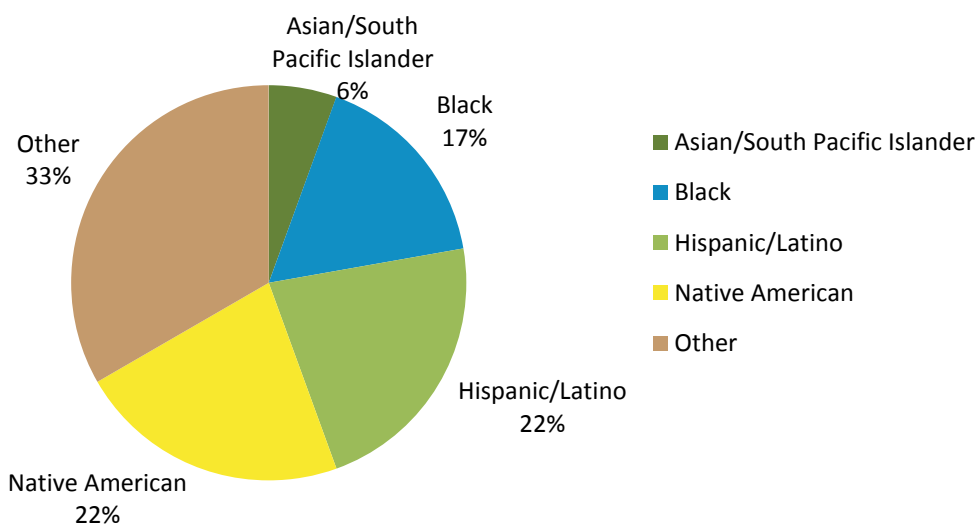
In the final screen of the online survey tool, respondents were asked demographic questions to assist the Billings MPO and AC in understanding the representation of respondents in the Billings MPO area. Questions addressed age (Figure E.11), ethnicity (Figure E.12), and neighborhood of residence (Figure E.13).

Figure E.11 Self-Identified Age of Respondents



Source: DOWL 2016.

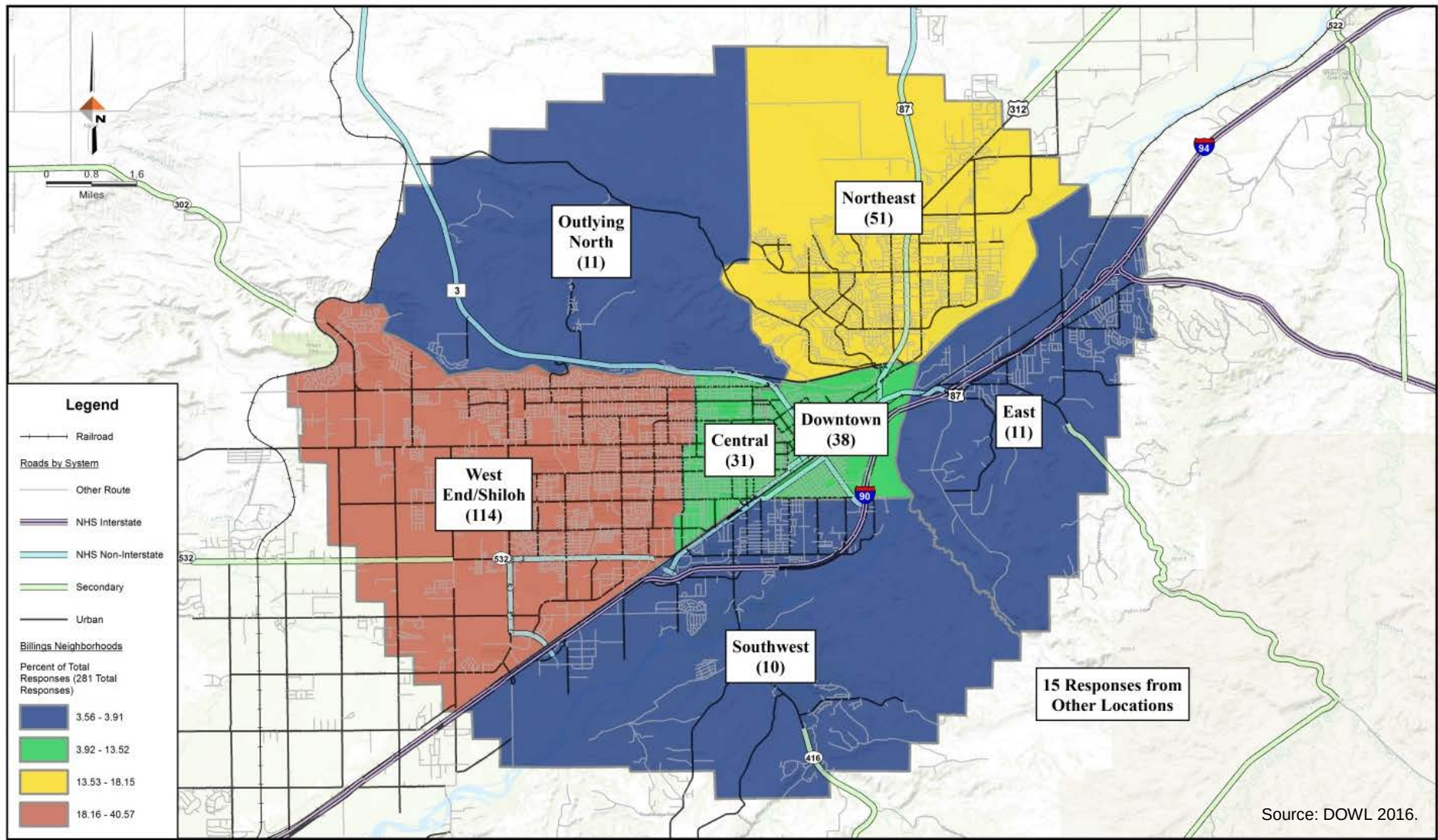
Figure E.12 Self-Identified Ethnicity of Respondents



Source: DOWL 2016.



Figure E.13 Self-identified Neighborhood of Residence of Respondents



Public Survey Comments

WELCOME

2 Vision Statement

What to do

Next Task

VISION

The vision statement should reflect the desired outcome of zero fatalities and serious injuries. Please complete the sentence below and tell us your vision for safer transportation in Billings.

My vision for zero fatalities and serious injuries is...

Submit



3 PRIORITY RANKING

4 STRATEGIES

5 WRAP UP



Billings CTSP - Survey Comments

Vision Screen



Comment	
1	...safer engineering, increased road maintenance, public education, and above all, strict, regular/sustained law enforcement.
2	Make Billings a safer place to drive, Bike, and walk by reducing the number of people running red light, speeding through unmarked intersections, increasing education about bicycle and pedestrian safety.
3	an attentive traveling public that is law-abiding and courteous to all users of the roadway.
4	being able to safely cross the street on foot at controlled or uncontrolled intersections because i know that drivers are aware of pedestrians and understand the rules that apply to them; to be able to ride a bicycle, following driving rules and knowing that auto drivers also know and follow the rules regarding shared roadway use; be able to safely cross signalized and un-signalized intersections because other drivers yield to yellow traffic signal lights and to other vehicles in or approaching an intersections.
5	safer transportation for Billings means more people being active and healthy outdoors.
6	educating drivers to slow down for yellow lights and stop at red ones to reduce accidents, to heed pedestrian crosswalks and watch out for bicyclists and motorcycles. Develop complete streets and a walkable downtown and neighborhoods.
7	I dont know that that is possible.(anywhere really..) I believe billings is pretty safe.
8	more pedestrian crossings with flashing lights, focus on distracted driver behaviors, education on all modes of transportation working together to keep everyone safe on the roads.
9	More police presence in Billings. We need a realistic public safety mill levy to get passed and implemented
10	one that allows for all modes of transportation and especially encourages safety for those walking, pedaling, or wheeling at the same time motorized vehicles are considered.
11	separation of bikes and pedestrians from all vehicular traffic (more than a painted line). Increase these routes over non-street routes.
12	To mobilize the community to identify the hazards and take steps to correct them.
13	extend the safe pedestrian/bike paths and a safe place to cross Main Street by the Metra
14	streets will safely support daily biking to work and users will not feel like they are making a life or death decision in riding their bike.
15	I think a lot of focus for transportation safety focuses on the driver. Don't text and drive, wear a seat belt, don't drink and drive, etc. These are key areas of focus, but the real culprit is how our streets are designed. We need to reduce not only traffic crashes and fatalities, but also pedestrian/bicycle injuries and fatalities. That starts with changing how we use our roads. Instead of wide roads meant to move a large number of cars from place to place, they should incorporate protected bike lanes and sidewalks along with reducing speed limits. There needs to be an emphasis on educating the citizens on how to share the road, the benefits of cycling and walking or taking the bus. Also improving our mass transit system would get more people off the road, which would vastly improve safety. America has catered to the car for too long--we need to get back to using our legs and lungs to move. It has vast health, economic, environmental and safety implications.
16	Not only do drivers need to be aware and safe but so do pedestrians and bicycle riders
17	informed and courteous road and sidewalk users who respect all forms of transportation.
18	More cross walks and more dedicated green arrows for turning so you're not always having to wait until it's almost red to take a turn.
19	remove bicycle lanes from major arterial streets.
20	To provide enough space and protection for everyone to travel safely on roads whether that be by car, bus, bicycle, wheelchair or feet.
21	Lower speed limit on roads use by bicycles as Lake Elmo back to 25mph. Have to ride on the sidewalk.
22	Have the Billings Police Department do their job and monitor speeders and issue tickets.
23	No more Drunk Transients on billings streets
24	Accidents happen. That said, I believe zero "preventable" fatalities is more achievable. The way to identify cause of fatalities is to track "near miss" incidents as well as injuries and fatalities. That would provide additional data to find patterns, determine factors that can be controlled and develop viable solutions. Process of elimination..... Take care of the easy fixes first and keep honing in on the harder issues until you've created a much safer environment. Some of the fixes (pedestrian, bicycle and motorcycle incidents) will involve public education as well as more visible warning signs.
25	lights on,no headphones,earbuds or anything that diminishes hearing,have a limit on tinting of windows and enforce it
26	My vision is that accidents and fatalities will be nonexistent in Billings.
27	My vision for streets and roads in Billings is a safe, predictable environment for all modes of transportation, including walking and bicycling.
28	Fewer cars on the road by means of increasing public transportation. Either a tram/light rail system to go through the city or buses that go North to South (including to the airport).
29	I am a cyclist who regularly uses Billings streets for exercise and transportation. I would like to see more children and beginners riding in our town. It's fun and healthy.
30	Better policing and enforcement of speed limits. Streets such as Grand, King and Central are lethal and rife with drivers setting new speed limits around 50 mph. Unless we work to get drivers to slow down the accident rates will continue to escalate.
31	Billings Police Officers should be out and about in the city limits to control speeding and be firm in upholding the laws we have already. It is totally out of control. I actually see Gainans delivery cars on the streets of Billings more than I see the police patrol cars/trucks. The message has been lost here in Billings regarding speeding, not stopping at traffic lights, 4 way stops, and pedestrian crossings.
32	The left hand turn light on King ave underpass of the 90 Is very confusing, I have witnessed several near misses at this light
33	The left hand turn light on King ave underpass of the 90 Is very confusing, I have witnessed several near misses at this light. The light for turning left I'd not an arrow, and drivers think they have the right of way to turn left when in reality the oncoming west bound traffic has the right of way. The yield sign is not very visible.
34	Adequate numbers of officers in the high risk areas at the times of increased traffic. Ticket those who aren't obeying traffic laws- speed, running lights, not yielding appropriately, jaywalking, cell phone use, not blocking intersections, etc. Increase fines- if it is a financial burden- people will slow down and be defensive drivers rather than reactive drivers.
35	More law enforcement, speed control, and consequences for violators
36	My vision for the Billings/Yellowstone County area is to provide safe highways, roads and streets to the commuting public through proper engineering, pro-active education and "enforcement" of traffic laws.

Billings CTSP - Survey Comments

Vision Screen



Comment	
37	Better bike paths connecting the city for safer recreation and commuting use.
38	A system of roads, paths, and trails where everyone can utilize without fear of being a statistic.
39	Better signage,above on signs and at eye level, for smoother traffic flow for those unfamiliar with the streets.
40	I would like to see Billings adapt as a community to the needs of students, families, individuals in the safe transportation of all, including safe driving and safe pedestrians.
41	To see restricted areas for bicyclist to ride and that they will be ticketed if they do not use the provided bike paths.
42	more bike lanes and trails, separated from vehicle traffic. More education for auto and truck drivers to be alert and watch for bikes and pedestrians. Also more enforcement of DUI laws.
43	More funding for transit. Make it more rider friendly.
44	Stop people from running red lights and stop signs
45	More turn lanes!
46	Slower speed limits on busier thoroughfares. Four way stops at dangerous intersections. Flashing pedestrian lights at every roundabout. Extended crosswalks. Reverse angled parking downtown. Wider boulevards or boulevards between sidewalks and roads. More street lights. Controlled intersections for pedestrians crossing the street. Higher consequences for 1st and multiple DUIs. More bike lanes.
47	Try to get the bikes off the streets. They need to have their own seperate trails
48	Get the bikes of the streets.
49	I want to see available and affordable public transportation, lots of walking and biking, minimum of private cars, mostly ride-share vehicles.
50	I have lived in Billings for nearly a year now. It can be a difficult place to drive at certain times of the day. A major problem is caused by a few drivers that do not follow driving rules. I have seen vehicles in 35 zone doing 60 or better. Not a rare thing at all in Billings. They change lanes in intersections and waive in and out of the lanes. I would like to see the Police officers concentrate on this type of driver and not just give them warnings. A lot of people texting as well.
51	P
52	Enforcement of some of the current laws we have, primarily - Texting while driving - Failure to stop at a protected intersection - Pedestrian Safety, once a Pedestrian has "made their intention known" it is the law you have to stop! - We need to be much more serious about training our young drivers (school Drivers training is a really SMALL step)
53	To create a safe and consistent flow of traffic allowing for better pedestrian crossings while decreasing the number of cell phone users while driving.
54	Unrealistic. The goal should be one that is reduced by 10% from the previous years goal. In a city of 100,000. A zero can not be obtained, make realistic goals.
55	Stop giving our money to consulting firms.
56	My vision for zero fatalities and serious injuries is providing appropriate and safe modes of travel for commuters.
57	My vision for zero fatalities and serious injuries is providing safe modes of travel for commuters and residents of Billings.
58	education.
59	Get rid of the bikers in the roadway, people running stop signs/signals, speeding, impaired driving, tailgating will reduce a lot of the problems.
60	A sold ban on cell phone usage in the City, including the worst offenders, law enforcement.
61	Additional officers on the street, allowing for more proactive traffic enforcement, Increased fines to help deter repeat offenders
62	Find a resolution to dangerous traffic-flow problems on 32nd street West.. people are forced to take chances entering or leaving this street ..It ism only a matteermof time before someone is killed or seriously injured on this stretch between Broadwater and King Ave west!!!!
63	... creating an educated driving, bicycling and pedestrian population to recognize their own responsibilities and rights on our roads while being alert to other users.
64	Next
65	Try enforcing the traffic laws.
66	More traffic stops to cut diwn on the running of lights and not stopping at stop signs. Police presence is KEY to getting drivers to pay attention
67	Create more bike friendly paths in the city. Add more sharrows at intersections.
68	Not every person need be a vehicle driver. Higher standards for vehicle operators must be enforced. Alternative modes of transportation must be made available, including non motorized as well as mass transit options.
69	Solid, well-researched planning, both short and long term, based on proven real-world models.
70	Police enforcement of driving laws. To many people speed make left turns in front of others run lights etc.
71	Combination of engineering and education so that no pedestrians or bicyclists killed or injured on city streets and highways.
72	Combination of safety engineering and education to eliminate pedestrian and cyclist deaths and injuries.
73	I feel that until law enforcement starts taking an active role in slowing down the people who run lights and don't seem to know that stop means stop, that all the education and lanes changes in the world will not mane Billings a safe place to drive much less walk.
74	a flow of traffic-bicycle, foot, car, bus-to move throughout the city with zero accidents.
75	Empowering Community
76	Intersection safety improvements, such as more signs like "left turn yield on green circle", re-alignment of streets so that people aren't turning blind (a dangerous example is left-turn lanes from Monad Road onto 32nd Street West, where mis-alignment causes vehicles to have to turn without being able to see oncoming traffic as vehicles going in the opposite direction block the view.)

Billings CTSP - Survey Comments

Vision Screen



Comment	
77	People no matter if they are driving or walking need to focus on what they are doing. I see so many being distracted by cell phones, it doesn't matter if they are texting or talking with the device in their hands, women putting makeup on while driving, people eating, smoking and talking on the cell phone at the same time. These are all major concerns where accidents will happen accidents at some course in time to all. Driving under these influences should be a loss of driving privileges for a period of time. This is just as bad as driving under the influence of alcohol and drugs where licenses are revoked. There are consequences' to one's actions and people need to know that.
78	Keep bike riders and pedestrians safe in downtown Billings.
79	Keep bike riders and pedestrians safe in all of the Billings study area....especially downtown Billings.
80	to design streets so that drivers perception of a safe speed is the actual speed limit of the road. Too many roads are built without consideration of the driver's perceived safe speed.
81	Get drivers to slow down with better enforcement and stricter penalties.
82	More bike/pedestrian paths to protect both drivers and individuals who choose alternative modes of transportations. Bike lanes are not as safe as a separate path or sidewalk.
83	Make Billings a safer place for everyone in the community. A safer Billings will have many benefits including, but not limited to, less tragic accidents with fewer fatalities and serious injury, a reduction in auto insurance and less property damage.
84	a more bike-friendly and pedestrian-friendly community with increased use of traffic circles to decrease speed in certain neighborhoods while maintaining traffic flow.
85	Eliminate right turns on red lights. On busy intersections, have walk lights only with no traffic movement. Enforce laws against running red lights. Enforce speed limits.
86	More bike lanes and turning lanes would reduce fatalities and serious injuries. More lights at busy intersections by schools.
87	More bike lanes and turning lanes would reduce fatalities and serious injuries. More lights by intersections by schools.
88	Sober and attentive drivers, pedestrians, and bicyclists following all traffic laws.
89	Be more attentive, aggressive and enforce stricter penalties for DUI's
90	for Billings to be a city where people focus on the road and not their cell phones. Where speed limits are enforced, and where people take pride in driving safer.
91	Inspire Bicyclists, Pedestrians and Motorists to consider Transportation Safety a Daily Part of Life in Billings and not just a Reminder when an Accident happens.
92	I envision a system with better service of non-vehicular modes of transportation.
93	To provide a safe transportation network for motorists bicyclists, and pedestrians through public education, building a stronger transit network, and through planning, addressing the need for separated walkways. for bicyclists and pedestrians.
94	educated drivers and pedestrians
95	Strictly enforce the traffic and cell phone laws we currently have. Too many drivers operate without ANY respect for the law or other drivers because there is only a slim chance they will be held accountable.
96	Expanding the trail system and prioritizing projects that offer new routes to reduce congestion (such as finishing inner belt loop and Billings bypass projects).
97	relieving the congestion on Main Street in the heights
98	zero fatalities and no injuries.
99	zero fatalities and no injuries and prioritize the resources to best serve the greatest number of people in that quest.
100	...to have zero fatalities and no injuries, and to do so by committing resources in priority to serving the greatest number of people.
101	streets with appropriate space for vehicles but without gimmicks, and proper delineation for pedestrians and bikers.
102	More bike lanes and better (more visible) crossings for bikes and pedestrians. Better implementation of restrictions on phone use while driving cars.
103	to create well flowing movement for all transportation to achieve efficient and safe travel for commuters.
104	a plan that incorporates all modes of transportation including bikes and pedestrians.
105	Encourage use of crosswalks
106	Educate pedestrians on how difficult it is to see them in certain light or dark conditions. Like when the sun is right in your windshield for instance. I'm often amazed by the folks crossing the street on 30th to go to and from the YMCA as they seem to cross whenever it suits them with no regard for the traffic flow. Pedestrians should not feel comfortable assuming that cars can see them. It may seem unfair but I've had some close calls even though I have the utmost respect that they have the right-of-way. Thanks, Michelle
107	For cyclists and pedestrians to OBEY the traffic signals
108	To inform drivers, bike riders, and pedestrians of the proper procedures as well as the consequences of not following those procedures. Billings is a beautiful city and it should be enjoyed by everyone.
109	Billings will be a community where pedestrians, bicyclists and automobile drivers feel safe on the streets and confident in their knowledge of and ability to adhere to transportation laws thus preventing unnecessary tragedy.
110	better enforcement of traffic light violations, including using cameras to issue tickets for violations.
111	additional off ramps for Lockwood area, two many vehicles and semis getting on and off Johnson Lane exit, bridge of I 90 to low forcing some truckers to go to the next exit and come back in order to delivery their loads on the south side of I90.
112	bike lanes on additional streets in Billings. I know it is difficult to keep up but painting of the cross walks. And I think the law enforcement should be more aggressive in ticketing people that don't stop for pedestrians in the crosswalk.
113	having safe routes for children to get to school, for bicyclists, pedestrians and wheelchair users to use to get safely to wherever they want to go in the community.
114	a continuing reduction of injuries and fatalities ultimately trending towards zero.
115	My vision is a left turning arrow in every intersection with a left turn across traffic and signage for all pedestrian cross walks. In addition, lights would have a longer delay for traffic than for pedestrians.

Billings CTSP - Survey Comments

Vision Screen



Comment	
116	A changed motorist culture that is more cognizant of pedestrians and bicyclists.
117	More public transport and increased efficiency between downtown and the west end
118	better enforcement of existing traffic laws as well as a program reminding motorists, bicyclists and pedestrians of what the law is and who has the right-of-way in certain situations. For example, younger drivers in particular have forgotten the right hand rule at un-controlled intersections.
119	more enforcement and bigger penalties for drunk driving.
120	For those who drive any vehicle on our streets to pay attention in all aspects! Know the roads. Scan the road for pedestrians and safety hazards, pay attention to signage and obey signage and lights, use your visor or sunglasses during hours during the day when the sun obstructs your view, NO multitasking! Use your signals. Wear your seatbelt!
121	continue to improve the separation between vehicles and pedestrians.
122	My vision is to prevent fatalities and serious injuries on Billings' roadways.
123	Transportation infrastructure built for all members of the community, not just those who are in a passenger vehicle. Pedestrians, in particular, are considered. Enforcement and education are just as high as priorities as building roads.
124	Absolute attention to transportation safety to develop and maintain a vibrant and healthy community for all.
125	Educating vehicular traffic and Billings culture that there are other modes of transportation besides vehicles. Pedestrians have ROW in crosswalks
126	to improve the transportation network and educate our citizens to drive cautiously and effectively
127	safe streets, many walking trails and safe sidewalks.
128	Trails, trails, trails! Trails around town for bikers and walkers to safely scoot about.
129	More multi use trails-bikes and peds- planning and developing of business and residential area that promote safe walking and pedaling
130	Better education and practice of safe driving practices in the young driver community.
131	Everyone that is out and about is aware of other users, even if they are utilizing a different transportation mode.
132	A transportation system that truly accommodates all users and modes to provide safety and predictability across the system and makes all modes of travel convenient and comfortable for the users.
133	That the Billings driver has the safety of themselves and others as their highest concern while operating a motor vehicle.
134	an emphasis on compliance with current laws; plus strong support from officials for biking and alternative modes of travel.
135	to develop the safest transportation plan possible for Yellowstone County.
136	More bike lanes. Fewer uncontrolled intersections.
137	have more left turn lights so people are not running yellow to red lights to turn
138	Billings should strive to become a more walkable city where people can walk or ride a bicycle anywhere in town without undue fear of being struck by a vehicle.
139	More police traffic presence, more responsible drivers who do not text or talk on their phones while driving, and smarter bicyclists who share the road and who use the appropriate reflective gear at night.
140	Eliminating the completely preventable fatalities and serious injuries (e.g. rapid flashing lights, sight vision triangle enforcement). I don't expect to eliminate all fatalities, just preventable ones, through design, program and enforcement.
141	A proactive police force that's priority is traffic enforcement. 80% of all crime involves a motor vehicle at some point. Also, there are currently very little consequences for traffic violations. The city has a hands free cell phone ordinance which appears not to be enforced. As a law enforcement officer in Yellowstone County I can't take anyone to jail for crimes like DUI or traffic violations due to the jail population, which most offenders are aware about. Police deal with the same violators day in and day out with very little resources to make a change.
142	to have adequate crossings, sidewalks, and bike lanes for pedestrians
143	to come up with a way to penalize people who run red lights. I lived in Southern California most of my life and did not experience this type of traffic problem with an exponentially bigger population.
144	more or stricter consequences for offenders. More enforcement as well.
145	About 1/3 of Billings drivers are driving while on a mobile phone. This has got to stop.
146	Awareness, predictability and safe travel for all.
147	for the people of Billings to be educated about how their driving affects every one.
148	better lighting
149	Roadways, streets and intersections should be designed and signed well enough that the traveling public, be they pedestrians, bicyclists and / or vehicles be able to travel through with no incidences.
150	fewer people running red lights!!
151	fewer people running red lights!! And punishment for drivers scaring bicyclists. I am afraid to ride my bike on streets.
152	To improve driver, pedestrian, & cyclist behavior.
153	incentivizing citizens to make smart decisions and implementing mechanisms that change driving behaviors to benefit the entire community.
154	My particular interest is for the intersection of 13th and Parkhill. Traffic builds up in all directions, and it appears traffic traveling south on 13th street is frequently in excess of the 35MPH speed limit. Heading east on Parkhill is, at least, an open view, but from the west the street jogs across 13th street and because of homes in the area it is difficult to view traffic driving north on 13th street. I believe a traffic light would eliminate many problems at this intersection.
155	Driverless cars.
156	Increased education for both bikers and drivers as to safe - JOINT - use of the road.

Billings CTSP - Survey Comments

Vision Screen



Comment	
157	Better separation of automobile and other traffic, decreased driving under the influence, more use of traffic devices (roundabouts, etc) where appropriate.
158	Education about conscious driving to limit allowing distractions such as cell phones, eating, applying make-up etc.
159	Add right turn lanes and more left turn arrows
	I was a resident of Billings for 20 years, and then moved to Bozeman for 18 years. I have been back in Billings for 5 years. I am appalled by the lack of enforcement by the City and County Law Enforcement officials. Speed limits are not just a "suggestion" they are the law. I drive down the race track (Exhibition Drive to 6th Ave N.) every morning, and people are driving 45 to 55 miles and hour. With everyone trying to change lanes on this 4 lane road, it is very dangerous.
160	Drivers are running red lights. They are driving 45 to 50 miles and hour down Main Street, weaving in and out between the law abiding citizens. Law enforcement of traffic laws should not be "self governing" and the police captain's vision in this area puts us all in danger. Everyone knows that they don't need to obey the traffic laws in Billings due this short sighted philosophy. I understand that the police force is under budget constraints. The quest to obtain an increase in the mill levy for law enforcement would be successful if the administrators can guarantee that the funds will go to the police department, and not be absorbed in the general budget. We need to enforce the laws in this town, and we need resources to get that done.
161	speed limit for big trucks should be assessed, better street lighting in all areas of Billings and people being held accountable for their actions and not just a slap on the wrist.
162	accessible and affordable transportation for all demographics.
163	A vision for zero fatalities in Billings includes better road design, an emphasis on protected bike lanes, more and wider sidewalks, and increased public transportation funding and options. All of these things promote getting cars off the road which is the key to eliminating car crashes and pedestrian incidents. Since those are lofty goals that take time to implement, emphasizing an increase in driver education, reducing speed limits, and enforcing driver distraction laws would be a great start. The ultimate answer is we need to build and develop cities for people, not for cars. Until that happens, this city will never have zero fatalities or serious injuries.
164	zero accidents
165	better traffic laws enforcement...or flying cars
166	Better pedestrian sidewalks, wider, curved at intersections to keep cars from the corners.
167	My vision includes paved, well lit bike paths, with air stations at every mile
168	More traffic enforcement so more motorists drive safer by obeying the laws
169	More bikes! Less cars!
170	To use the best designs and planning for the co-existence of motorized and non-motorized transportation including pedestrian.
171	To improve traffic safety for all modes of travel.
172	more traffic enforcement (speed limits, traffic signals), harsher penalties for lacking insurance
173	Wider and more solidly defined bike paths, as well as a higher prioritization of pedestrianism downtown and longer walk lights.
174	helmets need to be worn at all times
175	minimal
176	having a predictable and equitable transportation network that manages speeds as a top priority, emphasizes street design as key, places engineering over education or enforcement, has private sector partners and embraces technology systems in order to achieve sustainable safety.
177	reminding everyone to slow down and pay attention. Be attentive and gracious drivers--care about your own safety and the safety of everyone else--other drivers, cyclists, pedestrians.
178	creating a community where everyone from age 2 to 92 can get to where they need to travel to without fear of injury or harm.
179	Make the roads and their sides more habitable, enforce expectations for slower travel: get more bicyclists and walkers on the streets in every season. more planning of boulevards and more green plantings along travel routes. more traffic patrol police or more use of dash cameras to document illegal driving (phone use, lack of full stop, exhaust pollution).
180	To make Billings a place where all citizens (runners, bikers, walkers, children walking to school, commuters) can feel confident in their safety on sidewalks, trails, and crosswalks.
181	My vision for Billings is to have a 50% decrease in fatalities in the next two years.
182	Broaden public transportation and make it easier to access so that people who would otherwise be walking or riding a bike would have an alternative. Buses in Missoula are free and a rider can hop on a bus and go nearly every where they need to go. The busiest buses run every 15 minutes, so it is easy to get where you need to go relatively quickly. Missoula also has a bike path running right through town, so bikes have an alternate way to get from point A to B without dealing with a lot of traffic. Above all, enforce traffic laws. Get law enforcement engaged.
183	Improve safety for all modes of transportation
184	sidewalks that aren't blocked by cars; protected bike lanes; and flashing pedestrian lights at dangerous intersections with high fatalities.
185	Drive defensively and pay attention to traffic and surroundings.
186	Educate drivers that pedestrians and bicyclists are allowed on streets and roads.
187	on street bike lanes in downtown, longer "walk" signals for pedestrian crossings, conversion of downtown one way streets to two way traffic and public education programs to emphasize pedestrian and bicycle safety.
188	living in a safer community.
189	By improving knowledge of pedestrian laws, drugged driving, and driving while intoxicated to eliminate the burden to the tax payers as well as the families or victims effected by casualties.
190	Have an accident injury free mode of transportiton throughout the community.
191	Billings needs to fund a police presence to enforce traffic rules. The number of times I see people run red lights is appalling.

Billings CTSP - Survey Comments

Vision Screen



Comment	
192	My vision is a city of Billings safe for pedestrians, bicycle riders and motorists such that there are zero fatalities and serious injuries.
193	More options for public transportation, walking bridges, and bike paths.
194	Safe trails and access throughout the city for bikes and pedestrians to be able to safely travel.
195	targeting key contributing factors and causes of crashes and injuries associated with vehicles, people, and alternative modes of travel on public streets.
196	Make cars drive speed limit. This would help my cycling, walking and driving
197	Where people of all ages can safely & confidently: run, walk, skate, & cycle in & around our community; day or night, without fear of being hit or mugged.
198	The single largest issue seems to be a metro friendly bus system that tries to accommodate people in all parts of Billings. Peak times or whenever it seems to be a chronic problem!
199	Get Bikes off the street or they need to be subject to traffic laws & receive traffic tickets just like auto drivers for failures to yield running stop signs etc
200	to better educate the general public on the rules restrictions and laws governing and guiding street highway and interstate traffic flow.to inform them of general courtesy, concern, and respect for their fellow citizens. billings drivers are generally very rude disrespectful and dangerous to others it's like being in a stock car race
201	a city where pedestrians and cyclists are protected from automobile traffic as much as possible. Drivers are more distracted than ever, and a peaceful walk or bike ride is only possible when cars are truly a safe distance away.
202	Have more public awareness on safety issues. Everything costs \$. Spend it on better and affordable public transportation with more options for convenience of getting around town (longer hours, shorter and more routes). More traffic lights at well traveled intersections, possibly more 4 ways stops or roundabouts.
203	unrealistic.
204	My vision is to have a safe community where I can bike and walk confidently without the constant worry of being run over.
205	Prioritize and require non-motorized transportation in the beginning phase of civic and rural development.
206	My vision for zero fatalities and serious injuries is... for the near future and all users of the roadways to be responsible.
207	My vision is for multiple uses of roadways throughout Billings with mutual respect and awareness for all users.
208	to improve the safety of those who do not drive everywhere. It seems to me most fatalities are happening where crosswalks are not sufficient either in size, number or location in this city. Our busier streets have dangerous crosswalks where cars cannot always see pedestrians walking. Many of these streets also lack crosswalk options for several streets, encouraging jaywalking, which is also extremely dangerous. We also need to improve our roads for bikers in our community. Safe bike travel for our city would not only encourage people to ride their bikes more, but it would also cut down on the wear and tear of our roads caused by cars by giving people an option other than driving. Kids would be able to bike to school, giving them more exercise and their parents peace of mind because they wouldn't have to worry about them being in an accident with someone who's in a hurry on their way to work. The most successful and desirable places to live in th world have more commuting options for it's people than just those that cater to the car. There are so many benefits to tackling these two areas, both for the people in our city and the city itself.
209	Help people understand that safety is the responsibility of every "traffic participant" - the drivers, runners, bikers, walkers, etc. Each have a role to play regarding safety - wear appropriate clothing, lights, be aware, help each other see each other, the importance of consistent behavior (hold your line, use your signals, etc.).
210	improve the use of stop signs at neighborhood unmarked 4 way intersections, increase in number of bike lanes on smaller side streets, and increase publicity about use of seat belts/risk of not wearing seat belts.
211	Better traffic control at intersections of major roads and traffic calming devices on secondary roads (e.g. speed bumps, narrower roads)
212	engendering greater awareness and respect for pedestrians and bicyclists.
213	BY HAVING SAFE BIKE AND WALK PATHS THAT HAVE THE LEAST INTERACTION WITH VEHICLE TRAFFIC.
214	increased use of seat belts along with reduction in impaired and distracted drivers.
215	Design efficient electronic traffic control, allow camera enforcement of high crash areas, allow citizen enforcement of traffic laws in residential neighborhoods.
216	Provide safe, efficient and convenient traffic control
217	Bike lanes and paths, random DUI checkpoints, officers present on regular neighborhood beats all across town so we can get to know the police
218	to make sure there are good walking paths/sidewalks along all major streets throughout Billings
219	Pay attention to your surroundings and focus on the task you are engaged in.
220	Aware of everyone, safer for everyone.
221	Less distracted driving
222	My vision is for more bike friendly roads and paths and enforcement of existing traffic laws, especially running stop lights.
223	A safer Billings transportation network that accommodates both vehicles and pedestrians/bikers. Standards for new road infrastructure and developments that require bike and pedestrian trails and lanes to be included in the design. Road designs that take into consideration street scape, bulb-outs, and traffic calming measures while also being designed to accommodate heavy traffic loads.
224	Create a slower travel speed on downtown congested streets. 25mph
225	Create a slower travel speed on downtown congested streets. 25mph Eliminate vehicle bicycle interaction on streets. Create a sense of responsibility for bikes as you do for cars.
226	A safer Billings considers multi-use roadways, drivers who are not distracted by chemical or electronic impairments, and an effective public transportation service round the clock.
227	Greater use of unmarked traffic law enforcement Officers within the City of Billings. We cannot use intersection cameras to monitor red light violations however we can use city cameras to monitor speed. Greater LE presence may assist in lowering speed, intersection violations and distracted driving occurrences.

Billings CTSP - Survey Comments

Vision Screen



Comment	
228	Heavier fines for running stop signs and DUI's
229	a system where the first mode of transportation - walking - is safe, pleasant and separated; a system where streets are designed to discourage speeding and reckless driving; a system that protects its most vulnerable citizens - our elders and our children.
230	to stop driver's from 'running red lights'.
231	crack down on speeding, running red lights, and cell phone usage
232	Safety for all transportation users including those that use active transportation such as biking and walking.
233	multimodal transportation: more bike lanes and bus routes, fewer cars, and lower speeds
234	to have safe streets with separate lanes for bikes and to educate drivers to watch for bikes and pedestrians
235	add more stops signs around town and pedestrians crosswalks
236	Welcoming streets to encourage and engage drivers in being aware of their surroundings instead of trying to get through and area as fast as possible.
237	Leave it alone. You can't fix accidents before they happen.
238	keep runners out of bike lane and traffic lanes.
239	stop signs at every unregulated intersection
240	Make lights at main street and airport road longer for East and westbound traffic. The turning lane (same intersection) heading northbound turning onto airport road green then red. No more trucks turning on red because they couldn't make the light in time. All this will reduce a significant amount of people speeding to make the light and traffic accidents resulting.
241	People need to slow down. And the police need to be more vigilant about people who run red lights and speed.
242	Put in more turn arrows as busy intersections. Like governors and wicks.
243	Line the lanes up properly... Straighten them up so you are in your own lane when driving straight!! Drive through this city and you will find this often. Dangerous situation! We've lived in 23 other places and have never seen such a poorly planned town.
244	people to pay attention while they are driving. more attention paid to texting while driving and high fines while doing so.
245	Seeing people obeying the law. Getting off their cell phones, watching their speed, awareness for people who are not clear about tailgating and how dangerous that is, and also more awareness that blinkers are a required necessity that should be utilized at ALL times, not just when people think its necessary. Clearer street markings (pavement paint), signs and street lights.
246	A large traffic enforcement division within the police dept. Think of it! Reduce the detective/homicide division. You are more likely to be killed, injured, and have property damage from driving in Billings than from some thug or psychopath. Don't laugh or dismiss it. It is absolutely true.
247	Enforce the law against running red lights, while improving pedestrian and bicycle opportunities, via trails and bike lanes. I see people flagrantly run red lights everyday, sometimes while a police car is there watching and does nothing. (one time there were two police cars at the intersection).
248	Safe travel for pedestrians, bikes and motor vehicles which means safe crossing for pedestrians in high traffic areas, alternative routes for bikes, and well planned traffic movement for vehicles.
249	Safety can be achieved through better understanding of traffic laws (vehicle, pedestrian, bike) and signage.
250	to continue to improve signage and education for all road users. To add more flashing lights for pedestrian crossings and more traffic calming measures like bike lanes. To redesign the downtown traffic flow removing most one way streets and to change downtown curb angle parking to backing in to park.
251	Two things I think would be of help are to have a button at each crosswalk to press that halts all traffic to a STOP while a pedestrian crosses the street as there are way too many distracted drivers! Also, I have had two close calls regarding a bicycle rider who is riding the WRONG WAY on a one way street. They should follow traffic laws as well.
252	xx
253	Safer roads, more bike paths, better pedestrian markings and increased traffic enforcement for all types of transportation, vehicles, bikes and pedestrians.
254	That all drivers in Billings will learn to focus on the road, other drivers, bicyclists & pedestrians & reject distractions in order to reduce or eliminate vehicle-involved accidents.
255	Zero fatalities and serious injuries is unrealistic in Billings, but our community should address major safety issues when they arise.
256	Drivers understanding that because they are in a vehicle, that doesn't mean they always have the right of way.
257	Focus on reducing auto accidents as they are the most serious threat, but don't forget about reducing pedestrian and bicyclist deaths caused by motor vehicles.
258	Improve traffic safety through education
259	Everyone in Billings, residents and visitors, should enjoy a transportation system that is safe, regardless of age, ability, or mode of transportation.
260	An aspiration buy not likely.
261	An aspiration buy not likely but a great goal.
262	accomplished through Education, Engineering and Enforcement while planning and funding projects to address the increased traffic of the growing community.
263	eliminate painted bike paths on arterial streets. Pedestrian accidents have increase since this was done. It essentially makes 3-4 lane streets a 2 lane street. Having different methods of signal lights is also confusing to some people.
264	1. get rid of the roundabouts 2. have at least minimal traffic cop enforcement 3. listen to what the public has to say about dangerous conditions near where they live or work 4. actually do something about it

Billings CTSP - Survey Comments

Vision Screen



Comment	
265	Reinstitute the "traffic enforcement" patrol of the PD. If necessary, increase fines to support the cost of enforcement. 6th Ave N and Grand Av are speedways in the morning and afternoon. Red light runners. Any state that permits 3,4,6,8 DUI's has a serious problem with its penalties for this offense. If you're too stupid to wear a seatbelt, I should not care that you are ejected and kill yourself. Make the seat belt law a primary reason to stop and ticket. With lacks enforcement, fatalities and accidents will increase as the driver density in Billings increases
266	Truck routes should be on 4-lane streets or highways only.
267	Let's get cameras on red lights and fine the idiots that go through on red. The roundabouts seem to be working to reduce t-bone crashes.
268	Drivers are paying attention to the task at hand - DRIVING! Mobile devices are not in use, and cars are not equipped with wi-fi and so on. There is no need to be watching anything but the road and the other drivers around you. This includes passengers paying attention as well.
269	for people to obey traffic lights and speed signs.
270	for people to obey traffic lights and speed signs.
271	More lanes, tunnels, and lights for non-motorized transport, such as bicycles--and then supporting them (i.e. don't allow snow plows to block the bicycle lane so cyclists are forced out into traffic.)
272	Safety for everyone in the Magic City!
273	No driver on their cell phones or texting while driving!
274	No more people running red lights; lower speed limit on Hwy. 3 between Zimmerman and the Airport utilizing solar signs that say, "Speed limit 45 mph... your speed ____."
275	educate driver's about the risks of not wearing their seat belt, running red lights, being distracted by cell phones, radios, etc.
276	better roads,traffic not runing stop lights and signs
277	Stronger laws enforced on drunk drivers, clean up the serious drug problem billings has, clean up downtown so families can enjoy it
278	Increased public transportation options
279	To keep flow and safety of commuting.
280	My vision statement for safer transportation in Billings begins with people having respect for the safety regulations (for instance, people often do not stop at stop signs if they don't see any traffic. I would also like to see strict enforcement of drunk (or otherwise compromised) driving. I am grateful for bike lanes and think education about honoring them should be encouraged.
281	enforce traffic laws
282	Safe bike lanes and pedestrian walkways. Use traffic calming design measures to slow vehicle traffic. Crack down on cell phone use and patrol key locations where drivers commonly speed.
283	An increased knowledge surrounding shared use streets, neighborhood (uncontrolled) intersections, and a decrease in distracted driving.
284	My vision for zero fatalities and serious injuries in Billings is a city where every intersection is safe for pedestrians, bicycles, motorcycles, cars and trucks.
285	Ubiquitous bicycle lanes and increased bicycle awareness for drivers (through drivers training, billboards, etc).
286	to get it done
287	more aware drivers, walkers and bicyclists who follow rules, better signage, more bicycle lands and sidewalks.
288	Separate bike lanes on all streets, plus signage on all streets entering Billings stating ""BIKE FREINDLY COMMUNITY""
289	Allow uber to operate, increase taxi & bus services
290	Everyone feels and is safe using streets, sidewalks, and trails no matter their mode of transportation.
291	Better public involvement and education along with more efficient traffic calming devices. Additionally my vision include a increased number of multi-use pathways connecting the west end to downtown and the heights.
292	Start ticketing speeders and those who run red lights. If that were done it would easily pay for extra patrol officers with money to spare. I can not for the life of me remember someone pulled over from a traffic violation



WELCOME

2

VISION

3

PRIORITY RANKING

Safety Priorities



What to do



Next Task

4

STRATEGIES

5

WRAP UP

Order your top 4 items

↑ above this line ↑

Impaired Driving Crashes

Young Driver Involved

Inattentive / Distracted Driving

Intersection-related Crashes



Older Driver Involved

Occupant Protection Use

Motorcycle Crashes

Roadway Departure Crashes

Help rank the transportation safety areas you believe have the greatest potential to reduce fatal and serious injury crashes in the Billings area.



Please drag 4 of the items above the line in your preferred order.



Suggest another item



Billings CTSP - Comment Summary

Priority Screen



Topic Area	Comment
Impaired Driving Crashes	1 People with 7 DUIs still driving around, come on. The number of impaired drivers on weekend nights is scary.
Impaired Driving Crashes	2 Impound vehicle for second offense.
Impaired Driving Crashes	3 I believe that Yellowstone County in general does a fairly good job of apprehension and removing drivers from the highway. I believe that the prosecutors do a fair job of following through. I think that the Judicial branch needs to step up their efforts to keep repeat DUI offenders off the street.
Impaired Driving Crashes	4 Random traffic stops occasionally checking for impaired drivers before accidents happen. Advertise as such??
Impaired Driving Crashes	5 We need tougher DUI laws and enforcement
Impaired Driving Crashes	6 You have the Percentages as well as I do. Do my rankings really mean a lot here?
Impaired Driving Crashes	7 from my understanding habitual drunk drivers remain on the streets because of a clogged up legal system -- spending more money on courts should be a top priority and instead it is almost the last after thought.
Impaired Driving Crashes	8 I think this is not handled well, if a person has money and a job they go to jail, if they are habitual offenders they are released to do it again. There should be NO 6 or 7 DUI's for a person. Put them in a work program and off the streets.
Impaired Driving Crashes	9 Our community is frustrated with repeat DUI offenders. The laws need to change! Montana is far too lenient on penalties. These people know the legal system too well.
Impaired Driving Crashes	10 I read about people getting their third or fourth DUI's in the paper. Obviously the deterrent from driving impaired isn't strong enough. Lock them up!
Impaired Driving Crashes	11 While perhaps not a huge part of the overall crash picture, there is a public expectation that the BPD will aggressively target DUI drivers. I have personally watched BPD officers downplay the DUI offense, let people go, give drunks rides home and tell them "it's your lucky night" because they are too busy with "real calls." NOT ACCEPTABLE.
Impaired Driving Crashes	12 I think this is an enforcement issue.
Impaired Driving Crashes	13 Selfish attitude on the part of these individuals.
Impaired Driving Crashes	14 I'm a victim of drunk driver
Impaired Driving Crashes	15 Montana is ranked near the top for the most drunk drivers and repeat offenders. We need harsher punishments for repeat DUI offenders!!!
Impaired Driving Crashes	16 Servers & sellers of alcohol must bear more of the responsibility for impaired drivers. The BPD know who is over-serving and who is selling to under-aged kids or already impaired people - target those businesses.
Impaired Driving Crashes	17 change the laws. take away their license. Make DUI a felony. Driving with a suspended license due to DUI should be a felony. Three strike law, at least as related to DUI.
Impaired Driving Crashes	18 Always a problem.
Impaired Driving Crashes	19 Harsher jail time for multiple DUIs.
Impaired Driving Crashes	20 Once receiving impaired ticket the vehicle needs to impounded and sold to repay legal fee that I supply(tax monies used for streets and cops) Need to be accountable not just reprimanded (be wise who you let borrow your car).
Impaired Driving Crashes	21 Over serving of alcohol should not be tolerated. Establishments who over serve should also be held responsible
Inattentive Distracted Driving	22 Dispite the hands free law I still see many people daily talking and Texting on their phones. I have even seen them using phones in front of a city police officer and they are ignored. The law is a joke if it is not enforced. If it were enforced then people would take the law seriously.
Inattentive Distracted Driving	23 Make the fine higher!!! Make people a believer. Educate that holding the dang phone near your face is not hands free!!!
Inattentive Distracted Driving	24 This comes down to enforcement of the traffic laws. I believe that I seen where BPD issued 44 warnings and a handful of citations in a "year" as it relates to the cell phone ban. Having an ordinance/law on the books does no good if it wont be enforced. The BPD is the 2nd largest agencies in this state and it does not have an active traffic enforcement unit.
Inattentive Distracted Driving	25 Little to nothing is being done about enforcing no cellular use while driving.
Inattentive Distracted Driving	26 I walk every day.
Inattentive Distracted Driving	27 Distracted driving due to TEXTING is on the rise.
Inattentive Distracted Driving	28 Distracted driving can affect many of these other categories.
Inattentive Distracted Driving	29 So much for the no cell phone use.
Inattentive Distracted Driving	29 This type of driving I see so numerous each day while working. I do a lot of driving from job site to job site.
Inattentive Distracted Driving	30 Enforcement is a serious problem. At any busy intersection, anywhere in Billings, no more than 10 vehicles will pass without someone talking or texting. This is by far and away a huge concern in Billings/Yellowstone County.
Inattentive Distracted Driving	31 I still observe many people on their cell phones. They are not paying attention at all and it is all ages not just teens.

Billings CTSP - Comment Summary

Priority Screen



Topic Area	Comment
Inattentive Distracted Driving	32 I ride a bicycle for transportation. I feel that of all the driving scenarios suggested, I am at greatest risk of getting hit by a distracted driver who may not be watching out for someone in a bike lane.
Inattentive Distracted Driving	33 Drivers need to be focused on one thing - driving! Cell phones are a huge problem and the ban does not apply on the interstates or in the County. I believe that any driver should not be able to use a cell phone, even if they are stopped at a red light or driving outside of the Billings city limits.
Inattentive Distracted Driving	34 billings passed a law against the was of hand held devices, but didn't enforce it.
Inattentive Distracted Driving	35 no enforcement of Billings cell phone use while driving ordinance by law enforcement
Inattentive Distracted Driving	36 I notice a lot of distracted driving involving phones/devices, food & drink, conversations/arguments, etc. Drivers are often swerving out of their lanes towards cars next to them and coming towards them. Scary!
Inattentive Distracted Driving	37 Phone use in vehicles is far too prevalent and little is done to change this behavior .
Inattentive Distracted Driving	38 As a pedestrian in the West end, my biggest priority is sidewalks on all streets to protect against distracted driving.
Inattentive Distracted Driving	39 They do not see predistrians
Inattentive Distracted Driving	40 Include food and drink along with cell phone and texting.
Inattentive Distracted Driving	41 I still see drivers texting and on open, phone to their head or in their hand calls! Every day! There is a real sense that this isn't being enforced.
Inattentive Distracted Driving	42 Too much cell phone use in Billings
Inattentive Distracted Driving	43 As long as there are hand held phone in autos there is a problem
Inattentive Distracted Driving	44 Phone law not working: more tickets or fines needed!
Inattentive Distracted Driving	45 Even tho there is a law against cell phone use while driving no one cares because the law is not I forced.
Intersectionrelated Crashes	46 I work at the intersection of 10th and Cook. In the time that I have worked here there have been several crashes at this unmarked intersection. It is located right next to an Early Head Start center and is a mail intersection for young children walking to Washington Elementary. Drivers do not even slow down for the children and I have witnessed several close calls. All intersections near schools need to be controlled by either a stop sign or a yield.
Intersectionrelated Crashes	47 I've seen so many drivers blow past lights after they've turned red.
Intersectionrelated Crashes	48 I see drivers run red lights all the time.
Intersectionrelated Crashes	49 We saw an accident the other day in Main Street. Speed and in attention contributed to a high speed rear ending. For the love of Pete get rid of the flashing arrow at main and 87!!!! Nobody understands flashing arrow does not mean they have right of way until it's red!!! The roundabout at Airport and 27th needs to be re-engineered. High rates of speed in the outer lane and the inner lane is encroached by drivers in the other.
Intersectionrelated Crashes	50 More and more people are running red lights.
Intersectionrelated Crashes	51 Everyday I see at least one or two drivers completely run a red light the new sequences of how the street lights operate are confusing. It sometime seems like nobody really knows who is suppose to be moving
Intersectionrelated Crashes	52 You can read the percentages as well as me. Do my rankings really me a lot here?
Intersectionrelated Crashes	53 This seems to especially be a problem in areas that have no stop or yield signs. Seems like a lot of drivers don't know that the driver on the right has the right-away.
Intersectionrelated Crashes	54 It seems no one pays attention to red lights anymore, you hear them speed up with they see a yellow lite. A police officer at 6th avenue and 13th would help a lot espeically in 6:30-8:00 am hours and 3:30-6pm hours.
Intersectionrelated Crashes	55 1- People don't pay attention 2- People don't understand what to do at a uncontrolled 4-way intersection.
Intersectionrelated Crashes	56 I wonder how many of these also involve distracted drivers!
Intersectionrelated Crashes	57 Better attention should be given to weather-related conditions, such as glare ice, at intersections. This would help reduce rear-end crashes at intersections in the winter.
Intersectionrelated Crashes	58 law enforcement no longer pays attention to moving violations, ie red light running & speeding top the list
Intersectionrelated Crashes	59 I live near 13th and Parkhill. It is better (since wider walkareas) but still difficult to see, especially if a person is parked near intersection.
Intersectionrelated Crashes	60 Too many drivers do not appear to understand the "slow and be prepared to stop" concept inherit in open intersections. They want the "security" of a stop or yield sign so they don't have to make a decision. Is yielding at open intersections no longer taught?

Billings CTSP - Comment Summary

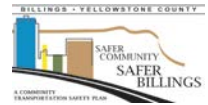
Priority Screen



Topic Area	Comment
Intersectionrelated Crashes	61 I see drivers running red lights many times each day. They are often entering intersection when their light is already red, so I have learned to pause and look before proceeding on green because very often there is a vehicle speeding through the intersection.
Intersectionrelated Crashes	62 I feel that roundabouts have helped substantially reduce intersection-related crashes...although some drivers STILL don't know how to properly use a roundabout.
Intersectionrelated Crashes	63 Distracted drivers. Impatient drivers. World revolves around me attitude.
Intersectionrelated Crashes	64 I moved here 3 years ago and am shocked at how drivers here do not use their signals, do not seem to understand yellow & red lights, turn in to the incorrect lane, and cut turns incredibly sharp. The lack of respect for the basic rules of the road/intersection is appalling. The turn lanes, guide lines, & signage could also use some updating.
Intersectionrelated Crashes	65 Cross Walks fade fast and are not always very clearly marked. For example, because of both factors, ones like those at Lewis & Clark Middle School are hardly noticed by non-parent drivers and on 13th and 13th and Lewis. The warning lights or signs on some are SO CLOSE to the crosswalk itself that drivers often don't notice with enough time to slow as at Highland elementary and the one by Applebees in the heights.
Intersectionrelated Crashes	66 Design safer and more intuitive intersections and increase the amount of roundabouts. While many people in Billings complain about roundabouts they seem to come around eventually.
Intersectionrelated Crashes	67 wide radius of curbs encourages fast turning so drivers are encouraged not to stop at all at an intersection
Intersectionrelated Crashes	68 Yellow lights need to be timed longer - especially in winter when roads are slick. Put timers on traffic lights on dangerous intersections so people know when lights will be turning yellow/red.
Intersectionrelated Crashes	69 there are too many intersections with obstructions for drivers to view the traffic flow clearly.
Intersectionrelated Crashes	70 People need to STOP running red lights.
Intersectionrelated Crashes	71 Too many people running red lights and knowing if they don't cause a wreck there will be no consequences.
Motorcycle Crashes	72 Showboating bikers and inattentive drivers are poison to each other.
Motorcycle Crashes	73 I strongly believe the Alpha House should have a bicycling rules and safety education program.
Motorcycle Crashes	74 I think that part of this problem is the riders who think the rules don't apply to them. The other problem is that most people don't look for motorcycles and scooters, smaller objects are easier to miss. higher, harder hitting fines need to be handed out to everyone in the wrong. Make it hurt and make sure it makes the news!
Motorcycle Crashes	75 While a low percentage of overall wrecks, motorcycle crashes tend to be much more serious in nature. Watching "crotch rocket" riders doing wheelies and running 80 mph down Grand Ave. is greatly upsetting to the public.
Motorcycle Crashes	76 I received my motorcycle endorsement in Oregon, where, regardless of age, you had to take a mandatory motorcycle safety course in order to get the endorsement (unless you were transferring your license to the State from another). Oregon worked out a deal with the DMV so that the class fulfilled the "rider's" test at the DMV. I think that education on being a defensive rider is most important.
Motorcycle Crashes	77 All motorists need to be aware of motorcyclists but also many motorcyclists drive recklessly.
Motorcycle Crashes	78 Often times the motorcycles are at fault in these accidents due to reckless driving and speeding; nevertheless, I would love to see Billings enact a helmet law even for those over the age of 18.
Motorcycle Crashes	79 motorcycle drivers are generally dangerous. generally not responsible for their actions.
Motorcycle Crashes	80 Must pay extra attention when you are driving a motor cycle or bike.
Motorcycle Crashes	81 People in Billings just flat out do not look for motorcycles. It's because they have not been educated to look over their shoulders ever. Individuals driving motorcycles need to wear helmets and stop speeding through traffic. There are many times that they gas it and pass five cars and if one of them would have decided to change lanes that wouldn't have even had enough time to notice the motorcycle.
Motorcycle Crashes	82 Helmet law!
Motorcycle Crashes	83 Need helmet law and I hate to wear one too!
Motorcycle Crashes	84 People don't watch out for motorcycles and a lot of motorcyclists go way to fast to prevent crashes
Occupant Protection Use	85 Bicycle lanes on arterials not listed
Occupant Protection Use	86 \$20 fine is not high enough. People should be charged with child endangerment when kids aren't restrained the heck with waiting for the state to pass the law as primary and or felony offense.
Occupant Protection Use	87 Again lack of enforcement. Most serious crashes occur within 10 miles of home according to surveys.
Occupant Protection Use	88 Any one in an accident who was not wearing a seat belt loses the right to drive for a year. No excuses.
Occupant Protection Use	89 you can't fix stupid!!
Occupant Protection Use	90 Seat belt use must be enforced.

Billings CTSP - Comment Summary

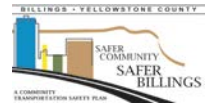
Priority Screen



Topic Area	Comment
Occupant Protection Use	91 I thought this was about walk lights. I want them to flash white instead of orange when time left
Occupant Protection Use	92 many do not realize when making a turn at an intersection you are required to take the closest open available lane to you on the interstate it is the norm in billings to pin the driving lane car in between them(in the passing lane) and another car trying to merge with in with traffic, creating a 3 car wide situation.
Occupant Protection Use	93 While the use of seatbelts and occupant protection devises don't necessarily prevent collisions, they do in fact reduce fatalities. All too often you hear "they would be alive had they been wearing their seatbelt."
Occupant Protection Use	94 Vendor training where child seats are sold is important. Isn't there someway to interlock the ignition with the seatbelts & child seats?
Occupant Protection Use	95 Higher speeds in urban setting.
Occupant Protection Use	96 A primary seatbelt law would help in reducing fatalities in MT
Occupant Protection Use	97 I'm not sure what more you can do on this to get people to wear their seat belts. There has been lots of education on this and it still doesn't seem to phase some people.
Older Driver Involved	98 Older people may be more inclined to give up their vehicles if they had a dependable alternative to maintaining their independence.
Older Driver Involved	99 I think there should be a required test after the age of 60 since many people are in denial of their health issues. Eye sight and judgment are often a problem.
Older Driver Involved	100 I think that many older drivers are safer than most because the intentionally drive slower. Some on the other hand drive too slow and become obstructions themselves. I think that after a certain age written and driving tests should be required every four years. Is that age 65, 70, 75? I don't know but I bet statistics would answer that question. If they can't pass they need to have the privilege of driving revoked.
Older Driver Involved	101 There should be requirements for those over the age of 65 to retake a drivers tests routinely. I am not trying to be prejudice, it is just that older people are often stubborn when it comes to what they feel is infringement on their driving freedoms and therefore they are unlikely to admit that their eye sight and/or reaction time is decreasing. Billings is growing rapidly, as a result the roads and traffic aren't the same as they used to be 20 years ago.
Older Driver Involved	102 How does a person who works at the mall get home from work at 9 pm when the buses stop at 6?
Older Driver Involved	103 I see this often as a hospital employee. I breaks my heart to restrain an elder from the ability to be self reliant. Could a program at certain age require classes/certification help keep everyone safe.
Roadway Departure Crashes	104 Vehicles leaving the roadway threaten pedestrians, bicyclists, as well as occupants and property.
Roadway Departure Crashes	105 Slow down. Pay attention to signage. If you don't know the road, see the posted suggested speed limit.
Roadway Departure Crashes	106 roadside safety could be improved by moving ditches and other obstructions farther from the roadway, however that would require buying right-of-way from adjacent landowners.
Roadway Departure Crashes	107 drivers pushing yellow lights. speeding up through yellows at intersection.
Roadway Departure Crashes	108 Shoulder of road had big hole the caused a problem
Roadway Departure Crashes	109 I suspect that speed, impairment, and poor road conditions are likely contributing factors to this.
Roadway Departure Crashes	110 drunk driving
Suggest another item for future consideration	111 Aggressive driving (to include speeding, following too closely, and unsafe lane changes)
Suggest another item for future consideration	112 Pedestrian/Bicycle Crashes
Suggest another item for future consideration	113 Better road design
Suggest another item for future consideration	114 Bicycle and Pedestrian Protection
Suggest another item for future consideration	115 Consistent speed limits, signing and crosswalk lighting. Roundabouts are great for moving traffic like Shiloh, but the pedestrian crossing at those roundabouts are very dangerous. Be careful where these roundabouts are being placed. They should be in only fast traffic areas.
Suggest another item for future consideration	116 Education for drivers to be aware of bikes and pedestrians
Suggest another item for future consideration	117 Sharing the roadway with bikes/peds - education
Suggest another item for future consideration	118 Bicyclers not obeying traffic laws
Suggest another item for future consideration	119 Pedestrian Crossing from EBURD to Metra Park
Suggest another item for future consideration	120 Bicyclists flying through crosswalks! They are for predestrians but most don't get off and walk their bike across. Especially a problem when turning right downtown. Bikes are so much faster than pedestrians that when you start to turn, they can come from half a block away in seconds and blare through the intersection. I've seen it cause accidents and its rediculous how negligent bicyclists are especially downtown.
Suggest another item for future consideration	121 Bike/pedestrian safety

Billings CTSP - Comment Summary

Priority Screen



Topic Area	Comment
Suggest another item for future consideration	122 Intersections that don't have stop of yield signs and drivers not knowing that the person on the right has the right-away.
Suggest another item for future consideration	123 more standardization of the traffic signals
Suggest another item for future consideration	124 Driver unprepared/uneducated to interact with bicyclists and pedestrians
Suggest another item for future consideration	125 Driver's hitting pedestrians.
Suggest another item for future consideration	126 Hurry/rushed Driving
Suggest another item for future consideration	127 Bike or Pedestrian Involved Accidents
Suggest another item for future consideration	128 Pedestrian/vehicle collision
Suggest another item for future consideration	129 Control Speeding Vehicles
Suggest another item for future consideration	130 Increase green light arrows for left turns at numerous intersections.
Suggest another item for future consideration	131 1. Increase green light arrows for left turns at numerous intersections. 2. Traffic lights timed more efficiently & effectively.
Suggest another item for future consideration	132 Even though it doesn't score high in data, bicycles and pedestrians are not going to go away.
Suggest another item for future consideration	133 Inattentive/distracted walking & cycling
Suggest another item for future consideration	134 Driver Speed on low visible areas
Suggest another item for future consideration	135 Road Rage, Trying to pass slow drivers
Suggest another item for future consideration	136 Potholes and road wear
Suggest another item for future consideration	137 Speeding enforcement
Suggest another item for future consideration	138 Automobile Involved
Suggest another item for future consideration	139 aggressive driving
Suggest another item for future consideration	140 Road rage against cyclists
Suggest another item for future consideration	141 Traffic rules enforcement.
Suggest another item for future consideration	142 Failure to recognize pedestrians' and bicyclists' rights to use the road.
Suggest another item for future consideration	143 following speed limits
Suggest another item for future consideration	144 Bicyclist involvement
Suggest another item for future consideration	145 Poor road conditions
Suggest another item for future consideration	146 Bicycle/Pedestrian infringing on vehicle space
Suggest another item for future consideration	147 Speed / Rage Related Crashes
Suggest another item for future consideration	148 Conflict between vehicles and others - walkers and bicyclists
Suggest another item for future consideration	149 Too high of speed for urban setting
Suggest another item for future consideration	150 Bike lanes
Suggest another item for future consideration	151 Pedestrian/bicycle safety
Suggest another item for future consideration	152 The sentence "Help rank the transportation safety areas you believe have the greatest potential to reduce fatal and serious injury crashes in the Billings area" is extremely confusing. First of all, do you know what a run on sentence is? Secondly, why would anyone rank the selected choices as being anything that would help to reduce fatal and serious injury crashes? None of them reduce, they are all potential inducers of a serious accident! This question needs some work. You should consider asking it in a different way or changing the selection to some that actually reduce risk.
Suggest another item for future consideration	153 Roundabout rules - many that have been driving don't know how to properly navigate them
Suggest another item for future consideration	154 Crashes caused by ice on roads.
Suggest another item for future consideration	155 Vehicle-pedestrian/bicyclist crashes
Suggest another item for future consideration	156 Two of top 10 most dangerous intersections involve roundabouts. One at the top of Zimmerman???
Suggest another item for future consideration	157 Consider more alternative routes to our major streets to get around town.
Suggest another item for future consideration	158 High-speed traffic
Suggest another item for future consideration	159 Not enough consequences for irresponsible and unlawful driving, we need more police stops of bad drivers!
Young Driver Involved	160 Enforcement of the Graduated Driver License. It is my understanding that most traffic citations are issued under a city ordinance and thus young drivers who have serious violations are not reported to the State DMV.
Young Driver Involved	161 I witness several young drivers texting and talking on the cell.
Young Driver Involved	162 I think that young drivers should drive with an adult in the car for 6 months. I see a huge problem when young driver has a car full of youth. Seatbelts "aren't cool". They have the radio blasted and they are cruising too fast during their lunch breaks.
Young Driver Involved	163 I wonder how many of these also involve distracted drivers.

Billings CTSP - Comment Summary

Priority Screen



Topic Area	Comment
Young Driver Involved	164 Young people need to be actively engaged by the BPD but not harassed about driving more safely. More talks in schools, more positive and friendly interaction with a few moments taken by the officer to converse meaningfully with the younger violator. Once the police are seen as a "hassle," the battle is lost and it becomes a game of cat and mouse for traffic violators.
Young Driver Involved	165 How many crashed involve speeding vehicles?
Young Driver Involved	166 Not enough experience
Young Driver Involved	167 Must keep reminding them not to become distracted with phones etc. and to be more cautious!
Young Driver Involved	168 Education at an early age can help alleviate my first three selections.
Young Driver Involved	169 Speed
Young Driver Involved	170 While inexperience is certainly a factor with young drivers, another huge contributing factor to young driver accidents is due to distractions in the vehicle as a result of having young peers as passengers.
Young Driver Involved	171 In drivers ed require teens to download and use an auto-reply app while they are driving. The app will text back "I can't talk right now I'm driving".

WELCOME

2 VISION

PRIORITY RANKING

4 Safety Strategies

5 WRAP UP

?

What to do

Next Task

Inattentive / Distracted Driving

Intersection-related Crashes

Impaired Driving Crashes

Young Driver Involved



Inattentive / Distracted Driving

Ordinance Enforcement

Enhance enforcement of Billings ordinance addressing use of electronic devices while driving.

★ ★ ★ ★ ★

Comment

Attentive Driving Campaigns

Implement public awareness and education campaigns and school programs on distracted driving.

★ ★ ★ ★ ★

Comment

Rumble Strips

Install shoulder/centerline rumble strips to alert distracted drivers they are leaving the travel lane.

★ ★ ★ ★ ★

Comment

Suggest another Item

Next Category

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
Attentive Driving Campaigns	1 Parents need to be more responsible in teaching children how to drive safely.
Attentive Driving Campaigns	2 All drivers, old, young, and in-between need this, but the approaches may have be customized for their target demographic.
Attentive Driving Campaigns	3 Don't know that this would make a difference.
Attentive Driving Campaigns	4 I am not sure this helps much as it is lots of adults doing it not just teens.
Attentive Driving Campaigns	5 I don't think people care about the education efforts. writing tickets and getting the word out about the cost of breaking the law might be the best education.
Attentive Driving Campaigns	6 good ads on TV for this
Attentive Driving Campaigns	7 It might help the kids. In a "scared straight" type of format. I think the texting / car crash commercials on tv help, & the road side signs " stop texts / stop wrecks' help a little.
Attentive Driving Campaigns	8 Keep talking to them.
Attentive Driving Campaigns	9 We've had plenty and they don't work.
Attentive Driving Campaigns	10 Give parents solutions - like how they can model good behavior, or installing an app on their phone that auto replies when driving.
Attentive Driving Campaigns	11 Need more education and training for beginning drivers.
Attentive Driving Campaigns	12 How many drivers ignore the cell phone/texting ordinance in Billings. THOUSANDS!! The penalty is not severe enough to warrant compliance. Once again, NO ENFORCEMENT. Save your money. Spend it on enforcement.
Attentive Driving Campaigns	13 Good idea, but is costly and will take a long time to become a part of driving culture
Attentive Driving Campaigns	14 Reminder of (pictures) consequences visually makes a statement really!
Graduated Driver Licensing	15 Limit offenses (points) for drivers based on age/experience. Keep the higher risk/more offense drivers off the road. Further restrict hours of operation for minors- with the exception of school, work, church. Nothing good happens after 10 pm as a general rule.
Graduated Driver Licensing	16 More teaching of the meaning of road signs needs to be included as many young drivers don't seem to be able to understand the words on the signs!
Graduated Driver Licensing	17 I'm not sure what the G.D.L. actually entails but enforcement is the key word here. Enforce it and make it hurt if it is violated.
Graduated Driver Licensing	18 What are the rates of crashes of young drivers?
Graduated Driver Licensing	19 I used to not be in favor, but many states see fewer problems and now think it is a good idea.
Graduated Driver Licensing	20 no license until 18
Graduated Driver Licensing	21 Parents have a role in this as well!
Graduated Driver Licensing	22 I don't have a comment on this or a rating since I have NO idea what this is. Does that tell you anything? I have an 18 year old daughter who just got her license last summer. I should know what this is. Educate the parents, not just the kids and make it a team effort.
Helmet Law Enforcement	23 There should be a helmet law for all ages. Period.
Helmet Law Enforcement	24 Higher fines on speed and reckless riding would be good also.
Helmet Law Enforcement	25 helmet for all
Helmet Law Enforcement	26 helmet for all. The rest of use pay when they get a head injury.
Helmet Law Enforcement	27 I'm not interested in a helmet law for individuals over 18.
Helmet Law Enforcement	28 Helmet law for all!
Impaired Driving Awareness	29 The intended audience seldom takes note.
Impaired Driving Awareness	30 Education is crucial. As well as a shift in the cultural attitude that doesn't treat impaired driving as all that serious.
Impaired Driving Awareness	31 campains aren't going to have the best effect, unless it includes a list of the recent fines and jail time handed out, and I mean real world numbers, not some hypothetical what if.
Impaired Driving Awareness	32 This has to continue, but people are becoming numb to such campaigns.
Impaired Driving Awareness	33 There is already many educational ads about this issue

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
Impaired Driving Awareness	34 police sit outside bars
Impaired Driving Awareness	35 I don't think this hurts but I am not sure how effective it is. There are still lots of impaired drivers although we do have things like PSA. We need a culture which says that impaired driving is NOT COOL. Right now, young ones think it is cool and older drivers don't care that they are impaired.
Impaired Driving Awareness	36 Try ad campaign similar to the Montana Meth project with graphic images/billboards.
Impaired Driving Awareness	37 Seriously, the people who drive impaired already show they have little regard for others.
Impaired Driving Awareness	38 There does not appear to be any consequence. I read about people getting their 9-12 DUI and the penalty is a night in jail.
Impaired Driving Awareness	39 Give people drunk goggles and video tape them reacting to how badly they cannot see and then show those videos on the local news channels or local commercials. Also make it possible to install breathalyzer devices (sp?) in vehicles for certain high risk offenders be it AGE or actual offenders until they prove themselves trustworthy to drive without one. I'm talking about a device that would prevent the vehicle from starting. It might help. It won't stop them from having someone else blow into it but it would be an action that would MAKE them aware of the choice even while impaired. Then penalize the hell out of anyone who breaks the law - repeat offenders - who have such a device installed and still broke the law. You can't force a horse to drink even though you lead it to water but you can build the water trough and you can teach them how good water is for them through example and repetition.
Impaired Driving Awareness	40 Run more campaigns around getting people to understand their limits and BAC levels when drinking. I saw a youtube video where people drank beer and then took their BAC throughout the process (after each beer and so many minutes) They were shocked at how high their BAC was after only 2 drinks. Get local "celebrities" to do that on a video "know your limits" for Billings. But have designated drivers lined up to take them home ;)
Impaired Driving Awareness	41 Save your money. Increase the penalties for this behavior. 1st offense should have a severe penalty both monetary and suspension of driving privilege. 2nd should be mandatory jail for 6 months or more. You want the behavior to stop? Make the penalty fit the crime.
Impaired Driving Awareness	42 Since the 70's ADD has been doing this - it doesn't seem to be making much of a dent in the problem. Why throw more money at it?
Impaired Driving Enforcement	43 This category seems to focus more on the penalties after the fact, while it starts with enforcement on the road, followed by prosecution, both of which are lacking by the BPD and city attorney's office. Every DUI needs to be processed and not ignored or given a ride home, and every DUI needs to be prosecuted before there will be a change.
Impaired Driving Enforcement	44 Does Billings ever provide DUI checkpoints? They have certainly made me think twice about driving while drunk.
Impaired Driving Enforcement	45 I doubt that harsher penalties will help.
Impaired Driving Enforcement	46 Way too many Montanans drive drunk and some can rack up multiple DUI. These people need to be stopped. Breathalizers should be affordable for personal use so one can determine their own BMW prior to driving.
Impaired Driving Enforcement	47 I'd like to see treatment that solves the underlying problem rather than prison.
Impaired Driving Enforcement	48 Too many drivers on the road with multiple DUI. Repeat offenders need jail time and removal of privileges sooner. Think of all the times they drive impaired without getting caught. A slap on the hand isn't helping anyone.
Impaired Driving Enforcement	49 Not just MIP violations. All impaired driving violations
Impaired Driving Enforcement	50 Tickets and even imprisonment are not proving very effective. New strategies need to found and implemented with sufficient funding to make them as effective as possible.
Impaired Driving Enforcement	51 I think rolling road blocks can be a good way to do this.
Impaired Driving Enforcement	52 I think there are too many repeat offenders. I know that the jails and prisons are full but some people just don't get it. Lock them up if they can't comply.
Impaired Driving Enforcement	53 repeat offenders are the biggest problem and I am not sure increased penalties would improve that. more of the electronic devices that won't let a car start if impaired would help but they are expensive.
Impaired Driving Enforcement	54 We are about where we need to be with this in terms of our laws. BPD needs a cultural shift toward not tolerating the DUI offense.

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
Impaired Driving Enforcement	55 I think we are ridiculously lenient on DUI offenses.
Impaired Driving Enforcement	56 Increase fines and jail time. Have more server checks at bars.
Impaired Driving Enforcement	57 Increase fines and jail time. Have more server checks at bars. Make it a crime to refuse a test.
Impaired Driving Enforcement	58 not so much increased penalties but ongoing monitoring to keep the repeat offender away from driving
Impaired Driving Enforcement	59 we seem to do a pretty good job (although some major crashes might indicate still a ways to go)
Impaired Driving Enforcement	60 require breathalyzers for all people to leave bars
Impaired Driving Enforcement	61 I find Montana far behind other states in terms of penalties and consequences to impaired driving.
Impaired Driving Enforcement	62 Number one hazard on the road. Many times I wished a law enforcement officer was where I was to see all the crazy driving!! But they are not there..... maybe not enough officers?
Impaired Driving Enforcement	63 more police during the peak drinking time.
Impaired Driving Enforcement	64 Montana seems to take a "so what?" attitude on impaired (drunk) driving. Companies that have social events that serve alcohol should be educated on the liabilities of their employees having an accident after being served alcohol at a company function.
Impaired Driving Enforcement	65 There are people in Montana with MULTIPLE DUI offenses. Clearly this is having little effect.
Impaired Driving Enforcement	66 Especially for repeat offenders. Nobody should have a 5th DUI what the hell? Get them into treatment, take away their freedom to drive and make them pay it back to the community through public service. Don't house them in a cell watching Dr. Phil. They need education and counseling to find out why they are abusing drugs and alcohol to begin with. Find the root of the problems and then find the solutions to help those people HELP THEMSELVES.
Impaired Driving Enforcement	67 Get more people on those devices that monitor/check alcohol throughout the day - make using that a longer sentence. 3 months isn't going to do it.
Impaired Driving Enforcement	68 With all the repeat offenders, I don't know if heavier fines will make much difference, but they may as well help finance other programs that might make a difference.
Intersection Education	69 No one in Billings seems to know or care that the person on the right in an unmarked intersection has the right of way, regardless of "who got there first."
Intersection Education	70 I witnessed a woman stuck by a pedestrian in a crosswalk within the past month. I didn't before and I do even less now feeling safe using crosswalks. Drivers don't pay attention to pedestrians. Too many vehicle vs pedestrian accidents happening. I'm not sure what the answer is but consider a 4-way stopped intersection controlled by lights downtown that allows all pedestrians to cross in all directions at the same time while ALL traffic is stopped. No right on red allowed either. Similar to what Seattle uses near Pike's market.
Intersection Education	71 many people do not know they are supposed to enter the intersection while waiting to turn instead of remaining in the turn lane.
Intersection Education	72 This is a big problem, given the number of uncontrolled intersections in Billings. Periodic PSA reminders in a variety of media will help.
Intersection Education	73 Many drivers don't seem to understand basic traffic rules, especially yielding to the right at uncontrolled intersections.
Intersection Education	74 I don't know if the campaigns will help, people are in such a hurry that will take that risk knowing others will stop while they run or beat the light.
Intersection Education	75 lack of blinker use and observation for pedestrians is a great concern
Intersection Education	76 For uncontrolled intersections, education about who has the right-of-way.
Intersection Education	77 people should already know the rules of the road, otherwise they shouldn't have passed their driving test! I think too many people think the rules don't apply to them. Catch them and fine them.
Intersection Education	78 also paying attention to pedestrians
Intersection Education	79 People already know this.
Intersection Education	80 The "flashing yellow arrows" are great. A lot of people don't know what they mean though.
Intersection Education	81 Why do we have uncontrolled intersections? Especially those with poor visibility?
Intersection Education	82 Don't we have a driving test in MT before you get a license? This is part of the test, no? Save your money. Unless you want to start having driving tests at every other license renewal just like a new driver.

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
Intersection Enforcement	83 Traffic law enforcement is NOT a priority for the BPD, and this lack of enforcement has translated into a sense of entitlement by drivers. It is lost on the BPD that communities with high traffic law enforcement have lower overall crime rates. (Criminals of ALL TYPES drive cars.)
Intersection Enforcement	84 Signalized intersections - allow use of red-light cameras.
Intersection Enforcement	85 Signalized intersections - allow use of red-light cameras or other technology.
Intersection Enforcement	86 Also identify more hazardous intersections, such as 5th and Montana Ave. and Rehberg and Rimrock; and eliminate unmarked intersections in residential neighborhoods.
Intersection Enforcement	87 I have lived and driven in other communities with automated ticketing at intersections and speed cameras. This brings enough awareness to the area that everyone driving knows they are being watched. It saves manpower for the truly criminal offenses.
Intersection Enforcement	88 "Crashing" the "Delayed Red" and "Yellow" are synonymous and on the increase.
Intersection Enforcement	89 If this includes policing bicyclists that don't respect the rules of the road.
Intersection Enforcement	90 Limited manpower for this option makes it impractical, however desirable.
Intersection Enforcement	91 I hope it isn't a cold day in hell before this is ever done.
Intersection Enforcement	92 Many drivers don't seem to understand basic traffic rules, especially yielding to the right at uncontrolled intersections.
Intersection Enforcement	93 red lights are treated as a joke
Intersection Enforcement	94 enforcement being the key word here. do it and back it up.
Intersection Enforcement	95 A lot of intersections very little police.
Intersection Enforcement	96 Install cameras if legal under Montana Law
Intersection Enforcement	97 Especially red light abusers
Intersection Enforcement	98 We need to allow photo enforcement of red light violations.
Intersection Enforcement	99 Persuade the State legislature to allow photo enforcement of red light violations. This should include a requirement that yellow lights be properly timed --not just set up to generate revenue.
Intersection Enforcement	100 very common almost expected for someone to run a red light. traffic doesn't flow well in billings and people get frustrated and also drive 40 45 mph to make the next light lights on central broadwater grand 27th 4th and 6th could be better synchronized
Intersection Enforcement	101 Too many drivers are in intersections when their light is red. Red light cameras would help, but that would require a change in Montana state law. As a bicycle rider I have to be extra dilligent because I have seen too many near misses due to drivers running red lights. If drivers know there is a good chance they will get a ticket, even if they enter an intersection when it is yellow, the number of intersection accidents will decrease.
Intersection Enforcement	102 I have never seen emphasis patrols take place within Billings. King Ave W and Broadwater between 0700 and 0800 M-F would be a good start.
Intersection Enforcement	103 Until there is a traffic division of BPD this will not happen.
Intersection Enforcement	104 Lights are too short when green making people increasing their speed to make the light.
Intersection Enforcement	105 While important, there are better uses from law enforcement then traffic violations. Education is a key role!!
Intersection Infrastructure	106 Many intersections are poorly designed and maintained.
Intersection Infrastructure	107 again, red-light cameras or other technology as part of the infrastructure
Intersection Infrastructure	108 red-light cameras or other technology as part of the infrastructure. physical roadway changes to slow traffic at intersections
Intersection Infrastructure	109 Round abouts have been effective - build more - or have "quick lanes" for traffic not impeded by a turn.
Intersection Infrastructure	110 I'm sick of roundabout being used improperly. It's gotten better add more people have used them, but it seems extremely unsafe for pedestrians (not seen easily) and drivers not paying attention to signage to know which lane to use and how to merge.

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
Intersection Infrastructure	111 Please see above regarding crosswalks. Extended sidewalks for crosswalks. Reverse angled parking. Sky bridges between parking garages and buildings.
Intersection Infrastructure	112 Roundabouts are a great idea but the current ones are much too small. People still come to a stop or gun it to enter. Roundabouts should be constructed much larger to eliminate the need to stop.
Intersection Infrastructure	113 Billings is working on this aspect... I've noticed many changes at intersections all over town. Keep up the redesigns and upgrades where needed.
Intersection Infrastructure	114 That would also include these huge sign and fences that block vision of oncoming traffic-just look at Zimmerman Trail above Grand Avenue....
Intersection Infrastructure	115 After analysis of where and what types of accidents are occurring.
Intersection Infrastructure	116 More roundabouts
Intersection Infrastructure	117 large traffic build up on 24th and 32nd creates impatient and unfocused drivers
Intersection Infrastructure	118 I know people don't like round-about but they do seem to reduce the severity of accidents.
Intersection Infrastructure	119 More roundabouts.
Intersection Infrastructure	120 Fewer stop lights, more roundabouts.
Intersection Infrastructure	121 The "flashing yellow arrows" are great. A lot of people don't know what they mean though.
Intersection Infrastructure	122 Energy - Daystar is an example of intersection that has no stop signs.
Intersection Infrastructure	123 Distraction leads to most intersection crashes.
Intersection Infrastructure	124 Some of our roundabouts are mismarked (Airport) and most need restriping as do many intersections.
Intersection Infrastructure	125 Longer yellow lights and timers that count down when the light will change to yellow/red. Also clearer turning arrow signals - make them yellow and flashing so people know they have to yield.
Intersection Infrastructure	126 Extremely expensive. How are the statistics on the roundabouts regarding accidents?
Intersection Safety Plan	127 What's an intersection safety plan?
Intersection Safety Plan	128 There needs to be harsh consequences for breaking our laws, as in \$\$\$.
Intersection Safety Plan	129 What does that really mean? You can plan into infinity and until there are consequences regular people aren't willing to pay a plan isn't worth the paper it's written on!!!!
Intersection Safety Plan	130 Not completely sure what is meant by this, which sounds a little buzz-wordy, but if it is what I'm thinking it is, of course it's a good idea!
Intersection Safety Plan	131 Standardize all light so left turns are the same at any given light.
Intersection Safety Plan	132 The plans should be develop for specific intersections with the worst crashes first
Intersection Safety Plan	133 what is an intersection safety plan?
Intersection Safety Plan	134 not sure what this means
Intersection Safety Plan	135 sounds good on paper but the costs and public "push back" might make it hard to accomplish.
Intersection Safety Plan	136 Bubble wrap!
Intersection Safety Plan	137 Does this mean there isn't one now!
Intersection Safety Plan	138 We need a safer system of routes for bikes and pedestrians downtown
Intersection Safety Plan	139 What does this mean?
Intersection Safety Plan	140 The "flashing yellow arrows" are great. A lot of people don't know what they mean though.
Intersection Safety Plan	141 Again... what are you talking about? How about some details as to what they means exactly. Can't vote on it if you are vague with big "wow" words. SMH.
Intersection Safety Plan	142 Study the data on where accidents are occurring and focus on those areas. It pretty obvious, especially in the Heights.
Intersection Safety Plan	143 I guess this works if you put up a traffic signal at every intersection.
Motorcycle Awareness	144 Keep drivers alert for motorcycles.
Motorcycle Awareness	145 Don't waste my money on them.

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
Motorcycle Awareness	146 I see grown baldheaded men driving down 4th avenue north and Montana avenue at a high rate of speed all the time. where is a traffic cop when you need one
Motorcycle Licensing	147 Are they not enforced now? I got my motorcycle endorsement after taking a motorcycle safety class. Safety courses should be required.
Motorcycle Licensing	148 We don't?
Motorcycle Licensing	149 Enforce the law?!? Of course.
Motorcycle Training	150 Yes!
Motorcycle Training	151 Once again I'm not in favor of creating any laws that require individuals to wear a helmet or any other protective gear.
Older Driver Education	152 Drivers should be mandatorily tested on the road every 2-4 yrs based on age and disease burden. Cause mandatory reporting for specific high risk medical conditions- for all ages.
Older Driver Education	153 At some specified interval ALL drivers should have to pass either a written or practical driving test. Say, every 15 years.
Older Driver Education	154 I think older drivers should hear this message from a lot of different sources - physicians, friends, clergy. How about educating the kids of parents who should no longer be driving. I don't think older drivers want to give up the freedom that a vehicle provides. Kids must make the decision as to when their parents are a danger to society. How about a campaign "take away the keys".
Older Driver Education	155
Older Driver Education	156 I know a multiple of people who should not be driving but are told by the drivers bureau they are good to go.
Older Driver Education	157 I think it needs to be more of an old driver re-certification. To make sure they are still competent to drive. Could be based on age.
Ordinance Enforcement	158 Please refer to my comments about intersections, they all apply here as well. The BPD MUST make traffic enforcement a priority or nothing will change.
Ordinance Enforcement	159 Yes in an ideal world; almost impossible to do in the real world.
Ordinance Enforcement	160 Yup.
Ordinance Enforcement	161 Increase fines! Better enforcement!!
Ordinance Enforcement	162 The BPD has no traffic unit. Most drivers are 10-15 mph over the posted speed and drive right past officers. I believe that we think the officer needs to be available for the "big" call, however Billings ranks the highest in the state for traffic fatalities. This is no different than a murder... a loss of life is a loss of life, yet we have dealt with more fatalities over the last several years then we have the murders.
Ordinance Enforcement	163 Traffic cameras or officers placed as "traps" could do a lot to enforce this.
Ordinance Enforcement	164 It's really N/A as I have no idea how often this is enforced
Ordinance Enforcement	165 PLEASE really focus on this one!
Ordinance Enforcement	166 Insofar as possible, YES! Again, manpower, funding, etc., may stymie such a strategy.
Ordinance Enforcement	167 Why have laws if the cops never enforce them?
Ordinance Enforcement	168 I think other distractions should be noted for inattentive drivers not just cell phones
Ordinance Enforcement	169 I believe if law enforcement would get involved in actually enforcing the law rather than being in such a hurry that they ignore the violation. The intersection of Main Street, 1st Ave North & Old Hardin Road is a prime example. I go through that intersection every day at about 4:00 pm. I have personally witnessed, on almost a daily basis, vehicles turning onto Old Hardin Road from Main Street run the red light. The light is completely green for the outgoing traffic yet 2-3 cars will continue to turn. On multiple occasions there has been a law enforcement officer there and has done nothing. This infuriates me because of the commercials about cracking down on red light runners. Also, it seems as if a blind eye is being turned to speeders. Just spend an hour watching traffic on 6th Ave North.
Ordinance Enforcement	170 I see someone on their cell phone while driving every day
Ordinance Enforcement	171 They are not paying attention. need to pull over and talk or text.
Ordinance Enforcement	172 Currently nobody follows these ordinances because they are not well enforced.
Ordinance Enforcement	173 I think that this should apply to ALL drivers. MHP and the Sheriff's Office should write tickets too!

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
Ordinance Enforcement	174 I think a couple of officers could do nothing but write tickets for this and pay for their salaries and their cars.
Ordinance Enforcement	175 The police can't be expected to write tickets for people on their tech devices, but in the event of a crash, it is easy to check the phone log to see if they were on the phone
Ordinance Enforcement	176 I see this all the time. But everyone knows the law is not being enforced.
Ordinance Enforcement	177 Once someone pays, for instance, a \$300 fine for distracted driving they would likely think about it in the future.
Ordinance Enforcement	178 First - we need a traffic division in the BPD - or we need patrol to pay attention to traffic infractions they see during the course of the shift. I saw a patrol car at a signalized intersection watch 4 cars go straight ahead through the intersection from the right-turn only lane. Obvious violations but no reaction from the patrol officer at all.
Ordinance Enforcement	179 Law enforcement is just as guilty as the civilians they are monitoring. It can't be enforced as much as it can be influenced through education and public announcements. Knowledge is key. Teach people and let them police themselves.
Ordinance Enforcement	180 There is no traffic enforcement Billings.
Ordinance Enforcement	181 Penalties need to be hefty.
Ordinance Enforcement	182 too many young drivers are too careless about driving laws.
Roadway Departure Education	183 I have been and seen others run off the interstate from people merging into traffic and immediately swerving to the passing lane in front of faster moving traffic
Roadway Departure Engineering	184 I am not a fan of cutting down trees to accommodate drunks!
Roadway Departure Engineering	185 Weather related issues affect our area. Effective timely maintenance can be a life saver.
Roadway Departure Engineering	186 Poor infrastructure causes accidents in many cases-narrow roads, poorly maintained roads and bridges, to name a few.
Rumble Strips	187 This may really help.
Rumble Strips	188 I've encountered these in other states. I think they're very effective.
Rumble Strips	189 By the time they are near the shoulder of a local street it is too late for driver attention. Center line rumbles would be more effective.
Rumble Strips	190 Yes, these may be helpful, but I believe that more responsibility should be placed with the driver to pay attention and put down their phone.
Rumble Strips	191 Not worth the cost!
Rumble Strips	192 This helps on Interstates and two lane roads, not sure how beneficial in city, accidents are from changing lanes and not looking.
Rumble Strips	193 As a bicyclist, this is a terrible idea. They reduce safety for those riding bikes.
Rumble Strips	194 I have always thought this would be helpful.
Rumble Strips	195 rumble strips will help but I don't think it will solve "stupid people".
Rumble Strips	196 Assuming the driver is distracted and not being blown off the road
Rumble Strips	197 The interstate system has this which has little effect. I think it would create more roll over crashes as people over correct.
Rumble Strips	198 These are helpful, but expensive
Rumble Strips	199 seems to help along 212 to Joliet
Rumble Strips	200 Possibly also between lanes when multiple lanes travel in the same direction.
Rumble Strips	201 I think these are the most effective, & as a cyclist, I am very much in favor of them, especially if the shoulder has enough room for a bike on the outside of the strips. If a driver hits the rumble strips behind you while riding, it can be heard for a long ways.
Rumble Strips	202 Can be detrimental to cyclists.
Rumble Strips	203 Since this cannot feasibly be done on all roads, this seems a less desirable strategy than ordinance enforcement and information campaigns.
Rumble Strips	204 Center, yes, side no. This would severely impact bike riders.
Rumble Strips	205 Likely cause more accidents than not.
Rumble Strips	206 Yes!!!!!!

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
Rumble Strips	207 Great idea. This would help with several issues.
Rumble Strips	208 install speed bumps on Montana avenue between n 27th street and north 23 rd street to force drivers to do the speed limit. park an old cop car with a mannequin at the wheel at the pullout at the bottom of Zimmerman trail to force drivers to go 25 mph. do away and yellow flashing arrows with the yellow arrows
Rumble Strips	209 How many accidents in Billings result from drivers falling asleep? Rumble strips are to awaken sleeping drivers. Save your money. Spend it on enforcement.
Rumble Strips	210 My husband has been saying this for YEARS! they use strips in Washington state and it seems pretty effective.
Rumble Strips	211 What can it hurt! Pocket book maybe, so sell the vehicles of violators with multiple offenses!
School Programs	212 There should be a segment in driver's education that deal with law enforcement interaction. Have a question and answer session. Get the instructors on board and obeying traffic laws while instructing. There have been cases where a crash occurs and the instructor goes back to the school rather than calling and reporting the crash.
School Programs	213 More time behind the wheel
School Programs	214 Reimplement successful completion of a driver's ed course to graduate from high school.
School Programs	215 getting the kids to buy into the programs might be difficult.
School Programs	216 I wished all students could be in the drivers' ed program that the schools have. But, unfortunately, only a few students can be in the program.
Seat Belt Campaigns	217 Include child safety seat laws
Seat Belt Campaigns	218 More coordination of law enforcement resources
Seat Belt Campaigns	219 get more graphic in depicting the effects on no protection or better the successes of effective protection.
Seat Belt Campaigns	220 I think seat belt campaigns have been beaten dead since the 90s. Talk to Janet Bierer with America's Super Pageant about more creative strategies.
Seat Belt Campaigns	221 Good idea but like DUI campaigns it doesn't work. The culture in MT needs fixing. Make the people aware of the cost to tax payers as the injury awareness isn't working.
Seat Belt Campaigns	222 use evidence-based strategies
Seat Belt Campaigns	223 Issuing tickets will spread the word much faster than a worthless TV ad.
Seat Belt Campaigns	224 Save your money. The only solution is a primary seat belt law and stronger enforcement.
Seat Belt Campaigns	225 We're not stupid just unaccountable!
Seat Belt Laws	226 This needs to include Child safety seats. I see children fairly often running around in the back seats of the car not in car seats of even in a seat belt.
Seat Belt Laws	227 Should move to a primary law. 80% of fatalities were unrestrained.
Seat Belt Laws	228 Should be a primary offense. Secondary offenses have little to not teeth.
Seat Belt Laws	229 71% of fatal crashes involved lack of seat belt use in MT. Enough said.
Seat Belt Laws	230 This will only work when tickets are passed out.
Seat Belt Laws	231 It was my belief that MT does not have a "primary" seat belt law.
Seat Belt Penalties	232 Site driver if vehicle is involved in an accident that is non-fatal to the driver. At all times when reporting on car crashes note whether seat belts were worn--policy with news media.
Seat Belt Penalties	233 Current penalty is sufficient.
Seat Belt Penalties	234 A \$20 fine provides no deterrent.
Seat Belt Penalties	235 first you must attempt enhanced enforcement on the whole driving population.
Seat Belt Penalties	236 The tax payer that wears a seat belt pays higher insurance rates then those not wearing a seat belt pay in the fine!
Seat Belt Penalties	237 Monetary penalties aren't necessarily going to help if the offender is not able to pay.
Seat Belt Penalties	238 This might help, but some dummies won't buckle up regardless of the penalty. The only penalty they understand is being ejected and killed.
SellerServer Education	239 This would be very difficult to implement and enforce.

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
SellerServer Education	240 It's being done already.
SellerServer Education	241 better recognition might help them spot the borderline cases.
SellerServer Education	242 good for bartenders, waitress and owners to know more about it.
SellerServer Education	243 Absolutely critical but there have to be penalties for over-service. This is currently rarely enforced because it is so difficult to do so.
SellerServer Education	244 A few stings on sellers would shake up the whole industry.
SellerServer Education	245 Obviously the server is more capable of determining drunkenness than someone who is drunk.
SellerServer Enforcement	246 Same comment, focus on the actual enforcement first, the penalties second.
SellerServer Enforcement	247 Severely impaired drivers leaving bars is a big part of the problem.
SellerServer Enforcement	248 Responsibility is with consumer!!!
SellerServer Enforcement	249 This is where it has to start - the person watching the consumption should be able to determine the fitness of the consumer.
SellerServer Enforcement	250 Mixed feelings about this. It's a muddy proposition at best.
SellerServer Enforcement	251 Bartenders that overserve patrons too. They are aware of the person's ability to safely operate a motor vehicle.
SellerServer Enforcement	252 they biggest problem I have with this is that I know people that can way over the line of impaired, but look totally in control. They might be functioning in a social environment but still not be able to the snap judgement or the reation time needed to prevent an accident. How is the bar tender supposed to know the difference. It obvious when someone is falling down drunk, but we all know there's a lot of distance from there and 0.8 on the scale.
SellerServer Enforcement	253 Once again I believe this is already enforced.
SellerServer Enforcement	254 Always a weak link in Montana. The idea that alcohol-serving establishments have no responsibility for monitoring people's intoxication level has got to end.
SellerServer Enforcement	255 If someone gets arrested for DUI after leaving Ted's Diner in CO, Ted's becomes responsible. We should do that also.
SellerServer Enforcement	256 It is not the sellers fault. Unless the police will come and remove a person who is refused, it is not safe for the server. If a seller/server refuses to serve more and the person does not leave then it is trespassing and the person should be arrested.
SellerServer Enforcement	257 Since when does McDonald's tell me I have to eat a salad for lunch instead of that Double Quarter Pounder with Cheese? Get my drift?
SellerServer Enforcement	258 This will never work in Montana. Would be nice, but it doesn't happen.
Suggestion Impaired Driving Crashes	259 Do not waste taxpayers \$\$\$ on lazy employees who do not help improve anything except their own job security. The rehab program is a joke.
Suggestion Impaired Driving Crashes	260 Ban use of cell phones while driving including law enforcement
Suggestion Impaired Driving Crashes	261 DUI Checkpoints on major roads.
Suggestion Impaired Driving Crashes	262 Enforcement of speed limits and traffic stops for violations will reveal more impaired drivers.
Suggestion Impaired Driving Crashes	263 Reduced automobile parking at places that serve alcohol.
Suggestion Impaired Driving Crashes	264 Provide alternate transportation choices like buses running later, free cab rides home when needed, volunteer drivers, etc..
Suggestion Impaired Driving Crashes	265 Upon the first conviction a driver must have blow and test monitor attached to the car electrical system at the cost of the owner.
Suggestion Impaired Driving Crashes	266 Include education and rehabilitation options for repeat offenders so they can gain the skills to break the habit.
Suggestion Impaired Driving Crashes	267 How about mandatory turning over of keys in order to purchase alcohol at bars, and breathalyzers wherever liquor/beer is sold? If you blow over the limit you cannot get your keys or purchase any (more).
Suggestion Impaired Driving Crashes	268 If vehicle is sold people will think twice!
Suggestion Impaired Driving Crashes	269 Get repeat DUI offenders off the streets!
Suggestion InattentiveDistracted Driving	270 10' or 11' wide lanes and bike lanes create a more predictable environment and calm traffic (slower speeds).

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
Suggestion Inattentive/Distracted Driving	271 Larger signage, and more consistent speed limits on each and every street.
Suggestion Inattentive/Distracted Driving	272 Support emerging vehicle technologies of interactive operation.
Suggestion Inattentive/Distracted Driving	273 Drivers in Montana (and bicycle riders) need to be better educated on traffic laws related to bicycles. Many automobile drivers are clueless about bikes. Conversely, there are a lot of bike riders who ride stupid and do not obey traffic laws.
Suggestion Inattentive/Distracted Driving	274 Install cameras at intersections to ticket drivers who run red lights. It is becoming an epidemic in Billings!!!
Suggestion Intersectionrelated Crashes	275 Bike lanes need to be carried through intersections; right now it's not clear where bikes go, oftentimes.
Suggestion Intersectionrelated Crashes	276 Education for Drivers to be aware of bikes and pedestrians
Suggestion Intersectionrelated Crashes	277 Teach the public to assist with enforcement!! Have the Billings Police Dept or City Attorney give a crash course on the public television station of how to report a vehicle that has just run a stop sign, allow the public to write up a complaint- send it to the BPD and let them issue a ticket or suppeona! With the cell phone capable of doing a video, seems we should get a description of the car and driver along with the license plate, then we have to have the guts to sign the complaint!
Suggestion Intersectionrelated Crashes	278 Stronger and ongoing driver certification, including attitude, focus, as well as operation and basic rule practical knowledge.
Suggestion Intersectionrelated Crashes	279 Intersection photo citations. If people don't like it to bad, it will help save lives!
Suggestion Intersectionrelated Crashes	280 Get rid of all of the uncontrolled intersections in Billings. Add yield and stop signs in these neighborhoods. People coming from larger cities don't even realize that there are unmarked intersections here, its a very dangerous situation.
Suggestion Intersectionrelated Crashes	281 Reduce speeds of traffic in congested or transition zones. Downtown, (64&hesper, 48&grand, anything on grand ave)
Suggestion Intersectionrelated Crashes	282 Install more roundabouts, especially in neighborhoods (such as they have done in other MT towns). Controls traffic nicely, and adds interest.
Suggestion Motorcycle Crashes	283 Pedestrians: Montana drivers are horrible concerning pedestrian traffic in general. When you first run into it, California's law making the right of way for pedestrians absolute seems to be a bit draconian towards drivers, but it does make sure drivers are constantly on the lookout for foot traffic. We could use a lot of that awareness here.
Suggestion Motorcycle Crashes	284 Drivers aren't looking for motorcycles. We need to do something to increase awareness of motorcycles on the streets. Also bicycles
Suggestion Motorcycle Crashes	285 helmets and safety gear should be mandatory..period
Suggestion Older Driver Involved	286 Mandatory drivers test that cater to seniors. they have a lack of reflex action.
Suggestion Older Driver Involved	287 Mandatory at a certain age as to not offend and/or give a positive influence!
Suggestion Older Driver Involved	288 Mandatory at a certain age as to not offend and/or give a positive influence! Maybe some incentives too! free tickets ,multi discounts ect.....
Suggestion Roadway Departure Crashes	289 I don't see roadway departure as a big issue. Seems like most crashes are related to substance abuse.
Suggestion Roadway Departure Crashes	290 Rumble strips
Suggestion Young Driver Involved	291 Parents need to be more involved in the learning process.
Suggestion Young Driver Involved	292 Parents need to take responsibility - get in the car, ride with the child and tell them what you are looking for as you drive, how do you respond on ice, how close to follow the car ahead, where to put the cell phone while you are behind the wheel - try this simple technique - have them drive around comfortably for a couple blocks, then ask them to place BOTH HANDS ON THE WHEEL, now drive for a couple blocks and see which part of the drive they feel they paid most attention during!!
Suggestion Young Driver Involved	293 Increase the age at which a young person is allowed to begin driving. At the age of 14-15, their brains are not developed enough to have the decision making and reaction skills needed for safe driving.
Suggestion Young Driver Involved	294 Driver education for all. Make people retake the written exam every 16 years.
Suggestion Young Driver Involved	295 This needs to be opened up to private companies. The drivers education program in MT should not be taught by teachers. Private industry would make it so much better.
Suggestion Young Driver Involved	296 Bike safety for DRIVERS sharing the road
Suggestion Young Driver Involved	297 before a new driver is allowed to solo drivers license they must have a documented form that shows the have spent at least 50 with an experienced driver in the vehicle.

Billings CTSP - Comment Summary

Strategy Screen



Topic Area	Comment
Transportation Alternatives	298 The MET system needs to add better equipment, update to at least 20th century technology and run more than once an hour on its routes
Transportation Alternatives	299 Increase the hours of operations for Metro buses. What do folks do if they work evenings and don't have a vehicle? May be able to ride a bike if weather permits but what about in the winter??
Transportation Alternatives	300 Buses are great; however, they don't run out of the city limits. It would be great to have this service available for surrounding areas such as Lockwood!
Transportation Alternatives	301 People won't use this as much as they don't use the current public transportation.
Transportation Alternatives	302 The public transportation system in Billings is inadequate. Especially later at night. I think Uber would really help this problem.
Transportation Alternatives	303 Personally I don't see older drivers taking responsibility for their limitation by alternative travel options.
Young Driver Education	304 Make driver ed a mandatory graduation requirement with expanded driving instruction.
Young Driver Education	305 not sure what this is about?
Young Driver Education	306 make driver ed a REQUIRE
Young Driver Education	307 Give young drivers something to work toward. The better you are at driving the more we will reward you for it. Give them something that will make them feel like they are earning it. Breaks on tags, personalized plates, insurance, maybe even a safe driver scholarship program. The kids who attend drivers ed and pass should continue to get a break on their insurance but it would be great if it wasn't necessarily about their grades as much as it was about their actual driving record. Not all kids are going to college after high school and some kids are home schooled or have even dropped out to work and provide for their families. Non judgmental of the reasons... but keep it on the task at hand. Keep it driving related. Incentives that will entice our youth to drive safely will keep them all aware and make them WANT to do the right thing.... like slow down and stay off their cell phones.
Young Driver Education	308 Give them tools to fix the problem - apps that will auto reply when driving or turn off phone.





YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 10/25/2016

Information

INTRODUCTION

On September 1, 2016, Performance Engineering and Consulting on behalf of property owner Production Consulting, LLC, applied for preliminary major plat approval for Bar 11 Subdivision. The proposed plat creates 162 lots for single-family residences on approximately 206.22-acres of land. The subject property is generally located approximately 0.25 miles west of Bitterroot Drive, about one mile north of Highway 312, and north of the Billings Heights. The property is zoned Residential 9600. The Yellowstone County Board of Planning will conduct a public hearing at this meeting. The proposal will go to the Board of County Commissioners for action on November 15, 2016.

RECOMMENDATION

Staff recommends that the Planning Board recommend that the Yellowstone County Board of County Commissioners conditionally approve the preliminary plat of Bar 11 Subdivision and adopt the Findings of Fact as presented in the staff report.

PROPOSED CONDITIONS OF APPROVAL

Planning staff recommends the following conditions of approval:

1. To provide for the correct installation of water lines, prior to final plat approval the applicant will provide a signed letter from the Heights Water District that the applicant has met all the requirements of the Heights Water District for installation of water lines for the proposed subdivision.
2. To minimize the effects on the natural environment, prior to final plat approval the applicant will obtain approval from the MDEQ for the proposed septic system placement. They will also receive approval for the storm water systems from the MDEQ and meet the requirements of Yellowstone County for Storm Water Management.
3. To mitigate impacts on local services, prior to final plat approval the subdivider shall create a Rural Special Improvement District – Maintenance (RSID-M) for future maintenance of the new public roads serving the subdivision.
4. To provide proper documentation for creation of roads outside the subdivision, prior to final plat approval the applicant will provide all documents for the required road rights of way for Plateau Road, Bull Park and Hawthorn Lane that extend outside of the subdivision but will provide access and utility services to the subdivision.
5. To mitigate impact to the parks used in the subdivision and to ensure park land is able to be maintained, prior to final plat approval the applicant will create a Parks Maintenance District to provide for the maintenance of new parks in the subdivision.

6. To minimize the effects on local services, prior to final plat approval the subdivider shall provide written verification that the US Postal Service has approved the mail facilities and their location for this subdivision.
7. To minimize the effects on the natural environment, prior to final plat approval a weed management plan and property inspection shall be approved by the County Weed Department.
8. To provide for the installation of the needed private utilities within the subdivision, prior to final plat approval the applicant will coordinate with private utility companies and provide easements on the plat, if needed, and easement documents for those easements.
9. Minor changes may be made in the SIA and final documents, as requested by the Planning and/or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
10. The final plat shall comply with all requirements of the County Subdivision Regulations, rules, regulations, policies, and resolutions of the Yellowstone County, and the laws and Administrative Rules of the State of Montana.

VARIANCES REQUESTED

None requested

DISCUSSION/STAKEHOLDERS

Staff provided a brief presentation about the proposed subdivision. After the presentation, Board President Darell Tunnicliff opened the discussion to questions from the board.

Board Members had questions about the proposed roads outside of the subdivision and how they provided access to the subject property. The Board asked if there are rights of way currently in place so the roads can be constructed. Staff responded that it was not known if the rights of way were in place, but that the applicant will need road right of way for Bull Park or Hawthorn Lane for the development's second access before a final plat could be approved. In each case, the rights-of-way would need to be dedicated to the public use for roads and utility corridors.

A Board member had an additional question about the domestic water and how a county subdivision would access Heights Water when it was not located in the City. Staff explained that the Heights Water District was in place before the Heights was part of the City of Billings and the District provides water to many properties that are not within the City Limits. The District is a County entity that provides water to the Heights area and to developments that are within the District's boundary. This subdivision will have to petition to be included in the Heights Water District boundary. A final question from the board was concerning the roads and what would happen if the applicant was not be able to obtain the needed rights of way. A Board Member asked if the County would use eminent domain to obtain them. Staff responded that the County would not use eminent domain to obtain the rights of way because this is not a County project that has anything to do with an overriding public need.

The applicants' agent, Scott Aspenlieder, stood to speak about the application. He stated that they have talked with the affected property owners about the needed roads through the properties and they have Plateau Road and Bull Park road rights-of-way resolved and just need to complete the paperwork for them. They are still working on Hawthorn Lane right-of-way but feel it will be resolved shortly. There were no further questions from the board for Mr. Aspenlieder.

Findings of Fact

Proposed Plat

FINDINGS OF FACT

The City/County Planning staff has prepared the Findings of Fact for the Bar 11 Subdivision. These findings are based on the preliminary plat application and address the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Yellowstone County Subdivision Regulations (YCSR).

A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health and safety (76-3-608(3)(a), MCA) (Section 3.2(H)(2), YCSR)

1. Effect on agriculture and agricultural water users' facilities

The subject property has been historically used for some grazing land but generally has been open grass land. The properties directly south are also mostly dryland grass properties with some houses on very large parcels. Farther east on Bitterroot Drive there is some housing. North and west is more dryland grass areas. This area has not developed for residential use as much as the areas closer to Highway 312.

There are no ditches running through these properties.

2. Effect on local services

- a. **Water and Sewer** – This subdivision is proposing to obtain service from the Height Water District. They are proposing to install a 12 inch mainline from the existing Heights Water Districts tank that is south of the subject subdivision. The applicant is proposing to install the infrastructure with pipes and a pump booster station to get water to the subdivision from the Heights Water District. There will be water lines installed throughout the subdivision that will include fire hydrants for fire suppression purposes. Installation of the water lines and pump will be required to meet all specifications of Heights Water District **(Condition #1)**.

Individual septic systems are proposed for sanitary sewer needs. These systems and their location will be reviewed and approved by the Montana Department of Environmental Quality (MDEQ) prior to final plat approval **(Condition #2)**.

- b. **Streets and roads** – The proposed subdivision at this time is accessible from Plateau Road that connects to Bitterroot Drive. Because of the size of this subdivision they are required to have 2 ways into and out of the subdivision. They are proposing to connect to Plateau Road from the northeast corner of the proposed subdivision. The proposed second way in and out will be by connecting Bar 11 Drive to Windy Point Way to Bull Park to Hawthorne Lane from the south and east edge of the subdivision. Hawthorne Lane connects to Rawhide Strip; Rawhide Strip intersects with Bitterroot Drive from the west. In Phase 1, this southern connection will be a gravel surface road built to County standards. All proposed lots shall be accessed from new internal roads dedicated to the public. The new roads in the subdivision will be built to County residential paved road

standards, in two phases, within a 60-foot right of way. An RSID-M for maintenance of the new roads will need to be established (**Condition #3**).

There are two proposed roads for this subdivision that are outside the applicants' property, Hawthorne Lane and Bull Park. These two roads are on other people's property and provide a second way in and out of the proposed Bar 11 Subdivision. Hawthorne Lane right of way is required to be able to install a water line since Heights Water District requires that all of its water lines are within road rights of way. Hawthorne Lane itself could be built at a later date, if the properties it goes through are developed in the future. Bull Park is the road that the applicant is using to provide a second way into and out of the subdivision. This road is proposed to be another main road into the subdivision, which is required by Yellowstone County Subdivision Regulations and the BUFSA. This road also runs through other people's property, but is a benefit to this applicant and is required for the development. Before final plat approval of Bar 11 Subdivision, the applicant will be required to dedicate or provide via public easement to the public (Yellowstone County) rights of way for Bull Park and Hawthorne Lane (**Condition #4**).

The Traffic Impact Study (TIS) that was submitted with this proposed subdivision used existing traffic conditions on Bitterroot Drive and Rawhide Strip to Hawthorne Lane. All traffic would come off of Bitterroot Drive from Highway 312. At full build out, residents of Bar 11 subdivision would be able to get to the subdivision by either using access from Bitterroot Drive onto Rawhide Strip or from Bitterroot Drive onto Plateau Road.

In the summary of the Traffic Impact Study it states; 'The development of Bar 11 Subdivision would have no impacts on the surrounding roadway system.' The findings state that the impact of this subdivision on the road system in the area would cause the system to remain operating at an acceptable level of service of B or better.

c. **Fire and Police Services** – The property is within the Billings Urban Fire Service Area (BUFSA) jurisdiction and the BUFSA will provide fire service. It is the subdivider's responsibility to ensure provisions of a water source and adequate access to the proposed lots for emergency service needs. This subdivision proposes to have Height Water District service throughout and will provide fire hydrants as required by BUFSA throughout the subdivision. This proposed subdivision is being done in two phases. With the construction of Phase 1, the applicant will be providing an access to provide a second way into the subdivision. The second access will be a gravel road from the intersection of Windy Point Way and Bar 11 Drive out through Bull Park to the existing Hawthorn Lane. This road will meet the requirements of BUFSA and Yellowstone County Subdivision Regulations for a secondary access into the subdivision. This road will be paved with the completion of Phase 2.

The Yellowstone County Sheriff's Department will provide law enforcement services.

- d. **Solid Waste disposal** – The Billings Landfill has capacity for solid waste disposal. Solid waste will be collected and disposed of by a private garbage collection company. Each lot owner will be responsible for arranging for collection.
- e. **Storm water drainage** – All storm water drainage shall satisfy storm water management requirements and specifications of MDEQ. The water is proposed to be absorbed on-site in the ditches along the paved road within the public right-of-way (**Condition #2**).
- f. **School facilities** – The proposed subdivision is located in School District #52 for Elementary, Independent School, and School District #2 for Middle School, Medicine Crow, and High School, Skyview. Independent Elementary School responded that they have additional capacity for more students. The proposed subdivision is not on an existing bus route and they will not be establishing one. Staff received comments from Skyview High School stating they have additional capacity for students. They also do not have a bus route in the area and will not be establishing one. Staff did not receive comment from Medicine Crow Middle School at the time this staff report was written.
- g. **Parks and recreation** – This proposed subdivision is required to provide park land for the subdivision based on the size of the lots. Pursuant to Section 10.2, YCSR and 76-3-621, MCA the amount of park land required is a total of 17.4 acres, the applicant is proposing to dedicate 18.22 acres. They are proposing a large park on the west edge of the subdivision and a smaller one on the east edge of the subdivision. The applicant will need to create a County Park Maintenance District for maintenance of the new parks in the subdivision (**Condition #5**).
- h. **Historic features** – No known historical or cultural assets exist on the site. The land has been dry land grass acreage for many years.
- i. **Mail Delivery** - The United States Postal Service will provide postal service to the subdivision and has requested the installation of centralized mailbox units (CBUs). The developer will work with the USPS to identify appropriate locations of CBUs prior to final plat approval (**Condition #6**).
- j. **Phasing** – The subdivider is planning to develop this property in two phases. Phase one includes Lots 1-10, Block 1; Lots 1-18, Block 2; Lots 1-11, Block 3; Lots 1-18, Block 4; Lots 1-19, Block 5; Lots 1 & 12, Block 6; Lots 1 & 12, Block 7 and Lots 1-4, Block 9. Internal road that will be built in Phase 1 include Plateau Road from Bitterroot Drive to Lot 2, Block 6; Muckle Trail from the intersection of Bar 11 Drive to Lot 11, Block 6; all of Big Cedar Way; Bar 11 Drive from the

intersection of Plateau road to Lot 11, Block 7 and all of Derby Avenue. Also included in Phase 1 the applicant will be buildings a gravel road, built to County standards, from the intersection of Windy Point Way and Bar 11 Drive out through Bull Park to the existing Hawthorn Lane. This road will meet the requirements of BUFSA and Yellowstone County Subdivision Regulations for a secondary access into the subdivision. This road will be paved with the completion of Phase 2.

Phase two includes Lots 11-20, Block 1; Lots 2-11, Block 6; Lots 2-11, Block 7; Lots 1-6, Block 8; Lots 5-17, Block 9; Lots 1-25, Block 10 and Lots 1-4, Block 11. Phase 2 will complete the paving of the remaining roads in the subdivision including Bull Park and complete a paved connection to Hawthorne Lane.

See attached map for the proposed phases. The subdivider will be providing all the needed paperwork for the phased development of this subdivision prior to final plat approval.

3. Effects on the natural environment

The development will use noxious weed control measures to prevent the spread of noxious weeds to adjacent developed. A weed management plan will be completed and a property inspection done prior to final plat approval (**Condition #7**).

There are no apparent or known natural hazards on the property.

4. Effects on wildlife and wildlife habitat

There are no known endangered species on the property. Montana Fish, Wildlife, and Parks (FWP) responded to a request for review and comment on the proposed subdivision. It stated that there are deer and antelope in the area and homeowners should be made aware that unless they take steps to deter animals such as fencing their yards they may experience damage problems. A paragraph to this effect is found within the SIA to help inform future landowners.

5. Effects on public health and safety

Plans and designs for use of the proposed septic systems will be reviewed and approved by MDEQ prior to final plat approval. Fire and emergency services are provided for this proposed subdivision.

B. Was an environmental assessment required? If yes, what, if any, significant adverse impacts were identified? (76-3-616, MCA) (Chapter 9, YCSR)

An Environmental Assessment (EA) was not required for this subdivision pursuant to Section 9.2 C 3. It is within a zoned area of the county and in an area where a growth policy has been adopted.

C. Does the subdivision conform to the Yellowstone County-City of Billings 2008 Growth Policy Update, the 2014 Billings Urban Area Long Range Transportation

Plan, and the Billings Area Bikeway and Trail Master Plan? (Section 3.2 (H)(4), YCSR)

1. Yellowstone County – City of Billings 2008 Growth Policy Update

- **Goal: Predictable land use decisions that are consistent with neighborhood character and land use patterns. (p. 6)**

This subdivision will create 162 lots of approximately .5 acres to just over 4 acres for single family residences, consistent with the immediately surrounding neighborhood.

- **Goal: New developments that are sensitive and compatible with the character of adjacent County townsites. (p. 6)**

There are similarly sized lots containing single-family homes to the east of the proposed subdivision.

- **Goal: More housing and business choices within each neighborhood. (p. 6)**

The proposed subdivision will create 162 additional lots in this area.

2. 2014 Billings Urban Area Long-Range Transportation Plan

The subject property is within the study area of the Transportation Plan. The subdivision itself is not identified on the Transportation Plan Map. Bitterroot Drive is identified as a minor arterial in the area. All streets in the subdivision will be local residential streets and not part of the hierarchy of streets identified by the Long-Range Transportation Plan.

3. Billings Area Bikeway and Trail Master Plan (BABTMP)

The subject property is outside the study area for the Billings Area Bikeway and Trail Master Plan. The applicant is not proposing any bike trails in the subdivision. The applicant is providing a 20-foot-wide easement for future connection to the south. This easement will allow future trail connection to the south and could provide a trail to students going to Independent School south of this subdivision.

D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [76-3-608(3)(b), MCA and Section 3.2(3)(a), YCSR]

The proposed subdivision meets the requirements of the MSPA and the YCSR. The subdivider and the local government have complied with the subdivision review and approval procedures that are set forth by local and state subdivision regulations.

E. Does the subdivision conform to sanitary requirements? [Section 4.8(C) and 4.9 (C), YCSR]

The subdivider must receive approval from MDEQ for the proposal to make use of the proposed community water system and septic systems for the new lots, prior to final plat approval.

**F. Does the proposed subdivision meet any applicable Zoning Requirements?
[Section 3.2(H)(3)(e), YCSR]**

The subdivision is in the County's zoning jurisdiction and is zoned Residential 9600, this zoning has requirements for structure setbacks from property lines, lot coverage and maximum heights. There is a paragraph in the SIA that alerts future home owners of the need for a zoning compliance permit.

G. Does the subdivision provide for necessary planned utilities? [76-3-608(3)(c), MCA and Section 3.2 (H)(3)(b), YCSR]

Utility easements shall appear on the face of the final plat as requested by utility companies providing private utilities to the subdivision and be accompanied by easement documents (**Condition # 8**).

**H. Does the proposed subdivision provide for legal and physical access to all lots?
[76-3-608 (3)(d), MCA and Section 3.2 (H)(3)(c)(d), YCSR]**

Legal and physical access will be provided for the proposed lots from the new public internal streets, which originate off of Bitterroot Drive.

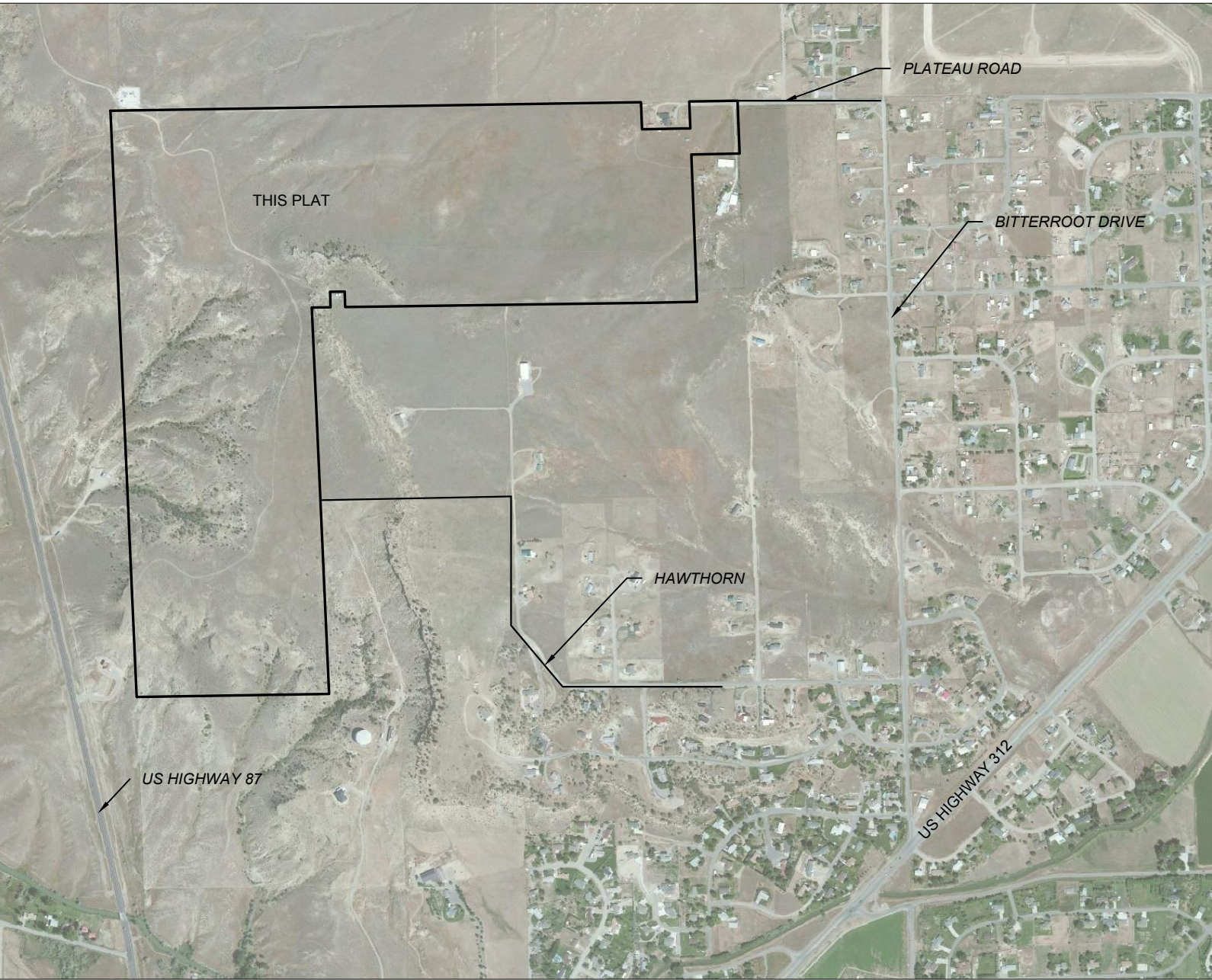
CONCLUSIONS OF FINDINGS OF FACT

- The Bar 11 Subdivision does not create adverse impacts that warrant denial of the subdivision.
- Impacts to agriculture, agriculture water user facilities, local services, public health and safety, the natural environment, and wildlife should be minimal. Impacts identified can be mitigated by reasonable conditions of final plat approval.
- The subdivision conforms to some of the goals of the 2008 Growth Policy, the 2014 Transportation Plan and the BABTMP.
- The applicant has complied with the MSPA and YCSR processes and the subdivision conforms to the law requirements.

RECOMMENDATION

Staff recommends that the Planning Board recommend to the Board of County Commissioners conditional approval of the preliminary plat of Bar 11 Subdivision and adoption of the Findings of Fact as presented in the staff report.

PRELIMINARY PLAT OF
BAR 11 SUBDIVISION
BEING TRACTS 1A, 2A, 3A, 4A, 5A1, 6A, 7A, 8A, 9, 10A, 10B, 11, 12B OF
CERTIFICATE OF SURVEY 1420 AND THE SW $\frac{1}{4}$ OF THE NW $\frac{1}{4}$ AND THE NW $\frac{1}{4}$
OF THE SW $\frac{1}{4}$ LOCATED IN SECTION 02, T 01 N, R 26 E, P.M.M.,
YELLOWSTONE COUNTY, MONTANA



VICINITY MAP
NOT TO SCALE

SITE DATA	
# OF OPEN SPACE LOTS	2
# OF RESIDENTIAL LOTS	162
MAX. LOT AREA	4.22 AC
MIN. LOT AREA	0.49 AC
LINEAL FEET OF STREET	20312

AREA DATA	
OPEN SPACE	± 18.19 AC
ROADWAY	± 27.98 AC
GROSS LOTS	± 158.22 AC
TOTAL	± 206.22 AC

EXISTING LAND USE: N/A
EXISTING ZONING: RESIDENTIAL 9,600
PROPOSED LAND USE: RESIDENTIAL
PROPOSED ZONING: RESIDENTIAL 9,600

PROPERTY OWNER:
PRODUCTION CONSULTING, LLC

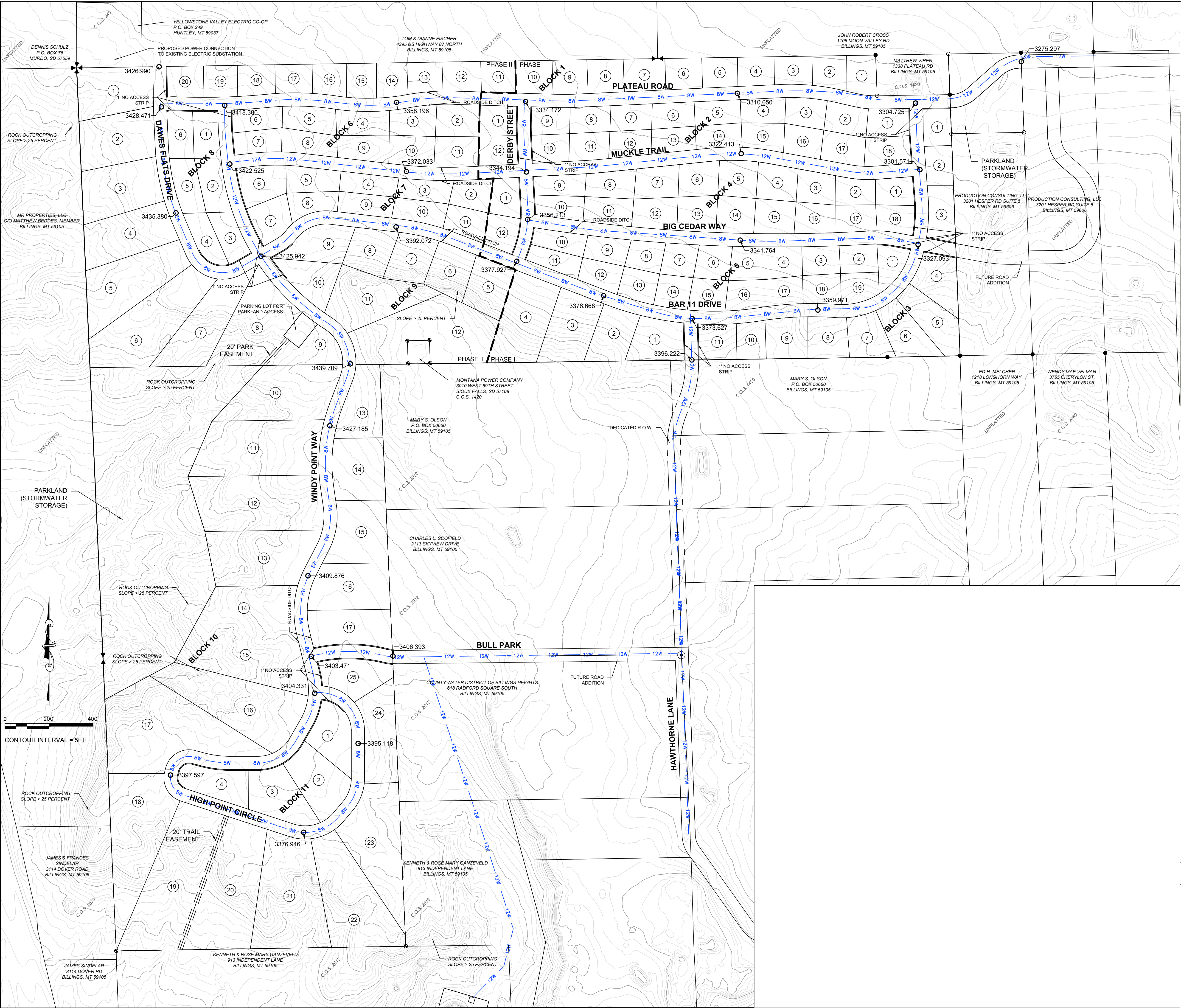
PRELIMINARY PLAT DATE: July 20, 2016

NOTE: SANITARY SEWER SERVICES ARE TO BE SEPTIC TANKS WITH DRAINFIELD AND REPLACEMENT AREA. SEPTIC TANKS, DRAINFIELD SIZES, AND LOCATIONS WILL BE DETERMINED ON INDIVIDUAL LOT BASIS.

NOTE: STORMWATER DETENTION AND DRAINAGE WILL OCCUR IN ROADSIDE DITCHES ALONG ALL ROADS IN THE PROPOSED SUBDIVISION.

PROJECT TITLE:
BAR 11 SUBDIVISION

REVISIONS	DATE	BY	7100 COMMERCIAL AVE., STE. 4 BILLINGS, MT 59101 OFFICE - 406-384-0080 www.performance-ec.com COPYRIGHT 2016 ©	SHEET
				1 OF 2
PERFORMANCE ENGINEERING & CONSULTING				
2015-021	DRAWN BY:	RDN	CHECKED BY: CPD	DATE: 7/19/16



C:\Users\RobbieN\Dropbox (PEC, Billings)\PEC Billings Team Folder\Production Consulting LLC\2015-021 Bar 11 Subdivision\CADD\DWG\Plat\2015-021_Morrill_Subdivision_Preliminary_Plat_081516.dwg 10/13/2016 3:54:36 PM PEC STANDARD.CTB



YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 10/25/2016

Information

PROBLEM/ISSUE STATEMENT

The Yellowstone County Board of County Commissioners is working with property owners in Lockwood and Big Sky Economic Development to establish a Targeted Economic Development District (TEDD) in the northeast area of Lockwood. The process has involved development of a TEDD study area, determining a specific boundary for the TEDD as per the participation of property owners that petitioned to be included, expansion of the Unified Zoning Jurisdiction Boundary to include the TEDD area, and zoning of the properties added to the zoning jurisdiction within the TEDD.

The final step in the process is for a Comprehensive Development Plan (CDP) and Ordinance to be approved and adopted by the Board of County Commissioners. As part of that process, the Yellowstone County Board of Planning will conduct a public hearing on the CDP and make a recommendation to the Board of County Commissioners that the CDP is in compliance with the 2016 Lockwood Growth Policy and the 2008 Yellowstone County and City of Billings Growth Policy. The Planning Board reviewed the CDP at its meeting on October 12 and is scheduled to conduct a public hearing and take action at this meeting.

BACKGROUND

The Yellowstone County Board of County Commissioners is working with property owners in Lockwood and Big Sky Economic Development to establish a Targeted Economic Development District (TEDD) in the northeast area of Lockwood. The process has involved development of a TEDD study area, determining a specific boundary for the TEDD as per the participation of property owners that petitioned to be included, expansion of the Unified Zoning Jurisdiction Boundary to include the TEDD area, and zoning of the properties added to the zoning jurisdiction within the TEDD.

The final step in the process is for a Comprehensive Development Plan (CDP) and Ordinance to be approved and adopted by the Board of County Commissioners. As part of that process, the Yellowstone County Board of Planning will conduct a public hearing on the CDP and make a recommendation to the Board of County Commissioners that the CDP is in compliance with the 2016 Lockwood Growth Policy and the 2008 Yellowstone County and City of Billings Growth Policy.

The Board must review the applicable growth policies and determine they support the CDP for creation of the TEDD for the following reasons:

- Existing conditions and future trends address economic well-being
- Goals and objectives support the development of secondary value-adding industries
- Tax Increment Financing is identified as an implementation strategy, and
- Land use maps support zoning designations.

The 2016 Lockwood Growth Policy supports the CDP for creation of the TEDD in the following areas:

Chapter 2, Page 4, Lockwood Growth Guidelines references that "A Targeted Economic Development Districts may be used to foster secondary, value adding economic development." The Guidelines also state, "Commercial retail and services may be considered appropriate in areas designated for industrial land uses along principal and minor arterials in addition to areas designated for commercial land uses."

Chapter 6, Implementation Tools and Strategies references many past studies of Lockwood and the 2008 Yellowstone County and City of Billings Growth Policy referenced below that all support and encourage further economic and infrastructure development in Lockwood to make it a more prosperous, safe and attractive community for residence and businesses. Further, the CDP itself on page 13 references the goals of the Lockwood TEDD that mirror some of the same goals of the applicable growth policies, including fostering economic and employment opportunities within Yellowstone County and Lockwood; a planned industrial area in Lockwood that attracts industry and leads to additional private investment; implementing a development plan that supports and encourages commercial and industrial growth while supporting non-motorized transportation and safety.

The existing 2008 Yellowstone County and City of Billings Growth Policy supports the CDP and creation of the TEDD in the following areas:

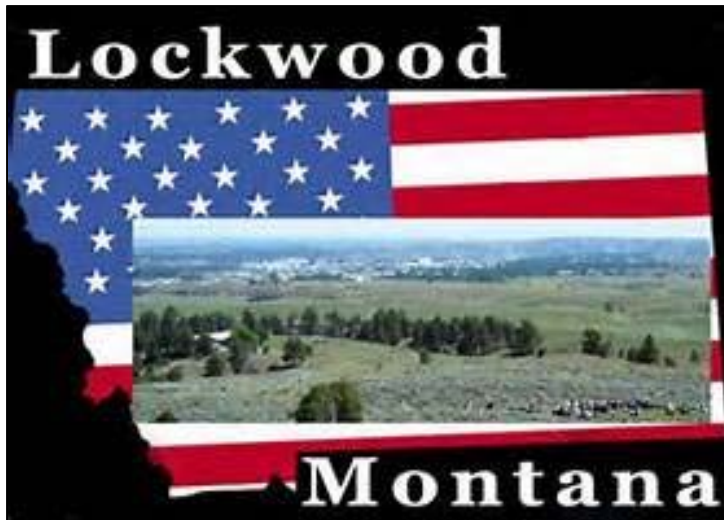
- **Chapter 4.1 Land Use, page 37** references the Lockwood Community Plan that outlines the preferred land uses for industrial purposes in Lockwood: **Lockwood Community Plan, Community Background section, page 6**: "Lockwood's location as the eastern gateway to the City of Billings, its significant commercial and industrial business presence and its community-oriented residence make the community a place where continued growth and change is expected to occur. The Lockwood Community Plan and its specific Community Focus Areas and Action Steps will help Lockwood prepare for its future and continue to foster its individuality and community atmosphere."
- **Chapter 3 Community Goals and Objectives, Economic Development Element, page 7**, Goal 1: "Coordinated economic development efforts that target business recruitment, retention, and expansion" and Goal 7: "Preserve and sustain the rural community centers throughout the County."
- **Chapter 5.1 Implementation Tools and Strategies, page 202**, lists Urban Renewal Districts and tax increment funds as a tool to redevelop and rehabilitate "blighted" areas. The Targeted Economic Development District had not been authorized at the time the 2008 Growth Policy was adopted, but is now part of the Urban Renewal Law that is cited in this section.

FINANCIAL IMPACT

There is no direct financial impact for the Planning Board to recommend approval of the Comprehensive Development Plan to the Board of County Commissioners. However, if the TEDD is created, it is expected to support new commercial and industrial investment and development in Lockwood which will add to the County tax base and may increase revenues to the service districts in Lockwood.

RECOMMENDATION

Staff recommends that the Planning Board conduct the public hearing, determine that the 2016 Lockwood Growth Policy and the 2008 Yellowstone County and City of Billings Growth Policy support the Comprehensive Development Plan for the Lockwood TEDD, and recommend approval of the CDP to the Yellowstone County Board of County Commissioners.



LOCKWOOD is a community that will evolve with a Main Street-style TOWN CENTER surrounded by a range of housing options that support and sustain, both fiscally and socially, the community investments in schools, public water and sewer, transportation, recreation, and public safety while providing economic opportunities in general commercial and light and heavy industry businesses in areas shown on the preferred land use map.

2016

LOCKWOOD GROWTH POLICY



TABLE OF CONTENTS

FORWARD.....	1
EXECUTIVE SUMMARY.....	2
1. PUBLIC INVOLVEMENT.....	3
2. GROWTH POLICY STATEMENT AND GROWTH GUIDELINES.....	4
3. EXISTING CONDITIONS AND BACKGROUND INFORMATION.....	5
CHART 1: YEAR STRUCTURES WERE BUILT IN LOCKWOOD AREA.....	7
TABLE 1: ZONING ACTIVITY IN THE LOCKWOOD AREA 2010 – 2015.....	9
TABLE 2: EMPLOYMENT BY INDUSTRY IN THE LOCKWOOD AREA.....	11
FIGURE 1: LOCKWOOD FUNCTIONAL ROAD CLASSIFICATION MAP.....	14
4. NATURAL RESOURCES.....	19
FIGURE 2: FLOODPLAIN ZONES.....	21
5. PROJECTIONS.....	22
CHART 2: LOCKWOOD POPULATION PROJECTIONS.....	22
FIGURE 3: PREFERRED FUTURE LAND USE-LOCKWOOD PLANNING AREA	23
6. IMPLEMENTATION TOOLS AND STRATEGIES.....	24
7. INTERJURISDICTIONAL COORDINATION.....	34
8. SUBDIVISION REVIEW.....	36

APPENDICES

- **APPENDIX A – PUBLIC COMMENTS**
 - **APPENDIX B – ACKNOWLEDGEMENTS AND ADOPTIONS**
 - YELLOWSTONE COUNTY BOARD OF PLANNING RESOLUTION OF INTENT**
 - YELLOWSTONE COUNTY COMMISSIONERS RESOLUTION OF INTENT**
 - YELLOWSTONE COUNTY COMMISSIONERS RESOLUTION TO ADOPT**
 - **APPENDIX C – END NOTES**
-

FORWARD



This project of determining a growth policy and planning for our community started with the commitment of the Lockwood Steering Committee agreeing to set-aside one meeting each quarter to discuss growth policy and planning for the future of our community. The project began with two work exercises with City/County Planning Staff that discussed “What should Lockwood look like in 10-20 years?” We looked at population growth projections and marked up maps to locate town centers, school expansion areas, industrial growth, housing development, etc.

We then drafted words for a Growth Policy Statement and Growth Guidelines to be presented to the businesses and residents for feedback on the proposal. The result of the Steering Committee work-groups and community feedback over the last year is this draft. It is an outline that will provide a basis for the planning and development of Lockwood as it continues to grow. It will continue to take the hard work of many folks to flesh out this vision to encourage economic growth and to serve the needs of the businesses and residents to grow and sustain our community.

--Bob Riehl

LOCKWOOD STEERING COMMITTEE CHAIR

EXECUTIVE SUMMARY

This Growth Policy, prepared in accordance with Montana Code Annotated, Title 76, Chapter 1, Part 6, is the first of its kind for the area of Lockwood. This document is indicative of the maturing of the area into a *community* that needs to plan for its future. The 2016 Lockwood Growth Policy is a result of more than a year and a half of collaboration, research and drafting. The key elements of this Policy are: the Growth Policy Statement and Growth Guidelines (Chapter 2) and the Proposed Land Use Map (Chapter 5).

The population of Lockwood is projected to increase between 663 people (.5 percent annual growth rate) and 2,444 people (1.5 percent annual growth rate) in the next 20 years. Much of the increase is anticipated in response to an improved economy that relies on a trained workforce. Also contributing to this growth is the availability of water and sewer within the core of the community. Lockwood is fortunate to have a strong elementary and middle school system, a reliable and well-equipped fire protection service, and a growing trail and sidewalk network. These services and amenities will encourage continued residential, commercial, and industrial growth. Lockwood is also endowed with exceptional natural areas and open space managed by local, state and federal agencies. Future plans that will improve connections and accessibility to these areas will attract new residents, businesses and visitors. The planning process intentionally focused on developing a vision for future land use and transportation systems, as those are the key elements in defining the pattern and extent of growth. This vision is expressed in the Growth Policy statement.

The Growth Policy in itself is not regulatory, but it was developed with a consideration for future changes to some of the regulatory tools currently in place, such as zoning and subdivision regulations. Many of the regulatory changes that may be considered are expressed in the Growth Guidelines.

There are background chapters (Chapters 3 and 4) that are intended to frame the current land use context as well as describe the natural setting. Also provided are the goals and objectives from previously adopted plans aimed at enhancing the quality of life and improving economic conditions for Lockwood residents and businesses. Chapter 5 deals with future projections, largely based on existing trends. Chapters 6, 7 and 8 are statutory requirements, but are useful in describing what the available tools are and how to use them to affect land use changes.

This Policy is meant to be considered when land use applications and infrastructure investment proposals present themselves. The Policy is sensitive to individual's property rights, while attempting to reflect public values. Implementation of future regulations or decisions on public infrastructure should involve all affected parties and the public in general.

1 PUBLIC INVOLVEMENT

The Lockwood Steering Committee was the community conduit for the Lockwood Growth Policy. The Steering Committee, chaired by Bob Riehl, meets monthly to review local events and projects. It consists of representatives from the school, fire, water and sewer, transportation, and irrigation districts, as well as other interested citizens. While the attendance at these meetings is usually small, meeting announcements and notes of proceedings are distributed to over 150 email addresses including Lockwood residents and business owners, elected officials and City and County employees. The e-mail notices for each of the five Growth Policy steering committee presentations, the general public meeting and the public hearings were sent out to this distribution list. The public meeting and public hearings were also advertised in the Yellowstone County News. Additionally, all information generated for the committee meetings and public meetings were made available online.

PUBLIC MEETINGS AND PUBLIC HEARINGS

Lockwood Steering Committee Meeting #1	November 20, 2014
Lockwood Steering Committee Meeting #2	February 26, 2015
Lockwood Steering Committee Meeting #3	April 14, 2015
Lockwood Steering Committee Meeting #4	November 19, 2015
Lockwood Steering Committee Meeting #5	January 28, 2016
General Public Meeting	March 3, 2016
Yellowstone County Board of Planning Public Hearing	April 26, 2016
Yellowstone County Board of County Commissioners Public Hearing	May 17, 2016
Yellowstone County Board of County Commissioners Public Hearing	May 17, 2016

Information on the current demographics and housing was presented at the first steering committee meeting. The second, third and fourth meetings were held to develop a draft proposed land use map and proposed transportation map. The draft maps were displayed and discussed at the general public meeting held on March 3, 2016. Throughout the process, the public was requested to provide input on the future land use of Lockwood. The results of this process are illustrated in the proposed land use map shown in Chapter 5, Projections. Comments received during this planning process are listed in Appendix A.

2 GROWTH POLICY STATEMENT AND GROWTH GUIDELINES

A number of plans have been created for Lockwood in the past decade, as discussed in Chapter 6, Implementation Tools and Strategies. None of them deals specifically with future land use except the Lockwood Community Plan. Both that plan and this Growth Policy focus on shaping the community and the future land uses of Lockwood. Land use applications, such as zoning and subdivision, will be the primary means to achieve the preferred land use. For that reason, the following growth statement and guidelines are meant to provide a framework for future growth and development.

LOCKWOOD GROWTH POLICY STATEMENT

Lockwood is a community that will evolve with a Main Street-style TOWN CENTER surrounded by a range of housing options that support and sustain, both fiscally and socially, the community investments in schools, public water and sewer, transportation, recreation, and public safety while providing economic opportunities in general commercial and light and heavy industry businesses in areas shown on the preferred land use map.

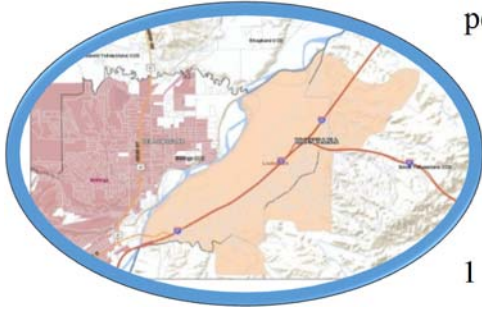
GROWTH GUIDELINES

- The existing zoning of R-15,000 *may* be changed to higher densities of 7 - 10 dwelling units per acre
- The existing zoning of R-9,600 *may* be changed to higher densities of 4 - 6 dwelling units per acre.
- A mixed-use zoning district *may* be applied to properties within the area designated as the TOWN CENTER
- Consider constructing private and public improvements to higher design standards in the more densely developed area
- Take into account pedestrian safety when designing private and public infrastructure
- Industrial development *may* be located along existing and proposed transportation corridors north of the interstate
- A Targeted Economic Development District (TEDD) *may* be used to foster secondary, value adding economic development. Properties within the general area of the TEDD *may* be initially zoned as agriculture with the intent to rezone to an industrial zoning district when and if the TEDD is implemented
- Commercial retail and services *may* be considered appropriate in areas designated for industrial land uses along principal and minor arterials in addition to areas designated for commercial land uses
- Consider connectivity and convenient access for all users when designing future road network
- The County Floodplain Regulations *may* be the best regulatory tool to protect the floodway and flood fringe in the regulated flood hazard zones
- A 'resource conservation overlay zone' *may* be considered to protect natural habitat and other conservation resources along the Yellowstone River

3 EXISTING CONDITIONS & BACKGROUND INFORMATION

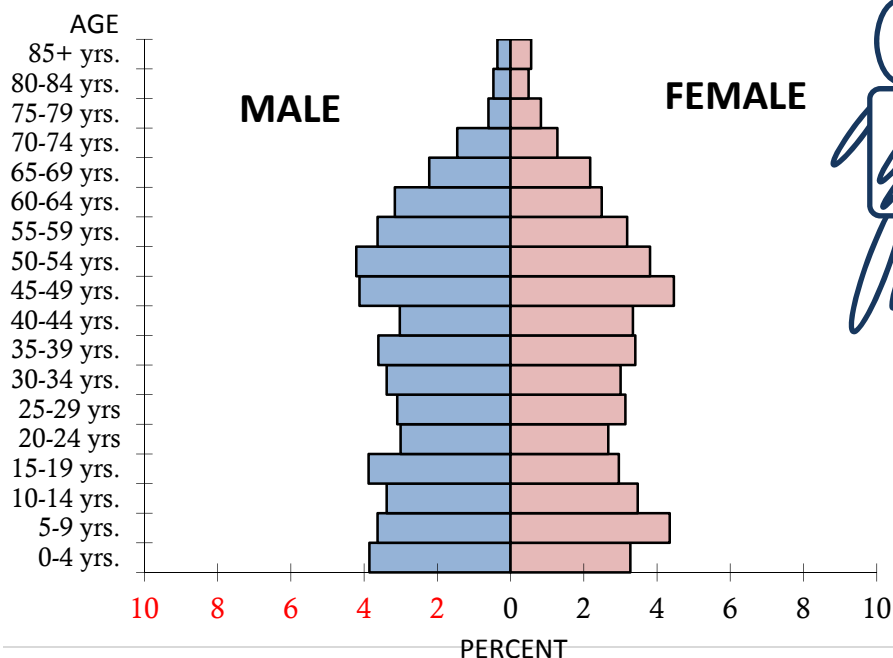
POPULATION AND DEMOGRAPHICS

Lockwood is an unincorporated community east of and adjacent to the City of Billings in Yellowstone County, Montana. The population reported for Lockwood Census Designated Place, (CDP), in 2010 was 6,797, according to the U.S. Census.ⁱ The American Community Survey, an ongoing statistical survey that samples a small



percentage of the population every year, places the 2013 population at 6,718, a decline of approximately 1 percent over the three year period.ⁱⁱ Lockwood CDP has a total land area of 12.90 square miles and a density of 527 persons per square mile. However, Census Tract 8, which covers 7.678 square miles and has a density of 580 persons per square mile, reportedly had a population of 4,461 in 2010 and an estimated 4,454 in 2013: less than 1 percent decrease.

During the same period, the City of Billings experienced a 4.7 percent increase in population, from 104,190 to 109,059 and Yellowstone County grew by 4.2 percent from 147,972 to 154,162. The age distribution of Lockwood indicates a higher, middle-aged population (ages 49 – 54), along with a higher, younger population (ages 0 – 19) with the median age of 35.8 years. Fifty one percent of the population is male and 49 percent is female. The age distribution indicates a high number of households include families. The percentage of family households in 69.7 percent and the average household size is 3.12. In contrast, the percent of family households throughout Yellowstone County is 63.2 percent with an average family size of 2.94.



**Average Family
Size:
3.12
Median
Household
Income:
\$47,568**

INCOME

Median Household Income, (MHI), in Lockwood is \$47,568, below the MHI for the City of Billings, at \$48,908 and Yellowstone County, at \$51,342. However, Lockwood's poverty rate is 10.7 percent, lower than both the county's rate of 12.3 percent and the City of Billings' rate of 14.1 percent. The State's poverty rate is 15.2 percent and state MHI is \$46,230.

According to the Location Affordability Portal, Version 2, a website created by US HUD and US DOT, Lockwood CDP has an average Location Affordability Index of 53 percent.ⁱⁱⁱ The Location Affordability Index is a percent of household income spent on transportation costs and housing cost. Approximately 26 percent of household income is spent on housing and 27 percent is spent on Transportation. This compares with 51 percent for the City of Billings and 52 percent for the entire County. The lower index for the City of Billings is related to a lower transportation cost. The County transportation costs are similar, but the housing costs drive up the Location Affordability Index.

HEALTH

The 2014 PRC Community Health Needs Assessment Report for Yellowstone County covers all aspects of health including physical activity, infectious diseases, birth rates and access to health providers. A total of



10.8 percent of survey respondents indicated they wanted to be more physically active, but felt unsafe due to factors such as crime or traffic. The trends are higher among women and the age 18 to 39 cohort as well as low income respondents. Over 61 percent of the survey respondents indicate that they “never” walk, bike or use transit for their daily commute. However, a large percentage (22.7%) utilizes alternative transportation at least weekly.

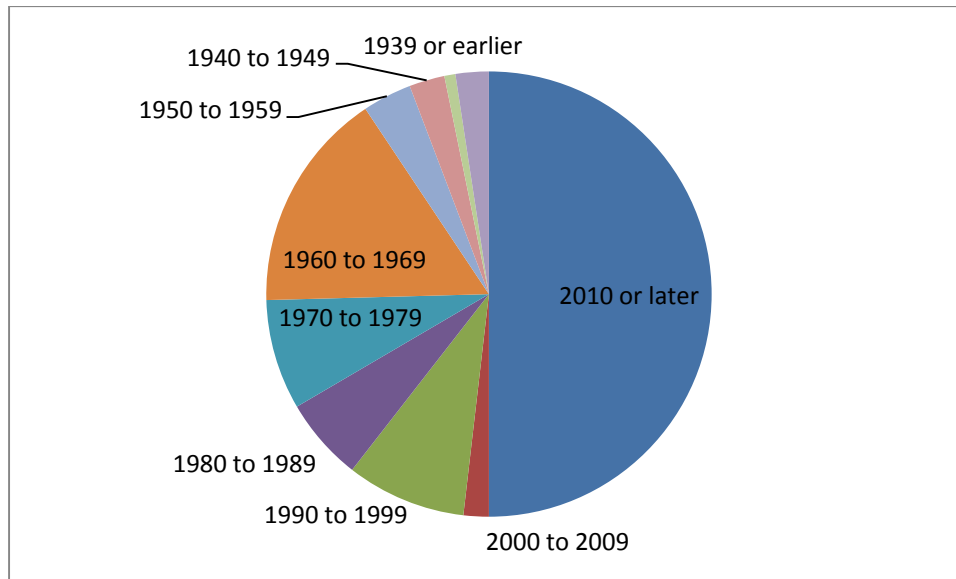
The same report indicates that nearly 2 in 3 Yellowstone County adults are overweight. This is statistically higher than the State of Montana. While the number of overweight adults in Yellowstone County is less than a survey in 2010, the 2014 overweight statistic is still higher than the percentage in 2005. Almost one third of Yellowstone County adults are obese. This is a statistically significant increase since 2005, when only one quarter of adults were obese. Overweight and obese adults are more likely to report multiple adverse health conditions. Among those conditions are hypertension (high blood pressure), chronic depression, arthritis/rheumatism, high cholesterol and “fair” or “poor” mental health. Overweight/obese residents were also more likely to have overweight children.



HOUSING

In 2010, the Census Bureau reported 2,566 occupied housing units in the Lockwood CDP, 2,082 of which were owner-occupied.^{iv} This number increased in 2014 to 2,716 occupied housing units, of which 2,149 are owner-occupied, 485 are renter-occupied and 82 are vacant. A very high percentage of these units, over 34 percent, are manufactured homes. Most of the housing was built or manufactured since 2010 as the chart below shows.

CHART 1: YEAR STRUCTURES WERE BUILT IN THE LOCKWOOD AREA



Source: U.S. Census Bureau 2010 – 2014 American Community 5-year Survey

The median home price between 2010 and 2014 was \$162,500 with the majority (63.4 percent) of homes valued between \$100,000 and \$300,000. Twenty-two percent of owner-occupied units were valued at less than \$50,000.



LAND USE

Lockwood is unincorporated and immediately across the Yellowstone River from the City of Billings. These characteristics have influenced the pattern and type of land use in the Lockwood area over the last 50 years. In addition, the intersection of two interstate highways, the presence of a major state highway, as well as a railroad corridor have greatly influenced the arrangement of land uses as they are today. Most of the commercial use is focused along the highways. The presence of the Exxon Refinery set the tone for more industrial types of uses or heavy commercial use north of the interstate. Businesses located at the two interstate interchanges serve the traveling public as well as interstate commercial trucking. South of the interstate, and on either side of Montana Highway 87 and Old Hardin Road a variety of light industrial, retail and services are situated.



The addition of sanitary sewer has opened up opportunity for more intense land uses that otherwise were prevented from serving Lockwood. The sewer has also been extended to existing and new residences. However, the pattern of residential development was largely constrained by state regulations for individual or community septic and well systems. Connecting to Lockwood sewer and water systems has eliminated those constraints, but the zoning has not adapted to those changes, particularly for residential uses.



ZONING

Lockwood is within the County zoning jurisdiction; the eastern edge of which is located close to the intersection of I-90 and I-94. The Unified Zoning Code which regulates county zoning was adopted in 1972. Almost all of the area north of I-90 lies within a Heavy Industrial or Controlled Industrial zone. The area to the south of Johnson Lane interchange is zoned for entryway standards which provide for enhanced treatment of landscaping and building design. Most of the zoning along Old Hardin Road is zoned for commercial uses. There are two dominant residential zones in Lockwood: Residential 15,000 and Residential 9,600. These zones allow for large lot development as there was only water service available at the time zoning was adopted. The majority of land to the south of the more-densely populated area is zoned Agricultural Open Space. While zoning provides a guide for future growth potential, there are many areas of non-conformance that were “grandfathered” into the current zoning scheme. The current zoning also does not take into account recent infrastructure improvement and consideration for a new industrial park north of the interstate.

ZONING ACTIVITY

One of the largest populated areas within the County Zoning Jurisdiction, Lockwood provides a consistent stream of zoning requests: zone changes, special reviews and variances. Many of the zone changes have been requested to accommodate new businesses, while a number of them have been granted to bring existing non-conforming properties into compliance. Since 2010, Special Reviews have been requested for two recycling centers, a gravel pit and a daycare. Variances from the Unified Zoning Code have been requested for lot size and sign heights but three applications were for public properties requiring a hearing before the County Board of Adjustment for Land Use Contrary to Zoning. Below is a table of zoning activity in the Lockwood area since 2010.

TABLE 1: ZONING ACTIVITY IN THE LOCKWOOD AREA 2010 – 2015

	Zone Changes	Special Reviews	Variances	Land Use Contrary to Zoning	Total
2010	1	0	1	0	2
2011	0	1	0	1	2
2012	1	2	0	1	4
2013	1	1	1	0	3
2014	4	0	0	1	5
2015*	1	0	1	0	2

*through September, 2015 Source: City/County Planning Division

SUBDIVISION ACTIVITY

Over time, the population increase in Lockwood can be attributed to new residential subdivisions being developed to the east and southeast part of the community. Since 2010, four parcels have been subdivided or have been preliminarily approved for residential use. One of the subdivisions, Aspen Ridge has been preliminarily approved for 15 single family lots. Majestic Cove, an existing manufactured home park is approved for 22 manufactured home parcels, and Country Meadows, a 2-acre parcel has been approved for condominiums. Two commercial subdivisions have been platted for a total of 8 lots.

PARKS AND RECREATION

Lockwood has at least 14 public county parks totaling more than 70 acres. The main community concern with the existing parks has been that many remain undeveloped and unidentified to the point that some residents have thought parks are privately owned empty lots. With the exception of Lockwood Park off of Old Hardin Road that has the Little League baseball fields, most of the other parks in Lockwood are in need of improvements and maintenance. Lockwood residents have consistently expressed interest in finding ways to improve existing parks and find sustainable ways to maintain them. A number of irrigation facilities have been identified for future linear parkways with improved multi-purpose trails including the Lower and Upper Lockwood Irrigation Ditches. In addition, there are some natural drainages that lend themselves to providing a form of greenbelt through Lockwood, such as No Name Creek and Dry Creek.

State and Federal Parks as Amenities for

Lockwood – Lockwood has two significant state parks, and a third regional private park under development, that are tremendous assets for the community. Pictograph Cave State Park is south of Lockwood and the Four Dances Natural Area is located along Lockwood's western border with the Yellowstone River. Dover Park, currently being developed, is located north of the river and will be accessible by the Billings Bypass.

Pictograph Cave State Park – Located just 6 miles south of Billings, the Pictograph, Middle and Ghost cave complex was home to generations of prehistoric hunters.

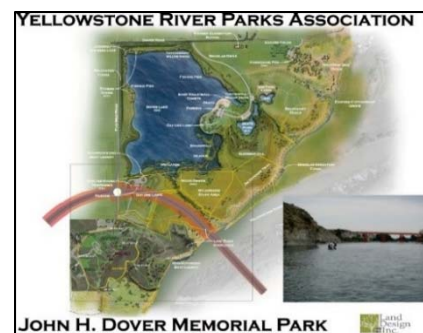


Over 30,000 artifacts have been identified from the park. A short paved trail allows you to view the rock paintings, known as pictographs that are still visible in Pictograph Cave, the largest of the three. Interpretive signs tell the story of Montana's first professional archaeological studies and excavations. This site is listed as a National Historic Landmark.

Four Dances Natural Area – Located along the eastern edge of the Yellowstone River off of Coburn Road, this approximately 760-acre area is owned and managed by the Bureau of Land Management. This public land provides sweeping views of Billings from the high rims along the river and is located along Lockwood's western boundary.



Dover Memorial Park – The Jim Sindelar family donated the first 172 acres of this natural area located west of Mary's Street and Five Mile Road to the Yellowstone River Parks Association. The park is open to the public in 2016. Future plans include expanding the park to encompass more than 720 acres and include numerous trails, a lake and a day use area. The park is dedicated in memory of John Dover who originally claimed 125 acres on an island and later expanded to the river's north shore.



ECONOMIC CONDITIONS

Median Household Income (MHI) in Lockwood is \$47,568. This compares with the MHI for the City of Billings, at \$48,908 and Yellowstone County, at \$51,342. Lockwood's poverty rate is 10.7%, considerably lower than the county's rate of 12.3% and the City of Billings' rate of 14.1%. The State's poverty rate is 15.2% and state MHI is \$46,230.^v

The following table, excerpted from the Statement of Infrastructure Deficiency, details current employment information for the Lockwood Census Designated Place (CDP). Residents employed in retail trade, educational services, and healthcare and social assistance account for more than a third (37.6%) of the entire civilian work force.

TABLE 2: EMPLOYMENT BY INDUSTRY IN THE LOCKWOOD AREA

INDUSTRY	Number Employed	Margin of Error (%)
Civilian employed population 16 years and over	3,608	(X)
Agriculture, forestry, fishing and hunting, and mining	115	+/-1.9
Construction	412	+/-3.4
Manufacturing	237	+/-2.9
Wholesale trade	142	+/-2.3
Retail trade	682	+/-4.9
Transportation and warehousing, and utilities	331	+/-3.4
Information	23	+/-0.8
Finance and insurance, and real estate and rental and leasing	178	+/-2.2
Professional, scientific, and management, and administrative and waste management services	227	+/-2.5
Educational services, and health care and social assistance	676	+/-4.3
Arts, entertainment, and recreation, and accommodation and food services	287	+/-3.5
Other services, except public administration	258	+/-3.3
Public administration	40	+/-0.8

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

LOCAL SERVICES

Lockwood Schools - School District #26

The current K-8 enrollment at the Lockwood School is over 1,250 students. The schools are located on a joint campus on Highway 87 E. The Lockwood Elementary School includes grades K – 5 and in 2014-2015 reported an enrollment of 397 students. The student/teacher ratio for the elementary school is 13:1 and it has 11.8% special education participation. The Middle School, renamed Eileen Johnson Middle School in 2012, enrolled 411 students in grades 6 – 8 in the 2014-2015 school year. The Middle School has a student/teacher ratio of 15:1 and has 13.6% special education participation



High School students from Lockwood attend Skyview or Senior High Schools in the Billings school system. This requires bussing and transportation of students from Lockwood to either high school in Billings. Since Lockwood School District #26 is not a high school district, and there is a state-imposed moratorium on new high school districts in Montana, planning for the future needs of Lockwood high school students must include amending state law and communication and planning with Billings School District #2. At the 2015 Montana Legislative Session, a bill to permit the creation of a new high school district failed. School District #2 began a process to evaluate and possible amend its high school districts. The process is expected to be completed in the spring of 2016.

The 2005 Lockwood Community Plan recognized there is a need to serve Lockwood high school students in the best possible educational environment that may be achieved and supports two issues to forward this goal. One goal is communication between the community and the two school districts, and the other goal is providing potential locations in Lockwood where a high school could be located.

TRANSPORTATION

The following Transportation section is excerpted directly from the 2015 Lockwood Non-Motorized Transportation Plan, prepared by Peaks to Plains Design PC and Interstate Engineering, Inc., in 2015.

Motorized

Lockwood road and street network consists of interstates, highways, arterials, collectors, and local streets. The roadways were all constructed to varying standards. Most are paved, but some local streets are gravel. Interstate 90 and Interstate 94 intersect just north and east of Lockwood. Interstate 94 discontinues to the southwest at that intersection replaced by Interstate 90 which also continues to the east. There are two interchanges off of I-90; the Johnson Lane interchange and the Lockwood interchange at US Highway 87.



Highway 87 trends southeast and northwest through Lockwood and crosses the Yellowstone River just west of the Lockwood interchange. Old Hardin Road is a state route and classified as a minor arterial that parallels I-90 to the south. North of the interstate is the North Frontage Road, also a state route and minor arterial. Coburn Road, a county route, is classified as a minor arterial, as is Ford Road. The only county road classified as a major arterial is Johnson Lane. A number of county roads are classified as collectors: Becraft Lane, Noblewood Drive, Piccolo Lane, Rosebud Lane, Cedar Canyon Road, North Horseshoe Hills Road, Englin Street, Box Elder Creek Road and Hackamore Trail. The remaining streets are considered local and most were constructed at the time of subdivision (see Figure 1, Lockwood Functional Road Classification Map).

Billings Bypass

In 2014, the Montana Department of Transportation issued the Record of Decision regarding the new construction of a principal arterial highway connecting Interstate 90 east of Billings with Old Highway 312. The purpose is to address several transportation-related issues that stem from a lack of connectivity and lack of mobility due to major physical barriers for north-south transportation connections in the eastern Billings area. The project is in the engineering design phase that includes the primary and secondary corridors, interchange and intersection options and related facilities, such as bridges. The preferred alignment connects at Johnson Lane and I-90 interchange and runs through n industrial development and undeveloped areas in North Lockwood.



The Record of Decision indicates that non-motorized transportation facilities are planned to be accommodated through an 8-foot shoulder, which also serves as a vehicle break-down lane. The Record of Decision states that “bicycle and pedestrian accommodations will be taken into account during final design.” Several local groups and agencies are working together to develop a plan to provide a bicycle and pedestrian facility along the route of the Billings Bypass.

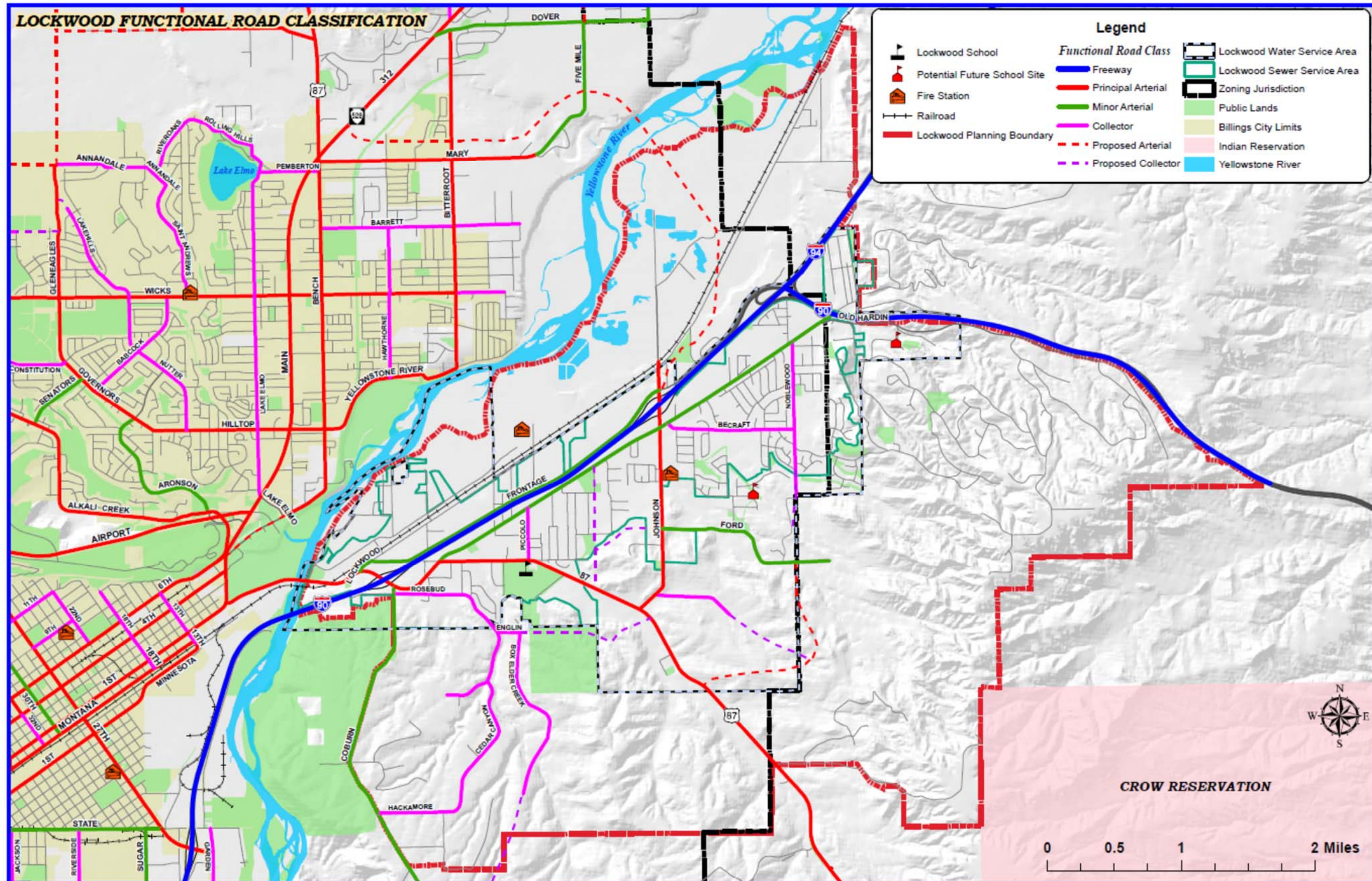


FIGURE 1. LOCKWOOD FUNCTIONAL ROAD CLASSIFICATION MAP

Crash History



According to the 2014 Billings Urban Area Long Range Transportation Plan, motor vehicles crashes generally involve multiple contributing factors, which may be related to drivers, the roadway or the vehicle(s) involved. Therefore, increasing safety requires a multi-agency, multi-faceted approach, consistent with this plan's objectives. Recently, the Montana Department of Transportation launched its "Vision Zero Montana" campaign, a multipronged initiative with the ultimate goal of eliminating deaths and injuries on Montana highways. The Montana Department of Transportation reported that in the last 10 years, 492 people died in vehicle crashes within the 18 to 25 year age range, the most out of any age cohort. Lockwood, with its high percentage of residents within this age range, makes roads in this area that should be considered a priority for safety. The Vision Zero campaign focuses on four areas: education, enforcement, engineering and emergency medical response.

Non-motorized

The lack of sidewalks in the Lockwood area has been a long debated issue and has contributed to several deaths and injuries of pedestrians. Currently, only five areas have sidewalks adjacent to public rights of way:

1. Western Security Bank at Old Hardin Road and Cole Street has five-foot wide curb sidewalks. However, the sidewalk only has about 50 percent compliance with the Americans with Disabilities Act.
2. Burger King at Old Hardin Road is adjacent to the Western Security Bank property and also has five-foot wide curb sidewalks. The intersection of Old Hardin Road and Johnson Lane does have an ADA compliant curb ramp.
3. Emerald View Trailer Court includes the following streets: Sherwood Avenue, Silverton Street, Jemstone Drive, Rockwood Street, Finley Circle, Andrick Avenue and Kallen Drive. This development has five-foot wide sidewalks.
4. Sidewalks are on Lockwood School District property adjacent to US Highway 87 from Peters Street to the intersection of Piccolo Lane and from the entrance road to the administrative area to Stonehaven Trail.
5. Hillner Lane from Piccolo Lane to Nightingale Drive has a sidewalk that was installed as a part of a Safe Routes to School project in 2012.



In response to the lack of pedestrian facilities and the increasing concern for pedestrian and bicycle safety, the voters of Lockwood approved the creation of the Lockwood Pedestrian Safety District. Funding for the District is derived from property tax. The District may levy up to 10 mills and currently has an annual revenue of \$212,697. In the first year of existence, the District completed a Non-Motorized Transportation Plan, distributed educational materials on bicycle and pedestrian safety, created a website for the District and constructed a sidewalk along Highway 87 from Old Hardin Road to Peters Street.

Special Infrastructure Considerations

The Lockwood Non-Motorized Transportation Plan discusses additional transportation routes that are prime candidates for pedestrian and bicycle infrastructure:

- Johnson Lane from the I-90 Interchange to Ford Road
- Johnson Lane North of I-90
- The Billings ByPass
- The Bicycle Tourist Route

The Bicycle Tourist route would promote bicycle tourism within the Lockwood Pedestrian Safety District.

Only one hotel, the Holiday Inn Express is located in Lockwood. Utilizing that as a tourist starting point, the potential route could follow the Lockwood Irrigation District canal over to Coburn Road. Then the route could extend to the Four Dances Natural Area and Pictograph Caves State Park. With an Interstate Bridge connection, the route could extend over to Billings, connecting into the proposed “Marathon Loop.” Additionally, tourists staying at the hotel could potentially ride north towards the future Dover Park, connect to the Heights Kiwanis Bike trail and also tie into the Marathon Loop. Lockwood is poised to become a key trailhead for bicycle tourism and economic development.

LOCAL SERVICES AND UTILITIES

The following section is obtained from the 2015 Statement of Infrastructure Deficiency prepared by Community Development Services of Montana (CDS), as a requirement for advancing the feasibility study of the Lockwood Targeted Economic Development District and the 2015 Lockwood Non-Motorized Transportation Plan.

Water – The Lockwood Water and Sewer District distributes water through 45 miles of main lines to over 6,000 people. Water from the Yellowstone River is treated at the Lockwood Water Treatment Plan, located on Cerise Road. Treatment includes coagulation, settling, filtration and disinfection and has a capacity of 3 million gallons per day. There are 4 storage reservoirs with a capacity of 2.25 million gallons located through the community.

Sewer/Wastewater – The Lockwood Sewer and Water District has an agreement with the City of Billings which allows the District to transmit wastewater from Lockwood to the City’s treatment plant. However, the Lockwood agreement limits the amount of effluent that can be transmitted to the plant, available on a first-come, first-served basis. The existing agreement defines an allowable flow rate to the City and also has provisions to negotiate for additional capacity.^{vi}

Stormwater - Lockwood is also devoid of an extensive storm drainage system. It is anticipated that higher density development and the construction of multi-lane street facilities will eventually necessitate construction of underground storm drainage structures and systems. In areas where street rights-of-way are limited and roadside drainage ditches are not feasible, underground systems will be required to prevent deterioration of streets and roadways. Extensive curb and gutter installations would not be possible without a defined and controlled collection and outfall system.



Fire and Emergency Services –



Part of what supports the identity of Lockwood as independent community is the Lockwood Fire District. The District includes full time firefighters and emergency medical personnel and provides fire protection services to an estimated 9,000 people in the greater Lockwood area. The need for well-equipped emergency services in Lockwood goes beyond the standard needs of residential and commercial businesses. The industrial businesses in Lockwood include an oil refinery, several heavy manufacturing operations and chemical manufacturers. An interstate highway corridor and a major East-West railroad corridor also add to the mix of potential hazards that

emergency services might be needed for. The current ISO (Insurance Services Office) was recently improved for the fire service area from 5/9 (the second number represents coverage outside of a 5 mile radius but still in the fire district) to 4/4Y, a marked improvement. The reduced rating could mean significant insurance savings to property owners. The new fire station contributed to the reduced ISO rating. The new station, located at 501 Johnson Lane, is 20,600 square feet, contains 11 equipment bays, and cost \$3.6 million.



In addition to fire services, the County Sheriff's Office provides police protection to Lockwood. The urban density of Lockwood provides added challenges to law enforcement personnel that are often more familiar with the more rural county environment. As Lockwood continues to grow, all emergency services will need to grow with it and be provided with the best possible options to provide quality service to the community.



Electricity – Yellowstone Valley Electric Cooperative (YVEC), a not-for-profit rural electric cooperative, is the “last mile” retail service provider to the TEDD study area. Yellowstone Valley distributes power to the area through agreements with Basin Electric and Northwestern Energy. The YVEC distribution lines originate out of the YVEC Lockwood substation that is located near the Johnson Lane interchange and is south of the interstate. However, in order to adequately serve industrial users within the TEDD study area, redundancy would be needed to mitigate power outages and/or shortages over time. This is particularly true for

industrial users that are at the “end of the transmission line” and typically require two feeds as part of their siting specifications. This could be provided by adding additional transmission lines from the north. A substation may be required to serve a large industrial user with significant energy demand, such as a refinery, or multiple users. Two new substantial users in the Lockwood area are located within the TEDD study area, Montana Peterbilt, and Pacific Steel and Recycling. When Pacific Steel attains full operation, these two users will probably consume 8-10% of Yellowstone Valley’s total load.

Electric Supply – The YVEC Lockwood substation is connected to a segment of NorthWestern Energy’s (NEW) 69 kV (kilovolt) transmission line that ties into the NWE main transmission system at NWE’s Johnson Lane substation area. According to NWE officials, this transmission line is nearing capacity, so any new significant electric “load” could potentially require an upgrade to the transmission line. This could significantly affect the development of value-adding manufacturing and other industrial businesses, with high demand, such as a refinery. Future larger electric load developments off this transmission line, that are 1000 kW or larger, would require a NorthWestern Energy Load Interconnection study to determine if the existing transmission line can handle the additional load or if upgrades to the transmission line are necessary. Capital intensive system upgrades, to Northwestern Energy’s supply would require a significant lead time of up to two years for study and construction.

Natural Gas – Natural gas is provided primarily by Montana-Dakota Utilities, which reaches only the south portion of the TEDD study area. Northwestern Energy has supplemented this supply from the west. Heavy industrial users that require heat for their processes may need additional natural gas supply.

Broadband Services/Connectivity – The area has limited broadband service and upgrades would probably require a new line from downtown Billings. Critical information infrastructure would have to incorporate redundancy to assure reliable servi

4

NATURAL RESOURCES

GEOGRAPHIC SETTING



Lockwood lies along the south bank of the Yellowstone River as it diverges from its general northeast direction to almost due north. The river valley is fairly narrow at this location, less than 2.5 miles at it's widest. The river valley is flat where most of Lockwood is located. The terrain quickly transitions to low to moderately steep rolling hills. The valley consists of Quaternary alluvial gravels many of which have been mined or are currently being mined. Various sedimentary deposits of the Cretaceous Colorado Group compose the hills surrounding Lockwood.

The land cover varies as the terrain varies. Closest to the Yellowstone River, the dominant land cover is riparian/wetland with some open water and intermittent prairie grassland. Mid-elevations surrounding the developed areas of Lockwood are predominantly prairie grassland which transitions to mixed grassland/woodland in the hills. Emerald Hills to the east, for instance, is predominantly woodland dominated by coniferous forests.

WETLANDS

Natural wetland systems run parallel the Yellowstone River, north of the railroad tracks. Old gravel pits provide ponds with open water surrounded by riparian vegetation that function as wetland systems.



Flood Hazards

Because the County participates in the federal flood insurance program, most of the major water courses have flood hazard areas mapped by FEMA. The most significant of these is the Yellowstone River floodplain which is quite extensive through Lockwood. No Name Creek and Dry Creek, which flow into the Yellowstone River from the south through Lockwood, also have mapped floodplains. A map of the designated floodplains is shown in Figure 2.



Yellowstone River-Four Dances Natural Area



Yellowstone River

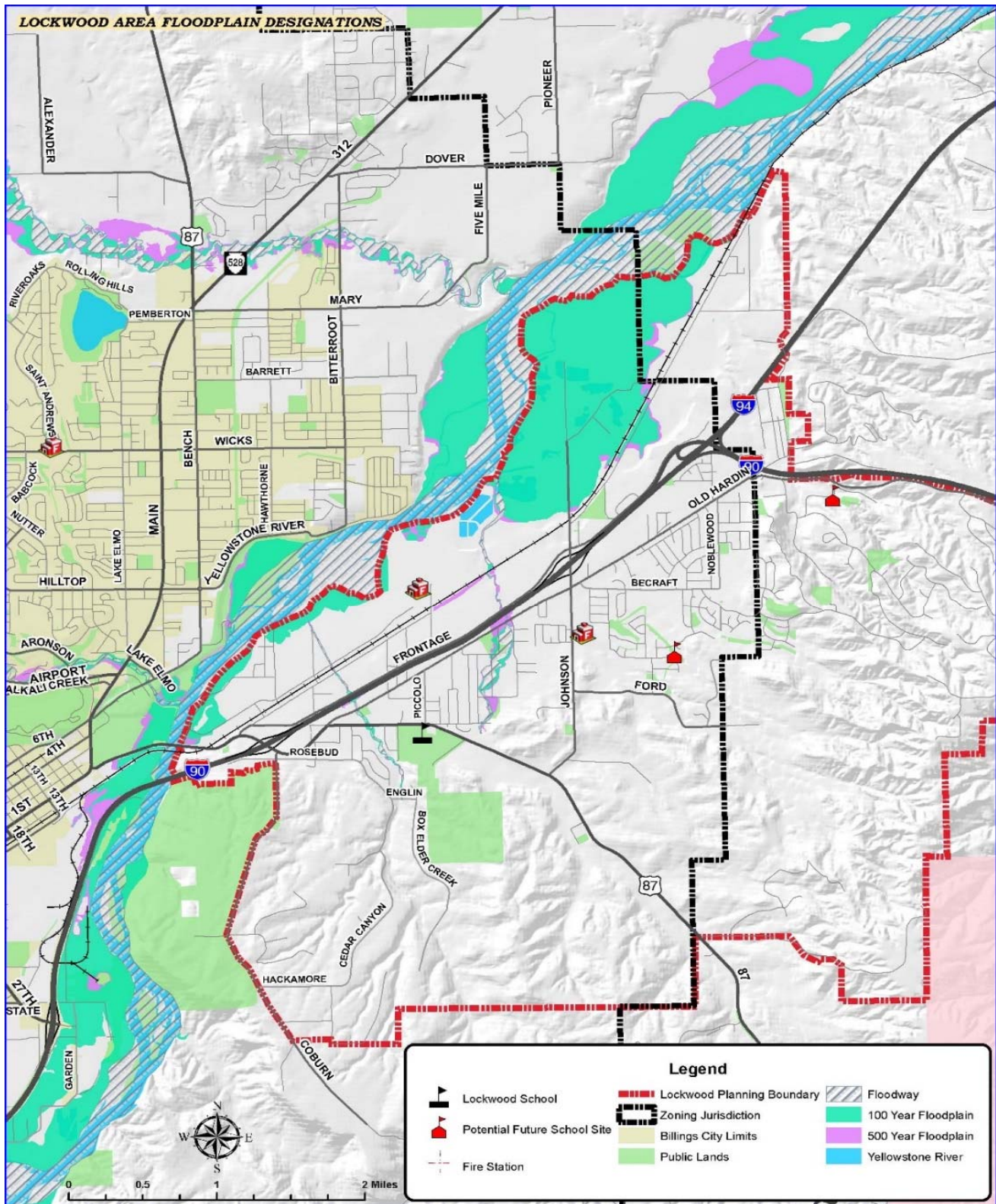


Yellowstone River



Yellowstone River near Billings reaches flood stage

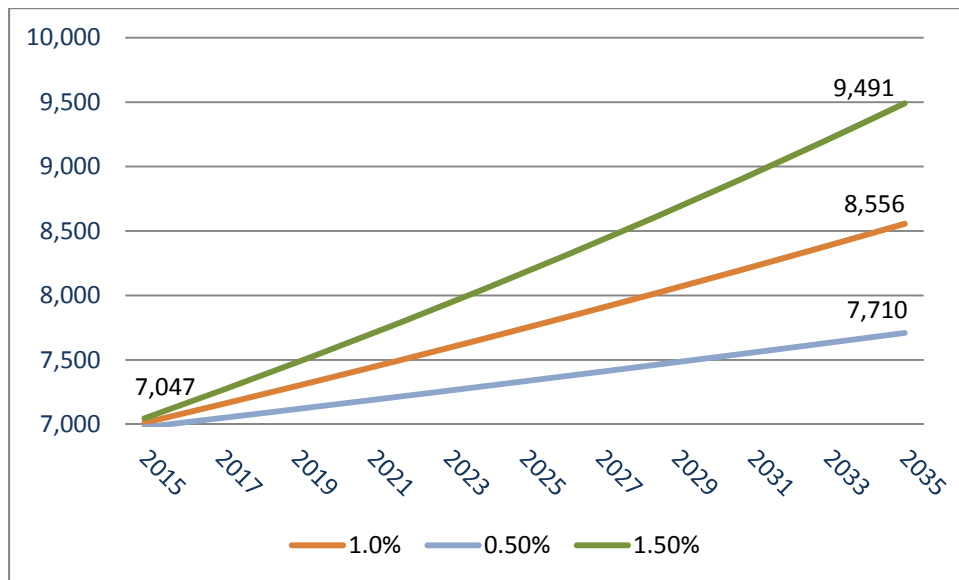
FIGURE 2. FLOODPLAIN DESIGNATIONS



5 PROJECTIONS POPULATION

Between 2000 and 2010, the Lockwood Census Designated Place increased by 58 percent or almost 5.8 percent annually. This increase in population during this time is misleading due to the redrawing of the CDP, (Census Designated Place), boundary. In 2000, Lockwood CDP contained 7.45 square miles and in 2010 it expanded to 12.89 square miles. A more realistic growth rate can be obtained between the 2010 Census and the 2010 – 2014 5-year American Community Survey which provides an estimate of approximately .5% annual growth rate. Applying that growth rate to the population estimated in 2015 and projecting it over 20 years, the population in Lockwood could grow from 7,047 to 7,710 people. The following table illustrates the population increases at .5, 1.0 and 1.5 percent annual increase.

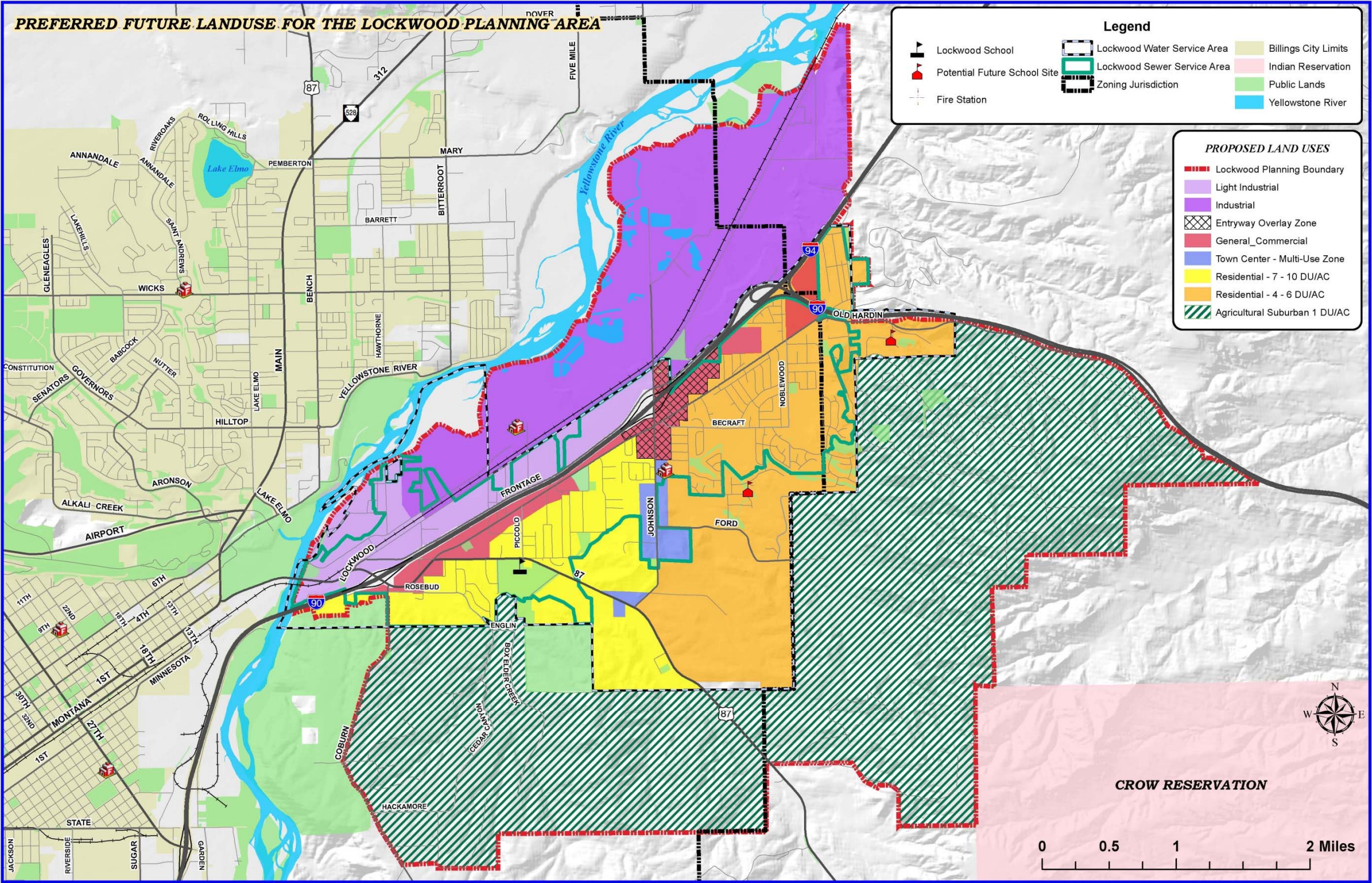
CHART 2: LOCKWOOD POPULATION PROJECTION



PREFERRED FUTURE LAND USE

Residents and business owners anticipate Lockwood evolving into a self-sustaining community with a recognizable town center, a thriving business corridor and industrial area, and sufficient housing options to accommodate a local workforce. Lockwood would retain its rural character by encouraging surrounding agricultural land use but still provide urban-level services, such as water and sewer to the core community. The existing zoning currently does not support this vision and favors large lot development, and dispersed commercial and industrial uses. In order to facilitate the preferred, future land uses, as shown in the Figure 3, this Growth Policy is intended to guide future zoning amendments and other land use decisions that are required to be consistent with this document, e.g. subdivisions and Targeted Economic Development Districts.

FIGURE 3. PREFERRED FUTURE LAND USE FOR THE LOCKWOOD PLANNING AREA



6 IMPLEMENTATION TOOLS AND STRATEGIES

OVERVIEW OF EXISTING CONDITIONS AND PLANS

Over the past decade, several planning documents have been prepared that partially or entirely address the community of Lockwood. The documents are described below. Most of the descriptions have been excerpted from The Lockwood Pedestrian Safety District Non-Motorized Transportation Plan, prepared by Peaks to Plains Design PC and Interstate Engineering, Inc., in 2015.



Lockwood Pedestrian Safety District Non-Motorized Transportation Plan (Peaks to Plains Design PC and Interstate Engineering, Inc., 2015)

The Lockwood Pedestrian Safety District is a special improvement district created for the purpose of enhancing pedestrian safety and provide for alternative means of transportation in the Lockwood Area. The District was approved by the voters residing within the Lockwood School District which has the same boundaries as the Safety District.

Funding for the District comes from a property tax mil levy of up to 10 mills, with estimated annual revenues of about \$212,697 per year. The District is administered by the Yellowstone County Board of Commissioners who are advised by a citizen board consisting of up to 10 members who live and work in the District. The Advisory Board contracted with Peaks to Plains and Interstate Engineering to prepare a work plan for the next five years and a long range plan for the next 20 years. The Plan sets forth District-specific activities and provides guidance for policy to execute the mission and vision of the Lockwood Pedestrian Safety District.

Mission

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



Photo: Pedestrians on Old Hardin Road often walk near the travel lane and walk with their back to oncoming traffic, creating a hazard.

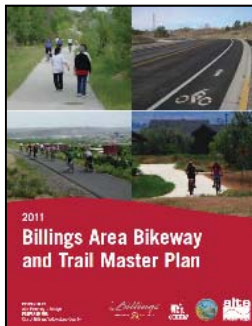
Vision

Lockwood is a vibrant community with thriving industrial, commercial and residential neighborhood where people of all ages and physical abilities can travel safely and efficiently without the use of an automobile.



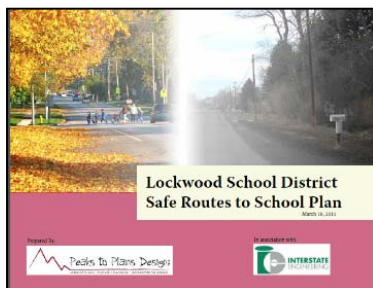
Billings Urban Area Long Range Transportation Plan (Kittelson & Associates, Inc., 2014)

The Long Range Transportation Plan evaluates existing conditions and projects future needs for the motorized and non-motorized transportation network in the Billings Area Metropolitan Planning Organization boundaries, which includes the Lockwood area. The plan addresses streets and highways, public transit and transportation, truck services and facilities, rail facilities and pedestrian and bicycle facilities. This document acknowledges the Lockwood Safe Routes to School plan and the Lockwood Transportation Study, but stops short of inventory and recommendation of specific non-motorized transportation projects for Lockwood.



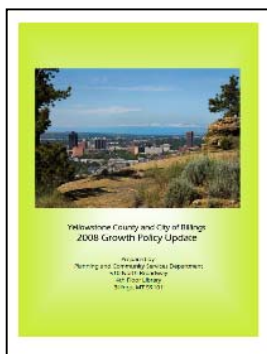
Billings Area Bikeway and Trail Master Plan (Alta Planning + Design, 2011)

This document covers the Billings Area Metropolitan Planning Organization boundaries, which includes the Lockwood area. However, little specific information is provided for Lockwood and many projects listed in the plan are within the Billings City Limits. However, many of the funding, policy and other guidelines included in this document are applicable to Lockwood.



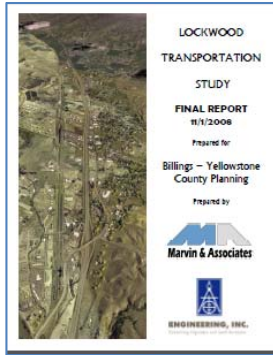
Lockwood School District Safe Routes to School Plan (Peaks to Plains Design PC, 2011)

This document was prepared in accordance with the Safe Routes to School funding program and evaluates walking and bicycling needs within a 2-miles radius from Lockwood Elementary and Middle Schools. The document includes the five “E’s” of the Safe Routes to School program: encouragement, education, enforcement, engineering and evaluation. The document also includes a highly statistically valid parent survey that can be used as a baseline for evaluation of the effectiveness of the Lockwood Pedestrian Safety District plan.



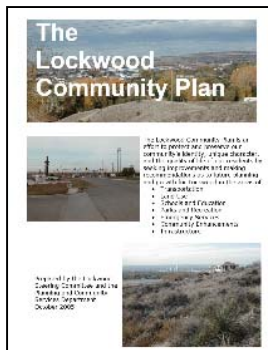
Yellowstone County & City of Billings Growth Policy (City-County Planning, 2008)

The 2008 Growth Policy established Goals and Objectives for the City of Billings and Yellowstone County in 9 focus areas: Land Use, Economic Development, Open Space and Recreation, Transportation, Public Facilities and Services, Cultural and Historic Resources, and Community Health. It is not a regulatory document but provides guidance to the elected officials and other agencies when considering land use decisions and infrastructure investments. This document is intended to be replaced by the 2016 Lockwood Growth Policy as part of the 2016 update of the City of Billings and Yellowstone County Growth Policy.



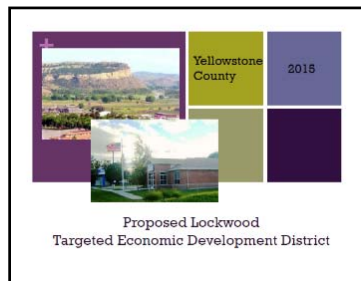
Lockwood Transportation Study **(Marvin & Associates, 2008)**

This study was prepared to augment the 2005 Billings Urban Area Transportation Plan with Lockwood specific recommendations for transportation. The study area for this plan encompasses most of the Lockwood area. The plan looks at existing conditions and identifies areas of problematic design and operation resulting in recommendations for future road and trail projects.



The Lockwood Community Plan Lockwood Steering Committee, **(City-County Planning, 2006)**

The purpose of this plan is to assist agencies, service districts and private developers to make informed choices when determining how to accommodate new development, plan for infrastructure improvement and address changes in land use for Lockwood. This plan is not a regulatory document, but supports the City-County Growth Policy.



The Lockwood Concept Targeted Economic Development **District Statement of Infrastructure Deficiency, (CDS, 2015)**

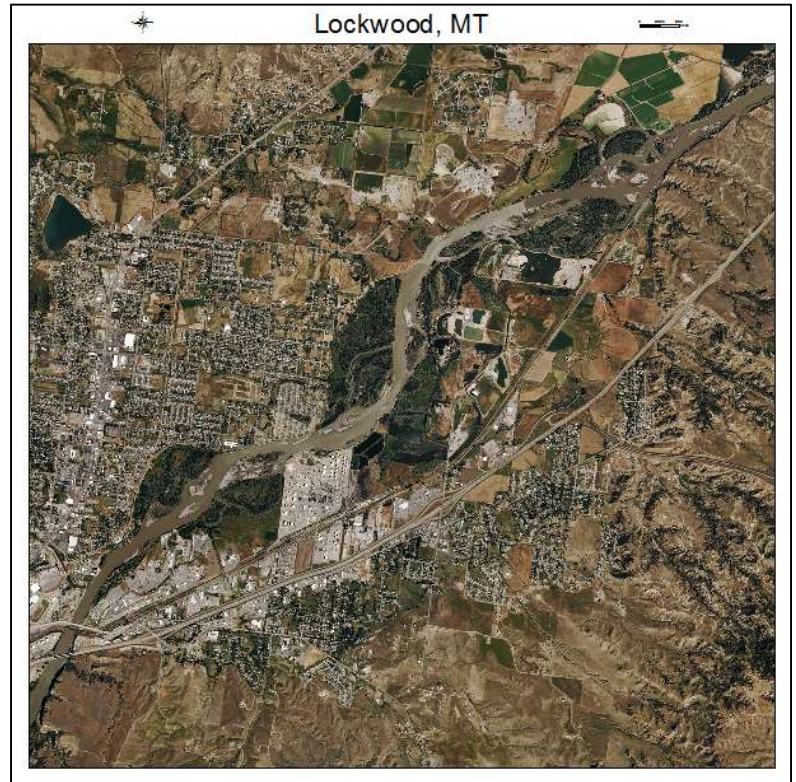
Lockwood was identified as one of three potential locations for a trans-modal industrial park. As part of that study, a Targeted Economic Development District (TEDD) was recommended as a means to utilize tax increment financing to fund infrastructure improvements within the district. Prior to creating the TEDD, the proposed area under consideration for the TEDD must be found to be deficient in infrastructure improvements as stated in a “Resolution of Necessity”, adopted by the Yellowstone County Commission under [7-15-4280](#) MCA. This Statement provides the finding of infrastructure deficiencies in support of the Resolution. The Board of County Commissioners adopted the Resolution of Necessity, Resolution No. 15-22 on April 21, 2015.

LOCKWOOD COMMUNITY GOALS

The two comprehensive planning documents mentioned in the previous section outlined specific goals for the community. Below is a list of these goals that are still applicable today:

THE LOCKWOOD COMMUNITY PLAN (2006)

1. **Land Use:** Provide ongoing assessment of land use and zoning to help guide future development and identify places for recreation opportunities and other community-wide uses.
2. **Schools/Education:** Identify the needs of the Lockwood School system and consider new locations for new schools in Lockwood to serve Lockwood and the surrounding areas.
3. **Parks and Recreation:** Identify ways to maintain and improve existing parks in Lockwood and provide direction and support for the creation of new parks and recreation areas in the community.
4. **Emergency Services:** Provide support to local fire department and emergency services for new programs and facilities to increase the public safety services in Lockwood.
5. **Community Enhancements:** Provide attractive entryways and travel corridors in Lockwood.
6. **Infrastructure:** Continue to research and support the improvement and **INSTALLATION** of community infrastructure that will better serve Lockwood.



YELLOWSTONE COUNTY & CITY OF BILLINGS GROWTH POLICY (2008)

Land Use:

1. Predictable land use decisions that are consistent with neighborhood character and preferred land use patterns identified in neighborhood plans.
2. New developments that are sensitive to and compatible with the character of adjacent City neighborhoods and County town sites.
3. Growth management tools available to rural town sites.
4. Contiguous development focused in and around existing population centers separated by open space.
5. Affordable housing for all income levels dispersed throughout the City and County.
6. More housing and business choices within each neighborhood.

Economic Development:

1. Coordinated economic development efforts that target business recruitment, retention, and expansion.
2. Increase the median income of households and individuals.
3. Attractive and accessible communities.
4. Improved public services and facilities.
5. Preserve and sustain the rural community centers throughout the County.
6. Provide citizens with greater financial stability.
7. Promote excellence in education and safe and healthy school facilities.
8. Preserve neighborhood character and quality of life.
9. Community-wide planning and preparation of a skilled workforce to meet the diverse and growing economic development needs of the community.



Aesthetics:

1. Visually appealing communities.
2. An inviting and attractive urban interstate corridor through the County.

Natural Resources:

1. A healthy river ecosystem system that supports multiple uses.
2. A sustainable supply of clean water.
3. Minimize loss of life and property damage resulting from wildfires.
4. Controlled weed populations.
5. Reduced opportunities for negative human and wildlife encounters.
6. Protection of groundwater, surface water, riparian areas, air quality, and productive agricultural land.

LOCKWOOD COMMUNITY GOALS

YELLOWSTONE COUNTY & CITY OF BILLINGS GROWTH POLICY (2008)

Open Space and Recreation:

1. Rational consideration of neighborhoods for park expenditures.
2. Recreation facilities that serve the diverse recreational needs of Billings and Yellowstone County.
3. Accessible public lands.
4. A multi-purpose trail network integrated into the community infrastructure that emphasizes safety, environmental preservation, resource conservation and cost effectiveness.
5. Protect and increase the availability of public access to natural areas and trails near the rims.
6. Protect and increase the availability of public access to natural areas and trails along the River.

Transportation:

1. Safe traffic speeds consistent with the surrounding uses.
2. Improved traffic flow and reduced congestion.
3. Visually appealing rights-of-way that serve the needs of all modes of travel.
4. A safe and efficient transportation system characterized by convenient connections and steady traffic flow.
5. City streets and County roads maintained at safe standards.
6. Rational consideration of all City neighborhoods and County townsites when allocating transportation improvement funds.
7. Convenient alternative transportation modes.
8. Well maintained network of safe and interconnected sidewalks.
9. Additional bicycle facilities throughout the City and the County.
10. Reduce greenhouse gas emissions from vehicles.
11. All transportation modes safely and courteously sharing facilities.
12. Promote public transportation options with predictable, convenient routes.



LOCKWOOD COMMUNITY GOALS

YELLOWSTONE COUNTY & CITY OF BILLINGS GROWTH POLICY (2008)

Public Facilities and Services:

1. An effective public notification system.
2. Sanitary and safe properties.
3. Safe, functional, and attractive streets for all users, including drivers, bicyclists and pedestrians.
4. Equitable collection and distribution of funding for public services and facilities.
5. Rational consideration of all City neighborhoods and County townsites for public funds expenditures.s
6. Adaptive reuse of vacant structures.
7. Equitable provision of community programs and services.
8. Predictable and timely development review procedures.
9. Coordinated land use and facility planning among local governments, school districts and private industries.
10. Educational facilities that are modern, well-maintained and conducive to learning.
11. Neighborhood schools within walking distance of their student body.
12. Adequate funding for necessary public facilities' maintenance and improvement without overburdening taxpayers.



Cultural and Historic Resources:

1. Identification and protection of the historical, archeological, and cultural resources of Yellowstone County.
2. Enhance public spaces with art and cultural opportunities.
3. A visually appealing and attractive landscape.
4. Preservation of archeological, historic, and paleontological resources within Yellowstone County.

Community Health:

1. Neighborhoods and communities prepared to react to natural disasters and other emergencies.
2. Accessible, affordable and nutritious food for everyone.
3. Safe roadways supportive of vehicles, bicycles and pedestrians.
4. Physically active, healthy citizens.
5. Healthy, safe neighborhoods and communities with sense of pride.
6. Active, safe neighborhoods with a high quality of life.
7. Adequate affordable housing and living wage options for all citizens.



REGULATORY TOOLS

Zoning Regulations

The County Zoning Jurisdiction includes most of Lockwood but does not extend to the entire planning area covered by this Growth Policy. Zoning currently in place, will continue until which time property owners request zone changes. Zone changes must, by Montana Code Annotated, be made in accordance with this Growth Policy^{vii}. However, the Growth Policy is not a regulatory document but the County Commission “must be guided by and give consideration to the general policy and pattern of development set out in the Growth Policy in the adoption of zoning ordinances or resolutions.”^{viii} The Growth Guidelines for this Growth Policy provide for possible changes to the current zoning as follows:

- The existing zoning of R-15,000 *may* be changed to higher densities of 7 - 10 dwelling units per acre
- The existing zoning of R-9,600 *may* be changed to higher densities of 4 - 6 dwelling units per acre
- A mixed-use zoning district *may* be applied to properties within the area designated as the TOWN CENTER
- Industrial development *may* be located along existing and proposed transportation corridors north of the interstate
- A Targeted Economic Development District (TEDD) *may* be used to foster secondary, value adding economic development. Properties within the general area of the TEDD may be initially zoned as agriculture with the intent to rezone to an industrial zoning district when and if the TEDD is implemented.
- A ‘resource conservation overlay zone’ *may* be considered to protect natural habitat and other conservation resources along the Yellowstone River



REGULATORY TOOLS, (CONTINUED)

Subdivision Regulations

Divisions of land in the Lockwood planning area are subject to the Yellowstone County Subdivision Regulations and the Montana Subdivision and Platting Act (Title 76, Chapter 3, MCA). Local jurisdictions are authorized to adopt, enforce and administer subdivision regulations.^{ix} Subdivision regulations may be amended from time to time, but as in the case with zoning regulations, they must be made in accordance with the Growth Policy.^x The Growth Guidelines also address standards that may be considered in future amendments to the Yellowstone County Subdivision Regulations:

- Consider constructing private and public improvements to higher design standards in the more densely developed area
- Take into account pedestrian safety when designing private and public infrastructure
- Consider connectivity and convenient access for all users when designing future road network

Floodplain Regulations

Yellowstone County participates in the national flood insurance program and the Lockwood planning area has several water courses with regulated 100-year floodplains. Development within the floodplains of the Yellowstone River, No Name Creek and Dry Creek is subject to the Yellowstone County Floodplain Hazard Management Regulations. These regulations ensure public health, safety and general welfare and minimize public and private losses due to flood conditions. The Growth Guidelines suggest that the existing regulations are the best regulatory tool to protect the floodway and flood fringe in the regulated flood hazard zones.

NON-REGULATORY TOOLS

Conservation Easements

Conservation easements are cooperative tools whereby a landowner voluntarily severs the development rights from the property and sells or donates them to a third party. The landowner is able to retain title to property and use it for resource purposes and at the same time help preserve critical resources such as wildlife habitat, wetlands or riparian areas, agricultural lands, forested lands or land with other scenic or natural resources. The severance of development rights can be done through purchase or donation and may result in a tax benefit to the property owner.

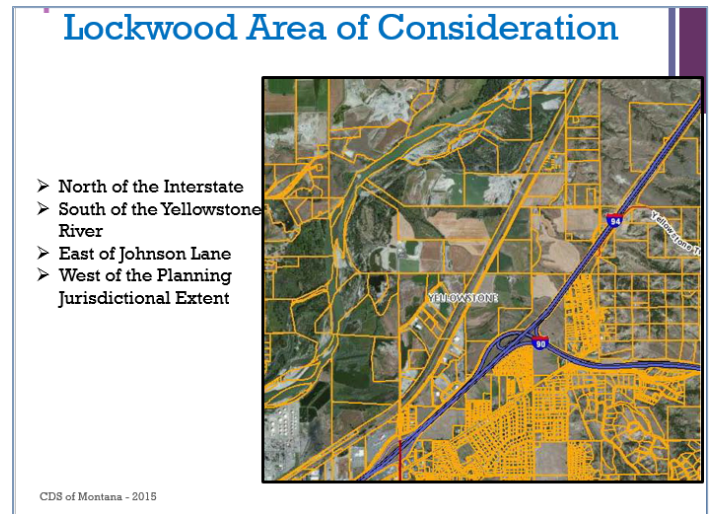
Conservation Reserve Program

In cooperation with the Natural Resource and Conservation Service, eligible farmers and ranchers may participate in the Conservation Reserve Program (CRP) to address soil, water, and related natural resource concerns on their lands in an environmentally beneficial and cost-effective manner. The Conservation Reserve Program reduces soil erosion, protects the Nation's ability to produce food and fiber, reduces sedimentation in streams and lakes, improves water quality, establishes wildlife habitat, and enhances forest and wetland resources. It encourages farmers and ranchers to convert highly erodible cropland and rangeland or other environmentally sensitive acreage to vegetative cover, such as tame or native grasses, wildlife plantings, trees, filter strips, or riparian buffers. Farmers and ranchers receive an annual rental payment for the term of the multi-year contract. Cost sharing is provided to establish the vegetative cover practices.

FINANCIAL TOOLS

Targeted Economic Development District (TEDD)

Yellowstone County is considering the formation of a Targeted Economic Development District or “TEDD” to foster secondary, value adding economic development in Lockwood. The proposed area is approximately 943 acres and generally located north of Interstate 90 and 94, south and east of the Yellowstone River, and with the majority east of Johnson Lane. The TEDD grew out of an idea generated through Big Sky Economic Development (BSED) after conducting a feasibility study for a trans-modal industrial park in Yellowstone County. Access to the interstate and rail, existing industrial uses, as well as interested private property owners, elevated Lockwood as the prime location for this type of development. Big Sky Economic Development has contracted a consultant to prepare a comprehensive development plan for the proposed district. The plan is expected to be completed in 2016. The Growth Guidelines take into account the possibility of a TEDD being created and recommend:



A Targeted Economic Development District (TEDD) *may* be used to foster secondary, value adding economic development. Properties within the general area of the TEDD may be initially zoned as agriculture with the intent to rezone to an industrial zoning district when and if the TEDD is implemented.

7

INTERJURISDICTIONAL COORDINATION

COORDINATION WITH CITY OF BILLINGS

Lockwood is closely affiliated with the City of Billings in a number of aspects, most prevalent may be that most Lockwood residents work, play and shop in Billings. Billings, being the largest economic hub in the region provides the largest market share of employment, retail shops, services and restaurants, and recreational and performance facilities. Lockwood, like Billings, is part of Yellowstone County, and in that they share common governmental functions as described below.

Yellowstone County Board of Planning

The Yellowstone County Board of Planning is a county planning board authorized by state statute and is represented by both City and County residents. One board member represents County Commissioner District 5 which is inclusive of Lockwood. In addition to the five other County Districts, there are 5 members representing each Ward of the City of Billings. The relationship between the City and County is laid out in an Interlocal Agreement first signed in 1984. The Planning Board's primary responsibilities include reviewing major subdivision applications, long range plans, and overseeing the duties of the Planning Division staff. Through the Planning Board, recommendations for major subdivisions and long range plans in the Lockwood area are made to the Yellowstone County Board of Commissioners. The Planning Board also functions as the Billings Urban Area Metropolitan Planning Organization (MPO).

Metropolitan Planning Organization



All transportation matters for the Billings Urban Area, including Lockwood, pass through the Planning Board which serves as the Metropolitan Planning Organization. Billings receives federal transportation planning funds as well as project funds as authorized in the Fixing America's Surface Transportation (FAST) Act of 2015. The MPO is required to comply with the terms of this Act in order to be eligible to receive these funds. While the Planning Division staff performs the duties required by the Act, the Planning Board reviews, holds public hearings, and recommends action on these requirements, including the annual Unified Planning Work Program (UPWP), the Long Range Transportation Plan, the Transportation Improvements Plan and amendments, and any transportation related study. The President of the Planning Board is a voting member on the transportation policy coordinating committee (PCC). The PCC is the decision-making body of the Urban Transportation Area and includes the chair of the County Commission, the City of Billings Mayor (or designee), the Montana Department of Transportation District Administrator, the Federal Highway Administration Division Administrator, and the Federal Transit Administration Regional Manager. The latter two are non-voting members. The functions of the PCC are specified in the By-Laws last updated in 2009.

City/County Planning Division

The staff of the City/County Planning Division provides planning services to all of Yellowstone County, excluding the Laurel Planning Jurisdiction. A portion of the Division funding is derived from a County mill levy that in 2015 was at 1.32 mills although its employees are under the City of Billings. The County-wide planning mill levy is approximately $\frac{1}{4}$ of the Planning Division budget. The Division is staffed by the Planning Director, Planning Division Manager, two Transportation Planners, a Zoning Coordinator, a Subdivision Coordinator, one Planner I, a Planning Assistant,

and a Planning Clerk. Staff also includes a part-time Bicycle and Pedestrian Coordinator and one-third of a receptionist position. The Division administers all zoning and subdivision applications and permits as well as maintaining compliance with federal requirements of the MPO. The Division is also responsible of administering special projects, such as the City of Billings' Annexation Policy, two Urban Renewal Districts, and multiple transportation plans and studies.

Billings Library

The Billings Library serves all of Yellowstone County, including Lockwood, as authorized in an Interlocal Agreement. Yellowstone County residents pay for library services through property taxes. The Library Board of Trustees advocates for the Billings Library and consists of nine members, three of whom are appointed by the Board of County Commissioners.



Billings High School District #2

Lockwood elementary and middle school students attend school in Lockwood that is administered by the Lockwood School District. High School students, however, attend school at one of the three high schools in Billings. For that reason, School District #2 Board of Trustees includes two voting member elected from outlying areas in the High School District. Lockwood residents have commonly been elected to

the Board of Trustees.

8 SUBDIVISION REVIEW

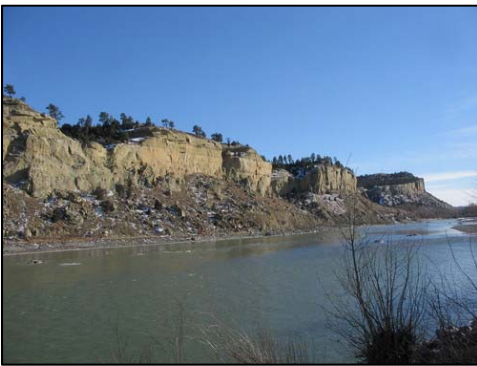
POLICY AND SUBDIVISION REVIEW

Every county, city and town is required to adopt and enforce subdivision regulations that provide for the orderly development of their jurisdictional areas¹. The Montana Subdivision and Platting Act (Title 76, Chapter 3, MCA) specifies the purpose and minimum requirements of the subdivision regulations. It is incumbent on the local governing body to adopt regulations consistent with this law and to review subdivision applications in accordance with the criteria provided in 76-3-608(3)(a):

1. The impact on agriculture
2. The impact on agricultural water user's facilities
3. The impact on local services
4. The impact on the natural environment
5. The impact on wildlife and wildlife habitat
6. The impact on public health and safety

This chapter presents both definitions of the review criteria and describes how these criteria are to be used to review subdivisions.

PRIMARY REVIEW CRITERIA



A growth policy is required to include a statement explaining how the governing bodies will define agriculture, agricultural water user facilities, local services, the natural environment, wildlife and wildlife habitat, and public health and safety and describe how these items will be used in the evaluation and decisions of a subdivision proposal (76-1-601(3)(h), MCA). The following section provides detailed definitions of the primary review criteria and how the criteria will be applied in subdivision review.

Each subdivision proposal shall be evaluated based on its effect on certain factors expressed in this Growth Policy and implemented through the City and County Subdivision Regulations. The evaluation factors specify what effects should be considered at the time of subdivision review. The degree to which these effects play a role in subdivision approval and denial will be dependent on 1) whether the effects are allowed by existing laws and regulations, and 2) whether the effects can be reasonably mitigated.

¹ MCA 76-3-501.

Agriculture

Agriculture means the use of land for growing, raising, or marketing of plants or animals to produce food, feed, and fiber commodities. Examples of agricultural activities include, but are not limited to, cultivation and tillage of the soil; dairying; growing and harvesting of agricultural or horticultural commodities; and the raising of livestock, bees, fur-bearing animals, or poultry. Agriculture does not include gardening for personal use, keeping of house pets, kenneling, or landscaping for aesthetic purposes. The definition of agricultural land also includes land considered by the Natural Resources Conservation Service to have a soil of agricultural importance and lands devoted to a soil conservation or rangeland management program.

Evaluation Factors

1. The amount of agricultural land removed from production shall be considered.
2. The amount of agricultural land with soil considered prime or having statewide or local importance by the Natural Resources and Conservation Service shall be considered.
3. Subdivision review shall consider the potential conflicts between the proposed subdivision and adjacent agricultural operations, including:
 - a. Interference with the movement of livestock or farm machinery
 - b. Maintenance of fences
 - c. Proliferation of weeds
 - d. Harassment of livestock by pets
 - e. Odors
 - f. Visual quality
4. It shall be determined whether the proposal is located within the Urban Planning Area or in the “Limits of Annexation” as defined by the City’s Annexation Policy.

Agricultural Water User Facilities

Agricultural water user facilities shall mean those facilities which provide water for agricultural land or provide water for the production of agricultural products. These facilities include, but are not limited to ditches, canals, pipes, head gates, tanks, drains, reservoirs, ponds and developed springs used for agricultural purposes.

Evaluation Factors

1. The location and proximity of an agricultural water user facility shall be considered.
2. Potential conflicts between facility users and subdivision residents shall be evaluated.
3. The rights of all water right owners and users of the facility shall be considered.

Local Services

Local services means any and all services provided to the public by local government entities or public utilities such as transportation systems, including non-motorized facilities, parking, law enforcement, fire protection, drainage structures, water supply, sanitary sewage disposal, solid waste disposal, recreation, parks, libraries, or schools.

Evaluation Factors

1. Subdivision review shall consider the goals and objectives of existing plans.
2. Subdivision review shall consider increased demand on services and need to expand services as a result of the proposal. Lack of adequate service capacity and capability of a local service may be grounds for denial if the situation cannot be mitigated by the applicant.
3. The cost of providing services shall be evaluated by determining the per capita or per lot cost of services and current and anticipated tax and fee revenue.



Natural Environment

The natural environment means the physical, chemical, and biological factors that exist within or influence a geographic area or community. These factors include, but are not limited to, geology, soils, topography, climate, surface water, groundwater, floodplain, vegetation, and objects or places of cultural, historic, or aesthetic significance.

Evaluation Factors

1. Review of the subdivision shall consider the degree of impact to the following environmental features:
 - a. Riparian or wetland areas
 - b. Vegetation cover or type
 - c. Noxious weeds
 - d. Important or sensitive natural habitats
 - e. Surface and groundwater quality
 - f. Stream bank stability
 - g. Erodible soils
 - h. Cultural and historic landmarks
2. The amount of appropriate open space preserved for natural resource conservation shall be considered.
3. Results of water and sanitary facility inspection for all lots shall be considered.
4. Subdivision review shall also evaluate the amount of cuts and fill on slopes as a result of road or building construction.



Wildlife and Wildlife Habitat

Wildlife means animals that are not domesticated or tamed. Wildlife habitat means an area containing the complex of environmental conditions essential to wildlife for feeding and forage, cover, migration, breeding, rearing, nesting, or buffers from those areas. It also includes areas essential to the conservation of species protected by the Endangered Species Act or of special interest or concern to the State of Montana.

Evaluation Factors

1. The presence and potential destruction of wildlife and wildlife habitat shall be considered in subdivision review.
2. Subdivision review shall consider the potential for human-wildlife conflicts or unhealthy encounters.
3. The amount of wildlife-friendly amenities, such as preserved open space, enhanced habitat or wildlife protection devices shall be considered in subdivision review.

Public Health and Safety

Allowable standards established by Federal, State and local policies, codes, and regulations shall be the primary means for defining the limits of acceptable public health and safety. Any variance from these standards shall be reasonably mitigated and approved by the governing body.

Evaluation Factors

1. The subdivision review shall consider all potential hazards to residents of the subdivision from high voltage lines, high-pressure gas lines, highways, railroads or railroad crossing and nearby industrial or mining activity.
2. Any creation of public health or safety hazards by the subdivision, such as traffic or fire conditions, contamination or depletion of groundwater supplies, accelerated storm water runoff, widening or existing floodplain or flood hazard area, or existence within the Wildland-Urban Interface, must be considered in subdivision review.

PUBLIC HEARING PROCESS

As part of the major subdivision preliminary plat review process, a public hearing is required. The requirement for a public hearing is not applicable to the first minor subdivision of a tract of record. State law requires the governing body or its authorized agent to conduct the public hearing. Both the Board of County Commissioners and the City Council have relinquished that task to the County Planning Board. An outline of the public hearing process adopted by the Planning Board can be found in the By-Laws of Yellowstone County Board of Planning, as amended. The following hearing process is reproduced in its entirety from Section 5 of the By-Laws.

SECTION 5 PUBLIC HEARINGS

The Board shall cause to be published a Notice of Public Hearing containing the date, time, location and purpose pursuant to statutory requirements in a newspaper of general circulation for each hearing held by the Board.

A. Public Hearing for Subdivisions

(1) When a preliminary plat application is set for a public hearing pursuant to a public notice, the matter shall be heard even though no one in favor or in opposition to the application appears at the hearing, unless the Board has received a written request from the sub divider, twenty-four (24) hours prior to the public hearing, to continue such hearing at a later time due to good and sufficient reason, or to withdraw or postpone the application for reasons approved by the Board.

(2) Each person who speaks at the public hearing shall stand and furnish his/her name and address to the Board and shall thereby become a part of the record.

(3) Each preliminary plat application shall be heard in the following order:

(a) A Planning Department staff member shall summarize pertinent data and present or amplify the recommendations of staff and department heads.

(b) The applicant, or his/her representative shall present the application to the Board and summarize the proposed subdivision and, if applicable, provide information on the following criteria of public interest:

1. Effects on Agriculture
2. Effects on Local Services
3. Effects on Natural Environment
4. Effects on Wildlife and Wildlife Habitat
5. Effects on Public Health and Safety

In addition, the Board shall determine compliance with local regulations and the Transportation Plan and Yellowstone County Comprehensive Plan.

(c) Persons in favor or opposed to the application shall be heard or written comments received up and until the time of the close of the public hearing.

B. Other Public Hearings

- (1) All other public hearings shall be conducted in accordance with the following procedure unless the Board determines by majority vote to follow some different procedure:
 - (a) The Board shall first hear a report on the subject item from the Planning Department staff, which report may include a recommendation as to the action to be taken by the Board.
 - (b) The Board shall then hear and/or receive written or oral statements from the public, in the following order:
 1. Proponents of the proposal.
 2. Opponents of the proposal.
 3. Members of the public who, being neither proponents nor opponents of the proposal, wish to make a general statement or comment regarding the same.
 4. The Board shall then hear any brief rebuttal to previous comments, testimony or statements.
 5. The Board shall then hear brief final comments, statements or recommendations, if any, from the Planning Department staff.
 6. Any person wishing to speak a second time may do so only during the proper course of the proceedings, only after all persons wishing to speak have been heard and only with the permission of the President or the approval of the majority of the Board members.
- (2) Prior to hearing and/or oral statements, comments, or testimony from the public, the Board may, by majority vote, impose reasonable and prudent limitations of the time allotted for each person's oral statement, comment, or testimony.
- (3) The Board or any member thereof, may at any time question any person about his/her statements, comments, or testimony.
- (4) After hearing any and all statements, comments and testimony as above-provided, the President shall close the public testimony portion of the hearing. After closure, and after such discussion as may be appropriate, the Board may vote upon a recommendation for the item under consideration.
- (5) Subject to any time constraints imposed by law, the Board may, at any stage of a public hearing or proceeding, continue the same to a later date in order to allow or facilitate full public participation, to obtain additional information, to properly consider or deliberate any matter, or for any other lawful reason. The case of such continuance, the time and place of all further proceedings in regard thereto shall be immediately fixed and announced to the Planning Department staff and the public, in which case no further legal notice of hearing need be given.

C. Informal Hearings

The Board may, by majority vote, follow some other procedures for the conduct of hearings.

APPENDICES

APPENDIX A – Public Comments

Public Comment Period: October 2014 – March 2015

In response to “How do you want to grow”? And “Where do you want to grow”?

1.	The issue of incorporation (or other form of self-government) must be addressed for Lockwood.
2.	Town Center instead of Neighborhood Commercial
3.	Expand South of Lockwood and integrate Lockwood into Billings
4.	Lockwood larger sewer area
5.	Lockwood
6.	Lockwood planning and organizing growth is important for residential, commercial and industrial sectors
7.	Lockwood will be growing especially in consideration of the North Bypass
8.	Better bike infrastructure. Bike lanes to Lockwood
9.	Connect Heights to Lockwood
10.	Develop Lockwood, it is looking shabby

LOCKWOOD GROWTH POLICY PUBLIC MEETING **PUBLIC COMMENTS** **MARCH 3, 2016**

Tonight you were shown a map of proposed land uses. Do you agree with the proposed land uses? If not what would you change?	1. Yes 2. No, property contiguous to the interstate should be General Commercial. 3. Yes, I would expand the R7-10 DOL area around the town center more. 4. Mostly, maximum density should be kept at 6-7 per acre in the area
The Vision: “Lockwood is a community that will evolve with a Main Street – style TOWN CENTER surrounded by a range of housing options that support and sustain, both fiscally and socially, the community investments in schools, public water and sewer, transportation, recreation, and public safety while providing economic opportunities in general commercial and light and heavy industrial businesses in areas shown on the preferred land use map.” Do you agree with the Vision Statement? If not, what would you change?	1. Yes 2. Yes 3. Yes, keep density lower – no 7-10 units per acre
General comments:	1. Where do parks and conservation areas fall within this plan? 2. Good presentation Candi! 3. Appreciate your presentation.

APPENDIX B – ACKNOWLEDGEMENTS AND ADOPTIONS**Prepared by:**

City/County Planning Division

In Cooperation With:Lockwood Steering Committee
The Lockwood Community

Approved and Adopted By:		
Yellowstone County Board of Planning	Resolution No. 16-01	4/26/2016
Yellowstone County Board of County Commissioners	Resolution No. 16-57	5/3/2016
Yellowstone County Board of County Commissioners	Resolution No. 16-65	5/17/2016

RESOLUTION 16-01

RESOLUTION RECOMMENDING ADOPTION OF THE 2016 LOCKWOOD GROWTH POLICY TO THE YELLOWSTONE COUNTY BOARD OF COMMISSIONERS AND BILLINGS CITY COUNCIL.

WHEREAS, the Yellowstone County Board of Planning desires the Yellowstone County Board of Commissioners to adopt the 2016 Lockwood Growth Policy; and

WHEREAS, on the 26th day of April, 2016, a public hearing was held by the Yellowstone County Board of Planning for the purpose of receiving public comments on the proposed Lockwood Growth Policy; and

WHEREAS, pursuant to Montana Codes Annotated Section 76-1-601, the Yellowstone County Board of Planning may prepare and propose a Growth Policy for any part of its entire jurisdictional area; and

WHEREAS, pursuant to Montana Codes Annotated Section 76-1-603, the Yellowstone County Board of Planning must recommend, by resolution, the proposed Growth Policy and any proposed ordinances and resolutions for implementing to the governing bodies;

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT THE YELLOWSTONE COUNTY BOARD OF PLANNING recommends the Yellowstone County Board of Commissioners adopt the proposed 2016 Lockwood Growth Policy.

DONE BY ORDER of the Yellowstone County Board of Planning this 26th day of April, 2016.

YELLOWSTONE COUNTY BOARD OF PLANNING



Darell Tunnicliff, President

ATTEST:



Candi Millar, Executive Secretary

Yellowstone County Board of County Commissioners

Resolution No. 16-57

Resolution of Intent to Adopt the 2016 Lockwood Growth Policy

WHEREAS, pursuant to Section 76-3-60, et. seq. of the Montana Code Annotated, a board of county commissioners may adopt by resolution a Growth Policy for all or part of the jurisdictional area of the Yellowstone County Board of Planning. The planning area encompassed by the 2016 Lockwood Growth Policy lies completely within the Planning Board's jurisdiction.

WHEREAS, on April 26, 2016, the Yellowstone County Board of Planning held a public hearing on the proposed 2016 Lockwood Growth Policy pursuant to 76-1-602 (1), MCA. A legal notice was published in the Yellowstone County News at least 10 days prior to the hearing on April 14 and April 21, 2016. Following the public hearing, the Planning Board passed a resolution recommending the Board of County Commissioners adopt the proposed Lockwood Growth Policy.

NOW THEREFORE, BE IT RESOLVED,

The Yellowstone County Board of County Commissioners intends to adopt the proposed 2016 Lockwood Growth Policy. On May 17, 2016, the Board will hold a public hearing on the adoption of the proposed 2016 Lockwood Growth Policy. At the hearing, the Board will receive comments on the adoption of the proposed Growth Policy. The Board orders the Yellowstone County Clerk and Recorder to provide notice of the hearing, make copies of the proposed 2016 Lockwood Growth Policy available to the public, receive written comments on the adoption of the Lockwood Growth Policy and provide the comments to the Board before the hearing. Following the hearing, if the Board believes that it is in the best interest of the public to adopt the proposed 2016 Lockwood Growth Policy, by passing this Resolution, the Yellowstone County Board of County Commissioners acknowledge the Growth Statement and Guidelines for the planning area of Lockwood, Montana.

2016 Lockwood Growth Policy Statement

Lockwood is a community that will evolve with a Main Street-style TOWN CENTER surrounded by a range of housing options that support and sustain, both fiscally and socially, the community investments in schools, public water and sewer, transportation, recreation, and public safety while providing economic opportunities in general commercial and light and heavy industry businesses in areas shown on the preferred land use map.

Lockwood Growth Guidelines

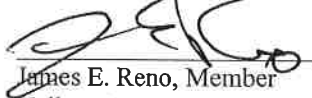
- The existing zoning of R-15,000 *may* be changed to higher densities of 7 - 10 dwelling units per acre
- The existing zoning of R-9,600 *may* be changed to higher densities of 4 - 6 dwelling units per acre
- A mixed-use zoning district *may* be applied to properties within the area designated as the TOWN CENTER
- Consider constructing private and public improvements to higher design standards in the more densely developed area
- Take into account pedestrian safety when designing private and public infrastructure
- Industrial development *may* be located along existing and proposed transportation corridors north of the interstate

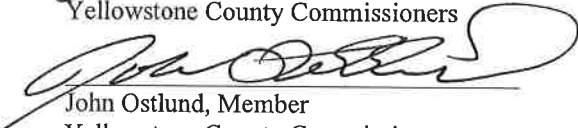
- A Targeted Economic Development District (TEDD) *may* be used to foster secondary, value adding economic development. Properties within the general area of the TEDD may be initially zoned as agriculture with the intent to rezone to an industrial zoning district when and if the TEDD is implemented.
- Consider connectivity and convenient access for all users when designing future road network
- The County Floodplain Regulations *may* be the best regulatory tool to protect the floodway and flood fringe in the regulated flood hazard zones.
- A 'resource conservation overlay zone' *may* be considered to protect natural habitat and other conservation resources along the Yellowstone River

Passed and Adopted on the 3rd day of May, 2016.

BOARD OF COUNTY COMMISSIONERS
YELLOWSTONE COUNTY, MONTANA


Bill Kennedy, Chairman
Yellowstone County Commissioners


James E. Reno, Member
Yellowstone County Commissioners


John Ostlund, Member
Yellowstone County Commissioners

ATTEST:


Jeff Martin, Clerk and Recorder
Yellowstone County, Montana

Chronology

Agenda – April 26, 2016

Resolution of Intent – May 3, 2016

Publication of Notice of Hearing - May 8, 2016 and May 15, 2016

Public Hearing and Resolution – May 17, 2016

Documents

2016 Lockwood Growth Policy

Planning Department Report

Planning Board Resolution Recommending Adoption

Resolution of Intent – County Attorney will review

Notice of Public Hearing – County Attorney will review

Resolution – County Attorney will review

Yellowstone County Board of County Commissioners

Resolution No. 16-65

Resolution to Adopt 2016 Lockwood Growth Policy

WHEREAS, pursuant to Section 76-3-60, et. seq. of the Montana Code Annotated, a board of county commissioners may adopt by resolution a Growth Policy for all or part of the jurisdictional area of the Yellowstone County Board of Planning. The planning area encompassed by the 2016 Lockwood Growth Policy lies completely within the Planning Board's jurisdiction.

WHEREAS, on April 26, 2016, the Yellowstone County Board of Planning held a public hearing on the proposed 2016 Lockwood Growth Policy pursuant to 76-1-602 (1), MCA. A legal notice was published in the Yellowstone County News at least 10 days prior to the hearing on April 14 and April 21, 2016. Following the public hearing, the Planning Board passed a resolution recommending the Board of County Commissioners adopt the proposed Lockwood Growth Policy.

WHEREAS, on May 3, 2016, the Yellowstone County Board of County Commissioners passed a resolution of intent to adopt the 2016 Lockwood Growth Policy and set a public hearing on the adoption of the Lockwood Growth Policy for May 17, 2016. On May 8, 2016 and May 15, 2016, the Yellowstone County Clerk and Recorder published notice of the public hearing in the *Billings Gazette*. On May 17, 2016 the Board held a public hearing on the adoption of the 2016 Lockwood Growth Policy. The Board heard comments on the adoption of the proposed Growth Policy. The Board considered the comments and the recommendation of the Yellowstone County Board of Planning. The Board determined that it would be in the best interest of the public to adopt the 2016 Lockwood Growth Policy.

NOW THEREFORE, BE IT RESOLVED,

The Yellowstone County Board of County Commissioners finds that the proposed Growth Policy is in the best interest of the public and adopts the 2016 Lockwood Growth Policy. The 2016 Lockwood Growth Policy supersedes all prior Master Plans and Growth Policies and shall remain effective until superceded by another Growth Policy. By this resolution, the Yellowstone County Board of County Commissioners acknowledges the Growth Statement and Guidelines for the planning area of Lockwood, Montana:

2016 Lockwood Growth Policy Statement

Lockwood is a community that will evolve with a Main Street-style TOWN CENTER surrounded by a range of housing options that support and sustain, both fiscally and socially, the community investments in schools, public water and sewer, transportation, recreation, and public safety while providing economic opportunities in general commercial and light and heavy industry businesses in areas shown on the preferred land use map.

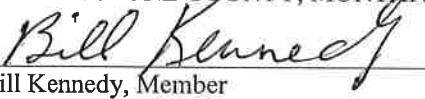
Lockwood Growth Guidelines

- The existing zoning of R-15,000 *may* be changed to higher densities of 7 - 10 dwelling units per acre
- The existing zoning of R-9,600 *may* be changed to higher densities of 4 - 6 dwelling units per acre
- A mixed-use zoning district *may* be applied to properties within the area designated as the TOWN CENTER
- Consider constructing private and public improvements to higher design standards in the more densely developed area
- Take into account pedestrian safety when designing private and public infrastructure

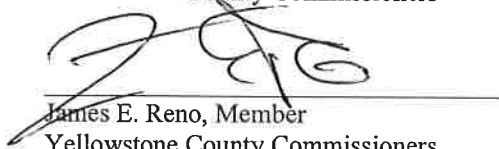
- Industrial development *may* be located along existing and proposed transportation corridors north of the interstate
- A Targeted Economic Development District (TEDD) *may* be used to foster secondary, value adding economic development. Properties within the general area of the TEDD may be initially zoned as agriculture with the intent to rezone to an industrial zoning district when and if the TEDD is implemented.
- Commercial retail and services may be considered appropriate in areas designated for industrial land uses along principal and minor arterials in addition to areas designated for commercial land uses
- Consider connectivity and convenient access for all users when designing future road network
- The County Floodplain Regulations *may* be the best regulatory tool to protect the floodway and flood fringe in the regulated flood hazard zones.
- A 'resource conservation overlay zone' *may* be considered to protect natural habitat and other conservation resources along the Yellowstone River

Passed and Adopted on the 17th day of May, 2016.

BOARD OF COUNTY COMMISSIONERS
YELLOWSTONE COUNTY, MONTANA


Bill Kennedy, Member
Yellowstone County Commissioners


John Ostlund, Chairman
Yellowstone County Commissioners


James E. Reno, Member
Yellowstone County Commissioners

ATTEST:


Jeff Martin, Clerk and Recorder
Yellowstone County, Montana

APPENDIX C – END NOTES

ⁱ U.S. Census Bureau, 2010 Census

ⁱⁱ U.S. Census Bureau, 2009-2013 5-Year American Community Survey

ⁱⁱⁱ <http://www.locationaffordability.info>

^{iv} U.S. Census Bureau, 2010 Census

^v U.S. Census Bureau, 2009-2013 5-Year American Community Survey

^{vi} Conversation with Jill Cook, Consultant with Morrison-Maierle, Inc. to the Lockwood Water and Sewer District, 4/25/2016

^{vii} 76-2-203. (1) (a), MCA

^{viii} 76-1-605 (1)(c), MCA

^{ix} 76-3-501, MCA

^x 76-1-606, MCA

LOCKWOOD TARGETED ECONOMIC DEVELOPMENT DISTRICT

Comprehensive Development Plan



October 2016

TABLE OF CONTENTS

1. INTRODUCTION	3
Overview	3
Purpose	3
Lockwood Community	4
Tax Increment Financing	4
2. SITE ANALYSIS	5
Site Description	5
Legal Description	7
Parcels	8
Compliance with Growth Policy	10
Compliance with Zoning	12
3. GOALS OF THE LOCKWOOD TEDD	13
4. INFRASTRUCTURE ANALYSIS	13
5. TARGETED ECONOMIC DEVELOPMENT ACTIVITIES	15
Targeted Industries	15
Capital Improvements Plan	16
Recruitment	16
Financing	17
6. PROGRAM ADMINISTRATION	19
TEDD Program Criteria	20
7. PLAN AMENDMENTS	20

1. INTRODUCTION

Overview

Yellowstone County, in conjunction with the Big Sky Economic Development (BSED), is seeking to enhance and expand economic activities through the development of planned, ready-to-go industrial space that supports secondary, value adding industries. This effort would be enriched through the creation of a Targeted Economic Development District (TEDD) on 570 acres of land in the Lockwood area. Yellowstone County intends to use tax increment financing as part of its overall strategy to provide infrastructure in support of value-adding industry.

The purpose of the Lockwood TEDD is to provide planned industrial space in order to attract and retain industrial and manufacturing businesses in Yellowstone County. In accordance with MCA 7-15-4279, the Lockwood TEDD will host a diversified tenant base of multiple, independent tenants. This Comprehensive Development Plan lays the framework to guide the development of the TEDD. The *Lockwood TEDD Strategic Plan* contains information regarding market analysis, targeted industries, development and implementation strategies.

Purpose

When creating the state statutes for the provision for a TEDD, the Montana Legislature noted that the lack of infrastructure is an impediment to development of value-adding economic development and that local governments often times lack the financial resources to expand infrastructure that would serve such development. In response to those two issues, the legislature authorized the creation of districts that would support value adding industries and determined that tax increment financing can be used to pay for needed infrastructure.

According to MCA 7-15-4279(3)(b), secondary value-adding industry means “a business that produces secondary value-added products or commodities or a business or organization that is engaged in technology based operations within Montana that, through the employment of knowledge or labor, adds value to a product, process, or export service resulting in the creation of new wealth.” These industries will be the primary targeted industries within the Lockwood TEDD.

The *Yellowstone County Industrial Park Feasibility Study*, completed in 2014, noted that demand for industrial space is strong and will continue to grow through 2030. It is expected to outpace supply, particularly for space associated with value-added commodities. The study also noted that realtors, developers and business owners interviewed for the study, felt that Yellowstone County had missed opportunities for business development because space with infrastructure in place was not readily available.

In response to the needs of the community and recommendations of the *Feasibility Study*, BSEDA has undertaken the task of identifying a site for planned industrial space that can accommodate the demand for industrial space. In an effort to develop a strategy for funding of needed infrastructure improvements, the area is designated as the Lockwood TEDD, with the intent to use tax increment financing as one option for such funding.

Lockwood Community

Lockwood is an unincorporated community, located directly east of the City of Billings. The population of Lockwood, as reported in the American Community Survey in 2014 as the Lockwood Census Designated Place, is 6,943. This includes the area of the proposed TEDD. Between 2000 and 2014, Lockwood saw a 61.2-percent increase in population, outpacing the growth in the rest of Yellowstone County, which grew by approximately 17-percent.

The American Community Survey also reported that approximately 55-percent of all workers who live in Lockwood travel to work between 15 to 24 minutes, with the mean travel time of 20 minutes. This pattern suggests that Lockwood residents travel to Billings and other parts of Yellowstone County for work. Increasing job opportunities within the Lockwood TEDD would allow a greater percentage of Lockwood residents the opportunity for employment within their community.

Employment of Lockwood residents is spread over multiple industries throughout Yellowstone County. As shown below, “education, health care & social assistance” sector employs the most people, followed by the “retail trade” sector. Manufacturing, transportation, warehousing and utilities, the primary targeted industries of the Lockwood TEDD, make up approximately 15-percent of current employment.

LOCKWOOD EMPLOYMENT BY INDUSTRY

Source: American Community Survey, 2014

	Number	Percentage
Civilian employed population > 16 years	3,771	
Ag, forestry, fishing & hunting, mining	199	5.3%
Construction	363	9.6%
Manufacturing	268	7.1%
Wholesale trade	184	4.9%
Retail trade	659	17.5%
Transportation, warehousing, and utilities	292	7.7%
Information	30	0.8%
Finance and insurance, and real estate	222	5.9%
Prof, scientific, mgmt., admin, & waste mgmt.	231	6.1%
Education, health care, & social assistance	677	18.0%
Arts, entertain., rec., accommodation, & food	321	8.5%
Other services, except public administration	237	6.3%
Public administration	88	2.3%

Tax Increment Financing

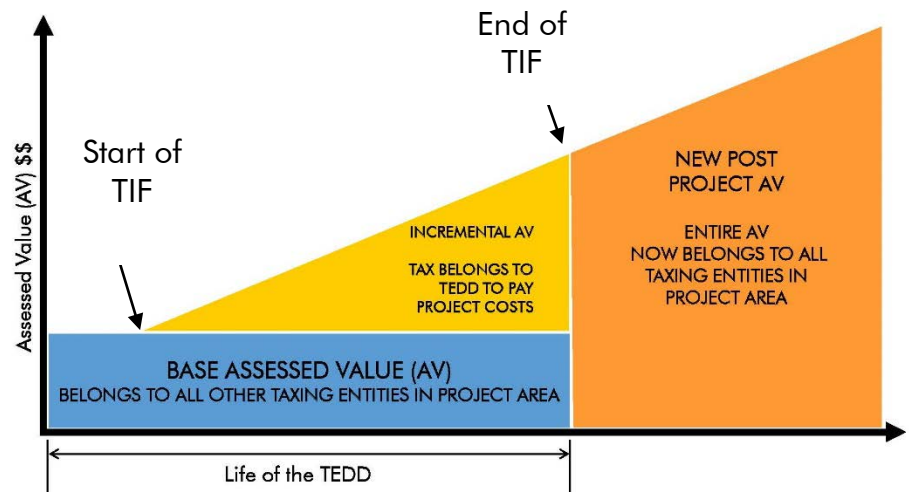
Yellowstone County intends to use tax increment financing within the Lockwood TEDD, which encompasses an area of approximately 570 acres. For the purposes of measuring any incremental value, the base year is 2016, with values as of, January 1, 2016.

Tax increment financing (TIF) is a public financing method that promotes economic development by allowing cities and counties to use new property tax revenues from investment in the TEDD to

invest in public infrastructure. In 2013, the Montana Legislature authorized the use of TIF within targeted economic development districts.

TIF uses future increases in property values to pay for improvements within the district, thus improving and enhancing the district. This allows taxes from the district to be invested in the

infrastructure that supports the business development and investment in that area.



Taxes that are derived from the base assessed value within the TEDD continue to be distributed to those taxing entities that levy mills within the district. TIF can be used to support these taxing entities through the funding of infrastructure that is required to connect to services that are located outside of the district. For example, it will be necessary to install water and sewer mains outside of the district boundary that will connect to the Lockwood Water and Sewer District system and enable service to be provided to the district.

Additionally, TIF generated within the district can help fund public services and facilities in proportion to services they provide within the district.

2. SITE ANALYSIS

Site Description

The Lockwood TEDD is located in an area of primarily agricultural use with some industrial sites. The area is approximately 570 acres and is located north of Interstate 90 and 94 and south of the Yellowstone River. The BNSF railroad bisects the area and has a rail spur with access to the Pacific Recycling facility, located within the TEDD boundary.

Access to the area is provided by local roads, including Johnson Lane, Coulson Road and the Frontage Road. The Interstate 90 interchange at Johnson Lane connects the TEDD to the greater transportation network.

The Montana Department of Transportation is currently in the planning and design phase for the Billings Bypass project. This project will provide a 5-mile long, two lane limited access roadway connection across the Yellowstone River between Interstate 90 and Old Highway 312. There are several roadway improvements within Lockwood that are associated with this project. The Interstate 90 interchange at Johnson Lane will be reconstructed to accommodate the new bypass. Alternative alignments are still under consideration. Additionally, a new intersection with the bypass and

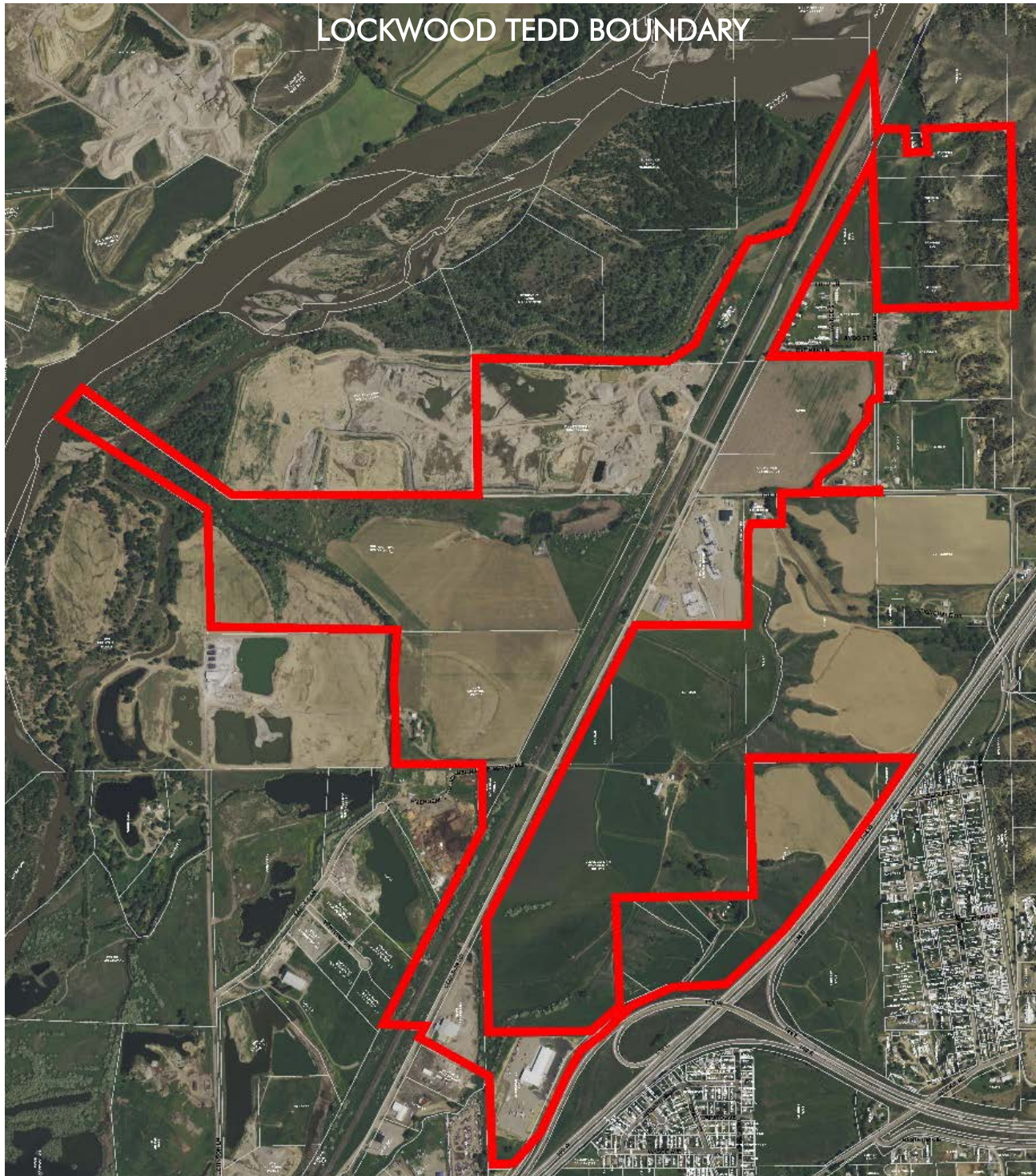


Figure 1: Lockwood TEDD Boundary

Coulson Road will be constructed, which will create direct access to the southern portion of the Lockwood TEDD. An additional access point to the bypass from the TEDD area will be considered as design of the bypass progresses.

Legal Description

The legal description of the Lockwood TEDD is as follows:

A tract of land situated in Sections 7, 8, 17, 18, 19 and 20, Township 1 North, Range 27 East, P.M.M., Yellowstone County, Montana; more particularly described as follows:

Beginning at the northeast corner of Tract 4A2, Certificate of Survey No. 1225; thence southerly along the east boundary line of Certificate of Survey No. 1225 to the southeast corner of Tract 3B, Certificate of Survey No. 1225; thence westerly to the centerline of the Watson Road right of way; thence northerly along the centerline of the Watson Road right of way to a point which is the intersection of the Watson Road right of way and the east boundary line of Tract 3A, Certificate of Survey No. 2807; thence southwesterly along the east boundary line of Tract 3A to the northwest corner of Tract 1, Certificate of Survey No. 3540; thence easterly along the north boundary line of Tract 1 to the northeast corner of Tract 1; thence southerly, westerly and southwesterly along the east boundary lines of Certificate of Survey No. 3540 to the southeast corner of Tract 2, Certificate of Survey No. 3540; thence easterly along the south boundary line of Tract 1, Certificate of Survey No. 3092 to the southeast corner of Tract 1; thence southerly to the northeast corner of Certificate of Survey No. 632; thence westerly along the north boundary line of Certificate of Survey No. 632 to the northwest corner of Certificate of Survey No. 632; thence southerly along the east boundary line of Tract 1, Certificate of Survey No. 2009; thence westerly along the south boundary line of Tract 1 to the northeast corner of the Lockwood Irrigation District Parcel lying west of ditch between Certificate of Survey No. 632 and Certificate of Survey No. 2009; thence southwesterly to the intersection of Lockwood Irrigation District Parcel and Tract 2, Certificate of Survey No. 2009; thence westerly along the south boundary line of Tract 2 to the southwest corner of Tract 2; thence westerly to a point which is the intersection of the south boundary line of Tract 2 and the centerline of the Coulson Road right of way; thence southeasterly along the centerline of the Coulson Road right of way to a point which is the intersection of the Coulson Road right of way and the east boundary line of Lot 1, Block 1, Great Plains Subdivision; thence southerly to the northwest corner of Tract 1, Certificate of Survey No. 3376; thence northeasterly to the southwest corner of Lot 5, Seiffert Industrial Subdivision; thence northerly along the west boundary line of Seiffert Industrial Subdivision to the northwest corner of Lot 4, Seiffert Industrial Subdivision; thence easterly along the north boundary line of Seiffert Industrial Subdivision to the northeast corner of Lot 1, Seiffert Industrial Subdivision; thence northerly to the northwest corner of Tract 1, Certificate of Survey No. 1734; thence easterly to the northeast corner of Tract 1, Certificate of Survey No. 1734; thence southwesterly to the southeast corner of Tract 1, Certificate of Survey No. 1734; thence westerly to the southwest corner of Tract 1, Certificate of Survey No. 1734; thence westerly to a point which is the intersection of the south line of Tract 1, Certificate of Survey No. 1734 and the centerline of the North Frontage Road right of way; thence southwesterly along the centerline of the North Frontage Road right of way to a point which is the intersection of the North Frontage Road right of way and the south boundary line of Tract 1, Certificate of Survey No. 3376; thence westerly to the southwest

corner of Tract 1; thence northerly along the west boundary line of Tract 1 to the southeast corner of Lot 1, Block 1, Great Plains Subdivision; thence northwesterly to the southwest corner of Lot 1; thence northeasterly to a point which is the intersection of the west boundary line of Lot 1 and the south boundary line of Section 18; thence westerly along south boundary line of Section 18 to a point which is the intersection of the south boundary line of Section 18 and the east boundary line of Lot 2C, Johnson Lane Materials Subdivision; thence northeasterly to the southeast corner of Lot 5, Johnson Lane Materials Subdivision; thence northerly to the northeast corner of Lot 5; thence westerly to the southwest corner of Lot 1, Block 1, Weaver Flats Subdivision; thence north to the northwest corner of Lot 1; thence westerly to the southwest corner of Tract 2, Certificate of Survey No. 3477; thence northerly to the northeast corner of Lot 2, Block 1, Weaver Flats Subdivision; thence northeasterly to the northwest corner of Lot 2; thence northwesterly to the northwest corner of Lot 2; thence northeasterly to the northeast corner of Tract 1, Certificate of Survey No. 3477; thence southeasterly to the southwest corner of Tract 1; thence easterly to the southeast corner of Tract 1; thence northerly to the southwest corner of Government Lot 9; thence easterly to the southwest corner of Tract 1B, Certificate of Survey No. 2807; thence northeasterly to the northwest corner of Tract 1B; thence northeasterly to the northeast corner of Tract 1B; thence northeasterly along the east boundary line of Tract 1A, Certificate of Survey No. 2807 to the southwest corner of the tract of land described as survey overlap of Certificate of Survey No. 1225 and Certificate of Survey No. 2868; thence southerly to a point which is the intersection of the west line of the tract of land described as survey overlap of Certificate of Survey No. 1225 and the west right of way line of the Montana Rail Link right of way; thence northeasterly to the southwest corner of Tract 5, Certificate of Survey No. 1225; thence easterly to the northwest corner of Tract 4A1, Certificate of Survey No. 1225; thence southerly to the southwest corner of Tract 4A1; thence easterly to the southeast corner of Tract 4A1; thence northerly to the northeast corner of Tract 4A1; thence easterly to the Point of Beginning; parcels containing 570.83 acres, more or less, subject to any existing easements and/or rights of way, whether of record or apparent on the ground.

Parcels

Land owners and property descriptions are listed below.

Owner Last Name	Legal Description	Geocode	Tax ID	Property Address	Mailing Address	City State ZIP	Zoning
BKPN Properties LLC	GREAT PLAINS SUBD, S19, T01 N, R27 E, BK 1, Lot 1	03103419101160000	C11082	1655 Coulson Rd	1655 Coulson Rd	Billings, MT 59101	Heavy Industrial
G2 Properties LLC	S20, T01 N, R27 E, C.O.S. 3376, PARCEL 1	03103420211040000	D06449	3255 N Frontage Rd	455 Highway 195, Suite A	Georgetown, TX 78633	Controlled Industrial
JDW Industrial Park 2 LLC	S17, T01 N, R27 E, C.O.S. 2009, PARCEL 1	03103417101200000	D06407	2150 Coulson Rd E	PO Box 22745	Billings, MT 59104	Heavy Industrial
JDW Industrial Park 2 LLC	WEAVER FLATS SUB (14), S17, T01 N, R27 E, BK 1, Lot 1	03103417201010000	D06415	3306 Coulson Rd	PO Box 22745	Billings, MT 59104	Heavy Industrial

JDW Industrial Park 2 LLC	S17, T01 N, R27 E, FRACTION NWSW LYING N & W OF RR	03103417360010000	D06415A	Coulson Rd	PO Box 22745	Billings, MT 59104	Heavy Industrial
Lockwood Irrigation District	S17, T01 N, R27 E, PORTION OF SWNWNWNE LYING WEST OF DITCH BETWEEN COS 632 2ND	03103417201100000	D13115	Coulson Rd	PO Box 3292	Billings, MT 59103	Heavy Industrial
MCL Properties LLC	S08, T01 N, R27 E, S2SW WEST OF RAILROAD	03103408301010000	D06329	3530 Coulson Rd	6513 Trade Center Ave	Billings, MT 59101	Heavy Industrial
MCL Properties LLC	S08, T01 N, R27 E, C.O.S. 2807, PARCEL 1B	03103408101010000	D06331	3553 Coulson Rd	6513 Trade Center Ave	Billings, MT 59101	Heavy Industrial
MCL Properties LLC	S18, T01 N, R27 E, C.O.S. 3477, PARCEL 2	03103418101010000	D06416	Coulson Rd	6513 Trade Center Ave	Billings, MT 59101	Heavy Industrial
Montana Rail Link	S19, T01 N, R27 E	03103419350010000	D13145J	Coulson Rd	PO Box 16624	Missoula, MT 59808	Rail ROW
Pacific Hide And Fur Depot	S08, T01 N, R27 E, C.O.S. 3540, PARCEL 2	03103408320010000	D06329B	Coulson Rd	PO Box 1549	Great Falls, MT 59403	Heavy Industrial
Pacific Hide And Fur Depot	S17, T01 N, R27 E, C.O.S. 2009, PARCEL 2	03103417201040000	D06408	3385 Coulson Rd	PO Box 1549	Great Falls, MT 59403	Heavy Industrial
Seiffert Trust	S17, T01 N, R27 E, C.O.S. 1734, PARCEL 1, AMND	03103417418150000	D06413	N Frontage Rd	PO Box 31181	Billings, MT 59107	Controlled Industrial
Terry L. Seiffert	S17, T01 N, R27 E, C.O.S. 1734, PARCEL 2, AMND	03103417301100000	D06414	3333 N Frontage Rd	PO Box 31181	Billings, MT 59107	Controlled Industrial
Roger and Peggy Webb	S08, T01 N, R27 E, C.O.S. 3540, PARCEL 1	03103408401010000	D06329A	Coulson Rd	1132 Ginger Way	Billings, MT 59105	Heavy Industrial
Town And Country Supply Association	S08, T01 N, R27 E, C.O.S. 1225, PARCEL 3A	03103408403110000	D06336	Watson Rd	PO Box 367	Laurel, MT 59044	Heavy Industrial
Town And Country Supply Association	S08, T01 N, R27 E, 1225, PARCEL 3B	03103408403090000	D06337	Watson Rd	PO Box 367	Laurel, MT 59044	Heavy Industrial
Town And Country Supply Association	S08, T01 N, R27 E, C.O.S. 1225, PARCEL 4A2, AMD TR 4A	03103408403170000	D06338	Watson Rd	PO Box 367	Laurel, MT 59044	Heavy Industrial

Town And Country Supply Association	S08, T01 N, R27 E, C.O.S. 1225, PARCEL 4B, AMND	03103408403140000	D06339	Watson Rd	PO Box 367	Laurel, MT 59044	Heavy Industrial
Michael Stanhope	PINE HILL SUB, S17, T01N, R27 E, BLOCK 1, LOTS 12-15	03-1034-17-4-18-01-0000	C04920	Bobolink Rd	PO Box 819	Choteau, MT 59422	Agricultural

Compliance with Growth Policy

As required by 7-15-4279 MCA, the TEDD must be zoned in accordance with the area growth policy. The Lockwood Growth Policy was adopted by the Yellowstone County Commission on May 17, 2016. In creating the growth policy, the Lockwood community contemplated the development of the Lockwood TEDD. Of the 11 growth guidelines identified in the document, one specifically addresses the TEDD:

A Targeted Economic Development District (TEDD) may be used to foster secondary, value adding economic development. Properties within the general area of the TEDD may be initially zoned as agriculture with the intent to rezone to an industrial zoning district when and if the TEDD is implemented.

--Lockwood Growth Policy, 2016

In accordance with the Lockwood Growth Policy, the properties within the Lockwood TEDD are zoned Agricultural, Controlled Industrial, or Heavy Industrial.

Additionally, the 2016 Billings and Yellowstone County Growth Policy has several policy statements and growth guidelines that relate to creating economic development. These include:

- A diversity of available jobs can ensure a strong Billings' economy
- Successful businesses that provide local jobs benefit the community
- Community investments that attract and retain a strong, skilled and diverse workforce also attracts businesses
- Retaining and supporting existing businesses helps sustain a healthy economy
- Strategically placed industrial parks will encourage a more diverse city economy, and will better help manage effluent and emission from industrial processes

--City of Billings/Yellowstone County Growth Policy, 2016

PREFERRED FUTURE LANDUSE FOR THE LOCKWOOD PLANNING AREA

Legend

- Lockwood School
- Potential Future School Site
- Fire Station
- Lockwood Water Service Area
- Lockwood Sewer Service Area
- Zoning Jurisdiction
- Billings City Limits
- Indian Reservation
- Public Lands
- Yellowstone River

PROPOSED LAND USES

- Lockwood Planning Boundary
- Light Industrial
- Industrial
- Entryway Overlay Zone
- General Commercial
- Town Center - Multi-Use Zone
- Residential - 7 - 10 DU/AC
- Residential - 4 - 6 DU/AC
- Agricultural Suburban 1 DU/AC

CROW RESERVATION

0 0.5 1 2 Miles

Lockwood TEDD Comprehensive Development Plan

Compliance with Zoning

The area of the Lockwood TEDD is zoned Heavy Industrial, Controlled Industrial and Agricultural. Based on the Guideline Statement in the Growth Policy, this area is zoned in accordance with the growth policy.

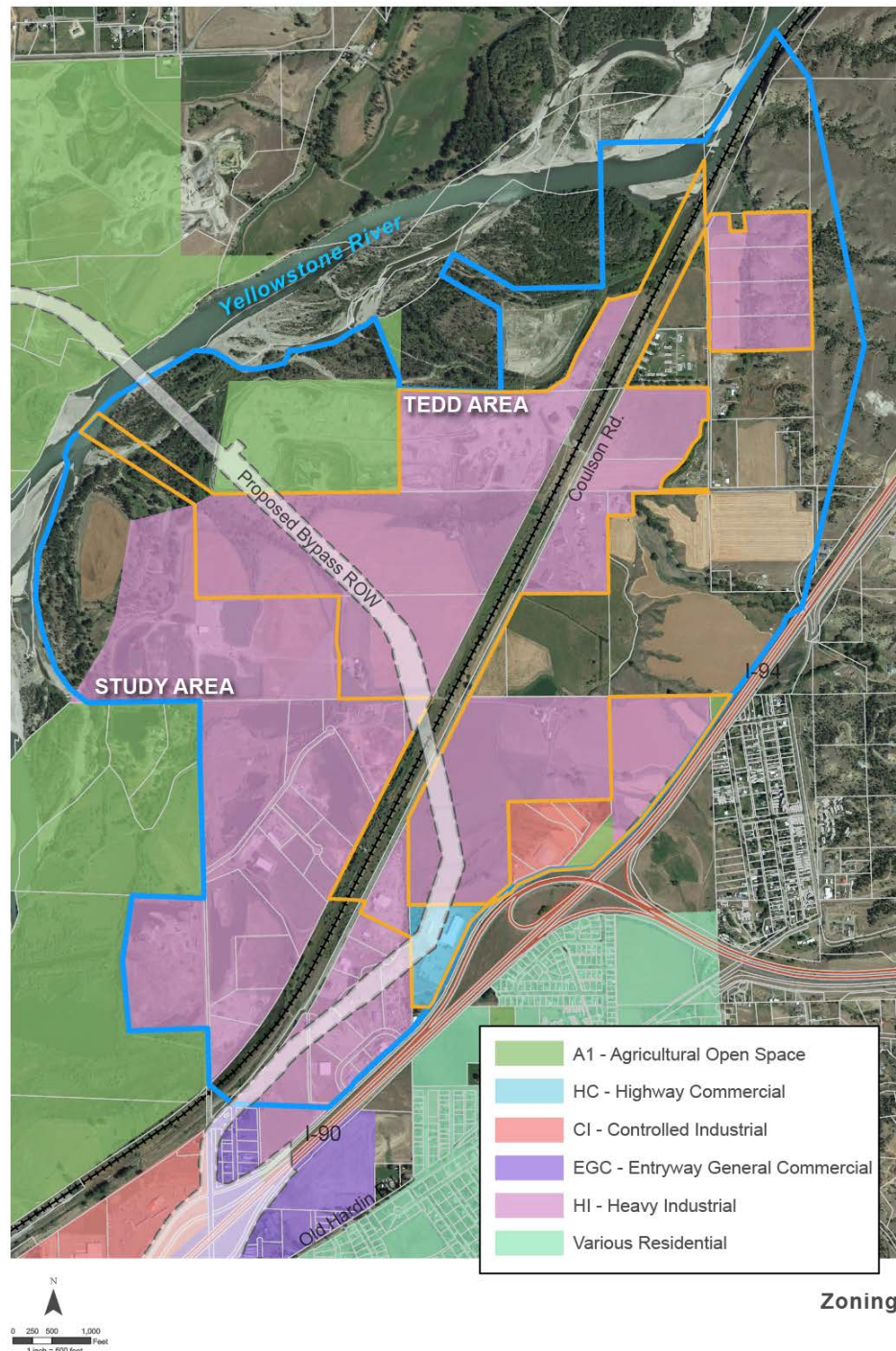


Figure 3: Area Zoning

3. GOALS OF THE LOCKWOOD TEDD

The goals of Yellowstone County in creating the Lockwood TEDD are as follows:

- Support the expansion of existing industry, and the recruitment of new industry, within Yellowstone County by facilitating the provision and development of planned, ready-to-go industrial space.
- Provide a locally-driven funding tool that can be used to partner with private industry and developers to fund the construction and maintenance of key infrastructure investments that are needed to foster the growth of value-added industry.
- Foster economic and employment opportunities within Yellowstone County and the Lockwood community through the development of secondary value-adding industries.
- Create a planned industrial area in Lockwood that attracts industry and leads to additional private investment in the Lockwood area.
- Implement a development plan centered around the growth of industrial businesses, while supporting non-motorized transportation facilities with the Billings Bypass.

4. INFRASTRUCTURE ANALYSIS

In order for a local government to create a TEDD, a Resolution of Necessity must be adopted. According to 7-15-4280 MCA, this resolution must find that:

1. One or more infrastructure-deficient areas existing in the local government; and
2. The infrastructure improvements of the area are necessary for the welfare of the residents of the local government.

April 21, 2015, the Yellowstone County Board of County Commissioners adopted the Resolution of Necessity declaring an infrastructure deficient area known as the Lockwood Concept Area. The following infrastructure deficient conditions in the Lockwood Concept Study Area were identified:

- **Water System:** a public water system is not available in the area, and will require expansion of the Lockwood Water and Sewer District, main extensions, and increased filtering capacity.

The Lockwood Water and Sewer District serves the community of Lockwood. However, the service area does not include the Lockwood TEDD area. The closest water service line is located at the intersection of Johnson Lane and the North Frontage Road. New service lines, modifications to the treatment facility and potentially new water rights as demand increases will be necessary to service the Lockwood TEDD area. Preliminary estimates indicate that water service to the Lockwood TEDD, not include treatment facility upgrades or water rights acquisition, will likely be over \$4,000,000.

- **Sewer System:** a public sewer system is not available in the area. Main extensions, upgrades of existing a lift station and expansion of the Lockwood Water and Sewer District may be required. Renegotiation of the agreement with the City of Billings for additional treatment capacity would be required in conjunction with District expansion.

The Lockwood Water and Sewer District transmits wastewater from Lockwood to the City of Billings' treatment plant. This agreement between the District and the City limits the amount that can be transmitted to the plant. Expansion of the District to include the Lockwood TEDD area would require installation of new service lines, upgrades to an existing lift station at Johnson Lane and potentially an additional lift station within the TEDD area. Preliminary cost estimates for the sewer main extensions and lift station improvements will likely be over \$5,000,000.

- **Transportation:** both on- and off-site transportation upgrades, including rights-of-way, will be required for traffic circulation, safety and access. Rail trans-loading facilities and multi-modal opportunities are not available.

Roads to and within the TEDD area will require improvement to the minimum standards for a Commercial Collector road, as specified by Yellowstone County Subdivision Regulations. Specifically, Coulson Road will initially provide primary access to the TEDD area and will need to be improved to a County standard road. Road improvements to service the TEDD area will like be over \$4,000,000.

Montana Department of Transportation (MDT) is currently working on design plans for the Billings Bypass, a project that will connect Interstate 90 at Johnson Lane with Highway 312, north of Billings. The proposed bypass will cross the Yellowstone River adjacent to the Lockwood TEDD. The final design will have to consider access points to serve the area and the future industrial development. Such access points will need to be funded in conjunction with MDT.

Non-motorized transportation has been identified as a key issue in Lockwood. There are no sidewalks or multi-use trails within the Lockwood TEDD area. Providing multi-modal access in conjunction with the Billings Bypass – particularly with the bridge over the Yellowstone – has been identified as an important element in the development of a plan for the Lockwood TEDD.

- **Utilities:** electric and gas service for ordinary industrial users is available with right-of-way and line expansions. Heavy load industrial users would require supply, transmission line and substation expansions and redundancy.

Electric power is provided by Yellowstone Valley Electric Company. As noted in the Statement of Infrastructure Deficiency, service for future industrial users would require substantial upgrades to the transmission lines within the Lockwood TEDD area. Industrial

users typically have high electrical demands. Additional transmission lines to create redundancy and possibly a new substation would be required to adequately serve the area with new industrial users. Costs for additional transmission lines, not including a new substation are approximately \$400,000.

Natural gas is available in the vicinity. However, main lines would need to be extended to serve the Lockwood TEDD area.

- **Broadband Connectivity:** the area has limited access to broadband service and upgrades would probably require a new line from downtown Billings. Critical information infrastructure would have to incorporate redundancy to assure reliable service.

Broadband service would need to be extended from Johnson Lane to serve the Lockwood TEDD area.

- **General improvements:** additional infrastructure and public service deficiencies will be identified over time. As the TEDD area is developed, improvements and provisions for lighting, storm water drainage systems, and emergency services will need to be addressed.

5. TARGETED ECONOMIC DEVELOPMENT ACTIVITIES

Targeted Industries

A local government may create a TEDD in support of value-adding economic development project, by development of infrastructure within the district that would encourage the location and retention of value-adding projects. The Lockwood TEDD will target businesses that produce products defined in MCA 7-15-4279 (a):

"secondary value-added products or commodities" means products or commodities that are manufactured, processed, produced, or created by changing the form of raw materials or intermediate products into more valuable products or commodities that are capable of being sold or traded in interstate commerce.

Additionally, the Lockwood TEDD will also support secondary value-adding industry, defined in MCA 7-15-4279 (b):

"secondary value-adding industry" means a business that produces secondary value-added products or commodities or a business or organization that is engaged in technology-based operations within Montana that, through the employment of knowledge or labor, adds value to a product, process, or export service resulting in the creation of new wealth.

Targeted Industry Study completed in 2011 identified the industries that should be prioritized for recruitment and retention in the Yellowstone County region. The following industry sectors

identified in that study that are produce secondary value-added products or are a value-adding industry, and therefore appropriate for the Lockwood TEDD are as follows:

Upstream and Midstream Oil and Gas	oil and gas exploration and production field services pipeline companies refineries petroleum marketing companies
Health Care Services and Supply Chain	laboratories medical supply wholesaling and distribution medical equipment manufacturing
Manufacturing	value added food products machinery and equipment chemicals, and guns
Warehousing and Distribution	distribution hubs to serve the region shipping and logistics companies distribution and warehousing

Capital Improvements Plan

A capital improvements plan to identify the specific infrastructure needs for the development of the Lockwood TEDD will be required. This will include infrastructure improvements, costs associated with the improvements and timing of the improvements. Infrastructure design and development could include water and sewer service main extensions, treatment plant upgrades, road improvements, utilities, multi-modal transportation, and communication infrastructure such as cell towers and broadband fiber.

Recruitment

Once the Lockwood TEDD is established, efforts to recruit secondary, value-adding industries will be necessary. A recruitment work plan will be developed in partnership with Yellowstone County, Big Sky Economic Development, business and property owners, developers and industry representatives. These key partners will work to implement the goals of this plan by identifying opportunities to expand local businesses and to assist with new business formation. BSED has a number of small business assistance programs available throughout the County. Meeting with industry representatives and commercial real estate brokers on a regular basis to understand current prospects and to represent the opportunities within the Lockwood TEDD should also be developed.

Financing

The infrastructure improvements needed to support the recruitment and expansion of value-adding industries in the Lockwood TEDD will require a variety of available financing mechanisms.

Construction of public infrastructure may be financed using proceeds from tax increment financing, private developer payments, and/or grant and loan programs.

Tax Increment Financing

Yellowstone County could use tax increment financing to fund some or all of the public infrastructure needed to support the value-adding industry development within the Lockwood TEDD. The private industrial development that will generate the property taxes needed to finance the infrastructure, will also need that infrastructure to develop. Therefore, initial investment by private entities for public infrastructure will be necessary to start development within the TEDD. Once property taxes have increased enough to generate revenue for the TEDD, there are several mechanisms that Yellowstone County can use to pay for expansion of needed infrastructure.

- **Tax Increment Bonds** – Revenues from the tax increment would be pledged to pay bond principal and interest annually. The terms of the bond would be dependent on tax increment revenues available. The amount of tax increment realized each year must exceed the amount of the bond payment to be made each year, by as much as two times and the County must maintain an adequate reserve account.

Tax increment districts are authorized by Montana law for a period of 15 years. However, the time period may be extended up to 25 years to coincide with the term of a tax increment bond.

- **Annual Tax Increment Appropriations** – Smaller projects may be financed by annual tax increment receipts by appropriation. Funds would be determined each year based on the amount of the annual increment minus prior commitments, including debt service administrative costs.
- **Revolving Loan Funds** – The Montana statutes allow for loan programs that use TIF funds. Such funds may be loaned for the construction of private infrastructure or other activities in support of the goals of the TIF district. As principal and interest payments are made, the funds may be loaned again.
- **Conventional Financing** – Yellowstone County may borrow funds from commercial lending institutions in order to finance public infrastructure improvements. Annual tax increment revenues will pay principal and interest on the loan. A conventional loan agreement will not, however, extend the authorized 15-year time period for a TEDD.
- **Developer Reimbursement Agreements** – Because the initial investment for the improvements and extensions of public improvements will likely be funded by private entities, Yellowstone County could enter into reimbursement agreements with private

entities for eligible expenses. Such expenses would include public utility and road improvements that serve the TEDD District to support value adding industries.

Federal and State Grants

Yellowstone County may pursue other funding sources in conjunction with the TIF program. Federal and state grants are available to assist local governments in financing capital improvements.

Potential sources include the following:

- Treasure State Endowment Program (TSEP) is a state funded program to assist local governments finance capital improvements to sewer and water facilities. Grants can be requested up to \$500,000 and a match from the local government is usually required. The match may be in the form of another grant.
- The Montana InterCap Program (INTERCAP) is a loan program to assist with costs associated with infrastructure, and the acquisition and installation of equipment or personal and real property.
- Community Development Block Grant (CDBG) is a federally funded program to that provided assistance to communities for things such as public facilities, economic development and planning grants.
- Transportation Alternatives Program (TA Program) is a federal program to assist local government develop transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects that improves access to public transportations, recreational trail improvements, and safe routes to school projects.
- The Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program is a federal program that funds the building and repairing of critical pieces of road, rail, transit and port facilities.

Unused Tax Increment

In accordance with MCA 7-15-4291, Yellowstone County “may enter into agreements with the other affected taxing bodies to remit to such taxing bodies any portion of the annual tax increment not currently required for the payment of the costs listed in 7-15-4288 MCA or pledged to the payment of the principal of premiums, if any, and interest on bonds to in 7-15-4289.”

6. PROGRAM ADMINISTRATION

The Lockwood TEDD program will be managed by an advisory board, which may include representatives from the community, property owners within the TEDD, and/or taxing entities, and will report to the Yellowstone County Commission. Decisions concerning annual work plans and budgets, programs, recruiting and other actions will be made directly by the Yellowstone County Commission. The Lockwood TEDD Advisory Board will prepare an annual work plan and budget, including anticipated revenues, project priorities and financing strategies. Once the work plan and budget have been reviewed and set by the Yellowstone County Commission, it will be the responsibility of the Advisory Board to implement the work plan and oversee/manage the budget.

Each annual work plan will include the following elements:

- Anticipated increment revenue
- Financing strategies anticipated, including:
 - Tax increment
 - Debt financing
 - Additional funding sources
- Project priorities and associated costs
- Administrative budget, including staff and consulting services
- The Yellowstone County Board of Commissioners will review the work plan and determine whether any changes are necessary before setting the budget. Once the budget is set, the TEDD Advisory Board, in conjunction with the County, will be responsible for:
- Developing financing strategies
- Working with the County, property owners, and developers to identify public infrastructure projects for the future
- Reviewing proposed infrastructure development projects for the future
- Following all local government procurement rules with respect to:
 - Preparing bid and proposal requests
 - Reviewing proposals from engineers, contractors, and other vendors
 - Making recommendations to the BOCC regarding contractor selection
- Monitoring projects
- Conducting market analysis, engineering studies, and project feasibility analyses

TEDD Program Criteria

Yellowstone County can use tax increment financing in conjunction with other funding mechanisms to support the development of secondary value-adding industry within the Lockwood TEDD. Infrastructure projects identified for funding will need to meet criteria that have been established based on the goals of this plan. The following criteria may be used to evaluate requests for improvement projects using tax increment financing. Future criteria may be added as District needs warrant.

- Project Location. The project must meet one of the following criteria:
 - Be located within the Lockwood TEDD area, or
 - May be outside of the TEDD area but provide vital and necessary connection from public infrastructure to the TEDD area
- Job Creation. Projects that demonstrate an increase in the number of jobs within the area.
- Taxable Valuation. Projects that demonstrate an increase in the valuation of the property, which will increase the tax base.
- Value-Adding. Projects must be engaged in value-adding industries as defined in MCA 7-15-4279 (a) and (b).

7. PLAN AMENDMENTS

While this plan provides flexibility to accommodate different approaches and variances in development, changes may be necessary. Amendments to this plan, including changes to the District boundary, may be made by resolution by the Yellowstone County Board of County Commissioners.