



BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

City of Billings & Yellowstone County
MEETING MINUTES

Tuesday, October 26, 2021 MEETING TIME: 11:30 am

1st Floor Conference Room of 2825 3rd Ave. N

Live Coverage was available here: <https://www.facebook.com/Billings-Planning-Community-Services-Department-1738982159659260/> Recording is also available on same Facebook page link.

DRAFT

Call to order: Scott Barber, BPAC Chair, called the meeting to order at 11:30 am

Members present: Kristi Drake, City; Dorothy Dupree, County; Liana Susott, County; Rose Cook, County.

Others present: Elyse Monat, Active Transportation Planner; Mac Fogelsong, City Engineer; Dakota Martonen, Staff Engineer; City Council Candidate Tim Warburton

Public Comment Period:

a. Comments on items not on the agenda and request to add items to future agendas –
None

b. Online comments and comments received by the Active Transportation Planner –
A man emailed Kristi Drake, BPAC member, asking about the condition of the trail on Elysian Road including the pavement condition, some overhanging branches, and weeds. Elyse Monat, Active Transportation Planner, passed the concern about the condition of the trail onto Engineering for inspection as the property owner is responsible and reported the low hanging branch to Code Enforcement. Weed season is over so Code Enforcement cannot do anything about the weeds now.

Two people contacted Elyse about the trail through Pioneer Park. The first was anonymous so she could not respond. Elyse responded to the second email from Amelia Marquez and let her know that the City is aware of the problem and is looking for funding to fix it. Elyse also passed the comment onto the Parks Department.

Amelia’s comment read:

Bicycle Pedestrian Advisory Committee:

My name is Amelia Marquez and I reside at 300 N 25th St 59101. I would like to ask the committee to look into the trail that starts on the west side of Pioneer Park and goes down the hill near Senior High. During my walk through the park I noticed the city placed a sign to recognize the trail as an official bike path. Due to the state of the path, many pedestrians, bicyclists, and students trip on the rough path. This path is popular during the winter as well and I have heard

many students express concerns about walking on the path in its current condition when wet or icy.

I appreciate your time and dedication to improving our paths!

The group discussed that the Pioneer Park trail condition is a known issue, but that there is not funding to fix it.

Motion. Approval of the meeting minutes of September 28, 2021: Liana Susott BPAC member, moved to approve the September 2021 minutes. Rose Cook, BPAC member, seconded. The motion to approve the minutes as amended passed unanimously.

Old Business:

CIP projects

Mac Fogelsong, City Engineer, gave a presentation about the projects that Engineering has in its Capital Improvement Plan (CIP) for 2023-2028.

Projects from the 2021 construction season included:

- 32nd St. W trail, which will probably be finished in the spring
- Boulder Ave. sidewalk on north side of the street from Rehberg Ln. to Boulder Elementary

Sidewalk projects for construction season 2022 include:

- Alkali Creek Road sidewalk from Sandstone Dr. to Alkali Creek Elementary School
- The South Billings Urban Renewal District (SBURD) gravel streets project will include sidewalks on Vaughn Ln., Hillview Ln., Mitchell Ave., Ryan Ave., Stephens Ln., and Morgan Ave. for a total of 2.2 miles of sidewalks

Multi-Use Paths

- Path along BBWA Canal on the south side of St. Francis School, to be constructed spring/summer 2022
- Path along one side of Mallowney Ln., generally from Elysian Rd. to Midland Rd (FY23)- construction may extend into calendar year 2023
- Skyline Trail

After the presentation, the group discussed its suggestions for sidewalk/crosswalk/ADA ramp projects for the CIP.

Suggestions for sidewalks/crosswalks/ADA ramps:

- Crosswalk at 21st and Poly

Kristi solicited feedback from the Billings TrailNet membership which included (list is unedited and presented as submitted):

Where are there missing sidewalks that need to be installed?	Is there a sidewalk with problems, such as mailboxes located in the middle of the sidewalk, or other hazards? If so, please give exact location.	Is there a street that needs a crosswalk or enhanced crossing? If so, where and what type of crossing enhancement is needed?	Is there a sidewalk or trail that needs an accessible ramp? If so, please share the location
S. 25th Street - missing parts of sidewalk along the street, some segments are rough/broken, South 36 St. W in between Monad and Central	S 38th St W in between Monad and Central - mailboxes in the middle of sidewalk; 2nd Ave S in between S 39th and 41th have a lot of broken/crumblly segments	Monad and 36th St W - add pedestrian crossing signs, paint wears away quickly there and people drive fast; N Broadway and S 28th St crossing - extend curbs? people never look before turning left there, I've almost been hit multiple times crossing here downtown	Trail through Pioneer Park
		I would like to see enhanced crossing on Zimmerman Trail at Colton Boulevard. I cross here to get to the Big Ditch Trail. There is a crosswalk, but people are not good about stopping.	
South side of Central Ave., undeveloped land between 29th St. W and 31 St. W; can a sidewalk be installed and charged to the property owner as a SID? Needs to be shoveled in winter as well.	MDT plowing snow onto 27th Street sidewalks continues to be an issue north and south of downtown. Challenging situation to address.	Minnesota Ave. across 27th Street. Bikeway crossings of Division at 2nd and 3rd Avenues N.	A ramp is needed on 38th St. W where the connector from the Big Ditch Trail comes to the sidewalk.
Sidewalk on the west side of Virginia between Poly and Rimrock (esp between Woodland Drive and Park Ln)		Cross walk at Park Ln, across Virginia between MSUB parking and poet Street neighborhood	
Sidewalks on Highwood between Poly and Rimrock		Crosswalk on Rimrock at Glenwood	
Sidewalk on south side of Rimrock between Highwood and Virginia	mailboxes in the middle of the sidewalk on Rimrock between Chapman to 13th		
Separated path next to the ditch on Poly Drive between Virginia and The bridge over the ditch.			

Kristi asked for sharrow markings in a couple of places, for example on Poly Dr. near Grandview. Scott Barber, BPAC Chair, suggested a bike facility on 24th St. N of Grand Ave. where there is a lot of available asphalt space.

List of Plans and their data

Elyse presented a list of plans and the data sources that they explore. The presentation is saved as an attachment to these minutes for the record.

Kristi pointed out that there are many bike/ped crashes on 27th St. and she wants to work on changing that. Scott wondered how information from these plans gets in front of MDT. Mac said MDT is going into their 5-year plan so now would be a good time to share information.

Dorothy suggested taking a comprehensive look at the plans and comparing findings from them.

New Business:

Jim Dutcher Trail Closure

While the Montana Department of Transportation (MDT) is working to open the Jim Dutcher trail when possible during the I90 construction, there is no specific timeline when they will do so. The Billings MDT District Administrator is doing what he can to figure out when the trail can be open. MDT will try to include in their weekly email update whether or not the trail is open.

Kristi shared that MDT's policy says it is supposed to provide alternative transportation routes during construction and that for some people the Jim Dutcher trail is a transportation route. Dorothy asked if MDT puts up signs to indicate that the trail is closed.

Dorothy Dupree, BPAC member, made a motion that Chairman Scott develop a letter to Council, Commissioners, and Planning Board on the closure of Jim Dutcher trail. Rose seconded. The motion passed unanimously. BPAC will include in its letter that MDT should reroute trail traffic and notify trail users of closures via signage.

Schedule combined November/December BPAC meeting.

BPAC typically combines its November and December meetings as the regular meeting days would be very close to the Thanksgiving and Christmas holidays respectively. BPAC decided to meet on December 7 at 11:30 am.

Other Business:

Kristi mentioned that she invited Tim Warburton and a couple of other City Council candidates to the BPAC meeting to see what BPAC does. She asked Tim if he had any comments. In regard to the trail closure by MDT, Tim said that the squeaky wheel gets the grease and encouraged BPAC to submit its letter to City Council encouraging them to talk with MDT about the trail closure.

Future agenda items:

Presentation from MDT

Frequency of presentations to Council

Discussing how to move forward with all the data. BPAC members will do a cross referencing of data across plans. They will take major concerns to the Council after reviewing all the plans. The group suggested trying to present to the governing bodies in May

Adjournment

Rose motioned to adjourn; Kristi seconded. All voted in favor.

Relevant Plans and Data Sources/Points

Billings Area Bikeway and Trails Master Plan



- “The Billings Area Bikeway and Trail Master Plan establishes both a long-term vision and defined, achievable short-term actions to improve mobility and recreation opportunities in the Billings Area.”
- Contains:
 - Visions, Goals, and Objectives
 - Existing Conditions
 - Needs Assessment
 - Recommendations
 - Implementation

<https://ci.billings.mt.us/DocumentCenter/View/34091/Billings-Bikeway-and-Trails-Master-Plan>

Billings Area Bikeway and Trails Master Plan



- Commute to work mode share comparison (Census)
- Commute rates vs other towns in MT
- Active transportation mode share by Census tract
- Travel to work time by Census tract
- Percentage of major roads with bike lanes
- Trail Counts
- Bike lane counts
- Gender parity in walking and biking
- Collision locations
- Severity of crashes
- Analysis of when and where crashes occurred
- Level of bicycle traffic stress map

Billings Area Bikeway and Trails Master Plan



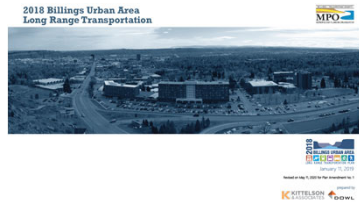
- Survey results from residents on:
 - Ease of walking/biking
 - Recreational opportunities qualities
 - Enforcement
 - Most important types of facilities (walking and biking trails first)
 - Where improvements should be focused
 - Support for allocating local funds to expand network
 - Funding source priority ranking
 - Top seven most critical gaps in the system
 - Level of support for additional taxes or fees for bikeways/trails
 - Top ranked priorities for investment
 - Top barriers that prevent residents from walking/bicycling more
- Results of interactive map

Billings Area Bikeway and Trails Master Plan



- Average Annual bike/walk trips based on potential growth scenarios
 - Estimated reductions from this growth
 - Healthcare costs
 - CO2
 - VOCs
 - VMT
 - Traffic Congestion Costs
 - Vehicle Collision Costs
 - Household Vehicle Operation Costs
- % decrease in federal funding over specific time period
- Prioritized ranking of projects (neighborhood bikeways, bike lanes, and trails)

Long Range Transportation Plan (LRTP)



- Updated every 5 years
- “A framework to guide the development and implementation of multimodal transportation system projects for the Billings urban area.”

https://ci.billings.mt.us/DocumentCenter/View/45535/Final-Billings-Urban-Area-LRTP-Update-Oct-2020_Low-1

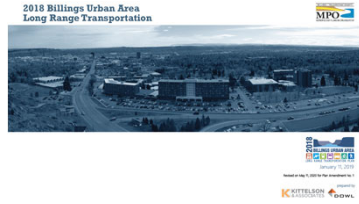
Long Range Transportation Plan (LRTP)

Table 3.6 LRTP Goals, Objectives, and Performance Measures

2018 LRTP Goal	Objective	Performance Measure(s)	Data Source	Related Federal Planning Factors	Supportive Plan / Policy
Safety	Reduce the rolling five-year average number of fatal and serious injury crashes by 20% between 2018 and 2023.	Fatal and serious injury crashes	MDT / City of Billings	1, 2, 3, 4, 6, 7, 8, 9, 10	Billings Community Transportation Safety Plan
	Reduce the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles travelled by 20% between 2018 and 2023.	Fatal and serious injury crashes, vehicle miles travelled	MDT / City of Billings		
	Reduce the rolling five-year average number of fatal crashes and serious injury crashes involving non-motorized modes by 20% between 2018 and 2023.	Non-motorized fatal and serious injury crashes	MDT / City of Billings		
Functional Integrity and Efficiency	Develop an inventory of critical infrastructure. Update the regional emergency response plan at least once by 2023.	Critical infrastructure inventory and regional emergency response plan	City of Billings / Yellowstone County	1, 3, 4, 6, 7, 8, 9, 10	Functional Classification Map Various Corridor and Intersection Studies Emergency Operations Plan Multi-jurisdictional Pre-Disaster Mitigation Plan Update
	Reduce the number of intersections identified as operating at LOS E or worse during the peak hour in the 2018 LRTP by 10% between 2018 and year 2023.	Intersection level of service (LOS)	City of Billings / Yellowstone County		
	Reduce weekday peak hour vehicular and freight travel time on selected principal arterial corridors by 5% between year 2018 and 2023.	Weekday peak hour travel time	City of Billings/Yellowstone County		
Prioritized Improvements	Create an annual prioritized list of locally constrained projects.	List creation	City of Billings / Yellowstone County	7, 8	Transportation Improvement Program (TIP) Capital Improvement Plan (CIP) Unified Planning Work Plan (UPWP)
Environment	Develop and codify a stormwater management ordinance for the Billings urban area that establishes minimum stormwater management requirements and controls for major developments by year 2023.	Ordinance development and codification	City of Billings / Yellowstone County	5, 9	2017 Comprehensive Parks & Recreation Master Plan 2018 Billings Growth Policy 2016 Lockwood Growth Policy
Public Transit and Transportation	Maintain annual transit ridership each year from 2018 to 2023.	Total annual ridership	MET Transit	2, 3, 4, 6, 10	MET Business Plan MET Transit Asset Management Plan
	Maintain 2018 number of routes, hours of service of each route, and headways on each route for the next 5 years.	Number of routes, hours of service, headways	MET Transit		
	Maintain 2018 rate of replacement of buses for next 5 years.	Number of buses replaced	MET Transit		
Pedestrians and Bicyclists	Increase number of bicycle lane miles by 10% between year 2018 and 2023.	Number of bicycle lane miles	City of Billings / Yellowstone County	2, 3, 4, 6, 10	City of Billings Complete Streets Policy – 2016 Billings Area Bikeway and Trails Master Plan Update Lockwood Non-Motorized Transportation Plan Rims to Valley Study Highway 3 Corridor Study
	Increase number of shared-use trail miles by 10% between 2018 and 2023.	Number of trail miles	City of Billings / Yellowstone County		
	Incorporate bicycle or pedestrian facilities on 75% of projects between 2018 and 2023.	Number of projects with bicycle or pedestrian facilities incorporated	City of Billings / Yellowstone County		
	Increase bicycle and pedestrian traffic counts at selected trails and intersections by 10% between 2018 and 2023.	Number of bicyclists number of pedestrians	City of Billings / Yellowstone County		
Economic Vitality	None – based on objectives shown for Functional Integrity and Prioritized Improvement Goals			1, 5, 10	None

https://ci.billings.mt.us/DocumentCenter/View/45535/Final-Billings-Urban-Area-LRTP-Update-Oct-2020_Low-1

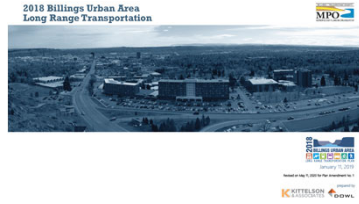
Long Range Transportation Plan (LRTP)



- Survey on attitudes including:
 - Level of priority to add bike facilities/trails/ped facilities
 - % of people who want additional taxes/fees to go to maintenance, new corridors, improve bike/ped/trails, etc.
 - # of days rode bike in last 30 days
 - Reason for riding bicycle

https://ci.billings.mt.us/DocumentCenter/View/45535/Final-Billings-Urban-Area-LRTP-Update-Oct-2020_Low-1

Long Range Transportation Plan (LRTP)



- Population, housing, and employment density
- Population and employment change projections
- Existing roadway and traffic control devices
- Intersections with high crash rates
- Total reported crashes
- Intersection and corridor crash rates
- Traffic projections 2040
- Typical school-related mode share
- Ped/bike crashes by severity maps
- Proposed projects-including bike/ped
- Not all data listed here

https://ci.billings.mt.us/DocumentCenter/View/45535/Final-Billings-Urban-Area-LRTP-Update-Oct-2020_Low-1

Complete Streets Progress Report



- Published every 3 years to track progress on performance measures for the Complete Streets Policy

“Complete Streets is a transportation and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages, abilities regardless of their mode of transportation”
<https://ci.billings.mt.us/DocumentCenter/View/45518/Final-Complete-Streets-Progress-Report-2020>

Complete Streets Progress Report



- Bike/Ped counts at select locations
- Timeline of significant improvements/changes
- Inventory of existing facilities (sidewalks, % of streets with sidewalks, trails, bike lanes)
- Ped/bike crashes since 2009
- Transit: Yearly ridership, yearly ridership by passenger type, yearly passenger miles traveled, yearly bike rack and lift uses on MET buses
- All types of crashes in Billings 2011-2018
- Commute Mode Share (Census)
- Transit/trail connections
- YC health data (covered in CHNA)

Yellowstone County Community Health Needs Assessment (CHNA)



2020 Community Health Needs Assessment Report

Yellowstone County, Montana

Sponsored by:
Billings Clinic, RiverStone Health,
and St. Vincent Healthcare

By:
PRC, Inc.
11326 P Street Omaha, NE 68137-2316
www.PRCConsultingResearch.com

2019-0160-02
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PRC, Inc.

- Conducted every 3 years
- 5 cycles spanning back 15 years
- “...A systematic, data-driven approach to determining the health status, behaviors, and needs of residents in Yellowstone County...”
- Can talk with HBD about new topic/themes for 2022 CHNA

Sponsored by the 3 major healthcare organizations, organized by HBD

<https://www.healthybydesignyellowstone.org/wp-content/uploads/2021/09/2020-PRC-CHNA-Report-Yellowstone-County-MT-FINAL-2020.02.07-1.pdf>

Yellowstone County Community Health Needs Assessment (CHNA)



2020 Community Health Needs Assessment Report

Yellowstone County, Montana

Sponsored by:
Billings Clinic, RiverStone Health,
and St. Vincent Healthcare

By:
PRC, Inc.
11326 P Street Omaha, NE 68137-2316
www.PRCconsult@research.com

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PRC, Inc.

- Percentages of the YC population:
 - Have no leisure-time physical activity in the past month
 - Meet physical activity recommendations (broken down by sub-groups)
 - Child is physically active for one or more hrs./day
 - Screen time for entertainment (broken down by sub groups)
 - Recreation & fitness facility access
 - Decision to be physically active outdoors is negatively affected by poor weather

<https://www.healthybydesignyellowstone.org/wp-content/uploads/2021/09/2020-PRC-CHNA-Report-Yellowstone-County-MT-FINAL-2020.02.07-1.pdf>

Yellowstone County Community Health Needs Assessment (CHNA)



2020 Community Health Needs Assessment Report

Yellowstone County, Montana

Sponsored by
Billings Clinic, RiverStone Health,
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By:
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www.PRCConsultingResearch.com

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- Frequency of walking, biking, or using public transportation for daily commute
- “Never” walked, biked, or used public transportation in the past year
- Made an attempt in past yr. to increase activity through changes to everyday behavior
- Prevalence of total overweight
- Prevalence of obesity (sub-group)
- Prevalence of overweight and obesity in children

<https://www.healthybydesignyellowstone.org/wp-content/uploads/2021/09/2020-PRC-CHNA-Report-Yellowstone-County-MT-FINAL-2020.02.07-1.pdf>

Yellowstone County Community Health Needs Assessment (CHNA)



2020 Community Health Needs Assessment Report

Yellowstone County, Montana

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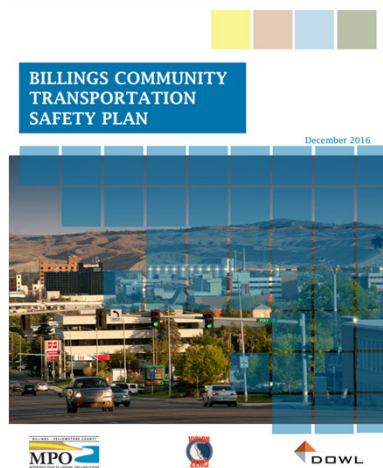
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- Mental health status
- Diagnosed with a depressive disorder
- Experienced symptoms of chronic depression (sub-group)
- Levels of stress
- Most days as “extremely” or “very” stressful (sub-group)
- Average annual deaths by suicide per 100,000
- Have considered suicide (sub-group)
- Frequency of feeling isolated/often experience isolation (sub-group)
- Not all mental health data points are listed here

<https://www.healthybydesignyellowstone.org/wp-content/uploads/2021/09/2020-PRC-CHNA-Report-Yellowstone-County-MT-FINAL-2020.02.07-1.pdf>

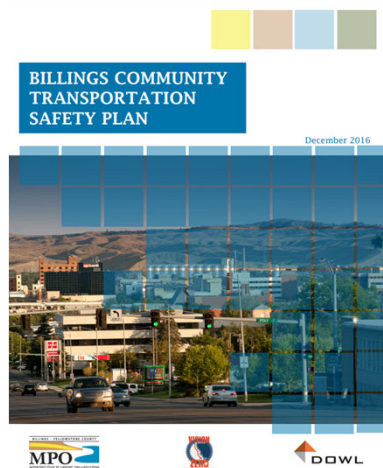
Community Transportation Safety Plan



- From 2016, but being updated now
- "...to reduce fatal and serious injury crashes in the Billings area."
- Fatal and serious crashes by emphasis area (i.e. young driver, unbelted, inattentive, ped involved, bike involved, etc.) and by:
 - Gender
 - Age
 - Person type (driver, passenger, non-motorist)
 - Roadway type
 - Within/outside COB limits
 - Junction relation (driveway, intersection, etc.)
 - Time of day
 - Day of week
 - Month
- Emphasis area overlap (i.e. % young drivers who were unbelted)

https://ci.billings.mt.us/DocumentCenter/View/33404/CTSP_FINAL_DRAFT

Community Transportation Safety Plan



- Survey results from public
 - Ranking of priority areas that “have the greatest potential to reduce fatal and serious injury crashes”
 - Strategy ranking
- Fatal and serious injuries based on 5-year rolling average (% reduction)

https://ci.billings.mt.us/DocumentCenter/View/33404/CTSP_FINAL_DRAFT

2017 Billings-Yellowstone County Household Travel Survey

2017 Billings-Yellowstone County Household Travel Survey

Final Report



November 10, 2017

Prepared for:
Billings-Yellowstone County MPO
2625, 5th Avenue North
4th Floor
Billings, MT 59102

Prepared by:
Westat
An Employee-Owned Research Corporation®
1600 Research Boulevard
Rockville, Maryland 20850-3129
(301) 251-1500

- “Undertaken with the purpose of understanding the demographics and travel behavior of residents of Billings and Yellowstone County”
- 1,066 households, 2,351 people, and 10,629 trips surveyed
- Tracked trip information via smartphone app
- 6.9% of trips are via walking or biking

https://ci.billings.mt.us/DocumentCenter/View/35446/Billings_Household_Travel_Survey_Final_Report

2017 Billings- Yellowstone County Household Travel Survey

Table 5. Data Elements Collected

Household Variables	Person Variables	Trip/Place/Location Variables
Size	Age	Location name
Lifecycle	Gender	Address of location
Income	Race	Activity duration (calculated)
# of children	Hispanic origin	Trip duration
# of people with a disability	Person disability	Arrival time
# of driver's license holders	Type(s) of disability	Departure time
# of students	Educational attainment	Travel distance in miles
# of trips	License	Trip purpose
# of vehicles	Relationship to person 1	Secondary trip purpose
# of workers	Reason for no trips	Longitude/latitude
Home ownership status	Person reporting travel (Proxy)	Travel mode
Residence type	Total count of person trips	Party size
Travel day of week	Employment status	List of household members on trip
Assigned travel day	Employed	# of Household members on trip
	Employer industry	# Of non-household members on trip
	Number of jobs	Reason given for longer than usual trip
	Hours worked per week	
	Compressed work week	
	Ability to change work schedule	
	Telecommuting offered	
	Telecommuting days per week	
	Mode of transport to work	
	Carpool to work	
	Work place location	
	Work days	
	Volunteer status	
	Volunteer frequency	
	Student status	
	Current level of school	
	Online-only school	
	Home schooled	
	Mode of transport to school	

Many other data points derived from this data

2017 Billings-Yellowstone County Household Travel Survey

2017 Billings-Yellowstone County Household Travel Survey

Final Report



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- General survey including:

- Level of priority to fund bike/ped/trail facilities
- How many days ride bike in last 30 days
- Reason for riding bike
- Terrain ride bike on
- What keeps you from riding bike more often

https://ci.billings.mt.us/DocumentCenter/View/35446/Billings_Household_Travel_Survey_Final_Report

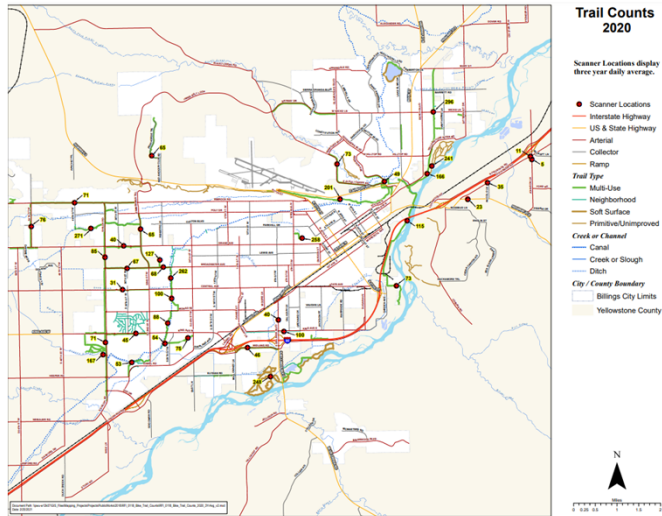
Recent sub-area studies

- 5th Ave. Corridor Feasibility Study
- Bike & Scooter Share Feasibility
- Highway 3 Corridor Study
- Inner Belt Loop Corridor Study
- Lockwood Non-Motorized Study
- Rims to Valley Non-motorized Study
- West End Multi-Modal Transportation Study
- Yellowstone-Riverfront Trail Feasibility Study
- Zoo to Riverfront Park Trail Study
- Downtown Traffic Plan

May not be all of recent studies

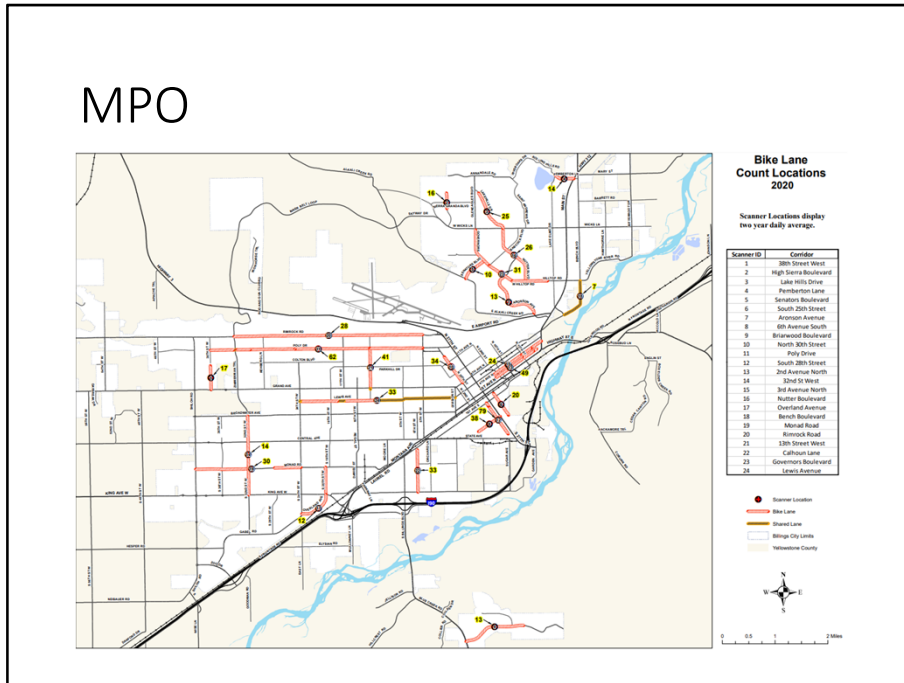
Other data sources

MPO



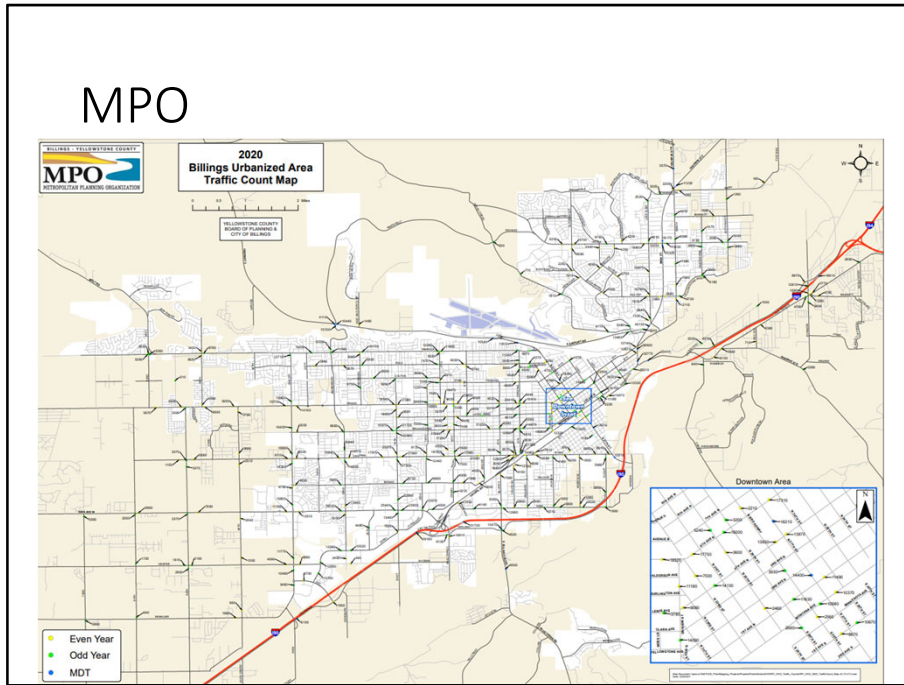
Produced every year
<https://ci.billings.mt.us/2336/Transportation-Resources>

MPO



Produced every year
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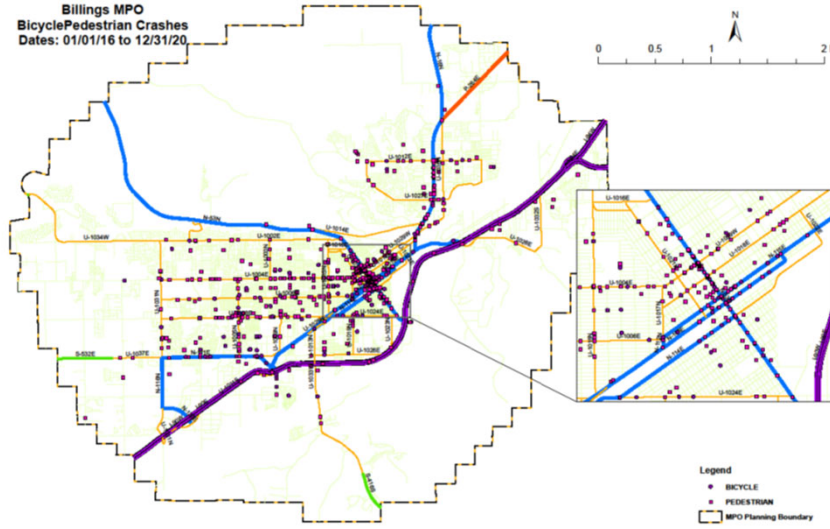
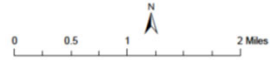
MPO



Produced every year
<https://ci.billings.mt.us/2336/Transportation-Resources>

MDT

Billings MPO
Bicycle/Pedestrian Crashes
Dates: 01/01/16 to 12/31/20



- Legend
- BICYCLE
- PEDESTRIAN
- MPO Planning Boundary

MDT

City and Statewide Crash Data (2011 - 2020)

Crash Description -----> **Pedestrian**

City -----> **Billings**

Data retrieved August 18, 2021

MDT Crash Database is a dynamic system. Crash data is continually reviewed and updated. Data values may be different than previous publications.

Injury Severity	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatality	0	1	1	1	2	2	0	5	0	1
Serious Injury	5	5	5	9	3	5	6	3	3	2
Other Injury	19	36	31	23	25	18	30	16	20	30
No Injury	7	3	6	1	2	3	3	5	5	2
Unknown/Other	20	5	4	1	8	7	9	9	2	1
Total	51	50	47	35	40	35	48	38	30	36

Crash Severity	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crash	0	1	1	1	2	2	0	5	0	1
Serious Injury Crash	5	5	4	9	4	3	6	3	3	2
Other Injury Crash	20	35	32	23	24	18	27	16	20	30
No Injury Crash	3	3	9	2	5	10	10	14	4	3
Unknown/Other Crash	18	2	0	0	5	1	1	0	2	0
Total	46	46	46	35	40	34	44	38	29	36

25 40 36 32 28 21 33 19 23 32

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

MDT

City and Statewide Crash Data (2011 - 2020)

Crash Description ---->	Pedalcyclist									
City ---->	Billings									
	Data retrieved	August 18, 2021								
	<small>MDT Crash Statistics by Research Center: Crash Data is continually revised and updated. Data values may be different than previous publications.</small>									
Injury Severity	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatality	0	0	0	0	0	1	0	1	0	0
Serious Injury	1	1	1	2	3	1	1	2	0	1
Other Injury	24	29	23	18	18	20	19	10	13	16
No Injury	4	9	9	1	7	4	3	4	2	1
Unknown/Other	1	1	0	0	0	3	1	2	0	5
Total	30	40	33	21	28	29	24	19	15	23
Crash Severity	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crash	0	0	0	0	0	1	0	1	0	0
Serious Injury Crash	1	1	1	2	3	1	1	2	0	1
Other Injury Crash	23	29	23	18	17	20	19	11	13	16
No Injury Crash	5	9	4	1	7	7	4	5	1	5
Unknown/Other Crash	0	0	0	0	0	0	0	0	1	1
Total	29	39	28	21	27	29	24	19	15	23
	24	30	24	20	20	21	20	13	13	17

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

MDT



2020 Daily Vehicle Miles Traveled (DVMT)
by Urban Area, by System

2020 Traffic by Urban Report

July 07, 2021

Urbanized Area Population 50,000 -	Interstate		NI-NHS		Primary		Urban		Total	
	Mileage	DVMT	Mileage	DVMT	Mileage	DVMT	Mileage	DVMT	Mileage	DVMT
1 BILLINGS	16,561,707	385,581	27,575	409,061	2,450	25,003	75,758	671,618	122,345	1,491,263
2 GREAT FALLS	7,538,114	72,244	30,538	371,095	0.000	0	52,982	186,959	91,054	630,294
3 MISSOULA	20,295,875	375,300	30,099	530,053	0.000	0	44,848	289,835	95,243	1,195,188
Total	44,391	833,125	88,212	1,310,209	2,450	25,003	173,588	1,148,408	308,641	3,316,745

Urban Area (Population 5,000 - 49,999)	Interstate		NI-NHS		Primary		Urban		Total	
	Mileage	DVMT	Mileage	DVMT	Mileage	DVMT	Mileage	DVMT	Mileage	DVMT
1 ANACONDA	0	0	0.000	0	8,394	38,893	5,359	6,653	13,753	45,546
2 BELGRADE	6,502,490	140,543	3,178	46,538	1,960	11,305	16,019	80,288	27,659	278,674
3 BOZEMAN	9,331,563	221,611	9,578	186,931	8,085	55,795	30,445	204,038	57,439	668,375
4 BUTTE	11,907,665	125,319	8,550	90,158	3,398	6,555	26,547	92,357	50,403	314,389
5 COLUMBIA FALLS	0	0	5,912	98,143	0.000	0	9,713	22,166	15,625	120,309
6 GLENDIVE	6,419,236	35,836	8,920	40,570	0.000	0	9,933	11,465	25,272	87,871
7 HAMILTON	0	0	5,761	66,838	0.000	0	2,656	11,977	8,417	78,815
8 HAVRE	0	0	5,270	39,170	0.000	0	12,059	31,013	17,329	70,183
9 HELENA	6,321,556	89,505	14,412	195,976	0.000	0	42,666	267,850	63,399	553,331
10 KALISPELL	0	0	26,855	431,310	4,095	56,309	39,722	155,263	70,673	642,882
11 LAUREL	8,139,173	183,343	3,842	29,915	0.000	0	13,190	27,404	25,171	240,662
12 LEWISTOWN	0	0	8,959	31,423	0.000	0	11,324	13,119	20,283	44,542
13 LIVINGSTON	1,762,423	23,025	6,165	44,104	0.000	0	15,347	28,737	23,274	95,866
14 MILES CITY	2,935,135	16,568	10,678	34,083	0.000	0	10,263	18,233	23,876	68,884
15 SIDNEY	0	0	6,828	39,046	2,272	3,420	9,234	17,495	18,333	59,961
16 WHITEFISH	0	0	5,724	77,769	0.000	0	2,976	25,102	8,700	102,871
Total	53,319	835,750	130,633	1,451,974	28,205	172,277	257,452	1,013,160	469,608	3,473,161

https://mdt.mt.gov/other/webdata/external/Planning/traffic_reports/tburban.pdf

National Highway Traffic Safety Administration



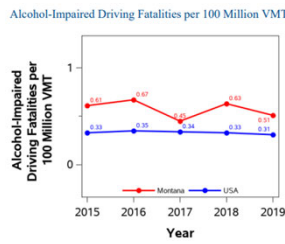
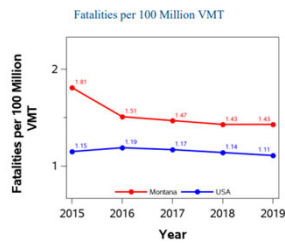
<https://cdan.dot.gov/DataVisualization/DataVisualization.htm#>

National Highway Traffic Safety Administration



<https://cdan.dot.gov/DataVisualization/DataVisualization.htm#>

National Highway Traffic Safety Administration-State Traffic Safety Information



Montana Fatalities by Person Type

Person Type	2015	2016	2017	2018	2019
Occupants					
Passenger Car	69	51	28	26	43
Light Truck - Pickup	53	24	43	23	40
Light Truck - Utility	39	17	41	22	43
Light Truck - Van	4	2	7	4	6
Light Truck - Other	5	2	1	1	1
Large Truck	2	1	6	3	2
Bus	1	0	0	0	1
Other/Unknown Occupants	11	5	8	4	3
Total Occupants	184	82	159	84	149
Motorcyclists					
Total Motorcyclists	24	11	17	9	22
Nonoccupants					
Pedestrian	14	8	11	8	14
Bicyclist and Other Cyclist	1	0	3	2	1
Other/Unknown Nonoccupants	1	0	0	0	0
Total Nonoccupants	16	7	14	7	15
Total	224	100	190	100	181

Montana Fatalities by Person Type and Race/Hispanic Origin

Person Type by Race/Hispanic Origin	2015	2016	2017	2018	2019
Occupants (All Vehicle Types)					
Hispanic	8	2	2	2	4
White Non-Hispanic	158	138	142	132	
Black, Non-Hispanic	1	0	1	1	
American Indian, Non-Hispanic/Unknown	34	36	26	25	
Asian, Non-Hispanic/Unknown	2	0	0	1	
Pacific Islander, Non-Hispanic/Unknown	1	0	0	1	
All Other Non-Hispanic or Race	4	0	0	0	
Total	208	176	171	164	
Non-Occupants (Pedestrians, Pedalcyclists and Other/Unknown Nonoccupants)					
Hispanic	1	1	0	1	
White Non-Hispanic	7	8	10	8	
Black, Non-Hispanic	0	0	0	0	
American Indian, Non-Hispanic/Unknown	8	5	5	8	
Asian, Non-Hispanic/Unknown	0	0	0	0	
Pacific Islander, Non-Hispanic/Unknown	0	0	0	0	
All Other Non-Hispanic or Race	16	14	15	17	
Total	224	100	186	181	

<https://cdan.nhtsa.gov/stsi.htm#>

Data goals

- What are your goals for the data you hope to obtain?