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

AGENDA
VIRTUAL VIDEO CONFERENCE FORMAT
JANUARY 26, 2021 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. **DELAYED. MEETING MINUTES**: January 12, 2021

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.* Public comment will be taken only during the Public Comment periods as indicated on the agenda, and during the Public Hearing under the Regular agenda. Comments may be sent to Planning via email before 3:00 PM on Tuesday, January 26th. Emails received before 3:00 P.M. will be read into the record, emails received between 3:00 PM and 5:00 PM, may be read during the meeting. The link to the video conference site is located: https://stream.lifesizecloud.com/extension/1855519/3d796ae9-b947-4552-a22c-de58bfd93a01 . The Public may also view the meeting via the Billings Planning & Community Services Facebook page: https://www.facebook.com/Billings-Planning-Community-Services-Department-1738982159659260/?ref=bookmarks

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. **NEW BUSINESS:** (Agenda items new to this meeting).

   a. Presentation. Discussion. MDT Railroad Study. Tim Erickson, PE, HDR Inc.

8. **OLD BUSINESS** (Agenda items that were not discussed or not completed in a previous meeting or items requiring action).

   a. Motion/Recommendation. Long Range Transportation Plan Amendment #2. Scott Walker, Transportation Coordinato presenting.

   b. Motion/Recommendation. Billings Urban Area Transportation Improvement Program, (TIP), Federal Fiscal Years 2020-2024 Amd 1. Scott Walker Transportation Coordinator, presenting.

r,

c. Motion/Recommendation. Downtown Billings Traffic Study. Alternative Prioritization and Public Preference Plan.

d. **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.The link to the video conference site is located: https://stream.lifesizecloud.com/extension/1855519/3d796ae9-b947-4552-a22c-de58bfd93a01 . The Public may also view the meeting via the Billings Planning & Community Services Facebook page: https://www.facebook.com/Billings-Planning-Community-Services-Department-1738982159659260/?ref=bookmarks

The Public may call in during specific Public Comment periods at 406.237.6196. All callers will be in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be restricted to 3 minutes of testimony as is customary.

1. Public Hearing. Presentation. Billings Area Bike and Scooter Share Feasibility Study. Mack Drzayich, Alta Planning and Design, presenting. Elyse Monat, Active Transportation Planner

2. Public Hearing. Motion/Recommendation to BOCC. Eagle Cliff Estates. County Major Subdivision. Dave Green, Planner II, presenting.

9. **OTHER BUSINESS:**

a. (Standing Item) Long Range Strategic Issues and an overview of future City and County issues and projects.

10. **ADJOURNMENT**

FUTURE AGENDA ITEMS FOR TUESDAY, FEBRUARY 9, 2021

a. Plat Review. Discussion. Annafeld North Subdivision 1st Filing. City Major Subdivision. Dave Green, Planner II, presenting.

b. Plat Review. Discussion. Annafeld North Subdivision 2nd Filing. City Major Subdivision. Dave Green, Planner II, presenting.

c. Plat Review/Discussion. West Meadows 2nd Filing, County Major Subdivision. Dave Green, Planner II, presenting

d. Plat Review. Discussion. Parkland West 7th Filing. City Major Subdivision. Dave Green, Planner II, presenting.

CITY/COUNTY PLANNING BOARD
1st Floor Large Conference Room, Miller Building
2825 3rd Avenue North, Billings, Montana 59101

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: 01/26/2021

Information

Subject

Motion/Recommendation. Long Range Transportation Plan Amendment #2. Scott Walker, Transportation Coordinator, presenting.

Attachments

List of edits in LRTP for amendment

List of Long Range Transportation Plan Amendments

- Cover page
  - Revised on October 9, 2020 for Plan Amendment No. 2
- Title page
  - Added column for LRTP Amendment No. 2 to the amendment table
- Chapter 5
  - Page 58, Table 5.6 - Updated cost for Inner Belt Loop project
- Chapter 9
  - Page 124, Table 9.10 – Updated cost and name for Skyline Trail project
- Chapter 12
  - Page 149, Table 12.1 - Updated cost, funding source for Inner Belt Loop project
  - Page 152, Table 12.1 - Updated total committed cost
  - Page 156, Table 12.2 – Updated cost, funding source for Skyline Trail project
  - Page 157, Table 12.2 - Updated total committed cost
  - Page 168, Table 12.4 – Updated total costs based on these two projects
- Chapter 13
  - Page 170, 2nd column – Updated total investment costs for the plan to $695 million
  - Page 175, Table 13.5
    - Added BUILD funding source and amount based on the awarded grant
    - Updated costs for Other (Private, Bonds, TIF, CDBG, etc.)
    - Updated total costs

Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 01/26/2021

Information

Subject

Motion/Recommendation. Billings Urban Area Transportation Improvement Program, (TIP), Federal Fiscal Years 2020-2024 Amd 1. Scott Walker Transportation Coordinator, presenting.

Attachments

2020-2024 TIP_DRAFT

Billings Metropolitan Planning Organization
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Federal Fiscal Years

Draft FFY 2020 – 2024

Amendment 1
November 2, 2020

Prepared by:

Billings Metropolitan Planning Organization

Yellowstone County Board of Planning

In cooperation with:

City of Billings, Montana
County of Yellowstone, Montana
Billings Urban Transportation District
Montana Department of Transportation
Federal Highway Administration
Federal Transit Administration

APPROVALS

REVIEWED BY	2020-2024	2020-2024 Amd I
Technical Advisory Committee	May 14, 2020	December 17, 2020
Yellowstone County Board of Planning (Public Hearing on May 27, 2020)	June 9, 2020	January 26, 2021
Billings City Council	June 9, 2020	February 8, 2021
Yellowstone County Board of County Commissioners	June 9, 2020	February 2, 2021

APPROVED BY	2020-2024	2020-2024 Amd I
Policy Coordinating Committee	June 16, 2020	February 16, 2021
Montana Department of Transportation	July 31, 2020	
Federal Highway Administration	July 31, 2020	
Federal Transit Administration	July 31, 2020	

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Acronyms

BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30.
GROWTH	Flexible state CMAQ funds distributed to high growth urban areas
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IM	Interstate Maintenance, IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization. The Yellowstone County Board of Planning is the MPO for the Billings Urban area.
NAAQS	National Ambient Air Quality Standards
NH	National Highway System, NH is a state sub-allocated program funded by the federal National Highway Performance Program
PE	Preliminary Engineering
PLH	Public Lands Highways
PLHD	Public Land Highways Discretionary Fund
PM_{10}	A federal standard for particulate (10 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
$PM_{2.5}$	A federal standard for particulate (2.5 microns or less in size), i.e., road dust, brake lining and/or wood smoke particles.
ROW	Right of Way
RP	Road Reference Post
SAFTEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFC	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in the State, including the Billings area.
STIP	State Transportation Improvement Program
STPE	Surface Transportation Program Enhancements
STPP	Surface Transportation Program Primary
STPU	Surface Transportation Program Urban
STPX	Surface Transportation Program Off-System
TA	Transportation Alternatives Program

TEA-21	Transportation Efficiency Act for the 21st Century
TCM	Transportation Control Measure
TIP	Transportation Improvement Program. A multi-year program of highway and transit projects on the Federal aid system, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
TPCC	Transportation Policy Coordinating Committee. Together with the TTAC, the transportation planning organization for Federal aid projects in the Billings urbanized area.
TSP	Total Suspended Particulate
UHPIP	Urban Highway Pilot Improvement Program
UPP	Urban Pavement Preservation

Introduction

Preface

The Yellowstone County Board of Planning (YCBP) is the Metropolitan Planning Organization, (MPO), for the Billings metropolitan planning area. The Transportation Improvement Program, (TIP), is the funding mechanism for transportation projects requesting federal dollars in the Billings urbanized area. All MPO's are required by the current Federal Highway Bill SAFETEA LU to produce a TIP and update it at least every four years. SAFETEA LU was the first Transportation Bill that required a TIP. The bill was signed into law by President Bush in 2005, and extended by President Obama through June 2012. The act and extensions authorized highway, highway safety, transit, and other surface transportation programs.

On July 6, 2012 Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law. The law provides federal program funding through the end of Federal Fiscal Year 2014 and brings program structure changes that will be fully addressed in future long range transportation plans and TIPs. The Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015, and authorizes federal transportation funding for federal fiscal years 2016 through 2020. This document contains a list of all surface transportation projects requesting the use of federal funds. Local jurisdictions working through the Billings MPO's Policy Coordinating Committee (PCC) determine how the area's transportation system is developed and expanded.

About the Transportation Improvement Program

The TIP is a short-range program of highway and transit projects in the Billings metropolitan planning area and is prepared by YCBP staff in cooperation with state and local agencies. The basic purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the planning area that are exempt from the TIP approval process such as projects that do not utilize federal funds.

TIP Process and Development

The development of the TIP document is the responsibility of the Billings MPO and provides an opportunity for local officials to determine priorities and spending for federal highway and transit funds. Any transportation project located in the Billings metropolitan planning area must be included in the TIP prior to receiving federal funds. TIP projects must be included in the area's 20-year Transportation Plan, and are proposed for the TIP by local elected officials, transit operating officials, or state highway agencies. The TIP is reviewed and endorsed annually by the Billings MPO's Policy Coordinating Committee, (PCC), and may be modified through the TIP amendment process. The PCC includes a Billings City Council representative, the Chair of the Yellowstone County Commission, the President of the Yellowstone County Board of Planning and the District Administrator of the Montana Department of Transportation. After PCC endorsement, the TIP is submitted to the Montana Department of Transportation (MDT) and to the Federal Highway Administration and Federal Transit Administration for federal review of the document and approval of conformity and fiscal constraint determination.

Federal Regulations

The Transportation Improvement Program (TIP) is a required planning program for federally assisted highway and transit improvements for the Billings metropolitan planning area and the Montana Department of Transportation (MDT) over a five-year period. The principal focus is given to the first two years of the program, the Biennial Element, which contains projects that could be implemented between October 1, 2020 –

September 30, 2024 (FFY 2020 & 2024). The TIP is prepared annually and is in conformance with 23 CFR, Part 450 324-330.

Financial Resources

A range of federal funding sources is available to the Billings planning area for the purposes of funding transportation system improvements. Following is a list of those sources which, when available to the Billings area, are shown in the Transportation Improvement Program. Project implementation is indicated as expected to occur during the pertinent program year. Billings has had a favorable history of receiving federal earmarks as reflected in the table below.

BILLINGS FEDERAL EARMARK HISTORY 1999 – through 2009

Project	Earmark
Billings Bypass	$22,445,600
Zimmerman Trail	$ 6,242,553

Funding Sources

- Surface Transportation Program Off System (STPX)
- Seconday (STPS)
- State Funded Construction (SFCN)
- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway (NH)
- National Highway System (NHS)
- National Highway Freight (NHFP)
- Interstate Maintenance (IM)
- Railroad Crossing (RRS)
- Highway-Railway Crossing Program (RRX)
- Highway Safety Improvement Program (HSIP)
- Bridge Replacement and Rehabilitation Program (HBRRP)
- Urban Pavement Preservation (UPP)
- Transportation Alternatives Program (TAP)
- State Funded Construction (SFC)
- Congestion Mitigation Air Quality (CMAQ)
- Montana Air Congestion Initiative (MACI)
- Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- FTA Section 5339 (Formerly Sec. 3)
- FTA Section 5307 (Formerly Sec. 9); FTA Section 5307 CARES Act
- FTA Section 5310 (Formerly Sec. 16)
- Transade (State Funded)
- Congressionally Directed Funds (MT, NCPD, DEMO)

AIR QUALITY CONSISTENCY

Billings was designated as a non-attainment area for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) on March 3, 1978, (Federal Register, Vol. 44, No. 150, page 45421, August 2, 1979). As such, Billings was required to prepare a Transportation Control Plan (TCP). The TCP identified strategies to mitigate the TSP and CO problems. The TCP is the Billings element of Montana's State Implementation Plan (SIP). The TIP is required to be, and is, consistent with the TCP as discussed in the Billings conformity statement.

In 1987 the standard for TSP was dropped, and a new standard for particulate matter under 10 microns in size (PM - 10) was adopted (7/1/87 at 52 FR 24854). The Environmental Protection Agency (EPA), has also adopted the PM 2.5 standard and Billings is considered to be in compliance with both of these new standards.

Conformity of the Billings Area Transportation Improvement Program with the 1990 Clean Air Act

A portion of the Billings Urbanized Area, (Billings), was designated non-attainment for carbon monoxide (CO) on 3/3/78 (43 FR 8962) with a secondary classification of "unclassified". EPA approved the Billings CO Control Plan on 1/16/86 (51 FR 2397). Billings was then re-designated as "Not Classified" on 11/6/91 (56 FR 56697). The area meets the qualifications of the Clean Air Act (CAA) for classification as an attainment area for ozone.

The Billings "not classified" carbon monoxide (CO) nonattainment area was re-designated by the Environmental Protection Agency (EPA) to attainment for the CO National Ambient Air Quality Standards (NAAQS) with an approved limited maintenance plan effective April 22, 2002. Under a CO limited maintenance plan, the motor vehicle emissions budgeted may be treated as essentially non-constraining for the length of the maintenance period because growth would need to exceed reasonable expectations to create a violation of the NAAQS for transportation-related CO. Therefore conformity demonstration using regional emissions analysis is not required; however, individual projects may still be required to conduct "hot spot" analysis.

As demonstrated in the following sections, the Transportation Improvement Program (TIP) satisfactorily meets the requirements established by the 1990 amendments to the CAA regarding the conformity of TIP's.

- The most recent estimates of CO mobile source emissions have been developed by the Analytical Services Section, Montana Department of Environmental Quality and are based upon development and transportation data provided by the Yellowstone County Board of Planning.
- EPA has approved the second 10-year carbon monoxide (CO) maintenance plan for the Billings area. This second 10-year CO maintenance plan meets the requirements of CAA section 175A (b) and is also a Limited Maintenance Plan (as was the maintenance plan with the original 2002 EPA approval.) The second 10-year CO maintenance plan continues to correctly reflect the Limited Maintenance Plan transportation conformity requirements. The EPA-approved Billings second 10-year CO maintenance plan is available at the Planning office.

Transportation Control Measures

Specific Transportation Control Measures have not been proposed for Billings recently, however, the SIP completed in 1986 included the widening of Exposition Drive (Main Street) and the signalization at Main Street and First Avenue North. Both of these projects were completed in 1983.

There are no Transportation Control Measures (TCM's) in the State Implementation Plan (SIP) and therefore there are no specific TCM's recommended for implementation in this TIP.

TIP Conformity

As a prerequisite for receiving Federal-aid transportation funds through the TIP, a determination must be made that the proposed transportation projects do not cause or contribute to violations of the carbon monoxide ambient air quality standards. An analysis, which meets the EPA conformity determination regulations specified in 40 CFR Part 51 was performed in conjunction with the development of the Billings Urban Area 2018 Long Range Transportation Plan. The plan discusses conformity analysis in Chapter 14, pages 172-174. As the transportation projects in the TIP are contained in the Transportation Plan's analysis, a separate analysis for the TIP is not necessary.

Regionally Significant Projects

There are no new regionally significant projects in this 2020-2024 Billings Urban Area TIP.

> 40 CFR part 93, subpart A - §93.126 Highway and Transit projects included in subpart A are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A project will not be exempt if the MPO in consultation with other agencies, the EPA, FHWA, or FTA concur that it has potentially adverse emissions impacts for any reason.

REGIONALLY SIGNIFICANT PROJECT (2020-2024)

Project	Scope	Comments
Billings Bypass (aka North Bypass)	Location/Environmental	New Construction

Energy Conservation Considerations

Energy impact analyses have been conducted as a part of the urban transportation planning process. In addition, increased attention has been given to energy conservation and contingency planning on a project specific basis.

As part of the 2018 update of the Billings Urban Area Transportation Plan, energy conservation was considered in each of the proposed alternative transportation networks.

The City of Billings has a well-developed transit system, and ride-sharing opportunities have been examined. Transit facilities and highway system proposals will continue to be considered in a comprehensive method through the adopted Transportation Planning process.

The detailed energy conservation analysis of specific projects has been conducted for each of the major highway construction projects recommended in the 2018 update of the Billings Urban Area Transportation Plan.

PROGRAMMING OF NON-URBAN SYSTEM, FEDERAL AID, AND STATE FUNDING

Proposed projects involving federal-aid funding, other than urban system funding, that are proposed within existing rights-of-way and which are determined to not significantly change traffic patterns, may not be considered to be of appropriate scale to warrant a modification to a currently valid TIP.

When there is knowledge of such projects prior to the annual adoption of the TIP, each project will be included in the program. Generally, projects falling within this category are those which serve to preserve and maintain the integrity of the existing plant or facility such as: overlays to improve or maintain surface conditions; bridge expansion joints and deck repairs necessary to maintain structural and surface sufficiency; slope repair necessary to maintain drainage adequacy; etc. Projects of this nature will be identified by MDT with appropriate justification when requesting program approval of federal highway funds. Local urban area officials will be advised by the Department through the local planning process of the Department's intent to expend federal funds (non-urban system) for such improvements in their area.

Performance Measures

Performance measures have historically been used in Transportation Planning; the Moving Ahead for Progress in the 21st Century Act, (MAP-21), transformed the Federal-aid highway program by establishing requirements for performance management to promote the most efficient investment of Federal transportation funds. The Fixing America's Surface Transportation, (FAST), Act continues these requirements to increase the accountability and transparency of this program and to support improved investment decisions through a focus on performance outcomes for national transportation goals. Establishing performance measures encourage Metropolitan Planning Organizations (MPOs) and State Transportation Departments to maximize the allocation of resources in their respective areas, as well as monitor the performance of the system for eventual use of future resources.

The Billings MPO supports the State targets for applicable performance measures for safety, pavement and bridge condition, system performance, freight, and CMAQ, and will support the Billings MET Transit for associated transit performance measures. Thus, the MPO will plan and program projects that contribute toward relevant targets for each performance measure.

Safety

The goal of safety performance measures is to reduce the number of traffic fatalities and serious injuries in the public right of way. Interstate Maintenance, National Highway, Highway Safety

Improvement Program, Surface Transportation Program Off-System, Secondary, and State Funded Construction funding sources support projects with the intent to improve safety measures.

Pavement and Bridge Condition

Pavement and bridge condition performance measures aim to maintain roadway and bridge infrastructure in such a way it remains functional and in good repair. Pavement and Bridge Condition are impacted most by Interstate Maintenance, National Highway, Bridge Program, and Urban Pavement Preservation funding sources. Projects included for funding under these sources were selected in part due to their contribution towards pavement and bridge condition targets.

System Performance

System performance measures exist to improve the efficiency of the overall transportation system, while helping to reduce congestion and travel times and increase reliability of the system. These measures are related to Congestion Mitigation and Air Quality, Surface Transportation Program Urban, and Transportation Alternatives funding sources. Projects included in these funding sources will contribute to meeting state targets for system performance.

FREIGHT-NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)*

The purpose of freight performance measures is to improve the national freight network, while providing access to trade and enhancing the capacity of communities to participate in, and support regional economic development. Freight performance measures are most strongly influenced by the National Highway Freight Program Federal funding source. Project selected for National Highways funding will contribute to improving the national freight network and meeting state targets.

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source Local	Funding Source State 13.42%	Funding Source Federal 86.58%	Total Project Costs
I-90 Yellowstone River Bridges	Reconstruction of	CN			17,325.0					2,325.0	15,000.0	17,325.0
UPN 7972	interstate bridges									0.0	0.0	0.0
										0.0	0.0	0.0
										0.0	0.0	0.0
MDT	I-90 RP 450.09 to 452.73	**Total**	**0.0**	**0.0**	**17,325.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,325.0**	**15,000.0**	**17,325.0**
NHFP TOTAL			**0.0**	**0.0**	**17,325.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,325.0**	**15,000.0**	**17,325.0**

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.
Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
*NHFP is funded by the federal National Highway Performance Program.
CN estimates include CE costs

Congestion Mitigation and Air Quality (CMAQ)

The collection of data regarding air quality performance measures helps to evaluate projects to ensure they are protecting and enhancing the health of the natural environment. These performance measures may be impacted by Congestion Mitigation and Air Quality, Montana Air and Congestion Initiative Discretionary Program, Transportation Alternatives, and Federal Transit Administration funding sources and associated projects that provide support for non-motorized transportation projects and programming that enhances air quality and encourages sustainable transportation options.

Advancement of Projects

It is mutually agreed that the first two years of this program is the best estimate of the project phase that will be undertaken during the Biennial timeframe. Occasionally, projects advance through the design process faster than anticipated. An approved project may accelerate into the next logical phase providing that the funding source does not change from that, which was initially identified in the TIP. Federal, State, and local governments have agreed that a TIP revision is not required in order to accelerate a specific project phase, so long as other planned work is not unduly delayed. The priorities with regard to the FTA Section 5307 projects in the Biennial Element are:

1) Operating Assistance.
   - The priorities with regard to the FTA Section 5310 projects in the Biennial Element are: 1) Replacement vehicles for MET Special Transit.
   - The priorities with regard to the FTA Section 5339 projects are: 1) Assistance for bus/bus facilities

PRIVATE ENTERPRISE PARTICIPATION

Both the City of Billings and Yellowstone County have locally developed policies and procedures to examine opportunities for private sector participation in the provision of transit services and related support services. The City of Billings adopted resolution 86-15346 which states said policy and provides a process for implementation. The Council approved that resolution on July 7, 1986. Further, a Private Transportation Enterprise Participation Policy (PEP) and implementing procedures were adopted by the MPO's Technical Advisory Committee on April 24, 1986; by the Policy Coordinating Committee on May 8, 1986; and by the Yellowstone County Planning Board on May 13, 1986.

The City's MET Transit Department has examined various opportunities for private sector provision of services. The Department utilizes private tire firms to handle parts of servicing of the tire inventory. The Department also contracts with various private firms for radiator repair, air compressor rebuilds, as well as glass, bodywork on the vehicles, and occasional component rebuilds.

The required TIP documentation related to the PEP process is as follows:

a) The City of Billings MET Transit System solicited the possible interest or involvement of the private sector in providing leased tires for the MET Transit fleet of coaches. In the spring of 1993, 1996, 2001, 2006 and 2011, and 2016 a Request for Bids was sent to potentially interested private vendors and was also advertised in a local newspaper and a national transit journal. Bids are evaluated based on cost and ability to perform. Three firms requested bid packages. The current contract for the tire lease is in effect through August 31, 2020 with one additional one-year renewal option. It will again be advertised for bid following execution of the final option.
b) No other proposals were received from the private sector.
c) There are no known impediments to holding service out for competition.
d) There are no known private sector complaints.

The Yellowstone County-City of Billings Planning Division has and will continue to follow its adopted policy and procedures regarding private sector participation. The mailing list of private providers has been updated and used to provide notice about TAC and PCC meetings, including those that deal with the Unified Planning Work Program, (UPWP), projects and process as well as the TIP process. Through these mailings the private providers are aware of the development of the proposed transit capital and operating projects as well as the proposed paratransit capital projects for the five years covered in the TIP.

FEDERAL TRANSIT ADMINISTRATION PROJECTS

The Federal Transit Act funded projects, including FTA Section 5339 grant projects, (Biennial Element) are intended to insure the continued efficient operation, maintenance and administration of the MET Transit system fleet and facilities, including meeting federal regulations such as the Americans with Disabilities Act (ADA). The operating grants are for the fiscal years of July 1, 2019 to June 30, 2023 and the Section 5339 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2020 through 2024.

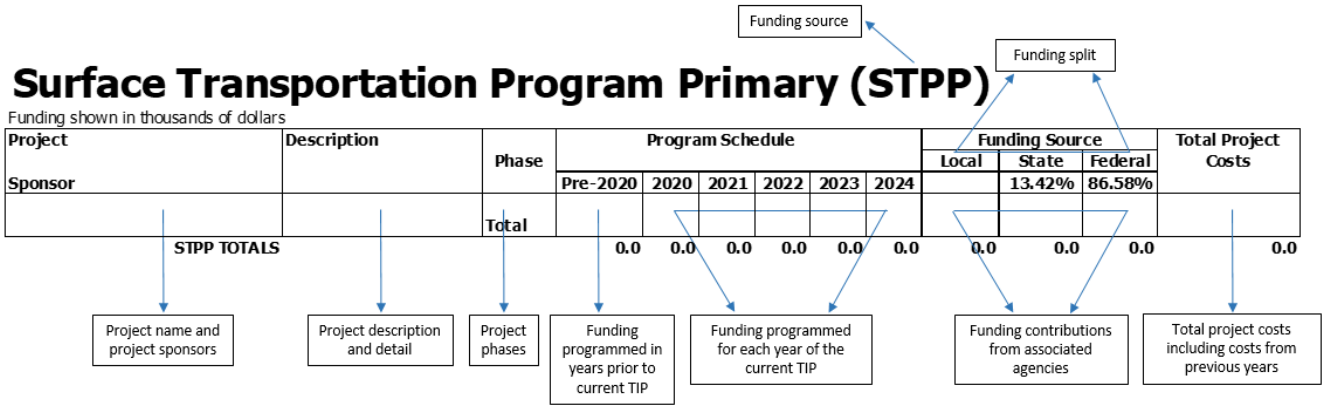
The vehicle purchases for MET PLUS are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will address some of the transportation needs of individuals with disabilities and senior populations.

Major Federally Funded Project Summary

Section 1203(h)(7)(B) of MAP-21 requires publication of an annual listing of projects for which Federal funds have been obligated in the TIP in the preceding year consistent with the categories identified in the TIP.

Understanding the TIP Funding Tables

The TIP project funding tables consist of multiple components, and are designed to best display integral information regarding the projects within the TIP. The image below identifies and explains each of the various components of the TIP project funding tables, and can be used as a tool to understand the information being presented within the funding tables.



All construction projects included in the TIP will be completed in multiple phases (i.e. PE, RW, IC, and CN). Funding for each construction project is broken down by the costs of each specific phase. The table below provides a description of construction project phases and additional project phases the reader can expect to see within TIP funding tables.

Project Phase	Description
CN	Construction – Construction and/or reconstruction work performed by the agency or contractor
IC	Incidental Construction – 'Safety net' for unexpected construction expenditures
OT	Other – Additional programmatic expenditures including costs for education, and outreach
PE	Preliminary Engineering – Analysis and design work completed prior to project construction (the abbreviation EIS will be added if phase includes an environmental impact statement)
Purch.	Purchase – Procuring equipment, software, vehicles, or facilities
RW	Right of Way – Tasks associated with acquiring and preparing the right of way for a project (e.g. property acquisition and utility relocation)
Transit	Transit operations

Projects that are Regionally Significant

PROJECT	SCOPE	COMMENTS
Billings Bypass (aka North Bypass)	Location/Environmental	New Construction

Billings MPO Project List

PROJECT	UPN	SCOPE	COMMENTS
CMAQ			
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
STPU			
Billings Bypass - Five Mile Road	4199-002	Reconstruction of roadway	
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
SRTS			
IM			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
NH			
MDT Preventative Maintenance		Pavement Preservation	Plug to allow project nominations
Main St. - Billings	8717	Pavement Preservation	
27th St. - 1st Ave S. to Airport Rd	7910	Pavement Preservation	
Billings Bypass	4199-001	New Construction	Covers PE & IC
Billings Bypass - Yellowstone River Bridge	4199-003	New construction of bridge over the Yellowstone River	
Billings Bypass - Johnson Lane Interchange	4199-007	Reconstruction of existing Interchange to a diverging diamond design	
Billings Bypass - RR O'pass	4199-005	New construction of bridge over the railroad	
Billings Bypass - Johnson Lane Intch - RR O'pass	4199-006	New construction of connection from interchange to the railroad overpass	
Billings Bypass - Five Mile Road to US 87	4199-004	New construction of connection from Five Mile to US 87	
Exposition Dr. & 1st Ave N. Blgs	7908	Intersection Improvements	
1st Ave. N - N 9th to RR Xing	9022	Major Reconstruction	
Underpass Ave. Improvements	8669	Intersection Improvements	
Airport Rd. & Main St. - Blgns	8718	Intersection Improvements	
Zoo Drive Improvements	9597	Intersection Improvements	
1st Ave. N - RR Xing to Broadway	9880	Major Reconstruction	
1st Ave. N - Broadway to Division	9881	Major Reconstruction	
NHFP			
I-90 Yellowstone River - Billings		Bridge Replacement	
STPX, STPS, SFCN			
27th Street RR Crossing	9354	Railroad Crossing Study	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvement Study	
Blue Creek Road - Billings	9503	Pavement Preservation	
Lockwood Interchange	9588	Interchange Improvements Study	
Jct Main & 87 to Worden		Roadway Striping	
STPP			
RRS			

Billings MPO Project List, (Continued)

HSIP			
Various Safety Projects			Plug to allow project nominations
SF 149 Hillcrest Right Turn Ln	8904	Intersection Improvements	
SF 169 Frontage Rd. Wise Ln Intersection	9384	Intersection Improvements	
SF 169 Rimrock & 62nd St. W	9383	Intersection Improvements	Roundabout
SF 169 Blgs. Area Safety Improvements	9420	Signing	
SF 169 I-90 W. King Ave Lighting	9421	Roadway Lighting	
Zoo Drive Improvements	9597	Intersection Improvements	
SF 169 Blgs. District Safety Improvements	9423	Signage	Only portion in MPO bdry
BR			
2012 Scour Mitigation	7960	Mitigation	
I-90 Yellowstone River - Billings	7972	Bridge Replacement	
Billing Bypass - Yellowstone River	4199-003	New construction of bridge over the Yellowstone River	
MONTANA AVE OVERPASS- BILLINGS	9913	Bridge Study	
MONTANA AVE STRUCTURES - BLGS	9914	Bridge Rehab	
UPP			
Various Preservation Projects		Pavement preservation	Plug to allow project nominations
Blue Creek Road - Billings	9503	Pavement preservation	
Grand - 24th to Zimmerman	9509	Pavement preservation	
MACI			
MDT MACI		Statewide CMAQ - Various	Plug to allow project nominations
MDT MACI		Statewide CMAQ - ADA Compliance	Plug to allow project nominations
MDT MACI		Equipment Purchases	
Underpass Ave. Improvements	8669	Intersection Improvements	
Mossmain Intch - West Blgs Intch	9198	Pavement Preservation w/ signal improvements at off ramps	
Laurel Road Signals - Billings	9568	Signal Improvements	
CITY TA			
EARMARK			
Billings Bypass	4199-001	New Construction	Covers Environmental Doc., PE, RW
Grand - 24th to Zimmerman	9509	Pavement Preservation	
BUILD			
Inner Belt Loop		Road Construction	
Skyline Trail		Multi Use Path Construction	
FTA 5307			
FTA 5339			
FTA 5310			
FTA 5311			
100 % LOCALLY FUNDED PROJECTS			
Various Projects		Annual Operation and Maintenance	
State Funded Maintenance			
Various Maintenance Projects		Maintenance	

Projects with Multiple Funding

Billings Bypass

Funding shown in thousands of dollars

Project: Billings Bypass		Description	Phase	Program Schedule							Funding	Local	State	Federal	Total Project Costs
Sponsor: MDT				Pre-2020	2020	2021	2022	2023	2024	2024+	Source		13.42%	86.58%	
Billings Bypass	*UPN4199000*	Environmental Impact Statement	PE-EIS	4,919.6							EARMARK		660.2	4,259.4	4,919.6
		Preliminary Engineering	PE	9,679.0							EARMARK		1,298.9	8,380.0	9,679.0
		Preliminary Engineering	PE	2,734.3	2,444.8						NH		695.0	4,484.1	5,179.1
		Right of Way Acquisition	RW	7,870.5							MT/NH		1,056.2	6,814.3	7,870.5
		Utility Moves	IC			3,019.0					NH		405.1	2,613.8	3,019.0
MDT			**Total**	**25,203.5**	**2,444.8**	**3,019.0**	**0.0**	**0.0**	**0.0**				**4,115.5**	**26,551.7**	**30,667.2**
Billings Bypass	*UPN4199002*	Construction of Five Mile Road	IC	141.0	15.8						STPU		21.0	135.8	156.8
(Five Mile Road)			CN		6,077.5						STPU		815.6	5,261.9	6,077.5
MDT			**Total**	**141.0**	**6,093.3**	**0.0**	**0.0**	**0.0**	**0.0**				**836.6**	**5,397.7**	**6,234.3**
Billings Bypass	*UPN4199003*	Construction of a new bridge	IC		416.2						NH		55.9	360.4	416.2
(Yellowstone River Bridge)		over the Yellowstone River	CN		11,364.2						STPU		1,525.1	9,839.1	11,364.2
			CN		5,000.0						CMAQ		671.0	4,329.0	5,000.0
			CN		5,000.0						BRIDGE		671.0	4,329.0	5,000.0
			CN		15,009.8						NH		2,014.3	12,995.5	15,009.8
MDT			**Total**	**0.0**	**36,790.2**	**0.0**	**0.0**	**0.0**	**0.0**				**4,937.3**	**31,853.0**	**36,790.2**
Billings Bypass	*UPN4199007*	Reconstruction of existing	CN				2,201.6				STPU		295.5	1,906.2	2,201.6
(Johnson Lane Interchange)		Interchange	CN				6,200.0				CMAQ		832.0	5,368.0	6,200.0
			CN				1,800.0				NH		241.6	1,558.4	1,800.0
			CN				30,188.4				IM		3,018.8	27,169.5	30,188.4
MDT			**Total**	**0.0**	**0.0**	**0.0**	**40,390.0**	**0.0**	**0.0**				**4,387.9**	**36,002.1**	**40,390.0**
Billings Bypass	*UPN4199005*	Construction of new bridge	CN					19,349.8			NH		2,596.7	16,753.0	19,349.8
(Railroad Overpass)		over railroad													
MDT			**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**19,349.8**	**0.0**				**2,596.7**	**16,753.0**	**19,349.8**
Billings Bypass	*UPN4199006*	Construction of connection	CN						8,397.6		NH		1,127.0	7,270.6	8,397.6
(Johnson Lane Interchange to RR O'pass)		from Interchange to RR O'pass													
MDT			**Total**						**####**				**1,127.0**	**7,270.6**	**8,397.6**
Billings Bypass	*UPN4199004*	Construction of connection	CN							18,741.7	NH		2,515.1	16,226.6	18,741.7
(Five Mile Rd to US 87)		from Five Mile to US 87													
MDT			**Total**							**18,741.7**			**2,515.1**	**16,226.6**	**18,741.7**
Totals				**25,344.4**	**45,328.4**	**3,019.0**	**40,390.0**	**19,349.8**	**8,397.6**	**18,741.7**		**0.0**	**20,516.2**	**140,054.7**	**160,570.9**

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

CN estimates include CE costs

I-90 Yellowstone River Bridges

Funding shown in thousands of dollars

Project: I-90 Yellowstone River Bridges	Description	Phase	Program Schedule							Funding	Local	State	Federal	Total Project Costs
Sponsor: MDT			Pre-2020	2020	2021	2022	2023	2024	2024+	Source		13.42%	86.58%	
I-90 Yellowstone River Bridges	Reconstruction of Interstate	PE	6,287.8	161.8						BRIDGE		865.5	5,584.1	6,449.6
UPN 7972	bridges over the Yellowstone	RW		240.0						IM		24.0	216.0	240.0
	River	IC			341.2					IM		34.1	307.1	341.2
		CN			47,546.2					BRIDGE		6,380.7	41,165.5	47,546.2
		CN			5,000.0					IM		500.0	4,500.0	5,000.0
		CN			17,325.0					NHFP		2,325.0	15,000.0	17,325.0
MDT	RP 450 to 452.7	**Total**	**6,287.8**	**401.8**	**70,212.4**	**0.0**	**0.0**	**0.0**	**0.0**			**10,129.4**	**66,772.6**	**76,902.0**
Totals			**6,287.8**	**401.8**	**70,212.4**	**0.0**	**0.0**	**0.0**	**0.0**			**10,129.4**	**66,772.6**	**76,902.0**

CN estimates include CE costs

Estimated Revenue

Estimated Revenue

Amounts shown in thousands of dollars

Federal					STP/S*/X*										
Fiscal Year	CMAQ**	STPU*	IM*	NH*	NHFP*	SFCN	STPP*	RRS	HSIP*	BR*	UPP*	MACI*	BUILD**	TA*	SUBTOTAL
Carryover	5,841.8	20,037.6													25,879.4
FFY 2020	1,390.2	2,489.8	1,911.5	28,694.8	0.0	1,082.0	0.0	225.5	2,071.1	6,739.8	723.0	2,139.5	0.0	380.7	47,847.8
FFY 2021	1,390.2	2,489.8	6,819.4	2,817.3	17,325.0	0.0	0.0	0.0	2,538.5	47,558.6	1,970.1	797.5	0.0	300.0	84,006.3
FFY 2022	1,390.2	2,489.8	31,688.4	8,877.6	0.0	0.0	0.0	0.0	12,507.2	2,886.7	500.0	1,954.8	0.0	300.0	62,594.7
FFY 2023	1,390.2	2,489.8	1,500.0	20,375.0	0.0	0.0	0.0	0.0	500.0	1,809.8	500.0	750.0	0.0	300.0	29,614.7
FFY 2024	1,390.2	2,489.8	19,382.3	52,318.2	0.0	37,685.0	0.0	0.0	1,111.8	0.0	500.0	1,193.5	0.0	300.0	116,370.8
TOTAL	12,793.0	32,486.5	61,301.6	113,082.8	17,325.0	38,767.0	0.0	225.5	18,728.6	58,994.8	4,193.1	6,835.2	0.0	1,580.7	366,313.8

Federal	FTA 5307		FTA 5339		FTA 5310		GAS TAX			
Fiscal Year	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	TOTAL
Carryover	0.0		3,418.3							29,297.8
FFY 2020	1,891.4	1,891.4	514.0	695.1	134.6	23.8	1,739.8	313.8	2,225.5	57,277.1
FFY 2021	1,910.3	1,910.3	420.0	135.2	104.5	20.8	1,739.8	313.8	1,569.8	92,130.8
FFY 2022	1,929.3	1,929.4	420.0	105.0	160.0	29.3	1,739.8	313.8	2,417.1	71,638.3
FFY 2023	1,948.7	1,948.7	420.0	105.0	160.0	29.3	1,739.8	313.8	1,600.3	37,880.3
FFY 2024	1,968.2	1,968.2	420.0	105.0	160.1	29.3	1,739.8	313.8	1,615.6	124,690.8
TOTAL	9,647.9	9,647.8	5,612.3	1,145.3	719.2	132.5	8,699.1	1,569.0	9,428.2	412,915.0

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding beyond 2020 will be subject to the obligation limitation set by the annual appropriations process.

NOTES:

These estimates are based on historical data and projections.

* STPU, IM, NH, NHFP, STPX, STPP, HSIP, BR, UPP, MACI, and TA funds include match.

**Reflective of federal share only.

Operations and Maintenance funds (average of Fiscal Years 2015-2017), local match, and CMAQ (local match) makes up OTHER

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

Unless otherwise indicated the matching ratios for these projects are 86.58% Federal and 13.42% Match

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
Carryover (Federal)				5,841.8	2,903.0	4,293.3	315.5	1,705.8				
Estimated allocation (Federal)				1,390.2	1,390.2	1,390.2	1,390.2	1,390.2				
Billings Bypass *UPN4199003*	Construction of a new bridge											
(Yellowstone River Bridge)	over the Yellowstone River	CN		5,000.0						671.0	4,329.0	5,000.0
MDT		**Total**	**0.0**	**5,000.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**671.0**	**4,329.0**	**5,000.0**
Billings Bypass *UPN4199007*	Reconstruction of existing											
(Johnson Lane Interchange)	Interchange	CN				6,200.0				832.0	5,368.0	6,200.0
MDT		**Total**	**0.0**	**0.0**	**0.0**	**6,200.0**	**0.0**	**0.0**	**0.0**	**832.0**	**5,368.0**	**6,200.0**
Project Adjustments/Closures												
		CMAQ Totals		**5,000.0**	**0.0**	**6,200.0**	**0.0**	**0.0**	**0.0**	**1,503.0**	**9,697.0**	**11,200.0**
		Federal		**4,329.0**	**0.0**	**5,368.0**	**0.0**	**0.0**				
		State		**671.0**	**0.0**	**832.0**	**0.0**	**0.0**				
		Ending Balance (Federal)		**2,903.0**	**4,293.3**	**315.5**	**1,705.8**	**3,096.0**				

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.
Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
CN estimates include CE costs

Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	State 13.42%	Federal 86.58%	Total Project Costs
Carryover				20,037.6	5,069.8	7,559.6	7,847.8	10,337.5				
Estimated Allocation (STPU)				2,489.8	2,489.8	2,489.8	2,489.8	2,489.8				
Billings Bypass *UPN4199002*	Construction of Five Mile Road	IC	141.0	15.8						21.0	135.8	156.8
(Five Mile Road)		CN		6,077.5						815.6	5,261.9	6,077.5
MDT		**Total**	**141.0**	**6,093.3**	**0.0**	**0.0**	**0.0**	**0.0**		**836.6**	**5,397.7**	**6,234.3**
Billings Bypass *UPN4199003*	Construction of a new bridge											
(Yellowstone River Bridge)	over the Yellowstone River	CN		11,364.2						1,525.1	9,839.1	11,364.2
MDT		**Total**	**0.0**	**11,364.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,525.1**	**9,839.1**	**11,364.2**
Billings Bypass *UPN4199007*	Reconstruction of existing											
(Johnson Lane Interchange)	Interchange	CN				2,201.6				295.5	1,906.2	2,201.6
MDT		**Total**	**0.0**	**0.0**	**0.0**	**2,201.6**	**0.0**	**0.0**	**0.0**	**295.5**	**1,906.2**	**2,201.6**
Adjustment/Closures												
		STPU Totals		**17,457.5**	**0.0**	**2,201.6**	**0.0**	**0.0**	**0.0**	**2,657.2**	**17,142.9**	**19,800.1**
		Federal		**15,114.7**	**0.0**	**1,906.2**	**0.0**	**0.0**				
		State		**2,342.8**	**0.0**	**295.5**	**0.0**	**0.0**				
		Balance		**5,069.8**	**7,559.6**	**7,847.8**	**10,337.5**	**12,827.3**				

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.
Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
CN estimates include CE costs

Interstate Maintenance (IM)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	State 8.76%	Federal 91.24%	Total Project Costs
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance	All		1,500.0	1,500.0	1,500.0	1,500.0	1,500.0		657.0	6,843.0	7,500.0
MDT		**Total**		**1,500.0**	**1,500.0**	**1,500.0**	**1,500.0**	**1,500.0**	**0.0**	**657.0**	**6,843.0**	**7,500.0**
I-90 Yellowstone River Bridges	Bridge Replacement	PE	6,287.8							550.8	5,737.0	6,287.8
UPN 7972		RW		240.0						21.0	219.0	240.0
		IC			319.4					28.0	291.5	319.4
		CN			5,000.0					438.0	4,562.0	5,000.0
MDT	I-90 RP 450.09 to 452.73	**Total**	**6,287.8**	**240.0**	**5,319.4**	**0.0**	**0.0**	**0.0**	**0.0**	**1,037.8**	**10,809.4**	**11,847.2**
Mossmain Intch - West Bigs Intch	Pavement Preservation	PE	496.4	171.5						58.5	609.3	667.8
UPN 9198	Not all locations inside MPO boundary	CN						17,882.3		1,566.5	16,315.8	17,882.3
MDT	I-90 RP 437.12 to 446.7	**Total**	**496.4**	**171.5**	**0.0**	**0.0**	**0.0**	**17,882.3**	**0.0**	**1,625.0**	**16,925.2**	**18,550.2**
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	CN				30,188.4				2,644.5	27,543.9	30,188.4
UPN 4199-007	Interchange									0.0	0.0	0.0
MDT	I-90 RP	**Total**	**0.0**	**0.0**	**0.0**	**30,188.4**	**0.0**	**0.0**	**0.0**	**2,644.5**	**27,543.9**	**30,188.4**
IM TOTAL			**6,784.2**	**1,911.5**	**6,819.4**	**31,688.4**	**1,500.0**	**19,382.3**	**0.0**	**5,964.3**	**62,121.5**	**68,085.8**

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.
Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
*IM is a state sub-allocated program funded by the federal National Highway Performance Program.
CN estimates include CE costs

National Highway (NH)*

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	Funding Source: State	Funding Source: Federal	Total Project Costs
MDT-PREVENTATIVE MAINTENANCE - NH	Maintenance	All		1,000.0	1,000.0	1,000.0	1,000.0	1,000.0		671.0	4,329.0	5,000.0
MDT		**Total**		**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**		**671.0**	**4,329.0**	**5,000.0**
Billings Bypass	New construction	PE	2,734.3	2,090.7						647.5	4,177.5	4,825.0
UPN 4199-000		IC			3,019.0					405.1	2,613.8	3,019.0
MDT		**Total**	**2,734.3**	**2,090.7**						**1,052.7**	**6,791.4**	**7,844.0**
Billings Bypass - Yellowstone River Bridge	New construction of bridge	IC		416.2						55.9	360.4	416.2
UPN 4199-003	over the Yellowstone River	CN		15,009.8						2,014.3	12,995.5	15,009.8
MDT		**Total**	**0.0**	**15,426.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,070.2**	**13,355.9**	**15,426.0**
Billings Bypass - Five Mile Rd to US 87	Construction of connection	CN						18,741.7		2,515.1	16,226.6	18,741.7
UPN 4199-004	from Five Mile to US 87											
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**18,741.7**	**0.0**	**2,515.1**	**16,226.6**	**18,741.7**
Billings Bypass - RR O'pass	New construction of	CN					19,349.8			2,596.7	16,753.0	19,349.8
UPN 4199-005	RR O'pass									0.0	0.0	0.0
										0.0	0.0	0.0
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**19,349.8**	**0.0**	**0.0**	**2,596.7**	**16,753.0**	**19,349.8**
Billings Bypass - Johnson Ln. Intch - RR O'pass	New construction of connection	CN						8,397.6		1,127.0	7,270.6	8,397.6
UPN 4199-006	from Interchange to bridge									0.0	0.0	0.0
										0.0	0.0	0.0
MDT		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**8,397.6**	**0.0**	**1,127.0**	**7,270.6**	**8,397.6**
Billings Bypass - Johnson Lane Intch	Reconstruction of existing	CN				1,800.0				241.6	1,558.4	1,800.0
UPN 4199-007	Interchange									0.0	0.0	0.0
	RP 455.5	**Total**	**0.0**	**0.0**	**0.0**	**1,800.0**	**0.0**	**0.0**	**0.0**	**241.6**	**1,558.4**	**1,800.0**
Exposition Dr. & 1st Ave. N. Blgs	Interesction Improvements	PE	1,192.3							160.0	1,032.3	1,192.3
UPN 7908										0.0	0.0	0.0
		CN						2,085.0		279.8	1,805.2	2,085.0
MDT	RP .35 to 1.35	**Total**	**1,192.3**	**0.0**	**0.0**	**0.0**	**0.0**	**2,085.0**	**0.0**	**439.8**	**2,837.4**	**3,277.2**
27th St - 1st Ave S to Airport	Mill and overlay	PE	2,132.5							286.2	1,846.3	2,132.5
UPN 7910		RW	772.6							103.7	668.9	772.6
		IC	179.8							24.1	155.7	179.8
		CN	10,698.0	539.8					262.6	1,508.1	9,729.7	11,500.4
MDT	RP 0.0 to 3.0	**Total**	**13,782.8**	**539.8**	**0.0**	**0.0**	**0.0**	**0.0**	**262.6**	**1,922.1**	**12,400.6**	**14,585.3**
Underpass Ave. Improvements	Intersection Improvements									0.0	0.0	0.0
UPN 8669		CN				6,052.4				812.2	5,240.2	6,052.4
MDT	RP .51 to .72	**Total**	**0.0**	**0.0**	**0.0**	**6,052.4**	**0.0**	**0.0**	**0.0**	**812.2**	**5,240.2**	**6,052.4**
Main Street - Billings	Pavement Preservation	PE	668.2	130.0						107.1	691.1	798.2
UPN 8717	with micro-surfacing	RW	180.0							24.2	155.8	180.0
		IC	77.3	38.5						15.5	100.2	115.8
		CN		8,469.7						1,136.6	7,333.1	8,469.7
MDT	RP 1.08 to 4.66	**Total**	**925.5**	**8,638.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,283.4**	**8,280.3**	**9,563.7**
Airport Rd. & Main St. - Blgs	Intersection Improvements	OT	295.6							39.7	255.9	295.6
UPN 8718		PE	2,229.8							299.2	1,930.6	2,229.8
		RW			61.2					8.2	53.0	61.2
		IC			153.1					20.5	132.5	153.1
		CN						8,532.4		1,145.0	7,387.3	8,532.4
MDT	RP 1.5 to 2.2	**Total**	**2,525.4**	**0.0**	**214.3**	**0.0**	**0.0**	**8,532.4**	**0.0**	**1,512.7**	**9,759.4**	**11,272.1**
1st Ave. N - N 9th to RR Xing	Reconstruction of roadway	PE	1,746.7		1,483.3					433.5	2,796.5	3,230.0
UPN 9022	Major Rehab	RW			59.8					8.0	51.8	59.8
		IC			59.8					8.0	51.8	59.8
		CN						10,795.5		1,448.8	9,346.7	10,795.5
MDT	N-115 RP 0.7 - RP .93	**Total**	**1,746.7**	**0.0**	**1,603.0**	**0.0**	**0.0**	**10,795.5**	**0.0**	**1,898.3**	**12,246.8**	**14,145.1**
Zoo Drive Improvements	Intersection Improvements	PE	130.0							17.4	112.6	130.0
UPN 9597	I-90 RP 442.9 to 444.3	CN						2,766.1		371.2	2,394.9	2,766.1
MDT	U-1011 RP 2.36 to 3.04	**Total**	**130.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,766.1**	**0.0**	**388.7**	**2,507.4**	**2,896.1**
1st Ave. N - RR Xing to Broadway	Reconstruction of roadway	PE		500.0						67.1	432.9	500.0
UPN 9880	Major Rehab	RW				12.6				1.7	10.9	12.6
		IC				12.6				1.7	10.9	12.6
CN outside of TIP Timeframe 2025		CN								0.0	0.0	0.0
MDT	N-115 RP 0.93 - RP 1.45	**Total**	**0.0**	**500.0**	**0.0**	**25.2**	**0.0**	**0.0**	**0.0**	**70.5**	**454.7**	**525.2**
1st Ave. N - Broadway to Division	Reconstruction of roadway	PE		500.0						67.1	432.9	500.0
UPN 9881	Major Rehab	RW					12.6			1.7	10.9	12.6
		IC					12.6			1.7	10.9	12.6
CN outside of TIP Timeframe 2026		CN								0.0	0.0	0.0
MDT	N-115 RP 1.45 to RP 2.05	**Total**	**0.0**	**500.0**	**0.0**	**0.0**	**25.2**	**0.0**	**0.0**	**70.5**	**454.7**	**525.2**
NH TOTAL			**23,037.0**	**28,694.8**	**2,817.3**	**8,877.6**	**20,375.0**	**52,318.2**	**262.6**	**18,672.4**	**120,466.4**	**139,401.4**

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CN estimates include CE costs

National Highway Freight Program (NHFP)*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024		13.42%	86.58%	
I-90 Yellowstone River Bridges	Reconstruction of	CN			17,325.0					2,325.0	15,000.0	17,325.0
UPN 7972	interstate bridges									0.0	0.0	0.0
										0.0	0.0	0.0
										0.0	0.0	0.0
MDT	I-90 RP 450.09 to 452.73	**Total**	**0.0**	**0.0**	**17,325.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,325.0**	**15,000.0**	**17,325.0**
NHFP TOTAL			**0.0**	**0.0**	**17,325.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,325.0**	**15,000.0**	**17,325.0**

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.
Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.
*NHFP is funded by the federal National Highway Performance Program.
CN estimates include CE costs

Surface Transportation Program Off System (STPX), Secondary (STPS), State Funded Construction, (SFCN)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
									Local	State	Federal	
Sponsor			Pre-2020	2020	2021	2022	2023	2024		13.42%	86.58%	
27th Street RR Crossing	Railroad crossing study	OT	1,075.0							144.3	930.7	1,075.0
UPN 9354		RW								0.0	0.0	0.0
MDT	RP 1 to 1.6	**Total**	**1,075.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**144.3**	**930.7**	**1,075.0**
SF 169 Rimrock & 62nd St. W	Intersection Improvement	OT	563.8	-64.8						67.0	432.0	499.0
UPN 9383	Study									0.0	0.0	0.0
MDT	RP 2.4 to 2.8	**Total**	**563.8**	**-64.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**67.0**	**432.0**	**499.0**
Lockwood Interchange	Interchange Improvement	OT	300.0	1,146.8						194.2	1,252.6	1,446.8
UPN 9588	Study	CN						37,685.0		5,057.3	32,627.6	37,685.0
MDT	RP 450 to 455.3	**Total**	**300.0**	**1,146.8**	**0.0**	**0.0**	**0.0**	**37,685.0**	**0.0**	**5,251.5**	**33,880.3**	**39,131.8**
Jct Main &87 to Worden	Roadway Epoxy Striping	OT			15.5					2.1	13.4	15.5
UPN										0.0	0.0	0.0
MDT	RP 0 to 2.453	**Total**	**0.0**	**0.0**	**15.5**	**0.0**	**0.0**	**0.0**	**0.0**	**2.1**	**13.4**	**15.5**
TOTALS			**1,638.8**	**-64.8**	**15.5**	**0.0**	**0.0**	**0.0**	**0.0**	**213.3**	**1,376.2**	**1,589.5**

CN estimates include CE costs

Surface Transportation Program Primary (STPP)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source Local 13.42%	Funding Source State 13.42%	Funding Source Federal 86.58%	Total Project Costs
No New Projects		Total										
STPP TOTALS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CN estimates include CE costs

Railroad Crossing (RRS)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	Funding Source: State 10.00%	Funding Source: Federal 90.00%	Total Project Costs	
RRXING - STEFFES RD - BILLINGS	Upgrade Rail grade crossing signals	PE		9.0						0.9	8.1	9.0	New project
UPN 9827		CN		216.5						21.7	194.9	216.5	
MDT	L-56-1059 RP 0.03	**Total**		**225.5**						**22.6**	**203.0**	**225.5**	
TOTALS			**0.0**	**225.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**22.6**	**203.0**	**225.5**	

CN estimates include CE costs

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	Funding Source: State 10.00%	Funding Source: Federal 90.00%	Total Project Costs
SAFETY PROJECTS	Various Locations	ALL		500.0	500.0	500.0	500.0	500.0		250.0	2,250.0	2,500.0
MDT		**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**250.0**	**2,250.0**	**2,500.0**
SF 129 - Rndabout King 56th	Intersection Improvements -	PE	887.3	61.7						94.9	854.1	949.0
UPN 8052	Roundabout	RW	975.0							97.5	877.5	975.0
		IC	278.3							27.8	250.4	278.3
	ST SEC RTE 532	CN	0.0			4,100.0				410.0	3,690.0	4,100.0
MDT	RP 15.4 to 15.7	**Total**	**2,140.5**	**61.7**	**0.0**	**4,100.0**	**0.0**	**0.0**	**0.0**	**630.2**	**5,672.0**	**6,302.2**
SF 139-CENTRAL & 56TH RNDABOUT	Intersection Improvements -	PE	723.9	69.9	62.7					85.7	770.9	856.5
UPN 8611	Roundabout	RW	230.0	670.0						90.0	810.0	900.0
		IC	0.0		127.0					12.7	114.3	127.0
	L-56-504	CN	0.0			2,750.0				275.0	2,475.0	2,750.0
MDT	RP 1.7 TO RP 2.3	**Total**	**953.9**	**739.9**	**189.7**	**2,750.0**	**0.0**	**0.0**	**0.0**	**463.3**	**4,170.1**	**4,633.5**
SF-149 HILLCREST RT TURN	Install Right Turn Lane	PE	176.3	-51.0						12.5	112.7	125.3
UPN 8904		RW	60.0	-35.4						2.5	22.1	24.6
		IC	60.7	78.8						14.0	125.6	139.6
		CN	0.0		386.7					38.7	348.0	386.7
MDT	U1033 RP .9-1.3	**Total**	**297.0**	**-7.6**	**386.7**	**0.0**	**0.0**	**0.0**	**0.0**	**67.6**	**608.5**	**676.1**
SF 169 RIMROCK & 62ND ST W	Intersection Improvements -	PE	0.0	750.0	158.9					90.9	818.0	908.9
UPN 9383	Roundabout	RW	0.0		125.0					12.5	112.5	125.0
		IC	0.0		750.0					75.0	675.0	750.0
		CN	0.0			5,157.2				515.7	4,641.5	5,157.2
MDT	U1034 RP 2.4-2.8	**Total**	**0.0**	**750.0**	**1,033.9**	**5,157.2**	**0.0**	**0.0**	**0.0**	**694.1**	**6,247.0**	**6,941.1**
SF 169 FRNTG RD WISE LN INTX	Intersection warning system	PE	15.8	17.7						3.3	30.1	33.5
UPN 9384		CN	0.0		141.2					14.1	127.0	141.2
MDT	RP 3.5	**Total**	**15.8**	**17.7**	**141.2**	**0.0**	**0.0**	**0.0**	**0.0**	**17.5**	**157.2**	**174.6**
SF 169 BLGS AREA SFTY IMPRV	Installation of lighting and panel	PE	21.3	2.8						2.4	21.7	24.1
UPN 9420	delineation	CN	111.1	4.5						11.6	104.1	115.6
MDT	I-90 RP 445.6-447.3	**Total**	**132.4**	**7.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**14.0**	**125.8**	**139.7**
SF 169 I90 W KING AVE LIGHTING	Installation of lighting and panel	PE	44.8							4.5	40.3	44.8
UPN 9421	delineation	CN	0.0		287.1					28.7	258.4	287.1
MDT	I-90 RP 445.6-447.3	**Total**	**44.8**	**0.0**	**287.1**	**0.0**	**0.0**	**0.0**	**0.0**	**33.2**	**298.7**	**331.9**
SF 169 I90 SF 169 BLGS DISTRIC SFTY I	Installation of signage and panel	PE	13.0							1.3	11.7	13.0
UPN 9423	delination	CN	124.3	2.1						12.6	113.7	126.4
MDT	Various Locations	**Total**	**137.3**	**2.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**13.9**	**125.4**	**139.4**
ZOO DRIVE IMPROVEMENTS - BLGS	Safety Improvements for Traffic Operat	PE	128.2							12.8	115.4	128.2
UPN 9597		CN	0.0					611.8		61.2	550.6	611.8
MDT	Various Locations	**Total**	**128.2**	**0.0**	**0.0**	**0.0**	**0.0**	**611.8**	**0.0**	**74.0**	**666.0**	**740.0**
HSIP Totals			**3,850.0**	**2,071.1**	**2,538.5**	**12,507.2**	**500.0**	**1,111.8**	**0.0**	**2,257.9**	**20,320.7**	**22,578.6**

CN estimates include CE costs

Bridge Program

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs	
BBP-YELLOWSTONE RIVER	Bridge rehabs									0.0	0.0	0.0	
UPN 4199-003		CN		5,000.0						671.0	4,329.0	5,000.0	
MDT	Statewide	**Total**	**0.0**	**5,000.0**	**0.0**	**0.0**	**0.0**	**0.0**		**671.0**	**4,329.0**	**5,000.0**	
2012 SCOUR MITIGATION	Bridge rehabs	PE	111.9							15.0	96.9	111.9	Using 20% for costs
UPN 7960		RW	560.0	142.0						94.2	607.8	702.0	
One project in MPO		CN		432.8						58.1	374.7	432.8	
MDT	Statewide	**Total**	**671.9**	**574.8**	**0.0**	**0.0**	**0.0**	**0.0**		**167.3**	**1,079.4**	**1,246.8**	
I-90 Yellowstone River		PE	6,287.8	161.8						865.5	5,584.1	6,449.6	
UPN 7972		CN			47,546.2					6,380.7	41,165.5	47,546.2	
MDT	RP 2.7 to 3.0	**Total**	**6,287.8**	**161.8**	**47,546.2**	**0.0**	**0.0**	**0.0**		**7,246.2**	**46,749.5**	**53,995.8**	
SHILOH RD / I-90 BRIDGE - BLGS	Bridge rehab	PE	309.9							41.6	268.3	309.9	
UPN 9720		IC			12.4					1.7	10.7	12.4	
		CN				2,810.8				377.2	2,433.6	2,810.8	
MDT	U-1031 RO 5.0 to 5.3	**Total**	**309.9**	**0.0**	**12.4**	**2,810.8**	**0.0**	**0.0**		**420.5**	**2,712.6**	**3,133.1**	
MONTANA AVE OVERPASS- BILLINGS	Bridge rehab	PE		253.1						34.0	219.1	253.1	New project
UPN 9913		RW				38.0				5.1	32.9	38.0	
		IC				38.0				5.1	32.9	38.0	
		CN					1,809.8			242.9	1,566.9	1,809.8	
MDT	N113 RP1.82 TO 1.92	**Total**	**0.0**	**253.1**	**0.0**	**75.9**	**1,809.8**	**0.0**		**287.0**	**1,851.8**	**2,138.8**	
MONTANA AVE STRUCTURES - BLGS	Bridge Study	OT		750.0						100.7	649.4	750.0	New study
UPN 9914										0.0	0.0	0.0	
MDT	N113 RP1.82 TO 1.92	**Total**	**0.0**	**750.0**	**0.0**	**0.0**	**0.0**	**0.0**		**100.7**	**649.4**	**750.0**	
BR TOTAL			**7,269.6**	**6,739.8**	**47,558.6**	**2,886.7**	**1,809.8**	**0.0**	**0.0**	**8,892.7**	**57,371.7**	**66,264.4**	

CN estimates include CE costs

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Program Schedule						Funding Source			Total Project Costs
									Local	State	Federal	
			Pre-2020	2020	2021	2022	2023	2024		13.42%	86.58%	
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
MDT	Various Locations	**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**0.0**	**335.5**	**2,164.5**	**2,500.0**
SHILOH ROAD - BILLINGS	Pavement Preservation	PE	45.4	-30.2						2.0	13.2	15.2
UPN 9502		CN		53.4						7.2	46.2	53.4
MDT	U-1031 RP 4.4-5.4	**Total**	**45.4**	**23.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**9.2**	**59.4**	**68.6**
KING AVE E - BILLINGS	Pavement Preservation	PE	26.0	-12.7						1.8	11.5	13.3
UPN 9505		CN		42.4						5.7	36.7	42.4
MDT	U-1026 RP 1.7-2.2	**Total**	**26.0**	**29.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**7.5**	**48.2**	**55.7**
HARDIN ROAD - BILLINGS	Pavement Preservation	PE	26.0	-10.5						2.1	13.4	15.5
UPN 9506		CN		180.6						24.2	156.4	180.6
MDT	U-1028 RP 0-2.1	**Total**	**26.0**	**170.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**26.3**	**169.8**	**196.1**
GRAND-24TH T0 ZIMMERMAN (BLGS)	Pavement Preservation	PE	77.9							10.4	67.4	77.9
UPN 9509		CN			1,470.1					197.3	1,272.8	1,470.1
MDT	U-1004 RP .8- RP2	**Total**	**77.9**	**0.0**	**1,470.1**	**0.0**	**0.0**	**0.0**	**0.0**	**207.7**	**1,340.2**	**1,547.9**
UPP TOTAL			**175.2**	**723.0**	**1,970.1**	**500.0**	**500.0**	**500.0**	**0.0**	**586.2**	**3,782.0**	**4,368.2**

CN estimates include CE costs

Montana Air and Congestion Initiative (MACI)- Discretionary Program

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
ADA COMPLIANCE		All		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
MDT	ADA upgrades	**Total**		**500.0**	**500.0**	**500.0**	**500.0**	**500.0**		**335.5**	**2,164.5**	**2,500.0**
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
MDT	Signalization	**Total**		**250.0**	**250.0**	**250.0**	**250.0**	**250.0**		**167.8**	**1,082.3**	**1,250.0**
27th St - 1st Ave S to Airport	Mill and overlay											
UPN 7910		CN	5,500.0	197.1						764.6	4,932.6	5,697.1
MDT	HWAY RT 53/MT3 RP1.1 TO 3.0	**Total**	**5,500.0**	**197.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**764.6**	**4,932.6**	**5,697.1**
Underpass Ave. Improvements	Intersection Improvements	PE	1,167.6							156.7	1,010.9	1,167.6
		IC/RW		110.0	47.5					21.1	136.3	157.5
UPN 8669		CN				955.4				128.2	827.2	955.4
MDT	RP .51 to .72	**Total**	**1,167.6**	**110.0**	**47.5**	**955.4**	**0.0**	**0.0**	**0.0**	**306.0**	**1,974.4**	**2,280.4**
Main Street - Billings	Pavement Preservation											
UPN 8717	with micro-surfacing	CN		1,000.0						134.2	865.8	1,000.0
MDT	RP 1.08 to 4.66	**Total**	**0.0**	**1,000.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**134.2**	**865.8**	**1,000.0**
Mossmain Intch-West Blgs Inch	Pavement Preservation											
UPN 9198	Not all locations inside MPO boundary	CN						443.5		59.5	384.0	443.5
MDT	I-90 RP 437.12 to 446.7	**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**443.5**	**0.0**	**59.5**	**384.0**	**443.5**
LAUREL ROAD SIGNALS - BILLINGS	INT UPGRADE/SIGNALS	PE	51.2	82.4						17.9	115.6	133.6
UPN 9568										0.0	0.0	0.0
Route N-113	RP .6 and 1.3	CN				249.4				33.5	215.9	249.4
MDT	Various Locations	**Total**	**51.2**	**82.4**	**0.0**	**249.4**	**0.0**	**0.0**	**0.0**	**51.4**	**331.6**	**383.0**
		Total	**6,718.8**	**2,139.5**	**797.5**	**1,954.8**	**750.0**	**1,193.5**	**0.0**	**1,819.0**	**11,735.1**	**13,554.0**

CN estimates include CE costs

Transportation Alternatives

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source: Local 13.42%	Funding Source: State 13.42%	Funding Source: Federal 86.58%	Total Project Costs
Transportation Alternatives									0.0	0.0	0.0	0.0
		All		300.0	300.0	300.0	300.0	300.0	0.0	201.3	1,298.7	1,500.0
MDT/Locals	**Various Locations**	**Total**	**0.0**	**300.0**	**300.0**	**300.0**	**300.0**	**300.0**	**0.0**	**201.3**	**1,298.7**	**1,500.0**
BECRAFT LANE SIDEWALK-LOCKWOOD	Install sidewalks	PE	238.7	-0.6					31.9		206.1	238.0
UPN 9158		CN	897.6	81.4					131.4		847.6	979.0
MDT/Locals	**Various Locations**	**Total**	**1,136.3**	**80.7**	**0.0**	**0.0**	**0.0**	**0.0**	**163.3**	**0.0**	**1,053.7**	**1,217.0**
TA TOTALS			**1,136.3**	**380.7**	**300.0**	**300.0**	**300.0**	**300.0**	**163.3**	**201.3**	**2,352.4**	**2,717.0**
Federal			**983.8**	**329.6**	**259.7**	**259.7**	**259.7**	**259.7**				
Local			**152.5**	**51.1**	**40.3**	**40.3**	**40.3**	**40.3**				

Funding dependent on the outcome of a competitive process and funding availability.

CN estimates include CE costs

Earmarks

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	Pre-2020	2020	2021	2022	2023	2024	Funding Source Local 13.42%	 State 13.42%	 Federal 86.58%	Total Project	
Billings Bypass UPN4199000	Environmental Impact Statement	PE	17,332.9							2,326.1	15,006.8	17,332.9	
	Preliminary Engineering Right of Way Acquisition	RW	7,847.0							1,053.1	6,793.9	7,847.0	
MDT		**Total**	**25,179.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,379.1**	**21,800.8**	**25,179.9**	
GRAND-24TH T0 ZIMMERMAN (BLGS)	Pavement Preservation												
UPN 9509		CN	84.4							11.3	73.1	84.4	new funding source
MDT	U-1004 RP .8- RP2	**Total**	**84.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**11.3**	**73.1**	**84.4**	
		Total	**25,264.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,390.5**	**21,873.8**	**25,264.3**	

CN estimates include CE costs

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2020	2021	2022	2023	2024	Funding Source City	 County	 State	 Federal	Total Estimated Obligation FY2020-2024
Inner Belt Loop UPN	New Construction of Roadway				7,310.2	7,310.2		7,000.0			7,620.4	
MDT		**Total**	**0.0**	**0.0**	**7,310.2**	**7,310.2**	**0.0**	**7,000.0**	**0.0**	**0.0**	**7,620.4**	**14,620.4**
Skyline Trail UPN	Construction of Multi Use Path				2,060.7	2,060.7		85.0			4,036.4	
		Total	**0.0**	**0.0**	**2,060.7**	**2,060.7**	**0.0**	**85.0**	**0.0**	**0.0**	**4,036.4**	**4,121.4**
BUILD TOTAL			**0.0**	**0.0**	**9,370.9**	**9,370.9**	**0.0**	**7,085.0**	**0.0**	**0.0**	**11,656.8**	**18,741.8**

CN estimates include CE costs

Federal Transit Administration Section 5307 CARES Act*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2020	2021	2022	2023	2024	Funding Source Local 0%	Federal 100%	Total Estimated Obligation FY2020-2024
Carryover			0.0	0.0	0.0	0.0	0.0			
Allocation			2,842.6	0.0	0.0	0.0	0.0			
Bus Purchases	Purchase six (6)									0.0
MET Transit	replacement ADA							0.0	0.0	0.0
	Heavy Duty Buses							0.0	0.0	0.0
		Total	**2,249.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,249.8**	**2,249.8**
Facility Improvement	Training Lot Construction									
MET Tranist										
		Total	**500.0**					**0.0**	**500.0**	**500.0**
Bus Technology	Electronic Fare System							0.0	0.0	0.0
MET Transit								0.0	0.0	0.0
		Total	**92.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**92.8**	**92.8**
SECTION 5307 CARES TOTALS*			**2,842.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,842.6**	**2,842.6**
Federal			**2,842.6**	**0.0**	**0.0**	**0.0**	**0.0**			
Local			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			
Ending Balance (Federal)			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			

*FTA administered CARES ACT funds are subject to the section 5307 regulations regarding eligible projects and expenses. These projects are 100% federal funds with no requirement for local match. Only funds utilized for capital projects that involve a substantial change to the function, location, or capacity of the system are required to be reflected in this plan.

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2020	2021	2022	2023	2024	Funding Source Local 20%	 State	 Federal 80%	Total Estimated Obligation FY2020-2024
Carryover			0.0	0.0	0.0	0.0	0.0				
5311 Transfer from State(Fed Share)											
Allocation (Estimated)(Fed Share)			1,891.4	1,910.3	1,929.3	1,948.7	1,968.2				
Bus & Passenger Amenities	Recurring										0.0
Automated Passenger Counter System	Purch.							0.0		0.0	0.0
Upgrade Equipment on Cutaways								0.0		0.0	0.0
Bus Stop Signage								0.0		0.0	0.0
Met Transit		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
Transit Operations* **											
Met Transit		**Total**	**3,782.7**	**3,820.5**	**3,858.7**	**3,897.3**	**3,936.3**	**9,647.8**		**9,647.8**	**19,295.6**
Purchase buses	Recurring							0.0		0.0	0.0
	Purch.							0.0		0.0	0.0
Expansion Cutaway								0.0		0.0	0.0
Replacement Buses								0.0		0.0	0.0
Met Transit		**Total**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
SECTION 5307 TOTALS*			**3,782.7**	**3,820.5**	**3,858.7**	**3,897.3**	**3,936.3**	**9,647.8**	**0.0**	**9,647.8**	**19,295.6**
Federal			**1,891.4**	**1,910.3**	**1,929.4**	**1,948.7**	**1,968.2**				
Local			**1,891.4**	**1,910.3**	**1,929.4**	**1,948.7**	**1,968.2**				
Ending Balance (Federal)			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**				

*FTA administered funds are not subject to indirect cost recovery. 5307 funds may be supplemented by Small Transit Intensive Cities (STIC) funds based on transit system performance for the urbanized area (MET).

***Total local funding reflects an overmatch on federal share. Operations Match ratio is 50/50.

CARES Act is 100% federally funded

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2020	2021	2022	2023	2024	Funding Source Local 20%	 State	 Federal 80%	Total Estimated Obligation FY2020-2024
Carryover			3,418.3	120.8	0.0	0.0	0.0				
Allocation (Estimated)			514.0	420.0	420.0	420.0	420.0				
Bus Purchases	Replacement							0.0		0.0	0.0
Met Transit	85/15 for ada		**4,124.8**	**0.0**	**0.0**	**0.0**	**0.0**	**618.7**		**3,506.1**	**4,124.8**
Automated Passenger Counter	Upgrade										
Met Transit			**71.4**	**0.0**	**0.0**	**0.0**	**0.0**	**14.3**		**57.1**	**71.4**
Bus and Bus Technology	Upgrade										
Met Transit			**282.7**	**0.0**	**0.0**	**0.0**	**0.0**	**56.5**		**226.1**	**282.7**
Bus Facilities Security System	Upgrade										
Met Transit			**27.8**	**0.0**	**0.0**	**0.0**	**0.0**	**5.6**		**22.2**	**27.8**
Bus, Facilities, and Technology	Upgrade facilities, replace										
Met Transit	**buses, add technology**		**0.0**	**676.0**	**525.0**	**525.0**	**525.0**	**450.2**		**1,800.8**	**2,251.0**
		Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**
SECTION 5339 TOTALS			**4,506.6**	**676.0**	**525.0**	**525.0**	**525.0**	**1,145.3**	**0.0**	**5,612.3**	**6,757.6**
Federal			**3,811.5**	**540.8**	**420.0**	**420.0**	**420.0**				
Local			**695.1**	**135.2**	**105.0**	**105.0**	**105.0**				
Balance			**120.8**	**0.0**	**0.0**	**0.0**	**0.0**				

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project / Sponsor	Description	Phase	2020	2021	2022	2023	2024	Funding Source: Local 15/20%	Funding Source: State	Funding Source: Federal 85/80%	Total Estimated Obligation FY2020-2024	
Carryover			22.0	47.3	102.8	102.9	102.9					
Allocation (Estimated)			160.0	160.0	160.0	160.0	160.0					
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for MET	Purch.						0.0		0.0	0.0	
	and other Coordination members as applicable	Purch.						0.0		0.0	0.0	
Met Transit and Coordination Group			**158.4**	**85.5**	**170.9**	**170.9**	**170.9**	**0.0**		**0.0**	**0.0**	updated costs from transit
Traditional and Non-Trad	Projects to support identified community needs	Purch.						0.0		0.0	0.0	
Projects	but may be also be used for vehicles	Purch.						0.0		0.0	0.0	
		Purch.						0.0		0.0	0.0	
		Purch.						0.0		0.0	0.0	
Coodination Members			**0.0**	**0.0**	**18.4**	**18.4**	**18.5**	**0.0**		**0.0**	**0.0**	
		Purch.						0.0		0.0	0.0	
		Purch.						0.0		0.0	0.0	
		Purch.						0.0		0.0	0.0	
		Purch.						0.0		0.0	0.0	
AWARE	**Mini van w/ ramp**	Purch.	**0.0**	**39.8**	**0.0**	**0.0**	**0.0**	**0.0**		**0.0**	**0.0**	new purchase from transit
SECTION 5310 TOTALS			**158.4**	**125.3**	**189.3**	**189.3**	**189.4**	**0.0**		**0.0**	**0.0**	
Federal			**134.6**	**104.5**	**160.0**	**160.0**	**160.1**					
Local			**23.8**	**20.8**	**29.3**	**29.3**	**29.3**					
Balance			**47.3**	**102.8**	**102.9**	**102.9**	**102.8**					

NOTE: Indirect costs will be recovered on van/bus purchases.
Funding dependent on the outcome of a competitive process and funding availability.

TRANSADE (STATE FUNDED)

Funding shown in thousands of dollars

Project Sponsor	Description	Phase	2020	2021	2022	2023	2024	State Funded 100%	Total Estimated Obligation FY2020-2024	
Carryover			0.0	9.5	24.8	40.0	55.3			
Allocation (Estimated)			**109.5**	**115.3**	**115.3**	**115.3**	**115.3**	**570.6**	**570.6**	updated costs from transit
Transit Operations	Operating		100.0	100.0	100.0	100.0	100.0	**500.0**		
Met Transit			**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**500.0**	**500.0**	
STATE TOTALS			**9.5**	**24.8**	**40.0**	**55.3**	**70.6**	**500.0**	**500.0**	

Public Comment

The MPO will post the draft Transportation Improvement Program (TIP) to the Transportation Resource page of the City of Billings Website. Link to the page is: https://www.ci.billings.mt.us/2336/Transportation-Resources . MPO additionally will post agendas for the Boards, Council and Commission that review and act on the Transportation Improvement Program here: https://www.ci.billings.mt.us/117/Agendas-Minutes . The MPO published a Public Hearing Notice in the Yellowstone County News on May 8 and May 22, 2020 noting that public comment will be received on the Transportation Improvement Plan at the Yellowstone County Planning Board Meeting scheduled for Wednesday, May 27, 2020.

Below is a list of the Public Meetings that allow for public review and comment on the Transportation Improvement Program. Each meeting notes the number of public attending and comments received from any public:

Technical Advisory Committee:	Thursday, December 17, 2020 (Video Conference Format with public streaming due to COVID-19) Attendance at Meeting: TAC Members, Planning Staff Public Comment period
YC Planning Board:	Tuesday, January 26, 2021 (Video Conference Format with public streaming due to COVID-19) Attendance at Meeting: Planning Board members, Planning Staff Public Comment period
Billings City Council:	Monday, February 08, 2021 (Video Conference Format with public streaming due to COVID-19) Attendance at Meeting: City Council Members, Staff Public Comment period
YC Board of Commissioners:	Tuesday, February 2, 2021 (Video Conference Format with public streaming due to COVID-19) Attendance at Meeting: Commissioners, Staff Public Comment period
Policy Coordinating Committee:	Tuesday, February 16, 2021 (Public meeting and Video Conference Format with public streaming) Attendance at Meeting: PCC Members, Staff, MDT Planning; Public Comment period

Public Participation Plan City of Billings MET Transit

The purpose of the City of Billings MET Transit Public Participation Plan is to ensure and improve access to MET's decision-making process for all members of the public including low-income, minority, and other disadvantaged populations. MET endeavors to provide opportunities for the public to assist and provide input on transit projects in regards to social, environmental, and economic impacts to the area's population.

The Public Participation Plan identifies methods for informing and involving the public in the decision making process, including minority and limited-English proficiency (LEP) populations. Methods of informing the public include, but are not limited to, printed material, partner and community outreach, press releases, paid advertising, transit advertising, and the MET website and social media platforms. Methods of involving the public include, but are not limited to, public meetings, public hearings, surveys, Aviation and Transit Commission meetings, public comment cards, and multiple feedback options.

To download a copy of MET's updated (10/2019) Public Participation Plan, insert the link below in your browser

https://ci.billings.mt.us/DocumentCenter/View/39212/MET-Transit-Public-Participation-Plan-FINAL-10_2019

Certification

The Billings Metropolitan Planning Organization for the Billings, Montana, urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

I. 49 USC. Section 5303 and 23 USC. 134 and CFR 450.334;
II. Title VI of the Civil Rights Act of 1964, as amended (42 USC. 2000d-1) and 49 CFR, Part 21;
III. Section 1101(b) of the MAP-21 (Pub. L. 112-141) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (49 CFR part 26);
IV. The provision of the Americans With Disabilities Act of 1990 (42 USC. 12101 *et esq.*,) and the U. S. DOT implementing regulation (49 CFR Parts 27, 37 and 38);
V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;
VI. Sections 174 and 176(c) and (d) of the Clear Air Act as amended (42 USC. 7504, 7506(c) and (d));
VII. 49 USC. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
VIII. 23 CFR, Part 230, regarding the implementation of an equal employment opportunity on Federal and Federal-aid highway construction contracts;
IX. The Older Americans Act as amended (42 USC. 6101), prohibiting discrimination on the basis of age in program or projects receiving Federal financial assistance;
X. Section 324 of Title 23 USC. regarding the prohibition of discrimination based on gender; and
XI. Section 504 of the Rehabilitation Act of 1973 (29 USC. 794) and 49 CFR, Part 27 regarding discrimination against individuals with disabilities.

Billings, Montana
Metropolitan Planning Organization

_____
Woody Woods, President, Yellowstone County Board of Planning

_____
Date

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

Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 01/26/2021

Information

PROBLEM/ISSUE STATEMENT

The Billings Metropolitan Planning Organization (MPO) requested proposals from qualified firms to develop a Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan (Preference Plan). The goal of this project was to the take the identified transportation network alternatives completed in the Downtown Traffic Study, completed by the City of Billings Engineering Division, and execute a robust and creative public outreach process to develop an implementation and project prioritization strategy. The Planning Board reviewed the Preference Plan and conducted a public hearing on the plan at its January 12 meeting. The Board is expected to complete a final review of the Plan at this meeting and make a recommendation to the Policy Coordinating Committee (PCC).

BACKGROUND

The MPO through a competitive process hired Dowl to develop a Downtown Billings Traffic Study: Alternative Prioritization and Public Preference Plan (Preference Plan).

The Preference Plan project was prompted by the Downtown Billings Traffic Study (DBTS) completed for the City of Billings Engineering Division by Kittelson and Associates and Dowl in 2019. The Preference Plan solicited public feedback and prioritization preference of the feasible transportation network alternatives vetted in the DBTS. The vetted alternatives presented to the public are:

- **One-Way to Two-Way Conversions: North and South**
  - This segment of the survey included six questions, five offering feasible options on 33rd, 34th, and 35thStreets; 26th, 29th, and 31st Streets; 30th and 32nd Streets; 25th Street; and 25th Street at the MET Transfer Center; and one offering an option for participants to comment.
  - Of the 2,167 survey answers provided to this line of questions, **65% were in favor of a conversion**.
  - 116 comments were made offering feedback related to traffic flow, the need for bike lanes, parking concerns/need, and safety.
- **One-Way to Two-Way Conversion: East and West (1st Avenue N and 2nd Avenue N)**
  - This segment of the survey included two questions, one asking about the conversion from one-way to two-way and one offering an option for participants to comment.
  - Of the 442 survey answers provided to this line of questions, **61% were in favor of a conversion**.
  - 65 comments were made offering feedback; recurring themes included economic impact, concern over construction expense and possible congestion, and the need for bicyclist and pedestrian safety.
- **Road Diet: Montana Avenue (Division Street to 18th Street)**
  - This segment of the survey included four questions, three asking about possible road diet options between30th-35th Street, 27th-30th Street, and one offering an option for participants to comment.
  - Of the 1,326 survey answers provided to this line of questioning, **60% were in favor of a conversion**.
  - 94 comments were made offering feedback; recurring themes included varying opinions on the need for bike facilities and concerns over congestion, traffic speed and pedestrian safety on the east end of Montana Avenue, and loss of parking spaces.
- **Road Diet: 6th Avenue N (Main Street to North 13th Street)**
  - This segment of the survey included three questions, two asking about possible road diet options between 10thStreet and main Street, and 13th Street and 10th Street, and one offering an option for participants to comment.
  - Of the 2,167 survey answers provided to this line of questioning, **66% were in favor of a conversion**.
  - 61 comments were made offering feedback; recurring themes included concerns about congestion and

commute time. Others emphasized the need for a connection for bicyclists between the Heights and Downtown and bike/pedestrian safety. References to the East Billings Urban Renewal District (EBURD)Master Plan, 5th Avenue N project, and the Inner Belt Loop integration were also made.

- **Road Diet: 13th Street (Between 6th Avenue North and 1st Avenue North)**
  - This segment of the survey included three questions, two asking about possible road diet options between 4thAvenue N and 6th Avenue N, and 1st Avenue N, and one offering an option for participants to comment.
  - Of the 875 survey answers provided to this line of questioning, **60% were in favor of a conversion**.
  - 29 comments were made offering feedback; recurring themes included the need for bicycle and pedestrian safety, traffic flow and BIRD development. Others questioned the need for bike lanes in the industrial area of town and related expense. Again, integration with the East Billings Urban Renewal District (EBURD) Master Plan and 5th Avenue N projects were recommended.
- **Seasonal Closure: Broadway Avenue**
  - This segment of the survey included two questions, one asking about a seasonal closure and one offering an option for participants to comment.
  - Of the 441 survey answers provided to this line of questions, **64% were in favor of a seasonal closure**.
  - 603 comments were made offering feedback; recurring themes included business access, economic vitality, and activity in downtown. Some participants expressed a desire to see a full closure, while others were concerned about the impact to traffic flow and parking spaces.

Overall, members of the public and stakeholder groups who were engaged with the project provided passionate, thoughtful feedback. Citizens are deeply engaged in the community and downtown; hopeful that improvements would increase economic vitality and spur development; and concerned about accessibility, walkability and bike-ability.

STAKEHOLDERS

At the January 12 meeting, the Planning Board received a presentation from Dowl on elements of the Preference Plan. The board also conducted a public hearing to gather public testimony regarding the plan, no public participated in the hearing. The Planning Board made several comments about how pleased they were with the plan and the results. One question was asked in regard to how this planning study fits in with all the other planning and engineering studies occurring in the downtown? Some of these include the N 27th Railroad Crossing Study, Exposition/1st Avenue North, MetraPark Master Plan, and N 5th Corridor Study. Many of the MPO's consultants work as the lead or a sub-consultant on these projects, the benefit is that the awareness of other studies occurring can help influence the outcomes or direction of the studies. MPO staff also works to ensure communication and coordination across various studies and projects since they are involved in all of them at different levels.

FINANCIAL IMPACT

The contract for the Downtown Billings Traffic Study: alternative Prioritization and Public Preference Plan with Dowl was budgeted at $50,000. The majority of the funding is through the MPO's Federal PL (planning) funds. PL funds for this project required 40% local match, which was planned for and provided through the Planning Division's adopted FY20 budget.

Although this study does not provide exact costs associated with preferred alternatives, the Downtown Billings Traffic Study completed by Kittelson & Associates in 2019 provided planning level cost estimates for selected elements. Decisions about what conversions might be done first, timing and allocation of funds, are all elements that may happen next using this Preference Plan's findings.

RECOMMENDATION

Staff recommends that the Planning Board forward a recommendation of approval of the Preference Plan to the PCC. The PCC is scheduled to take final action on the plan at its meeting on February 16, 2021.

Attachments

Draft Preference Plan

CITY OF BILLINGS

DOWNTOWN

TRAFFIC STUDY



Visualization of possible conversions

DOWNTOWN BILLINGS TRAFFIC STUDY:
ALTERNATIVE PRIORITIZATION AND PUBLIC PREFERENCE PLAN

Draft Report

December 2020

BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

CITY OF Billings

DOWL

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EXECUTIVE SUMMARY

Project Purpose

The Downtown Billings Traffic Study Alternative Prioritization and Public Preference Plan project was prompted by the Downtown Billings Traffic Study (DBTS), completed for the City of Billings Engineering Division by Kittelson and Associates and DOWL and released in June 2019. This study solicited public feedback and prioritization preference of the feasible transportation network alternatives vetted in the DBTS. The vetted alternatives presented to the public are:

- **One-Way to Two-Way Conversions: North and South** – Converts north and south one-way streets between Division Street and 24th Street to two-way operation
- **One-Way to Two-Way Conversion: East and West (2nd Avenue N and 3rd Avenue N**) – Converts 2nd Avenue N and 3rd Avenue N west of 22nd Street to Division Street to two-way operation
- **Road Diet: Montana Avenue (Division Street to 18th Street)** – Provides options to accommodate all roadway users within existing curb limits
- **Road Diet: 6th Avenue N (Main Street to North 13th Street)** – Provides options to accommodate all roadway users within existing curb limits
- **Road Diet: 13th Street (Between 6th Avenue North and 1st Avenue North**) – Provides options to accommodate all roadway users within existing curb limits
- **Broadway Street Closure** – Creates a festival street by closing Broadway Street to vehicles between 1st Avenue N and 2nd Avenue. The DBTS noted a permanent closure, but this project explored public perspectives related to a seasonal closure at the direction of the City-County MPO.

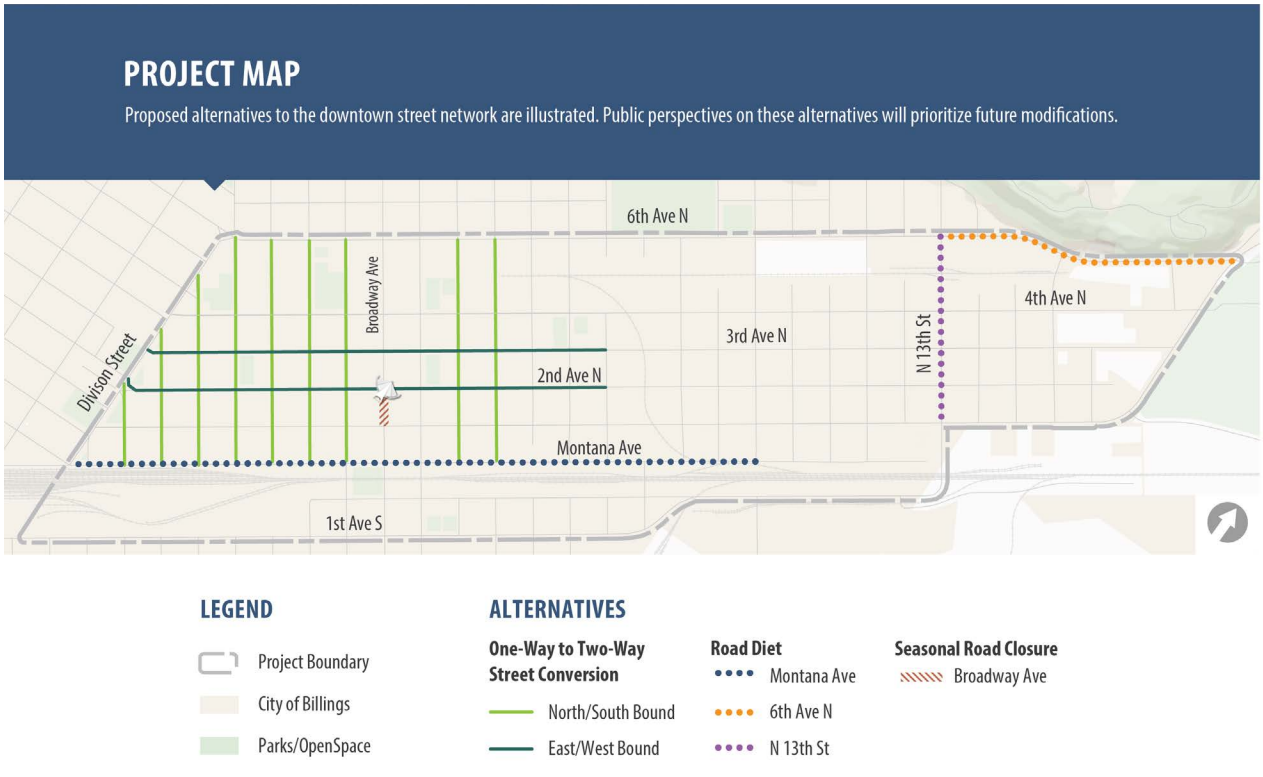


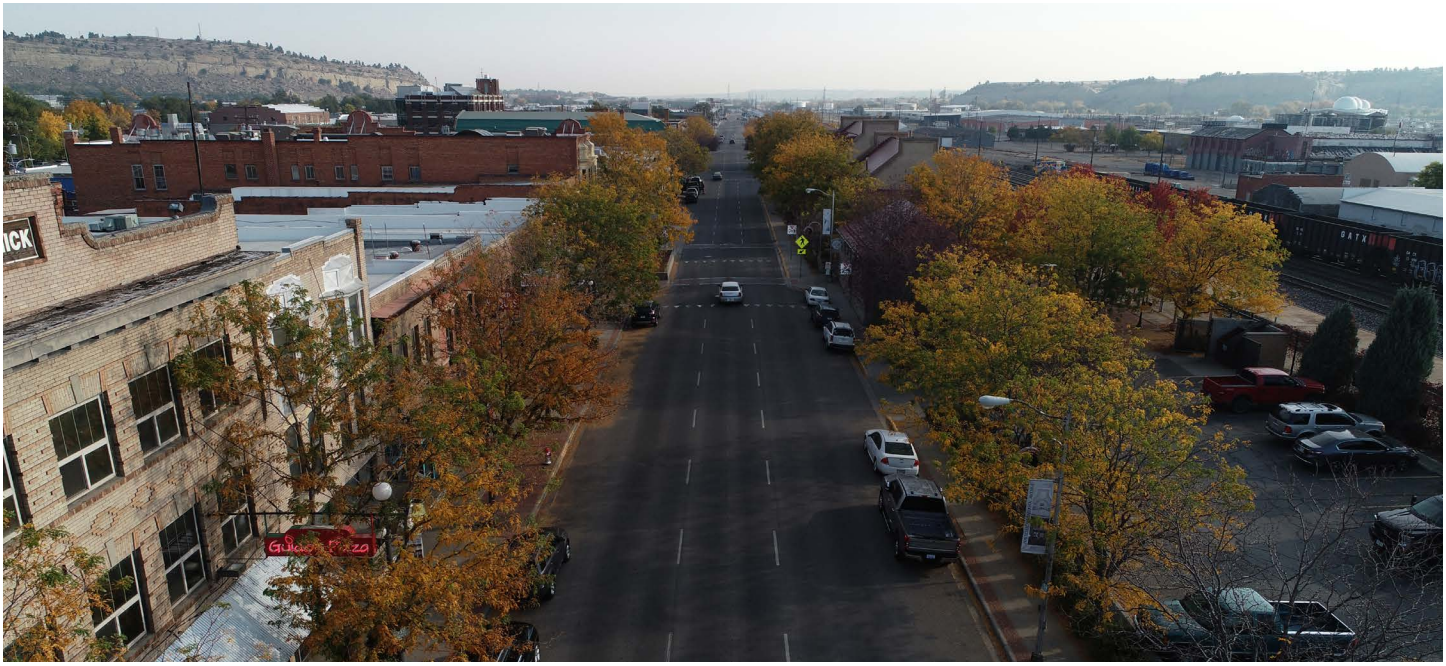
Figure 1. Study Area

Synopsis of Public Feedback

DOWL solicited public opinion on the proposed alternatives through in-person and virtual presentations to the public and stakeholder groups, direct outreach to property owners, and media coordination. An online website and survey was developed to collect feedback, with questions written to address corridor specifics, sometimes breaking corridors into multiple questions to accommodate differing dynamics along the corridor. Bicycle facilities were also integrated into the questions, in accordance with the 2016 Billings Bikeways and Trails Master Plan.

The online platform tracked a total of 6,176 visits from 2,393 users who completed 455 surveys and submitted 526 comments related to the project in general and specific alternatives. Overall, feedback collected was receptive to alterations to the current traffic system.

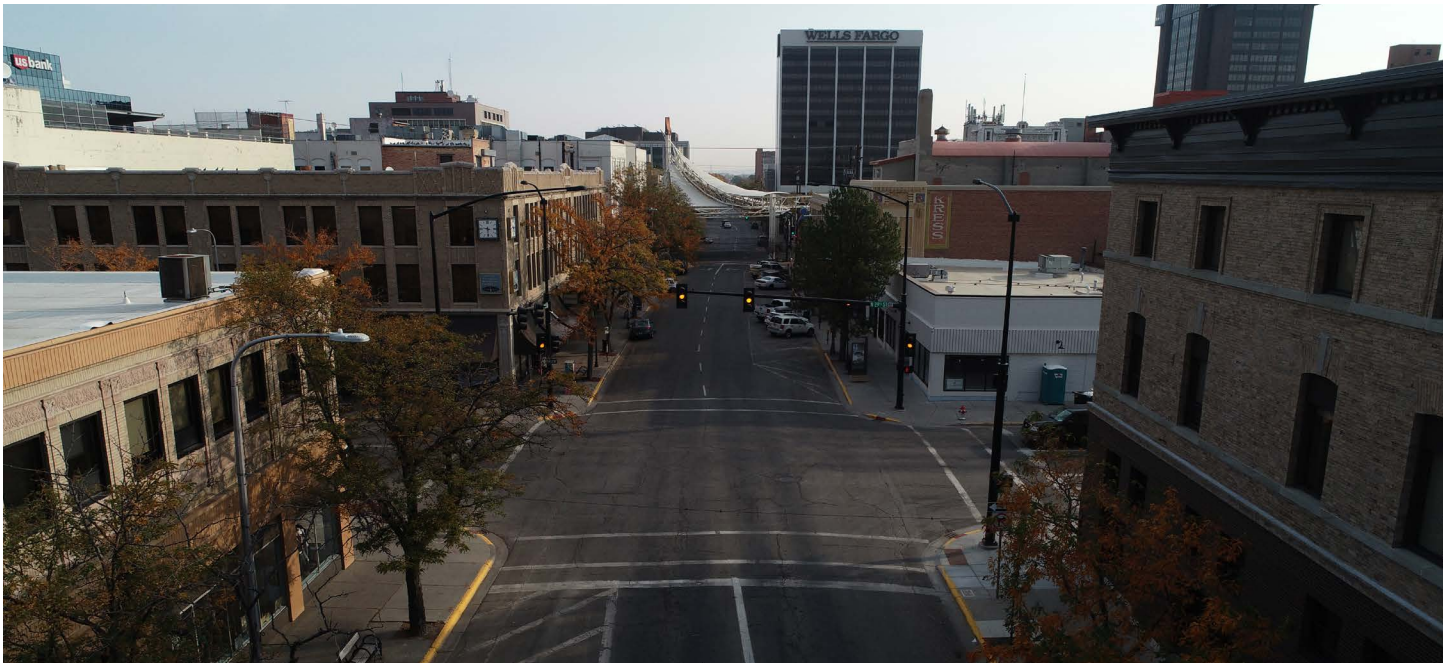
- **One-Way to Two-Way Conversions: North and South**
  - This segment of the survey included six questions, five offering feasible options on 33rd, 34th, and 35th Streets; 26th, 29th, and 31st Streets; 30th and 32nd Streets; 25th Street; and 25th Street at the MET Transfer Center; and one offering an option for participants to comment.
  - Of the 2,167 survey answers provided to this line of questioning, **65% were in favor of a conversion**.
  - 116 comments were made offering feedback related to traffic flow, the need for bike lanes, parking concerns/need, and safety.
- **One-Way to Two-Way Conversion: East and West (2nd Avenue N and 3rd Avenue N)**
  - This segment of the survey included two questions, one asking about the conversion from one-way to two way and one offering an option for participants to comment.
  - Of the 442 survey answers provided to this line of questioning, **61% were in favor of a conversion**.
  - 65 comments were made offering feedback; recurring themes included economic impact, concern over construction expense and possible congestion, and need for bicyclist and pedestrian safety.
- **Road Diet: Montana Avenue (Division Street to 18th Street)**
  - This segment of the survey included four questions, three asking about possible road diet options between 30th-35th Street, 27th-30th Street, and 18th-27th Street, and one offering an option for participants to comment.
  - Of the 1,326 survey answers provided to this line of questioning, **60% were in favor of a conversion**.
  - 94 comments were made offering feedback; recurring themes included varying opinions on the need for bike facilities and concerns over congestion, traffic speed and pedestrian safety on the east end of Montana Avenue, and loss of parking spaces.



Montana Avenue currently has three one-way lanes with parallel parking on either side.

- **Road Diet: 6th Avenue N (Main Street to North 13th Street)**
  - This segment of the survey included three questions, two asking about possible road diet options between 10th Street and Main Street, and 13th Street and 10th Street, and one offering an option for participants to comment.
  - Of the 2,167 survey answers provided to this line of questioning, **66% were in favor of a conversion**.
  - 61 comments were made offering feedback; recurring themes included concerns about congestion and commute time. Others emphasized the need for a connection for bicyclists between the Heights and Downtown and bike/pedestrian safety. References to the East Billings Urban Renewal District (EBURD) Master Plan, 5th Avenue N project, and Inner Belt Loop integration were also made. The consideration of Metra event-related traffic was also encouraged.
- **Road Diet: 13th Street (Between 6th Avenue North and 1st Avenue North)**
  - This segment of the survey included three questions, two asking about possible road diet options between 4th Avenue N and 6th Avenue N, and 1st Avenue N and 4th Avenue N, and one offering an option for participants to comment.
  - Of the 875 survey answers provided to this line of questioning, **60% were in favor of a conversion**.
  - 29 comments were made offering feedback; recurring themes included the need for bicycle and pedestrian safety, traffic flow and BIRD development. Others questioned the need for bike lanes in the industrial area of town and related expense. Again, integration with the East Billings Urban Renewal District (EBURD) Master Plan and 5th Avenue N project were recommended.
- **Seasonal Closure: Broadway Avenue**
  - This segment of the survey included two questions, one asking about a seasonal closure and one offering an option for participants to comment.
  - Of the 441 survey answers provided to this line of questioning, **64% were in favor of a conversion**.
  - 603 comments were made offering feedback; recurring themes included business access, economic vitality, and activity in downtown. Some participants expressed a desire to see a full closure, while others were concerned about the impact to traffic flow and parking spaces.

Overall, members of the public and stakeholder groups who engaged with the project provided passionate, thoughtful opinions. Citizens are deeply engaged in the community and downtown; hopeful that improvements would increase economic vitality and spur development; and concerned about accessibility, walkability and bikability.



2nd Avenue North currently has three one-way lanes with parallel parking on either side.

BACKGROUND

The transportation network in downtown Billings has served the community in various ways since its inception is constantly reviewed to change to meet current demands and technologies. In an effort to continue to meet community needs, the City of Billings conducted the Downtown Traffic Study in partnership with Kittelson and Associates and DOWL. The study, released in June 2019, identified six feasible alternatives for City consideration. The process and results outlined in this report was a public outreach effort to collect public preferences related to the feasible alternatives.

This study solicited public feedback and prioritization preference of the feasible transportation network alternatives vetted in the DBTS. The vetted alternatives presented to the public are:

- **One-Way to Two-Way Conversions: North and South** – Converts north and south one-way streets between Division Street and 24th Street to two-way operation
- **One-Way to Two-Way Conversion: East and West (2nd Avenue N and 3rd Avenue N**) – Converts 2nd Avenue N and 3rd Avenue N west of 22nd Street to Division Street to two-way operation
- **Road Diet: Montana Avenue (Division Street to 18th Street)** – Provides options to accommodate all roadway users within existing curb limits
- **Road Diet: 6th Avenue N (Main Street to North 13th Street)** – Provides options to accommodate all roadway users within existing curb limits
- **Road Diet: 13th Street (Between 6th Avenue North and 1st Avenue North**) – Provides options to accommodate all roadway users within existing curb limits
- **Broadway Street Closure** – Creates a festival street by closing Broadway Street to vehicles between 1st Avenue N and 2nd Avenue. The DBTS noted a permanent closure, but this project explored public perspectives related to a seasonal closure at the direction of the City-County MPO.

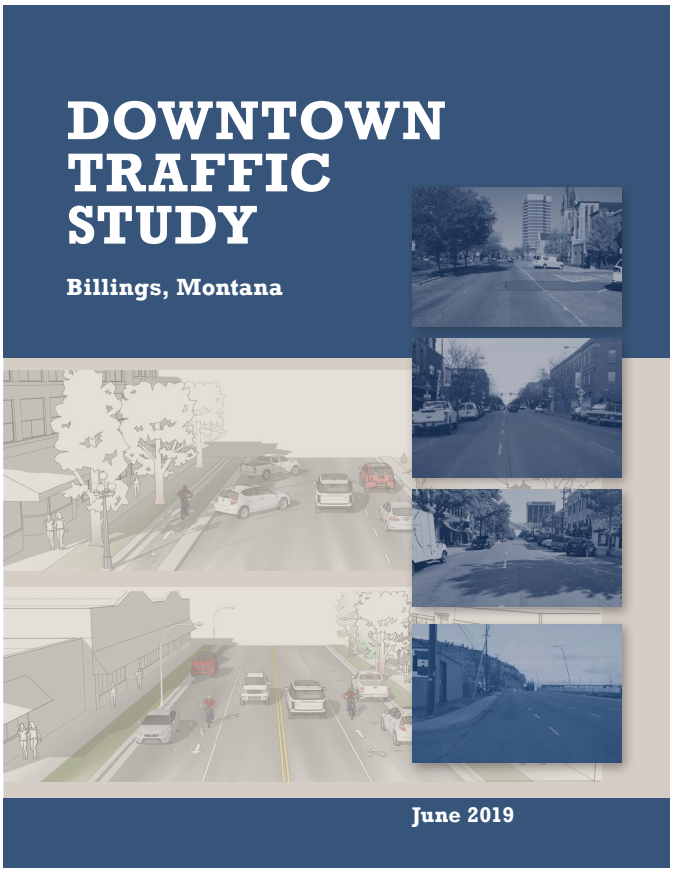


Figure 2. Downtown Traffic Study

TIMELINE

The following graphic illustrates the general timeline of this project.

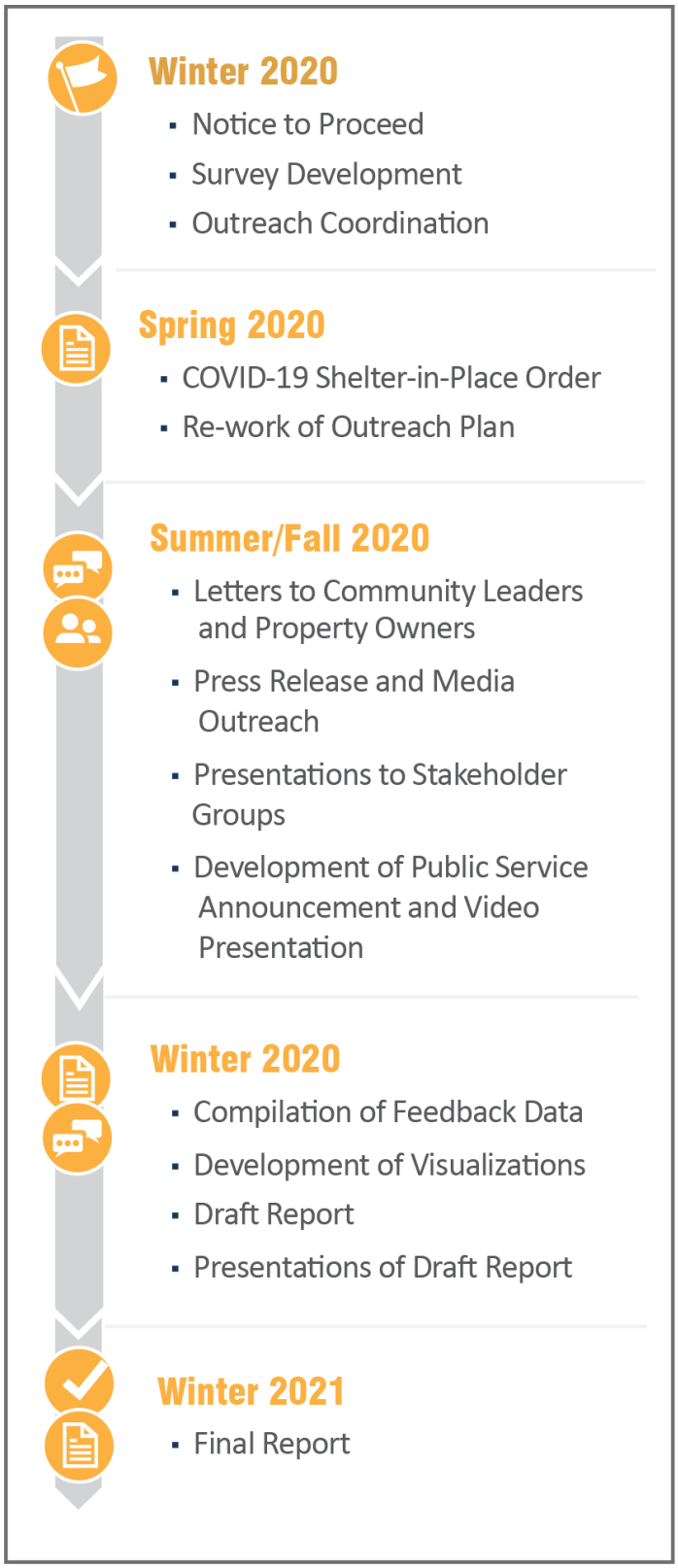


Figure 3. Project Timeline

GOALS AND STRATEGIES



Goal

Take the Message to the Public

Strategies

- In-person meetings were scheduled with local stakeholder groups until local restrictions forced virtual meetings responding to COVID-19 impacts.
- A promotional video soliciting publicinput was produced and boosted on Facebook in response to local meeting restrictions.



Goal

Informative Outreach Strategy

Strategies

- To collect relevant feedback, stakeholders were educated of the advantages and disadvantages of each alternative through outreach including presentations, personal conversations, and print and digital materials.
- A PowerPoint presentation discussed the advantages/ disadvantages to survey participants as they participated in the survey.
- Due to pandemic restrictions, a video recording of the presentation was posted on the project website to serve as a stand-alone introduction to the survey.



Goal

Feedback from Broad Demographics

Strategies

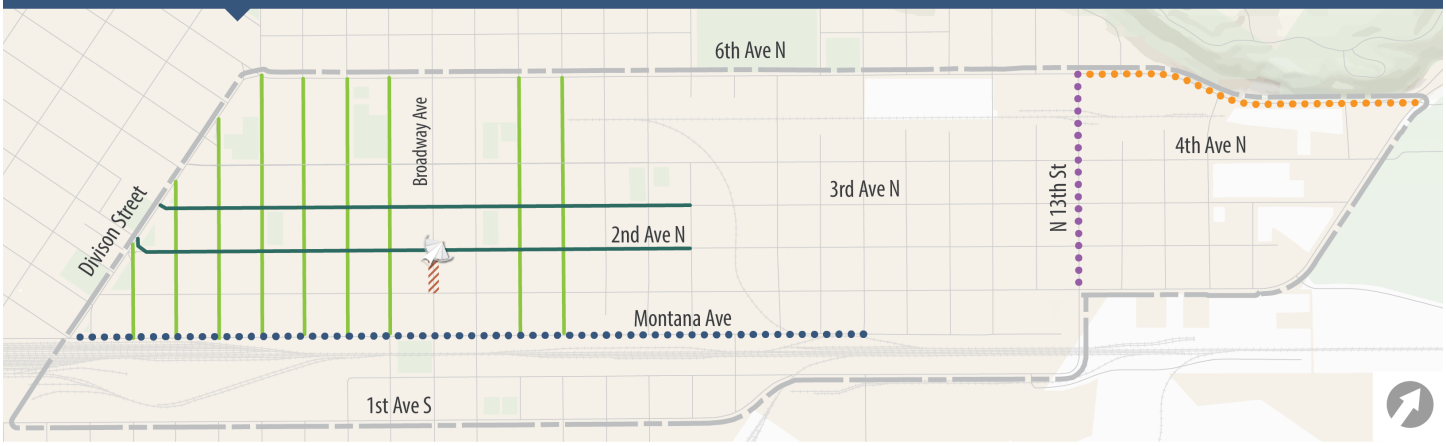
- With local knowledge of the community and the various demographics represented, outreach plan strategically addressed both varied age and geographic demographics.
- The goal was to obtain 400 survey responses to achieve a statistically valid survey; the total number of completed surveys was 455. Prioritization of educated participation steered outreach strategies.

STUDY AREA

This project was based on the study area identified in the DBTS. The boundaries extended west to east from Division Street to Exposition Drive and north to south from 6th Avenue North to 1st Avenue South.

PROJECT MAP

Proposed alternatives to the downtown street network are illustrated. Public perspectives on these alternatives will prioritize future modifications.



LEGEND

- Project Boundary
- City of Billings
- Parks/OpenSpace

ALTERNATIVES

One-Way to Two-Way Street Conversion

- North/South Bound
- East/West Bound

Road Diet

- Montana Ave
- 6th Ave N
- N 13th St

Seasonal Road Closure

- Broadway Ave

Figure 4. Study Area

PUBLIC ENGAGEMENT EFFORT

The objective of the project was to identify public preference for each alternative including preferred bicycle facility options; and to do this, the following tools and tactics were engaged. Example outreach materials and news coverage is included in *Appendix B*.

- **Online Website/Survey.** An interactive online tool was developed, using the Social Pinpoint platform, to collect public feedback. Based on survey results 64% of people accessed the survey on their desktop, 30% on mobile devices, and 6% on tablets.

  Information about the project was provided on the landing page discussing the purpose of the project, answering FAQs, offering contact information, and defining terms found in the survey (road diet, buffered bike lane, conventional bike lane, cycle track, separated bike lane, and sharrow).

  The website also included a detailed survey, a budgeting tool, and an idea wall to collect general feedback participants wished to off that were not captured through the survey questions.

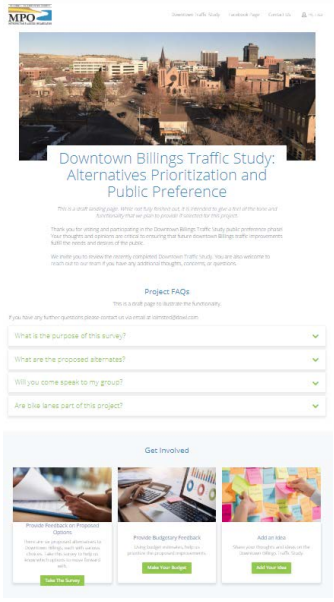




Figure 5: Screenshot of Social Pinpoint landing page. The survey is also mobile-friendly

In partnership with the City-County Planning Division team, the following questions were developed and asked of survey participants:

Question	Possible Answers
Demographic Data	
Age range (optional)	▪ Under 18 ▪ 18-25 ▪ 26-39 ▪ 40-60 ▪ 60-75 ▪ 75+
Gender (optional)	▪ Male ▪ Female ▪ Prefer not to answer
What is your annual household income? (optional)	▪ Less than $50,000 ▪ $50,001-$75,000 ▪ $75,000-$100,000 ▪ $100,000+
What is your level of education? (optional)	▪ Some schooling ▪ High school diploma ▪ Some college ▪ Bachelor's Degree ▪ Master's Degree ▪ Doctorate Degree
Zip code where you live. (optional)	▪ Blank text box provided
Zip code where you work. (optional)	▪ Blank text box provided
What ethnicity do you identify as? (optional)	▪ Blank text box provided

One-Way to Two-Way Street Conversion: North and South-Bound	
Would you like to see (north and south-bound) 33rd Street, 34th Street and 35th Street converted from one-way to two-way traffic?	▪ No. Leave them the way they are. ▪ Yes. I would prefer two-way travel with front-in angled and parallel parking. ▪ Yes. I would prefer two-way travel with only parallel parking.
Would you like to see (north and south-bound) 31st Street, 29th Street, and 26th Street converted from one-way to two-way traffic?	▪ No. Leave them the way they are. ▪ Yes. I would prefer two-way travel with front-in angled and parallel parking. ▪ Yes. I would prefer two-way travel with back-in angled and parallel parking.
Would you like to see (north and south-bound) 30th Street and 32nd Street converted from one-way to two-way traffic?	▪ No. Leave them the way they are. ▪ Yes. Provide a protected bike lane. ▪ Yes. Provide front-in angled parking with a sharrow.
Would you like to see (north and south-bound) 25th Street converted from one-way to two-way traffic?	▪ No. Leave it the way it is. ▪ Yes. Provide parallel parking with a protected bike lane. ▪ Yes. Provide front-in angled parking with a sharrow.
Would you like to see (north and south-bound) 25th Street at the MET Transfer Center converted from one-way to two-way traffic?	▪ No. Leave them the way they are. ▪ Yes. I prefer a conventional bike lane and sharrow. I understand that as a result, no on-street parking can be provided at this location. ▪ Yes. I prefer a sharrow in each lane. I understand that as a result, no on-street parking can be provided at this location.
Do you have any other comments regarding the conversion of north and south-bound streets from one-way to two-way?	▪ Blank text box provided
One-Way to Two-Way Street Conversion: East and West-Bound	
Would you like to see (east and west-bound) 2nd Avenue N and 3rd Avenue N converted from one-way to two-way traffic?	▪ No. Leave them the way they are. ▪ Yes. I would prefer two-way travel with conventional bike lanes and parallel parking. ▪ Yes. I would prefer two-way travel with a sharrow, and front-in angled and parallel parking. ▪ Yes. I would prefer a center turn lane and sharrows.
Do you have any other comments regarding the conversion of east and west-bound 2nd Avenue N and 3rd Avenue N from one-way to two-way?	▪ Blank text box provided
Road Diet: Montana Avenue	
Would you like to see Montana Avenue between 30th Street and 35th Street modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like a separated bike lane with back-in angled parking. ▪ Yes. I would like a cycle track. I understand that as a result, no on-street parking will be available.
Would you like to see Montana Avenue between 27th Street and 30th Street modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like separated bike lane. ▪ Yes. I would like cycle track.
Would you like to see Montana Avenue between 18th Street and 27th Street modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes, I would like a separated bike lane. ▪ Yes. I would like a cycle track. ▪ Yes. I would like back-in angled and parallel parking. I understand that as a result, no bike facility is included.

Do you have any other comments regarding the proposed modifications to Montana Avenue?	▪ Blank text box provided
Road Diet: 6th Avenue	
Would you like to see 6th Avenue between 10th Street and Main Street modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like a protected bike lane. ▪ Yes. I would like a multi-use path.
Would you like to see 6th Avenue between 13th Street and 10th Street modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like a protected bike lane. ▪ Yes. I would like a separated multi-use path.
Do you have any other comments regarding the proposed modifications to 6th Avenue N Avenue?	▪ Blank text box provided
Road Diet: 13th Street	
Would you like to see 13th Street between 4th Avenue N and 6th Avenue N modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like conventional bike lanes and parallel parking. ▪ Yes. I would like sharrows with a center turn lane and parking.
Would you like to see 13th Street between 1st Avenue N and 4th Avenue N modified to allow for more options?	▪ No. Leave it the way it is. ▪ Yes. I would like protected bike lane.
Do you have any other comments regarding the proposed modifications to 13th Street?	▪ Blank text box provided
Seasonal Road Closure: Broadway Avenue	
Would you like to see Broadway Avenue closed seasonally between 1st Avenue N and 2nd Avenue N?	▪ No. I like it the way it is. ▪ Yes. I like the idea of seasonal closure.
Do you have any other comments regarding the proposed modifications to Broadway Avenue?	▪ Blank text box provided
Conclusion Questions	
Please rank the six proposed alternatives in order of your preference (highest priority at the top, down to your lowest priority).	▪ North and South One-Way to Two-Way Conversion ▪ East and West One-Way to Two-Way Street Conversion ▪ Montana Avenue Road Diet ▪ 6th Avenue Road Diet ▪ 13th Street Road Diet ▪ Broadway Avenue Seasonal Street Closure
How often to you use bike lanes in Billings?	▪ Daily ▪ Weekly ▪ Monthly ▪ Infrequently ▪ Never
How often do you use Downtown Billings parking garages?	▪ Daily ▪ Weekly
Email	▪ Blank text box provided

Figure 6. Survey Questions

Final Survey Participation Data	
Total Visits	*6176*
Unique Users	*2393*
Average Time	*1:59 mins*
Comments:	
General	*58*
One-Way to Two-Way (N-S)	*116*
One-Way to Two-Way (E-W)	*65*
Road Diet: Montana Ave.	*94*
Road Diet: 6th Ave. N	*61*
Road Diet: N. 13th St.	*29*
Seasonal Closure: Broadway Ave.	*103*
Total:	*526*
Survey Responses	*455*
Budget Responses	*34*

Figure 7. Final Survey Participation Data

- **Presentations to Stakeholder Groups.** Presentations and/or project information was provided to the following stakeholder groups to discuss the Study, the purpose of the project, and the advantages/disadvantages of the proposed alternatives.
  - Downtown Billings Alliance, Business Improvement District, All-board Meeting
  - Downtown Billings Property Owner Group
  - Billings Industrial Revitalization District (BIRD) and East Billings Urban Renewal District (EBURD)
  - Big Sky Economic Development and Better off in Billings
  - Heights Task Force
  - Pioneer Park Task Force
  - Southside Task Force
  - Billings Downtown Rotary
  - Billings West End Rotary
  - Billings Chamber of Commerce
  - NextGen
  - Breakfast Exchange Club
  - West High School
  - Rocky Mountain College
  - Living Independently For Today and Tomorrow (LIFTT)
  - Yellowstone Citizens Advisory Council
  - Bicycle Pedestrian Advisory Committee (BPAC)
  - Leadership Billings
  - Montana Association of Female Executives
  - Billings Police Department
  - Billings Fire Department
  - Billings TrailNet
  - Visit Billings
  - Visit Southeast Montana

  A video recording of the presentation was also posted it to the project website when other outreach opportunities were canceled due to COVID-19 restrictions.

- **Facebook Page.** A project-specific Facebook page was developed to engage participation through boosted posts and leverage the pre-existing social media following of partner pages.



Figure 8. Project Facebook Page

- **Press Releases and Media Coordination.** Two press releases were distributed and follow-up and coordination with multiple local media representatives resulting in project information being shared by:
  - Billings Gazette
  - KULR8
  - Yellowstone County News
  - KSVI ABC6/Fox 4
  - Yourbigsky.com
  - Community 7
  - Northern News Network
  - Hot 101.9
  - Newsbreak.com
  - Q2
  - Desert Mountain Broadcasting "Love Billings"
- **Public Service Announcement.** In partnership with Community 7, a video was developed about the outreach effort that was posted on the Facebook page and shared with local media.
- **Letters and Emails.** Direct mail letters were sent to community leaders and property owners within the project boundaries. Emails were sent to engaged participants to prompt participation in the survey and provide project updates through Constant Contact. Local partners also shared the content to their pre-existing email lists.
- **Posters.** Project posters were displayed in the Downtown Billings Association's kiosks and on MET buses.
- **Rack Cards.** Project brochures were developed and handed out to partners and at any possible in-person outreach events.

Facebook Data	
Total Post Engagement	*459*
Total Post Reach	*4,127*

Figure 9. Facebook Engagement Data

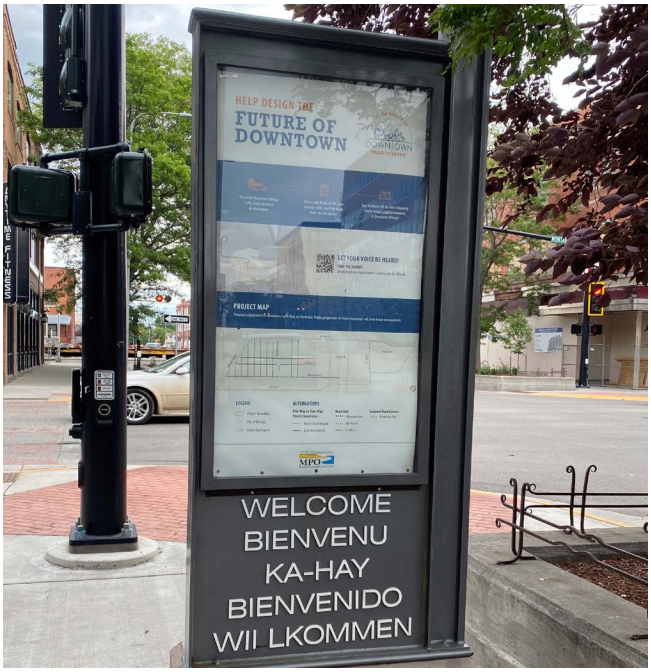


Figure 10. Project Poster in Downtown Kiosk

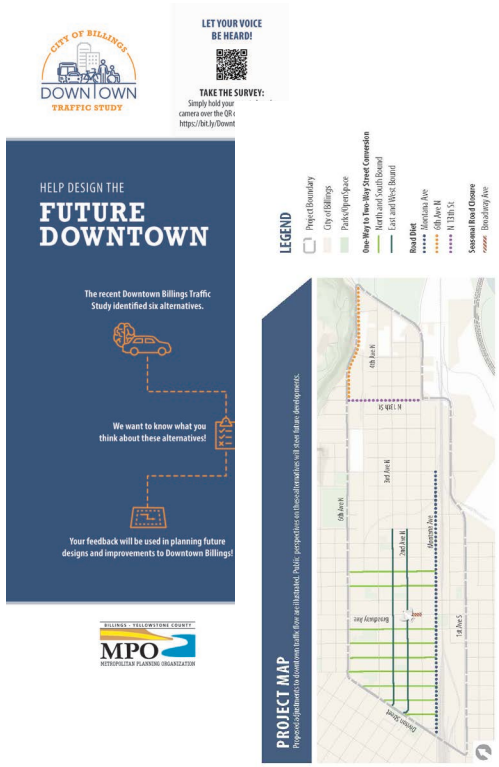


Figure 11. Project Rack Card

SURVEY POPULATION

The City of Billings is comprised of a diverse group of individuals who are very passionate about their city and streets. The survey resulted in a sample size of 455 participants, ranging from under 18 to 75+, with the majority aged 26-60. Level of education among surveyors varied, but a significant majority of respondents have an education level of a Bachelor's degree or higher. 33% of participants were female, 39% are male, and 28% preferred to not respond. Annual household incomes range from less than $50,000 to $100,000+, with majority being less than $75,000.

The following survey findings illustrate how participants feel about the proposed alternatives to the downtown Billings traffic system. All comments received from the survey have been included in **Appendix A**.

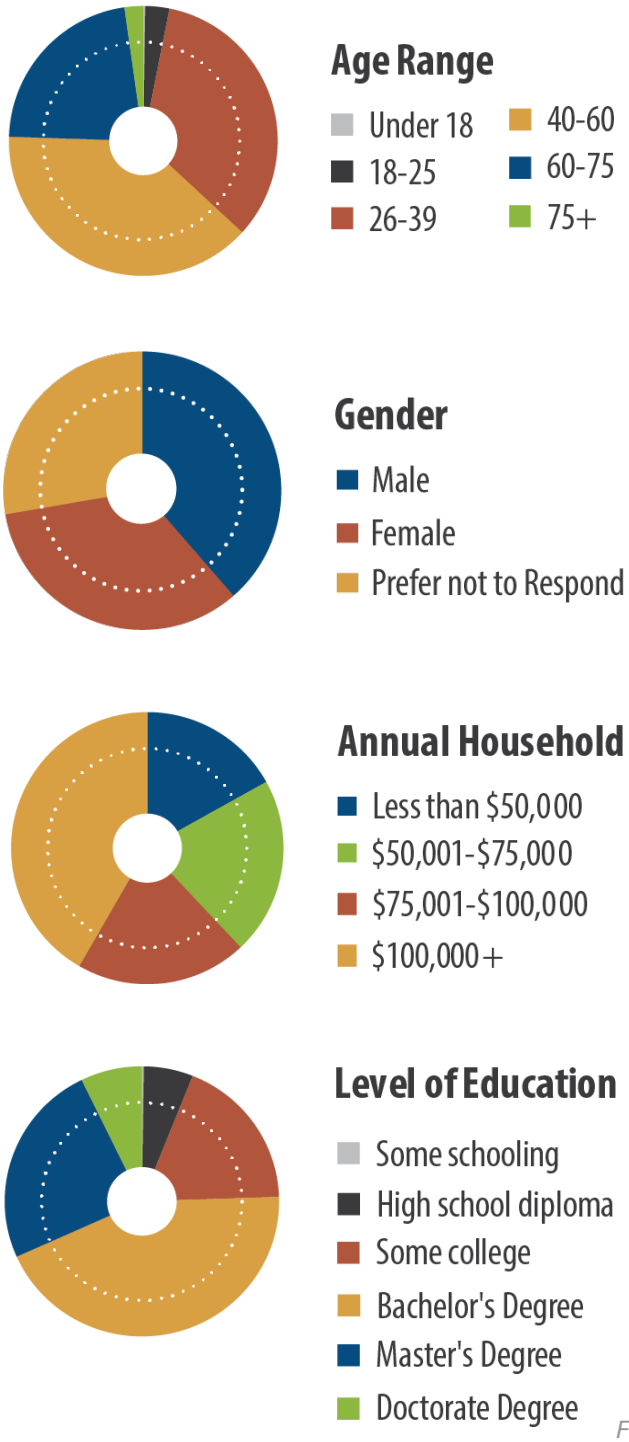


Figure 12. Survey Demographic Data

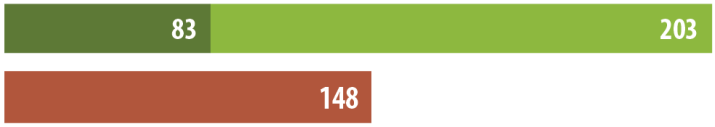
SURVEY RESULTS

The following charts illustrate how respondents felt about the various alternatives that were posed to them.

One-Way to Two-Way Street Conversion: North and South-Bound

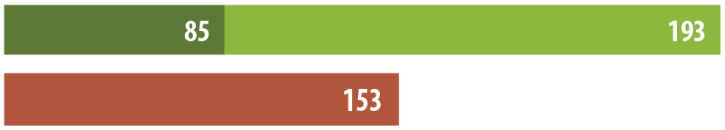
Survey Response Data

Would you like to see (north and south-bound) 33rd Street, 34th Street, and 35th Street converted from one-way to two-way traffic?



- **Yes.** I would prefer two-way travel with only parallel parking.
- **Yes.** I would prefer two-way travel with front-in angled/parallel parking.
- **No.** Leave them the way they are.

Would you like to see (north and south-bound) 31st Street, 29th Street, and 26th Street converted from one-way to two-way traffic?



- **Yes.** I would prefer two-way travel with back-in angled/parallel parking.
- **Yes.** I would prefer two-way travel with front-in angled/parallel parking.
- **No.** Leave them the way they are.

Would you like to see (north and south-bound) 30th Street and 32nd Street converted from one-way to two-way traffic?



- **Yes.** Provide front-in angled parking with a sharrow.
- **Yes.** Provide a protected bike lane.
- **No.** Leave them the way they are.

Would you like to see (north and south-bound) 25th Street converted from one-way to two-way traffic?



- **Yes.** Provide front-in angled parking with a sharrow.
- **Yes.** Provide parallel parking with a protected bike lane.
- **No.** Leave it the way it is.

Would you like to see (north and south-bound) 25th Street at the MET Transfer Center converted from one-way to two-way traffic?



- **Yes.** I prefer a sharrow in each lane. I understand that as a result, no on-street parking can be provided at this location.
- **Yes.** I prefer a conventional bike lane and sharrow. I understand that as a result, no on-street parking can be provided at this location.
- **No.** Leave them the way they are.

Figure 13. One-Way to Two-Way Street Conversion: North and South Bound Survey Data

Visualization



Figure 14. Before (top) and After (bottom) images to offer a visualization of the potential conversions.

*While this study was being done, bonding associated with TIFF funding moved forward for improvements on North 29 Street and North 30th Street. Based on property owner coordination, angled parking was the desired layout, therefore, eliminating the opportunity for bike lanes on these streets. Bike facilities can still be included in the design of other north-south streets.

A two lane traffic flow with parking would be a big benefit towards downtown businesses. The lower traffic speed promotes pedestrian safety and encourages people to walk by businesses more.

It seems that every 10 to 20 years we go from 2 way streets to 1way streets and back again. Your proposals seem as if they were all written by bicycle enthusiasts to the exclusion of others.

I commute downtown by bicycle often, and have learned to use one-way streets to my advantage. Automobile traffic flow for over 20-yrs also seems ideal. I see no reason to change.

Overall, I am in favor of converting as many N-S streets from one way to two way as possible.

There aren't enough cyclists in the entire county to justify the expense.

We do a lot of aerial lift work downtown, a lot of our work is for the city. And converting these one ways to 2 ways would greatly impact both out work and the flow of traffic

I hope bicycle facilities will have transitions at intersections to allow bikes to continue on bike facilities (especially when turning) or have the option to move to the sidewalk

Turn North 26th Street to North 22nd Street between Montana and 1st Avenue North into one ways with front load angled parking on each side. Turn the alley between the locations into walking well lighted space. Create Speak Easy alley entrances. Adds on street parking and slows down traffic for a more walker friendly setup.

The one way streets are working, so if it's not broken, why change? The few bikes are not worth the cost. If you want to fix a problem, get an overpass over the railroad tracks. That is a problem that needs attention. Use the money for that project.



Figure 15. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

Thank you for doing this important work. It is time to go back to having a vibrant downtown that was removed when all the streets were converted to one ways.

I cannot say which type of bike lane is better for each location but I would like to see two way traffic in as many streets as possible

More bike facilities, the better. Would like to see a way for traffic lights to trigger when it's just a bicyclist on the road. There have been numerous times where I have to ride off the road and press the button.

I work downtown and have no problem with any traffic. I have been driving in Billings for over 50 years and the one way system downtown moves traffic very efficiently through downtown. Any alteration would simply make the traffic more congested and be a waste of taxpayer money. Not sure how traffic studies are done but I know what works.

Reducing lanes in downtown is the craziest idea I have heard. I understand the desire to make it safer for bicyclists, but those of us who drive in and out downtown likely agree that the one-ways are manageable and make for more traffic to move faster. When 4th or 6th are blocked or have lane reduced, it become obvious in all other road ways. It put pressure on similar direction streets. One ways in the cross streets allow for those turning right or left to make a choice and make the traffic move along when the lights are green.

Hi, I'm window cleaner with sky line services we work down town doing boom work it would make it hard to keep traffic flowing or any kind of work on those roads for people using a boom or any kind of work that would need to block the traffic! With the one way Road it allows you to guide traffic safely!

Love the whole idea...long time in coming!

making these into 2 way traffic would help tremendously. I work downtown and evey day i see someone driving the wrong way on a one way. Someone is going to get hurt.

How do the trains impact the back up of traffic if these roads were 1 lane each way?

I believe that conversion to two-way will greatly decrease drive time as drivers navigate from place to place. That reduces frustration, time, gas, and the potential, probability, for accident. Confusion will decrease as motorists just don't know when or where their street is going to become 1 way, or turn into a 1 way against them!

One-Way to Two-Way Street Conversion: East and West-Bound

Survey Response Data

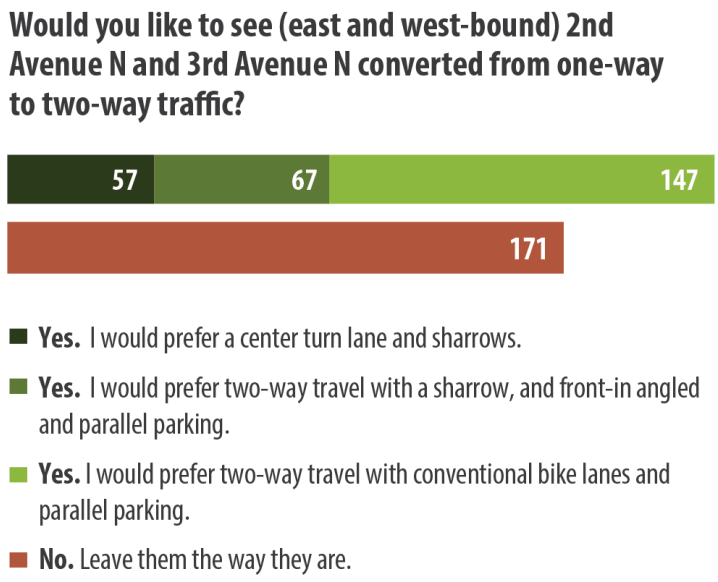


Figure 16. One-Way to Two-Way Street Conversion: East and West-Bound Survey Data

Visualization



Figure 17. Before (left) and After (right) images to offer a visualization of the potential conversions.

Example Comments

A full list of public comments is available in Appendix A.

Billings must continue to make bicycling to and from work and retail shopping a priority. This will make the community safer, healthier, and attractive to those moving into the city.

I am supportive of any change that allows more use of downtown and makes the traffic situation less intimidating. I would love to see biking areas however, parking is more critical as this is always everyone's complaint. I also like turn lanes for traffic flow; however, this takes away from usable space for parking or bike lanes. I would encourage more arrows downtown for turning on busier roads if a center lane is not possible.

Evidence shows that two-way streets are both safer and better for business. One-ways encourage people to speed through an area because they don't have to be attentive to oncoming traffic. It also disincentivizes both tourists and visitors from other parts of town (I have many times heard "I get so turned around with all the one-ways downtown"). To build downtown businesses, we should make it easy to get around and bring back two-ways. I once dated someone who, as a pedestrian, had been struck by a car downtown barreling down a one-way. The conversion should also make it safer as drivers are more attentive. It's a win-win.

Being able to safely ride a bicycle downtown is a top priority for me!

Leave them as one ways with back in angled parking and parallel parking and with a cycle track or sharrow.

We already have options for people to drive through downtown. Let's give people a couple of roads to drive to downtown.

It appears the plan is to serve bicyclists more than traffic flow. When the bikers start paying a road/use tax I'll consider supporting some of these ideas.



Figure 18. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

These streets are perfect the way they are. If you want to add accommodations for bicycles, great. Otherwise, Billings' system of alternating one-way streets both north-south and east-west is, believe it or not, extremely efficient in moving traffic throughout downtown. Every city should adopt a similar system; it makes it very easy to get around. Please, keep things the way they are. There is no reason to spend all that money changing everything around!

Would make the city easier to navigate as a visitor

Two way is preferable to all the one-ways.

Thank you for including the option for more bike lanes to make Billings more bike friendly!

Division Street would have a light on each intersection. This would slow the traffic flow and cause delays during increased use (i.e. weekday 8 a,m. and 5 p.m. and special events). Visitors from out of Billings might be confused as to just 2 east and west bound streets being two way. If you keep 4th and Montana one way there might be a possibility of increased cars turning the wrong way on the one way in error. The traffic flow into and out of the downtown area flows easily as it is now.

I like bike lanes...parking can be parallel or front in depending on best use of existing space.

Strongly against two way traffic on these streets, concerned about introducing more congestion and additional traffic light patterns.

I like more parking options and feel it would boost the desire to open businesses downtown, and to visit those businesses.

Include bike lanes in any new or revised construction in town and county. Thanks

One-way streets provide smooth efficient traffic flows and are safer to navigate. Many of us have to pass through downtown on our way to/from other destinations. Please don't make it any harder and slower than it already is.

I think a separated bike lane here would be best, as it is a little terrifying biking those streets, but hopefully the 2-way conversion and lanes would make it a lot safer to bike and get to destinations downtown

Keep cyclists safe. Promote more bike use in Billings.

Road Diet: Montana Avenue

Survey Response Data

Would you like to see Montana Avenue between 30th Street and 35th Street modified to allow for more options?



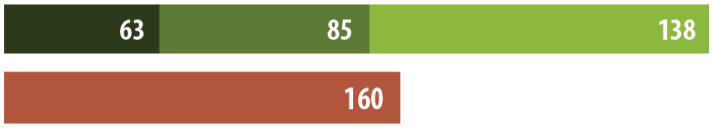
- **Yes.** I would like a cycle track. I understand that as a result, no on-street parking will be available.
- **Yes.** I would like a separated bike lane with back-in angled parking.
- **No.** Leave it the way it is.

Would you like to see Montana Avenue between 27th Street and 30th Street modified to allow for more options?



- **Yes.** I would like cycle track.
- **Yes.** I would like a separated bike lane.
- **No.** Leave it the way it is.

Would you like to see Montana Avenue between 18th Street and 27th Street modified to allow for more options?



- **Yes.** I would like back-in angled and parallel parking. I understand that as a result, no bike facility is included.
- **Yes.** I would like a cycle track.
- **Yes.** I would like a separated bike lane.
- **No.** Leave it the way it is.

Figure 19. Road Diet: Montana Avenue Survey Data

Visualization



Figure 20. Before (left) and After (right) images to offer a visualization of the potential conversions.

Example Comments

A full list of public comments is available in Appendix A.

There is a great deal of traffic on Montana Avenue. I think it would be taking a big step backward to take away lanes. I also think traffic is too busy on Montana and 1st Ave. North to include bicycle lanes.

Only put bike lanes on lesser traveled roads. No bike lanes on Montana Ave, 1st Ave N, 4th Ave N, and 6 Ave N, but can be put on 2nd and 3rd Ave N.

I think slowing down traffic on Montana Ave would be really beneficial after 27th street. While there are crosswalks there, the lack of lights means vehicles often aren't stopping for pedestrians in this area. I think bike lanes and angled parking would help a lot with that.

Cycle track is the best option. Need more usable bike racks on Montana, wider sidewalks. Drivers speed badly on Montana Ave, and the motorcycles are so disturbingly loud.

Slow down traffic

Montana Ave. (at least btw N. 30th and N. 22nd) is one of the premier destinations in Billings, and it should be accessible to people on bicycles.

Montana from 27th to 30th is already tight for 3 lanes. People can't seem to park in front of the pawn shop and the turn in to Western Security banks lot is tight.

Only 2 lanes on Montana Avenue are needed! Bike Lanes would be a plus!

This is one of the best roads in Billings for biking. It is also one of the scariest. More protection for bicyclists will also help protect pedestrians.

I commute downtown by bicycle often, and avoid Montana Ave. as unsafe. A bike lane would be safer, and a cycle track too disruptive.

Montana Avenue is the main street one uses to going east through downtown. Bikes do not belong on such heavily traveled streets as Montana & First Avenue North. Put bike lanes on safer, less traveled streets like 2nd or 3rd Ave. No.



Figure 21. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

I do not like the idea of reducing capacity of arterial streets. I'd rather see sharrows on 2nd ave n and or 3rd ave n than to reduce capacity on arterial streets

Excessive traffic speed on Montana is a major reason I won't visit businesses there.

Please, also make sure there is bike signals. Bicycling and two-way streets is the key to making downtown great again!

Montana Avenue is the designated truck route through downtown Billings. It is also very heavily traveled by regular vehicles as well. It is a regular occurrence to see Montana backed up half way between blocks at the stop lights. Please do NOT cause more congestion by removing a traffic lane! Add a bike lane to a lesser traveled street.

I own McCormick Cafe and Computers Unlimited. We have 180 employees. all drive cars that park in our lots. Only 2-3 bikes in the summer. The most important thing is to slow traffic down and provide street parking for our customers. Our customers all drive cars. No bikes.

i again like bike lanes but I am still concerned about the loss of parking and also people on Montana travel VERY fast! I would be very careful with traffic flow with bikes and speed of traffic.

Montana Avenue is in desperate need of traffic calming and pedestrian protections. Drivers fly through this part of town and it's very scary. I think the better protected the bike lane, the better.

i understand that bikers need somewhere to ride but taking lanes away from the cars is NOT a good solution.

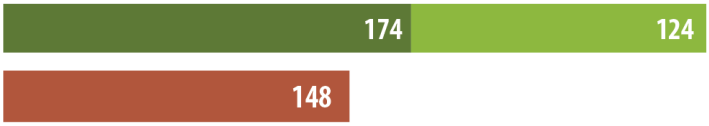
A road diet on Montana between 30th and 18th makes a lot of sense. Anything to slow/reduce traffic especially west of 27th would be welcomed. Also, a left-turn light from Southbound 27th onto Montana is necessary (and permit motorists to turn left onto Montana when 27th is blocked by a train!!!). The bottleneck west of 26th is dangerous, due to the number of lanes, speed of traffic and all the ridiculous parallel parking. Get rid of it! Make it back-in angled parking. Parallel is extremely inefficient and dangerous down there, on both sides of the street.

I don't believe any kind of bike lane or cycle track is necessary on Montana Avenue. Take it down to 2 lanes, allow for angled parking.

I like more parking options and feel it would boost the desire to open businesses downtown, and to visit those businesses.

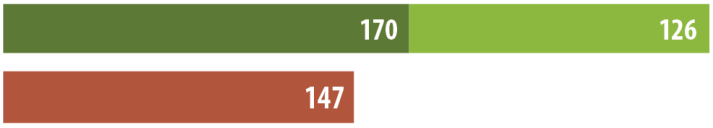
Road Diet: 6th Avenue North

Would you like to see 6th Avenue N between 10th Street and Main Street modified to allow for more options?



- **Yes.** I would like a multi-use path.
- **Yes.** I would like a protected bike lane.
- **No.** Leave it the way it is.

Would you like to see 6th Avenue N between 13th Street and 10th Street modified to allow for more options?



- **Yes.** I would like a separated multi-use path.
- **Yes.** I would like a protected bike lane.
- **No.** Leave it the way it is.

Figure 22. Road Diet: 6th Avenue North Survey Data

Visualization



Figure 23. Before (left) and After (right) images to offer a visualization of the potential conversions.

Example Comments

A full list of public comments is available in Appendix A.

Making these roadways narrower or having less lanes will continue to cause bottlenecks and other issues for commuters!

"There is no safe bike connection from the heights to downtown. I would like to see a protected bike option. Concerned about the cost listed in the detailed views for N13 to N10"

The flow of traffic from the heights into downtown can already be burdensome. By removing a lane, this will restrict the flow of traffic even more so.

I think pedestrian and bicycle access from alkali creek area to this area of town would be very beneficial

Make 3rd ave N a shared street instead of the arterial

Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.

The traffic on 6th avenue and 1st avenue is already too congested and to reduce the number of lanes would exacerbate the situation. Even the current traffic pattern has severe issues, There is currently no dedicated lane to go to the Lockwood area. So if there is a traffic issue in the heights, the traffic backup includes both the heights and Lockwood traffic.

i understand that bikers need somewhere to ride but taking lanes away from the cars is NOT a good solution.

6th ave has just enough lanes for passing slower traffic and getting back from the Heights quickly and efficiently. Definitely don't modify! The smaller streets downtown can have the bicycle lanes.

Currently the east end of 6th Ave North is a race track. A safe "multi-use path" would be welcome

No bike/multi-use paths on major roads. Only put on non-arterial roads.



Figure 24. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

The intersection where main meets 6th N needs to be revamped. When traveling down main and wanting to go onto 6th you have to transition over to the far right lane. That then open up into another lane just past Applebees. This is a huge bottleneck. Why allow the middle lane on main st also have the option of transitioning onto 6th? It would just require a slight modification to the main and 6th intersection. Just change up the paint. Traffic would flow so much better.

After the Inner Belt Loop is completed, my vote would be to have protected bike lanes. Until the Inner Belt Loop project is completed, traffic flow should not be restricted from the Heights.

I feel bike lanes should be directed to the lesser vehicle traveled streets. Signage is important to guide bicyclists to safe, designated routes. I believe it is a safer option for vehicles and bicycles to not purposefully be combined on a heavy vehicle-traveled street.

We need a bike lane and a better path for pedestrians with trees. The new streetscape in the EBURD has no street trees - huge mistake. Bring people to the Metra from downtown and North Park. The improvements on 6th need to reach further west than just 13th St.

a multi-use path would cleanly align with the existing path dropping down to 6th Avenue from Swords Park

There are already long wait times for people heading west from the heights, don't add to the problems

This is mostly an industrial area with sufficient parking and little congestion in its current state.

Dangerous connection between 6th and the heights. I hope we can have a protected separated path.

As a heights resident who needs to get downtown in the high volume traffic, removing lanes would be even more difficult than it already is.

Again, 6th Ave. N. is the major route for traffic heading west from main. And it is busy. Please don't clobber it up and make it slower than it is. Again, put bike lanes on safer streets, not major thoroughfares. Nobody wants an accident with a bike.

I would like these options to be informed by the 5th Avenue North Corridor Study. If there ends up being a multi-use path through that corridor, I don't see the need for a multiuse path on 6th because 5th Avenue would be safer. The speed of traffic on 6th is concerning, as well as the falling rocks from the Rims.

Again, speeding is a major problem on this road :/ The lack of traffic lights encourages people to come racing down 6th. I would feel safest on a multi-use path, off the road.

Road Diet: 13th Street

Survey Response Data

Would you like to see 13th Street between 4th Avenue N and 6th Avenue N modified to allow for more options?



- **Yes.** I would like sharrows with a center turn lane and parking.
- **Yes.** I would like conventional bike lanes and parallel parking.
- **No.** Leave it the way it is.

Figure 25. Road Diet: 13th Street Survey Data

Would you like to see 13th Street between 1st Avenue N and 4th Avenue N modified to allow for more options?



- **Yes.** I would like protected bike lane.
- **No.** Leave it the way it is.

Visualization



Figure 26. Before (left) and After (right) images to offer a visualization of the potential conversions.

Example Comments

A full list of public comments is available in Appendix A.

Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.

Is there any way to have both a center turn lane as well as conventional bike lanes?

It would be nice to know the traffic and bicycle volumes so a better vote can be placed. Not sure how many bikes use this corridor.

This is mostly an industrial area with sufficient parking and little congestion in its current state. If anything I would do something with the underpass.

This comment is regarding the question on my use of Bike lanes below: I ride my bike very frequently, but hardly ever use a bike lane due to their lack of existence. While Lewis has a sharrow, cars pass fast and close and I take Clark because I feel safer. Downtown is a little better with the one-ways because I feel like I can take a whole lane and am more visible doing so. I don't like conventional bike lanes that skirt parallel parking because I know individuals who have had car doors opened into the bike lanes suddenly resulting in a bike crash.

There aren't enough cyclists in the entire county to justify the expense.

my shop is at 212 n 13th. I see the traffic there. the street there is very busy during rush hours. Do not take away options for cars just to make room for bikes. Also do not take away our street parking, as many of the businesses here do not have parking lots so there is no other option for us.

Whatever you do on 13th please consider visibility for people coming from 2nd and 3rd onto or across 13th. The cars/trucks that are parallel parked on 13th make visibility up and down 13th a nightmare when trying to pull out from 2nd or 3rd.



Figure 27. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel.
Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."

13th is an important bicycle route connector between downtown and the heights. We need to make is safer.

Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.

Whatever is best for the development of the BIRD area. Currently, not sure how many people would use a bike lane, but would make sense if more people are drawn there due to future development.

No bike lanes or sharrows!! Very expensive option for how few people it benefits (definitely not me)

A bike lane might be nice if it connects

Safety, safety, and more safety. This would increase cyclist and pedestrian safety, as well as linking well-used routes to trails, downtown, and the Heights.

through the MDT 1st avenue project, the 13th/1st intersection is being designed to focus on moving vehicle traffic. There is no demand for pedestrian/bicycle traffic nor do I anticipated this changing in the near future.

I am not really a traffic expert so don't know the advantages of these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue. As such I chose the option with the bike lanes. I am not sure why this option requires 2 way traffic to be included as it seems it could be included in the one way streets as well.
I would like to be sure changes reduce (at least don't increase) traffic to the residential streets from Division to 1st & 2nd. There has been, at times, in the past a strong incentive to cut through the residential streets to avoid traffic lights and congested traffic on arterial streets, particularly the light on Division and Broadwater. It seems the conversion to one way streets along with other changes reduced that significantly. It would be very upsetting if the proposed changes again produced increased traffic along with safety issues on the residential streets.

Seasonal Road Closure: Broadway Avenue

Survey Response Data

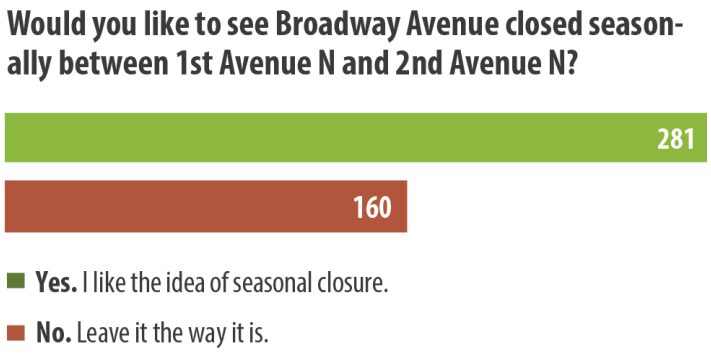


Figure 28. Seasonal Road Closure: Broadway Avenue Survey Data

Visualization



Figure 29. Before (left) and After (right) images to offer a visualization of the potential conversions.

Example Comments

A full list of public comments is available in Appendix A.

Define Seasonal... are you talking about for the entire summer - no, leave it the way it is. Are you talking about for outdoor venues to allow for street fairs and concerts once in a while? Absolutely. We already have challenges with traffic moving through the downtown. I support the Downtown businesses wanting to create additional outdoor space and venues, but don't create an environment that prevents people from wanting to come downtown

As a business owner, I think it is unfair to the businesses on that block to close it to traffic. Special events like the Farmer's Market are already in place and enough.

Billiings natives just don't care enough for that to work. They don't want to detour or lose parking spots. Are you going to close your masters' banks and stores?

This is the best idea in the entire survey. That area would make a phenomenal walking district. It's already the heart of downtown, and it would draw people to downtown to just be in that space. Of course, they would spread out from there, but it would be the central gathering place. I've been saying Billings should do this for years (mostly to myself). Great idea!

Do whatever can be done to alleviate vehicle traffic.

I just dislike seasonal closures in the same way that people cut off sidewalk area for their establishments during the summer. By the time you get used to the status, it changes.

Broadway works good. Two way traffic and parking.

Extend seasonal closure from 1st all the way to 3rd

might be ok if no money is spent to reconstruct intersection. try it for one year and see what citizens feel. was it well used. how does traffic flow. dont spend more money on something like the waste of skypoint.



Figure 30. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type. While some themes are consistent across the various alternatives, other words illustrate unique priorities and perspectives expressed by the public.

the idea deserves a chance. If no support after a few years then discontinue.

Close it all year round. Make it a pedestrian plaza with bike parking, bike lane, planters, trees, etc.

Currently it is frequently closed for existing functions, then it is open for convenient traffic flow when there are not functions. Why close it permanently even on a seasonal basis? This makes no sense and will cause confusion for drivers

Yes, close Broadway for summer to allow for the restaurants to have patio seating with decorative plants and hanging Edison lights across the street to enhance the summer downtown social atmosphere.

This would encourage folks to come downtown during the seasonal

Prefer permanent closure

Yes, yes, YES!!

If you close it you need to make all streets two ways. Downtown is hard to navigate as is and N broadway is a major route for fire trucks. Or atleast make the N/S streets two ways .

Complicates traffic congestion downtown since a vehicle could not use these streets when it is closed

We have Doc Harper's on Broadway with the parklet. People say all the time they would to see street closed and how much they enjoy the parklet.

This is an excellent idea!

Do we not close certain areas for public events anyway? I'm not sure what you mean by seasonally.

This is a neat idea. I really enjoy this area of downtown and spend time there nearly every day.

That is GREAT! We've said this for years at the Fire Dept.

Closing Broadway as we do now is sufficient, I don't think a seasonal closing is necessary or should be done.

I did not move any items below because I do not care for any of the alternatives. In all the years I have lived here it seems that these streets have been changed many times. I don't see any reason for these changes.

The proposal should encompass more streets from Montana Ave to 4th Ave as the businesses up from Sky Point are always treated poorly and forgotten about a majority of the time due to overexposure of the listed area.

Other Survey Content

Alternative Prioritization

Survey participants were asked to rank the alternatives in order of priority (1 being highest priority, 6 being lowest priority). The following chart illustrates the alternatives and their respective rankings.

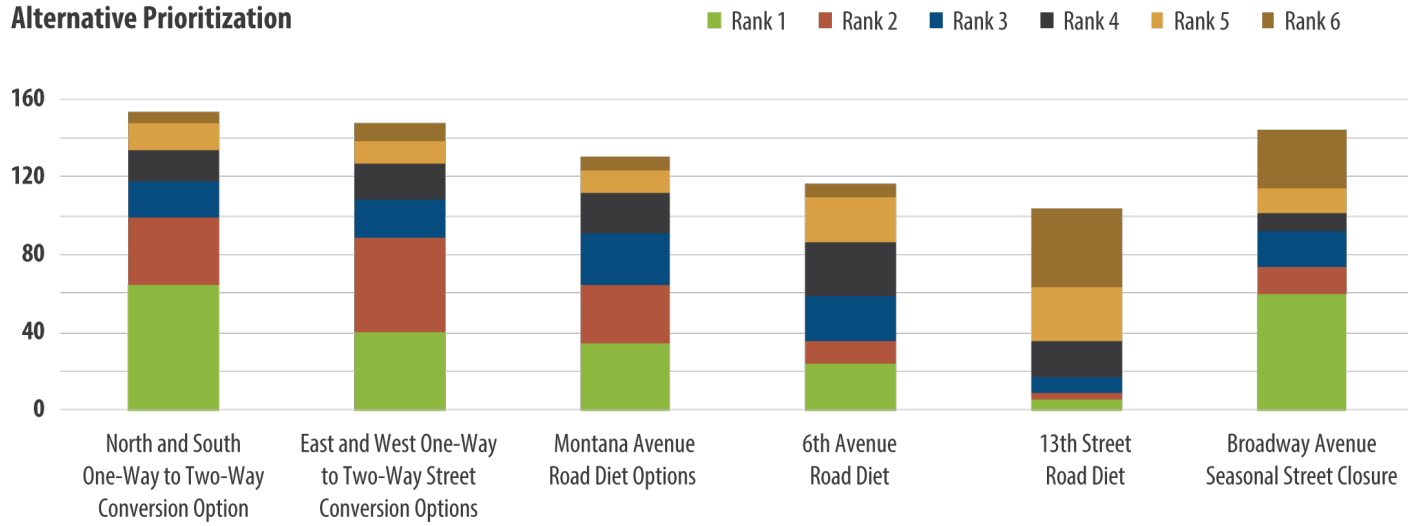


Figure 31. Alternative Prioritization Survey Data

Facility Use

While engaging with the public on transportation topics, we inquired about their use of city-owned parking garages and bike lanes. The following illustrates the feedback provided:



How often do you use Downtown Billings parking garages?

Daily
Infrequently
Weekly
Never
Monthly



How often do you use bike lanes in Billings?

Daily
Infrequently
Weekly
Never
Monthly

Figure 32. Facility Use Survey Data

Budget-based Alternative Prioritization

A secondary engagement tool on the online platform invited participants to rank the alternatives, while including the construction costs associated with each option. The following lists the number of selections each alternative received:

Votes Per Alternative	
Road Diet: 6th Avenue N	*27*
Road Diet: N. 13th Street	*23*
Seasonal Closure: Broadway Avenue	*21*
Road Diet: Montana Avenue	*20*
One-Way to Two-Way Conversion (E-W)	*19*
One-Way to Two-Way Conversion (N-S)	*6*

Figure 33. Alternative Prioritization

Idea Wall Comments

An "Idea Wall" was included in the survey platform as a place to collect general thoughts, ideas, and concerns. The following is the unedited content collected from the public:



Figure 34. Word Cloud illustrating recurring themes in the comments related to this alternative. Increased frequency of a particular word is indicated by larger type.

Idea Wall Comments
Legend:
Comment
Idea & Suggestion
Safety Concern
My Needs
The LIFTT committee would like to express their preference for "talking" signals (rather than clicking), bulb-outs, and for the safety provided by back-in parking. The appreciate any effort that slows traffic. Handicap-access vehicles are difficult to park in downtown. They also appreciate multi-use paths, as opposed to bike lanes, because they're more friendly for handicapped users.
If the two way conversion proceeds perhaps consideration should be given to using 4-stops as opposed to expensive traffic signals. Many intersections have very low volumes of traffic.
The "budget" portion of this survey is not easily understandable
Please hear this: If we want to do one single project to decrease traffic downtown we need an on/off ramp for I-90 at Main Street! Let's keep the one ways.
The reason to add a protected bike lane on 6th Ave. N. is because it is currently daunting to get between the Heights and Downtown. Everyone should have the right to be able to safely use the public right of way to get around town, regardless of whether by vehicle, bike, or foot.
Learn to operate within a budget and stay out of my pocket
Downtown could use more off-street parking. Many people do not want to use the parking garages, especially when it is dark. Off-street parking provides safer, more attractive, and a more cost effective alternative.
If the two way conversion proceeds perhaps consideration should be given to using roundabouts as opposed to expensive traffic signals. Many intersections have very low volumes of traffic.
I think it is crazy to add a bike lane on 6th Ave with the amount of traffic.

Converting 2nd and 3rd Avenues to two way could also improve bike access from the west end if the crossings on Division were improved. Rather than having bikes use Lewis Ave. between 8th St. West and Division, bikes could turn south at 9th St. west to Clark or Yellowstone and follow those streets to Division. The traffic lights on Division could be improved by adding signal buttons that bicyclists could reach without having to get up on the sidewalk.

I received your proposal for the change of one-way streets in Billings to two-way streets - that's good, as I've always felt that downtown Billings is really not large enough that we would need one-way streets anyway. I've lived here all my life and have seen this scenario play itself over and over regarding one-way streets. I appreciate the info as it doesn't appear to affect my residence in any way.

Hts resident: Disapprove of any reduction/restriction of the flow of traffic into or out of the Heights for a bike lane. City should not impede a constantly growing flow Hts & E. Yel. cnty residents by restricting lanes on thoroughfares for usage by small % of cyclists. HTS congestion is horrible on a good day, let alone when there is a wreck or a TORNADO! Side streets are available for bike traffic.

I currently bike downtown for work every day that there isn't ice on the ground, and the lack of bike routes or lanes has always seemed like a big safety issue to me, that I would bet keeps other would-be bikers from doing that themselves. Protected bike lanes and slower streets with two way traffic would go a long way to easing that issue. I think it should also take a good look at how those connect to existing bike infrastructure (Lewis, N 30th) to eliminate gaps.

I love that you are asking about this. I support walkability and drawing people into our city center. That's where the real character of a town is and where we can draw residents & tourists alike. I love increased protection for bicycles. I'd ride my bike more, but the busy streets just don't feel safe. As long as I've got a back road, I'm good. BUT. the bottleneck from 6th Ave/Main up to the Heights can get SO backed up. I'd not want to impede the roadway there to make room for bikes.

Create protected bike lanes between sidewalk and parking not between parking and moving cars. Simple change -- huge safety difference. Protected lanes are always better than 'sharrows'. www.strongtowns.org/journal/2016/11/9/what-are-sharrows-worth?rq=bike%20lanes

Bikes don't pay for the roads; they should pay for license plates too. Leave things the way they are. I'm concerned about more congestion and more pollution from cars idling.

I'm concerned about a stoplight being added at the corner of Division and 2nd Avenue N to accommodate the conversion to two-way. The traffic is so heavy along Division at peak times and following events, that itâ€™ll cause a problem if a signal is added there.

Extend bike lane from Lewis to 4th into downtown safely.

I used to work downtown and parked in the garages. Now I am retired and I only go downtown for particular businesses and the Clinic. Your survey tells me what you want to change but not why. I maintain that one-way streets are the most efficient and safe streets to navigate. So much gas is wasted at every stop light and you know it or we would not have all these round-abouts that have been built. You want downtown to be a destination and not a drive-through. Don't make it miserable.

6th Ave and Montana Ave seem to be scary places to put anything but a protected bike lane. Traffic does not follow the posted speed limits and tends to be like drag strips.

I would request seasonal blocking off of streets from traffic at Skypoint by one block in each direction. To reduce the noise around the Point would be nice. DAMN Motorcycles/Harleys! The problem with this idea lies in how do we maintain access to the Parking Garage on 2nd Ave tween 28th and 27th.But it would be nice to have a quiet pedestrian area to enjoy the businesses in that Skypoint area, Thanks.

Build a way to cross the railroad tracks for vehicles. Underpass or overpass or even move the railroad tracks elsewhere but do something. A city the size of Billings shouldn't have it the way it is.

You need to build overpasses on the RR track crossing & get rid of those train whistles! And help more traffic along. Maybe you could have someone (or machine) divert traffic to the overpasses on 23rd and 13th but I think you need overpasses on 27th, 28th, and 29th St and railroad tracks.

I suggest closing part of Broadway between the Alberta Bair theater and U. S. Bank. I would not close the entire block, but from the street on the south up to the entrance to the U. S. Bank parking lot. This would make the area safer for pedestrians and would create a nice public plaza with grass and trees.

I prefer parallel parking to angled (both pull in or back in). With a small car in a town full of large trucks, it can be almost impossible to see enough to pull in or out of them.

Save our tax dollars and don't do any of this crap.

Old habits die hard....assure pedestrians look both ways somehow...just takes one long timer to be on autopilot....like Americans crossing in London etc.

"Good evening. The survey wouldn't open for me but I'm somewhat familiar with the study. I don't think we are moving in a positive direction when we are looking at downtown getting rid of so many parking spaces for a bike lane and at such a high cost. Finding parking is already an issue downtown for many people. Also, people traveling by bike-generally speaking, are not going to be stopping to shop and/or dine downtown the same as people who are traveling by car.
(Continued: 1 of 3)"

"If I'm shopping for clothes or meeting a friend for lunch, I'm not riding my bike from the heights or the west end to do it. I'm going to drive. The bike lane planning does not benefit downtown business nor contribute to a more vibrant downtown the way I think other things could. I believe what downtown needs is slower traffic, safer pedestrian crossings, and better snow removal during the winter months.
(Continued: 2 of 3)"

"We all want a vibrant downtown but we will never have that when people continue to drive 60 mph down our streets here; when we don't feel safe crossing the street at the marked crosswalks because it's a crapshoot if vehicles will stop; and when snow piles up on downtown off-street parking and curbs from the snow plows and leaves potential downtown visitors without parking options in the winter. We need to fix what we can fix before we put on fancy shoes anyway.
Thanks for listening.
(3 of 3)"

Keep One Ways!

KEEP ONE Ways!!!

Why waste any money at this time in our country we do not need to add to the city's debts!

I guess they are changing it back the way it was!!

Stop putting in round abouts people don't like them and older people don't understand what to do.

Pedestrians can use sidewalks. Keep one ways. Streets too narrow for bike paths.

Leave the streets alone!

Hell, people can barely use the one ways as they are. Mass confusion if they were changed to two way.

Do not agree with changing one way streets. Streets are narrow with a bike lane it would be crowded. Do not waste money put to better use.

I am not a fan of one way streets. They are particularly troublesome for people not familiar with Billings. I would love to see them all go to two traffic where feasible. Thank you for the opportunity to comment.

Montana Ave should be changed back a two-way. It's Billings' real main street. Bozeman and Missoula's main streets are much more comfortable and economically productive. Downtown streets should be destinations where people want to linger and spend money, not a traffic through-put mechanisms. Montana Ave is on the defense network, but making it comfortable for window shopping is a worthwhile goal.

Why change anything???? If you want to change something then change the long, long long long traffic lines at 29th and king near Walmart and Goodwill, and long long long long lines down 32nd and king!!! Good grief during Christmas I sat at those lights through 3 THREE lights!!

"If the purpose is to get the Billings population more active, then reserved bicycle tracks would need to be designed so that there is little to no conflict with vehicle traffic.
I would suggest building a main track East-West that splits in the Heights and Lockwood directions. Then cross bicycle tracks or just bicycle lanes running North-South, can maybe use side streets that have less traffic. The Shiloh trail is well done. Need similar ones central and to the east."

"The fire department prefers two-way streets for improved access. Their biggest concern is road width; fire code requires 20 feet of drivable roadway, but even that's tight - when the ladder is up and supports are out, the vehicle is 19 wide. Bike lanes without curb or physical separation allow for extended space for fire trucks, when needed.

Regarding seasonal closure, pop-up bollards tend to freeze up, so aren't good in the wintertime. Flip-up traffic control is preferred."

"Start over and get a true cross-section of the public, not a cross-section of bike riders. This survey is so slanted it could be used as training for NRA questionnaires. None of the results should in any way be perceived to be valid.

Once again, you ask me to agree to terms and conditions that are no where to be found in the link."

Taking bike and pedestrian counts on downtown streets is useful to an extent. If studies find that there are very few or no cyclists or pedestrians on certain streets, and conclude that facilities are therefore not necessary. We'll just make that condition permanent. It's like saying there are no cyclists, nor shall there ever be. Infrastructure is incentive.

I think our streets downtown are fine; I would much rather see these funds spent on public safety - our police & fire departments. We have a huge homeless problem, the crime rate is alarming because heroin & meth use has risen drastically. Our cops & fire are so important to the safety of our families & our community, we can't grow our city if it's a dangerous place to live. I grew up here, but now it is scary to raise a child in Billings.

I like that these changes are fiscally responsible and they support the core part of the city which has the highest per acre return for the city budget. Additionally, activating these streets with bikers and pedestrians supports law enforcement without budget increases by enhancing the 'eyes on the street' and community support. These (in addition to education) are the investments Billings needs to remain financially sustainable in the future.

If you are going to create bike lanes, bicyclists have to get a registered plate like the rest(pay renewals), obey ALL laws as a car, wear protective gear and get ticketed for their illegal behaviors!! Do not be like Bozeman where the bicyclists own the road, cut through traffic, do not follow traffic signs, never get ticketed or charged for their actions. I do not want any bike lanes because they always abuse the rules. I would only agree to do SEPARATE bike lanes away from the road with rules.
"I would also LOVE to see FREE PARKING downtown! Many towns don't charge for downtown parking and we have plenty of it to go around - businesses would do much better downtown if people could access them easily and affordably. There are plenty of garages for those of us who work downtown and the streets should be open to clients to park for free. Thank you all for looking at improvements! This is exciting."
With the building front setback currently in place, there is no way to widen the streets in the downtown traffic zones. So, your working with a finite and limited amount of street width. To switch to two traffic compounded by adding bike lanes you would have to eliminate all on street parking along these routes, including near and around the court house and police department buildings. There may not be enough downtown off street parking to compensate for the displacement of on street parking.
Do not add to the congestion of Montana Avenue, which is the designated State route for trucks, by removing a traffic lane. This seems very counter-productive to me. Designated bike lanes can be added to the lesser vehicle-traveled streets of 2nd and 3rd Avenues. Bicyclists will still be able to travel through downtown on a safer route for both them and motorists.
"For the person who wasn't able to locate them: Terms & Conditions By using the Social Pinpoint Mapping Tool you are taken to have accepted these Terms and Conditions set out below. This survey is being administered by DOWL on behalf of the Billings-Yellowstone County Metropolitan Planning Organization. Any feedback you provide on this platform will be shared anonymously with the public in the form of a final project report. Your email address will not be shared with any outside entities."
I am a daily bike commuter with a preference for taking Montana Ave. As is this route is workable and fast, but if I were to crash I have no defense against getting run over. A dedicated bike lane there would really increase my commutes safety factor, and make that route a possibility when winter rolls in.
"I have NEVER been a fan of going into downtown Billings (for at least the last 40+ years!!). Precisely because of the one-way streets. (We lived in Lewistown 30+ years, North Dakota 6 years, then back to Billings in 2014.) In fact, I have avoided the downtown area at all times because of the confusing array of one-way streets. The idea to make some of the streets two-way is absolutely the best idea Billings has had for awhile!!"
We have a bottleneck situation all the way from the Heights through downtown. The city keeps narrowing the streets with those lovely planters, changing parking, blocking streets off, allowing businesses to make cafes into the streets and further blocking traffic flows. There is no plan to improve the amount of traffic from East to West, only more restriction.
1st Avenue South is a problem; traffic backs up at Family Service, King's Hat, and the grain terminals. There should be a double land for the King's Hat drive-through.
In working through the options I am real concerned about the parking along those streets being considered for two ways versus one way. The diagonal parking presents a real safety hazard in my opinion, in that, when backing out onto one way or two way traffic the line of sight is very poor and could increase the likely hood of an accident. Although I like the backing in (butt first option for parking better) I am still a bit concerned with the process of securing a spot without disrupting flow.
"Hello And YES I do own an Office Building on N32nd St. I am adamantly against this 2 way street traffic study, also the neighboring owners express the same, WHY! We have no understanding why anyone would want to congest an already limited access downtown situation? We do multiple calls and deliveries in the downtown area and if we cannot find a Commercial Permit parking, there is a slim possibility we will, without several trips around the block. Do you not see merchants moving out of the Dow"
The common issue with downtown Billings it's hard to grow if you open a new business downtown for walking traffic. I believe on good way to remedy this issue would to create a zone board walk or retail a entertainment on the first floor of every building. Code for an open to the street finish on the buildings obviously grandfathered businesses or city funds could help this. Along with event planning. More feasible would just be a walk similar to downtown Fort Collins and Las Vegas.
Fix the intersection of Division, 32nd, and 6th Ave (Grand).
I've lived in this city all my life (74 years, exactly). I've seen you guys change one-way streets to two-ways; I've seen you change two-ways back to one-ways and as far as I'm concerned, the way they are now is fine. Instead of going to the expense of the expense of changing them back to two-ways and then ten years from now you change them back to one-ways.

Figure 35. Idea Wall Comments

CITY OF BILLINGS

DOWNTOWN

TRAFFIC STUDY

APPENDIX A:

Public Comment Log

Public Comment Log: One-Way to Two-Way Conversion - North and South-bound Streets

The following is the unedited content collected from the public (presented alphabetically):

Comments
"33-34-35 to much impact on division. Nothing that introduces new traffic patterns should be added unless data shows it would reduce division traffic. 31-29-26 I don't see the benefit of two way traffic in these streets. I would support a protected one-way bike lane. 30-32 Again I don't see the benefit. I would support a protected bike lane on 30. I would NOT support any bike lane on 32 between 6th and 4th, traffic dangerous for bikes, to much focus on switching lanes and getting onto 4th."
A bike lane is definitely needed on 29th Street, as it is the primary north-south bicycle artery that crosses the tracks and connects to the South Side, not to mention the hospitals up north.
a sharrow would be great on N. 28th/broadway to remind drivers
A two lane traffic flow with parking would be a big benefit towards downtown businesses. The lower traffic speed promotes pedestrian safety and encourages people to walk by businesses more.
As a firefighters that drives at the downtown fire station, I prefer (both in my personal vehicle and the fire truck) as one way streets. Broadway as a two way street is very congested and feels unsafe. I would love to see it converted to a one way too. The one way streets provide a better flow to me. I see many people on Broadway making an illegal U-turn to get a parking space, sometimes having to try it 2 or 3 times. This is unsafe and frustrating.
As long as it will improve traffic flow, I am for the conversions
Automobiles are the heavier component of traffic in each cases. Why : 1) Spend MY tax money on workers and materials? 2) Interrupt flow of traffic for years with construction? 3) Ask for traffic accidents by reducing lane sizes and allowing bicycles which are fast and hard to see on high traffic streets?
Be consistent with similar roadways.
Bicyclist safety should be number one priority
Changes like these will cause increased accidents and head-on collisions. Stick with the original plan.
Changing to two lane streets needs to work with streets that stay one way
Confusion was created decades ago when they converted from two into one way streets. That has passed. They are fine the way they are. As someone who regularly bikes through downtown I feel SAFER with the one way side streets rather than worrying about potential traffic on both sides of the street.
Do not do partial conversions - only do complete segments.
Evidence shows that two-way streets are both safer and better for business. One-ways encourage people to speed through an area because they don't have to be attentive to oncoming traffic. It also disincentivizes both tourists and visitors from other parts of town (I have many times heard "I get so turned around with all the one-ways downtown"). To build downtown businesses, we should make it easy to get around and bring back two-ways. I once dated someone who, as a pedestrian, had been struck by a car downtown barreling down a one-way. The conversion should also make it safer as drivers are more attentive. It's a win-win.
Festival street asap
For a city that can't afford ample police / fire protection, can't afford to keep our city pools and senior centers open, why are we spending money on roads that don't need to change!
Generally opposed at these costs. Want more bike lanes added though.
Hi, im window cleaner with sky line services we work down town doing boom work it would make it hard to keep traffic flowing or any kind of work on those roads for people using a boom or any kind of work that would need to block the traffic! With the one way Road it allows you to guide traffic safely!
How do the trains impact the back up of traffic if these roads were 1 lane each way?
I am not really a traffic expert so don't know the advantages of all these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue.
I am supportive of any change that allows more use of downtown and makes the traffic situation less intimidating. I would love to see biking areas however, parking is more critical as this is always everyone's complaint.
I appreciate any efforts to slow traffic down and encourage more pedestrians.
I believe that conversion to two-way will greatly decrease drive time as drivers navigate from place to place. That reduces frustration, time, gas, and the potential, probability, for accident. Confusion will decrease as motorists just don't know when or where their street is going to become 1 way, or turn into a 1 way against them!

I cannot say which type of bike lane is better for each location but I would like to see two way traffic in as many streets as possible
I commute downtown by bicycle often, and have learned to use one-way streets to my advantage. Automobile traffic flow for over 20-yrs also seems ideal. I see no reason to change.
I do quite a lot of driving in the downtown area and feel like the one way give me better access to the businesses I'm frequenting. Broadway is difficult to find parking on and often feels more dangerous to me with the parallel and diagonal parking plus foot traffic and the occasional cars that flip around in the middle of the street to take parking spots on the other side.
I don't drive very much - I'm a biker - so please don't take my answers very seriously for this part of the survey as I am not able to provide much insight.
I don't like that I am forced to pick all these nonsense bike options. Just give us two way streets with parallel parking.
I find one-way streets to be much more bike-friendly.
I hope bicycle facilities wil have transitions at intersections to allow bikes to continue on bike facilities (especially when turning) or have the option to move to the sidewalk
I like one-way streets because they are a safe and efficient way to traverse downtown without stopping for stop lights at every intersection. That is assuming every one would stop for a red light, a traffic law that is dangerously flouted all over town.
I see too many going the wrong way on one way streets,
I support all of the one way to two way conversions. I really don't care how the parking is changed but I had to choose one option. I.e angled and parallel or parallel only.
I think that drivers are accustomed to the way they are, and changing them would create more confusion than necessary. In addition, I am very concerned that bike trails, especially on Montana and 1st Ave. N. will take away parking and create snarls in traffic.
I think the NB/SB one-way street connections make sense through out downtown to be converted to two-way traffic leaving the major EB/WB corridors one-way traffic. Seeing the NB/SB routes would be more-so connectors, sharrows seem like the appropriate bike implementation method
I usually bike to work and think these would be really beneficial to that experience. Not having any slower, two way streets or bike lanes in the downtown area is a major issue for that.
I work downtown and have no problem with any traffic. I have been driving in Billings for over 50 years and the one way system downtown moves traffic very efficiently through downtown. Any alteration would simply make the traffic more congested and be a waste of taxpayer money. Not sure how traffic studies are done but I know what works.
I would love to see some downtown roads with transit stops built in (thinking a curb cutout) which doesn't stop traffic while busses are loading and unloading. Also - bike lanes are essential in any discussion moving forward.
I would rather see these funds go to much more needed projects. With more lanes available, I see no problems with sharing the roads with bicycles.
If you want to encourage bike lanes, you shouldn't go to two-way traffic - just accidents waiting to happen.
I'm assuming protected bike lane and conventional bike lane are the same since there isn't a description of the protected bike lane in the definition of terms and the thumbnails are too small to read. I don't think any change that eliminates downtown parking should be an option.
I'm excited by the prospect of two-way streets to help provide a safer pedestrian and cycling experience downtown.
I'm not studied enough on what would actually be safer, but given many of these options don't include a biking option, I'd rather keep them one way. I tend to use the right lane like a sharrowed lane since cars have a full lane going to same way in which they can go around me.
Include bike lanes in any new or revised construction in town and county. Thanks
It appears the plan is to serve bicyclists more than traffic flow. When the bikers start paying a road/use tax I'll consider supporting some of these ideas.
it is a waste of money to "create" lanes for bikers
It is fine the way it is, don't waste taxpayer money on this!
It seems rare to see bike traffic in the downtown area, probably more as a function of lack of residence downtown, not sure why we need to accommodate that.
It seems that every 10 to 20 years we go from 2 way streets to 1way streets and back again. Your proposals seem as if they were all written by bicycle enthusiasts to the exclusion of others.

It seems that the benefits of this change may be minimal, but the drawbacks are 1) costs for signage, traffic light modifications, painting, etc. 2) increased safety hazard during the period of adjustment; 3) increase I safety hazard for pedestrians, 4) potential loss of parking.
It seems very important to have a comprehensive plan for all of downtown.
"It was difficult to see the pictures you posted. What were the reasons these streets were made one way to begin with.No doubt for better flow of traffic. Has Billings changed that much that the status quo needs to be changed? Would love 25th to be 2 way without a sharrow if possible. This whole thing seems like a waste of money that could be used for better things like increasing Salaries for our WONDERFUL Billings PD!"
It would be nice to know the traffic and bicycle volumes so a better vote can be placed. Not sure how many bikes use these streets.
It's one thing if they ate converted to allow for more traffic flow. It's ridiculous to put in bike lanes. Bike lanes are all over town and I've yet to see anybody use them. Oh, I see bikes riding around town alright. But they use the street or the sidewalk, not the bike lane.
"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel. Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."
Just do it.
Leave all streets the same & don't waste money doing studies like this
LESS BIKE LANES! Don't give up on-street parking for bike lanes downtown. You will lose shoppers and groups coming to eat, etc. Research how Vancouver (especially the Kitsilano area) , B.C. Canada includes bikers... they are allowed to ride (and are polite, walking their bicycles on sidewalks, etc.) wherever they choose to, interacting nicely with pedestrians and vehicles. There are not bike lanes down every street.
Love the whole idea...long time in coming!
making these into 2 way traffic would help tremendously. I work downtown and evey day i see someone driving the wrong way on a one way. Someone is going to get hurt.
More bike facilities, the better. Would like to see a way for traffic lights to trigger when it's just a bicyclist on the road. There have been numerous times where I have to ride off the road and press the button.
More bike lanes please!
More bike lanes to make Billings bike-friendly! Thank you for including these options!
More parking is ideal.
Need to shut down motorized traffic in a 6-8 block rectangle downtown and make it a safe zone for families and pedestrians. Recommend north of 1st Ave N and south of 3rd Ave N and west of 27th street and east of 30th street. In addition, the City should purchase the parking lot west of Rockets and maybe a few of the surrounding buildings (yesteryears, Monte, etc.) and develop an outdoor ice or glice rink that can also double as a amphitheater for gatherings, live shows, etc. This would create a safer feeling town center feel that would be a destination for families and tourists. Also, recommend stricter laws within and around the town center safety zone prohibiting public intoxication, pan handling, homeless "camping", weapons, ect.
No money should be spent on bike lanes because bike riders will do what they want.
North 28th (Broadway) is already a 2 way single lanes. When a vehicle is trying to turn across traffic it holds up the entire lane. The people trying to go straight are stuck behind the person turning and this holds up the traffic. Even with the traffic lights it can take 2-3 light changes before you can get through the intersection. Changing all of the streets to be 2 ways is going to create more traffic jams. It may create more parking, but I can see it creating other issues.
North-south roads are great for navigating downtown, and are for staying in downtown. East-west are for channeling out of downtown. Having ridden my bike many times to jobs and such in the past, existing traffic laws are sufficient, no dedicated lanes are needed. Bicyclists need instruction, not coddling. Increasing parking is preferred without wrecking existing flow.
Note the current congestion during April May June and this is WHAT YOUR CONVERSION WILL be, also Parking will be worse. Billings has a funding Problem with out this ? for what possible gain changing the streets.... PLEASE count the # of Bikes now and this is for the 30 bikes currently parked Downtown. I will move my Business out of Downtown if this foolish change is implemented. There are many more Downtown issues that need attention BEFORE WASTE like this is considered.
One of the biggest issues downtown is parking. Why would we pay millions of dollars to reduce parking downtown for the purpose of adding a bike lane? That money could be spent in many others ways that would be more beneficial to downtown.

Only on 32nd Street since the YMCA entrance and exit are there.
Overall, I am in favor of converting as many N-S streets from one way to two way as possible.
Parking is already an issue downtown. Focus on the issues. A bike lane downtown will not benefit downtown. People riding bicycles will not spend any sort of meaningful money downtown. We need our parking. We need traffic slow down. We need better signage and we need snow removal. This is what should be studied.
Parking is already difficult and while we want to be more biker friendly, I think removing parking to allow for separate bike lanes will alienate people who already struggle and avoid downtown due to parking issues. I appreciate the idea of getting rid of the one ways, but to remove parking for separate biking which is limited with weather in the long run may have negative impacts for businesses and the downtown district who already struggle with keeping businesses which are leaving to head westend of town. While the addition of the parking garage at the Nothern is available, it is not convenient enough to the actual downtown area, and it is rather expensive. The city parking structures are regularly full for hourly parking. Most seem to be filled with monthly reserved parking. As someone that has to frequent the courthouses for work, parking is a challenge, particularly in the winter.
Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.
"Please consider creative elements and comfort/livability along with pedestrian safety and accessibility. Speaking of accessibility, this survey format is not conducive to people of all abilities (specifically elderly or blind/low-vision) to be able to read and/or see the pictures. The example pictures are TINY! I'm on a desktop computer."
Please include in your public outreach information on the economic benefits of two-way traffic to adjacent business.
Prefer to see physical barrier like a small curb your keep bikes and cars from intersecting. Favor cycle tracks when possible.
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.
Reducing lanes in downtown is the craziest idea I have heard. I understand the desire to make it safer for bicyclists, but those of us who drive in and out downtown likely agree that the one-ways are manageable and make for more traffic to move faster. When 4th or 6th are blocked or have lane reduced, it become obvious in all other road ways. It put pressure on similar direction streets. One ways in the cross streets allow for those turning right or left to make a choice and make the traffic move along when the lights are green.
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars.
Thank you for doing this important work. It is time to go back to having a vibrant downtown that was removed when all the streets were converted to one ways.
The City of Billings should be focusing on public safety, homelessness, cleanliness and crime in our downtown areas. NOT THE DIRECTION of which way the vehicles drive. This is a 100% complete waste of money that NEEDS to be focused in more prudent directions.
The city says there is data that one way traffic is meant to move traffic efficiently and impacts local businesses negatively. We had 2 way streets, we spent money converting to 1 way, now we want to spend millions and millions more converting back again. Meanwhile, the conversion extended the TIF district and focused more tax dollars to downtown businesses rather than the general public good.
"The concept of "back-in angled parking" is appealing as it allows a good visibility of oncoming traffic in the lane that the vehicle will join after leaving the parking position. Most people are not used to back into the parking space, especially if it is an angled space, so they will most likely ignore the rule and try to park front-in, which will be very difficult from the lane of travel. At the same time, perceived from the opposite perspective, an empty parking spot on the vehicle's left looks just right to drive front-in if there is an opening in the incoming traffic. After that, the vehicle would be positioned wrong when it's time to leave, as it has no visibility due to the other cars parked that obstruct its view, and then it will have to back up turning sharply to join the proper lane, or to back up across the incoming lane to join the lane it came from before parking. Back-in angled could work if the street is one-way. Angled parking offers the least visibility among all the parking options and it is therefore more dangerous to bicyclists. Parallel parking is the best option if the bike lane is not physically separated from regular traffic, or if using sharrow."
The core downtown streets work fine as one-ways. However visibility is poor on some intersections due to parking and the traffic light timing could be re-evaluated.
The intersection of N 35th, Division and 2nd Ave north would be confusing and difficult to control. I live right on the corner and would not like a massive 3 way traffic light in my front yard. Please, times infinity.
The one way streets are working, so if it's not broken, why change? The few bikes are not worth the cost. If you want to fix a problem, get an overpass over the railroad tracks. That is a problem that needs attention. Use the money for that project.
The people who live and work here have been accustomed to the way the streets are. But if you change the streets now, it will create more accidents due to the confusion and chaos. Billings has enough accidents already.

There aren't enough cyclists in the entire county to justify the expense.
There is an expense associated with this when we, as a city, are already experiencing a shortfall. Now isn't the time the spend funds on such frivolous things.
These images are way too fuzzy to read. Recommend shutting down the north half of 35th and merge with the park - provide sidewalk access where road is. Careful how much you mix and match parallel and angled parking. There are many painted lines that jog at intersections in Billings and I find it unsafe as a driver.
These streets are perfect the way they are. If you want to add accommodations for bicycles, great. Otherwise, Billings' system of alternating one-way streets both north-south and east-west is, believe it or not, extremely efficient in moving traffic throughout downtown. Every city should adopt a similar system; it makes it very easy to get around. Please, keep things the way they are. There is no reason to spend all that money changing everything around!
this doesn't affect me negatively the way things are and i drive through there several times a day.
This is a nightmare. I've lived in 3 cities, NYC LA and Denver. Billings is on a grid. It's not that difficult. Parking is nothing. I've spent like ten minutes put together finding a space when I go anywhere downtown. It won't get worse because montanans don't go out. It's all us who chose to live here and we'll be just fine
traffic flows well now. why create accidents when people are turning in front of cars with 2 way traffic. intersections move smooth now why create backup at every intersection. how are you going to pay for this remember the city deficit problem. i have heard business owner are pushing for this no one else. another city mess!
"Traffic is hard enough to navigate through, let alone taking away lanes. Very, very poor idea."
Turn North 26th Street to North 22nd Street between Montana and 1st Avenue North into one ways with front load angled parking on each side. Turn the alley between the locations into walking well lighted space. Create Speak Easy alley entrances. Adds on street parking and slows down traffic for a more walker friendly setup.
Two way conversion providing better access to our hospitals is essential.
Two way is preferable to all the one-ways.
We do a lot of aerial lift work downtown, a lot of our work is for the city. And converting these one ways to 2 ways would greatly impact both out work and the flow of traffic
We do not need bike lanes downtown. There are plenty of bike lanes and trails. There is not enough parking downtown already. My friends and myself do not visit downtown as much as we would if there were more parking options!! The bike lanes are being pushed by a few individuals with a little pull!! It's not what is needed.
We don't have enough bike riders for this to be a good use of public funds as well as taking away the already limited public parking downtown.
We need more park space downtown. We need more residential living space downtown. We need more parking downtown. The streets are fine. If we are going to spend money downtown, and we should, changing to two way streets is a very low priority.
We need more two-way traffic streets downtown. It is too confusing for a small downtown city to have one way streets...that only promotes freeway style traffic to move through town and not stop.
We tax payers footed the bill to make the one ways as they are today. I say leave things as they are and use our tax monies on somethings more pressing, like bridges and streets. Same for all of the questions below.
Why are y'all using honey locusts as boulevard trees? They drop limbs like a mofo, use a different one in the future
why are you even considering spending on the streets with the current financial situation of the city?
Why do people have to spend so much money changing something that works
Why do we need all these bike lanes? Make it more convenient for auto travel and parking. down town parking sucks currently.
Why is there no option for "keep one way but provide for protected bike lane?"
Why spend the money on making the changes to accommodate for bikes, there are hardly any bike riders. Besides, bike riders don't follow the laws anyway, I hardly see any on Lewis, but I see them everywhere else, riding in the middle of the street, or down the sidewalks forcing walkers to the streets.
Would make the city easier to navigate as a visitor
You did not have the option for horizontal parking. When you have a bike lane and you have front in or back in parking you are putting the bike riders at risk as you cannot see them when you have SUVs or the higher pick ups parked next to you. I believe the parallel parking is a risk not only for bikers but for cars as well. You cannot see beyond these high vehicles and the way people are driving today they will not stop let let you out.

Public Comment Log: One-Way to Two-Way Conversion - East and West-bound Streets

The following is the unedited content collected from the public (presented alphabetically):

Comments
Addition of a bike lane would be nice.
Again the one way provides a lane for a bike (albeit a car travel lane) and a lane for a car to go around the bike. The parking issue where people try to u-turn to get a spot is eliminated.
"Again, I am not really a traffic expert so don't know the advantages of these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue, As such I chose the option with the bike lanes. I am not sure why this option requires 2 way traffic to be included as it seems it could be included in the one way streets as well. Additionally, I would like to be sure changes reduce (at least don't increase) traffic to the residential streets from Division to 1st & 2nd. There has been, at times, in the past a strong incentive to cut through the residential streets to avoid traffic lights and congested traffic on arterial streets, particularly the light on Division and Broadwater. It seems the conversion to one way streets along with other changes reduced that significantly. It would be very upsetting if the proposed changes again produced increased traffic along with safety issues on the residential streets."
As mentioned, the flow in east-west is vital. Lights are timed to hot one red at most, then flow through at 20-25mph. Don't wreck that!
Being able to safely ride a bicycle downtown is a top priority for me!
Billings must continue to make bicycling to and from work and retail shopping a priority. This will make the community safer, healthier, and attractive to those moving into the city.
Billings needs to balance the budget before making unnecessary changes.
"change it back to a complete one way the whole road. Where it splits into 2 way is very confusing for drivers."
Division Street would have a light on each intersection. This would slow the traffic flow and cause delays during increased use (i.e. weekday 8 a,m. and 5 p.m. and special events). Visitors from out of Billings might be confused as to just 2 east and west bound streets being two way. If you keep 4th and Montana one way there might be a possibility of increased cars turning the wrong way on the one way in error. The traffic flow into and out of the downtown area flows easily as it is now.
Do this asap.
Don't waste taxpayer money
downtown billings should be a destination for people to linger, stroll and spend money, not an engineering mechanism for speedy vehicle through-put.
Evidence shows that two-way streets are both safer and better for business. One-ways encourage people to speed through an area because they don't have to be attentive to oncoming traffic. It also disincentivizes both tourists and visitors from other parts of town (I have many times heard "I get so turned around with all the one-ways downtown"). To build downtown businesses, we should make it easy to get around and bring back two-ways. I once dated someone who, as a pedestrian, had been struck by a car downtown barreling down a one-way. The conversion should also make it safer as drivers are more attentive. It's a win-win.
Get rid of front-in angle parking on all streets.
I am supportive of any change that allows more use of downtown and makes the traffic situation less intimidating. I would love to see biking areas however, parking is more critical as this is always everyone's complaint. I also like turn lanes for traffic flow; however, this takes away from usable space for parking or bike lanes. I would encourage more arrows downtown for turning on busier roads if a center lane is not possible.
I believe that 2nd and 3rd Avenue North need proper bike lanes, however they should remain one-way streets. These are already low-speed, low car-traffic arteries through the middle of downtown that would make ideal bicycle arteries connecting Division all the way to Main Street by Metra. Keeping them one-way means folks only need to look one way before crossing the street. Plus of course you'd only need one big bicycle lane on a one-way street, versus two bike lanes if it were two-way.
I don't drive very much - I'm a biker - so please don't take my answers very seriously for this part of the survey as I am not able to provide much insight.
I like bike lanes...parking can be parallel or front in depending on best use of existing space.
I like more parking options and feel it would boost the desire to open businesses downtown, and to visit those businesses.
I think a separated bike lane here would be best, as it is a little terrifying biking those streets, but hopefully the 2-way conversion and lanes would make it a lot safer to bike and get to destinations downtown

I think bike lanes on these roads and better east-west connectivity would be especially helpful for the experience of biking downtown. I find that the roads in this direction tend to be the busiest, and as a result feel the most dangerous for biking.
I think the front-in angled parking is dangerous for bicyclists. I also fee like the one-way east & west bound streets are speedways to encourage people to drive through downtown to get elsewhere rather than seeing downtown as a destination.
I think trying to transition this into two way traffic is stupid and a waste of resources that could be used better elsewhere!
In order reduce costs while still maintaining the highest standards of pedestrian safety, I propose that in the 9 block area of 1st Ave. N. to 4th Ave. N. and N. 27 to N. 30th be understood as a primary pedestrian zone. All of the streets within that zone are still multi-modal, but the 4 intersections within the middle of the zone would be 4-way stop signs; the emphasis of these streets is access to downtown businesses and services, not accommodating through traffic. This is consistent with Jeff Speck's rule #76 in Walkable City Rules.
It would be nice to know the traffic and bicycle volumes so a better vote can be placed. Not sure how many bikes use these corridors.
"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel. Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."
Keep cyclists safe. Promote more bike use in Billings.
Keep the one way because it is efficient but add a bike lane for travel.
Leave 2nd and 3rd as one ways. They currently have effective traffic flow. As someone who regularly bikes through downtown I would appreciate a designated bike lane on the two streets. However these streets carry bicycle traffic fine as is.
Leave them as one ways with back in angled parking and parallel parking and with a cycle track or sharrow.
Leave then the way there are.
LESS BIKE LANES! Don't give up on-street parking for bike lanes downtown. You will lose shoppers and groups coming to eat, etc. Research how Vancouver (especially the Kitsilano area) , B.C. Canada includes bikers... they are allowed to ride (and are polite, walking their bicycles on sidewalks, etc.) wherever they choose to, interacting nicely with pedestrians and vehicles. There are not bike lanes down every street.
Make sure that traffic leaving the City hall parking garage can see oncoming traffic when they exit the structure. Right now, drivers have a hard time seeing traffic because of the angled parking on the same side of the road.
More bike lanes to increase bike-ability in Billings!
Must have Bike Lanes on 2nd and 3rd!
No money should be spent on bike lanes because bike riders will do what they want.
Not sure. We want a protected bike lane in one of them - don't need all of them
One-way streets provide smooth efficient traffic flows and are safer to navigate. Many of us have to pass through downtown on our way to/from other destinations. Please don't make it any harder and slower than it already is.
Opposed to two way travel. Want the bike lane.
Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.
Please consider creative elements and comfort/livability along with pedestrian safety and accessibility.
Put the bike lane tight against the sidewalk. The eastern part of 2nd and 3rd is flawed - unsafe to put bike lane between parallel parking and road.
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.
Reducing lanes will make these streets too narrow and dangerous for drivers, bikes and pedestrians. Angle parking really blocks the view of the pedestrian as well as a driver approaching an intersection.
Restricting left turn would help with traffic congestions.
Same as above: It appears the plan is to serve bicyclists more than traffic flow. When the bikers start paying a road/use tax I'll consider supporting some of these ideas.

Same comment as above regarding parking: Parking is already difficult and while we want to be more biker friendly, I think removing parking to allow for separate bike lanes will alienate people who already struggle and avoid downtown due to parking issues. I appreciate the idea of getting rid of the one ways, but to remove parking for separate biking which is limited with weather in the long run may have negative impacts for businesses and the downtown district who already struggle with keeping businesses which are leaving to head westend of town. While the addition of the parking garage at the Nothern is available, it is not convenient enough to the actual downtown area, and it is rather expensive. The city parking structures are regularly full for hourly parking. Most seem to be filled with monthly reserved parking. As someone that has to frequent the courthouses for work, parking is a challenge, particularly in the winter.
Same comment as earlier: Include bike lanes in any new or revised construction in town and county. Thanks
See above comment: Need to shut down motorized traffic in a 6-8 block rectangle downtown and make it a safe zone for families and pedestrians. Recommend north of 1st Ave N and south of 3rd Ave N and west of 27th street and east of 30th street. In addition, the City should purchase the parking lot west of Rockets and maybe a few of the surrounding buildings (yesteryears, Monte, etc.) and develop an outdoor ice or glice rink that can also double as a amphitheater for gatherings, live shows, etc. This would create a safer feeling town center feel that would be a destination for families and tourists. Also, recommend stricter laws within and around the town center safety zone prohibiting public intoxication, pan handling, homeless "camping", weapons, ect.
See above: We tax payers footed the bill to make the one ways as they are today. I say leave things as they are and use our tax monies on somethings more pressing, like bridges and streets. Same for all of the questions below.
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars.
Strongly against two way traffic on these streets, concerned about introducing more congestion and additional traffic light patterns.
Thank you for including the option for more bike lanes to make Billings more bike friendly!
The conversion of 2nd and 3rd Avenues to two way should include improved safety for pedestrians and bikes crossing Division. Clark and/or Yellowstone Avenues could provide a bike corridor from the west end to downtown if crossing Division was easier and safer.
The cost would be more burden on already over taxed residence in the city and the benefits and safety of this proposal would be minimal. Way more confusion on the downtown streets if this would happen. Surveys are never accurate and this proposal was set up by idiots wanting to spend everyone else's money!!!
The existing issues/concerns with access because of the one-way for 2nd and 3rd would be reduce with all the NB/SB streets converting to two-way traffic.
The one ways downtown are confusing to unfamiliar drivers as it is. Going from one way (1st) to two way (2nd and 3rd) to one way again (4th and 6th) is a recipe for more confusion! I agree w/converting the north/south bound streets as this removes the inconsistency, but disagree w/changing 2nd and 3rd as it will create more inconsistency.
There aren't enough cyclists in the entire county to justify the expense.
These streets are perfect the way they are. If you want to add accommodations for bicycles, great. Otherwise, Billings' system of alternating one-way streets both north-south and east-west is, believe it or not, extremely efficient in moving traffic throughout downtown. Every city should adopt a similar system; it makes it very easy to get around. Please, keep things the way they are. There is no reason to spend all that money changing everything around!
They are the 2 safest avenues for cyclist.
We already have options for people to drive through downtown. Let's give people a couple of roads to drive to downtown.
Why would any Business Owner want to make it more difficult to get Customers to their DOWNTOWN Store..... You are sending Business to the Westend ...Heights and making DT less accessable?
With two-way traffic one car turning left would cause traffic backups and congestion. With pedestrians slowing left and right turning vehicle traffic it already causes congestion. Just go watch 2nd Ave. N. & Broadway. Leave the streets as is.
Would make the city easier to navigate as a visitor

Public Comment Log: Road Diet - Montana Avenue

The following is the unedited content collected from the public (presented alphabetically):

Comments
4th Ave N seems to be a more straight forward cut through downtown for bicycles traveling from the West End to the Heights. It would just continue a possible track running on Lewis Ave.
A cycle track down MT AVE would be great.
a physical between cycle track and traffic lanes would be ideal, even if minimal.
A road diet on Montana between 30th and 18th makes a lot of sense. Anything to slow/reduce traffic especially west of 27th would be welcomed. Also, a left-turn light from Southbound 27th onto Montana is necessary (and permit motorists to turn left onto Montana when 27th is blocked by a train!!!). The bottleneck west of 26th is dangerous, due to the number of lanes, speed of traffic and all the ridiculous parallel parking. Get rid of it! Make it back-in angled parking. Parallel is extremely inefficient and dangerous down there, on both sides of the street.
again don't need a bike lane in every street - just every few
"Again, I am not really a traffic expert so don't know the advantages of these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue. As such I chose the option with the bike lanes. I am not sure why this option requires 2 way traffic to be included as it seems it could be included in the one way streets as well. I would like to be sure changes reduce (at least don't increase) traffic to the residential streets from Division to 1st & 2nd. There has been, at times, in the past a strong incentive to cut through the residential streets to avoid traffic lights and congested traffic on arterial streets, particularly the light on Division and Broadwater. It seems the conversion to one way streets along with other changes reduced that significantly. It would be very upsetting if the proposed changes again produced increased traffic along with safety issues on the residential streets."
Again, parking on Montana ave is not fun. If you want people to visit downtown, parking is the issue! My out of town friends resist to go downtown.....
All of your "more options" relate to bicycles. This is not really an array of options and it is less than forthright to refer to them as such.
Allowing for a 'cultural/event' area will eliminate use of downtown. If I cannot park near my destination store/shop/restaurant/ agency, I simply will not use downtown businesses! The special event close off as we currently do is ideal.
Any version of a separated bike lane/track on Montana would be amazing! It would feel so much safer to bike here and I think would increase pedestrian traffic and sales to those businesses.
"As a Montana Avenue business, I do not believe bike lanes should be added to any portion of Montana Avenue. I would like to see additional diagonal parking added to the north side of the road to increase traffic and ease of accessibility to businesses as well as improve street calming for better pedestrian safety. The Depot loses businesses every year due to lack of parking along Montana Avenue and although i'm in support of bike lanes in other areas around town, Montana Avenue businesses would benefit heavily from increased parking."
As one of the few places that Billings left mostly intact, it needs to be a focus of positive development, smart growth, and destination making efforts.
Back-in angled parking always seems to cause more problems than it solves. There is an area designated as such by my home, and instead of following regulations, drivers generally cross the oncoming lane to park forward-facing.
Balance the budget first.
Between the cold winters and hot summers we don't have many who bicycle to work. You will do damage to businesses on Montana Ave though for the sake of a few bicyclists.
Cycle track is the best option. Need more usable bike racks on Montana, wider sidewalks. Drivers speed badly on Montana Ave, and the motorcycles are so disturbingly loud.
Don't change Montana, but if possible a bike lane would be useful
Don't waste taxpayer money
Excessive traffic speed on Montana is a major reason I won't visit businesses there.
How do the trains impact the back up of traffic by removing a lane?
i again like bike lanes but I am still concerned about the loss of parking and also people on Montana travel VERY fast! I would be very careful with traffic flow with bikes and speed of traffic.
I commute downtown by bicycle often, and avoid Montana Ave. as unsafe. A bike lane would be safer, and a cycle track too disruptive.

I do not like the idea of reducing capacity of arterial streets. I'd rather see sharrows on 2nd ave n and or 3rd ave n than to reduce capacity on arterial streets
I don't believe any kind of bike lane or cycle track is necessary on Montana Avenue. Take it down to 2 lanes, allow for angled parking.
I know what a cycle track is - but others may not taking this survey. People speed so badly on Montana Ave and ignore pedestrians. Time to make it safe for pedestrians.
I like more parking options and feel it would boost the desire to open businesses downtown, and to visit those businesses.
I own McCormick Cafe and Computers Unlimited. We have 180 employees. all drive cars that park in our lots. Only 2-3 bikes in the summer. The most important thing is to slow traffic down and provide street parking for our customers. Our customers all drive cars. No bikes.
I propose that during the times there are no bicycles on the bike path, especially during our little rush hours. That motorcycles can use them. You could put hour times, plus a speed limit on he motorcycles. Are electric assisted bikes and mopeds allowed in the paths and sidewalks. These are motorized and it states NO motorized vehicles. If motorcycles must pull over if there is a bicyclist on the path. This will help having motorcycles stop lane splitting and help the travel flow.
I see Montana as a fast corridor of one way traffic. Not a road I would ride on. I would love to see more bicycle safe routes. Since you did not define "cycle track". I am not sure if I am in favor of that. A completely seperate physically protected bike lane I would vote for.
I think east of 27th, Montana should be focused on providing addition parking. Angled parking can create a slower facility allowing bikes to feel more comfortable in the travel lanes
I think slowing down traffic on Montana Ave would be really beneficial after 27th street. While there are crosswalks there, the lack of lights means vehicles often aren't stopping for pedestrians in this area. I think bike lanes and angled parking would help a lot with that.
I travel daily into downtown for work. The current system is designed to make it easy for those who commute into downtown.
i understand that bikers need somewhere to ride but taking lanes away from the cars is NOT a good solution.
I would like this to be a multi use pedestrian boulevard
"I would like to see Montana Ave drop down to two lanes of traffic, 25 MPH all the way through, with angled parking to slow traffic and create more parking. I would like to see better signage downtown for crosswalk signals in areas where traffic lights aren't present. It's dangerous to cross. I would also like to see better signage BEFORE turning into the 21st St bridge area (8ft bridge). Entirely too many vehicles without clearance make that turn and then have to back up (or do not back up in time and wreck). There is not enough signage to warn drivers. This is a traffic nuisance, hazard, and potentially a liability to the city. There is the potential for someone to end up seriously injured at the bridge and the city ignores just how many accidents have occurred there and how many resources have been spent without putting up proper signage before the turn. Bike lane on Montana Ave? People travel past our place of business going 65-70 MPH. The city needs to fix what's broken. A bike lane on Montana Ave would be just plain dangerous."
I would love to see Montana Avenue become less busy, traffic wise, and I would appreciate any effort to make it more bicycle-friendly. Are there ways to slow the traffic?
I would support as much parking as can be made available
Ideally we should have a separate multi-use trail running along the train tracks all the way from the 6th Street Underpass, as they have plenty of room to spare, and there is too much cross-traffic for cyclists to worry about when riding on Montana Avenue. Plus perhaps we could build a wall or plant some trees to help muffle the noise of passing trains.
Instead of placing more restrictions on the movement of vehicle traffic why don't you ever try to improve traffic flow in this town? Please make additional lanes for traffic don't remove any.
It would be nice to know the traffic and bicycle volumes so a better vote can be placed. Not sure how many bikes use this street.
"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel. Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."
Keep the flow, increase parking, biking is good, but biking doesn't need to eat up parking.

Leave downtown alone. You've had it torn up nearly every year and people are getting in the habit of avoiding it. There aren't enough cyclists in the entire county to justify the expense.
Montana Ave should be a two-way. I know there are many barriers to that option, but it would be ideal for the comfort of pedestrians and the goals we have for that street as the commercial center of town. Reference main street Bozeman or Higgins in Missoula. Both are probably wider ROW's but also much more comfortable places to stroll and more economically productive
Montana Ave. (at least btw N. 30th and N. 22nd) is one of the premier destinations in Billings, and it should be accessible to people on bicycles.
Montana Avenue is a main route used for travel from the westend to the Heights & Lockwood. Any plans for Montana should focus on moving traffic, not controlling traffic.
Montana Avenue is in desperate need of traffic calming and pedestrian protections. Drivers fly through this part of town and it's very scary. I think the better protected the bike lane, the better.
Montana Avenue is the designated truck route through downtown Billings. It is also very heavily traveled by regular vehicles as well. It is a regular occurrence to see Montana backed up half way between blocks at the stop lights. Please do NOT cause more congestion by removing a traffic lane! Add a bike lane to a lesser traveled street.
Montana Avenue is the main street one uses to going east through downtown. Bikes do not belong on such heavily traveled streets as Montana & First Avenue North. Put bike lanes on safer, less traveled streets like 2nd or 3rd Ave. No.
Montana Avenue needs to be modified for safety and growth reasons, not a bike lane. Traffic needs to be slowed down to increase pedestrian safety and make shopping and dining more appealing. Two lanes with more angle parking on one side of the street from N. 27th to N 18th would be outstanding. Lowering the speed limit to 25 for the whole road would also be beneficial. None of these options are even a part of the survey. This survey looks to be all about spending tens of millions of dollars for bike lanes.
Montana avenue needs to be narrowed and have flashers where pedestrians can cross. People treat it like a race way
Montana from 27th to 30th is already tight for 3 lanes. People can't seem to park in front of the pawn shop and the turn in to Western Security banks lot is tight.
Montana needs a bike facility and either cycletrack or bike lane would be fine. Vehicular traffic speeds also need to be lowered.
"Most of Montana the lanes are not fully utilized with most travelers going North or East. Downtown needs some main protected bike paths to provide a primary artery for bike commuting to increase. How can the south side and west of division housing areas connect safely to this path?"
No bike lanes or cycle tracks!! Very expensive option for how few people it benefits (definitely not me)
"NO BIKE LANES! Angled parking on the south side to increase parking spots AND slow down traffic. HALF THE YEAR people in Billings, Montana don't ride bikes. Focus on pedestrians and parking!"
Not all bicyclists want to stop downtown-just like the automobiles on Montana. They should be afforded safe travel continually through downtown without needing to divert to other streets
Obtain more Lot Parking for vehicle parking
One only has to look at the traffic disasters of Missoula and Seattle to know that road "diets" are the absolute worst idea a city could ever do. We already have traffic issues downtown, taking away East/West lanes is only going to create additional wait times and fewer people going downtown not encourage more.
Only 2 lanes on Montana Avenue are needed! Bike Lanes would be a plus!
Only put bike lanes on lesser traveled roads. No bike lanes on Montana Ave, 1st Ave N, 4th Ave N, and 6 Ave N, but can be put on 2nd and 3rd Ave N.
Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.
Please modify this race track asap.
PLEASE PROVIDE BETTER PEDESTRIAN OPTIONS FOR CROSSING THE STREET. DRIVERS SPEED LIKE CRAZY EAST OF 27th.
Please, also make sure there is bike signals. Bicycling and two-way streets is the key to making downtown great again!
Providing bike infrastructure on Montana Avenue would do wonders to calm traffic and provide a safe route for cyclists. I'm all for it!
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.
reduce to 2 lanes of traffic, with cycle track and parallel parking on at least one side of the road. Speed of traffic really needs to be reduced - make the road narrower for vehicles!

Reducing number of lanes through town is going to cause more issues!
Right turns might back up traffic even more if lanes are reduced due to trains.
Road diets are a HORRIBLE idea. They tried this sort of nonsense in Los Angeles resulting in a vast increase in traffic. And the same result will beset the Billings area. More lanes are need for traffic, not less! In LA, the weather is more conducive for bicycles than Billings is, and still, it is a bad idea. I am wholeheartedly against this bad idea, and so should anyone that needs to get in and out of the downtown area.
Roads need to move traffic ~ narrowing them down is not effective.
Same as above: It appears the plan is to serve bicyclists more than traffic flow. When the bikers start paying a road/use tax I'll consider supporting some of these ideas.
Same comment as earlier: Include bike lanes in any new or revised construction in town and county. Thanks
See above comment: Need to shut down motorized traffic in a 6-8 block rectangle downtown and make it a safe zone for families and pedestrians. Recommend north of 1st Ave N and south of 3rd Ave N and west of 27th street and east of 30th street. In addition, the City should purchase the parking lot west of Rockets and maybe a few of the surrounding buildings (yesteryears, Monte, etc.) and develop an outdoor ice or glice rink that can also double as a amphitheater for gatherings, live shows, etc. This would create a safer feeling town center feel that would be a destination for families and tourists. Also, recommend stricter laws within and around the town center safety zone prohibiting public intoxication, pan handling, homeless "camping", weapons, ect.
Slow down traffic
Slower speed limit
Sorry this is out of place, and unpopular, but Billings needs a sales tax to pay for modifications that benefit everyone, including out-of-town shoppers and tourists. It is time for a proposal to create a sales tax with a firm commitment to decrease property tax proportionally (so as not to scare the poop out of anti-tax people).
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars.
The area from 18th to 27th is full of shop areas and needs parking. Since it is already 3 lanes and a little less congested, I feel a bike track there is not as necessary. But the congested parts are from 27th st and further west.
The more safe multimodal options the better
The same bicycle facilities should be provided throughout Montana Ave
The trend of bending over backwards for a tiny, seasonal minority, at the expense of a huge majority of users is poor stewardship and a disservice to the community at large. This represents an obvious attempt of the government busybodies to impose the prejudice of central planning bureaucrats on an unsuspecting general population. How about representing the huge majority this time. You can still cash the massive consultant check the City of Billings is so fond of spending.
There is a great deal of traffic on Montana Avenue. I think it would be taking a big step backward to take away lanes. I also think traffic is too busy on Montana and 1st Ave. North to include bicycle lanes.
This is a high traffic area. Creating separate spaces causes some concern with transients and others who may now congregate in these separated areas. With increased traffic, especially when there is a train stopping traffic from turning south from Montana, I fear reduced lanes would cause a backlog where folks can now move to the northern lanes and provide space for those needing to turn south. I appreciate additional parking, but not at the cost of the reduced lanes. It is difficult for me to understand if adding parking would reduce lanes as your sample pictures are too small to review what it would actually look like. In the event there would be reduced lanes, I would prefer it to remain the same.
This is one of the best roads in Billings for biking. It is also one of the scariest. More protection for bicyclists will also help protect pedestrians.
Traffic direction is not the problem, SPEEDING and TRAFFIC ENFORCEMENT is before someone is hit and killed on that road.
Traffic on Montana Ave is consistently over the speed limit and is dangerous to anyone not in a vehicle. A cycle track would help make it a safer facility for bikes and maybe slow down traffic for pedestrians.
Waste of money to create cycle tracks
WHAT is the obsession with bike lanes? This is crazy, we are not a large metropolitan area that has a bike contingent.....
Why in the hell are you considering a "cycle track" in the middle of downtown Billings? We have a large city, find another spot that doesn't involve inconveniencing so many non-cyclists.
Why is EVERYTHING about the few bike riders?
you have already spent enough on Montana Ave. Leave it alone and use that money somewhere else

Public Comment Log: Road Diet - 6th Avenue N

The following is the unedited content collected from the public (presented alphabetically):

Comments
6th ave has just enough lanes for passing slower traffic and getting back from the Heights quickly and efficiently. Definately don't modify! The smaller streets downtown can have the bicicle lanes.
6th Ave needs to be re-paved.
a multi-use path would cleanly align with the existing path dropping down to 6th Avenue from Swords Park
After the Inner Belt Loop is completed, my vote would be to have protected bike lanes. Until the Inner Belt Loop project is completed, traffic flow should not be restricted from the Heights.
Again, 6th Ave. N. is the major route for traffic heading west from main. And it is busy. Please don't clobber it up and make it slower than it is. Again, put bike lanes on safer streets, not major thoroughfares. Nobody wants an accident with a bike.
"Again, I am not really a traffic expert so don't know the advantages of these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue. As such I chose the option with the bike lanes. I am not sure why this option requires 2 way traffic to be included as it seems it could be included in the one way streets as well. I would like to be sure changes reduce (at least don't increase) traffic to the residential streets from Division to 1st & 2nd. There has been, at times, in the past a strong incentive to cut through the residential streets to avoid traffic lights and congested traffic on arterial streets, particularly the light on Division and Broadwater. It seems the conversion to one way streets along with other changes reduced that significantly. It would be very upsetting if the proposed changes again produced increased traffic along with safety issues on the residential streets."
Again, speeding is a major problem on this road :/ The lack of traffic lights encourages people to come racing down 6th. I would feel safest on a multi-use path, off the road.
As a heights resident who needs to get downtown in the high volume traffic, removing lanes would be even more difficult than it already is.
As Montana Ave, keep the flow, increase parking where possible, biking already works, so no extra needed. Pedestrian options here are useful though, as Montana already has that.
Bike lanes are not necessarily safer for riders. Drivers need reminding that riders have just as much right to the streets as they do and respect them as they would a vehicle driver.
Bikes are NOT a problem. Don't make them one.
Concerns a multi-use path may not be too distinguished from a sidewalk. Where this is an urban environment with many intersections, extra care in the painting and facility design would be best. The protected bike lane could also allow for cycle track to be pulled back (protected intersection) at the corners. I am concerned the multi-use path could invite right hooks and people feeling safer than they are ... basically riding on a sidewalk (where most of the car-bike collisions happen)
Currently the east end of 6th Ave North is a race track. A safe "multi-use path" would be welcome
Dangerous connection between 6th and the heights. I hope we can have a protected separated path.
Don't waste taxpayer money
For me, safe bicycle access between the Heights and the Downtown area is the absolute most important item. Seems it could be done quite inexpensively.
Have you tried to get into or out of the Heights during rush hour. It took us 3 tries to get through on a green light two days ago. You want to add bikes to the busiest highway in the state of Montana. Brilliant. Let's kill those riding bikes and make sure only retirees or unemployed can live in the Heights.
I feel bike lanes should be directed to the lesser vehicle traveled streets. Signage is important to guide bicyclists to safe, designated routes. I believe it is a safer option for vehicles and bicycles to not purposefully be combined on a heavy vehicle-traveled street.
"I like the idea of closing off 5th avenue to cars. If given the choice of modifying 6th or closing off 5th I would choose closing off 5th as long as it would be made safe to get from the heights onto 5th. In general I don't like standard bike lanes mainly because of the confusion at intersections where cars want to turn right across the lane and also because of large vehicles with wide side mirrors. I prefer extra wide lanes with sharrows if completely separate bike access is not available. Also I would prefer that the bike access was consistent at least within the same road and not always changing. Preferably consistent in the whole downtown. That's even more confusing than one way streets!"
I think pedestrian and bicycle access from alkali creek area to this area of town would be very beneficial
i understand that bikers need somewhere to ride but taking lanes away from the cars is NOT a good solution.

I would like these options to be informed by the 5th Avenue North Corridor Study. If there ends up being a multi-use path through that corridor, I don't see the need for a multiuse path on 6th because 5th Avenue would be safer. The speed of traffic on 6th is concerning, as well as the falling rocks from the Rims.
I would like to see the bike lane extended at least as far west as 16th Street or ideally to North Park
Instead of making a path parallel 6th Avenue North, why not pave a path along the railway line between 4th and 6th, as it will probably see a lot of traffic, and be much safer than forcing folks to ride along 6th. Plus if they eventually turn that track into a trolley line connecting downtown and Metra, cyclists and pedestrians could easily hop on the train.
Instead of placing more restrictions on the movement of vehicle traffic why don't you ever try to improve traffic flow in this town? Please make additional lanes for traffic don't remove any.
"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel. Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."
Make 3rd ave N a shared street instead of the arterial
Making these roadways narrower or having less lanes will continue to cause bottlenecks and other issues for commuters!
More options is better! Speaking as a pedestrian visitor.
Multi-use bike thoroughfares would seem to be a priority in decision making, with ancillary bike routes dependent upon approval of multi-use bike thoroughfares.
No bike lanes or multi-use paths!! Very expensive option for how few people it benefits (definitely not me)
No bike/multi-use paths on major roads. Only put on non-arterial roads.
No strong feelings on this issue.
Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.
Please modify this airport runway asap.
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.
Same comments as Montana Ave: Road diets are a HORRIBLE idea. They tried this sort of nonsense in Los Angeles resulting in a vast increase in traffic. And the same result will beset the Billings area. More lanes are need for traffic, not less! In LA, the weather is more conducive for bicycles than Billings is, and still, it is a bad idea. I am wholeheartedly against this bad idea, and so should anyone that needs to get in and out of the downtown area.
Same comment as earlier: Include bike lanes in any new or revised construction in town and county. Thanks
Send the multi-use path to the whole stretch of montana
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars.
That is a dangerous area for bikes.
The flow of traffic from the heights into downtown can already be burdensome. By removing a lane, this will restrict the flow of traffic even more so.
The graphic on the survey are impossible to see-next time create an option to have them bigger and have a map available of the streets in question above the options as there is no way to toggle back and see when taking the survey. Also plant more trees
The intersection where main meets 6th N needs to be revamped. When traveling down main and wanting to go onto 6th you have to transition over to the far right lane. That then open up into another lane just past Applebees. This is a huge bottleneck. Why allow the middle lane on main st also have the option of transitioning onto 6th? It would just require a slight modification to the main and 6th intersection. Just change up the paint. Traffic would flow so much better.
The traffic on 6th avenue and 1st avenue is already too congested and to reduce the number of lanes would exacerbate the situation. Even the current traffic pattern has severe issues, There is currently no dedicated lane to go to the Lockwood area. So if there is a traffic issue in the heights, the traffic backup includes both the heights and Lockwood traffic.
The trend of bending over backwards for a tiny, seasonal minority, at the expense of a huge majority of users is poor stewardship and a disservice to the community at large. This represents an obvious attempt of the government busybodies to impose the prejudice of central planning bureaucrats on an unsuspecting general population. How about representing the huge majority this time. You can still cash the massive consultant check the City of Billings is so fond of spending.

There are already long wait times for people heading west from the heights, don't add to the problems
There aren't enough cyclists in the entire county to justify the expense.
"There is no safe bike connection from the heights to downtown. I would like to see a protected bike option. Concerned about the cost listed in the detailed views for N13 to N10"
This change is so necessary! Allowing for a multi-use path or a protected bike lane will make all pedestrian and cycling modes of transportation so much safer and more enjoyable, linking downtown with the entire trail system.
This is an extremely busy road where people drive at least 10 miles above the speed limit. It would be nice to slow it down slightly for safety reasons. In the winter, I've seen people trying to navigate the snowy sidewalks next to speeding cars that slide on the road from going to fast for the conditions. It would be great to have a safe space for pedestrians, people in wheelchairs and bicyclists and to have the cars move at a more reasonable speed.
This is mostly an industrial area with sufficient parking and little congestion in its current state.
This modification is all about safety! 6th doesn't have to be SO wide!
Those of us who drive cars into downtown pay for the roads. Bicycle drivers are not required to buy licenses and shouldn't receive preference on the highways paid for by those who own cars.
Was it considered to put some sort of multi use trail down the old 5th ave ROW ? All the way down to 27th would be an incredible option for people to bike from the heights to downtown or downtown to the metra.
We need a bike lane and a better path for pedestrians with trees. The new streetscape in the EBURD has no street trees - huge mistake. Bring people to the Metra from downtown and North Park. The improvements on 6th need to reach further west than just 13th St.
when I drive this daily, there are no bikes seen. This part of 6th ave north is the best moving road system we have. To narrow it down is not effective for moving traffic.
Would be nice to connect it somehow to the bike trails that go onto the rims and into the heights
Would like to see accountability from both recycling companies and city to keep up on trash debris and weeds in this area.
Yes, change it to two way road

Public Comment Log: Road Diet - North 13th Street

The following is the unedited content collected from the public (presented alphabetically):

Comments
13th is an important bicycle route connector between downtown and the heights. We need to make is safer.
A bike lane might be nice if it connects
"Again, I am not really a traffic expert so don't know the advantages of these proposals. The reason for these changes should be thoroughly thought threw. I do believe we need to provide for bike traffic to have a safe area to get through the downtown area. There is more and more bike traffic and safety is an issue. As such I chose the option with the bike lanes. I am not sure why this option requires 2 way traffic to be included as it seems it could be included in the one way streets as well. I would like to be sure changes reduce (at least don't increase) traffic to the residential streets from Division to 1st & 2nd. There has been, at times, in the past a strong incentive to cut through the residential streets to avoid traffic lights and congested traffic on arterial streets, particularly the light on Division and Broadwater. It seems the conversion to one way streets along with other changes reduced that significantly. It would be very upsetting if the proposed changes again produced increased traffic along with safety issues on the residential streets."
Ditto
Don't waste taxpayer money
I do not use this street much. I don't understand why you want to change it. I see how you modified Lewis Ave for a bike lane and it is positively risky for bikers where the bike lanes end and they have to enter real traffic. It is not where I would ride.
Instead of placing more restrictions on the movement of vehicle traffic why don't you ever try to improve traffic flow in this town? Please make additional lanes for traffic don't remove any.
Is there any way to have both a center turn lane as well as conventional bike lanes?
It would be nice to know the traffic and bicycle volumes so a better vote can be placed. Not sure how many bikes use this corridor.
"I've lived in Bozeman, Missoula, Helena, and Billings over the past 10 years. I grew up in Laurel. Billings has a fantastic roads system right now. The one ways allow for easy commutes and access to downtown. They also prevent people from taking left turns across multiple traffic lanes at intersections (which creates a lot of traffic on two way streets). Other Montana towns are plagued with traffic issues because they lack one ways, despite having a fraction of Billings's population. Bike lanes are not a bad idea if they are feasible. I ride my bike to work and don't find much of an issue (I take 2nd street to my office on 27th St N). But please, please, do not make a constant traffic jam in downtown Billings by turning efficient one ways into two ways."
my shop is at 212 n 13th. I see the traffic there. the street there is very busy during rush hours. Do not take away options for cars just to make room for bikes. Also do not take away our street parking, as many of the businesses here do not have parking lots so there is no other option for us.
No bike lanes or sharrows!! Very expensive option for how few people it benefits (definitely not me)
No parallel parking wanted on 13th between 4th and 6th Ave.
Not a priority for me.
Pedestrians can walk on the sidewalk and bike lanes are only useful 6 months of the year in MT.
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Quit trying to appease the very minimal bicycle traffic and use your brain/talent to accommodate vehicle congestion.
Safety, safety, and more safety. This would increase cyclist and pedestrian safety, as well as linking well-used routes to trails, downtown, and the Heights.
Same comments as Montana Ave: Road diets are a HORRIBLE idea. They tried this sort of nonsense in Los Angeles resulting in a vast increase in traffic. And the same result will beset the Billings area. More lanes are need for traffic, not less! In LA, the weather is more conducive for bicycles than Billings is, and still, it is a bad idea. I am wholeheartedly against this bad idea, and so should anyone that needs to get in and out of the downtown area.
See above: We tax payers footed the bill to make the one ways as they are today. I say leave things as they are and use our tax monies on somethings more pressing, like bridges and streets. Same for all of the questions below.
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars.
There aren't enough cyclists in the entire county to justify the expense.

This comment is regarding the question on my use of Bike lanes below: I ride my bike very frequently, but hardly ever use a bike lane due to their lack of existence. While Lewis has a sharrow, cars pass fast and close and I take Clark because I feel safer. Downtown is a little better with the one-ways because I feel like I can take a whole lane and am more visible doing so. I don't like conventional bike lanes that skirt parallel parking because I know individuals who have had car doors opened into the bike lanes suddenly resulting in a bike crash.
This is mostly an industrial area with sufficient parking and little congestion in its current state. If anything I would do something with the underpass.
through the MDT 1st avenue project, the 13th/1st intersection is being designed to focus on moving vehicle traffic. There is no demand for pedestrian/bicycle traffic nor do I anticipated this changing in the near future.
Traffic and bike volume does not warrant expense at this time.
What is a sharrow?
Whatever is best for the development of the BIRD area. Currently, not sure how many people would use a bike lane, but would make sense if more people are drawn there due to future development.
Whatever you do on 13th please consider visibility for people coming from 2nd and 3rd onto or across 13th. The cars/trucks that are parallel parked on 13th make visibility up and down 13th a nightmare when trying to pull out from 2nd or 3rd.

Public Comment Log: Seasonal Closure - Broadway Avenue

The following is the unedited content collected from the public (presented alphabetically):

Comments
A seasonal closure of Broadway would be detrimental to businesses. The number one complaint we hear is a lack of parking. Taking away an entire block of the closest parking is the opposite of a solution.
Absolutely this! I work in tourism and this would be a big draw.
An all year closure would be better. The amount of parking available in that stretch is insignificant to the number of entertainment businesses there and there are nearby parking garages for that point anyway. Closure year round would provide an amenity to the City we do not currently have.
Are they ever going to allow festivals and events again? If not, there is no reason to close this. If the officials ever deem it safe for us to gather again, then maybe, but the way things are now, this seems pointless. Until they open us back up, I think time and money could be better spent on things that people could use.
As a business owner, I think it is unfair to the businesses on that block to close it to traffic. Special events like the Farmer's Market are already in place and enough.
Billiings natives just don't care enough for that to work. They don't want to detour or lose parking spots. Are you going to close your masters' banks and stores?
Blocks the flow of traffic completely. Have we not experienced this already with Alberta Bair renovations?
Broadway is one of few through streets over the tracks. Backing up the others wouldn't be wise. Maybe between 2nd and 3rd instead?
Broadway works good. Two way traffic and parking.
Can be closed on event-by-event basis I would think.
Close it all year round. Make it a pedestrian plaza with bike parking, bike lane, planters, trees, etc.
Close it year round. Close all downtown to cars. Allow businesses to use sidewalks and pedestrians and bikes to use streets.
Closing Broadway as we do now is sufficient, I don't think a seasonal closing is necessary or should be done.
Closing Broadway shuts the Northern Hotel off from business when it is closed. The hotel brings over 30,000 non-residents to downtown every year - this could actually hurt downtown businesses and the Northern also! Also,this would require extra funds and policing. How would we pay for this?
Complicates traffic congestion downtown since a vehicle could not use these streets when it is closed
Concerned about impact to businesses. I know during the construction of Skypoint several businesses were very hard hit. I would reconsider based on additional data from the businesses.
Could build a temporary stage for the season and have concerts where people could be either at the venues in that block or in the street with their own chairs or what not.
Currently it is frequently closed for existing functions, then it is open for convenient traffic flow when there are not functions. Why close it permanently even on a seasonal basis? This makes no sense and will cause confusion for drivers
Define Seasonal... are you talking about for the entire summer - no, leave it the way it is. Are you talking about for outdoor venues to allow for street fairs and concerts once in a while? Absolutely. We already have challenges with traffic moving through the downtown. I support the Downtown businesses wanting to create additional outdoor space and venues, but don't create an environment that prevents people from wanting to come downtown
DO NOT EVEN THINK OF IT!!!!
Do we not close certain areas for public events anyway? I'm not sure what you mean by seasonally.
Do whatever can be done to alleviate vehicle traffic.
Engage the Downtown Businesses! Be creative with the space!
Extend seasonal closure from 1st all the way to 3rd
Festival and open air dining or beer garden space.
Give us a reason to walk around, dine out, farmers markets more than a few hours, etc.
I actually think it would be great to close it permanently
I am against all road closures. Roads were built to move traffic, not serve as an entertainment area.
I am not sure what Seasonal Closure is exactly, but closing for concerts, farmers market, etc is enjoyable.

I believe there should be permanent road closures downtown. Basically the 4 blocks that conduct the Farmer's Market. One way streets work best downtown to avoid people trying to turn left. People need to be encouraged to use parking garages.
I did not move any items below because I do not care for any of the alternatives. In all the years I have lived here it seems that these streets have been changed many times. I don't see any reason for these changes.
I don't have strong feelings here, but would consult with local business owners. I definitely think Billings should continue to make more use of that space. I also know that "walking mall" concepts often face challenges and want to make it easy and intuitive for people to get around downtown.
I don't see the need. Just keep closing it for events. I don't believe that one block has enough foot traffic all the time to support a seasonal closure.
I find it frustrating when braodwater is already closed and even more so that the Doc Harpers takes up even that more parking. My kids attend daycare on Broadway next to the Alberta Bair and when the streets are closed, the way the one ways work, I have to go an absurd way already to get there. This is manageable the few times it is closed, i.e. alive after 5, etc., but to be closed seasonally would be a nightmare for traffic and others like me that use that space. The city and county really need to find an alternative to creating public spaces and modifying use permanently (thinking one big sky) rather than seasonal, short-term options.
I happen to know a little about this proposal and what the seasonal enclosure entails, but otherwise I might not understand what the seasonal closure would mean. This doesn't explain what a cool thing this would be for pedestrians and shopping, etc. Others taking this survey might take it too literally...
I just dislike seasonal closures in the same way that people cut off sidewalk area for their establishments during the summer. By the time you get used to the status, it changes.
I like it closed for events but don't see a need for a full season of closure.
I like the idea of seasonal closures, but would think first we need to encourage outdoor patios and seating for businesses in that area. If that is a success, seasonal closures seem like an appropriate next step.
I like the idea, especially if this was the only street and the DESIGNATED street for outdoor events. What happens if more than one event occurs at the same time?
I live on this block and could vote for either. However, closure this year would have been impossible with all the construction. We must take into account the residents on this block and ability to enter their premises and have deliveries.
I love this idea!
I suspect our downtown is not strong enough to survive the complete loss of vehicular traffic.
I think it would be okay to close Broadway year round from 1st Ave. N to 4th and have a Walking Mall.
I would also like to state that to pay for the bike paths that each person who owns a bike or buys a bike pay 50.00 to 100.00 permanent plate but children under sixteen do not have to have one unless their parents wish. Since bikes do not pay road tax like cars, they need to help pay the upkeep on the paths. Also, the cyclists must obey traffic laws or be fined. Many cyclists feel they have all the right away and do not have to obey traffic laws. I know because I have seen them run stop signs and not look and have seen cars almost hit a cyclist who does not obey the law and then flip the car driver off for the cyclist error. If the city of Billings needs to require all adult cyclists to take a riding course to insure their safety they must do so and have it placed on their drivers license or a paper certifying they have taken a course. They must pay for the course. If they are stopped and do not have this certification, they are fined and cannot ride until they have the certification.
I would like to see that section of Broadway Ave permanently made into a pedestrian mall
I would rather see complete streets throughout downtown than a closed Broadway. Ped malls have mixed success records in places where people aren't already walking quite a bit
I would recommend closing it throughout the year.
"If there is enough parking to compensate ***Could not get terms and conditions to load so cannot agree to them and reserve my rights , without prejudice"
If you close it you need to make all streets two ways. Downtown is hard to navigate as is and N broadway is a major route for fire trucks. Or atleast make the N/S streets two ways .
Important to control loitering and vagrants in and around the seasonal closed area.
In general, adding bike lanes/protected/separated will add to the accessibility and enjoyment of downtown. Completely shutting down a segment of Broadway would create a safe, possibly beautiful pedestrian space of the likes of Old Town Fort Collins, that is so successful, they aren't about to open it up seasonally! Billings needs safe bike access and such pedestrian areas as just part of helping to be an attractive place to live and raise a family.
Include 2nd Ave to 3rd Ave closure.
Indifferent on this issue

It doesn't make sense to close a thru street that crosses the railroad tracks. Again I would like to see improved traffic flow not restrictions and closures. I use this route as a truck driver to bypass the congestion on 27th street.
It is so often closed anyway, it may as well be a festival street. I like the idea of the walking mall like in Helena. There is so much parking in the area, I think the few spots lost on Broadway wouldn't be a big deal AT ALL.
It needs to be permanently closed, allow outdoor seating and dining, music, lights, should have been done years ago.
It should be closed from Montana to 2nd ...from the Northern to Alberta Bair theater.
It would be great to have a dedicated community space for events in the summer.
It would cut back on parking and hurt businesses.
Make it from 1st Ave N to 3rd Ave N - after 2nd & 3rd are converted back to two-way traffic.
Make it permanent! A pedestrian plaza!
might be ok if no money is spent to reconstruct intersection. try it for one year and see what citizens feel. was it well used. how does traffic flow. dont spend more money on something like the waste of skypoint.
My customers are sick of the downtown construction on the streets. They don't want to come down and deal with this construction year after year after year. Since we had covid-19 and lost 6 weeks of retail business, now people don't want to come down because they're changing out perfectly good lights. They are also putting in metal bumpy blocks to tell blind people that they're at the end of the block. These work perfectly good in warm climates where we don't have to shovel the snow. These are very hard to clean the snow off and become very icy in the winter and will cause many falls. Something like a rumble strip where there were cuts in the cement could have easily told someone where the walking stick that they were at the end of the block. since reopening I have not had any clients come in that didn't mention the catastrophe that is going on downtown. The timing was terrible, so we need to let the downtown sit quietly and become friendly again. The biggest problem with riding a bicycle in Billings Montana is that it is illegal to ride your bicycle on the sidewalk in the downtown area and legal to write it on the sidewalk in other parts of Billings. Then the Billings police ride their bicycles on the sidewalk so that people really get confused. most of the people who drive cars think the bicycles are not supposed to be on the road because the police are on the sidewalk on their bikes. Change that law and you might end the confusion. Cars are supposed to share the road. That is the law.
N28th Promenade. That is GREAT! We've said this for years at the Fire Dept.
Need wider sidewalks on Broadway, or make it feel wider. Would like to see urban design at its best :) Broadway could evolve into something like Georgia St in Indianapolis, or Nicollet Mall in Minneapolis.
no there is not reason for traffic to be there and with the garages there is plenty of parking
Open up the streets to pedestrians and vendors.
Permanent closure to allow a promenade would be best. This is the next-best option.
Permanently close Skypoint and turn it into a mall or park.
Prefer permanent closure
Quit mis spending the tax dollars of the people!!! This kind of thing isn't free and I'm guessing not cheap. Use the money for something needed
Seems like this would be good for business, especially during Covid. People may feel safer. Could be a good step towards complete opening to people, all the time.
Stop with the made up projects. Bike lanes are not necessary. Stop wasting our tax dollars. None of the 6 projects are of any priority to me. You don't allow that choice in the question below. So do not count my answers in the next question. No priority because none of them should be done. Wasting taxes again.
The Billings Fire Department has concerns with a seasonal closure of Broadway.
the idea deserves a chance. If no support after a few years then discontinue.
The proposal should encompass more streets from Montana Ave to 4th Ave as the businesses up from Sky Point are always treated poorly and forgotten about a majority of the time due to overexposure of the listed area.
"The ranking below is completely loaded. There is no opportunity to rank anything except the bicycle alternatives. Leaving things as they are is a viable alternative but you have omitted, one would assume intentionally to slant results. Additionally, you have a requirement to agree to terms and conditions, but none are listed."
The seasonal road closure would be a huge benefit for downtown culture.
The streets already get closed off for seasonal activity. Why spend the taxpayer dollars doing something that already exists? Doesn't make sense
There is a lot of traffic on all streets, trying to turn without one ways will create traffic delays and fender benders by people testing/racing through lights.

Think bigger. Closing one street isn't enough for downtown. Recommend creating a 6-8 block town center pedestrian safe zone. See comments above.
This depends on the amount of events going on here during a said season.
This is a neat idea. I really enjoy this area of downtown and spend time there nearly every day.
This is an excellent idea!
This is ridiculous and unnecessary.
This is the best idea in the entire survey. That area would make a phenomenal walking district. It's already the heart of downtown, and it would draw people to downtown to just be in that space. Of course, they would spread out from there, but it would be the central gathering place. I've been saying Billings should do this for years (mostly to myself). Great idea!
This really is a pedestrian-first atmosphere is the summer. It's fun. Let's do that.
This seems like a "no brainer"! It would enhance the downtown greatly, and I believe that the downtown business owners would support it!
This would be a delightful, community enhancing place to enjoy each other.
This would be amazing!
This would encourage folks to come downtown during the seasonal
This would provide attractive, fun event possibilities with better distancing available! I'm shocked how hard it was to walk down Broadway and stay six feet from other people, especially with the construction sidewalk closures.
"Use this BLOCK OFF only for scheduled events AS for the PREFERENCES Below WASTE $ Make DT Business Friendly.... How Many Bike People come DT and buy from the merchants VERY FEW ... Possibly the Coffee Shops NOT Food or Bar Vendors...."
We have Doc Harper's on Broadway with the parklet. People say all the time they would to see street closed and how much they enjoy the parklet.
We love the multi-use trails in Billings, but we do not ride in traffic. (too old). We would like to see more segregated trails v. bike lanes.
we need the parking available, it is already hard enough to find parking for all those businesses.
What would the purpose be of closing it for certain periods? Is it just for a couple of days for festivals or weeks at a time?
Why was the Alberta Bair allowed to use the sidewalk.....terrible idea for a downtown that is congested with buses and traffic during events
Would seasonal just be in the summer? or would it also include a winter closure and allow for things such as winter bazaars/ festivals, ice skating, etc.?
Yes, close Broadway for summer to allow for the restaurants to have patio seating with decorative plants and hanging Edison lights across the street to enhance the summer downtown social atmosphere.
Yes, yes, YES!!
You should close this permanently and allow pedestrian street Mall with outdoor seating for all restaurants.

CITY OF BILLINGS

DOWNTOWN

TRAFFIC STUDY

APPENDIX B:

Example Outreach Materials and Media

APPENDIX B: OUTREACH MATERIALS

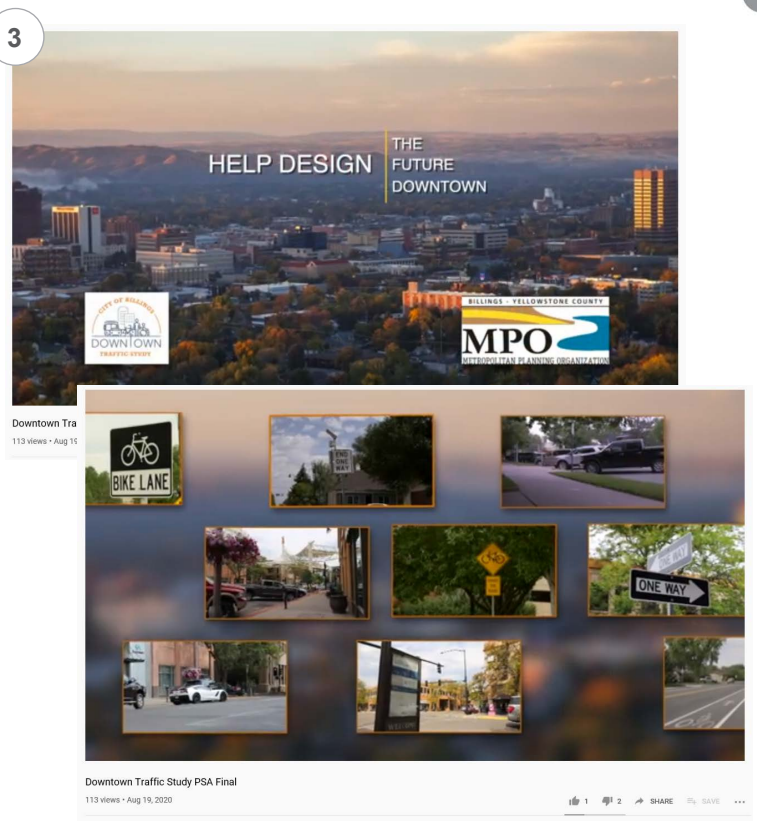
1



2



3



4



1 *Digital Postcard*

2 *Facebook Page*

3 *Public Service Announcement*

4 *Rack Cards*

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Poster

HELP DESIGN THE

FUTURE OF DOWNTOWN

CITY OF BILLINGS
DOWNTOWN
TRAFFIC STUDY

The recent Downtown Billings Traffic Study identified six alternatives.

Give us your feedback. We want to know what you think about these six alternatives!

Your feedback will be used in planning future designs and improvements to Downtown Billings!

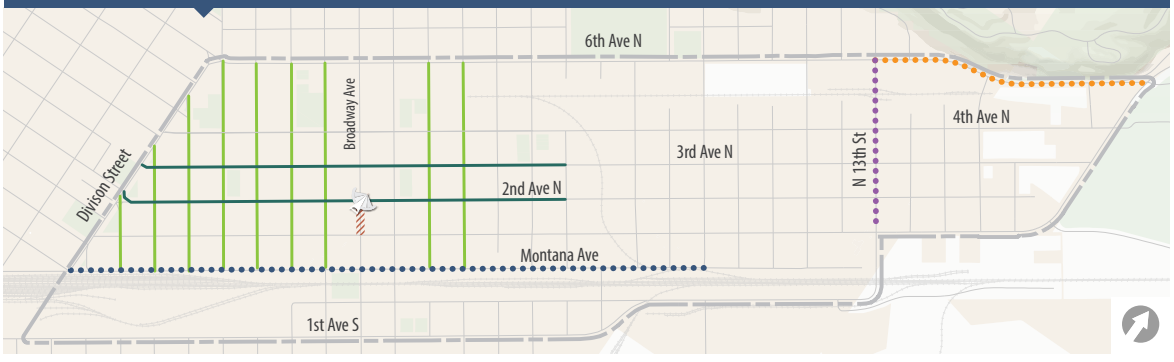


LET YOUR VOICE BE HEARD!

TAKE THE SURVEY:
Simply hold your smart phone's camera over the QR code.

PROJECT MAP

Proposed adjustments to downtown traffic flow are illustrated. Public perspectives on these alternatives will steer future developments.



LEGEND

- Project Boundary
- City of Billings
- Parks/OpenSpace

ALTERNATIVES

One-Way to Two-Way Street Conversion
- North/South Bound
- East/West Bound

Road Diet
- Montana Ave
- 6th Ave N
- N 13th St

Seasonal Road Closure
- Broadway Ave

BILLINGS · YELLOWSTONE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Press Releases

HELP DESIGN THE
FUTURE DOWNTOWN

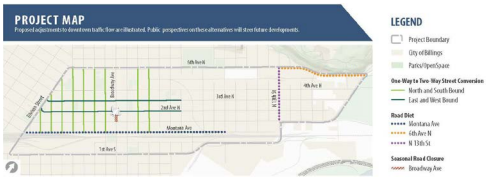
June 19, 2020

FOR IMMEDIATE RELEASE

Lisa Olmsted, Public Involvement Manager, (406) 869-6329,
lolmsted@dowl.com

Public Feedback on Future Downtown Billings Traffic System is Requested

The Billings Yellowstone County Metropolitan Planning Organization (MPO) is seeking public input regarding six potential alternatives to the downtown Billings traffic system that were identified by a recent traffic study. Public input on the options is being collected and will be used to steer future planning efforts.



The feasible alternatives being posed for public consideration include:

North and South One-Way to Two-Way Conversions – Converts remaining north and south one-way streets between Division Street and 24th Street to two-way operation and provides potential bicycle facilities consistent with the City's Bikeways & Trails Master Plan.

- **2nd Avenue N & 3rd Avenue N One-Way to Two-Way Conversions** – Converts the one-way segments of 2nd Avenue N and 3rd Avenue N between Division Street and 22nd Street to two-way operation and provides potential bicycle facilities consistent with the City's Bikeways & Trails Master Plan.
- **Montana Avenue Road Diet (Division Street to 18th Street)** – Reduces Montana Avenue from three lanes to two lanes from Division Street to 18th Street, provides potential bicycle facilities consistent with the City's Bikeways & Trails Master Plan, and maximizes on-street parking.

HELP DESIGN THE
FUTURE DOWNTOWN

- **6th Avenue N Road Diet (Main Street to North 13th Street)** – Reduces 6th Avenue N from five lanes to four lanes from Main Street to 13th Street and provides a potential bicycle facility consistent with the City's Bikeways & Trails Master Plan.
- **13th Street Road Diet between 6th Avenue North and 1st Avenue North** – Converts 13th Street to a two-lane roadway with or without a center turn lane and provides potential bicycle facilities consistent with the City's Bikeways & Trails Master Plan.
- **Broadway Street Seasonal Closure** – Creates a festival street by seasonally closing Broadway Street to vehicles between 1st Avenue N and 2nd Avenue.

Members of the public are encouraged to participate in an online survey available at https://dowl.mysocialpinpoint.com/downtown-billings-traffic-study. The site offers the opportunity to provide specific feedback on the proposed alternatives through an online survey, a budgeting tool to help prioritize how funds are allocated, and a digital bulletin board for other thoughts and perspectives. A link to the full Downtown Billings Traffic Study document and general project information are also available.

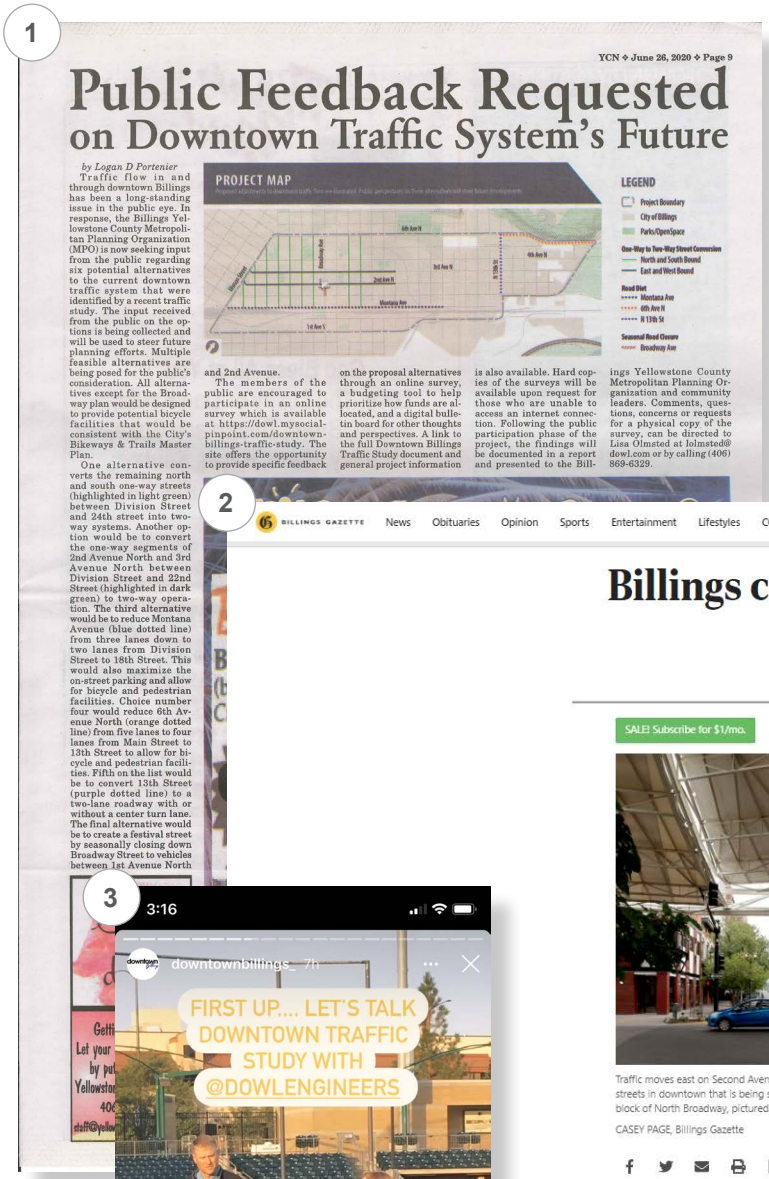
Following the public participation phase of the project, the findings will be documented in a report and presented to the MPO and community leaders.

Comments, questions, or concerns can be directed to Lisa Olmsted at lolmsted@dowl.com or by calling (406) 869-6329.

###

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Media



1. *Yellowstone County News Article*
2. *Billings Gazette Article*
3. *Downtown Billings Association Social Media Post*

APPENDIX B: OUTREACH MATERIALS (CONTINUED)

Presentation

Alternative Prioritization & Public Preference Plan

BILLINGS – YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

CITY OF BILLINGS
DOWNTOWN
TRAFFIC STUDY

Project Team Introduction





Lisa Olmsted
Project Manager
Public Involvement

lolmsted@dowl.com
406-869-6329



Doug Enderson, PE, PTOE
Transportation Engineer



Ryan Guelff, EI
Transportation Engineer

DOWL

Multi-modal Transportation on Broadway Avenue, 1914

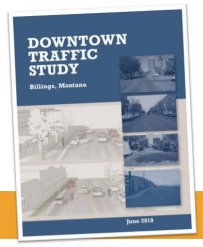
Courtesy Western Heritage Center



Looking North on Broadway Avenue, 1939

Courtesy Western Heritage Center





The recent Downtown Billings Traffic Study identified six alternatives.

We want to know what you think about these alternatives!

Your feedback will be used in planning future designs and improvements to Downtown Billings!

PROJECT MAP

LEGEND

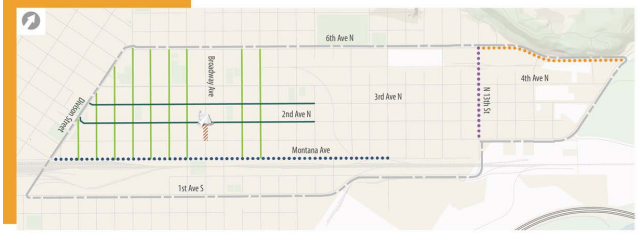
Project Boundary
City of Billings
Parks/OpenSpace

ALTERNATIVES

One-Way to Two-Way Street Conversion
North/South Bound
East/West Bound

Road Diet
Montana Ave
6th Ave N
N 13th St

Seasonal Road Closure
Broadway Ave



Relevant Terms

Sharrow:



Conventional Bike Lane:



Protected Bike Lane:



Cycle Track:



Separated Bike Lane:



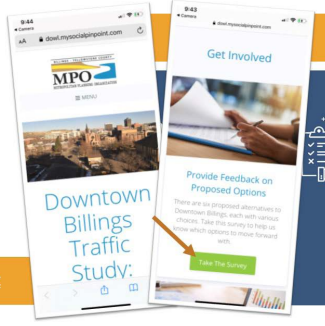
Back-in Parking:



LET YOUR VOICE BE HEARD!

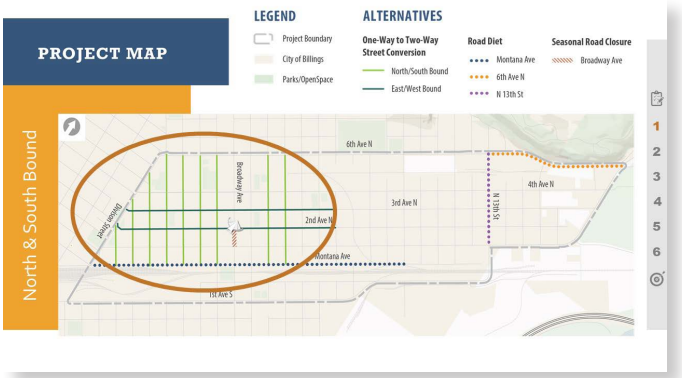
TAKE THE SURVEY:
Simply hold your smart phone's camera over the QR code above.

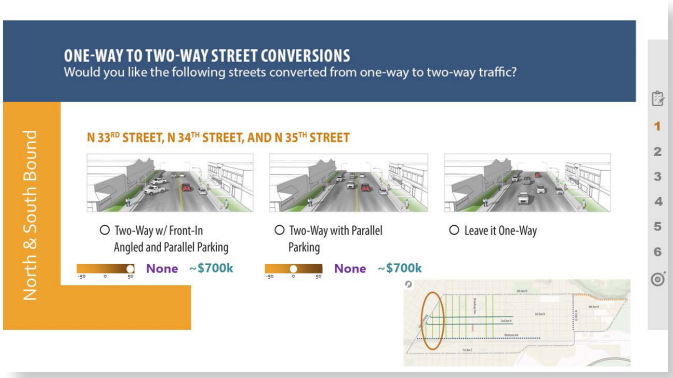
bit.ly/DowntownBillingsTraffic

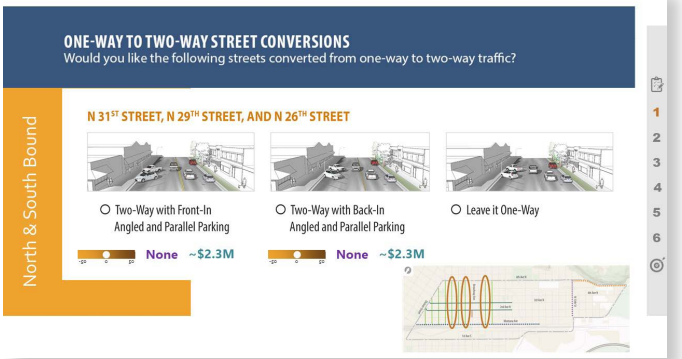


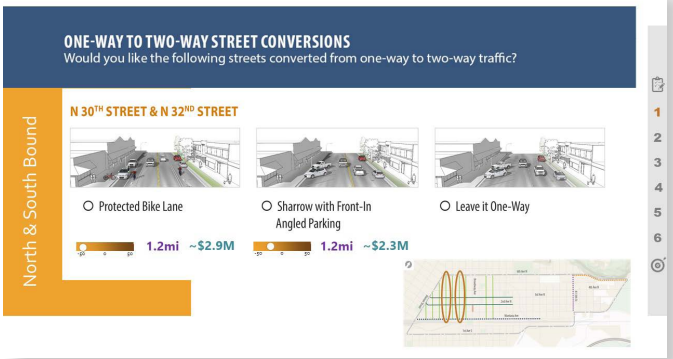
APPENDIX B: OUTREACH MATERIALS (CONTINUED)

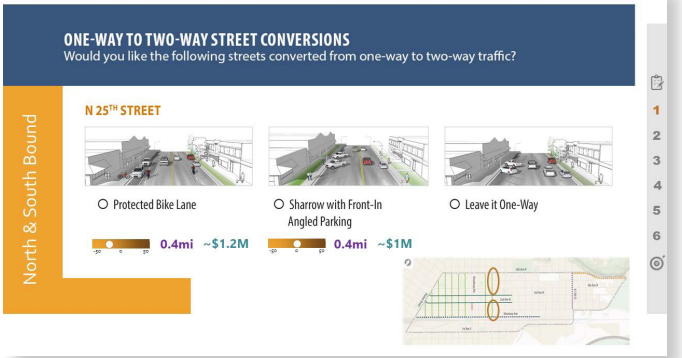
Presentation (continued)

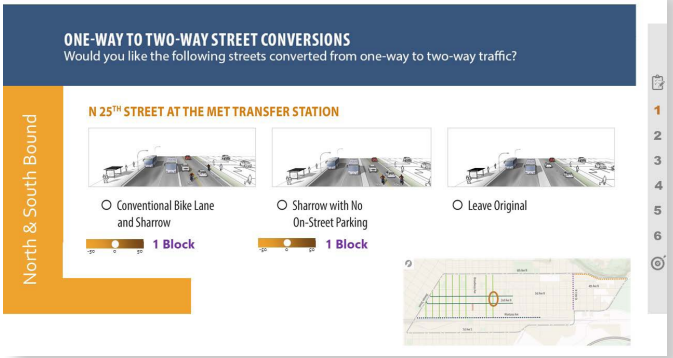


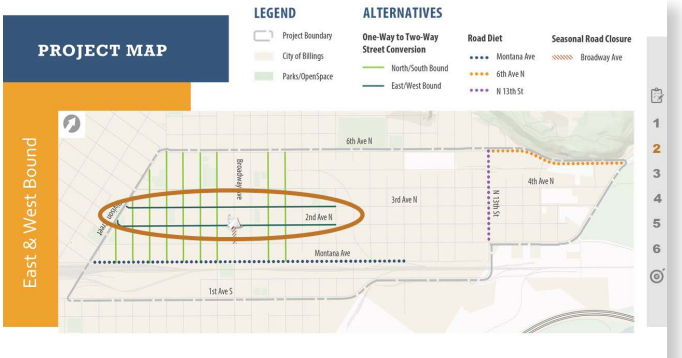


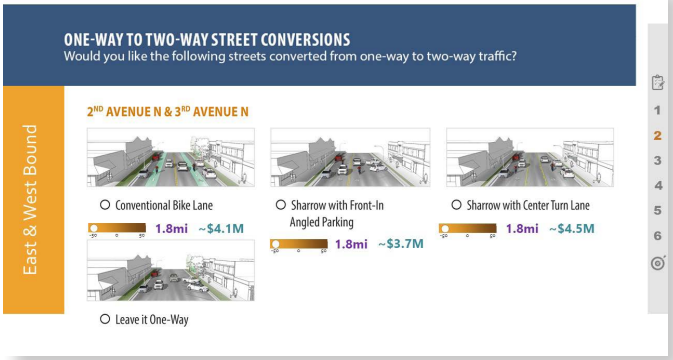












APPENDIX B: OUTREACH MATERIALS (CONTINUED)

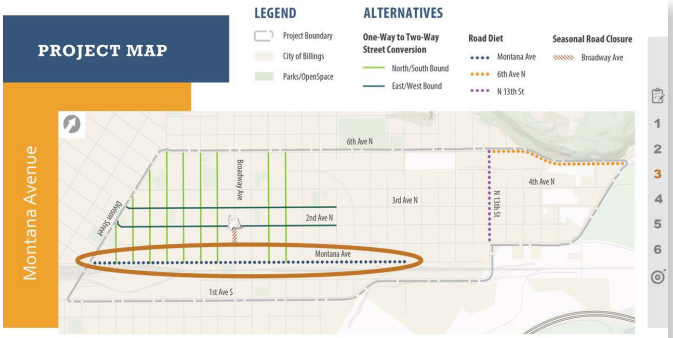
Presentation (continued)

ROAD DIET
Would you like to see the following areas modified to allow for more options?

WHAT IS A ROAD DIET?
A road diet is a technique in transportation planning where the number of travel lanes and/or width of the road is reduced in order to provide other improvements like bike lanes, turning lanes, or parking spaces.



PROJECT MAP



ROAD DIET
Would you like to see the following areas modified to allow for more options?

Montana Avenue

N 30TH STREET TO N 35TH STREET



- ○ Separated Bike Lane with Back-in Angled Parking — 0.6mi ~$2.5M
- ○ Cycle Track — 0.6mi ~$1.8M
- ○ Leave Original



ROAD DIET
Would you like to see the following areas modified to allow for more options?

Montana Avenue

N 27TH STREET TO N 30TH STREET



- ○ Separated Bike Lane — 0.6mi ~$800k
- ○ Cycle Track — 0.6mi ~$550k
- ○ Leave Original



ROAD DIET
Would you like to see the following areas modified to allow for more options?

Montana Avenue

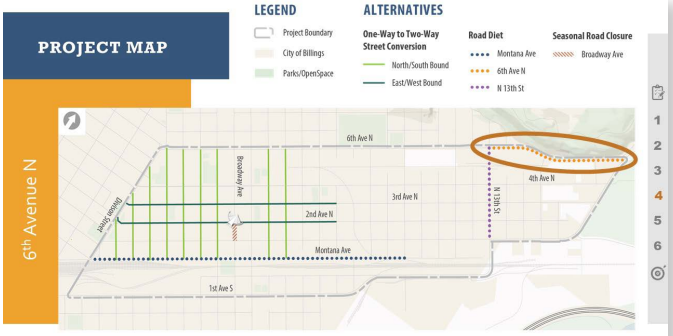
N 18TH STREET TO N 27TH STREET



- ○ No Bike Facility w/ Back-In Angled and Parallel Parking — None ~$700k
- ○ Separated Bike Lane — 0.6mi ~$2.4M
- ○ Cycle Track — 0.6mi ~$2.5M
- ○ Leave Original



PROJECT MAP



ROAD DIET
Would you like to see the following areas modified to allow for more options?

6th Avenue N

MAIN STREET TO N 10TH STREET



- ○ Protected Bike Lane — 0.25mi ~$300k
- ○ Multi-Use Path — 0.25mi ~$800k
- ○ Leave Original



ROAD DIET
Would you like to see the following areas modified to allow for more options?

6th Avenue N

N 13TH STREET TO N 10TH STREET

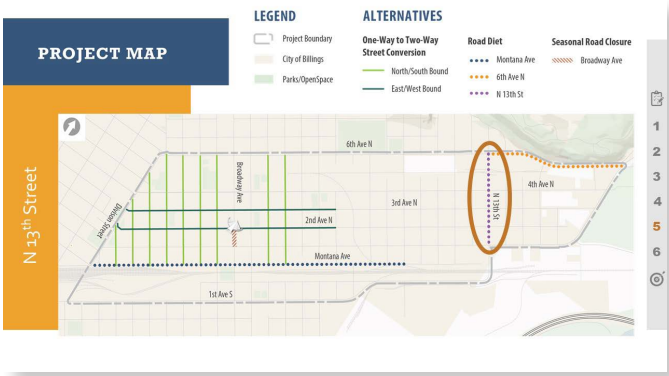


- ○ Protected Bike Lane — 0.25mi ~$200k
- ○ Multi-Use Path — 0.25mi ~$500M
- ○ Leave Original

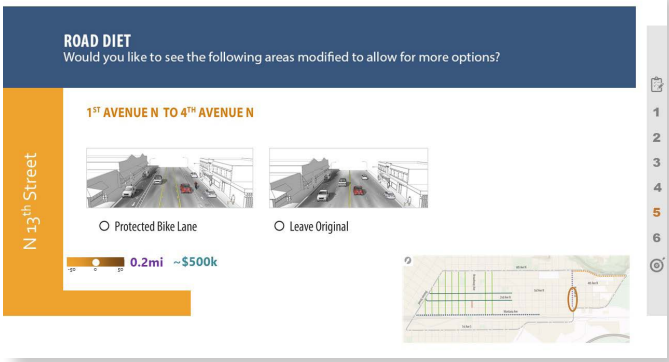


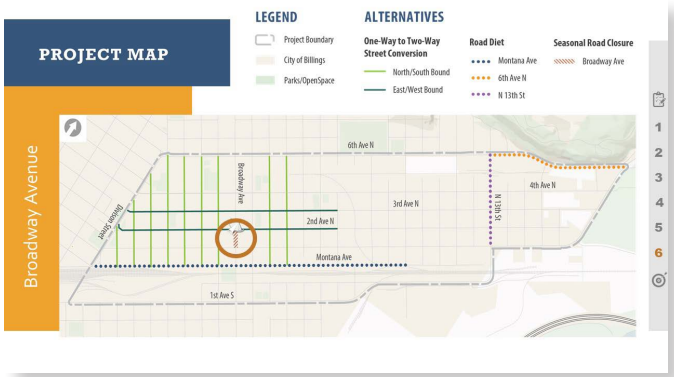
APPENDIX B: OUTREACH MATERIALS (CONTINUED)

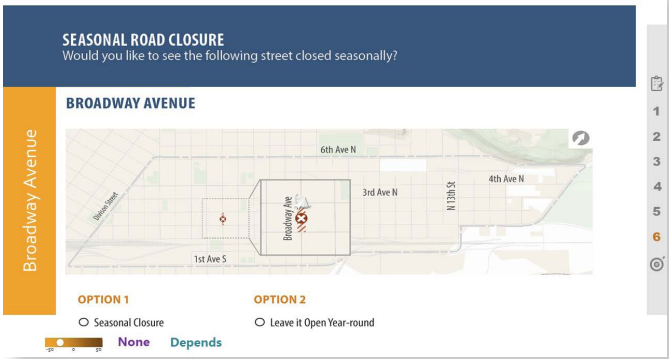
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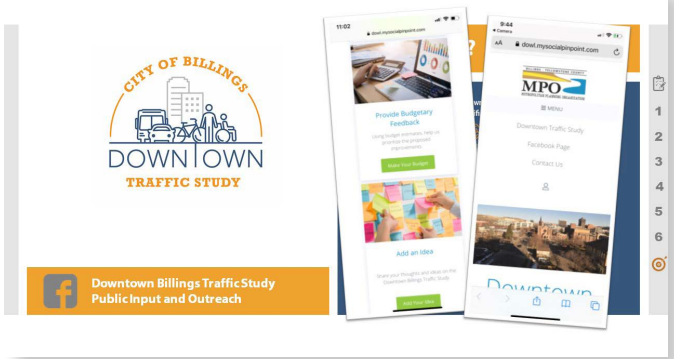


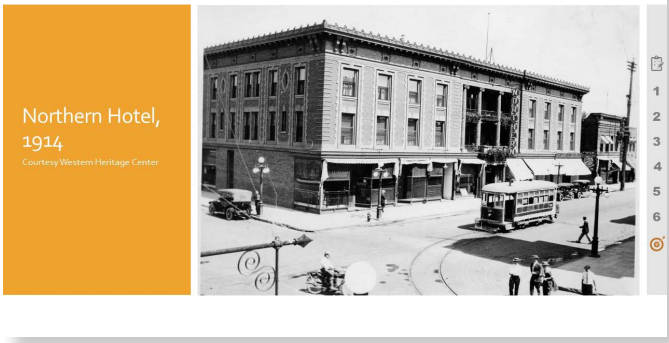












YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND YELLOWSTONE COUNTY, MONTANA

Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 01/26/2021

Information

PROBLEM/ISSUE STATEMENT

The Billings Metropolitan Planning Organization (MPO) is presenting the Billings Area Bike and Scooter Share Feasibility Study to the Yellowstone County Planning Board with the intent to have the Planning Board make a recommendation to the City Council and the Board of County Commissioners with the intent to forward a positive recommendation to the Policy Coordinating Committee (PCC). This is also a Public Hearing for this agenda item.

BACKGROUND

The MPO hired Alta Planning + Design through a competitive process to conduct the Billings Area Bike and Scooter Share Feasibility Study. The goal of the Billings Area Bike and Scooter Share Feasibility Study is to define what a successful bike and scooter share program would look like for the Billings area. A bike and/or scooter share system is a network of shared bicycles or scooters available for short-term use, usually 15 to 45-minute trips. A user can check out a bicycle or scooter from locations around the city, ride to their destination, and then leave the bicycle or scooter for someone else to use.

Bike
share and scooter share programs are designed to be a cost-effective, environmentally-friendly, convenient travel option for shorter trips. In a survey of 245 respondents completed as parts of this
study, 53% of people said they are interested in seeing bike and scooter share in
Billings, 24% are not interested, and 14% need more information. Of the remaining percentage that selected "other," many respondents reported liking the idea of bike share, but not scooter share. Top concerns related to bike and scooter share include safety, lack of bicycle infrastructure, and vandalism. Most Billings community members want to access downtown, parks, and restaurant/coffee shops by bike or scooter share.

The study recommends Billings implement a hybrid bike share
system where the bike/scooter houses the transaction rather than at a station. Stations, also called hubs, consist of branded racks for parking bike share bikes. Though stations are available, the program does not require that a bike be left at a station and it is permitted to be parked anywhere within the service area. The study also recommends using electric-assist or e-bikes to make trips easier for people of all abilities. For a system governance model, the study recommends implementing a turnkey bike share system or a publicly owned and privately operated system. In a turnkey system, the City would hire an experienced company that owns and operates the system. The City would rent equipment and contract with the company for the full range of operations support, including installation, operations, sponsorship, customer service, and maintenance. Alternatively, Billings could purchase the bike share fleet and hub infrastructure and contract with a third party to operate the system. During the system launch, the study suggests launching in an initial service area including downtown and MSU Billings, creating an equity program, and establishing strategic partnerships to ensure the success of the system.

FINANCIAL IMPACT

The contract for the Billings Area Bike and Scooter Share Feasibility Study was budgeted at $44,964. The majority of the funding is through the MPO's Federal PL (planning) funds. PL funds for this project required 13.42% local match, which was provided through the Planning Division's FY21 Budget utilizing its County-Wide Planning Mill Levy revenues. Implementing bike and/or scooter share in Billings is not included in this budget.

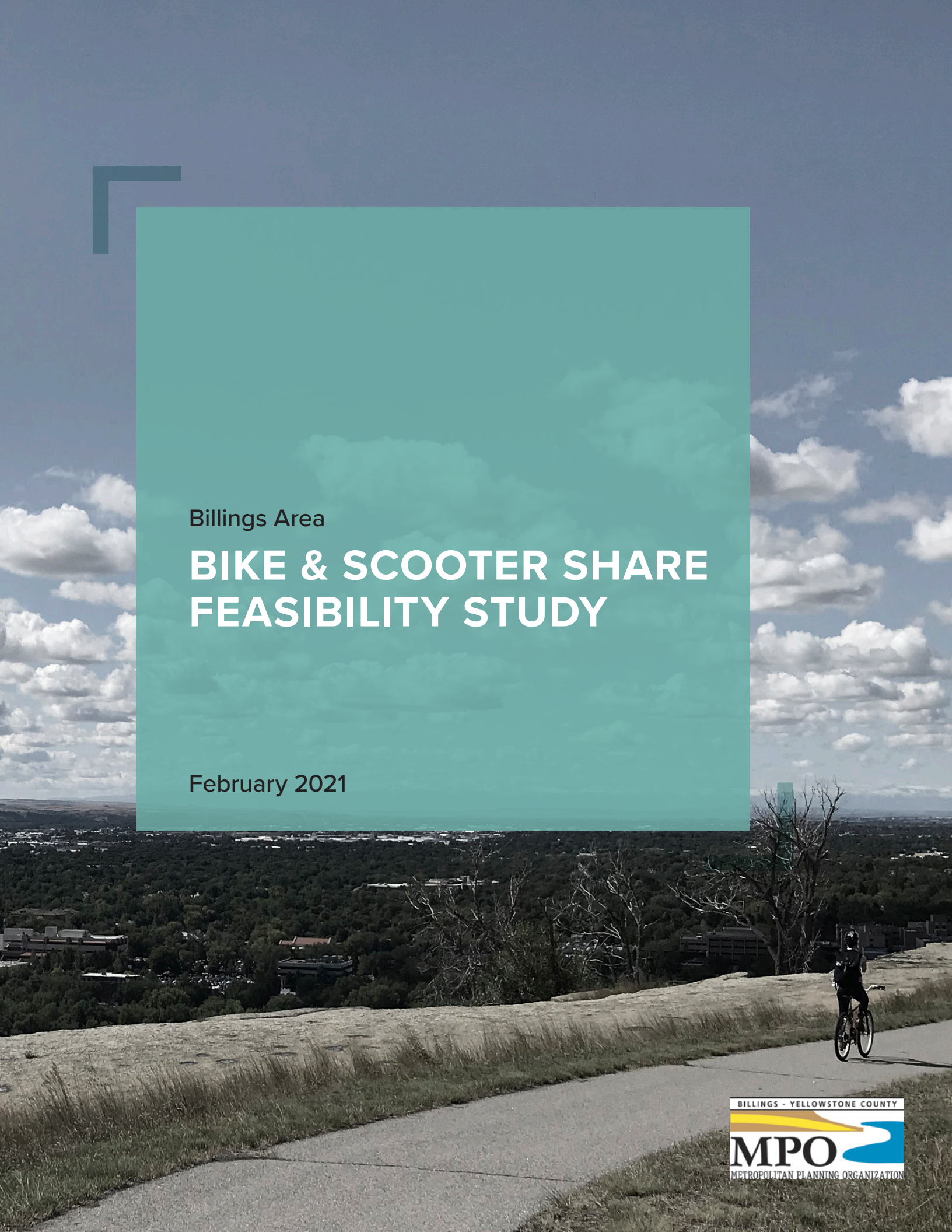
RECOMMENDATION

Staff recommends the Yellowstone County Planning Board hold a public hearing and forward a recommendation of approval of the Billings Area Bike and Scooter Share Feasibility Study to the Billings City Council and the Yellowstone Board of County Commissioners with the intent to forward a positive recommendation to the PCC.

Attachments

Draft Bike and Scooter Share Feasibility Study

Bike and Scooter Share Feasibility Study Review Schedule



Billings Area

BIKE & SCOOTER SHARE FEASIBILITY STUDY

February 2021

BILLINGS - YELLOWSTONE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

ACKNOWLEDGMENTS

BILLINGS-YELLOWSTONE MPO

Elyse Monat, Active Transportation Planner

Scott Walker, Transportation Planning Coordinator

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I. EXECUTIVE SUMMARY

PROJECT PURPOSE

The Billings-Yellowstone MPO is collaborating with local stakeholders to conduct a bike and scooter share feasibility study to define what a successful bike and scooter share program would look like for the Billings area. Over the last ten years around the U.S., bike share systems have shown themselves to be a practical complement to transit and a sustainable, useful way for people to get where they need to go. While scooter share systems are a more recent innovation, they have quickly proven to be a popular option for both transportation and recreation.

The Executive Summary highlights the study's key recommendations.

WHAT IS BIKE SHARE? WHAT IS SCOOTER SHARE?

A bike and/or scooter share system is a network of shared bicycles or scooters available for short-term use, usually 15 to 45 minute trips. A user can check out a bicycle or scooter from locations around the city, ride to their destination, and then leave the bicycle or scooter for someone else to use. Bike share and scooter share programs are designed to be a cost-effective, environmentally-friendly, convenient travel option for shorter trips. Bike and/or scooter share could serve as an extension of transit and help Billings community members and visitors get around more easily without using a car. **See the Glossary on page 12 for definitions of key words used in the language of bike and scooter share and other shared mobility.**

COMMUNITY PERSPECTIVES ON BIKE AND SCOOTER SHARE

KEY TAKEAWAYS

The following key takeaways reflect feedback from community members collected in the survey:

Mixed community support for bike and scooter share programs; more information requested. Fifty-three percent of survey respondents are interested in seeing bike and scooter share in Billings, 24 percent of respondents are not interested, and 14 percent need more information. For those who selected "Other," many respondents reported liking the idea of bike share, but not scooter share.

Most Billings community members have not used bike or scooter share. Sixty-four percent of survey respondents have not used bike share and 77 percent have not ridden scooter share. However, over one third of survey respondents had used bike share and 30 percent report that they bike at least a few times a year. As shown in **Figure ES-1**, survey respondents believe that bike and scooter share trips could replace car trips and benefit the environment.

Transit integration is not crucial for bike and scooter share in Billings. Sixty-three percent of survey respondents reported that access to bike or scooter share for first-mile travel would not increase transit trips. However, 43 percent of survey respondents say that bike or scooter share trips would replace car trips.

Top concerns related to bike and scooter share included safety, lack of bicycle infrastructure, and vandalism. Sixty-two percent of survey respondents reported that they had safety concerns about sharing the road and interacting with other vehicles, 51 percent reported having concerns regarding lack of designated bicycle infrastructure, and 40 percent reported concerns regarding bikes or scooters blocking the sidewalk or ending up in inappropriate places. Only 16 percent of survey respondents had no concerns about bike and scooter share in Billings, as shown in **Figure ES-2.**

Most Billings community members want to access downtown, parks, and restaurants/ coffee shops by bike or scooter share. Sixty-five percent of survey respondents reported that they would like to access Downtown with bike or scooter share, 48 percent reported that they would like to access parks, and 45 percent would like to visit restaurants or coffee shops. Twenty-seven percent of respondents reported that they didn't want to use bike or scooter share.

More details about the Bike Share Study outreach process can be found in Chapter 4 on page 39.

53%

OF RESPONDENTS WOULD BE INTERESTED IN SEEING BIKE/ SCOOTER SHARE IN BILLINGS



Figure ES-1.

Which of the following statements would support your interest in using a bike/scooter share system? (N=245)

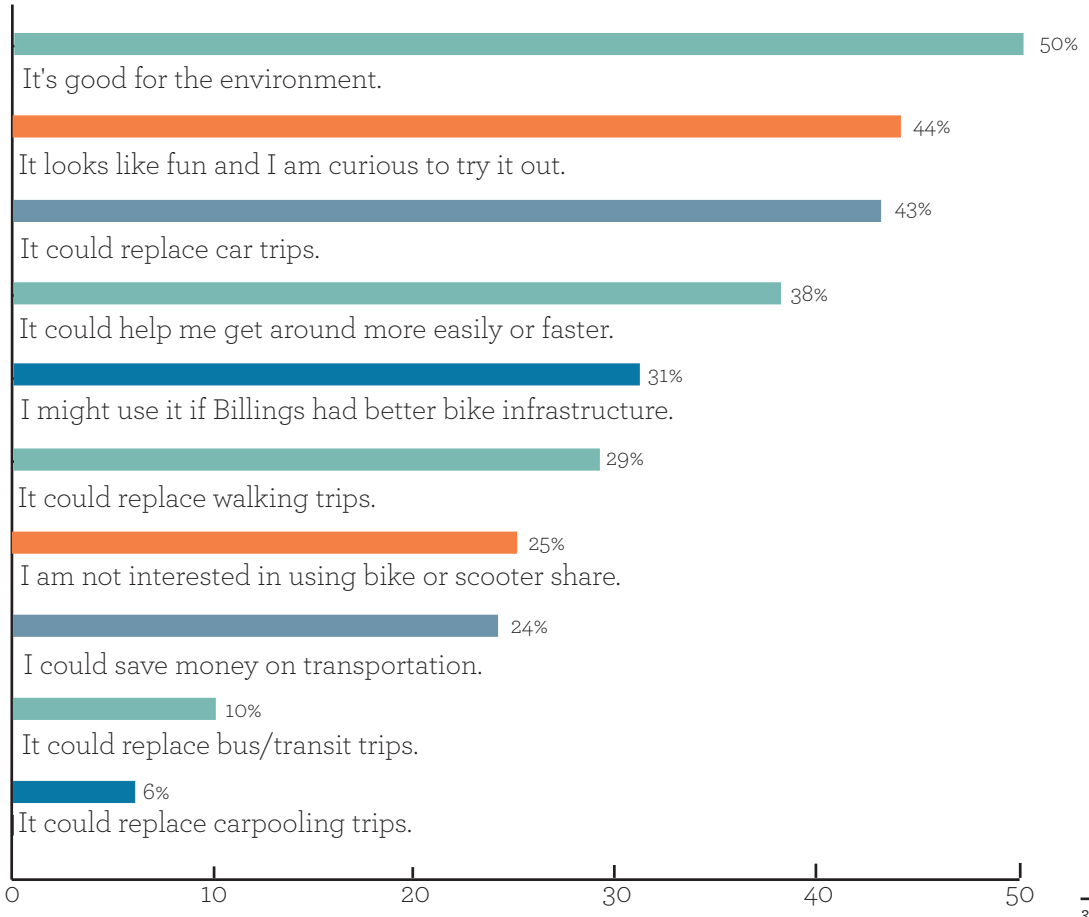
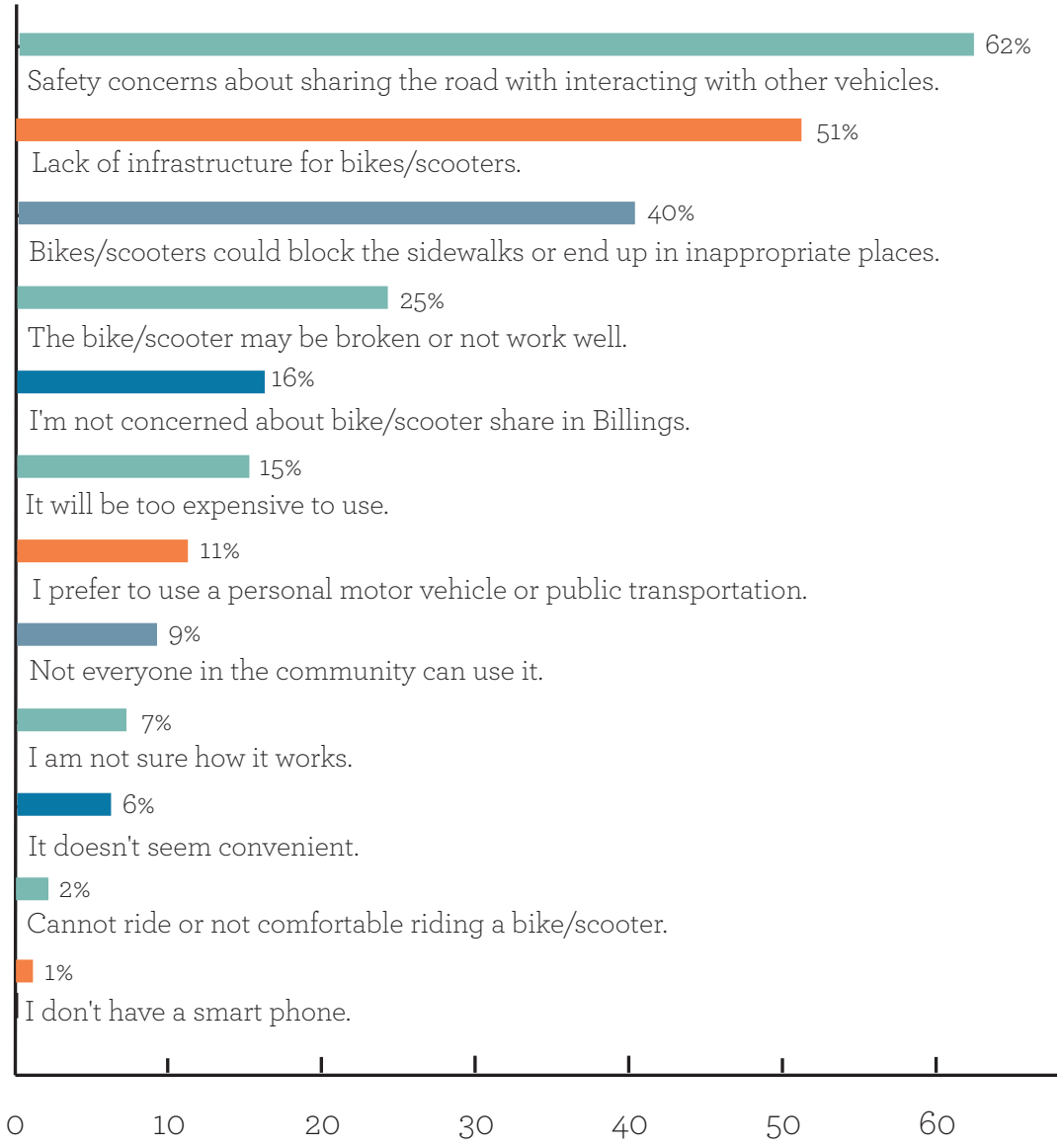


Figure ES-2.

What are your top three concerns related to bike and scooter share in Billings? (N=245)



As shown in Figure ES-2, personal safety, lack of safe infrastructure, and inappropriate bike/scooter parking are top concerns. Sixty-two percent of survey respondents are concerned about sharing the roadway with vehicles and 51 percent are concerned about lack of bike-specific infrastructure. Only 16 percent of survey respondents selected that they were not concerned about bike/scooter share in Billings.

BIKE SHARE STUDY RECOMMENDATIONS

Table ES-1 highlights the most significant recommendations identified in the Study.

Table ES-1.

SYSTEM TYPE
Hybrid Bike Share System
Electric-Assist Bikes
SYSTEM GOVERNANCE
Operated by a Private Company
Owned by either the private company ("turnkey") or by City of Billings
Provide Student Fares
SYSTEM LAUNCH
Launch in Initial Service Area including Downtown and MSU Billings
Create Equity Program
Establish Strategic Partnerships

SYSTEM TYPE

RECOMMENDATION: HYBRID BIKE SHARE SYSTEM, WITH OPTION FOR SCOOTERS

The recommended system type for bike share in Billings is a hybrid system. To determine the recommended bike share system type for Billings, the project team used a decision matrix to understand opportunities and limitations to three major types of shared micromobility systems: docked and hybrid bike share, and dockless scooter share. The matrix scores each type of micromobility system according to its ability to meet Billing's program goals and other considerations identified as important for the Billings community. Overall, a hybrid system will provide the ideal balance of control and flexibility to meet the needs of the Billings community. **The system type decision matrix (Table 6-2) is shown on page 70.**

Some hybrid bike share system operators have the ability to offer "mixed fleets," or fleets including bike share and other devices, such as scooter share. Although scooter share is not recommended as the sole micromobility option in Billings, the Bike and Scooter Share Study recommends that Billings consider incorporating scooter share as part of a mixed fleet.

RECOMMENDATION: ELECTRIC-ASSIST BIKES

The Bike and Scooter Share Study recommends the system use a fleet of electric-assist bikes. This will support a number of the program goals and other factors covered in the evaluation matrix, including:

- Providing for wider geographic coverage by increasing the comfortable speed and distance of bike share trips for customers
- Expanding geographic coverage and system usability to better serve vulnerable demographics, including low-income neighborhoods and riders with mobility challenges

With an e-bike share system, riders can cover more ground and navigate topography with ease. E-bikes are more appealing to a larger range of potential users of varying physical abilities. In the past few years, electric assist bike share equipment has become less expensive and easier to use. All models require the rider to pedal the bicycle in order to get an "assist" from the electric motor. The top speed for an e-bike share system is approximately 15 miles per hour, after which the regulator cuts off any additional power. Because e-bikes are powered by a battery, they must be recharged on a regular basis. This creates an additional operations step for vendors/contractors who must either swap the batteries or dock the bikes at a recharging station.

For more information about system types and detailed costs, see the System Type section starting on **page 15**. For system type definitions, see the glossary on **page 12-13**.

RECOMMENDATION: TURNKEY OR PUBLICLY OWNED/PRIVATELY OPERATED

The Bike and Scooter Share Study recommends that the City either solicit a turnkey bikeshare system (owned and operated by a private company) or that the City own the bike share system in Billings and contract to a private operator.

To implement a **turnkey bike share system,** a city hires a company such as Koloni or DropBike to provide "bike share as a service" for a defined amount of time. Instead of purchasing a full fleet of bikes and designing stations, a city rents equipment and contracts with the company for the full range of operations support, including: installation, operations, sponsorship, customer service, and maintenance.

The turnkey model allows a city to implement bike share with limited staff capacity and capital investment, while maintaining meaningful city control. Typically, turnkey systems have a faster timeline for implementation, and many companies offer mixed fleet options so the City could request to include e-scooters alongside bicycles. Turnkey models are common in smaller cities and on campuses.

Alternatively, the **City's ownership of bike share in Billings** would provide its own benefits. A Billings-owned bike share system would be an innovative method of supporting first-and-last mile connections to and from transit, adding to the geographic range and flexibility of transit trips. In addition to supporting transit service goals, owning the City's bike share fleet and hub infrastructure would offer the City the highest degree of

control over system design, station siting, and pricing/payment policy. With proper coordination with MET Transit and bike share integrated into MET's system, transit riders would experience a bike share system operated in-tandem with traditional bus service, including:

- A bike share pricing structure in-line with standard transit fares
- The option of using MET passes to pay for bike share rides
- A bike share system that shares in MET's branding, high standard of service, and responsiveness to customer needs
- Control over advertising and sponsorship opportunities

In this instance, **the City would select a bike share vendor to manage the operations of the system.** Private operators can bring extensive knowledge and experience from operating in other cities. Hiring a private operator still allows the City to dictate the terms of bike share service level agreements. The City should require prospective bike share operators to submit their plans for routine maintenance and operations during the bid process, as well as provide evidence of high performance in other jurisdictions.

See **Chapter 6** on **page 69** for additional recommendations regarding operations and maintenance, estimated costs, equity programming, strategic partnerships, initial service area, and bike share station locations.



II. INTRODUCTION

WHAT IS THIS PROJECT?

The Billings-Yellowstone MPO is collaborating with local stakeholders to conduct a bike and scooter share feasibility study to define what a successful bike and scooter share program would look like for the Billings area. A bike or scooter share system, also known as shared micromobility, is a network of bicycles and/or e-scooters available to the public for short-term use and for one-way (point-to-point) trips. The system's size, coverage, and service model can be tailored to a city or region's needs and context. The following report documents current conditions in Billings that are relevant to a shared micromobility system. The information and analyses contained here will inform further progress in developing recommendations suitable for the context of Billings.

Together with a group of community stakeholders, the planning team established a list of outcomes they hope to see as a result of implementing a bike and scooter share system in Billings. This stakeholder group consisted of representatives from the Billings MPO, MET Transit, City staff, Downtown Billings Alliance, Chamber of Commerce, and Healthy by Design. Potential challenges and desired incomes were discussed. The group showed general consensus around the desire to establish a system that:

- Enhances the transit system by expanding access to existing bus routes and linking the transit system to a broader suite of multimodal options
- Contributes to a more equitable transportation system by reducing the need for personal vehicle ownership
- Promotes greater participation in active transportation
- Increases visibility and awareness of alternative transportation modes
- Provides a new way for visitors to explore Billings
- Connects people to what the city has to offer

WHAT IS BIKE AND SCOOTER SHARE?

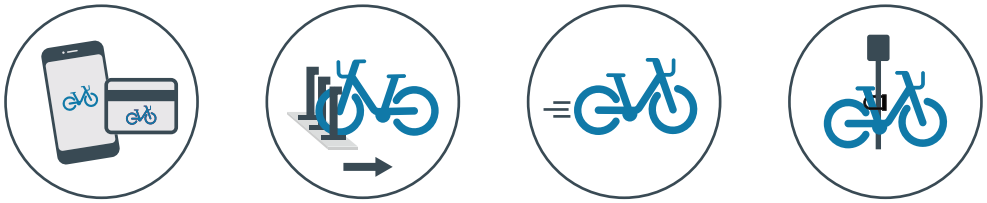
A bike and/or scooter share system is a network of shared bicycles or scooters available for short-term use, usually 15 to 45 minutes. A user can check out a bicycle or scooter from locations around the city, ride to their destination, and then leave the bicycle or scooter for someone else to use. Bike share and scooter share programs are designed to be a cost-effective, environmentally-friendly, convenient travel option for shorter trips.

Bike and/or scooter share could serve as an extension of transit and help Billings community members and visitors get around more easily without using a car. **See the Glossary on page 12 for definitions of key words used in the language of bike and scooter share and other shared mobility.**

As of the end of 2019, hundreds of cities and regions in the U.S. have some form of bike or scooter share. Shared micromobility has become a mainstream form of travel across the country.



BIKE SHARE In Four Easy Steps



1 Sign Up

2 Check Out

3 Ride

4 Lock

WHY SHARED MICROMOBILITY?

Bike share has been around for decades. Most of the first generation "systems" were volunteer-led and informally organized in a handful of cities, such as Amsterdam and Portland, Oregon in the 1970s, '80s and '90s. These programs experienced low to moderate success because of theft, vandalism, inefficient technology and insufficient operational oversight.

However, in the past ten years, innovations in technology have increased user accountability and given rise to a new generation of technology-driven bike share and scooter share programs. Advancements in credit card transaction capabilities, WiFi and RFID (radio-frequency identification) chips have allowed operators to introduce accountability and reduce theft and vandalism.

In the last four years, bike and scooter share experienced another rapid phase of evolution as private companies developed new business and operations models. This introduced new ways of implementing bike share that differed from previous systems. Previously, systems required a significant upfront capital investment, were often partially or fully-funded by public investment, and were often procured through exclusive contracts. New systems were primarily funded by venture-backed private companies. This also resulted in innovation around dockless e-scooter sharing that allowed anyone with a smartphone to check out an electric scooter for point-to-point trips.

The current state of the practice is discussed in more detail in **Chapter 3.**

BENEFITS OF SHARED MICROMOBILITY



REDUCES EMISSIONS



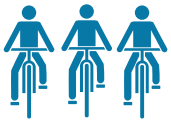
SUPPLEMENTS THE TRANSIT SYSTEM



CONTRIBUTES TO AN EQUITABLE TRANSPORTATION SYSTEM



IMPROVED INDIVIDUAL & COMMUNITY HEALTH THROUGH ACTIVE TRANSPORTATION



CONTRIBUTES TO THE "SAFETY IN NUMBERS" EFFECT FOR ALL BICYCLISTS

QUICK REFERENCE GLOSSARY

NEW MOBILITY refers to transportation services enabled, defined, or refined by digital technology.

SHARED MOBILITY is the shared use of a vehicle (motorcycle, scooter, bicycle, or other travel mode) to provide users with short-term access for one-way or round trips.

SHARED MICRO-MOBILITY encompasses all shared use fleets of small, fully or partially human-powered vehicles; bike sharing and scooter sharing are types of shared micro-mobility.

BIKE SHARING is the shared use of a fleet of bicycles (manual or e-bikes) which provides users with on-demand access to bicycles for one-way (point-to-point) or round-trip travel.

SCOOTER SHARING is the shared use of a fleet of scooters which allows individuals access to scooters for on-demand for one-way trips. To-date, in the U.S., scooter sharing programs offer electric (rather than manual) scooters, are private sector owned and managed by companies that operate in multiple markets, and are primarily dockless (or free-floating). Some systems have recently begun introducing designated parking areas for scooters, or even designated racks for scooters.

RIDEHAILING SERVICES (also known as ridesourcing and transportation network companies (TNC)) are prearranged and on-demand transportation services for compensation in which drivers and passengers connect via digital applications.

ELECTRIC-ASSIST BIKES (E-BIKES) are bicycles with an integrated electric motor which propels the bike. Electric-assist bikes have a small motor to assist the rider's pedal-power. They retain the ability to be pedaled by the rider.

RIDE SHARING (also known as carpooling and vanpooling) is defined as the formal or informal sharing of rides between drivers and passengers with similar origin-destination pairings. Vanpoolers share the cost of a van and operating expenses, and may share driving responsibility.



TYPES OF BIKE SHARING SYSTEMS INCLUDE:

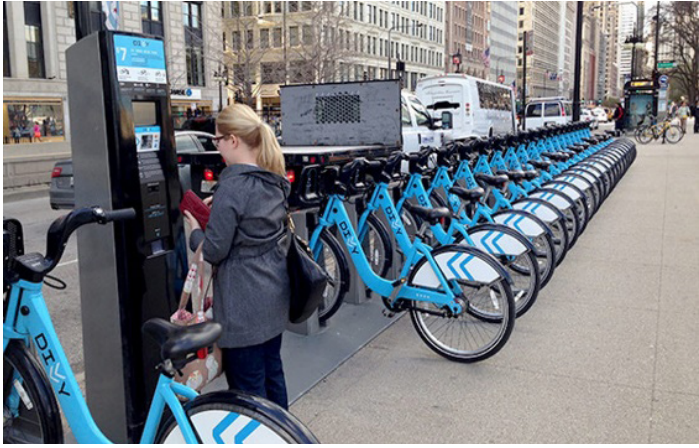
DOCK-BASED – a bike can only be retrieved at and returned to a station with technology-enabled docks; user transactions can occur through web, smartphone application, or kiosks; may include manual bikes or e-bikes.

DOCKLESS – a bike can be retrieved at or returned anywhere within the service area, and the bike locks to itself (rather than an object) using a rear wheel lock enabled or disabled with a smart phone application; user transactions occur through a smartphone application. May include manual bikes or e-bikes.

HYBRID – a bike can be retrieved at and returned to a station which consists of a series of bike racks, or anywhere within the designated service area; bikes are typically referred to as "smart bikes" due to the on-board technology hardware; user transactions can occur through hardware on the bike, web, and/or smartphone application; may include manual bikes or e-bikes.



III. WHAT WE KNOW ABOUT BIKE AND SCOOTER SHARE



Docked bike share station with a payment kiosk in the City of Chicago.

SYSTEM TYPES

This section outlines a handful of system types that should be considered as potential service options for Billings, and highlights the pros and cons of each. In some cases, bike and scooter options can be mixed and matched (e.g. docked bike share plus dockless scooter share or hybrid bike share plus scooter share with docking capability).

DOCKED BIKE SHARE SYSTEMS

Description

Also referred to as "smart dock" systems, this bike share system type is based on powered stations with docks that securely lock a bike and kiosks for user payment transactions and information. At the kiosk, casual users can purchase a short-term pass for trips on demand. Bike share bikes must be retrieved from and returned to a station. Because the equipment is relatively expensive, most U.S. agencies use federal transportation grants and large corporate sponsorship deals to cover the capital and operations costs.

Feasibility in Billings

Defining Feature

Station density and visibility are critical to success since the bicycles must be secured at a station. Additionally, the rebalancing of bike share units is a major element of operations for dock-based systems. If station density and rebalancing upkeep is adequate, users of dock-based bike share systems enjoy the reliability of knowing where they can find a bike from day to day. These systems are largely city or agency-owned, giving them control over station locations, level of service, and pricing.

$ *Estimated Cost*

Typical station with 8-10 bikes: $35,000 to $55,000

Operating fees: $2,000-$2,500 per bike per year.

Table 3-1.

PROS	CONS
Station placement can give agencies control over bike locations and parking in the public right-of-way.	Stations with docks often mean higher system costs than dockless or hybrid options.
Contracting can establish service level standards including: pricing, maintenance, customer service, usage data, bike quality, and safety.	More upfront work is required to plan and design station locations.
Bike locations within dock-based systems can be more predictable for users, which is particularly valuable for commuters and transit riders.	Station placement may require permits and negotiation with adjacent land owners.
Stations can create a physical presence for the bike share system and advertise to new users.	Reliance on sponsorship and grants can be difficult to sustain.
Status as "infrastructure," can establish a more long-lasting system.	Lack of flexibility limits the geographic reach and access to destinations for users.
	Difficult and expensive to upgrade system, as technology evolves.

HYBRID BIKE SHARE SYSTEMS

Description

Also referred to as a "smart bike" system, this approach houses transactions on the bike rather than at a station. Stations, also called hubs, consist of branded racks for parking bike share bikes. Though stations are available, the program does not require that a bike be left at a station and it is permitted to be parked anywhere within the service area. The racks have no software or technology features (different than the dock-based "smart-docks"). Hybrid systems typically charge a fee to park outside of the stations or offer an incentive to park at the stations to encourage users to use the docks.



Hybrid bike share bike and docks in Orlando, Florida.

Defining Feature

Offer the reliability and visibility of docked systems with the flexibility of dockless systems. Agency contracts or ownership provide control over implementation, but less ability to manage parking in the right-of-way once launched. Hybrid systems are found in cities of all sizes.

Estimated Cost

Typical station with 8-10 bikes: $20,000 to $25,000.

Operating fees: $2,000-$2,500 per bike per year.

Feasibility in Billings

Table 3-2.

PROS	CONS
Sponsorship opportunities can create community partnerships.	The hardware and software included on the bikes and the need for stations means higher costs than dockless systems, but lower than fully docked.
Station placement gives agencies control over bike locations and parking in the right-of-way.	Station placement may require permits and negotiation with adjacent land owners.
Stations create a physical presence for the system and advertise to new users.	Bikes or e-scooters can be improperly parked and obstruct the right-of-way.
Bike locations are both predictable and flexible for users.	Time and funding for rebalancing bikes.
Users can more easily locate a pod of bikes for a group to ride.	Difficult and expensive to upgrade system as technology evolves.
Status as "infrastructure," can establish a more long-lasting system.	

DOCKLESS ELECTRIC SCOOTER SHARE SYSTEMS

Description

Dockless electric scooter share systems are a fleet of self-locking scooters that do not require any fixed stations, docks, or kiosks. Users retrieve or park e-scooters anywhere within the service area using a smart phone app. They offer an appealing level of flexibility and are generally permitted to operate in cities rather than procured.



Dockless scooter share scooters parked in a designated dockless parking zone.

Defining Feature

Compared to hybrid and docked, dockless systems provide more flexibility for users, but less agency control over bike locations, pricing, and level of service. Because they are privately funded and operated, dockless scooter share systems programs are offered in locations where there is sufficient market demand.



An electric charging hub with docks for scooters.

Dockless Scooter Parking Management

Improperly parked scooters can be a nuisance to other street users and, in particular, people with disabilities. In addition to clear parking guidelines and rider education, the following physical design features can be used to promote proper parking:

- **Dockless scooter designated parking/ geofenced areas:** Cities can provide designated parking areas that clearly mark areas where scooters should be parked. These are often provided in higher use areas, and places with competing demands on the public right-of-way. Cities can also place designated parking areas throughout the scooter service area and require that all trips end within one. Designated parking area regulations can be reinforced by geofencing the zones, which make it so users cannot end trips outside of geofenced areas.
- **Lock-to requirements:** Cities can require that all scooters come equipped with a cable lock and require that users end trips by securing the scooter to a bike rack or pole. Lock-to requirements have been shown to improve scooter parking compliance and decrease the number of complaints about improper scooter parking.
- **Charging docks:** Electrified docks for scooters can be supplied by the operator or by the city (through a third-party). The benefits of these docks are twofold: they provide a designated space for proper parking and they charge the scooter, reducing the need for operators to retrieve and charge scooters.

Estimated Cost

Equipment and operations typically provided to agencies at no cost. Companies are supported by venture capital and user fees.

Feasibility in Billings

Table 3-3.

PROS	CONS
System can be launched more quickly than docked or hybrid systems.	Agencies generally have much less control over dockless scooter share systems compared to other system types, including the sustainability of the system.
Station planning and design is not necessary, which saves time and money.	Dockless companies determine where they operate and are currently focusing on expanding into major markets and contiguous growth.
Due to venture capital involvement, little to no public funding is required.	Smaller cities have less leverage to regulate dockless companies than major markets.
Less city/agency liability for helmet laws.	Scooters can be improperly parked and obstruct the right-of-way.
System is highly flexible for users.	Fleet can suffer higher rates of vandalism and theft.
Can be more affordable for single-trip, casual users.	

BIKE AND SCOOTER SHARE GOVERNANCE MODELS

Because bike and scooter share are publicly-available fleets, they require a structure for ownership and operations. There are four basic bike and scooter share governance models typically found in the United States:

- Privately owned and operated (permitted or contracted)
- Publicly owned and privately operated
- Publicly owned and nonprofit operated
- Nonprofit owned and operated

This section describes each model and details the pros and cons associated with each.

PRIVATELY OWNED AND OPERATED

Description

An experienced private company brings established skills and credentials in operating bike share programs. The company takes on the risk of funding and operating the program in return for generated revenues. This model is most attractive in markets that support strong returns from advertising. Privately owned and operated systems can either be awarded permits to operate within a city (the company pays the city to operate) or can be awarded a contract to operate within the city (the city pays the company to operate). This is largely dependent on the local market. This model exists for both bike and scooter share and is the current, prevailing model for scooter share systems.

FEASIBILITY CONSIDERATIONS

Table 3-4.

PROS	CONS
Removes financial responsibility and risk from the City and other local partners	Correlated to market demand and highly dependent on private sector interest
The private operator is strongly incentivized to ensure program success (e.g. high ridership and profitability)	Due to private operation, agency control and program transparency is limited to what is defined in regulation and permitting
Higher likelihood of success due to established skills and experience from private sector operator	Funding options may be limited to what private operator can support
	Equity goals are harder to implement

PUBLICLY OWNED AND PRIVATELY OR NON-PROFIT OPERATED

Description

Ownership and financial responsibility for the system is managed by a government agency (e.g., a City, regional, or transit agency). The agency contracts out operations to a third party (or parties), which manages equipment, sponsorship and advertising, marketing, promotions, etc. This model exists for bike share but there are no known examples for scooter share.

Feasibility Considerations

Table 3-5.

PROS	CONS
The agency has full program control, including the brand, look, and operating standards	Agency must have both interest and capacity to manage the program
Agency can apply for federal, state, and local funding	Agency takes on risk and ongoing financial responsibility
Public can hold the agency accountable to a transparent system	There are multiple competing priorities beyond financial and operating performance
Agency can include goals such as geographic and social equity in the program	

NONPROFIT OWNED AND OPERATED

Description

An existing or newly formed nonprofit organization (NPO) takes on ownership and financial responsibility for the program. The NPO can manage any combination of responsibilities, including day-to-day system operations, and can also contract out some services to a third party, e.g., marketing and promotions, sponsorship and advertising, etc. This model exists for bike share but there are no known examples for scooter share.

Feasibility Considerations

Table 3-6.

PROS	CONS
This option provides the most flexibility in funding, including local, state, and federal funds, sponsorships, advertising, and philanthropic contributions	If NPO is newly-created, building capacity and establishing organization can take time
Community-oriented missions of NPOs are well-received by the public	NPO often lacks skills and experience at system launch
A Board of Directors made up of a broad range of community stakeholders effectively engages public, private, and community organizations in the system	The NPO's performance standards may not meet public and agency expectations for transit service

BIKE AND SCOOTER SHARE SYSTEM FARES

The fare structure for bike or scooter share in Billings will be decided through negotiations with the selected operator. This section details the two common pricing structures of bike and scooter share systems, and other important pricing considerations.

PER-TRIP FEES VERSUS PER-MINUTE FEES

Bike and scooter share systems either charge by the minute or by the trip (which provides the user a set amount of time to use the vehicle). This amount of time is usually 30 minutes to one hour, but some systems offer longer options such as full day. Systems that charge by the minute also often charge a fee to unlock the bike or scooter (typically $1). Traditionally, bike share systems have used the per-trip model, but systems are increasingly moving to the per-minute fee model. Nearly all scooter share systems use the per-minute fee model.

CASUAL VERSUS MEMBER PRICING

Most bike and scooter share systems offer significant discounts for users who purchase memberships. Memberships are typically offered as monthly or annual subscriptions. The benefits of membership can come in the form of unlimited free trips or discounts from standard pricing (e.g. waiving unlock fees and/or lowering per-minute costs).

PRICE INCENTIVES

Prices can be set up to incentivize certain user behaviors and reduce rebalancing expenses. For example, it is typical for hybrid systems to charge a small fee for users to lock bikes at locations outside the designated bike share stations, and a larger fee for bikes that are parked outside of the designated service area. Credits can also be issued to users who return bikes to popular stations, reducing the need to deploy people to rebalance the fleet. The additional parking fees can be removed in certain locations to increase access and usage.

DISCOUNTED PRICING

Bike and scooter share systems often offer discounts to certain groups. These groups can include students, people with low-incomes, and government employees. For more information on low-income discounts refer to the Advancing Equity Through Bike/ Scooter Share section.

THEFT AND VANDALISM CONSIDERATIONS

For all bike and scooter share system types, theft and vandalism are a potential concern. In a typical scooter share system, theft and vandalism are managed by the private operators to support successful operations. There are different implications for bike share, when local government is a partner in ownership, and may be partially or fully responsible for costs related to theft and vandalism.

To mitigate the costs of theft and vandalism, bike and scooter share vendors have designed the current generation of market available vehicles to be more resistant to vandalism and theft than earlier models. Today's vehicles typically have a number of anti-vandalism and anti-theft features, including:

- **GPS tracking:** GPS technology integrated into bike share units allows for the tracking and recovery of vehicles that have been stolen.
- **Integrated u-locks:** Heavy-duty u-locks integrated into many dockless and hybrid bike share units allow users to securely lock bike share units to a hub or public bike share rack.
- **Encasement of vulnerable parts:** Bike share units today often feature wires, chains, and gears that are partially or entirely encased within the frame of the bike itself. This encasement shields these vulnerable parts from being cut or stolen off of the bike.
- **Anti-theft hardware:** Bike and scooter share vehicles generally feature anti-theft nuts and bolts that cannot be quickly or easily removed using standard hand tools.
- **Accessory integration with frame:** Accessory features on vehicles (such as lights, bells, and baskets) are sometimes integrated into the design of the vehicles rather than being attached as a mountable feature.
- **Solid tires:** Some vehicles feature tires made out of solid rubber rather than inflatable tubes to mitigate risk of flats and slashed tires.
- **Custom design:** Bike and scooter share vehicles are highly customized to the unique demands of shared mobility, and many parts are not compatible with private vehicles. This greatly reduces the street value of bike and scooter share vehicle parts.

Additionally, the encouragement and enforcement of secure parking practices through in-app messaging, user fines, and diligent complaint response times can decrease the risk theft.

WINTER BIKE SHARE CONSIDERATIONS

Bike share systems become an integral part of a community's transportation system, so the decision about whether or not to operate during winter months should be made with careful consideration. Many bike share programs are seasonal and shut down operations for winter; however, in the 2015-2016 winter season about 15 systems in snow-impacted areas successfully remained operational.[1] Surveys have shown that bike share users are willing to use a bike share program in the winter, especially when bike paths and sidewalks are cleared of ice and snow.[2] Below are considerations for deciding whether to operate a seasonal or year-round system:

- **Reduced ridership and revenue:** Even in cities with an existing winter biking culture, ridership is lower during winter months due to cold and snow. Operators can expect between 10 and 30 percent of peak summer ridership.[3] This may be challenging for systems highly reliant on revenue from ridership.
- **Meet community transportation needs:** Community members that depend on bike share may be left without reliable transportation in winter months. Additionally, many people prefer bike share bikes in the winter because they would prefer to avoid subjecting their own bike to winter elements (snow, salt, etc.). The bikes themselves may be more reliable and safer to ride, with wider tires, an upright position, and internal hub braking systems.
- **Winter bicycling education:** Winter bicycling (especially on snowy days) can be risky, especially for newer riders; education efforts from the bike share service provider or the City may be necessary to make sure all riders know how to ride safely in inclement weather. For example, Bike Share Toronto regularly posts tips for safe winter riding on their blog.[4]
- **Winter bicycling promotion:** To encourage riders during winter months, some bike share systems invest in extensive marketing and winter bike share promotion. This can help increase winter ridership.
- **Station siting:** Station siting for systems planning year-round operation in snowy areas must take into consideration snow plowing needs to ensure that stations do not take up snow storage space, do not become buried under plowed snow, and are not damaged by snow plows. At the same time, stations will need to be located in areas that are regularly plowed and/or shoveled to ensure safe user access to/from the station.
- **Solar stations:** Bike stations powered by solar panels may lose power in winter months due to insufficient sunlight or snow coverage. Bike share operators can mitigate this by cleaning solar panels after snow events and monitoring station batteries to swap out for charged batteries when needed.

[1] Godavarthy, Ranjit Prasad., & Taleqani, Ali Rahim., Winter Bikesharing in US: User Willingness, and Operator's Challenges and Best Practices. Sustainable Cities and Society http://dx.doi.org/10.1016/j.scs.2017.02.006. Accessed December 21, 2020.

[2] Godavarthy & Taleqani, 2017.

[3] Godavarthy & Taleqani, 2017.

[4] Bike Share Toronto. "Winter Cycling: 8 Tips For A Safer Ride." Posted January 28, 2020. Accessed December 23, 2020. https://bikesharetoronto.com/news/winter-biking/

- **Snow events:** In addition to clearing solar panels, bike share stations need to be cleaned of snow and ice after snow events. Operators may need to invest in additional cleaning tools, such as shovels, brooms, brushes, ice scrapers, etc. Operators may also consider proactively pulling bikes from stations ahead of snow events.
- **Bike maintenance:** Bikes will require additional safety inspections to ensure they are ready for winter. This includes lubricating all chains and seat posts to ward off mud, grime, and road salt. Depending on the vehicle specifications, it may be worth replacing tires to be thicker and/or knobby, and reducing tire air pressure for better traction on ice.
- **Winter bike accessories:** Bikes may be customized for winter riding. For example, Lime's (now-defunct) fleet in Calgary, Canada included hand covers on the handlebars during winter months.
- **Storage needs for seasonal systems:** Depending on the type of bike share system, there may be a significant amount of equipment that requires storage through the off-months. This may include: stations, docks, and bicycles. The operator and/or City will need to find a secure storage location for this equipment that may need to be larger than warehouses or storage facilities that are used during the system's operating period.
- **Plowed network of cycling facilities:** In addition to education, a safe network of plowed and salted cycling facilities may assist in maintaining ridership. This may involve coordination with the public agency in charge of snow plowing to ensure that well-used bicycling routes near to stations are maintained clear of snow.



Lime bikes are equipped with bar mitts in Calgary, Canada. Photo by Tom Babin.

ADVANCING EQUITY THROUGH BIKE/ SCOOTER SHARE

OVERVIEW

It is critical to build shared mobility systems that equitably serves all users of the transportation system. This section looks at research on equity in shared mobility systems. Most of the research to date focuses specifically on bike share systems. However, the barriers to equitable scooter share are similar, and most of the lessons learned from this research should apply to scooter share as well.

Traditionally, the community members most susceptible to experiencing the negative impacts of limited mobility options have been children, senior citizens, people of color, people with limited access to a car, people with limited formal education, lower-income households, or people with limited proficiency with speaking English. Access to transportation can help or hinder a person's ability to get to work, attend school, buy healthy food, visit a doctor, and socialize or otherwise contribute to their community.

Many studies have documented the rapid increase in bike share systems and the fact that certain groups are underrepresented among bike share users, including: people of color, people with lower incomes, women, seniors, and people with less education.[5] [6]

Lack of bike share systems and stations in neighborhoods where higher percentages of people in these groups live and work is one contributing factor.[7] Cost, lack of payment options, lack of credit, language differences and lack of familiarity with bike sharing are other potential barriers.[8] [9] Even with the ability to pay, some people may not want to use bike share for fear of unforeseen charges or bike damage. Additionally, both traffic safety and personal safety fears are preventing people of color and those with lower incomes from trying bike share.[10] Traffic safety concerns, resulting from poor infrastructure or proximity to vehicles, is the biggest barrier across all racial and income categories. People of color have more personal safety concerns, resulting from violence, crime, or being targeted by the police than white bike share users.

It is important for new bike and scooter share services to address these barriers in order to create a successful, sustainable system. Developing specific bike and scooter share equity programs can help these historically marginalized communities gain greater access to public transportation networks and can help foster new opportunities for economic and social inclusion.

Roughly 75 percent of bike share systems larger than 150 bikes have specific equity programs.[11] The following research summarizes best practices in bike share

[5] Buck, D., R. Buehler, P. Happ, B. Rawls, P. Chung, and N. Borecki. (2013). "Are Bikeshare Users Different from Regular Cyclists? A First Look at ShortTerm Users, Annual Members, and Area Cyclists in the Washington, D.C.,Region." Transportation Research Record. No. 2387, pp 112-119.

[6] Shaheen, S., Martin, E., Chan, N.D., Cohen, A.P., and Pogodzinki, M. (2014). "Public Bikesharing in North America During a Period of Rapid Expansion: Understanding Business Models, Industry Trends and User Impacts." MTI Report 12-29. Mineta Transportation Institute.

[7] Ursaki, J. and L. Aultman-Hall. (2016). "Quantifying the Equity of Bikeshare Access in U.S. Cities." Transportation Research Board Annual Meeting, 2016. Paper # 16- 0426

[8] Hoe, N. (2015). "Bike Sharing in Low-Income Communities: Perceptions and Knowledge." April-October 2015. Temple University Institute for Survey Research Report.

[9] MacArthur, J., McNeil, N, Broach, J., Cumings, A., Stark, R., Sanders, R., and Witte, A. (2019). "National Scan of Bike Share Equity Programs: Approaches and Best Practices for Promoting Equity in Bike Share." Transportation Research and Education Center (TREC) pp 1-138.

[10] Schneider, B. (2017). "What Keeps Bike Share White," Citylab. Citylab.org.

[11] MacArthur, J., McNeil, N, Broach, J., Cumings, A., Stark, R., Sanders, R., and Witte, A. (2019). "National Scan of Bike Share Equity Programs: Approaches and Best Practices for Promoting Equity in Bike Share." Transportation Research and Education Center (TREC) pp 1-138.

equity programs, examples from other cities, and lessons learned from the growing body of bike share equity literature. Overall, station location, comprehensive outreach and affordability are pillars of an equitable bike share program. Additionally, bike share program managers have identified the importance of launching a program with equity and inclusion in place from the start, rather than retrofitting equity-focused outreach or expansions to historically-marginalized communities after a program is already established in a high-demand area.

DEFINING EQUITY

Defining equity in bike share systems is complex and is often contextual to the region it serves. However, defining equity is an important first step in order to successfully introduce bike share to a city, as this vision will inform the bike share's practices and operations. There are as many lenses to view equity as there are barriers to access the system. Some bike share systems define equity in terms of the ability for specific populations of people to access the system; others define equity in terms geographic accessibility. Many use both, as the more ways in which an equity program addresses the barriers for its usage, the more robust and successful it will be. Recently, researchers at Portland State University surveyed 38 bike shares operating in the United States and asked how they approached equity in their systems, shown in the table below.

EQUITABLE BIKE SHARE SYSTEM DESIGN FEATURES

Station Locations and Service Area: Bike share station locations and service area are critical components of an equitable bike share system. While bike share systems typically launch in high demand (and presumed higher revenue) areas, such as downtowns and near tourist destinations, it is important to consider geographic and social equity when deciding where to locate a system. The extent of the service area should be determined with community stakeholders to make sure that the balance between station coverage and station density aligns with community goals. Station sites should consider areas that are currently underserved by public transit, near destinations such as libraries, grocery stores and community or cultural centers. The National Association of City Transportation Officials (NACTO) guidelines recommend that bike share stations be no more than 0.4 miles apart to have truly comprehensive, equitable networks well-integrated with common destinations and existing transit.[12] Research from Portland State University finds that usership drops dramatically if a station is more than a quarter mile walk.[13]

There are strategies to ensure that system coverage and density are met. For example, in Pittsburgh, PA the Healthy Ride bike share system opted to double their number of stations and expand service to serve more neighborhoods by reducing the size of underused stations from 19 docking points to 6-8 docking points per station.[14] One of the results of this innovation has been increased ridership in newly-served communities, particularly for short, everyday bike trips. In Detroit, MoGo bike share is expanding to suburban communities through the creation of satellite bike share hubs for outlying pockets of residents.[15] The purpose of this style of expansion is to cover Detroit border communities who live near

[12] National Association of City Transportation Officials, (2016). "Bike Share Station Siting Guide." Nacto.org.

[13] McNeil, Nathan, Jennifer Dill, John MacArthur, Joseph Broach. Breaking Barriers to Bike Share: Insights from Bike Share Users. NITC-RR-884c. Portland, OR: Transportation Research and Education Center (TREC), 2017

[14] Cox, S. "Pittsburgh Adds Bike Share Density with Small Station Model," Better Bike Share Partnership. Betterbikeshare.org.

[15] Cos, S. "Detroit Provides Adaptive Bikes, Will Expand System," Better Bike Share Partnership. Betterbikeshare.org.

other jurisdictions and may be trying to navigate between multiple transit systems that do not coordinate routes, timetables, or fares. Bike share would provide flexible, predictable service to connect people to different jurisdictions' transit systems. As of December 2018, MoGo is conducting outreach with stakeholders in target areas to build community ownership and drive the process forward. Ultimately, it is important for every bike share provider to determine the extent of the service area with community stakeholders and effectively communicate that extent to its members.

Rebalancing: Bike sharing is a transportation system that is dynamic and fluid. It is important for every bike share provider to ensure the appropriate redistribution of bicycles to its full service area such that no location is over or undersupplied. Without rebalancing efforts, the system may drift away from its original service area and be rendered ineffective or exclusionary to certain communities. Bike share providers can incentivize rebalancing through fee and payment structures, or prioritize certain locations over others to ensure that the system is equitable for all people. For example, the Bike Angels program offered by Citibike in New York City rewards users who take bikes from crowded stations to empty ones. Points earned through this system can be used to redeem free rides, membership deals, gift cards, and merchandise.[16] Cities can also build requirements into bike share permits and contracts specifying the percentage of a fleet that must be rebalanced to low income communities of concern each day.

Income-based discounts: The vast majority of bike share systems that pursue equity goals, regardless of size, have plans that address the financial barriers to users.[17] Income based-discount and cash payment options are key strategies to include lower income bike share riders who may not have access to credit or may not be able to afford the transportation service at the standard fare.

Among cities with station-based bike share systems, 32% have an income-based discount program. This represents a 33% increase since 2016.[18] These programs often establish income thresholds or use affordable housing enrollment as qualifiers for discount enrollment. Boston offers an example of a discounted membership program. SNAP cardholders in the Boston metropolitan area can get a $5 monthly bike share pass through the SNAP Card to Ride program.[19] The full system membership cost is $99 per year. The SNAP Card to Ride program offers unlimited 60-minute rides, increased from 30-minute trips previously available. Cities of Boston, Brookline, Cambridge, and Somerville, along with Motivate, the Department of Transitional Assistance, and the public health department work together to verify SNAP program participation efficiently and conveniently in person or online, so that people are not deterred from signing up. Furthermore, the program has removed the financial hold that used to be placed on rider payment accounts, which had been a major deterrent for low income riders.

A survey of bike share users in Chicago, Philadelphia, and New York found that two-thirds of bike share users of color or lower incomes were "very likely" to renew their memberships, and rode just as frequently as higher income, white bike shares users. As described above, survey respondents cited

[16] Citibike, (2019). "Points and Rewards." Citibikenyc.com.

[17] MacArthur, J., McNeil, N, Broach, J., Cumings, A., Stark, R., Sanders, R., and Witte, A. (2019). "National Scan of Bike Share Equity Programs: Approaches and Best Practices for Promoting Equity in Bike Share." Transportation Research and Education Center (TREC) pp 1-138.

[18] National Association of City Transportation Officials, (2017). "Bike Share in the U.S.: 2017," Nacto.org.

[19] Cox, S. "Boston Debuts Regional Discounted Bike Share Memberships," Better Bike Share Partnership. Betterbikeshare.org.

discount memberships as a main reason they joined bike share and reported that they were saving more on transportation overall by using bike share, an encouraging sign for retaining members, even if discounts end.[20]

Cash Payment: Over the past couple years, many bike share providers, both public and private, have implemented cash payment options where users can go to designated locations to add cash to their accounts.

[20] McNeil, Nathan, Jennifer Dill, John MacArthur, Joseph Broach. Breaking Barriers to Bike Share: Insights from Bike Share Users. NITC-RR-884c. Portland, OR: Transportation Research and Education Center (TREC), 2017.

Reload locations are often social service providers, bike share offices, and local grocery/convenience stores. Limebike, Capital Bike Share, Portland Biketown, New Orleans Bike Share, and many more offer a cash payment option. MoGo in Detroit offers a similar program called the AccessPass. Six months after implementation, AccessPass sales made up 18% of all long-term pass sales. MoGo also offers a well-used cash-payment membership option which is well used by AccessPass holders, that contributes to fast, flexible, and convenient access to transportation for hundreds of residents.

Table 3-7.

EQUITY APPROACH	% SURVEY RESPONDENTS	EXAMPLES
Specific Populations	71%	Low-income/LMI; Racial/Ethnic Groups; Gender; Those in most need; Historically underrepresented and underserved; Local residents; Nation of origin; Transportation option to diverse range of people; Reflect municipality's overall demographic makeup; For all people
Equity Goals	45%	Fosters economic equity; Job creation; Empower; Extension of public transit; Improve public health; Support daily lives; Community asset-exercise, recreation, and alternative transportation; Ensure outcomes and opportunities for all.
Affordable and Accessible	39%	Offering affordable pricing and access; Ensure access for low-income, bike station locations, cash, text-based access; Geographic access, economic access, demographic access, Access locations; Affordability; Anyone who identifies as requiring subsidized access.
Geographic Areas	29%	Neighborhoods; Areas in most need; Growth focused on expanded geographic coverage; Identifying disparities and targeting areas for action, intervention, investment; connect lower-income neighborhoods; Expanding systems coverage to underserved communities; station placement.
Addressing Barriers	26%	Bank-less; credit cards; Economic barriers; Physical; Technological; Language; Cultural relevance; Engages and serves minority and low-income; Community driven; Use investments to reduce racial disparity in access to mobility services, reduce non-financial barriers.
For All Abilities	21%	Accessible bicycles for disabled communities; People of all abilities; Elderly.
Operations	11%	Dependable, convenient, predictable; Services and operate in a manner that is just and free from bias or prejudice; Fair and just operations; Inclusive work environment, diverse staff; Training and hiring staff from underrepresented communities.

Source: National Scan of Bike Share Equity Programs, 2019.

Alternative Payment Structures: Beyond income-based discounts and cash payment options, bike share systems should consider other alternative payment structures in order to reduce the financial barriers to entry. For example, rather than offering either a year-long pass or weekly passes, bike share providers could consider offering monthly passes which cater to regular users who can't afford the high total cost of a year-long pass or the high per-trip cost of a weekly pass. Additionally, providing longer rental times can alleviate fears of overage charges. In Pittsburgh, Healthy Ride utilizes a pricing policy that aligns with the cost of public transit, charging a flat rate for 30 minutes with no annual membership or registration costs.[21]

Bike share systems are typically reliant on smartphone access and require a financial account to be linked for use, thus making access challenging or limited for the unbanked or those without a smart phone. Statewide, 4.3 percent of Montana households are considered unbanked, meaning they do not have access to a banking or credit union account. In the Billings Metropolitan Statistical Area, this rises to 5.9 percent of the population (FDIC National Survey of Unbanked and Underbanked Households, 2013- 2017 estimates). American Community Survey data available at the citywide scale estimates that in 2018, 79.8 percent of households in Billings have a smart phone and 9.9 percent of households to not have access to any type of computing device. If this is identified as a barrier to bike share use, considerations for access that do not rely on a smart phone, or programs that provide pre-paid cards or fares to check out a bike, should be considered.

[21] MacArthur, J., McNeil, N, Broach, J., Cumings, A., Stark, R., Sanders, R., and Witte, A. (2019). "National Scan of Bike Share Equity Programs: Approaches and Best Practices for Promoting Equity in Bike Share." Transportation Research and Education Center (TREC) pp 1-138.

Reduce Liability and Eliminate Hidden Fees: Some bike share systems require a deposit or have steep fees for lost or stolen bikes. Eliminating these fees across the board or just for lower income users can make people feel more comfortable using the system. For example, Divvy in Chicago set up a loss liability fund to protect people from these high charges.[22]

Partnerships with Nonprofits and Social Services: Before a bike share system is implemented, it is important to build community "buy-in" to attract users to a system and build trust in the program. Thoughtful community engagement is essential. Portland State University research found that lack of knowledge about the bike share system is a significant barrier for lower income people of color. Thirty-four percent of low-income respondents of color said that not knowing enough about bike share was a barrier, compared to 19% of higher income respondents of color or 7% of higher income white respondents.[23] The same study found that more personal sources of information, such as talking to a bike share outreach staff person, volunteer, or community center staff were more effective than more passive sources of information at inspiring community members to try bike share.

[22] Ibid.

[23] McNeil, Nathan, Jennifer Dill, John MacArthur, Joseph Broach, Steven Howland. Breaking Barriers to Bike Share: Insights from Residents of Traditionally Underserved Neighborhoods. NITC-RR-884b. Portland, OR: Transportation Research and Education Center (TREC), 2017.

Community engagement should be designed with a feedback loop, so that there are clear ways to incorporate recommendations from the community into the bike share system design and programming. For example, community input can:

- Influence the specific location of a station,
- Help identify nonprofit partners to support program outreach,
- Change crime prevention strategies, and/or
- Guide new investments in bike infrastructure.

NACTO and the Better Bike Share Partnership released a community outreach guide, "Strategies for Engaging Community: Developing Better Relationships through Bike Share" that offers guidance on how cities, advocates, and bike share practitioners can develop programming to address community-oriented mobility goals:

- Increase access to mobility,
- Get more people biking, and
- Increase awareness and support for bike share.[24]

Bike share providers may collaborate and form partnerships with local nonprofits and social service providers who already work directly with historically-marginalized communities. Over 75% of bike share systems report having at least one community partner, and over half report having two.[25] Local nonprofits and social service providers have deep knowledge about community needs and communication channels for additional outreach. Community partners share the trust and history of the people bike share providers need to engage. Bike share providers should look for ways to add capacity and support local groups, such as paying advocates for their time, creating local jobs, and being responsive to community feedback. By tapping local resources, bike share providers can more effectively mitigate the lack of knowledge among community members for how to use the system or how to sign up. Key strategies that bike share systems around the country employ in partnership with nonprofits and social services include: facilitating enrollment, education and skills classes, prescribe-a-bike public health programs, organized rides, and ambassador programs.[26]

For example, Indego bike share system in Philadelphia operates a community ambassador program that pays representatives of local non-profits to serve as links between the Indego Bike Share program and their communities.[27] Indego Ambassadors promote bike share, plan events such as community rides or classes, and serve as a resource for bike share issues or questions from their community. Ambassadors focus on building bike share that is inclusive for the whole community and addressing barriers for specific groups. The bike share ambassador for the Bicycle Coalition of Greater Philadelphia focuses on the Latino community and youth by holding targeted events and creating materials in Spanish.[28]

[24] "Strategies for Engaging Community." NACTO, Better Bike Share. 2018. Betterbikeshare.org.
[25] Ibid.
[26] Ibid.
[27] Indego, (2018). "Meet the Indego 2018 Community Ambassadors," Rideindego.com.
[28] Cox, S. "Philadelphia's Bicycle Coalition is Committed to Bilingual and Youth Outreach," Better Bike Partnership. Betterbikeshare.org.

The ambassador program is one component of the Better Bike Share Partnership, a collaboration between the City of Philadelphia, Bicycle Coalition of Greater Philadelphia, and the National Association of City Transportation Officials (NACTO), funded by the JPB Foundation.[29] The collaboration aims to build equitable and replicable bike share systems—in Philadelphia and offer guidance globally.

Adaptive Bike Options: In the past several years, many bike share systems have begun to offer adaptive bikes for people with limited mobility to expand the benefits of bike share beyond the typical able-bodied user and respond to critiques from disability rights advocates. Just this year, the Ford GoBike Share in Oakland, CA piloted five different types of adaptive bicycles: upright handcycles, recumbent handcycles, recumbent leg trikes, recumbent trike tandems, and side-by-side tandems.[30] The mobility, recreation, and inclusion benefits are abundant, but challenges remain. Adaptive bike share bikes require specialized maintenance, are not always intuitive to use, and create logistical challenges for commuting. Pilot projects in several cities in 2017-2018 sought to address these challenges. In the summer 2017, the City of Portland, OR ran a pilot program called Adaptive Biketown, renting out tricycles, hand cycles, and side-by-side tandem bikes.[31]The Adaptive Biketown pilot ran for 14 weeks and matched the low-cost pricing structure of the city's traditional bike share program. The City partnered with a local non-profit to run the Adaptive bike share program out of their office, conveniently located on a main off-street bike path. After a successful pilot launch, the City is working to increase ridership and make the program more like traditional bike share, with additional rental locations and a streamlined rental process.

ACS data indicates that 9.5 percent of Billings residents are living with a disability. Thus, requiring a portion of bike share bicycles to accommodate persons with disabilities or adding a supplementary bike share option may be an important consideration for equity.

Electric Assist Bikes: An emerging trend in bike share systems has been the introduction of electric assist bicycles to support a larger service area and provide better bike share access for riders with mobility and fitness challenges. Current electric assist models used by bike share providers require the rider to pedal the bicycle in order to get an "assist" from the electric motor. The handful of systems that employ e-bike share currently cap the top speed at 15 mph at which time the regulator cuts off any additional power. E-assist bicycles make it easier for those not physically able to pedal a standard bike, helps users overcome steep terrain, and extend the trip distances made with bicycles. This has the effect of expanding the bike share system range, as well as the first and last mile usage to 1.5-2-mile trips when connecting to transit and other destinations.

Targeted Marketing: Targeted marketing is any content that increases awareness of the bike share among demographics and populations that may benefit from additional outreach. This is a key way providers pursue equity goals. Targeted marketing should reflect the diversity of the area the system serves. It should reinforce the idea that the system is for people who live in Billings, and not just visitors looking for recreational amenities.[32] Successful content is created for

[29] Cox, S, editor. "About Us," Better Bike Share Partnership. Betterbikeshare.org

[30] Baldassari, E. (2019). "The shared bike and scooter industry often leaves out people with disabilities – but Oakland is changing that," The Mercury News. Mercurynews.com.

[31] Cohen, J. (2018). "Portland Says Adaptive Bike-Share Pilot Was a Win," Next City. Nextcity.org.

[32] MacArthur, J., McNeil, N, Broach, J., Cumings, A., Stark, R., Sanders, R., and Witte, A. (2019). "National Scan of Bike Share Equity Programs: Approaches and Best Practices for Promoting Equity in Bike Share."

(and often with the help of) specific groups and communities the bike share hopes to engage. These strategies could include: ambassador photo shoots, press releases, social media, billboards, bus-stop displays, bike station panels, flyers, emails, custom painted or sponsored bikes by community partners. Regardless of marketing strategy, it is recommended that the content is produced in the languages and located in the places that the target population occupies.

A recent study on bike share barriers conducted by Portland State University (PSU) found that people of color and people with lower incomes are more likely to find out about bike share from targeted marketing and outreach than through their networks, highlighting the success and necessity of targeted marketing as part of an equity program. The study featured a robust survey of bike share uses from Chicago, New York, and Philadelphia. Specifically, the study found that typical sources for information about bike share were: talking to someone at an event, information at work or school, or from a newspaper or online source. A large majority of survey respondents said that their eligibility for a discounted membership was very important to their decision to get a bike share membership, compared to other users who primarily joined because of the convenience of using bike share.[33]

Once enrolling in a bike share program, people of color and lower income bike share users ride with similar frequency to white and higher income users. Both groups generally rode more than 11 trips a month, and a third rode more than 20 trips. People of color and those with lower incomes were more likely to ride for fun or for exercise than white, higher income users. Though not a large share of overall trips, bike share users of color and/or lower income were more likely to use bike share for school, daycare or religious-related trips, as well as for trips related to looking for work or job/skill training.[34]

Hiring Policies: Nearly 1 in 3 midsized bike share systems (350-750 bikes) have equity programs with a primary focus on internal operations.[35] Equity in internal operations means hiring policies that provide job opportunities for underserved residents. By training employees from disadvantaged communities, the bike share will ultimately be more responsive to servicing the needs of all its residents.[36] By integrating communities directly into the planning, implementation, and continuation of a bike share system, providers can ensure a greater degree of success of the bike share in those same communities.

Transit Integration: Among bike shares who have equity programs, half of all medium sized systems (350-750 bikes) report efforts to integrate transit with their bike share.[37]Integrating bike share programs with public transit can be an important step for expanding the geographic range and ease of mobility for low income and transit reliant travelers. Generally, these efforts manifest themselves in three areas: access, pricing and payment methods. While researchers report that linking bike share and public transportation systems is a relatively new practice, integrated transit systems and bike share systems can be mutually reinforcing in their goals to increase connectivity, awareness, and user support.

Transportation Research and Education Center (TREC) pp 1-138.

[33] McNeil, Nathan, Jennifer Dill, John MacArthur, Joseph Broach. Breaking Barriers to Bike Share: Insights from Bike Share Users. NITC-RR-884c. Portland, OR: Transportation Research and Education Center (TREC), 2017.

[34] Ibid.

[35] MacArthur, J., McNeil, N, Broach, J., Cumings, A., Stark, R., Sanders, R., and Witte, A. (2019). "National Scan of Bike Share Equity Programs: Approaches and Best Practices for Promoting Equity in Bike Share." Transportation Research and Education Center (TREC) pp 1-138.

[36] Ibid.

[37] Ibid.

To ensure that a bike share is accessible from public transit, station planners should consider siting stations near or at existing bus stops or transit centers. Researchers at Portland State University note that 80% of Bublr bike share stations overlap with existing bus routes in Milwaukee, WI.[38] Larger scale integration efforts may include changing transit networks to better mesh with the local bicycle infrastructure network, in order to facilitate first and last mile trips. In Pittsburgh, PA, the Port Authority of Allegheny County allows riders a free bike trip (up to 15 minutes) if they are taking a trip to a public transportation stop.[39] Bike shares can become first and last mile solutions if those trips are made easily accessible to and from the existing transit network.

Pricing: Pricing models may change depending on what equity targets the bike share provider focuses on. However, when integrating with a transit system, some providers create a payment system that mirrors current transit fares such that the payment is an easily understood extension of the current pricing model, as in the case of Metro in Los Angeles.[40]

Payment Methods: Integrating payment methods will depend on the technology being used by the existing transit system. Some systems utilize a single card. Others add a special RFID bike share sticker to existing transit cards that sends a different frequency signal to unlock bikes, as in the case of Milwaukee County Transit System and Bublr Bikes.[41] Alternatively, Fargo's Great Rides bike share allows North Dakota State University student access to both public transportation and bike share systems with their student ID, paid for by student fees.[42] Researchers note that an integrated fare pass requires a debit or credit card on file, especially for pricing models that have a pay-as-you-go option.

Additional strategies to integrate transit systems and bike shares can be learned from the Milwaukee County Transit System's partnership with Bublr Bikes. These include having buses announce when stops are connected to bike share stations, displaying stops with bike stations via a MCTS transit app, co-branding bikes, and exploring joint station maintenance.[43]

[38] Cox, S. Editor. "Pittsburgh and Milwaukee Explain How They Linked Bike Share to Transit." Better Bike Share Partnership. Betterbikeshare.org.
[39] Ibid.
[40] Corbin, A. Editor. "Bike Share or Bus? In Los Angeles, the Price Will be the Same. Better Bike Share Partnership. Betterbikeshare.org.
[41] Davies, J. "MTCS + BUBLR = BUSLR." Bublr Bikes. Bublrbikes.org.
[42] Corbin, A. Editor. "Why the Country's Best Bike Share Might be in Fargo." Better Bike Share Partnership. Betterbikeshare.org.
[43] MacArthur, J., McNeil, N, Broach, J., Cumings, A., Stark, R., Sanders, R., and Witte, A. (2019). "National Scan of Bike Share Equity Programs: Approaches and Best Practices for Promoting Equity in Bike Share." Transportation Research and Education Center (TREC) pp 1-138.

Metrics for Equity Evaluation: Using data to inform bike share operations is essential to achieving equity outcomes. Tracking key metrics help bike share providers understand how, where and when the system is being used, and by whom. The insights gained by monitoring specific data metrics inform how best the system can improve, and can help attract additional funding from local officials, grants, and community sponsors. Below is a table written by researchers at Portland State University (MacArthur et.al, 2019) that lists example metrics for particular equity practices implemented by bike shares around the country, with each practice rated for how effective it was at achieving their equity goals, as reported by the bike shares surveyed.

Table 3-8.

EQUITY PRACTICE	EFFICACY RATING	EXAMPLE METRICS
Electric Bicycles	4	# rentals; trip distance, trip duration; bicycle selection when electric and non-electric options are available; monthly use reports; community surveys
Hiring Practices	4	# of positions held or hours worked by employees in defined categories of a diversity policy and a practice to hire from a diverse pool of candidates
Employee Training	3.75	% of employees trained on serving equity programs/clients; employee feedback
Income-Based Discount	3.73	# of sign-ups for discount program membership, % who renew; # of sign-ups; # of sign-ups by location; # of sign-ups by referral method; # of sign-ups by eligibility type; % of discount program members who opt for various program options; % of all members who are discount members; survey data from discount members
Adaptive Bicycles	3.6	# rentals; # users; surveys with riders after rental period is over; data collected via annual user survey; collect usage info on each bicycle; rentals by bicycle type
Cash Payment	3.6	# of sign-ups using cash; home location of cash payers; # of rides by cash payers; location of rides by cash payers; # of cash pay enrollees to credit/debit enrollees; # of cash payments; ride characteristics for cash payers; % of cash payers switching to credit payment over time
Education Programs	3.5	# of attendees; demographics of attendees; # of completed sign-ups; #riders, % of enrollees with rides; # of classes; instruction time; attendee feedback; comfort with process, system, class; % of enrollees who follow program rules
Prescribe-a-Bike	3.5	Community surveys and partnerships with other researchers; # vouchers handed out and redeemed; # rides; ride time
Ambassadors	3.5	# of ambassadors recruited, trained; # of workshops/classes; feedback from surveys; # of events attended; # rides completed; # people reached/ enrolled per ambassador; # promo codes distributed and redeemed; growth in ridership/ change in ridership patterns in ambassador focus neighborhoods; exit interviews for ambassadors
Facilitated Enrollment	3.41	# of people attending workshops; how they heard about program; # of people helped through enrollment process; # sign-ups; # of organizations, agencies helping with enrollment; # of events; # of interactions; membership tracking
Fee Reductions	3.33	% for whom fees, fear of fees etc. were barrier; feedback on motivations for signing up for program

Alternative Payment Structures	3.33	# of sign-ups and @ of trips taken by payment level; # of users receiving credits; # of users with a positive credit balancing bike share account of % having enough credit to cover membership costs; sign-ups by payment type; % of revenue from residents compared to visitors
Bike and Station Location	3.25	Ranking stations based on trips to and from each station location; conduct community engagement about where to locate stations (surveys, meetings, focus groups, conversations, station location postcards/forms); collect demographic data at sign-up to see what percentage of users are located in target areas; # of (discount) memberships from area near stations; # of sign-ups from affordable housing residents near station; # trip starts/ends per station; # of trips from neighborhood equity stations; # of bikes in target areas; trip patterns; types of trips by station; % of ridership by race, age, and gender by station; # of stations located in communities of concern
Organized Rides	3.2	# of rides; # of attendees; # sign-ups after rides; attendee and enrollee demographics; feedback from participants and reports from ride organizers
Service Area Boundaries	3	Demographic analysis of residents living within walking distance of station location (actual or proposed); following ridership in focus neighborhoods; % homes within a 10 min walk of bike share; % of neighborhoods with bike share access; % of employees/ jobs within 10 min walk of bike share; trips, bicycle availability, in target areas; resident feedback
Rebalancing Efforts	3	Use API data to track and make decisions about balancing efforts; access a data portal to find locations and usage records of each vehicle, which guides the rebalancing process; # bikes in target underserved neighborhoods; # of bikes near transit stations; # empty or full stations; average number of bikes at a station; usage by bike availability; % of service area within access to a bike within 5-10 min walking
Non-English Offerings	3	# of signups at workshop; # of enrollees by language
Transit Integration	3	% of rides taken through joint pass; start/stop of rides; trips by station adjacent to transit; surveys sent to people who use transit integration programs; use of bike share for first or last mile trips
Marketing Campaigns	2.9	Analytics on social media campaigns; track promo codes, college/vocational discounts; survey users: track event attendance; promo redemption; focus group feedback

*summary of strategies implemented by any of the 70 systems that responded to researchers' survey
**average reported rating from surveyed bike shares. 1 = not effective 2 = minimally effective 3 = somewhat effective 4 = very effective

Source: National Scan of Bike Share Equity Programs, 2019.

Key Resources: While the breadth and depth of equity programs often depend on funding, bike shares of all sizes can benefit from practices that ensure all people have access and the ability to use it. Researchers at Portland State University point out that the effectiveness of an equity program tends to increase when a holistic, broad range of approaches are used.[40] To that end, bike share equity programming is continuously evolving and improving. Below are some fundamental resources recommended for further reading.

Better Bike Share Partnership (BBSP)

National Scan of Bike Share Equity Programs

Breaking Barriers to Bike Share: Insights on Equity from a Survey of Bike Share System Owners and Operators

Breaking Barriers to Bike Share: Insights on Equity (video)

RELEVANT BIKE SHARE AND SCOOTER SHARE INDUSTRY TRENDS

The bike and scooter share industry is rapidly changing. The following three trends are important to consider for bike and scooter share in Billings.

ELECTRIFICATION

Electric-assist bikes (e-bikes) are becoming increasingly popular, and most new bike share systems include at least some e-bikes. Across the country, the vehicles that have the highest utilization (measured by rides/vehicle/day) are e-bikes. E-bikes can be used with both docked and hybrid systems.

Cities that added e-bikes to their station-based fleets report that, on average, e-bikes are used twice as frequently as pedal bikes. For example, in New York City, e-bikes are used up to 15 times a day during high ridership months (compared to around 5 times a day for pedal bikes). Bike share systems around the country are rapidly adding e-bikes to their fleets.[44]

E-SCOOTER SHARE

E-scooter share use continues to rise. After scooters debuted on North American streets in 2018, the number of shared e-scooter trips rose rapidly with 88 million trips taken in 2019. In cities under 200,000 people there were 34 scooter share systems with an average of 130 scooters.[45]

[44] Citi Bike in New York City. Shared Micromobility in the U.S.: 2018. NACTO. https://nacto.org/shared-micromobility-2018/

[45] Shared Micromobility: State of the Industry Report 2019. NABSA. https://nabsa.net/about/industry/

CHANGING OPTIONS FOR SMALL AND MIDSIZE CITIES

While 9 million trips were taken on dockless bike share in 2017, this number decreased by 2019 due to the disappearance of most dockless shared bikes across the U.S[46]. Driven by the need to show profitability, the private companies offering dockless bike share left smaller cities and focused their efforts in major urban centers. Even though private dockless companies may have shown interest in Billings in the past, it is highly unlikely to expect a private dockless company to launch in Billings in the near future.

However, dockless scooters may still enter small and midsize cities. For example, HOWL has enjoyed successful deployment in the Redding, CA market. Dockless scooters may also be launched as part of a "mixed fleet" alongside docked or hybrid bike share.

BIKE AND SCOOTER SHARE IS INCREASINGLY LINKED TO TRANSIT

Nationwide, 72 percent of docked bike share stations are within one block of a scheduled public transportation mode.[47] Connections to transit are increasingly important for successful bike share systems. People are using bike share to connect to transit across vastly different system types and contexts. For example, over half of the users of the dockless Mountain View, CA system and the docked Los Angeles, CA reported using bike share to connect to transit.

Scooter share is also used to access transit. In a recent e-scooter survey from Portland, OR, nearly a third of respondents primarily use e-scooters to go to or from a transit stop.

[46] Shared Micromobility in the U.S.: 2018. NACTO. https://nacto.org/shared-micromobility-2018/

[47] U.S. Department of Transportation, Bureau of Transportation Statistics. Intermodal Passenger Connectivity Database, available at https://data-usdot.opendata.arcgis.com/ November 2019.

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IV. WHAT WE HEARD

OVERVIEW

For a bike and scooter share in Billings to be successful, it must be responsive to community needs. This chapter describes the study's public outreach process and key takeaways. Through a survey and interactive webmap, the project team asked community members to consider what a bike and scooter share system could look like in Billings.

From mid-September through late October, the project team heard feedback from community members via an online survey and interactive webmap. The Billings MPO advertised these platforms to the general public, local businesses, and university and college campuses.

SURVEY + PUBLIC INPUT WEB MAP

The project team developed an online interactive map and survey to collect information about the travel habits and desires of the Billings community as they relate to bike and scooter share. The online public input tool contained an origin and destination interactive map to help identify potential bike and scooter share station locations and service areas. The survey presented background information on the study and collected data on perceptions and preferences regarding bike and scooter share, as well as respondent travel behavior. Both tools were available in English and Spanish. Key public participation numbers include:

- 259 online survey respondents
- 62 comments on the online public input map

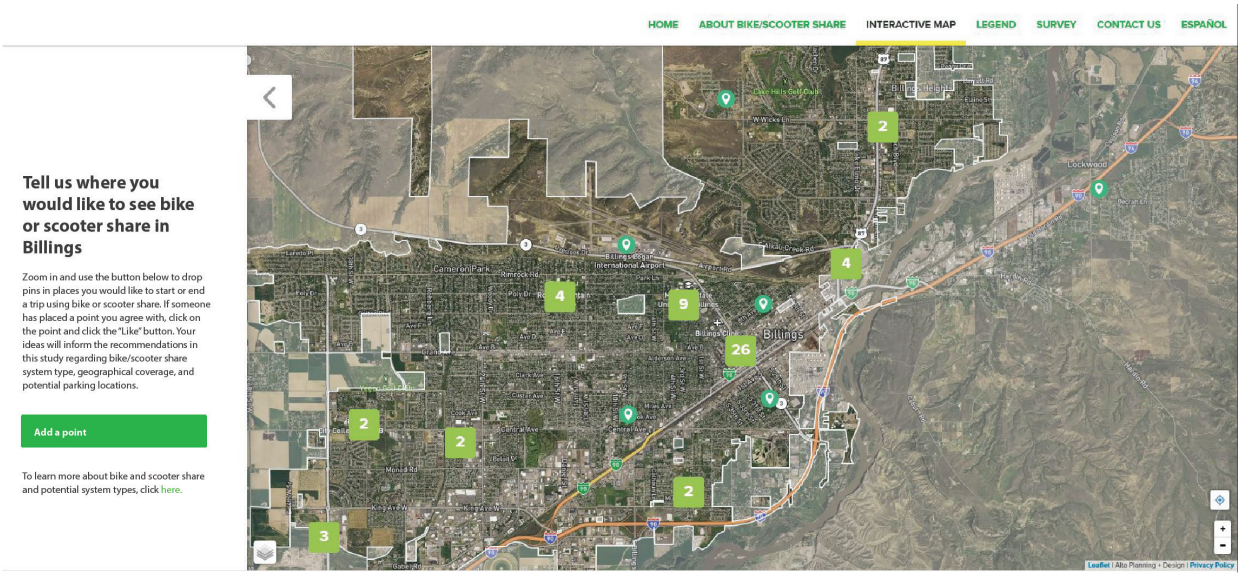


Figure 4-1 Screenshot of the online interactive map. Participants were able to place points to indicate locations they would like to access bike or scooter share

BILLINGS SNAPSHOT

WHO LIVES IN BILLINGS?

With a population of 109,544, Billings is the largest city in Montana. The population is 52 percent female, with 84 percent of the population identifying as white. The two largest non-white populations are Native and Hispanic, comprising five and seven percent of the population, respectively. The city's median age is just over 37, with 60 percent of the population between the ages of 18-64.

The city is also economically diverse with a median household income of $57,692. Forty-four percent of households make under $50,000, 35 percent between $50,000-100,000, 17 percent between $100,000 – 200,000 and four percent over $200,000.

The City's current mode breakdown for transportation to work is 81 percent drive alone, 10 percent carpool, one percent public transit, 1.1 percent bicycle, three percent walk, and one percent other; three percent of the population works from home (ACS 2018 1-year estimates).

WHO DID WE HEAR FROM?

Most respondents live and work in Billings (68 percent), while 41 percent live in Billings but work elsewhere and six percent work in Billings but live elsewhere. Other groups represented among survey respondents included business owners (10 percent) and students (three percent). **Figure 4-2** illustrates the race and ethnicity of survey respondents and **Figure 4-3** shows the reported income level of respondents.

When asked how they typically get to work or school, respondents indicated that "car or truck" is the most common means (73 percent). A substantial number of respondents also use a bicycle (19 percent) or walk (12 percent) to get to work or school. Nearly 23 percent of respondents reported that they work from home or do not go to work or school (e.g. retired, primary caregiver, etc.). (Note: this survey was conducted during the COVID-19 pandemic, resulting in increased numbers of respondents selecting that they work at home.)

Survey respondents between the ages of 25 and 46 made up the majority of respondents, followed closely by those between the ages of 46 and 64 years old. Fifteen percent of survey respondents reported that they were 65 or more years old and only three percent of survey respondents reported that they were under 24 years old.

Overall, survey participants generally reflect the demographics of the Billings community. However, people of color were underrepresented in the findings. Only six percent of survey respondents identified as Hispanic or Latino, Black, Asian/Pacific Islander, American Indian or Alaska Native, Middle Eastern, or another race. According to the 2018 American Community Survey, nearly 13 percent of the Billings community identify as one or more of these races or ethnicities. Additionally, people who walk or bike to work were overrepresented in the survey.

Figure 4-2.

What is your race or ethnicity? (N=240)

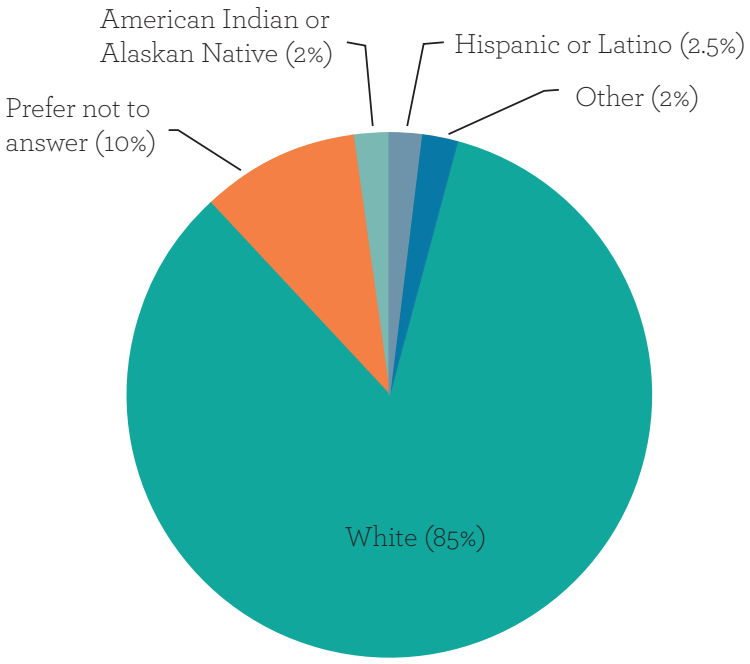
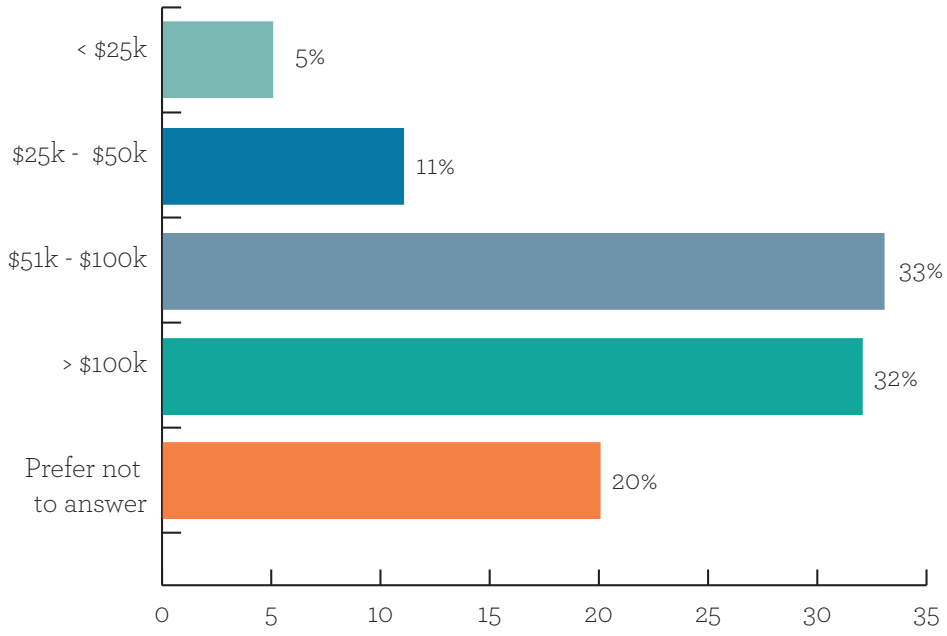


Figure 4-3.

What was your approximate household income last year? (N=243)



COMMUNITY PERSPECTIVES ON BIKE AND SCOOTER SHARE

KEY TAKEAWAYS

The following key takeaways reflect feedback from community members collected in the survey:

Mixed community support for bike and scooter share programs; more information requested. Fifty-three percent of survey respondents are interested in seeing bike and scooter share in Billings, 24 percent of respondents are not interested, and 14 percent need more information. For those who selected "Other," many respondents reported liking the idea of bike share, but not scooter share.

Most Billings community members have not used bike or scooter share. Sixty-four percent of survey respondents have not used bike share and 77 percent have not ridden scooter share. However, over one third of survey respondents had used bike share and 30 percent report that they bike at least a few times a year. As shown in **Figure 4-4**, survey respondents believe that bike and scooter share trips could replace car trips and benefit the environment.

Transit integration is not crucial for bike and scooter share in Billings. Sixty-three percent of survey respondents reported that access to bike or scooter share for first-mile travel would not increase transit trips. However, 43 percent of survey respondents say that bike or scooter share trips would replace car trips.

Top concerns related to bike and scooter share included safety, lack of bicycle infrastructure, and vandalism. Sixty-two percent of survey respondents reported that they had safety concerns about sharing the road and interacting with other vehicles, 51 percent reported having concerns regarding lack of designated bicycle infrastructure, and 40 percent reported concerns regarding bikes or scooters blocking the sidewalk or ending up in inappropriate places. Only 16 percent of survey respondents had no concerns about bike and scooter share in Billings, as shown in **Figure 4-5**.

Most Billings community members want to access downtown, parks, and restaurants/ coffee shops by bike or scooter share. Sixty-five percent of survey respondents reported that they would like to access Downtown with bike or scooter share, 48 percent reported that they would like to access parks, and 45 percent would like to visit restaurants or coffee shops. Twenty-seven percent of respondents reported that they didn't want to use bike or scooter share.

53%

OF RESPONDENTS WOULD BE INTERESTED IN SEEING BIKE/ SCOOTER SHARE IN BILLINGS



Figure 4-4.

Which of the following statements would support your interest in using a bike/scooter share system? (N=245)

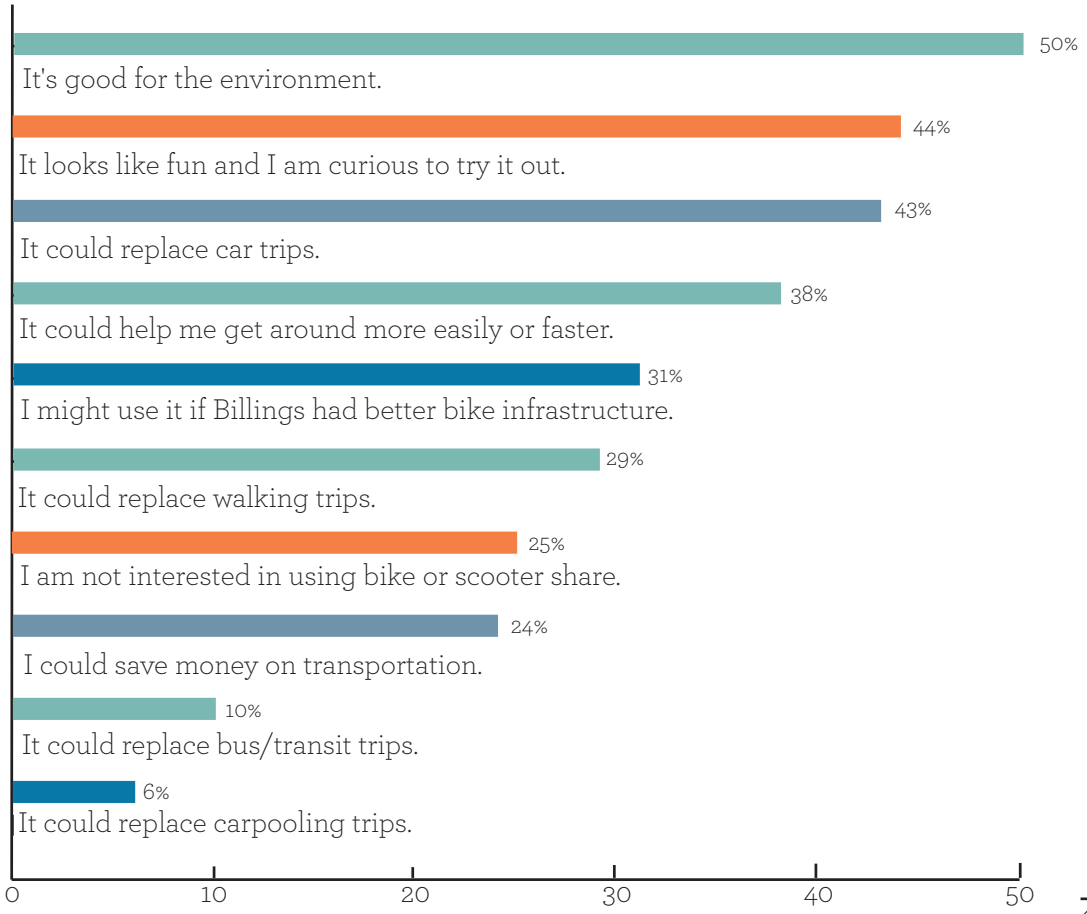
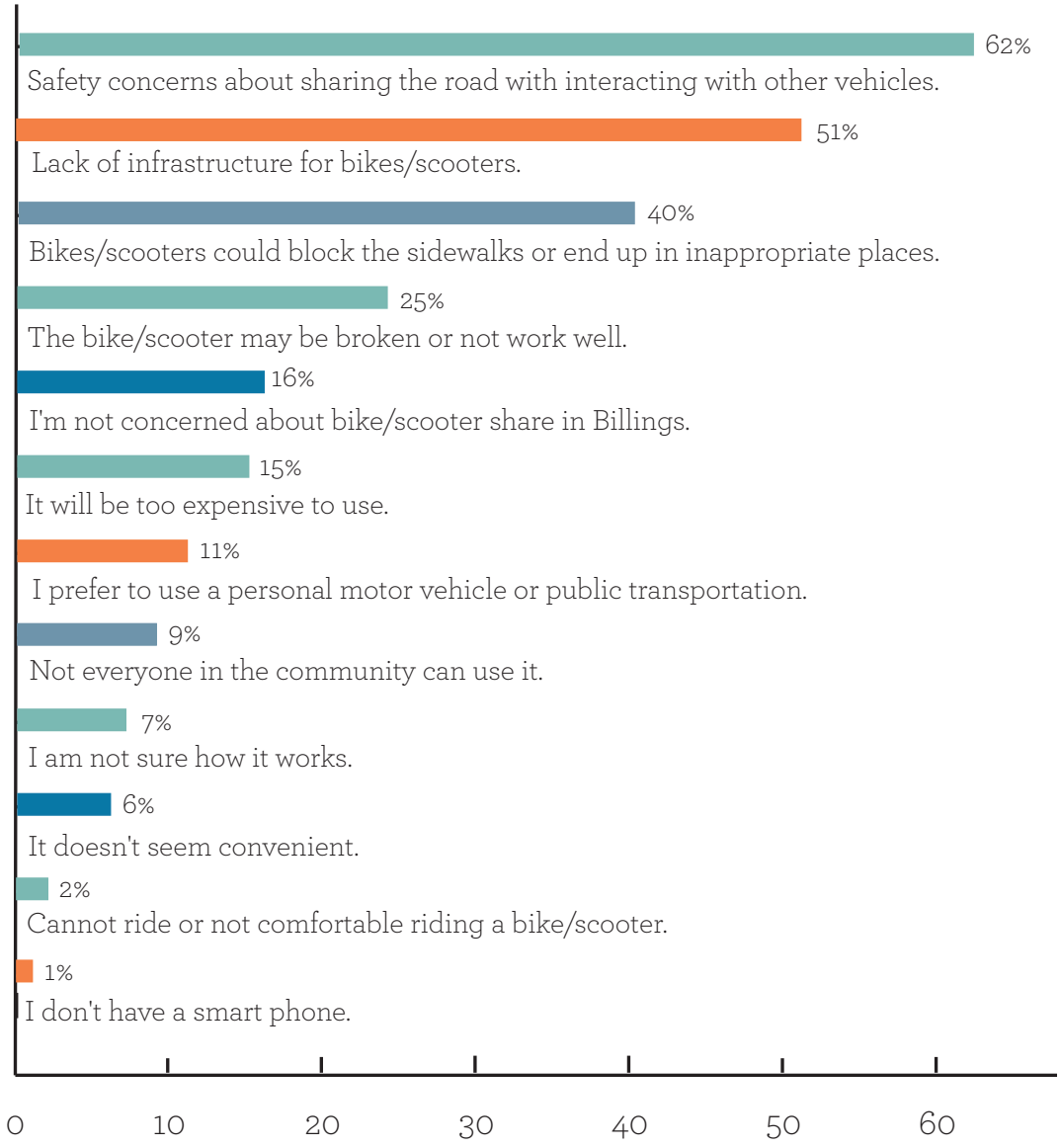


Figure 4-5.

What are your top three concerns related to bike and scooter share in Billings? (N=245)



As shown in Figure 4-4, personal safety, lack of safe infrastructure, and inappropriate bike/scooter parking are top concerns. Sixty-two percent of survey respondents are concerned about sharing the roadway with vehicles and 51 percent are concerned about lack of bike-specific infrastructure. Only 16 percent of survey respondents selected that they were not concerned about bike/scooter share in Billings.

WHERE WOULD COMMUNITY MEMBERS LIKE TO SEE BIKES AND SCOOTERS?

Community members shared desired bike and scooter share locations via the online survey and online interactive public input map made available through websites and social media outlets managed by the City of Billings, the Billings-Yellowstone County MPO, and other local organizations. These public outreach tools enabled greater participation than is typically seen during in-person events and allowed residents to give input on their own time.

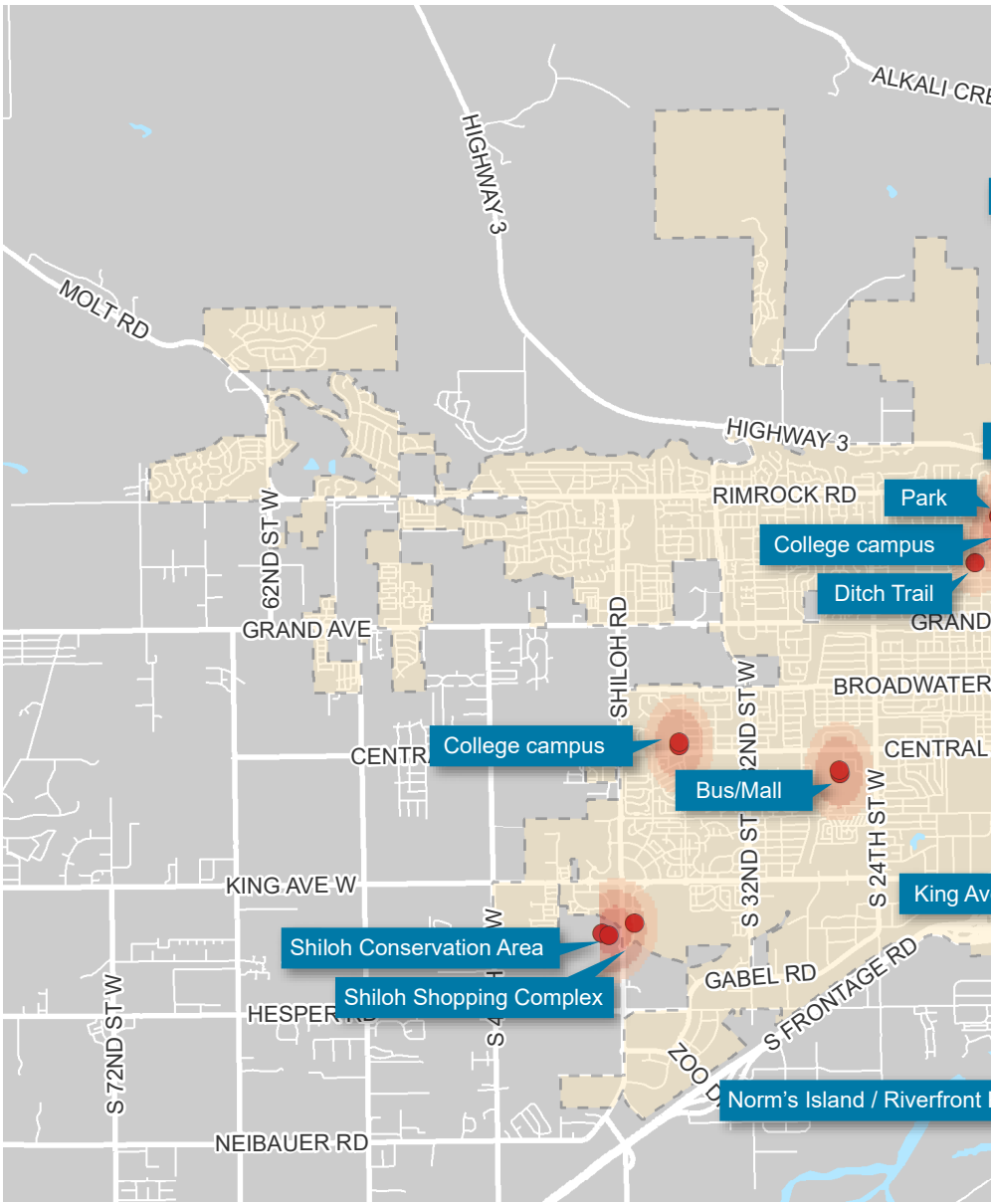
During the six-week window that the interactive map was publicly available, 62 suggestions were made by community members for locations where they would like to see future bike and scooter share. Common themes among these suggestions were downtown destinations, college campuses, parks, and trail systems. These suggestions are shown in **Figure 4-6** on the following page.

Key numbers from the online public input map include:

- 62 total suggestions
- 24 unique respondents
- 10 “votes” on suggestions, all of them likes







City of Billings

Public Input Suggestions

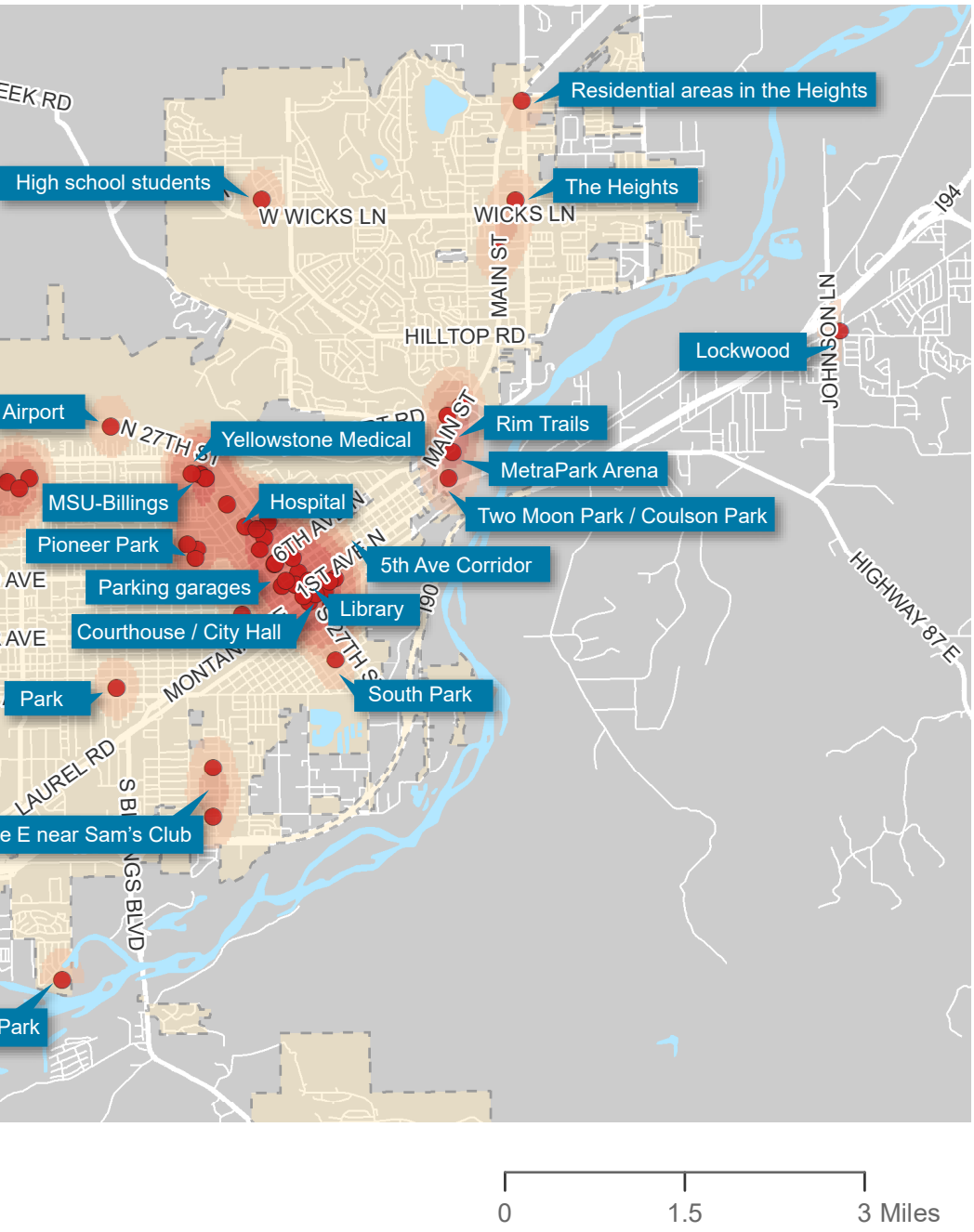
Density of Suggested Locations

Low

High

Suggested Locations

Source: US Ce
Billings-Yellows
Map Created J



ensus Bureau,
stone County MPO
uly 2020

Figure 4-6.

What locations would you like to visit with bike and scooter share? (N=62)



V. WHAT WE LEARNED ABOUT BILLINGS AND BIKE/SCOOTER SHARE

CITY OF BILLINGS CONTEXT

Billings is the county seat for Yellowstone County and Montana's largest city in terms of population, with around 135,000 residents in the Billings Urban Area as of 2017 and a projected population growth of over 30 percent by 2040.[1] The Yellowstone River separates the downtown, West End, and Southside parts of the city from the Heights to the north and Lockwood to the east. Sandstone cliffs, or rimrocks, frame the northern edge of the city. These geographical features influence development and transportation patterns in Billings. For example, the city has multiple east-west corridors that connect to the downtown area, but a significant pinch point exists near Metra Park Arena, where northern neighborhoods are primarily connected to downtown via Main St/SR 87. This creates a de facto barrier to active transportation access to the downtown area.

Downtown Billings is home to a growing medical corridor, which is one of Billings' primary industries and employment centers, the campus of Montana State University-Billings, and a number of other employment and activity hubs generating trips to and from the downtown area. The area is served by the City of Billings Metropolitan Transit System (MET), with 18 fixed bus routes and complementary paratransit service that run through two transfer centers at Stewart Park and Downtown. In addition to expanding transit offerings, Billings continues to grow its network of on- and off-street bikeways and trails with around 30 miles of existing on-street bikeways and more than 40 miles of paved, multi-use trails.

[1] Population statistics are cited from the 2018 Long Range Transportation Plan

DEMOGRAPHICS OF THE COMMUNITY

With a population of 109,544 Billings ranks as the largest city in Montana. The population is 52 percent female, 48 percent male, with 84 percent of the population identifying as white. The two largest non-white populations are Native and Hispanic, comprising 5 and 7 percent of the population respectively. The city's median age is just over 37 with 60 percent of the population between the ages of 18-64.

The city is also economically diverse with a median household income of $57,692. Forty-four percent of households make under $50,000, 35 percent between $50,000-100,000, 17 percent between $100,000 – 200,000 and 4 percent over $200,000.

The City's current mode breakdown for transportation to work is 81 percent drive alone, 10 percent carpool, 1 percent for public transit, 1.1 percent for bicycle, 3 percent for walk, 1 percent other; 3 percent of the population work from home (ACS 2018 1-year estimates).

BICYCLING IN BILLINGS

In 2017, Billings undertook a comprehensive update to their Bikeway and Trails Master Plan, led by Alta Planning + Design. That process included documentation of existing facilities, safety concerns and considerations, extensive public outreach, and the development of a backbone network of low-stress bicycle facilities.[2] A product of this plan update includes a short list of priority

[2] The Level of Traffic Stress (LTS) evaluation allows for planning of bicycle networks that are comfortable for riders of all ages and abilities, including young bicyclists and those who may be new to bicycling. This methodology seeks to measure how much stress is experienced by bicyclists across a street network due to various characteristics of roads and bicycle facilities. A Level of Traffic Stress (LTS) methodology was developed by Merkuria, Furth, and Nixon in Low-stress Bicycling and Network Connectivity (2012). LTS rankings range from 1 (very low-stress; tolerable by all) to 4 (very high-stress; tolerable to only a few).

projects to be implemented in the next 5-10 years, and overall proposes over 400 miles of additional on- and off-street bikeways that will add to the nearly 70 miles of existing bicycle facilities in the Billings area.

Bicycling generally comprises a small share of existing trips in Billings. According to the American Community Survey (ACS, 2018), an estimated 1.1 percent of commute trips in Billings occur via bicycle, which exceeds the national average of 0.5 percent, and is in line with the statewide estimated average of 1.2 percent.

These results illustrate the small existing role of bicycling within Billings' transportation system. The ACS has limitations as a data source in that it only counts commute trips. It also only considers a "primary" mode of travel and does not count trips made in combination with a second mode, and may not count all populations equally. Nevertheless, ACS data can serve as a benchmark for existing bicycle ridership and changes over time.

EXISTING AND PROPOSED BICYCLE FACILITIES

Existing bicycle facilities in Billings consist of intermittent bike lanes, signed on-street routes, and a fairly extensive paved trail network. Though formal bikeways are disconnected, the 2017 Billings Area Bikeway and Trails Master Plan Update proposes over 400 miles of additional facilities, both on- and off-street, many of which intersect or run along some of MET's most popular routes. Several of these routes that connect with existing transit patterns are slated for early implementation (5-10 years). Some notable projects include:

- **6th Ave N shared use path**: makes a critical connection for cyclists traveling to/from the Heights
- **Wicks Ln shared use path**: Wicks Ln is one of MET's major transit corridors in the Heights
- **Annandale/St Andrews bike lanes**: enhances bike access to Wicks Ln
- **15th St W bike lanes**: intersects Grand Ave and Broadwater Ave bus routes
- **Monad Rd bike lanes**: enhances access to Stewart Park Transfer Center
- **Central Ave shared use path**: runs along a portion of the Grand Ave bus route and connects to Shiloh Rd shared use paths

Several non-infrastructure policy and programmatic recommendations were also made, including assessing the feasibility of a city-wide bike and scooter share system, implementing a wayfinding program (this Study, completed Febra), and updating bicycle parking guidelines and requirements (current guidelines have been updated to reflect this recommendation).

EXISTING LOAN-A-BIKE PROGRAMS

The Downtown Billings Alliance (DBA) currently operates a low-capacity bike rental program out of their downtown office located at 116 N 29th Street. The Loan-a-Bike program makes a bicycle available for use, free of charge due to sponsorship from the Downtown Billings Business Improvement District (BID). Typically utilized by people visiting Billings, people can rent a bike by showing up to DBA's office and providing a photo I.D. and credit or debit card (in case of equipment damage). Typically, only a handful of bikes are available for use at any given time. Similarly, the Billings Chamber of Commerce maintains a limited assortment of bicycles that are loaned out to visitors.

Many visitors want to explore Billings' beautiful trail network and see the city by bike. Partnering with the DBA and Chamber of Commerce should be a priority in implementing a bike and scooter share system in Billings.

EQUITY ANALYSIS

A major factor in assessing a study area for bike and scooter share is striving for a system that is accessible to people from all walks of life; a person's access to transportation options either enables or hinders their ability to get to work, buy healthy food, see a doctor, go to school, or socialize with their community. Many communities rely on a variety of modes to connect to basic services and opportunities that are necessary to live productive, fulfilling,and healthy lives. However, convenient, safe, and affordable transportation options are not always available to those who need them the most. These communities, commonly labeled as vulnerable, are vulnerable because of a history of disinvestment, which has led to poor financial, health and housing circumstances, and/or physical or communication limitations. Without appropriate transportation, vulnerable individuals and communities are prevented from fulfilling basic needs.

Often, traditionally vulnerable populations, such as children, older adults, people of color, people with limited English proficiency, and low-income families rely heavily on affordable transportation options, specifically walking, biking and transit.[3] [4] [5] A lack of high-quality walking, biking, and transit facilities can result in unsafe and/or long travel. Uneven distribution of active transportation infrastructure can also result in health, safety, mobility, and economic benefits accruing to those who are more fortunate, while increasing hardships for vulnerable populations. Transportation facilities are essential components in creating communities of opportunity and reducing the disproportionate economic and health burdens of vulnerable communities.[6]

The terms "equity" and "equality" are sometimes used interchangeably, which can lead to confusion. In this analysis, equity is defined as trying to understand and provide disadvantaged communities with what they need to live healthy and productive lives. These needs include access to jobs, housing, and other critical services. Equity recognizes that different people experience different barriers to securing their needs. In contrast, equality aims to ensure that everyone gets the same things to live healthy and productive lives, regardless of need. Working towards equity may mean that active transportation funding is prioritized for areas with greater concentrations of disadvantaged populations instead of being distributed equally based on geography.

Across the country, bike and scooter share program managers have identified the importance of launching a program with equity and inclusion in place from the start, rather than retrofitting equity-focused outreach or expansions to historically-marginalized communities after a program is already established in a high-demand area. Alta's Bike and Scooter Share Equity Analysis utilizes the most current Census data typically associated with underserved populations to identify equity priority areas.

[3] Dannenberg A, Frumkin H, Jackson R. Making Healthy Places. 1st ed. Washington D.C.: Island Press; 2011.

[4] International City/County Management Association. Active Living for Older Adults: Management Strategies for Healthy & Livable Communities.; 2003. http://www.ca-ilg.org/sites/main/files/file-attachments/resources__Active_Living.pdf. Accessed February 11, 2011

[5] Mckenzie B. Modes Less Traveled—Bicycling and Walking to Work in the United States: 2008–2012. Am Community Surv Reports. 2014.

[6] Center for Infrastructure Equity. Transportation Equity. PolicyLink. 2016. http://www.policylink.org/focus-areas/infrastructure-equity/transportation-equity.

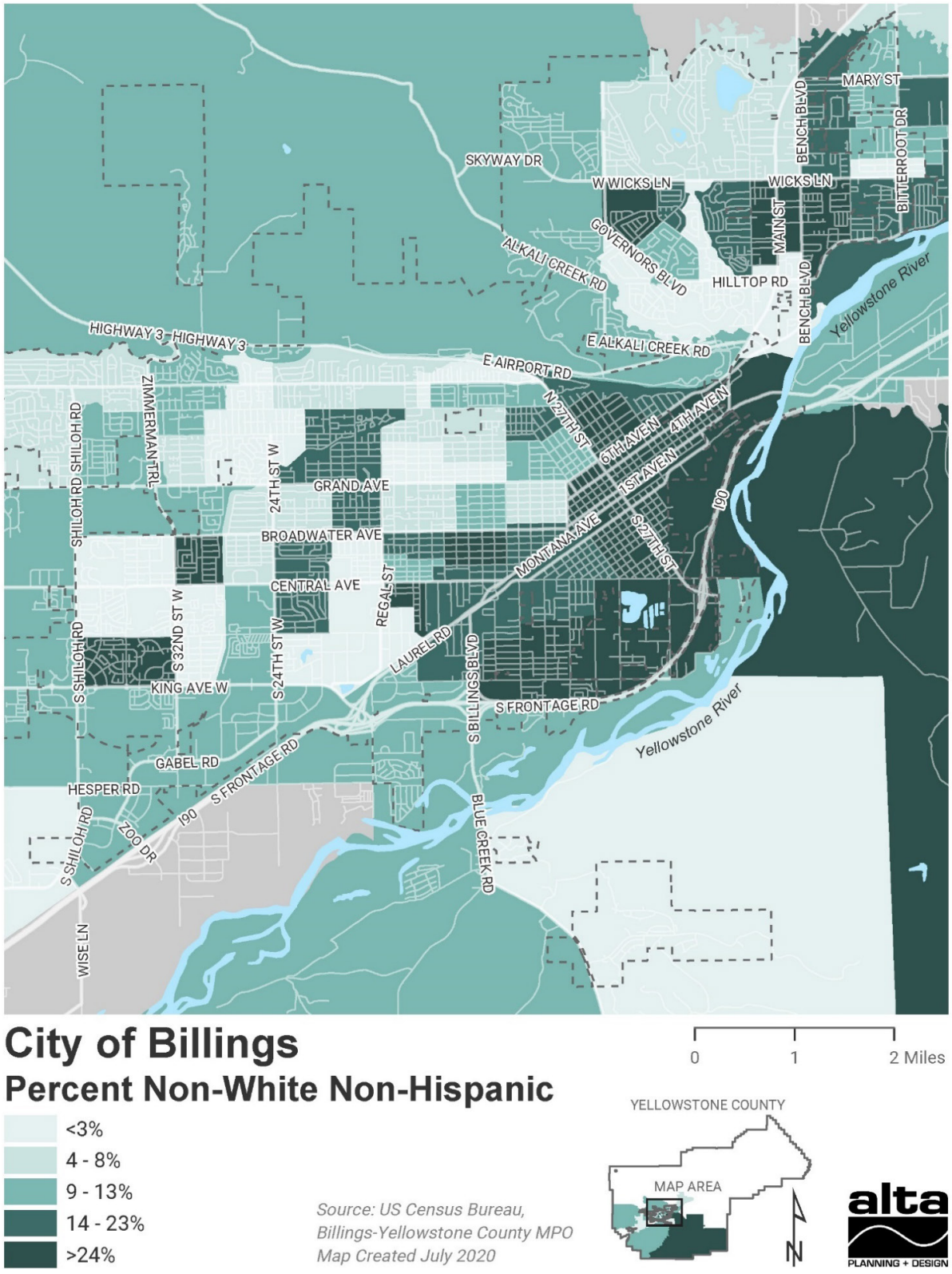
EVALUATION CRITERIA

The project team conducted an equity analysis using readily available demographic information from the US Census Bureau. All data was obtained from the 2018 American Community Survey (ACS) 5-year estimates and was analyzed at the census block group level. For Billings, the following indicators were used:

Race: This was measured using the percent of the population that identifies as non-white, non-Hispanic. Racial or ethnic minorities are more likely to live in areas with poor or limited active transportation facilities, educational opportunities, job resources, and healthy food outlets.[7] [8] Black individuals are over four times and Hispanics are three times as likely to not have access to a household car compared to their white counterparts, regardless of income.[9] Additionally, communities of color are more likely to experience low social cohesion within their residential area because of limited activated public spaces.[10] The deficits of active transportation facilities are consequences of social and institutional marginalization, including job and housing discrimination. In turn, these deficits exacerbate the disproportionate health burdens communities of color experience. Lastly, communities of color experience a greater proportion of pedestrian crashes and have increased risk of mortality after pedestrian injury.[11] [12] Therefore, increasing active transportation facilities and connectivity may promote physical activity, enhance economic opportunities, and increase transportation safety.

[7] Dannenberg A, FrumkinH, Jackson R. Making Healthy Places. 1st ed. Washington D.C.: Island Press; 2011.
[8] Rubin V. Sustainable Communities Series: Regional Planning for Health Equity. PolicyLink. 2015
[9] Berube A, Deakin E, Raphael S. Socioeconomic Differences in Household Automobile Ownership Rates: Implications for Evacuation Policy. Brookings Inst. 2006.
[10] Cutts B, Darby K, Boone C, Brewis A. City Structure, Obesity, and Environmental Justice: An Integrated Analysis of Physical and Social Barriers to Walkable Streets and ParkAccess. Soc Sci Med. 2009;69:1314-1322.
[11] Maybury RS, Bolorunduro OB, Villegas C, et al. Pedestrians struck by motor vehicles further worsen race-and insurance-based disparities in trauma outcomes: The case for inner-city pedestrian injury prevention programs. Surgery. 2010;148(2):202-208. doi:10.1016/j.surg.2010.05.010.
[12] Equity. Vis Zero SF. 2015. http://visionzerosf.org/equity/.

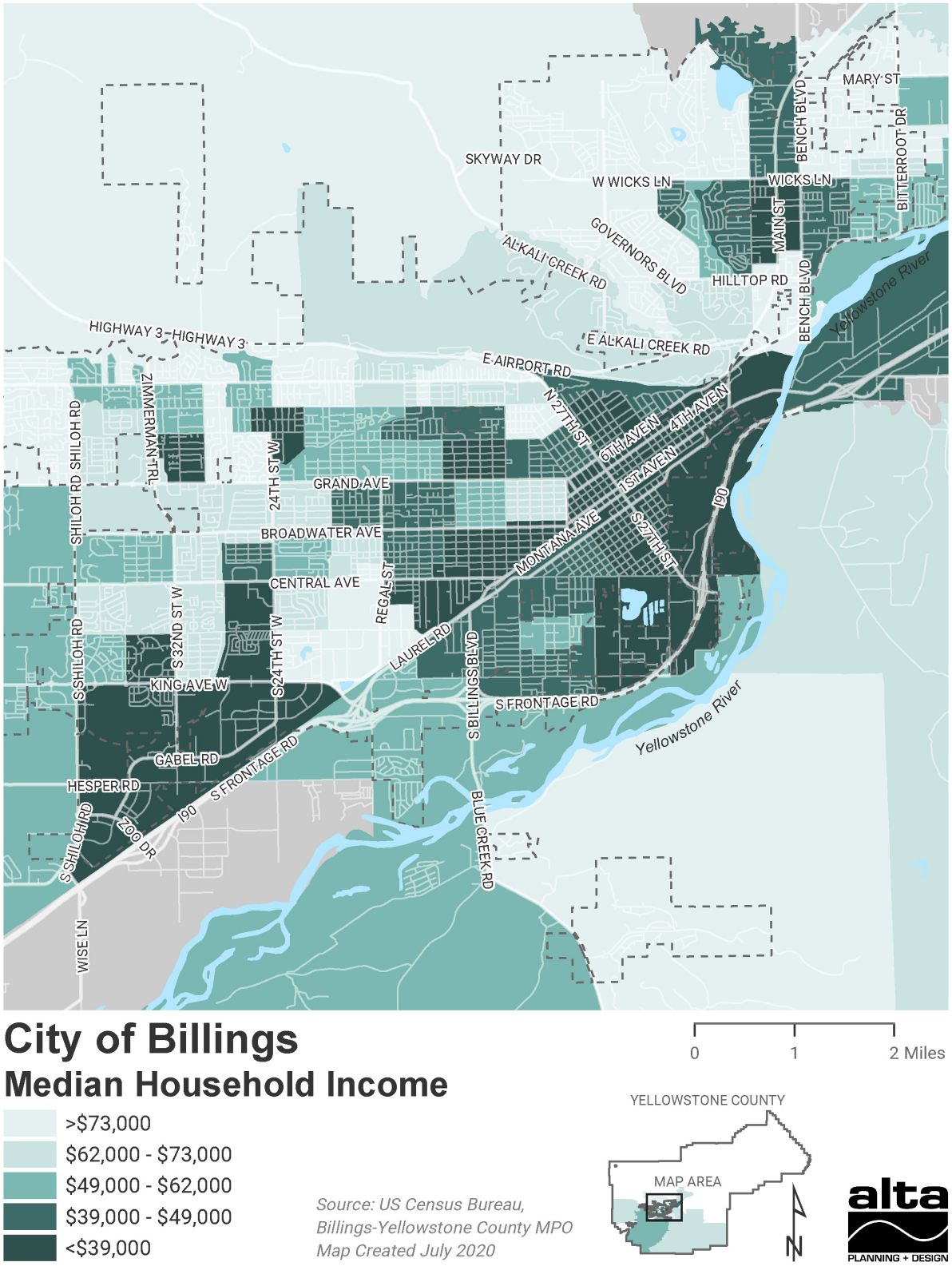
Figure 5-1.


SKYWAY DR
W WICKS LN
WICKS LN
MARY ST
BENCH BLVD
BITTERROOT DR
MAIN ST
GOVERNORS BLVD
ALKALI CREEK RD
HILLTOP RD
BENCH BLVD
Yellowstone River
HIGHWAY 3 - HIGHWAY 3
E ALKALI CREEK RD
E AIRPORT RD
ZIMMERMAN TRL
SHILOH RD SHILOH RD
N 27TH ST
6TH AVE N
4TH AVE N
1ST AVE N
24TH ST W
GRAND AVE
I90
BROADWATER AVE
MONTANA AVE
S 27TH ST
CENTRAL AVE
REGAL ST
S 32ND ST W
S 24TH ST W
LAUREL RD
S SHILOH RD
KING AVE W
S BILLINGS BLVD
S FRONTAGE RD
Yellowstone River
GABEL RD
HESPER RD
S FRONTAGE RD
I90
S SHILOH RD
ZOO DR
BLUE CREEK RD
WISE LN
City of Billings
Percent Non-White Non-Hispanic
<3%
4 - 8%
9 - 13%
14 - 23%
>24%
0
1
2 Miles
YELLOWSTONE COUNTY
MAP AREA
N
Source: US Census Bureau,
Billings-Yellowstone County MPO
Map Created July 2020
alta
PLANNING + DESIGN

Household Income: The median household income in Billings is $57,692. This is slightly higher than the median household income for Montana statewide, at $55,328. Nationwide, households with incomes less than $50,000 have the highest rates of walking and the second highest rates of biking to and from work.[13] These individuals may depend on walking and biking due to financial constraints and lack of adequate and/or convenient transportation options. And although this population is most likely to walk to work, people with lower incomes tend to live in areas without adequate biking and walking facilities and increased exposure to environmental hazards. Boosting active transportation resources in areas where these individuals reside could promote increased access to educational resources and job opportunities, and enhance residents' physical activity.

[13] Mckenzie B. Modes Less Traveled—Bicycling and Walking to Work in the United States: 2008–2012. Am Community Surv Reports. 2014.

Figure 5-2.



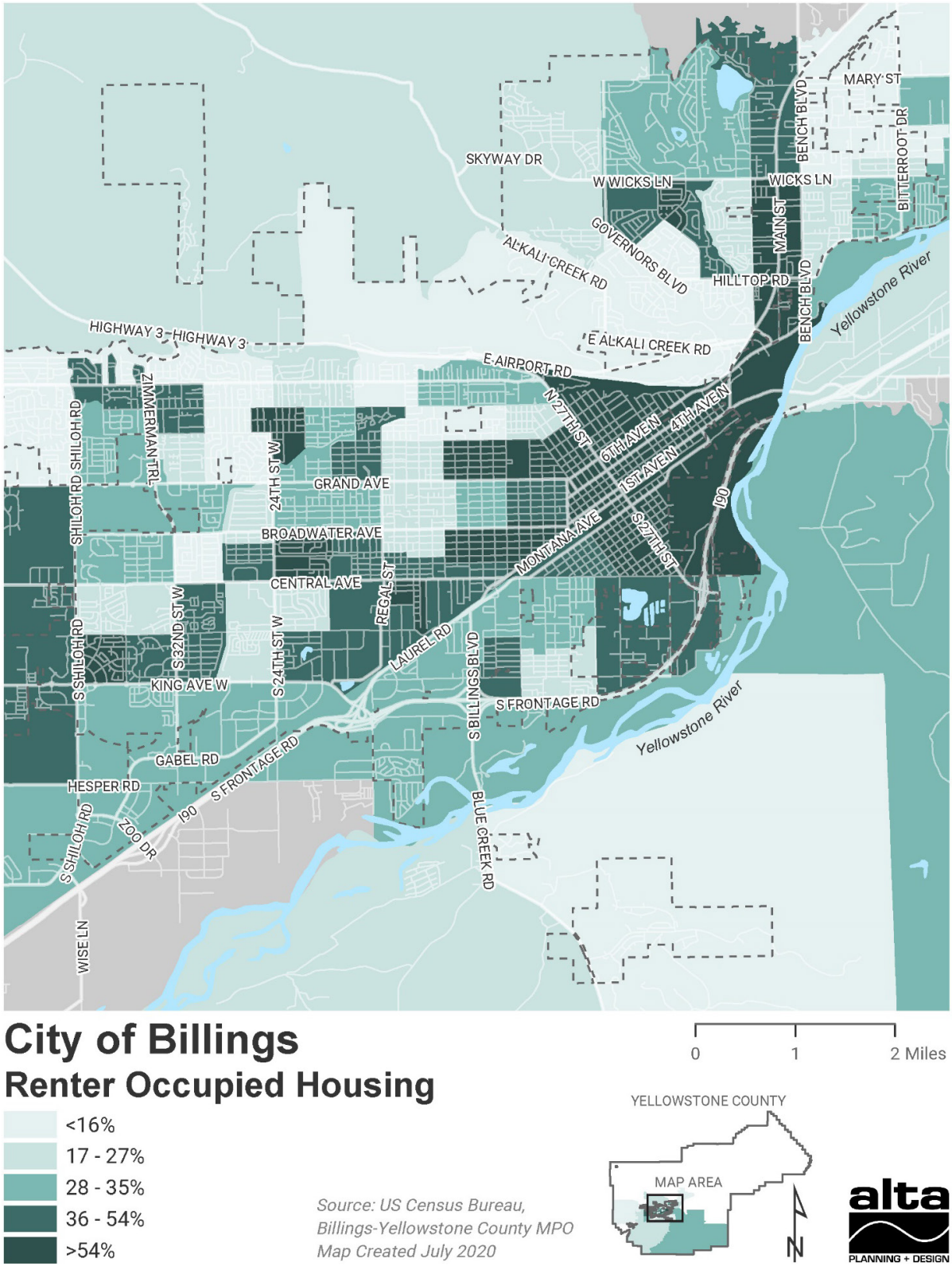
Source: US Census Bureau, Billings-Yellowstone County MPO
Map Created July 2020

Housing Tenure: That housing and transportation costs make up the largest portions of working households' budgets is a well-known reality.[14] Additionally, it has been found that lower-income groups in the rental multi-family market tend to spend higher proportions of their income on transportation costs than their higher-income counterparts. Even in the most location-efficient areas, the lowest income households are still cost burdened, with a high proportion of household income committed to housing and transportation.[15] This analysis therefore compares the distribution of renter-occupied housing units in the city of Billings (**Figure 5-3**).

[14] Center for Housing Policy. "Something's Gotta Give: Working Families and the Cost of Housing". New CenturyHousing, Volume 5, Issue 2, 2004..

[15] City of Portland Bureau of Planning and Sustainability. Housing and Transportation Cost Study. 2010. https://www.portland.gov/sites/default/files/2019-08/housing-and-transportation-cost-study.pdf. Accessed August 3, 2020.

Figure 5-3.

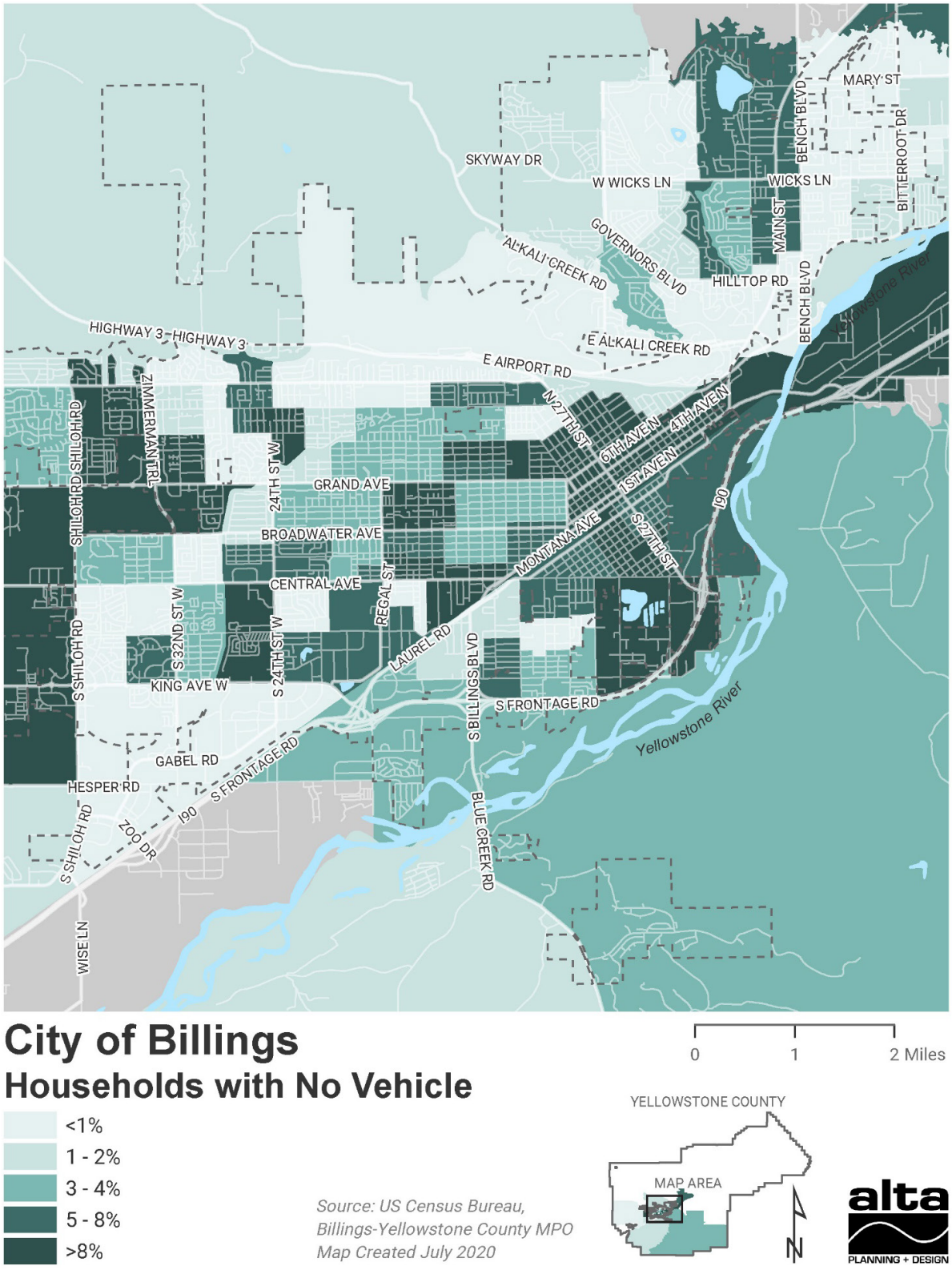


Source: US Census Bureau, Billings-Yellowstone County MPO
Map Created July 2020

Access to a Vehicle: This indicator measures the percentage of household who do not have regular access to a vehicle. In less urbanized locations, specifically those with limited transit access and coverage, access to a motor vehicle carries strong implications for one's ability to reach employment, access healthy foods, and reach basic services.[16] A diverse transportation system that offers multiple modes, including transit, bicycling, and walking, reduces reliance on automobiles and can provide for more equitable access to services.[17] Providing access via quality walking and bicycling infrastructure is one method for increasing equity in access for locations with limited vehicle availability.[18] Studies have also found that access to a motor vehicle improves employment rates, as it provides a reliable means to commute to work.[19] The addition of safe and comfortable walking and biking routes, as well as developing improved connections to transit, have the ability to also serve as a reliable means to commute to work. This has the potential to alleviate the necessity of a motor vehicle to reach employment opportunities.

[16] National Association of City Transportation Officials, (2016). "Bike Share Station Siting Guide." Nacto.org.
[17] Liu R, Schachter H. Emergency Response Plans and Needs of Communities with Limited English Proficiency. Transp Res Rec J Transp Res Board. 2007;2013:1-7. doi:10.3141/2013-01.
[18] Ibid.
[19] National Association of City Transportation Officials, (2016). "Bike Share Station Siting Guide." Nacto.org.

Figure 5-4.



Source: US Census Bureau,
Billings-Yellowstone County MPO
Map Created July 2020

COMPOSITE EQUITY

The composite equity map (**Figure 5-5**) displays the sum of the results from each of the indicators explored above. Each of the four indicators received equal weight in determining the composite equity score. Areas that represent higher need are numbered below:

1. West of S 32ndSt and North of King Ave W in the West End neighborhood

2. Montana Ave –Broadwater Ave –12thSt W triangle in the Central-Terry neighborhood

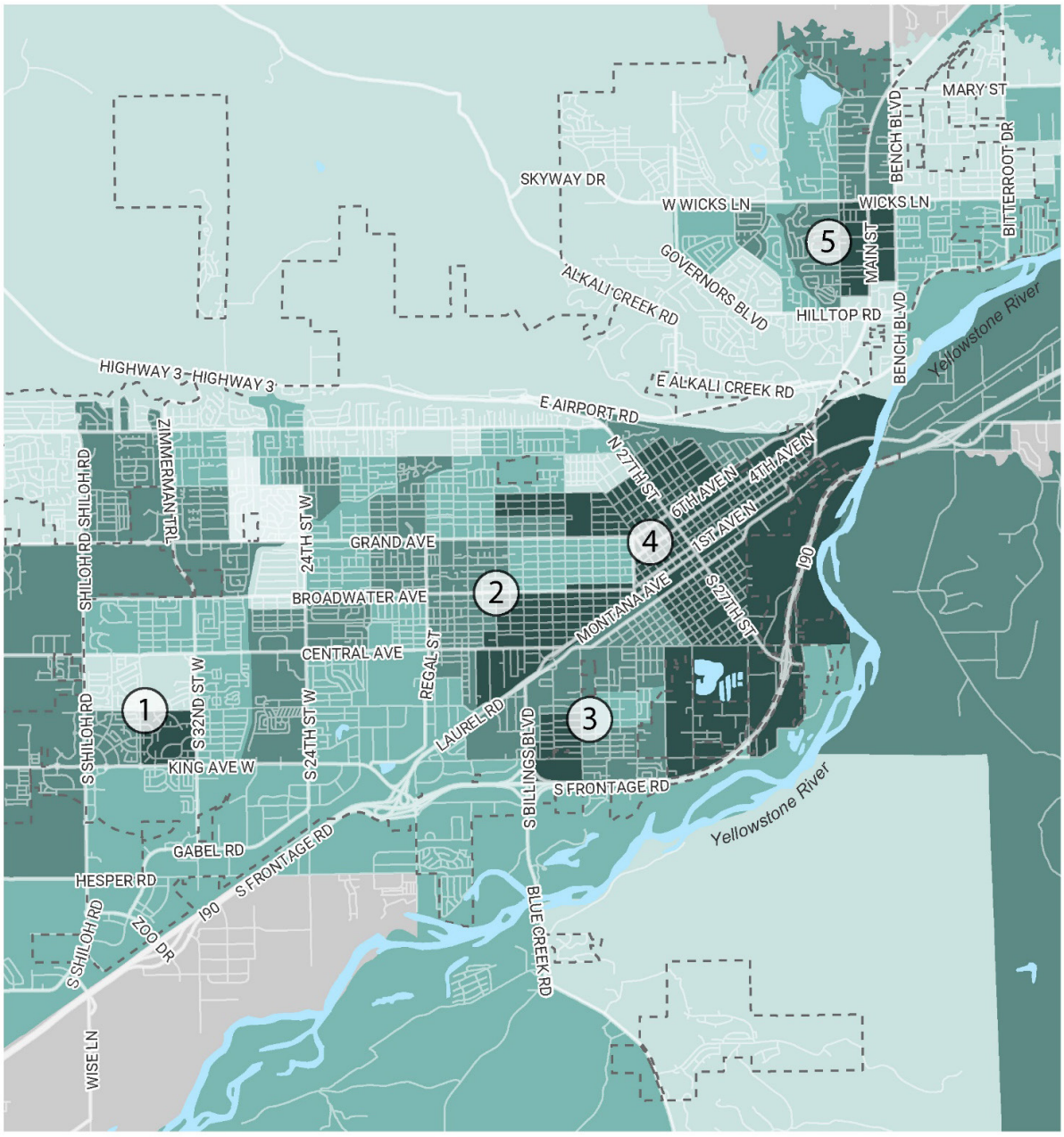
3. East of S Billings Blvd and North of S Frontage Rd in the Southwest Corridor neighborhood

4. Downtown Billings including much of the South Side, North Park and North Elevation neighborhoods

5. Adjacent to Main St north of Hilltop Rd and South of Wicks Ln

Higher relative need is found in the downtown neighborhoods of North Park and South Side. Investing in active transportation facilities in these areas of highest need will likely yield the most benefit for residents' health and access to resources and economic opportunities.

Figure 5-5.



Source: US Census Bureau, Billings-Yellowstone County MPO
Map Created July 2020

EQUITY ANALYSIS RESULTS & DISCUSSION

In this section, we discuss the observed trends in Billings for each of the four evaluation criteria and offer indicator-specific recommendations. **The data for each evaluation criteria were grouped into five categories by percentile in order to compare the magnitude of differences across Billings' census block groups. Each category represents a 20-percentile range. Therefore, the darkest color represents data that are in the 80th percentile and higher (among all census block groups in Billings).** First, the non-white populations range from 0 percent of a census block group to 66 percent in Billings. Higher concentrations of non-white populations are located west of 32ndSt W and north of King Ave W, near Main St south of Wicks Ln and north of Hilltop Rd, and in downtown Billings in the North Park and South Side neighborhoods. Next, median household incomes tended to be further from the downtown core of Billings, with notable pockets of lower income households in the Central-Terry, Southside, North Park, and Heights neighborhoods. The highest concentrations of renter-occupied housing units follow a similar distribution, with more renting households located north of King Ave W, Central Ave, and Grand Ave to the west of downtown, in the North Park and South Side neighborhoods, and adjacent to Highway 87 N north of downtown. Finally, vehicle access appears to be most limited in the downtown core, along with sections north and south of Grand Ave to the west, and north of King Ave west of 24thAve.

RECOMMENDATIONS

Investing in a well-connected biking and walking network should stand as a leading priority for the City of Billings in order to establish an equitable, well-utilized bike and scooter share system. Interventions to enable safe, convenient personal mobility such as sidewalks, separated bike lanes, crossing treatments, speed limit reductions, lighting, etc. should be focused around large employers and key services, such as health care and quality food outlets.[20] Facility planning, designing and implementation should be done with special attention to input and ideas from communities of color.[21]

Additionally, active transportation networks should be considered in areas with limited access to vehicles. Implementation of safe walking and bicycling connections to transit centers can facilitate transit access, while low-stress facilities, such as separated trails, may better connect more rural locations to employment centers, schools, and quality food centers.

[20] Dannenberg A, Frumkin H, Jackson R. Making Healthy Places. 1st ed. Washington D.C.: Island Press; 2011.
[21] Rubin V. Sustainable Communities Series: Regional Planning for Health Equity. PolicyLink. 2015.

BIKE AND SCOOTER SHARE DEMAND ANALYSIS

The Alta Demand Analysis methodology quantifies and visualizes demand for bicycle travel within a specified geography. The planning team conducted an analysis which resulted in a composite demand map (**Figure 5-5**) representing bicycling demand in the Billings area. The analysis is an objective tool and data-driven process that estimates the cumulative demand based on where people live, work, play, learn, and access transit by quantifying origins and destination factors. By utilizing Geographic Information Systems (GIS) to overlay these locations, the model creates a sketch of demand in the study area. This analysis helps to prioritize capital investments, placement of new stations, and identify potential bicycling campaign event sites such as bike to work or open street events. The analysis uses demographic information and urban context data to understand the areas of Billings where bike and scooter share use is likely to garner the highest usage (in terms of trips per device per day). This analysis will help define the optimal bike and scooter share service area and system size for the Billings area.

DEMAND ANALYSIS METHODOLOGY

Bike and scooter share demand incorporates data available from the US Census and is made up of five major inputs:

- Residential density (where people live) [22] [23]
- Employment density (where people work)
- Transit use (where people catch the bus)
- Higher education (where people learn)[24]
- Recreation (where people recreate)[25]

These categories are based on research that looked at the factors influencing bike share ridership, and by proxy, scooter share ridership. In three separate studies, researchers found that population density, employment density, transit commuters, proximity to institutional, commercial, and recreational land uses had a statistically significant correlation with and positive influence on bike share ridership.[26] [27] [28] High demand areas were identified through a heat mapping exercise that allocated points based on where people live, work, take transit, and recreate within Billings. College campuses

[22] Residential, employment, and recreational density was calculated using 2018 data provided by the US Census Bureau's LEHD Origin-Destination Employment Statistics, at the census block level.

[23] It should be noted that residential density does not take into account temporary residents, i.e. those staying in hotels, inns and motels. Hotel, inn and motel employees are included in the recreation density analysis, however, and serve as ade factoproxy for the increased demand that hotels—especially large hotels in walkable, commercial centers—create for bike and scooter share ridership.

[24] This input included the Montana State University-Billings and Rocky Mountain College campuses.

[25] Based on the location of employment specifically related to arts and recreation, restaurants, hotels and retail establishments.

[26] Rixey, R. Alexander. Station-Level Forecasting of Bike Sharing Ridership: Station Network Effects in Three U.S. Systems. 2012. 2013 TRB Annual Meeting <https://nacto.org/wp-content/uploads/2015/07/2012_Rixey_Station-Level-Forecasting-of-Bike-Sharing-Ridership.pdf>

[27] Kim, DJ., Shin, HC, Im, H., and J. Park. Factors Influencing Travel Behaviors in Bikesharing. 2011. 2012 TRB Annual Meeting. <https://nacto.org/wp-content/uploads/2012/02/Factors-Influencing-Travel-Behaviors-in-Bikesharing-Kim-et-al-12-1310.pdf>

[28] Faghih-Imani, A., Eluru, N., El-Geneidy, A. M., Rabbat, M., & Haq, U. (2014). How Land-Use and Urban Form Impact Bicycle Flows: Evidence from the Bicycle-Sharing System (BIXI) in Montreal. Journal of Transport Geography, 41, 306-314.

were also allocated points. A "heat map" was developed to determine where demand for bike and scooter share exists. Colors are set at threshold levels to indicate relative demand within a 1000' by 1000' grid overlaid onto the City of Billings. The accompanying map (**Figure 5-5**) indicates the relative demand for bike and scooter share throughout the city. Areas with the highest potential demand are taken into consideration for deployment of bike and scooter share. These locations will generate the most users and attract the highest value sponsorships, and as a result are the most likely to be financially sustainable.

DEMAND ANALYSIS RESULTS

The map on the following page (**Figure 5-5**) illustrates the results of the Bike and Scooter Share Demand Analysis. Annotations on the map correspond to the notes below.

1. One of the areas with the highest relative demand is the Montana State University-Billings campus. The university provides a combination of high residential density, jobs and transit access. Four bus routes in particular are accessible from the university: the Poly (Rte 24), Crosstown (Rte 3), Met Link (Rte 1), and the Lewis and Clark (Rte T4).

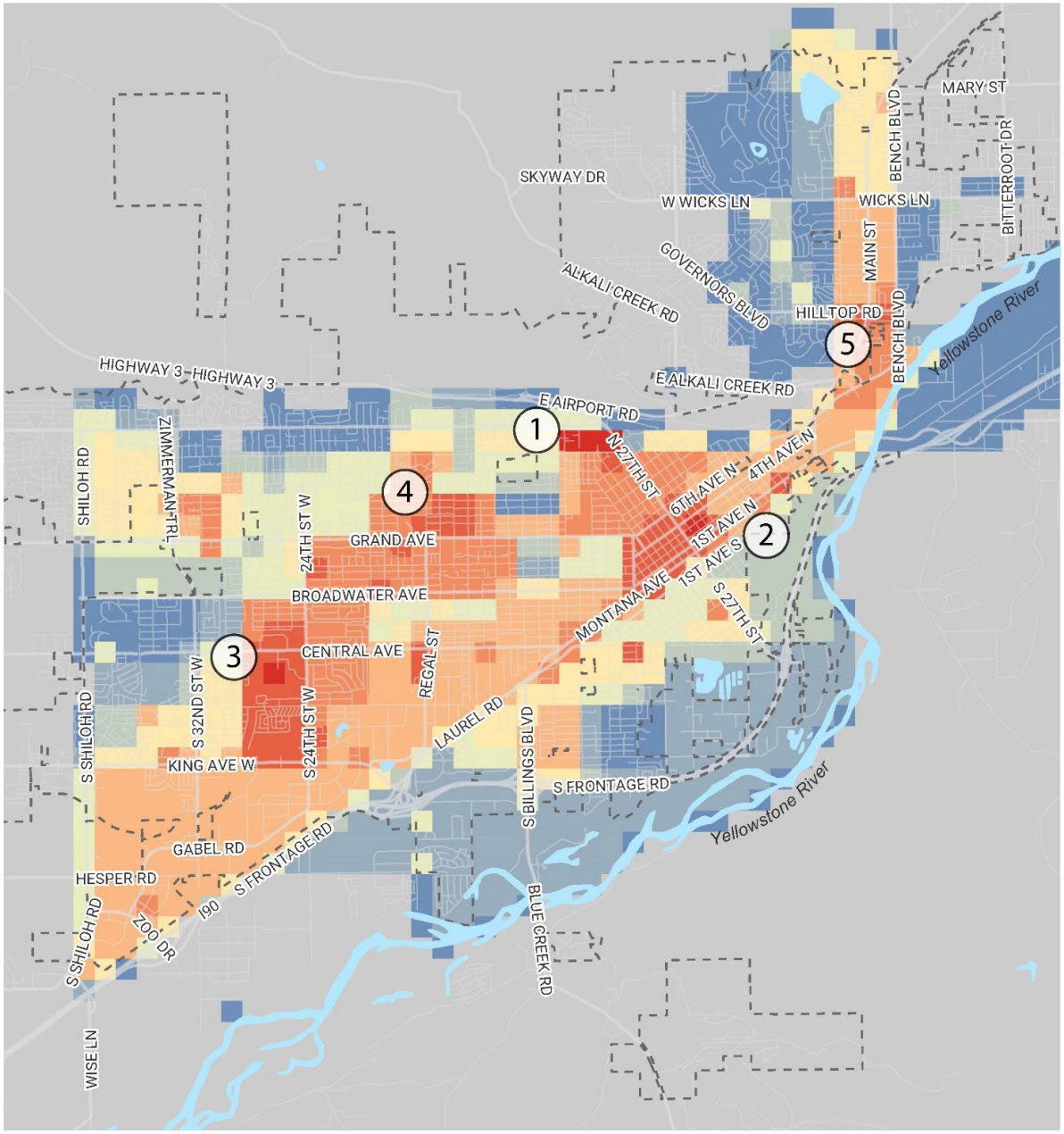
2. Another major source of demand is located in downtown Billings in an area bounded by 4thAve N and 1stAve N to the north and south, and N 27th St and N 23rd St. MET's Downtown Transfer Center falls within this area and is the driving force, in addition to land use and population density, behind the high demand result, as all bus routes are channeled through this transfer center.

3. Next, a high demand area west of downtown is located at Rimrock Mall due to its high employment density. Adjacent to the mall is Stewart Park, which offers significant recreational opportunities for surrounding neighborhoods and is home to MET's second transfer center where most routes converge.

4. The areas adjacent to the intersection of Grand Ave and 15thSt W stand out as another place where bike and scooter share demand is relatively high. The estimated demand score is largely driven by the employment and recreational opportunities near the West Park Promenade and a concentration of bus route time points serving the Grand (Rte 5), Crosstown (Rte 3), and Lewis and Clark (T4) lines.

5. Finally, another region with the City of Billings with a relatively high demand for bike and scooter share is near the intersection of Hilltop Rd and Main St in the Heights. This intersection is the nexus for six bus routes and offers access to a high number of jobs within walking distance.

Figure 5-5.



Source: US Census Bureau, Billings-Yellowstone County MPO. Map Created July 2020

OPPORTUNITIES AND CHALLENGES ANALYSIS

This section outlines some of the current conditions and relevant efforts that have a potential impact on the development and implementation of Billings' bike and scooter share system. Information below is informed by previous planning efforts and conversations with stakeholders such as the Downtown Billings Alliance and MET Transit, and highlights opportunities for a bike and scooter share system to succeed and challenges that may need to be considered.

OPPORTUNITIES FOR BILLINGS

The Steering Committee identified multiple desired outcomes and opportunities for a potential bike and scooter share program in Billings, including a shift to more active modes, progress towards a more equitable and accessible transportation system, and connecting residents and visitors to what the city has to offer. The following are opportunities identified for a potential bike and scooter share program in realizing some of these outcomes:

Enhanced access to transit. MET's fixed route bus system of over 18 routes is a flag stop system, meaning designated bus stops do not exist, and the bus can be flagged down at any corner along the route. Going through the process of identifying the best locations for bike and scooter share stations as part of this study could influence future decisions as to where bus stops are located should MET make plans for designated stops. Combining bus stops with bike and scooter share stations is an effective way to make multimodal trips convenient. Additionally, a strong partnership with MET presents opportunities for fare integration and a convenient platform for users to access both the bus and bike/scooter share systems.

MET involvement in the bike and scooter share system. Other opportunities for bike and scooter share with regards to transit is the potential for transit agency involvement in the funding and operations of the system. Recently distributed funds as part of the 2020 CARES Act should be assessed, along with other MET goals, to see if investment in a bike and scooter share system makes sense. Additionally, it's important to note that currently under review is a House of Representatives Bill H.R. 4001 (as part of the Bikeshare Transit Act of 2019) that would allow Federal Transit Administration (FTA) funds to be used by transit agencies for the purchase of bike share vehicles as well as operations and maintenance of the system.

Downtown daytime trip mode shift. With the Medical Corridor and MSU-Billings in such close proximity to Downtown, a bike and scooter share system presents opportunities for 1) converting short, daytime trips in and around Downtown to active modes and 2) enhancing connectivity to Downtown that might encourage more trips for Downtown retail or dining that otherwise feel too far for walking.

Expanding tourism opportunities. With a growing trail and on-street bikeway network, an effective bike and scooter share system can be leveraged to get visitors out and exploring the city and surrounding natural features, building on efforts already being made by the Downtown Billings Alliance and Billings Chamber of Commerce.

Increasing transportation equity. A well-planned bike and scooter share system presents opportunities for Billings to make its transportation system more equitable for

residents who would benefit the most from choices beyond just personal vehicles and fixed transit. Bike and scooter share also has the potential to provide access to transit for residents who currently live outside the range of MET's transit service by providing another way to make the first/last mile trip that gets them to/from MET transit service.

CHALLENGES FOR BILLINGS

Like any city, elements of Billing's unique character and context may present a challenge to implementing a successful bike and scooter share system. Challenges identified in the study process not only inform the assessment of feasibility, but also shape the decision-making process for a potential system type, service area, and program structure. Key challenges include:

Limited infrastructure for micromobility users. Micromobility users will generally operate like a bicyclist. While the city is making investments in the network of bicycle infrastructure, gaps exist, which may limit the micromobility service area or user access and comfort when traveling in Billings.

Funding limitations. City staff and stakeholders indicated limited capacity to secure funding for both capital and operational costs associated with a bike and scooter share system. Though privately funded, dockless systems started arriving in many cities across the U.S. in late 2017, the companies offering these programs have reduced their footprint significantly over the last several years. During this evolution of the micromobility industry, business models have changed and many companies have narrowed their criteria for desirable markets, shifting resources toward major metro markets. Concurrently, new companies continue to develop within the industry, testing varying approaches to public and private partnerships and serving small and mid-sized markets. Within this context, Billing's population size suggests that public investment will have an important role and that potential private sector operators are limited to a subset of the larger industry.

Community priorities. Secondly, the Steering Committee recognized that there is no existing consensus among residents and elected officials related to the potential value of a bike or scooter share program. Achieving some level of consensus and broadening understanding of bike and scooter share will be important for securing funding in the future and successful implementation.

Climate. Lastly, as Billings is a place that experiences severe weather conditions, especially in the winter, consideration for operations and maintenance will need to be made based on seasons and climate.



VI. RECOMMENDATIONS

OVERVIEW/ SUMMARY OF RECOMMENDATIONS

Chapter 6 includes the Billings Bike and Scooter Share Study recommendations that will inform bike share implementation in Billings. These recommendations build on the community outreach, current conditions analyses, and research conducted over the course of the study. **Table 6-1** highlights the key Bike and Scooter Share Study recommendations regarding system type, governance, and system launch.

Table 6-1.

Key Bike and Scooter Share Study Recommendations

SYSTEM TYPE
Hybrid Bike Share System
Electric-Assist Bikes
SYSTEM GOVERNANCE
Operated by a Private Company
Owned by either the private company ("turnkey") or by City of Billings
Provide Student Fares
SYSTEM LAUNCH
Launch in Initial Service Area including Downtown and MSU Billings
Create Equity Program
Establish Strategic Partnerships

SYSTEM TYPE

RECOMMENDATION: HYBRID BIKE SHARE SYSTEM, WITH OPTION FOR SCOOTERS

The recommended system type for bike share in Billings is a hybrid system. To determine the recommended bike share system type for Billings, the project team used the decision matrix illustrated in **Table 6-2** to understand opportunities and limitations to three major types of shared micromobility systems: docked and hybrid bike share, and dockless scooter share. **Table 6-2** scores each type of micromobility system according to its ability to meet Billing's program goals and other considerations identified as important for the Billings community. Overall, a hybrid system will provide the ideal balance of control and flexibility to meet the needs of the Billings community.

Some hybrid bike share system operators have the ability to offer "mixed fleets," or fleets including bike share and other devices, such as scooter share. Although scooter share is not recommended as the sole micromobility option in Billings, the Bike and Scooter Share Study recommends that Billings consider incorporating scooter share as part of a mixed fleet.

Table 6-2.
System Type Analysis Matrix

GOAL	DOCKED BIKE SHARE	HYBRID BIKE SHARE	DOCKLESS SCOOTER SHARE	DESCRIPTION
Enhances the transit system by expanding access to existing bus routes and linking the transit system to a broader suite of multimodal options	3	3	2	All versions of bike and scooter share systems can support transit, but dockless systems limit the City's ability to link device availability to specific locations (such as transit stops).
Contributes to a more equitable transportation system by reducing the need for personal vehicle ownership	3	3	2	All versions of bike and scooter share can support equity goals if properly implemented; however, geographic equity has been shown to be the best indicator in improving access to underserved communities. A dockless scooter share system without physical hubs or stations would require the operator to manually rebalance the scooters into underserved communities.
Promotes greater participation in active transportation	3	3	2	Assuming thoughtful planning and implementation has occurred, all versions of bike share systems are shown to increase bicycle ridership. Studies of scooter share show that scooters replace some driving trips, but they primarily tend to replace walking and biking trips.

Increases visibility and awareness of alternative transportation modes	3	3	2	While all versions of a bike and scooter system will engender a positive public perception through usage, a dockless scooter system may experience some negative feedback based on difficulties locating the free-floating scooters.
Provides a new way for visitors to explore Billings	3	2	1	All versions of bike share systems are shown to support tourism through improved convenience in accessing visitor destinations. Docked bike share systems are generally easiest for tourists to use because bikes can be rented using the station infrastructure. Hybrid bike systems and dockless scooter systems require downloading an app and linking a credit card, which could be hard for less tech-savvy tourists. Dockless scooter systems without stations also limit the City's ability to link device availability to specific tourism-based locations.
Connects people to what the city has to offer	1	3	2	All versions of micromobility systems are shown to support economic development through improving convenience and user experience in accessing business destinations. Docked bike share systems do not offer full flexibility for users to directly access their destinations. Dockless scooter share systems without stations limit the City's ability to link device availability to specific business-based locations (such as business districts); however, scooters tend to be ridden for longer distances than bikes, which allows users to connect to a higher number of destinations.
Relative cost	1	2	3	Docked bike share systems are the most expensive due to purchasing, permitting, and installing docking infrastructure. Hybrid bike share systems incur some costs for setting up the stations but are cheaper than docked systems. Dockless scooter share systems have very low infrastructure costs. Operations costs of all three types remain relatively similar.
Long-term Sustainability/ Adaptability	2	3	3	Docked bike share systems are more expensive to adjust within a city if demand changes, but the model has proven successful even as the micromobility space has changed over the past decade. Hybrid bike share systems and dockless scooter systems are newer so the model is less-proven, but have less up-front infrastructure costs, which give them more flexibility to introduce new models of bicycles as technology changes.
TOTAL	**19**	**22**	**17**	

RECOMMENDATION: ELECTRIC-ASSIST BIKES

The Bike and Scooter Share Study recommends the system use a fleet of electric-assist bikes. This will support a number of the program goals and other factors covered in the evaluation matrix, including:

- Providing for wider geographic coverage by increasing the comfortable speed and distance of bike share trips for customers
- Expanding geographic coverage and system usability to better serve vulnerable demographics, including low-income neighborhoods and riders with mobility challenges

With an e-bike share system, riders can cover more ground and navigate topography with ease. E-bikes are more appealing to a larger range of potential users of varying physical abilities. In the past few years, electric assist bike share equipment has become less expensive and easier to use. All models require the rider to pedal the bicycle in order to get an "assist" from the electric motor. The top speed for an e-bike share system is approximately 15 miles per hour, after which the regulator cuts off any additional power. Because e-bikes are powered by a battery, they must be recharged on a regular basis. This creates an additional operations step for vendors/contractors who must either swap the batteries or dock the bikes at a recharging station.

SYSTEM GOVERNANCE

RECOMMENDATION: TURNKEY OR PUBLICLY OWNED/PRIVATELY OPERATED

The Bike and Scooter Share Study recommends that the City either solicit a turnkey bikeshare system (owned and operated by a private company) or that the City own the bike share system in Billings and contract to a private operator.

To implement a **turnkey bike share system**, a city hires a company such as Koloni or DropBike to provide "bike share as a service" for a defined amount of time. Instead of purchasing a full fleet of bikes and designing stations, a city rents equipment and contracts with the company for the full range of operations support, including: installation, operations, sponsorship, customer service, and maintenance.

The turnkey model allows a city to implement bike share with limited staff capacity and capital investment, while maintaining meaningful city control. Typically, turnkey systems have a faster timeline for implementation, and many companies offer mixed fleet options so the City could request to include e-scooters alongside bicycles. Turnkey models are common in smaller cities and on campuses.

Alternatively, **the City's ownership of bike share in Billings** would provide its own benefits. A Billings-owned bike share system would be an innovative method of supporting first-and-last mile connections to and from transit, adding to the geographic range and flexibility of transit trips. In addition to supporting transit service goals, owning the City's bike share fleet and hub infrastructure would offer the City the highest degree of

control over system design, station siting, and pricing/payment policy. With proper coordination with MET Transit and bike share integrated into MET's system, transit riders would experience a bike share system operated in-tandem with traditional bus service, including:

- A bike share pricing structure in-line with standard transit fares
- The option of using MET passes to pay for bike share rides
- A bike share system that shares in MET's branding, high standard of service, and responsiveness to customer needs
- Control over advertising and sponsorship opportunities

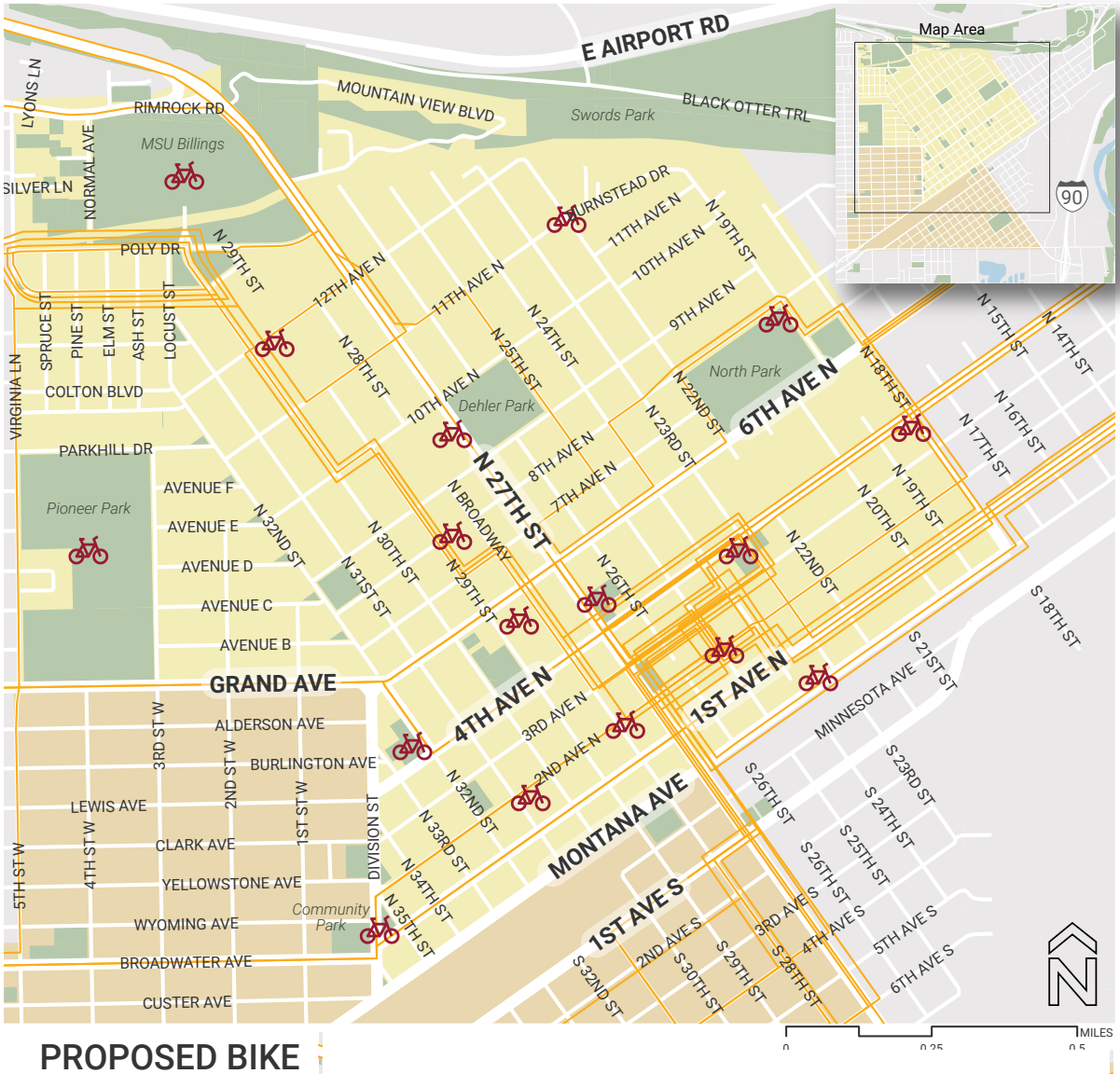
In this instance, **the City would select a bike share vendor to manage the operations of the system.** Private operators can bring extensive knowledge and experience from operating in other cities. Hiring a private operator still allows the City to dictate the terms of bike share service level agreements. The City should require prospective bike share operators to submit their plans for routine maintenance and operations during the bid process, as well as provide evidence of high performance in other jurisdictions.

Operations, Maintenance, and Customer Service

The following contains a list of the major factors to consider when selecting an operator.

- **Re-balancing:** This is a critical aspect of any successful bike share system, as it ensures that people have bikes where and when they want them. The system operator should be able to demonstrate how they will maintain bicycle availability throughout the service area on a daily basis. Additionally, e-bikes necessitate battery charging, so it will be important that the operator is experienced with charging a fleet of electric vehicles.
- **Maintenance:** Ongoing maintenance of bicycles and stations is required for a bike share system to operate smoothly. Maintenance protocols should be included within service agreements between the City and a bike share vendor. Penalties for noncompliance should be included within the agreement to empower public agencies to enforce maintenance procedures.
- **Customer Service:** Operators are responsible for bike share customer service and should have a call center, online portal, and service center to help resolve technical and mechanical issues. The City should request operators meet customer service levels comparable to the City's customer service.

Figure 6-1.


E AIRPORT RD
MOUNTAIN VIEW BLVD
BLACK OTTER TRL
Swords Park
RIMROCK RD
MSU Billings
LYONS LN
NORMAL AVE
SILVER LN
POLY DR
N 29TH ST
SPRUCE ST
PINE ST
ELM ST
ASH ST
LOCUST ST
VIRGINIA LN
COLTON BLVD
PARKHILL DR
Pioneer Park
AVENUE F
AVENUE E
AVENUE D
AVENUE C
AVENUE B
GRAND AVE
ALDERSON AVE
BURLINGTON AVE
LEWIS AVE
CLARK AVE
YELLOWSTONE AVE
WYOMING AVE
BROADWATER AVE
CUSTER AVE
3RD ST W
2ND ST W
1ST ST W
4TH ST W
5TH ST W
DIVISION ST
Community Park
Dehler Park
North Park
BURNSTEAD DR
12TH AVE N
11TH AVE N
10TH AVE N
9TH AVE N
8TH AVE N
7TH AVE N
6TH AVE N
4TH AVE N
3RD AVE N
2ND AVE N
1ST AVE N
N 27TH ST
N BROADWAY
N 24TH ST
N 25TH ST
N 28TH ST
N 30TH ST
N 31ST ST
N 32ND ST
N 33RD ST
N 34TH ST
N 35TH ST
N 29TH ST
N 26TH ST
N 23RD ST
N 22ND ST
N 20TH ST
N 19TH ST
N 18TH ST
N 17TH ST
N 16TH ST
N 15TH ST
N 14TH ST
MONTANA AVE
1ST AVE S
2ND AVE S
3RD AVE S
4TH AVE S
5TH AVE S
6TH AVE S
S 18TH ST
S 21ST ST
S 23RD ST
S 24TH ST
S 25TH ST
S 26TH ST
S 28TH ST
S 29TH ST
S 30TH ST
S 32ND ST
MINNESOTA AVE
Map Area
90
MILES
0
0.25
0.5
PROPOSED BIKE SHARE STATION LOCATIONS
CITY OF BILLINGS
Proposed Station Location
Bus Routes
Initial Service Area
Expansion Area
Parks
Water Body
BILLINGS - YELLOWSTONE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION
alta
Map Created Dec 2020

SYSTEM LAUNCH

RECOMMENDATION: SERVICE AREA

This section defines an initial service area for system launch and an expansion service area. Introduction of bike share service in the expansion service area can be accomplished either as a single large-scale system expansion or incremental installation of hubs as funds become available.

As shown in Figure 6-1 on the following page, this plan recommends an initial service area that includes Downtown, MSU Billings, and Pioneer Park. The expansion area expands the service area to the west and south of the initial area. Starting in the initial service area provides the opportunity for residents and visitors to get comfortable with small-scale shared mobility on city streets and build support for bike and/or scooter share and bike infrastructure before it expands to other neighborhoods.

Initial Service Area

The initial bike share launch, illustrated at left in **Figure 6-1**, is recommended to include 140-200 electric-assist smart bikes spread between 17 stations of 5-15 bikes each, depending on the demand and available space within the right of way. The initial service area includes Downtown Billings (north of Montana Ave, west of N 18th St, east of Division Street and east of Virginia Lane), including MSU Billings. The entirety of the initial service area includes areas of high demand and/or high equity scores.

Stations are recommended initially in the following areas (listed approximately from north to south):

- MSU Billings
- Highland Apartments
- Yellowstone Medical Center
- North Park
- Billings Clinic/Dehler Park
- Pioneer Park
- Greyhound Station
- 8th Ave N & N 29th St
- Billings Community Center
- Yellowstone Art Museum
- Billings Public Library
- MET Downtown Transfer Center
- Skypoint (2nd Ave N & Broadway)
- Commercial area along Montana Avenue
- Billings YMCA
- Wise Wonders Science Museum
- Community Park

However, station locations may be adjusted as bicycle facilities — particularly protected facilities — are built. It is preferable to locate bike share stations near bicycle facilities to facilitate safe and comfortable bike trips. Stations may also be added in cases where trails or routes are built and high ridership is expected; for example, there is a proposed trail north of downtown below the Rimrocks. Construction of this trail may warrant the addition of another station in the northern portion of the initial service area.

Expanded Service Area

The proposed expansion service area would expand the system outward from its initial service area. Key destinations in the expanded service area would include:

- Residential areas south and west of downtown, including areas with high equity scores
- South Park
- Terry Park
- Highland Park
- Moss Mansion Museum

It is not necessary to expand all at once. The timing and size of the expansion should consider the following factors:

- **Ridership:** High system ridership may indicate the system is ready to expand.
- **Funding:** Identifying additional funding from sponsorships, grants, or operational funding will be necessary to determine the timing and size of system expansions.
- **Infrastructure:** as new bike infrastructure is implemented, system expansions could be coordinated with the arrival of new facilities that provide safe connections for people bicycling.
- **New Indicators of Demand:** Bike share system expansion could be implemented to respond to new development, changes in land use, or expansion of transit service.

ESTIMATED SYSTEM COSTS & REVENUES

The following section estimates the costs and revenues of a bike share system based on the recommended system type and size **(see Table 6-3)**. The actual costs and revenues of the bike share system will vary depending on the selected vendor, specific equipment, pricing structure and usage. These figures provide conservative estimates using current data from the industry. Though the events of the 2020 year have brought major change and uncertainty, the direct costs of bike share system equipment and operations are not expected to shift significantly. The following section describes the two major types of costs associated with bike share systems: start-up costs and operating costs.

Start-Up Costs

This category includes both capital and launch costs.

- **Capital costs** are the costs associated with the purchase of equipment including bikes, transaction kiosks (if present), map frame panels and docks.
- **Launch costs** are mostly one-time costs that include up-front costs such procuring a service center and storage warehouse, purchasing bike and station assembly tools, station installation, website development, communications and IT set-up and pre-launch marketing.

Operating Costs

Operating costs include those required to operate and maintain the system. This includes staff (may be a combination of City and/or vendor staff) and equipment related to:

- **Station maintenance:** Including troubleshooting any technology problems with the kiosk or docking points, cleaning and clearing the station, removing litter and graffiti, etc.
- **Bike maintenance:** Including regular inspection and servicing of bikes as well as maintaining equipment inventory, etc.
- **Re-balancing:** Staff time and equipment associated with moving bikes from full to empty stations and vice versa. This is typically a problem associated with peak demand at commute periods and during events. Re-balancing costs can be mitigated through the use of pricing that encourages riders to return bikes to priority stations or to stations low on bikes.
- **Customer service:** Providing a responsive customer interface for inquiries and complaints as well as performing marketing and outreach to new and existing customers.
- **Direct expenses:** Such as maintaining an operations facility, purchasing tools and spare parts, upkeep of software, communications and IT, administrative oversight, and general administrative costs such as insurance and membership database management.

Estimated System Cost

Most vendor/operators price out a system with a per-bike cost for launch, capital costs, and operations. Based on current industry data, Alta estimates bike share costs for an electric-assist hybrid bike share system in Billings to be:

- Capital: $3,000/bike
- Launch: $2,000/bike
- Operations: $2,000/bike/year

Table 6-3.

Hybrid Electric Bike Share 3-Year Cost Estimate Without Phase 2 Expansions

YEAR	0	1	2	3	0-3
# of Stations	17	17	17	17	17
# of Bikes	150	150	150	150	150
Launch Costs ($2,000/bike, est.)	$300,000	$0	$0	$0	$300,000
Capital Costs ($3,000/bike, est.)	$450,000	$0	$0	$0	$450,000
Operations Costs ($2,000/bike/year, est.)	$0	$300,000	$300,000	$300,000	$900,000
Costs Sub-Total	**$750,000**	**$300,000**	**$300,000**	**$300,000**	**$1,650,000**
Costs Cumulative	**$750,000**	**$1,050,000**	**$1,350,000**	**$1,650,000**	
Estimated "Farebox Recovery" Rate	N/A	30.00%	32.50%	35.00%	N/A
User-fees	$0	$90,000	$97,500	$105,000	$292,500
Annual Need	($750,000)	($210,000)	($202,500)	($195,000)	($1,357,500)
Cumulative Need	($750,000)	($960,000)	($1,162,500)	($1,357,500)	

Using this data, the conservative estimate for a bike share system in Billings with 17 stations and 150 electric-assist bikes would require $300,000 in launch costs, $450,000 in capital costs, and an annual operating cost of $300,000. The system would cost $1.6 million to purchase, launch, and operate for three years.

Revenue: User Fees

The revenue sources for bike share come from user fees, sponsorship, advertising and public funding. User fees include the fees bike share patrons pay for memberships, along with any overtime fees. A key factor to determine revenue through user fees is the "Farebox Recovery Rate" (FRR). The FRR is the percentage of the system's operating costs expected to be covered by user fees.

In bike share systems similar to the recommended system and in cities of similar sizes to Billings, the FRR ranges from 20 - 40 percent. Assuming an FRR of 30 percent, the user fees for bike share in Billings are expected to be approximately $90,000 in the first year of operation. The FRR is expected to grow over the first three years as more users join the system.

Considering the FRR, the annual operating gap (costs minus revenues) can be estimated at around $200,000 per year. This funding may be secured through a variety of sources, including a combination of sponsorship revenue, and state and federal grants. See the Funding Sources section of this report for more information on funding opportunities.

RECOMMENDATION: ESTABLISH STRATEGIC PARTNERSHIPS

Community buy-in is important for long-term bike share stability in Billings. Establishing collaborative partnerships with other agencies, community-based organizations, universities, and other relevant groups will help build support for the system, increase ridership, raise funding, and more.

The role of a partner organization varies based on that organization's role in the community, but may include:

- Direct sponsorship
- Assist with sponsorship solicitations
- Provide subsidized memberships
- Education, marketing & promotion
- Assist with enrollment (particularly into a low-income program)
- Creation and distribution of tourism materials
- Assist with station siting
- Coordinating bike infrastructure upgrades
- Data sharing

The types of organizations that a bike share program will partner with can vary, but may include:

- Local and regional municipalities
- Local and regional transportation agencies
- Parks districts
- Public health agencies
- Universities and colleges
- Tourism bureaus
- Chambers of commerce
- Business improvement districts
- Community-based organizations that serve marginalized communities
- Religious organizations
- Bicycle advocacy organizations
- Environmental organizations
- Hospitals, clinics, and other healthcare facilities

RECOMMENDATION: CREATE AN EQUITY PROGRAM

The Bike and Scooter Share Study researched bike share equity initiatives from bike share systems across North America. The City should include the following elements in the Billings bike share system:

- **Income-based Discounts:** The vast majority of bike share systems that pursue equity goals, regardless of size, have plans that address the financial barriers to users. Income based-discount and cash payment options are key strategies to include lower income bike share riders who may not have access to credit or may not be able to afford the transportation service at the standard fare.
- **Cash Payment:** Over the past couple years, many bike share providers, both public and private, have implemented cash payment options where users can go to designated locations to add cash to their accounts. Reload locations are often social service providers, bike share offices, and local grocery/convenience stores.
- **Alternative Payment Structures:** Beyond income-based discounts and cash payment options, bike share systems should consider other alternative payment structures in order to reduce the financial barriers to entry. For example, rather than offering either a year-long pass or weekly passes, bike share providers could consider offering monthly passes which cater to regular users who can't afford the high total cost of a year-long pass or the high per-trip cost of a weekly pass. Additionally, providing longer rental times can alleviate fears of overage charges.
- **Reduce Liability and Eliminate Hidden Fees:** Some bike share systems require a deposit or have steep fees for lost or stolen bikes. Eliminating these fees across the board or just for lower income users can make people feel more comfortable using the system.
- **Targeted Marketing:** Targeted marketing is any content that increases awareness of the bikeshare among demographics and populations that may benefit from additional outreach. This is a key way providers pursue equity goals. Targeted marketing should reflect the diversity of the area the system serves. It should reinforce the idea that the system is for people who live in Billings, and not just visitors looking for recreational amenities. Successful content is created for (and often with the help of) specific groups and communities the bike share hopes to engage. These strategies could include: ambassador photo shoots, press releases, social media, billboards, bus-stop displays, bike station panels, flyers, emails, custom painted or sponsored bikes by community partners. Regardless of marketing strategy, it is recommended that the content is produced in the languages and located in the places that the target population occupies.

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VII. NEXT STEPS

FUNDING SOURCES

Funding from both public and private sources have been used to fund bike and scooter share systems across North America. Numerous public funding options are available for bike sharing in the United States, but the most common are federal grants issued by agencies such as FHWA, FTA, or CDC, state grants, and local transportation funds. The FHWA provides a summary of public funding sources in its guide to Bike Sharing in the United States (Federal Highway Administration, 2012). Additionally, various state and regional funding opportunities exist for bicycle and pedestrian infrastructure in Montana, for which bicycle and scooter share could be eligible **(Table 7-1).**

Table 7-1.

Potential Bikeshare Funding Sources

FUNDING OPPORTUNITY	ELIGIBLE PROJECT TYPES	LEAD AGENCY	FUNDING SOURCE DETAIL
Surface Transportation Block Grant Program (STBGP)	Bicycle and Pedestrian improvements, among others.	MDT and MPO	With the passage of the 2016 Federal Transportation Bill, Fixing America's Surface Transportation Act (FAST Act), the former Surface Transportation Program (STP) has become the Surface Transportation Block Grant Program (STBGP), which now includes Transportation Alternatives Program funding (described below). Billings- Yellowstone County Metropolitan Planning Organization (MPO) accepts concept reports for consideration of programming funds. This program has a state and an MPO component.
Community Transformation Grants	Bicycle and Pedestrian Infrastructure and Programs. Projects and programs aimed at increasing physical activity	CDC	Community Transformation Grants, administered through the Center for Disease Control (CDC), support community–level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if the benefits of such improvements accrue to population groups experiencing the greatest burden of chronic disease.
Federal Transit Administration (FTA) Funding	Bicycle and Pedestrian infrastructure. Project must enhance or be related to public transportation facilities	FTA	Multiple FTA funding sources exist. Most FTA funding can be used to fund pedestrian and bicycle projects "that enhance or are related to public transportation facilities." Currently under legislation is House Bill 4001 (as part of the Bikeshare Transit Act of 2019), which would allow for the purchase of vehicles as well as the operations and maintenance for bike/scooter share systems.
Statewide Transportation Improvement Program (STIP)	Transportation projects, including bicycle and pedestrian infrastructure	MPO and MDT	The Statewide Transportation Improvement Program (STIP) is MDT's short-term capital improvement program, providing project funding and scheduling information for the department and Montana's metropolitan planning organizations. The MDT, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approve the STIP.

Metropolitan Planning Organization Transportation Improvement Program (TIP)	Transportation projects, including bicycle and pedestrian infrastructure	MPO	The 2017 Billings Area Bikeway and Trails Master Plan update recommends that the City and County and its partners continue to work closely with MPO to ensure pedestrian, bikeways and transit improvement projects recommended in the plan (which includes a bike share system) are listed in the TIP.
Maintenance Districts	Maintenance, Capital Improvements List projects	City of Billings	Street and park maintenance districts are used to pay for maintenance expenses, which could potentially include bike share facilities.

ADVERTISING AND SPONSORSHIP REVENUES

There is a subtle difference between advertising and sponsorship. Advertising includes a contract with a company to provide a regularly changing graphic display and message, which could be independent of the bike and scooter share station or other street furniture. The advertiser or message may not be associated with bike sharing or bicycling in general. Sponsorship typically involves a longer-term relationship between the sponsor and the vendor, where stickers are put on the infrastructure (bikes, stations, or website) with a logo or statement that "Company X supports Billings bike/scooter share".

Sponsorship provides a significant funding opportunity in Billings. Potential major partners include MSU-Billings, St Vincent Healthcare Center, or the Billings Clinic. Experience in other cities has shown that companies are generally interested in sponsorship for its positive impression and "good corporate citizen" benefits as much as for its media exposure.

These entities may also gain value from subsidizing memberships for their employees or students. In particular, this presents a good opportunity for MSU-Billings or Rocky Mountain College. Experience in other cities has shown that rates of bike and scooter share use by college students are significantly higher when the membership fee is included in student tuition and fees.

In Billings, advertising and sponsorships within the City's right-of-way are regulated by the Public Works division. While obtaining permission from Public Works to allow advertising and sponsorship on the bike and scooter share system seems likely, it is important to note the nuances of sponsorships. Specifically, if the City were to take on full responsibility for the operations of a bike and scooter share system and sponsorships were to be permitted, the City would then be liable to allow any interest group to act as a sponsor. Conversely, if a third party were to operate the system, sponsorship applicants can be rejected by said third party.

The value of sponsorship will vary significantly between cities and the level of branding. It is possible that sponsorship in the range of $5,000 to $15,000 per station per year is achievable in Billings based on experience in other cities:

- Nice Ride Minnesota obtained approximately $5,500 per station per year for presenting sponsorship from BlueCross BlueShield (this does not include additional station sponsorship sales that would increase this rate).

- Denver B-cycle reported sponsorship of approximately $11,700 per station in 2011.
- Citibank paid approximately $13,500 per station per year for exclusive sponsorship of New York's bike share system.
- Hubway in Boston obtained over $16,500 per station per year for station sponsorship from various sources ranging from New Balance to Harvard University to individual developers.
- CoGo in Columbus OH received $8,333 per station per year for station sponsorship by the Medical Mutual company
- GREENbike in Salt Lake City received $25,000 per station for a three-year term ($8,333/year) and received sponsorship for 8 of the inaugural ten stations

There are generally four approaches to sponsorship described on the following page in **Table 7-2**.

It should be noted that most systems have not been able to procure enough sponsorship dollars through title sponsor arrangements to cover the up-front capital costs of bike and scooter share (New York and London are the notable exceptions). Some systems have secured sponsor dollars to match government grants, while others have found success by launching first, then bringing in sponsors to help sustain or expand. Examples are Chicago's Divvy Bike Share (after one year, they secured sponsorship from Blue Cross Blue Shield of Illinois) and Columbus Ohio's CoGo Bike Share (after one year, they secured sponsorship from Mutual Medical.) Denver B-cycle and numerous other B-cycle systems have been successful at bringing in numerous small-scale and station sponsors to supplement user revenues, grants, and government funding. All of these have involved high-level political leadership to procure the sponsorships.

Nonprofits such as the Indianapolis Cultural Trail (which manages the 250-bike Indiana Pacers Bike Share system which launched in 2014) have been very successful at using a combination of sponsor dollars and foundation grants to both launch and help fund operations. The key to success is having deep-pocketed, community-connected foundations, high-level political support, and local leadership.

Table 7-2.

Common Bike and Scooter Share Sponsorship Models in the United States

SPONSORSHIP MODEL	DESCRIPTION	ADVANTAGES	DISADVANTAGES
Title Sponsor	This can be a single sponsor that pays for full branding of system infrastructure (e.g., London or New York) or multiple sponsors that split the cost in exchange for proportional branding (e.g., Boston or Toronto). **Commitment is typically a 3-5 year period.**	Title: One-time sale of sponsorship Known timeline and full "occupancy" Consistent and recognizable branding	Often difficult to secure sponsor given the large investment Less opportunity for smaller businesses to get involved Competing brands can conflict certain tenants or nearby businesses
Presenting Sponsor(s)	Sponsor(s) pays for branding of certain parts of the infrastructure e.g., Hubway (Presented by New Balance), Nice Ride (Presented by Blue Cross Blue Shield of Minnesota), Pronto Emerald City Bike Share (Presented by Alaska Airlines.) **Commitment is typically a 3-5 year period.**	System branding with sponsors allows for future flexibility A strong, active sponsor adds marketing and outreach value Opportunities for businesses of all sizes to be involved Solid funding stream to complement user fees and government investment Can bring in multiple sponsors	Significant effort required to secure and retain sponsors Not enough money to fully fund system, typically
Station/Hub Sponsors	This model sells sponsorship opportunities on system infrastructure, e.g., Denver Bike Share sells logo placement on a station kiosk plus 10 bikes for $30,000 per year or discounted for multiple years. **Commitment is typically a 3 year period.**	Opportunities for businesses of all sizes to be involved Opportunity to value sponsorship by station demand	Income relies on uptake of a certain amount of sponsorship each year Significant effort required to secure and retain sponsors
Other sponsors	Numerous options available, such as one-time sponsors (e.g., Volkswagen paid for day-passes in Chattanooga for a weekend), product partners, media sponsors, and other ideas. **Commitment is typically a 1-3 year period.**	Opportunities for businesses of all sizes to be involved Builds strength in community by valuing bike and scooter share	Significant effort required to secure and retain sponsors

FUTURE CONSIDERATIONS

ADAPTIVE BIKES

Offering alternate bicycle types could expand the number of people who are interested in utilizing bike share in Billings. The system's mobile application should indicate the presence of these types of bikes and their roll-out should be accompanied by a minimum of one email newsletter to system users. Additional press leading up to and following the launch is recommended. Adaptive bike share is often provided as a complementary program managed by additional partners and is available from staffed locations where bikes are checked out for round-trip use (returned to the same location).

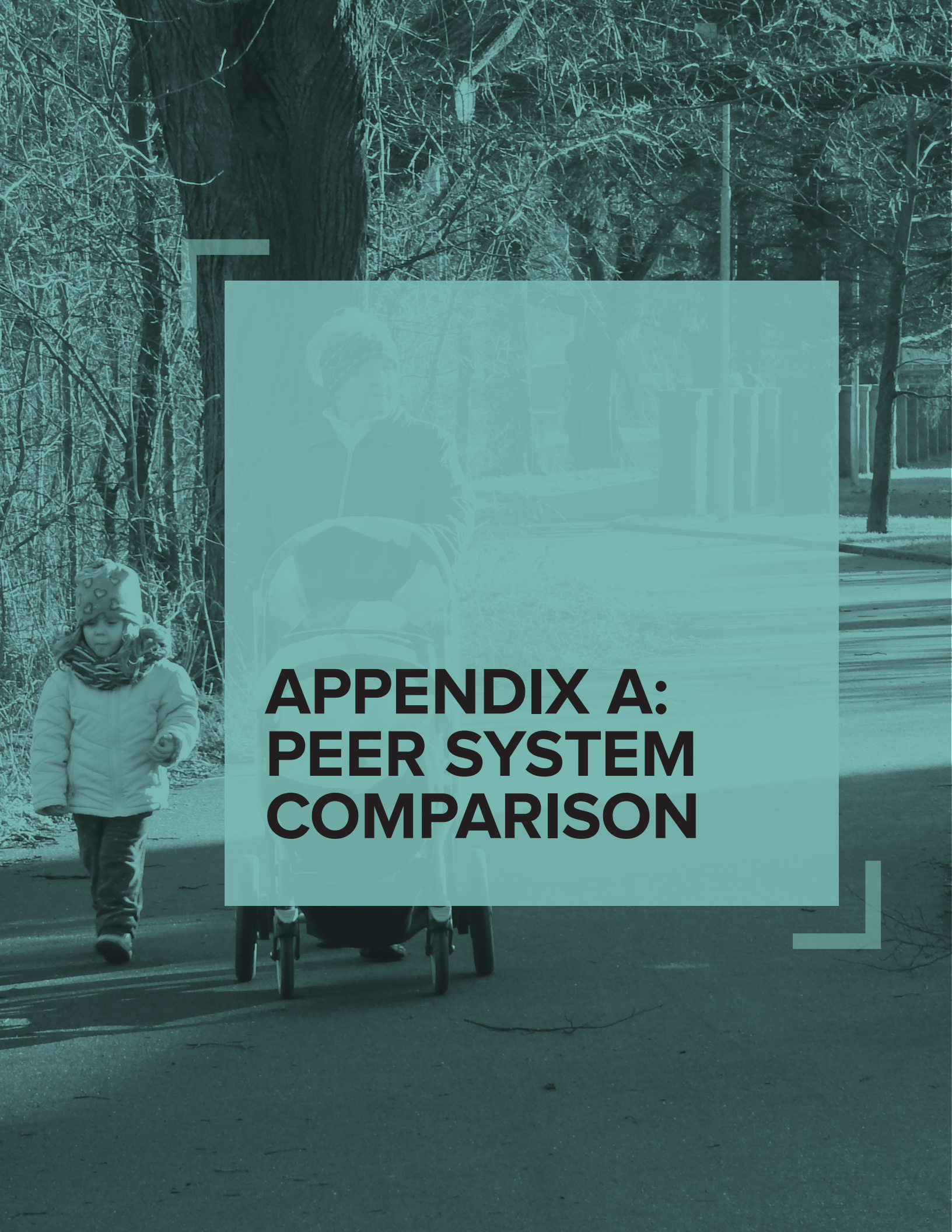
- **Cargo bikes:** Two- or three-wheeled cargo bikes could improve the system's functionality, since most bike share models offer relatively limited carrying capacity. They could also present a sponsorship opportunity for local hardware, garden, or similar retail establishments.
- **Adaptive cycles:** Including upright leg tricycles, recumbent leg tricycles, hand pedal cycles, or side-by-side tandem bike share units can improve the accessibility of bike share for riders with mobility challenges and disabilities.

DATA COLLECTION AND EVALUATION

Bike share data collection has the potential to improve user experience by providing information about where bikes are available throughout the system. Data collected from users also has the potential to improve overall system delivery by allowing public agencies or private vendors to analyze usage trends and respond to customer desires and needs. Despite these benefits, data collection should be anonymized to protect users' privacy. User data should not be shared with third parties.

Raw ridership data provided to public agencies should, at minimum, include trip date and time, point of origin/destination, length of trip (in miles), and duration of trip (in minutes). Data aggregated on a monthly basis should, at a minimum, include average number of trips per day, origin and destination locations (presented in a mapped format), average trip distance, average trip duration (in minutes), average number of unique riders per day, average number of trips per unique rider per day, location and details of all reported crashes involving bikes, location of each complaint, nature of each complaint, description of vendor response, and vendor response time for each complaint.

Using data to inform bike share operations is essential to achieving successful outcomes for program goals. Tracking key metrics help bike share providers understand how, where and when the system is being used, and by whom. The insights gained by monitoring specific data metrics inform how best the system can improve, and can help attract additional funding from local officials, grants, and community sponsors. Analyze the data at regularly scheduled intervals to understand patterns in usage, what is working well, and what needs to be improved.



APPENDIX A: PEER SYSTEM COMPARISON

The following tables summarize a variety of implemented bike share systems in communities similar to Billings in population size, geographic region, or climate. Listed in order of population size from smallest to largest, these systems have been adapted to best serve the unique communities they operate in.

Boulder B-Cycle

LOCATION:	BOULDER, CO (POPULATION 107,355)
OWNER/OPERATOR:	Boulder Bike Sharing
START OF SERVICE:	2011
SYSTEM TYPE:	Docked
NUMBER OF STATIONS/HUBS:	47 stations
NUMBER OF BIKES:	300 bikes



Boulder's BCycle system is dedicated to providing residents, commuters and visitors with an affordable, convenient and sustainable transportation option. The system is owned and operated by Boulder Bike Sharing, a nonprofit founded for the purpose of implementing and operating the program. Boulder Bike Sharing utilizes BCycle as its equipment vendor and software provider via licensing agreement. Boulder Bike Sharing purchased the initial equipment using capital grants secured by the City of Boulder, and receives annual funding from the City that funds a portion of the annual operating costs. The remainder of the costs are paid for by user fees, sponsors, and grants.

Since the system's inception in 2011, annual trips in Boulder have steadily increased from under 20,000 trips per year to more than 108,000 trips in 2018. The docked system has stations located throughout the city, and offers four pass varieties to meet the needs of a wide range of users.

Great Rides Bike Share, Fargo

LOCATION:	FARGO, NORTH DAKOTA (POPULATION 122,359)
OWNER/OPERATOR:	Great Rides Bike Share Inc. (BCycle system)
START OF SERVICE:	2014
SYSTEM TYPE:	Docked
NUMBER OF STATIONS/HUBS:	11 stations
NUMBER OF BIKES:	100 bikes

Fargo's Great Rides Bike Share system operates seasonally with aims of serving North Dakota State University's student population. System design and management heavily prioritizes reducing barriers to entry for NDSU students, who are automatically enrolled in program membership through mandatory student fees. Students activate bikes with their student ID cards. This integration and partnership with the University has led to system success, with students taking 90% of all bike share trips and each bike averaging 6-7 rides per day. Similar to Billings, Fargo experiences extreme winter weather.



Topeka Metro Bikes, Topeka

LOCATION:	TOPEKA, KANSAS (POPULATION 126,597)
OWNER/OPERATOR:	Topeka Metro (Social Bicycles system)
START OF SERVICE:	2015
SYSTEM TYPE:	Hybrid
NUMBER OF STATIONS/HUBS:	143 hubs, 17 main stations
NUMBER OF BIKES:	Unknown



Topeka Metro Bike manages its bike share system through Social Bicycles, a service by JUMP that offers hardware and software services to communities seeking to implement and manage bike share systems. Topeka Metro Bike expanded to over 300 units in 2018. Bikes feature integrated locks that allow riders to park at standard bike racks. The system also utilizes bike share hubs of varying capacity. The system offers a $2 reward for returning bikes to a hub and a $3 out of hub fee for parking bikes away from a hub location. Users who park bikes outside of the service area are charged a $20 fee. The highest density of hubs is located in downtown Topeka (where all bus routes eventually converge at Quincy Street Station) and at Washburn University's campus. Affiliates of the university and employees of the City may use the system for free, while other users have the option of paying 5 cents per minute, $5 per month (for 2 hours of daily time), or $25 annually (for 2 hours of daily time).

While Metro Bike's system does offer hubs near high boarding/alighting stops, the mobile app and payment options do not integrate transit routes, schedules, or fares. Topeka Metro's 2019 budget summary indicates that funding for the administration, maintenance, and operation of Metro Bikes comes from the same revenue pools dedicated to the provision of bus service. This has created a funding conflict between bus service enhancements and bike share provision, which costs roughly $284,000 a year for Metro to operate and brings in only around $108,000 in revenue annually. Metro has voted to end bike share service in December of 2019 in favor of using funds to expand transit service hours and frequency.

Bike Chattanooga

LOCATION:	CHATANOOGA, TN (POPULATION 179,139)
OWNER/OPERATOR:	Owners: Chattanooga Area Regional Transportation Authority and the City of Chattanooga. Operator: Shift Transit
START OF SERVICE:	2012
SYSTEM TYPE:	Docked
NUMBER OF STATIONS/HUBS:	42 stations
NUMBER OF BIKES:	400 total bikes, 55 e-bikes

Though greater in population size than Billings, the City of Chattanooga shares a close landscape resemblance. The downtown area is nestled along the Tennessee River with numerous surrounding parks. The system seeks to enable users to save money, save time, go green and have fun. In order to launch the program, the City first secured $100,000 in funding from the local Lyndhurst Foundation. Combined with an additional partnership with the local transit system, CARTA, the City was able to secure federal air-quality funds as well for a successful implementation. Today, the City operates the system with bikes provided by PBSC Urban Solutions. Funding is an ongoing process, and the City has developed creative ways to expand and progress the system. Similar to advertisements on buses, local companies can have a bike adorned in their colors and logos. In 2019, Bike Chattanooga experienced record high ridership with 74,409 annual trips. The program also offers Free Ride Days on Wednesdays during the summer months to encourage users and lower barriers to entry.

Madison B-Cycle

LOCATION:	MADISON, WI (POPULATION 258,054)
OWNER/OPERATOR:	B=Cycle
START OF SERVICE:	2011
SYSTEM TYPE:	Docked
NUMBER OF STATIONS/HUBS:	45 stations
NUMBER OF BIKES:	300 e-bikes

Madison BCycle is owned and operated by BCycle and Trek. It was the first docked bike share system in the country to convert to 100 percent electric bikes in mid-2019. Since then, ridership has more than doubled. The program offers free memberships to low-income residents.



Planned Review Schedule – Bike and Scooter Share Feasibility Study

TAC	1/21/21	Recommendation
Planning Board #1	1/26/21	Presentation/Public Hearing
Planning Board #2	2/9/21	Recommendation
City Council Work Session	2/16/21	Presentation
City Council	2/22/21	Consent agenda item
Commissioners Discussion	2/18/21	
Commissioners	2/23/21	Presentation and Recommendation
PCC	3/18/21	Presentation and Final Action

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

Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 01/26/2021

Information

INTRODUCTION

On December 1, 2020, the Planning Division received an application for major plat approval for the proposed Eagle Cliff Estates Subdivision. The property is generally located north of Ford Road. It will connect to the current dead-end of Eagle Cliff Meadows Road and will also connect to Navarro Drive to the west. This subdivision would create 24 lots from a 45.75-acre parcel of land. The applicant is proposing to develop residential subdivision, the land is zoned Neighborhood 4 (N4). The land is currently dryland grass and shrub grazing land.

RECOMMENDATION

Staff recommends the Yellowstone County Planning Board recommend to the Board of County Commissioners conditional approval of the preliminary plat of Eagle Cliff Estates Subdivision and adoption of the Findings of Fact as presented in the staff report.

PROPOSED CONDITIONS OF APPROVAL

Pursuant to Section 76-3-608(4), MCA, the following conditions are recommended to reasonably minimize potential adverse impacts identified within the Findings of Fact.

1. To protect public health and safety, prior to final plat approval, the applicant will receive approval from the MDEQ for the proposed water systems, septic systems and the proposed storm water management.
2. To protect public health and safety and provide for future road maintenance, prior to final plat approval, the applicant will expand existing RSID 698M for the new public roads within the subdivision.
3. To protect public health and safety and to provide proper turn around areas for the fire department, prior to final plat approval, the applicant will provide a temporary turn around on Tanner James Drive and provide easement documents for that turnaround. It will also be depicted on the proposed plat and an explanation of the need for the turnaround will be included in the SIA under the heading Transportation.
4. To protect public health and safety with proper fire suppression, prior to final plat approval, the applicant will coordinate required fire hydrant installation locations with the Lockwood Fire Department. Lockwood Fire Department will review and approve all fire hydrant locations within the subdivision.
5. To protect public safety and to ensure future maintenance of the parkland, prior to final plat approval, the applicant will create and RSID for parkland maintenance for this subdivision.
6. To protect public health and safety and to provide more information, prior to final plat approval, the applicant will include language in the SIA under the heading III Transportation E. that outlines their intent to provide a trail with future filings that align with future proposed roads.
7. To minimize the effects on local service prior to final plat approval, the applicant will coordinate with the USPS for locating and providing the correct amount of space for safely delivering the mail to the residents.
8. To minimize effects on the natural environment, prior to final plat approval a weed management plan and property inspection shall be completed by the County Weed Department.
9. To protect public health and safety and ensure zoning compliance, prior to final plat approval, the applicant will include a paragraph in the SIA under the heading Conditions That Run With The Land informing the future property owners they are required to obtain a zoning compliance permit prior to any construction on lots within the subdivision.
10. 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.
11. The final plat shall comply with all requirements of the County Subdivision Regulations, rules, regulations, policies, and resolutions of the Yellowstone County, including laws regarding moving houses onto or off the property, and the laws and

Administrative Rules of the State of Montana.

VARIANCES REQUESTED

No variances are requested for this subdivision.

PROCEDURAL HISTORY

- Pre-application meeting April 30, 2020
- Completeness review submitted October 30, 2020
- Preliminary plat application submitted to Planning Division December 1, 2020
- Departmental review meeting December 17, 2020
- Preliminary plat resubmitted December 24, 2020
- Planning Board plat review January 12, 2021
- Planning Board public hearing January 26, 2021
- Preliminary plat to Yellowstone County Board of County Commissioners February 16, 2021
- 60 working-day preliminary plat review period ends February 26, 2021

PLAT INFORMATION

General location:	North of Ford Road connecting to the current dead-end of Eagle Cliff Meadows Road
Legal Description:	COS 1884 Parcel: 1A2
Owner/Subdivider:	David Mutch
Engineer/Surveyor:	Performance Engineering
Existing Zoning:	N4
Existing land use:	Dryland Grass / Grazing
Proposed land use:	Residential
Gross and Net area:	45.75 acres / 41.88 acres
Proposed number of lots:	24
Max. lot size:	22.59 acres
Min. lot size:	0.48 acres
Parkland requirements:	There required parkland dedication is 1.021 acres; the applicant is proposing to dedicate 1.447 acres of parkland.

DISCUSSION/STAKEHOLDERS

Staff gave a brief presentation to the Planning Board about the proposed subdivision. The Planning Board President asked if there were any questions or comments for staff. A question was asked to clarify the function of an RSID for the road. Staff responded that the subdivision joining an existing RSID was for future maintenance only, the developer will have to pay for building the roads. Board member Jon Thompson asked for clarification on the proposed parkland dedication, 2.877 acres is shown on the plat as a drainage easement where parkland would be located. The agent for this application, Craig Dalton, responded saying they are dedicating the parcel on the northwest side of Tanner James Drive for parkland. They wish to reserve the drainage easement, 2.887 acres, for future parkland. Jon Thompson asked if the trial will be built in the drainage and how it will be constructed with the existing topography. Mr. Dalton responded that the trail is shown on the east edge of the property by what would be in the future and continuation of Noblewood Drive. A comment was made it really is not a park but a drainage area, expressing concern with the usability of the parkland area. Mr. Dalton responded that water is not in the wash very often and the current residents in the area like to use it for walks. Board Member Jon Thompson pointed out a flat area/bench in the northwestern parcel for parkland, also preserving the drainage area as a natural area is a good idea. Mr. Dalton said parkland would be classified as open space and maintain its natural features. Board Member Woods pointed out that the zone of influence of the drain fields may have an influence on the properties to the west. Mr. Dalton stated DEQ requires obtaining of easements for the mixing zones. They will not adversely affect the existing drain fields for the

residents. Environmental calculations for degradation have been conducted and no adverse affects have been identified. Board Member Dennis Cook asked if the electrical provider is Yellowstone Valley Electric. Mr. Dalton replied, yes it is.

There were no other comments about the proposed subdivision.

Attachments

Proposed Plat

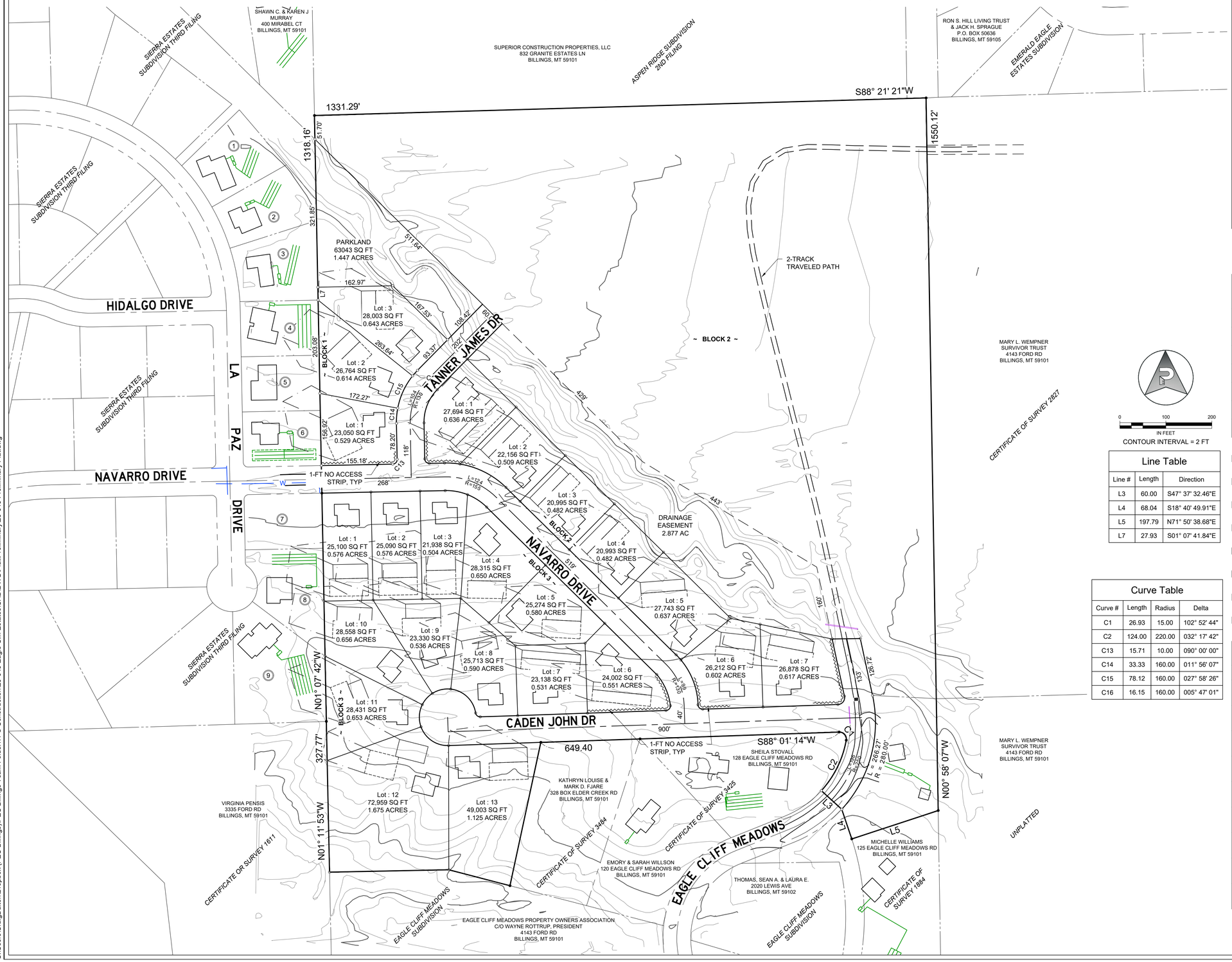
Findings of Fact

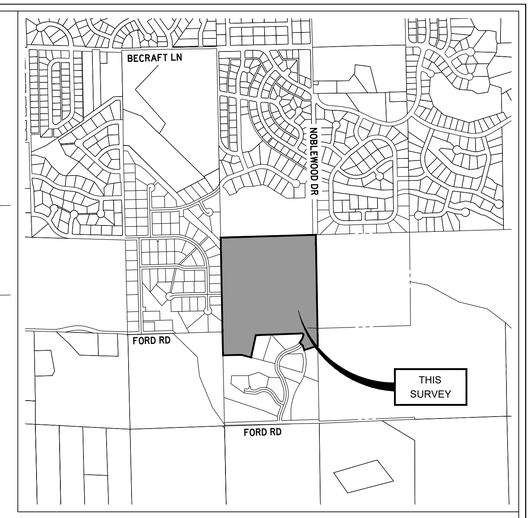
SIA

PRELIMINARY PLAT OF

EAGLE CLIFF ESTATES

BEING A PART OF TRACT 1A-2 OF AMENDED TRACT 1A OF AMENDED TRACT 1 OF CERTIFICATE OF SURVEY NO. 1884
LOCATED IN THE SW 1/4 OF SECTION 29, T. 01. N, R. 27 E., P.M.M., YELLOWSTONE COUNTY, MONTANA





VICINITY MAP

SITE DATA	
# OF LOTS	24
MAXIMUM LOT AREA	± 22.594 AC
MINIMUM LOT AREA	± 0.482 AC
PARKLAND AREA	± 4.337 AC
LINEAL FEET OF STREETS	± 2,703 LF
NET ACREAGE	± 41.88 AC
GROSS ACREAGE	± 45.75 AC

Line Table		
Line #	Length	Direction
L3	60.00	S47° 37' 32.46"E
L4	68.04	S18° 40' 49.91"E
L5	197.79	N71° 50' 38.68"E
L7	27.93	S01° 07' 41.84"E

Curve Table			
Curve #	Length	Radius	Delta
C1	26.93	15.00	102° 52' 44"
C2	124.00	220.00	032° 17' 42"
C13	15.71	10.00	090° 00' 00"
C14	33.33	160.00	011° 56' 07"
C15	78.12	160.00	027° 58' 26"
C16	16.15	160.00	005° 47' 01"

PREPARED FOR: YELLOWSTONE PROPERTY HOLDINGS, LLC

PREPARED BY: PERFORMANCE ENGINEERING, LLC

PROPERTY OWNER: WAYNE & MARY K. ROTTRUP

DATE: OCTOBER 2020

EXISTING LAND USE: VACANT

EXISTING ZONING: RESIDENTIAL 15,000

PROPOSED LAND USE: RESIDENTIAL

PROPOSED ZONING: RESIDENTIAL 15,000

PROPERTY OWNERS

NUMBER	NAME	ADDRESS
1	RYAN W. & LESLIE K. ANDERSON	3365 LA PAZ DR BILLINGS, MT 59101
2	BRIAN E. & LOREE M. BAASCH	3375 LA PAZ DR BILLINGS, MT 59101
3	TYLER JAMES & CHELSEA LARAE HEINE	3385 LA PAZ DR BILLINGS, MT 59101
4	SCOTT E. & BARBARA M. HORTON	3395 LA PAZ DR BILLINGS, MT 59101
5	YELLOWSTONE PROPERTY SOLUTIONS, LLC	P.O. BOX 21280 BILLINGS, MT 59104
6	EC J. WHITE & KAITLYN G. HANSE	3421 LA PAZ DR BILLINGS, MT 59101
7	MEYERCO, INC.	1835 CHELSEA LN BILLINGS, MT 59106
8	TRAILHEAD BUILDERS OF MONTANA, LLC	P.O. BOX 21280 BILLINGS, MT 59104
9	CRAIG & MICHELLE CALLICOTT	3465 LA PAZ DR BILLINGS, MT 59101

SHEET 1 OF 1

1/13/2021 12:12:35 PM
C:\Users\CraigDalton\Dropbox (PEC Billings)\PEC Billings Team Folder\YPS Construction\20-049 Eagle Cliff Estates\CADD\GIS\Plat\Preliminary\20-049 Preliminary Plat.dwg

FINDINGS OF FACT

The City-County Planning Division Staff has prepared the Findings of Fact for Eagle Cliff Estates Subdivision. These findings are based on the preliminary plat application and supplemental documents addressing 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 and 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 is used for grazing purposes. There is no irrigation water available to this site, the comment from the Lockwood Irrigation District is as follows; The area for this new subdivision is above Lockwood Irrigation District's upper 100' Lift Canal, it is not in our District boundaries and does not impact our distribution system. There will be no affect on water user facilities with this subdivision.

2. Effect on local services

a. **Water and Septic** – The proposed subdivision is located within Lockwood Water and Sewer District. Currently there is only water available to the property. The subdivider will be extending water lines into this subdivision, the water lines will be installed as required by Lockwood Water and Sewer District and Montana Department of Environmental Quality. **(Condition #1)**

It is proposed that each homeowner will have a septic system on their property within the proposed subdivision. The proposed septic systems will need to be reviewed and installed in accordance with Section 4.9 of the Yellowstone County Subdivision Regulations and will need to have MDEQ approval. The applicant will provide a copy of the MDEQ approval for the septic systems at the time of final plat. **(Condition #1)**

b. **Streets and roads** – There will be several new roads within the proposed subdivision. These roads will be public roads and will be built to Yellowstone County Paved road standards within 60-foot-wide rights-of-way.

There is an RSID that can be expanded to include the paved roads within this subdivision, RSID 698M. That RSID expansion paperwork will be submitted with the final plat. **(Condition #2)**

Tanner James Drive, that is proposed within the subdivision, will need a temporary turn around for the fire department if that road is over 150 feet in length. **(Condition #3)**

A TIS is not required for this subdivision as it does not meet the minimum threshold that requires one.

Sidewalks will be built to meet the requirements of the subdivision regulations. The applicant, in the SIA, states that the developer will install sidewalks along the frontages of the parkland areas and corner intersection handicap ramps with aprons. Individual lot owners will be required to build sidewalk with construction of the homes. This requirement is noted in the SIA under Conditions that run with the Land and in III Transportation B. Sidewalks. The developer will provide a bond for a 5-year period for the construction of the sidewalks. One month prior to the expiration of the bond, the applicant will either begin installation of the remaining sections of sidewalk or the county will call the bond and install remaining sections of sidewalk within the subdivision. This is also outlined in the SIA under the heading Transportation B. Sidwalks.

c. **Fire and Police services** – The property is within the Lockwood Fire Department Service Area. The developer will be installing fire hydrants as required by the Lockwood Fire Department throughout the subdivision. Locations of those fire hydrants are to be coordinated with the Lockwood Fire Department prior to installation. **(Condition #4)**

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

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** – Storm water drainage shall satisfy Yellowstone County Storm Water Management requirements and DEQ. A storm water plan will have to be reviewed and approved by the DEQ to ensure the proposed stormwater management is feasible and will work satisfactorily. **(Condition #1)**

f. **School facilities** – The proposed subdivision is located within Lockwood School District #26 boundaries. School District #26 will provide educational services for Elementary, Middle and High School students. School District #26 responded to the request for information indicating Elementary, Middle and High school can handle the student population increase.

g. **Parks and recreation** – This proposed subdivision is required to provide parkland. The applicant in the SIA under the heading VIII. Parks/Open Space has outlined the requirements of parkland. The total required parkland dedication is 1.021 acres. The applicant is proposing to dedicate 1.447 acres with this filing. The parkland is the land on the north side of Tanner James Drive. The applicant will be required to create an RSID for the park maintenance with final plat. **(Condition #5)**

This subdivision is also identified in the Billings Area Bike Trail and Master Plan (BABTMP). The future trail is identified to connect with Noblewood Drive that is in the north eastern corner of Lot 11. Lot 11 is a large lot, 25.484 acres, that is planned to be developed sometime in the future. At the time of future subdivision, the applicant will be able to provide a trail system that will work with the future road layout in the subdivision. This will provide a trail connection through the future subdivision and preferably provide

a way to get out to Ford Road. The language in the SIA, under the heading III Transportation, E, Billings Area Bikeway and Trail Mater Plan needs to include language outlining the trail will be provided with a future filing. **(Condition #6)**

h. **Postal Service –** The USPS responded to request for comments; Mailbox set up will need to be centrally located, preferably on the corner of La Paz and Navarro Dr. USPS needs a pull for carrier to access boxes. If there are any questions they can contact me at 406-696-9139. The applicant will be required to coordinate with the USPS to ensure they are providing what has been requested. **(Condition #7)**

i. **Historic features** – No known historic or cultural assets exist on the site.

j. **Phasing of Development** - The applicant is not proposing to phase this subdivision.

3. Effects on the natural environment

The development will use noxious weed control measures to prevent the spread of noxious weeds to adjacent developed or agricultural land. Prior to final plat approval, the applicant will apply for and obtain a weed management plan with the County Weed Department. That plan will be submitted with final plat approval. **(Condition #8)**

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

4. Effects on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. A paragraph in the 'Conditions that Run with the Land' section of the SIA warns future lot owners of the likely presence of wildlife in the area and their potential to damage residential landscaping.

5. Effects on public health and safety

Plans and designs for the water and septic system will be reviewed and approved by MDEQ prior to final plat approval to ensure public health and safety.

Fire and emergency services are provided for this proposed subdivision from Lockwood Fire Department and the Yellowstone County Sheriff's department.

B. Was an environmental assessment required? If yes, what, if any, significant adverse impacts were identified? (76-3-603 MCA) (Chapter 9, YCSR)

An environmental assessment was not required for this subdivision pursuant Section 9.2 C of the County Subdivision Regulations.

C. Does the subdivision conform to the Yellowstone County 2008 Growth Policy, the 2018 Urban Area Transportation Plan and the Billings Area Bikeway and Trail Master Plan Update? [BMCC 23-302.H.4.]

1. **Yellowstone County - 2008 Growth Policy**

The subdivision is consistent with the following goals of the Growth Policy:

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

The subdivision is consistent with the type of residential development in the surrounding area.

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

There is residential development directly adjacent to the subject property.

- Goal: Controlled weed populations. (p. 9)

The developer shall complete a weed management plan and shall provide a re-vegetation plan for any ground disturbed by development.

2. 2018 Urban Area Transportation Plan

The subject property maintains the road the study area of the Transportation Plan. As proposed, there are only neighborhood streets associated with this subdivision.

3. Billings Area Bikeway and Trail Master Plan Update (BBTMP)

The subject property is not within the Billings Area Bikeway and Trail Master Plan Update.

D. Does the subdivision conform to the Montana Subdivision and Platting Act (MSPA) and to local subdivision regulations? [MCA 76-3-608 (3) (b) 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 the MDEQ prior to final approval. New parcels are subject to DEQ review.

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

The proposed subdivision is within Neighborhood 4 (N4) zoning. The future home owners will be required to submit for a zoning compliance permit prior to construction on the lots. This requirement needs to be outlined in Conditions That Run With The Land in the SIA. **(Condition #9)**

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

Private utilities are to be installed in the public road right-of-way by North Western

Energy and MDU. Should the private utility companies require easements the applicant will be required to coordinate the easements needed with the private utility companies. Public water from Lockwood Water and Sewer District will also be installed in the public right-of-way.

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

Legal and physical access will be provided for the new proposed lots from Eagle Cliff Meadows Road and Navarro Drive. The internal streets will provide access to individual lots.

CONCLUSIONS OF FINDINGS OF FACT

- This 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, and can be mitigated by reasonable conditions of final plat approval.
- The subdivision conforms to some of the goals of the Growth Policy.
- 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 conditional approval of the preliminary plat of Eagle Cliff Estates Subdivision, to the Board of County Commissioners, and adopt the Findings of Fact as presented in the staff report, the SIA and Waiver.

SUBDIVISION IMPROVEMENTS AGREEMENT
Eagle Cliff Estates
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(Yellowstone County)

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SUBDIVISION IMPROVEMENTS AGREEMENT

Eagle Cliff Estates

This agreement is made and entered this _____ day of _____, 20___, by and between *Yellowstone Property Holdings, LLC*, whose address for the purpose of this agreement is **PO Box 21280, Billings MT 59104**, hereinafter referred to as "Subdivider," and YELLOWSTONE COUNTY, Montana, hereinafter referred to as "County."

WITNESSETH:

WHEREAS, at a regular meeting conducted on _____ day of _____, 20___, the Board of Planning recommended conditional approval of a preliminary plat of *Eagle Cliff Estates*; and

WHEREAS, at a regular meeting conducted on _____ day of _____, 20___, the Yellowstone County Board of County Commissioners conditionally approved a preliminary plat of *Eagle Cliff Estates*; and

WHEREAS, a Subdivision Improvements Agreement is required by the County prior to the approval of the final plat.

WHEREAS, the provisions of this agreement shall be effective and applicable to *Eagle Cliff Estates* upon the filing of the final plat thereof in the office of the Clerk and Recorder of Yellowstone County, Montana. The Subdivision shall comply with all requirements of the Yellowstone County Subdivision Regulations, the rules, regulations, policies, and resolutions of Yellowstone County, and the laws and administrative rules of the State of Montana.

THEREFORE, THE PARTIES TO THIS AGREEMENT, for and in consideration of the mutual promises herein contained and for other good and valuable consideration, do hereby agree as follows:

I. VARIANCES

Subdivider has requested, and the County hereby grants, the following variances by the Board of County Commissioners from the strict interpretation of the County's Subdivision Regulations (Chapter 11, Yellowstone County Subdivision Regulations):

1. No variances requested.

II. CONDITIONS THAT RUN WITH THE LAND

A. Lot owners should be aware that this subdivision is being built in close proximity to prime deer and antelope habitat and it is likely that homeowners will experience problems with damage to landscaped shrubs, flowers, and gardens. The Montana Fish, Wildlife, and Parks Department does not provide damage assistance unless there is damage to commercial crops and/or a threat to public health and safety.

B. Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that there could be potential limitations for proposed construction on the lots, which may require a geotechnical survey prior to construction.

C. There is attached hereto a Waiver waiving the right to protest the creation of the special improvement district or districts which by this reference is expressly incorporated herein and made as much a part hereof as though fully and completely set forth herein at this point. The Waiver will be filed with the plat, shall run with the land, and shall constitute the guarantee by the Subdivider and property owner or owners of the developments described herein. Said Waiver is effective upon filing and is not conditioned by the completion of the conditions set forth in the Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.

D. Culverts and associated drainage swales shall not be filled in or altered by the Subdivider or subsequent lot owners.

E. When required by road improvements, all fences and irrigation ditches in the public right-of-way adjacent to this subdivision shall be removed or relocated outside of the public right-of-way and any relocation outside of the public right-of-way shall be subject to securing and recording easements.

F. Future maintenance of all public (or common) improvements shall be done through one (1) or more RSID(s) created as part of the SIA for this subdivision.

G. Lot owners or their agent will obtain an Access Permit from County Public Works prior to any construction on any lot within the subdivision. The application will include a site plan showing the desired location of the access and show that it meets the requirements outlined by the DEQ storm water requirements for the subdivision. Failure to do so will result in the lot owner or their agent removing what has been installed and locating the access in an approved location at the lot owner's expense.

H. The subdivider and subsequent contractors/builders acknowledge that there is a Stormwater Pollution and Prevention Plan (SWPPP) filed with the city and the Montana Department of Environmental Quality (MDEQ). This SWPPP shall be adhered to during all phases of construction and shall be updated as required by MDEQ under the General Permit for Stormwater Discharges Associated with Construction Activity, Chapter 28, BMCC and the Billings Stormwater Management Manual.

I. Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for new construction on lots. Best Management Practices are defined within Section 28-201, BMCC and detailed in the Billings Stormwater Management Manual.

III. TRANSPORTATION

A. Streets

Right-of-way Widths: All the streets within Eagle Cliff Estates are public roadways and have a minimum right-of-way width of 60 feet.

Pavements Widths and Surface Types: All streets shall be built to grade with a satisfactory engineered subbase, base course, and asphalt surface. All internal roads shall have a minimum pavement width of 24 feet with 2-foot gravel shoulders. The engineered designed cross-sections of said streets shall be submitted to the Yellowstone County Public Works Department.

Other Required Street Improvements: Drainage ditches shall be constructed adjacent to the roadways in accordance with Yellowstone County Public Works standards and DEQ requirements to convey stormwater. Culverts shall be provided to convey stormwater across roadways and driveways.

B. Sidewalks

5-foot minimum width sidewalks are required along all right-of-way frontages. The Subdivider shall be responsible for the installation of sidewalks along the frontages of the parkland areas and corner intersection handicap ramps and aprons. Sidewalks to be installed by the Subdivider shall be completed with the subdivision improvements.

Subdivider will bond for all sidewalks at the time of Final Platting. The construction of uncompleted sidewalks shall begin a minimum of one month prior to the five-year mark from Final Platting. The Subdivider shall be responsible for the installation of uncompleted sidewalks. Subdivider will provide security for the for 5 years and 6 months after the initial opening.

C. Traffic Control Devices

Traffic Control Devices: Subdivider shall furnish the necessary traffic control devices within and adjacent to the subdivision as required by the County. Traffic control devices shall comply with the Manual on Uniform Traffic Control Devices (MUTCD) and County standards.

Street Name Signs: Subdivider shall furnish and install street name signs for streets within the subdivision, or located immediately adjacent thereto, in accordance with the specifications of the County Publics Works and Fire Departments.

D. Access

Access to Eagle Cliff Estates shall be provided by an extension of the existing Navarro Drive and the extension of the existing Eagle Cliff Meadows Road. A 60-foot-wide right-of-way shall be dedicated to the public by Subdivider for all internal streets.

No Access strips are provided as depicted on the Plat.

E. Billings Area Bikeways and Trail Master Plan (BABTMP)

The proposed subdivision is included withing the BABTMP. An easement capable of accommodating a multi-use trail shall be provided the Noblewood Drive and Eagle Cliff Road corridor as part of a future filing.

IV. EMERGENCY SERVICE

The Lockwood Fire District currently provides fire protection services for the subdivision.

At the time of future lot development, construction of buildings made of combustible materials shall have adequate fire apparatus access roads and fire hydrant(s) in place to allow for fire suppression requirements. Prior to issuance of a building permit for construction using combustible materials (i.e. lumber, plywood, wood trusses, etc.), fire apparatus access roads and water supply requirements shall be provided in accordance with the International Fire Code as adopted by the Lockwood Fire District.

At a minimum, the following is required:

- An unobstructed gravel road or gravel road base must be within 150 feet of the furthest portion of a building under construction as measured along the approved route.
- The access roads are required to support fire apparatus vehicle loading (40 tons) during all weather conditions and shall be a minimum of twenty (20) feet wide.
- An operational fire hydrant shall be located within 600 feet of the furthest portion of a residence under construction or within 400 feet of the furthest portion of a commercial building under construction as measured along the access roads to the site.

The above requirements do not alter or effect the current minimum subdivision requirements for apparatus access and water supply.

V. STORM DRAINAGE

All drainage improvements shall comply with the provisions of the Section 4.7, Yellowstone County Subdivision Regulations, and a stormwater management plan shall be submitted to and approved by the Montana Department of Environmental Quality (MDEQ), or its designee.

VI. UTILITIES

A. Water

In accordance with Section 4.9 of the Yellowstone County Subdivision Regulations, all proposed water systems must obtain Approval by Montana Department of Environmental Quality, or its designee.

Public water shall be supplied by the Lockwood Water and Sewer District. The district shall review the water system extension plans. The extension of the public water supply shall be reviewed and approved by the Montana Department of Environmental Quality. The Subdivider shall obtain all necessary approvals prior to final plat approval.

The public water supply extension shall be installed by the Subdivider prior to final plat or financially guaranteed.

B. Septic System

In accordance with Section 4.8 of the Yellowstone County Subdivision Regulations, all sanitary sewer systems must obtain approval by the Montana Department of Environmental Quality, or its designee.

Municipal public sanitary sewer service is not available in the subdivision at this time. The subdivision will be served by individual wastewater disposal systems as approved by Montana Department of Environmental Quality. These systems shall be located and installed as shown on the site layout approved by Montana Department of Environmental Quality submitted with the final plat.

Individual septic tanks, dosing tanks, and drainfields will be the responsibility of the future lot owner at the time of lot development.

C. Power, Telephone, Gas, and Cable Television

Power, natural gas, telephone, and cable will be located within the public right-of-way and utility easements shown on the plat.

All power, natural gas, telephone, and cable (where said utilities are actually available and existing to the subdivision) shall be installed prior to street paving. Extension of private utilities into each lot shall be the responsibility of the individual lot owners. The location of all such off-site facilities within the existing public rights-of-way shall be subject to approval of the County Public Works Department and shall be installed underground. The Subdivider shall coordinate installation with various utility companies.

VII. PARKS/OPEN SPACE

Section 76-3-621 of the Montana Subdivision and Platting Act covers the park dedication requirement. Per 10.2(A) of the Yellowstone County Subdivision Regulations:

- Lots 0.50 acres or less, 11% dedication: 0.964 acres x 11% = 0.106 acres
- Lots 0.50 – 1.0 acres, 7.5% dedication: 11.189 acres x 7.5% = 0.280 acres
- Lots 1.0 acres – 3.0 acres, 5% dedication: 2.800 acres x 5% = 0.070 acres
- Lots greater than 3.0 acres, 2.5% dedication: 22.594 acres x 2.5% = 0.565 acres

Required parkland dedication is 1.021 acres, Subdivider is proposing to dedicate 1.447 acres of parkland area to the public. The parkland will be maintained by the creation of an RSIDM.

VIII. IRRIGATION

Subdivider agrees there will be not irrigation water available to this Subdivision. No irrigation water shares shall be transferred to individual lot owners.

IX. SOILS/GEOTECHNICAL STUDY

A geotechnical study is not required by the Yellowstone County Subdivision Regulations as part of this plat. Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that there could be potential limitation for proposed construction on the lots, which may require a geotechnical survey prior to construction.

X. PHASING OF IMPROVEMENTS

There are no intended phasing improvements.

XI. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install and construct said required improvements by private contracts secured by bonds, irrevocable letters of credit, sequential development, or any other method that may be acceptable to the Planning Board and Board of County Commissioners. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said special improvement district or private contract, and the improvements shall be designed and constructed under the supervision of a professional engineer competent in civil engineering, licensed in the State of Montana. Upon completion of the improvements, the consulting Engineer shall file with the Public Works Department, a statement certifying that the improvements have been completed in accordance with approved, seal stamped, record drawings, along with all required post-construction certification per Section 4.6.C of the Yellowstone County Subdivision Regulations.

(In the event that all required improvements are not installed and constructed prior to final plat approval, the Subdivider shall provide a monetary security guarantee in the amount of 125% of the estimated total cost by one (1) of the methods listed in Chapter 5 of the Yellowstone County Subdivision Regulations.

XII. LEGAL PROVISIONS

A. Subdivider agrees to guarantee all public improvements for a period of one year from the date of final acceptance by Yellowstone County.

B. The owners of the properties involved in this proposed Subdivision by signature subscribed herein below agree, consent, and shall be bound by the provisions of this Agreement.

C. The covenants, agreements, and all statements in this Agreement apply to and shall be binding on the heirs, personal representatives, successors and assigns of the respective parties.

D. In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs.

E. Any amendments or modifications of this Agreement or any provisions herein shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this Agreement.

F. Subdivider shall comply with all applicable federal, state, and local statutes, ordinances, and administrative regulations during the performance and discharge of its obligations. Subdivider acknowledges and agrees that nothing contained herein shall relieve or exempt it from such compliance.

G. Subdivider agrees to create any required (or expansion of existing) RSID(s) for future maintenance of all public (or common) constructed improvements prior to final plat approval.

IN WITNESS WHEREOF, the parties hereto have set their hands and official seals on the date first above written.

"SUBDIVIDER" *Yellowstone Property Holdings, LLC*

By:_____

Its:_____

STATE OF MONTANA)
: ss
County of Yellowstone)

On this _____ day of _____, 20___, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the _____ of *Yellowstone Property Holdings, LLC* who executed the foregoing instrument and acknowledged to me that he/she executed the same.

_____
Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

This agreement is hereby approved and accepted by Yellowstone County, this ____ day of _____, 20___.

"COUNTY"
COUNTY OF YELLOWSTONE
MONTANA

County of Yellowstone
Board of County Commissioners

By: _____
Chairman

_____
Commissioner

_____
Commissioner

Attest: _____
County Clerk and Recorder

STATE OF MONTANA)
: ss
County of Yellowstone)

On this _____ day of _____, 20___, before me, a Notary Public in and for the State of Montana, personally appeared _____, _____, _____, and _____, known to me to be the Board of County Commissioners and the County Clerk and Recorder, respectively, of Yellowstone County, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of Yellowstone County, Montana.

_____
Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

Waiver of Right to Protest

FOR VALUABLE CONSIDERATION, the undersigned, being the Subdivider and all of the owners of the hereinafter described real property, do hereby waive the right to protest the formation of one or more Rural Special Improvement Districts (RSID's), for a period of no more than twenty years from the recording of this waiver, which Yellowstone County may require.

This Waiver and Agreement is independent from all the other agreements and is supported by sufficient independent consideration to which the undersigned are parties, and shall run with the land and shall be binding upon the undersigned, their successors and assigns, and the same shall be recorded in the office of the County Clerk and Recorder of Yellowstone County, Montana.

The real property hereinabove mentioned is more particularly describe as follows:

Eagle Cliff Estates

Signed and dated this _____ day of _____, 20___

Yellowstone Property Holdings, LLC

By: _____

Its: _____

STATE OF MONTANA)
: ss
County of Yellowstone)

On this _____ day of _____, 20___, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the _____ of *Yellowstone Property Holdings, LLC* who executed the foregoing instrument and acknowledged to me that he/she executed the same.

_____
Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____