



## APPENDIX E: Public Comments

# Public Comments During Review

## April 5, 2019 – May 5, 2019

The *Montana Pedestrian and Bicycle Plan* (Plan) is the first statewide effort to address the needs of non-motorized users across the state. The Plan was developed by the Montana Department of Transportation (MDT) in coordination with other state and local agencies, stakeholders, and residents across the state. MDT’s mission is to provide a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment. Although the Plan primarily aims to provide consistency across MDT for considering pedestrian and bicycle modes on state owned and maintained facilities, it is understood that state facilities make up a small percentage of the overall public road miles in the state. As such, the Plan is intended to be utilized as a resource by both MDT and its partners as they work to fulfill the needs of pedestrians, bicyclists, and all who use the state’s transportation system.

Multiple comments were submitted throughout the planning process. The comments contained in this document were received during the public review period of the draft Plan which ran from April 5, 2019 to May 5, 2019. **Table 1** presents the comments received and an action/response to the comment.

The Plan is intended to be a high-level policy-based plan and was written to be useable by MDT and its partners, including local jurisdictions, agencies, organizations, and individuals seeking to improve walking and bicycling in Montana. As such, the language in the Plan was thoroughly vetted through the Steering Committee to arrive at content that each agency could agree to in terms of feasibility, practicality, and within the confines of existing laws and regulations.

Many of the comments received advocate for stronger language, implementation timelines, and benchmarks, as well as identification of specific projects. Although each comment may not warrant a change to the Plan, they are still important to consider as Montana moves forward to improve walking and bicycling in the state.

**Table 1: Public Comment Response Matrix**

ID	Date/Name	Comment	Response
01	4/11/2019 Danae Giannetti	After reviewing the Draft Montana Pedestrian and Bicycle Plan, I have the following comments: 1) On pages xiii, 32, 49, 54, 68 of the plan the terms “Roadway Design Manual” is used. However, the proper name is “Road Design Manual”. 2) The reference links do not work I am happy to review the final draft to verify all links work after the above mentioned issues have been addressed. Please let me know if I can be of further assistance.	<i>Thank you for your comment.</i>  <i>Change: Revise to “Road Design Manual” in all occurrences as requested.</i>  <i>The hyperlinks have been updated and tested as requested.</i>
02	4/12/2019 Chris Ward	Hi Sheila, will the (draft) appendices be available for review? I was just curious to see what the public comments were.	<i>Thank you for your comment.</i> <i>Appendices A-D are available on the Documents page of the plan website. They aren’t labeled “Appendix __” but those are the documents this section is referencing.</i> <i>Appendix A, Public Involvement Plan is listed under the Public Outreach Section and Appendices B-D are the technical memorandums.</i>

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			<i>Appendix E: Public Comments – this will be developed after the May 5th deadline, package the comments we receive on the draft Plan.</i>
03	4/12/2019 <b>Susan Jack</b>	<p>"I cannot believe that until today, when an e-mail arrived, I had never heard a word about this undertaking by the Montana Department of Transportation.</p> <p>I have lived in rural Montana for almost 30 years and the biggest menace on the rural roads today are bicycles. They take over roads, they won't let you pass, they flip you off for driving a vehicle and they have, more than once, delayed a town trip for me by over an hour.</p> <p>I started reading the document, made it probably half way through, and closed the document.</p> <p>Pedestrians are not an issue on roads, they move to the side. The only time I have had a problem with a runner is when they put in their ear buds, cannot hear you coming and veer into the lane of the vehicular traffic. For the most part walkers and joggers are no problem.</p> <p>But bicycles, in rural areas, are a danger to any and everyone on the road. Rural Montana residents sometimes have to drive literally hours to get supplies and most everyone is on a schedule so when a road is closed for bicyclists to use our roads, or when there are 3 or 4 abreast in a line of traffic it totally hinders any schedule. I don't believe that people on bicycles pay any road use tax, they are not licensed, yet they are allowed to hinder the life and work of people in rural areas.</p> <p>I cannot imagine the money that has been spent on this study. In cities you have a whole different set of issues with bicyclists for sure. My experience in cities with bike lanes is that they are dangerous and they make turning dangerous.</p> <p>I think the Department of Transportation could have used their money in a more productive way that to take the time to create the document I began reading. I honestly cannot believe I am living in a day and age where this document was even considered as a way to use funds. I am disappointed, I expect more from the State of Montana."</p>	<i>Thank you for your comment.</i>
04	4/20/2019 <b>John Juras</b>	<p>Thanks for sending this. I am enjoying reviewing the plan and will have comments.</p> <p>Who should I contact to request educational and safety items that I can share at two events I am staffing this spring? The bike/ped coordinator is vacant, correct?</p>	<i>Thank you for your comment. Please email <a href="mailto:MDTBikePed@mt.gov">MDTBikePed@mt.gov</a> for educational/safety item requests.</i>
05	04/22/2019 <b>Joseph Lloyd</b>	<p>I'm pleased to see the state has developed this plan.</p> <p>I ride my bike to work as much as I can. I live in Great Falls and generally I find drivers to be respectful and courteous. However, it would be great if we cyclists and pedestrians had our own routes to get around. Every time I go to Missoula, I find myself envious of their network of sidewalks and biking paths. I'd like to see the state work to create more of these alternative transportation options so that riding and walking don't feel so frantic.</p> <p>Keep up the good work!</p>	<i>Thank you for your comment.</i>
06	4/23/2019 <b>Charles Kuether</b>	<p>Thank you for this effort. I ride my bicycle where I think I can safely and I would like to feel safer on the roads than I do now. Most drivers are considerate, but mistakes can be lethal. So, to the extent education and road design can be used to protect ALL users I am in favor of developing these options.</p>	<i>Thank you for your comment.</i>

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07	04/26/2019 Ben Weiss	It was nice to chat a bit at the training this week (between naps). As I mentioned, the City of Missoula is having a hard time coordinating comments within the timeline allotted. I understand Lynn (and maybe you?) will be attending the Bike Walk Montana rendezvous on 5/10 and taking comments there. I'm wondering if you may be willing/able to extend the official deadline for comments until 5pm on Friday 5/10 so that our municipality (and maybe others) can provide consistent and thorough feedback. Thanks for the consideration and have a good weekend.	<i>The deadline for receiving comments is May 05.</i>																																										
08	4/29/2019 Nancy Andersen (AARP)	<p>Thanks for the opportunity to review and comment on the draft Montana Pedestrian &amp; Bicycle Plan. AARP Montana was pleased to participate in the open house workshops held during 2018 and we offered input at that time. Additionally I requested my colleagues in AARP's Public Policy Institute review the plan and we have the following comments on the plan:</p> <ul style="list-style-type: none"> <li>• Montana should be applauded for finally adopting (tentative, in draft still) its FIRST ped/bike plan. It is important that state government provides leadership in this area to support the important efforts being made at the local level.</li> <li>• P xi. "Montanans desire" ... doesn't provide a very strong vision statement. Get rid of those two words. Also, can the state turn those goals into measurable outcomes? E.g., reduce injuries by X by x year and eliminate all fatalities by xx year. What is the state trying to achieve and how will its citizens know that it has been successful. The later section of goals, strategies resources, purpose, roles and responsibilities looks good.</li> <li>• We are pleased to see that disadvantaged populations, including older adults ("senior citizens" in the Plan) are called out. We suggest that the plan refer to them instead as vulnerable populations based on their higher involvement in injurious and fatal crashes. In this regard, we think the plan could be strengthened by providing some graphics that demonstrate the increased vulnerability of these population groups. We pulled data down from our AARP Data for pedestrian fatality rates in Montana by age. Below is the result. You can see that individuals ages 65+ have almost 2X the fatality rates as younger generations. This represents Montana data, not US data, although we see this pattern across the country. Likely similar results would be found for other vulnerable user groups. We recommend putting this information into a format that really hits home this point with readers (not a table).</li> </ul> <table border="1" data-bbox="316 1411 914 1648"> <thead> <tr> <th>Location</th> <th>Person Type</th> <th>Age</th> <th>TimeFrame</th> <th>DataFormat</th> <th>Sex</th> </tr> </thead> <tbody> <tr> <td>Montana</td> <td>Pedestrian</td> <td>00-14</td> <td>2016</td> <td>Fatalities per 100,000 Population</td> <td>All</td> </tr> <tr> <td>Montana</td> <td>Pedestrian</td> <td>15-19</td> <td>2016</td> <td>Fatalities per 100,000 Population</td> <td></td> </tr> <tr> <td>Montana</td> <td>Pedestrian</td> <td>20-29</td> <td>2016</td> <td>Fatalities per 100,000 Population</td> <td>1.4</td> </tr> <tr> <td>Montana</td> <td>Pedestrian</td> <td>30-49</td> <td>2016</td> <td>Fatalities per 100,000 Population</td> <td>0.8</td> </tr> <tr> <td>Montana</td> <td>Pedestrian</td> <td>50-64</td> <td>2016</td> <td>Fatalities per 100,000 Population</td> <td>1.4</td> </tr> <tr> <td>Montana</td> <td>Pedestrian</td> <td>65+</td> <td>2016</td> <td>Fatalities per 100,000 Population</td> <td>2.2</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>• We appreciate the connection the plan made to active transportation and savings in healthcare costs on p. 16.</li> <li>• P. 17, second paragraph that begins with "Figures 2 and 3 show..." this paragraph is very misleading. If you look closely at the charts provided to the right, the only thing that can be stated strongly is that there significantly fewer serious bicycle injuries in 2008 than in 2017. But in fact, 2008 may be an outlier. In subsequent years there is NOT a clear trend line for either pedestrian or bicycle injuries or deaths. Also, seeing the</li> </ul>	Location	Person Type	Age	TimeFrame	DataFormat	Sex	Montana	Pedestrian	00-14	2016	Fatalities per 100,000 Population	All	Montana	Pedestrian	15-19	2016	Fatalities per 100,000 Population		Montana	Pedestrian	20-29	2016	Fatalities per 100,000 Population	1.4	Montana	Pedestrian	30-49	2016	Fatalities per 100,000 Population	0.8	Montana	Pedestrian	50-64	2016	Fatalities per 100,000 Population	1.4	Montana	Pedestrian	65+	2016	Fatalities per 100,000 Population	2.2	<p><i>The vision statement expresses what the Plan is expected to achieve or accomplish. The statement was developed based on review of other plans and input received from the public and stakeholders. The statement was vetted and approved through the Steering Committee.</i></p> <p><i>Change: Remove "Vision:" from the vision statement on page xi.</i></p> <p><i>The state has adopted the goal of Vision Zero (zero deaths and serious injuries). The Montana Comprehensive Highway Safety Plan identifies goals and targets for improving safety on Montana's roadways.</i></p> <p><i>Change: Revise the terminology from "disadvantaged" to "vulnerable" as requested.</i></p> <p><i>Crash statistics and more detailed evaluation is contained in the Montana Comprehensive Highway Safety Plan.</i></p> <p><i>Change: Revise to include discussion on trend of crashes over the past 10 years, not just 2008-2017.</i></p>
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		<p>charts, it is not an accurate statement to say that “the total number of combined non-motorist fatalities and serious injuries decreased from 98 in 2008 to 65 in 2017 (this part of that statement is accurate), an average decrease of approximately 4.5% per year over the ten-year period (not accurate given the data points in the table), and an overall decrease of 34%” (true, but misleading). In years 2009, 2011, 2013, and 2016 non-motorized fatalities were higher than the average number over this period. Thus, we would NOT conclude that fatalities are trending in any particular direction.</p> <ul style="list-style-type: none"> <li>• We were surprised that there were references to drunk pedestrians and cyclists but not to excessive motor vehicle speed. This is particularly relevant to urban roadways, and others that have, or would like to encourage pedestrian and bicycle travel. We know speed to be a top contributor to ped/bike injuries and fatalities. And that is not just speeding, but also roadways that are designed and posted for unsafe vehicular travel speeds.</li> <li>• Excellent that MDT has adopted the PROWAG as an applicable accessibility standard and it reads as if the state has a decent system for ensuring road alterations are incorporating applicable standards. While we cannot really evaluate this based on this document, it is one of the few that actually includes reference to an ADA Transition Plan, inventory, and compliance tracking system.</li> <li>• Love the photo on p. 23. Montanans are definitely harder than folks in DC! But the lack of safe accommodations for this winter cyclist is frightening.</li> <li>• P. 25, reference to American Association of Retired Persons should be changed to AARP. We officially changed our name many years ago and should be referred to by the acronym alone – simply AARP.</li> <li>• P. 25, Funding section. While this section mentions on page 26 that “not all pedestrian and bicycle facilities are developed as stand-alone projects; many are provided as part of associated roadway construction projects,” the general tenor of this section is that there is not enough funding sources for ped/bike accommodations. One of the key messages that should be emphasized with regards to a complete streets approach is that we need to spend the money we have differently to improve safety on our roadways. Every road project (except interstate highways, and even those where they cross other roads, trails, sidewalks, etc) should be evaluated through the lens of complete streets, looking for the opportunity to improve safety and convenience for all road users. We would expect this message to be much stronger in the state’s pedestrian and bicycle plan, which intends to set a vision. The current plan seems to set it up that ped/bike projects are going to get the leftovers and a tiny bit of money from underfunded dedicated funding sources.</li> <li>• Good reference to up-to-date guidelines and reference docs (e.g., AASHTO Guide for the Development of Bicycle Facilities, 2012). The authors may wish to note though that a new and improved version of this guide is expected to be published this year. We’ve learned a lot since 2012.</li> </ul> <p>Please let me know if you have questions or need any additional information from AARP. Thanks again for your work on this project and for welcoming our thoughts and comments.</p>	<p><i>Data is not available for vehicle speed at the time of crashes. It is known that higher vehicle speeds typically result in higher severity crashes. There are many discussions throughout the document about the benefits of separating high-speed vehicles and bicyclists/pedestrians.</i></p> <p><i>Change: Replace reference to American Association of Retired Persons with AARP as requested.</i></p> <p><i>This section illustrates how there is not enough available funding to complete all the pedestrian/bicycle projects desired. Pedestrian/bicycle accommodations are considered in all new construction and reconstruction projects, however, cost, impacts, and needs can be inhibiting factors.</i></p> <p><i>The caption under the image on this page reads “The AASHTO Guide for the Development of Bicycle Facilities provides information on how to develop facilities that meet the needs of bicyclists and highway users. It is currently being updated.”</i></p>
09	5/2/2019 Lauren Sidoruk	Please “pave the way” (No pun intended!) for road biking on more main roads. For instance, there is the Bitterroot Trail, of course, bordering Hwy 93, but I live off Eastside Highway in Corvallis. If there were a bike trail along Eastside highway, I would be much	<i>Thank you for your comment. Strategy 1C addresses improved safety on major roadways. Strategy 5C may also be applicable to studying the feasibility of dedicated facilities for non-motorized travel between destinations.</i>

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		<p>more likely to bike to Hamilton, which is a commute I take several times a day. The speed limit on Eastside Hwy is appropriately set at 60, but is dangerous for walkers and bikers. We can continue to set Montana as a leader in safe biking designated paths to keep Montanans safe, keep our air clean, and increase tourism revenue in our state.</p>	
10	5/2/2019 Traute Parrie	<p>Thank you for opening up a public planning process on how best to accommodate bikes and pedestrians on rural routes.</p> <p>Here in Red Lodge, pretty much any bicycle use involves riding on rural highways. Before I retired, I commuted to work along Highway 78, before the bike path was installed, so I am pretty happy about having that path in place now.</p> <p>I am a registered engineer, and a member in good standing of ASCE. I understand the benefits of rumble strips on highways. Just understand that if they get placed to the right of the white line, where there is no shoulder, you will likely have cyclists riding out in the travel-way - perhaps where they should be anyway - but where a lot of motorists get angry at seeing them there.</p> <p>My strongest interest these days is in getting back a right to ride that's recently been lost, up Beartooth Pass before the road opens to motorists.</p> <p>I frequently rode the highway in spring before Memorial Day, for over 8 years, until the shotcrete project to stabilize the switchback cutslopes. I understood the need to keep cyclists out of a construction zone. But since that project was completed, the closure has remained in place, much to the frustration of cyclists. We are told by the poor maintenance guys who face all the flack that it's because of liability from rolling rock. Truth be told, that risk is ever-present on the pass, whether the road is open to cars or not. In fact we encountered large rocks on the highway below the gate today. So to restrict riding to the same times as cars is to actually increase the possibility for accidents between cars and cyclists.</p> <p>Cyclists are good at assessing risk - we aren't looking to get hurt. It's SAFER to ride NOW, before the road opens to RV's and horse trailers. As an engineer, I understand that the Highway Funding acts are intended to fund inter-modal surface transportation enhancements - including for bicycles. I'm sure that MDOT includes employees who also enjoy riding bikes - to commute, or for pleasure, so I'm sure you've had these same discussions internally.</p> <p>Also because I'm an engineer, I'm looking for solutions. I think about how Yellowstone Park opens Park roads to bikes in April, after plowing. The sign that's up on the Beartooth now remains at the gate at all times, even when equipment is not working. Couldn't you specify that it's OK for bikes to use the highway after 4:30 and before 8:00 a.m. and on weekends? I would love to see you consider moving the sign up the highway as the road gets plowed to where there's no conflict between equipment and bikes. Perhaps you install one of those mobile traffic lights - but just moving the sign is cheaper. See my comments below about liability.</p> <p>Cyclists also pay gas tax. But there may be ways to collect other funds to facilitate bike friendly mitigation. We'd all support it!</p> <p>Another method the local ski area uses to accommodate uphill ski traffic in the early morning, while grooming equipment is out, is to have "uphillers" (skiers with skins) go online and sign a liability waiver, and then they are required to wear a reflective arm band that alerts groomers that they've signed the waivers. Perhaps</p>	<p><i>Thank you for your comment.</i></p> <p><i>This plan is a policy-based plan which is not intended to identify specific projects. We hope that the strategies that have been provided will address some of these issues. They are intended to offer guidance to localities to resolve existing safety concerns and avoid some of these mentioned issues in future projects.</i></p>



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		<p>there's a system in there that could be adapted to the Beartooth Highway situation.</p> <p>I make this request with the strongest of pleas. It is truly a unique experience, being able to ride up there in the quiet season, and it's been such a loss. I hope you'll consider putting mitigations in place that will reopen that option.</p> <p>Thanks again for opening up a comment period! And thank you for all you do to make our infrastructure safe in an era of reduced budgets. I hope that Congress figures out a way to restructure the funding and get maintenance funding back on track.</p>	
11	5/2/2019 Don Carroll	<p>I live in Red Lodge. My wife and I are retired and enjoy riding our bikes to Bear Creek (Hwy 308); We ride Beartooth Pass (Hwy 212); We ride to the Stillwater mine (Hwy 78 and 420). Riding bikes is important to us and many others in the community. Bicycle recreation is part of our economy. I want to see safe roads for cars and bikes. I like rumble strips but if you don't make room for bikes on the shoulder....we'll ride in the traffic lane.</p> <p>I know its hard, but please support bike use? Be creative. It matters to this community.</p>	<p><i>Thank you for your comment.</i></p> <p><i>The MDT Rumble Strip Guidelines include a discussion about accommodating bicycle users on page 3. It is MDT's intent to facilitate bicycle travel as feasible. Montana is one of 5 states in which it is lawful for bicyclists to ride on all public roadways.</i></p>
12	5/2/2019 Doug Habermann (Bike Walk Montana)	<p>Bike Walk Montana is glad to provide the following comments on the April 5, 2019 Draft Montana Pedestrian and Bicycle Plan.</p> <p>We would like to thank MDT and the plan steering committee for their good work. We recognize, as the first such plan completed for Montana, that this is a positive step forward. We would like to urge the Department to really look 20 years down the road and be innovative, bold and progressive in the final plan version. This plan should create a vision and specific guidance that individuals, organizations, local governments and the entire management structure of MDT will understand, embrace and have clear direction to implement.</p> <p>The plan accurately and adequately describes the current conditions and what most of the issues are.</p> <p><b>The plan should be more direct and descriptive of how it will be implemented.</b> Please add an <b>implementation schedule</b> with a <b>timeline for specific benchmarks and actions</b>. Provide clear direction on how MDT district offices will integrate this into their site specific planning, construction and maintenance operations. Show how Montana's ped/bike system will grow in the implementation section. State highways are the backbone of our ped/bike transportation system and MDT, as the primary transportation entity in Montana, should have a strong and recognizable program both for MDT action and in support of other agency, local government and citizen action. <b>Continue the steering committee permanently</b> to assist MDT in plan implementation. There should be an <b>annual meeting, open to the public</b>, as an effective way to stay engaged with MDT's customers and track plan progress.</p> <p>The plan should directly and measurably lead to more public engagement and participation. It should foster and direct more multi-level transportation community coordination, cooperation and quantifiable outcomes. To support this, we feel <b>the bike/ped coordinator position should be filled immediately and as the sole duties of that person</b>. Each District office should have a designated bike/ped staff person to advise and assist the District manager in plan implementation with specific expertise in complete streets, active transportation, project management including ADA</p>	<p><i>Thank you for your comment.</i></p> <p><i>The language in the Plan was vetted through the Steering Committee to arrive at content that all entities could agree to. Each entity will be responsible for implementing applicable strategies and setting specific benchmarks, if desired. The Plan is intended to be a resource to be used by MDT and its partnering agencies as they work to fulfill the needs of pedestrians and bicyclists.</i></p> <p><i>The Bike/Ped Coordinator duties are currently being fulfilled by MDT.</i></p>

ID	Date/Name	Comment	Response
		<p>compliance and, most importantly, the ability to serve as a public point of contact for non-motorized transportation.</p> <p>We feel more data is needed on statewide bicycle counts and would recommend strengthening/creating a <b>statewide non-motorized count program</b>. We recommend that the plan direct and create policy to <b>connect to existing or planned trails when constructing new or re-constructing</b> adjacent roadway.</p> <p><b>Acknowledge last legislative session’s HJ45</b> and how MDT will participate in that study, what outcomes from the study would support or strengthen the plans vision and goals and non-motorized travel in Montana, and how MDT will address the aspects called for in HJ45 outside of the study since passage indicates legislative interest. The plan should <b>do the same with SJR28</b> and specifically of what traffic safety systems and policy to “utilize a more dynamic system to create safer roadways”, as stated in SJR28.</p> <p>We have specific page comments and recommendations’ that follow.</p> <p>Page X. First paragraph. Delete word recreation. Although this is true, the plans scope is transportation, not recreation.</p> <p>Page 3. 1.2.1 Add the word improve to Goal 3. “Preserve and maintain <b>and improve</b>”. Add independent and connecting to Goal 5. “as important <b>independent and connecting</b> transportation modes”.</p> <p>Page 7. 2.2.1 Bike Walk Summit It would be appropriate to credit <b>Bike Walk Montana</b> as the primary sponsor of the Summit.</p> <p>Page 9 Second bullet. “Evaluation is on a case-by-case basis to understand context.” How is this addressed in the implementation of the plan. What specific processes are laid out to direct district offices to do so?</p> <p>Page 12. 3.2 2<sup>nd</sup> paragraph. “Trips <del>may be</del> <b>are</b> for transportation” Users may also have comfort or scenic values for transportation purposes as well, as well as safety.</p> <p>End of 4<sup>th</sup> paragraph add “and rendering it of little value as a bike/ped transportation alternative.”</p> <p>3.4 Good section, accurately captures that bike/ped transportation positively connects communities. Add more emphasis regarding <b>the long term economics of tourism, improved health, reduced wear and tear on infrastructure and land values</b>.</p> <p>Page 17. Charts would be more understandable with description underneath rather than above.</p> <p>Page 18. Sect 3.6 End of 1<sup>st</sup> paragraph add “or no sidewalks or pedestrian accommodation at all.”</p> <p>2<sup>nd</sup> paragraph – give full name for PROWAG at first mention, rather than acronym.</p> <p>3<sup>rd</sup> paragraph- add at end “or funding.”</p> <p>4<sup>th</sup> paragraph – add inclusive walk audits as a preferred method to do site assessments in both the planning and construction phases.</p> <p>Sect 3.7 Well written section, makes many important points. Make lines on graphs red to match text color and provide more contrast.</p>	<p><i>“Encourage statewide, MPO, or community level travel surveys and standardized nonmotorized data collection programs to gauge local transportation habits and establish trends over time.” is listed as an action item under strategy 2A. Bike/ped accommodations are considered by MDT in all new construction/reconstruction projects, however, feasibility/community buy-in/funding are often limiting factors.</i></p> <p><i>This Plan is intended for use by both MDT and its partners and as such, acknowledges how transportation and recreation overlap.</i></p> <p><i>The language of the Goals was thoroughly vetted by the Steering Committee.</i></p> <p><i>Change: The Summit, <b>hosted by Bike Walk Montana</b>, represented a captive audience of key stakeholders from across the state.</i></p> <p><i>This is in reference to the many processes MDT has in place including project review by the Rumble Strip Committee, a safety analysis, traffic analysis, public involvement, etc.</i></p> <p><i>The Plan acknowledges that walking and biking serve both transportation and recreation purposes.</i></p> <p><i>Change as requested.</i></p> <p><i>Change: Examples of accessibility barriers include steep curb ramp slopes, vertical sidewalk discontinuities (i.e. uneven sidewalks), <b>and lack of pedestrian facilities in general</b>. PROWAG was defined on page 2.</i></p> <p><i>The language in this section was thoroughly vetted through MDT External ADA Specialist.</i></p> <p><i>Change as requested.</i></p>



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		<p>Section 3.8 First sentence, use “strong and growing” rather than “booming” as more accurate since it is a strong trend, rather than something that is implied will “bust”.</p> <p>Sect 3.9 Add to first sentence that private dollars are also spent such as through the AARP Livable Communities program.</p> <p>3<sup>rd</sup> paragraph – Add that RTP program funds are allocated through the State Parks Citizen Trails Advisory Committee. Address how the recently passed SB24 trails bill is expected to affect walking and bicycling in Montana.</p> <p>4<sup>th</sup> paragraph – Note that BACI is no longer being funded as a program.</p> <p>Section 3.10 – 1st paragraph – Add the word individuals to list of “these groups” to add emphasis to citizen advocacy. Add “and a defined commitment to continue to working together in the future.”</p> <p>Section 4.1 2<sup>nd</sup> paragraph – define what “centerline miles” refers to or use a more commonly understood description. Please provide more specific detail on the maintenance needs and maintenance and preservation costs including quantified personnel, materials, and planning costs.</p> <p>Section 4.2 Describes the funding situation accurately. The plan should show TA spending detail by year including specific projects and locations.</p> <p>6th paragraph – Description of optional fee. Provide information on how opportunity for citizens to contribute was, or was not, publicized. How have County Treasurers and Motor Vehicle license clerks been informed and involved? <b>This funding opportunity has to be actively promoted and managed to actually get dollars on the ground more quickly.</b></p> <p>7<sup>th</sup> paragraph – Describe how <b>fuel tax funding is tied to more driving, creating no incentive to shift more transportation to walking or bicycling.</b> This section should also discuss how reducing number of lanes – going on a road diet – can potentially reduce road wear and tear and reduce future maintenance costs. 13,000 bicycles cause the wear of one automobile. This can also reduce construction costs with less expensive bike/walk surface construction methods and materials.</p> <p>Section 4.3 1st paragraph “user safety is often a <del>concern</del> <b>compromised.</b>”</p> <p>Section 5.3 Good to recognize MDT efforts with the website and publications. State the history of the bike/ped coordinator position including vacancies, time as shared a duty, and amount of turnover in that position. As we said above, <b>the bike/ped position should be filled as the sole duty for that person, immediately. Plan implementation, not to mention current duties of reviewing each project, will be more effective with a sole-focus dedicated and specifically trained position.</b> Include a breakdown on that positions duties, expectations, outcomes and specific actions in the last five years.</p> <p>Section 5.4 5<sup>th</sup> paragraph Add the use of and describe demonstration pop up projects as another community level activity.</p> <p>Section 6. Overall, this section is well structured and fairly complete in describing strategies that could improve the Montanan bike/walk transportation condition. It needs more specific actions and exactly</p>	<p><i>Change as requested.</i></p> <p><i>Private funding is addressed in paragraph 2 on page 25. Change: “Funding for pedestrian and bicycle education, enforcement, encouragement, and infrastructure exists at the federal, state, local, and private levels.”</i></p> <p><i>Change: “Montana State Parks collaborates with the State Trails Advisory Committee to review the RTP applicants each year. Decision makers...”</i></p> <p><i>The BACI workshops are no longer funded however, DPHHS still provides resources/materials on the BACI.</i></p> <p><i>Change: These groups may include federal, state, county, city, and tribal government agencies, as well as stakeholders, special interest groups, and individuals.</i></p> <p><i>Centerline miles are used to measure the length of roads and highways. Lane miles are used to measure the total length and lane count of a given highway or road.</i></p> <p><i>The public may review TA projects and locations on MDT’s website.</i></p> <p><i>It is discussed on page 26 how tax funding is tied to more driving, fuel efficiency, etc. Other options are being explored by the federal government such as VMTs but no solidified alternatives have been identified.</i></p> <p><i>Change: “When non-motorized infrastructure is an afterthought, user safety <b>may be compromised.</b>”</i></p> <p><i>This level of detail is too specific for this section. The duties of the bike/ped coordinator are currently being fulfilled by MDT.</i></p> <p><i>Change: Examples of community level campaigns include neighborhood speed watches, slow down yard sign campaigns, neighborhood fight back programs, pace-car campaigns, radar speed trailers, <b>pop up projects</b>, and crossing guards.</i></p>

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		<p>how MDT districts will integrate the plan into construction, maintenance and management programs. <b>This is the most important part of the plan and the area that the public is most interested in, and will continue to be once the plan is complete.</b> Much more specific, action words should be used. Planning is the phase where an agency “considers, studies, and explores”. It then leads to specific and clear action. <b>Plan direction should define responsibilities and specific actions for MDT.</b> This section needs to be direct and action orientated as citizens, organizations and local governments will be looking to it for direction.</p> <p>We list below our page specific recommendations but this entire section should be reworked with this specific action provoking approach.</p> <p>Under “Resources” sections, full titles (particularly where there is room) and <b>website links should be listed.</b> This will allow citizens and agencies to go directly to these resources.</p> <p>MDT should include specific locations and actions that will be taken when/if suggested through plan public comments for the applicable section.</p> <p>Language changes are listed by bullet point(bp) number.</p> <p>Strategy 1A. bp1 <b>Use</b> instead of Consider use                      Bp2 <b>Use</b> instead of Consider                      Bp3 <b>Perform</b> instead of consider                      Bp5 <b>Provide</b> instead of Consider                      Bp7 <b>Utilize</b> instead of Consider                      Bp10 <b>Implement</b> instead of Consider feasibility of</p> <p>Strategy 1B Bp1 <b>Construct</b> instead of consider                      Bp 2 <b>Provide</b> instead of Consider the feasibility of                      Bp 5 <b>Require</b> instead of Consider requiring                      Add bp: Review and update design guidance for pedestrian and bicycle facilities every 3-5 years.</p> <p>Strategy 1C Bp1 <b>and</b> instead of to                      Bp3 <b>Require</b> instead of Consider requiring</p> <p>Strategy 1D Bp1 <b>Reduce</b> instead of Solicit support for methods for reducing                      Bp2 <b>Pass</b> instead of Solicit support for a and add <b>or defined distance</b> after safe                      Bp3 <b>Keep updated and apply</b> instead of Study                      Bp4 <b>Improve understanding of and involve the public and affected community in using</b> instead of Study and address</p> <p>Strategy 1E Bp2 <b>Integrate</b> instead of Consider                      Bp4 <b>Integrate</b> rather than Consider</p> <p>Strategy 1F Bp1 <b>Create consistency</b> instead of Consider coordinating                      Bp5 <b>Improve</b> instead of Consider                      Add bp: Create and implement a system to measure and document location and rates on ped/bike injuries across jurisdictions.</p> <p>Strategy 2A Change Explore to Implement in strategy title.                      Bp3 <b>Use and activate</b> instead of Explore use and/or activation.                      Add bp: Engage citizens in gathering both quantified as well as antidotal information through observation, on line polling and surveying</p> <p>Strategy 2B Insert a list of publications available under Resources.                      Bp1 <b>Provide</b> instead of Consider prioritizing.                      Bp 10 Outside scope of this plan.</p>	<p><i>This plan is intended to be used by MDT and its partners to improve walking and biking in Montana, as such, calling out specific entities for specific action items narrows the scope of each action item. The purpose of the roles and responsibilities sections under each strategy is to identify ideas that applicable agencies/partners may implement to support each strategy.</i></p> <p><i>Plan refrains from providing website links because they can become obsolete when entities update their websites.</i></p> <p><i>Thank you for your comments on specific language in the Plan. This is a policy-based plan and is not intended to identify specific projects. The Plan was developed in coordination with multiple entities and seeks to serve many needs. The language was thoroughly vetted through the Steering Committee to arrive at content that all entities could agree to.</i></p> <p><i>The number of publications continues to grow, checking the main websites will result in the most up-to-date list of publications.</i></p>

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		<p>Bp11 What are these programs and how would they benefit ped/bike transportation?</p> <p>Strategy 2C Is there a current standard for MDT transportation engineers? Create a benchmark to track training. Bp3 <b>Provide and require</b> instead of Encourage, remove “to seek” and clarify that this might only be available out of state. Bp4 Yes, definitely. Add provide to city and county transportation Departments and cooperate with non-profits to share resources and copresent at conferences and meetings.</p> <p>Strategy 3A Add “and improvement” to the title. We want to make facilities and the system better. Bp3 <b>Sweep</b> instead of Consider sweeping and add that private partners be allowed to cooperate and provide funding for MDT maintenance to do so</p> <p>Strategy 3B Bp1 <b>to create</b> instead of and explore mechanisms for creating Bp3 Rewrite to read - Engage and organize with individuals and organizations through programs such as Adopt a Path, Pop up projects, and inclusive walk audits. Bp4 <b>Dedicate</b> instead of Pursue Bp5 <b>Create</b> instead of Consider</p> <p>Strategy 3B. Add “and construction of” after maintenance in the strategy title. Add bullet points that would support this highly needed and publicly desired activity.</p> <p>Strategy 4A One of the most important considerations of this plan, since the disabled population, including our growing senior population, will have an increasing need for effective bike/ped transportation Bp1 <b>Fully implement</b> instead of Continue implementation Bp2 <b>Require</b> instead of Integrate Bp3 <b>Always</b> instead of Promote and <b>with innovative design approaches that consider both mobility and sight disabilities.</b> instead of where appropriate. Bp4 <b>Require</b> instead of Provide and/or expand Add bp: Perform inclusive walk audits for all projects during both design and construction phases.</p> <p>Strategy 4B Add bp: Collaborate/coordinate with communities for informed and improved decision making regarding school and public facility location using geolocation, neighborhood density, socioeconomic diversity and existing and future infrastructure. Bp3 <b>Develop and implement</b> instead of Consider creating Bp4 <b>Dedicate</b> instead of Consider developing Bp5 <b>Inform of and assist</b> instead of Work with and <b>to apply for</b> instead of on</p> <p>Strategy 5A The purpose section needs to be expanded to fully and accurately describe quantified economic benefits in addition to the health benefits, which are well described. Add <b>work</b> under the “Access to” list. Bp2 Delete parks as this is outside of this plans scope Bp6 <b>Provide</b> instead of Adopt Bp7 <b>Adopt</b> instead of Consider adopting Add Bp: Connect residential and commercial centers as a strategy to improve economic growth for diverse communities and as a planned transportation community.</p> <p>Strategy 5B Bp1 Add redirection as a funding opportunities This must be considered under the scenario of no new funding sources can be found. Bp2 <b>do not</b> instead of avoid Add Bp:</p>	<p><i>Change: Add the following language to the purpose of Strategy 5A: <b>There are many benefits from walking and bicycling at the individual, household, and community levels. Benefits include increased physical activity, reduced healthcare costs, lower transportation costs for households, and improved air quality. As more people walk and bike, the benefits increase as well. Targeting non-motorized improvements to areas with a high potential for walking and bicycling trips, or those areas likely to have shorter trip lengths, can help to leverage these benefits.</b></i></p>

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		<ul style="list-style-type: none"> <li>• Ensure Bike/Ped coordinator position is filled as a priority with a knowledgeable, empowered and active proponent of bicycling and walking transportation.</li> <li>• Support the Bike/Ped coordinator position through an engaged administrative structure and complete operations budget.</li> <li>• Establish bike/ped staff positions in both the construction and maintenance divisions as well as at each District office.</li> </ul> <p>Strategy 5C Bp1 <b>Construct</b> instead of Study feasibility Bp2 <b>Construct</b> instead of Pursue Bp3 <b>Utilize</b> instead of Explore</p> <p>Strategy 5D Bp2 add <b>and create</b> after determine Bp3 <b>Integrate</b> instead of Coordinate Bp4 <b>Improve</b> instead of Study and inventory</p> <p>Strategy 5E Bp1 <b>Revise</b> instead of Review Bp3 <b>Integrate</b> instead of Consider Bp5 <b>Improve</b> instead of Work to improve Bp6 <b>Consult</b> instead of Ensure and remove are consulted</p> <p>Bike Walk Montana again commends the plan as a needed and positive step forward. The plan needs to convey more that this is an ongoing, recognized and significant activity for MDT. We thank MDT for allowing comment at our May 10 affiliate and advocate rendezvous and look forward to a good discussion there.</p> <p>We value our relationship with MDT and hope that we will continue to be viewed as a partner and essential contact representing pedestrians and bicyclists in Montana.</p>	<p><i>Thank you for your recommendations. The Bike/Ped Coordinator duties are currently being fulfilled by MDT.</i></p>
13	5/2/2019 <b>Jack Stamm</b>	<p>I have reviewed comments on the plan made by Montana Bike Walk and agree with and endorse them.</p> <p>Thanks for your work on the plan. I look forward to implementation of it.</p>	<p><i>Thank you for your comment.</i></p>
14	5/3/2019 <b>Shyla Patera</b>	<p>My name is Shyla Patera. I am an IL Specialist with North Central Independent Living Services Inc. I also serve as Chair of the Great Falls Transportation Advisory Committee. Thank you for allowing me to submit comments on the draft Montana Bike Pedestrian plan. I have been honored to also sit on the Steering Committee. I believe the draft plan is comprehensive and will be guiding many of Montana's communities now and in the future regarding Biking, Pedestrian, Access and Mobility Strategies. NCILS is excited by the Bike/Ped Plan release and hopes that many of the goals and strategies can be studied in the legislative interim through HJ 45.</p> <p>On the public infrastructure projects that are funded, NCILS hopes that communities will prioritize accessible curb cuts, contiguous sidewalks, alleyways as well community accessible streets policies will be studied, implemented and financed.</p> <p>NCILS would encourage MDT to highlight accessible community planning in community MPO planning processes. Montana must consider strategies that assist Montana communities in adopting ADA transition plans. MDT should pursue planning funding in order to accomplish this. I know that there was some discussion on which standard for accessibility in Montana communities should be enforced. NCILS would recommend using PROWAG. NCILS would also hope that pedestrian and accessibility needs could be considered in the Statewide Transit Management Plan. NCILS hopes that traffic signals and timing studies are undertaken as future community roadways are repaired. Roadways need wider shoulders on our</p>	<p><i>Thank you for your comment.</i></p>

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		<p>interstates, urban roads and community connector roads where possible.</p> <p>North Central recommends that partnerships be strengthened with the Office of Public Instruction so that Montana students who need to walk, bike or wheelchair ride to school may do so safely through a Safe Routes to Schools or similarly funded programs.</p> <p>As a state, NCILS hopes that Montana highlights recreational accessibility options for Montana trails and areas, so they can be fully accessible to all. NCILS would hope to see rural and urban trends on biking, walking as well as disability access in Montana. I hope that there would be some discussion of winter strategies i.e. snow removal in the report as well as accessible way finding and signage in future reports. Even though public transportation and driving are not under the purview of this Plan. NCILS hopes that biking and walking and advocates can support programs which will assist public transportation and accessible parking including enforcement of accessible aisle ways.</p> <p>I hope that all transportation systems and communities work to implement disaster and emergency preparedness principles as well. Thank you for allowing North Central to comment.</p>	<p><i>Change: Add Office of Public Instruction as a resource under Strategy 4B.</i></p> <p><i>Strategy 3A discusses preservation and maintenance of pedestrian and bicycle facilities, including snow removal. Wayfinding is included as part of Strategy 5A.</i></p>
15	5/3/2019 <b>Russ Lawrence</b>	<p>Thanks for the opportunity to comment on the plan. I am a vehicle owner/user, a cyclist for transportation purposes, and pedestrian for transportation also. I am 63 years old, and have been using all modes of transportation for decades in Montana, and have seen many positive changes. I am eager to see even more, and this plan provides an excellent vehicle (no pun intended) to accomplish those changes. Some suggestions of a general nature:</p> <p>Page xi, Vision: change “desire” to “<u>have access to.</u>” This is a vision statement, not an aspirational statement, and should describe a desired outcome. In the end, once this plan is implemented, our goal is not to leave Montanans “desiring” a safe, accessible and sustainable system, we want to <u>have</u> one.</p> <p>Goal 1: use “eliminate,” not “reduce.” If the metric is “vision zero,” let’s shoot for zero.</p> <p>Goal 3: Preserve, maintain, <u>expand and improve</u> the pedestrian/bicycle transportation system. I don’t want simply to keep the status quo, I want improvement and expansion, <u>that’s what this plan should be about.</u></p> <p>Goal 5: Bicycling and walking should be addressed not as “important” transportation modes, but as “co-equal” modes along with motorized vehicles, as they are by law. The goal should reflect this. And, if you are specifying “health,” I would also ask that you recognize “recreation.” Better still, instead of itemizing, simply state “for all users, for all purposes.”</p> <p>Page xiii: under Implementation and Next Steps: add a bullet point for “Use data to expand bicycle/pedestrian infrastructure.” There is nothing in the existing bullet points that actually calls for building anything.</p> <p>Under education, I would like to see an emphasis on distracted drivers (texting, cell phone use, managing sound system, etc.) and on cyclist/pedestrian rights – we are users, not impediments, and have equal and sometimes superior rights to motor vehicles. Everyone should be clear on that.</p> <p>I would also like to see uniform, cycle-friendly road construction and patching standards that provide the safest road surface for cycling; and the elimination of rumble strips on narrow shoulders.</p>	<p><i>Thank you for your comment.</i></p> <p><i>The vision statement expresses what the Plan is expected to achieve or accomplish. The statement was developed based on review of other plans and input received from the public and stakeholders. The statement was vetted and approved through the Steering Committee. Remove “Vision:” from the vision statement on page xi.</i></p>



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		<p>I also would like to incorporate the language suggestions proposed by Bike/Walk Montana. This is a plan, not an aspiration statement, and it should be stated in terms of desired outcomes:</p> <ul style="list-style-type: none"> <li>• Strategy 1A                             <ul style="list-style-type: none"> <li>○ bp1 <b>Use</b> instead of Consider use</li> <li>○ Bp2 <b>Use</b> instead of Consider</li> <li>○ Bp3 <b>Perform</b> instead of consider</li> <li>○ Bp5 <b>Provide</b> instead of Consider</li> <li>○ Bp7 <b>Utilize</b> instead of Consider</li> <li>○ Bp10 <b>Implement</b> instead of Consider feasibility of</li> </ul> </li> <li>• Strategy 1B Bp1 <b>Construct</b> instead of consider                             <ul style="list-style-type: none"> <li>○ Bp 2 <b>Provide</b> instead of Consider the feasibility of</li> <li>○ Bp 5 <b>Require</b> instead of Consider requiring</li> <li>○ Add bp: Review and update design guidance for pedestrian and bicycle facilities every 3-5 years.</li> </ul> </li> <li>• Strategy 1C                             <ul style="list-style-type: none"> <li>○ Bp1 <b>and</b> instead of to</li> <li>○ Bp3 <b>Require</b> instead of Consider requiring</li> </ul> </li> <li>• Strategy 1D                             <ul style="list-style-type: none"> <li>○ Bp1 <b>Reduce</b> instead of Solicit support for methods for reducing</li> <li>○ Bp2 <b>Pass</b> instead of Solicit support for a and add <b>or defined distance</b> after safe</li> <li>○ Bp3 <b>Keep updated and apply</b> instead of Study</li> <li>○ Bp4 <b>Improve understanding of and involve the public and affected community in using</b> instead of Study and address</li> </ul> </li> <li>• Strategy 1E                             <ul style="list-style-type: none"> <li>○ Bp2 <b>Integrate</b> instead of Consider</li> <li>○ Bp4 <b>Integrate</b> rather than Consider</li> </ul> </li> <li>• Strategy 1F                             <ul style="list-style-type: none"> <li>○ Bp1 <b>Create consistency</b> instead of Consider coordinating</li> <li>○ Bp5 <b>Improve</b> instead of Consider</li> <li>○ Add bp: Create and implement a system to measure and document location and rates on ped/bike injuries across jurisdictions.</li> </ul> </li> <li>• Strategy 2A                             <ul style="list-style-type: none"> <li>○ Change Explore to Implement in strategy title.</li> <li>○ Bp3 <b>Use and activate</b> instead of Explore use and/or activation.</li> <li>○ Add bp: Engage citizens in gathering both quantified as well as antidotal information through observation, on line polling and surveying</li> </ul> </li> <li>• Strategy 2B                             <ul style="list-style-type: none"> <li>○ Insert a list of publications available under Resources.</li> <li>○ Bp1 <b>Provide</b> instead of Consider prioritizing.</li> <li>○ Bp 10 Outside scope of this plan.</li> <li>○ Bp11 What are these programs and how would they benefit ped/bike transportation?</li> </ul> </li> <li>• Strategy 2C                             <ul style="list-style-type: none"> <li>○ Is there a current standard for MDT transportation engineers? Create a benchmark to track training.</li> <li>○ Bp3 <b>Provide and require</b> instead of Encourage, remove "to seek" and clarify that this might only be available out of state.</li> <li>○ Bp4 Yes, definitely. Add provide to city and county transportation Departments and cooperate with non-profits to share resources and copresent at conferences and meetings.</li> </ul> </li> <li>• Strategy 3A                             <ul style="list-style-type: none"> <li>○ Add "and improvement" to the title. We want to make facilities and the system better.</li> </ul> </li> </ul>	<p><i>Thank you for your comments on specific language in the Plan. The strategies and action items were reviewed and approved by the Steering Committee to arrive at wording that all parties could agree upon. This Plan is intended to be used by MDT and its partners to improve walking and biking in Montana, as such, calling out specific entities for specific action items narrows the scope of each action item. The purpose of the roles and responsibilities sections under each strategy is to identify ideas that applicable agencies/partners may implement to support each strategy. Additionally, this is a policy-based plan and is not intended to identify specific projects.</i></p>



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		<ul style="list-style-type: none"> <li>○ Bp3 <b>Sweep</b> instead of Consider sweeping and add that private partners be allowed to cooperate and provide funding for MDT maintenance to do so</li> <li>○ Strategy 3B Bp1 <b>to create</b> instead of and explore mechanisms for creating</li> <li>○ Bp3 Rewrite to read – Engage and organize with individuals and organizations through programs such as Adopt a Path, Pop up projects, and inclusive walk audits.</li> <li>○ Bp4 <b>Dedicate</b> instead of Pursue</li> <li>○ Bp5 <b>Create</b> instead of Consider</li> <li>● Strategy 3B <ul style="list-style-type: none"> <li>○ Add “and construction of” after maintenance in the strategy title. Add bullet points that would support this highly needed and publicly desired activity.</li> </ul> </li> <li>● Strategy 4A <ul style="list-style-type: none"> <li>○ One of the most important considerations of this plan, since the disabled population, including our growing senior population, will have an increasing need for effective bike/ped transportation</li> <li>○ Bp1 <b>Fully implement</b> instead of Continue implementation</li> <li>○ Bp2 <b>Require</b> instead of Integrate</li> <li>○ Bp3 <b>Always</b> instead of Promote and <b>with innovative design approaches that consider both mobility and sight disabilities.</b> instead of where appropriate.</li> <li>○ Bp4 <b>Require</b> instead of Provide and/or expand</li> <li>○ Add bp: Perform inclusive walk audits for all projects during both design and construction phases.</li> </ul> </li> <li>● Strategy 4B <ul style="list-style-type: none"> <li>○ Add bp: Collaborate/coordinate with communities for informed and improved decision making regarding school and public facility location using geolocation, neighborhood density, socioeconomic diversity and existing and future infrastructure.</li> <li>○ Bp3 <b>Develop and implement</b> instead of Consider creating</li> <li>○ Bp4 <b>Dedicate</b> instead of Consider developing</li> <li>○ Bp5 <b>Inform of and assist</b> instead of Work with and <b>to apply for</b> instead of on</li> </ul> </li> <li>● Strategy 5A <ul style="list-style-type: none"> <li>○ The purpose section needs to be expanded to fully and accurately describe quantified economic benefits in addition to the health benefits, which are well described.</li> <li>○ Add <b>work</b> under the “Access to” list.</li> <li>○ Bp2 Delete parks as this is outside of this plans scope</li> <li>○ Bp6 <b>Provide</b> instead of Adopt</li> <li>○ Bp7 <b>Adopt</b> instead of Consider adopting</li> <li>○ Add Bp: Connect residential and commercial centers as a strategy to improve economic growth for diverse communities and as a planned transportation community.</li> </ul> </li> <li>● Strategy 5B <ul style="list-style-type: none"> <li>○ Bp1 Add redirection as a funding opportunities This must be considered under the scenario of no new funding sources can be found.</li> <li>○ Bp2 <b>do not</b> instead of avoid</li> <li>○ Add Bp <ul style="list-style-type: none"> <li>▪ Ensure Bike/Ped coordinator position is filled as a priority with a knowledgeable, empowered and active proponent of bicycling and walking transportation.</li> <li>▪ Support the Bike/Ped coordinator position through an engaged administrative structure and complete operations budget.</li> <li>▪ Establish bike/ped staff positions in both the construction and maintenance divisions as well as at each District office.</li> </ul> </li> </ul> </li> <li>● Strategy 5C</li> </ul>	<p><i>Change: Add the following language to the purpose of Strategy 5A: <b>There are many benefits from walking and bicycling at the individual, household, and community levels. Benefits include increased physical activity, reduced healthcare costs, lower transportation costs for households, and improved air quality. As more people walk and bike, the benefits increase as well. Targeting non-motorized improvements to areas with a high potential for walking and bicycling trips, or those areas likely to have shorter trip lengths, can help to leverage these benefits.</b></i></p> <p><i>Thank you for your recommendations. The Bike/Ped Coordinator duties are currently being fulfilled by MDT.</i></p>

ID	Date/Name	Comment	Response
		<ul style="list-style-type: none"> <li>○ Bp1 <b>Construct</b> instead of Study feasibility</li> <li>○ Bp2 <b>Construct</b> instead of Pursue</li> <li>○ Bp3 <b>Utilize</b> instead of Explore</li> <li>○ Strategy 5D Bp2 add <b>and create</b> after determine</li> <li>○ Bp3 <b>Integrate</b> instead of Coordinate</li> <li>○ Bp4 <b>Improve</b> instead of Study and inventory</li> <li>○ Strategy 5E Bp1 <b>Revise</b> instead of Review</li> <li>○ Bp3 <b>Integrate</b> instead of Consider</li> <li>○ Bp5 <b>Improve</b> instead of Work to improve</li> <li>○ Bp6 <b>Consult</b> instead of Ensure and remove are consulted</li> </ul> <p>Once again, thank you for the opportunity to comment on the plan, and I look forward to many more years of safe cycling and walking on Montana's transportation system.</p>	
16	5/3/2019 <b>Mel Moser</b>	<p>Thank you for working to develop Montana's first Pedestrian and Bicycle Plan! This is a big step forward. And if done in a way that significantly improves the conditions for pedestrians and cyclists, it could provide a big boost to the health and economy of Montana, through increased livability, lowering obesity rates, attracting tourists, decreased collisions and injuries, etc.</p> <p>There are many good strategies in the plan. I encourage you to include timelines for specific benchmarks for those strategies. These are crucial in giving the plan the power to accomplish the goals it sets forth.</p> <p>As a driver, cyclist, pedestrian, and mother, I appreciate the work you are doing here to improve walking and biking conditions in our state!</p>	<p><i>Thank you for your comment. This is not intended to be a time-dependent document. The Plan is intended to be a resource to be used by both MDT and others as they work to fulfill the needs of pedestrians and bicyclists. All entities will be responsible for implementing applicable strategies and setting specific benchmarks/timelines.</i></p>
17	5/3/2019 <b>Laura Crawford (Adventure Cycling Association)</b>	<p>I am submitting these comments for the Montana Pedestrian &amp; Bicycle Plan on behalf of <a href="#">Adventure Cycling Association</a>.</p> <p>We understand that Montana Department of Transportation (MDT) has chosen to not identify specific projects within this plan; however, we encourage the identification of known bicycle routes and bicycle corridors, for the purpose of informed planning of future projects. By identifying locations where people are currently riding bicycles and key destinations to which people want to safely ride, MDT will be better positioned to prioritize bike projects in the future.</p> <p>The draft plan identifies Adventure Cycling as a resource for both cyclists and communities. Indeed, we hear regularly from communities across Montana who want to better attract cyclists to their part of the state for the purposes of economic development through bike tourism. These communities recognize the importance of being on a known bicycle route or a shared-use pathway that connects into a key destination. Thus, identifying these routes and corridors will help prioritize projects to meet the goals and strategies listed in the plan.</p> <p>Indeed, strategy 1C calls for improving safety for cyclists through widened roadway shoulders. Identifying bike routes and corridors would go a long way to identifying which shoulder widening projects would lead to the greatest improvements for cyclists on Montana roadways.</p> <p>We also encourage the plan to specifically identify the <a href="#">U.S. Bicycle Route System</a> (USBRS) within the section on bicycle travel. Designation of U.S. Bicycle Routes is not a construction project, and identifying U.S. Bicycle Route corridors within Montana will assist MDT and local jurisdictions in prioritizing future projects. (You may download the National Corridor Plan, approved by AASHTO, from our website: <a href="https://www.adventurecycling.org/corridorplan">https://www.adventurecycling.org/corridorplan</a>.)</p>	<p><i>Thank you for your comment.</i></p> <p><i>Strategy 5D speaks to bicycle route identification.</i></p>

ID	Date/Name	Comment	Response
		<p>Additionally, because the draft plan suggests that agencies “use AASHTO guidance to define criteria that qualify a route for designation as a bike route” (page 60), we feel it is appropriate that the plan specifically include the following from the AASHTO Guide for the Development of Bicycle Facilities:</p> <p><i>“Generally speaking, roadways that carry very low to low volumes of traffic, and may also have traffic typically operating at low speeds, may be suitable as shared lanes in their present condition. Rural roadways with good sight distance that carry low volumes of traffic and operate at speeds of 55 mph (89 km/h) or less may also be suitable as shared lanes in their present condition. Such roads often provide an enjoyable and comfortable bicycling experience with no need for bike lanes or any other special accommodations to be compatible with bicycling. If they provide a route for continuous travel, these roads can also be used as an alternative to busier highways or streets. For example, a narrow and curving rural road with low traffic volumes can be a very suitable and popular bicycling route, and may be preferable for some bicyclists as compared to a high-speed, high-volume highway with good geometrics and shoulders - as long as the road serves as a convenient through route to the desired destinations. Outside urban areas, these types of roads may comprise a high percentage of popular or designated bicycle routes, and may be appropriate for designation as a local, state-level or U.S. Bicycle Route.”</i> (AASHTO Guide for the Development of Bicycle Facilities, p. 4-2)</p> <p>Lastly, we encourage the plan to provide more constructive guidance on rumble strips and their impacts on cyclists. We appreciate that the plan currently touches on the importance of proper placement of rumble strips, so as to provide adequate shoulder space for cyclists to ride safely. However, it’s important to also stress the need for oversight throughout roadway projects, to ensure that rumble strips are actually installed in a way that is safe and accommodating for people on bicycles. In this context, it would be appropriate for MDT to have a committee to provide said oversight, particularly if the committee includes one or more members with authority to influence roadway projects through to completion and secure the safety and comfort of cyclists on Montana’s roadways. Convening a state bike and pedestrian advisory committee would also go a long way to ensuring that roadway projects yield the best possible results.</p> <p>Thank you for your consideration of these comments and for supporting bicycle travel in Montana. Please don’t hesitate to email or call with questions.</p>	<p><i>An update to the AASHTO Guide is currently under development. We encourage the use of current and applicable guidance.</i></p> <p><i>Thank you for your comment. Section 4.4 of the Plan speaks to some of the tradeoffs of rumble strips between vehicles and bicycles. The MDT Rumble Strip Guidance provides criteria for installation of shoulder and centerline rumble strips on state highways.</i></p>
18	5/3/2019 <b>Brian Marotz</b>	<p>I live in Kalispell and commute to work via bicycle on most ice-free days. While Kalispell is beginning to become aware of the need for bike lanes and trails, our community has a ways to go, like many Montana cities. I’ll draw your attention to intersections where the bicycle lane (if one exists at all) is located to the right of the auto right turn lane. Bicyclists attempting to go straight through the intersection are at great risk of cars passing and then turning right, cutting the biker off.</p> <p>An example is Hwy 93 and 2, going south on 93. Worse yet, there is no bike lane or sidewalk south of the crossing. When the light turns green, bicyclists must hold back until all the right-turning cars whiz past before proceeding straight. By then, north bound autos begin turning left across the path of south bound bicyclists. Someone is going to get run over.</p> <p>Another bad spot is on the well-named Cemetery Road that leads to the bike paths along the bypass. Cemetery Rd has narrows hemmed in by guard rails. Bicyclists have mere inches when cars pass at 45 mph. Visibility is poor because the road has hills. There should be a</p>	<p><i>Thank you for your comment.</i></p> <p><i>The Plan is not intended to identify specific projects. We hope that the strategies that have been provided will address some of these issues. They are intended to offer guidance to localities to resolve existing safety concerns and avoid some of these mentioned issues in future projects.</i></p>

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		<p>bike lane on the outside of the guard rails or an alternate route in narrow stretches.</p> <p>Those a just two examples of dangerous intersections and narrow roads with no shoulders that need a better solution for bikes and pedestrians. I urge you to identify these situations and creating a safe lane for bicycles.</p>																																																	
19	5/4/2019 <b>Dale Fellows</b>	<p>Lots of cyclist commuter types in Red Lodge that do wheelies and endos on the side of the street. Just sayin.</p>	<i>Thank you for your comment.</i>																																																
20	5/4/2019 <b>Marilee Brown (Galla10 Alliance for Pathways)</b>	<p>Thank you for allowing us to comment upon the Draft Montana Pedestrian and Bicycle Plan. We would like you to consider the following comments and hope you make the appropriate changes. Overall the plan seems to be very well thought out.</p> <p>Galla10 Alliance for Pathways is an organization located in Bozeman Montana that is actively promoting the construction and maintenance of Separated Pathways to connect communities and local developments. We have almost 3,000 members. Over the last few years we have found that there is a great deal of conflict between the various governments and jurisdictions in implementing and maintaining safe facilities. We hope that your document can help to resolve some of these difficulties.</p> <p><b>General Comment:</b> (Please add in the appropriate section) – Shared use paths should be encouraged for connectivity in Urban settings or when a Rural Area is expected to become Urban within the next 10 years.</p> <p><b>Page 15 (general comment)</b> Instead of comparing number of vehicles per household (where one vehicle is used for multiple drivers) it would've been helpful to know what percentage of adults in the state of Montana actually have a current drivers license. We believe that this data would have shown that there are many more individuals (rather than 5% of households) that need alternative non-motorized transportation.</p> <p><b>Page 20 (general comment)</b> The Bicycling the Big Sky map promotes using Interstate shoulders as a cycling facility. This seems dangerous and alternatives should be found. Shoulders instead of separated paths on high-speed routes are not safe and contrary to the rest of this document.</p> <p><b>Page 21 (general comment)</b> The documentation on spending per capita for walking and biking infrastructure is misleading since it is the same for vehicle infrastructure. The FHWA Fiscal Management System has Montana ranked 5th for receiving the most funds in general as compared to dollars contributed for any kind of transportation facility. And since STIP inadequately reflects actual non-motorized facilities built as part of any road system - this is very misleading.</p> <p>Additionally, much more money is spent on pedestrian facilities than on biking infrastructure. (See chart below).</p> <div data-bbox="300 1522 909 1774"> <p>Advocacy Advance <span style="float: right;">Resources Training Grants</span></p> <p>Percentage of Total Costs on Standalone Bicycle &amp; Pedestrian Facilities</p> <table border="1"> <caption>Percentage of Total Costs on Standalone Bicycle &amp; Pedestrian Facilities</caption> <thead> <tr> <th>State</th> <th>Bicycle-Only Projects (%)</th> <th>Pedestrian-Only Projects (%)</th> <th>Shared-Use Projects (%)</th> </tr> </thead> <tbody> <tr><td>Massachusetts</td><td>0</td><td>0</td><td>100</td></tr> <tr><td>Indiana</td><td>0</td><td>0</td><td>100</td></tr> <tr><td>Rhode Island</td><td>0</td><td>0</td><td>100</td></tr> <tr><td>Oregon</td><td>0</td><td>0</td><td>100</td></tr> <tr><td>Montana</td><td>0</td><td>0</td><td>100</td></tr> <tr><td>Illinois</td><td>0</td><td>0</td><td>100</td></tr> <tr><td>New Hampshire</td><td>0</td><td>0</td><td>100</td></tr> <tr><td>Georgia</td><td>0</td><td>0</td><td>100</td></tr> <tr><td>Ohio</td><td>0</td><td>0</td><td>100</td></tr> <tr><td>Minnesota</td><td>0</td><td>0</td><td>100</td></tr> <tr><td>Missouri</td><td>0</td><td>0</td><td>100</td></tr> </tbody> </table> </div> <p><b>Page 22 Roles and Responsibilities (general comment)</b> Your document states that "Ultimately, city, county, and tribal governments are responsible for pedestrian facilities". But one of</p>	State	Bicycle-Only Projects (%)	Pedestrian-Only Projects (%)	Shared-Use Projects (%)	Massachusetts	0	0	100	Indiana	0	0	100	Rhode Island	0	0	100	Oregon	0	0	100	Montana	0	0	100	Illinois	0	0	100	New Hampshire	0	0	100	Georgia	0	0	100	Ohio	0	0	100	Minnesota	0	0	100	Missouri	0	0	100	<p><i>Thank you for your comment. The Plan was developed in coordination with multiple entities and seeks to serve many needs. The language was thoroughly vetted through the Steering Committee to arrive at content that all entities could agree to.</i></p> <p><i>The Plan recognizes the benefit of separated facilities in appropriate locations/settings, this includes shared use paths. The most appropriate facility type may depend on a number of factors including context, users, traffic volumes and speeds, constraints, and other considerations. The Plan recognizes the many needs and challenges that exist.</i></p> <p><i>This data is not available from ACS.</i></p> <p><i>Montana is one of five states where it is lawful for bicyclists to ride on all public roadways. The map is intended to be used as a tool to provide bicyclists with information, so they can choose routes based on their comfort level. Suggestions to improve shoulders and facilitate bicycle travel are listed in the strategies.</i></p> <p><i>More detailed bike/ped spending is not readily available.</i></p>
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		<p>the biggest issues that we have noticed is that at the County level, there is no way to set aside right-of-way along "rural" roads for eventual development – especially along State roads that might require widening in the future. And similarly, the MDT does not have the right to purchase right of way for its roads without a project being funded. MCA 7-15-4125 states that the "City or Town" has the power to require a property owner to repair facilities not the County or State. On page 27 under Land Use, you partially address growth.</p> <p>We suggest state laws need to change for State and County governments to anticipate needed easements for future growth. And we also suggest that the State find ways to encourage Counties and Cities to provide facilities through funding and other rewards.</p> <p>The State seems to be washing its hands of any responsibilities and yet it has far more resources allowed under the law than the Cities and Counties. Additionally, we feel strongly that the State should lead by example through it's policies that bike and pedestrian infrastructure should be included and funded in all State and Federally funded projects within an urban or anticipated urban area.</p> <p><b>Page 25 funding (general comment)</b>                      TA funding seems to have dried up. This is the second year in a row where no new applications will be accepted. This should be stated in this document. TA funding needs to be made a priority and increased since it is a resource that State law allows Cities to use for appurtenances that are not attached to roadways (unlike other funding from the State). There seems to be a conflict in what this document is encouraging and yet what it disallows through lack of funding.</p> <p><b>Page 40 Strategy 1A Roles and Responsibilities (please add):</b></p> <ul style="list-style-type: none"> <li>• Consider latent demand and by adding pedestrian crossings at signalized intersections.</li> <li>• Consider future needs where road upgrades adding roundabouts or signalization and include facilities such as ramps in anticipation of future connections. (This will save money in the long run – it is more costly to tear out and add such facilities at later dates).</li> </ul> <p><b>Page 41 Strategy 1B Roles and Responsibilities (last item):</b></p> <ul style="list-style-type: none"> <li>• Consider requiring construction of appropriate non-motorized infrastructure as part of local <i>and rural</i> development. (Include County)</li> </ul> <p><b>Page 42 Strategy 1C Roles and Responsibilities (please add):</b></p> <ul style="list-style-type: none"> <li>• Consider latent demand and how choices of transportation should be included when development is quickly growing in both rural and urban environments.</li> </ul> <p><b>Page 43 Strategy 1D Roles and Responsibilities (please add):</b></p> <ul style="list-style-type: none"> <li>• Include active transportation signage in the Drivers test and booklet.</li> <li>• Consider paint markings of bikes on shoulders such as the interstate.</li> </ul> <p><b>Page 60 Strategy 5D (please add):</b></p> <ul style="list-style-type: none"> <li>• Include separated shared-use pathways when reconstructing state roadways especially when in close proximity to/between urban roads and cities.</li> <li>• Consider terminating paths and sidewalks safely on newly constructed shoulders and shared-use facilities so that cyclists and pedestrians are not stranded.</li> </ul> <p><b>Page 64 GOALS (please add):</b></p> <ul style="list-style-type: none"> <li>• Consider a process where the public can report access difficulties State wide (not just for schools etc.)</li> </ul>	<p><i>Local governments have the power to require developers to provide pedestrian and bicycle infrastructure as part of the permitting process.</i></p> <p><i>Land use decisions are made by the local governments, not the state.</i></p> <p><i>All TA funds received in Montana have been awarded.</i></p> <p><i>The strategies in the Plan were vetted through the Steering Committee to arrive at content that all entities could agree to. Latent demand at intersections is addressed in Strategy 1E (bullet point 2).</i></p> <p><i>"Local development" includes cities and counties – both the urban and rural environments.</i></p> <p><i>Strategy 2B includes an action item: "Enhance state driving test to include improved pedestrian and bicycle education in driver training."</i></p> <p><i>Strategy 1C addresses abrupt termination of non-motorized facilities.</i></p> <p><i>The public can report access issues via MDT's External ADA webpage:  <a href="https://www.mdt.mt.gov/business/contracting/civil/external-ada.shtml">https://www.mdt.mt.gov/business/contracting/civil/external-ada.shtml</a></i></p>



ID	Date/Name	Comment	Response
		<p><b>General Comment:</b> Please remember that the State (not just other governments and agencies) also should consider that buffered paths or shared use paths on arteries should be planned for or installed when repaving or constructing it's own roadways. There are plenty of examples where Bozeman in the last few years on State Highways (Main, Huffine, 19th) in an Urban or soon to be Urban area have been repaved or reconstructed without any connecting bike facilities either buffered or non-buffered. Funding for such needs to be included on all projects in the future.</p>	
21	5/5/2019 FWP	<p><b>Overall</b></p> <p>a. FWP supports MDT's Vision Zero initiative to reduce pedestrian and bicyclist fatalities and injuries.</p> <p>b. We appreciate that the vision in this plan is for a pedestrian and bicycle transportation network that provides for environmental stewardship. We suggest adding a goal and strategies that address the need to plan bicycle and pedestrian facilities, and public use of those facilities, such that ecological functions and important fish and wildlife habitats are conserved. We hope to have the opportunity to discuss implications of plans that may include the development of recreational paths into wildlife habitats.</p> <p><b>Goal 2: Educate, encourage, and promote safe and responsible travel practices of motorists, pedestrians, and bicyclists. (Page 46)</b></p> <p>a. Strategy 2A: We support evidence-based decision making and data collection practices as referenced throughout the plan and in this strategy.</p> <p>b. Strategy 2B: We hope to collaborate with MDT on trails and recreation planning. We are interested in partnering on bicycle/pedestrian education opportunities (e.g. promoting education and awareness on bicycle safety in our state parks).</p> <p>c. Strategy 2C: We would like to share knowledge on planning and design issues (e.g. sharing the location of current and proposed hike/bike campsites in state parks with regional staff).</p> <p><b>Goal 3: Preserve and maintain pedestrian and bicycle transportation system. (Page 50)</b></p> <p>a. We strongly agree that preservation and maintenance is a key consideration when constructing and designing any transportation system.</p> <p><b>Goal 5: Support walking and bicycling as important transportation modes for access to destinations, economic vitality, and health. (Page 56)</b></p> <p>a. Strategy 5B: We suggest FWP's Recreational Trails Program be added to this strategy. Specifically, "Continue to make 100 percent of TA and RTP funding available for eligible activities and avoid transferring funds to other programs." This will allow for maximum flexibility in funding bike and pedestrian transportation systems.</p> <p>b. Strategy 5C: We recommend removing the reference to FWP's RTP from this strategy. Instead, consider referencing Montana's Statewide Comprehensive Outdoor Recreation Plan, otherwise known as SCORP, which serves as the state's plan for outdoor recreation management. It includes key data related to trends, needs, and issues related to pedestrians, cyclists, and trails. It also offers a five-year strategic framework to guide planning and prioritization of staff and funding resources throughout Montana. The 2020-2024 SCORP document is currently being updated, which can offer an opportunity for alignment with the Montana Bicycle &amp; Pedestrian Plan.</p>	<p><i>Change: Add a paragraph in the additional considerations (Section 7.3, pg 66) called "Impacts": Construction of non-motorized facilities is subject to applicable design and implementation regulations and requirements. Projects should consider all impacts the project may have on the environment and the community prior to implementation. In order to realize the maximum benefit from new infrastructure, projects should also be resilient to extreme weather events and natural disasters as appropriate.</i></p> <p><i>Thank you for your support on these strategies and your willingness to collaborate and share knowledge.</i></p> <p><i>Strategy 5B is focused on funding for transportation related projects. As such, reference to RTP is not recommended here.</i></p> <p><i>Change: Revise as requested.</i></p>



ID	Date/Name	Comment	Response
22	5/5/2019 <b>Jennifer Drinkwalter</b>	<p>Hello, and thank you for taking first steps to develop a Montana Pedestrian and Bicycle Plan.</p> <p>As a resident of a rural community with many tourists and wildlife, I urge you to be aggressive with rumble strips, speed limits, bike share on the highways (or paths where possible and funds allow).</p> <p>Specifically (I realize this is the plan to guide and not to solve each problem area, but the example helps) Red Lodge sees RV's, motorcycles, bicycles and rented vehicles touring Beartooth Pass, Highway 78 from RL to Roscoe/Absarokee, RL to Bearcreek and RL to KOA Campground and fishing accesses off of 212. Speed limits are upwards of 70 mph, no share the road signs and very little wildlife crossing signs. The improvements on Hwy 78 to 6 miles out of town are better with a widened shoulder, lower speed limit and somewhat properly placed rumble strips. 212 does not slow traffic until the hospital. The entire corridor from Roberts to Red Lodge has MANY turns. Please look at the speed from 6 miles (KOA) to Red Lodge, it needs to be reduced for local traffic, tourism and pedestrians.</p> <p>As Montana increases in tourism, bicycling areas like Red Lodge will only get more attractive and busy. We need to think 20+ years ahead for wider shoulders - not just "where possible". This must be mandatory for areas with significant tourism and bicycle corridors as you not in your plan. It just needs to be more aggressive. There should be a timeline in place for changing these dangerous situations to safer places. For locals and tourists - cars, RV's, motorcycles, bikes. 70 mph speed limits have no place in these areas.</p> <p>Please implement the Bike/Ped coordinator as soon as possible. We need a dedicated position in our state for this.</p> <p>Rumble strips and shoulders. While I commend you all for pointing out the differences and stating what solutions are for areas with low shoulder width, there should never be an option to rumble strip the middle of the shoulder. That option should be taken out. If there is only a 2' shoulder, then the rumble strip should always go on the white line. Obviously we all want 4' shoulders for safety in cars, bikes, RV's to pull over, etc. (especially in our busy tourism areas), but when not possible, at least always require the rumble strip to give pedestrians a chance to be on the road.</p> <p>Ruble strip placement on the white line and center line is also better for the safety of the vehicles as well when winter driving, driving in the dark and foggy conditions.</p> <p>Thank you for the opportunity to comment. I look forward to the next draft.</p>	<p><i>Thank you for your comment.</i></p> <p><i>This is a policy-based plan which is not intended to identify specific projects. We hope that the strategies that have been provided will address some of these issues. They are intended to offer guidance to localities to resolve existing safety concerns and avoid some of these mentioned issues in future projects.</i></p> <p><i>The duties of this position are currently being filled by MDT.</i></p> <p><i>Section 4.4 of the Plan speaks to some of the tradeoffs of rumble strips between vehicles and bicycles. The MDT Rumble Strip Guidance provides criteria for installation of shoulder and centerline rumble strips on state highways.</i></p>
23	5/5/2019 <b>Ralph Zimmer (Bozeman Pedestrian and Traffic Safety Committee)</b> <i>Submitted 3 times</i>	<p>The Bozeman (Area) Pedestrian and Traffic Safety Committee (PTS) is an official advisory body to the City of Bozeman, County of Gallatin, and Bozeman School District. We appreciate the opportunity to comment on the draft Statewide Bike/Ped Plan.</p> <p>Unfortunately, my computer apparently died late last night and I am relying on my wife to send these comments since my vision precludes me from reading the screen on any other computer than my own.</p> <p>Just before my computer apparently died, I was privileged to read the comments submitted by the Galla10 Alliance for Pathways (GAP). PTS generally agrees with those comments and urges you to make the recommended changes.</p> <p>Separated paths have significant safety, health, transportation, and recreational value over roadway shoulders. These advantages appear at several points in the draft plan but, as pointed out in GAP's comments, such benefits are unfortunately not consistently apparent throughout the entire document. We encourage you to</p>	<p><i>Thank you for your comment.</i></p> <p><i>The Plan recognizes the benefit of separated facilities in appropriate locations/settings, this includes shared use paths. The most appropriate facility type may depend on a number of factors including context, users, traffic volumes and speeds, constraints, and other considerations. The Plan recognizes the many needs and challenges that exist.</i></p>

ID	Date/Name	Comment	Response
		<p>include a list of the safety benefits of separated paths in the draft plan. A partial list of those is:</p> <ol style="list-style-type: none"> <li>1. Trash, automobile parts, etc. accumulate on shoulders making bicycling and even walking potentially hazardous.</li> <li>2. Young bicyclists and pedestrians are more inclined to wander from a straight and narrow path potentially stepping into the path of a passing vehicle.</li> <li>3. Blind or virtually blind pedestrians are particularly susceptible to wandering from a straight and narrow line potentially suddenly veering into the path of a vehicle.</li> <li>4. Some path occupants will be accompanied by a pet animal. When the path is on the roadway shoulder, whether leashed or not, those animals sometimes suddenly dart to the side. If that side motion takes the animal into or even just near a vehicle's path, the result could be disastrous.</li> <li>5. When a bicyclist "hits" some debris, the bicycle sometimes suffers an immediate and totally unexpected change in direction. If the bicycle is on the road shoulder, that change could take the cyclist directly into the path of a passing vehicle.</li> <li>6. If the path is on the road shoulder, any vehicle stopped on the side of the road because of mechanical problems or a law enforcement stop creates an obstruction that often forces the non-motorized user on the shoulder to have to enter the actual roadway to get around the obstruction.</li> <li>7. Non-motorized users on a separated path are exposed to less exhaust fumes and other intoxicants and thus are in a healthier environment.</li> <li>8. Non-motorized users on the shoulders of roadways have reported bottles and cans being thrown at them by passing motorists. The greater the separation between the traffic lanes and the location of any non-motorized users the less likely objects will be thrown at them and, if objects are thrown, the non-motorized users will have longer time to spot the objects and take evasive action.</li> <li>9. Passing motorists sometimes suddenly veer off the roadway onto the shoulder because of a mechanical problem, a medical problem, or some diversion in the vehicle. An unoccupied shoulder provides a safe recovery area. An occupied shoulder could be disastrous.</li> </ol> <p>Most separated paths are intended for use by both pedestrians and bicyclists. Even the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities on page 55 states: "Most highway shoulders are not pedestrian facilities because they are not intended for use by pedestrians..."</p> <p>The internal policies on separated paths that MDT adopted over a year ago seem to unnecessarily discourage rather than encourage separated paths. We urge that those provisions be scrutinized and revised. The draft plan should encourage that review.</p> <p>Thank you for your consideration of the above comments. We look forward to seeing the final plan.</p>	
24	5/5/2019 Heidi Gilbert	<p>Just wanted to add my two cents about accommodating bikers and pedestrians on Montana roadways, specifically rural areas.</p> <p>I live in red lodge and often ride along the highways to access both mountain bike trails and gravel roads. It is really scary to have people fly by you going 70 mph, the wind will suck a bike in towards their vehicle. So first and foremost I would like to see slightly lower speed limits in some areas adjacent to town. I really appreciate having alternative pathways to avoid that situation</p>	<p><i>Thank you for your comment.</i></p> <p><i>This is a policy-based plan which is not intended to identify specific projects. We hope that the strategies that have been provided will address some of these issues. They are intended to offer guidance to localities to resolve existing safety concerns and avoid some of these mentioned issues in future projects.</i></p>

ID	Date/Name	Comment	Response
		<p>altogether, but I know sometimes this is not always financially viable. However, there are a few areas that I believe should have this. The area along hwy 212 into red lodge has a portion but it is not complete. I would like to see that connectivity improved. I would also like to see one side street through town designated as a bike path, protected with all intersections having a stop sign in place. Another area I feel could be improved is ski run road heading up toward the ski area. A wider shoulder along tucker flats and into the west bench would be wonderful.</p> <p>Of course pathways aren't necessarily affordable so I would love to see rumble strips placed ON the white line to give me a tad more space and create driver awareness of the shoulder.</p> <p>Thanks you for considering us and our safety.</p>	<p><i>The MDT Rumble Strip Guidance provides criteria for installation of shoulder and centerline rumble strips on state highways.</i></p>
25	5/5/2019 <b>Robert Rasmussen</b>	<p>The comments below assumes that State MDT involvement would not add significant cost or time to the selected project.</p> <p>I have heard that the centerline rumble strips are effective for motor vehicles; please address how lane edge rumble strips affect bicyclists and pedestrians, as well as sweeping and other maintenance.</p> <p>Maintenance is an important issue. I encourage MDT to continue its policy of requiring other entities to take on maintenance responsibilities for off-highway trails/separated path facilities when safety is not an issue.</p> <p>The final plan should be more descriptive of how it will be implemented. Please add an implementation schedule with a timeline for specific benchmarks and actions. Provide clear direction on how MDT district offices will integrate this into their site specific planning, construction and maintenance operations. Show how Montana's ped/bike system will grow in the implementation section. State highways are the backbone of our ped/bike transportation system and MDT, as the primary transportation entity in Montana, should have a strong and recognizable program both for MDT action and in support of other agency, local government and citizen action.</p> <p>The final plan should measurably lead to more public engagement and participation. It should foster and direct more multi-level transportation community coordination, cooperation and quantifiable outcomes. Each District office should have a designated bike/ped staff person to advise and assist the District manager in plan implementation with specific expertise in complete streets, active transportation, project management including ADA compliance and, most importantly, the ability to serve as a public point of contact for non-motorized transportation.</p> <p>More data is needed on statewide bicycle counts and I recommend strengthening/creating a statewide non-motorized count program. The final plan should create policies to connect to existing or planned trails when constructing new or re-constructing adjacent roadway.</p> <p>I would discourage the MDT policy of not allowing longitudinal trails/separated paths along MDT routes.</p> <p>Page X.</p> <ul style="list-style-type: none"> <li>• First paragraph. Delete word recreation. Although this is true, the plans scope is transportation, not recreation.</li> </ul> <p>Page 9</p> <ul style="list-style-type: none"> <li>• Second bullet. "Evaluation is on a case-by-case basis to understand context." How is this addressed in the implementation of the plan? What specific processes are laid out to direct district offices to do so?</li> </ul> <p>Page 21</p>	<p><i>Thank you for your comment. Section 4.4 of the Plan speaks to some of the tradeoffs of rumble strips between vehicles and bicycles. The MDT Rumble Strip Guidance provides criteria for installation of shoulder and centerline rumble strips on state highways.</i></p> <p><i>Preservation and maintenance of pedestrian and bicycle facilities are discussed as part of Strategy 3A.</i></p> <p><i>The language in the Plan was vetted through the Steering Committee to arrive at content that all entities could agree to. Each entity will be responsible for implementing applicable strategies and setting specific benchmarks, if desired. The Plan is intended to be a resource to be used by MDT and its partnering agencies as they work to fulfill the needs of pedestrians and bicyclists.</i></p> <p><i>"Encourage statewide, MPO, or community level travel surveys and standardized nonmotorized data collection programs to gauge local transportation habits and establish trends over time." is listed as an action item under strategy 2A. Bike/ped accommodations are considered by MDT in all new construction/reconstruction projects, however, feasibility/community buy-in/funding are often limiting factors.</i></p> <p><i>This Plan is intended for use by both MDT and its partners and as such, acknowledges how transportation and recreation overlap.</i></p> <p><i>This is in reference to the many processes MDT has in place including project review by the Rumble Strip Committee, a safety analysis, traffic analysis, public involvement, etc.</i></p>

ID	Date/Name	Comment	Response
		<ul style="list-style-type: none"> <li>• 3rd paragraph – Add that RTP program funds are allocated through the State Parks Citizen Trails Advisory Committee.</li> <li>• 4th paragraph – Note that BACI is no longer being funded as a program.</li> </ul> <p>Thanks for the opportunity to comment.</p>	<p><i>Change: "Montana State Parks collaborates with the State Trails Advisory Committee to review the RTP applicants each year. Decision makers..."</i></p> <p><i>The BACI workshops are no longer funded however, DPHHS still provides resources/materials on the BACI.</i></p>
26	5/5/2019 <b>Sheelia Miller</b>	<p>This is Sheelia Miller, Mineral County. I am sorry we are missing this deadline. I finally got my friend to draw the proposed trails from St Regis to Alberton. They are on 36X44 size maps we got from the Forest Service. I intend to take them to Rails to Trails in Three Forks on the 8th, this Wednesday.</p> <p>I will be going into Missoula Tuesday and plan to get a couple copies made one for you (MD of T) and one for Rails to Trails. Keeping one for the Forest Service.</p> <p>Feel free to call me at 546-5484 any time. Our timing stinks.</p> <p>At least we are working on it. I don't see my partner in this project which makes it difficult.</p>	<p><i>Thank you for your comment. This plan is a policy-based plan which is not intended to identify specific projects. We hope that the strategies that have been provided will address some of these issues. They are intended to offer guidance to localities to resolve existing safety concerns and avoid some of these mentioned issues in future projects.</i></p>
27	5/5/2019 <b>Jean Belangie-Nye</b>	<p>Thank you and your team for all of their great work.</p> <p>I would like to congratulate the MDT and all of the folks who put together Montana's first Pedestrian and Bicycle Plan.</p> <p>With that said I will attempt to be succinct and not delve into the minutia of problems with alternative transportation problems in Montana. Bike-Ped issues are not new to me. Advocating for shared use paths for all users goes back to Highway 93 South and the 2-lane 4 lane controversy. I chaired 3 focus groups and served on the Concerned Citizens Advisory Council. I was part of Team Tiger for the Bitterroot-Missoula Trail and now chair the Bitterroot Trail Preservation Alliance (a Friends Group).</p> <p>Vision Zero and its goals in terms of biking and walking are appropriate and attainable.</p> <p>The Complexities and Challenges are specific and to the point. Montana is a huge diverse state with a low population and limited funding. The Draft program is clear and concise. The strategies, implementation, and next steps are clear.</p> <p>However, as a user of Montana's highways and trails and a partner in planning and implementation, I found one area that was not addressed and that is the climate of MDT in terms of dealing with walking-bicycling public. I am always astounded when someone at a meeting, statewide or regional, tells another tale of how their District is not responsive. Maybe it was the 93 South Lawsuit, but I have always found the District 1 folks accessible and willing to listen. The same goes for the State folks that I have dealt with. So, I was somewhat blown away when the lawyers sat in on a discussion of major repairs for the Bitterroot Trail. By the way, we have never had a response to our letter about said repairs. I know money is the issue and it is limited but Safety is a Priority. (Footnote: I was a 4-laner in the 2-laner discussion.)</p> <p>Comments regarding the strategies for implementation if there is no comment it means I think it is very appropriate.</p> <p>Strategy 1A: Improve safety at intersections through applicable design standards and new technologies. crash history.</p> <ul style="list-style-type: none"> <li>• Consider automatic pedestrian phases and/or radar detection as appropriate. Yes!</li> <li>• Consider advanced crossing treatments at unsignalized intersections along major roadways where appropriate. Stephens in Missoula has a planted boulevard where this should be required. The plantings interfere with sight lines.</li> </ul>	<p><i>Thank you for your comment.</i></p>

ID	Date/Name	Comment	Response
		<ul style="list-style-type: none"> <li>Consider intersection designs such as roundabouts and protected intersections where appropriate. Education for seniors is vital for their comfort and safety.</li> <li>Consider feasibility of “No Right On Red” signage at urban signalized intersections where high volumes of pedestrians and bicycles are present. Or when said intersection has a high accident rate.</li> </ul> <p>Strategy 1B</p> <ul style="list-style-type: none"> <li>Consider sidewalk and bike lane widths greater than minimum standards when feasible and appropriate to meet demand. Sidewalks should be wide enough for a wheelchair and stroller to pass comfortably.</li> <li>Consolidate driveways and accesses to reduce the number of conflict points for pedestrians and bicyclists. This should also apply in rural areas.</li> <li>Consider requiring construction of appropriate non-motorized infrastructure as part of local development. Missoula is an example of the “no sidewalk” mentality. I guess the argument should be pay up front rather than later.</li> </ul> <p>Strategy 1C: ROLES AND RESPONSIBILITIES: State and local agencies should consider the level of pedestrian or bicycle activity that is existing or anticipated on rural roadways and use it in their decision making for capital projects and maintenance planning. Eastside Highway in the Bitterroot is an example. 12% growth rate per year. At least put in a foot print as the road is widened. Note: a 3-laner received an F on Highway 93.</p> <ul style="list-style-type: none"> <li>Regularly examine roadways during surface preservation to adjust rumble strip location if feasible. Include accident analysis maybe a center line rumble strip is more appropriate.</li> <li>Consider bicycle travel when planning for shoulder expansion of roadways. Also give the pedestrian a safe spot.</li> <li>Consider future growth in design for urban/rural fringe. In the long run this saves money and lives.</li> </ul> <p>1D</p> <ul style="list-style-type: none"> <li>Solicit support for methods for reducing speed limits on local streets outside of school zones. Speed studies are not the only consideration, Accident rate, use, population should be part of the study. Unfortunately, Lolo is on a Federal speedway.</li> <li>Solicit support for a “safe passing law” aimed at defining lawful behavior by motorists overtaking bicyclists. Wasn't this passed?</li> <li>Study emerging technology such as e-bicycles, e-scooters and other electric devices. The 2015 bill that defined electric bicycles as having the same rights and responsibilities as a standard bicycle may not be expansive or nuanced to consider all applications of emerging technology.</li> <li>Study and address use of electric mobility devices as modes of transportation, including rights and responsibilities. Lot of confusion of these two. More communication from MDT or whomever on this one.</li> </ul> <p>1E great!</p> <p>1F Add: Consider visibility of clothing, type of lights on the bicycle. I know when researching this information that some counties noted it and other did not. What a great visibility campaign one could put together with the information.</p> <p>2A Sounds good to me!</p> <p>2B</p> <ul style="list-style-type: none"> <li>Consider prioritizing pedestrian and bicycle education and encouragement. YES!</li> <li>Coordinate education and encouragement campaigns among agencies to focus on underserved and disadvantaged Montana communities. Include helmet and light give aways.</li> </ul>	<p><i>Change: Consider feasibility of “No Right On Red” signage at urban signalized intersections <b>with a history of non-motorized crashes and/or</b> where high volumes of pedestrians and bicycles are present.</i></p> <p><i>Change: Consider bicycle <b>and pedestrian</b> travel when planning for shoulder expansion of roadways.</i></p>



ID	Date/Name	Comment	Response
		<ul style="list-style-type: none"> <li>Share information with the public and appropriate agencies on various safety improvements, new technologies, and changes in traffic control methods. YES!</li> <li>Consider support for requirements to retest drivers for license renewals at regular intervals to stay up to date on current laws and regulations. I have been driving for 50 plus years and have taken only one written test.</li> <li>Consider making drivers ed a requirement for all high school students.</li> </ul> <p>2C Looks good!</p> <p>3A <u>Routine Maintenance</u>: Work with local Friends groups to coordinate maintenance efforts <u>Capital Maintenance</u>: When repair the main highway include the adjacent shared use pathways and trails in the bid.</p> <p>3B Develop MOU's between friends groups, counties, and the state to define roles in the care of shared use pathways.</p> <p>Goal 4 looks good!</p> <p>Goal 5 This is a repeat! Sidewalks should be wide enough for a wheel chair and stroller to pass comfortably. 8 to 10 feet! It is a safety issue. I should not have to step into a street because the sidewalk is not wide enough for 2 people,</p> <p>Good Job!</p> <p>As a citizen I am willing to advocate for pedestrian and bicycle facilities and safety. I would rather have my tax dollars go for alternative transportation than the medical costs for a serious TBI plus major physical injuries. I hear the bill for a year is now running between seven and ten million dollars per critical accident.</p> <p>Thanks for your efforts and work.</p>	
28	5/5/2019 <b>Aaron Wilson (on behalf of Missoula City, County, and MPO staff)</b>	<p>City, County and MPO staff gathered the following big-picture comments on the draft plan. Although you have the draft written, we collectively believe there are some core issues that should be addressed before you finalize and adopt. This document will be critical to building modern infrastructure and facilities throughout Montana, so care should be taken to get it right. Please reach out if you have questions or would like to discuss these comments further.</p> <p>Big Picture Recommendations for the Montana Pedestrian &amp; Bicycle Plan:</p> <ul style="list-style-type: none"> <li>Need for action steps throughout. How is MDT planning to implement this plan? We all know that a plan is only as good as its implementation, so what are your specific actions/strategies/steps?</li> <li>Issues with HSSRA policy – MDT typically requires local governments to be responsible for maintenance of bicycle and pedestrian infrastructure, essentially treating those improvements as an amenity rather than an integral part of the transportation network. How is that being addressed with this plan?</li> <li>Elaborate on the social, economic, and environmental benefits of walking and biking.</li> </ul>	<p><i>Thank you for your comment.</i></p> <p><i>The language in the Plan was vetted through the Steering Committee to arrive at content that all entities could agree to. Each entity will be responsible for implementing applicable strategies and setting specific benchmarks, if desired. The Plan is intended to be a resource to be used by MDT and its partnering agencies as they work to fulfill the needs of pedestrians and bicyclists.</i></p> <p><i>Strategy 3B speaks to the need to explore other funding alternatives for maintenance of pedestrian and bicycle facilities.</i></p> <p><i>Change: Add language to Strategy 5A: <b>There are many benefits from walking and bicycling at the individual, household, and community levels. Benefits include increased physical activity, reduced healthcare costs, lower transportation costs for households, and improved air quality. As more people walk and bike, the benefits increase as well. Targeting non-motorized improvements to areas with a high potential for walking and bicycling</b></i></p>



ID	Date/Name	Comment	Response
		<ul style="list-style-type: none"> <li>• Greater focus on design standards and best practices and also consider the different needs of urban and rural roadways (Design Hierarchy). Not all streets are created equal - it would be great to see MDT recognize that in this plan. What gets designed in the urban areas will likely be different that what gets designed along rural highways. Have different standards for each.</li> <li>• Stronger language – move away from the term “consider” or “where possible” and support improving conditions for all users of all abilities (i.e. move towards a complete streets policy). Use goal-oriented language that is actionable. Don't qualify. We all understand that design needs to be context-sensitive, but that doesn't mean you can't make bold statements and clear actions.</li> <li>• Make a deliberate effort to expand the network rather than making improvements when mv centric roadway projects come along (i.e. make those missing connections and refrain from creating a patchy network).</li> <li>• The State should have a larger role in bicycle and pedestrian data collection efforts (providing counters, maintaining statewide database, provide training, setting methodology, etc.) or at least set standards for localities to follow. Create the program and integrate it with the urban traffic count program. Don't wait from local agencies to do the work first.</li> <li>• Discuss and connect with the organizations making positive impacts on the bicycle and pedestrian community (e.g. Adventure Cycling) and highlight their work.</li> <li>• Discuss of micro-mobility/shared micro-mobility and emerging technologies.</li> <li>• Acknowledge differences in ability levels (e.g. “four types of cyclists”) and discuss the important impact safe and protected infrastructure has on increasing rates of bicycle and pedestrian activity.</li> <li>• Create criteria for Urban and for Rural. Perhaps consider potential for mode split with urban areas or overall importance of route statewide (examples Great American Trail, US Bicycle Routes, Adventure Cycling Tourism Routes)</li> <li>• Develop Levels of Service related to VMT, Equity, and movement of people, not just vehicles. Particularly within urban areas, consider multi-modal level of service or other analysis, not just vehicular LOS. We are never going to keep up with continued growth in vehicular traffic, so lets acknowledge that and move towards a more efficient model.</li> <li>• Address E-bikes and other emerging technology.</li> <li>• Edit per recent legislation such as SB-24.</li> <li>• Recognize existing MPO LRTP plans. How is this plan supporting your MPOs, Counties and Cities?</li> </ul> <p>Overall, I think you've got a lot of great information in the plan and we really appreciate the direction it should be taking the state. However, we hope you'll take these comments seriously and consider ways to address them before adopting the final plan. As always we are happy to offer input or assistance where it is helpful.</p>	<p><i>trips, or those areas likely to have shorter trip lengths, can help to leverage these benefits.</i></p> <p><i>An update to the AASHTO Guide is currently under development. This update will have information for the differing needs of urban and rural roadways.</i></p> <p><i>The Plan was developed in coordination with multiple entities and seeks to serve many needs. The language was thoroughly vetted through the Steering Committee to arrive at content that all entities could agree to.</i></p> <p><i>Strategy 2A seeks to standardize data collection programs and encourage all entities to collect data.</i></p> <p><i>Stakeholders such as BikeWalkMT and Adventure Cycling were invited to the open house workshops and gave input there.</i></p> <p><i>Strategy 1D addresses legislative considerations for emerging technologies (e-bikes, e-scooters, etc.).</i></p> <p><i>Section 3.2 provides discussion on facility types and users.</i></p> <p><i>Please refer to other guides and manuals. The 2010 Highway Capacity Manual addresses multimodal mobility analysis.</i></p> <p><i>Strategy 1D discusses the need to study electronic devices such as e-bikes and e-scooters.</i></p> <p><i>Strategy 5E recognizes the role of local transportation plans.</i></p>
29	5/6/2019 Sheelia Miller	<p>Hopefully this makes more sense than last evenings babble.</p> <p>At 2:00am I had an ah ha moment. I could use technology to get the information to you. Brilliant don't you agree? Now all I have to do is find an entity that can fax something 36X44. Superior is small but we have the Extension office, the Planner, the Forest Service. If none of those can help I have been to the DOT in Missoula and</p>	<p><i>Thank you for your comment. This is a policy-based plan which is not intended to identify specific projects. We hope that the strategies that have been provided will address some of these issues. They are intended to offer guidance to localities to resolve existing safety concerns and avoid some of these mentioned issues in future projects.</i></p>

ID	Date/Name	Comment	Response
		<p>that is do-able for me. Nothing opens until 8 am so I will do the waiting game.</p> <p>What I was attempting to say is my friend is a very busy man and our schedules rarely coincide. He has been on all the routes and I have not. We met with Heather Berman at the Forest Service and got some maps. Then the government shut down and everyone was playing the catch up game and somewhere life episodes took over. Expect the unexpected. Some is good and some not but we deal with it all.</p> <p>I also have the Elementary Principal getting a Bicycle Club started.</p> <p>I forgot the name of the young woman who came to Mineral County last year and spent time running around with me. We had some great chat time. If I recall correctly she said if we get anything down it would be helpful. So whether she said it or I made it up, here is what we have at present.</p> <p>As you are aware there aren't too many options for a trail to go, and there are some snags, I hope we can work them out with time and assistance.</p> <p>We focused on St. Regis to Alberton because there is a group working on the east end of the Hiawatha trail to St Regis from the west.</p> <p>The pink marked is the most user friendly on most of the route. Yellow indicates other possible options. There are parts paved and parts with gravel. Signage will be the key as you know better than me.</p> <p>From Alberton to Huson</p> <p>Back roads beginning in the town of Alberton At the edge of town there is a fork in the road The one to the right takes you to the highway The one to the right goes to Nine Mile where Nine Mile House (restaurant) burned down a year or so ago Turn east near the Post office and it takes you to Huson right where the New Frenchtown trail stops.</p>	
30	5/6/2019 <b>Kristen Hollum</b>	<p>Thanks for being such a bike-friendly state!</p> <p>I live in Red Lodge and ride my bike to work and for exercise. It has come to my attention that MDOT is seeking comments regarding widening shoulders and rumble strips on Rural Roads. I support having a rumble strip for the safety of vehicles, however, I think the best place for the rumble strip is directly under the white line marking the edge of the road. This is a great compromise for both safety of vehicles and safety of bikers. The shoulders are narrow (I know widening them can be expensive) and filled with lots of debris and sometimes cracks. Adding a rumble strip only reduces the safe travel options for bikers and ends up with biking in the lane of traffic on rural roads. This irritates cars and is not a safe options for cyclists, but is often safer than the conditions that exist on some stretches of road.</p> <p>The roads I most often bike are Highway 78 from Red Lodge to Columbus, Highway 212, and Highway 308 to Belfry (212 is my route for work and exercise).</p> <p>Thank you for your consideration of bikers and pedestrians. Active transportation will only continue to grow in our great state, and if we can all compromise, we can create a safe and efficient plan for everyone.</p>	<p><i>Thank you for your comment. Section 4.4 of the Plan speaks to some of the tradeoffs of rumble strips between vehicles and bicycles. The MDT Rumble Strip Guidance provides criteria for installation of shoulder and centerline rumble strips on state highways.</i></p>
31	5/6/2019 <b>Nick Gaddy</b>	<p>Comment or Question: Commenting on the Montana Pedestrian and Bike Plan. I would like to see any rumble strips added to Rural Roads be under the</p>	<p><i>Thank you for your comment. Section 4.4 of the Plan speaks to some of the tradeoffs of rumble strips between vehicles and bicycles. The MDT Rumble Strip Guidance provides criteria</i></p>

ID	Date/Name	Comment	Response
		<p>white line, rather than inside the shoulder. The space is already small for bikes and often has dirt and debris, so adding a rumble strip would make it more difficult to bike safety with cars.</p> <p>I ride on Highway 212, 78, and 308.</p> <p>Thanks!</p>	<p><i>for installation of shoulder and centerline rumble strips on state highways.</i></p>
32	5/9/2019 <b>Marlena Lanini</b>	<p>If public comments are still open, I would like to submit the following comments. First, thank you for developing this plan!</p> <p>I agree with the goals and the substance of the plan. I strongly believe in access for all individuals and was happy to see inclusion of accessibility recommendations from ADA and other resources. I believe universal design principles will make public spaces more easily used by all Montanans.</p> <p>Strategy 1A: Safety at Intersections: This section states: "Consider intersection designs such as roundabouts". For roundabouts with high speed roads, crossing in the pedestrian cross walk is very dangerous and I would like to see roundabouts include some protection for pedestrians and bike riders. I believe that flashing lights to stop traffic or even tunnels to by-pass the high speed roads at intersections would greatly improve safety at high speed roundabout intersections. Please consider adding language to further increase the safety at these type of intersections.</p> <p>Here is an example of the safety issues I see roundabout intersections with high speed traffic (anything above residential speed limits). In Billings Shiloh Road (highway 302) has an excellent multi-use path. My family uses it for walking and bike riding. Additionally, it is located near several assisted and independent living facilities and I often see older adults who use walkers, canes or wheelchairs utilizing the trail. There is a significant safety issue at the intersections with larger, high speed roads like Grand Ave, Central Ave, and King Ave. There is a lot of traffic, traveling at high speeds and it is difficult as a pedestrian to cross the multi-lane roads at the roundabout fast enough while timing a break in traffic. This is especially difficult for pedestrians who cannot cross at fast speeds such as children and older adults. As a driver, it is difficult to yield to pedestrians because you cannot see them clearly until you are very close to the crossing, which doesn't leave much time for stopping.</p> <p>Thank you again for developing this plan!</p>	<p><i>Thank you for your comment. It is our hope that all of the strategies and corresponding action items will be interpreted as a whole. The Plan gives recommendations for non-motorized crossings on major roadways and various ideas for increasing pedestrian visibility.</i></p> <p><i>Appropriate intersection crossing treatments are evaluated on a case-by-case basis, including at roundabouts.</i></p>
33	5/12/2019 <b>Kip Smith</b>	<p>I agree with most of the comments already submitted by Bike Walk Montana but wanted to mention a few additional items.</p> <ul style="list-style-type: none"> <li>• In the Executive Summary (page XII) and on page 17 there are references to bike/pedestrian accidents with alcohol or drug impairment. However, it is not clear whether it is the cyclist, pedestrian or motorist who was impaired and clarification would be greatly appreciated. A related question is the source of this data?</li> <li>• Page 24 makes a statement about estimated costs to repair the 200+ miles for shared use trails in the MDT Right of Way as well as the annual costs to maintain these trails. However, it is not clear where these numbers come from and they appear quite low based on other data available including Rails to Trails of NW Montana data from 2015 which estimated at least \$2000/mile <u>if volunteer help is utilized.</u></li> <li>• On a related issue, the Plan should include a strategy to developing an easy (minimal strings attached) process for volunteers to adopt portions of shared use trails within the MDT ROW for maintenance purposes (mowing, sweeping, plowing, etc). MDT or other government entities would need to remain responsible for weed control and trail resurfacing/preservation.</li> </ul>	<p><i>Thank you for your comment.</i></p> <p><i>Stated on page 17: "In approximately 25 percent of the severe injury pedestrian-related crashes, the pedestrian was under the influence of alcohol or drugs. Conversely, approximately two percent of bicyclists were under the influence in severe injury bicycle related crashes." Source is MDT crash data as referenced on page 17.</i></p> <p><i>Shared Use Path data is referenced from the MDT Shared Use Paths Inventory and Detailed Maintenance Plan (reference 20).</i></p> <p><i>Strategy 3B has an action item which reads: "Pursue crowd-sourced programs to provide some services such as "adopt a trail" programs."</i></p>

ID	Date/Name	Comment	Response
		<ul style="list-style-type: none"> <li>Table 2 on Page 26 references Montana's annual apportionment of FAST Act funds at \$6.3M for 2012-2020 but page 25 references an average TA funding available for 2013-2019 of only \$4.5M. Why the difference?</li> <li>The last paragraph on page 32 for Section 5.1 Standards and Resources, states that while "there are not widely accepted standards of maintenance, <u>jurisdictions generally have clearly defined roles and responsibilities for facility maintenance.</u>" Based on my experience in the Flathead Valley, the underlined statement above is just not true. There is considerable confusion and, in some cases, downright denial of responsibility by MDT, Flathead County and the City of Kalispell for trail maintenance despite reference to written agreements between MDT and other government bodies. A lack of resources is not an excuse for failing to acknowledge responsibility to maintain these critical non-motorized transportation resources.</li> <li>Was the Montana Highway Patrol or other law enforcement agencies involved in developing any of the Plan sections on laws and regulations? If not, I strongly suggest MHP and law enforcement be consulted during implementation of strategies in these area to obtain their insight and buy in.</li> <li>Finally, I believe there should be a strategy included for MDT to request annual state funding for maintenance of share use paths within the MDT ROW. With an annual budget in excess of \$700M, it seems like including \$1M for maintenance (as documented on page 24) of non-motorized transportation infrastructure is a drop in the bucket.</li> </ul> <p>Again, thank you for allowing me to submit these additional comments and I look forward to working with MDT, Bike Walk Montana and other interested parties to implement Montana's Pedestrian and Bike Plan.</p>	<p><i>As stated on page 26: "Note that the table shows approximate annual apportionment levels; actual obligation (spending) levels differ due to federal obligation limitations." Additionally, MDT chooses to dedicate federal funding to both the TA and RTP programs.</i></p> <p><i>It is well understood that although there are written agreements outlining maintenance responsibilities, some confusion does exist. Strategies, like 3A and 5E, were developed to help address these concerns.</i></p> <p><i>Law enforcement agencies were invited to the open house workshops as stakeholders and gave input there.</i></p> <p><i>Included in strategy 3B: "Review annual budgets and explore mechanisms for creating dedicated annual funding for various types of maintenance."</i></p>

# Public Comments Outside Review

**From:** Dale & Anne Olson <[dnaolson9151@gmail.com](mailto:dnaolson9151@gmail.com)>

**Sent:** Thursday, March 29, 2018 5:02 PM

**To:** Ludlow, Sheila <[sludlow@mt.gov](mailto:sludlow@mt.gov)>

**Subject:** RPA bike pedestrian plan

Dear Shelia,

I recently attended your session at the 2018 Bike Walk Montana Summit in Bozeman. We were given this web site to look for meetings involving the plan [www.mdt.mt.gov/pubinvolve/pedbike](http://www.mdt.mt.gov/pubinvolve/pedbike). Do I have the incorrect web address since the message I get is that the page is not found on MDT's website? I also tried RPA website and there was no information about the plan. Thank for your help with this problem.

Dale Olson  
39 Wylie Creek Blvd  
Bozeman, MT  
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**From:** Ludlow, Sheila

**Sent:** Monday, April 02, 2018 10:36 AM

**To:** Dale & Anne Olson <[dnaolson9151@gmail.com](mailto:dnaolson9151@gmail.com)>

**Subject:** RE: RPA bike pedestrian plan

Good morning,

You have the correct website address. We haven't launched the website just yet, it's still under development but should be available very soon. Please check back around mid-April. We are still targeting rolling out the survey by April 18<sup>th</sup>.

Hope this helps and please let me know if you have any questions.

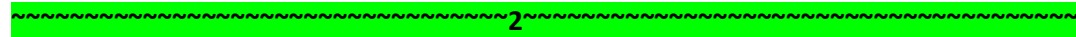
Thanks!



**Sheila Ludlow**

*Planner* | Division  
Montana Department of Transportation  
P.O. Box 201001  
Helena, MT 59620

406-444-0000 | [email@mt.gov](mailto:email@mt.gov)



**From:** R Edward Banderob <[REBanderob@outlook.com](mailto:REBanderob@outlook.com)>

**Sent:** Thursday, April 05, 2018 5:09 PM

**To:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>

**Cc:** Ludlow, Sheila <[sludlow@mt.gov](mailto:sludlow@mt.gov)>; Wheat, Michelle <[miwheat@mt.gov](mailto:miwheat@mt.gov)>; Melinda Barnes <[melinda@bikewalkmontana.org](mailto:melinda@bikewalkmontana.org)>

**Subject:** Comment - Montana Pedestrian & Bicycle Plan



Please see attached

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Sent From My Old Clunker

Phone: 406 723 3736 Email: [REBanderob@outlook.com](mailto:REBanderob@outlook.com)

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**R. Edward Banderob**

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2601 Grand Ave., Butte MT. 59701

Phone: 406 723 3736 e-mail: [REBanderob@outlook.com](mailto:REBanderob@outlook.com)

Attn: Sheila Ludlow

MDT Project Manager

Ref: Montana Pedestrian & Bicycle Plan

Sub: Comments

Should the Montana Pedestrian & Bicycle Plan only be concerned and focused on connivance and safety issues, or should it also be concerned about showing the way to greater wellness, well-being and productivity?

In That:

“Rural residents have higher rates of chronic diseases compared to their urban counterparts, and obesity may be a major contributor to this disparity.” Journal of Rural Health, 2012

“Obesity trends in Montana adults:

Overweight 1984 30% > 2016 37%. Obese 1984 7.5% > 2016 20%.” BRFSS

“75% of adults are NOT meeting physical activity recommendations

72% of youth are NOT meeting physical activity recommendations”

BRFSS 2015 & YRBS 2017

“For more than 15,000 years humans’ lifestyle in North American included frequent walking motion. In the past few decades that lifestyle abruptly changed from a Frequent Walking Motion Lifestyle to a Sedentary Inactive Lifestyle. (Now) 60% of an adult’s non-sleeping hours are spent in sedentary behaviors or about 9-10 hours a day. This sedentary lifestyle is a very serious worldwide problem, especially in the United States of America. As a result we have had a significantly increased manifestation of many diseases and disorders associated with inactivity.

Sedentary Lifestyle Related Diseases and Disorders in our Society include: Obesity, Diabetes, Cardio-Vascular, Stroke, Cancers (colon & breast), Hypertension (high blood pressure), Arthritis, Osteoporosis, Spinal disc herniation (Low back pain), Anxiety, Migraines, Alzheimer’s, Depression, Falls, Decreased Ability to do Daily Activities and Mortality in Older Adults, Driving Fatigue and Drowsiness, Lowered Productivity. Unless there is a reversal of this sedentary lifestyle, the incidence of these diseases and disorders will increase, life expectancy will decrease, and medical costs will continue to rise. **Those who walked five minutes every 30 minutes had the lowest risk of early death.**” Patterns of Sedentary Behavior in US Middle-Age and Older Adults: The REGARDS Study, Diaz et al, Med. Sci. Sports Exerc., Vol. 48, No. 3, pp. 430-438, 2016.

People these days simply don't walk as frequently as their bodies need for optimal health. Therefore unless there is a reversal of this Sedentary Lifestyle, and a return to a more Frequent Walking Motion Lifestyle, that more frequently stimulates the bodies Metabolic Functions to a level that is essential to form and maintain a healthy body, the incidence of the sedentary lifestyle related diseases and disorders will increase, life expectancy will decrease, and medical costs will continue to rise.

Public hiking trails, pedestrian sidewalks, highway rest area pathways and sidewalks, public walking and hiking events, and the like point the way, more than just places to get a walk in, they should be used to educate and motivate people to incorporate frequent walking motion into their daily lifestyle routine.

Therefore:

We request that the implementation of a modified clause #3 of HB225 at Highway Rest Areas: ADD SHARED-USE PATHS AND SIGNAGE ALONG THOSE PATHS AND ALONG SIDEWALKS THAT DESIGNATE WALKING LOOP PATHWAYS OF 1,320 FEET THAT WILL BE REFERRED TO AS "TAKE A BREAK - TAKE A WALK" PATHWAYS be included in the Montana Pedestrian & Bicycle Plan.

Respectfully submitted for your consideration and action.

Sincerely,

R. Edward Banderob, Facilitator

A Frequent Walking Motion Lifestyle - Take A Break – Take A Walk, - Five Minute Healthy Habit Walking Pathways Initiative

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**From:** Tracy Baker <milesecondir@outlook.com>  
**Sent:** Monday, April 16, 2018 10:54 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** MDT Bike Ped public input, analyzing data and identifying trends

Sheila,

I would love to take this survey and give input anytime!

If you are ever in Miles City – stop by and see me. I am in the courthouse on the 2nd floor.

Thanks,

*Tracy Baker*



Miles City Area Economic Development Council  
*Executive Director*  
Southeastern Montana Development Corporation  
*Loan Officer*  
1010 Main St., Ste 18  
Miles City, MT 59301  
Phone: 406-234-2705  
Fax: 406-234-5705  
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**From:** Wheat, Michelle  
**Sent:** Friday, April 20, 2018 8:51 AM  
**To:** Tracy Baker <milesecondir@outlook.com>  
**Cc:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** RE: MDT Bike Ped public input, analyzing data and identifying trends

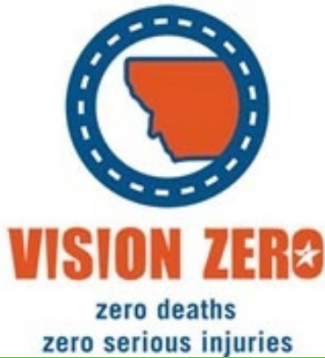
Good morning Tracy –

Thank you for contacting the us regarding your interest in the Montana Pedestrian and Bicycle Plan.

The survey is now open for you to fill out. The 20 question survey is available [here](#) and takes approximately 5-10 minutes to complete.

The planning process will provide numerous public engagement opportunities including, workshops, online engagement, newsletters and the survey. To learn more about Montana's Pedestrian and Bicycle Plan, please visit the project website at <http://www.mdt.mt.gov/pubinvolve/pedbike/> and you can also subscribe for future updates.

Thank you again for your interest in this planning effort. Please feel free to share this information and spread the word.



**Michelle Wheat**

*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division

Montana Department of Transportation

2701 Prospect Avenue

P.O. Box 201001

Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



**From: Dale & Anne Olson** [<mailto:dnaolson9151@gmail.com>]

**Sent: Thursday, April 19, 2018 12:26 PM**

To: Scott Randall <[SRandall@rpa-hln.com](mailto:SRandall@rpa-hln.com)>

Subject: Montana Pedestrian and Bicycle Plan

When is the scheduled public meeting going to be held in Bozeman that you mentioned at the Bike Walk Montana Summit in Bozeman in March? I do not see any posting at the MDT website for this meeting you mentioned in March.

Thanks Much!

Dale A. Olson

39 Wylie Creek Blvd.

Bozeman, Mt, 59718

[dnaolson9151@gmail.com](mailto:dnaolson9151@gmail.com)

From: Scott Randall <[SRandall@rpa-hln.com](mailto:SRandall@rpa-hln.com)>

Sent: Thursday, April 19, 2018 2:17 PM

To: Dale & Anne Olson <[dnaolson9151@gmail.com](mailto:dnaolson9151@gmail.com)>

Cc: Ludlow, Sheila <[sludlow@mt.gov](mailto:sludlow@mt.gov)>

Subject: RE: Montana Pedestrian and Bicycle Plan

Hi Dale, thanks for your interest in the Montana Pedestrian and Bicycle Plan!

We are currently working on scheduling and logistics for the public meetings. It's looking like the meetings will take place towards the end of May. We hope to have locations and dates finalized soon. Since you've signed up on our contact list, you will receive an email blast announcing the meetings once all the details are finalized.

In the meantime, we do have a survey that was just made live yesterday. Feel free to provide your input at your convenience: <http://www.mdt.mt.gov/pubinvolve/pedbike/survey.shtml>

Thanks,

- Scott

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From: Dale & Anne Olson <dnaolson9151@gmail.com>  
Sent: Wednesday, May 09, 2018 12:08 PM  
To: Scott Randall <SRandall@rpa-hln.com>  
Cc: Ludlow, Sheila <sludlow@mt.gov>  
Subject: Re: Montana Pedestrian and Bicycle Plan

We just saw the list of meeting places. We are disappointed that meetings will not be held in Bozeman. Logic would dictate that one would have meeting in Montana's larger communities including Bozeman and Great Falls. Please consider meeting in these communities too. Take care, Dale Olson

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**From: R Edward Banderob** <REBanderob@outlook.com>  
**Sent: Friday, April 20, 2018 5:38 AM**  
To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>; Wheat, Michelle <miwheat@mt.gov>; Melinda Barnes <melinda@bikewalkmontana.org>  
Subject: Montana Pedestrian and Bicycle Plan Survey

To Whom It May Concern

I do not see the option under; "Where do you walk?" of;

- Highway Rest Areas when driving

Those who walk at Rest Areas are "Pedestrians" and Rest Areas are neither Shared-use Pathways nor Parks.

R. Edward Banderob  
Frequent Walking Motion Lifestyle - Take A Break - Take A Walk

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**From: Julie Schellberg** <julie@bigmountainanalytics.com>  
**Sent: Friday, April 20, 2018 1:16 PM**  
To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Montana Pedestrian and Bicycle Plan

I would like to be involved in the planning process. Thank you,

Julie Seby

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From: Ludlow, Sheila  
Sent: Monday, April 23, 2018 8:24 AM  
To: Julie Schellberg <julie@bigmountainanalytics.com>  
Subject: RE: Montana Pedestrian and Bicycle Plan

Hi Julie,

Thank you for your interest in Montana's Pedestrian & Bicycle Plan.

Please visit our project website to learn more about the plan. We also invite you to take a short survey – this information will help MDT assess pedestrian and bicycle transportation in Montana.

MDT is in the process of coordinating some workshops around the state and will be posting details to the website very soon. Please consider subscribing for updates as this will ensure you are kept up to date on information regarding plan development.

Website and option to Subscribe for Updates: <http://www.mdt.mt.gov/pubinvolve/pedbike/>

Survey: <http://www.mdt.mt.gov/pubinvolve/pedbike/survey.shtml>

MDT looks forward to your input.

Thanks!

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**From:** Ty Dufner <TDufner@gmc.org>  
**Sent:** Friday, April 20, 2018 3:05 PM  
**To:** Wheat, Michelle <miwheat@mt.gov>  
**Subject:** Biking in Eastern Montana

Any support the state can provide to Eastern Montana with cycling would be greatly appreciated. Eastern Montana is close to Medora, ND with the Maah Daah Hey trail system being on the IMBA "epic" rides. We are positioned only about 45 miles from Medora and could be a great revenue generating opportunity to get at least ONE mountain bike trail. Currently we have some fantastic staff working at Makoshika State Park but they keep seeming to have their hands tied when it comes to progress of trail building. Thank you greatly for the survey and your time.

Ty Dufner

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**From:** Matty J <mattyjewett@gmail.com>  
**Sent:** Tuesday, April 24, 2018 12:20 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan Survey

Good Morning Shelia,

I was surprised to see that concerns about distracted driving were not included in the Montana Pedestrian and Bicycle Plan Survey.

Distracted driving is a major threat to pedestrians, cyclists, and other motorists. Statistically it is on par with drunken driving.

Increasing fines and penalties would not only make Montana a safer place for all, it could be a very important revenue stream for our states depleted revenues.

I appreciate your consideration on this matter.

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**From:** Brad Tschida <tschida4mthouse@outlook.com>  
**Sent:** Tuesday, April 24, 2018 4:52 PM



To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Pedestrian and bicycle plan

Sheila:

If there's an opportunity to visit with you about this proposed pedestrian/bicycle playing in the latest MDT newsletter, I would welcome such a discussion.

My hope is that neither HSRA nor other state/federal funds will be used to develop the plan nor implement it.

Sincerely,  
Rep. Brad Tschida

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From: Ludlow, Sheila  
Sent: Friday, April 27, 2018 7:53 AM  
To: 'Brad Tschida' <[tschida4mthouse@outlook.com](mailto:tschida4mthouse@outlook.com)>  
Cc: Zanto, Lynn <[lzanto@mt.gov](mailto:lzanto@mt.gov)>  
Subject: RE: Pedestrian and bicycle plan

Good morning Representative Tschida,

Thank you for your inquiry in the state pedestrian and bicycle plan, MDT appreciates your concerns. Funding for the plan is non-highway construction funding that comes thru Federal funding for multimodal transportation planning efforts - these funds can only be used for research and planning purposes.

With bicycle and pedestrian use steadily increasing across many of Montana's communities determining where non-motorized investments should be made has proved challenging. Developing the plan will provide many benefits. The plan will enable MDT and our partners to review practices and policies holistically to: 1) determine how investments in walking and bicycling are currently made, 2) determine if this process is efficient and effective, and 3) identify policies and practices to achieve more successful long-term outcomes.

Our goal is to ensure good, consistent decision making in terms of these users of our system and ensure coordination with local governments given the role they have in developing local non-motorized systems and the interface with overall transportation.

If you would like to receive email updates on plan development please consider signing up on our mailing list: <http://www.mdt.mt.gov/pubinvolve/pedbike/>

If you would like MDT would be happy to visit further - please provide the number to best reach you at and we will give you a call.

If I can be of further assistance, please let me know.

Thanks,  
Sheila

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**From: Whitney, Jacqu**  
**Sent: Wednesday, April 25, 2018 7:31 AM**  
To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Montana Pedestrian and Bicycle Plan

Since you don't have a 'comment' section on your survey:

I consider bicyclists a threat when I am driving. They are so vulnerable and they make me very nervous. I hate that they ride 2/3/4 abreast. And I hate the 'group rides' they have where they have gobs of bicyclists involved in some fundraiser or whatever. I cannot understand why people think it's OK for them to be on the highways. Please make trails OFF the road pavement and away from the highways so everyone is safer. This Share the Road mentality is just wrong. I won't let my kids bike on highways & busy streets to get to school or for recreation. I've had friends get hit by cars while riding their bikes in Missoula and it's just scary. The wrecks affected their health for years. And I'm sure you know Missoula is more biker-friendly than most towns.

Please get the bikes off the highways and busy streets and get a system put together that is safe and connected. You may have to get creative with funding but I don't think bicyclists should be taking advantage of gas taxes paid by motorists forever. It would certainly make for a better quality of life for our communities.

Jacque Whitney  
R/W Design/Plans

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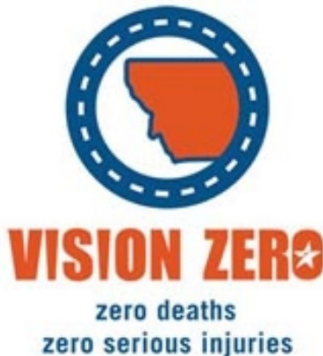
**From: Giannetti, Danae**  
**Sent: Wednesday, April 25, 2018 7:51 AM**  
To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Support from Bozeman!

Hi Team,

I was really excited to read the blurb in today's interchange about the Pedestrian & Bicycle Plan.

Here at the MSU Design Unit, we try to encourage the students to bike/walk/use public transit as much as possible as well as promote the commuter challenges. If there's anything else I can do to help in the development of the plan please let me know as I'd be willing to help! Personally, I am an active member of the biking community in Bozeman and I sometimes get the feeling that MDT has work to be done with regards to public involvement. I think this will be an excellent return on investment for MDT.

Thank you for working on this project!



**Danae Giannetti**  
*Civil Engineering Specialist* | MDT/MSU Design Unit  
Montana Department of Transportation  
2327 University Way, Suite 5  
Bozeman, MT 59715  
406-994-1861 | [dgiannetti@mt.gov](mailto:dgiannetti@mt.gov)



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**From: Stuart Challender** <stuartc@bridgegeoplan.com>  
**Sent: Wednesday, April 25, 2018 8:59 AM**

To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Montana Pedestrian and Bicycle Plan

Thank you for reaching out for input regarding the pedestrian and bicycle plan. A major concern of mine at this point is transportation investment that limits bicycling and makes bicycling more dangerous. Example, recently installed rumble strips on the shoulder of South 19<sup>th</sup> Avenue south of Bozeman. This is a popular road bicycle route in the Bozeman area, and a connection to the popular Hyalite Canyon. The rumble strips take up most of the narrow shoulder, making it more difficult and dangerous for bicyclists to stay to the side of the road and out of traffic.

Thank you,  
Stuart Challender  
Bozeman MT  
[stuartc@bridgergeoplan.com](mailto:stuartc@bridgergeoplan.com)

13

**From: Larson, Kris**

**Sent: Wednesday, April 25, 2018 2:05 PM**

To: Ludlow, Sheila <sludlow@mt.gov>; Strizich, Carol <cstrizich@mt.gov>; Wheat, Michelle <miwheat@mt.gov>

Subject: Ped/Bike Plan Comments

Hello MDT BIKE/Ped team -

I bike to work when weather allows. These are my thoughts:

- 1) Major roads outside of City Limits should be widened and maintained to accommodate bikes. When riding from town to MDT, a bicyclist can easily go 25-35 mph. The narrow road is dangerous, especially if there's a rock, tree branch/other obstacle. That said, it's the only through street --- there are stop signs to the north and south all the way from town to MDT. 11<sup>th</sup>/Prospect is too dangerous and likely cannot be fixed as the problem is very inattentive drivers. I realize this is out of MDT jurisdiction, but there are probably connector roads within MDT jurisdiction with similar issues.
- 2) Remove unsafe crossings. It is terrifying to me to cross Highway 12 between the main MDT building and MDT Planning. I get off my bike and walk. I wear a reflective vest, have reflective panniers, and have front and rear lights, and was almost hit 3x in the 4 months that I rode my bike last year. I wish there were a tunnel, a bridge, gates like those used for trains...ANY safety feature!
- 3) Amusing aside. I was surprised that none of the survey choices for walking/biking were to have a beer. I ALWAYS walk to the brewery, Hawthorn, or any dinner at which I suspect I might have an adult beverage. In most European countries, people wouldn't THINK of having one beer and getting behind the wheel of a car!

Thanks so much for putting out a survey and for offering to take comment –

Kris

**Kris Larson, GISP**

**Geospatial Analyst, Geospatial Information**

MDT, Transportation Planning Division | Phone: 406.444.7307 | <mailto:kr Larson@mt.gov>

<http://mdt.maps.arcgis.com/home/index.html>

14

**From: Brad Tschida** <brad@themilkywhey.com>  
**Sent: Thursday, April 26, 2018 6:59 PM**  
To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Montana Pedestrian and Bicycle Plan

If the MDT Has \$76 million (the number provided to me in literature that I was sent) to spend on biking and walking paths, the MDT has serious issues with prioritizing their spending.

Please tell me that walkers and cyclists (not motorists) are going to pony up these funds.

This is mind-numbing and a total misuse of MDT funds.

Rep. Brad Tschida HD 97  
~~~~~

From: Tooley, Mike  
Sent: Monday, April 30, 2018 10:32:32 AM  
To: [brad@themilkywhey.com](mailto:brad@themilkywhey.com)  
Subject: Bike/ped questions

Good morning Rep. Tschida,

Staff has brought me up to speed on the conversations you have had with them regarding the state's bicycle/pedestrian plan.

One issue that we can't seem to determine is where the figure of \$76 million came from. On average, the department spends about \$8 million per year on what we consider bike/ped activities. A good portion of that is in the form of grants to communities to either improve sidewalks or upgrade them to current standards. The department also spends some money upgrading sidewalks to current ADA standards on routes that we are responsible for to not only serve the public but keep us in compliance with the law. This summer's ADA upgrade project in Missoula is an example of this.

The department surveys the public biannually to determine what priorities they see regarding the expenditure of state funds for transportation. You may have read it already but here is a link to the 2017 survey.

[http://www.mdt.mt.gov/publications/docs/surveys/2017\\_tranplan21\\_stakeholder.pdf](http://www.mdt.mt.gov/publications/docs/surveys/2017_tranplan21_stakeholder.pdf)

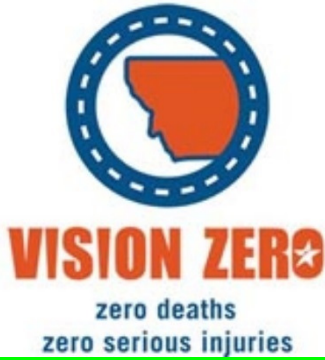
Bike/ped transportation is something that citizens are very interested in but also do a pretty good job of making it clear that their top priority is maintenance of the highway infrastructure. That is why our investment ratio is well over 400 to 8 vehicle infrastructure versus bicycle or pedestrian infrastructure.

I am often criticized by some for not doing enough for bike/ped. There are benefits for both types of investments in terms of economic development, but the majority of the needs are on the highway system and our prioritization reflects that.

The cost of the plan, which is necessary to manage future investments in a coordinated fashion, comes from the State Planning and Research portion of the Federal program. Any match is taken from state highways special revenue in the non-restricted account, which is from non-gas tax revenue sources.

I am happy to continue to answer any questions you have on this topic. Thanks for contacting us and asking them.

Director Tooley



Mike Tooley
Director
Montana Department of Transportation
2701 Prospect Avenue
P.O. Box 201001
Helena, MT 59620
406-444-6201 mitooley@mt.gov



15

From: www@mdt.mt.gov <www@mdt.mt.gov>
Sent: Saturday, April 28, 2018 8:55 AM
To: MDT Comments - Ask MDT <mdtcommentaskmdt@mt.gov>
Subject: Ask MDT A Question Submitted
A question, comment or request has been submitted via the "Contact Us" web page.
Reason for Submission: Ask MDT A Question
Submitted: 04/28/2018 08:54:42
Name: Dean Hatch
Email Address: logwerx@yahoo.com

Comment or Question:
I was told there was a survey that could be taken regarding the pedestrian & bicycle plan. Could you provide a link to this survey?

From: Wheat, Michelle
Sent: Monday, April 30, 2018 1:43 PM
To: logwerx@yahoo.com
Subject: Ask MDT a question - Pedestrian and Bicycle Plan Survey

Good afternoon Dean,

Thank you for contacting the Montana Department of Transportation regarding the Montana Pedestrian & Bicycle Plan.

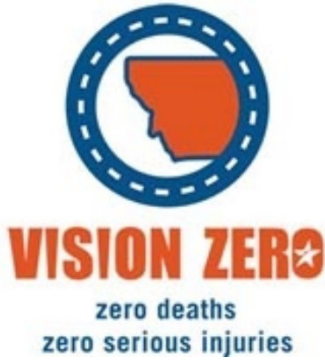
Below are the links for both the Plan's webpage and the survey. On the webpage, there is also an opportunity to subscribe to email updates containing information regarding plan development.

Website and option to Subscribe for Updates: http://www.mdt.mt.gov/pubinvolve/pedbike/

Survey: http://www.mdt.mt.gov/pubinvolve/pedbike/survey.shtml

Thank you again for contacting us, we look forward to your input.





**Michelle Wheat**

*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division

Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



16

**From:** Pam Purinton <temiuqnomap@gmail.com>  
**Sent:** Monday, April 30, 2018 12:14 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Survey

As usual this survey is geared toward an environmentalist bend, part of the Agenda 21, "Complete Streets". Bicyclists choose to ride wherever they want to ride regardless of their safety or the safety of the motorist. I thought that there was a law about the minimum that a vehicle had to go on a road...does that not apply to bicyclists as well as motorists?

For bicyclists to travel on 2 lane rural roads with no shoulder is a death sentence, yet they do then they want the government to add a bike lane. They pay no road tax so gas taxes for motorists have to pay for them.

I truly think that bicyclists should have to register their bikes for a fee AFTER they take a bicycle safety test just as motorists are required. They should be held to the same road usage laws as motorists. Maybe this is why there is no "comment" section on your survey.

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**From:** Landon-Maas, Jamie  
**Sent:** Monday, April 30, 2018 9:16 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

The major concern I have with bicyclists is safety. I have witnessed bicyclists using the wrong side of the road, not wearing reflective clothing, not having reflective devices on their bicycles, and traveling from the very end of traffic in between cars and in non-shared use pathways. I have witnessed this on Mullan Rd. and they use this practice to get ahead of motor vehicles waiting for a light, regardless of the danger it causes for them and others. I have witnessed bicyclists travel into oncoming traffic before the light turns green in order to be the first one through the light, resulting in almost getting injured or even killed by oncoming and turning cars.

I am very supportive of all forms of transportation. There are laws in place for all of the traveling public, including pedestrians and bicyclists, However, I have just seen too many bicyclists not using safe riding practices or even abiding by the laws in place for them.

I am a weekday commuter, which was from the outskirts of Missoula for years, and now I travel from Alberton for work M-F. There have been several instances when bicyclists have darted out in front of my vehicle, in the pitch black morning hours, not wearing reflective clothing, not containing the proper reflective devices on their bicycles, and traveling on the wrong side of the road. This occurs even in the

winter, when it is very slick and hard to stop a vehicle when a bicyclist darts out in front of oncoming cars, who cannot see them.

It is my personal opinion, as well as many of our public that I communicate with as a part of my job, believe bicyclists should be made to take safety courses, which includes learning the laws they are supposed to abide by when using the transportation systems. They should share in the cost of creating these shared use pathways, which includes having to get the same licenses, plates and registrations as vehicles. In order to receive the licenses, plates/registrations, they should have to take a safety course, the same way vehicular drivers have to take driver's safety and pass a test to get their driver's license before they are qualified to drive a vehicle. This requirement would not only help provide funding for our much needed shared use paths, it would also decrease the amount of bicycle/motorist accidents, which often times result in injuries or worse.

Thank you for the opportunity to share these ideas. As a part of my employment with MDT, I have heard these concerns from multiple landowners I work with on a daily basis. Our tax paying public wants safer travel for all involved; however, have expressed their frustration with the current way bicyclists are traveling and jeopardizing their own safety.



Jamie Landon-Maas  
*Right-of-Way Specialist* | Right-of-Way Division  
Montana Department of Transportation - Missoula District  
2100 West Broadway, Missoula, MT 59807

Office Phone: (406)523-5847

[jlandonmaas@mt.gov](mailto:jlandonmaas@mt.gov)



18

**From:** Usher, Barry  
**Sent:** Monday, April 30, 2018 10:36 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** Usher, Barry <Rep.Barry.Usher@mt.gov>  
**Subject:** Montana Pedestrian & Bicycle Plan

Mrs. Ludlow,

I was glad to hear that MDT is starting a process & foundation to set policy foundation for Montana's Pedestrian and Bicyclists.

I have filled out the survey and I do have issue with your survey.

I have received a few phone calls and had several conversations regarding the questions and the lack of a comment section. It seems that your questions seem narrow and are geared to get the outcome you desire and a comment section would gather more information that your questions do.

Please consider adding a comment section to your survey.

Sincerely

Barry M. Usher  
Representative  
Montana House District 40

(406) 252-2888 x1116  
[Rep.Barry.Usher@MT.Gov](mailto:Rep.Barry.Usher@MT.Gov)

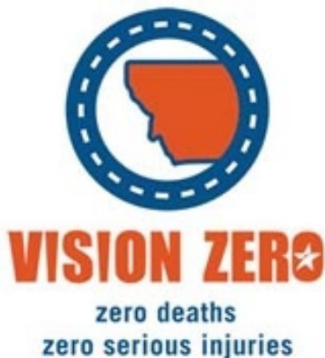


~~~~~  
From: Ludlow, Sheila  
Sent: Tuesday, May 1, 2018 2:12 PM  
To: Usher, Barry <[Rep.Barry.Usher@mt.gov](mailto:Rep.Barry.Usher@mt.gov)>  
Subject: RE: Montana Pedestrian & Bicycle Plan

Representative Usher,

Thank you for sharing your concerns regarding the survey for the Montana Pedestrian and Bicycle Plan. We have enhanced the website in two areas to encourage providing additional comments: 1) the [website landing page](#) for survey and 2) the [opening page](#) of the survey. For a successful and informative plan, we need to hear from all users of the transportation system, regardless of whatever mode they choose. Motorists are encouraged to fill out the survey as many of the questions have a response option to indicate the individual does not walk or bicycle which is very useful information for MDT.

If I can be of further assistance, please let me know.  
Thank you,



**Sheila Ludlow**  
*Planner* | Division  
Montana Department of Transportation  
P.O. Box 201001  
Helena, MT 59620  
406-444-9193 | [sludlow@mt.gov](mailto:sludlow@mt.gov)



~~~~~  
From: Usher, Barry  
Sent: Tuesday, May 08, 2018 2:47 PM  
To: Ludlow, Sheila <[sludlow@mt.gov](mailto:sludlow@mt.gov)>  
Cc: barry <[busher@beartoothharley.com](mailto:busher@beartoothharley.com)>  
Subject: RE: Montana Pedestrian & Bicycle Plan

Ms. Ludlow

I do not remember if I replied to you but thank you for making those changes.  
I do walk & bike but do so only in proper & safe areas and not in our roadways.

Barry

Barry M. Usher  
President  
Beartooth Harley-Davidson  
Billings, MT  
406-252-2888  
[www.BeartoothHarley.com](http://www.BeartoothHarley.com)



19

**From:** Regier, Matt  
**Sent:** Monday, April 30, 2018 10:47 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Bike Survey

Dear Sheila Ludlow,

I completed the DOT biking survey and just have a few suggestions. First thanks for reaching out to the public to get feedback as to how we view transportation. Road infrastructure is expensive and spending the right dollars in the right spot is very wise.

I am a marketing major and in marketing research we learned that it very much matters how a survey is structured. The current biking survey seems to be written only to target the walking/biking community. To get a real feel of how Montanans are moving it might be beneficial to add questions for non walkers and non bikers. Even just adding a comment box to receive, in their own words, feedback from those with a different transportation routine would be helpful.

Have a great week  
Rep. Matt Regier

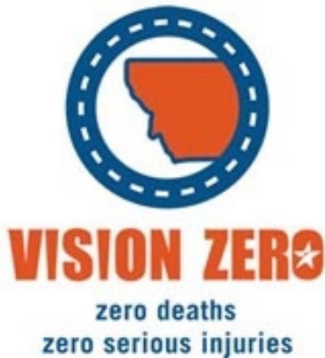
From: Ludlow, Sheila  
Sent: Tuesday, May 01, 2018 2:13 PM  
To: Regier, Matt <Rep.Matt.Regier@mt.gov>  
Subject: RE: Bike Survey

Representative Regier,

Thank you for sharing your concerns regarding the survey for the Montana Pedestrian and Bicycle Plan. We have enhanced the website in two areas to encourage providing additional comments: 1) the [website landing page](#) for survey and 2) the [opening page](#) of the survey. For a successful and informative plan, we need to hear from all users of the transportation system, regardless of whatever mode they choose. Motorists are encouraged to fill out the survey as many of the questions have a response option to indicate the individual does not walk or bicycle which is very useful information for MDT.

If I can be of further assistance, please let me know.

Thank you,



**Sheila Ludlow**  
Planner | Division  
Montana Department of Transportation  
P.O. Box 201001  
Helena, MT 59620  
406-444-9193 | [sludlow@mt.gov](mailto:sludlow@mt.gov)



20

**From:** [reservations@madisonhotelmotel.com](mailto:reservations@madisonhotelmotel.com) <[reservations@madisonhotelmotel.com](mailto:reservations@madisonhotelmotel.com)>

**Sent:** Monday, April 30, 2018 7:20 PM

To: MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>

Subject: Montana Pedestrian and Bicycle Plan

We Have Many Guests that come to Yellowstone by the routs through Ennis and other roads to West Yellowstone. We have had a guest come and talk to us and mention that they wished for a marked lane along with caution signs that say yield and caution signs telling the drivers that the highway is a designated rout for bikes and cross country hikers. Hiker crossing signs at the points where the Continental Divide Trail crosses the road.

We even had a Biker that arrived all covered in road rash from a hit and run because some body clipped him and left him on the side of the road.

We feel as though these modes of travel are viable and necessary for "all" to enjoy Montana and the many National Parks.

Garrett and Jan Ostler

Owners of the Madison Hotel, Chamber Board Member  
Madison Hotel Motel and Gift Shop  
139 Yellowstone Avenue  
West Yellowstone, MT 59758  
(406) 646-7745  
[reservations@madisonhotelmotel.com](mailto:reservations@madisonhotelmotel.com)  
[www.madisonhotelmotel.com](http://www.madisonhotelmotel.com)

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**From:** Costakis, Catherine <[costakis@montana.edu](mailto:costakis@montana.edu)>

**Sent:** Tuesday, May 01, 2018 12:54 PM

To: MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>

Subject: Montana Pedestrian and Bicycle Plan



I am wondering if the community workshop dates have been planned and if there is a schedule? I am particularly interested in the date for the Butte meeting.

Thanks,  
Cathy

Cathy Costakis, MS  
Senior Consultant-Built Environment  
Montana Nutrition and Physical Activity Program  
Montana State University  
PO Box 170520  
Bozeman, MT 59717  
Office: 406.994.5734  
Cell: 406.581.8650  
Montana Nutrition and Physical Activity Program website:  
[www.dphhs.mt.gov/publichealth/napa.aspx](http://www.dphhs.mt.gov/publichealth/napa.aspx)  
Montana Building Active Communities Initiative website:  
<http://www.umt.edu/sell/cps/baci/>

~~~~~  
From: Ludlow, Sheila [<mailto:sludlow@mt.gov>]  
Sent: Tuesday, May 01, 2018 1:19 PM  
To: Costakis, Catherine <[costakis@montana.edu](mailto:costakis@montana.edu)>  
Cc: Wheat, Michelle <[miwheat@mt.gov](mailto:miwheat@mt.gov)>  
Subject: RE: Montana Pedestrian and Bicycle Plan

Hi Cathy,

The schedule will be coming out shortly just need to finalize one of the venues before distributing information.

The meeting in Butte will take place on Tuesday, May 29<sup>th</sup>.

Thanks,  
Sheila

~~~~~22~~~~~  
**From: Mark Crowley** <[malasiga@gmail.com](mailto:malasiga@gmail.com)>  
**Sent: Tuesday, May 01, 2018 11:57 PM**  
To: MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
Subject: Montana Pedestrian and Bicycle Plan

Please consider an underpass west of Kila on US 2 to allow the orderly extension of the Great Northern Trail on to Marion. By elevating the highway, It would reduce a steep grade.

~~~~~23~~~~~  
**From: flyfish4clark@grizzlymail.net** <[flyfish4clark@grizzlymail.net](mailto:flyfish4clark@grizzlymail.net)>  
**Sent: Friday, May 04, 2018 4:53 PM**  
To: MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
Subject: Bike Ped Comments

Getting out and enjoying nature is essential to physical and mental well being, whether walking or biking. In the West Yellowstone area, the community is finding it more essential every year to be aware of the number of bicyclist and walkers in and around town. With the high number of employees in this tourist area during peak season, transportation is very limited with 1 taxi service and no local transit bus service. Many of the employees ride bike or walk to town to work and with the increase in tourism and traffic over the years as well as an increase in trucker traffic, having bike lanes or a wider shoulder for safety is priority for keeping our community and its' members safe. We currently have an ATV/snowmobile trail parallel to Highway 20 and Highway 191 but they are underused as it is easier riding on the road. The rails to trails line extension from Warm Springs, Idaho, to West Yellowstone will be a wonderful recreational trail for all ages. As an avid bicyclist, it would be nice to see more accessible and safer trails from the Idaho-Montana border (approx. 8 miles west of town) to West Yellowstone and also 8 miles north of town, Duck Creek to West Yellowstone for tourists, summer employees and community members.

Thank you for your time,  
Positive thoughts for future bike/walk endeavors throughout the state of Montana!

Sincerely,  
Deborah Clark  
West Yellowstone B&B  
406-646-7754



**From:** bigedslobotomy <edmeardon@gmail.com>  
**Sent:** Saturday, May 05, 2018 8:21 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Bike path ideas

I received an email from BikeWalkMontana asking for ideas on bike paths, so I have a few in this email, as I am unable to make it to any of the forums due to work.

I believe that the best bike paths connect areas of town via a bike-only and pedestrian-only path. That may not be feasible in Helena, but I came from Des Moines, IA where they put in a city-wide bike path along the creeks and river bottoms in town. It does get flooded in the spring, but it is available during the summer and fall (and winter for the brave ones!)

If bike paths must be mixed with traffic, I think they must be separated from traffic, by more than just a white line painted on the road as a "bike lane" that is littered with gravel and glass, and vulnerable to fast approaching cars from behind.

A good alternative idea, I believe, is a bike path set off from traffic, shielded by cars. This also has the advantage of "calming" traffic, as drivers are not encouraged to drive as fast as the width of the road allows them (and some of the streets in Helena are wonderfully wide, which unfortunately encourages drivers of cars and trucks to go beyond the 25mph speed limit.)

<https://www.flickr.com/photos/tejvan/3923008934>

Lastly, designated bike paths should double as roadmaps to the very best of art, dining, and adventure in each city.

Thanks for listening.

Edward Meardon  
530 Idaho Ave.  
Helena, MT 59601  
406-475-5020

~~~~~25~~~~~

**From:** Wayne Vandenberg <w.vandenberg1@gmail.com>  
**Sent:** Saturday, May 05, 2018 9:48 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** info@bikewalkmontana.org  
**Subject:** State Pedestrian and Bicycle Plan

One concern to include as you develop the Plan is proper education and enforcement of fence, shrubbery and tree regulations.

Untrimmed trees and shrubbery at intersections restrict vision for cyclists and motorists and can even create blind corners. Motorists need to encroach on the pedestrian crossing path to determine opposing traffic.

Alleys are often blind when fences are at 90 degrees to the sidewalk or when shrubbery is allowed to extend into that area.

Untrimmed shrubbery and trees along sidewalks force pedestrians with small children, strollers or pets onto the pavement or require single file walking with no space to meet oncoming pedestrians.

Thank you,

Wayne Vandenberg  
856 Woodworth Ave  
Missoula, MT 59801

~~~~~26~~~~~

**From:** Sanders County CDC <sccdc@ronan.net>  
**Sent:** Monday, May 07, 2018 10:17 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** info@bikewalkmontana.org  
**Subject:** Thompson Falls Community Trails

Greetings,

I am writing on behalf of Thompson Falls Community Trails (TFCT). We are a group of volunteers that represent different user groups, agencies, organizations and local businesses organized exclusively with a not-for-profit purpose to enhance quality of life in the Thompson Falls area of Sanders County, Montana, by building, maintaining, and improving trails that provide transportation ways, connectivity, and recreation opportunities.

Through public input, we have prioritized our next construction section to focus on the ROW on Hwy 200 from downtown Thompson Falls 1.3 miles east to the Harvest Foods Grocery Store. The Eastward Extension Trail will provide access to retail outlets, restaurants, state offices and the Thompson Falls Reservoir. TFCT has recently completed a feasibility study to coordinate our efforts with the multiple

stakeholder agencies within that one-mile stretch, including MDT, NWEnergy, MTFWP, Army Corps, MT RailLink, Sanders County and the City of Thompson Falls. We are currently in a planning and development phase to submit a proposal to MDT's 2019 TA Program. Please consider inclusion of this potential section in your state-wide plan to address biking/pedestrian safety, recreation access and transportation alternatives for a rural community that is working to build social welfare through its in-town trail system. <http://sanderscounty.org/thompson-falls-community-trails/>

Please see attached images and map for reference.

Thank you!

*Jen Kreiner*

Executive Director

Sanders County Community Development Corporation

2504 Tradewinds Way, Ste. C1

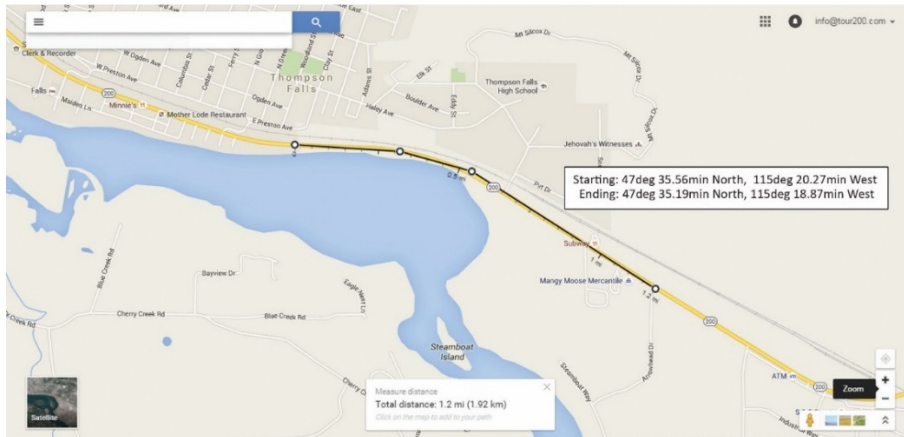
Thompson Falls, MT 59873

p. 406.827.6935 | f. 406.827.4315

[www.SandersCounty.org](http://www.SandersCounty.org)



***“Supporting Businesses...  
Strengthening Communities”***







27

**From:** Kathy Conlin <kconlin@co.sanders.mt.us>  
**Sent:** Monday, May 07, 2018 10:30 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** info@bikewalkmontana.org  
**Subject:** Thompson Falls Community Trails

Greetings from Thompson Falls! I am a member of the Thompson Falls Trails Committee, a volunteer group hard at work to build, maintain, and improve trails in our area.

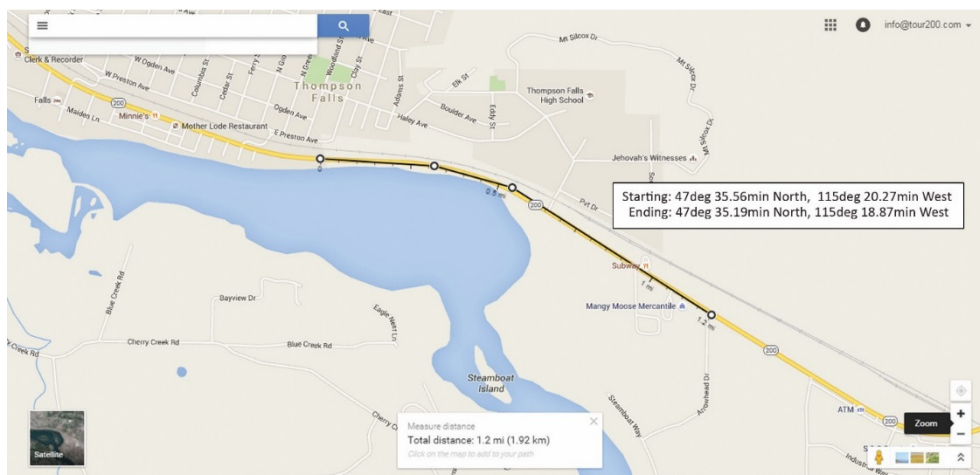
Through public input, we have prioritized our next construction section to focus on the ROW on Hwy 200 from downtown Thompson Falls 1.3 miles east to the Harvest Foods Grocery Store. The Eastward



Extension Trail will provide access to retail outlets, restaurants, state offices and the Thompson Falls Reservoir. TFCT has recently completed a feasibility study to coordinate our efforts with the multiple stakeholder agencies within that one-mile stretch, including MDT, NWEnergy, MTFWP, Army Corps, MT RailLink, Sanders County and the City of Thompson Falls. We are currently in a planning and development phase to submit a proposal to MDT's 2019 TA Program. Please consider inclusion of this potential section in your state-wide plan to address biking/pedestrian safety, recreation access and transportation alternatives for a rural community that is working to build social welfare through its in-town trail system. <http://sanderscounty.org/thompson-falls-community-trails/>

Please see attached images and map for reference.

Kathy A. Conlin  
Sanders County Commissioners  
Receptionist/Recycling Assistant  
P.O. Box 519  
Thompson Falls, MT 59873  
Phone: 406-827-6942  
[kconlin@co.sanders.mt.us](mailto:kconlin@co.sanders.mt.us)





~~~~~28~~~~~

**From:** Sue Crawford <suecraw7@gmail.com>  
**Sent:** Monday, May 07, 2018 12:00 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Open house

Could you please provide an open house for the Flathead Valley? We have such a tourist draw and many safety concerns.

Thank you.

~~~~~

From: Ludlow, Sheila  
Sent: Tuesday, May 08, 2018 10:07 AM  
To: Sue Crawford <suecraw7@gmail.com>  
Cc: Wheat, Michelle <miwheat@mt.gov>  
Subject: RE: Open house

Hello,

The public involvement plan for this effort called for hosting one workshop in each of the five MDT Districts and one at MDT Headquarters. The location for the workshop in the Missoula District will be in Missoula, Holiday Inn Missoula Downtown, Garden City Ballroom, 298 S Pattee Street. The Plan primarily aims to establish a consistent approach for considering pedestrian and bicycle modes on state owned and maintained facilities. The Plan is not intended to identify specific projects, rather it will establish a common vision and goals to meet the needs of bicyclist and pedestrians, improve safety, and establish a more walk- and bike-friendly Montana. Conducting public involvement and effectively engaging a broad population in our very large state is challenging. Besides the workshops there is also the option to send your comments via email: [MDTBikePed@mt.gov](mailto:MDTBikePed@mt.gov)

Thanks,  
Sheila

~~~~~

**From:** Sue Crawford <suecraw7@gmail.com>  
**Sent:** Friday, May 11, 2018 5:08 PM  
**To:** Ludlow, Sheila <sludlow@mt.gov>  
**Subject:** Re: Open house

Thank you very much for responding and clarifying the plan. I will definitely send in my ideas.

~~~~~29~~~~~

**From:** dtlamont1@gmail.com <dtlamont1@gmail.com> On Behalf Of SG LaMont  
**Sent:** Monday, May 07, 2018 1:23 PM  
**To:** info@bikewalkmontana.org  
**Cc:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Shoulder Rumble Strips

My experience with comments submitted to MDOT has not been encouraging; outside of certain urban areas, MDOT has shown little regard for bicyclists and pedestrians. In their defense, a similar attitude is found in much of the general population for whom exercise is something to be avoided, not pursued, and from whom one often hears the complaint that "bicyclists don't pay road taxes"-- a patently false claim, as fuel taxes and other vehicle-based taxes do not even come close to providing full funding for roads ( see for example <https://uspig.org/sites/pirg/files/reports/Who%20Pays%20for%20Roads%20vUS.pdf> and <https://www.citylab.com/transportation/2015/05/debunking-the-myth-that-only-drivers-pay-for-roads/393134/> ).

Attached is a presentation I put together a few years ago regarding planned shoulder rumble strips in the vicinity of Thompson Falls. Though MDOT acknowledged that rumble strips should not be installed through the middle of town [!], the comments were otherwise largely dismissed. Fuzzy conclusions from a report of questionable applicability [



[http://www.virginiadot.org/business/resources/LocDes/nchrp\\_rpt\\_641\\_Guidance\\_Design\\_Application\\_of\\_Shoulder\\_Rumble.pdf](http://www.virginiadot.org/business/resources/LocDes/nchrp_rpt_641_Guidance_Design_Application_of_Shoulder_Rumble.pdf) ] were cherry-picked in an attempt to defend the use of rumble strips, without any attempt to address concerns raised in the presentation. An e-mail response from MDOT is attached.

Meanwhile, a 2003 study prepared for MDOT [ [https://www.mdt.mt.gov/other/webdata/external/research/docs/research\\_proj/rumble\\_final\\_report.pdf](https://www.mdt.mt.gov/other/webdata/external/research/docs/research_proj/rumble_final_report.pdf) ] indicated that, aside from interstate highways, there was no discernable advantage to the use of rumble strips, that bicycle usage should be considered in planning, and that justification for placement of shoulder rumble strips should be given for shoulders less than four feet wide. If ever implemented, these criteria have apparently been abandoned. A more recent report was said to exist, but despite repeated attempts, I was (in 2013) unable to obtain a copy of it. Make of that what you will.

The 2014 state rankings and report card from the League of American Bicyclists [ <https://www.bikeleague.org/bfa> ] is also attached. In it, Montana is ranked 49th of 50 for bicycle friendliness. The 2017 rankings show a marginal improvement, to 45th of 50. The conclusion I've come to is that if you're really interested road bicycling, you probably shouldn't live in Montana.

Just last year, both center **and** shoulder rumble strips were milled into Prospect Creek Road (MT 471 west of Thompson Falls, largely shoulderless), so seriously compromising one of the few good "rides" remaining in this area. Motorists do not like to run over rumble strips any more than bicyclists do, so now motorists and bicyclists are trapped together within the narrowly defined lanes of this road. To the best of my knowledge, no public comment regarding the Prospect Creek work was requested. Other recent activity: MT Highway 200 for four miles each side of Thompson Falls is scheduled to receive shoulder rumble strips in 2019 (projects UPN 9236000 and UPN 9237000). This is particularly unfortunate for commuter cyclists that use the road east of town.

If you can improve the situation (particularly in the more rural areas) through your advocacy, more power to you. But as you can tell from the tenor of this note, I am not optimistic, and I hope that you will not become discouraged on account of unrealistic expectations.

Regards--

D. T. LaMont  
Thompson Falls  
07 May 2018



2014\_state\_ranking\_c  
hart.pdf



BFS2014\_Montana.pd  
f



RumbleStripMail.pdf



SandersCoRumbleStri  
ps-Comments.pdf

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**From:** Ralph Zimmer [mailto:[RalphZimmer@mcn.net](mailto:RalphZimmer@mcn.net)]

**Sent:** Monday, May 7, 2018 7:30 PM

To: Scott Randall <[SRandall@rpa-hln.com](mailto:SRandall@rpa-hln.com)>

Subject: Re: News Release (MT Pedestrian and Bike Plan): MDT Hosts Public Open House Workshops for the Montana Pedestrian and Bicycle Plan

Monday, May 7, 2018

Scott,

I have several questions about the MDT statewide ped/bike planning study in which you are involved.

What's going to happen at the upcoming 4-7 PM open houses/workshops? Will there be any group presentations to the assembled group? Will questions be solicited from an ASSEMBLED GROUP (not just from individuals wandering around looking at exhibits)?

I assume MDT has put together a steering group for the planning effort. Could I prevail on you to send me a list of the members of that committee?

None of the upcoming workshops are scheduled in Bozeman. I am already hearing complaints from various individuals and groups about the fact none are scheduled in Bozeman. Is it too late to add one in Bozeman? What individuals could decide to do that?

I got the below message because I receive MDT news releases. I suspect there is a mailing list for your ped/bike study. How do I get my name and address added to that list?

Thanks!!

Ralph Z

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From: Scott Randall <SRandall@rpa-hln.com>

Sent: Tuesday, May 08, 2018 10:47 AM

To: Ralph Zimmer <RalphZimmer@mcn.net>

Cc: Ludlow, Sheila <sludlow@mt.gov>

Subject: RE: News Release (MT Pedestrian and Bike Plan): MDT Hosts Public Open House Workshops for the Montana Pedestrian and Bicycle Plan

Hi Ralph, thanks for your interest in the Plan and workshops!

The workshops are intended to hear from a broad cross section of Montana regarding non-motorized transportation. The intent is to use what we hear from the public, stakeholders, agencies, and officials to help develop a vision and goals for the Plan. The Plan primarily aims to establish a consistent approach for considering pedestrian and bicycle modes on state owned and maintained facilities. The Plan is not intended to identify specific projects, rather it will establish a common vision and goals to meet the needs of bicyclist and pedestrians, improve safety, and establish a more walk- and bike-friendly Montana.

The workshops are being held as open houses, so there will be no presentation (we do not have any information to present since we are early in the process and are focusing on a vision and goals). We intend to document what we hear at the workshops from the public, stakeholders, and local agencies/officials. Each workshop will be open to the public from 4-7 PM. There will also be a stakeholder portion of the workshops from 2:30-4:00 PM which will allow us to have more direct discussions with identified stakeholders. We have a large list of stakeholders that will receive invites to this portion of the workshops. Your name is included on this list, so you should receive the invite very soon if you haven't already. You will also receive any updates that are provided to the stakeholders throughout the planning process.

Regarding a workshop in Bozeman, that was something we discussed at great length. The Public Involvement Plan for this effort called for hosting one workshop in each of the five MDT Districts and one at MDT Headquarters. The decision was made to hold the workshop in Butte rather than Bozeman for a couple of reasons. Mainly, we felt that what we might hear in Bozeman would be very similar to Missoula as they are similar cities. Butte provides a much different demographic and set of challenges that also need to be represented in the Plan. We made a similar decision to hold the workshop in Havre instead of Great Falls. With a state as large as Montana, we are unable to outreach every location, and

will undoubtedly upset somebody. But our focus is to get a broad a cross section and to make sure we're casting a large net as efficiently and effectively as possible. We did outreach the Bozeman area somewhat with our involvement at the BikeWalk Summit. We also have a very good handle on the community with the recent updates to the Bozeman TMP and Belgrade LRTP. We hope that those in the Bozeman area that are interested in participating can attend in Butte, Helena, or Billings. Conducting public involvement and effectively engaging a broad population in our very large state is challenging. Besides the workshops there is also the option to send comments via email: [MDTBikePed@mt.gov](mailto:MDTBikePed@mt.gov).

You are correct that there is steering committee for the Plan. The committee is assembled with state and local government agency representatives, as they are going to be the ones that will be tasked with implementing the Plan once it's developed. Below is a list of steering committee members:

James Combs (MDT Highway Design Engineer) Joe Gilpin (Consultant Alta Planning + Design) David Holien (MDT CTEP/TA Section Supervisor) Sheila Ludlow (MDT Project Manager) Matt Maze (MDT External ADA Coordinator) Doug McBroom (MDT Maintenance Bureau Operations Manager) Kraig McLeod (MDT Multimodal Planning Bureau Chief) Roy Peterson (MDT Traffic and Safety Bureau Chief) Holly Phelps (Small City Representative - Lewistown) Scott Randall (Consultant Project Manager RPA) Stefan Streeter (MDT Billings District Administrator) Carol Strizich (MDT Statewide and Urban Planning Supervisor) Mike Tooley (MDT Director) Ben Weiss (MPO Representative - Missoula) Michelle Wheat (MDT Bike Ped Coordinator) Tash Wisemiller (MT Department of Commerce Representative) Alan Woodmansey (FHWA Representative) Lynn Zanto (MDT Transportation Planning Administrator) Mandi Zanto (MT Department of Health and Human Safety Representative)

Hopefully I've answered your questions/concerns. Please let me know if you need anything else.

Thanks,  
- Scott

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**From:** Rick Harwood <harwoodgroupllc@gmail.com>  
**Sent:** Tuesday, May 08, 2018 1:55 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>; info@bikewalkmontana.org  
**Subject:** Cyclist Information Signage...

Here in the Big Hole Valley, we are on the main route of the TransAmerican route with hundreds of cyclists traversing highways 43 and 278 all summer and fall, but there is no "international" signage (i.e. symbols for food, lodging, etc.) that everyone from around the world can recognize no matter what language they speak.

We would love to see some blue "area services" signs put up in this area to assist visitors from around the world.

Thank you...

~~~~~32~~~~~

**From:** Dettmer, Sarah <SDettmer@greatfallsbtribune.com>  
**Sent:** Tuesday, May 08, 2018 3:06 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

Good afternoon,



I'm interested to know more about the Pedestrian and Bicycle Plan for a potential article in the Great Falls Tribune. I'm planning to attend the informational meeting in Havre on Tuesday, but would like to speak with someone beforehand to answer some preliminary questions. Who should I contact for more information?

Thanks,  
Sarah

**Sarah Dettmer**

Outdoor Recreation & Education Reporter  
Great Falls Tribune  
cell: (406) 231-3452  
office: (406) 791-1466  
Twitter: GFTrib\_SDettmer  
[sdettmer@greatfallstribune.com](mailto:sdettmer@greatfallstribune.com)



From: Ludlow, Sheila  
Sent: Friday, May 11, 2018 9:55 AM  
To: Dettmer, Sarah <SDettmer@greatfallstribune.com>  
Subject: RE: Montana Pedestrian and Bicycle Plan

Hi Sarah,

Sorry for the delayed response, I was working out-of-the office the past few days. I'd be happy to address any questions you have regarding the Pedestrian & Bicycle Plan, it would be appreciated if you could send the questions in advance. I'm in and out of meetings most of today, but my availability on Monday is more open. I can send responses via email, as well, if that is more convenient for schedules.

Thanks,  
Sheila



**From: Beth Boyson** <BBoyson@BOZEMAN.NET>  
**Sent: Tuesday, May 08, 2018 2:14 PM**  
To: Wheat, Michelle <miwheat@mt.gov>  
Subject: FW: Let's collaborate

Good people,

It is written: "MDT and the consultant have scheduled five open houses across Montana to provide you with this opportunity, so please attend if you're able to."

Looks like there are six scheduled.

Can I help host one in Bozeman at Bozeman Public Library?

Please let me know when you get a chance.

Thanks!  
Beth Boyson

Adult Services Librarian | Cataloger  
Bozeman Public Library  
626 E. Main St.

Bozeman, MT 59715  
P: 406.582.2413  
F: 406.582.2424  
W: BozemanLibrary.org  
~~~~~

From: Wheat, Michelle  
Sent: Friday, May 11, 2018 2:28 PM  
To: Beth Boyson <BBoyson@BOZEMAN.NET>  
Subject: RE: Let's collaborate

Good afternoon Beth.

Sorry for the delay in getting back to you, I have been working out of the office this week. We appreciate your interest in hosting a workshop in Bozeman, however, we have already scheduled the locations for each of the MDT Districts.

Conducting public involvement to effectively engage a broad population in our very large state is challenging. We planned to host public open houses in each of MDT's 5 Districts & MDT Headquarters. They are in communities of varying sizes to best understand the differing needs and opinions across our vast state. Workshops are an in-person opportunity for anyone interested and they are just one aspect of our public involvement opportunities. The workshops will be open house format, no formal presentation, more of a listening session to gather input from the public. The planning process for the Pedestrian and Bicycle Plan includes numerous public input opportunities including social media, website (where you can also subscribe for updates), survey, open house/workshops etc.

This Plan primarily aims to establish a consistent approach for considering pedestrian and bicycle modes on state owned and maintained facilities. The Plan is not intended to identify specific projects, rather it will establish a common vision and goals to meet the needs of bicyclist and pedestrians, improve safety, and establish a more walk- and bike-friendly Montana.

The Plan's website is located here: <http://www.mdt.mt.gov/pubinvolve/pedbike/>

I would also encourage you to email your comments to [MDTBikePed@mt.gov](mailto:MDTBikePed@mt.gov) or send us comments by mail to MDT – Ped Bike, PO Box 201001, Helena, MT 59620.

An [electronic survey](#) is also available on the website to help assess the existing needs for pedestrian and bicycle transportation in Montana and will be open until June 10<sup>th</sup>. This information will be used to gain an understanding of existing conditions.

I hope this information is helpful. We look forward to hearing your thoughts.



**Michelle Wheat**

State Bicycle & Pedestrian Coordinator | Rail, Transit & Planning Division  
Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620  
406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



**From:** Karyn Good [karynkgood@gmail.com](mailto:karynkgood@gmail.com)

**Sent:** Tuesday, May 08, 2018 3:13 PM

Comment or Question:

Hello,

My question is in regards to the Montana Pedestrian and Bicycle Plan project. I see each of the public events is being held in larger MT cities and wonder if the plan includes rural communities throughout MT? I live in Lincoln, MT and we are just getting started on an in-town trail plan that will connect our community to assets such as, the Community River Park, Blackfoot

Pathways: Sculpture in the Wild, the airport, the School, Senior Center and more. The Trust for Public Lands is helping our community develop a plan for in-town trail connectors, but we'll need to explore funding options to implement trails and connect our community through trails.

I'd be excited to attend the

Helena, May 31st, event if this plan does include rural communities. Your feedback is appreciated.

Thank you, Karyn

Good

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**From:** Wheat, Michelle

**Sent:** Friday, May 11, 2018 10:57 AM

**To:** karynkgood@gmail.com

**Cc:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>

**Subject:** Ask MDT A Question - MT Pedestrian & Bicycle Plan

Good morning Karyn,

Thank you for contacting the Montana Department of Transportation (MDT) regarding your interest in the Montana Pedestrian and Bicycle Plan (Plan). This is a statewide planning effort and we welcome all individuals and communities interested to participate.

This Plan primarily aims to establish a consistent approach for considering pedestrian and bicycle modes on state owned and maintained facilities. The Plan is not intended to identify specific projects, rather it will establish a common vision and goals to meet the needs of bicyclist and pedestrians, improve safety, and establish a more walk- and bike-friendly Montana.

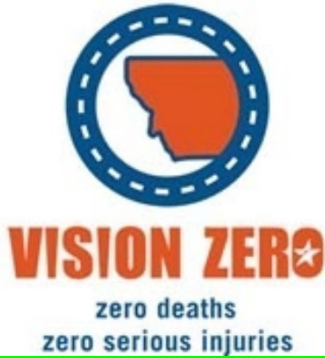
Conducting public involvement to effectively engage a broad population in our very large state is challenging. We planned to host public open houses in each of MDT's 5 Districts. They are in communities of varying sizes to best understand the differing needs and opinions across our vast state. Workshops are an in-person opportunity for anyone interested and they are just one aspect of our public involvement opportunities. The workshops will be open house format, no formal presentation, more of a listening session to gather input from the public. The planning process for the Pedestrian and Bicycle Plan includes numerous public input opportunities including social media, website (where you can also subscribe for updates), survey, open house/workshops etc.

The Plan's website is located here: <http://www.mdt.mt.gov/pubinvolve/pedbike/>

You may also email your comments to [MDTBikePed@mt.gov](mailto:MDTBikePed@mt.gov) or send us comments by mail to MDT – Ped Bike, PO Box 201001, Helena, MT 59620.

An [electronic survey](#) is also available on the website to help assess the existing needs for pedestrian and bicycle transportation in Montana and will be open until June 10<sup>th</sup>. This information will be used to gain an understanding of existing conditions.

Thank you again for your interest, we look forward to hearing your thoughts.



**Michelle Wheat**

*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division

Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



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**From:** Jacquie Burchard <[JBurchard@dadco.com](mailto:JBurchard@dadco.com)>  
**Sent:** Tuesday, May 08, 2018 4:47 PM  
**To:** Ludlow, Sheila <[sludlow@mt.gov](mailto:sludlow@mt.gov)>  
**Subject:** Fwd: Three ways YOU can improve biking in Montana

Hi, Sheila:

We would love to have a meeting in Great Falls! Thank you.

- Jacquie

~~~~~36~~~~~

**From:** Carol <[cplankcowgirl@aol.com](mailto:cplankcowgirl@aol.com)>  
**Sent:** Tuesday, May 08, 2018 5:43 PM  
**To:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
**Subject:** Safe biking

Yeesh. We need to get the forces out and ticket bicycle riders without lights at night!

Sent from my iPhone

~~~~~37~~~~~

**From:** Mike England <[mike@outsidebozeman.com](mailto:mike@outsidebozeman.com)>  
**Sent:** Wednesday, May 09, 2018 10:27 AM  
**To:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
**Subject:** bike/ped needs

Hey there, just took your survey and wanted to follow up to address items not included therein.

1. Bike lanes are fantastic, but only when they're not full of gravel. The wind from vehicles naturally pushes the rocks and debris into the bike lanes, and the street sweepers never clear them. So they become unusable, and bikers ride the white line, which is unsafe. What good's a bike lane if it isn't used? Send a sweeper through the Bozeman streets once a month and it will improve things immensely.

2. How about a bike path to Belgrade already? The mayor of tiny little Three Forks managed to secure funding, easements, and all the myriad other elements to get a path built from Three Forks to Manhattan. It's the exact same set-up as Bozeman to Belgrade: railroad land, occasional cross-streets, random other private landowners. Just do what they did and then people can commute, walk, run, whatever, without getting creamed on the Frontage Road. I'd ride my bike to the airport if there was a decent path in place.

3. Rumble strips. Do we really need them everywhere? I can understand the interstate, but who's falling asleep on Jackrabbit a half-mile outside of Belgrade? I rode my bike there last fall and the rumble strips were so bad, I felt like I needed dental work afterward. And my trailer shook so badly that the axle bolt came loose and my wheel fell off. Let's go easy with those things, please... use some judgment and only put them where they're needed.

Mike England

Publisher | Outside Media Group

313 W. Mendenhall, #8

Bozeman, MT 59715

406-582-8068

[Website](#) | [Digital Edition](#)

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**From:** Russ Lawrence <russworks@outlook.com>

**Sent:** Wednesday, May 09, 2018 11:15 AM

**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

**Subject:** Bicycle Pedestrian Plan

MDT:

I have filled out your online survey, but have further comments/suggestions:

1. The six miles of US 93 south of Conner are still a death trap for cyclists. I just returned from Oregon, where narrow tunnels and bridges are equipped with a button cyclists can press to activate flashing lights that warn motorists that cyclists are present, and require them to slow to 30 mph. These would be extremely useful in that stretch of road, specifically in those areas where the guard rails on both sides constrict traffic and force cyclists out into the traffic lane. Increased signage would also be helpful, regularly reminding motorists to expect and yield to bicycle traffic occupying the lane on this heavily-used Trans-America route.
2. US 93 through Hamilton needs additional safety measures for both cyclists and pedestrians. As a city of Hamilton resident, I cross 93 regularly on foot and on a bicycle, and it never feels entirely comfortable. Pedestrians crossing west to east at 93 and Main find no safe place to walk on the east side, proceeding on Marcus. The busy crossings at Hamilton Market Place (Desmet) and by the Ravalli County Federal Credit Union need flashers like those at State Street. The crossing at Ravalli is key to providing walkable/bikeable access to Daly Elementary, but lacks a safe way to negotiate the parking area for the Coffee Cup Café (not an MDOT issue, I realize, but need to coordinate with City of Hamilton).
3. I would like to see MDOT adopt a “complete streets” philosophy for all new construction and major maintenance projects, requiring that ALL users be accommodated – cyclists, pedestrians, handicapped, and public transportation.

Thanks for your thoughtful consideration.

Russ Lawrence  
600 S. 5<sup>th</sup> St.  
Hamilton MT 59840

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**From:** Armstrong, Rhea  
**Sent:** Wednesday, May 09, 2018 4:13 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** interested in biking

I do not currently own a bike but am interested in the possibilities. I would not feel safe on local roads as they have many curves, barely any shoulder and I have slower reflexes as I age.

I would be VERY interested in bike paths. Three Forks and Billings have paved trails that encourage group cycling or walking with a variety of views, distances and terrain. I would love to have this option in or near Whitehall. We have local mountain biking but I am definitely intimidated by the terrain, so would opt out of that sport.

*Rhea K. Armstrong*  
*Lewis & Clark Caverns State Park Manager*  
P.O. Box 489  
Whitehall, MT 59759  
(406) 287-3541  
[rarmstrong@mt.gov](mailto:rarmstrong@mt.gov)  
[Montana FWP](#) | [Montana State Parks](#) | [Montana Outdoors Magazine](#)



THE **OUTSIDE** IS IN US ALL.



40

**From:** Linda DuPriest <linda@ldpstrategies.com>  
**Sent:** Wednesday, May 09, 2018 6:25 PM  
**To:** Wheat, Michelle <miwheat@mt.gov>  
**Cc:** Candace Mastel <cmhcissynt@gmail.com>  
**Subject:** Re: MT Pedestrian Bicycle Plan - Stakeholder Invite

Hi Michelle:

Just one more person from Bozeman lamenting why you all chose to have meetings in Butte and Helena rather than in the fastest growing city in Montana, and one of the fastest growing cities of its size in the US. One reason we have heard is that MDT feels it heard enough from Bozeman people at the Bike Walk Montana Summit. That arguments hold no water, since that event mostly draws professionals and advocates and not regular citizens, and since you had to pay to get into it, only people willing to make a monetary investment would've been able to give MDT input. Not any kind of "stakeholder input" method I've ever hear about.



Another reason we've heard MDT give is that you are having a meeting in Missoula; and Missoula and Bozeman are practically the same. We are NOT! Bozeman--again-- is the fastest growing city in Montana, and because we have ski-able mountains 20 minutes from Downtown are drawing a different type of newcomer, second homer, and student. A huge percentage of Bozeman's new residents are demanding bike facilities, trails, and walkable neighborhoods. In fact, the fastest-growing area in the fastest-growing city in Montana is West Bozeman, which is effectively cut off from the rest of town for safe bicycling and walking by the barriers presented by two MDT roads, 19th and Huffine. One of the most critical issues for a State Bicycle/Pedestrian plan is being played out in Bozeman, yet we will not have equal representation in the stakeholder part of the plan.

And why would you have a meeting in Missoula anyway, when Ben Weiss is on your advisory committee?

Another reason we heard for not having a meeting in Bozeman is that our Transportation Master Plan was recently completed, and that MDT heard enough from Bozeman during that process. If that is the case, why is MDT designing roads with blatant disregard for the bicycling recommendations in the 2017 Bozeman TMP? Who made the decision to ignore our plan? What was the process, and who had input into the decision? What exactly is the process for MDT deciding to disregard a local entity's Transportation Master Plan? Once drawings have been drafted, is there anything that can be done to get MDT to honor our TMP?

Are you **really** interested in how to make Montana more bikeable and walkable? We are having our doubts down here. I would be happy to discuss all of the above with you face-to-face, but seriously, you expect me to drive to Butte or Helena to do that? Bozeman is above all the best test case for how MDT policies and practices affect a local bicycle and pedestrian network because--one last time--FASTEST GROWING.

Thank you,

~~~~~41~~~~~

**From:** Kathleen Aragon <kathleen.aragon333@gmail.com>  
**Sent:** Wednesday, May 09, 2018 6:53 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** Barb Skelton <skelgatz@gmail.com>  
**Subject:** Input opportunities

Dear Michelle,

I received this flyer from my area representative Ms. Barb Skelton. I will be out of town but want to insure that I have the opportunity to give input and am heard by the state. I there an on-line commenting option?

Thank you.  
Kathleen Aragon  
*Flyer was the invitation MDT sent to the Local Governments*

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**From:** Wheat, Michelle  
**Sent:** Friday, May 11, 2018 9:52 AM  
**To:** Kathleen Aragon <kathleen.aragon333@gmail.com>; MDT Bike/Pedestrian Coordinator

<mdtbikeped@mt.gov>  
Cc: Barb Skelton <skelgatz@gmail.com>  
Subject: RE: Input opportunities

Good morning Kathleen,

We appreciate your interest in the Montana Pedestrian and Bicycle Plan efforts. Workshops are an in-person opportunity for anyone interested, but they are just one aspect of our public involvement opportunities. The planning process for the Pedestrian and Bicycle Plan includes numerous public input opportunities including social media, website (where you can also subscribe for updates), survey, the open house/workshops etc.

The Plan's website is located here: <http://www.mdt.mt.gov/pubinvolve/pedbike/>

Since you are unable to attend a workshop, I encourage you to email comments to [MDTBikePed@mt.gov](mailto:MDTBikePed@mt.gov) or send us comments by mail to MDT – Ped Bike, PO Box 201001, Helena, MT 59620.

An [electronic survey](#) is also available on the website to help assess the existing needs for pedestrian and bicycle transportation in Montana and will be open until June 10<sup>th</sup>. This information will be used to gain an understanding of existing conditions.

Thank you again for your interest, we look forward to hearing your thoughts.



**Michelle Wheat**

*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division  
Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



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**From:** [larandre@t-online.de](mailto:larandre@t-online.de) <larandre@t-online.de>  
**Sent:** Thursday, May 10, 2018 8:19 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** WG: Bike trail input

Dear Project Managers,

I noticed your call for ideas and thought I'd send a little inspiration from a town where 1/3 of the employees commute by bike. Some companies here offer e-bikes instead of company cars. I realize the dimensions in Montana are much different but for the urbanites, tourists and college kids I'm attaching a few pictures that may offer ideas for bike friendly towns. When visiting my folks in Montana we often try to cycle in Billings but get frustrated with the lack of safety (and amount of debris) on Rimrock Rd, for example. Also, when I drive over to my brother's in Roundup I picture a scenic Musselshell river bike path on the old RR bed uniting the small towns in that valley and offering biking tourist options similar to those that are very lucrative in the Danube valley.

I learned to drive in Stillwater county when I was 10 years old -- and it was a crucial skill to pick up the mail and deliver lunches to men in the fields. Now this Montanan has lived in Munich for 20 years and I've never bothered to change my driver's license because I always cycle. The infrastructure makes it very easy and often preferable to driving.

In addition to providing safe paths for kids to bike to school, fourth graders complete a cycling safety module which counts as part of their PE grade. They are tested by the local police and provides with a 'bikers driving license' after they pass a written and practical exam (with a bike fit for traffic).

Enjoy the photos from my neighborhood in the university district illustrating safe biking lanes next to sidewalks (cars blocking traffic), bike parking on sidewalks, parking behind multi-family housing and larger parking areas next to the baker and grocer.

Feel free to get in touch if you'd like further information or measurements.

Kind regards,  
Lara Mosdal





~~~~~43~~~~~

**From:** Dain Rodwell <dainrodwell@gmail.com>  
**Sent:** Thursday, May 10, 2018 10:47 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Biking needs

Having now biked Montana from Yellowstone park to the Canadian Border above Whitefish, from the Lachsa River to Sidney I have a couple of Observations.

First: We desperately need a bike lane along I90 from Bozeman to (Bear Creek Ramp) through the canyon to Jackson Creek. The only other route involves riding through Bridger Canyon a very narrow road, up over Jackson Creek Road (again very narrow with many blind spots). And having biked that section of the freeway I can say that it was a frightening experience.

Second: We need a bike path from Livingston to Gardiner. Hwy 89 is a major biking route in the summer and for the most part there is no shoulder. There are two choices here, either along Hwy 89 or to the east on East River Road. The downside to East River Road- it rejoins 89 just south of the Dome Mountain Ranch.

Thank you.

Dain Rodwell  
406-222-7759

~~~~~44~~~~~

**From:** Jeff Hintz <sidneydpw@midrivers.com>  
**Sent:** Thursday, May 10, 2018 11:47 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Work shop!

I would like to be apart of this however, I didn't see where the work shop is to be held for the location and time.

Keep me posted please.

CITY OF SIDNEY  
Jeff Hintz



Department of Public Works/City Engineer  
 115 2<sup>nd</sup> Street S.E.  
 Sidney, MT. 59270  
 433.2809

**From:** Wheat, Michelle  
**Sent:** Thursday, May 10, 2018 4:18 PM  
**To:** Jeff Hintz <sidneydpw@midrivers.com>  
**Cc:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** RE: Work shop!

Hi Jeff –

Thank you for sharing your interest! I’m sorry you didn’t receive the attached invitation from the email, so I have attached it.

Please join us for the local government agency/officials portion of a workshop from 1:00 to 2:30 PM.

If you are unable to attend during that time, you may also attend the public open house anytime between 4:00 and 7:00 PM. The workshops will be held at the locations listed below.

If you are unable to attend the workshops or you would like to provide us with additional feedback, please email your comments to [MDTBikePed@mt.gov](mailto:MDTBikePed@mt.gov) or send us your comments by mail to MDT – Ped Bike, PO Box 201001, Helena, MT 59620.

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|--|--|---|
| <p><b>HAVRE</b><br/> <i>May 15, 2018</i><br/> <b>Best Western Plus Havre Inn &amp; Suites</b> Banquet Room 1425 Highway 2 NW</p>                         | <p><b>GLENDIVE</b><br/> <i>May 23, 2018</i><br/> <b>Eastern Plains Event Center (EPEC)</b> 313 S. Merrill Ave</p>                            | <p><b>BILLINGS</b><br/> <i>May 24, 2018</i><br/> <b>DoubleTree by Hilton Hotel</b> Ballroom C 27 N. 27th Street</p>                 |
| <p><b>BUTTE</b><br/> <i>May 29, 2018</i><br/> <b>Butte – Silver Bow Public Archives</b> 2<sup>nd</sup> Floor Auditorium<br/>         17 W. Quartz St</p> | <p><b>MISSOULA</b><br/> <i>May 30, 2018</i><br/> <b>Holiday Inn Missoula Downtown</b> Garden City Ballroom<br/>         298 S. Pattee St</p> | <p><b>HELENA</b><br/> <i>May 31, 2018</i><br/> <b>Carroll College</b> Upper Campus Center Lobby<br/>         1601 N. Benton Ave</p> |

Let me know if you have additional questions!



**Michelle Wheat**

State Bicycle & Pedestrian Coordinator | Rail, Transit & Planning Division

Montana Department of Transportation  
 2701 Prospect Avenue  
 P.O. Box 201001  
 Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



**From:** Jean Belangie-Nye <jean@nyeimage.com>  
**Sent:** Thursday, May 10, 2018 5:05 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Bike pedestrian mixed use trail comment

Hi All~

Here are my comments. I will see you at the Stakeholder meeting in Missoula on the 30th.

Thanks,

Jean Belangie-Nye

Long Range Bike-Ped Plan Concerns and Proposals  
From Jean Belangie-Nye

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## Safety: My major concern

The users of the mixed use trails in Montana include not only bicyclists and pedestrians, but also wheelchairs, horses, skateboards, skiers on skates in the summer and cross country in the winter, etc. Our users are from the immediate area, the region, across the United States, and folks from other countries.

### Interstates and Major Highways

- Wide shoulders allow for car issues and provide a safe place for folks to ride and walk.
- Rumble strips should be as narrow as possible and not interfere with bicyclists.
- Animal crossings

### County and rural roads

- The above
- No three lane continuous roads
- Main intersections should have turn lanes or roundabouts. (The new one on the Eastside Highway in the Bitterroot is a perfect example)
- Areas of high development shared use pathways (Example:.. Eastside Highway in the Bitterroot. As a lifelong Bitterrooter the growth has been 14 to 20 percent the last 20 years and that growth rate is still continuing. It needs a shared use path from Florence to Hamilton.
- Speed limits that are dictated by the condition of the road design not by one size fits all
- Easements should be purchased whenever money is available for high and potentially high population areas

### Bridges

- All new bridges should have at least one shared use walkway.

### Maintenance

MOU's need to be developed that are state wide so that everyone understands the requirements for the state, city or town, counties, and friends groups.

This has become a sore spot with me over the years as it is with all the other parties. The MOU the Bitterroot Trail Preservation Alliance has with the State and Missoula County is a solid example or



beginning. Unfortunately, the one area that is missing is maintenance. The BTPA provides the porta-potties, rest stops, trail clean-up, bollards, and signage. The BTPA is one of the contacts for trail problems. Missoula County does snow removal and sweeping. The State is responsible for major repairs, ie. trail patching and repair. The state is responsible the approval of safety signs.

I am still waiting for some response on the repair of a broken area of trail south of Florence and a bridge issue at Victor. Both of these areas present a potential safety issue. The BTPA and Missoula County are installing the safety signs between Lolo and Missoula. Ironically, in the case of the Bitterroot Trail MOU, the weak link is not the Friends group or the county but the State. I know the elephant in the closet called MONEY, but I digress.

The Big Dream

A State Wide Trail System

- Glacier Park to Yellowstone via the Bitterroot Valley
- Coeur d' Alene, Idaho to Glendive, Montana following the Old Milwaukee Trail when possible In this case, it can be mixed use that in the rural and mountain areas could include: snowmobiles, off road motorcycles, and RTV's.
- Utilize the abandoned railways as mixed use Trails
- A High-Line Trail system
- North south system for the middle and eastern portions of the state.
- Some of the routes could follow rural routes on county and state roads without much work except signage.
- A trail on the old narrow gauge rail line from Phillipsburg to Drummond
- A state wide map that shows routes and trails.

Animals

Safe animal crossings when redoing roads to protect all users including the animals, Highway 93 North and South four-lane construction has included many innovative designs and ideas.

Thanks,

Jean

[jean@nyeimage.com](mailto:jean@nyeimage.com)

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**From:** Kayleen H <hockett.kayleen@gmail.com>

**Sent:** Thursday, May 10, 2018 6:37 PM

**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

**Subject:** Biking in Montana

Please consider developing old railroad path from south of Big Sandy to Fort Benton and further if possible. It would be an amazing ride along the Missouri River. It would definitely increase tourism with bikers.

Also a bike ride from Havre to the Bears Paw mountains would be well used!!!

Thank you

Kayleen Hockett

I will be in Seattle when you have MDT meeting in Havre.  
We have no biking distance trails:(

Sent from my iPhone

~~~~~47~~~~~

**From:** Jody Leberman <lebermanmuleranch@yahoo.com>  
**Sent:** Friday, May 11, 2018 8:12 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Bicycle riders on State roadways

I recently completed a survey on bicycle and pedestrians using State roadways. I would like to add a personal note to the survey. I am a packer, haul a livestock trailer full of animals and use several of the roadways in the Flathead Lake area, mainly hwy 83 from the Bigfork area to hwy 200. I have had several near misses with bicycle riders that seem to have the attitude that riding on an organized bike ride entitles them to disregard any and all safety rules, such as two or three across, riding several feet into the roadway and ignoring using the shoulder of the road when one is available.

Highway 83 IS NOT suitable for bicycles under any circumstances and steps need to be taken to keep them off of the roadway before one or more are killed when they violate simple rules of safety, like not paying attention on blind curves, riding several feet in the roadway and two or three across, not having a mirror attached to their helmets so they can see on coming traffic.

If you would like to speak to me or other packers hauling livestock trailers please feel free to call me at (406) 249-0519, I will be happy to share my experiences with you and will also put you in contact with other concerned packers.

Thank you for your time, respectfully Tug Leberman

Sent from my iPad

~~~~~48~~~~~

**From:** Susan LaMont <72steamboat@gmail.com>  
**Sent:** Friday, May 11, 2018 2:41 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** info@bikewalkmontana.org; 'Sanders County CDC' <sccdc@ronan.net>  
**Subject:** public comment on MDT Bike Ped Plan

Greetings,

First, Thanks for developing a MDT Bike Ped plan; Montana is in serious need for such a plan. Many other States have developed such plans, which benefit both the local citizens and also the tourist industry.

I hope your plan will include a site specific strategy for identifying and developing routes that will connect people across the state. Once state level routes are identified, then counties and cities can identify routes that will help to maintain connectivity at a local level. Without an integrated plan, MDT and local communities often fail to build a cohesive transportation system. For example, in Thompson Falls the city has identified a need for safe bike/pedestrian route along Highway 200, but MDT is now planning on installing rumble strips on the narrow shoulder leaving no place for bicyclists to ride. Correspondence with MDOT district administrator Ed Toavs in 2013 indicated that rumble strips within

and adjacent to town was removed from a 2013 project but the rumble strips reappeared in the 2016 project #UPN 9237000 design. This is very counterproductive!

I hope your plan will include a design requirement for MDT road projects to only use rumble strips when a 3 foot shoulder will remain for pedestrians and bicyclists. Too often MDT has placed rumble strips on narrow shoulders forcing bike riders onto the main road. Clearly the purpose of rumble strips is to improve safety for cars but they can also be a hazard to bike riders. In 2017, on Montana Secondary 471 (between Thompson Falls and Thompson Pass) rumble strips placed along the edge of the road made the shoulders unusable for bike riders, then the rumble strips in the center of the road kept cars from crossing the center line. Rumble strips have turned this road into a very hazardous route for bikes but at least the drunk drivers are safer. When rumble strips are considered there should be a mechanism to ensure that the safety of bike riders is maintained.

Furthermore specific design requirements for the use of rumble strips should be clearly stated in your plan so they are implemented consistently across the state and over time. Current individual projects designs do allow for public comments but the public has to comment on every project, there isn't a mechanism for consistency between project. For example, in 2013 Ed Toavs said no rumble strips in town, now they are back in the 2016 project #UPN 9237000 design. Public cannot be expected to comment on every individual project to ensure that that bicycles are considered in the design.

Finally, I hope your plan will address the misconception that bike riders don't pay for roads. While the gas tax does help to fund road projects, it is not the only funding source. We all pay Federal and State taxes, that pay for roads. Please develop an education message that gets the point across, we all help pay for roads.

Thank you for considering my comments and for developing the plan.

Susan LaMont  
PO Box 1135  
Thompson Falls, Mt 59873  
72 [steamboat@gmail.com](mailto:steamboat@gmail.com)

**From:** Tracy Baker <milesecon@midrivers.com>

**Sent:** Friday, May 11, 2018 2:52 PM

To: Wheat, Michelle <miwheat@mt.gov>; MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

Cc: jsloan.draw@yahoo.com; 'Tara Andrews' <tara.andrews@montana.edu>

Subject: MT Pedestrian Bicycle Plan - Stakeholder Invite

Michelle,

Could you please include me in your future emails for the Montana Department of Transportation (MDT) Pedestrian and Bicycle Plan?

We are in the process of forming a Community Trails Committee and we would be very interested in this!

Thank you,

**Tracy Baker**



Miles City Area Economic Development Council  
*Executive Director*  
Southeastern Montana Development Corporation  
*Loan Officer*  
1010 Main St., Ste. 18  
Miles City, MT 59301  
Phone: 406-234-2705  
Fax: 406-234-5705

~~~~~  
From: Wheat, Michelle  
Sent: Monday, May 14, 2018 8:49 AM  
To: 'Tracy Baker' <milesecon@midrivers.com>; MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Cc: jsloan.draw@yahoo.com; 'Tara Andrews' <tara.andrews@montana.edu>  
Subject: RE: MT Pedestrian Bicycle Plan - Stakeholder Invite

Good morning Traci

Thank you for contacting me regarding your interest in the Montana Pedestrian and Bicycle Plan.

You have signed up to receive information for the MT Pedestrian and Bicycle Plan subscription listserv, so you will be receiving email updates on the planning process.

Please let me know if you have further questions, thanks.



**Michelle Wheat**  
*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division  
Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620  
406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



**From:** Angela DeFries <angela.defries@gmail.com>  
**Sent:** Friday, May 11, 2018 3:21 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** info@bikewalkmontana.org; info@bigfork.org  
**Subject:** Suggestions for biking/walking paths in Bigfork, MT

Good Day,

I'm emailing to give you two suggestions for bike/walking paths in the Bigfork, MT area and the reasons for these recommendations:

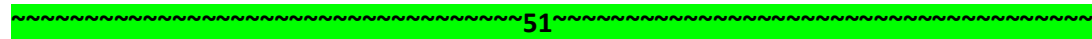
1. **Bike/walking path from Bigfork Post Office to Bigfork Elementary School**
  - o Reason: Holt Drive is very busy and very narrow. There is no room for cars and pedestrians/bikers. My kindergarten daughter is driven to school each day because this

road is unsafe and there is not a safe crossing through Hwy 35 for her to get to school -- and we only live about 3/4 mile from her school. The highway crossing is very dangerous. In the winter months, this entire section from the post office on Holt Drive to the school is even narrower with snow piles and is icy. Because it's dark outside, this is very unsafe for walkers/bikers.

- This would also be a benefit to the Village and businesses/commerce in the Village as more ppl would be able to walk there and free up some of the parking for out-of-towners or ppl who live too far to walk to the Village.
  - This would also allow access and connect to the Swan River Trail
2. Bike/walking path all around Holt Drive to the golf course/athletic club
- Holt Drive is narrow and windy in places. A bike/walking path that goes from Marina Cay at Hwy 35 and wraps around to the Athletic Club and Eagle Bend golf course would provide a safe place for pedestrians and bicyclists alike to access the village, park, post office, golf course, and athletic club. It would help alleviate congestion on Holt Drive.
  - This would connect the Village, schools, post office, parks, and amenities within Bigfork.

Thank you for the opportunity to provide feedback and suggestions, I appreciate it!

Warm regards,  
Angela DeFries  
406-250-9592



**From: Mastel, Candace** <candace.mastel@montana.edu>  
**Sent: Friday, May 11, 2018 4:10 PM**  
**To: Wheat, Michelle** <miwheat@mt.gov>  
**Subject: Re: MT Pedestrian Bicycle Plan - Stakeholder Invite**

Michelle,

Thank you for the email. I attended MDT's presentation at the Bike Walk conference in Bozeman a few months ago. It was good to get an introduction to your process and chat with RPA and Joe Gilpin a bit about the process and goals.

I cannot attend the forums in the other communities throughout the state but would like to offer some suggestions outside the normal survey process. I would suggest you add a forum in Bozeman. It is the fastest growing community in our state and is experiencing growing pains not only within our general Gallatin Valley planning area, but also in the commuter communities like Big Sky, Manhattan, Livingston, etc. that all contribute to our traffic and impact our infrastructure.

As a Campus Planner tasked with taking a good look at MSU's transportation issues I have become very familiar with the challenges of making improvements to suit everyone's needs. But, some things are very clear:

1. There is a community goal in Bozeman to provide transportation options that are less stressful and are full of choices for the entire community. MSU also shares this goal.
2. The goal should be "vehicle miles reduced" not on how we can make our roads wider and bigger.
3. The only way to reduce vehicle miles traveled is to provide other modes of transportation and to do that safely and efficiently.

4. MDT plays a key role since many of our core streets in very retail-oriented areas of town are MDT thoroughfares. However, these routes are very unsafe for peds and bikes, by nature of their design. They also provide for a vehicle-centric environment, relegating safety for peds (bikes are still left out of the solution) to sidewalks.
5. These MDT routes are also coincidentally our entryway corridors and they are dominated by three to six (or more) lanes of traffic. At major intersections, like Main and 19<sup>th</sup>, crossings for pedestrians is very dangerous and the wait is very long.
6. Maintenance for bike and peds in the winter is sub-par at MDT route crossings. We need to do better with this even with personnel shortage challenges, if for no one else but our mobility challenged community members.

If you ever want to chat let me know. I am around. I am also the Chair of the Bozeman Area Bicycle Advisory Board (BABAB) [even I sometimes get what that acronym stands for wrong, haha]. I can share information with them as well and would like to update them during the planning process. Please keep me in the loop.

I'm including links to our Transportation Master Plan and Bicycle Master Plan:

<http://www.montana.edu/pdc/projects/2017/Files/Bicycle-Master-Plan.html>  
<http://www.montana.edu/pdc/projects/2017/Files/Transportation-Master-Plan.html>

Thanks,  
Candace

Candace Mastel  
Campus Planner  
Montana State University  
Campus Planning, Design & Construction  
P.O. Box 172760  
Bozeman, Montana 59717  
406.994.7457  
[candace.mastel@montana.edu](mailto:candace.mastel@montana.edu)

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**From:** Nancy Kaumeyer <nancykaumeyer6@gmail.com>  
**Sent:** Saturday, May 12, 2018 10:29 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** info@bikewalkmt.com  
**Subject:** Biking

Hi,

I would like to request wider shoulders or bike lanes go on Highway 93 north of Whitefish to Eureka.... and at the very least to the cut off for the Bike Hostel.

Thanks,  
Nancy Kaumeyer

Sent from my iPhone

53



**From:** Elizabeth Quinn <elizaq23@gmail.com>  
**Sent:** Sunday, May 13, 2018 6:37 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Biking needs....

Ahoy, Bike People!

Thank you for addressing the need for a safe biking culture here in Montana! I moved to the Flathead valley 13 years ago and bought a house within 1 mile of my work simply because I wanted to commute by bike. A glaring problem here in Kalispell - that seems to be too much for the city planners to deal with - is the fact that there is NO WAY to get from the downtown area to the main popular destinations - the medical center (a HUGE employer in the valley!); the fitness center; the college; the only outdoor sports complex in the area and a huge shopping area with the only theaters in the city - without riding on the vague shoulder of the busiest highway in the valley - hwy. 93! It's a 1 mile section of road that is kind of terrifying with the semis and cellphone addicted drivers not moving an inch for a bike or pedestrian. I finally quit riding my bike to work. 1 stupid mile. The city seems to be putting bike paths in with new developments, but they start nowhere and end nowhere - they're not connected. The ironic thing is, that the "1 mile" borders a golf course. Their swath of "rough" could easily accommodate a bike path. This issue has been brought to city meetings, but does not seem to be important enough to address.

Another concern is, these "chunks" of bike paths are not being used because they're impractical and dangerous - dodging in and out of traffic as they end abruptly, so the "powers that be" see this lack of use as an indicator of the community's lack of interest. This beautiful, FLAT valley is NOT a biking Mecca, sadly.... Elizabeth Quinn, Kalispell

~~~~~54~~~~~

**From:** ray@townofstevensville.com <ray@townofstevensville.com>  
**Sent:** Monday, May 14, 2018 11:12 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Workshop

Michelle,

I am wondering when and where there may be a workshop close to Stevensville.

Sincerely,

Raymond Smith  
Councilperson Ward 2  
425-457-1590

~~~~~

**From:** Wheat, Michelle  
**Sent:** Monday, May 14, 2018 1:28 PM  
**To:** ray@townofstevensville.com  
**Cc:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** RE: Workshop

Good afternoon Raymond,

The closest scheduled workshop to Stevensville will be located in Missoula on May 30<sup>th</sup> at the Holiday Inn Missoula Downtown.

Please join us for local agency/official portion of the workshop from 1:00PM-2:30PM.

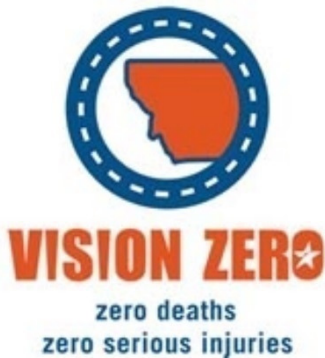
If you are unable to attend during that time, you may also attend the public open house anytime between 4:00-7:00PM

Workshops are an in-person opportunity for anyone interested and are just one aspect of our public involvement opportunities. If you are unable to attend a workshop, but would like to provide us with your input, I encourage you to send your comments to [MDTBikePed@mt.gov](mailto:MDTBikePed@mt.gov) or send us your comments by mail to MDT – Ped Bike, PO Box 201001, Helena, MT 59620.

This Plan primarily aims to establish a consistent approach for considering pedestrian and bicycle modes on state owned and maintained facilities. The Plan is not intended to identify specific projects, rather it will establish a common vision and goals to meet the needs of bicyclist and pedestrians, improve safety, and establish a more walk- and bike-friendly Montana.

Please see the attached invitation for additional information.

We look forward to hearing your thoughts



**Michelle Wheat**

*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division

Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



~~~~~55~~~~~

**From:** Steve <steve1981@earthlink.net>

**Sent:** Monday, May 14, 2018 2:38 PM

**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

**Subject:** bicycle survey

Hi Folks ->

I just completed the on-line survey for bicycle use and walking. It seems to me that you were addressing a larger audience in Seattle who would bike for “environmental reasons” and as a better way to get to work.

Question 18 was really badly worded. You asked “what prevents you from walking more?” None of responses would fit any category with me, so perhaps you could have had a selection of “none of the above”.

Using your question 18, am I supposed to walk 20 miles to Kalispell (40 miles round trip) to grocery shop? When I lived in more urban areas, even Missoula back in the day, I would walk or ride my bicycle to the U and even the post office and grocery store.

Here in Montana, with the exceptions of Missoula, Bozeman and maybe a couple of other college towns, using a bicycle is something that we do in the mountains and various other trails. We generally take our bikes on a bike rack to Glacier Park, then ride to our hearts content.

I had the privilege of working with Dan Burden back in the early 1970s on increasing bicycle paths not only in Missoula but throughout the state. I eventually went into Peace Corps and Dan moved to Florida to work on their bicycle infrastructure.

Utah, particularly St. George, has does a great job of building and maintaining bike paths.

Missoula has finally started with the bike path from Missoula to Lolo, then eventually down to Hamilton.

Up here in Bigfork, it would be great to have bike paths on some of the new bridges that are supposed to be under construction.

I know there was a Legislator who wanted to ban bikes on highways in Montana during the 2017 session. Fortunately, this didn't get very far.

Here's hoping that those in power work more diligently on bike paths on the highways and even in the woods.

I really thought that your survey had too much of a slant to be of any great merit.  
Respectfully,

Steve Armstrong  
439 Grand Drive  
Bigfork, MT 59911

~~~~~56~~~~~

**From:** Request Cases: #423386 <robemicha2@aol.com>  
**Sent:** Monday, May 14, 2018 3:38 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Bike paths

I have seen that bike trails on dirt trails leave scars on the trails. Only bike trails I would support are made of pavement of some kind.

Bigfork member

~~~~~57~~~~~

**From:** Pam Roberts, MD <pamroberts@krmc.org>  
**Sent:** Monday, May 14, 2018 6:05 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** walking and bicycling concerns in the Kalispell area

To whom it concerns:

I am a recreational cyclist who is willing to do moderate distances 20-30 miles, frequently. However I pretty much limit my riding to the Rails to Trails in the Kalispell area. Anyone familiar with our area realizes there are not very many north-south or East-West corridor options in our town. We are sorely lacking bike lanes, especially on Highway 2 E. and West, and Highway 93 N. and South. I'm very concerned for the pedestrians that I see walking just north of that highway intersection (

2 and 93) on a very narrow and hilly gravel trail. Also by the Flathead Valley Community College the trail gets pretty much covered over by snowplows throwing snow in the winter time. It really is almost impossible to walk north along Highway 93 in the winter. The steepness of the Hwy 93 hill coming up from Kalispell towards the hospital complex really limits my willingness to ride on a road with virtually no shoulder. I do commonly see people walking and riding this corridor which I think is unsafe. Some clearly designated walking/biking lanes would be really helpful for the Highway 93 corridor, especially close to town. I am unable to attend the meeting. As a physician, I am very concerned with our society's lack of initiative to walk or bike. It would be great to make walking and biking more available to our people.

Sincerely Yours,

Pam Roberts, MD, PCC  
The Summit Medical Fitness Center  
Phone-(406) 751-5374  
Fax- (406) 751-4101  
Mobile- (406) 261-4228  
[proberts@krmc.org](mailto:proberts@krmc.org)

~~~~~58~~~~~

**From:** Edd Blackler <blacksandedd@gmail.com>  
**Sent:** Monday, May 14, 2018 7:21 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** info@bikewalkmontana.org  
**Subject:** Input regarding bike/pedestrian paths near Bigfork

To whomever:

We live about halfway between Bigfork and WoodsBay and we would really like to be able to ride our bicycles to both places.

The shoulders along Hwy 35 are much too narrow for safe bike riding and even walking is not very safe.

We are seeing more and more vehicular traffic on Hwy 35 and if there were safe bike/pedestrian paths along the road more

people would be able to take advantage of an alternate means of getting to and from Bigfork and WoodsBay.

Bigfork has a wonderful developed bike/pedestrian trail along the Swan River but there is no connectivity that allows people to access it from nearby areas.

There are State Parks in both communities that provide lake access. It would be nice if people could get to these parks by riding bicycles.

Thank you for providing a means to share our concerns.

Edd Blackler, 33435 Quarter Circle Way, Bigfork, MT. 59911

~~~~~59~~~~~

**From:** Lea Whitford <lwhitford@blackfeetnation.com>  
**Sent:** Tuesday, May 15, 2018 10:46 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

Cc: info@bikewalkmontana.org  
Subject: State Pedestrian and Bicycle Plan

Oki from Blackfeet Country,

I am thankful that the MDT has taken the initiative to work on a P&B Plan! As a State legislator this last session it was frustrating to see the discussions of Us VS Them attitude when it came to sharing the road with Bicyclists! When we are faced with a generation of young people who spend very little of their time outdoors doing things like walking, biking or hiking. The world of technology has had a profound effect on our health. So to see efforts such as this is great! And I am glad to be apart of it.

As you may have seen recently the Essential Eats Distributors donated bikes to school children in the Heart Butte Community. First what an amazing thing to do for a community that seen one of the worst winter storms in decades! I know that a bike path has been in the works for YEARS for that community, and the project is finally moving forward! This process seems to have plenty of red tape to get it done. That to me as a State Senator and community member of the Blackfeet Reservation find to cumbersome and unnecessary. So if this plan can streamline the process Great if its just another road block to overcome dang! There are plenty of communities like Heart Butte that could benefit from a Trail system. Connecting communities with an alternative route other than the shoulder of a busy highway or secondary road would be great. I know there are questions such as; should they be paved and who will be responsible for the maintenance and up keep of these Trails? Maybe there are alternative methods that need to tested! Ask communities if they would be open to a test pilot project and materials... In many of our Tribal communities since they do not receive tax dollars for streets or main-street projects they have no sidewalks or if they do get them their is little or no means for maintenance. Some sidewalks lead to a dead end or a block that does not have a sidewalk so to push a stroller, ride a bike or walking on them can be challenging let alone not being ADA accessible. Helping communities to connect the pathways is necessary.

Also many of the Tribal communities have a strong connection to horses and often times when coming into Tribal communities you will see people horseback! So not only are pathways important for walking, hiking and biking they are important to the horseback riders.

There is a need to connect schools to neighborhoods that have a large population of youth in them. So the kids have a pathway to and from school rather than cutting through abandoned lots or open fields. There is a need to evaluate where trails/paths need to placed such as from housing projects to shopping/business area's. In the Seville housing project (on the east side of the Blackfeet Reservation) the secondary road that leads to the housing project has no shoulder or designated walking area. When the weeds and grass gets too high I seen kids ride to the side of the road into the rough terrain as far as they could and brace until vehicles went by them. This road is the only means for that small community to get into Cut Bank by car, walking or bicycling! This is too dangerous for us to ignore!

I hope there are enough responses to the survey to keep the P&B plan moving forward.

Have a good day.

Lea Whitford, Planner  
Blackfeet Planning Department  
PO Box 2809Browning, MT 59417  
406-338-7406



**From:** Patty Powell <patty.powell@ymail.com>  
**Sent:** Tuesday, May 15, 2018 12:00 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Cannot make a meeting--Here is my input

Hi,

I am excited to learn the statewide Bike Ped Plan is making headway toward comprehensiveness. Thank you to everyone involved in this effort!! I applaud your efforts, patience, and understanding as this moves forward. What an accomplishment this would be for Montana, and what a model for our neighboring states! With Adventure Cycling involved, I'm certain it will be inclusive and a well developed plan.

In hopes of establishing the span of my experience riding on Montana roads, streets, and highways I offer the following: As a dedicated cyclist for commuting and errands around town, and also a serious bike tourist, I have ridden many miles across our state. On a daily basis I ride around the City and County of Missoula and Bitterroot Counties. I've ridden the Hi-Line from East Glacier to Glendale. I've ridden Eureka to Darby and points between and beyond. I've ridden Pintlar loop several times and I don't plan to stop there.

Montana and Missoula, especially, have made some wonderful enhancements to bicycle riding and safety. Going forward, I would like to see

- more connected bike infrastructure
  - including paths,
  - wider shoulders, and
  - bike lanes;
- rumble strips that are safe for bicyclists;
- research on how centerline rumble strips impact bike safety;
- signed bike routes and
- more "share the road" signs.

A major concern for me and many of my friends is the "art" of sharing the road. It takes a complete effort on the part of the

- cyclist to be visible but not obstructive;
- vehicle driver to be tolerant and conscientious; and
- Highway Patrol officers to be tolerant and to be educated as to the actual laws governing bicycle travel in the state. (Yes, I was harassed on Hwy 2 for not being to the right of the white line coming into Havre—where there is less than 4" of pavement.) I guess these items all fall under education, education, education.

It would be great if Montana would include the U.S. Bicycle Route corridors in the plan. U.S. Bicycle Routes are numbered and signed and connect into the larger national network of the U.S. Bicycle Route System ([www.adventurecycling.org](http://www.adventurecycling.org)).

-- Prioritize bicycle education and encouragement programs. Examples: commitment to Safe Routes to School and in-school safety education.

With Sincere Gratitude  
Patty McIntire  
Missoula, MT

~~~~~61~~~~~

**From:** Paul Reichert <[preichert@prosperabusinessnetwork.org](mailto:preichert@prosperabusinessnetwork.org)>  
**Sent:** Tuesday, May 15, 2018 3:52 PM  
**To:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>



Cc: srandall@rpa-hln.com; 'Brit Fontenot' <bfontenot@BOZEMAN.NET>  
Subject: Montana Pedestrian and Bicycle Plan

Hi Sheila and Randall,

I would like to formally ask that Bozeman be added to your list of communities to get a **public meeting on Montana's Bike and Ped plan**. A few reasons to consider adding us to our public outreach.

1. Bozeman is the #1 fastest growing micro-politan city in the entire U.S.
2. We have 2x the national average of people of walk and bike to work. (2x !!)
3. Businesses of all types, especially tech companies – name quality of life as the #1 factor for where they locate their growing business.
4. Quality bike and ped. friendly streets and design! Is a huge positive for advancing economic development goals. We know it, and our clients and business owners tell us!

You should add us into your outreach plans – because we are your #1 customer.

Thank you for considering my request, and please let me know your thoughts.

Best regards,

see key facts from our free 2018 Economic Profile at [www.properaprofile.org](http://www.properaprofile.org)

**Paul Reichert**  
Executive Director

**Prospera Business Network**  
2015 Charlotte Street, Suite 1 | Bozeman, Montana 59718  
Ph: (406) 587-3113  
<https://www.prosperamt.org/>

~~~~~62~~~~~

**From:** Kelly Ware <permakel@gmail.com>  
**Sent:** Tuesday, May 15, 2018 4:26 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Biking in Montana

The majority of people that like a “Little” exercise, especially with kids, prefer biking. Communities with extensive biking and mountain bike trail biking have the greatest sense of community, health, higher value for tourism and lifestyle real estate. We are all coming on times of higher oil prices and people need safe thoroughfares to travel between home and work. Highways near towns like Bigfork have speed limits too high for biking to be safe or pleasant. It would be great to have biking trails be a priority for all towns in Montana, especially in tourist areas where everyone flies in. Please make trails a priority. The times we can be outside is golden, especially on a bike.

~~~~~63~~~~~

**From:** Corey Biggers <cbiggers@eliteco-mt.com>  
**Sent:** Tuesday, May 15, 2018 4:46 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Bicycles

Dear MDT

My name is Corey Biggers,

I am a business owner in Belgrade, Rocky Mountain Truck Center a Full Franchise Freightliner Truck Dealership and Elite Kubota LLC a Kubota Tractor, Skid Steer and Excavator Dealership. We have approx. 35 people on our team.

I am an avid bicyclist and ride pretty much every day no matter the weather or temp. ( no I am not the road bike rider that rides abreast and blocks traffic and is rude to every one) I ride for exercise and therapy my time is on a fat bike in all seasons and a mountain bike some in summer.

Bozeman is getting safer to bicycle in but has a couple very scary and challenging roads that I have no choice but to ride when doing a town loop or riding to the M from my Home on Valley Center The Frontage Road from Belgrade to Bozeman has some very scary sections, since the speed limit dropped it is safer for bicycles and cars( very easy to see this with the reduction in auto accidents) The other terrifying road is from the bridge at Bridger Creek at the last housing subdivision in Bozeman to the M. Scariest stretch of road known to man on a bicycle.

As I understand there is a plan in place to get a trail along Bridger canyon Road to the M.

The Frontage road from Belgrade to Bozeman needs a walking/bike path, our community's and the people that live in them need this bike path. As I understand the Rail Road owns the right of way and does not want a bike path?

I ride my bicycle to the store often, I ride to the GYM most days and would ride to the M more if a bike path were established. As a society people need to get more exercise and I have to tell you what kept me from riding more in the early days was riding in traffic and the uncomfortable ness associated with it.

I am used to traffic and most any situation now, I ride even if it is not comfortable but most people will not. The trails and bike paths Bozeman has get tons of use and are amazing. I have heard some of our elected officials say the folks that are using these paths and riding on the road do not pay there share of the taxes to help pay for all this infrastructure. This statement is really uncalled for and most likely not correct. Many of the roadies own high end autos have higher paying jobs and probably pay more taxes than most, I pay my share and all the people I know personally that use the trails and systems have full time jobs own cars, most own houses, town homes or condos.

Please Please consider bike paths as a ness infrastructure, society needs it.

I am conservative by nature and vote conservatively.

Thank you

Corey Biggers

406 388 1505

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**From:** Darlene Tussing <darlene.tussing@gmail.com>

**Sent:** Tuesday, May 15, 2018 9:47 PM

**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

**Subject:** Bike Ped Committee

I would like to know who is on the committee overseeing the Montana Bike Ped Planning. Also do you have a consulting firm that is helping to develop the plan or is all being done internally? Thanks for answers to these initial questions.

Darlene Tussing

406.860.6121

~~~~~  
From: Ludlow, Sheila  
Sent: Thursday, May 17, 2018 8:12 AM  
To: Darlene Tussing <darlene.tussing@gmail.com>  
Subject: RE: Bike Ped Committee

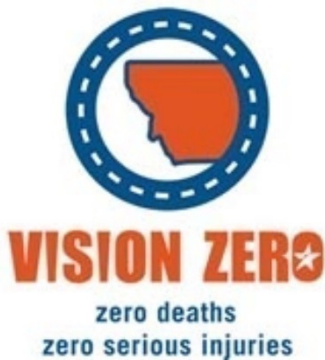
Hello,

The steering committee has representation from three state agencies (MDT, DOC, and DPHHS), a Metropolitan Planning Organization (Missoula), and a small urban area (Lewistown).

MDT issued a Request for Proposals (RFP) for the development of the plan and the selection committee comprised of MDT, DOC, and DPHHS staff selected the consultant team of Robert Peccia & Associates (RPA) and Alta Planning + Design (Alta) to help develop the plan.

Please visit the project website for more information <http://www.mdt.mt.gov/pubinvolve/pedbike/>

Thanks,



**Sheila Ludlow**  
Planner | Division  
Montana Department of Transportation  
P.O. Box 201001  
Helena, MT 59620  
406-444-9193 | [sludlow@mt.gov](mailto:sludlow@mt.gov)



~~~~~65~~~~~

**From: Kevin Jacobsen** <kjacobsen406@gmail.com>  
**Sent: Wednesday, May 16, 2018 7:43 AM**  
To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Bike Pedestrian Plan comments

Congratulations on working to prepare the states first bike ped plan! I'm am optimistic that this document can be used for monumental change in the way MDT look at and designs transportation networks. Bike/pedestrian facilities have always been a last priority in this state with vehiclular capacity being the main focus in the way roadways are designed.

Please add a Bozeman open house to your schedule as it is has one of the highest bike pedestrian user rates in the state.

Below are a couple thoughts to consider when drafting this document.

1. How will this document be used, both internally and externally? Guiding document, regulatory, etc. MDT has volumes of these types of documents with no real rhyme or reason to when they are applied/required.
2. Roadways were ironically designed for bicycle travel in Europe, before vehicles came about. Now roadways are designed primarily for vehicles with little afterthought for bicycles and pedestrians.

3. Add transit facilities to roadways or at least allow communities to add these facilities on their own with their own dollars.
4. Maintenance of facilities appears to be the number 1 priority for MDT, at least from a maintenance dollars standpoint, and yet MDT continues to overdesign roadways. Designing roadways for 20 years out simply equates to building/spending more than is necessary just so it meets capacity projections 20 years out. This is foolish engineering and results in dollars that could be allocated for bike/ped design.
5. Smaller roadways are easier to navigate for bikes and pedestrians, especially to cross.
6. Slow vehicles down and more bikes and pedestrians will use the roadway.
7. Economic vitality in communities is strongly linked to high rates of bike and pedestrian use of roadways.
8. Safe Routes to Schools should take priority in roadway design.
9. Narrower drive lanes reduce vehicular speeds and have the added bonus of costing less to design, construct and maintain. They also increase safety of roadways for all users. Wide drive lanes with low posted speed limits promote speeding and unsafe roadways. Lane widths are what “drive” how fast people drive.
10. Rumble strips point to a vehicular focus for roadways while significantly decreasing bike and pedestrian safety. I personally was several inches away from getting hit by an exploding tire from a vehicle driving over a rumble strip and shooting shrapnel at me.
11. Separated bike and pedestrian facilities are safer. Curb walk should not be used in Montana as snow does not get removed from them. Boulevards should be the norm.
12. A safe passing distance should be adopted within this state. MDT should advocate for this!
13. Lighting is just as important for bike and pedestrian facilities as it is for roadways.
14. Boulevard trees are important for community and help to slow traffic in urban areas, thus increasing safety.
15. Vision Zero should have goals and measures of success for all forms of transportation, that are easily accessible to the public.

Thank you,  
Kevin

66

**From:** Brenda Maas <[brenda@southeastmontana.com](mailto:brenda@southeastmontana.com)>  
**Sent:** Wednesday, May 16, 2018 11:34 AM  
**To:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
**Subject:** Montana Pedestrian and Bicycle Plan

Do individuals sign up for the workshop, or just show up?

Thank you for sharing this information – Eastern Montana is interested!

Brenda Maas | Marketing Manager | Visit Southeast Montana  
W: 406-294-5270 | F: 406-245-7333

[brenda@SoutheastMontana.com](mailto:brenda@SoutheastMontana.com) | [SoutheastMontana.com](http://SoutheastMontana.com)

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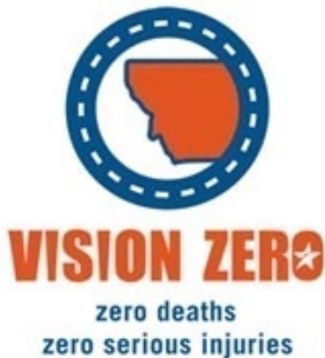
From: Wheat, Michelle <[miwheat@mt.gov](mailto:miwheat@mt.gov)>  
Sent: Wednesday, May 16, 2018 3:59 PM  
To: Brenda Maas <[brenda@southeastmontana.com](mailto:brenda@southeastmontana.com)>  
Subject: RE: Montana Pedestrian and Bicycle Plan

Hi Brenda –

Thank you for your interest in the Montana Pedestrian and Bicycle Plan.

Individuals do not need to sign up for the workshops, so please join us at your convenience.

We look forward to hearing your thoughts.



**Michelle Wheat**

*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division

Montana Department of Transportation

2701 Prospect Avenue

P.O. Box 201001

Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



From: Brenda Maas <[brenda@southeastmontana.com](mailto:brenda@southeastmontana.com)>  
Sent: Wednesday, May 16, 2018 4:16 PM  
To: Wheat, Michelle <[miwheat@mt.gov](mailto:miwheat@mt.gov)>  
Subject: RE: Montana Pedestrian and Bicycle Plan

Michelle: Thanks for the reply. We have shared via e-blasts for Visit Southeast Montana and have some interest.

Unfortunately, I will be at a media event in Forsyth that day. If I arrive back early, may I pop into the workshop (Billings)?

Brenda Maas | Marketing Manager | Visit Southeast Montana  
W: 406-294-5270 | F: 406-245-7333

[brenda@SoutheastMontana.com](mailto:brenda@SoutheastMontana.com) | [SoutheastMontana.com](http://SoutheastMontana.com)

From: Wheat, Michelle  
Sent: Thursday, May 17, 2018 8:25 AM  
To: Brenda Maas <brenda@southeastmontana.com>  
Subject: RE: Montana Pedestrian and Bicycle Plan

Hi Brenda –

You can attend any of the workshops that fits in with your schedule. The workshops are an in-person opportunity for anyone interested and they are just one aspect of our public involvement opportunities. The workshops will be open house format, no formal presentation, more of a listening session to gather input from the public. The planning process for the Pedestrian and Bicycle Plan includes numerous public input opportunities including social media, website (where you can also subscribe for updates), survey, open house/workshops etc.

This Plan primarily aims to establish a consistent approach for considering pedestrian and bicycle modes on state owned and maintained facilities. The Plan is not intended to identify specific projects, rather it will establish a common vision and goals to meet the needs of bicyclist and pedestrians, improve safety, and establish a more walk- and bike-friendly Montana.

The Plan's website is located here: <http://www.mdt.mt.gov/pubinvolve/pedbike/>

I would also encourage you to email your comments to [MDTBikePed@mt.gov](mailto:MDTBikePed@mt.gov) or send us comments by mail to MDT – Ped Bike, PO Box 201001, Helena, MT 59620.

An [electronic survey](#) is also available on the website to help assess the existing needs for pedestrian and bicycle transportation in Montana and will be open until June 10<sup>th</sup>. This information will be used to gain an understanding of existing conditions.

I hope this information is helpful.

~~~~~67~~~~~

**From: Kevin Ruble** <kdruble@interbel.net>  
**Sent: Thursday, May 17, 2018 8:05 PM**  
To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: bike path needed

I would like to bring your attention to a dangerous situation in northwest MT. Eureka is at the crossroads of no less than three major bicycle touring routes. These routes utilize highways 93 and 37 and are heavily used by both mountain bikers and road bikers. Many are crossing the international border at Roosville. The issue is lack of shoulders on highway 93 from the intersection of highways 93 and 37 to the Canadian line. This makes for extremely dangerous cycling for about 7 miles. With the relatively recent influx of yearly Canadian tourists now there is a lot of traffic on this stretch of road. Many semi-trucks also use this road. I myself have had to ditch my bike into the ditch when I had a semi coming from behind me and another coming at me. There is not room on this stretch of highway for 2 semis and a bike at the same time. We had the same issue on a stretch of highway 37 that was fixed recently with a bike path that Lincoln County built on the section of highway that also lacked shoulders.

Please consider this issue as you discuss the MT Pedestrian and Bicycle Plan.



Kevin Ruble  
Eureka

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**From:** Marylis Filipovich <marylis@threeriversmontana.org>  
**Sent:** Friday, May 18, 2018 11:23 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** bob.filipovich@live.com  
**Subject:** Montana Pedestrian and Bicycle Plan Survey

Thanks very much for this careful, significant effort to include non-motorized travelers in Montana's planning. As a former member of the Lewis and Clark County Transportation Committee, I realized just how little attention was paid by county and DOT officials to those of us who use feet and pedals to do what needs to be done.

Concerning the 5/18/2018 Survey, Questions 8 and 9 "commute to work/school", "never" circle needs be cross referenced with Question 2 "65+" circle because answering "never" implies that the surveyee uses motorized transportation to travel to work/school. Most 65's are retired. Likewise, a stay-at-home parent/caretaker or disabled person by definition would "never" drive to his/her work/school. Perhaps Question 7 addresses this possible misconnection?

Questions 10 and 11 – Are these round-trip distances or one-way with a change of pace (medical appointment, shopping, library) at midway?

Question 13 – Parking has become a problem for drivers in Helena's gulch area and inner city during snow removal, pothole repair, tree removal, etc. In high traffic areas of the city, parking appears to be a time waster for drivers. (Anything that makes using a car difficult is ultimately good thing for health and environment and sense of community).

Enforcement of sidewalk snow shoveling (even directly across Breckenridge from the Las Enforcement Center!), repair of sidewalks, required sidewalks in new housing areas, higher parking fines and fees, no engine idling (starting with publicly owned diesel vehicles), and prominent, daily air quality notification would all encourage people to get out of their effortless, expensive, dangerous, polluting rigs.

P. S. PBS's Nova series entitled "Wonder", program title: "Can We Build a Brain?" (shown May 17, 2018 in Helena) addresses the problems of driverless, artificial intelligence vehicles. Your work on non-motorized transit could pay implicit benefits to all humans and other critters who increasingly must negotiate with drivers and their self-serving machines.

~~~~~69~~~~~

**From:** Kevin Bueltmann <trinitycampexec@gmail.com>  
**Sent:** Saturday, May 19, 2018 7:50 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** info@bikewalkmontana.org  
**Subject:** Bike Trail Request south of Bigfork

I am the Executive Director of Camp Trinity which is located 2 miles south of Bigfork, just off of Highway 35. We would like to request consideration for a biking/walking trail that allows bikers to safely ride

from the turn-off for our camp to Bigfork. We have lot's of visitors who like to walk or bike to Bigfork, but there is lot's of traffic in the summer and the highway doesn't have much of a shoulder at all.

This 2-mile stretch would also benefit those who visit Wayfarer's State Park and Flathead Lake Lodge.

We are also becoming a year-round facility so this need will increase in the future to year-round as well.

We are also in favor of a trail from Bigfork to connect with the biking/walking trail at Somers.

Thank you for your consideration.

**Kevin Bueltmann**  
Camp Executive Director  
[TrinityLutheranCamp.org](http://TrinityLutheranCamp.org)  
309-613-4884

~~~~~70~~~~~

**From:** Claire Marlowe <clairewehri@gmail.com>  
**Sent:** Monday, May 21, 2018 10:24 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Comments on ped/bike plan

I'm in favor of dedicated facilities for biking and walking. I have small children and biking is just plain unsafe in my community. Sidewalks are broken or non-existent, shoulders are narrow or non-existent and we have large semis and ranch vehicles that rely on our roads. I don't want to infringe on their rights or safety so I think dedicated facilities THAT CONNECT are key to keeping everyone happy.

Perhaps a way to fund these facilities is to charge for biking permits, especially from tourists. Also, possibly charge a small fee for annual bicycle registration? We should also be enforcing pet/dog registration and dog poop litter laws. Perhaps some of that money could go towards pedestrian path maintenance.

Thanks for reading my 2 cents worth. And thanks for all you are doing!!

Claire Marlowe  
Dillon, MT

~~~~~71~~~~~

**From:** rhunter@montanasky.net <rhunter@montanasky.net>  
**Sent:** Monday, May 21, 2018 10:30 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Plan Comments

Hi,

I bike to work and walk my neighborhood and to main street in town as often as I can. Here are some of the problems I experience.

The shoulders or bike lanes on my route to work are along major roads and highways. I don't like to bike along major roads and highways because it doesn't feel safe, isn't a pleasant experience and I don't like

sucking exhaust fumes. So I bike mostly the quieter roads, but then there are usually no bike lanes or even real shoulder areas along these roads, so when cars do pass I feel vulnerable.

Also, I try to bike occasionally in the winter when conditions are right. But snow plows pile snow up on the road shoulders and many commercial property owners don't remove snow from their sidewalks (where their customer traffic access the building from the parking lot), so there is nowhere for me to safely bike.

Also, when walking the neighborhood in the winter, plows pile snow up along the edges of the roads even at pedestrian crossings. The property owners, even if they clear the sidewalks and driveways, won't clear the pile of snow at the block corners where pedestrians cross the street, forcing me to climb a pile of snow to try to cross the street.

Finally, snow plows pile a line of snow in the middle of the road and may leave it there for many days before removal. They clear the snow at road intersections and many turning lanes, but they don't clear the snow for pedestrian crossings, once again requiring my to climb a pile of snow in the middle of the street while crossing.

Thanks.

Ryan Hunter  
911 3rd Ave. E.  
Kalispell



**From:** Mark Smolen <mark@trailtreker.com>  
**Sent:** Tuesday, May 22, 2018 7:35 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** info@bikewalkmontana.org  
**Subject:** State Pedestrian Bike Plan

Hello.

My name is Mark Smolen; I live in Bigfork and I'm the founder of service called Trail Treker based in Bigfork.

I have been very involved with other user communities in the state like Off-Road and Snowmobile user groups. I help them publish their trail systems using our mobile app.

I am contacting you to let you know about our service and my desire to help you put all the trails you develop into the hands of our user base which is growing everyday! Virtually all who use our system can't say enough good things. As a Montana-based company, we'd like the opportunity to work with you and help your plans be even more successful.

Please feel free to reach out to me any time.

Kindest regards,

Mark Smolen  
Founder, Trail Treker LLC  
(406) 407-0301  
[www.trailtreker.com](http://www.trailtreker.com)

73

**From:** Edd Blackler <blacksandedd@gmail.com>  
**Sent:** Wednesday, May 23, 2018 10:18 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Possible connectivity in Bigfork Area

Hello,  
We would like to encourage consideration of a connecting pedestrian/bike path between Bigfork and WoodsBay along Hwy. 35. Presently, the increased vehicular traffic is becoming more dangerous for bicyclists and walkers.  
A good pedestrian/bike path around Flathead Lake would be very attractive to visitors and local residents as well.

Edd Blackler, 33435 Quarter Circle Way, Bigfork, MT. 59911

74

**From:** Heidi Van Everen <[Heidi@bridgewaterbuilds.com](mailto:Heidi@bridgewaterbuilds.com)>  
**Sent:** Wednesday, May 23, 2018 12:28 PM  
**To:** Flesch, Alice <[aflesch@mt.gov](mailto:aflesch@mt.gov)>  
**Subject:** Ped Bike Survey

Hello Alice – I just completed your online survey and there were a few items I wanted to add that the survey didn't ask or provide an opportunity to include additional input.

One reason I walk and bike to work is that there is insufficient all day parking for employees near downtown business offices. A major parking lot has recently been constructed but parking is limited to 2-3 hours. Commuter biking is not easy locally due to lack of sidewalk connectivity and poor maintenance of existing sidewalks.

I'd like to better understand how a statewide plan will help small communities. Please send additional information as available.

Heidi Van Everen  
406.260.2373  
[heidi@bridgewaterbuilds.com](mailto:heidi@bridgewaterbuilds.com)

75

**From:** Sheelia Miller <mtgypsy41@gmail.com>  
**Sent:** Wednesday, May 23, 2018 7:06 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

Hi,  
I attended the BACI three day work shop in Livingston a couple weeks ago, which was the neatest gathering I have been a part of, ever. I was with the Mineral County group. A week later Melinda Barns stopped at Alberton and shared information then came on to Superior and she and I drove all around Superior to discuss the best routes to ensure the safest routes for children to get to school. We then went on to St. Regis doing the same for that community.

I have visited with a town council member and one of our county commissioner about the benefits and need for safe bike paths and ADA sidewalks of which our entire county is lacking .

I am interested in attending the meeting May 30 in Missoula. I would like to know the start and end time of the work shop, is there a entry fee, if so how much, and any other necessary information I may need to attend.

Looking forward to seeing you again.

Sheelia Miller  
774 Riverbend Rd  
Superior, MT 59872  
ph 406-546-5484

~~~~~  
From: Wheat, Michelle  
Sent: Thursday, May 24, 2018 9:37 AM  
To: Sheelia Miller <mtgypsy41@gmail.com>; MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: RE: Montana Pedestrian and Bicycle Plan

Good morning Sheelia,

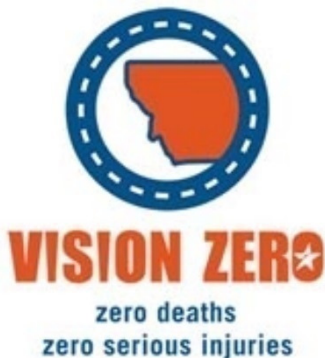
Thank you for contacting the Montana Department of Transportation regarding your interest in attending the Montana Pedestrian and Bicycle Plan in Missoula on May 30th.

The public open house is scheduled from 4:00 PM - 7:00 PM at the Holiday Inn Missoula Downtown in the Garden City Ballroom. There is no entry fee.

This is an open house format with no formal presentation. They are an in person opportunity to share your thoughts on walking and biking in Montana. The Plan is not intended to identify specific projects, rather it will establish a common vision and goals to meet the needs of bicyclist and pedestrians, improve safety, and establish a more walk- and bike-friendly Montana.

By engaging Montanans across the state, MDT will gain a better understanding of walking and biking as it is used to meet diverse transportation uses and needs. The Montana Pedestrian and Bicycle Plan will be used by MDT as it works to fulfill this mission for pedestrians, bicyclists, and all who use the state's transportation system.

I hope this information is helpful, please let me know if I can be of further assistance



**Michelle Wheat**

*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division

Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



~~~~~76~~~~~

From: kevin nemeth <nemethk1@hotmail.com>

Sent: Thursday, May 24, 2018 8:39 AM

To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Pedestrian and Bike Plan

I strongly support the efforts to develop a plan that includes a public education component to boost safety for those of us who bike or walk to work. This includes more awareness about yielding to pedestrians at crosswalk and providing more space to bikers when passing. I am constantly amazed at motorists who do not yield at crosswalks and cars passing dangerously close to me as ride to work on public streets in Billings. I experienced a much more positive experience when riding in Missoula where motorists seems much more aware and more likely to yield to bikes on the street. Perhaps investigating what that community has done to improve safety will shed some light on strategies that might be incorporated into the plan.

Kevin Nemeth  
Billings

~~~~~77~~~~~

**From: Maureen Kemp** <mytmo@okemp.com>  
**Sent: Friday, May 25, 2018 7:49 PM**  
To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Pedestrian & Bicycle Plan Survey

I just completed your survey.

I live in Ferndale which is near Bigfork. I want to tell you that as a cyclist, there is a very big barrier in riding from Bigfork to Somers or to Kalispell. It is the Sportman's Bridge on Hwy 82 across the Flathead River. This bridge is impassible, in my opinion, to cyclists (and to pedestrians). It's as if there is no bridge there at all. Take a good look at it (I'm sure you probably have). There is barely enough room for two lanes of cars and the speed limit is 70 mph. It is so scary that I will not ride it. I did ride across it once in 1996 while on a cross country bike trip and it was OK then when the traffic was much less, but not now. Because of this bridge, I cannot ride from my house to Somers and the bike trail that starts there and continues on to Kalispel and Kila. I sure wish that I could.

Of course there are a lot of roads that are the same as the bridge. We have too many roads that have absolutely no shoulder, let alone a narrow one. Couple that with 70mph speed limits on highways that are often the only way to get from place A to B and cycling can be quite dangerous. I wish that MDT could work towards getting wider safer shoulders on existing highways so that cyclists can safely ride though areas where there are no dedicated bike trails.

It's very disappointing that I have found safer cycling conditions in some much more populated urban and rural areas in other states that I have ridden in than I find here in the part of Montana where I live.

Thank you for your work on the Montana Pedestrian and Bicycle Plan.

Maureen Kemp.

~~~~~78~~~~~

**From: Eugene Schmitz** <edschmitz2020@yahoo.com>  
**Sent: Tuesday, May 29, 2018 12:46 PM**  
To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>



Cc: info@bikewalkmontana.org  
Subject: MT bike plan comments.docx

Attached please find my recommendations regarding MT state plan for safer conditions regarding those bicycling and walking the public right of way.

Thank you for your consideration.

Sincerely,

Eugene Schmitz  
Missoula, MT  
808-345-1025

*(ATTACHMENT)*

Recommendations regarding the State of Montana Safety Plan for those Bicycling and Walking

- 1) Urban and Suburban areas: Eliminate the placement of bike lanes in the “door zone”<sup>\*</sup> of on-street parallel parking; require a 3’ buffer between the left side of a parked car and the right lane line of a 5’ bike lane. A bike lane is considered a resource, but it is also an enticement. Its message is “This is a good place to ride; here you will be comfortable and safe.” When the BL is placed in a DZ the “comfort” (appearance of safety) part remains, but actual safety is missing. It is especially problematic for those newer to “road share” (vs trail or sidepath)biking. The experienced will usually avoid door zones whether bike lanes are there or not. They are unfortunately considered “rude” by motorists and even often considered in violation of traffic codes by police.

\* The space adjacent to a parallel parked vehicle (3-4 feet in width) that impedes the safe movement of traffic (especially bicycle traffic) when a vehicle’s door is opened.

A street that would accommodate a bike lane that meets its objective would require a 10’ travel lane, 5’ bike lane, 3’ buffer and 7’ parking “lane” - - 25’ in all. Streets that meet this standard are about as common as hen’s teeth. Of course, when parking is removed a street width of only 15’ is needed to accommodate a bike lane. A recommended alternative to the unsafe DZBL is to make use of a relatively recent MUTCD sign: “Bicycles May Use Full Lane” (R4-11), which effectively requires a lane change in order to pass. It should be noted that the MT Driver Manual (revised June 2016, p. 41) recommends a full lane change for passing – treating a bicycle as any other legitimate slow-moving vehicle.

- 2) The use of R4-11 is also recommended for use on MT rural 2-lane highways where shoulders of 5’ width or more are absent. A yellow diamond sign with “bicycle (symbol) in lane” followed by “change lanes to pass” would also clearly indicate the safe and appropriate passing protocol. The first MT highways to receive this treatment should be those intended for part of the US Bicycle Route (see Adventure Cycling.org).
- 3) Be sure to use improved Rumble Strip standards which provide for modified groove depth/size and provide regular non-groove sections. Many current Rumble Strips effectively trap cyclists in damaged or debris filled shoulder areas because of their continuity and groove “intensity” that makes crossing them dangerous for cyclists. Rumble Strips currently not in compliance should have regular sections of their grooves filled in (I think it may be 10’ smooth for every 50’ of grooves?), allowing bicyclists to safely exit and re-enter the shoulder area when debris or pavement damage make it unsafe for use. While I understand there is some interest (plans?) in producing center line Rumble Strips in order to possibly reduce the incidence of cross-over head on crashes by Drunk/Texting/Asleep drivers, their use makes that road / Road edge that much

more dangerous for anyone on a bike. Drivers become less inclined to leave their lane (don't want the "rumble") in order to pass; this coming dangerously close to a cyclist on the road edge or shoulder. We shouldn't be sacrificing the safety of cyclists obeying the law in order to protect those on the road who are violating it.

Finally, when it comes to achieving Vision Zero, please don't ignore the most vulnerable of those using the public right of way; in places where motor vehicle traffic is typically in proximity with those walking or bicycling speed reduction / traffic calming MUST be addressed so that when collisions do occur those collisions are survivable.

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**From:** Patrick Owen <[pat@fuelmtmedia.com](mailto:pat@fuelmtmedia.com)>

**Sent:** Tuesday, May 29, 2018 2:30 PM

To: Flesch, Alice <[aflesch@mt.gov](mailto:aflesch@mt.gov)>

Cc: Becky Colman <[becky@fuelmtmedia.com](mailto:becky@fuelmtmedia.com)>

Subject: Montana Pedestrian & Bicycle Plan

Alice,

My name is Pat Owen and I own Fuel MT Media, which is a gas station pump-top TV network in Western Montana. I saw the informational announcement in the Missoula Downtown Association weekly newsletter. We also attended the MDT May Member Luncheon at the Loft in Missoula on May 8th. We have done some work with MDT on past campaigns and would love to help spread the word on the Public Open House Workshops. A portion of our media loop is dedicated to local content, PSAs, non-profit information, and community events and we have gas station TVs on pumps in Missoula, Butte and Helena (three of the cities where the events will be held). I am not sure what the outreach budget is for getting the word out on these open houses, but we would be willing to promote them for free if there is no budget. I've attached an informational sheet to this email. Please contact me if you have any questions and want any further information.

All the best!  
Patrick Owen  
Co-Owner, Fuel Montana Media  
617-780-5003  
[fuelmtmedia.com](http://fuelmtmedia.com)

80

**From:** Linda DuPriest <[linda@ldpstrategies.com](mailto:linda@ldpstrategies.com)>

**Sent:** Wednesday, May 30, 2018 3:18 PM

To: MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>

Subject: Local Govt session tomorrow in Helena

Hello,

I'm planning to attend the local govt session for the MDT bike/ped plan in Helena tomorrow. Could you tell me the location of that session? Thank you very much. The message I received from a City of Bozeman colleague didn't include the invitation.

**Linda DuPriest, AICP**

City of Bozeman / MSU Transportation Demand Mgmt. Team  
LDP Strategies, LLC



My biggest concern for Pedestrian/Bicycle traffic in western Montana concerns Highway 93, from Missoula to Ronan, and through the Mission Valley. Specifically, my greatest concern is the section of highway from Post Creek to Ninepipes Lodge. After 46 years, the Tour of the Swan River Valley had to be cancelled because no one wants to ride that section of the highway.

My interests are primarily the safety of pedestrian and bicycle users. However, I understand that it's often economics that drive decisions. A ped/bike path from Missoula to Ronan, linking Arlee and St. Ignatius, offers tremendous opportunities for cyclo-tourism. In addition, a ped/bike path helps to mobilize a part of the work force; towns and businesses are close enough for cyclists to commute to and from work.

Please consider making the safe and economically viable decision to complete the Pedestrian/Bicycle path along the Highway 93 corridor, from Hamilton to Polson.

Sincerely,  
Tim Marchant  
(406) 250 – 7228

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**From:** [tfallsmayor@blackfoot.net](mailto:tfallsmayor@blackfoot.net) <tfallsmayor@blackfoot.net>

**Sent:** Thursday, May 31, 2018 3:40 PM

To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

Subject: Montana Pedestrian and Bicycle Plan

The City of Thompson Falls is supportive of trails that promote safe travel for bicycle and pedestrian traffic along our State highways. A trail from the City of Thompson Falls to the east would be something the City would support. The High School, pool, baseball fields and many businesses are located this direction and safe travel for children traveling along this stretch of highway is needed. Bicycle trails help improve economic opportunities for City businesses, and safety for the riders and motorists.

Mark Sheets, Mayor  
City of Thompson Falls  
PO Box 99  
Thompson Falls, MT 59873

All City of Thompson Falls emails are subject to the Right to Know provisions of Montana's Constitution (Art. II, Sect. 9) and may be considered a "public record" per Sect. 2-6-202 and Sect. 2-6-401, Montana Code Annotated. As such, this email, its sender and receiver, and the contents may be available for public disclosure and will be retained pursuant to the City's record retention policies. Emails that contain confidential information related to individual privacy may be protected from disclosure under law.

Office 406-827-3557  
Cell 406-381-6903  
e-mail: [tfallsmayor@blackfoot.net](mailto:tfallsmayor@blackfoot.net)

83

**From:** Amber Walter <amberlwalter@gmail.com>

**Sent:** Thursday, May 31, 2018 5:47 PM

To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

Subject: Bike Ped Public Comments

Hello,

I wanted to provide input on the Montana Bike Ped plan. As a cyclist who not only commutes to work, but also loves to vacation by bike, I have gained valuable knowledge of concerns cyclists have. My main concern in Montana is putting rumble strips on a narrow shoulder. When there is not room for a cyclist to ride to the right of rumble strips then the rumble strips shouldn't be put on the road. The reason is that these types of rumble strips force a cyclist to ride either directly in a lane with cars or risk crashing on the rumble strips.

This being said I greatly appreciate rumble strips in the middle of two lane roads because it adds an auditory warning of when a car is coming and whether or not they have moved over to give the cyclist room.

I also think that Montana needs to join other states in the adoption of the National Bike Route network. This will improve cycling tourism in our state and also provide signs alerting drivers to routes commonly used by cyclists.

Beyond that, perhaps more education for drivers and cyclists.

Thank you for taking time to listen to my input and working to make travel safe for everyone.

Warm regards,

Amber Walter  
1005 Antimony St.  
Butte, MT 59701

~~~~~84~~~~~

**From:** Dave Hohenthal <davehotime@gmail.com>  
**Sent:** Friday, June 01, 2018 7:00 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:**

I'm sure there are many challenges to doing so, but I'd encourage utilizing the old railroad berms wherever possible. How awesome would it be to be able to bike, run, or walk from Butte to Great Falls for example?!

Thank you, DH

~~~~~85~~~~~

**From:** Luella B <independentme10@hotmail.com>  
**Sent:** Friday, June 01, 2018 9:17 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

I would like to see the North valley connected to Custer Ave with good bike trail! Share the road signs are essentially worthless. There are no shoulders on road such as Sierra and John G.

Sent from my iPad

~~~~~86~~~~~

**From:** Teresa Kendall <teresakendall@mac.com>  
**Sent:** Friday, June 01, 2018 9:57 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

I would like to see a safe, scenic bike or multi-use path over the Continental Divide on Hwy 2 (Pipestone Pass) from Garrison to Pipestone.

This would connect a Butte area bikeway being proposed/planned, a Deer Lodge path being proposed/planned along the abandoned railway that goes through the Grant-Korhs Ranch, and the Thompson Park trail.

Teresa Kendall  
802 Mill St  
Deer Lodge MT 59722

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**From:** Curtis Garrett <curtis.garrett@ashgrove.com>  
**Sent:** Friday, June 01, 2018 11:12 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>; Whitaker, Brianna <brwhitaker@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

Not sure how the state of Montana might be proposing to pay for these improvements. But if they come from gas taxes, I don't feel that was the original purpose behind the taxes.

If bicyclists want roads and pathways to travel, then require them to be licensed and insured. Then, licensing fees could be used to build whatever they desire. In the meantime, get them off the road.

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**From:** Cheryl Boucher <fcboucher@msn.com>  
**Sent:** Friday, June 01, 2018 3:14 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

I believe education for all regarding bicyclists responsibility and rules on the road would be helpful, such as do bicycles have to follow the same rules as a vehicle when using the road. Also bicycles should be required to have rearview mirrors of some sort and lights, just like a vehicle.

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89

**From:** Patricia Wirth <zpworth@gmail.com>  
**Sent:** Friday, June 01, 2018 11:30 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

Hi; I was kept informed in the late 90's when Colorado went through a similar process. I am in favor of trails that connect regions town and cities. I am anxious to see a trail from Helena to Great Falls utilizing the "out of service" rail line. When Colorado developed a state wide plan they had adversity implementing their plan until the bicycle and walkers unified with horse riders. Agri-tourism and trail riders brought support from the stock growers association. With agriculture support the the plan went through. In Colorado in 1997, I have been told, the horse world added 1.5 billion to the state economy. Montana has a fraction of Colorado population and I can only guess at gross revenue



however just look at number of working horses, recreation horses, backyard horses and therapy horses in Montana. My evidence is the feed, nutrition supplements, trailers, pickups and tack sold in this state to horse owners. Finishing, please include horse riders in to your plan especially the longer trails. I would be happy too elaborate on my opinion. Thank you Zachary Wirth 2020 Chevallier Drive, Wolf Creek, Montana 59648 406 458 3890

90

**From:** Christine Weldon <weldoncl@gmail.com>  
**Sent:** Friday, June 01, 2018 11:54 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Bike comment

Hello,  
I'm glad to have an opportunity to take the survey and voice a concern.

My family of 5 loves to bike! The one major concern for me is drivers. Everywhere I look, every time I am out and about 80% of drivers are on their phones in some way, shape or form. I am afraid for my kids' safety. They are not quite old enough to be on the lookout for the drivers who are not paying attention to the road. Where we mostly ride, there aren't even any shoulders on the roads. I don't suppose the MDT has any say in changing the cell phone laws? Anyway, thanks again for the opportunity.

\*Christie Weldon\*

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**From:** Roger DiBrito <roger.dibrito@gmail.com>  
**Sent:** Friday, June 01, 2018 3:57 PM  
**To:** Wheat, Michelle <miwheat@mt.gov>  
**Subject:** Please help

I can not find the comment page with the topics you had on display in Missoula.

I spent most of my time visiting with people and would like to comment at length to each topic area. Can you give me the consultants email, or send me the list of topic areas. I was so busy visiting with bike/ped advocates I did not write down the topic areas. It was fun to visit.

And thank you for the power point and other info.

<http://www.mdt.mt.gov/pubinvolve/pedbike/docs/pip.pdf>

Roger DiBrito  
[roger.dibrito@gmail.com](mailto:roger.dibrito@gmail.com)  
406.327.5645  
4765 Carolin Lane  
Florence, Montana 59833

From: Wheat, Michelle  
Sent: Monday, June 04, 2018 7:52 AM  
To: Roger DiBrito <roger.dibrito@gmail.com>  
Subject: RE: Please help

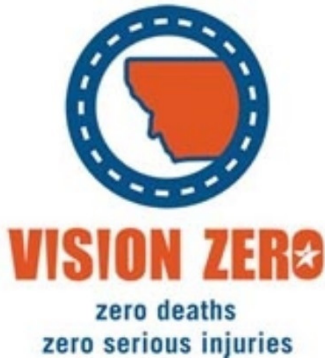
Good morning Roger!

I would recommend emailing your comments to [MDTBikePed@mt.gov](mailto:MDTBikePed@mt.gov). You can write your comments in the email directly or attach a word document, whichever you prefer.

The five focus areas are:

1. Safety & Education
2. System Preservation & Maintenance
3. Mobility, Health & Economic Vitality
4. Accessibility & Connectivity
5. Barriers and Challenges

Let me know if I can be of further assistance ☺ Have a great week



**Michelle Wheat**

*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division

Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



**From:** [knordtvedt@bresnan.net](mailto:knordtvedt@bresnan.net) <[knordtvedt@bresnan.net](mailto:knordtvedt@bresnan.net)>

**Sent:** Saturday, June 02, 2018 9:16 AM

**To:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>

**Subject:** bikes

Any state monies for the bike/ped project should be spent for education of bike and pedestrian users of our roads, not for more stripes stealing road width for privileged bikers. Bozeman, for example, is destroying and reducing the safe traffic flow in the city with more and more bike lanes. The fact of the matter is that bike and vehicle sharing of the road is dangerous, especially at night in a poorly lit city network of streets.

Bikers and pedestrians are horribly unlawful and rude when they use the roads and streets. They are almost never ticketed. They behave like privileged zombies, especially when they have cell phones in their hands. At night only a small fraction of them are illuminated. What happens to a vehicle driving at night with lights off? It gets a ticket. Not the bikers and pedestrians.

The only sensible solution is SEPARATE paths for bikers and pedestrians which keeps their presence on the roads and streets meant for vehicles to a minimum.



**From:** **Jessica Hart** <[jshart180@gmail.com](mailto:jshart180@gmail.com)>

**Sent:** Saturday, June 02, 2018 10:06 AM

**To:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>

**Subject:** Montana Pedestrian and Bicycle Plan

Regarding the Montana Pedestrian and Bicycle Plan, I live in Butte and I would like to see more biking/walking trails in the flats area. Paved trails would be great, but packed dirt or gravel trails are also good.

Something that linked up in a wider circle around the flats area would be fun to ride and allow cyclists to get a good amount of mileage. It would also be awesome to have a trail that rides alongside the highways out toward Missoula, Helena or Whitehall.

Bike lanes along major streets such as Harrison Ave, Montana St and Front St would be helpful. Or side streets that are close, but have less traffic would work too.

More areas for riding for fun away from high traffic locations are better and safer for cyclists than those just for transportation around town.

Thanks!

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**From:** Steve Johen <steve.johen@gmail.com>  
**Sent:** Saturday, June 02, 2018 5:54 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

Keep it simple and spend as little as possible. No spending on downtown areas since awful mixing use of cars and bicyclists.

95

**From:** www@mdt.mt.gov <www@mdt.mt.gov>  
**Sent:** Monday, June 04, 2018 1:11 PM  
**To:** MDT Comments - Project <mdtcommentproject@mt.gov>  
**Subject:** Comment on a Project or Study Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Reason for Submission: Comment on a Project or Study

Submitted: 06/04/2018 13:11:28

Project/Study Commenting On: MTPedBikePlan

**Name:** Felicia Gast  
**Email Address:** [feligast@gmail.com](mailto:feligast@gmail.com)

Comment or Question:

I am pleased to see that there is a possible plan in the works for bike pedestrian traffic in our state as something does need to be done about it. As far as safety is concerned, it would be great if bicycle and pedestrian traffic was not permitted on roadways without shoulders. It is absolutely treacherous on some of our 2 lane rural roadways. There are some bike tourists that refuse to follow our single file regulations and have come dangerously close to getting wiped out or causing ahead on collision out here. Also, I believe that by requiring licenses on bicycles would help defray some costs involved with construction projects to make bike riders safer.

Thanks for listening.

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**From:** Denley Loge <denleylogehd14@gmail.com>  
**Sent:** Tuesday, June 05, 2018 7:40 AM

To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

Subject: Bike paths

We have to set up bicycle license plates or decals to create a user pay to pay for the trails. Legislators are quite upset over the monies spent on bike trails when the bridges and roads need so much work, with the bike community putting in such a little amount. Thanks, Rep. Denley Loge

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**From: Gregory Forrester** <ggwbikemt@yahoo.com>

**Sent: Wednesday, June 06, 2018 5:12 AM**

To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>; Bike Walk Montana

<melinda@bikewalkmontana.org>

Subject: MT Bike plan comments

Hello,

Here are a few suggestions for MT Bike Ped Plan.

1. Use some of the federal highway safety funds to improve bicycle and pedestrian safety. Lately, I have seen the funds used mostly for signing projects (which can help both motorists and bicyclist) and rumble strips (which in some cases actually make walking and biking more dangerous and reduces the usable width of the pavement on roads with little or no paved shoulders).
2. Montana needs to join the US Bicycle Route system. Half the states already have and I do not want to see the home state of Adventure Cycling who is leading this effort become one of the last states to join this.
3. Longer minimum green lights and bicycle, motorcycle, and ATV sensitive detectors at all traffic signals. I have found too many intersections with green lights that last only 5 seconds which is too little time to safely cross an intersection. Green lights need to last a minimum of 15 seconds. If loop detectors are used, the location of the sensors need to be visible in the pavement so I know where to place my bicycle to have the best chance of tripping the light. I wish there could be a "vehicle detected wait for green" indicator at traffic signals so that I know I'm being detected at intersections where there is a delay between being detected and the light changing.
4. More frequent street sweeping on state roads especially in small towns. Glasgow (where I live) US 2, MT 42, MT 246 need to be swept at least once a month during the warm season.
5. I would like to see the chip sealing of paved shoulders and bike lanes eliminated. This would allow them to be smoother, cleaner and safer to bike on.
6. Avoid blade patching paved shoulders at all cost. I know it is a necessary evil for the traffic lanes. It makes it too rough to bicycle and in some areas, like MT 24 north of Glasgow, it has made the shoulder basically unusable. Also, MDT needs to come back a few weeks after blade patching and sweep the loose gravel that results from the blade patching off the road.
7. There needs to be an alternate route to I-15 between the city of Great Falls and Gore Hill (airport).
8. There needs to be a bicycle friendly connection in Billings built in the Metra Park area between the 3rd Ave North bike route and the bike trails east of the Metra park.

9. Avoid narrow resurfacing projects on Adventure Cycling routes. MDT needs to commit to making sure there is at least 4 feet of paved shoulder beyond the rumble strip on all Adventure Cycling routes.

10. Avoid making the road narrower on resurfacing projects. A recent (2016?) MT 24/42 resurfacing near the Milk River (MP 71 to 75) resulted eliminating the paved shoulder in some areas. It was 1-3 feet, now it is zero to 2 feet. It also added a steep pavement drop off south of the Milk River that was not there before the resurfacing. The same thing occurred in a 2017 resurfacing of MT 438 north of Nashua.

Thank you  
Greg Forrester

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**From:** Laurie Chipps <greenbike@gmail.com>  
**Sent:** Wednesday, June 06, 2018 10:05 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Comments on Bicycling in Montana

Hello,

I am writing to give some feedback regarding personal experiences while bicycling in Montana.

Three years ago, I rode my bicycle across the country from Virginia to Oregon, traversing 10 states over ~4,300 miles. It was a wonderful experience and the kindness of strangers was overwhelming. Cars, for the most part, were courteous and I felt safe ..... until I got to Montana. There was a stretch that stands out in my memory where I felt that drivers were actually trying to run me off the road. While riding the ~25 mile stretch of Rt 287 from Virginia City to Twin Bridges, drivers were the more aggressive than anywhere else I experienced in the country. Nearly a dozen drivers would drive by closely while laying on the horn, shouting out the window, and giving zero passing room. I experienced more honks and shouts on this short stretch than I did cumulatively across the entire country. This was quite disheartening since I was planning to relocate from Chicago to Missoula and it tainted my experience of the state (I did end up moving to Missoula after this trip). It is also sad to think about this being a pattern since so many traveling cyclists ride this stretch in anticipation of getting to landmarks like the Bill White Bike Camp in Twin Bridges and while en route to Adventure Cycling Association's headquarters in Missoula (and in the opposite direction).

What could help with this issue? Signage and education so that drivers are more aware of bicycles on the road (and have the right to use the road). Widening the road to add shoulders or add paralleling bike paths are another option. A broader initiative that would help with cyclists riding through the state of Montana which would also designate safe cycling routes and alert drivers to bikes on the road would be the adoption of [U.S. Bicycle Route System](#). So far, 26 states have adopted this system with over 13,000 miles of routes designated. It would be great for Montana to adopt this system as well, especially knowing how much money bicycle tourism brings to the state.

Now that I live in Montana and try to cycle year-round, another issue that I have is snow being plowed into the bike lanes and into cross-walks. I understand that snow removal is difficult and costly - but it often seems that there is no attention paid to making the road usable to sorts of users. Since cycling can become impossible with bike lanes filled with snow, I took to walking this winter. That also became difficult since the center of many crosswalks in Missoula would have a 4-foot high wall of snow bisecting

the center of them since snow often is plowed into the middle of the road. Days would pass before the crosswalk was cleared. I am lucky that I am an able-bodied individual who could go out of my way to walk into the intersection and around these piles or to even climb over them. I can't imagine how impossible and disheartening this situation is for disabled or elderly folks.

I am excited to see that Montana is moving forward with its first Pedestrian and Bicycle plan and I appreciate the opportunity to voice my concerns. Thank you for clearing the path to better biking and walking in Montana! (pun intended)

Cheers,  
Laurie Chipps  
Missoula Montana

~~~~~99~~~~~

**From:** cbedford@midrivers.com <cbedford@midrivers.com>

**Sent:** Wednesday, June 06, 2018 12:49 PM

**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

**Subject:** hearing

Dear Sir or Ms.:

I was unable to make the Billings hearing, so I'm writing with a few ideas. I'm 59 years old. I ride for exercise on US 12 east of Roundup, and I truly think I have a higher than average chance of being killed there. I ride on the white line at the edge of the road, and I continuously have people pass within a foot of me, blow their horn when they're right behind me, swerve in front of me, yell at me and the best: pass when there's an oncoming car in the other lane. When that happens, I head for the ditch. I've toured in a number of countries and the rudest, most dangerous drivers are right here where I live. The best idea I've heard is to make it a law that an overtaking motorist has to pull into the oncoming lane to pass a cyclist on a highway. I realize that may be impractical for every highway, but it would certainly make Montana more cycle friendly, especially for long distance riders.

Thank you for considering this.

Yours truly,  
Clay Bedford

~~~~~100~~~~~



June 4, 2018

TO: Michelle Wheat

FROM: Janet Fay

Thank you so much for the bike and pedestrian material, which I received on Saturday. I appreciate getting the material.

Also many thanks for talking with me at the meeting. I enjoyed talking with other walkers, who face the same problems.

Am just sorry, when cities and towns started setting up biking lanes, etc. that more work was not done to set up some rules and requirements as to safety equipment on their bikes, etc.

Having done lots of overseas travel, I think the other countries are far ahead of the U.S.A., when it comes to biking and walking. It is just amazing how their public transportation systems work, and how the people follow the rules, while riding, walking, and yes even crossing the streets.

Again, many thanks for your help, and time.



Janet Fay

Janet Fay # 402  
951 Ronald Ave.  
Missoula, Mt. 59801

MISSOULA MT 59801  
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**RECEIVED**  
JUN 06 2018

Ms. Michelle Wheat  
Statewide Bicycle & Pedestrian Coordinator  
Montana Department of Transportation  
2960 Prospect Avenue  
PO Box 201001

TRANSPORTATION PLANNING

101

From: Julie Riley <jriley@rangeweb.net>

Sent: Friday, June 08, 2018 2:15 PM

To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Montana Pedestrian and Bicycle Plan

I would like to provide input on the plan..is there a survey for me to fill out?

~~~~~

From: Wheat, Michelle  
Sent: Friday, June 08, 2018 2:33 PM  
To: Julie Riley <jriley@rangeweb.net>  
Cc: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: RE: Montana Pedestrian and Bicycle Plan  
Hi Julie –

Thank you for contacting the Montana Department of Transportation (MDT) regarding your interest in the Montana Pedestrian and Bicycle Plan. This Plan primarily aims to establish a consistent approach for considering pedestrian and bicycle modes on state owned and maintained facilities. The Plan is not intended to identify specific projects, rather it will establish a common vision and goals to meet the needs of bicyclist and pedestrians, improve safety, and establish a more walk- and bike-friendly Montana.

The Plan’s website is located here: <http://www.mdt.mt.gov/pubinvolve/pedbike/>  
There is an electronic survey available on the website to help assess the existing needs for pedestrian and bicycle transportation in Montana and will be open until June 10<sup>th</sup> . If you click [here](#) it will take you directly to the survey.

You may also email your comments to [MDTBikePed@mt.gov](mailto:MDTBikePed@mt.gov) or send us comments by mail to MDT – Ped Bike, PO Box 201001, Helena, MT 59620.

I hope this information is helpful, please let me know if I can be of further assistance.  
We look forward to hearing your thoughts.



**Michelle Wheat**

*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division  
Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



~~~~~102~~~~~

**From: Amy Brown** <amy.taft@yahoo.com>  
**Sent: Friday, June 08, 2018 9:43 PM**  
To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: Montana Pedestrian and Bicycle Plan

Greetings,

I'm excited MT is finally taking some initiative to make pedestrian transportation a priority. Currently, I live in Helena and wish commuting to work was safer. In my neighborhood, out on the frontage road on the East side of the interstate there is no room for bikers/walkers to safely get to town (no shoulder, very fast traffic). This is also an issue for folks in the north valley of Helena. I'm hoping this plan will focus on the community as a whole since previous plans have only considered those living in Helena city limits. Thanks for your time and consideration of everyone's viewpoint.

Best Regards,  
Amy Brown

103

**From:** melinda@bikewalkmontana.org <melinda@bikewalkmontana.org>

**Sent:** Sunday, June 10, 2018 10:08 PM

**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

**Subject:** Comments from Bike Walk Montana

Hello,

Bike Walk Montana is submitting the attached comments to be considered in the development of the Pedestrian & Bicycle Plan. Thank you-

*Melinda Barnes*

*Executive Director*

*Bike Walk Montana*

406-449-2787

[Become a member](#) of Bike Walk Montana

(ATTACHMENT)

**Bike Walk Montana, Inc.**

**PO Box 584**

**Helena, MT 59624**

406-449-2787

June 10, 2018

To: MT Department of Transportation

RE: Montana Pedestrian and Bicycle Plan

To Whom It May Concern:

Bike Walk Montana respectfully submits the following comments regarding the Montana Pedestrian & Bicycle Plan:

**Public Process**

Steering committee: Either the steering committee should have been expanded to include non-government groups or utilized an advisory committee to assist with the overall development of Montana's first state plan providing input, guidance and direction from diverse stakeholders. As the statewide organization for biking and walking, Bike Walk Montana requests to be included as a formal partner in the development process moving forward.

Survey: the survey should have included the opportunity for people to provide written feedback and input, please expand public comment through July and provide multiple avenues and opportunities for open-ended and relevant comment.

## **Plan Recommendations**

The plan needs to have solid recommendations and actionable steps that address safety, policy, education, encouragement, tourism, and the economy. These should include:

### **Policy**

Formally adopting the NACTO guides and other current guides for designing biking and walking infrastructure.

Elimination or significant revision with stakeholder's input of MDT's policy 8.03.001 regarding shared-use paths and policy 8.03.002 regarding the Highway Special Revenue Account Management so they are supportive rather than restrictive for the construction of shared-use paths and other features within state right of way.

Further revision the rumble strip guidance to ensure a minimum 4' shoulder extends beyond the rumble strip and a minimum of 6' next to guardrails.

Adopting and implementing a statewide Complete Streets policy

### **Safety**

All sidewalks should be boulevard sidewalks as they are more comfortable for pedestrians, are more ADA-friendly; allow for street trees which have been proven to slow traffic speeds, and makes sidewalks safer and usable in the winter as the snow will be plowed into the boulevard instead of onto the sidewalk. They also provide a place for signs, mailboxes, and lights reducing sidewalk obstruction. Boulevard sidewalks should be the standard.

ADA ramps need to be aligned to direct wheel-chair users and the visually impaired safely across the intersection instead of into the middle of the intersection.

Pedestrian signals need to be placed so as to provide easy access of wheel chair users to the ramp and close enough for the visually impaired to use.

Install bicycle detection in the pavement so that bicycles can trigger traffic signals instead of having to get off their bike to hit a push button.

Develop and use a matrix identifying what type of bicycle facilities (sharrows, standard bike lane, protected bike lane, etc.) will be installed on specific types of streets, based on ADT and traffic speeds.

Actively pursue road diets and narrower travel lanes in urban settings to reduce speed limits, making it safer for pedestrians crossing the road. Update or develop guidance indicating the appropriate number of lanes in accordance with the new FHWA guidelines on road diets. Many Montana communities have four lanes when they really only need to be three lanes which would be made much safer for pedestrians, bicyclists, and drivers.

Adopt standards to include bicycle and pedestrian facilities rather than requiring communities to request safety projects. There is a minimum safety standard for motorized vehicles and MDT should similarly require a minimum safety standard for non-motorized facilities.

Install additional pedestrian signalization, i.e., rapid flashing beacons and pedestrian hybrid signals, and pedestrian refuge islands on routes with three or more lanes of traffic to facilitate safer pedestrian crossings.

In urban settings with higher levels of pedestrians, make pedestrian walk signals automatic instead of push-button activated and use count-downs instead of the flashing hand.

Install pedestrian and bicycle counters in shared-use paths and reconstruction projects to begin collecting data and assist with future planning.

Build and design beyond the minimum standard so that facilities are usable and safer, i.e., width of bike lanes and sidewalks, sidewalk boulevards instead of curbside sidewalks, etc.

Education and Encouragement

Fund and implement a statewide Safe Routes to School Program to encourage more students to safely ride or walk to school.

Educational materials and messaging needs to be consistent across all mediums and agencies and organizations.

Tourism and Economy

Designate and sign routes as part of the U.S. Bicycle Route System

Develop and fund a network of shared use paths across the state to provide safe options for residents and to attract more bicyclists to ride in and through Montana

Develop a route signing plan for the state and mark all trails and routes accordingly.

Establish guidelines and a toolkit for communities to set up temporary projects, install parklets, and make the downtowns inviting and comfortable for people to walk and bicycle.

Thank you for collecting public input. Please let me know if you have any questions.

Sincerely,

Melinda Barnes, Executive Director

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**From: Roger Williams** <rogerswilliams41@gmail.com>

**Sent: Friday, June 15, 2018 11:02 AM**

To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

Subject: Suggestions

I suggest that...

- Accommodations for bike-ped users be considered with each new or reconditioned road or bridge. That way the infrastructure emerges gradually in the most cost-conscious way.

Sent from my iPad

Roger Williams

105

**From: Deborah Bell** <dbell@missoulacounty.us>

**Sent: Friday, June 15, 2018 11:38 AM**

To: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>

Subject: Bike/Ped route suggestion

Hi Michelle,

As a citizen of Missoula County, I see folks along Highway 10 West walking and riding bikes every day. This stretch of highway has speeds from 45 mph to 55 mph (from the City of Missoula out to the 93/90 interchange) and then up Highway 93 N where speeds go up to 70 mph. This stretch of highway is highly traveled and needs an adjacent bike/ped path, much like the one along Highway 93 South.

The bridge that crosses I-90 at the Wye interchange west of Missoula, has absolutely no pedestrian or bike lane facilities, and I can not tell you how often (I cross it at least twice daily) I have seen folks walking, riding, dodging traffic trying to cross on this bridge. The irony is that there are cross walks at the lights for the intersections at the ends of this bridge on both sides, but no viable or legal pathways leading to those cross walks.

Hope this helps identify two specific areas that could use some definite improvements along MT Highways.

Many Thanks,  
Deb Bell

Missoula County Public Works  
Assistant Director  
Deborah Evison Bell, AICP  
6089 Training Drive  
Missoula MT 59808  
(406) 258-3702



**From:** Darlene Tussing <darlene.tussing@gmail.com>  
**Sent:** Saturday, June 16, 2018 11:32 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Cc:** Tooley, Mike <mitooley@mt.gov>; Bullock, Steve <sbullock@mt.gov>  
**Subject:** Bike Ped Plan

Comments on the Bike Ped Plan:

First of all, I would like to say that I am very pleased that Montana is finally developing a Bike Ped Plan. I did take the survey that was sent out and was very disappointed with its limited focus and that there was no place to make any comments. I know most people just answered what you asked and will not search out a place to make their other comments known, but maybe this was intentionally done to limit the amount of information sought. I am personally very frustrated with Montana Department of Transportation in their limited viewpoints about bicycle and pedestrian travel especially when we see states around us and across the country that have realized the benefits that all forms of transportation can bring to their State and are actually embracing it and seeking out ways to improve the conditions for all users and not just the motor vehicle drivers.

Currently, based on the policy that MDT developed internally without any public involvement, the only way MDT considers bicycle travel as legitimate is if it is used as a way to commute or do some kind of a pure transportation related function. What bothers me is that motor vehicles can use roadways and are considered a legitimate use whether it's for transportation or recreational use. A prime example of this is that in our area which is close to Nevada and Virginia City, which is the no. 1 state owned tourist attraction in Montana, we had an estimated influx of a half a million tourists last year visiting between



Memorial weekend and Labor Day weekend. To me, tourist related traffic is recreational use. We also have many people locally that also use their vehicles for recreational opportunities such as going rafting or kayaking, fishing, hunting, hiking, cross-country and downhill skiing to mention just the most notable recreational activities. However, any travel on a bicycle that is considered recreational is not considered by MDT to be a reason for having infrastructure for bicycle or pedestrian use, such as trails. I realize funding is limited and Montana does have a large area of roadways to build and maintain, but that doesn't mean we should ignore that legitimate use of the roadways that also should include self-propelled individuals, as we should all have the choice for our transportation and tourist type needs. In fact, our corridor in SW Montana is part of the Trans American Route that traverses the whole country so we have people traveling here by bike from all over the world. These are just as legitimate users as the motor vehicle tourists and in fact a study that was done by the University of Montana found that the bicycle tourists that spends on an average of \$76 per day compared to the motor vehicle tourist spends on average \$57 a day. We need to embrace these users as they are a strong component of tourism and economic development for small communities. Plus motor vehicle traffic presents much more wear and tear on our roadways and infrastructure than a bicycle so we shouldn't slight them in our total transportation planning.

I have been involved in several bike pedestrian plans and the whole idea of the plan is to find out what the citizens want and need for their transportation and user needs. I am very concerned about the process of public involvement as well as the selection of the advisory committee that is overseeing the plan. If you truly want the plan to reflect the needs and concerns of the citizens then you shouldn't have staff on the advisory board or heading it up, the consulting firm should take the responsibility so the process is open and transparent and not controlled by the Department of Transportation. I realize too that you do need input from the agency and other government agencies, but that should be a technical team that is separate from the citizens board to also get their input, but should not be mixed with citizens and those vested in non-motorized transportation to influence their ideas or concerns. I know you had a number of open houses around the state but like in my case, it was impossible for me to attend even though I feel strongly about the outcome of this report. I appreciate that I have the opportunity to be able to express my opinions and I hope these will also be considered in the process. When we did planning documents we also had our consultant seek out organizations and agencies that had a vested interest in the plan and made sure their input was included. This should also include communities that have been developing or have the desire to develop infrastructure for bike and pedestrian use. I realize that Missoula and Lewistown have representation on the committee and somewhat represent the urban and rural communities, but other cities and towns should also be involved in the process by seeking out their concerns and interests and if they haven't presented their ideas at an open house or through the comment process, that at least they are personally notified that you welcome their thoughts and encourage them to participate as even though there are many mutual issues, yet each of them have probably had other concerns that might not be reflected with the representatives from Missoula and Lewistown.

A few of the things that I think should be addressed in the bike/ped plan are Complete Streets as several of the larger cities have already adopted policy to consider all transportation users types when doing projects within their communities and this should be a consideration in a statewide plan. Another important consideration that should also be addressed is school placements/locations/sites. Some of the worst traffic congestion in cities and rural areas is affected when parents transport their children to

and from school each day. Where a school is located can be a huge factor in traffic issues that should be considered in planning new school sites. If schools are located within neighborhoods where children can walk or bike to school, it also helps address many other issues facing our children in today's society, not to mention the congestion and pollution that is created with parents driving their kids to school. As many cities and towns have adopted bike/pedestrian plans, they have also realized they need oversight from the public on a continuous basis and have organized a bike pedestrian advisory committee. This is similar to the public oversight that all communities have with a Planning Board to review development and other planning projects or similar to the Transportation Commission that provides oversight to the Department of Transportation. A bike/ped advisory board would give that public involvement that is so important for transparency and to show that the agency is truly there to serve the public. It also gives public awareness to issues the Department may have as to why they can or cannot do certain things based on their constraints.

I hope you will address these concerns in the development of the Montana Bike Pedestrian Plan and again I appreciate the fact that you have taken on this planning process that is so important on the state level. Thank you for your time and consideration in making this planning process a reality. If you have any questions or concerns for me, please feel free to call me.

Best regards,  
Darlene Tussing  
7 Aster Lane  
Sheridan, MT 59749  
406-860-6121

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**From:** john adams <[jadamsmt@gmail.com](mailto:jadamsmt@gmail.com)>  
**Sent:** Wednesday, June 20, 2018 12:17 PM  
**To:** Wheat, Michelle <[miwheat@mt.gov](mailto:miwheat@mt.gov)>  
**Subject:** state bike ped plan

Hi Michelle,

I have a lot I'd like to say about the nascent bike ped plan, but I'm fearful I won't have time to put together the thoughtful comments your effort merits. So I'd like to mention the three most important things, I think, to consider.

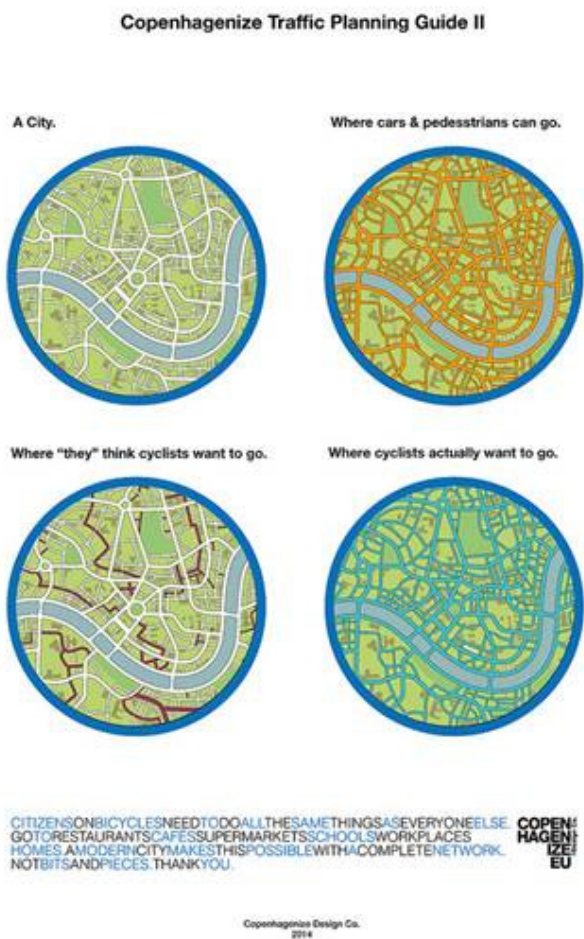
First, streets, including MDOT highways, need to be posted at slower speed limits, and engineered to generate the slower speeds. I hope you will recommend that the legislature change statute to permit speed limits lower than 25. We know that car speed has a ton to do with the fatality rate when striking bicyclists and pedestrians. Many residential streets are better suited to 10 - 20 mph, and there is no reason why local government shouldn't be able to determine that. And many arterials and collectors should go slower as well -- there is no reason why Brooks St in Missoula, or Orange, or Russell, needs cars going 35 mph --- and the fact that they do makes those streets functionally like moats that separate neighborhoods and prevent people from walking to nearby destinations.

Second, bicyclists and pedestrians need safe infrastructure. For example, any street where cars are going faster than 30 mph should, as best practice, have a protected bike lane. Bike lanes are sometimes a minor bit of help in suggesting to motorists that bicyclists belong, but if we really want people to bike one the busiest, most useful streets (and we do) we need to protect them. Sure, it's expensive. But we

have spent a gazillion dollars creating infrastructure that endangers anyone not encased in 2000 pounds of steel. It's going to cost a lot less to do some retrofitting to protect other users of these public assets.

Finally, please consider that we want biking and walking to be year-round activities, and for many Montanans they are. But many bike/ped ideas seem designed for July. When I bike to work in January, I find that snow has been plowed into the center of streets, shoving cars into the bike lane or onto the shoulder; so when I most need protection from bad driving and riding conditions, instead the bike space is turned over to cars. I find that snow has been plowed onto the shoulder of a street I take to work that has no sidewalks, forcing me to walk in the driving lane of oncoming traffic or stomp through 2 feet of snow detritus. We need real infrastructure for the folks not in cars, and it needs to be year round.

Thank you for your work on this issue. I'll close with one of my favorite graphics from Copenhagenize.com:



Best regards,

John Adams

RECEIVED  
JUN 20 2018  
TRANSPORTATION PLANNING

3621 7<sup>th</sup> Ave S.  
Great Falls MT 59405

June 15, 2018

MDT - Ped Bike  
PO Box 201001  
Helena, MT 59620

Re: MT Pedestrian & Bicycle Plan

I am concerned about preservation and maintenance of non-motorized facilities. We have sidewalks and trails that were constructed in MDT right of way by MDT but are disintegrating. I don't understand the policy issues behind this but taking nonmotorized transportation seriously as a viable mode needs to include budgeting and ongoing responsibility for maintenance. This includes longer term pavement preservation type work but also routine maintenance like sweeping and snow removal. It seems like state policy is to create infrastructure but then spin it off onto other entities that don't have the ability to maintain it. Perhaps this is required by federal regulation but if so the regulations need to be challenged and changed. Allowing infrastructure to deteriorate or be unusable due to weather conditions does not help promote choice of active transportation. It doesn't make sense to me that a designated shared use path constructed using federal funds in state right of way can be allowed to deteriorate while MDT continues to maintain the driving lanes or be left buried in snow by MDT equipment that is clearing the driving lanes. If the facilities are worth building in the first place they are worth maintaining. It is a waste of resources to abandon them once they are in place.

Sincerely,

  
Chris Ward

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From: Denley Loge <[denleylogehd14@gmail.com](mailto:denleylogehd14@gmail.com)>  
Sent: Sunday, June 24, 2018 7:44 PM  
To: MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
Subject: Funding

I would still like to see how much funding is coming from bicycles users and how you collect it. I plan legislation to license bicycles and would like to coordinate with your collection system. Thank you, Representative Denley Loge. HD 14

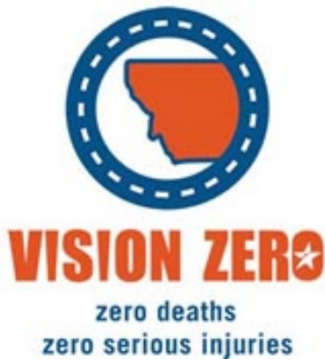
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**From: Wheat, Michelle**  
**Sent: Monday, June 25, 2018 9:17 AM**  
To: 'Denley Loge' <denleylogehd14@gmail.com>  
Cc: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: RE: Funding

Representative Loge,

Thank you for your inquiry regarding funding coming from bicycle users and how it is collected. There is no mechanism available to track funding from cyclists however all vehicle owners have an option when renewing their vehicle registration to contribute \$5 annually for the maintenance of shared use paths and bicycle/pedestrian education as a result of HB225 in the 2017 session. This contribution is tracked through the motor vehicle licensing division at Department of Justice and generates approximately \$1,500 a month.

If I can be of further assistance, please let me know.

Thank you,



**Michelle Wheat**  
*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning  
Division  
Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620  
406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



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**From: Zachary Hassler <[zhassler@dowl.com](mailto:zhassler@dowl.com)>**  
**Sent: Thursday, June 28, 2018 4:23 PM**  
To: MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
Subject: Montana Pedestrian and Bicycle Plan

Dear MDT Pedestrian and Bicycle Plan team,

This is a formal request on behalf of the Lockwood Pedestrian Safety District (LPSD) to participate as a stakeholder in the Montana Pedestrian & Bicycle plan.

The LPSD is a unique special district created in 2014 to enhance pedestrian safety and provide for alternative means of traffic transportation in the Lockwood, an unincorporated area within the Billings-Yellowstone County Metropolitan Planning Organization. LPSD was created by a voter referendum following the tragic death of 16-year-old Dustin Freese in 2014. Sadly, this is not the only serious injury or death to pedestrians and bicyclists within the district's boundaries.

Beyond its history, Lockwood is particularly sensitive to MDT strategic plans and projects due to its geography. Lockwood has portions of Interstate 90, Interstate 94, and Old Highway 87 East; and the community will be significantly impacted by the current Billings Bypass project and the project involving the Yellowstone River bridge southwest of the Lockwood/Metra exit.

In our short history, we have had a successful partnership with MDT. We're working with MDT staff on a Transportation Alternatives project along Becraft Ln., and we've been pleased with our interactions with the MDT's Billings District regarding key design decisions on Billings Bypass for pedestrians and bicyclists. We've found MDT staff to be professional and knowledgeable.

The LPSD would like to continue to work with MDT in this spirit of cooperation and have an active role in the drafting of the Pedestrian & Bicycle Plan. Unfortunately, the plan website's scheduled time-period for Public & Stakeholder Involvement has already ended, and the web survey is closed. We hope it's not too late to add our collective input and perspective on these important matters so we can work together in making Montana a better place to walk and bike.

Thank you for your consideration,  
Lockwood Pedestrian Safety District  
Zach Hassler, LPSD Board Member

**Zachary O. Hassler, PLS, CFedS**  
Survey Manager  
**DOWL**  
406.656.6399 | office  
406.869.6377 | direct  
222 N 32nd Street, Suite 700  
Billings, Montana 59101

~~~~~  
**From: Wheat, Michelle**  
**Sent: Friday, June 29, 2018 8:04 AM**  
To: Zachary Hassler <zhasler@dowl.com>  
Cc: MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
Subject: RE: Montana Pedestrian and Bicycle Plan

Good morning Zachary –

Thank you for writing to express your interest in Montana's Pedestrian and Bicycle Plan.

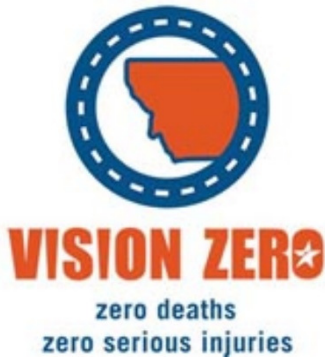
The Open House Workshops and the survey were completed, but the planning process will continue to solicit and gather input from stakeholders and the public on elements of the plan including the Vision &



Goals, the Existing Conditions, Constraints and Opportunities, and Focus Areas & Objectives – these will be posted to the project website over the coming months (<https://www.mdt.mt.gov/pubinvolve/pedbike/>). Input can be provided via mail, email, the MDT website comment form or by phone at any time.

We also would encourage you to sign up for updates using the subscription box on our website.

We look forward to hearing your thoughts.



**Michelle Wheat**

*State Bicycle & Pedestrian Coordinator* | Rail, Transit & Planning Division

Montana Department of Transportation  
2701 Prospect Avenue  
P.O. Box 201001  
Helena, MT 59620

406-444-9273 | [MiWheat@mt.gov](mailto:MiWheat@mt.gov)



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**From:** Zachary Hassler <[zhassler@dowl.com](mailto:zhassler@dowl.com)>  
**Sent:** Friday, June 29, 2018 8:11 AM  
**To:** Wheat, Michelle <[miwheat@mt.gov](mailto:miwheat@mt.gov)>  
**Cc:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
**Subject:** RE: Montana Pedestrian and Bicycle Plan

Good morning, Michelle.

I appreciate your response. I will pass this information along to the rest of our board, and sign up for the updates and encourage the rest of our board to do the same.

Thank you,

Zach

**Zachary O. Hassler, PLS, CFedS**  
Survey Manager  
**DOWL**  
406.656.6399 | office  
406.869.6377 | direct

~~~~~111~~~~~

**From:** SilverStar <[silverstar.montana@gmail.com](mailto:silverstar.montana@gmail.com)>  
**Sent:** Friday, June 29, 2018 12:01 PM  
**To:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
**Subject:** Montana Pedestrian and Bicycle Plan

Hello Sheila,

Thank you for your work on the Montana Pedestrian & Bicycle Plan!

I was an avid bicycle commuter, so I totally support what you are doing. I traveled 10 miles each way for about 8 years. When I arrived at work, I was energized from the workout and when I arrived home, my evenings were free time because my workout was done for the day.

I was however concerned that the Survey did not address recreational cyclist issues in the state.

I realized that there where were a number of meetings held around the state in May, which I did not attend for one reason or another. Has the time for public comment expired?

I would like to see a copy of the Survey, because maybe it was okay after all. At the time though, it seemed the questions were slanted or leading and there was no place for Comment at the conclusion of the Survey. Other people I have talked to mentioned their concerns about the Survey as well. Forgive me for asking for a copy of the Survey. I'm sure you have worked very hard on this.

Thank you,

Jeanne

490-1951

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**From:** Ludlow, Sheila  
**Sent:** Friday, June 29, 2018 12:46 PM  
**To:** 'SilverStar' <silverstar.montana@gmail.com>  
**Cc:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** RE: Montana Pedestrian and Bicycle Plan

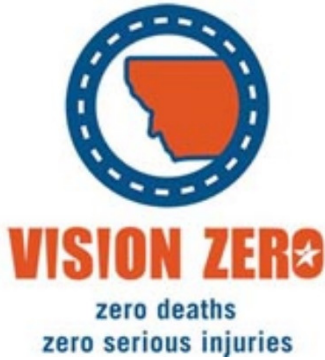
Good afternoon Jeanne –

Thank you for writing to express your interest in Montana's Pedestrian and Bicycle Plan.

The Open House Workshops and the survey were completed, but the planning process will continue to solicit and gather input from stakeholders and the public on elements of the plan including the Vision & Goals (this deliverable will have the survey questions and the results of the survey), the Existing Conditions, Constraints and Opportunities, and Focus Areas & Objectives – these will be posted to the project website over the coming months (<https://www.mdt.mt.gov/pubinvolve/pedbike/>). Input can be provided via mail, email, the MDT website comment form or by phone at any time.

We also would encourage you to sign up for updates using the subscription box on our plan website.

We look forward to hearing your thoughts.



**Sheila Ludlow**  
*Planner* | Division  
Montana Department of Transportation  
P.O. Box 201001  
Helena, MT 59620

406-444-9193 | [sludlow@mt.gov](mailto:sludlow@mt.gov)



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**From:** SilverStar <silverstar.montana@gmail.com>  
**Sent:** Friday, June 29, 2018 1:26 PM  
**To:** Ludlow, Sheila <sludlow@mt.gov>  
**Subject:** Re: Montana Pedestrian and Bicycle Plan

Hello Sheila,

If I understood right, results of the Open House Workshops & Survey will be posted, along with the Vision & Goals. After this posting, the public will have opportunity to comment?

Thank you,  
Jeanne

~~~~~

**From:** Ludlow, Sheila  
**Sent:** Friday, June 29, 2018 2:04 PM  
**To:** 'SilverStar' <silverstar.montana@gmail.com>  
**Subject:** RE: Montana Pedestrian and Bicycle Plan

Yes, that is correct.

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**From:** Pam Purinton <temiuqnomap@gmail.com>  
**Sent:** Saturday, July 07, 2018 10:54 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Bike trails/biking

It is a well-known fact that funding has dried up for bike trails and stripping for bike lanes.

I have found many commuter/recreational cyclists to totally disregard laws of the road let alone the rules of courtesy. Motorized vehicle drivers must show competency of skill and knowledge then be licensed. Ridiculous? On some level, yes. Enforcement a big one. Well, that is another story...

Living on the westend, I often travel the narrow 2-lane county roads. It is sooo dangerous for cyclists on these "farm-to-market" roads. The liabilities usually fall on motorists....go back to above paragraph regarding discourteous, road-hog cyclists.

The bike paths which have been provided for cyclists are not used by cyclists. The narrow busy 2-lane Rimrock Road is preferred to the biking/walking path. So why should more paths be made to provide safety when current ones are not used?

Use common sense in planning for trails and paths. Budget them in but don't place a burden for a small percentage of users. The surveys that are quoted appear very biased.

Thank you,  
Pam Purinton

113

**From:** Roger DiBrito <[roger.dibrito@gmail.com](mailto:roger.dibrito@gmail.com)>  
**Sent:** Sunday, July 08, 2018 9:45 PM  
**To:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
**Subject:** Bicycle Pedestrian Plan: Vision Zero

Please accept this comment/statement for the Bicycle Pedestrian Plan.

Roger DiBrito  
4765 Carolin Lane  
Florence, Montana, 59833  
406-327-54645  
[roger.dibrito@gmail.com](mailto:roger.dibrito@gmail.com)  
(ATTACHMENT)

Montana Pedestrian and Bicycle Plan  
Comments and recommendations  
July 9, 2018

I believe in "Vision Zero".

During the 365 days of 2014 we had 228 days with out a highway death.  
During the 365 days of 2015 we had 217 days with out a highway death.  
During the 366 days of 2016 we had 228 days with out a highway death.  
During the 365 days of 2017 we had 241 days with out a highway death.

I believe that when **people** are educated and will "**stop**" at the edge of the street; look "left", look "right", look "left", look "back" behind, and conduct a visual sweep of the intersection for moving vehicles, **BEFORE** entering the intersection - We will achieve the mission and goals of Vision Zero.

I believe that when **people** are educated, and apply pedestrian skills and strategies to their cycling practices; and ride where motorists expect them to be, doing what motorists expect them to do - We will achieve the mission and goals of Vision Zero.

I believe that when **people** who are operating motor vehicles are educated and **look for, identify and respect** pedestrians and cyclists as **valid** users of the Montana transportation network - We will achieve the mission and goals of Vision Zero.

I believe that "Vision Zero" can be achieved through education when we utilize Parent and Early Childhood Educational opportunities employing proven best practice, by training Public and Private School teachers with a college level course

and by providing Montana schools with bicycles and validated education materials. Please consider setting aside Transportation Alternative Program funds to be used specifically for kindergarten through eighth grade bicycle and pedestrian safety education. Montana has a history of allocating funds in this area. The Bicycle and Pedestrian Plan is an ideal opportunity to provide a framework for educating Montana's children during their formative years giving way to becoming life long responsible users of our roads.

Sincerely,  
Roger DiBrito  
Journeys From Home Montana  
4765 Carolin Lane  
Florence Montana 59833

~~~~~114~~~~~

**From:** Tim Price <tprice@vfemail.net>  
**Sent:** Friday, July 13, 2018 8:45 AM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

Hi Sheila,

I've been trying to following the Development of the Pedestrian & Bicycle plan...I ride a bit, but would ride considerably more with a few improvements. I occasionally commute on by bike from Marion to Kalispell...but I am doing it less and less because of the traffic and lack of alternate routes. I assume part of what is being done is identifying existing roads with low traffic/speeds that are good bike routes. My biggest concern are some of the "bottle neck areas" where there are no alternate routes, and the only route is a busy road with no shoulders. Hwy 2 from Kila to Marion is one of these. There are few places where one can ride on dirt roads...for the most part it is Hwy 2, plenty of fast traffic and only inches of shoulder past the white line. Ironically the Old GN railroad bed parallels the Hwy the whole way, but is block in several places.

I hope the project is progressing and look forward to the outcome!

Thank you for your work,

Tim Price

~~~~~115~~~~~

**From:** Reagan Colyer <news@madisoniannews.com>  
**Sent:** Tuesday, July 17, 2018 3:08 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Information for Madisonian News

Hi there Sheila,

My name is Reagan Colyer; I work with the Madisonian newspaper down in Ennis, Montana. I recently came across the information online for the Montana Bicycle and Pedestrian Plan, and it fits in really

nicely with a piece I'm working on right now about bike touring through the Madison Valley (and lots of other parts of the state).

I was wondering if you might have some time this week to chat with me a little more about the specifics of the plan? I can imagine what my cyclist friends would like to see out of something like that, but it must be a huge undertaking to implement a project like this. If you have some time I'd love to learn a bit more! I'll be in my office all day Wednesday and Thursday this week, and if you're available I'd love to set up a time to talk with you!

Thanks so much. Looking forward to meeting you!

Reagan

Reagan Colyer

Staff Reporter

406.203.8064

**The Madisonian:** *Montana's oldest publishing weekly newspaper.*

P.O. Box 365 | Ennis, MT 59729 | [406.682.7755](tel:406.682.7755)

[www.madisoniannews.com](http://www.madisoniannews.com)

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**From:** Ludlow, Sheila

**Sent:** Wednesday, July 18, 2018 12:27 PM

**To:** 'Reagan Colyer' <news@madisoniannews.com>

**Cc:** Wheat, Michelle <miwheat@mt.gov>

**Subject:** RE: Information for Madisonian News

Hi Reagan,

Thank you for contacting the Montana Department of Transportation (MDT) regarding your interest in the Montana Pedestrian and Bicycle Plan. This Plan primarily aims to establish a consistent approach for considering pedestrian and bicycle modes on state owned and maintained facilities. The Plan is not intended to identify specific projects, rather it will establish a common vision and goals to meet the needs of bicyclist and pedestrians, improve safety, and establish a more walk- and bike-friendly Montana.

The Plan's website is located here: <http://www.mdt.mt.gov/pubinvolve/pedbike/>

On the webpage, there is also an opportunity to subscribe to email updates containing information regarding plan development.

Public involvement will continue throughout the planning process via social media and consideration of comments received on the deliverables: the Vision & Goals, the Existing Conditions, Constraints and Opportunities report, and Focus Areas & Objectives – these will be posted to the project website (<https://www.mdt.mt.gov/pubinvolve/pedbike/>) over the coming months.

If you'd still like to chat, please let me know.

Thanks,

Sheila

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**From:** Reagan Colyer <news@madisoniannews.com>  
**Sent:** Wednesday, July 18, 2018 4:06 PM  
**To:** Ludlow, Sheila <sludlow@mt.gov>  
**Subject:** Re: Information for Madisonian News

Hi Sheila,

Thanks so much for your help! I know you say that the plan won't identify specific projects, but do you think it will lay the groundwork for what kind of steps need to be taken to improve cyclist and pedestrian safety? I'm just interested in seeing what kind of avenues interested parties might have within the layout of the plan to make improvements or start new projects in Montana communities.

Thanks again! I appreciate the help.

Reagan

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**From:** Ludlow, Sheila  
**Sent:** Thursday, July 19, 2018 9:19 AM  
**To:** 'Reagan Colyer' <news@madisoniannews.com>  
**Subject:** RE: Information for Madisonian News

Hi Reagan,

The plan will lay groundwork by outlining goals and objectives for improving pedestrian and bicycle transportation in support of Vision Zero. The consultant team will develop goals and objectives based on existing conditions as well as public, agency, and stakeholder input to identify issues, constraints, and opportunities.

I recommend that any interested parties visit the project website and subscribe for updates so they can review the various deliverables of plan development. As far as starting new projects in Montana communities, the primary purpose of the plan is to provide consistency across MDT for considering and addressing pedestrian and bicycle modes within our projects within the State highway system (SHS). Understanding that the MDT's jurisdiction is just a small percentage of the overall public road miles in the state, the plan will be developed to be utilized as a resource by other entities. Our hope is that interested parties will be able to use this plan to better understand resources, responsibilities, roles and opportunities for bicycle and pedestrian transportation within the State.

Hope this helps,

Sheila

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**From:** Reagan Colyer <news@madisoniannews.com>  
**Sent:** Thursday, July 19, 2018 9:26 AM  
**To:** Ludlow, Sheila <sludlow@mt.gov>  
**Subject:** Re: Information for Madisonian News

Thanks so much, Sheila! That's perfect, answers my questions wonderfully. I really appreciate your time! Have a great rest of your week, and I'll look forward to updates on the BPP, I've already subscribed to stay in the loop.

Reagan

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**From:** Stephanie Donovan <stephanie.c.donovan@gmail.com>  
**Sent:** Monday, August 13, 2018 8:49 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Montana Pedestrian and Bicycle Plan

Hello,

I would like to provide some input for the Pedestrian and Bicycle Plan you are working on. I am a regular bicyclist in Billings, MT, and would like to give you an idea of my experience. In the warm months, I bike to work every day (5 miles round trip), and bike regularly for errands, social events, exercise, etc. I have experience biking around Billings on the roads, both with and without bike lanes.

#### Bike Traffic Influx

Compared to last summer, and in the last month or so, I've seen a huge jump in the number of other bicyclists I see around town. I wanted to make you aware of this. Sadly if you did a bike traffic count, it wouldn't capture this influx since there doesn't seem to be any common routes for bicyclists. The MDT roads (27<sup>th</sup> Street, Montana Ave, etc) are so unsafe for bicyclists – I avoid them and only cross them to get away from them.

#### Triggered Lights

These are an issue for bicyclists. Often times, a bicyclist can't trigger a light like a car can. They force me to bike off the street, onto the sidewalk to press the crosswalk button. This makes me less noticeable to drivers as I try to merge with traffic again when the light turns green. Cross buttons for bicyclists would be the safest option. See example here: <https://www.seattlebikeblog.com/2015/04/27/burke-gilman-trail-crossings-get-big-upgrades-near-u-village/>

#### Bike Lanes

Some issues I'm seeing is failing asphalt in the bike lanes. Painting lanes on existing asphalt could work, if the asphalt is new enough. Another issue is when someone replaces a curb, cuts the asphalt, and patches the asphalt, it makes an uneven surface for riding and those seams make your tires catch and pull you off balance. If asphalt repair is necessary, it would make sense to put the seam of the asphalt on the painted striping.

#### Drivers

There have been many times that drivers get way too close - they are usually pick ups, or SUVs. Some education about bikes for drivers would be great (drivers Ed? Dmv?) But we also need education for bikers - those ones that are still riding on the sidewalk. Drivers also stop in the middle of the street for me when they don't have to. We need consistent drivers for safety. One time a van stopped in the road with no traffic signs for me while I was stopped at an intersection. I refused to go. While waving for the van to pass, a car behind the van sped around the right side of the van and passed the van. If I had biked in front of the van, like the van wanted me to, I could have gotten hit! Lesson learned...cars shouldn't randomly stop for bikers if the biker is already stopped!

#### Cars smell in Montana

I smell everything when I ride. People's laundry, people cooking dinner, and drivers smoking pot. The worst thing to smell is car exhaust...which happens all too often. If you really want a bike/walk plan, start rallying for emissions tests in Montana!! Seriously, is it healthy to walk and bike when you get a half working car drive by you and you end up inhaling about 3 packs of cigarettes worth of smoke?

Please, make emissions control a part of your plan!! Those trucks that make black smoke clouds in your face are the worst.

#### Bike racks

Work with cities and businesses to get proper racks (no corkscrew) and spacing. Can we get bike repair stations? Put a solar light at the repair station so people can fix their bike at night...or put the repair station under a street light.

#### Signage

Hire a graphic designer and get some cool bike signage around Montana. Not just for navigation. Biking etiquette has to be taught - try some educational signage! Make it exciting!

#### Connect

Lastly, connect our lanes to other pathways. Connect our lanes to nearby hikes! I can hardly cross 6th Ave North, 4th Avenue North, and 1st Avenue North (2x each) every day. The traffic control is so poor. The light at North Park is never used and the worst location ever...its not even connecting streets! Dont just rely on the research. Connect with bikers and ask them about their experience.

Hope that helps and thanks for reading,  
Steph

~~~~~117~~~~~

**From:** Jean Belangie-Nye <jean@nyeimage.com>  
**Sent:** Wednesday, August 22, 2018 3:12 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Bike Plan

Sheila~

Good beginning!

Actually, woke up last night thinking about the inclusion of animal crossings in the plan. Something the state is already doing in many rebuilds.

I was at a TA proposal meeting with the Ravalli County Commissioners a couple of weeks ago and their were 10 proposals for new shared use plans. Several were ideas - two were doable and one maintenance.

I am pleased that we rank 5th!

Thanks,  
Jean

~~~~~118~~~~~

**From:** Sheelia Miller <mtgypsy41@gmail.com>  
**Sent:** Thursday, August 30, 2018 5:56 AM  
**To:** Ludlow, Sheila <sludlow@mt.gov>  
**Subject:** Re: State Pedestrian and Bicycle Plan: Vision & Goals

Good morning,

Thank you for the up-date. Since I met you at Livingston in may, I have been visiting with a few key people, city council members, county commissioners, our state representative, concerning a continuous

bike trail through Mineral County. I also finally incorporated a stop at Ovando and got the grand tour by Kathy Schoendoerfer. She allowed me to take pictures, and was so full of enthusiasm and encouragement. When I go to bed at night I am pondering who to contact and what can "We" do to put our own spin on a bike camp. Hope to be in touch with you soon. I am pushing for results from my end.

Sheelia Miller, Mineral County

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**From:** Evan Fritz <evanesce2101@mail.com>  
**Sent:** Friday, August 31, 2018 1:24 PM  
**To:** MDT Bike/Pedestrian Coordinator <mdtbikeped@mt.gov>  
**Subject:** Thoughts on Bikes and Pedestrians on Montana roadways

Hello,

I've been meaning to share my thoughts for the Montana Pedestrian and bicycle plan for a long time. Hopefully I'm not too late (knowing me, I may have already shared them and just forgot)

As an avid cyclist, it is very important to me that bicycles (and pedestrians as well) will continue to be allowed on the same roads as cars. There has been talk in the past of banning bicycles and pedestrians on all roads that do not have a paved shoulder. While I do get the safety concerns, such a ban would make it illegal for someone who lives on the outskirts of town to walk or ride their bike to town for work or errands, or for people to walk/ride across the state. Essentially, it would make it illegal to travel unless you were able to drive (something which is already regarded as a privilege), or unless you were fortunate enough to live some place where public transportation was available. I don't know about you, but for the state to say you can't travel unless you can drive or pay someone else, to me that sounds like fascism. A bike should be no different than any other slow-moving vehicle, in regards to how it's treated on Montana roadways.

Now, I do not enjoy sharing the road with motorists any more than they enjoy sharing it with me. If it were up to me, each road would have a bike path next to it, that would be completely separate from the roadway. However, given that bicycle travel is not exactly commonplace, building and maintaining such a vast bike path network would make very little sense. A better idea would be to require all roads and highways to have a paved shoulder big enough for a bike to safely ride along. This would not only be good for bicycles, but it would make it easier for vehicles to safely pull off the road when necessary.

Another issue that needs to be addressed are the complications that occur when bike paths/bike lanes intersect with roads, or when a person's route requires them to turn onto a road from a bike lane. For example, in Billings, there is a bike path that runs along Rimrock Road from 54th to Zimmerman trail. In the past, I used to ride along that bike path from 54th to 46th ST. To do that, however, required me to ride past 46th to the nearest intersection on the north side of Rimrock road (where the path is), then double back and enter the turn lane (something which is very unnerving to do on a bike). Additionally, that same bike path ends when it reaches Zimmerman. If you wish to continue east along Rimrock, you must cross the street so you can ride with the flow of traffic. I find it to be rather annoying to have to stand at that intersection, watching all the cars drive east along Rimrock, knowing that if I hadn't chosen to use the bike path, I could be riding east with them. I suggest that there should be some rules or guidelines that require bike paths to be designed in a manner that avoids such issues, especially if bicycles are going to be required to use them.

Lastly, I think the state law that prohibits unauthorized vehicles from having flashing lights should be amended to include an exception for lights used on bicycles (specifically, they should allow for a flashing white or amber light on the front of the bike, and a flashing red or amber light on the rear). Many store-bought bicycle lights have a feature that allows the lights to flash, and personally, I believe that to be safer at night.

Those are all the thoughts I have so far. Should I think of any others, I will let you know

Evan Fritz  
Roundup, MT

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**From:** Porta, Virginia <[Virginia.Porta@ardot.gov](mailto:Virginia.Porta@ardot.gov)>  
**Sent:** Tuesday, October 16, 2018 9:37 AM  
**To:** MDT Bike/Pedestrian Coordinator <[mdtbikeped@mt.gov](mailto:mdtbikeped@mt.gov)>  
**Subject:** Montana Pedestrian and Bicycle Plan

Good Morning –  
I was reading about the Ped/Bike plan survey in the September Newsline. Can you share with us the survey tool(s) you used for the involvement portion of the bike/ped plan? Thanks so much.

Virginia Porta

Virginia H. Porta, P.E.  
Senior Transportation Planning Engineer | Multimodal and Project Planning  
Transportation Planning and Policy Division | ARDOT  
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[www.wemovearkansas.com](http://www.wemovearkansas.com)  
[www.wemovearkansasfreight.com](http://www.wemovearkansasfreight.com)



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**From:** Ludlow, Sheila [<mailto:sludlow@mt.gov>]  
**Sent:** Tuesday, October 16, 2018 11:13 AM  
**To:** Porta, Virginia  
**Cc:** MDT Bike/Pedestrian Coordinator  
**Subject:** RE: Montana Pedestrian and Bicycle Plan

Hi Virginia,

We developed our online survey via Survey Monkey. We used a variety of tools to get the word out to engage the public. We announced the upcoming survey at the state b/p conference - this was about three weeks before the survey went live. We provided a link to the survey on the P/B Plan's webpage, had articles in MDT's Newsline, sent out PSAs, had info posted on MDT's facebook page, added a banner on MDT's main webpage while the survey was live. There were also in person communications - area transportation planners shared information at local coordination meetings. An added bonus to help get the word out was the involvement of statewide agencies and organizations – they shared the announcement with their respective list serves.

If you'd like to review the survey questions with results, please see [Appendix C](#) of the Vision & Goals document.

Thanks,  
Sheila

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**From:** Porta, Virginia <Virginia.Porta@ardot.gov>  
**Sent:** Tuesday, October 16, 2018 10:15 AM  
**To:** Ludlow, Sheila <sludlow@mt.gov>  
**Subject:** RE: Montana Pedestrian and Bicycle Plan

Thank you – that’s exactly what I wanted to see. Thank you!!

~~~~~121~~~~~