



VISION ZERO
zero deaths • zero serious injuries

MONTANA DEPARTMENT
OF TRANSPORTATION

House Joint Resolution #45 - Bicycle and Pedestrian Paths

Stakeholder Work Session
December 10, 2019

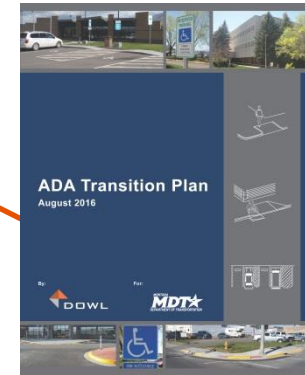
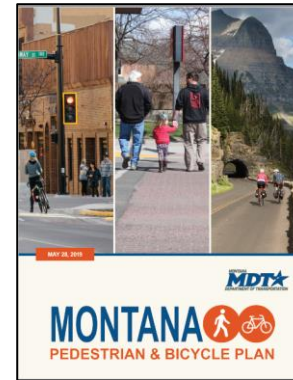
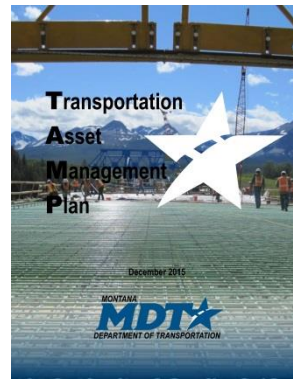
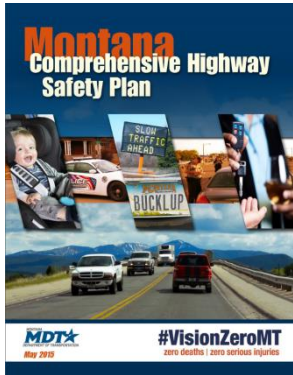
Montana Pedestrian and Bicycle Plan





TranPlanMT

Moving Montana Forward. Together.



- Provides broad, overarching policy direction
- Guides MDT decisions and business processes
- Framework for performance management
- Foundation for other MDT plans

Goal Areas

Safety is an overarching goal and is applied in nearly every MDT decision-making process for all projects and programs.

MDT makes **roadway investment decisions** according to the following goal areas listed in order of priority.

Sensitivity to the environment and cost-effective management are underlying goals that inform decisions on a broad, department-wide basis.



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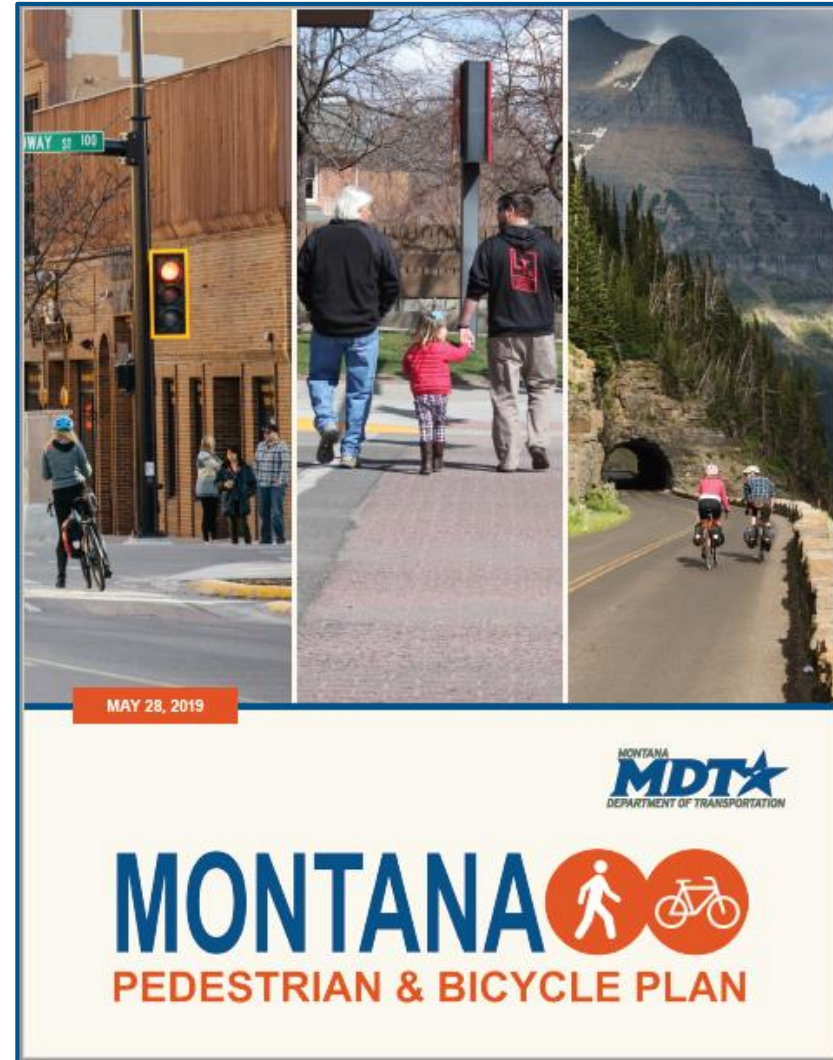
Public Involvement & Stakeholder Surveys

- ★ Occurs every other year (odd years)
- ★ Perception of the current condition of the Transportation System
- ★ Views about possible actions that could improve the transportation system
- ★ Opinions about the quality of service MDT provides to its customers



Montana Pedestrian & Bicycle Plan

- First State Ped-Bike Plan
- Vision & Goals
- High level
- Public Involvement
- Consistency
- Resource for partners



Vision & Goals

Montanans desire a safe, accessible, and sustainable transportation system for pedestrians and bicyclists that facilitates access to destinations; supports economic vitality, active and healthy communities, and environmental stewardship; and serves all travel modes



Goal 1: Reduce pedestrian and bicyclist fatalities and serious injuries in support of Vision Zero.



Goal 2: Educate, encourage, and promote safe and responsible travel practices of motorists, pedestrians, and bicyclists.



Goal 3: Preserve and maintain the pedestrian and bicycle transportation system.



Goal 4: Improve mobility and accessibility for all.



Goal 5: Support walking and bicycling as important transportation modes for access to destinations, economic vitality, and health.

Public & Stakeholder Outreach Engagement Activities

- Steering Committee
- Stakeholder Engagement
- Social Media
- Project Website
- Public Comment and Input
- Email Contact List



MONTANA
PEDESTRIAN & BICYCLE PLAN

What is the Montana Pedestrian & Bicycle Plan?
The Montana Department of Transportation (MDT) is developing the state's first Pedestrian and Bicycle Plan. 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. MDT's mission is to provide a transportation system and enhance the employment quality, safety, cost-effectiveness, economic vitality and resiliency to the environment. The Montana Pedestrian and Bicycle Plan will be used by MDT as it works to fulfill its mission for pedestrians, bicyclists, and all who use the state's transportation system.

How do I get involved?

- VISIT THE PROJECT WEBSITE**
All informational materials and meeting notifications will be made available on the project website.
www.mdt.mt.gov/projects/bikeped/
- "LIKE" US ON FACEBOOK**
"Like" MDT on Facebook to stay up-to-date on the plan's progress. Dates, times, locations of events, and updates on the plan will be announced on Facebook.
www.facebook.com/montana/
- TAKE OUR SURVEY**
An online survey is being developed to collect your input on the state of walking and bicycling in Montana. The survey will be available by April 16, 2016. Check out the project website then to make sure your opinion is heard.
- JOIN OUR MAILING LIST**
Sign up for the plan's email list to receive periodic plan updates and other important news regarding the plan.
- ATTEND A WORKSHOP**
Workshops will be conducted across the state at the MDT District Offices in the Spring of 2016. The workshops are an important opportunity for anyone interested to engage with the project team as we discuss the development of the plan and hear your concerns and needs.

BE HEARD

CONTACT US
Shelie Luttbeg- MDT Project Manager (406) 444-6192 SLuttbeg@mdt.mt.gov
Scott Rensick- IPA Project Manager (406) 447-5600 SRensick@mdt.mt.gov



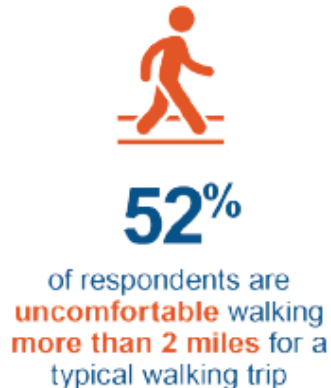
Public & Stakeholder Input

Targeted Outreach and Results

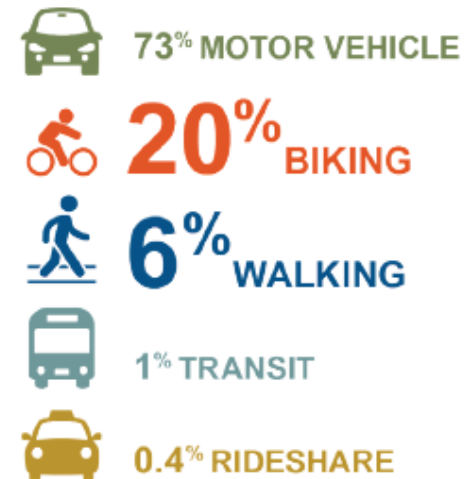
Community Setting



Comfortable Trip Distances



What is your primary mode of transportation?



Online Survey

Q: How often do you typically Bike for the following trip purposes?

Leisure & Fitness



25% Daily
42% Weekly

Commute



19% Daily
15% Weekly

Shopping & Errands



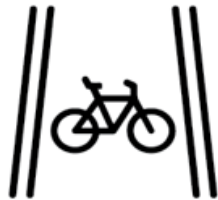
8% Daily
26% Weekly

Access Parks/Trails/Rec



14% Daily
40% Weekly

Q: Which of these best describes the type of riding you do most often as a bicyclist? Select up to 3



55% recreational road riding



35% mountain biking



35% social recreational rides with friends/family



34% & 32% short transportation trips and commuting



State of Walking and Bicycling in Montana

Montana Roads

73,567 miles open to public travel

- 12,927 miles of MDT routes -
 - 96% are rural roadways or highways outside urban/developed areas
- 60,640 miles of Local routes

**Montana is one of 5 states that allows bicycles on ALL public roads.



State of Walking and Bicycling in Montana

Disabilities in Montana



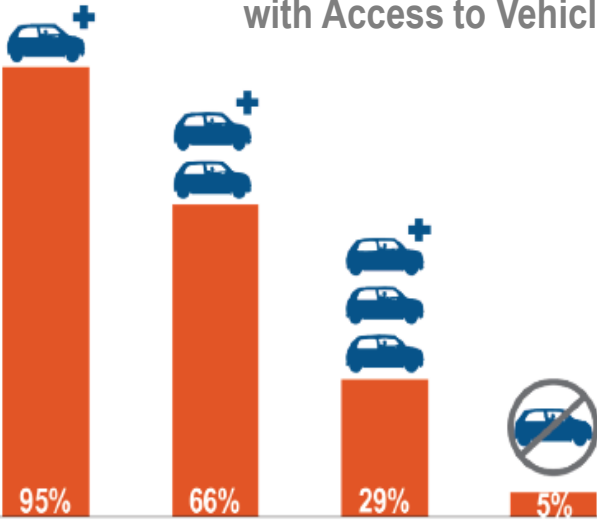
13.5% of state population has a disability








17% of residents are 65 or older

35% of those 65 and older are disabled

Percent of Montanan Households with Access to Vehicles



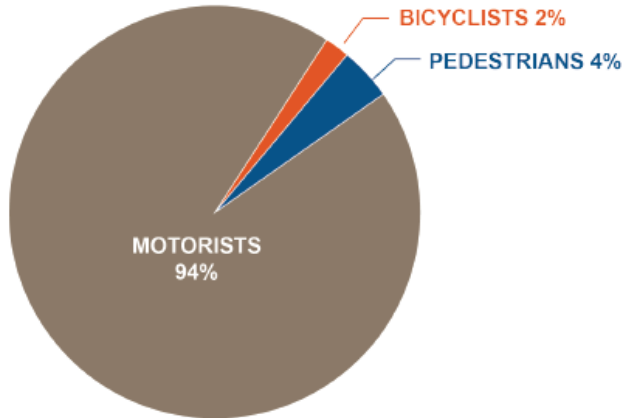
Commute to Work Mode Share

-  **75%** Drive Alone
-  **10%** Carpool
-  **6.5%** Walk & Bike
-  **<1%** Public Transportation
-  **6%** Work From Home



State of Walking and Bicycling in Montana

Fatalities/Serious Injuries in Montana

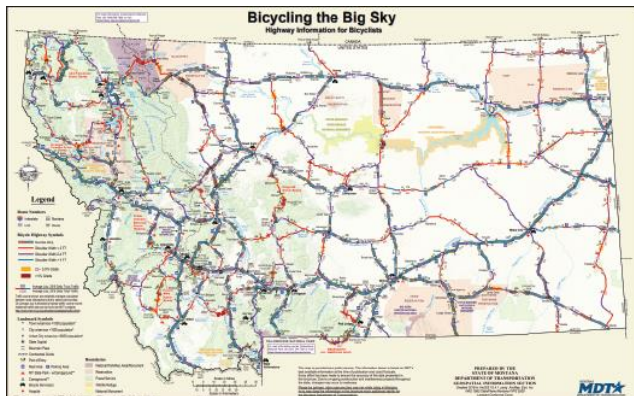


Source: MDT Crash Data 2008 - 2017

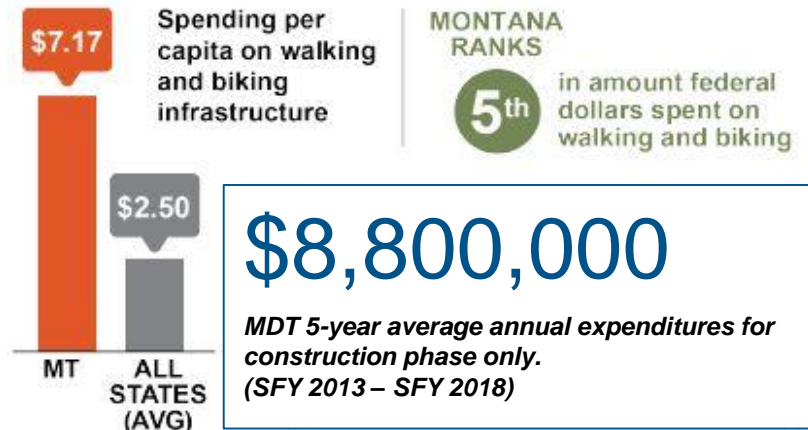
Health & Equity



Economic Development and Tourism



Investments



Source: Federal Highway Administration Fiscal Management Information System
Note: This data only accounts for MDT administered federal funding. RTP and local funds have not been included in these figures.

Complexities and Challenges

- System Size and Maintenance
- Funding
- Competing Needs & Design Challenges
- Context and Environment



Non-motorized Considerations

Users:

- People with disabilities
- Children
- Pedestrians
- Bicyclists

Facilities:

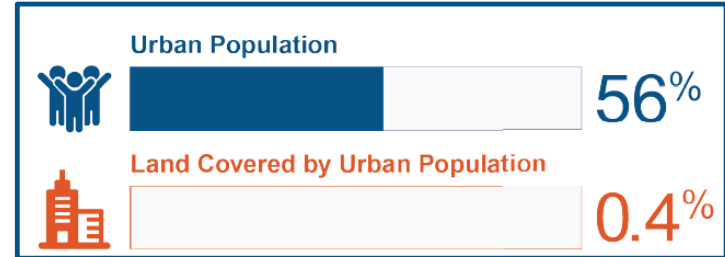
- Paved shoulders
- Sidewalks
- Shared lanes
- Bike lanes
- Separated Facilities



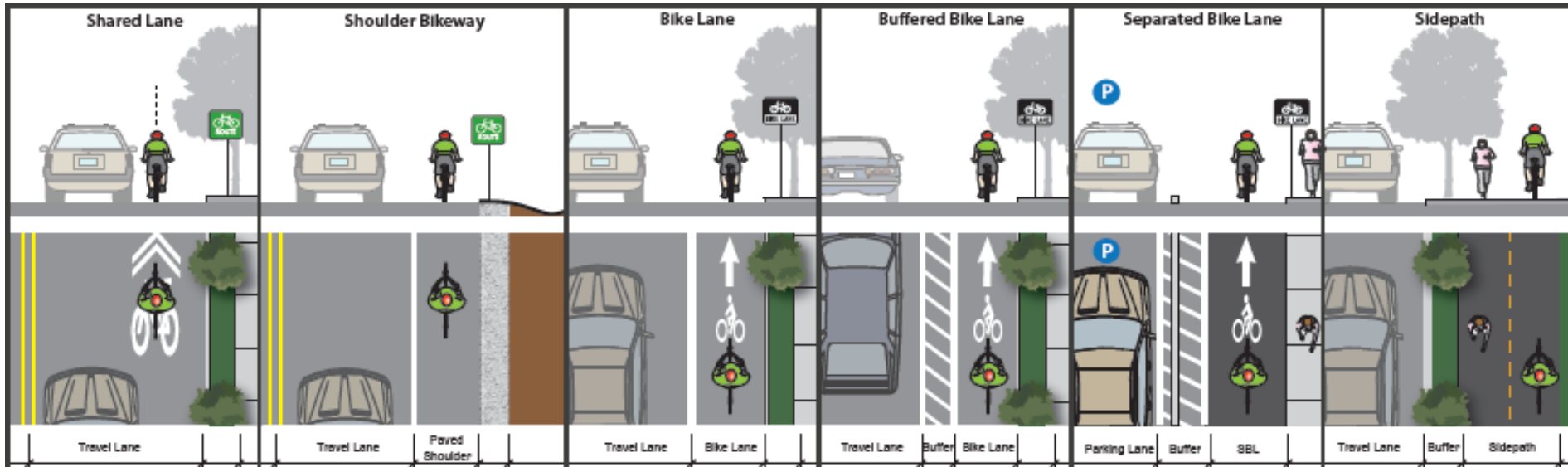
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Complexities and Challenges

Setting & Population



Types of Facilities



Complexities and Challenges



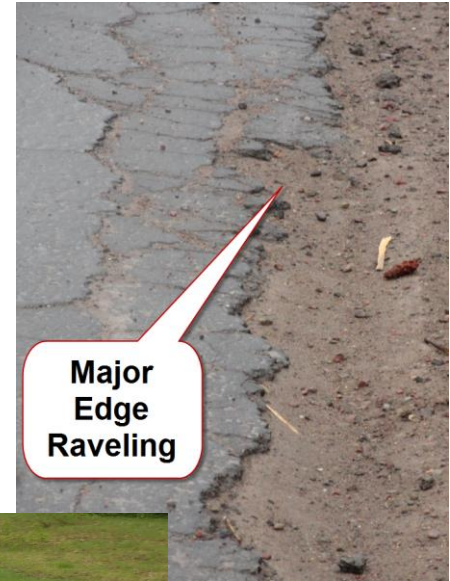
Examples of Path Pavement Needs



Major Alligator Cracking



Major Longitudinal Cracking



Major Edge Raveling



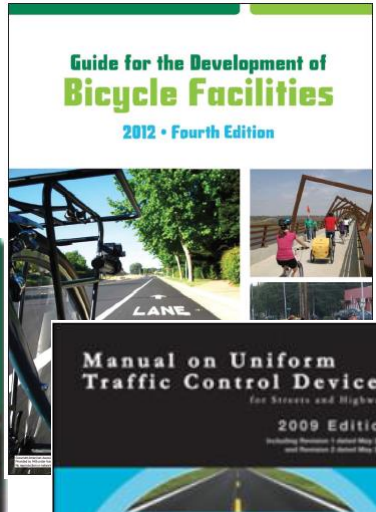
Major Pothole/Raveling



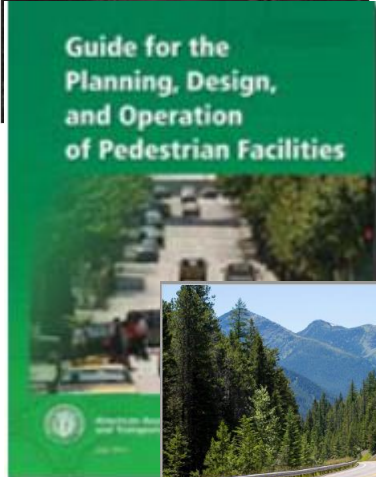
Existing Guidelines, Policies, Programs, and Laws



Small Town and Rural Multimodal Networks



Guide for the Development of Bicycle Facilities
2012 • Fourth Edition



Guide for the Planning, Design, and Operation of Pedestrian Facilities

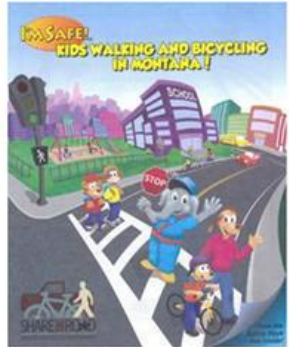


Manual on Uniform Traffic Control Devices
for Streets and Highways
2009 Edition

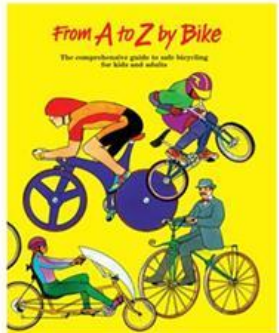


ROAD DESIGN MANUAL

September 2016



IT'S SAFE!
KIDS WALKING AND BICYCLING IN MONTANA!



From A to Z by Bike

Same Roads.
Same Rules.
Same Rights.



Guidance for Bicyclists

- Obey Traffic Rules, Signals, Signs**
Every person operating a bicycle that is granted all of the rights and shall be subject to all of the duties applicable to the driver of any other vehicle.
- Ride in the Right**
Bicyclists operating at low flow, normal speed of traffic shall ride on the right as near to the right side of the roadway as possible, unless passing another vehicle, preparing for a left turn or avoiding an unsafe roadway condition of road.
- Ride in Single File**
Bicyclist must ride in single file unless riding on paths, passing, and/or turning, riding in shoulder or parking lane, riding in single lane on a laned roadway with at least two lanes in each direction and are not impeding reasonable movement of traffic.
- Be Visible**
Every bicycle when in use at nighttime shall be equipped with a white front lamp. A rear lamp emitting red light may be used in addition to rear fusing reflectors, their large reflective clothing.
- Bicycles are Sidewalks**
Bicycles shall yield the right of way to pedestrians riding on sidewalks and shall give audible signal before passing any pedestrian.
- Signal Turns - Be Predictable**
LEFT TURN, RIGHT TURN, ALT. RIGHT, STOPPING

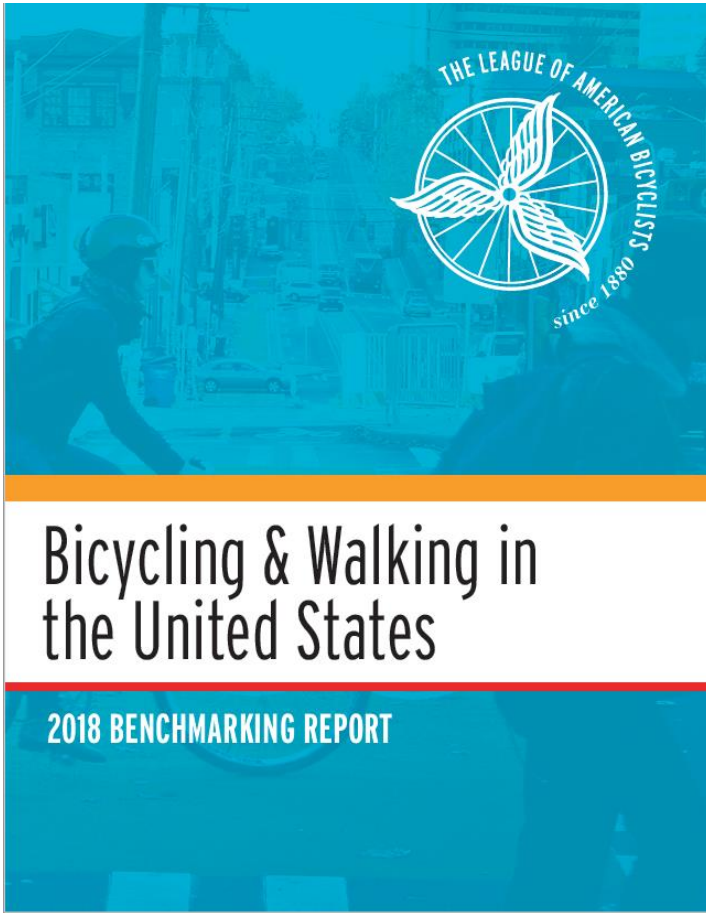
Guidance for Pedestrians

- Stay Alert**
Always look left, right, left before crossing any street. Pedestrians must obey instructions of all traffic and pedestrian control devices.
- Walk Defensively**
When sidewalks are provided and their usual location, pedestrians may not walk along and upon adjacent roadways. When no sidewalks are provided, pedestrians should walk along the shoulder facing oncoming traffic and close to road users.
- Don't Drink**
A person operating a motorist or mechanically propelled wheelchair or device is granted the privilege and subject to the restrictions of pedestrians.
- Stay Alert**
Expect cyclists on the road at any time. Look for cyclists and pedestrians before turning at intersections and crossing car lanes.
- Be Considerate When Passing**
When one wishes to pass a slower cyclist, lower speed and allow at least 3 ft. Lateral spacing cyclist and pedestrian in the roadway.
- Yield to Pedestrians**
Vehicles must yield to pedestrians within unmarked or unmarked crosswalks at an intersection.
- Don't Be Distracted**
Avoid using cell phones, text phones, and other distractions while driving. These devices take your eyes and attention off the road.



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2018 Benchmarking Report



Montana

#1 - Safety (Per 10k Commuters)

#2 - Active Commuting

#5 - Spending per capita of federal funds

#6 – Recommended Daily Amount of Physical Activity

Strategies

- Support the Plan's five goals
- Considers the constraints and opportunities to target the most significant issues
- Broad guidance and suggestions to achieve the desired goal
- Help inform the decision making of the implementation partners
- Implementable over the 20-year planning horizon

Conclusion

- Biking and Walking are an important and growing mode of transportation and recreation in Montana and has been part of MDT planning and programming since the early 90's
- Biggest challenge for preserving existing infrastructure and expanding the system is funding
- Staff at all levels of government as well as many organizations have a role in funding, planning, constructing and maintaining infrastructure for nonmotorized users
- Montana's Pedestrian and Bicycle Plan represents the vision and goals of pedestrians and cyclists across the state