enhanced multimodal transportation system. The BABTMP emphasizes on-street facilities to connect trails as well as all destinations residents may wish to access within the Billings area. Goals of the BABTMP directly related to complete streets include the following:
- on-street bikeways;
- key trail connections to add value, not just mileage to the trail network;
- increased integration with MET Transit; and
- recommendations for educating and encouraging bikeway and trail users.

The BABTMP, along with the 2009 Billings Urban Area Long Range Transportation Plan, guides transportation system development and complete streets policy implementation. Several data sources track the City’s progress in enhancing its multi-modal transportation system. These include miles of bike lanes, bicyclist counts at select intersections, and bicyclist accident rates.

Transit Users
Although Billings’ complete streets policy envisions an equitable, accessible, user-friendly transit system, at this time we have no compelling data to illustrate how it will affect MET Transit users. Ridership numbers over time, bike rack use, and user cost — compared to travel by individual vehicle — are the transit user performance measures outlined in the full report.

Connectivity
Three measures can be evaluated to demonstrate changes in connectivity over time:
- transit – trail connections;
- neighborhood sidewalks, bike lane, and connector trails; and
- cross-community arterial corridor connections.

While each measure looks at connectivity at a different scale, all three consider the overall goal of providing a more complete, connected transportation network for all users.

Community Health
In 2005 and 2010, Billings Clinic, St. Vincent Healthcare, and RiverStone Health co-sponsored a comprehensive Community Health Assessment (CHA) of Yellowstone County residents. Both CHAs tracked data reflecting physical activity and health. This data, over time, could illustrate the connection between community health and the implementation of complete streets in Billings.

Three measures have been and will continue to be assessed in the CHA:
- weight status in terms of overweight and obesity;
- participation in regular, sustained moderate or vigorous physical activity; and
- participation in leisure-time physical activity.

Economics
Complete streets impact the economy from the household level to the community level. The benchmark report specifically considers the following complete streets-related economic factors in Billings:
- Variety and rate of travel modes used for commuting;
- Variety and rate of travel modes used for daily household trips;
- How mode share in Billings compares to six other population centers in Montana; and
- The percentage of household income spent on transportation.

Get the results
To see the baseline results for the pedestrian, bicyclist, transit user, connectivity, community health and economic performance measures in Billings, Mont., visit the full ‘Billings Complete Streets Benchmark Report’ at www.ci.billings.mt.us/transportationplanning or www.healthybydesignyellowstone.org.

See Billings’ Benchmarks
The full Billings Complete Streets Benchmark Report, compiled by the Healthy By Design Built Environment Workgroup, includes charts and maps reflecting each benchmark for Billings and is available at www.ci.billings.mt.us/transportationplanning and www.healthybydesignyellowstone.org.

T he Billings City Council adopted a complete streets policy on August 22, 2011, to ensure all roadway users — drivers, bicyclists, transit vehicles and riders, and pedestrians — are considered during the planning and design of roadway projects.

Regular reporting to evaluate policy implementation begins with the first-ever Billings Complete Streets Benchmark Report. A workgroup selected performance measures, or benchmarks, to monitor going forward. The full report displays the baseline data for these performance measures. Future reports will display the shift in data from this baseline. This executive summary outlines the performance measures — or benchmarks — selected.

Performance Measures
Since the 1950s, transportation planning in America has focused on roadways providing adequate capacity for motor vehicle travel. We have collected motor vehicle counts for years and have large amounts of historical data along with future projections. However, the capacity and performance of other modes of travel have not been tracked as systematically. Nonetheless, these measures do exist, can be compiled both quantitatively and qualitatively, and collection methods will improve.

Pedestrians
Pedestrian performance measures for the Billings Complete Streets Benchmark Report include an inventory of existing facilities, pedestrian counts at select intersections and pedestrian-motor vehicle crash rates.

No comprehensive, up-to-date inventory of sidewalks, crosswalks, or other pedestrian enhancements currently exists for Billings. The City is working to update its Geographic Information System database on these facilities and estimates completion of the updates by 2014 or 2015.

As with the facilities inventory, no equivalent data has been collected regarding system usage by pedestrians. Data collected on pedestrian roadway usage has either been ancillary to motor vehicle usage or at isolated locations where a specific pedestrian issue was being investigated.

To establish baseline data, RiverStone Health sponsored counts of non-motorized roadway users at six Billings intersections in September 2012. Several of the intersections are near recently added or proposed sidewalks or trails. If the counts are repeated systematically at these same intersections in future years, it may be possible to determine if the pedestrian amenities have increased pedestrian travel.

Bicyclists
The 2011 Billings Area Bikeway and Trail Master Plan (BABTMP) reflects the City’s vision for an (continued on back page)
<table>
<thead>
<tr>
<th>Project Description</th>
<th>How Non-Motorized Roadway Users Were Considered/Accommodated</th>
<th>Additional Complete Streets Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>Elderly + Disabled</td>
<td>Bicyclists</td>
</tr>
<tr>
<td>Rimrock Road Reconstruction (Forsythia Boulevard to 17th Street West)</td>
<td>New continuous sidewalk on both sides</td>
<td>ADA ramps at intersections</td>
</tr>
<tr>
<td>32nd Street West Striping (King Avenue to Broadwater Avenue)</td>
<td>Existing crosswalks perpetuated</td>
<td>Striping project only</td>
</tr>
<tr>
<td>Central Avenue &amp; 29th Street West Traffic Signal</td>
<td>Pedestrian signals included</td>
<td>ADA accessible ramps &amp; accessible ped signals</td>
</tr>
<tr>
<td>Central Avenue (29th to 32nd Streets West)</td>
<td>Sidewalk added along north side</td>
<td>ADA ramps at intersections</td>
</tr>
<tr>
<td>Bench Boulevard Connection (a Montana Department of Transportation project)</td>
<td>Sidewalk added on one side</td>
<td>ADA ramps at intersections</td>
</tr>
<tr>
<td>Broadwater Trail -- Vermillion Dr to Zimmerman Trail</td>
<td>Multi use trail</td>
<td>ADA ramps added at 31st St. W</td>
</tr>
<tr>
<td>2012 ADA Ramp Project</td>
<td>Project concentrates on accessibility at intersection corners; not aimed at providing continuous pedestrian path</td>
<td>46 ADA accessible ramps along major streets</td>
</tr>
<tr>
<td>Annual Curb, Gutter, Sidewalk Project</td>
<td>Installed 6,700 lineal feet of new sidewalk</td>
<td>ADA ramps where applicable</td>
</tr>
<tr>
<td>2nd &amp; 3rd Avenues North -- Conversion to 2-way traffic N 13th to N 22nd</td>
<td>Striping project only</td>
<td>Striping project only</td>
</tr>
</tbody>
</table>

**2012 Overlay Program:**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>How Non-Motorized Roadway Users Were Considered/Accommodated</th>
<th>Additional Complete Streets Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overland Avenue</td>
<td>Existing sidewalk on north side, partial sidewalk on south side</td>
<td>No specific changes</td>
</tr>
<tr>
<td>Grant Road</td>
<td>Continuous sidewalk both sides</td>
<td>Existing ramps</td>
</tr>
<tr>
<td>Gabel Road</td>
<td>Gaps in sidewalk along undeveloped lots</td>
<td>Existing ramps</td>
</tr>
<tr>
<td>Daniel/Regal from Central Avenue to Monad Road</td>
<td>Outside scope of project</td>
<td>Does not have continuous sidewalk</td>
</tr>
<tr>
<td>Swords Bypass (Airport Road to 6th)</td>
<td>Outside scope of project</td>
<td>No existing sidewalks</td>
</tr>
</tbody>
</table>

**Legend:**

- New/Added/Expanded
- Existing Feature--No Changes
- Served by Adjacent or Parallel Facility
- Beyond Scope of Project
- Not Addressed with Project
- Not Applicable
- * = Billings Bench Water Association