



Gregory Miller Photography

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.



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.



MET Transit photo

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.

2013 BILLINGS COMPLETE STREETS BENCHMARK REPORT Executive Summary



Photo courtesy of BigSkyFishing.com

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.

The 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)*



City of Billings Major Roadway Projects Completed During 2012 Construction Season

Project Description	How Non-Motorized Roadway Users Were Considered/Accommodated				
	Pedestrians	Elderly + Disabled	Bicyclists	Transit	Additional Complete Streets Features
Rimrock Road Reconstruction (Forsythia Boulevard to 17th Street West)	New continuous sidewalk on both sides	ADA ramps at intersections	On-street bike lanes	Two-way left turn lane allows traffic to pass when buses are stopped	Street lighting
32nd Street West Striping (King Avenue to Broadwater Avenue)	Existing crosswalks perpetuated	Striping project only	On-street bike lanes added	No specific changes	Shared bike/motor vehicle lane at major intersections
Central Avenue & 29th Street West Traffic Signal	Pedestrian signals included	ADA accessible ramps & accessible ped signals	Parallel trail along BBWA* canal	No specific changes	
Central Avenue (29th to 32nd Streets West)	Sidewalk added along north side	ADA ramps at intersections	No specific features added for bicyclists	No specific changes	
Bench Boulevard Connection (a Montana Department of Transportation project)	Sidewalk added on one side	ADA ramps at intersections	No specific features for bicyclists	Not on MET route	Constructed sidewalk connecting Airport Road & Bench Boulevard intersection to the trail paralleling Alkali Creek
Broadwater Trail -- Vermillion Dr to Zimmerman Trail	Multi use trail	ADA ramps added at 31st St. W	Multi-use trail	No specific changes	
2012 ADA Ramp Project	Project concentrates on accessibility at intersection corners; not aimed at providing continuous pedestrian path	46 ADA accessible ramps along major streets	Project intent is providing accessibility at intersections	Provides improved access along some MET routes	
Annual Curb, Gutter, Sidewalk Project	Installed 6,700 lineal feet of new sidewalk	ADA ramps where applicable	Project intent is to install missing curb, gutter, and sidewalk, and was not focused on bicycle improvements	Provides improved access along some MET routes	
2nd & 3rd Avenues North -- Conversion to 2-way traffic N 13th to N 22nd	Striping project only	Striping project only	Added on-street bike lanes	Not on MET route	
2012 Overlay Program:					
<i>Overland Avenue</i>	Existing sidewalk on north side, partial sidewalk on south side	No specific changes	On-street bike lanes added	No specific changes	
<i>Grant Road</i>	Continuous sidewalk both sides	Existing ramps	Parallel to Overland Avenue	Not on MET route	
<i>Gabel Road</i>	Gaps in sidewalk along undeveloped lots	Existing ramps	Parallel trail system through TransTech	Not on MET route	
<i>Daniel/Regal from Central Avenue to Monad Road</i>	Outside scope of project	Does not have continuous sidewalk	Insufficient street width; no connections on either end	No specific changes	
<i>Swords Bypass (Airport Road to 6th)</i>	Outside scope of project	No existing sidewalks	Insufficient street width	No specific changes	
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		