

Appendix A

Public Involvement Summary

Public Involvement Summary



Prepared by:



For:



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INTRODUCTION TO THE PUBLIC SURVEY

On May 2, 2016, the Montana Department of Transportation (MDT) launched an online public survey to solicit user feedback on transportation priorities, strategies, and budget allocation as part of the TranPlanMT update process. The survey was linked through the MDT TranPlanMT website and hosted via a third-party vendor. Advertising was placed in radio and digital markets across Montana in major newspapers and pre-roll video advertising was placed on YouTube encouraging members of the public to participate in the survey. Additionally, the department held a press conference on May 2, 2016, and ran a guest editorial by Director Mike Tooley in the last weeks of July to encourage increased response.

Prior to a workshop held on June 15, 2016, stakeholders were provided a unique web link to access the survey allowing MDT to view their responses separately and utilize the data for the workshop. Comments collected through the stakeholder link are included in this document and considered with all other comments provided during the survey period.

The survey closed on August 2, 2016, after more than 2,700 people viewed the survey and more than 1,200 provided information through at least one of the input screens.

The survey tool included an interactive set of five screens providing information to respondents and requesting their input in three specific areas: selection of transportation priorities, assessment of transportation strategies, and preferred budget allocation.

The purpose of the survey was to educate the public about competing priorities and strategies, provide an opportunity for public involvement and feedback in the plan process, and enable MDT to gauge preferences of survey respondents.

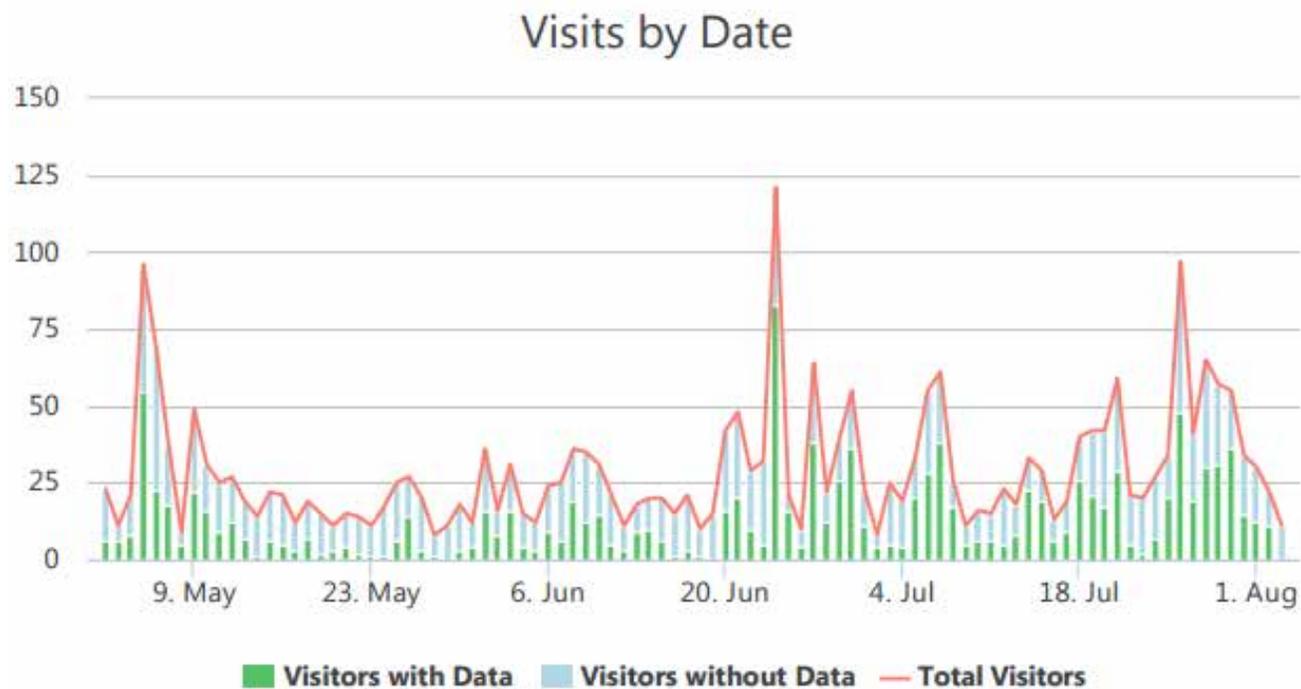
This summary provides an overview of respondent results and demographic information. Results are not intended to provide statistically-valid comparisons.



Multiple digital ads and printed materials were used to engage the public and stakeholders in public outreach opportunities.

1. MetroQuest Visits

More than 2,700 people engaged with the survey, meaning they viewed at least one screen via a mobile or desktop platform. Of those, 1,208 provided data through at least one screen resulting in a conversion rate of approximately 44.3% (a higher-than-normal rate of data collection for the survey tool). Visits were relatively evenly spread throughout the survey period with occasional spikes following a coordinated media push or TranPlanMT event.



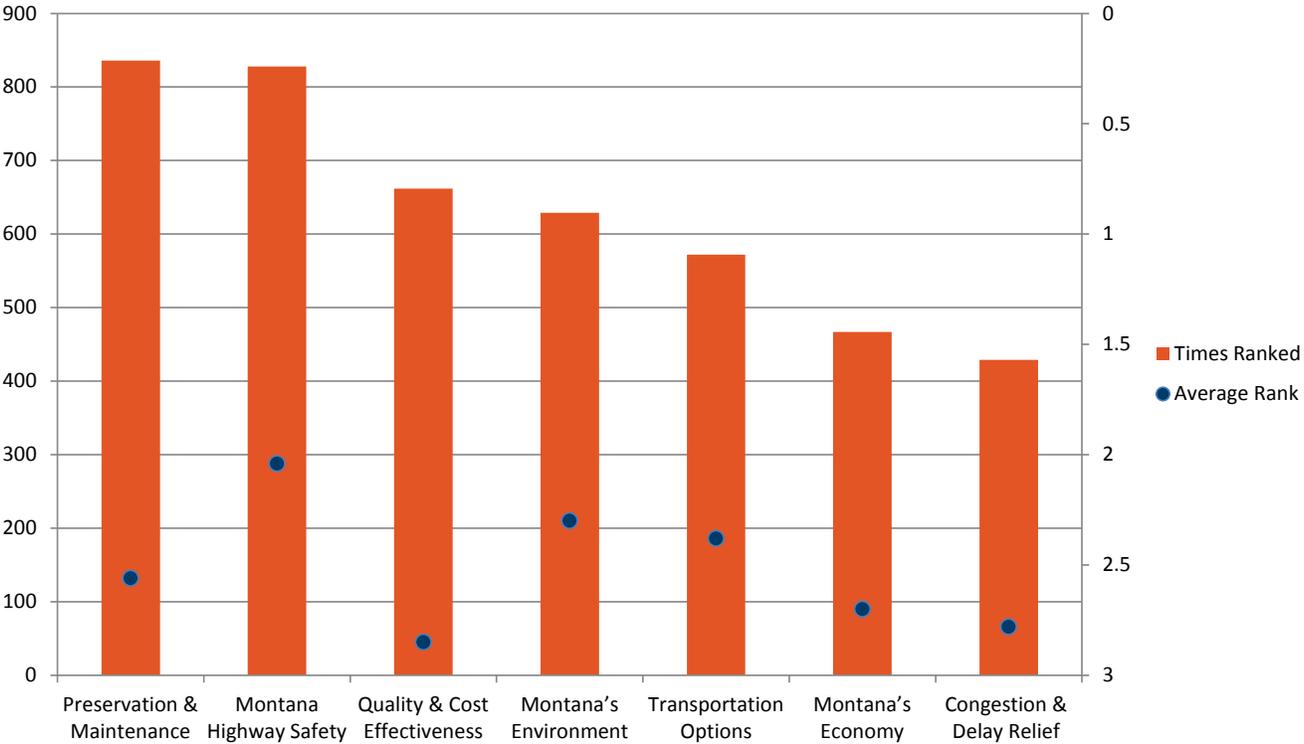
2. Priority Ranking

Respondents were asked to rank priority areas from most to least important. The priority areas were identified by MDT using the 2007 TranPlan 21 update policy papers. Respondents were able to select one to four areas most important to them. The results below show the number of times each priority was ranked (i.e., how often it was selected as a priority). Combined, the priority areas were ranked 4,423 times.

Survey results were also used to determine average rank, which was calculated as the mean value (i.e., the sum divided by the count) of responses for each priority area.

Overall Rank	Priority Area	Times Ranked	Average Rank
1	Preservation & Maintenance	836	2.56
2	Montana Highway Safety	828	2.04
3	Quality & Cost Effectiveness	662	2.85
4	Montana's Environment	629	2.30
5	Transportation Options	572	2.38
6	Montana's Economy	467	2.70
7	Congestion & Delay Relief	429	2.78
Total		4,423	

Ranking

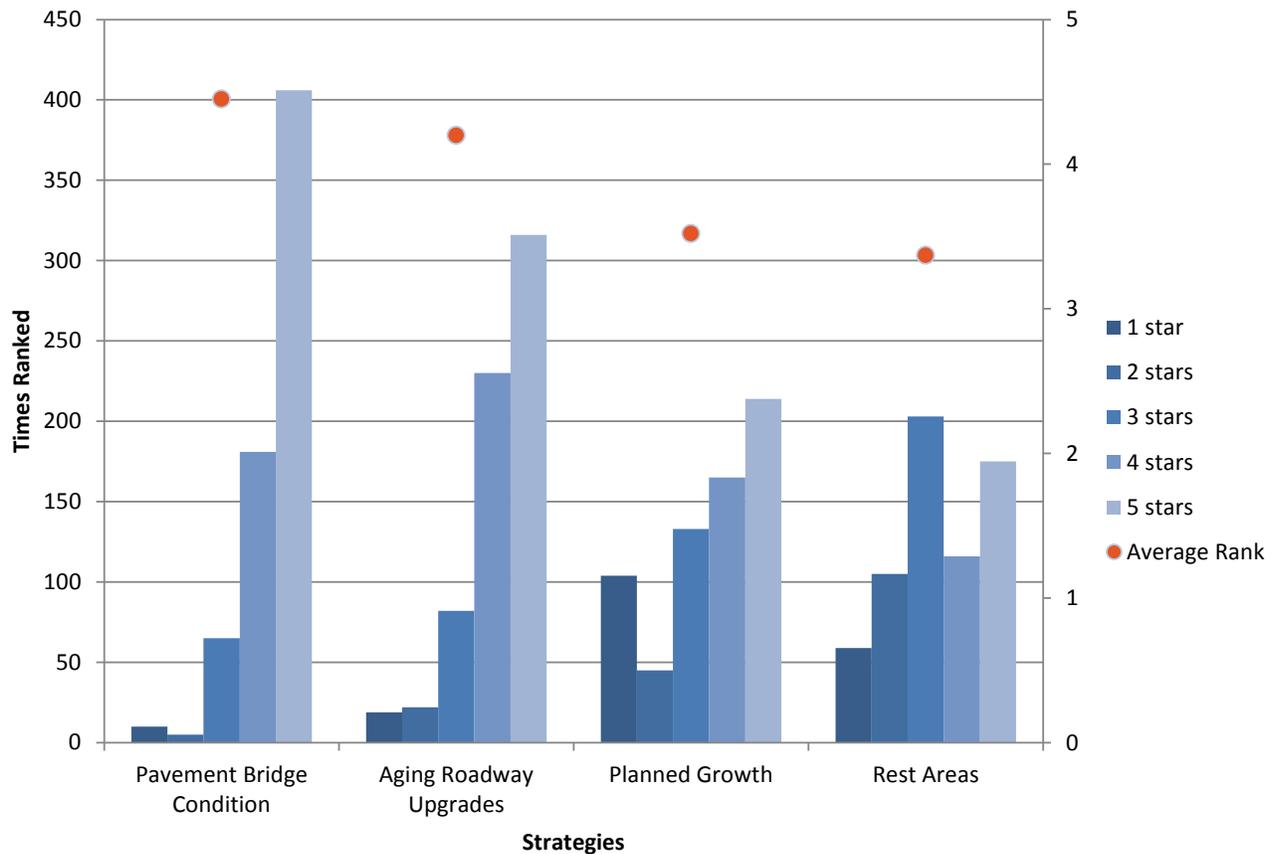


3. Strategy Ranking

Based on their selected priorities, respondents were asked to rank multiple strategies from most (five stars) to least (one star) effective. The strategies were identified by MDT using the 2007 TranPlan 21 update policy papers. Respondents were limited to ranking strategies only for those areas they selected as their priorities but had the option to submit a new strategy for each priority area. The following results show the number of times ranked, average star rating, and the cumulative number of stars for each strategy.

Preservation and Maintenance

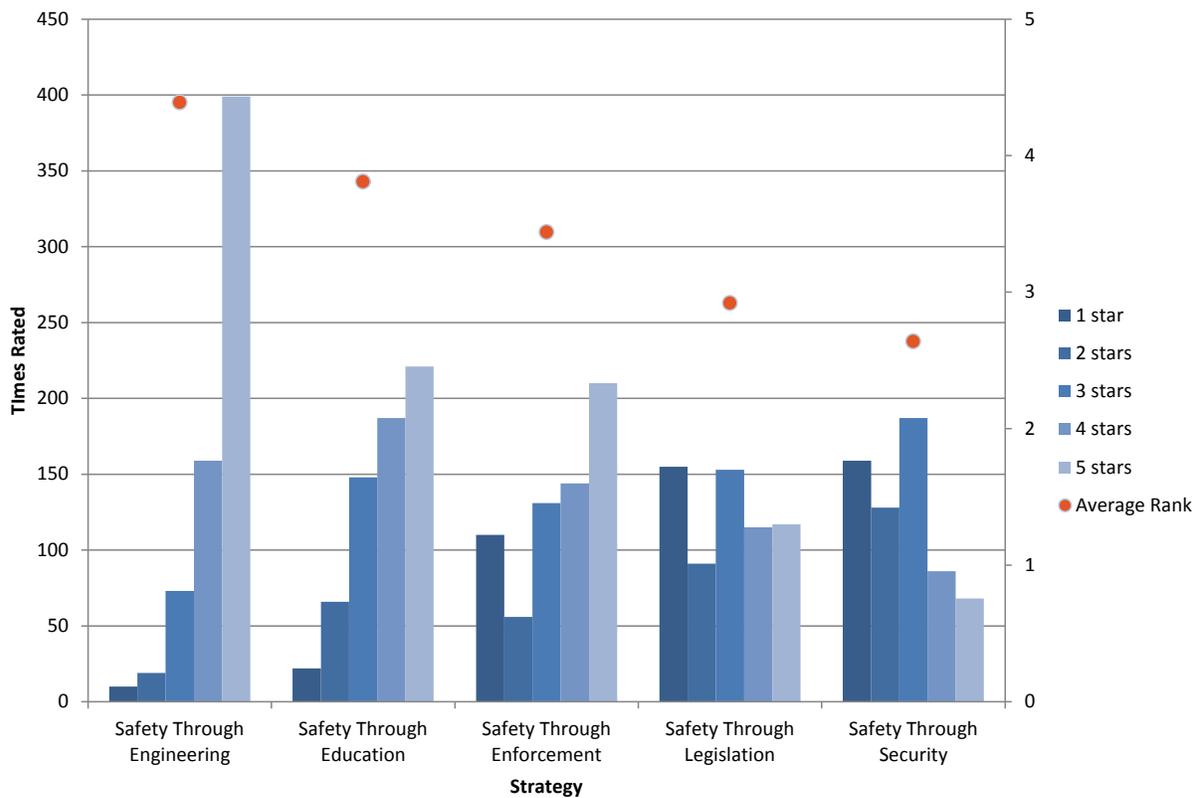
Strategy	Description
Pavement/Bridge Condition	Preserve road pavement and bridge deck condition.
Aging Roadway Upgrades	Improve roads not built to modern standards (such as widening and slope flattening).
Planned Growth	Assist communities with integrating planned growth and transportation planning.
Rest Areas	Improve rest area availability and condition.



Strategy	1 star	2 stars	3 stars	4 stars	5 stars	Average	Total
Pavement Bridge Condition	10	5	65	181	406	4.45	667
Aging Roadway Upgrades	19	22	82	230	316	4.20	669
Planned Growth	104	45	133	165	214	3.52	661
Rest Areas	59	105	203	116	175	3.37	658
Total	192	177	483	692	1111	3.89	2,655

Montana Highway Safety

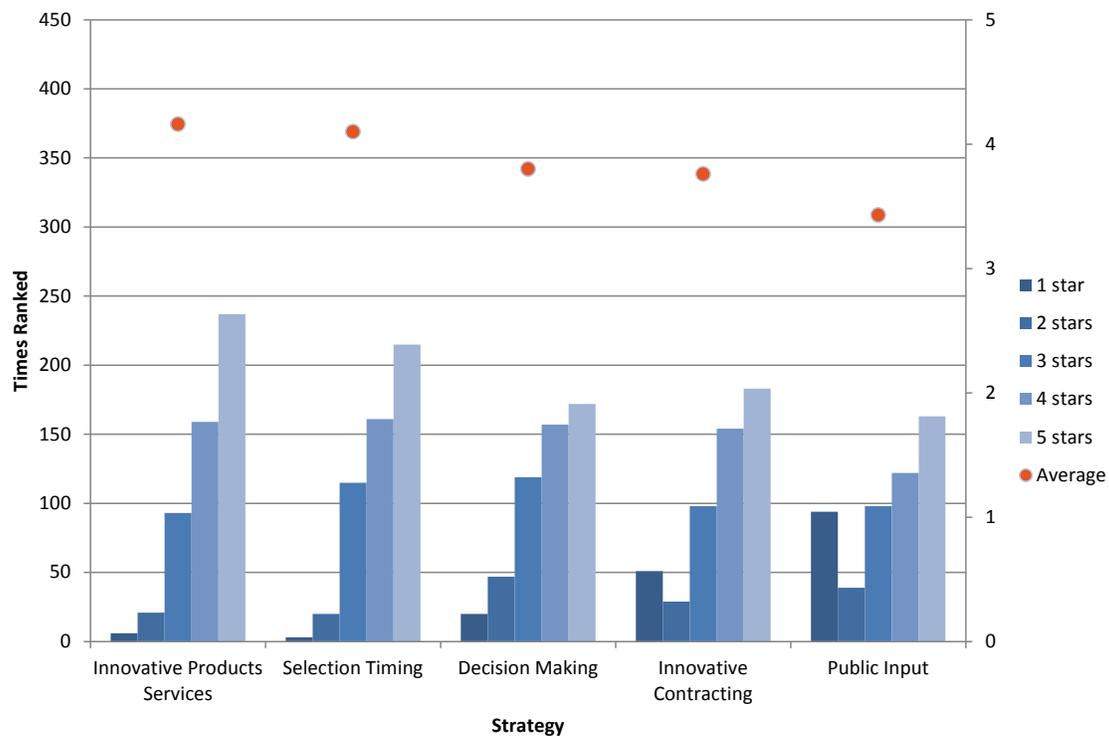
Strategy	Description
Safety Through Engineering	Improve road safety through engineering (such as traffic signals, guardrail, redesign, slope flattening).
Safety Through Education	Support education of all roadway users on safe driving, bicycling, and walking practices.
Safety Through Enforcement	Support increased enforcement of traffic laws and emergency medical response.
Safety Through Legislation	Support legislation to improve safety.
Safety Through Security	Improve security of transportation system from acts of terror and natural disaster.



Strategy	1 star	2 stars	3 stars	4 stars	5 stars	Average	Total
Safety Through Engineering	10	19	73	159	399	4.39	660
Safety Through Education	22	66	148	187	221	3.81	644
Safety Through Enforcement	110	56	131	144	210	3.44	651
Safety Through Legislation	155	91	153	115	117	2.92	631
Safety Through Security	159	128	187	86	68	2.64	628
Total	456	360	692	691	1,015	3.44	3,214

Quality & Cost Effectiveness

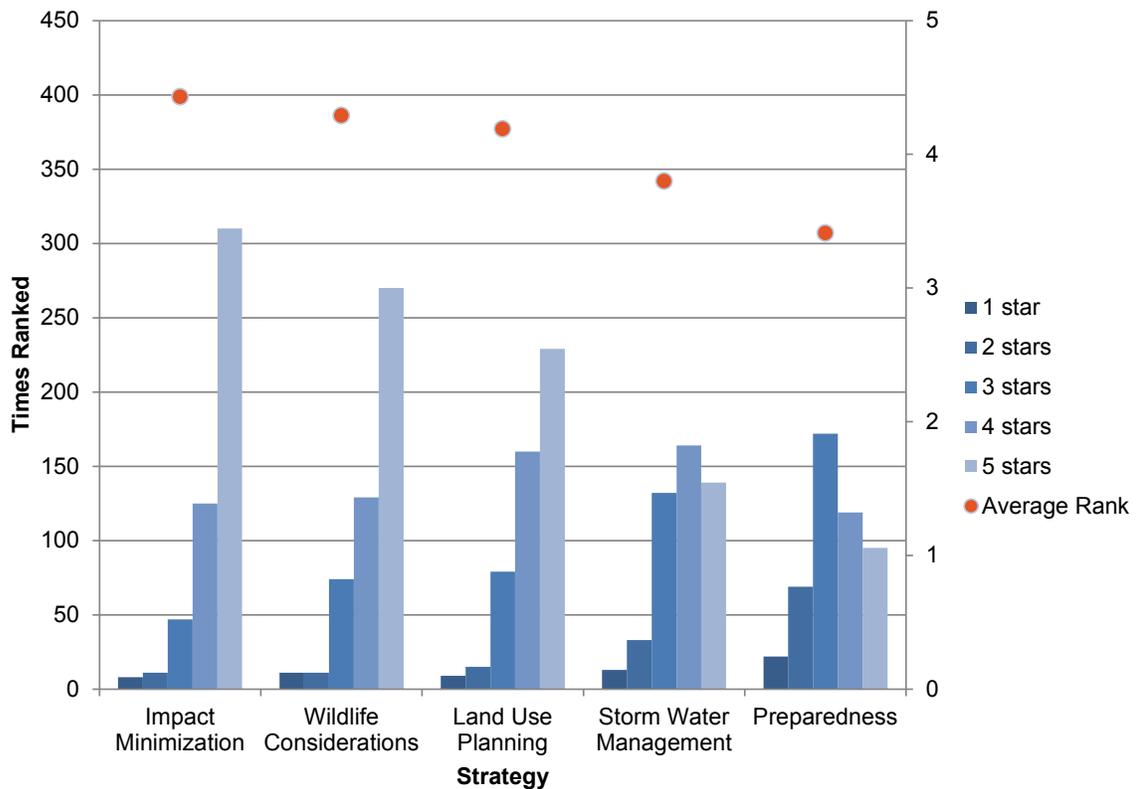
Strategy	Description
Innovative Products Services	Identify innovative products and services to save time and money without sacrificing quality.
Selection & Timing	Ensure the right project at the right time.
Decision Making	Make decisions in consideration of public input, system performance, and available resources.
Innovative Contracting	Use innovative contracting, as appropriate, to expedite project delivery and minimize travel disruption.
Public Input	Provide opportunities for public and stakeholder input at key decision points.



Strategy	1 star	2 stars	3 stars	4 stars	5 stars	Average	Total
Innovative Products Services	6	21	93	159	237	4.16	516
Selection Timing	3	20	115	161	215	4.10	514
Decision Making	20	47	119	157	172	3.80	515
Innovative Contracting	51	29	98	154	183	3.76	515
Public Input	94	39	98	122	163	3.43	516
Total	174	156	523	753	970	3.85	2,576

Montana's Environment

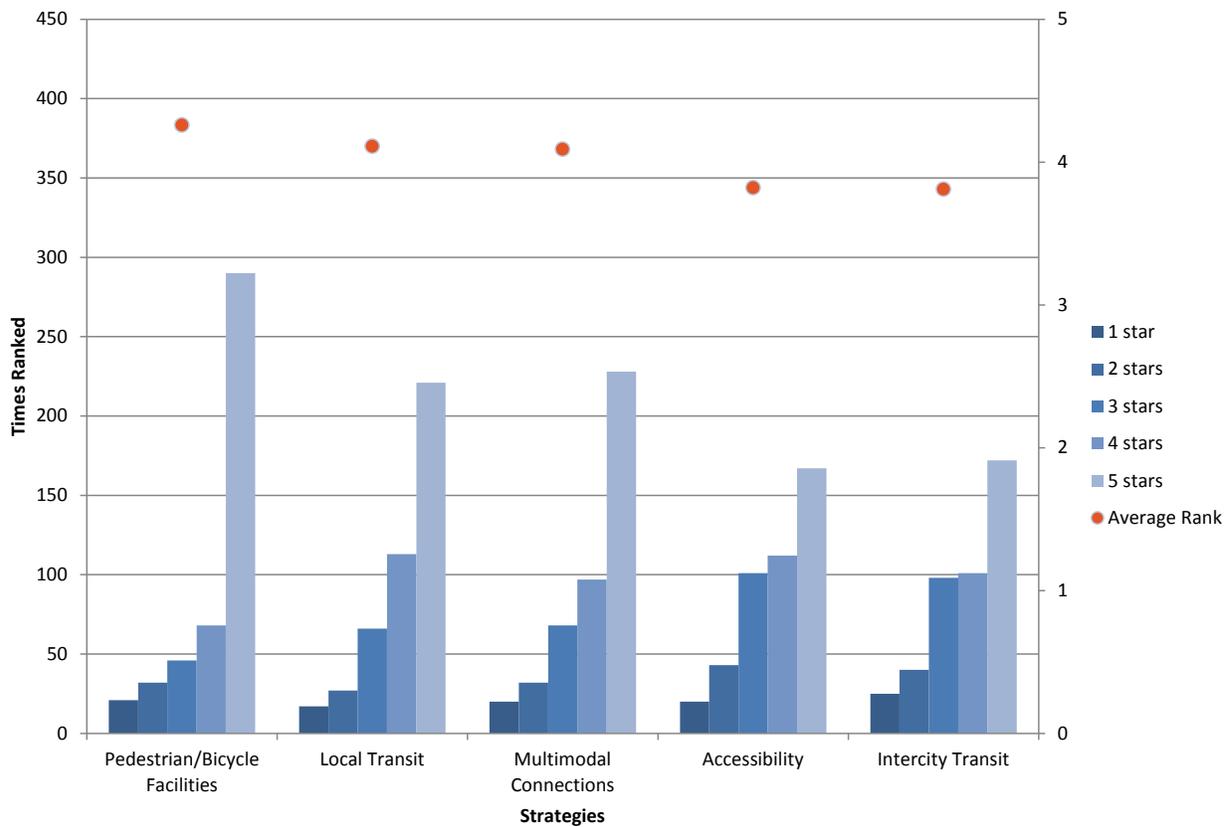
Strategy	Description
Impact Minimization	Minimize environmental impacts.
Wildlife Considerations	Include wildlife accommodations in projects if appropriate.
Land Use Planning	Work with local partners to minimize land use impacts to the environment and transportation system.
Storm Water Management	Manage storm water runoff from road surfaces.
Preparedness	Prepare for natural disasters to ensure transportation system reliability



Strategy	1 star	2 stars	3 stars	4 stars	5 stars	Average	Total
Impact Minimization	8	11	47	125	310	4.43	501
Wildlife Considerations	11	11	74	129	270	4.29	495
Land Use Planning	9	15	79	160	229	4.19	492
Storm Water Management	13	33	132	164	139	3.80	481
Preparedness	22	69	172	119	95	3.41	477
Total	63	193	504	697	1043	4.02	2,446

Transportation Options

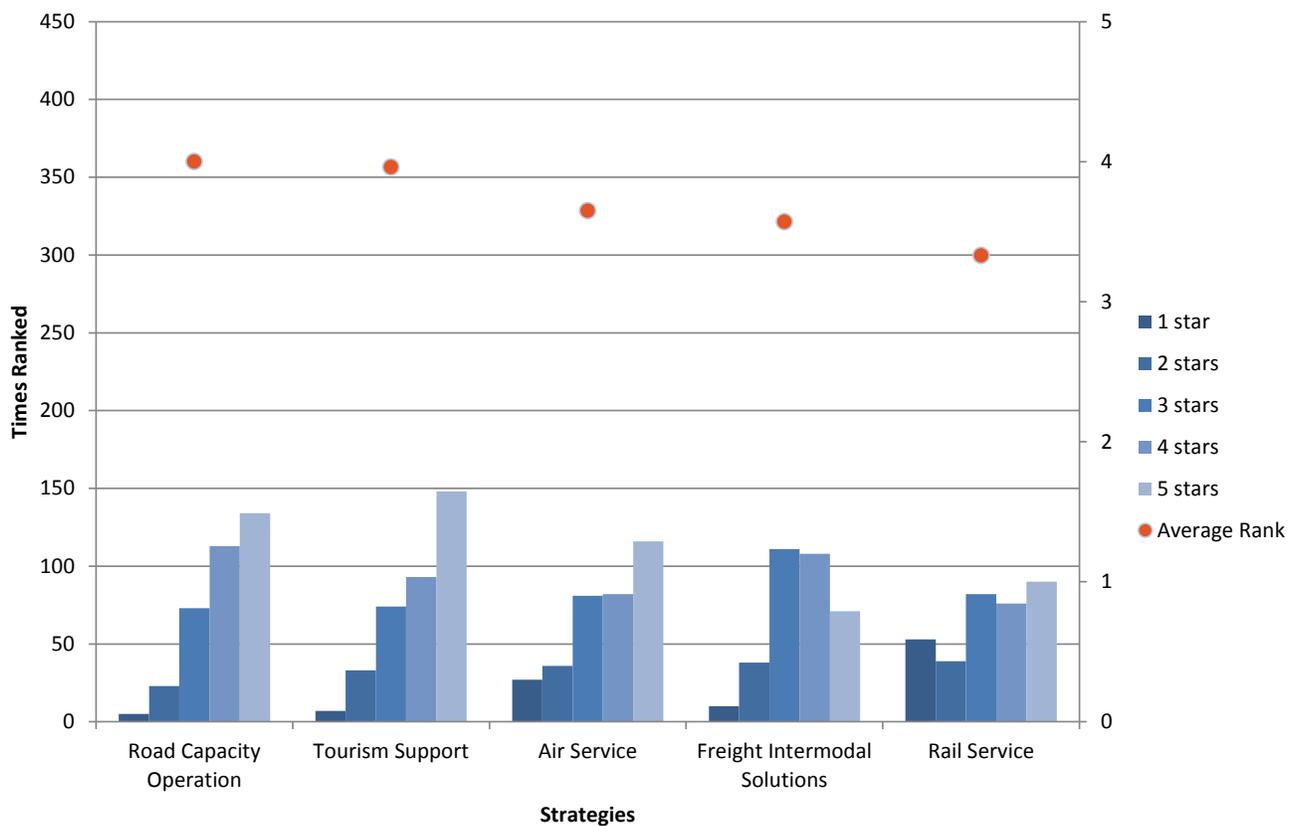
Strategy	Description
Pedestrian/Bicycle Facilities	Provide pedestrian and bicycle facilities.
Local Transit	Support local transit systems.
Multimodal Connections	Consider modal connections (such as linking bicycle and pedestrian facilities with transit).
Accessibility	Address curb and sidewalk deficiencies related to accessibility.
Intercity Transit	Preserve or improve intercity transit connections.



Strategy	1 star	2 stars	3 stars	4 stars	5 stars	Average	Total
Pedestrian/Bicycle Facilities	21	32	46	68	290	4.26	457
Local Transit	17	27	66	113	221	4.11	444
Multimodal Connections	20	32	68	97	228	4.09	445
Accessibility	20	43	101	112	167	3.82	443
Intercity Transit	25	40	98	101	172	3.81	436
Total	103	174	379	491	1078	4.02	2,225

Montana's Economy

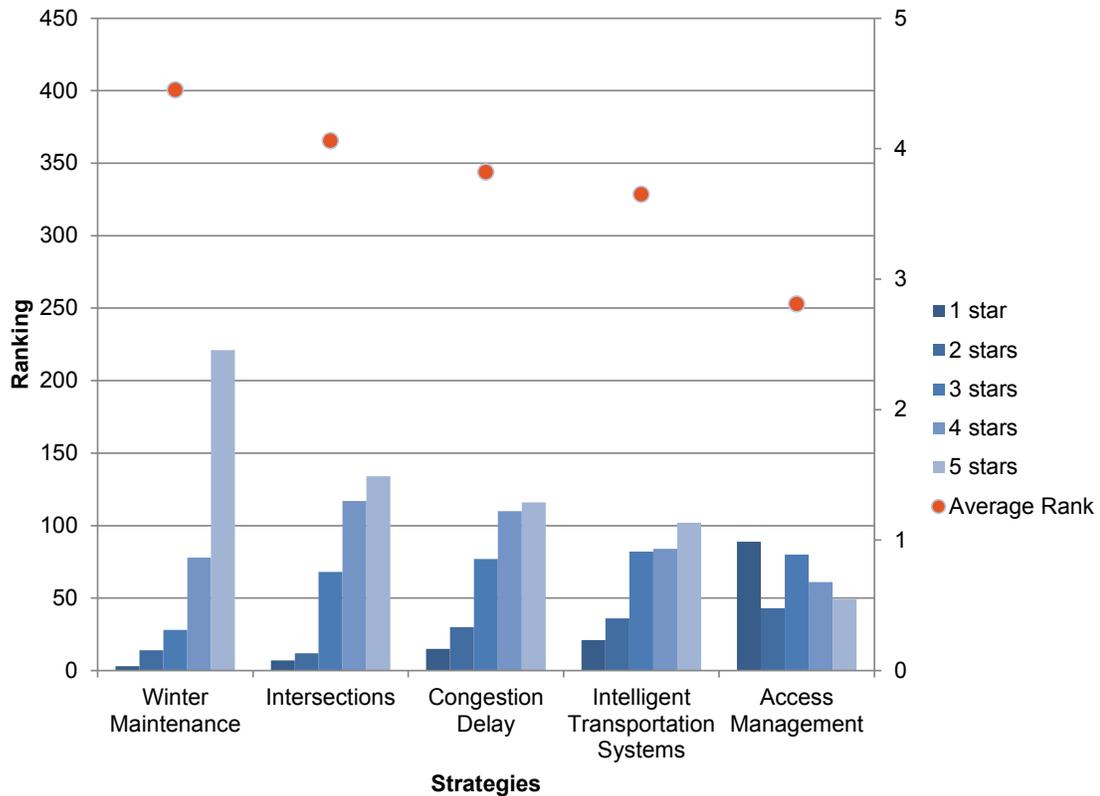
Strategy	Description
Road Capacity Engineering	Monitor and address road capacity and operation needs due to community growth and development.
Tourism Support	Support tourism through access to recreational, historic, cultural, and scenic destinations.
Air Service	Work to ensure Essential Air Service & adequate commercial air service is available in communities.
Freight Intermodal Solutions	Improve freight corridors and intermodal connections.
Rail Service	Protect Amtrak service on the Empire Builder route.



Strategy	1 star	2 stars	3 stars	4 stars	5 stars	Average	Total
Road Capacity Operation	5	23	73	113	134	4.00	348
Tourism Support	7	33	74	93	148	3.96	355
Air Service	27	36	81	82	116	3.65	342
Freight Intermodal Solutions	10	38	111	108	71	3.57	338
Rail Service	53	39	82	76	90	3.33	340
Total	102	169	421	472	559	3.70	1,723

Congestion & Delay Relief

Strategy	Description
Winter Maintenance	Clear winter roads during and immediately after storm events.
Intersections	Improve signal and intersection operations.
Congestion Delay	Minimize road congestion and travel delays.
Intelligent Transportation Systems	Utilize cost-effective ITS applications to improve system operations.
Access Management	Limit access points to main routes to improve travel efficiency and safety.



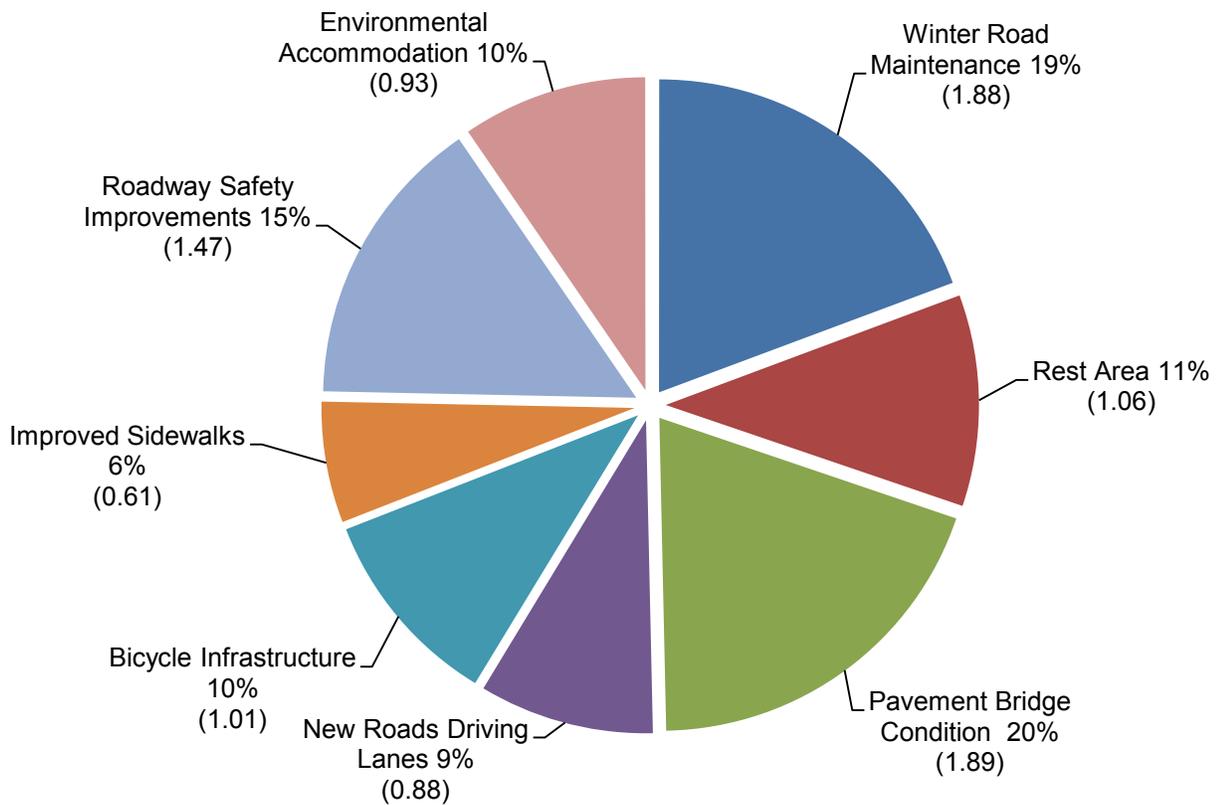
Strategy	1 star	2 stars	3 stars	4 stars	5 stars	Average	Total
Winter Maintenance	3	14	28	78	221	4.45	344
Intersections	7	12	68	117	134	4.06	338
Congestion Delay	15	30	77	110	116	3.82	347
Intelligent Transportation Systems	21	36	82	84	102	3.65	325
Access Management	89	43	80	61	49	2.81	322
Total	135	135	335	450	622	3.76	1,676

4. Budget Allocation

Respondents were given ten “coins” with instructions to divide between eight areas included in MDT’s current budget. Results reflect the average number of coins each area received, the median number of coins received, and the maximum number of coins respondents placed in the category.

Budget Area	Average	Median	Maximum
Pavement Bridge Condition	1.89	2	10
Winter Road Maintenance	1.88	2	10
Roadway Safety Improvements	1.47	1	7
Rest Area	1.06	1	10
Bicycle Infrastructure	1.01	0	10
Environmental Accommodation	0.93	1	10
New Roads Driving Lanes	0.88	0	7
Improved Sidewalks	0.61	0	6
Totals	1.22	0.88	10

Average Distribution of Chips



XX% - Average percent of coins (out of 10)
(x.x) - Average number of coins (out of 10)

5. Demographic Information

Respondents were asked to answer four demographic questions. This information was used to assess survey reach and representation. Responses were compared against 2010 U.S. Census demographic information.

Age

Montana demographic information shows the following percentage breakdown for ages:

- 0 - 19 years: 25.00%
- 20 - 29: 7.00%
- 30 - 49: 24.00%
- 50 - 64: 29.00%
- 65+: 15.00%

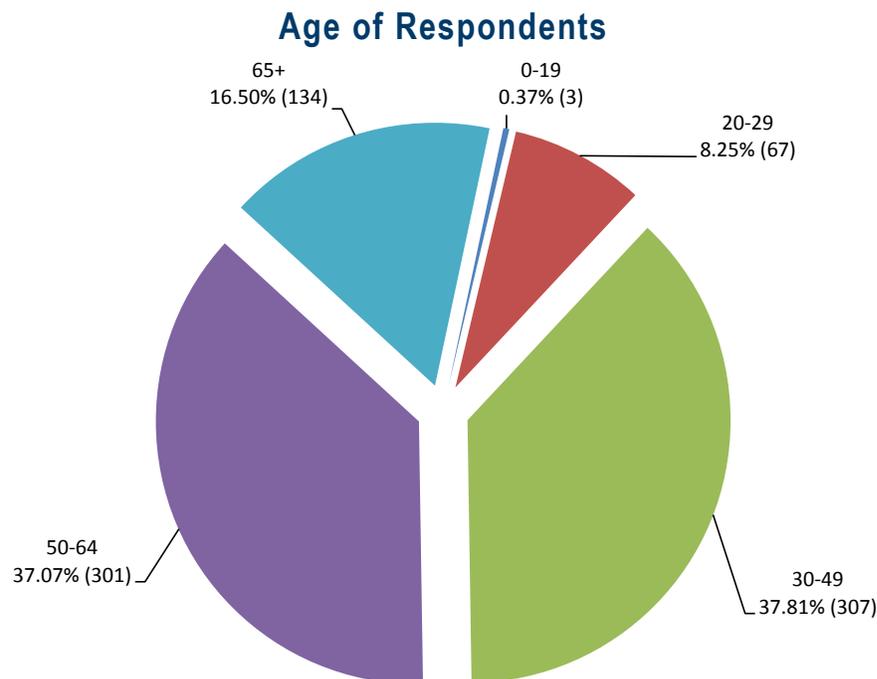
Source: U.S. Census Bureau, 2010

Survey respondents identified as:

- 0 - 19 years: 0.37%
- 20 - 29: 8.25%
- 30 - 49: 37.81%
- 50 - 64: 37.07%
- 65+: 16.50%

Age	Number	%
0-19	3	0.37%
20-29	67	8.25%
30-49	307	37.81%
50-64	301	37.07%
65+	134	16.50%

Note: This question was voluntary; total respondents may not match the number of completions with data.



Ethnicity

Montana demographic information shows the following percentage breakdown for ethnicity:

- Black: 0.40%
- Hispanic/Latino 2.00%
- Native American: 6.00%
- Other: < than 3.00%
- White/Non-Hispanic: 89.00%

Source: U.S. Census Bureau, 2010

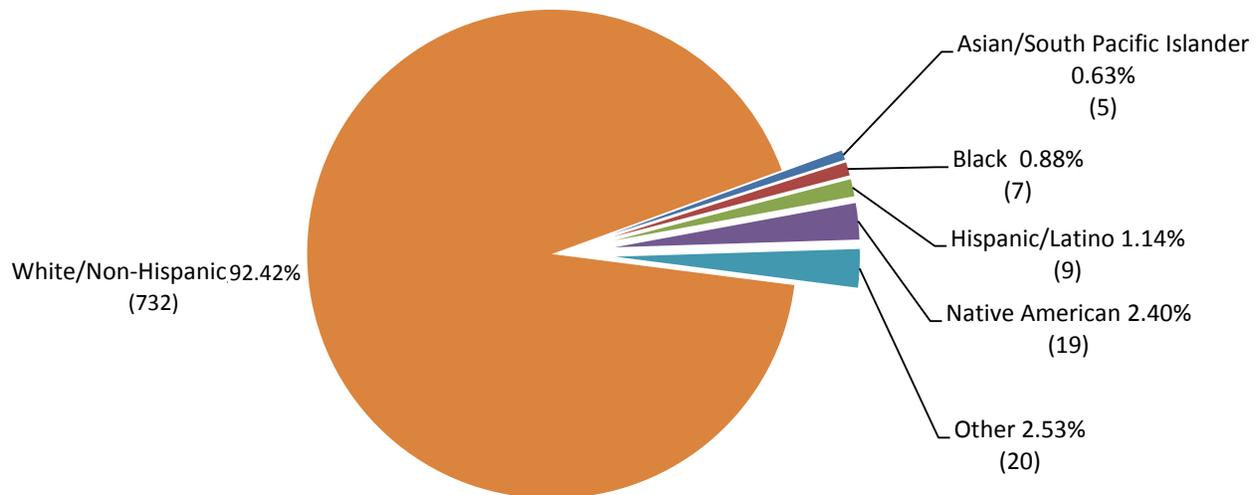
Survey respondents identified as:

- White/Non-Hispanic: 92.42%
- Other: 2.53%
- Native American: 2.40%
- Hispanic/Latino: 1.14%
- Black: 0.88%
- Asian/South Pacific Islander: 0.63%

Ethnicity	Number	%
White/Non-Hispanic	732	92.42%
Other	20	2.53%
Native American	19	2.40%
Hispanic/Latino	9	1.14%
Black	7	0.88%
Asian/South Pacific Islander	5	0.63%

Note: This question was voluntary; total respondents may not match the number of completions with data.

Ethnicity of Respondents



Primary Mode of Transportation

Montana demographic information shows the following percentage breakdown for primary mode of travel to work:

- Car, truck, or van: 85.60%
- Bicycle: 1.30%
- Public Transportation: 0.80%
- Walked: 1.30%
- Taxi, Motorcycle, or Other Means: 1.00%

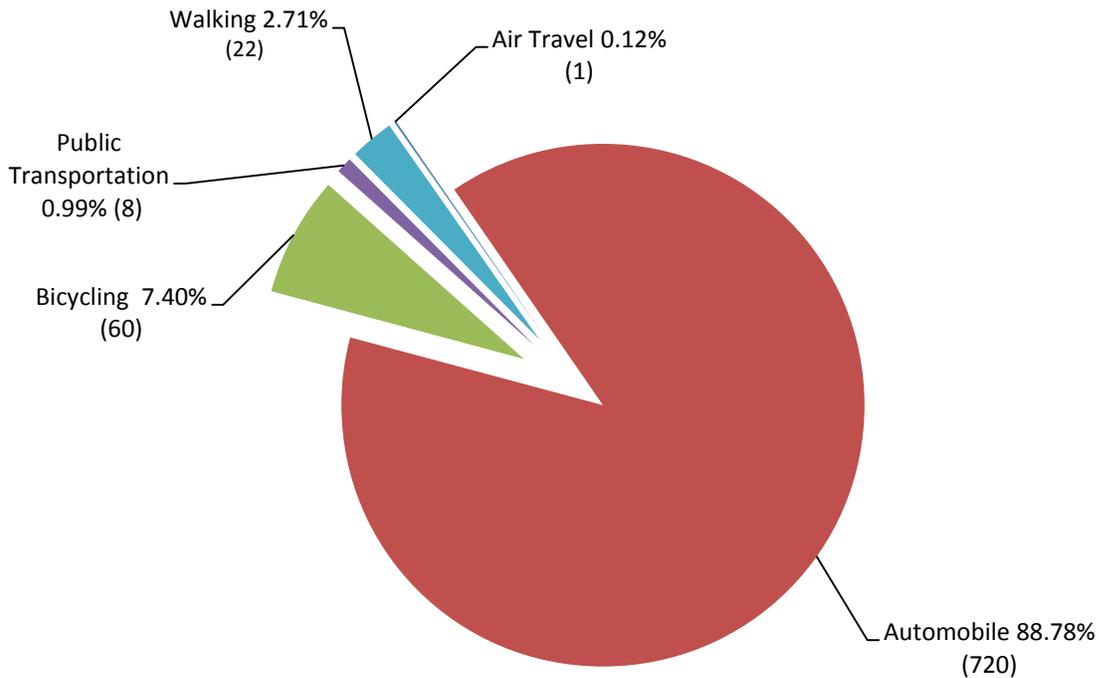
Source: U.S. Census Bureau, 2010

Survey respondents identified as:

- Automobile: 88.78%
- Bicycling: 7.40%
- Walking: 2.71%
- Public Transportation: 0.99%
- Air Travel: 0.12%

Mode	Number	%
Automobile	720	88.78%
Bicycling	60	7.40%
Walking	22	2.71%
Public Transportation	8	0.99%
Air Travel	1	0.12%

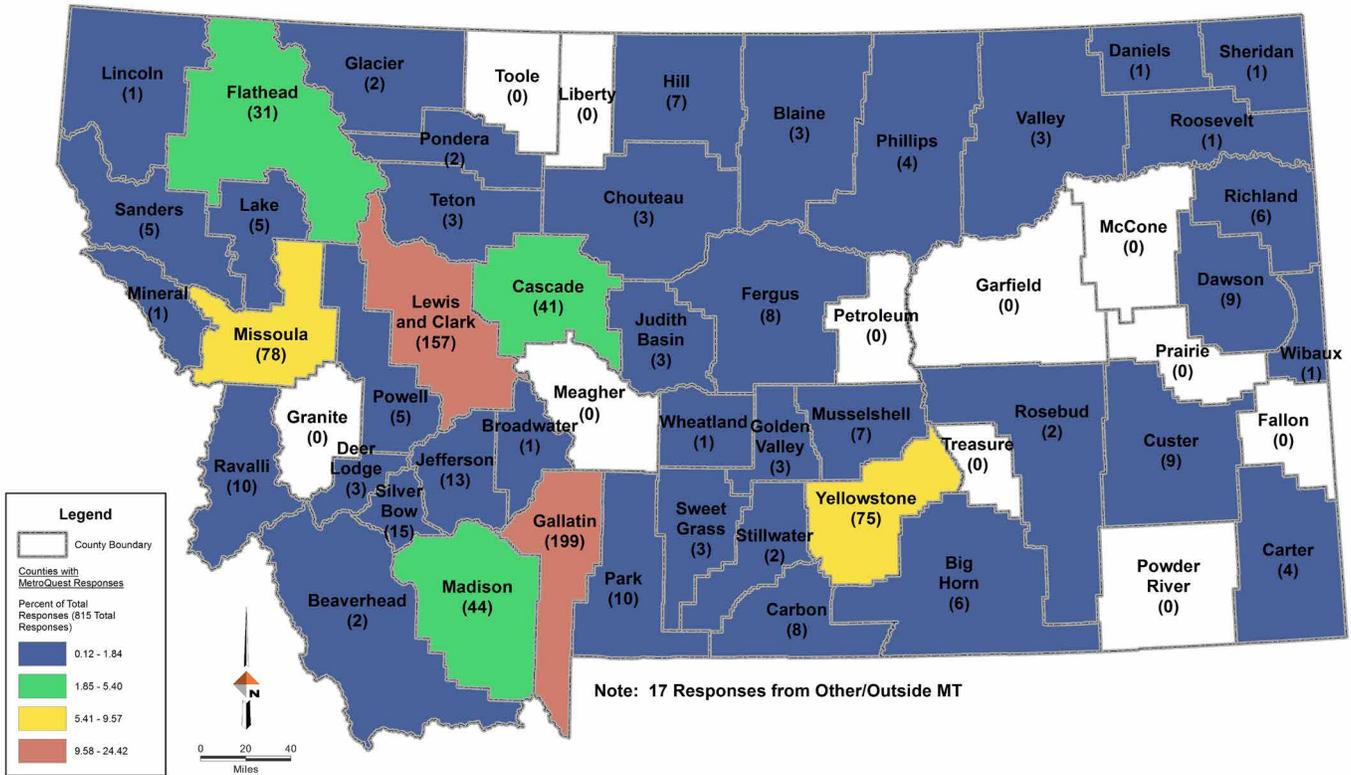
Primary Mode of Transportation of Respondents



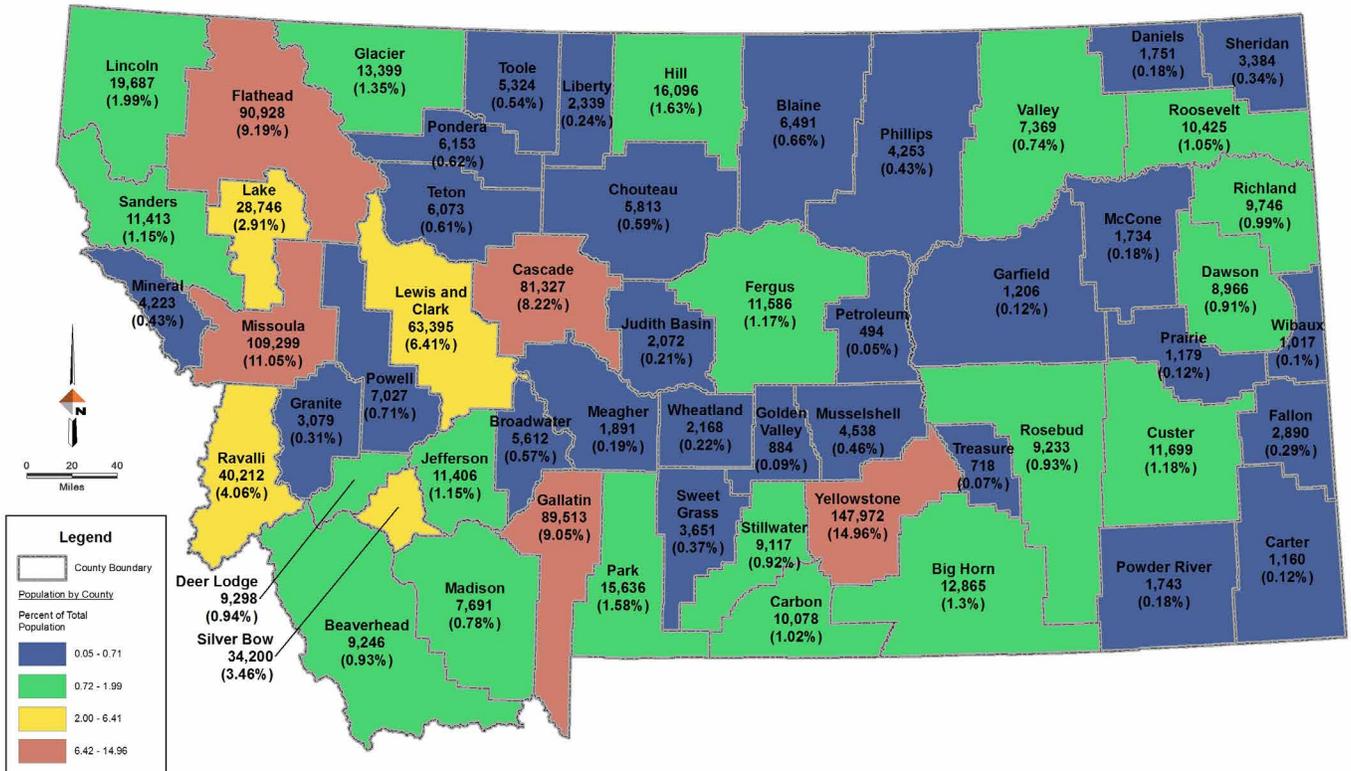
Respondent County of Residence

People located in 45 of Montana's 56 counties provided responses to the survey. The maps and tables below compare the location of survey respondents to Montana population distribution by county.

Survey Responses by County



Population by County



Survey Responses by County

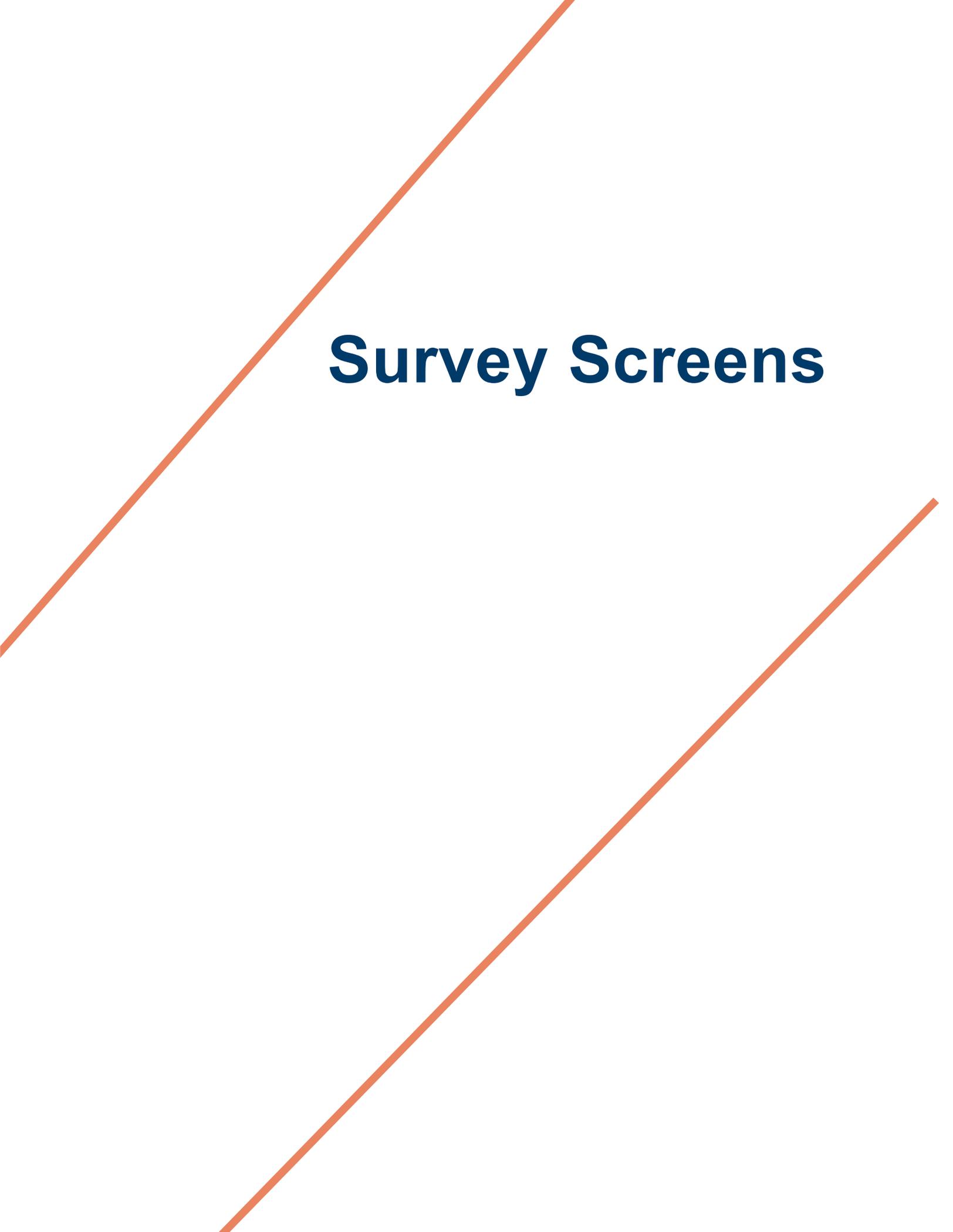
County	Responses	Percentage	County	Responses	Percentage	County	Responses	Percentage
Anaconda-Deer Lodge	3	0.37%	Glacier	2	0.25%	Powell	5	0.61%
Beaverhead	2	0.25%	Golden Valley	3	0.37%	Ravalli	10	1.23%
Big Horn	6	0.74%	Hill	7	0.86%	Richland	6	0.74%
Blaine	3	0.37%	Jefferson	13	1.60%	Roosevelt	1	0.12%
Broadwater	1	0.12%	Judith Basin	3	0.37%	Rosebud	2	0.25%
Butte-Silver Bow	15	1.84%	Lake	5	0.61%	Sanders	5	0.61%
Carbon	8	0.98%	Lewis & Clark	157	19.26%	Sheridan	1	0.12%
Carter	4	0.49%	Lincoln	1	0.12%	Stillwater	2	0.25%
Cascade	41	5.03%	Madison	44	5.40%	Sweet Grass	3	0.37%
Chouteau	3	0.37%	Mineral	1	0.12%	Teton	3	0.37%
Custer	9	1.10%	Missoula	78	9.57%	Valley	3	0.37%
Daniels	1	0.12%	Musselshell	7	0.86%	Wheatland	1	0.12%
Dawson	9	1.10%	Other-Outside MT	17	2.09%	Wibaux	1	0.12%
Fergus	8	0.98%	Park	10	1.23%	Yellowstone	75	9.20%
Flathead	31	3.80%	Phillips	4	0.49%			
Gallatin	199	24.42%	Pondera	2	0.25%			

Source: U.S. Census Bureau, 2010

Montana Population by County

County	Population	Percentage	County	Population	Percentage	County	Population	Percentage
Beaverhead	9,246	0.93%	Granite	3,079	0.31%	Powell	7,027	0.71%
Big Horn	12,865	1.30%	Hill	16,096	1.63%	Prairie	1,179	0.12%
Blaine	6,491	0.66%	Jefferson	11,406	1.15%	Ravalli	40,212	4.06%
Broadwater	5,612	0.57%	Judith Basin	2,072	0.21%	Richland	9,746	0.99%
Carbon	10,078	1.02%	Lake	28,746	2.91%	Roosevelt	10,425	1.05%
Carter	1,160	0.12%	Lewis and Clark	63,395	6.41%	Rosebud	9,233	0.93%
Cascade	81,327	8.22%	Liberty	2,339	0.24%	Sanders	11,413	1.15%
Chouteau	5,813	0.59%	Lincoln	19,687	1.99%	Sheridan	3,384	0.34%
Custer	11,699	1.18%	Madison	7,691	0.78%	Silver Bow	34,200	3.46%
Daniels	1,751	0.18%	McCone	1,734	0.18%	Stillwater	9,117	0.92%
Dawson	8,966	0.91%	Meagher	1,891	0.19%	Sweet Grass	3,651	0.37%
Deer Lodge	9,298	0.94%	Mineral	4,223	0.43%	Teton	6,073	0.61%
Fallon	2,890	0.29%	Missoula	109,299	11.05%	Toole	5,324	0.54%
Fergus	11,586	1.17%	Musselshell	4,538	0.46%	Treasure	718	0.07%
Flathead	90,928	9.19%	Park	15,636	1.58%	Valley	7,369	0.74%
Gallatin	89,513	9.05%	Petroleum	494	0.05%	Wheatland	2,168	0.22%
Garfield	1,206	0.12%	Phillips	4,253	0.43%	Wibaux	1,017	0.10%
Glacier	13,399	1.35%	Pondera	6,153	0.62%	Yellowstone	147,972	14.96%
Golden Valley	884	0.09%	Powder River	1,743	0.18%			

Source: U.S. Census Bureau, 2010



Survey Screens

Welcome

WELCOME

Help move Montana forward!

MDT is updating the statewide long-range transportation plan to meet Montana's evolving needs. Your input will help shape policy direction for operating, preserving, and improving Montana's transportation system.

[Begin](#)

In 2014, users traveled an average of 33 million miles per day on Montana roads! Maintaining roads and infrastructure is an important part of keeping Montana moving.

TranPlanMT
Moving Montana Forward. Together.

RANKING **3** **4** **5**
STRATEGIES **BUDGETING** **STAY INVOLVED**

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2 Priority Ranking

WELCOME **RANKING** **3** **4** **5**
STRATEGIES **BUDGETING** **STAY INVOLVED**

1 Preservation & Maintenance

Order your top 4 items
↑ above this line ↑

- Transportation Options
- Montana Highway Safety
- Montana's Economy
- Quality & Cost Effectiveness
- Congestion & Delay Relief
- Montana's Environment

Image credit: Montana Department of Transportation

Maintaining and preserving existing highways and bridges saves in future reconstruction timing and costs. This is an important strategy to extend the life of infrastructure and provide a quality transportation system when need outpaces available funding.

[Comment](#)

[Suggest another item](#)

What to do [Next Task](#)

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WELCOME
Priority Ranking
What to do
Next Task

RANKING

1 Quality & Cost Effectiveness

Order your top 4 items
↑ above this line ↑

Transportation Options

Montana's Environment

Montana Highway Safety

Preservation & Maintenance

Montana's Economy

Congestion & Delay Relief

Suggest another item

Transportation Options



Image credit: Montana Office of Tourism

Mobility and access to services, education, recreation, and employment are important for all users. Biking, walking, and transit options serve travelers and commuters, enhance safety, and support a multimodal system.

Comment

STRATEGIES
BUDGETING
STAY INVOLVED

?
?

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WELCOME
Priority Ranking
What to do
Next Task

RANKING

1 Quality & Cost Effectiveness

Order your top 4 items
↑ above this line ↑

Transportation Options

Montana's Economy

Montana Highway Safety

Preservation & Maintenance

Montana's Environment

Congestion & Delay Relief

Suggest another item

Montana's Economy



Image credit: Montana Office of Tourism

A well-functioning and connected transportation system assures the reliable movement of freight, provides access to employment and shopping, and allows tourists to visit and support Montana businesses.

Comment

STRATEGIES
BUDGETING
STAY INVOLVED

?
?

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Priority Ranking What to do Next Task

WELCOME **RANKING** **STRATEGIES** **BUDGETING** **STAY INVOLVED**

1 **Montana Highway Safety**

Order your top 4 items
↑ above this line ↑

- Montana's Environment
- Transportation Options
- Quality & Cost Effectiveness
- Preservation & Maintenance
- Montana's Economy
- Congestion & Delay Relief

Montana Highway Safety



Image credit: Montana Department of Transportation

225 people died on Montana roads in 2015 and another 5,486 were injured. In Montana, the cost of crash-related deaths is almost \$300 million annually. Vehicular crashes are one of the top causes of unintentional injury deaths.

Comment

Suggest another item

?

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Priority Ranking What to do Next Task

WELCOME **RANKING** **STRATEGIES** **BUDGETING** **STAY INVOLVED**

1 **Quality & Cost Effectiveness**

Order your top 4 items
↑ above this line ↑

- Montana Highway Safety
- Montana's Environment**
- Transportation Options
- Preservation & Maintenance
- Montana's Economy
- Congestion & Delay Relief

Montana's Environment



Image credit: Montana Office of Tourism

MDT provides environmental stewardship by minimizing transportation impacts to natural resources, conserving energy, managing storm water runoff from roads, and planning for natural disasters.

Comment

Suggest another item

?

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WELCOME

RANKING

?

2 Priority Ranking

What to do
Next Task

1 Quality & Cost Effectiveness

Order your top 4 items
↑ above this line ↑

- Preservation & Maintenance
- Transportation Options
- Montana Highway Safety
- Montana's Economy
- Congestion & Delay Relief
- Montana's Environment

Suggest another item

Quality & Cost Effectiveness



Image credit: Montana Department of Transportation

MDT emphasizes quality and cost effectiveness through innovative contracting, streamlined environmental review and project delivery, and investment decisions that consider public input, system performance, and available resources.

Comment

3 STRATEGIES

4 BUDGETING

5 STAY INVOLVED

?

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WELCOME

RANKING

?

Priority Ranking

What to do
Next Task

1 Quality & Cost Effectiveness

Order your top 4 items
↑ above this line ↑

- Transportation Options
- Montana's Environment
- Montana Highway Safety
- Preservation & Maintenance
- Montana's Economy
- Congestion & Delay Relief

Suggest another item

Congestion & Delay Relief



Image credit: Montana Department of Transportation

MDT strives to keep traffic moving on existing infrastructure by implementing multimodal and intermodal options, preserving capacity, keeping winter roads clear, synchronizing traffic signals, and improving system security, safety, and reliability.

Comment

3 STRATEGIES

4 BUDGETING

5 STAY INVOLVED

?

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3 Strategy Ranking What to do Next Task

WELCOME **RANKING** **STRATEGIES** **BUDGETING** **STAY INVOLVED**

Montana Highway Safety

Quality & Cost Effectiveness

Transportation Options

Congestion & Delay Relief

Montana Highway Safety
More about this

Safety Through Engineering ★★★★★
Improve road safety through engineering (such as traffic signals, guardrail, redesign, slope flattening). Comment

Safety Through Education ★★★★★
Support education of all roadway users on safe driving, bicycling, and walking practices. Comment

Safety Through Enforcement ★★★★★
Support increased enforcement of traffic laws and emergency medical response. Comment

Safety Through Security ★★★★★
Improve security of transportation system from acts of terror and natural disaster. Comment

Safety Through Legislation ★★★★★
Support legislation to improve safety. Comment

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3 Strategy Ranking What to do Next Task

WELCOME **RANKING** **STRATEGIES** **BUDGETING** **STAY INVOLVED**

Montana Highway Safety

Quality & Cost Effectiveness

Transportation Options

Congestion & Delay Relief

Quality & Cost Effectiveness
More about this

Selection & Timing ★★★★★
Ensure the right project at the right time. Comment

Decision Making ★★★★★
Make decisions in consideration of public input, system performance, and available resources. Comment

Public Input ★★★★★
Provide opportunities for public and stakeholder input at key decision points. Comment

Innovative Products & Services ★★★★★
Identify innovative products and services to save time and money without sacrificing quality. Comment

Innovative Contracting ★★★★★
Use innovative contracting, as appropriate, to expedite project delivery and minimize travel disruption. Comment

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3 Strategy Ranking What to do Next Task

WELCOME **RANKING** **STRATEGIES** **BUDGETING** **STAY INVOLVED**

Transportation Options *Transportation Options* [More about this](#)

Pedestrian/Bicycle Facilities ★★★★★
Provide pedestrian and bicycle facilities. [Comment](#)

Accessibility ★★★★★
Address curb and sidewalk deficiencies related to accessibility. [Comment](#)

Multimodal Connections ★★★★★
Consider modal connections (such as linking bicycle and pedestrian facilities with transit). [Comment](#)

Local Transit ★★★★★
Support local transit systems. [Comment](#)

Intercity Transit ★★★★★
Preserve or improve intercity transit connections. [Comment](#)

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3 Strategy Ranking What to do Next Task

WELCOME **RANKING** **STRATEGIES** **BUDGETING** **STAY INVOLVED**

Montana Highway Safety

Quality & Cost Effectiveness

Transportation Options

Congestion & Delay Relief

Congestion & Delay Relief [More about this](#)

Winter Maintenance ★★★★★
Clear winter roads during and immediately after storm events. [Comment](#)

Congestion & Delay ★★★★★
Minimize road congestion and travel delays. [Comment](#)

Access Management ★★★★★
Limit access points to main routes to improve travel efficiency and safety. [Comment](#)

Intersections ★★★★★
Improve signal and intersection operations. [Comment](#)

Intelligent Transportation Systems ★★★★★
Utilize cost-effective ITS applications to improve system operations. [Comment](#)

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3 Strategy Ranking What to do Next Task

WELCOME **RANKING** **STRATEGIES** **BUDGETING** **STAY INVOLVED**

Montana's Environment
Preservation & Maintenance
Montana's Economy

Montana's Environment
 [More about this](#)

Impact Minimization
Minimize environmental impacts. ★ ★ ★ ★ ★ Comment

Storm Water Management
Manage storm water runoff from road surfaces. ★ ★ ★ ★ ★ Comment

Preparedness
Prepare for natural disasters to ensure transportation system reliability. ★ ★ ★ ★ ★ Comment

Land Use Planning
Work with local partners to minimize land use impacts to the environment and transportation system. ★ ★ ★ ★ ★ Comment

Wildlife Considerations
Include wildlife accommodations in projects if appropriate. ★ ★ ★ ★ ★ Comment

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3 Strategy Ranking What to do Next Task

WELCOME **RANKING** **STRATEGIES** **BUDGETING** **STAY INVOLVED**

Montana's Environment
Preservation & Maintenance
Montana's Economy

Preservation & Maintenance
 [More about this](#)

Pavement & Bridge Condition
Preserve road pavement and bridge deck condition. ★ ★ ★ ★ ★ Comment

Aging Roadway Upgrades
Improve roads not built to modern standards (such as widening and slope flattening). ★ ★ ★ ★ ★ Comment

Rest Areas
Improve rest area availability and condition. ★ ★ ★ ★ ★ Comment

Planned Growth
Assist communities with integrating planned growth and transportation planning. ★ ★ ★ ★ ★ Comment

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3 Strategy Ranking What to do Next Task

WELCOME RANKING STRATEGIES BUDGETING STAY INVOLVED

Montana's Environment

Preservation & Maintenance

Montana's Economy



Montana's Economy
More about this

Freight & Intermodal Solutions
Improve freight corridors and intermodal connections. ★ ★ ★ ★ ★
[Comment](#)

Tourism Support
Support tourism through access to recreational, historic, cultural, and scenic destinations. ★ ★ ★ ★ ★
[Comment](#)

Air Service
Work to ensure Essential Air Service & adequate commercial air service is available in communities. ★ ★ ★ ★ ★
[Comment](#)

Road Capacity & Operation
Monitor and address road capacity and operation needs due to community growth and development. ★ ★ ★ ★ ★
[Comment](#)

Rail Service
Protect Amtrak service on the Empire Builder route. ★ ★ ★ ★ ★
[Comment](#)

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4 Resource Allocation What to do Next Task

WELCOME RANKING STRATEGIES BUDGETING STAY INVOLVED

Transportation needs are outpacing resources 3 to 1. Tough choices are ahead. Show us what is important to you by allocating resources tokens.

Drag coins to invest in the categories you prefer.



10

Winter Road Maintenance	Rest Area Maintenance/ Availability	Pavement & Bridge Condition	New Roads & Driving Lanes
 0	 0	 0	 0
Bicycle Infrastructure	Improved Sidewalks	Roadway Safety Improvements	Environmental Accommodation
 0	 0	 0	 0

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WELCOME RANKING STRATEGIES BUDGETING STAY INVOLVED

Stay Involved

What to do

Final Questions (Optional)

In which county do you reside?
Select:

What is your age?
Select:

With which ethnicity do you identify?
Select:

What is your primary mode of transportation?
Select:

What other modes of transportation do you use?
 Automobile Public Transportation
 Bicycling Walking Air Travel
 Rail Travel

Email Address:
Type...

Thanks for your input

Thanks for your input! Please answer a few final questions to help us understand your input better.

Your feedback will help us evaluate priorities and keep Montana's transportation system moving forward! Sign up to receive updates as we keep working.

[Find out more about TranPlanMT.](#)



MONTANA
MDT
DEPARTMENT OF TRANSPORTATION



TranPlanMT
Moving Montana Forward. Together.



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Survey Comments

More than 650 comments were collected during the survey period.
The following sections list comments by survey screen.



TranPlanMT - Screen 2 : Priority Ranking

Comment Question: **Suggest another item for future consideration**

Visit ID	Date	Comment
2319697	6/3/2016	Non-motorized travel, specifically bicycles
2326141	6/9/2016	Amtrak connections
2286492	5/5/2016	Rail system to move people around the state
2286546	5/5/2016	Fix the hiways in eastern mt. Spend all the money on moving dirt and paving roads instead of these lame choices you listed
2289896	5/8/2016	Haul more freight and passengers by train
2294473	5/12/2016	hyperloop passenger rail to and through southern Montana.
2312584	5/27/2016	Bridge replacement
2319928	6/3/2016	Wild animal protection on our highways by building animal overpasses. Eg: overpasses in Banf area & canadian rockies
2325559	6/9/2016	Montana airway beacons
2336999	6/21/2016	Passenger Rail along the southern route
2340844	6/24/2016	Tourism and Wayfinding
2341188	6/25/2016	Forbid cross country use of 191 by 18 wheelers in Gallatin Canyon
2343648	6/28/2016	Tourism Wayfinding
2344503	6/29/2016	LOSE the roundabouts.
2344834	6/29/2016	wildlife conservation
2348301	7/2/2016	Safety
2352358	7/7/2016	Shoulders on Hwy 10. Used by joggers and bikers
2359885	7/14/2016	Constant summer construction delays; signage for drivers not using turnouts; signage not to stop for animals in dangerous places
2362119	7/16/2016	Improve/expand existing infrastructure
2364864	7/18/2016	Active transport; bikes, walk, jog.
2366053	7/19/2016	Maintaining passenger vehicle and freight connectivity.
2368824	7/21/2016	Re hwy 64 going thru Big Sky The speed limit from American Bank to just past Andesite road needs to be reduced to 25 MPH. I realize that this will not happen until someone pays the ultimate price with there life as this is how things happen. I hope you can live with knowing that not taking action to do this will cause the death of someone, A mother, a daughter, a son, a father will die if you do nothing to prevent it.
2369701	7/21/2016	Preparation for future changes in motive power and intermodal linkages
2371224	7/24/2016	Traffic law enforcement! Speed limit reduction and enforcement!
2372542	7/25/2016	Tourism
2372542	7/25/2016	Wayfinding Signs

2379060	7/29/2016	Truck traffic on two lane highways not built for trucks. Noise from trucks in residential areas. Like Madison valley
2380008	7/29/2016	Tourism
2380047	7/30/2016	Long haul truck traffic on valley highways instead of large interstate freeways
2380421	7/30/2016	None
2380547	7/30/2016	Public health
2381418	7/31/2016	Pedestrian and Cyclist Safety

Comment Question: **Montana Highway Safety**

Visit ID	Date	Comment
2317953	6/1/2016	MDT's focus on congestion and delay reduction (LOS) is in direct contrast to roadway safety goals (Vision Zero) and this focus on LOS will never allow Vision Zero to be a reality.
2286457	5/5/2016	More rules and consequences for the public and the Tribes for drunk driving offences.
2292362	5/10/2016	Existing research shows speed is related to crashes and crash severity and wildlife collisions. We need to institute lower speeds, and allow local governments/MDT districts to more easily and quickly establish speed zones.
2320564	6/4/2016	speed with no enforcement people ignore signs dont pay attention to what there doing
2322302	6/6/2016	Montana's economy relies on the quality of the environment so those two are interrelated. we should fix what we have first and not build new. some people who are unsafe drivers have no other choice, we need more transportation options. we also need to improve our driving behavior on our highways.
2326835	6/10/2016	Primary seatbelt law, PLEASE!!
2331678	6/15/2016	Human safety should be the top priority. This requires that MDT maintain a quality transportation system within the budget, which is the main purpose of MDT.
2340222	6/24/2016	Primary seatbelt law
2340271	6/24/2016	Please widen Churchill Road, narrow bridges, bike traffic cause hazards
2340284	6/24/2016	That doesn't mean rumble strips on narrow shoulders so cyclists have to operate left of the fog line. STOP PUTTING RUMBLE STRIPS RIGHT DOWN THE MIDDLE OF NARROW SHOULDERS!!!
2340529	6/24/2016	Complete needed road maintenance
2342707	6/27/2016	Out of state visitors seem to think MT is the wild west of no speed limit. Zipping by at 85 mph + and not accustom to those speeds = bad results. Tamp down the out of state speeders.
2342720	6/27/2016	US 2 needs continued improvement with passing lanes and 4 lanes in some regions. US 191 and 87 from Malta to Billings needs wider shoulders for safety. Missouri breaks area at Robinson bridge needs continued and permanent solution.
2347129	7/1/2016	We live 1 mile north of Big Sky on Hwy 191. I need to take caution when pulling in and out of my driveway due to the speed limit. I would like to see a reduction in speed limit in this area, which is now residential.

2350825	7/5/2016	So much has been done to keep Highway fatalities down. Let's keep at it!
2351808	7/6/2016	Hwy 64 in Big Sky needs lights or roundabouts to not only slow traffic down but to provide safety and turn lanes. Don't know why you didn't do this when hospital and other business's added!
2352103	7/7/2016	DUI, distracted driving, and similar bad driver behaviors are leading causes of fatalities and injuries. Poor design or road conditions are seldom reported causes. Don't try and nerf up the transportation system. Demand driver accountability. Stupid will always win over good design. Vision zero is a nice talking point but MDT can't engineer road solutions to dumb behavior. Spend money wisely on education and some safety improvements but realize the limits MDT can achieve.
2352103	7/7/2016	DUI, distracted driving, and similar bad driver behaviors are leading causes of fatalities and injuries. Poor design or road conditions are seldom reported causes. Don't try and nerf up the transportation system. Demand driver accountability. Stupid will always win over good design. Vision zero is a nice talking point but MDT can't engineer road solutions to dumb behavior. Spend money wisely on education and some safety improvements but realize the limits MDT can achieve. The recent decision to allow electronic billboards was a foolish one. Undo it as soon as possible.
2353880	7/8/2016	The main reason for so many deaths is people being stupid, i.e. no seat belts or DUI. Why is it the DOT responsibility to reduce deaths of stupid people? Let the DOJ handle it.
2357548	7/12/2016	Reduce the speed limit to equal the design speed
2360494	7/14/2016	Safety should be paramount and we are doing a great job improving safety using good engineering principles. I don't get Vision Zero as zero doesn't seem like a realistic goal and doesn't help prioritize what the biggest issues are.
2360576	7/14/2016	Can we have a program for all Montana High Schools with the Graphic/ visual and theatrical presentations about the aftermath of Texting, drinking, talking/ speeding Require it and a test to pass in order to receive their license
2362669	7/16/2016	HIGHWAY 232 NORTH OF HAVRE THE FIRST 24 MILES IS A DEADLY ROAD TO TRAVLE, AND 232 IS A INTERNATIONAL LINK TO THE STATE OF MONTANA AS WELL, WITH CONNETIONS NORTH ANS SOUTH AS WELL TO EAST AND WEST ON HIGHWAY #2
2364958	7/18/2016	Night time visibility, or lack thereof, is a big deal to me. In some areas, visibility is limited because of the openness of our state and the only light on the road, is from your headlights. It is worse in the winter when the roads are covered with snow. It would be great if the white line could at regular intervals, be marked with reflective stakes. This I believe would be very beneficial in areas with steep drop offs, such as MacDonald Pass and curvy roads.
2367975	7/20/2016	very important
2367986	7/20/2016	Relying on more salt to treat Montana Highways is unsafe, attracting more wildlife to consume the salt on to Montana winter roads. Liquid de icer saves lives, and saves money by less rust to Montana motorists in the long run. MDT should NOT increase salt treatment on Montana roadways.
2367986	7/20/2016	Relying on more salt to treat Montana Highways is unsafe, attracting more wildlife to consume the salt on to Montana winter roads. Liquid de icer saves lives, and saves money by less rust to Montana motorists in the long run. MDT should NOT increase salt treatment on Montana roadways. Also, Montana State newly paved roads should be chip

TranPlanMT - Screen 2 : Priority Ranking

		sealed before the advent of winter seasons to enhance traction and save lives.
2368031	7/20/2016	The enforcement of safety is lagging drastically across the whole state.
2369370	7/21/2016	We live on a Bike America travel route in a valley with thousands of deer, elk, and antelope. Cross country semi trucks add a very dangerous element to the mix....HWY 287
2370241	7/22/2016	The semi traffic on 191 between Bozeman and Big Sky is absolutely ridiculous. It would be helpful to have more police on that road pulling over Semi's who are pulling extremely heavy loads and going well above the 55 mph speed limit. Also, it would be helpful if police pulled over semi's who had a line of cars behind them of 5 or more and give them warnings or ticket them. It would be nice to ban semi's on that road in general, but I know that that is impossible.
2371224	7/24/2016	Montana has the highest number of deaths per miles driven of any state. Someone should actually be very, very worried about that. Montana also has the worst drivers. A car insurance group study has ranked the worst drivers in the country and Montana took the dubious top honors. Drivers in Big Sky country ranked at the top for speeding, sixth for careless driving and eighth for failure to obey traffic laws. (Bozeman Daily Chronicle Nov. 28 2015). Safety and law enforcement are my only priorities. I lost my cousin due to the other driver speeding and passing.
2372784	7/25/2016	Substance abuse remains a major cause of vehicle crashes. Stronger laws that would confiscate vehicles and raise monetary fines could fund education and alcohol court costs while making drivers think twice before driving impaired.
2373286	7/26/2016	Safety on our roadways is a must and a top priority.
2373445	7/26/2016	Route 287 through Ennis and Cameron towards Yellowstone is very dangerous due to excessive truck traffic.
2373449	7/26/2016	Big haulers traveling at high speeds on two-lane highways are a constant source of danger - especially the Gallatin Highway!
2376146	7/27/2016	I feel the speed limit is too high here. People already drive too fast and Montana is a leader in vehicular fatalities. Add a stark increase in construction trucks moving through Gallatin Canyon and the roads become very unsafe. I don't feel safe on Montana's highways.
2376833	7/28/2016	no enforcement
2380047	7/30/2016	Long haul truckers should take large freeways such as I 15 and not the valley highways. Their size and number create unnecessary issues with highway safety.
2382852	8/2/2016	Safety is very important. Example: Killing people at Green Meadow Drive and Lincoln Road solution: I recommend (as a 30 year experienced MDT Design Engineer, P.E.) this inexpensive fix should be done immediately. 1. On Green Meadow Dr: • Mill a series of 4 or 5 deep rumble strips – the existing ones are too wimpy and can barely be felt by newer vehicles with larger wheels. • Install two large, over-sized warning stop ahead signs. 2. On Lincoln Road west of Green Meadow Dr: • Mill a set of deep rumble strips. • Install symbolic two-car car crash sign. • Reduce speed to 35 mph next 5 miles. 3. All signs to be over-sized with the new daylight high resolution Scotch Lite finishes. 4. Do not wait to let a contract. • Get volunteers from MDT, county and contractors to make the signs. • Make this a city and county wide project. Contractor and MDT and power company could drill sign holes. Capital High kids and other volunteers could set the signs in donated Sakrete from Lowes, Home Depot and Power Townsend. 5. This can be an inexpensive,

	quick fix to drastically reduce the deaths and carnage on Lincoln Road. Please for the families and friends of the victims, let's get it done.
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Comment Question: **Montana's Economy**

Visit ID	Date	Comment
2330134	6/14/2016	need to support and encourage a thriving economy in the state
2298860	5/15/2016	A four lan
2298860	5/15/2016	A four lane highway from Billings to Great Falls would help travel and commerce.
2320564	6/4/2016	boost income write some tickets & get judges to back them
2331678	6/15/2016	Planning for future freight should address safety issues, impacts to the environment, and impacts to local communities.
2340844	6/24/2016	We'd love to see a partnership program between MDT and tourism communities. Many states' departments of transportation seem to embrace a connection with tourism, leveraging the tourism industry to help get useful information to people seeking Montana's many treasures.
2342720	6/27/2016	Business and Industry must have preference in transportation issues. Improved north/south corridors are necessary to facilitate commerce with Canada, especially Sask. Ports of entry should have consistent hours.
2350825	7/5/2016	Stewardship of our money is key!
2351112	7/6/2016	Put the emphasis on improving and maintaining the miles where the most traffic occurs. Hwy 64 has great traffic loads. repair the potholes in the bridges on a regular basis. Damage to cars, tires is tremendous.
2373286	7/26/2016	To this topic need to note the work being done by a group looking to make a better and safer highway 232 North of Havre. As Alberta is our #1 busy neighbor, we need to think about MT economy growth potential, with a better roadway.
2373449	7/26/2016	I have to believe Montana's economy would benefit from having the big haulers make required stops at weigh stations on the Interstate, rather than duck the taxes by diverting to the Madison Valley or Gallatin Highway, for example.
2373847	7/27/2016	Trucks moving across 287 accelerate in the 4am to 8am time at a dangerous pace. Observe the skid marks daily of the trucks braking at a high rate of speed to miss animals crossing the road. It is also a hazardous waste potential for the Madison River and access points.
2376146	7/27/2016	Montana ranks among the lowest in wages in the United States, but the cost of living is relatively high. Improving Montana's Economy would be hugely important to its success.
2379060	7/29/2016	That miminum wages are raised

Comment Question: **Transportation Options**

Visit ID	Date	Comment
2317953	6/1/2016	MDT does very little on their own, without significant public pushing, to incorporate or support multimodal transportation. Recently they told locals that they would no longer build or maintain separated paths because of budget constraints. Again, LOS is driving their goals and not moving people safely or cost-effectively.

2330134	6/14/2016	Need to support alternative options, e.g., rail, air
2286457	5/5/2016	Better train service. North to South. East to West.
2291194	5/9/2016	In my opinion Transportation Options should be a top priority because it can help solve other issues such as safety, congestion, environment, and economy.
2326843	6/10/2016	Need safe bike routes and infrastructure to allow separated bike paths.
2331678	6/15/2016	Demographic data shows that more people are moving into urban areas and Montana is aging. Millennials make up the greatest share of the workforce across the U.S. There is a need to provide transportation options in urban areas for our aging population and to attract the millennials that are critical to Montana's economic growth.
2340222	6/24/2016	Designated bike trails
2340241	6/24/2016	MDT keeps acting like walking and biking are not viable transportation options. They keep treating local streets like highways and getting rid of trees, outlawing pleasant streetscape improvements and ignoring bikes as viable means of transportation.
2340281	6/24/2016	We must explore the opportunities of Solar Roadways for both transportation and energy. Autonomous cars are going to completely change our lives. MDOT needs to be out in front.
2340322	6/24/2016	A passenger train across the southern part of the state (I-90/I-94 corridor) would greatly enhance transportation in MT.
2347129	7/1/2016	Improve bus transportation to Big Sky to reduce the thousands of vehicles that travel from Bozeman to Big Sky each day.
2347517	7/1/2016	The approval process for wayfinding signs, welcome to community entry monuments, decorative roadway lighting with informational or community marketing banners, and other tourism and safety enhancements must be easier and quicker. It's a well known fact that the MDT bureaucracy is tough to negotiate and doesn't approach issues from the tourism/economic growth perspective as much as it should. Other states have figured this out. Look at the photo above with the bus service picking up mountain bikers in Big Sky Town Center and taking them up the mountain to ride the new Flow trails.
2348487	7/2/2016	Connecting Visitors to the area with both Mountain and Meadow businesses to increase visitor dollars spent and improve local economy
2350825	7/5/2016	Co-ops, public transportation, and non-vehicular forms of transportation are more and more important for our health and environment.
2352103	7/7/2016	Too many MDT routes have poor accessibility. Sidewalks immediately next to curbs are often snow covered. Get planting strips and trees along roads in cities. These provide snow storage areas and help the sidewalk user be separated from motor traffic and be more comfortable and safer. In urbanizing areas all MDT funded projects and plans should include right of way for installation of bike and walking facilities.
2355425	7/10/2016	We need a bypass/truck route in Sidney!
2356524	7/11/2016	Finish paving the shoulder on US 2 across the state for long haul bicyclists
2357548	7/12/2016	Stop spending highway dollars for off highway uses. Use non-highway dollars for bikes etc.

2360494	7/14/2016	Things are changing fast in the bike/ped field and things that are almost mainstream now, like protected intersections, weren't even on the radar on the last tranplan. Take a good look at opportunities to promote subjective safety for transportation cycling by promoting best practices of protected cycleways, protected intersections, and prioritizing winter maintenance of bike facilities in urban areas.
2361297	7/15/2016	I do not think large trucks should be allowed on Hwy 191. The congestion on this road is terrible and it is a nightmare to drive it when there are large vehicles many of which go too fast. In particular, trucks carrying hazardous materials should be allowed as the Gallatin River is a precious resource.
2363248	7/17/2016	368midden
2364958	7/18/2016	I believe that having safe, reliable transportation in town and between communities could lessen the environmental impact. Not everyone can ride a bike to get around and for those who can, our winters make it difficult to do all year. Not everyone has a vehicle or able to drive either, so public transportation would be great.
2367975	7/20/2016	Include passenger rail
2368004	7/20/2016	I feel that every time a road is chip sealed, or repaired, there should be a shoulder of a few feet. I do not fee comfortable biking on the white line, and I don't know why it would be so difficult to work into a construction contract to get a shoulder in place on all new roads/current roads being worked on. Thanks
2368031	7/20/2016	Bicycling is pretty dangerous at present. The law says they are to obide by motorist rules yet these are obscure and non enforced, even in our towns and communities.
2368216	7/20/2016	Montana should pressure Amtrac to serve southern MT on the old Northern Pacific route. There should be safe pedestrian/bicycle routes along entrances to MT cities.
2372538	7/25/2016	move long haul semi traffic from 2 lane highways onto the interstates.
2373286	7/26/2016	Biking MT is coming a wonderful recreational activity for tourists and while we some wonderful roadways around the state for such activity, Hwy 2 is not a good safe path. As the road is improved, consideration needs to made for bikes.
2373449	7/26/2016	Keep the big haulers in the Interstate, not avoiding weigh stations and doing damage to smaller highways like the Madison Valley and Gallatin Canyon, as well as endangering other traffic on those 2-lane roads
2374259	7/27/2016	Long-haul truckers using small secondary roads such as 87,287,191, etc, instead of the highways designed for them, put people and wildlife at extreme risk
2378762	7/28/2016	I feel that the interstate is build the handle the larger and heavy loads. may take longer for the trucks and end up coating tax payers more but I think and trade off is less repairs and maintenance on the two lane highways.
2381098	7/31/2016	Roads need to have enough space for bikers to ride safely
2381893	8/1/2016	The Hwys 287 &191 on SW Montana are a basis of a strong tourist economy. Reducing the heavy truck traffic has the effect of enhancing the visitors' experience not only allowing the bicycle experience to be more enjoyable but by also reducing the tremendous noise pollution that emanates from the big trucks.

Comment Question: **Preservation Maintenance**

Visit ID	Date	Comment
2317071	5/31/2016	My biggest concern is not on this list. Emergency Management may require urgent transportation resources across the state in response to an emergency or disaster.
2292362	5/10/2016	We need to reorganize our funding allocations to enable adequate maintenance and repair of existing infrastructure. We also need to STOP building more projects and bigger roads until we are taking good care of what we already have in place. We also need to analyze the cumulative amount and potential impacts of current required maintenance, particularly things like chemical deicers.
2322238	6/6/2016	We need to get the Feds to get a transportation bill passed and then fund it. More taxes are needed!!!
2340222	6/24/2016	Get out there and clean the roads of grit--not digging this rumble strip on passing zones
2345427	6/30/2016	usually someone needs to pay with there life to effect change, please do not wait until this happens. We have a road running right thru our town with two pedestrian cross walks that have a speed limit of 50 mph. I suspect that for that to change someone will need to die. Would be great if someone could change the speed limit before that happens. I do suspect that we will need to read in the news paper of a death before the speed limit changes. seems to be the Montana way. Just ask the family of the person who died on Huffing lane West of Bozeman.
2350719	7/5/2016	MDT does a terrific job of maintenance. Keep up the good work!
2350825	7/5/2016	Let's take care of what we already have!
2364958	7/18/2016	Grandma and grandpa had it right, "If it's broke, fix it!" It's plain ol' common sense. Only replace something when it can no longer be fixe effectively.
2367986	7/20/2016	Montana State Roadway's being chip sealed enhances both safety and wear on paved roads in Montana.
2373050	7/26/2016	Under environment, please strongly consider NOISE from "caravans" of nighttime trucks!
2373286	7/26/2016	preservation and maintenance is key. We are seeing crumbling curbs along Hwy 2 in Havre and not only do the look bad they are not safe. regular maintenance is cost effective.
2373449	7/26/2016	Surely having big haulers use smaller roads to avoid taxes (using the Madison Vallay or Gallatin Highway, for example) puts major physical demands on the well being of the smaller roads, especially in winter. Safety is also a huge issue!
2373634	7/26/2016	We are on highway 20 in a homeowners association by Henrys Lake. At least 100 trucks a day go through our community, disturbing the peaceful tranquility of lakeside living. The posted speed limit is 45 mph, rarely does a truck follow that. They're usually doing at least 60 mph, it's not only unsafe, it's disturbing!!
2381893	8/1/2016	Overweight non regulated interstate big trucks should be moved off HWY 287 &191 to the Interstate System to reduce maintenance costs. These trucks use these highways because they are not checked on these routes.
2382852	8/2/2016	It is very important to fix the minor problems before they become major. For example: 1. Colonial Drive: • Fix pipe settlement and severe dip near Hunter's Point. • Eliminate all concrete collars and adjust the manholes and valve boxes. Without concrete collars, manholes could easily be adjusted to accommodate future overlays. Are the project

	<p>managers and contractors too lazy to adequately adjust the manholes during construction instead of using bigger and bigger collars? • Coordinate with road design, traffic striping lane plans and the utility section to never put manholes or valve boxes in vehicle wheel paths. The vehicles always pound down the manholes and break the concrete collars which then leak and settle more.</p>
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Comment Question: **Congestion Delay Relief**

Visit ID	Date	Comment
2317953	6/1/2016	This absolutely should be MDTs last priority. We, as humans, should not expect a congestion-free existence and MDT should not spend significant resources trying to accomplish this goal other than investments in ITS and transportation options. In other words, you will never build your way out of congestion in the form of more or wider roads. So make wise, cost-effective, and safer decisions to improve congestion by investing in ITS (which the state is woefully behind on) and multimodal options so people can travel without their cars.
2319890	6/3/2016	Need more of our transportation funding to go towards alternative modes. The TA program is not a good source if you are a large community that serves a much higher population base.
2340222	6/24/2016	keep your plows rolling during the winter, they do great at keeping the roads safe!
2343034	6/27/2016	Lights on Bozeman thoroughfares like Main Street should be timed. Navigating Bozeman east-to-west or vice-versa during rush hour takes twice as long as it should due, in part, to the fact that the lights are not timed.
2344503	6/29/2016	One thought: LOSE the roundabouts.
2346872	7/1/2016	More public transportation.
2352358	7/7/2016	The whole Laurel I90 needs to be redesigned. No wild curves over bridges, slower speed, better on and off ramps Whoever thought to enter I90 on a bridge? Bad design. Don't wait for more deaths!
2360307	7/14/2016	Many times, I drive the Hwy up to my home in Big Sky, and drivers on the Hwy, are so excited to see the river and beautiful mountains and etc, they just slow down to 35 miles an hour, and become looky lookers.' So how about a sign posted that puts a min. on the speed [summer time] of 45 miles an hour.... winter time is another story. Ron Melville
2365535	7/18/2016	In Missoula, I swear they cause Congestion to try to force folks to ride bikes. Lights are not timed, traffic does not move. All about the bikes, free buses, but nothing for cars.
2369498	7/21/2016	Truck traffic 191 must be cut back. Truckers using 191 short-cut instead of Interstate must be stopped. Dangers to travelers & environment.
2380421	7/30/2016	Thank you for trying your best
2380547	7/30/2016	Up-to-date transportation planning must include considerations of public health. This includes access to various forms of transportation for disabled, the elderly, and low income citizens. These underserved population's need access so they can get access to providers. In addition, pedestrian walkways and safe bike lanes, i.e., lanes that are on the inside of parked cars, encourage safe exercise and allow people to control their own methods of transportation. these measures improve the mental health of all citizens as well as their physical health.

2382852	8/2/2016	<p>1. Restripe 11th Avenue from Montana Ave to I-15 for 3 traffic lanes with a smaller bike lane on each side making it a similar width as Custer Avenue. This would be adequate for minimal bike traffic. (I have never seen even one bike.) 2. Reinstate all the double left turn lanes used while building the Custer Avenue Bridge and look for other locations like the post office at Cedar Street. The traffic was just getting to use them properly when you took them out. 3. Install a free right turn arrow on southbound Montana Ave going west on 11th Ave. The only conflict is with pedestrians and they could push the button to turn the arrow to flashing red. This was a free right turn for 30 years with no problem. 4. Restripe the double left turn lanes on Prospect going south on Montana so it's not such a sharp turn. This will ease and speed up the traffic movement. The present turn bay striping is an ancient leftover when left turns were allowed from northbound Montana onto Prospect Ave going west. This turn movement is now prohibited.</p>
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Comment Question: **Montana's Environment**

Visit ID	Date	Comment
2292362	5/10/2016	I would like to see MDT proactively show sensitivity to the environment, rather than just meeting the minimal standards required for permitting.
2331678	6/15/2016	Where wildlife habitat intersects transportation networks, there are opportunities to reduce wildlife/vehicle collisions. This would provide for increased human safety and protection of wildlife habitat.
2337426	6/21/2016	No comment
2342720	6/27/2016	Montana seems to have a good current balance, industry and transportation are key to key to economies and should not be jeopardized by environmental regulations.
2343034	6/27/2016	Highway 191 between Bozeman and West Yellowstone takes place along an environmentally-sensitive corridor given the proximity of the Gallatin River, but traffic is a huge burden to commuters. Greater enforcement mandating use of the slow-vehicle turnouts and passing lanes north and south of the canyon would relieve some of the speed disparity that causes strings of vehicles behind the bigger rigs driving the canyon. Other options to expand the roadway in areas that won't negatively impact the river should be explored. Gallatin County should fund the Skyline Bus Service that keeps fewer commuter vehicles from traveling 191 every day.
2344834	6/29/2016	top priority
2350825	7/5/2016	This is what I have grown to love about Montana and want to keep the environment as stable and natural as possible.
2360576	7/14/2016	Can we have a program for all Montana High Schools with the Graphic/ visual and theatrical presentations about the aftermath of Texting, drinking, talking/ speeding Require it and a test to pass in order to receive their license
2364958	7/18/2016	The overall freshness of Montana is what makes it beautiful and inviting.
2368216	7/20/2016	add animal over- or under-passes at wildlife corridors
2373089	7/26/2016	Large trucks using highway 287 through Ennis are a danger to the Madison Valley's wildlife, are noisy and smelly and disrupt the beauty of the area. They are also a hazard to the people who use the road for recreation such as bikers, fishermen, and tourists...
2373294	7/26/2016	I worry about big rigs having accidents causing chemical spills that could pollute our rivers and kill fish and other wildlife. I see so many dead animals on the sides of roads-

		birds, elk, deer, pronghorn. Safe passage for animals is important to me.
2373661	7/26/2016	We live along the Madison River south of Cameron on 287. This is a major fishing and tourist area as well as an area with abundant wildlife and an important fishery. The long haul large trucks have a negative impact and have an alternative route.
2373847	7/27/2016	Transportation by large trucks is a huge threat to the environment, deteriorates the roads and is a huge noise issue. Trucks should be detoured say from 287.
2374002	7/27/2016	Maintain environmental friendliness
2379661	7/29/2016	order is backward
2381893	8/1/2016	Highway 287 thru the Madison crosses animal migration corridors that should be given priority

Comment Question: **Quality Cost Effectiveness**

Visit ID	Date	Comment
2317953	6/1/2016	MDT's primary goal of decreasing delay and congestion leads to bigger, wider roads, which are costlier to maintain and operate and do not represent cost-effective transportation strategies (at least in urban areas).
2292362	5/10/2016	We lack effective strategies for meaningful public involvement in transportation decisions and project development. This website is great and this process for comment is kinda fun. But if I did not happen to see this on the MDT intranet I would not have been aware the TranPlanMT 2016 process was even happening. Especially in rural areas that do not have the population to qualify for an MPO we need a public process that allows for more direct involvement that continues throughout a project. MDT could work with commissioners in a county to establish an ongoing process for citizens to stay involved and informed about transportation. This would build a citizen framework who is educated about how the transportation system is managed and funded. This way people are more realistic about what is possible and can be more effective to help find solutions for creatively meeting the needs.
2321397	6/5/2016	Landscaping is inconsistently applied to MDT projects in different communities. It needs to be robust and consistent in all parts of the State. Go to Colorado and the overpasses and entryways into communities are beautifully landscaped. There needs to be a total change to attitude and philosophy so that our transportation corridors are attractive and enjoyable for the traveling public.
2340241	6/24/2016	Studies continue to show that adding lanes just increases sprawl and congestion. Use street diets and complete streets instead to enhance multimodal transportation and improve safety for people.
2342682	6/27/2016	70 MPH is ridiculously high for MT two lane highways. Many HWYs are without shoulders and have slow traffic moving on and off. Farm and HWY dwellings located on two lane HWYs are in peril.
2342682	6/27/2016	70 MPH is ridiculously high for MT two lane highways. Many HWYs are without shoulders and have slow traffic moving on and off. Farm and HWY dwellings located on two lane HWYs are in peril. I completed this Task 2 but your survey won't let me move on to Task 3. It says I haven't completed Task 2. I give up.
2342932	6/27/2016	In communities: focus on "town building" in design and quality. Link new transportation investments to id. economic needs.

Comment Question: **Suggestion Montana Highway Safety**

Visit ID	Date	Comment
2287974	5/6/2016	Maintenance!
2344623	6/29/2016	Highway safety for ALL users of our highways, especially our rural two-lanes which serve agricultural areas. Highway 86 is example - AG users have petitioned that the default 70 mph is WAY too fast for the operations that this Ag community utilizes in traveling this highway. Road kill of Wildlife is also excessive because of speeding!
2369370	7/21/2016	Plan for which routes are best for semi truck traffic, which routes are best for bicycles, walkers. Use incentive, education and signage to direct use to appropriate routes.to direct

Comment Question: **Safety Through Engineering**

Visit ID	Date	Comment
2317953	6/1/2016	Most crashes result from behavioral causes, so engineering solutions have limited effectiveness.
2319697	6/3/2016	Bicycle riding through cities, many which don't have room for a decent shoulder forcing cyclists onto sidewalks or elsewhere.
2324585	6/8/2016	Engineering needs to consider all users and not just what is safest for drivers.
2325631	6/9/2016	Awareness of risk causes change in behavior. Trying to make the world foolish proof encourages more foolish behavior by removing negative consequences. Good engineering is necessary. However, if drivers/bikers/walkers experience no need to be alert and focused on what they are doing bad things will still happen. We need a better awareness of and explicit societal recognition of the limits of what design can really do.
2290515	5/9/2016	Please do not design/build another mess like Airway drive in Belgrade. It is confusing for tourists as well as locals. It is dangerous and time consuming. I've witnessed several accidents in the roundabouts and was side-swiped in one of them. Belgrade police report that they regularly respond to accidents there. Please use stop signs next time and save us taxpayers the millions of dollars that those dangerous circles cost. 5 stop signs could replace them
2291909	5/10/2016	Fix confusing intersections. Helena has many, locals are ok but tourists not so much.
2292222	5/10/2016	Good idea, but caveats: (1) avoid traffic signals, or at least complex traffic signals, as much as possible through, for example, more traffic circles (roundabouts); (2) stop wasting money straightening and flattening at enormous cost, only to kick up the design speeds for roadways. Use smart engineering, not standard business-as-usual engineering with little to show for it but huge expenditures.
2309661	5/25/2016	Dangerous areas are known and as repair or redesign is needed the changes can be remedied.
2310348	5/25/2016	Slope flattening and design with wider roads would be helpful. Too many roads with no shoulder.
2318163	6/1/2016	One of the 4E's. Through technology advancements, like SIMS, applying the scares resources efficiently and effectively is the best approach to engineering solutions.
2330331	6/14/2016	More Share the Road signs along popular biking/walking routes

2340284	6/24/2016	You just encourage drivers to go faster-cancelling out the effort
2340310	6/24/2016	Consider alternatives to traffic signals, such as traffic calming methods. Evaluate the placement of ALL of the traffic signs - warning and regulatory - used on the highways. Make sure the speed limits match on both sides of a given section of roadway. Can the signs be seen - or does a warning sign obscure a speed sign as it does on the route I drive?
2340315	6/24/2016	It seems the high fenced area's seem to be working great for deer - auto collisions... I think we should do more of those.
2343643	6/28/2016	Adding wider shoulders- if someone needs to pull over they can; it also allows some space for blind corners
2344699	6/29/2016	Need to support rural communities such as Big Sky that produce millions of dollars in revenue through the Ski Resorts and actually provide some infrastructure for the growing community. It shouldn't take a fatality to get a stoplight in Big Sky.
2347517	7/1/2016	bigger is not always safer. Get more on board with smart design to reduce speeds with narrow roadways, tree lined streets, etc.
2350771	7/5/2016	Why waste money on so many roundabouts in the Billings area
2351112	7/6/2016	Make lane markings that reflect what drivers are doing to make traffic flow safer and more efficient, not per the official handbook. When money and time allow for putting in an "approved turn lane", fine. But in the mean time use some COMMON SENSE.
2351808	7/6/2016	Need turn lanes and lights for traffic control. Pressed walking lights are not that effective for some motorists!
2351858	7/6/2016	This topic also fits well in the Transportation Options strategy. Safety through engineering needs to consider enhanced pedestrian and bicycle safety features.
2354193	7/8/2016	Many I-90 on ramps do not provide enough length to merge; many are hidden from the traffic on the highway and some you are merging at a very low rate of speed due to the design on the on-ramp
2359835	7/13/2016	the parenthetical should say roundabouts, not signals, since a) roundabouts are safer, and b) MDT has a roundabouts first policy
2360163	7/14/2016	Our main highway through our community, Highway 64, is in desperate need of a lower speed limit and traffic signals. I feel, for the most part, that drivers obey speed limits and stop at traffic lights which would help the safety along Highway 64.
2361297	7/15/2016	Big Sky residents pay about 1.2 million per year in property taxesto Gallatin and Madison counties for road maintenance and we get almost nothing back. We need traffic lights, turn lanes and features to make our roads safer.
2364958	7/18/2016	Continue to evaluate and redesign as needed, as you do now,
2368000	7/20/2016	More separated pedestrian/bicycle facilities.
2368006	7/20/2016	Led Lighted crosswalks, protected bike lanes, multi-use paths
2368031	7/20/2016	Where does this come from at present? In state college and university should have the best means of provideing what's best for this state.
2368755	7/20/2016	I have seen 4 pedestrians almost hit in the 3 years that I have lived in Big Sky. All of these were at the crossing at Kircher Park and the turn to the church/park/village on Little

		Coyote Road.
2373050	7/26/2016	REMOVE trucks, especially doubles, from RT 84 to improve public safety & prevent environmental accidents.
2373061	7/26/2016	Speed limits need to be reduced. Animals just don't stand a chance in the fast lanes
2373083	7/26/2016	recent work on 191 was appreciated and done well
2373211	7/26/2016	I would like to improve safety by not allowing semi-trucks on Hwy 87, 287 & 191. These 2 lane roads go up & down valleys. There are few opportunities to pass. Truck are always in a hurry and tailgate too close. When we slow for wildlife or where we know wildlife frequently cross the highway, impatient truck drivers become irritated and push us to speed up. This is not safe nor pleasant. If they stayed on I-15, unless they had deliveries, these situations would be greatly reduced.
2373286	7/26/2016	I think MDT is doing this as the build new roads and redo existing roadways
2373451	7/26/2016	We need better safety on Hwy 191 between Bozeman and West Yellowstone. Specifically it would be good to have a 5 lane highway between I-90 in Belgrade south to the canyon. In the canyon it would be good to have more turn lanes and possible consider adding passing lanes.
2373782	7/27/2016	Wildlife mitigation, overpasses or underpasses at hi collision spots.
2376146	7/27/2016	I'd really like to see an additional traffic light in my community. I think this would help with some of the congestion we are experiencing especially at the corner of Lone Mountain Trail and Ousel Falls Rd.
2380176	7/30/2016	Two lane road at high speeds, with cyclists, huge trucks and lots of campers. Need bike lanes wider than existing.
2381252	7/31/2016	As the areas grow, this is mandatory.

Comment Question: **Safety Through Education**

Visit ID	Date	Comment
2325631	6/9/2016	There is no substitute for informed intelligent behavior of travelers. No engineering can make up for stupid. Increased education on active forms of transportation as well as driving is needed.
2291731	5/10/2016	Look at The Bozeman Area Bicycle Advisory Board as an example. For several years they have been education for high school drivers Ed students about bike/ped safety and awareness, they have an excellent model. Hiring a Bozeman Bike/Ped Coordinator would really be an ideal solution for the community. The coordinator could emphasize education and proper infrastructure, including accessible corners, sidewalks and more.
2304077	5/20/2016	Need to teach work zone safety in drivers ed
2309661	5/25/2016	Year round opportunities for speakers to discuss safety of 4 wheeler use, bicycle and pedestrian walking, jaywalking, etc needs stepped. Perhaps collaboration with city/county health departments, hospitals and FFA/4-H programs. An average of one fatality/mo is unacceptable
2311941	5/26/2016	Human factor issues (driver behavior) are the biggest issues we need to address
2318163	6/1/2016	Behavioral change is the next step in the evolution of the safety program. Without this important element our efforts in safety to save lives is limited.

2326814	6/10/2016	More publicity needed on responsibilities of cars and bicycles.
2326835	6/10/2016	Allow a MDT bike ped coordinator to actually have some power to get things done. Show leadership at state level.
2340281	6/24/2016	http://www.matr.net/article-71792.html
2340310	6/24/2016	Start with drivers education - so they know bicycles and pedestrians are LEGITIMATE users of the system. Work with local groups to get safe walking/riding information to the groups that need it most - the young and the elderly.
2342772	6/27/2016	Bikers cause problems on the state's narrow highways
2343159	6/27/2016	If this means better signage, YES!
2343643	6/28/2016	Drunk driving is way too common here. From a young age people need to know how bad it really is. Also, SEATBELTS! Youth (young new drivers and even mid-20 year olds) aren't wearing their seat belts any more
2343644	6/28/2016	Does not seem as potentially effective as safety through engineering?
2345858	6/30/2016	already completed, this is widely known
2357407	7/12/2016	too many stupid drivers on the road. Should be more cameras at intersections to ticket speeders, and people who run red lights. Tickets arrive in the mail. Bicyclist should be ticketed for not riding on the correct side of the road. Maybe the fines are not high enough to discourage speeding, tailgating, drunk driving, etc.
2360975	7/15/2016	Montana's drivers and bicyclists are notoriously cavalier re traffic laws and common courtesy, but it may be impossible to get their attention re education...except by vigorously enforcing existing laws.
2361838	7/15/2016	How about a campaign to explain how much time speeding/passing saves you on a 10,20,30 mile drive. (not much)
2364958	7/18/2016	I have seen so many bicyclists, particularly in town who either don't know, or ignore bicycling rules and cause motor vehicles drivers to have to brake or swerve to avoid hitting them. You know who the serious bicyclists are, because they do it right. Likewise, drivers need to be reeducated on courtesy for sharing the road with bicyclists. Perhaps now that drivers licenses are valid for eight years, retaking and passing the written exam should be a requirement, before being renewed.
2366053	7/19/2016	I think education has its place, but funding is better focused on engineering and enforcement. Nearly everyone knows they shouldn't drink and drive, shouldn't text and drive-but without enforcement the best option is to make the roads as safe as possible when accidents do happen.
2366897	7/19/2016	One of the most dangerous and frustrating situations I encounter regularly on Montana highways is tourists and elderly driving too slowly for our highways and not pulling over for traffic traveling the speed limit. I understand their desire to appreciate the beauty of our state and drive the speed they want to, but more signage and education telling drivers to use pullouts and allow others to pass would greatly enhance safety.
2368031	7/20/2016	If you don't know the laws, how can you obtain the PRIVALEGE of a drivers license?
2368755	7/20/2016	People just don't understand that peds get to cross at cross walks. They come to Big Sky excited, or in a hurry or on the phone once out of the canyon and just don't see or stop!

2373050	7/26/2016	IMPROVE safety for bikers on RT 287 by putting in a bicycle road strip
2373061	7/26/2016	Roads need to be more user friendly with bike lanes. Current conditions are extremely dangerous
2373661	7/26/2016	With increased bicycle use, consider safety for biking.
2373782	7/27/2016	Important, but has to start early in schools, use media that people respond to
2381252	7/31/2016	Necessary to support growth.

Comment Question: **Safety Through Enforcement**

Visit ID	Date	Comment
2289234	5/7/2016	especially the use of cell phones, while driving!
2291909	5/10/2016	At least in Helena I think to much emphasis is placed on little traffic laws while the more serious are being ignored.
2293986	5/11/2016	If speed limits for trucks is 65mph then, where is the enforcement?
2309661	5/25/2016	Emergency medical assistance is critical in this rural frontier state. Affordable air lift needs to be available as well as a well trained EMT program statewide.
2311386	5/26/2016	we need more feet on the street to enforce the laws we do have. Way too many folks talking on cell phones and speeding in work zones..should be easy pickings with the right staffing.
2311941	5/26/2016	We need to get people to follow the laws!
2318163	6/1/2016	One of the 4E's. An important part of keeping people alive.
2319890	6/3/2016	We need to better fund our law enforcement, local and state wide.
2325559	6/9/2016	A sustained presence by the MHP combined with reasonable legislation will contribute here. The fact that MDT was not adamant in opposing the 80 mph speed limit is paying bad dividends already with increased road fatalities. Stand up and don't be afraid of those legislators who are self-professed experts.
2326814	6/10/2016	I think a few bicyclists deserve warnings for blowing stop signs and other violations.
2326843	6/10/2016	Educate police officer regarding bicycle laws.
2329150	6/13/2016	We need to pass laws that are approved by the MHP - apparently they do not agree that cell phone use while driving is a crime - we have ordinances in most communities but there are no tickets being issued, so the MHP must not agree with the law!
2340310	6/24/2016	Make it easier for enforcement to occur. When one side of the road is posted for 60 and the other side is posted for 45 it creates the opportunity to challenge it.
2340363	6/24/2016	We need to enforce current measures more consistently. Truck traffic needs to be monitored on a full time basis to ensure carriers are maintaining vehicles, and drivers are following the regulations.
2340820	6/24/2016	You need to enforce speed limits and other laws. Stop allowing texting and phone calls while driving on public roads. Too dangerous for the rest of us.
2343643	6/28/2016	Having more severe punishment. Giving a DUI just doesn't work like it should. I know people who have multiple DUIs and continue to drink and drive. Cars should be

		impounded, licenses should be suspended but for longer periods of time! Suspending licenses isn't very effective any more because people still risk it. Richard Lee in November of 2015 had a few DUIs already... a quick Google search will show that DUIs were ineffective and he still drove impaired.
2343732	6/28/2016	Take a "get tough" policy against DWI. More jail time. Get drunks off the road for good. Make the punishment hurt.
2351946	7/6/2016	We see people everyday driving dangerously.(Bozeman) We hardly ever see a Police officer. I would welcome a crack down. This would also be an income resource for the state.
2356470	7/11/2016	need primary seat belt laaw
2359907	7/14/2016	more patrol for speeding trucks - limit should be slowed down and turning lanes for all turns on lone mountain trail - way to dangerous now
2361341	7/15/2016	We need fewer cops not more
2364958	7/18/2016	In order for citizens to learn to heed the laws and ordinances, they need to be enforced. Too many times I have seen people texting and driving, even where there are ordinances against distracted driving, because they know they are not being enforced. Likewise, these ordinances also need to apply to emergency responders. They need to set the example, not be the exception.
2365701	7/18/2016	Seriously?? when the officer does the enforcement it is AFTER the safety infraction!! you need action BEFORE the infraction
2366053	7/19/2016	Right now there is virtually no traffic law enforcement -in town or on the highways. People have little respect for traffic laws and have little chance of negative impact for doing so...until they have a crash.
2366897	7/19/2016	One of the most dangerous and frustrating situations I encounter regularly on Montana highways is tourists and elderly driving too slowly for our highways and not pulling over for traffic traveling the speed limit. I understand their desire to appreciate the beauty of our state and drive the speed they want to, but more enforcement requiring drivers to use pullouts and allow others to pass would greatly enhance safety.
2368031	7/20/2016	There are technical means for enforcement that we need to add to this area because of size of the state and the lack of personal to cover it.
2371224	7/24/2016	A car insurance group study has ranked the worst drivers in the country and Montana took the dubious top honors. Drivers in Big Sky country ranked at the top for speeding, sixth for careless driving and eighth for failure to obey traffic laws. (Bozeman Daily Chronicle, Nov. 28, 2015)
2373050	7/26/2016	speeding thru RT 84, especially Bear Trap Canyon, is unnerving for those of us who believe the allowed speed of 70 is already EXCESSIVE.
2373061	7/26/2016	Hon such a two lane highway, it is difficult for emergency vehicles to move forward to their destination
2373083	7/26/2016	rarely see enforcement on 191
2373634	7/26/2016	We at least need a permanent speed monitor. One of those signs that shows how fast you're driving, maybe that would at least slow the trucks down.

2373782	7/27/2016	I live on hwy 87 close to Montana state line. Large trucks use this hwy and 287 and do not respect speed limits
2376146	7/27/2016	I'd agree that safety through enforcement is crucial. I've an increase in police officers pulling over drivers in our community and I think it has made people more hesitant to speed. I rarely see a highway patrolman in the Gallatin Canyon. I know they cover a huge area, but with people constantly speeding, having an office in the canyon would be hugely helpful.
2380440	7/30/2016	More enforcement of seat belts and cell phone laws!!!
2381252	7/31/2016	Requires more police and road supervision.
2381459	7/31/2016	Trucks on 287 are getting more & more. They speed, hit animals, crack car windows with rocks and ruin the roads.

Comment Question: **Safety Through Security**

Visit ID	Date	Comment
2291909	5/10/2016	Way to much concern here. We give away our privacy for imagined.threats.
2292222	5/10/2016	Don't overdo the terr'rist threat to Montana; paranoia is never a good place to start planning.
2340310	6/24/2016	Natural disaster (flooding in particular) should be part of safety through engineering. Tailor the security to the actual vulnerability of the site/system.
2364958	7/18/2016	Just because we aren't a metropolitan area, it doesn't mean we are immune from terrorist attacks. It would be so easy for a terrorist to use our forrests and mountains to carry out an attack. Be vilgilant. If a horse moos, take note and investigate.
2368031	7/20/2016	Fear is not a way to increase saftey. Who cares what happens in this state compared to any large city in these United States?
2373061	7/26/2016	Load checks are a good idea in this time ? Checking loads could reduce terror events, illegals trying to filtrate our country
2373782	7/27/2016	Large trucks carrying hazardous materials travel 87/287 thru small towns and rural residential areas.
2380176	7/30/2016	This not the problem.
2381252	7/31/2016	Understand that Hillary plans to place Syrians near the reservations. Anti-terror efforts are mandatory.

Comment Question: **Safety Through Legislation**

Visit ID	Date	Comment
2317953	6/1/2016	The biggest impact we can have on safety is through legislation. Primary seatbelt law should be number one legislative priority.
2325631	6/9/2016	I am interested to see what is proposed in this area. There is a practical limit of what can be legislated and enforced.
2325832	6/9/2016	Primary Seatbelt Law - DUI Law continued improvement
2291909	5/10/2016	So many laws already. You can't leave the house without breaking some law

2309661	5/25/2016	Work with sitting legislators during interim and following primaries on potential legislation and support. Do not wait until after the general election as its more difficult to get commitments. I recommend after the primary as one of the two running will be elected and the other can be an advocate.
2318163	6/1/2016	Be cautious when engaging politician's. Controlling safety at the department level is a better approach than relying on political solutions.
2319890	6/3/2016	54 deaths already this year, 70% due to lack of seat belt. Primary seat belt law desperately needed in our state. For the safety of all.
2320061	6/3/2016	need tougher DUI laws
2325559	6/9/2016	As mentioned before, MDT (as well as the MHP) failed to inform legislators of the folly of such things as the 80 mph speed limit as well as the seat belt law being a secondary offense. In spite of being a state agency, MDT has the responsibility to speak out against foolish highway legislation that is contributing to threats to public health, safety and welfare.
2326835	6/10/2016	Primary seatbelt law - really push this (again) at the legislative level.
2326843	6/10/2016	Educate the politicians
2340222	6/24/2016	primary seatbelt
2340284	6/24/2016	Stop raising the speed limit. It's killing people.
2340310	6/24/2016	Unless a legislator is educated on the specifics of the issue - with facts, not opinions - I do not trust them to act for the benefit of Montanans.
2343643	6/28/2016	Reduce speed limits. There are way too many deaths on Montana highways each year - it's not OK! People are taking winding turns with no shoulders WAY too quickly.
2346596	6/30/2016	A Gas Tax increase will get this governor replaced
2351710	7/6/2016	Without an increase in the gas tax, it will be difficult to truly implement any of these strategies.
2356470	7/11/2016	pass primary seatbelt law
2357548	7/12/2016	Safety laws should be based on best engineering practices and not politics.
2359835	7/13/2016	particularly lasws that relate to drunk driving
2360471	7/14/2016	We see how well that works, raise the speed limit on the Interstate system - how is that working as far as safety goes?
2360975	7/15/2016	Additional legislation may not be necessary.
2361297	7/15/2016	We need lower speed limits in Big Sky.
2364958	7/18/2016	We need a primary seatbelt use law. Stricter DUI laws. When arrested for your FIRST DUI, there should be no bail until you see a judge and 24/7 compliance needs to be implemented at arraignment. There should be no third strike, the first time should be the lesson and if you get a second, the consequences should hurt.
2366053	7/19/2016	There's No good Reason Why we shouldn't have a primary seat belt law.
2367047	7/19/2016	could they raise the speed limit and reduce the population again?
2367914	7/20/2016	Need 3 foot law for motorists overtaking cyclists

2368031	7/20/2016	There is little proof that legislation even understands. The rep from Bozeman wants higher speed limits for the pure reason to be able to get from Helena to Bozeman faster, with no regard to safety. I don't see them leading in this issue understanding also that without legislation there are no boundaries within which to function.
2372715	7/25/2016	We can support safety through legislation but it won't do any good unless we have enforcement.
2373211	7/26/2016	Please make legislation to keep long semi-trucks on the I-15 and do not allow them to "short-cut" through routes 87, 287 & 191 unless they have a delivery. These are 2 lane roads that wind up & down valleys full of wildlife and tourists. Semi-trucks, on the other hand, are in a hurry and tailgate autos, both local & tourists. When we slow for wildlife or in known wildlife crossing areas, they become impatient. They cannot stop in time if wildlife is present, so they are mowed down. In my car, I feel like they want to mow us down to. But we live here and are tired of the constant jockeying on our roads. Let's stop these large semis unless they have deliveries.
2373782	7/27/2016	Large trucks should be mandated to use Hwy 15 rather than smaller 2 lane state highways such as 87/287 etc.
2380176	7/30/2016	Trucks should use the interstate. Widen the roads, put bigger bike lanes in.
2380440	7/30/2016	Primary seatbelt law now please! I'm tired of having high insurance because people don't buckle up.
2381252	7/31/2016	Will do.
2381459	7/31/2016	Please move the trucks to Interstate 15 where they should be for the safety of our residents and wildlife.

Comment Question: **Suggestion Montana's Economy**

Visit ID	Date	Comment
2361971	7/15/2016	"Tourism Promotion". Only having one item assigned to our state's largest economic generator is misguided. People come here for the environment, scenery, wildlife, clean air, healthy towns. What is MDT doing to enhance those factors?
2366053	7/19/2016	Maintain the existing system that has been supporting the economy. Good solutions and decisions don't always have to result in change.

Comment Question: **Freight Intermodal Solutions**

Visit ID	Date	Comment
2287381	5/5/2016	Freight is more important the SOVs.
2331678	6/15/2016	Address freight safety concerns in local communities, and potential impacts to the environment
2340281	6/24/2016	http://www.matr.net/article-72160.html
2340310	6/24/2016	Rail/truck/air - all need to have the correct intermodal connections.
2340363	6/24/2016	This is very important for growing the Montana Economy.
2342808	6/27/2016	I would really like to see that semis restrictions on 191

2343232	6/28/2016	BNSF is absolutely imperative to both MT economy and safety - for both railroads and highways.
2345858	6/30/2016	We already have this, I don't see were more is needed
2351854	7/6/2016	Keep hazardous materials away from rivers and sensitive environmental routes.
2368006	7/20/2016	Encourage long haul truckers to stay on interstate corridors.
2369206	7/21/2016	Helena is in desperate need of s bi-pass for trucks
2380176	7/30/2016	Trucks need bigger roads.

Comment Question: **Tourism Support**

Visit ID	Date	Comment
2294828	5/12/2016	With the natural resources industry near extinction in western Montana, the economy relies heavily on tourism. This industry is expanding every season.
2340274	6/24/2016	Public Bus service for seniors who would rather ride then drive.
2340284	6/24/2016	Get tourists to pay their fare share of the use of our roads. Maybe it's time for a sales tax?
2340296	6/24/2016	Tourism has a minimal positive contribution to Montana. Tourists to MT do not spend the \$ on hotel, purchases, etc. that is needed to repair the damage to infrastructure and environment that tourism does to the State. The State needs to let go of the idea of tourism as we do not have the systems (i.e. sales tax) in place to capitalize to the fullest extent on tourism.
2340310	6/24/2016	Goes with the transportation options.
2342707	6/27/2016	Make these activities "pay to play". Most tourist are conditioned (in other states) to pay for recreation options.
2343644	6/28/2016	Critical we continue the tourism pipeline from Canada, that infuses so much into our economy.
2347517	7/1/2016	MDT needs to wake up and provide tourism support or approvals with attractive signage, roadway lighting with banners, rest stops at obvious locations with clean bathrooms (Big Sky and other tourist destinations), etc.
2347517	7/1/2016	MDT needs to provide stronger tourism support or approvals with attractive signage, roadway lighting with banners, rest stops at obvious locations with clean bathrooms (Big Sky and other tourist destinations), etc. Also, a place like Big Sky is a major economic driver in the state, and we are looking for greater investment in the community roadways (191 and 64) with traffic signals, turning lanes, speed limit reductions, signage to reduce animal/vehicle conflicts, etc. Little Big Sky collects by far the most resort tax out of all of the communities collecting resort tax, and it collects the 5th highest lodging tax collections behind billings, Missoula, Bozeman, west Yellowstone, but ahead of great falls, butte, whitefish, etc. Why should we have to beg for MDT investment in Big Sky when we are part of the driving force behind the new economy in Montana. MDT and the Tourism Department should be working much more closely, especially since the head of the Department of Commerce cut her teeth in tourism.
2351018	7/5/2016	Need help with information sign and less of the logos all over the highways

2360163	7/14/2016	Highway 64 and Highway 191 is covered with crosses due to traffic deaths. There needs to be a way to make these roads more safe to drive on, be it lowering the speed limit, more passing areas, left hand turn lanes, something must be done because this area is used for many tourists coming to Big Sky and Yellowstone Park.
2361285	7/15/2016	Lower emphasis on art and more on historical
2361971	7/15/2016	It's not clear from this description if you mean that everyone should drive a car to these venues. And why is there not a separate item for Bicycle Tourism? Our state Tourism bureau is taking out multi-page ads in national bicycling magazine urging people to come to Montana to ride their bikes, at the same time MDT is making scenic roads unsafe with not only edge line, but not center stripe rumble strips. With the latter, you are actually discouraging motorists from giving bicyclists adequate passing room. Whose brilliant idea was that? Do you even have crash data to support center line rumble strips on all the roads you've rushed them onto?
2368006	7/20/2016	Increase biking and walking facilities through towns
2370213	7/22/2016	State signage as compared to billboards are very appreciated. Phone app use is way up. Can you work with ph. app users more? Weather, exits, facilities, directions...
2373205	7/26/2016	This is very well accomplished in MT
2373451	7/26/2016	It would be great to have more rest stops on highways and interstates.
2373451	7/26/2016	It would be great to have more rest stops on highways and interstates. It would also be great to have more scenic routes.
2376146	7/27/2016	I would rank support for tourism as the most important. Tourism is one of the biggest industries in the state, without it many people would not be employed and would not be able to live in the state of Montana. It's the backbone of Montana's economy.
2380176	7/30/2016	Ruins the valley. Too much traffic all the time.

Comment Question: **Air Service**

Visit ID	Date	Comment
2286556	5/5/2016	Better flights to more hubs
2287243	5/5/2016	if you live in Podunk you get the services provided to increase services to these small communities isn't good financial management
2287403	5/5/2016	Essential Air Service is a joke, we need to understand that living in remote areas of Mt does not entitle you to being subsidized
2340310	6/24/2016	Also need to make sure the GA side is served. Consider camping options at GA airports (Arizona) and courtesy vehicles at all airports (ID). Promote the GA side in marketing. Don't forget the recreational airstrips - they're part of the system, too.
2343644	6/28/2016	Commerce is working on an initiative that guarantees seats for incoming tourists/tourism development.
2345858	6/30/2016	already completed, need continued maintenance only
2351854	7/6/2016	A Montana puddle-jumper airline service would be ideal for our BIG state and cut back on road congestion during peak travel seasons.
2361285	7/15/2016	airline prices are too high flying out of helena, compared to bozeman or Missoula

2369206	7/21/2016	This is a critical for Helena. As the state capital the cost and availability of air travel is terrible. Options are limited and costs are high. This limits tourism and business travel.
2373205	7/26/2016	Already accomplished

Comment Question: **Road Capacity Operation**

Visit ID	Date	Comment
2324585	6/8/2016	This is a difficult one because 'road capacity' is probably intended to increase the size of roads, but I support the reduction of road-size, or making the roads smaller to increase safety of all users.
2294828	5/12/2016	Summer traffic levels put increasing pressure on the highway system in western Montana.
2311386	5/26/2016	this one goes hand in hand with the traffic lights syncing...way too much stacking, and stopping and starting on the roadways.
2340281	6/24/2016	http://www.matr.net/article-72041.html and http://www.matr.net/article-71917.html many more: http://www.matr.net/news.phtml?showall=1&catlabel=Transportation&cat_id=19
2340284	6/24/2016	More capacity means more cars and higher speeds. Let's fix what we have instead.
2340310	6/24/2016	Give higher priority to projects serving multiple options. Glad to see Complete Streets efforts in larger communities; bring it to the smaller ones, too.
2340363	6/24/2016	Congested area should be addressed as well as looking at ways to separate freight traffic from local traffic. IE Bypasses, or designated truck routes.
2340483	6/24/2016	Monitor, and pass the cost on to developers who make all the money and leave town, taking their money with them, leaving Montana to pick up the tab for road improvements to accommodate their developments.
2343648	6/28/2016	congestion will harm our visitation. Look at I70 in Colorado.
2351018	7/5/2016	developers need to make improvements before they build
2361971	7/15/2016	This should only be done with ALL modes fully integrated, such as transit, walking, and bicycling. Perhaps if MDT addressed all modes, they wouldn't have to keep expanding "capacity". BTW, more unclear language: how many normal citizens even know what the jargon buzz word "capacity" means? Or "operations" for that matter?
2368006	7/20/2016	Smarter design solutions, not bigger roads. More roundabouts
2370213	7/22/2016	More flashing lights, intersection warnings, for growing areas.
2373451	7/26/2016	Help us in Big Sky!
2376146	7/27/2016	I live in Big Sky and see a lot of congestion daily. There are massive amounts of construction vehicles going through our community. Currently, the speed limit is set at 50 mph. We've had numerous accidents from people trying to turn into businesses and being rear ended by vehicles going 50 mph. We've also have several accidents due to wildlife and trucks. There was also a fatality and another person life-flighted due to accidents with construction vehicles. The speed limit NEEDS to be lowers in our community or there will be even more accidents as our community grows.
2380176	7/30/2016	Lots of campers and cyclists, narrow roads, fast speeds, too many big trucks .

Comment Question: Rail Service

Visit ID	Date	Comment
2287243	5/5/2016	don't use it, I thinks its expensive.
2290145	5/8/2016	I really feel we need another route for Amtrack through the Billings, Bozeman, Helena Great Falls areas
2319928	6/3/2016	Add Amtrak service to connect the southern roots of mile city, Billings, Bozeman, Butte, Missoula!
2337632	6/21/2016	How about running Amtrak through Billings?
2340284	6/24/2016	Bring passenger rail service back to the Montana Rail Link corridor: Missoula-Bozeman-Billings
2340296	6/24/2016	This is a vital service to rural Montana. And it is essential to those who live in Western Montana but work in Eastern Montana/Western North Dakota. This service allows for many residents of Western Montana to be able to keep high paying jobs in energy industries in Eastern Montana.
2340310	6/24/2016	Absolutely! Intercity/intermodal links that get to the service should be supported.
2340373	6/24/2016	Can services be provided at more locations in Montana. It seems like Amtrack would be better utilized if there was a central or southern route, possibly a north south connector.
2342720	6/27/2016	Northern route Amtrak is vital to all of Montana and should NOT be altered or jeopardized. Existing stops should be maintained.
2343644	6/28/2016	And support of those companies who rely on the rail spurs in each community. Transco comes to mind.
2345858	6/30/2016	Personally, I love history but this time is long passed.
2350839	7/5/2016	and provide for other routes within the state
2351854	7/6/2016	Historic and alternative transportation is a unique feature for Montana. Keep it!
2351997	7/7/2016	Add southern route!
2361285	7/15/2016	I feel this service is very necessary.
2366678	7/19/2016	Provide link train service from cities with populations. More people would use it, especially in the winter!
2368216	7/20/2016	High priority ... but not the present Empire Builder route that does not serve Montana folks
2368216	7/20/2016	High priority ... but the present Empire Builder route that does not serve Montana folks ... the route should be through the main population, universities, and tech companies in the southern part of the state
2373205	7/26/2016	Bringing more tourist via train would ease traffic
2381241	7/31/2016	And restore rail service to SW MT

Comment Question: Suggestion Transportation Options

Visit ID	Date	Comment
2317071	5/31/2016	Options to utilize the transportation system to quickly and cost effectively transport emergency resources across the state in the event of a emergency or disaster.

2381418	7/31/2016	Add to/improve trail systems that parallel highways
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Comment Question: **Pedestrian Bicycle Facilities**

Visit ID	Date	Comment
2318797	6/2/2016	Should be lowest priority
2325631	6/9/2016	Isolated segments have low value. Priority should be on completing linkages between destination areas. Coordinate with local governments to link the "last mile" from MDT facilities to local users.
2287254	5/5/2016	Montana is embarassingly lacking in non-motorized infrastructure. This is a major safety concern and should be addressed appropriately rather than ignored as per usual.
2287381	5/5/2016	Especially when you have locally adopted plans that recommends on a project! It's just paint. Paint is cheap. It may seem like nothing, but is truly about equity, predictability and efficiency.
2288693	5/6/2016	I need safe, lighted dedicated bicycle lanes and pedestrian parhs
2291532	5/9/2016	Many main streets in MT could use a "road diet" where we realign priorities of parking cars on highways going through CBD's and make them more bike and ped friendly.
2291731	5/10/2016	This is incredibly important. With a growing population and growing families, more transportation options will be needed. If we incorporate sidewalks and bike lanes into our transpiration plan, I can guarantee they will be used and motor vehicle operation (the need for parking spaces) will be decreased.
2292222	5/10/2016	Bike lanes and pedestrian paths take local motor vehicle traffic off the roads, saving money in maintenance and construction and reducing greenhouse gas emissions. Top priority!
2292557	5/10/2016	every secondary highway design should at least include a study on bike path - if within 3 miles of town should include a walking path
2294828	5/12/2016	Requests from local governments, state and tribal elected officials, and the public are increasingly commenting on the desire for system expansion for bicycle facilities.
2310412	5/25/2016	MDT should provide when cost effective and appropriate. Local entities should take the lead with planning the routes and building or requiring developments to build the infrastructure.
2311578	5/26/2016	More pedestrian and bicycle education for motorists
2319928	6/3/2016	Critical to attracting clean industries to the state.
2320090	6/3/2016	Need more paths along our roadways.
2325065	6/9/2016	The cost to provide per person use of bicycle path is ridiculously expensive., money better spent only intercity. How much product, cargo or supplies to keep the economy working is very limited.
2325559	6/9/2016	This needs to become implicit in all transportation planning. Safety for both cyclists and pedestrians is an increasingly important issue.
2326814	6/10/2016	Sidewalks and dedicated bike lanes/trails are great.

2329304	6/13/2016	This needs to be encouraged and developed throughout Montana. Need more education on how to bike safely in traffic.
2330331	6/14/2016	Support a non-motorized walkway adjacent to Eastside Highway
2336196	6/20/2016	I'm not a biker, but it would help to improve road conditions so they can ride safely and out of the way of busy traffic.
2340284	6/24/2016	Road users other than those in motor vehicles have been ignored too long. There's a lot of catching up to do.
2340310	6/24/2016	Consider bicycle especially in intercity highway design. We get many bicyclists in this area and there are 0 shoulders on a winding, hilly road.
2340363	6/24/2016	This is a huge need/issue. Public needs and wants are changing. Walking and biking are now considered basic infrastructure, not an amenity. We need to provide this to say competitive economically as a State. People are looking to locate in areas with pedestrian/bicycle facilities and then looking for employment. This movement will only grow as Montana tries to attract a highly skilled workforce. Very very important!
2342707	6/27/2016	Cycling across MT is increasing rapidly - design to make safer for the riders.
2344690	6/29/2016	Big Sky needs a stop light at Ousel Falls and Highway 64! We also need a tunnel under the road right there similar to the tunnel in Gallatin Gateway that is underneath Highway 191.
2348487	7/2/2016	Love to see a Big Sky to Bozeman bike path!
2351858	7/6/2016	Montana ranks far behind some other states and provinces in creating bicycle safe highways. Bicycle commuting and bicycle touring are experiencing yet another surge in popularity, and it does not appear that this trend will reverse.
2352103	7/7/2016	No more curbswalks. They are not comfortable to use and are often blocked by snow. Do complete street upgrades with maintenance projects.
2352205	7/7/2016	Bike paths should be added with every new state construction project.
2356470	7/11/2016	Make biking, walking and running safer
2360975	7/15/2016	Montana DOT and most Montana metro areas are woefully behind the rest of the western world in this important factor.
2361838	7/15/2016	Make Montana more bike friendly
2361951	7/15/2016	please keep bicycle riders in mind when building or improving roads
2361971	7/15/2016	MDT needs to get into the 21st century and learn the data on what people really want in their communities, which is bicycling and walking. These two modes should be fully integrated into every aspect of MDT planning, programming, operations, and maintenance. You are NOT serving Montana citizens by continuing to ignore these modes and treat them as "amenities" or extras. Montana is way behind the rest of the country with addressing all modes / all ages / all abilities transportation, and MDT is the institutional log jamb. Is our state transportation department really serving citizens, or are you catering to the MT Association of Contractors? Are you in the business of moving people and goods, or are you in the business of building highways? It sure looks like the former.

2362119	7/16/2016	Support & entice development of more non-motorized transportation: greener, reduces infrastructure maintenance costs, healthier
2364958	7/18/2016	Whenever possible, if it doesn't impede on safe flow of motor traffic, make it safer for them too.
2365244	7/18/2016	I regularly commute to work by bicycle (yearround) and want more options than driving a car.
2367914	7/20/2016	Need to link cities - Bozeman to Belgrade is prime example.
2368006	7/20/2016	More separated/protected bike lanes and pedestrian sidewalks
2368031	7/20/2016	Bicycles are under motor vehicle laws, yet at traffic lights they use sidewalk crossings Something is amiss here.!
2380479	7/30/2016	More is always good!
2381418	7/31/2016	And improve their safety
2381893	8/1/2016	Bicycle traffic thru the Yellowstone ecosystem on US Hwys 287 & 191 should be encouraged by the reduction of interstate heavy trucks.
2382608	8/2/2016	Must be safely accessible. enhancing pedestrian rights as well as cohesive flow w/vehicular traffic. I have almost been hit 3 times in summer of '16 by inattentive-disrespectful drivers. No pedestrian rights.

Comment Question: **Accessibility**

Visit ID	Date	Comment
2325631	6/9/2016	Curb adjacent sidewalks in a snowy state are not accessible unless there is an ongoing commitment to rapid snow removal. Separated facilities provide snow storage and more reliable travel.
2325631	6/9/2016	Curb adjacent sidewalks in a snowy state are not accessible unless there is an ongoing commitment to rapid snow removal. Separated facilities provide snow storage and more reliable travel. Coordinate improvements with other maintenance. Do route audits to clear out intermittent obstacles when major projects are not on the near horizon.
2288693	5/6/2016	Bicycling is only safe and possible with accessible curbs
2326835	6/10/2016	Most of our deficiencies are on MDT controlled roadways.
2329304	6/13/2016	Local governments should do more to get sidewalks developed and work with MDT as well.
2340241	6/24/2016	The standards here keep changing, are expensive to implement and are out of control.
2340241	6/24/2016	Allow street trees and landscaping on N 7th in Bozeman to enhance the pedestrian experience. Provide crosswalks and traffic control to prioritize people over cars.
2340310	6/24/2016	Pedestrian facilities are extremely important in urban/suburban areas.
2340363	6/24/2016	Montana is behind on ADA compliance at intersections. This is a minimum to do these upgrades.
2351858	7/6/2016	MT has done a much better job of this with more recent construction projects such as the Kalispell bypass. Older installations however are seriously deficient in accessibility.

2361971	7/15/2016	Not just curb ramps and sidewalks....but also reasonably-spaced signalized ped crossings, better policies for towns whose main street is an MDT road. It is insupportable and prejudiced for MDT to not may for maintenance of ALL transportation facilities within its right-of-way. How can you justify repairing the roadway surface between the curbs on MDT roads, but not maintain the transportation facilities behind the curbs? We've heard the excuse, "walking in local, so the local jurisdiction should pay." Driving is mostly local within towns, too, but if it's an MDT road, MDT pays. How can you continue to rationalize this?
2364123	7/17/2016	Sidewalks should exist next to all roads in a town. I live in Helena and am appalled by how few sidewalks exist. I am constantly walking with a stroller on the side of the road because there is no sidewalk. It is difficult to teach a toddler not to walk in the road when there are no sidewalks to walk on. Every road in a town needs a sidewalk.
2364958	7/18/2016	Independence is important to all of us. Making it safe for folks with physical limitations to get around is the right thing to do. If you need to tear up the sidewalk for a project, when you rebuild it, make it accessible.
2382608	8/2/2016	Must be accessible and safe year round. Plowed in winter. possibly open to skiers and or fat bikes, as well as pedestrians.

Comment Question: **Multimodal Connections**

Visit ID	Date	Comment
2318797	6/2/2016	should be low priority
2324890	6/8/2016	Consider alternative modes of travel. i.e. biking to work but we have to make it safe and easy access
2325631	6/9/2016	Properly coordinated systems approaches can overcome the limitation of individual modes. A systems approach needs to include education, end point facilities like bicycle parking, as well as route links. Coordinate with large users and local government to get facilities installed.
2330134	6/14/2016	need to think about moving freight too, not just people
2288693	5/6/2016	100% Bicycle compatible public transit and buses would be a big help in bridging the gap between bicycle paths and unsafe areas to bicycle, such as downtown Billings, which sees too many bicycle car collisions and deaths
2291532	5/9/2016	Allow folks living in outlying smaller or satellite communities to catch transit from their hometowns. Provide better connectivity options to people living north of Big Sky who work in the resort community.
2291731	5/10/2016	Please!!!
2310412	5/25/2016	This should be an integral part of the planning and should mainly be the responsibility of the locals.
2325559	6/9/2016	A no-brainer if the "planners" are doing their jobs.
2340281	6/24/2016	http://www.matr.net/news.phtml?showall=1&catlabel=Transportation&cat_id=19
2340310	6/24/2016	The linkage should be to both intercity and local transit.
2340363	6/24/2016	More and more individuals are choosing to use alternative transportation. Again, this is a be issue for attracting highly skilled workers to Montana. Many millennials prefer to bike

		and use public transportation, and be without a car.
2343034	6/27/2016	Big Sky has a beautiful bike path that connects the school to Meadow Village and Town Center, but it's really only usable 4 months a year. I believe that it would see use year-round if it was plowed during the winter. This from an opinion piece in Big Sky's newspaper: "We need traffic lights, we need more turning lanes. What we need more than all of that is a safe place for pedestrians to travel in the summer and the winter."
2361971	7/15/2016	Our Montana economy, environment, and way of life depends on maintaining air and stream quality, reducing greenhouse gas emissions, and controlling sprawl and overdevelopment. We will not be able to maintain the unique beauty of our state if the MDT only acknowledges the single-occupant motor vehicle form of transportation. Why aren't we learning from other states who have admitted that we can't build our way out of congestion? Again, is MDT in the business of moving people and goods efficiently, or is it in the business of building stuff?
2362119	7/16/2016	Tremendous opportunities here, given the large existing presence of biking lanes & walking/hiking trails
2364958	7/18/2016	No comments.
2368031	7/20/2016	This would seem to be related to size of cities. Hardin compared to Billings would have less attention. Therefore on a statewide level we have less concern here than other areas, so what is the percentage evaluation.
2382608	8/2/2016	Buses do a great job of linking and enhancing local traffic.

Comment Question: **Local Transit**

Visit ID	Date	Comment
2287381	5/5/2016	If we get BRT.
2291532	5/9/2016	Provide stops on highways with more frequency, using pullouts for buses so that both the bus and riders are safe.
2310412	5/25/2016	Local entities (government and businesses) need to recognize and accept the positive economic benefits of having transit and take a bigger role.
2311941	5/26/2016	All of the transportation options are interrelated, and should be considered as one.
2325559	6/9/2016	Systems not only need support but towns such as Helena should be encouraged and aided to develop public transportation systems like Great Falls and Missoula.
2326814	6/10/2016	Helena's woefully inadequate public bus system hurts the working poor.
2326835	6/10/2016	MDT should be a leader in improved transit not a reactor.
2340296	6/24/2016	This better include local transit in rural counties. Many rural counties are working to provide more transit options and the State should be supporting those efforts, just as much as the efforts of Bozeman or Missoula, or BIG SKY.
2340310	6/24/2016	The road systems need to be in place. Encourage development design that is compatible with transit service.
2340483	6/24/2016	There is a dire need for local transport; Montana should adopt the Call-a-ride or dial-a-ride system similar to those operating in neighboring states; this would give individuals who cannot drive independent and cost effective solutions to transportation.

2342195	6/26/2016	Not so relevant to very small communities, more so to the larger ones.
2343034	6/27/2016	Gallatin County has done a very poor job supporting the Skyline Bus Service. It's key to keeping an overtaxed highway system from becoming even more dangerous and it also helps support Big Sky's extensive seasonal workforce.
2343118	6/27/2016	Make counties share the road taxes they collect to connect communities. Its taxation without representation.
2344690	6/29/2016	Gallatin County needs to support the Skyline Bus System that transports workers to Big Sky. Madison County and Big Sky put in major dollars and Gallatin County doesn't put in a dime and they have the most benefit.
2350719	7/5/2016	Transit is becoming more important as the population ages and becomes more health-conscious. It is a great amenity to bolster our economic development.
2359907	7/14/2016	we need more options for the meadow and town center not everyone works at resort ...need more morning drop offs from 9am -10.00am and after work times more 6.00pm - 6.30
2360583	7/14/2016	wish it were a viable one for most of us in Billings!
2364958	7/18/2016	Some people rely on public transportation to get around. Making it more efficient and easier to use would be helpful.
2368031	7/20/2016	Transit systems reduce number of vehicles, should reduce accidents.
2378290	7/28/2016	more transit in bozeman!!
2380440	7/30/2016	need easy options for drunks
2380440	7/30/2016	need easy options for drunks, also would be nice of transit didn't take 4 times longer than driving to get somewhere
2380535	7/30/2016	We need buses that come to each city, at least once a week even if not multiple times a week.
2382608	8/2/2016	increased financial support from Gallatin Co. as well as accessibility to tourists. Possible local pass as well as daily fees.

Comment Question: **Intercity Transit**

Visit ID	Date	Comment
2310412	5/25/2016	It would be great to have more options that are affordable and accessible, but it will take more than just MDT to make it possible.
2325559	6/9/2016	Inter-city transit in Montana is dismal and it is time to establish reliable, affordable means for people to commute between the various towns in Montana- by rail or wheel.
2326814	6/10/2016	Salt Lake Express worked quite well when I tried it, but none of my friends had even heard of it.
2336999	6/21/2016	passenger rail service along the southern route
2337268	6/21/2016	As I age I depend more and more on rail travel. I would like to see it expanded to see the southern line (Glendive, Billings, Missoula) included in our options.
2340298	6/24/2016	The State really fucked up when it came to intercity Transit. It allow a bus full of people to travel from Butte to Missoula along I 90 and should a have been aware of the freezing

		rain and yet never tried to prevent any one from traveling along I 90 that night.
2340310	6/24/2016	This would be wonderful, as it is virtually non-existent in this area. I'd especially like to see the opportunity for foreign visitors to not have to rent a car to see the area.
2340310	6/24/2016	This would be wonderful, as it is virtually non-existent in this area. I'd especially like to see the opportunity for foreign visitors to not have to rent a car to see the area. What about passenger train service?
2340363	6/24/2016	this is especially important for those with disabilities. Extending hours of operations to be user friendly.
2342808	6/27/2016	Especially with limited housing in Big Sky, small businesses need to have options for employees traveling to/from Big sky
2350719	7/5/2016	This works in tandem with the local transit amenities to support development and assist in accessibility.
2351854	7/6/2016	Think light-rail between major cities and university towns. Economic and larger capacity to keep impacts off highways.
2361971	7/15/2016	Make it possible and reasonable for people to commute into Montana's larger cities from small communities by planning for, programming, and funding transit systems. Do you love Montana and its gorgeous environment? Then MDT should show it by supporting and institutionalizing transportation that helps curb greenhouse gases and sprawl.
2364958	7/18/2016	Helena Area Transit Is too limited.
2366889	7/19/2016	Amtrak southern tier would be the best foundation for this, and be great for the economy and students.
2366889	7/19/2016	Amtrak southern tier would be the best foundation for this, and be great for the economy and students. Intercity transit should connect people to Amtrak schedules in a timely manner.
2368031	7/20/2016	safer means to get around vrs. many vehicles with texting drivers. Big cities have lanes established for multiple occupants vrs single occupant lanes.
2371224	7/24/2016	Move Amtrak south to where people actually live! It was a terrible loss. Bus lines work better for Highway 2.
2380535	7/30/2016	We need buses that link each community at least once a week, or at least create a bus-route from east to west from Missoula to Great Falls to Billings, and also a few North/South routes that can connect with the Empire builder.
2382608	8/2/2016	Bozeman and Gallatin Co. could realize huge growth and interaction by convenient, accessible transit. system

Comment Question: **Suggestion Preservation Maintenance**

Visit ID	Date	Comment
2373050	7/26/2016	Please put in a bike path on RT 287 as this is a very popular route to Yellowstone for bikers.

Comment Question: **Pavement Bridge Condition**

2287243	5/5/2016	having smooth road surfaces on bridges
2299369	5/16/2016	Montana needs a system of regular and pre-emptive maintenance for bridges and roads. The cost of regular maintenance (crack sealing, deck patching, joint repair) is less costly than a major retrofit (deck mill and overlay, etc).
2309661	5/25/2016	I mentioned the possibility of looking at different products such as Hemp in cement for bridge decks and pavement. There could be crushed glass from recycling centers and other products in demonstration projects. Bridge decks are problematic due to freeze/thaw and vast changes in temperatures, so I believe looking at a variety of products as demo's makes sense.
2322367	6/6/2016	need to improve the off highway bridge replacement system and help counties with their aging bridge structures
2326835	6/10/2016	Preserve what we have, we don't always have to build bigger.
2329304	6/13/2016	Whatever creates less waste is always best.
2336197	6/20/2016	focus on the bridge structure, not the "pavement and deck."
2342787	6/27/2016	MDT bridges seem to be adequately funded and are in good condition. County funding for roads is bridges is POOR!!
2344623	6/29/2016	From a recent study of Hiway 86 throughout the 37.5 miles: Pavement deterioration due to saturated subgrade in several areas. Bridges especially abutments narrower than roadway and hazardous to vehicle travel .
2344690	6/29/2016	Don't forget about Big Sky...our roads need love too and we are overlooked!
2345930	6/30/2016	The bridges in Big Sky and Gallatin Gateway have lots of pot holes and are dangerous.
2350719	7/5/2016	A priority for saving construction costs and excessive land use.
2362119	7/16/2016	Increase state gas tax in support of these needs
2364958	7/18/2016	If it is still safe and more cost effective, fix it. If it is no longer safe and fixing it won't make it any safer, replace it.
2366053	7/19/2016	This is easily the top priority. We need to protect the investment we've been making in these facilities for the past 75 years.
2368755	7/20/2016	not sure why they can't get the holes on the bridge fixed near Lone Mountain Ranch. There have to be materials out there that work....
2373050	7/26/2016	Need a Bike path on RT 287
2373451	7/26/2016	35 mph bridge in the Gallatin Canyon needs to be replaced. It is scary even going 35 mph over it.
2377967	7/28/2016	Lots of decks and approaches need work.
2380047	7/30/2016	there is a big impact on our tourist economy and on the cost of repairing these secondary highways from the pounding they take from the big trucks.
2381459	7/31/2016	The trucks are ruining the roads and bridges on US 287 and 87.
2381893	8/1/2016	The best way to preserve the secondary roads Us 287 & 191 is to reduce the amount of heavy truck traffic on those roads. Move them to the Interstate system or put up a 24 hr weigh station that would reduce the overweight trucks which travel these roads. The

		truckers know exactly where they can circumvent the weight restrictions and that is one of the main reasons they use these highways so much.
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Comment Question: **Aging Roadway Upgrades**

Visit ID	Date	Comment
2317953	6/1/2016	If this includes making incomplete streets complete, such as upgrading bike/ped/transit facilities, then yes. But widening roads is proven to decrease safety.
2325631	6/9/2016	Unless there is a demonstrated safety issue spending money to fix non-compliant section that only fails on paper seems a low value effort. Upgrading bridges for seismic hazards and widening them at the same time to allow ped/bike crossing outside of the travel lanes is a better priority.
2309661	5/25/2016	As money and time allows, this should be worked in as available after more higher priorities are completed.
2311919	5/26/2016	Modern standards are actually moving back to road narrowing. MDT's perception of "modern" is very skewed.
2318174	6/1/2016	Do not widen to increase lane widths, but if a road is widened to bring up to complete street standards, that is important. Wider roads are counter to increased highway safety.
2322367	6/6/2016	the state needs to look at the secondary roads and help with gravel. they have taken over the oil and improve it but the counties have a hard time keeping up with the gravel
2326843	6/10/2016	Add space for bicycles
2329304	6/13/2016	It is important to have wide shoulders for cars to pull off and for bikers/walkers to travel safely. I don't think all roads should be built for 70 mph; I think requirements for higher speed should not be encouraged.
2340241	6/24/2016	Stop widening roads. Its a waste of money. Maintain what we have.
2340312	6/24/2016	For safety and commercial (truck) usage, this is important. Highway 232 in northern Montana, which connects to Alberta, needs significant help in this regard.
2340483	6/24/2016	Maintaining and preserving existing roads is more cost effective;
2343118	6/27/2016	Development is getting a pass and should pay more of their fair share.
2343644	6/28/2016	Bad roads, no tourists.
2350719	7/5/2016	Maintaining existing lower speed limits would obviate the need for this expense.
2352077	7/7/2016	Providing wider roadbeds for cross country bicyclists, emergency pull offs, & rumble strips on sides, will help eliminate accidents from driver fatigue & congestion.
2352103	7/7/2016	Any road widening should include addition of shoulders for bikes and walking. Make certain bridges are wide enough to cross without a car.
2361822	7/15/2016	Passing lanes on hwy 212 between Billings and Red Lodge; lowering speed limits as appropriate.
2362119	7/16/2016	Increase state gas tax in support of these needs
2364958	7/18/2016	If it isn't meeting safety needs and lives are being lost, it needs to change.

2367171	7/19/2016	Seems like roads in West MT are redone often. East MT, people have to die before things are fixed such as the Red Stone hill, HWY 13, etc.
2370213	7/22/2016	Many tourists would rather travel State Highways due to the slower speed & interesting sites. Passing lanes & widening are VERY appreciated as are center line rumble ridges.
2373286	7/26/2016	Hwy 232 is a classic case of not being safe: the roadway is narrow with deep ditches on each side. We would love for this road to be on the MDT radar.
2380067	7/30/2016	I fully believe wider roads are safer roads

Comment Question: **Rest Areas**

Visit ID	Date	Comment
2325631	6/9/2016	The rest areas I have used across the state appear to be functional and in decent condition.
2287058	5/5/2016	Already in fairly good condition.
2287115	5/5/2016	It seems like every time I take a trip on one of the interstates, most of the rest areas are closed for no apparent reason.
2288598	5/6/2016	glad to see the new rest stops going in....MT was WAY behind other states for too long
2288693	5/6/2016	Montana has such wide-open spaces that rest stops become critical and a safety issue for traveling motorist
2309661	5/25/2016	Always welcome, but do not need to be as elaborate as the one at Conrad, nor as large in secondary systems
2310347	5/25/2016	Many in the state are very nice and the caretakers are very nice.
2310412	5/25/2016	I saw that UDOT partners with private businesses (truck stops and gas stations) on I-15 rather than maintaining their own facilities.
2325559	6/9/2016	Rest areas are generally good. However never should we see them fall into disrepair or total closure as we have in the past. The distances in Montana are too great and other states have shown that they are a critical part of ensuring safe travel on the state's roadways.
2326814	6/10/2016	Rest areas can help tourism, I think.
2326835	6/10/2016	There have been great improvements in this area - good job!
2329304	6/13/2016	I love what MDT has done with its new rest areas design. It has taken me a while to figure out why the design is the way it is. But I think now that I understand and think MDT has done a wonderful job in building rest areas that make me feel safer, function efficiently, are clean, and more.
2337426	6/21/2016	The rest areas are improving. Continue the upgrades. Keep the rest areas open longer.
2340284	6/24/2016	Just leave it to Town Pump. There's one at every exit already.
2340315	6/24/2016	I love the new rest areas which I have stopped at. They seem much more secure. The individual bathrooms was a great idea. Thanks
2340329	6/24/2016	look for opportunities for public private partnerships

2340820	6/24/2016	Montanans and visitors deserve quality and clean bathrooms; pets need places separate from our picnic and walking areas to do their duty
2342720	6/27/2016	the ones we have are well used and in good condition. I still like the concept of in town sites (Malta) as available.
2353880	7/8/2016	We need rest areas that are clean and efficient. Wyoming has great rest areas. Us, not so much.
2355319	7/10/2016	In regards to the new rest areas along I-90. Don't put in all family bathrooms. Have at least 1 bathroom that has just toilets for us single people who just need to go in and pee and leave. A lot of times when we stop there are a bunch of single ladies waiting for families to get done in the family bathrooms and they are in there like for 10 minutes. Please consider putting in one room that houses about 5 single toilet stalls for us older people who are not dragging in 3 or 5 kids all needing to use the facilities. I do love the new rest areas renovations, there was a needed upgrade but you forgot about non family trying to use them.
2357033	7/12/2016	OVER SPENDING
2360975	7/15/2016	I think that MDT does a good job here.
2361329	7/15/2016	The beauty of those being built is incredible - you have the nicest rest areas in the lower 48. I first noticed it at SweetGrass - that was brilliant
2362119	7/16/2016	Add rest areas, even with modest amenities, and co-locate with 3G/4G cell service
2364958	7/18/2016	Thank you for asking this! When I travel, I stop frequently and having a safe and clean place to stop is very important. Especially if I have children with me. If you could, please add security cameras, posting that they are there. This could discourage rest stop wrong doing. I had a hair raising incident in July 2015, which cussed me to make my stop very brief and carry my pepper spray in my hand on y way back to my vehicle. Also, kudos for the play ground at one of those stops. I'm sure folks traveling with children appreciate it.
2369584	7/21/2016	We need more rest areas available in winter. Example: The route between Great Falls and Havre often have cars and trucks pulled over for people to go to the bathroom because there aren't any open in winter.
2370213	7/22/2016	Some of the new rebuilt rest area work was NOT needed- there seems to be more important work. If MTDOT is short financially, it should make road safety its first priority. Keeping older workable rest areas functional is good- wait on building more & fancier ones. We don't need them to be mini campgrounds or visitor centers. There are other entities in place for that.
2373286	7/26/2016	I know that rest areas are an expense, but there are areas in MT that have many miles between communities that a rest stop would sure be nice.
2373451	7/26/2016	We need more.
2380067	7/30/2016	Most towns have a gas station as an option.
2380070	7/30/2016	Rest areas should be open year round. Most people still have to pee in the winter!
2382852	8/2/2016	Stop eliminating rest areas & make sure they are kept clean.

Comment Question: **Planned Growth**

Visit ID	Date	Comment
2325631	6/9/2016	MDT has good knowledge to bring to the discussion. However, local governments also know what their communities value. This needs to be an equal partnership with MDT willing to adapt to local community context.
2290515	5/9/2016	Please do not create more interchanges like Airway drive in Belgrade!
2294828	5/12/2016	Developing healthy partnerships with local communities is essential for MDT in the future.
2309661	5/25/2016	Work with cities and counties with the regional staff should always be a part of planning.
2310347	5/25/2016	With our current economic situation and tax revenue maybe we need to hold up on new projects unless they are extremely vital.
2311578	5/26/2016	There is a lot of unplanned growth in our cities. It becomes a traffic nightmare.
2311941	5/26/2016	Planning for growth should include TDM efforts, and not simply building more roads.
2326835	6/10/2016	Transportation options including adding bike and pedestrian use level of service on roadways and at intersections.
2329304	6/13/2016	Transportation and communities should always work together to provide systems that work best for multiple needs.
2340241	6/24/2016	Try actually listening to local people and governments rather than telling them what to do and being non-collaborative. MDT "assistance" usually means higher costs and worse outcomes.
2340284	6/24/2016	Local governments need help.
2340296	6/24/2016	This is not just be for urban communities - this should be stressed for small rural communities so they have the tools to attract business, support industry growth (especially agriculture) and become less reliant on other large cities in Montana (which puts a burden on those cities).
2340483	6/24/2016	Pass on cost of transportation and road improvements to developers;
2340820	6/24/2016	It's fine to assist communities so we have some evenness in the quality of public roads, bridges, etc. But stop the heavy hand such as allowing trucks to communicate with each other that they should get off I-90 and drive through downtown Bozeman. This is outrageous, ruins small towns, is dangerous to have them speeding through town. They should not be allowed to go off the Interstate except for gas and pickup-delivery. They also should not be driving Gallatin Canyon. You also have too heavy a hand on speed limits. If a town wants lower speeds they should get them for safety and quality of life in our towns.
2342720	6/27/2016	thank you for your ability to participate and join community meetings and efforts.
2342787	6/27/2016	Help Counties is at all possible
2343118	6/27/2016	Building should not be built before you review their plans. Too many unsafe left turn lanes off highways.
2343644	6/28/2016	And assistance with communities (such as on Highway 93) who are responding to the incoming couplets and retain their current outside dollars from those who stop.

2343648	6/28/2016	Development should pay its own way and not kick the can down the road to current residents
2350719	7/5/2016	This is a great idea. Education would help us all make wiser choices.
2350771	7/5/2016	Limited funds are available for the roadways. Stop wasting so much money on small town sidewalks - spend where more people will use them
2351641	7/6/2016	The growth in Montana does not need Planning it is near Zero
2352103	7/7/2016	Montana is an urban state according to the US Census and has been for decades. Put more emphasis on developing urban systems and less on saving money for outlying land developers by expanding rural sections. Raise state gas tax to capture revenues from the millions of tourists.
2352468	7/7/2016	Communities such as Bozeman could use help as the population is expanding faster than the city can build infrastructure.
2359429	7/13/2016	If Montana's population doubled next year - there still would not be congestion
2359436	7/13/2016	Looks like another push to do more in Western Mt and forget there is an Eastern Mt
2360975	7/15/2016	I am impressed with the energy and quality of Billings's MPO.
2362119	7/16/2016	Provide more flexibility so local street/road improvements are not forced to accept state standards for in-town state roads.
2364958	7/18/2016	Every community could use a boost.
2366053	7/19/2016	From what I see communities focusing on, this may be a wasted effort. There seems to be less and less consideration given to the majority of the users to accommodate a vocal minority. If the non-motorized users want the same consideration, they should carry the cost burden for their facilities. Considering how staunch the non-motorized groups are, why can't they get organized and agree to step and fund the Infrastructure they have such strong belief in.
2368755	7/20/2016	We really need this in Big Sky. Some architect without a pick up truck made the plans for these roads around here.
2370213	7/22/2016	Communities have their own planners.
2373050	7/26/2016	Need a MDT stop for trucks entering our state and divert trucks to Interstate.
2373286	7/26/2016	This a key point the MDT does to help communities as they grow and redevelop downtown areas for walking and bike paths
2373661	7/26/2016	Include in growth plans for walking and biking.

Comment Question: **Suggestion Congestion Delay Relief**

Visit ID	Date	Comment
2337426	6/21/2016	Speed limits on secondary roads. Consult with the local people who use the road, local law enforcement and common sense before setting unsafe speed limits on dangerous roads.
2343852	6/28/2016	tie speed limits to changes in local zoning; e. main st. bozeman has 40 mph along mixed use residential sidewalks

2343852	6/28/2016	1. tie speed limits to changes in local zoning; e. main st. bozeman has 40 mph along mixed use residential sidewalks 2. get police to enforce speed limits; traffic worse when a mix of speeders and compliant drivers
2380176	7/30/2016	Speed limits are too fast and too different between trucks and cars

Comment Question: **Winter Maintenance**

Visit ID	Date	Comment
2309661	5/25/2016	believe the state does a great job and the vast mileage makes this a challenge.
2329304	6/13/2016	I feel MDT does this well already. People need to learn to drive slower!!
2340373	6/24/2016	Seems that people (maybe newer residents) are not familiar with winter driving conditions and that the first couple winter storms catch many off guard. Maybe more public awareness of how to drive in winter conditions... would be good
2350719	7/5/2016	MDT does a wonderful job with this.
2360494	7/14/2016	emphasize bike routes in urban areas.
2373050	7/26/2016	Usually done on RT 287
2373061	7/26/2016	Montana roads need better clearing during winter
2377967	7/28/2016	You do a fantastic job in big sky area
2380479	7/30/2016	Earlier start on US 2, secondary 424 and secondary 503 would be great.
2382852	8/2/2016	Roads should be plowed during the storm to minimize snow pack build up.

Comment Question: **Congestion Delay**

Visit ID	Date	Comment
2309661	5/25/2016	Anything that would help move traffic smoother with synchronized traffic signals especially during peak travel days is critical. Street and work that can be done after peak hours is also a great idea. Work on 10th Ave So in Great Falls done in the evening and night has been wonderful.
2310347	5/25/2016	I am concerned about being on the highway and getting stopped for a project. I know signs are put up but inattentive drivers I don't know that it necessarily helps. For example at the D-3 rockfall project I was many cars back and I was hoping drivers behind me were paying attention.
2311578	5/26/2016	Work on scheduling construction so one road does not have multiple projects going on at one time
2329304	6/13/2016	Important, but less than environmental concerns or making roads compatible with biking/walking.
2340373	6/24/2016	Thinking big picture / long term is important and sometimes hard to do. But catching up is always harder. Try to foresee congestion and delay areas and plan / build well ahead of time.
2340491	6/24/2016	We have immediate need for Custer Ave in Helena
2340642	6/24/2016	Kalispell has horrible congestion!! Especially on Reserve! That needs to be 4 -laned!
2350719	7/5/2016	Roundabouts eliminate much of the congestion and traffic delay in the city.

2352205	7/7/2016	In Bozeman and Gallatin Valley, the state is not keeping up with motion sensors in all directions and using turning arrows.
2352541	7/7/2016	Missoula specifically. The light at Broadway and Higgins has no turn arrow when half of the traffic is turning. Reserve street needs to be widened from Brooks/93 to I-90. And Russell street needs to be expanded from Mount/14th to Broadway.
2357033	7/12/2016	OVERDOING LANE CLOSURES FOR ROAD REPAIRS AND LARGE LOAD LANES.
2357407	7/12/2016	have an expressway west of Missoula from I-90 to Hwy 93 south. With exits only between I-90 & Hwy 93.
2360194	7/14/2016	A couple passing lanes on 191 in the Gallatin Canyon would help a lot. Also a couple left turn lanes on Hy64 in the Big Sky town center area.
2368755	7/20/2016	Congestion is due to influx of workers not the road...but the roads have to handle them.
2373061	7/26/2016	It is extremely dangerous trying to pass long and/or multiple trucks
2380479	7/30/2016	Bypass might help 93 North of Kalispell and around Kalispell courthouse?
2381459	7/31/2016	Between the summer tourist and trucks it takes twice as long to get to work and school.
2382852	8/2/2016	Use computerized controls at intersections. A very reasonable system was demonstrated at the engineering conference two years ago at the Red Lion.

Comment Question: **Access Management**

Visit ID	Date	Comment
2329304	6/13/2016	This likely should be done in many situations.
2350719	7/5/2016	Access points would not need to be reduced if roundabouts were utilized more often. They allow traffic to enter the traffic stream with right-turn movements, and backtrack to effect a left-turn.
2368755	7/20/2016	The clubs need to have an access road for their work force, especially heavy equipment....
2373050	7/26/2016	Put trucks BACK on the Interstates where they belong!!!
2373061	7/26/2016	Trucks that are dangerous on two lane highways when interstate use is available
2379661	7/29/2016	why limit access
2380176	7/30/2016	Trucks should use major highways.
2380176	7/30/2016	Trucks should use major highways. Cars backing from street parking has no sight lines.
2380479	7/30/2016	Let's see more access roads or shoulders or turn lanes, especially on Hwy 2 West of Kalispell and 93 between Polson and Somers.

Comment Question: **Intersections**

Visit ID	Date	Comment
2284803	5/3/2016	Local traffic control jurisdictions need to have the ability to time, regulate, and control traffic signals based on local needs without MT DOT interference and red tape.
2289234	5/7/2016	this is where the cell phone law needs to be enforced, bad when the light changes, and they finish their conversation b/4 morning through!
2309661	5/25/2016	This and congestion and delay fit hand & glove

2311386	5/26/2016	the lights in Helena are not synced at all, and when the traffic is low in the early mornings, waiting for now reason is annoying. the Custer interchange needs more work for traffic flow..in a bad way!
2329304	6/13/2016	I usually don't see problems with this, but improve where MDT can.
2343034	6/27/2016	roundabouts might be more expensive than traffic signals, but they would probably increase the efficiency and flow of traffic. There have been discussions of a traffic signal at the intersection of Highway 64 and Ousel Falls Rd; a roundabout would probably be the better solution.
2344503	6/29/2016	LOSE the roundabouts NOW
2350719	7/5/2016	Roundabouts are the most effective way to handle intersection efficiency and safety. They are increasing in usefulness with uncertain power supplies.
2352205	7/7/2016	Many intersection in Bozeman are using turning arrows in turning lanes. You are not keeping up with our growth.
2357407	7/12/2016	the lights should be synchronized. I hate sitting at a green light because traffic is backed up from the next intersection because the light is red.
2359439	7/13/2016	I assume this means safer Intersections
2359907	7/14/2016	need a left turning arrow light coming from school direction onto lone mountain trail
2360163	7/14/2016	Signal lights, turn lanes and roundabouts all help to keep traffic flowing. We need all 3 on Highway 64 in Big Sky.
2361838	7/15/2016	More round abouts
2368755	7/20/2016	There needs to be better signage or lights at the Meadow Village before a ped or biker gets hit!
2380176	7/30/2016	Intersection of 191 and 287 is dangerous.
2380479	7/30/2016	Doesn't the signal at US 93 and Treeline need to be upgraded with protected left turns by now?
2382852	8/2/2016	See previous comments on Ranking.

Comment Question: **Intelligent Transportation Systems**

Visit ID	Date	Comment
2290579	5/9/2016	No traffic circles....difficult to maneuver horse trailers, etc
2309661	5/25/2016	A good idea if there are adequate funds to do so. I would focus on high traffic and hazardous areas as a priority.
2329304	6/13/2016	I don't know what this means.
2343034	6/27/2016	I'm not sure what an ITS is? Timed/intelligent traffic lights?
2365535	7/18/2016	You need to do a study on Missoula to see why they hamper the flow of traffic.
2380479	7/30/2016	I don't know what this is, but get it going.

Comment Question: **Montana's Environment**

Visit ID	Date	Comment
2361971	7/15/2016	"Air Quality and Climate Change". Could you start using words and language that people can relate to? "Impact Minimization" does not convey the true risks to our precious environment. What does it mean? Can you just say air quality and climate change?
2362119	7/16/2016	More broadly inform the public when taking these actions
2364212	7/17/2016	Rt. 191 from Bozeman to W. Yellowstone MUST be designated as a "Scenic byway" and reroute Semi-trucks. They are destroying the roads and extremely dangerous through the canyon.
2373294	7/26/2016	Reduce big rig long distance trips on highways immediately near rivers. Limit big rigs to those doing local deliveries. Chemical spills into rivers can be disasterous for fish and the local economy.
2380547	7/30/2016	Environmental health of citizens

Comment Question: **Impact Minimization**

Visit ID	Date	Comment
2288693	5/6/2016	We know what happens in states that do not protect their environment. We still have a wonderful environment. Let's protect it with best practices and environmentally friendly plans
2311578	5/26/2016	Need to look at more wildlife crossings and less impacts to sensitive habitats
2311941	5/26/2016	We need to use TDM and livability principles to minimize the impacts of the transportation system.
2325559	6/9/2016	Given the technological knowledge of today there is is no excuse for adverse environmental impacts when establishing or maintaining transportation systems in Montana.
2326835	6/10/2016	Environmental impacts need to include long term consequences of prioritizing vehicular trips only.
2326847	6/10/2016	i am not clear how I am supposed to respond. Am I providing stars as an assessment of attainment of current goals? or how important the topic is to me? what is the number of stars based on? The "What to do" tab is not clear
2329304	6/13/2016	MDT has the ability and capability of preserving and maintaining a diversity of plant and animal life - whether common or native species. MDT has the ability to create roadsides where diverse native species can thrive and exotic species perish. Transportation systems and corridors are everywhere in the State and it is important to human health and well-being to have transportation corridors that harbor a diversity of native plants and animals.
2340483	6/24/2016	Reduce sprawl with responsible planning; conserve existing resources; provide more public land access;
2340820	6/24/2016	Stop the billboards - they ruin the viewscape, are dangerous due to drivers viewing them. Promote Montana as the Last Best Place to be unique and not have billboards like the other States
2343648	6/28/2016	Save our green space, stop the sprawl

2350690	7/5/2016	may I suggest some sort of scenic value assigned to hwy 191 to keep the semi traffic heavy impact from this pristine area
2351858	7/6/2016	In particular, I'm interested in seeing more features designed to accommodate wildlife passage, such as those installed on US Hwy 93 on the Flathead Reservation.
2361285	7/15/2016	this doesn't mean keeping people out!
2361297	7/15/2016	I think environmental impact should be a top priority. i am particularly concerned about the rapid pace of development in the Big Sky area. We are not incorporated and citizens need representation.
2361971	7/15/2016	Reduce air pollution and climate change by providing options to the single-occupant motor vehicle.
2364212	7/17/2016	High priority
2364958	7/18/2016	We must be good stewards.
2368216	7/20/2016	Through truck traffic should be routed around the central core (usually Main Street)
2372784	7/25/2016	Minimizing these impacts is cost-saving rather than dealing with consequences down the line. Montanans live here because of the environment: there is no greater priority to us.
2373050	7/26/2016	Consider stopping trucks going thru Bear Trap Canyon on RT 84
2373083	7/26/2016	toxic spill on 191 into the gallatin is just waiting to happen
2373634	7/26/2016	Too much noise & pollution caused by big rigs on a small highway. It changes the feel of our small rural community.
2373635	7/26/2016	preserve the beauty and quiet
2374002	7/27/2016	Most important
2380047	7/30/2016	I'm concerned about the environmental impact on wildlife and our pristine rivers from the impact of the big trucks using secondary, valley highways instead of the large interstate freeways.
2380535	7/30/2016	Without blocking off land and access to the public.
2381109	7/31/2016	MT depends more on her environment for her economy and population retention than most states - farming, tourism, etc. Therefore, it should be a higher priority than it is for most states.
2381252	7/31/2016	Save our rivers. Economy depends on tourism and the park.
2381893	8/1/2016	Protect animal migration thru the elimination of interstate big rig traffic on US Hwys. 287 &191

Comment Question: **Storm Water Management**

Visit ID	Date	Comment
2287381	5/5/2016	I would like to softly request for bicycle-friendly drains in cities. Also, consider rain gardens, bioswales and the pollution generated from car if it is stored along an MDT route.
2288693	5/6/2016	Water is and will continue to be an increasingly important resource. Water runoff plans should include capturing water runoff for animal and human consumption

2311578	5/26/2016	Look at green infiltration options to clean dirty stormwater before entering waterways.
2326847	6/10/2016	i am not clear how I am supposed to respond. Am I providing stars as an assessment of attainment of current goals? or how important the topic is to me? what is the number of stars based on? The "What to do" tab is not clear
2329304	6/13/2016	It is very important to manage storm water into local, on-site systems that create wetland habitat or areas of higher moisture. Stormwater is a tool by which our transportation corridors can maintain habitat diversity, including wetlands.
2343648	6/28/2016	protect our watershed
2350719	7/5/2016	Maintaining clean water resources is becoming more and more important. Good work.
2360975	7/15/2016	There were several instances where this was handled badly in Billings.
2361285	7/15/2016	helena westside could use some improvement on this item
2364958	7/18/2016	It can't be controlled completely, but do the best that you can, with what you have to work with.
2381109	7/31/2016	While this is highly important, we have more sq. miles per driver than most states, so common sense suggests our environment can absorb and process a greater percentage of the total driving population's pollution. Then again, science may repudiate that, but I am not aware of it having done so.
2381252	7/31/2016	Run off effects our rivers And pollutes.

Comment Question: **Preparedness**

Visit ID	Date	Comment
2325559	6/9/2016	Statewide emergency and disaster planning has been and continues to be less than (actually, woefully) adequate. There needs to be a concerted effort to bring MDT as well as other agencies into line in this area.
2326847	6/10/2016	i am not clear how I am supposed to respond. Am I providing stars as an assessment of attainment of current goals? or how important the topic is to me? what is the number of stars based on? The "What to do" tab is not clear
2360163	7/14/2016	In Big Sky, there is one way into the area and one way out. When there is an accident, there is no alternative route to exit or enter the area. If there is ever an emergency, I feel this area would be impossible to try and evacuate safely. Highway 64 is a dead end, we need another safe way exit in an emergency.
2361297	7/15/2016	Currently in Big Sky an accident on 191 or 64 can close the road for hours. I can't imagine what it would be like if residents had to evacuate due to fire or other natural disaster.
2361971	7/15/2016	What natural disasters are you referring? You should use language and terminology people understand.
2364958	7/18/2016	We have to be able to function in the event of a natural disaster. Emergency personnel needs to be able to respond safely and quickly. Realistically, we may not be at home when one strikes and we should be able to reconnect with our loved ones as soon as possible. Downed communication lines would make it impossible to do so, so getting back home whoever they are is imperative.

2372784	7/25/2016	Proactive planning saves lives and money. The land slump that occurred on HWY 93 between Polson and Kalispell luckily didn't cost lives but shut down the road. A seismically active state, MT is poised for a big jolt.
2373205	7/26/2016	This is a way of life for this region, and using common sense
2381252	7/31/2016	Eliminate trucks on 287 to reduce noise and pressure on infrastructure.

Comment Question: **Land Use Planning**

Visit ID	Date	Comment
2291731	5/10/2016	More condensed neighborhoods that utilize our existing systems, such as sewage and water. And please, please, please, continue/connect neighborhood sidewalks and bike lanes.
2310412	5/25/2016	Emphasis on working with the local partners - MDT shouldn't have to take a lead role.
2311941	5/26/2016	We need to implement smart growth and livability principles so we don't have to build more roads!
2319890	6/3/2016	Need more coordination between MDT Districts and the local Planning Department. Also, MDT needs to take in account local plans!
2325559	6/9/2016	We have seen over the years the follies of unplanned land uses, both environmental and social impacts. All projects need to consider these elements in planning and execution.
2326835	6/10/2016	Be more open to having discussions with local govt. not just stating what can't be done. Be true partners in the community.
2326847	6/10/2016	i am not clear how I am supposed to respond. Am I providing stars as an assessment of attainment of current goals? or how important the topic is to me? what is the number of stars based on? The "What to do" tab is not clear
2329304	6/13/2016	It is important to work locally to landowners. People should feel pride towards MDT in the transportation systems that MT has. Through planning involving locals we can preserve heritage and native species.
2340483	6/24/2016	Make public land more accessible; reduce high density housing in rural areas; conduct impact studies on water before granting permission to develop rural areas;
2340697	6/24/2016	More thoughtful consideration should be put into road improvements to make them greener. Adding more trees for shade along boulevards and beautifying center of roads with art and wild flowers as seen in California. They use drought resistant trees and plants to beautify roads. Rouse st in Bozeman could be a good place for a project such as this. Leaving trees when widening road creating winding sidewalks instead of straight too to enjoy the river that flows by.
2340820	6/24/2016	Build bike and walking paths along side your highways. It is so dangerous to have bikers and walkers on the highway edges. Plant more wildflowers and better quality grasses along side and in median strips to keep soils from moving, filling up with weeds, and for more beauty along our roads
2343118	6/27/2016	Developers are out of control. They need more oversight. Who will fix the shoddy roads they build today after they are gone.
2350719	7/5/2016	Using prudent maintenance strategies is the best way of preserving our wilderness and agricultural resources.

2351018	7/5/2016	developers are getting a free ride in growing areas. who pays when they are gone.
2361971	7/15/2016	You will save your citizens a lot of money if you take responsibility for the enormous role land use plays in planning and funding transportation systems. The two cannot be separated. If MDT cares about the precious beauty of Montana, you'd be doing much more to promote preservation of open spaces, agricultural land, and public recreation lands. Continuing to just build and expand more highways without providing options is the opposite of stewardship.
2364958	7/18/2016	No comment.
2372784	7/25/2016	Land use planning is an acrimonious but necessary part of transportation. Local partners MUST have a voice.
2373050	7/26/2016	TRUCKS are a part of the impact problem!!!
2373211	7/26/2016	Please stop the large semi-trucks from traveling the "short cuts" of route 87, 187 & 191. They should stay on I-15 instead of our 2 lane roads, unless they have a delivery. These are back roads where large truck at high speeds and locals, wildlife and tourists don't mix. We would be a lot safer without these huge trucks in a hurry to get somewhere regardless of what's ahead. Accidents follow plus wildlife is killed. Trucks simply cannot see what's around the next bend and when they do, they cannot stop. Please keep semis on the I-15 and the back roads for locals, wildlife & tourists.
2373635	7/26/2016	continue easement on the Madison River valley
2380047	7/30/2016	I'm concerned about environmental impact on wildlife and our pristine rivers, and the impact on our tourist economy from the big trucks using valley highways and not I 15.
2380440	7/30/2016	Isn't this the same as number one?
2381252	7/31/2016	Zoning and planning are necessary as the cities convert from rural to Suburban.
2381893	8/1/2016	The Madison (287) and Gallatin (191) River corridors deserve better than the current noise and air pollution that emanates from the big rig traffic. Those trucks should be rerouted onto the Interstate system.

Comment Question: **Wildlife Considerations**

Visit ID	Date	Comment
2288693	5/6/2016	Animal overpass bridge is such as those designed in the Canadian Rockies would be a great addition to Montana highways. There are too many large mammal Fatalities On our highways
2292092	5/10/2016	Many deer are being hit on a regular basis, South of HWY 2 West on the new Bypass in Kalispell. Such a shame.
2311578	5/26/2016	Too many wildlife vehicle collisions in this state. Need to consider more wildlife crossing options
2311941	5/26/2016	This is also a safety consideration.
2325559	6/9/2016	Most projects can be done with consideration for critical/important wildlife habitats in mind. MDT needs to give more consideration to these issues, whether it is for safety (minimizing collisions) for the preservation and/or enhancement of existing habitats and wildlife populations. Given the level of knowledge at this point, there is no reason why these concerns cannot be accomodated.

2326814	6/10/2016	Wouldn't wildlife accommodations prevent drivers from hitting them?
2326847	6/10/2016	i am not clear how I am supposed to respond. Am I providing stars as an assessment of attainment of current goals? or how important the topic is to me? what is the number of stars based on? The "What to do" tab is not clear
2329304	6/13/2016	It is impressive what MDT has done to try and encourage animals to cross under or over our roads. I applaud and encourage more work that allows transportation systems to co-occur with all native plants and animals.
2340483	6/24/2016	Make every effort to mitigate negative impact on wildlife; Wildlife is one of Montana's precious resources and as such preservations should prevail; considered in planning
2340820	6/24/2016	build more tunnels and bridges for wildlife to save animal lives and injuries/costs to drivers
2343034	6/27/2016	The fatalities to Big Horn Sheep on HIghways 191 and 64 are significant--think two sheep deaths within the space of a week. More aggressive (i.e. flashing) signage could be helpful in minimizing the collateral damage to wildlife.
2343648	6/28/2016	keep us the last best place
2344690	6/29/2016	The Bighorn Sheep on Highway 64 in Big Sky need to be protected. We need appropriate signage and flashing lights, whatever it takes to get people to slow down on the curve with the Bighorns hang out. There have been multiple accidents there - one fatal - we need to address that part of the road.
2350719	7/5/2016	The photos of the wildlife under- and overpasses are very interesting. I wonder how effective the jump-outs are? I have never seen any data on that.
2351858	7/6/2016	In particular, I'm interested in seeing more features designed to accommodate wildlife passage, such as those installed on US Hwy 93 on the Flathead Reservation
2353111	7/8/2016	The wildlife is one of the main reasons I moved to MT. I am not a hunter
2360975	7/15/2016	Montana needs more seperated wildlife corridors.
2361285	7/15/2016	Wildlife make Montana, Montana. The need to be included in any planning
2361838	7/15/2016	More should be done with wildlife passage (over and underpasses) to prevent impacts.
2364212	7/17/2016	Providing wildlife safety corridors is an opportunity to distinguish Montana from other Western states.
2364958	7/18/2016	To be fair, they were here first. They shouldn't suffer for our convenience.
2372784	7/25/2016	Interstate I-90. Elk. Build fencing before more people die. Enough said.
2373211	7/26/2016	I have seen bison & elk mowed down by large semi trucks, even though I flashed my lights and tried to warn the semis on hwy 191 & 287. They seem oblivious to what might be around the next bend and couldn't stop in time if they wanted, because they are driving too fast. Many close calls with between wildlife too. Semi trucks don't belong on these 2 lane roads when they can use the I-15. They are taking these roads as a shortcut and intent on making good time. That puts passenger vehicles and wildlife at risk. Let's stop the madness and get big trucks off the local roads.
2373635	7/26/2016	vital to the entire country
2373635	7/26/2016	vital to the entire country; of utmost priority

2376232	7/27/2016	Tunnels under the highways or walkways over the highways seem to be helping in other states.
2380047	7/30/2016	Large long haul trucks hurry the environment, wildlife and our pristine rivers. They should use I 15 freeway not the valley highways.
2381252	7/31/2016	Protect the wildlife Corridors.
2381893	8/1/2016	Animals in the Yellowstone ecosystem which surrounds Hwys 287 &191 collide with the big rig interstate traveling trucks way too often. The most cost effective way to reduce these collisions is to make these trucks use the Interstate System and get them off the secondary roads (US Hwys 287 &191).

Comment Question: **Suggestion Quality Cost Effectiveness**

Visit ID	Date	Comment
2340310	6/24/2016	Management and Standards, Accepted Practices. A comprehensive look at access onto state highways - that is shared with local folks - would be helpful (such as for subdivision). It's difficult to support MDT if I don't know what is important to you.
2361971	7/15/2016	Transparency! Explain to us how one or two people in Helena are making long range decisions for a whole state full of diverse cities, towns, populations. Is Montana using best practices in transportation service delivery, or are we still running on old school cronyism? We don't even know, because you don't want the public to know.
2370946	7/23/2016	Consider the construction methods to make sure to get the most out of each dollar of construction costs

Comment Question: **Selection Timing**

Visit ID	Date	Comment
2309661	5/25/2016	The 5 year planning is helpful, but at times there are adjustments that need to occur with unforeseen needs such as loss of bridges and roadways due to flooding etc.
2322367	6/6/2016	it seems like the state does a good job with the money they have
2340296	6/24/2016	Cut the unnecessary projects for "tourism" and spend what little \$ we have on upgrading and maintain the roads our Montana citizens need, in order to get to work everyday, transport goods and services, and live here.
2340310	6/24/2016	Mobilization will affect the timing. sometimes a project gets done before/after it should be done because of another opportunity.
2340359	6/24/2016	A lot of the survey - this question in particular - just seems like the government is patting itself on the back with every question. Is someone really going to one star this? How about some more concrete questions, like, 'How do you feel about roundabouts?' with a picture showing the difference between a roundabout and a calming circle.
2340359	6/24/2016	A lot of the survey - this question in particular - just seems like the government is patting itself on the back with every question. Is someone really going to one star this question? I feel like this question may as well ask: 'How awesome do you want us to be? 1-star, not awesome, 5-star, so awesome!' 'Well Bill, looks like everyone put 5-stars.' How about some more concrete questions, like, 'How do you feel about roundabouts?' with a picture showing the difference between a roundabout and a calming circle. Or ask people about Complete Streets and similar initiatives.

2342720	6/27/2016	there should always be allowances for critical and emergency situations.
2352103	7/7/2016	Plan ahead with local governments to prioritize needed projects.
2357548	7/12/2016	Politicians shouldn't make engineering decisions.
2361285	7/15/2016	concentrate on needed versus asthetic projects
2361971	7/15/2016	First, make sure that the projects are even right for Montana's goals.
2364675	7/17/2016	Stop letting the choices be based on state and local politics. Put public safety above politics.
2368031	7/20/2016	which area of our system has the highest number of accidents or violations of saftey?
2378290	7/28/2016	The Skyline bus to/from Bozeman and Big Sky needs more time options, ESEPCIALLY in the 6p.m. - 10 p.m. range. Many people get off work after the 6:10 bus has left and are stuck at Big Sky till 11:45! Also during the ski season more mid-day commuting options would be great!
2378815	7/28/2016	Whitefish is a tourist destination - consider this when working on roads in the Summer!!

Comment Question: **Decision Making**

Visit ID	Date	Comment
2325631	6/9/2016	Consider effects of changes beyond the project. Don't omit small improvements that improve overall system effectiveness solely due to budget. Coordinate effectively with local jurisdictions early and consistently.
2292557	5/10/2016	Red lodge was a diaster! Bad contractor and no help from state when things were going wrong.
2294828	5/12/2016	Decision making should be balanced with the components listed.
2309661	5/25/2016	This should be just standard procedure
2322367	6/6/2016	the state does a good job getting information out
2340241	6/24/2016	What does system performance mean? Usually that means sacrificing multimodal transit on the alter of travel times. Turn over control and funding to City governments as they are closer to the people and can make better decisions than bureaucrats in Helena.
2340296	6/24/2016	Don't just ask for public input, then ignore it, and does the projects the State thinks are needed. Actually take the public comments into consideration and base decisions on those comments. Yeah, there are some crazy's in Montana, but there are more hard working individuals who are invested in the State and want to leave it a better place for their children - those are the people who's ideas and opinions should matter. And should be acted on.
2340310	6/24/2016	Make the process transparent. Keep to the schedule/deadlines. If that is not possible, let people know what the revised schedule is. Be very clear on funding sources. When dealing with rural/small towns, invite solutions/participation.
2340363	6/24/2016	Some projects seem to be so far in the distance and keep getting pushed out further. Expedite projects once decided it is a go.
2342707	6/27/2016	Consider the appeal / appearance of projects as well. Example the new DOT shops north of Bozeman are serviceable, but lost on aesthetics (lost opportunity)

2342720	6/27/2016	MDT does a great job, website is informative and if a person is interested, they can find what they need. Very open and public, good job.
2344623	6/29/2016	Does MDT really listen to public input? Any issues coming from public seem to be put on back burners because MDT always says, those points will probably not be considered because of budget constraints! which let's them off the hook to no even answer the public during the public meetings. Studies done recently at the cost of \$179,000 to us taxpayers, is probably wasted - budget constraints says MDT and that bureaucracy just goes ahead and does what it wanted anyway, study and the public be damned.
2351112	7/6/2016	Make decisions based on need to system. NOT ON A CYA BASIS. Cut the meetings, hearings, and BS that takes two to three years to reach a decision. Have decisions made by qualified people and have them be responsible for them.
2361285	7/15/2016	This is a no brainer.
2361971	7/15/2016	We hear that the real decisions are made by one or two people in Helena. Or by the Montana Association of Contractors. And by what factors do you judge system performance? And are ALL modes part of MDT's "system", in a real-life paradigm and not just lip service?
2364675	7/17/2016	Negotiate like it's your money, not the taxpayers. Meaning be frugal & don't always fund the Cadillac model, when the others get the job done more cost efficiently. Consider bundling projects.
2370213	7/22/2016	Not necessary to go overboard- YOU are the trained professionals.
2381893	8/1/2016	The decision to allow big rig traffic on secondary roads that are not designed for this weight should be based on local input. The trucking lobby runs the decisions at both the federal and state levels. We locals need to have more of a listened to voice. Big business is in bed with the moneyed interests way too much.
2382852	8/2/2016	Always remember your primary obligation is to the public using vehicles not just squeaky special wheels such as bike paths and separate bridges.

Comment Question: **Public Input**

Visit ID	Date	Comment
2294828	5/12/2016	Open House formats are an effective tool.
2309661	5/25/2016	I believe there could be improvement in this area from regional staff.
2322367	6/6/2016	the state seeks comment a long ways out giving the public plenty of time to comment
2340241	6/24/2016	Highway engineers should stop telling the public that their concerns like crosswalks are illegitimate because of the standards manual and the need to move cars. Put people first!
2340296	6/24/2016	Montana does a decent job of asking for public input; leaders of Montana do a terrible job of listening, hearing and making decisions based on that input.
2340310	6/24/2016	Use the small town networks to your advantage. Get creative about how you let people know about input opportunities - where do they gather - grocery, laundromat, etc? Where are the notice boards that are actually read in the community - the ATM? grocery? public buildings? post office? Use a variety of notification methods - not everyone has or uses social media/internet, is literate, or has access to television/radio. Notices going home with school kids can be effective. Know the communities and use the ones right for that community.

2340363	6/24/2016	Does a great job of involving the public. It is important.
2342707	6/27/2016	Similar comment - use professional input from users to improve appearance of structures.
2342720	6/27/2016	MDT does this well.
2344623	6/29/2016	See the above and have MDT field check what the public is talking about. Isn't MDT a public service department? It needs to be more communicative and transparent and willing to have a two way discussion = talk and listen.
2351625	7/6/2016	The Engineers need to decide, not the public
2352541	7/7/2016	We should also look to other communities outside of montana for examples as well as utilizing experts in the field. Montana is a special place. I personally have driven in many different areas of the country and have seen transportation success and failure. I want montana to embrace the best of the best idea
2353880	7/8/2016	The public doesn't understand what is always best. Look at the Valley Center underpass in Bozeman. People want that open and safe, but they still drive like morons.
2361285	7/15/2016	public input is crucial for overall satisfaction and acceptance
2361323	7/15/2016	The DOT has established a forum that allows special interest groups "GARNDSTAND" their causes and intimidate others that attend. you need to try the Open House with comments in writing - it works better and is less intimidating.
2361329	7/15/2016	Public input is generally limited to people with a specific agenda - that is of benefit only to them - what a waste of time
2361341	7/15/2016	Less public input - there are as many opinions as there are people - put the Engineers knowledge to work and they should decide!
2361971	7/15/2016	MDT's public input is a joke. One small announcement in tiny font size in one corner of the newspaper is supposed to inform people about huge changes to their communities? If you really wanted Montana citizens to tell you what they want, you'd go out TO people and talk to them in plain language rather than expect them to take time from their busy lives to attend some meeting where engineers use jargon and push a road-building agenda, and normal people have no idea really what you're saying. The terminology, "input" methods, and very language you use is heavily biased toward the status quo. Even when citizens do take a stand and try to work within MDT's system, they get a run-around, or are told that a project cannot be changed because it was decided 10 years ago by one or two people in Helena, and citizens should have known about that because you conducted some sort of totally ineffective public involvement "process". Which involved.....a tiny square of text in one corner of a newspaper that nobody read.....
2362119	7/16/2016	Tie in with both govt'l and volunteer community groups to expand sources of input
2364675	7/17/2016	Again, act as if it's coming from your bank account and don't fund pie in the sky choices even if Jane & John Doe want you to finance their retirement.
2365701	7/18/2016	Public input has resulted in the Environmental problems, water problems, dam removals - you need no public involvement
2368031	7/20/2016	If the leadership is doing it's job then public input is already in the mix. Leadership is key.
2370213	7/22/2016	YOU are the professionals with the best most informed judgement.



Additional Public Comments

In addition to comments provided through the public survey, MDT received the following written comments through email and traditional mail.

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

Reason for Submission: Ask MDT A Question
Submitted: 05/19/2016 11:28:31
Name: A
Email Address: crazy2me69@gmail.com

Comment or Question:

We can build all we want to but someone has to maintain them afterwards, the more built the more the funding that isn't really there for maintenance. We have the max amount of existing maintenance employees but yet there is more and more roadways and paths to maintain. It's nice to have federal funding for building roadways, bike paths, etc. but when maintenance is State funded and the first one cut off of State funding we will always be lacking.

Reason for Submission: Comment on a Project or Study
Submitted: 06/14/2016 09:12:32
Project/Study Commenting On: NorthStevi
Name: Dave Hurtt
Email Address: bigdave@montana.com

Comment or Question:

Altho not a path user, I am in favor of bike paths, and hope the Stevi North project will include a path from the existing one from the Florence East project of 2014, which ended about mile marker 10 on the East Side Highway. I recommend the new project include a bike path to at least 3 Mile Road, which would nicely serve the many residents of Eagle Watch and other dwellings and subdivision areas along that route. It would be nice for it to have it included the entire length of the new project, but cost certainly is a limiting factor. I have observed the bike path from Florence east to the round-about, then southward for half a mile is well used, and feel that its extension would be an asset to many new users. On the other hand, game crossings is a complex issue, as wildlife cross where they see fit at any time and any place, and it would cost a tremendous amount of money to accommodate many, many crossing sites.

-----Original Message-----

From: Connie Leistikio [<mailto:cleistiko@centurytel.net>]
Sent: Thursday, June 16, 2016 4:01 PM
To: Watt, Charity
Subject: Why the omission?

MT is a huge state with limited direct routes between towns. Yet this transportation plan has nothing in it to help the 119 or so general aviation community airports, most of which are struggling to remain in operation because of deferred maintenance. These airports are used by thousands of small and medium sized businesses as well as tourists. Why would there be nothing in this plan to help with this vital piece of MT's transport system?

tranplanmt.metroquest.com is not a valid email address



Bike Walk Montana ▶ Montana Department of Transportation

✓ Liked ▼

15 hrs ·

Survey created by a high population state:

BIKE & PED PLAN

ABOUT THE CSBPP PARTNERS + PARTICIPATION

WELCOME

The California State Bicycle and Pedestrian Plan (CSBPP) will be a visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework for...

Caltrans Bicycling/Walking Survey Closing Soon, Draft CA Plan This Fall | Streetsblog California

Support continuing coverage of Caltrans and statewide bicycle and pedestrian issues on Streetsblog California. Click on image to make a donation.

CAL.STREETS BLOG.ORG

From: robert [<mailto:laredoenterprises76@gmail.com>]

Sent: Wednesday, June 22, 2016 8:13 PM

To: Watt, Charity

Subject: TranPlan

Hi Charity

Great seeing you last week at the meeting

Some confusion has evolved because of the wording in the TranPlan brochure and the news release that was circulated in the Great Falls Tribune, May 5th.

The way I read it, the Aug 4th deadline for public comment was set so MDT would then prepare a report for public review in December.

TranPlan is an ongoing process, however MDT was asking for input by Aug 4th so the info could be used for the 2016 planning process, is that not right.

What does it mean, "TranPlan" is not Project Specific when other info refers to developing the 5 year project construction priorities as well as reaching out 20 years. When then are projects nominated for the 5 year project specific plan"

Maybe you can clear this up for me, thanks

Cordially

Bob Sivertsen

From: Amanda Eggert [<mailto:amanda@theoutlawpartners.com>]
Sent: Monday, June 27, 2016 3:07 PM
To: Watt, Charity
Subject: Information on TranPlanMT

Hi Charity,

I recently heard that MDOT is updating its statewide transportation plan. The highway systems in Big Sky, where I work for a bimonthly newspaper, have been a pretty hot topic given a marked increase in traffic over the past several years.

I'm wondering about timelines for TranPlanMT and the results that come out of the planning process.

Do you have a rough estimate of when the information-gathering will wrap up? Any idea when the plan in full is expected?

Also, will the media have access to the results?

Thanks for your help,

Amanda

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Friday, June 24, 2016 5:13 PM
To: MDT Comments - Ask MDT
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: 06/24/2016 17:12:44
Name: Patricia Simmons
Email Address: psimmons100@gmail.com

Comment or Question:

Lobby to get the gas tax increased in Montana along with allowing communities such as Bozeman to implement visitor taxes. We need the visitors to Montana to pay their share of the costs to maintain infrastructure in Montana.

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

Reason for Submission: Ask MDT A Question
Submitted: 07/06/2016 18:16:07
Name: Tallie Lancey
Email Address: tallie.lancey@gmail.com

Comment or Question:

I live and work in Big Sky where our primary arteries are state highways 64 and 191. With the increased traffic (vehicular, bike, and pedestrian), our community's public safety is my top concern. As an unincorporated area, it seems difficult for that concern to be voiced at the state level. I encourage you to consider the needs transportation needs of Big Sky. Thank you very much!

Reason for Submission: Ask MDT A Question
Submitted: 07/07/2016 09:25:23
Name: Helen Foster
Email Address: montanabby48@gmail.com

Comment or Question:

Husband and I think the speed limit of 80mph is too high for safety. Drivers STILL drive as fast as they can. We DEFINATELY need more inforcement. We hate the thought of those we love in a horrible accident with alcohol and speed.

From: Russ Fletcher [<mailto:russ@matr.net>]
Sent: Sunday, July 17, 2016 10:17 AM
To: Tooley, Mike
Subject: TranPlanMT will move Montanans forward together with your feedback

[TranPlanMT will move Montanans forward together with your feedback](#)

Mike,

Has your department started evaluated the opportunities of Solar Roadways?

If you add in the potential for connected vehicles, inductive recharging of electric vehicles and it's ability to replace the outdated technology of the electric grid this has incredible potential.

[France will pave roads with 620 miles of solar panels](#)

[A Highway That Will Produce Power Instead of Roadkill](#)

[Solar roads coming to Sandpoint, Idaho](#)

From: Russ Fletcher [<mailto:russ@matr.net>]
Sent: Tuesday, July 19, 2016 12:45 PM
To: Watt, Charity
Subject: Re: FW: TranPlanMT will move Montanans forward together with your feedback

Thank you.

As a member of the Northwestern Energy Infrastructure Advisory Board, I see that transportation planning is going to be significantly impacted by energy technology in the immediate future so planning for it has to be included. We are going to move from the culture of carculture with autonomous cars not owned by individuals, the end of car repair shops, car insurance, parking lots, traffic signals, parking meters, etc... The list is amazing and coming much sooner that we may think.

You may find these news archives of interest as well:

http://www.matr.net/news.phtml?showall=1&catlabel=Transportation&cat_id=19

http://www.matr.net/news.phtml?showall=1&catlabel=Energy+and+Climate+Change&cat_id=9

Reason for Submission: Ask MDT A Question
Submitted: 07/18/2016 14:13:08
Name: Russ Lawrence
Email Address: russworks@outlook.com

Comment or Question:

I took the TranPlan survey, and in comparing my rankings with the results so far, I found several categories that I had not noticed while taking the survey. My guess is that you had to scroll down to see them, but it wasn't obvious on my screen, so I missed them. You might look into the design of the survey page to make sure that people aren't consistently missing them.

Reason for Submission: Ask MDT A Question
Submitted: 07/21/2016 00:07:25
Name: Kevin Kelleher
Email Address: kelleher@3rivers.net

Comment or Question:

I believe that the most important project for MDT is to complete Mt 64 to Ennis Mt and US 287 . This is also an issue of public health and safety for the Big Sky area due to the geology and make up of numerous earthquake faults in the area. The loss of a bridge on US 191 due to earthquake would paralyze Big Sky...the need to transport earthquake victims would be severely compromised...in both the Gallatin and Madison drainages. Having only one road out of BigSky, the Yellowstone Club, and Moonlight communities is nothing short of recklessness on the part of the state, developers, and even communities encircled in the ring of faults around the above mentioned communities.

This is the dirty

little secret of MDT and the Big Sky developers (YC, ML) just continue to pretend that it won't happen here..then look at Hebgen 8/17/1959 Finish MT 64 to HWY 287 so this road can serve the public good. use your powers of eminent domain to complete this project. In 1982 Dick Miller (MDT) was quoted in the Big Sky newspaper, Lone Peak Lookout about this issue. he said "The state of Montsna is not

interested in building dead end state highways" well it appears you are interested in dead end roads after all.

Reason for Submission: Ask MDT A Question
Submitted: 07/26/2016 06:40:51
Name: DA Kennedy
Email Address: dakenn59@aol.com

Comment or Question:

Please start moving truck traffic to the INTERSTATES where it belongs.

Thank you for putting the rumble strips down the center of RT 84.

Reason for Submission: Comment on a Project or Study
Submitted: 07/26/2016 14:06:53
Project/Study Commenting On: TranPlanMT
Name: Patricia Mayne
Email Address: noahdjnanny@yahoo.com
Other Details: Hwys 87,287,84,191

Comment or Question:

I hope your plan for transportation in our valleys will consider a common sense solution to safer roads for our migrating/dispersing wildlife and our citizens and visitors.

Long haul semi trucks should use the interstates for their through travel. Interstates were designed and designated for interstate trucking. Our 2-lane narrow highways were not. Let's not put a bandage on this. Let's consider the topography of our country roads and stop cramming semis, travel trailers/motor homes, horse trailers, cattle trucks, local ag trucks, millions of tourists unfamiliar with our roads and wildlife crossings who pass semis in unsafe areas. The trucking industry should encourage driving on the interstates. Any time and/or money issues can be ameliorated. Thank you.

July 16, 2016
14 Hedges Rd.
Cesarone, MT 59001

Gran Plant M.T.
P.O. Box 201001
Helena, MT 59620

to MDT,

There needs to be a Primary Seat Belt
law with a "click it or ticket" rule.

Fines here should be greatly increased.

I've heard "I can pay \$20 a speed."

I think minimums should start at
\$100 dollar level.

Seventy five MPH is much too
high on secondary roads.

DUI laws should be tightened up.
No license after second conviction.

Eighty MPH on free way too high
as people always have to go a "little faster."
Need far more Highway Patrol officers!

Ernest Anderson

Reason for Submission: Ask MDT A Question
Submitted: 07/26/2016 20:09:14
Name: Barbara Hoag
Email Address: mtbarbster44@gmail.com
Other Details: Truck traffic in the Madison Valley

Comment or Question:

The large trucks driving through the Madison Valley are extremely problematic for a number of reasons. They are loud, they drive too fast, they disrupt the wildlife in this region, they interfere with the small town pedestrian traffic, they make ruts in the highways, and they drive straight through our town without contributing any benefit to our community. They only are a nuisance and interference in the general well being of our communities. There is an interstate highway not far from this route which would adequately serve their needs and allow them to drive at higher speeds without disrupting small town traffic. I believe they belong on the Interstate Highway system, not driving on 2 lane highways that are dangerous enough as it is.

Thank you for your consideration. Barbara Hoag

Reason for Submission: Comment on a Project or Study
Submitted: 07/27/2016 09:54:09
Project/Study Commenting On: STIP
Name: Ann Anthony
Email Address: ipnews@mac.com
Other Details: No more Big trucks on Highway 20 and 87

Comment or Question:

We have a continuing problem here is Island Park with Big Truck's, to limit their traffic w/ awesome. Our road needs constant repair and the trucks don't slow down.

Reason for Submission: Ask MDT A Question
Submitted: 08/01/2016 21:14:10
Name: Dean
Email Address: g.dno1588@gmail.com
Other Details: hwy 64 Big Sky Sur Rd

Comment or Question:

Safety for all, but primarily for intermodal pedestrian transportation here in Big Sky, Mt, Gallatin Co. We have a very unique situation up here w/huge construction. growth, equipment, and labor transportation through our main corridors.

This results in stress, congestion, and unsafe conditions daily.

A combustibile mix of #1 locals trying to go safely, and now defensively about their daily tasks-commute

#2 construction and business interest seemingly only interested in getting from point

A to point B as quickly as possible. w/no interest in safety of cohesive flow of

others.

#3

confused-frustrated tourists

It has become
wartime survival out there!!!

I have personally, barely avoided

being run over 3 times while trying to defensively cross spur rd.

With pedestrian Crossing lights on, waiting for drivers to stop to allow crossing. starting to cross only to be run off by

drivers blasting through intersection, and situation.

Bozeman, MT 59718
July 21, 2016

Mr. Mike Tooley
MDT Transplanmt
P.O. Box 201001
Helena, MT 59620

Dear Mr. Tooley;

I've read your editorial in the Bozeman Chronicle, July 20, 2016. and thought I should write.

I think we need to have a gasoline tax increase so we can get more projects off the ground and constructed. I would rather have a gasoline tax at the pump so that tourist will pay their fare share while in Montana. We don't need more spying on citizens if we are charged a semi annual mileage/destination fee based on where you (I) go and how many miles a person drives. We don't need more beurocraticⁱⁿ efficiencies with a mileage/destination program at state level. (I don't want the data from a vehicle to be used against the citizen).

state will need to tunnel under the mountain because my eyeball surveying tells me that it would be too costly for cut and fill along the river between mile 6 and 9. I guess Federal Highway Administration funds would have to be used for this expensive project!

As for Montana Highway 293; it should be rebuilt to state standards so that citizens driving back and forth between White Sulphur Springs and Bozeman can take care of business. This road is very hilly and need cuts, and fills, and bridges. When Tintina Mining opens its mine in 2019, the employees will need to buy supplies to operate the copper, cobalt, gold, and silver mine for 25 years.

and finally; I would like to see Amtrak have a route through southern Montana between Billings (Laurel) and Spokane.

Sincerely yours,

Rod McElwain

RECEIVED
MAY 1 2017

DEAR SIR

JULY 14/2016

I CERTAINLY AGREE WITH YOUR M.D.O.T. PLAN
HERE IN THE BILLINGS AREA WE SEE BRIDGES & OVER
PASSES THAT NEED MUCH WORK. NARROW FARMS
TO MARKET ROADS. RAISING THE SPEED LIMIT TO 80
WAS A KICK IN THE HEAD TO SAFETY, BY THE
LEGISLATURE. WE MUST KEEP UP WITH THE BIKE,
TRANSIT, AIR, AND RAIL WE HAVE MADE GOOD
PROGRESS BUT MORE NEEDS TO BE DONE. OUR AIR
PORT IS GETTING SOME NEEDED ATTENTION. AND
BILLINGS CERTAINLY NEEDS TO COMPLETE A NORTH ROUT
ALKALIE CREEK TO RIM ROCK RD.

MIKE TOOLEY HAS GOOD IDEAS AND I
FAVOR THOSE OPTIONS THAT HE TALKED OF IN THE
GAZETTE NEWS PAPER.

THE PAST LEGISLATURE WAS UNABLE TO
RISE ABOVE PETTY POLITICS, WE HOPE FOR BETTER
ON THE NEXT ONE.

KEEP UP THE GOOD WORK
YOUR HUMBLE SERVANT

JAMES O. SOUTHWELL



Bike Walk Montana, Inc.
PO Box 584
Helena, MT 59624
406-449-2787

September 9, 2016

Re: Shared Use Paths and a Statewide Active Transportation Plan

Dear Members of the Montana Transportation Commission:

The undersigned state and local organizations recognize the critical impact that active transportation and shared use paths have on safety of Montanans and the economic vitality of communities. It is extremely concerning to us that MDT is in the process of developing an internal policy which will restrict or even prevent the inclusion of shared-use paths in future projects and we ask MDT not to develop such a policy.

Paths are an essential piece in developing a safe transportation system, providing tremendous benefits to communities and the state as a whole. Paths provide transportation connections within and between communities. Forcing bicyclists and pedestrians to use facilities designed for motor vehicles increases the likelihood of conflict, crashes and injuries between high speed vehicles and the slower speed pedestrians or cyclists. Rather than providing safe accommodation, an internal policy to restrict or prevent the inclusion of shared-use paths would be completely contrary to MDT's 'Vision Zero' goal. Not only could this risk people's safety unnecessarily, it could severely limit local control and every community's ability to address transportation, safety, environmental, and health goals.

Many other states have Active Transportation Plans (ATP) and we request that MDT develop our own statewide plan to serve as a guide for planning and implementation. This would demonstrate Montana's commitment to Vision Zero and provide measureable goals and objectives. Pedestrian and bicycle planning at the state level can help to bridge the disconnect between current conditions and what Montanans envision for walking and bicycling in terms of safety, mobility, and connectivity. A Statewide ATP would assist MDT to assess the walking and bicycling needs of Montanans and establish priorities, standards and provide accountability. Because MDT is integral in building and maintaining roadways throughout the state, a consistent statewide approach is imperative.

The U.S. DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations states that: *"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide—including health, safety, environmental, transportation, and quality of life—transportation agencies are*



Bike Walk Montana – making bicycling and walking safe and accessible for everyone.
Become a member at www.bikewalkmontana.org



encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.”

In looking at state-wide active transportation plans developed elsewhere, we’ve found collaborations between agencies have yielded excellent results by providing the opportunity to collaborate early in the planning process to reduce and share costs. Some state plans are developed in partnership with the Departments of Commerce, Environment Quality, and Public Health because transportation decisions directly impact the health, wealth, and environment. Several partnerships have already formed throughout Montana around public safety, health, commerce, transportation and the environment. An Active Transportation Plan will help MDT meet goals and actions outlined in MDT’s long-range transportation plan.

In developing a well-rounded usable statewide ATP, it is imperative to include a diverse group of stakeholders, representing local, county, and state agencies and organizations, who represent all modes of transportation, health, economic development, tourism, and of course, the general public.

Transportation decisions affect air quality and traffic pollution, traffic congestion, levels of physical activity, and the economic health of communities and the state as a whole. Active transportation options enable our residents to be safe and healthy, while saving millions statewide in averted health care costs, reduced wear and tear on roads, and reduced need for road expansion. Active transportation options also enable travelers from across the globe to visit Montana and experience the vast beauty we have to offer by foot or by bicycle safely. Research shows, bicycle travelers spend 20% more than other types of tourists and as many as 25% of bicycle tourists come from outside the U.S.

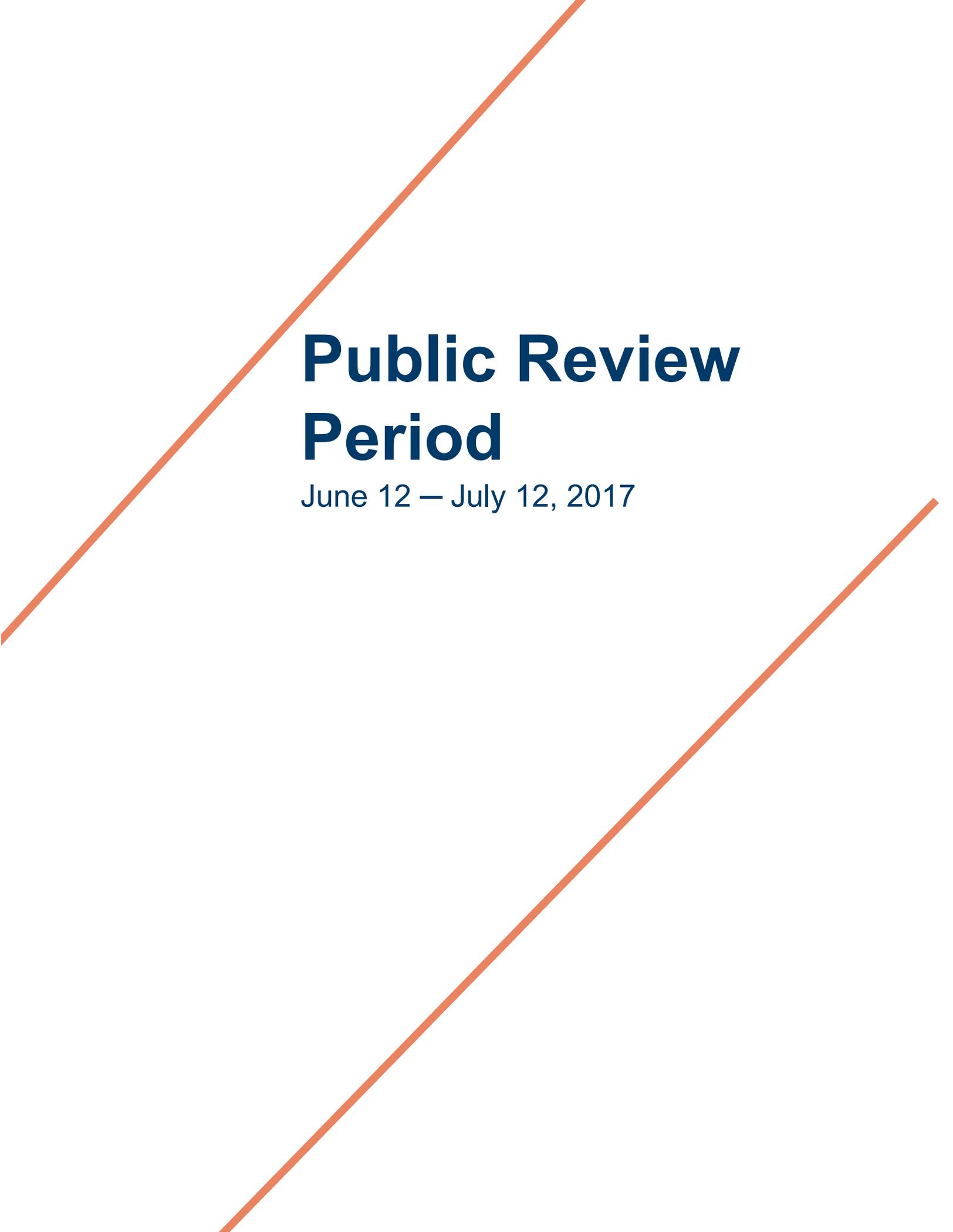
Bicycling and walking contribute to Montanans’ quality of life, whether it’s connecting people to daily activities or creating access to the state’s many amenities. After all, as stated on MDT’s government website “All Montanans are pedestrians at one time or another every day.” We implore you to help our communities become safer, healthier and more sustainable by developing and adopting a statewide Active Transportation Plan in lieu of a new internal policy restricting future shared use paths.

Sincerely,



Bike Walk Montana – making bicycling and walking safe and accessible for everyone.
Become a member at www.bikewalkmontana.org





Public Review Period

June 12 – July 12, 2017

PUBLIC REVIEW SUMMARY

The TranPlanMT public review period extended from June 12 to July 12, 2017. To encourage public and stakeholder review and comment, MDT conducted the following outreach activities.

- MDT provided print copies of the plan summary to county government, MDT District, and tribal government offices. MDT also made print copies of the plan summary available for public review at the MDT Rail, Transit and Planning Division office in Helena.
- MDT updated the TranPlanMT website with links to electronic versions of the plan summary, supporting volumes, and appendices.
- MDT emailed stakeholders and survey respondents with a link to the TranPlanMT website hosting all published documents.
- MDT resumed paid media efforts on YouTube and published social media posts encouraging the public to comment on the plan.
- MDT issued a news release, resulting in earned media stories in print and on television. MDT also issued a guest opinion by Director Tooley, which ran in Montana newspapers.
- Paid display ads were placed in Montana’s 11 daily newspapers including: the *Kalispell Daily Inter Lake*, *Missoulian*, *Helena Independent Record*, *Bozeman Daily Chronicle*, *Butte Montana Standard*, *Great Falls Tribune*, *Billings Gazette*, *Havre Daily News*, *Livingston Enterprise*, *Hamilton Ravalli Republic*, and the *Miles City Star*.

MDT received 32 public comments during the TranPlanMT public review period.

MDT conducted a workshop with MDT Planning Division staff and MDT subject matter experts on August 3, 2017, to review and consider each written comment submitted during the review period. Copies of all comments are included at the end of this section. The table below summarizes comment topic areas and MDT responses. Comments specific to individual projects or a particular location have been provided to appropriate MDT District staff for consideration.

Topic Area	MDT Response
Accessibility	MDT is committed to provide an accessible transportation network and enable equitable access to all transportation users. MDT complies with ADA regulations through a variety of methods used in project identification, design and construction, and operation and maintenance. MDT carefully weighs benefits and impacts to all users resulting from transportation decisions.

Topic Area	MDT Response
Bicycle and Pedestrian Users/Facilities	<p>MDT strives to balance the needs of all users in rural and urban areas, including roadway, bicycle, pedestrian, and transit modes. MDT coordinates closely with local governments and community members during the project development process to identify appropriate improvements to meet user demands and enhance user safety.</p> <p>MDT will be initiating a Pedestrian and Bicycle Plan and will consider public input during that process.</p>
Capacity Expansion	<p>Due to limited funding sources, MDT prioritizes system preservation and maintenance before considering roadway expansion. Within available funding and as warranted, MDT implements capacity improvements to address safety and operational issues.</p>
Data Collection	<p>MDT continually looks for opportunities to improve its data collection efforts. Data collection pursuits are dependent on available resources and the relative cost of collecting new data or improving existing data quality compared to the resulting benefit for Montana transportation users.</p>
Funding	<p>Funding remains a challenge given competing needs and limited revenues. MDT will work with its partners to identify and leverage alternative funding sources to preserve and maintain existing infrastructure.</p>
Local Plans and Coordination	<p>MDT considers local transportation and other plans and incorporates elements as appropriate given policy, Transportation Commission authority, statutory authority, and funding availability. MDT strives to implement the most appropriate projects for each location in consideration of community context and input from local jurisdictional authorities.</p>
Mode Choice	<p>MDT is committed to provide mode choice and connectivity between modes as practicable within available resources. MDT also works to preserve existing services including passenger rail, essential air service, and public transportation. When making investment decisions, MDT prioritizes system preservation and maintenance before system expansion.</p>
Passenger and Freight Rail	<p>MDT recognizes the importance of passenger and freight rail and supports preservation of existing rail service in Montana. TranPlanMT concentrates on state infrastructure and other assets with which MDT plays an active role (e.g., funding for transit and airports). MDT plays a limited role in passenger rail with no dedicated funding or authority over the railroad provider (Amtrak). Rail is addressed in the Assets and Users volumes, although the Montana Rail Plan and Montana Freight Plan address the rail network in more detail.</p>

Topic Area	MDT Response
<p>Plan Organization & Content</p>	<p>TranPlanMT is a statewide long-range plan that sets policy direction to guide MDT's management of the transportation system, as allowed under federal regulation. TranPlanMT does not identify or recommend specific projects. As outlined in the Management volume, MDT uses the P3 process to evaluate investment decisions based on their ability to support core highway system needs and achieve P3 system goals.</p> <p>Public and stakeholder feedback was solicited during the planning process to identify current trends, issues, needs, and priorities. Based on this feedback and an evaluation of current and projected conditions, MDT developed goals and strategies that will direct MDT's efforts in making future management and investment decisions and in meeting federal performance requirements.</p> <p>For more information about MDT's current and programmed projects, please view the active construction projects and Statewide Transportation Improvement Program (STIP) websites at http://www.mdt.mt.gov/travinfo/construction.shtml and http://www.mdt.mt.gov/pubinvolve/stip.shtml.</p>
<p>Rumble Strips</p>	<p>Rumble strips are a cost-effective measure to reduce roadway departure crashes, including head-on and sideswipe crashes that occur when a vehicle crosses the median of a two-lane highway. In other states, they have been effective in lowering the number of highway fatalities and serious injuries. MDT continually evaluates rumble strip placement to balance impacts to users against the Vision Zero goal to reduce and ultimately eliminate fatalities and serious injuries.</p>
<p>Safety</p>	<p>Safety is one of MDT's top priorities and is considered in nearly every MDT decision-making process for all projects and programs. MDT continues to target statewide safety improvements to reduce fatalities and serious injuries.</p>
<p>Stakeholder and Agency Coordination</p>	<p>MDT offers multiple opportunities for public, stakeholder, and agency involvement during planning, project development, construction, and operation/maintenance activities. In particular, MDT's corridor planning process and biennial surveys proactively seek to engage interested parties during pre-project planning. MDT evaluates the feasibility and effectiveness of statewide committees and technical groups based on resource availability and agency interest/participation levels.</p>
<p>Wildlife Mitigation</p>	<p>MDT identifies appropriate wildlife mitigation on a case-by-case basis according to the needs, site-specific feasibility, and cost-benefit analysis for each project. MDT is developing an improved standard operating procedure for wildlife accommodations. Please refer to the research project entitled MDT Wildlife Accommodation Process at http://www.mdt.mt.gov/research/projects/env/wildlife_crossing_guidelines.shtml.</p>

Topic Area	MDT Response
Wildlife Vehicle Crashes	MDT recognizes the importance of reducing wildlife vehicle crashes (WVCs), and continues to track and review crash trends involving wildlife. As reported in the Montana Comprehensive Highway Safety Plan (CHSP), WVCs were the fifth lowest crash factor represented in fatalities and serious injuries for the period 2004 to 2013. Given limited resources, MDT's primary focus in implementing Vision Zero is to target crash types resulting in the greatest number of fatalities and serious injuries on Montana roadways (roadway departure/intersection, impaired driving, and unrestrained occupant crashes).



RECEIVED
JUL 07 2017
TRANSPORTATION PLANNING

P. O. Box 200701
Helena, MT 59620-0701
406-444-3186
Ref: DO186-17
July 5, 2017

Lynn Zanto
Rail, Transit & Planning Division Administrator
Montana Department of Transportation
P.O. Box 201001
Helena, Montana 59620-1001

Re: TranPlanMT Draft

Dear Ms. Zanto:

Thank you for continuing to provide opportunities for Montana Fish, Wildlife & Parks (FWP) to provide input on TranPlanMT. FWP is impressed by this planning effort, including the survey, stakeholder workshop, and draft document.

Many of the suggestions FWP staff voiced at the June 2016 workshop and submitted in a letter dated September 19, 2016 related to fish and wildlife have been incorporated into the draft TranPlanMT. FWP provided detailed suggestions about fish and wildlife in our last letter, but have not yet provided detailed comments on transportation options for walking and biking. Attached are a few minor suggestions related to fish and wildlife, but most of the comments pertain to active transportation.

Thanks for your consideration. Please contact Renee Lemon, Land Use Planner, at 444-3738 or Beth Shumate, Trails Program Specialist, at 444-4585, if you have questions.

Sincerely,

A handwritten signature in blue ink that reads "Paul C. Sihler".

Paul Sihler
Chief of Staff

C: Charlie Sperry
Renee Lemon
Beth Shumate

TranPlanMT Draft Dated June 12, 2017
Comments from Montana Fish, Wildlife & Parks

1. Active Transportation Comments

- a. Overall
 - i. Strategies and discussion related to active transportation are scattered throughout TranPlanMT. Consider combining non-motorized transportation discussion and strategies in one section or providing an index to direct readers to all non-motorized transportation-related sections.
- b. Transportation User – Volume II – What We Know – Non-motorized Transportation (starts on Page 12)
 - i. Consider adding language that acknowledges the significant research and evidence that people will walk or bicycle in their communities when there are safe and comfortable places to do so. The ideal scenario includes a balanced transportation system that offers choices for all. Public transit, sidewalks, bicycle paths/lanes and roadways provide people with appropriate transportation choices. A recent national survey found 71 percent of Americans report that they would like to bicycle more, while 53 percent favor increasing federal spending on bicycle lanes and paths.
- c. Transportation Context – Volume III - What We Know – Land Use Coordination and Access Management (starts on Page 14)
 - i. Consider adding a description of how communities are integrating Built Environment Intervention Approaches into planning and design to increase active transportation and public health (e.g., trail plans). This could also include a description of the Building Active Communities Coalition.
 - ii. Consider adding a strategy to work with stakeholders to identify, encourage, and increase Built Environment Intervention Approaches that enhance Montana’s economy. This could be an additional strategy under Mobility and Economic Vitality.
- d. Transportation Management – Volume IV – What We Know – Transportation Funding Consideration (starts on Page 11)
 - i. Consider adding a description of how funding is allocated for bicycling and walking facilities.

- ii. Consider adding a strategy related to funding bicycling and walking facilities. Consider allocating an equitable share of funding to eliminating pedestrian- and bicycle-related deficiencies in existing roads; addressing safety improvements and education for all road users; and developing a coordinated system of trails, pedestrian and bicycling services and facilities.

2. Fish and Wildlife Comments

- a. Transportation Context – Volume III - What We Know - Montana’s Environment (starts on Page 19)
 - i. Consider changing the title “Critical Habitat and Wildlife Corridor Connectivity” to “Wildlife Habitat and Corridor Connectivity” (Page 20). There can be confusion when using the term “critical habitat” because it often refers to the U.S. Fish and Wildlife Service’s designated critical habitat.
 - ii. Consider adding a subsection to the Montana’s Environment regarding fish habitat and passage. This subsection could summarize the impacts of the transportation system on fish, Montana’s Stream Protection Act, and typical tools to reduce impacts (e.g., design stream crossings for fish passage).
 - iii. In the subsection titled “Federally Listed and Montana State Sensitive Species”, consider adding the Bald and Golden Eagle Protection Act as key legislation affecting transportation projects (starts on Page 21). The presence of a Bald or Golden Eagle nest seems to be a frequent consideration in transportation projects.
- b. Transportation Context – Volume III - Moving Montana Forward – Environmental Stewardship Goals and Strategies (starts on Page 41)
 - i. Thank you for considering and including many of the strategies we suggested in our letter dated September 19, 2016.
 - ii. We are disappointed that MDT is not able to include a strategy related to data collection and analysis for fish passage, wildlife connectivity, wildlife-vehicle collisions, and wildlife carcasses. We also understand the need to prioritize given limited resources. We hope that FWP can work with MDT and other stakeholders to explore opportunities to improve this data to better inform decisions on transportation projects.

From: Peter Drakos
To: [Nicolai, Sarah](#)
Cc: [Griffith, Nikolas](#); [Watt, Charity \(cwatt@mt.gov\)](mailto:cwatt@mt.gov)
Subject: Re: Draft TranPlanMT Available for Review!
Date: Tuesday, June 13, 2017 12:03:40 PM

I think this was sent in error

Peter

On Tue, Jun 13, 2017 at 9:51 AM Nicolai, Sarah <snicolai@dowl.com> wrote:

Thank you for your interest and feedback regarding TranPlanMT.

The Montana Department of Transportation (MDT) has drafted an update of the statewide long-range policy plan, TranPlanMT. The update is part of an ongoing process to identify transportation needs and priorities in Montana, evaluate future transportation concerns, and establish policy goals and strategies. The plan will guide MDT's efforts to plan, manage, and preserve a safe and efficient transportation system.

The draft plan addresses Montana's transportation assets, users, context, and management of the system. Please review TranPlanMT at the following link: <http://mdt.mt.gov/tranplan>

Draft copies of the plan are also available at county government and tribal offices, MDT district offices, and MDT's Rail, Transit and Planning Division located at 2960 Prospect Avenue, Helena, MT. The draft TranPlanMT will be provided in alternative accessible formats upon request to the Rail, Transit and Planning Division.

Written comments may be submitted through the online comment form (http://www.mdt.mt.gov/mdt/comment_form.shtml), to the address below, or in reply to this email.

Sarah Nicolai

DOWL

1300 Cedar Street

Helena, MT 59601

snicolai@dowl.com

MDT encourages comments on the TranPlanMT anytime throughout the year, but **comments must be**

From: namen paul
To: [Nicolai, Sarah](#)
Subject: Center line rumble strips
Date: Tuesday, June 13, 2017 7:15:22 PM

To whom it may concern,
I don't normally do this, however I recently read an article saying that the MontanaDOT was looking for input on road improvements/maintenance etc. I travel throughout the state often for work, and I feel the "new" centerline rumble strips are a waste of money and frankly, I feel that on slippery roads they are dangerous. I would much rather see our tax dollars go to maintenance and improvements than something like this. Just my \$.02!
Thank you for all you do.

Namen Paul
Great Falls, MT
namenpaul@yahoo.com

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: FW: Ask MDT A Question Submitted
Date: Thursday, June 15, 2017 1:25:17 PM

Sarah - DBE has sent a response. Please incorporate into comments. Thanks.

-----Original Message-----

From: Weber Marosok, Lauren
Sent: Tuesday, June 13, 2017 10:50 AM
To: Watt, Charity <cwatt@mt.gov>
Cc: Zanto, Lynn <lzanto@mt.gov>
Subject: FW: Ask MDT A Question Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Tuesday, June 13, 2017 10:01 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: 06/13/2017 10:00:46
Name: Gordon Jackson
Email Address: gjackson@nadc-nabn.org

Comment or Question:

For the TranPlanMT - what is going to be proposed for implementing the newly completed disparity study (2016) in this plan. What DBE goals are going to be statutorily established?
Are race specific methods going to be used to achieve DBE goals?

Reference Number = askmdt_912628173828125

From: David OConnor
To: [Nicolai, Sarah](mailto:snicolai@dowl.com)
Subject: Re: Draft TranPlanMT Available for Review!
Date: Thursday, June 15, 2017 1:51:49 PM

Hi Sarah,

Thanks for taking the time to speak with me today. As I indicated, I would love to be involved in any stakeholder groups or other opportunities for input into MDT's planning beyond the standard public comment process.

David O'Connor
Co-Owner/General Manager
President, Big Sky Chamber of Commerce



O: 406-993-5325
C: 406-570-8982

On Jun 13, 2017, at 9:51 AM, Nicolai, Sarah <snicolai@dowl.com> wrote:

Thank you for your interest and feedback regarding TranPlanMT.

The Montana Department of Transportation (MDT) has drafted an update of the statewide long-range policy plan, TranPlanMT. The update is part of an ongoing process to identify transportation needs and priorities in Montana, evaluate future transportation concerns, and establish policy goals and strategies. The plan will guide MDT's efforts to plan, manage, and preserve a safe and efficient transportation system.

The draft plan addresses Montana's transportation assets, users, context, and management of the system. Please review TranPlanMT at the following link:
<http://mdt.mt.gov/tranplan>

Draft copies of the plan are also available at county government and tribal offices, MDT district offices, and MDT's Rail, Transit and Planning Division located at 2960 Prospect Avenue, Helena, MT. The draft TranPlanMT will be provided in alternative accessible formats upon request to the Rail, Transit and Planning Division.

Written comments may be submitted through the online comment form (http://www.mdt.mt.gov/mdt/comment_form.shtml), to the address below, or in reply to this email.

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601
snicolai@dowl.com

MDT encourages comments on the TranPlanMT anytime throughout the year, but **comments must be received by July 12, 2017, to be considered in the final TranPlanMT update documents.**

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: comment 673431396484375
Date: Thursday, June 15, 2017 2:10:38 PM

-----Original Message-----

From: Weber Marosok, Lauren
Sent: Thursday, June 15, 2017 9:09 AM
To: Watt, Charity <cwatt@mt.gov>
Cc: Zanto, Lynn <lzanto@mt.gov>
Subject: FW: Ask MDT A Question Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Thursday, June 15, 2017 8:51 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: 06/15/2017 08:50:58
Name: Dave Rowley
Email Address: drnr_montana@msn.com

Comment or Question:

One way to help with funding, have bicycles license their bikes (with a visible license). This will help fund for all the bicycle only projects, and will help protect against hit and runs (I have a dent in my car from this very action). I have seen way too many projects for bicycles only, at the expense of other methods of travel.

Reference Number = askmdt_673431396484375

From: Watt, Charity
To: Nicolai, Sarah
Subject: FW: Comment on a Project or Study Submitted
Date: Thursday, June 15, 2017 2:16:12 PM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Tuesday, June 13, 2017 1:13 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: 06/13/2017 13:12:47
Project/Study Commenting On: TranPlanMT
Name: Paul Pacini
Email Address: ppacini47@gmail.com
Other Details: Sarah Nicolai, DOWL, 1300 Cedar Street, Helena, MT 59601

Comment or Question:

In review of the draft TranPlanMT document, I found reference to "Highway-Rail Crossings" but no discussion of the potential value of rail passenger service in Montana. I believe this to be a major omission in the document. Automobile travel is essential in Montana partially because that is the American mode of choice but that preference is reinforced by the fact that there IS no other choice! Intercity bus service is spotty and undependable. If one wishes to fly from one of Montana's major cities to another, one would usually need to fly first to Seattle, Denver, or Minneapolis and then return to Montana at added expense, for the added mileage. In the meantime, many Montanans are stranded in their resident city because they do not own a car or they can't drive a car (due to age, medical problems, alcohol use, or other reasons). Business travel is made more time consumptive and fatiguing after hours of highway driving when that could be replaced by rail travel during which time a business executive could conduct business in his/her seat or even sleep to be alert at the upcoming business engagement. The economic stimulus of passenger rail travel to the tourism industry could be significant, but needs more discussion than is possible in this format. Passenger Rail travel gets little consideration in today's world but in Montana at least it has tremendous potential. First of all, Montana already has hundreds of miles of rail already in use to haul freight, with many more miles lying dormant and out of use. Much of that existing track forms a loop around Montana along the HI-line as well as through the southern population centers of the State, connected at both ends through Idaho and North Dakota. Many maintain that rail travel in Montana is not realistic because of the low population and the long distances. On the contrary, this only makes passenger rail travel that much more essential. "But it could not be profitable", they say. Our public highway system nor our country's airlines could be profitable without subsidies. That is what a "society" is all about. To choose not to evaluate the potential value of passenger rail in Montana would be a gross lack of judgement. Please include an exhaustive discussion of Passenger Rail Travel in Montana's Transportation Plan.

Reference Number = prjcomment_9315185546875

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: FW: Comment on a Project or Study Submitted
Date: Thursday, June 15, 2017 2:25:03 PM

-----Original Message-----

From: Nessel, Jan
Sent: Tuesday, June 13, 2017 1:45 PM
To: Watt, Charity <cwatt@mt.gov>
Subject: FW: Comment on a Project or Study Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Tuesday, June 13, 2017 12:43 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: 06/13/2017 12:42:34
Project/Study Commenting On: TranPlanMT
Name: Dean Littlepage
Email Address: dljm@bresnan.net

Comment or Question:

I don't see a plan in "TranPlanMT"; it appears to be primarily or entirely an existing situation analysis, with no plan elements (i.e., recommended actions) whatsoever.

Why are you calling it a plan? Where is the proposed action? What kinds of comments are you soliciting?

Reference Number = prjcomment_921875

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: FW: Comment on a Project or Study Submitted
Date: Thursday, June 15, 2017 2:27:02 PM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Tuesday, June 13, 2017 3:45 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: 06/13/2017 15:45:10
Project/Study Commenting On: TranPlanMT
Name: Mary Gilbert
Email Address: marymary023@yahoo.com

Comment or Question:

PLEASE find a way to bring back passenger train service to Southern/Central Montana--Billings, Bozeman, Helena, Missoula.

Reference Number = prjcomment_298736572265625

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: FW: Comment on a Project or Study Submitted
Date: Thursday, June 15, 2017 2:32:29 PM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Tuesday, June 13, 2017 4:14 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: 06/13/2017 16:14:20
Project/Study Commenting On: TranPlanMT
Name: Becky
Email Address: beckyjpiske@gmail.com
Other Details: passenger rail service

Comment or Question:

In review of the draft TranPlanMT document, I found reference to "Highway-Rail Crossings" but no discussion of the potential value of rail passenger service in Montana. I believe this to be a major omission in the document. Automobile travel is essential in Montana partially because that is the American mode of choice but that preference is reinforced by the fact that there IS no other choice! Intercity bus service is spotty and undependable. If one wishes to fly from one of Montana's major cities to another, one would usually need to fly first to Seattle, Denver, or Minneapolis and then return to Montana at added expense, for the added mileage. In the meantime, many Montanans are stranded in their resident city because they do not own a car or they can't drive a car (due to age, medical problems, alcohol use, or other reasons). Business travel is made more time consumptive and fatiguing after hours of highway driving when that could be replaced by rail travel during which time a business executive could conduct business in his/her seat or even sleep to be alert at the upcoming business engagement. The economic stimulus of passenger rail travel to the tourism industry could be significant, but needs more discussion than is

possible in this format. Passenger Rail travel gets little consideration in today's world but in Montana at least it has tremendous potential. First of all, Montana already has hundreds of miles of rail already in use to haul freight, with many more miles lying dormant and out of use. Much of that existing track forms a loop around Montana along the HI-line as well as through the southern population centers of the State,

connected at both ends through Idaho and North Dakota. Many maintain that rail travel in Montana is not realistic because of the low population and the long distances. On the contrary, this only makes passenger rail travel that much more essential.

"But it could not be profitable", they say. Our public highway system nor our country's airlines could be profitable without subsidies. That is what a "society" is all about. Please include an exhaustive discussion of Passenger Rail Travel in

Montana's Transportation Plan. This is a copy of my husband's comment, but I completely agree with the importance of considering passenger rail service in Montana.

Reference Number = prjcomment_4237060546875

From: Watt, Charity
To: [Nicolai, Sarah](mailto:Nicolai_Sarah)
Subject: FW: Comment on a Project or Study Submitted
Date: Thursday, June 15, 2017 2:33:35 PM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Wednesday, June 14, 2017 9:46 AM
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: 06/14/2017 09:45:51
Project/Study Commenting On: RussellSt
Name: BEN DAWSON
Email Address: ben.dawson.mgmt.professional@gmail.com

Comment or Question:

I would like to see more state funded projects and building projects within Montana got to Union Labor. Members and employees who are covered under a collective bargaining agreement receive great wages, medical insurance, and are also being actively invested in pensions, and annuities for retirement. I think Montana projects should be going to Montana companies that are investing in taking care of their employees not just today. But also for the long run as well.

Reference Number = prjcomment_570556640625

From: Watt, Charity
To: [Nicolai, Sarah](mailto:Nicolai_Sarah)
Subject: FW: Ask MDT A Question Submitted
Date: Thursday, June 15, 2017 2:36:58 PM

-----Original Message-----

From: Weber Marosok, Lauren
Sent: Wednesday, June 14, 2017 9:50 AM
To: Watt, Charity <cwatt@mt.gov>
Cc: Zanto, Lynn <lzanto@mt.gov>
Subject: FW: Ask MDT A Question Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Wednesday, June 14, 2017 5:32 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: 06/14/2017 05:31:45
Name: Richard Schwalbe
Email Address: rjschwalbe@aol.com

Comment or Question:

There is NO plan in this plan, there is nothing here. This is just a broad general outline that says nothing useful. Where is the detail?

Reference Number = askmdt_8509521484375

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: FW: Ask MDT A Question Submitted
Date: Thursday, June 15, 2017 2:40:01 PM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Tuesday, June 13, 2017 9:02 PM
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: 06/13/2017 21:02:11
Name: Dan
Email Address: dsvastad@gmail.com
Other Details: Highway 2

Comment or Question:

Highway 2, especially the western parts from Havre through Browning NEED to be made four lane! Bicycles and tourist driven rv's are seriously impeding traffic. Not to mention agricultural equipment and trucks. It is getting more dangerous by the year and highway deaths WILL rise if something is not done to make this highway 4 lane!

Reference Number = askmdt_608154296875

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: FW: Comment on a Project or Study Submitted
Date: Thursday, June 15, 2017 2:42:38 PM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Thursday, June 15, 2017 1:55 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: 06/15/2017 13:54:56
Project/Study Commenting On: TranPlanMT
Name: David OConnor
Email Address: doconnor@buckst4.com

Comment or Question:

I would love to see a public/private partnership program established between MDT and the Montana tourism industry. Elements such as rest areas, wayfinding and highway infrastructure could benefit mightily from a sharing of vision and resources.

Reference Number = prjcomment_732574462890625

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: FW: Ask MDT A Question Submitted
Date: Wednesday, June 21, 2017 9:08:57 AM

-----Original Message-----

From: Weber Marosok, Lauren
Sent: Monday, June 19, 2017 12:01 PM
To: Watt, Charity <cwatt@mt.gov>
Cc: Zanto, Lynn <lzanto@mt.gov>
Subject: FW: Ask MDT A Question Submitted

This looks like a TranPlanMT comment...let me know if you want me to pass it on to others.

Thanks!

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Sunday, June 18, 2017 3:34 PM
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: 06/18/2017 15:33:50
Name: Daryl
Email Address: sp5sather@gmail.com

Comment or Question:

The time spent on mediums so now cars fly across and have head-on collision. Ridiculous.
Secondly other states have ways
to make sure out of state and out of country vehicles are paying their share of taxes for road repair, let's get on
board. Just look at the amount of Canadian trucks on our roads.
Third The
amount of out of state vehicles not licensed in this state making their income in this state.
Fourth Anytime your tires are
not in contact with the pavement you risk of losing control heightens. I don't think the rumble strips are a very good
move.
Money lost that could be spent on road improvement.

Reference Number = askmdt_313507080078125

From: sp5sather
To: [Nicolai, Sarah](#)
Subject: Out of country flagged vehicles.
Date: Sunday, June 18, 2017 3:43:02 PM

To have an out of country flagger vehicle is way out of order. You need to have an instate commercial license to get flagging status. Safety is supposed to be the number one priority.

Sent from my Samsung Galaxy smartphone.

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: FW: Comment on a Project or Study Submitted
Date: Wednesday, June 21, 2017 9:10:57 AM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Tuesday, June 20, 2017 9:45 AM
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: 06/20/2017 09:45:25
Project/Study Commenting On: Other Project or Activity
Name: Randall Knowles
Email Address: knowlesMontana@Juno.com
Other Details: MDT TranPlanMT

Comment or Question:

TranPlanMT - There needs to be hundreds of scenic pull outs for tourists to take pictures, for truckers to wait out storms and for recreationalists to access public land. Therefore, MDT needs to work with FWP and Tourism to select these scenic turnouts. At Disney you walk up to a spot, put your feet in the yellow outline and take your photo; have you ever noticed that when the highway sign says Tobacco Root mtns that you are surrounded by mountains? So which MTN is the Tobacco Root? Marked yellow spots at a Scenic pull out would solve that problem. Recreation - there need to be pull outs where Public Land [BLM, DNRC, USFS] border a highway so it is easier for recreationalists to pull off, jump the fence and recreate on PUBLIC LAND. Truckers - we have some dandy snow storms - it would be nice for truckers to have some spots to pull off.

Reference Number = prjcomment_364471435546875

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: comment by phone
Date: Wednesday, June 21, 2017 9:13:11 AM

From Mary Fallhaver –

Mary believes there should be bus service between Great Falls and Billings, plus other parts of the state, but especially this route.

*Charity Watt
Rail, Transit & Planning Division
Montana Department of Transportation
406.444.3439*

From: Shelley Weivoda
To: [Nicolai, Sarah](#)
Subject: transit plan
Date: Friday, June 23, 2017 9:48:29 AM

As tax paying Montanan, I have large concerns about road funding in our state. As I see in the news, our state's budget troubles. I also have seen some of the road projects approved and the money spent. One that bothers me the most, is the Chester project, paving six miles of gravel road at cost of 3.61 million dollars. I have been on that road numerous times, a very well maintained road. What is the point, to spend that kind of money. I would like to know the name of who approved that? Why aren't these projects voted on by the public (taxpayer's)?

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: FW: Comment on a Project or Study Submitted
Date: Friday, June 30, 2017 10:51:20 AM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Monday, June 26, 2017 5:57 AM
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: 06/26/2017 05:57:21
Project/Study Commenting On: TranPlanMT
Name: Diane Edwards
Email Address: chouteau19@yahoo.com

Comment or Question:
In response to your TranPlan report....

I realize the emphasis is on maintenance of current infrastructure, and I agree overall. But safety is paramount. Highway 87, especially between Fort Benton and Great Falls, is heavily travelled and dangerous in all seasons.

Adding passing lanes between East Helena and Three Forks transformed that once-scary road. The same must be done on 87 between Havre and Great Falls, particularly Ft Benton south. It is a primary route, actually the only north-south paved route, serving a large area with much truck traffic and fast drivers. There are multiple sections with poor passing visibility as well, ironic given the road's prairie location.

Please.

Reference Number = [prjcomment_758514404296875](#)

From: Watt, Charity
To: [Nicolai, Sarah](mailto:Nicolai_Sarah)
Subject: FW: Ask MDT A Question Submitted
Date: Thursday, July 06, 2017 8:45:37 AM

-----Original Message-----

From: Ryan, Lori
Sent: Monday, July 03, 2017 9:34 AM
To: Watt, Charity <cwatt@mt.gov>
Subject: FW: Ask MDT A Question Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Friday, June 30, 2017 5:53 PM
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: 06/30/2017 17:52:59
Name: Kristi Drake
Email Address: kristi@billingstrailnet.org

Comment or Question:

I work as an advocate for bicycling and walking infrastructure and would like to ask that MDT please use the transportation plans which have been vetted and approved by oversight committees from the communities within which MDT is working. MDT routes run through the heart of our communities in Montana, and your roads affect bicyclists and pedestrians navigating through them. Our local transportation plans take bicyclists and pedestrians into consideration, and treat them as valid road users- and MDT must respect the plans the city's governmental agencies create to accommodate them. Representatives from MDT sit on the oversight committees as these local transportation plans are created: thus, MDT's interests and constraints would and should be woven into these documents. PLEASE add a sentence or paragraph stating that local transportation plans will be considered when MDT is improving roads in that community.

Such as:

Non-motorized Transportation

Bicycling and walking

make up approximately six percent of work trips in Montana, according to 2011-2015 mode-to-work census data. MDT recognizes the importance of providing facilities for bicycling and walking to increase mobility and accessibility, as well as to cultivate an environment in which non-motorized transportation modes are recognized as a valuable component of transportation choice for Montana residents and visitors. Montana has developed multiple policies and follows regulations that relate to bicycle and pedestrian travel. MDT will use a community's local transportation plans when working in the community, provided those plans have been vetted by the Department of Transportation during the document's planning process.

MDT works with local jurisdictions to improve pedestrian and bicycle facilities and assure all modes are considered in the planning and design processes. Through an established state-level bicycle and pedestrian program, MDT offers a variety of informational sources to the public to educate on non-motorized transportation on and adjacent to Montana roadways including safety tips, maps, regulations, applicable laws, and training.

Thank you,
Kristi
Drake

Reference Number = askmdt_537017822265625

From: Watt, Charity
To: [Nicolai, Sarah](#)
Subject: FW: Comment on a Project or Study Submitted
Date: Friday, July 07, 2017 11:04:49 AM

-----Original Message-----

From: Nessel, Jan
Sent: Friday, July 07, 2017 5:52 AM
To: Watt, Charity <cwatt@mt.gov>
Cc: Ebert, Jeff <jebert@mt.gov>; Walsh, Joe <jwalsh@mt.gov>; Nelson, Jen <jennelson@mt.gov>
Subject: FW: Comment on a Project or Study Submitted

Charity,

TranPlanMT comment. Jeff, Joe and Jen cc'd as FYI.

Jan

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Friday, July 07, 2017 4:51 AM
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: 07/07/2017 04:50:38
Project/Study Commenting On: Other Project or Activity
Name: Mark Switek
Email Address: switek@yaho.com
Other Details: Guardrail replacement Hwy 1

Comment or Question:

I just did a brief overview of the transportation plan. This summer a new guardrail system was put in on Highway 1 outside of Anaconda. I understand it is to help prevent vehicle departure crashes but how the railing has been installed in some portions puts walkers and bike riders at a greater risk. The railing is very close to the white line leaving little to no safe space to exit the primary roadbed in an attempt to avoid being hit by vehicle traffic. I would hope in the future , a standardized setback of guardrails could be established that would not only help prevent vehicle departure crashes but also allow safe use by pedestrians and bicyclists.

Reference Number = prjcomment_876007080078125

From: Watt, Charity
To: [Nicolai, Sarah](mailto:Nicolai_Sarah)
Subject: FW: Comment on a Project or Study Submitted
Date: Friday, July 07, 2017 12:06:24 PM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Friday, July 07, 2017 12:02 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: 07/07/2017 12:01:56
Project/Study Commenting On: TranPlanMT
Name: Natalie
Email Address: natalie@rlacf.org

Comment or Question:

I think it would be in Montana's best interest long-term to begin to develop high-speed rail transportation (using the latest technology) to connect urban areas with urban areas, and rural areas with urban areas. Reliance on the automobile I believe is a mistake, and as a state with so little development, we have an advantage of having space to create these transportation systems. There are also quite a lot of advantages to having a rail system, including an increase in safety, an increase in mobility especially among low-income rural populations, and limiting the impact on the environment. While a rail transportation system stretching across all of Montana would be highly ambitious and cost quite a bit of money, the long-term impact would be incredibly valuable. I think we need to start thinking long-term now, instead of later when it is too late.

Reference Number = prjcomment_79022216796875

From: Barry Green
To: [Nicolai, Sarah](#)
Cc: [Barry Green \(Home\)](#)
Subject: RE: Draft TranPlanMT Available for Review!
Date: Saturday, July 08, 2017 7:48:47 PM
Attachments: [Comments on MT Draft State Rail Plan - Thurs. July 6, 2017.docx](#)

Good Evening Sarah:

Attached, please find my comments on the Draft TranPlanMT documents. Should you have any questions or need further clarification, feel free to contact me. Thanks.

Sincerely yours,

Barry E. Green

Barry E. Green, NARP Rep. (MT)
P. O. Box 162
Glendive, MT 59330
(406)-377-8056 (Home)
(406)-939-3059 (Cell)



Trains: A Travel Choice Americans Want
(www.narprail.org)

From: Nicolai, Sarah [mailto:snicolai@dowl.com]
Sent: Tuesday, June 13, 2017 9:52 AM
To: Nicolai, Sarah <snicolai@dowl.com>
Cc: Watt, Charity (cwatt@mt.gov) <cwatt@mt.gov>; Griffith, Nikolas <ngriffith@dowl.com>
Subject: Draft TranPlanMT Available for Review!

Thank you for your interest and feedback regarding TranPlanMT.

The Montana Department of Transportation (MDT) has drafted an update of the statewide long-range policy plan, TranPlanMT. The update is part of an ongoing process to identify transportation needs and priorities in Montana, evaluate future transportation concerns, and establish policy goals and strategies. The plan will guide MDT's efforts to plan, manage, and preserve a safe and efficient transportation system.

The draft plan addresses Montana's transportation assets, users, context, and management of the system. Please review TranPlanMT at the following link: <http://mdt.mt.gov/tranplan>

Draft copies of the plan are also available at county government and tribal offices, MDT district offices, and MDT's Rail, Transit and Planning Division located at 2960 Prospect Avenue, Helena, MT. The draft TranPlanMT will be provided in alternative accessible formats upon request to the Rail, Transit and Planning Division.

Written comments may be submitted through the online comment form (http://www.mdt.mt.gov/mdt/comment_form.shtml), to the address below, or in reply to this email.

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601
snicolai@dowl.com

MDT encourages comments on the TranPlanMT anytime throughout the year, but **comments must be received by July 12, 2017, to be considered in the final TranPlanMT update documents.**

Thank you for your participation in this planning effort. Please forward this information to any additional interested parties.

Sincerely,

Sarah W. Nicolai, P.E.
Transportation Planning Manager

DOWL

406.442.0370 | office
406.324.7412 | direct
1300 Cedar Street
Helena, Montana 59601

who we are | what we do
www.dowl.com



Virus-free. www.avast.com

Sat. July 8, 2017

To: Montana Department of Transportation (MDT)

Re: TranPlanMT - 2017

My name is Barry E. Green and I'm the Council Representative for the National Association of Railroad Passengers (NARP) (www.narprail.org). NARP is the only national organization speaking for the nearly 40 million users of passenger trains and rail transit. We have worked since 1967 to expand the quality and quantity of passenger rail in the U.S. Our mission is to work towards a modern, customer-focused national passenger train network that provides a travel choice Americans want. Our work is supported by more than 28,000 individual members nationwide. I represent our members in Montana but also represent the members in both North Dakota and Idaho since we don't currently have a Council Rep. for those individual states.

I wish to offer comments on some of the TranPlanMT Draft Documents as it relates to the entries involving the topic of passenger rail services in Montana. As a disclaimer, these remarks and/or corrections are not being offered as criticism but to help make these reports accurate and offer an improved finished product.

TranPlanMT - Plan Summary - Draft June 2017

Page 1 – “From the Director” – It's disappointing that Mr. Tooley, Director – MDT, failed to mention passenger rail service as a mode of public transportation in his opening remarks that is important to the citizens and businesses especially across northern Montana.

Page 29 – Mobile and Economic Vitality – Goal List – MEV5: states: *“Preserve the federal Essential Air Service program and continue support for Montana communities and airport operators through education and funding opportunities.”*

What's missing from this segment is the following that should have also been added to this list: *“Preserve federal funding for Amtrak's long-distance passenger trains and continue support for Montana communities that are served by Amtrak through education and funding opportunities.”*

Personal opinion – I have been a resident of Montana since 1977/1978 and no matter the leadership from the Governor to the Director at the MDT, along with the MDT Rail, Transit and Planning Division and the state legislature, there has been this long-standing position or opinion that the state of Montana has nothing to do with the National Railroad Passenger Corporation (Amtrak) passenger rail services. Even though Amtrak receives federal funding towards its overall operations, there are states and communities across the country that have stepped up and taken ownership of their local Amtrak stations. Some have even enacted corridor passenger train operations within their state or with a neighboring state where such an operation makes sense and serves a need for the public along the route.

These states and/or communities have taken pride in their passenger stations by providing improved lighting, parking and even station buildings. This is something that the state of Montana should consider instead of incorrectly believing they cannot be involved with intercity passenger rail services in our state. States provide grants and funding towards local airports and transit systems, Montana needs to look at the various funding avenues for passenger rail station

facilities and their surrounding grounds across northern Montana which is served by Amtrak's Empire Builder.

In some cases, a passenger rail station has become a central intermodal site for buses and taxis to congregate at train time to connect with inbound and outbound passengers.

Draft – Volume I – Transportation Assets – June 12, 2017

No comments

Draft – Volume II – Transportation Users – June 12, 2017

Page 15 – Figure 16 – Public Transportation in Montana –

Jefferson Lines (Intercity Bus) no longer provides bus service between Williston, ND to Glendive, MT, through Sidney, MT, and points west due to the downturn in the oil field business within the Bakken Formation in northwest North Dakota and northeast Montana. The red line segment between Glendive and Sidney could be removed.

You may want to consider showing a Jefferson Lines route from Billings south towards Buffalo, WY where there is a transfer to Express Arrow to continue a bus trip to Denver, CO.

Page 16 – Item: Rail –

Personal opinion - MDT should and could “play” more of a role instead of “playing a limited role” as noted in the opening paragraph. As mentioned earlier, other states and communities around the country have taken the initiative to invest in and support the passenger rail services that pass through their state or towns. This may have involved investing in their passenger station facilities; having a state or multi-state corridor passenger rail service; lighting, parking improvements and signage revolving around the passenger station. There are also efforts to work with other modes of public transportation to better connect with the arrival and departure times of the passenger train from the stations. These are all projects that the MDT could involve themselves with instead of taking a “hands-off” position to intercity passenger rail service.

There is also an on-going effort to establish a new Amtrak station stop at Culbertson, MT in which a study had been completed and discussions have been had between Amtrak, BNSF Railway and community leaders at Culbertson to create this stop. This topic should have been included in this draft report.

2nd Paragraph – The sentence reading: “Passenger rail is limited to the Empire Builder ~~Amtrak~~ operated by Amtrak.” should read “Passenger rail is limited to the Empire Builder operated by Amtrak. Delete the first Amtrak from this sentence.

Page 16 – Item: Passenger Rail Ridership –

Personal opinion - I'm aware of the route studies quoted in the second paragraph of this segment. I can offer that a passenger train route from Williston, ND to Sandpoint, ID via Glendive, MT and points west would not be feasible due to the oil field and agricultural businesses that are served by the BNSF Railway on the line between Snowden Jct., MT to Glendive. Even though upgrades have been made to the line segment between Glendive and Snowden Jct., it would take a tremendous investment to further upgrade this line to make it a viable passenger train route. Such an investment for this route from federal and/or state funding wouldn't be practical.

Many segments of this report failed to report the necessity of having Amtrak's intercity passenger rail service in the form of Amtrak's Empire Builder operating across northern Montana. There are limited to no other public transportation alternatives that residents can rely on across the northern part of the state. We have an elderly population with many "Baby Boomers" retiring every day and a lot of them don't want to drive long distances to reach their destinations. Some can't drive or fly due to medical conditions and rely on the train for their trips to medical appointments in urban areas as well as to visit family and friends. There are colleges located in Havre and Kalispell in which students use Amtrak to and from their homes.

Many businesses along the route, in particular, those from East Glacier Park to Whitefish, rely on Amtrak to bring a large tourist trade into and out of the state. With the national park, hiking, skiing, sightseeing, etc., Amtrak provides an important connection to those businesses that are in the northwest portion of the state which gives an annual economic boost to the state's economy.

Draft – Volume III – Transportation Context – June 12, 2017

No comments.

Draft – Volume IV – Transportation Management – June 12, 2017

No comments.

Appendix A – Public Involvement Summary

No comments.

Appendix B – Community+ Long Range Transportation Plans

No comments.

It would be beneficial if Amtrak was to return long distance passenger service through southern Montana and North Dakota as was once provided by Amtrak's North Coast Hiawatha which was eliminated in 1979. Granted, the southern part of our states has the Interstate highway along with intercity bus and airline service but, again, not everyone wants to travel this way and Amtrak provides that alternate form of public transportation. It's fully understood that if you need to get someplace in a hurry, then flying is usually the mode of choice. However, the more travel choices available to the traveling public, the better we can connect to the various modes to reach our destinations.

Thank you for your time with these remarks. Should you have any questions, please feel free to contact me.

Sincerely yours,

Barry E. Green
P. O. Box 162
Glendive, MT 59330
(406)-377-8056 (Home)

From: Watt, Charity
To: [Nicolai, Sarah](mailto:Nicolai,Sarah)
Subject: FW: Report a Problem Submitted
Date: Monday, July 10, 2017 10:52:22 AM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Monday, July 10, 2017 10:30 AM
To: MDT Comments - Prob_Envir <mdtcommentproblem@mt.gov>
Subject: Report a Problem Submitted

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

Reason for Submission: Report a Problem
Submitted: 07/10/2017 10:29:54
Problem Type: Other Issue
Name: Kevin Jacobsen
Email Address: [kjacobson406@gmail.com](mailto:kjacobsen406@gmail.com)
Other Details: TranPlanMT

Comment or Question:

1. Design roadways for the intended speed limit, not over the posted speed limit. The majority of drivers will drive the speed that the road allows, regardless of posted speed limits.
2. Over engineered roadways result in a huge taxpayer burden from design and construction to maintenance.
3. Wide vehicle travel lanes designed for the small percentage user (large delivery semi-tractors) are a prime example of over engineered roadways.
4. Eliminate Level of Service methodologies. Adopt a more community based value system that utilizes performance criteria for each user that is dependent on each unique project.
5. Currently roadways are being designed to meet a given LOS at a 20-year peak projected volume (of vehicle traffic). This methodology results in massive overspending for an overbuilt roadway.
6. Start collecting pedestrian and bicycle usage data.
7. Eliminate costly rumble strips. Focus more on fixing the problem (distracted driving) and less on damaging a newly built roadway. These rumble strips are major hazards to the pedestrian and bicycling community. They also cause tire blowouts that endanger the motorist and also shoot shrapnel at adjacent pedestrian and bicycle users.
8. Enforcement of distracted driving should be a major priority.
9. Improve MDT's cooperation with communities that have MDT jurisdictional roadways running through them. Our rural communities have been hurt by highway designs that don't address the community impact. Allow communities to make enhancements to roadways.
10. Stop building 5-lane roadways through communities as they tend to "divide" communities.
11. Incorporate more non-motorized priorities in the planning and design phases.
12. Higher focus on pedestrian and bicycle options.
13. Simplify permitting.
14. System Impact Process is so complex, time consuming and costly it is hurting Montana communities.
15. Additional rail service

throughout MT would be a great way to lessen the reliance on roadways and vehicular travel.

Thank you

Reference Number = probreport_73577880859375

From: Jessica Morriss
To: [Nicolai, Sarah](#)
Cc: ["Watt, Charity"](#)
Subject: Comments on Draft TranPlanMT
Date: Tuesday, July 11, 2017 4:25:49 PM
Attachments: [Missoula MPO TranPlanMT comments.pdf](#)

Hi Sarah,

Please accept the attached letter from the Missoula MPO staff regarding the Draft TranPlanMT.

Thanks, Jessica

Jessica Morriss
Transportation Planning Division Manager
City of Missoula
406-552-6668
jmorriss@ci.missoula.mt.us

Messages and attachments sent to or from this e-mail account pertaining to City business may be considered public or private records depending on the message content. The City is often required by law to provide public records to individuals requesting them. The City is also required by law to protect private, confidential information. This message is intended for the use of the individual or entity named above. If you are not the intended recipient of this transmission, please notify the sender immediately, do not forward the message to anyone, and delete all copies. Thank you



July 11, 2017

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601

Re: Draft TranPlanMT Comments

Dear Ms. Nicolai and Montana Department of Transportation staff,

Thank you for the opportunity to provide comment on the Draft TranPlanMT document. Overall, the plan provides a solid foundation of existing conditions information about statewide transportation infrastructure assets and users, while helping to illustrate the challenges faced by the department in terms of management of the system for an ever-growing number of users with varying needs and issues.

The following comments are provided by Missoula MPO staff and are organized by document section and page number. We hope that these comments provide additional context and information regarding the needs and issues facing the Missoula region, as well as other urban areas within the state. Please note that the MPO's staff's comments do not necessarily represent those of the Missoula Transportation Policy Coordinating Committee nor the City of Missoula.

Summary

- Pg. 3 – The list of Transportation Commission functions does not include many of the striping, signal and other decisions that the Commission occasionally considers in the Missoula MPO area, and presumably, other areas of the state. There continues to be a general lack of understanding among staff regarding the types of projects that require Commission approval.
- Pg. 15 – Roadways section: While Montana does indeed have low population density across the state, the vast majority of Montana's residents live in urban areas. Please consider adding additional information that describes the competing needs of connecting rural communities and providing infrastructure that meets the needs of both rural and urban areas. Note: Montana's population density is closer to 7 people per sq. mile, so this does not meet the definition of "frontier" state.
- Pg. 17 – Transit section: Consider removing "available for maximum service" from the infographic as it likely that the transit systems in each of the MPOs will grow. The current wording implies that transit is currently at its full potential, which it is not.
- Pg. 18 – Driving section: Consider revising the infographic regarding Montana's average # of vehicle fatalities and serious injuries to highlight the fact that it is still the leading state in terms of the rate of fatalities. This needs to have more attention brought to it, despite the positive trend of decreasing fatalities, which is largely related to vehicle safety improvements and is likely common to all states. This statistic should not be buried.

- Pg. 19 – Non-motorized Transportation: Consider adding the percentages of bike/walk to the “leaders” so that readers better understand the difference between statewide average and the higher numbers being achieved in the urban areas.
- Pg. 20 – Demographics: Consider adding a short discussion of urbanization, rural migration, and changing age demographics.
- Pg. 22 – Project Development Process: MDT should consider additional means of reducing the project delivery time through the use of alternative mechanisms to design and build projects. Cities and private entities routinely plan, design, and construct projects in significantly less time and for less cost.
- Pg. 23 – Transportation Funding: This section states MDT receives no general fund revenue, however was there not a minor general fund contribution of approximately \$12M approved by the 2017 legislature to offset the department’s shortfall in FY 2017?
- Pg. 26 – Helena and Bozeman appear to have significantly higher rates of participation in public comment. Any ideas why?
- Pg. 28 – The state’s goals, listed in the order of priority, do not appear to align with the priorities reported through the public and stakeholder comment. Please consider switching Goals 2 and 3 to more adequately reflect the goal rankings on page 25. Montana’s economy and congestion and delay relief are listed last as priorities by the traveling public, however Goal 2 is shown as a higher priority. Accessibility and Connectivity, including multimodal options, should be prioritized over economy and congestion as clearly evidenced by the public input, which were 88% auto as primary mode (in other words, despite the fact that 88% of the respondents listed auto as their primary mode, accessibility and connectivity as opposed to congestion and economy, were deemed higher priorities).
- Pg. 29 – 30 – Consider adding strategies to each Goal that recognize the benefits of investing more heavily in transit, bicycle, and pedestrian infrastructure. For example, reducing single-occupancy vehicle use and overall VMT is a significant strategy for long term system preservation and maintenance, as well as safety, economic vitality, accessibility, environmental stewardship etc. Providing transportation options infrastructure and implementing policy to support its use can delay/avoid costly expansion projects and continued maintenance, as well as support Vision Zero goals.
- Pg. 29 – Mobility and Economic Vitality: Does MEV8 conflict with the goal of preservation and maintenance?
- Pg. 30 – Accessibility and Connectivity: What does AC3 mean? Consider: Provide and improve bike/ped facilities to ensure access and connections for people of all ages and abilities.
- Pg. 30 – Environmental Stewardship: Consider adding ES8: Consider role of transportation in climate change and take steps to reduce impacts.

Appendix B

- Pg. 7 – Missoula Area LRTP was adopted in February 2017, so this page needs to be updated.

Assets

- Pgs. 25 – 27 – MDT’s recently internally adopted (no public outreach or comment) policies regarding pedestrian, transit, and bicycle-user infrastructure (Policies 8-03-001 and 8-03-002) do not promote the construction or use of these types of facilities or modes. While not outrightly prohibited, these activities are discouraged from occurring in MDT right-of-way and include several provisions which make the construction of these facilities difficult, even when not paid for or maintained by MDT.
- Pg 27 – Consider implementing a statewide bicycle and pedestrian count program to monitor usage trends.

Users

- Pages 5 -6, Figures 5 and 6 – The Missoula AVMT is shown to go down (from 2.7 to 2.6) between 2005 and 2015, which is consistent with the MPO’s data. However, Figure 6 projects that Missoula’s DVMT will increase substantially by 2035. The narrative says that growth rates between 1.0 and 1.95 were applied. Which growth rate was applied to the Missoula district and how was this determined?
- Page 7, Roadway Operations – A goal of achieving LOS C on NHS and Primary routes in urban areas is considered to be an “outdated” approach to urban traffic operations and is unsustainable for a number of reasons, including right-of-way constraints, funding (construction + long-term maintenance), safety for all users, quality of life, etc. Please consider adopting a policy to allow lower level of service in urban areas (LOS E). Additionally, many jurisdictions have adopted multi-modal LOS, recognizing that other road users (bicyclists, pedestrians, and transit) are also important.
- Page 19 – Please explain the cause of the significant decrease in rural transit miles.
- Page 34, Non-motorized transportation comments: The narrative states that there is support for MDT supporting and increasing development of transportation options, but that “stakeholders say that non-highway funding should be used.” Which stakeholders said this, and was it a majority? We do not recall this being asked/discussed in any of the outreach surveys or stakeholder meetings.
- Page 36 – 37, Stakeholder feedback: There were 6 breakout groups at the June 15th stakeholder meeting, and each of the topic areas are listed, however the comments for each are not included in Table 11. Congestion and Delay Relief and Montana’s Environment are missing from the table. Please include these comments as well.

Context

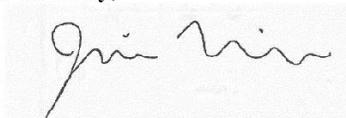
- Page 15, Zoning and Development Permits: Zoning is also used to regulate height, lot size, design, parking, etc. Please clarify.
- Page 37-38, Stakeholder Feedback: Again, not all of the topic areas are covered.

General

- One of the federal requirements for MPOs includes the creation of a long-range transportation plan that considers a minimum 20-year planning horizon and is fiscally constrained, requiring MPOs to prepare revenue projections and recommend projects (based on goals and objectives related to the federal planning factors and performance goals) that do not exceed the projected revenue over the time period. While these requirements may not specifically apply to state agencies, it would be beneficial to the public if the plan showed a clear connection between the stated goals of the agency and the projects that are prioritized and funded across the state. In fact there is no discussion of particular projects or types of projects in the document, rather only broad categories of expenditures are discussed (e.g. maintenance, construction, planning, general operations, etc.) How are each of the projects that are included in the STIP aligned with the goals of the agency? How much is spent on freight vs. roadway vs. non-motorized vs. safety and how do the goals dictate the funding levels for each?

Thank you again for the opportunity to comment. Please feel free to contact me if you have questions, or need additional clarification, about the above comments.

Sincerely,



Jessica Morriss, AICP
Transportation Planning Manager

METROPOLITAN PLANNING ORGANIZATION

435 RYMAN ■ MISSOULA MT 59802 4297 ■ 406.552.6670 ■ FAX: 406.552.6053

Missoula Metropolitan Planning Organization

Cc: Scott Walker, Billings MPO
Andrew Finch, Great Falls MPO

From: Walker, Scott
To: [Nicolai, Sarah](#)
Subject: RE: Draft TranPlanMT Available for Review!
Date: Tuesday, July 11, 2017 4:45:07 PM

HI SARAH – TWO MAJOR CONCERNS ABOUT THE TRANPLANMT:

- LACK OF BIKE/PED ANYWHERE IN THE DOCUMENT
- MDT MUST ADOPT A POLICY OF FOLLOWING LOCAL (MPO) PLANS

~S

PS...I HAVE ALSO BRIEFLY SCANNED MISSOULA'S COMMENTS CONCERNING THE PLAN AND CONCUR WITH MOST OF THEM.

From: Nicolai, Sarah [mailto:snicolai@dowl.com]
Sent: Tuesday, June 13, 2017 9:52 AM
To: Nicolai, Sarah <snicolai@dowl.com>
Cc: Watt, Charity (cwatt@mt.gov) <cwatt@mt.gov>; Griffith, Nikolas <ngriffith@dowl.com>
Subject: Draft TranPlanMT Available for Review!

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Written comments may be submitted through the online comment form (http://www.mdt.mt.gov/mdt/comment_form.shtml), to the address below, or in reply to this email.

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601
snicolai@dowl.com

MDT encourages comments on the TranPlanMT anytime throughout the year, but **comments must be received by July 12, 2017, to be considered in the final TranPlanMT update documents.**

Thank you for your participation in this planning effort. Please forward this information to any additional interested parties.

Sincerely,

From: Weatherford, Colleen K
To: [Charity Watt \(cwatt@mt.gov\)](mailto:cwatt@mt.gov)
Cc: [Weatherford, Colleen K](#); [Jones, Matthew](#); [Lane, Ross](#); [Smith, Taylor](#); [Nicolai, Sarah](#)
Subject: FW: Draft TranPlanMT Available for Review!
Date: Wednesday, July 12, 2017 12:10:38 PM

Charity,

I just reviewed the draft TranPlanMT and question why the freight rail network is not included as a transportation asset for the state. The only context rail is mentioned is in connection with grade crossings. Is the TransplanMT considered to be overarching plan and the state rail plan will address freight rail? If so, this should be clarified in the plan. It would also seem that freight rail should at least be mentioned and then reference the state rail plan as the supplemental document. Or, does the TransplanMT only cover state assets? All of this may be discussed in the plan and I just could not find it.

Clarification please.

Thanks,

Colleen K Weatherford
Director Network Strategy
BNSF Railway
817-352-3344 office
817-694-0311 cell

From: Nicolai, Sarah [<mailto:snicolai@dowl.com>]
Sent: Tuesday, June 13, 2017 9:49 AM
To: Nicolai, Sarah <snicolai@dowl.com>
Cc: Watt, Charity (cwatt@mt.gov) <cwatt@mt.gov>; Griffith, Nikolas <ngriffith@dowl.com>
Subject: Draft TranPlanMT Available for Review!

EXTERNAL EMAIL

Transportation Partner,

Thank you for your feedback during the TranPlanMT planning process.

The Montana Department of Transportation (MDT) has drafted an update of the statewide long-range policy plan, TranPlanMT. The update is part of an ongoing process to identify transportation needs and priorities in Montana, evaluate future transportation concerns, and establish policy goals and strategies. The plan will guide MDT's efforts to plan, manage, and preserve a safe and efficient transportation system.

The draft plan addresses Montana's transportation assets, users, context, and management of the system. Please review TranPlanMT at the following link: <http://mdt.mt.gov/tranplan>

Draft copies of the plan are also available at county government and tribal offices, MDT district offices,

From: Lois Irwin
To: [Nicolai, Sarah](#)
Cc: ["Watt, Charity"](#); [Griffith, Nikolas](#); ["Patty Mayne"](#); ["Craig and Jackie Mathews"](#)
Subject: RE: MDT survey
Date: Wednesday, July 12, 2017 3:01:44 PM
Attachments: [image001.png](#)

Thank you Sarah.

Will the mail come by email or hard copy or both?

Lois

From: Lois Irwin [<mailto:lois@citizensroadalliance.com>]
Sent: Wednesday, July 12, 2017 1:51 PM
To: Nicolai, Sarah
Cc: 'Watt, Charity'; Griffith, Nikolas; Patty Mayne; Craig and Jackie Mathews
Subject: Re: MDT survey

Hi again Sarah,

Thanks for the reply.

Since there is no MPO from District 2, would you consider including our organization in your official input process. We are a non-profit that is continually assessing safety and other issues on the Madison and Gallatin valley highways.

Do I need to go through the online form for comments or has our email communication today given you sufficient information?

From: Lois Irwin [<mailto:lois@citizensroadalliance.com>]
Sent: Wednesday, July 12, 2017 12:18 PM
To: Nicolai, Sarah
Cc: 'Watt, Charity'; Griffith, Nikolas
Subject: RE: MDT survey

Thanks Sarah, this is helpful. I appreciate the links you included too.

In reading the report, it says that MPOs are federally mandated in population areas of greater than 50,000. Shouldn't there be one for district 2 which includes Bozeman.

Could you help me put the safety data in context in comparison to other states?

Thanks again,

Lois

From: Lois Irwin [<mailto:lois@citizensroadalliance.com>]
Sent: Wednesday, July 12, 2017 10:53 AM
To: Nicolai, Sarah
Subject: MDT survey

Hi Sarah,

I have read the MDT survey and am preparing to submit a comment. I have a couple of questions:

I can't find a section on the metropolitan planning organization input for District 2, Butte. Does this mean that there is no such organization in District 2?

If so, were other groups consulted to gather input?

I could not find performance data on the national safety requirement. Could you share that information with me?

Thank you,

Lois Irwin

1183 US Highway 287 N
Cameron MT 59720

406 482-4381

From: Renee Callahan
To: [Nicolai, Sarah](#)
Subject: MSWP Comments on the MDT Draft Long Range Transportation Plan
Date: Wednesday, July 12, 2017 2:43:14 PM
Attachments: [MSWP Comments on MT LRTP FINAL.pdf](#)

Dear Ms. Nicolai,

On behalf of the Center for Large Landscape Conservation, Bitterroot Sapphire Corridor Coalition, FutureWest, Greater Yellowstone Coalition, Humane Society of the United States, Montanans for Safe Wildlife Passage, MPG Ranch, National Parks Conservation Association, and Yellowstone to Yukon Conservation Initiative, attached please find comments on the MDT Draft *Long Range Transportation Plan* (Plan).

First, we enthusiastically applaud MDT for recognizing in its draft Plan the societal and ecological benefits of reducing the harmful effects of roads on Montana's people, fish and wildlife. Second, we urge MDT to further strengthen its commitment to pro-actively address both the human and wildlife safety issue presented by motorist collisions with wildlife as well as the barrier effect of roads. Among other things, we request that MDT **commit to concrete, measurable targets for reducing the number of wildlife-vehicle collisions (WVCs) on Montana's roadways – including a short-term goal of reducing WVCs 20% by 2022.** Doing so would advance MDT's VISION ZERO, which seeks to reduce fatalities and serious injuries in Montana by one-half in two decades, from 1,704 in 2007 to 852 by 2030, with the ultimate goal of zero fatalities and zero serious injuries by 2050. Indeed, given that in 2015 the State Highway Patrol reported that crashes involving wild and domestic animals accounted for 9% of all reported crashes in Montana – including 3 fatalities and 253 crashes involving injuries – there can be no doubt that, in order to meet VISION ZERO's interim and ultimate safety targets, it is imperative that WVCs on Montana's roadways be reduced. We thus respectfully request that MDT consider revising the draft Plan to include the recommendations outlined in the accompanying comments.

Thank you in advance for your consideration of these comments and our recommendations, and please contact me if you have any questions or would like to discuss these comments further.

Best regards,
Renee Callahan

Renee Callahan, MESM, JD
Senior Policy Analyst
Center for Large Landscape Conservation
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BITTERROOT
SAPPHIRE
CORRIDOR
COALITION

THE CENTER FOR
LARGE LANDSCAPE
CONSERVATION



MPG
RANCH

July 12, 2017

Filed via email (snicolai@dowl.com)

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601

Re: Comments on the Montana Department of Transportation
Draft *Long Range Transportation Plan* (LRTP)

Dear Ms. Nicolai,

The undersigned representatives of the Center for Large Landscape Conservation, Bitterroot Sapphire Corridor Coalition, FutureWest, Greater Yellowstone Coalition, Humane Society of the United States, Montanans for Safe Wildlife Passage, MPG Ranch, National Parks Conservation Association, and Yellowstone to Yukon Conservation Initiative submit the following comments on the Draft *Long Range Transportation Plan* (Plan or LRTP) of the Montana Department of Transportation (MDT).

First, we enthusiastically applaud MDT for recognizing in its draft Plan the societal and ecological benefits of reducing the harmful effects of roads on Montana's people, fish and wildlife. **All told, 14 pages of the 2017 draft discuss the issue of human-wildlife conflict on Montana's roadways, in contrast to the 2007 LRTP, which included a mere 8 sentences** on the issue.

Second, we urge MDT to further strengthen its commitment to pro-actively address both the human and wildlife safety issue presented by motorist collisions with wildlife as well as the barrier effect of roads by revising the draft Plan to include the recommended actions described below. Among other critical suggestions, we request that MDT **commit to concrete, measurable targets for reducing the number of wildlife-vehicle collisions (WVCs) on Montana's roadways – including a short-term goal of reducing WVCs 20% by 2022 – consistent with MDT Director Mike Tooley's VISION ZERO**, which seeks to reduce fatalities and serious injuries in Montana by one-half in two decades, from 1,704 in 2007 to 852 by 2030, with the ultimate goal of zero fatalities and zero serious injuries by 2050.

Thank you in advance for your consideration of these comments and our recommendations.

I. We applaud MDT for recognizing the detrimental effects of roads on human and wildlife safety and recommending strategies to reduce those impacts.

The U.S. road network is a 20th century engineering marvel that is a well-deserved source of American pride, effectively and efficiently moving goods and people to sustain our collective way of life. At the same time, this network cuts a ribbon through Montana's rich wildlife habitat, creating a safety hazard for both humans and wildlife alike.

The undersigned parties applaud MDT not only for recognizing the myriad societal benefits of roads, but also for candidly acknowledging the associated detrimental effects that transportation infrastructure has on human and wildlife safety and movement, as illustrated by the following excerpts from the Plan.

Plan Summary:

- The summary includes MDT's mission, which expressly includes safety and a sensitivity to the environment:
 - MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, *safety*, cost effectiveness, economic vitality, and *sensitivity to the environment* (LRTP at 3, emphasis added).
- In the MPO section, each MPO recognizes the importance of environmental responsibility in transportation planning (6-7).
- In the Federal Compliance section, recognition of statewide transportation factors that MDT is required to consider during planning, including the requirement to protect and enhance the environment, promote energy conservation, and improve the quality of life (13).
- Recognition of MDT's responsibility to evaluate environmental resources; identify potential impacts; and determine measures to avoid, minimize, or mitigate impacts in

compliance with local, state, federal, and tribal laws, regulations, and policies, with the goal of protecting the built and natural environment (21).

- Recognition that sensitivity to the environment is an underlying goal that should inform decisions on a broad, department-wide basis (28).
- Setting a Goal to support MDT's *environmental stewardship mission* by undertaking the following:
 - Evaluating environmental constraints and opportunities during the planning process.
 - Fostering positive working relationships with resource agencies and stakeholders through early coordination and consultation.
 - Considering context-sensitive solutions early in the planning process and through design to avoid and minimize adverse impacts to the built and natural environment.
 - Identifying mitigation solutions for unavoidable project impacts.
 - Including tribal, federal, state and local government managers and resource planners during transportation planning (30).

Context:

- Including a section on *Critical Habitat and Wildlife Corridor Connectivity* that recognizes the detrimental effects of roads on human and wildlife safety, including:
 - The continued growth of Montana's population and economy present challenges to preserving wildlife populations and natural ecosystems throughout the state as infrastructure is built or improved to meet demands.
 - Changing land use and land use decisions impact wildlife populations and ecosystems including the loss of habitat and the creation of barriers that isolate wildlife populations, fragment habitat, and prohibit wildlife movement and migration.
 - Recognizing the effects of wildlife-vehicle collisions on both wildlife populations and highway safety.
 - Committing continued coordination with resource agencies, stakeholders, local governments, private landowners, and others with jurisdiction over adjacent land uses when making decisions affecting habitat connectivity to identify potential important wildlife habitats, wildlife movement corridors, and linkage zones to maintain wildlife movement throughout the state (20-21).
- Including a section on *Wildlife-Vehicle Collisions* that recognizes the following:
 - Wildlife-vehicle collisions are a safety concern, resulting in human deaths and injuries, millions of dollars in property damage, and loss of game and non-game animals.
 - The role and importance of data collection:

- MDT maintenance personnel collect information on the number of wildlife carcasses collected on state roadways.
- Montana law enforcement and Fish, Wildlife, and Parks (FWP) also collect data on vehicle-wildlife collisions and road-kill carcasses.
- Recognition that data collection efforts do not necessarily provide an accurate view of the location and number of wildlife collisions and in some cases need to be supplemented by other data and field investigations.
- A commitment to continue considering a range of management tools to address wildlife conflict:
 - Wildlife crossing structures can be an effective treatment to promote wildlife passage across roadways.
 - MDT focuses on identifying appropriate installation locations, such as critical linkage corridors with documented crash clusters.
 - Funnel-fencing in conjunction with wildlife crossing structures or designated at-grade crossing locations is a key component to successful wildlife crossings.
 - This type of fencing guides animals to designated crossing locations, while escape mechanisms such as jump-out ramps allow wildlife to exit roadways should they become trapped on the wrong side of the fence.
- The importance of monitoring to ensure that transportation dollars invested in mitigation achieve desired outcomes:
 - MDT monitors existing wildlife accommodations to gain insight on successes and lessons learned to inform proper design of future crossings.
 - MDT continues to incorporate new technologies and identify innovative solutions to address wildlife accommodations (21).
- The importance of early engagement of sister state and federal agencies, including U.S. Fish & Wildlife Service (FWS), FWP and others, to identify potential impacts, avoid or minimize these impacts, and identify potential mitigation requirements for critical conservation areas (21-22).
- Recognition that the public identified wildlife crossings as one of the top five recommendations for improving Montana’s transportation system, in response to MDT’s biennial survey (31-32 & Fig. 16).
- In the section on Montana’s Environment, survey respondents heavily emphasized the importance of protecting Montana’s natural beauty and striving to minimize impacts to plant and animal species. Among other top suggestions, respondents urged MDT to:
 - Increase environmental impact mitigation efforts instead of simply meeting minimum requirements.
 - Increase use of wildlife accommodations such as wildlife crossings.
 - Implement strategies to decrease wildlife collisions on high traffic corridors.

- Minimize impacts to natural resources including, in particular, increasing separation tolerances between road and river corridors, recognizing that reconstruction of existing roadways may be in close proximity to water bodies, providing stakeholders with early opportunities for input, such as an opportunity to comment on the wildlife mitigation process (a current MDT research project) and during project development.
- Continue to facilitate annual meetings with MDT and FWP biologists to enable agency input.
- Recognize concern for wildlife connectivity.
- Consider the human safety aspect of wildlife conflicts.
- Improve data collection efforts (carcass counts, wildlife collision locations) to make more informed decisions about wildlife accommodations (fencing, crossings, etc.).
- Consider land use planning in wildlife accommodation decisions.
- Develop an overarching mitigation policy outlining avoidance, minimization, and mitigation guidelines (35, 37, Tables 9 & 11)

II. We urge MDT to consider the following additional recommendations to strengthen the draft Plan, consistent with Director Tooley’s VISION ZERO.

MDT’s VISION ZERO plan seeks to reduce fatalities and serious injuries in Montana by one-half in two decades, from 1,704 in 2007 to 852 by 2030, with the ultimate goal of zero fatalities and zero serious injuries by 2050 (CHSP May 2015). Interim safety targets include:

- No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7 percent (5 fewer fatalities per year);
- Fatality rate of no more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3 percent per year;
- No more than 796 serious injuries by 2020, a 3.6 percent annual reduction; and
- Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1 percent per year.

In 2015, the State Highway Patrol reported that crashes involving wild and domestic animals accounted for 9% of all crashes in Montana – including 3 fatalities and 253 crashes involving injuries, as measured by 1st Harmful Event (<https://media.dojmt.gov/wp-content/uploads/mhp-report.pdf>). Although it is unclear how many of the 253 crashes involved serious injuries, there can be no doubt that, in order to meet VISION ZERO’s interim and ultimate safety targets, it is imperative that WVCs on Montana’s roadways be reduced. We thus respectfully recommend that MDT consider incorporating the recommendations outlined below into the draft Plan, consistent with its VISION ZERO safety target goals.

Recommendation A. Create an environmentally-sensitive transportation system

1. Explore a mechanism for adding wildlife considerations and the need for mitigation to a “standard operating procedure” or project planning checklist, to ensure that agency personnel consider fish and wildlife during the earliest steps in the transportation planning process. Provide an opportunity for public notice and input on any resulting mitigation evaluations and/or recommendations.
2. Establish standardized criteria to determine when environmentally sensitive areas will be avoided, when project modifications will be implemented to reduce adverse impacts to acceptable levels, or when unavoidable impacts will be mitigated.
3. Re-route new roadways around high-priority areas of ecological connectivity, where feasible.
4. Work with FWP and other interested stakeholders to collect, share, analyze and keep the public apprised of data on wildlife-vehicle collisions and carcasses, including MDT maintenance and FWP carcass and vehicle-killed wildlife salvage permit information.
5. Develop and share with the public a list of statewide fish and wildlife mitigation priorities along with proposed short- and long-term mitigation solutions. This list should identify specific areas of conflict, including where recurrent wildlife-vehicle collision “hot spots” overlap with key wildlife habitat or corridors for populations of threatened, endangered or species of greatest conservation need (e.g. Grizzly bears, Canada lynx, Bighorn sheep).
6. Work with FWP to adopt a uniform “needs assessment template” document that details high priority road and wildlife areas in need of transportation mitigation to prevent motorist collisions with wildlife and promote wildlife connectivity.
7. Develop and adopt best practices and context-sensitive guidelines for designing and constructing fish- and wildlife-friendly infrastructure, such as those set forth in FWS’s *Roadway Design Guidelines*, <https://flh.fhwa.dot.gov/programs/flpp/lrtp/documents/fws-rdg.pdf>
8. For every roadbed, bridge and culvert repair/rehab/replacement, consider opportunities to incorporate retrofit or new mitigation for terrestrial and/or aquatic passage.
9. Design road projects bisecting seasonal big game migration or movement between ranges to reduce or mitigate collisions with motorists and facilitate connectivity between seasonal habitats.
10. Work with resource agencies and stakeholders to develop a landowner incentive program to help ensure that highway fences, where appropriate, meet the Wildlife Friendly Fencing standards outlined in MDT’s 2010 Wildlife Friendly Fencing guide, as well as FWP’s “A Landowner’s Guide to Wildlife Friendly Fences: How to Build Fence with Wildlife in Mind” (2012).

11. Feature and integrate environmental education, interpretation and stewardship in projects, where appropriate.

Recommendation B. Increase interagency collaboration and stakeholder involvement

12. In addition to MDT's practice of engaging stakeholders during project planning, regularly engage with tribal, federal, and state natural resource agencies and stakeholders in pre-planning as it relates to the natural environment, including:
 - a. Work closely with natural resource agencies and stakeholders through early planning and coordination to integrate environmental and sustainability considerations and goals into all stages of transportation and infrastructure project planning, proposals and development and provide for an ecosystem-based mitigation process.
 - b. Include FWP and interested tribal, federal, state, and local wildlife agency biologists during long-term system and advanced project planning to promote consideration of wildlife.
 - c. Build a strong partnership with FWP that includes regular monthly or bimonthly meetings, identifies and implements common goals for wildlife mitigation along highways, and builds a community of trust.
13. Form a Steering Committee or Technical Working Group consisting of MDT, FWP and other sister state and federal agencies plus interested stakeholders, including non-governmental organizations, to oversee statewide efforts and guide the development of processes and methods, locate and encourage funding partners, and educate the public on wildlife mitigation efforts and reducing wildlife-vehicle collisions.
14. Work with FWP to set common goals for wildlife-related transportation projects during revision of the State Wildlife Action Plan.
15. Continue to identify and increase key partnerships at the federal, tribal, regional, and local levels. Develop best practices for external engagement to foster such partnerships.
16. Continue to provide early opportunities for resource agency and stakeholder input on transportation projects.
17. Convene stakeholder groups to provide early input on research documents and best practice manuals related to environmental impacts.
18. Hire a transportation-wildlife liaison to facilitate improved exchange of wildlife data and fulfill transportation agency needs.
19. Create a statewide database of transportation planning and project documents that are readily accessible to the public. Include a map that geographically depicts such projects so that interested citizens can better engage in projects of interest.

Recommendation C. Improve resource data collection and analysis

20. Work with the State Highway Patrol, FWP and other stakeholders to share, and analyze data on fish passage, wildlife connectivity, and wildlife-vehicle collisions, and to continually improve and update spatial GIS data on wildlife habitat.
21. Develop a format/process for districts to consistently collect and report wildlife-vehicle collision carcass data across the state. Report those data annually.
22. Define a minimum threshold for wildlife-vehicle collisions and traffic volumes, above which the agency must consider and seek public comment on the need for wildlife mitigation.
23. Ensure that the public has an opportunity to access spatial data for wildlife-vehicle collisions and other data for purposes of commenting upon planning and projects, including the Statewide Transportation Improvement Program (STIP). If needed, such access may be conditioned upon execution of a confidentiality agreement.
24. Develop a publicly-accessible tool for systematically and formally identifying and mapping natural resources, including fish and wildlife connectivity, related to and affected by proposed transportation projects.
25. Establish a working group of experts to develop a statewide analysis that incorporates wildlife linkage areas and wildlife-vehicle collision data into transportation planning. Use this science-based analysis to identify needs and priorities associated with the interaction of roadway infrastructure and wildlife movement to provide safe passage for people and wildlife, such as the priority list outlined above in item 5. Regularly update this analysis every three years or more often, as needed.
26. Improve cost-benefit analyses for wildlife-related mitigation measures to account for the monetary value of wildlife-related tourism, based on its increasing importance to Montana's economy.
 - a. In 2016, a report by the Institute for Tourism and Recreation Research (ITRR) at the University of Montana found that 12 million visitors spent nearly \$3.5 billion in Montana, supporting 38,300 jobs statewide. In addition, activities related to our wildlife populations generated an estimated \$100 million in Montana state and local tax revenues, according to the Congressional Sportsmen's Foundation. When assessing the cost and associated benefits of various mitigation measures, MDT should take these wildlife-related economic benefits into account.

Recommendation D. Develop performance metrics and use the Best Available Science

27. Incorporate the best available science and commit to provide regular workforce training and educational opportunities on the latest technological innovations in road ecology principles and practice, to ensure awareness of and adherence to such standards.

28. Invest in pre- and post-construction research and monitoring of wildlife mitigation projects to assess efficacy.
29. Adopt short- and long-term goals for reducing wildlife-vehicle collisions to zero, along with associated performance metric(s) to measure progress.
 - a. Adopt a short-term goal of reducing wildlife-vehicle collisions 20% by 2022.
 - b. Develop and adopt a long-term performance metric and strategy for reducing wildlife-vehicle collision fatalities and serious injuries to zero by 2050, consistent with VISION ZERO.
30. Develop and adopt a standard methodology to track and analyze progress in improving permeability across roads in Montana's crucial wildlife habitat areas, along with performance metric(s) to measure progress in achieving that goal.
 - c. Adopt a short-term goal of improving permeability across roadways in Montana's crucial wildlife habitat areas 20% by 2022.
 - d. Adopt a long-term goal of 100% permeability across roadways in Montana's crucial habitat areas by 2050.
31. Publicly report progress on all collision and permeability metrics annually.
32. Annually evaluate and publicly report on the relative efficacy of different wildlife mitigation measures in advancing safety- and permeability-related performance metrics.

Recommendation E. Seek sustainable and diversified mitigation funding sources

33. Consider wildlife mitigation needs early during transportation planning so that funding for mitigation is included before project budgets are finalized.
34. Annually dedicate a percentage of transportation funding to wildlife-related mitigation projects equal to or greater than the percentage of state motorist collisions involving wildlife during the prior year. For example, in 2015, crashes involving wild and domestic animals accounted for roughly 9% of all reported crashes, according to the Montana Highway Patrol, available at: <https://dojmt.gov/highwaypatrol/forms/>. Under this proposal, 9% of available transportation funding in 2016 would have been dedicated to wildlife mitigation measures.
35. Seek one or more sustainable funding sources dedicated to improving or replacing fish passage barriers such as culverts and providing wildlife crossings where highways act as barriers to natural migration routes and resident wildlife movement.
36. Explore development of private-public partnerships to leverage state transportation dollars with outside resources to help pay for wildlife mitigation, thereby maximizing the utility of public funds. Potential partners include tribal, federal, state and local agencies, wildlife groups and non-profit organizations.

Conclusion. We applaud MDT for its consideration of wildlife and ecological connectivity in the draft LRTP and ask the agency to carefully consider the further suggestions for improvement described above, including adopting a short-term safety target goal of reducing WVCs 20% by 2022 – consistent with MDT’s VISION ZERO. Please do not hesitate to contact the undersigned at renee@largelandscapes.org or (406) 586-8082 if you have any questions or would like to discuss these comments.

Respectfully submitted,

Renee Callahan
Senior Policy Analyst, **Center for Large Landscape Conservation**
Coalition Member, **Montanans for Safe Wildlife Passage**

Don Burgess
Co-Chair and Founding Member, **Bitterroot Sapphire Corridor Coalition**
Coalition Member, **Montanans for Safe Wildlife Passage**

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Dave Pauli
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Kylie Paul
Conservation Biologist, **MPG Ranch**

Stephanie Adams
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Kim Trotter
U.S. Program Director, **Yellowstone to Yukon Conservation Initiative**
Coalition Member, **Montanans for Safe Wildlife Passage**

From: shycpat0530@gmail.com
To: [Nicolai, Sarah](#)
Cc: [Tom Osborn](#)
Subject: MTTran plan comments
Date: Wednesday, July 12, 2017 3:44:57 PM

I, Shyla Patera, wish to submit the following comments on the MT Tran plan. I am submitting these comments on behalf of north central independent living services, I NC. We ,at NCILS, wish to commend The Montana department of transportation for undertaking Tran plan efforts. We, at NC I LS, serve North Central Montanans with disabilities. We believe that Montana 's infrastructure needs to be affordably funded and accessible to all. We hope that MDT along with federal and local entities secure not only funding but also resources to strengthen Montana's urban, state , and local road and highway system. We encourage the use of the PROWAG guidelines regarding ADA accessibility. We also encourage efforts to widen the shoulders of community roads and urban connectors where possible so that individuals in wheelchairs can safely cross where there are gaps in sidewalks or other methods of crossing roads in Montana's communities. Due to accessibility, roundabouts are often a source of concern for Montanans with disabilities in communities where they have been installed. We recommend that communities study and weigh the benefits and pitfalls of roundabouts as they are installed. We recommend that MDT contact one of Montana's Centers for Independent living for advice and technical assistance regarding roundabouts. Keeping Montana's mobile is one of the primary missions of MDT. We believe that Montanans should have many community options in regards to transportation as possible. We support the expansion of rail service ,essential air service ,bicycling and public transportation where possible. MDT should focus on the connectivity of intercity and intercity transportation. NCILS supports accessible expansion of all services where possible. NCILS recognizes that ride sharing is an exciting trend in transportation. However, when ride sharing companies come into Montana they should be required to comply with the Americans with Disabilities Act. MDT and the Montana PSC should coordinate on accessibility rules for rideshare companies. NCILS applauds the effort to incorporate environmental standards into transportation planning. However, this also needs to include the built environment for public amenities such as restrooms and trails in order to access historical landmarks and natural environments.

NCILS hopes that MDT will increase citizen involvement in transportation advocacy by working to ensure that citizens have information not only regarding their transportation and civil rights as riders and users of our transportation system but also the budgetary and system knowledge in in regards to Montana's transportation system in order to participate. MDT , Montana Transit Association ,as well as other interested stakeholders should work on solutions to strengthen Montana's Transportation Advisory Councils. Funding is always a concern for MDT and particularly in regards General fund and TransAde. NCILS believes that MDT should follow the Statewide Transit Management Plan in regards to funding. Thank you for allowing me to submit my comments regarding the MT Tran plan.

Shyla Patera North Central IL Services
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Black Eagle, Montana 59414
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Sent from my iPhone

From: melinda@bikewalkmontana.org
To: [Nicolai, Sarah](#)
Subject: Comments for the TranPlanMT draft
Date: Wednesday, July 12, 2017 6:32:18 PM
Attachments: [TranPlan MT comments July 2017.docx.pdf](#)

Hi Sarah,

Thank you for your work on the updated TranPlanMT and for the opportunity to provide comments. Attached is a letter on behalf of Bike Walk Montana with our comments regarding the draft plan. Thank you very much for considering our input.

Melinda Barnes

Executive Director

Bike Walk Montana

406-449-2787

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



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406-449-2787

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601

July 12, 2017

RE: TranPlanMT Draft

Bike Walk Montana appreciates that the Montana Department of Transportation is updating the long-range transportation plan; however, we believe that Montana needs a bolder multimodal long-range transportation plan that:

- Builds consensus among local governments, the state, stakeholders and the public about how our future transportation system should look;
- Explores ideas for innovation and re-designing how transportation services and projects are planned and delivered;
- Provides suggestions for how to fund the investments we need to maintain and build the transportation system that will allow our state to be competitive.

Overall, we do not feel that this plan meets these objectives but instead reads as a synopsis of what federal and state policies are currently in place and what MDT is currently doing. We do not feel that it is a visionary document as it does not provide concrete recommendations for MDT or the state of Montana, nor do we feel that it successfully incorporates the stakeholder feedback and ideas generated at the June 2016 stakeholder meeting. Instead, each strategy is a generalized recommendation with a following paragraph of what MDT is already doing. These recommendations could better be presented with examples of best practices and ways to improve and to reach the identified goals.

Bike Walk Montana also offers the following comments that are specific to each section of the plan:

Volume I, Transportation Assets:

- We appreciate that MDT ranks the roadways based on identified pavement condition. We recommend they do a similar ranking on the shoulders of the road, taking into consideration the width and quality of the shoulder, and placement of rumble strips to identify and prioritize shoulder improvements for bicyclists.
- The ride index under 'Trends and Outlook' on page 10 indicates that all roads are at least desirable, yet that is only taking into consideration motor vehicles and not bicycles or pedestrians. There should be a separate ride index for bicyclists and pedestrians that MDT could also use a measure.



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- ‘Federal Policies’ and ‘State and Local Policies’ on page 25 should also include bicycle facilities, not just pedestrian facilities.
- Page 25 indicates that MDT has adopted both AASHTO guidelines and PROWAG. We recommend that they also formally adopt the NACTO Urban Bikeway Design Guide.
- Strategy S2 related to rest area improvements could be more specific as to types of improvements, including bicycle racks and walking paths.
- Strategy AC3 could be improved by mentioning that MDT take a leadership role in recommending specific bicycle/pedestrian safety features to be included in both maintenance and construction projects rather than their current process of leaving it up to communities to request. MDT should be the expert and leader and help to educate the community as to why those features should be included. For example, if MDT is re-paving an urban route, then it is a prime opportunity to remove parking or stripe bike lanes and should be taken advantage of rather than requiring a community to request it. After all, MDT makes the decision on motor-vehicle safety projects, such as changes in lighting, adding signage, delineators, stop lights, or rumble strips, all without request from the community.

Volume II, Transportation Users

- Page 5 shows that the Missoula AVMT decreased between 2005-2015, while all other districts experienced an increase. One likely reason for this is the investment the Missoula district has been making in bicycle and pedestrian infrastructure and the increase in these modes of travel. This indicates the importance of investing in non-motorized facilities and should be taken into account when compiling AVMT forecasts and future needs, rather than basing them on historical trends. Doing so could help to mitigate future expenditures on road expansion projects.
- Page 7 describes the Level of Service (LOS) for making decisions, yet that only looks at the level of service for motor vehicles. A more advanced approach is to use a multi-modal LOS framework, which would take into consideration the level of service for all modes of transportation.
- The Usage and Demand section on Page 13 recognizes that there is a lack of usage data for bicyclists and pedestrians and should be carried over into some kind of recommendation for collecting better data. Collecting usage data is vital to identifying needs and evaluating performance.
- The paragraph for Strategy AC4 is specific to ADA, yet the strategy title is not. Shouldn't the paragraph also include bicycling and walking?
- Strategy MEV4 is specifically related to growth and infers expanding the transportation network; however, it could also be through MDT taking a leadership role in identifying and implementing specific solutions to slow and calm traffic, such as converting four-lane roads into three lanes when possible.

Volume III, Transportation Context

- Please include something that acknowledges that projected population growth in urban areas increases the need to better accommodate bicyclists/pedestrians as a means to alleviate future road congestion.
- Strategy MEV5 refers to tourism and we ask that tourism be defined as both motorized and non-motorized since bicycle tourism is a key component of overall tourism.



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Additionally, we ask that you please consider including recommendations to:

- Adopt a statewide Complete Streets Policy, which is quite different than the traditional Context Sensitive Solutions approach and would establish a solid framework for evaluating projects on the needs of all roads.
- Establish a bicycle/pedestrian advisory board to provide input and feedback on non-motorized policies and projects. One person within the agency is not a diverse enough voice to lead the agency in better accommodating the non-motorized users of our transportation system. Ideally, this advisory board would be comprised of multiple state agencies and community stakeholders.
- Work with communities on progressive ways to improve livability, access, and connectivity. Communities with active, vibrant downtowns recognize a stronger economy and this should be supported through transforming state highways into slower, friendlier, and safer roads. Urban routes should not be treated solely as a highway to move motor vehicles as this counters the over-arching goals of communities.

Thank you again for drafting the new TranPlanMT and providing us with the opportunity to provide feedback. Thank you as well for taking the above comments into consideration.

Sincerely,



Melinda Barnes
Executive Director



Bike Walk Montana – making bicycling and walking safe and accessible for everyone.
Become a member at www.bikewalkmontana.org



Visit the TranPlanMT website for more information:
<http://www.mdt.mt.gov/tranplan>



MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity of the Department. Alternative accessible formats of this information will be provided upon request.

**For further information call:
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TTY: 800-335-7592
or the Montana Relay at 711.**

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