

The Montana Nutrition and Physical Activity Program (MT NAPA) is a Centers for Disease Control and Prevention (CDC) funded program, designed to promote policy and environmental changes to support healthy and safe communities across Montana. Regular physical activity can help people live longer, healthier lives. Infrastructure improvements, road traffic management systems, and other policies/efforts to make streets and sidewalks safer encourage Montanans to be active every day. NAPA would like to better understand the types of policies and local ordinances currently in place in Montana to support active living. Please take a few minutes to help us by completing an on-line questionnaire by June 21, 2010. You can access the survey by clicking on the link below.

Montana Active Transportation Survey: (we provided the link here)

If you feel you are not the best person to complete the survey, please forward this email to the person you would consider the best respondent in your city (e.g., planner, engineer, elected official, city clerk, etc.). We really appreciate the value of your time. For this reason, we are offering your city the opportunity to win \$500.00 for completing the survey. One respondent will be selected at random to receive this monetary award. We'll use the information you provide to help us better assist communities in becoming healthier, safer, and more active places. If you are interested in working more closely with the MT NAPA program to strengthen your policies and procedures to support active living, please feel free to contact us.

Thank you for all that you do to improve the lives of your residents. We know how much you care about the well-being of all your citizens. We hope that we can support your efforts in making your community an even better place to live.

If you have any questions or concerns feel free to contact me at 406 994 5734 or [costakis@montana.edu](mailto:costakis@montana.edu)

If you have questions regarding the actual survey, contact LeeAnn Mordecai at 601 856 4474 or [lmordecai@comcast.net](mailto:lmordecai@comcast.net)

Sincerely,

Cathy Costakis

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## Introduction

### Montana Active Transportation Local Policy Survey

The purpose of this survey is to provide a baseline assessment of selected local policies and ordinances in Montana that support active living (e.g. walking and bicycling) for community residents and visitors.

Please take about 10-15 minutes to answer the following questions about transportation and recreation policies in your community. All of the information you provide will be held in the strictest confidence. Results will be compiled across Montana communities for reporting purposes. No identifying information will be included in any reports. Community identities will be used only to determine changes in policies over time across our state and to follow-up with communities interested in working with NAPA to improve or expand policies. We'll also need to know your community's identity in order to determine whether you won the \$500.00 award.

#### **1. Please select your community.**

## Policies that Address Safety and Mobility for all Users

Policies that formalize a community's intent to plan, design, retrofit, and maintain streets and crossings so they are safe and convenient for all users of all ages and abilities (including pedestrians, bicyclists, public transportation users, motorists and freight vehicles) are sometimes referred to as "complete streets" policies. See <http://www.completestreets.org>

### 2. Does the local jurisdiction have a "complete streets" or similar policy?

- A policy has been adopted
- We intend to adopt a policy within the next year
- No policy has been adopted but we are interested in learning more about complete streets policies
- No such policy is in place
- Other (please specify)

### 3. If you have a written policy that addresses the safety and mobility of all users (whether or not it is called a "complete streets" policy), does your policy have the following elements (please check all that apply):

- Includes a vision for how and why the community wants to complete its streets
- Specifies that "all users" includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as automobile drivers and transit-vehicle operators
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes
- Is adoptable by all relevant agencies to cover all roads
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs
- Directs that complete streets solutions will complement the context of the community
- Establishes performance standards with measurable outcomes
- Includes specific next steps for implementing the policy

## Pedestrian and Bicycle Facilities

A network of pedestrian and bicycle facilities that are safe and well connected provide mobility options for all users. These are especially important for children, seniors, people with disabilities and low-income residents.

### 4. The local jurisdiction has an ordinance requiring the following in all NEW development (please check all answers that most closely fit your ordinance)?

- Sidewalks at least 5 feet wide with a buffer zone (i.e., planting strip) are required on both side of the street
- Sidewalks are required on at least one side of the street
- Bicycle facilities (e.g., bike lanes, shared-use path, and/or adequate shoulders) are required on both sides of all streets (excluding low-speed residential streets)
- Bicycle facilities (i.e., shared-use paths) are required on at least one side of all streets (excluding low-speed residential streets)
- No local ordinances requiring pedestrian or bicycle facilities in new development
- Other (please specify)

### 5. The local jurisdiction has an ordinance requiring the following in REDEVELOPMENT (i.e., retrofit) projects (please check all answers that most closely fit your ordinance)?

- Sidewalks at least 5 feet wide with a buffer zone (i.e., planting strip) are required on both side of the street
- Sidewalks are required on at least one side of the street
- Bicycle facilities (e.g., bike lanes, shared-use path, and/or adequate shoulders) are required on both sides of all streets (excluding low-speed residential streets)
- Bicycle facilities (i.e., shared-use paths) are required on at least one side of all streets (excluding low-speed residential streets)
- No local ordinances requiring pedestrian or bicycle facilities in redevelopment projects
- Other (please specify)

## Assessing Connectivity and Filling Gaps

The following questions relate to how the local jurisdiction assesses and fills gaps in the pedestrian and bicycle network.

### **6. The local jurisdiction has done the following to better connect residential areas to important destination such as schools, businesses, grocery stores, etc. (please check all that apply):**

- conducted an assessment of their pedestrian network
- conducted an assessment of their bicycle network
- developed a plan/program to address gaps and maintenance issues in the pedestrian network (e.g., retrofit curb cut program, sidewalk retrofit program, sidewalk repair program)
- developed a plan/program to address gaps and maintenance issues in the bicycle network (e.g., bicycle and/or trail connectivity plan, maintenance program for bicycle facilities)
- identified various funding mechanisms to address gaps and connectivity issues in the pedestrian network (i.e., grants, tax increment financing, prioritization in capital improvement plan, general funds, impact fees, etc.)
- identified various funding mechanisms to address gaps and connectivity issues in the bicycle network (i.e., grants, tax increment financing, prioritization in capital improvement plan, general funds, impact fees, etc.)

### **7. The local jurisdiction has identified the following barriers to completing the bicycle and pedestrian network (check all that apply).**

- lack of community recognition of need
- transportation planning focused mainly on the needs of motor vehicles
- lack of support to incur additional costs
- lack of capacity to pursue grants and other funding mechanisms
- lack of local champions to make this a community priority
- Other (please specify)

## Other Policies Related to Active Travel

### 8. The local jurisdiction has the following items in place to support active travel (please check all that apply):

- regularly uses "traffic calming" measures in areas where speeds of automobiles have consistently presented a risk to pedestrians and cyclists (e.g., speed bumps/tables, reduced speed zones, curb extensions, narrowed lane widths, bulb-outs, roundabouts, etc.)
- an ordinance that requires public buildings and site plans to incorporate amenities that encourage active travel (e.g. pedestrian walkways, bikeways, bike parking, shower facilities, etc.)
- a written plan to build and maximize the efficient layout of trails so they connect to schools, residential, commercial, job and recreational uses
- a community advisory board that addresses pedestrian and bicycle issues (e.g., pedestrian safety board, bicycle advisory board, non-motorized transportation committee)
- reduced parking requirements in select areas as a method to improve functionality of an active transportation network
- minimum requirements for intensity of development (e.g., 7 residential units/acre) in order to promote more compact development patterns
- zoning regulations that allow for mixed-use development (i.e, allows the mixing of different land uses, such as residential, retail and office, either in the same building or in the same district/area)
- efforts are made to coordinate with local school district to site schools in locations where a large percentage of children can walk and bike to school safely

## Future Intentions to Adopt Active Transportation Policies or Plans

### 9. The local jurisdiction intends to adopt the following ordinances or plans within the next year (check all that apply).

- Sidewalk ordinance
- Bicycle ordinance
- Pedestrian Plan (or transportation plan that includes a pedestrian focus)
- Bicycle Plan (or transportation plan that includes a bicycle focus)
- Not applicable, we have these plans in place currently
- None
- Don't know
- Other (please specify)

## Public Transportation

Buses, van pools, para-transit, dial-a-ride, etc.

### 10. The following question refers to the LOCAL public transportation system (please check all that apply):

- the system serves enough areas often enough to make it a realistic option for regular commuting for a significant number of residents
- the system is very limited in hours and service areas making it a sub-optimal mode of transportation for regular daily use
- the system is accessible by wheelchair and by individuals with mobility impairments (i.e., bus accommodates wheelchair access and sidewalks have curb-cuts)
- the system can accommodate bicycles
- most bus stops have covered areas for people to wait
- the system is limited to serving special populations (e.g., senior transit, para-transit, dial-a-ride, etc.)
- public transportation is not available
- Other (please specify)

## State Resources

The following question is related to state resources that may be helpful in planning active transportation.

### 11. The local jurisdiction is familiar with the following resources (check all that apply):

- the Department of Commerce Technical Assistance Program ( [http://comdev.mt.gov/CDD\\_ctap.asp](http://comdev.mt.gov/CDD_ctap.asp))
- the Montana Department of Transportation Safe Routes to School Program  
(<http://www.mdt.mt.gov/pubinvolve/saferoutes/>)
- the Montana Department of Transportation's Land Use and Transportation Toolkit  
(<http://www.mdt.mt.gov/research/toolkit/>)
- the Montana State University Community Design Center. ( <http://www.arch.montana.edu/cdc.htm>)

### 12. We are interested in learning more about resources to support active travel in our community.

No

Yes (please specify)

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**13. Please provide any additional comments you may have.**

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