

Appendix C

Public and Stakeholder Involvement

Appendix C

Public and Stakeholder Involvement

Stakeholder Meeting

Stakeholder Letter	1
Resource Agency Letter	3
Western Transportation Institute Letter	4
Stakeholder Meeting Minutes	5
Stakeholder Meeting Sign-in Sheet	7
Stakeholder Meeting Presentation	8
Stakeholder Comments	16

Public Review Period

Announcement Poster	19
News Release	20
Public Comments and MDT Responses	22



Date: May 19, 2014
To: Stakeholder Distribution List
Subject: Montana Rest Area Plan Update
Invitation to Attend Stakeholder Meeting

The Montana Department of Transportation (MDT) is updating the Montana Rest Area Plan, which was last revised in 1999 and amended in 2004. This update will aid MDT in prioritizing rest area needs. In support of this effort, MDT has developed draft guidelines for state-maintained rest areas, state-maintained parking areas, city park rest areas, and sites maintained by others.

MDT invites you to attend a meeting to discuss stakeholder issues and concerns regarding Montana rest areas.

When: Tuesday, June 3, 2014, from 1:00 p.m. to 4:00 p.m.
Where: Montana Department of Transportation
Commission Room – 2nd Floor
2701 Prospect Avenue, Helena, MT
Webinar: <https://www1.gotomeeting.com/join/985292816>
Telephone: 1-866-390-1828 (Access Code 7394253)

Remote video and telephone accommodations will be provided for those unable to attend the meeting in person.

Stakeholders are asked to review the enclosed CD containing the draft guidelines section of the Montana Rest Area Plan Update. If you will not be attending the stakeholder meeting, please forward these files to an appropriate designee.

Please contact Sarah Nicolai, Consultant Project Manager, by **May 30, 2014**, to confirm your participation in the stakeholder meeting.

Sarah Nicolai
DOWL HKM
P.O. Box 1009
Helena, MT 59624
406.324.7412
snicolai@dowlhkm.com

Please provide comments on the enclosed guidelines by **June 13, 2014**, to Sheila Ludlow at the address indicated on the letterhead. Additional information about the plan update is available on the MDT website at: <http://ftp.mdt.mt.gov/pubinvolve/restareaplan/default.shtml>

Thank you in advance for your participation.

Sincerely,



Sheila Ludlow
MDT Project Manager

Enclosure: CD containing draft guidelines

Stakeholder Distribution:

Alec Hansen, Montana League of Cities and Towns
Amy Teegarden, Montana Trails Recreation Park Association
Barry "Spook" Stang, Motor Carriers of Montana (MCM)
Colonel Tom Butler, Montana Highway Patrol Headquarters
Cyndy Andrus, Tourism Advisory Council
Danica Jamison, State Association of United Ways of Montana
Ellen Baumler, Montana Historical Society (MHS)
Harold Blattie, Montana Association of Counties (MACo)
Jeri Duran, Montana Office of Tourism
Jim Sayer, Adventure Cycling Association
John Rogers, Governor's Office of Economic Development
Karlee Smith, American Association of Retired Persons (AARP)
Melinda Barnes, Bike Walk Montana
R. Edward Banderob, Five Minute Healthy Habit Walking Pathways Campaign
Stuart Doggett, Montana Lodging and Hospitality Association
Todd Burger, Mountain West American Automobile Association (AAA)
Webb Brown, Montana Chamber of Commerce



May 19, 2014

To: Resource Agency Distribution

Subject: Montana Rest Area Plan Update

The Montana Department of Transportation (MDT) is updating the Montana Rest Area Plan, which was last revised in 1999 and amended in 2004. This update will aid MDT in prioritizing rest area needs. In support of this effort, MDT has developed draft guidelines for state-maintained rest areas, state-maintained parking areas, city park rest areas, and sites maintained by others.

Resource agencies are asked to review and offer comments on the draft guidelines provided on the enclosed CD.

Please provide comments on the enclosed guidelines by **June 13, 2014**, to Sheila Ludlow at the address indicated on the letterhead. Additional information about the plan update is available on the MDT website at: <http://ftp.mdt.mt.gov/pubinvolve/restareaplan/default.shtml>

Thank you in advance for your agency's input.

Sincerely,

Tom Martin, P.E.
MDT Environmental Services Bureau Chief

Enclosure: CD containing draft guidelines

Resource Agency Distribution:

Allan Kuser, Montana Fish, Wildlife & Parks
Bonnie Lovelace, Montana Department of Environmental Quality
Tim Davis, Montana Department of Natural Resources and Conservation



May 19, 2014

To: Western Transportation Institute (WTI)

Subject: Montana Rest Area Plan Update

The Montana Department of Transportation (MDT) is updating the Montana Rest Area Plan, which was last revised in 1999 and amended in 2004. The plan represents MDT's commitment to preserve and enhance the existing rest area system.

The plan incorporates a health index scoring process to aid MDT in prioritizing rest area needs. The health index scoring system considers parking, site features, structural elements, water, wastewater, and amenities at each rest area site. Scoring ranges from 0 points to 100 points, with a higher score indicating a better facility. The 2011 *Rest Area Use: Data Acquisition and Usage Estimation Report* prepared by WTI provided an initial basis for parking, restroom, water, and wastewater demand calculations. In coordination with MDT, DOWL HKM modified the methodology outlined in the WTI report in an attempt to reflect site-specific conditions at rest areas. The modified methodology is detailed in a technical memorandum provided on the enclosed CD.

MDT welcomes WTI's feedback on the modified methodologies used to calculate parking, restroom, water, and wastewater demand.

Please provide any comments on the enclosed memorandum by **June 13, 2014**, to Sheila Ludlow at the address indicated on the letterhead. Additional information about the plan update is available on the MDT website at: <http://ftp.mdt.mt.gov/pubinvolve/restareaplan/default.shtml>

Thank you in advance for your input.

Sincerely,

Sheila Ludlow
MDT Project Manager



MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: Sheila Ludlow
MDT Project Manager

From: Sarah Nicolai
DOWL HKM Project Manager

Date: June 9, 2014

Subject: **Montana Rest Area Plan Update
Stakeholder Meeting on June 3, 2014**

A stakeholder meeting for the Montana Rest Area Plan Update was held on June 3, 2014, at the Montana Department of Transportation (MDT) Commission Room in Helena at 1:00 p.m. Meeting attendees are listed below. A copy of the sign-in sheet is attached to this memorandum.

Sheila Ludlow	MDT – Rail, Transit and Planning Division
Chris Dorrington	MDT – Rail, Transit and Planning Division
Jean Riley	MDT – Rail, Transit and Planning Division
Kim Janzen	MDT – Maintenance
Barry “Spook” Stang	Motor Carriers of Montana
Carol Crockett	Montana Office of Tourism
Lieutenant Larry Irwin	Montana Highway Patrol Headquarters
Ed Banderob	Take a Break – Take a Walk Five Minute Healthy Habit Walking Pathways Initiative/Campaign
Sarah Nicolai	DOWL HKM
Jessica Salo	DOWL HKM
David Stoner	DOWL HKM

Stakeholder Coordination

An invitation letter was sent to the stakeholder distribution list on May 19, 2014. A copy of the letter is provided at the end of this memorandum. DOWL HKM conducted follow-up phone calls on May 29, 2014, to confirm attendance at the meeting.

Presentation

Sarah Nicolai and Jessica Salo provided an overview of the Montana Rest Area Plan Update process. Sarah began the presentation with a brief history of Montana rest areas. The presentation continued with a summary of MDT’s asset management approach, mission, TranPlan21, and draft rest area guidelines. Jessica provided a brief explanation of MDT’s current rest area network,

distinguishing between year-round rest areas, seasonal rest areas, and parking areas. The presentation concluded with an explanation of MDT guidelines for project identification and prioritization, project development, and operation and maintenance practices. A copy of the presentation is attached to this memorandum.

Discussion Period

Comment: Ed Banderob asked how many state-maintained rest areas are currently in the network.

Response: David stated there are 49 rest area sites. Of these 49 sites, 14 are rest areas serving one direction of travel along an interstate, resulting in 35 total rest area locations.

Comment: Chris Dorrington asked Spook if the current provision of semi-trailer truck parking spaces seems adequate.

Response: Spook explained the current provision of semi-trailer truck parking is adequate. However, temporary rest area or parking area closures limit semi-trailer truck parking. Spook suggested additional semi-trailer truck parking signage, as well as public/private partnerships along interstate routes to inform drivers of all stopping opportunities including commercial truck stops, and expanding the number of parking locations. Spook added there is limited semi-trailer truck parking along US 2 in eastern Montana.

Response: Kim explained many semi-trailer truck parking locations are closed during winter months. Kim stated cleaning is an issue when the temperature drops below freezing.

Comment: Spook noted Utah has a user-friendly website that identifies rest area locations and services provided.

Response: Kim explained MDT has a similar webpage. Sarah mentioned that MDT will explore website improvements as part of the plan update process.

Comment: Ed suggested including the word “fatigued” in the second sentence under the subheading safety in Section 2.3 of the draft guidelines. The resulting revision would read, “MDT recognizes rest areas provide important safety functions, allowing drivers to stop, rest, and potentially avoid **fatigued**, drowsy, or distracted driving and hazardous roadside parking.” Ed explained mental and physical fatigue are separate and distinct conditions, both of which result in diminished alertness and response times.

Response: MDT stated the Rest Area Plan Update advisory committee will discuss this revision at the next meeting.

Comment: Ed suggested adding walking paths at rest area locations, with signage to call attention to and promote their use. Ed noted existing dog paths or maintenance roads could easily be modified for pedestrian use. Ed added a short five-minute walk can rejuvenate physically- and mentally-fatigued drivers, and the pathways may enhance the environment around rest areas. Ed submitted informational materials on walking paths, which are attached to the memorandum.

Stakeholder Meeting

Tuesday, June 3, 2014
Helena, MT

Name:	Organization/Title	Address:	City, State, ZIP Code	E-mail:
P. Edward Bandenob	Talco Break-Tek	601 Grand	Butte, MT 59701	PEBandenob@outlook.com
Barry Slant	MCM	301 N Sanders #201	Helena	spark@mttracking.org
Kim Janzen	MT			
Carol Crockett	MT office of Tourism	(on the phone)		
Lt. Larry Irwin	MT Highway Patrol	Headquarters (on the phone)		
Jean Ritey	MT			
Chris Donington	MT			
Sheila Ludlow	MT			

1



Montana Rest Area Plan Update Stakeholder Meeting

June 3, 2014



2



WELCOME & INTRODUCTIONS



3

MEETING PURPOSE

- Rest Area Program History
- Overview of Montana Rest Area Plan Update Process
- Solicit Stakeholder Input



4

PROGRAM HISTORY

- **Early 1930s:** Picnic/Camping Areas
- **1934:** First Rest Area (Helena)
- **1940s and 1950s:** Roadside Parking Areas
- **1960s:** Rest Areas

THEN

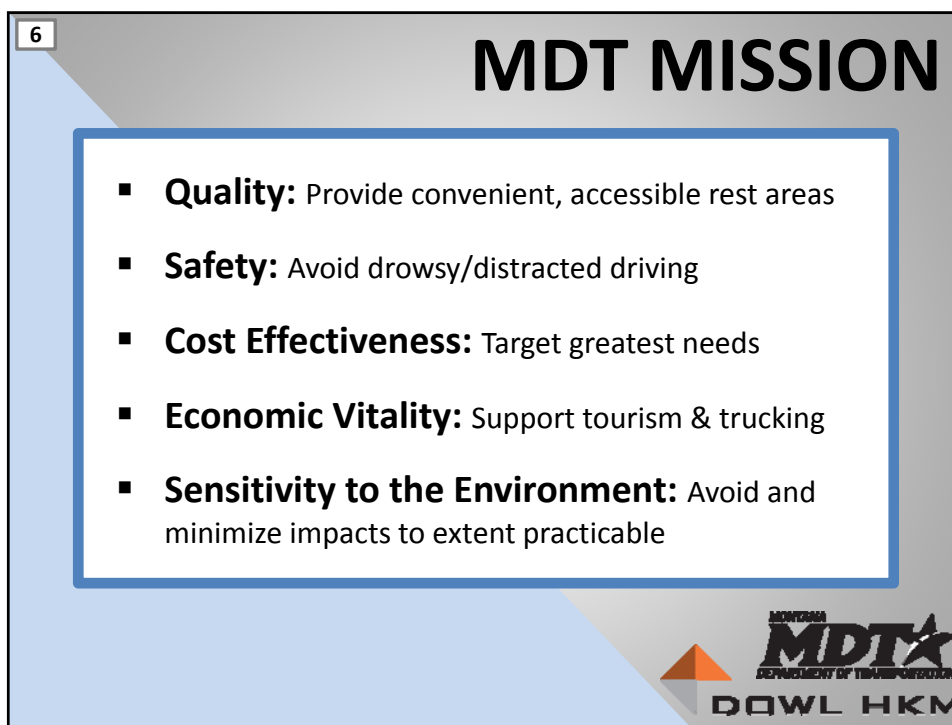
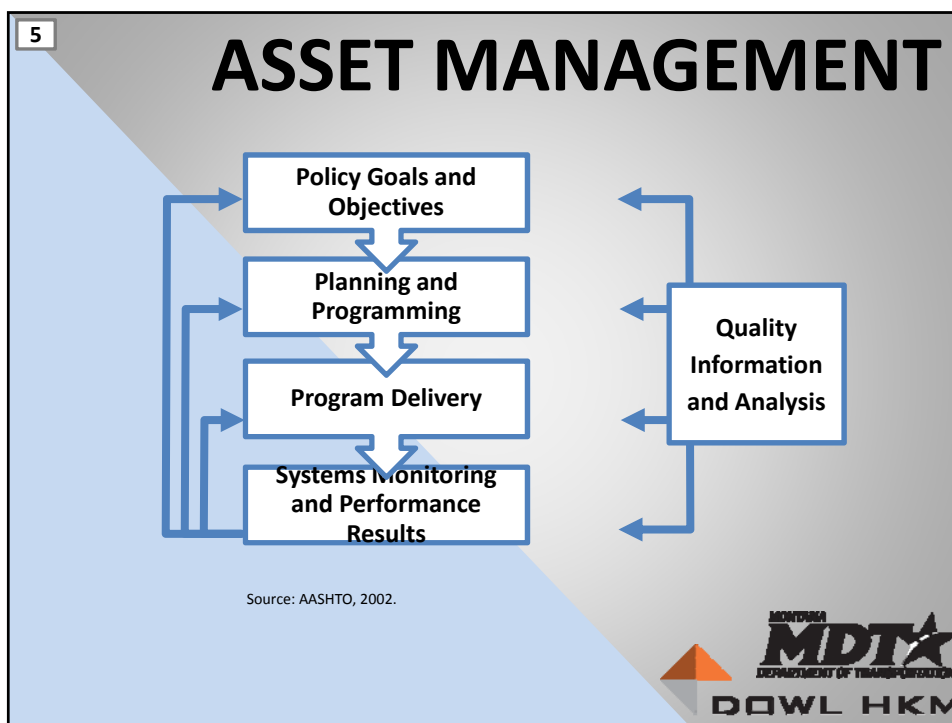


Greycliff EB, constructed 1972.

NOW



Greycliff EB, reconstructed 2014.




7

TRANPLAN 21

- **Traveler Safety: Action A.6.** Address safety requirements, including both driver fatigue and personal safety, in updates to the Rest Area Plan.

- **Economic Development: Action D.1.** Promote tourism through improved rest areas and co-location of travel information centers.



MDT
DEPARTMENT OF TRANSPORTATION
DOWL HKM

8

DRAFT GUIDELINES


State-maintained Rest Areas

Rest Area Evaluation Form

Note: To enable to assess candidate facilities, please complete blank.

General Information	
County Name: _____ MDT District: _____ Rest Area Type: <input type="checkbox"/> MDT Rest Area <input type="checkbox"/> City Park Rest Area <input type="checkbox"/> Resting Area <input type="checkbox"/> Other: _____ Facility Name: _____ Has an advisory report been completed? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> In Progress Is facility maintained through a contractor services contract? <input type="checkbox"/> Yes <input type="checkbox"/> No	Geographic: _____ State: _____ Reference Map: _____ Facility Address: _____ Address (City, State, Zip): _____ Date of most recent visit: _____ Are all rest area signs installed? (Please Specify) <input type="checkbox"/> None <input type="checkbox"/> Some <input type="checkbox"/> All <input type="checkbox"/> No <input type="checkbox"/> Partial <input type="checkbox"/> On Site
Site Characteristics	
Resting Area: <input type="checkbox"/> Yes <input type="checkbox"/> No Rest: <input type="checkbox"/> Yes <input type="checkbox"/> No Shower: <input type="checkbox"/> Yes <input type="checkbox"/> No Site Topography: <input type="checkbox"/> Rural <input type="checkbox"/> Urban Access to nearby amenities (Food, Gas, etc.): <input type="checkbox"/> None <input type="checkbox"/> Minimal <input type="checkbox"/> Moderate Site Features: <input type="checkbox"/> Shade <input type="checkbox"/> Green <input type="checkbox"/> Aesthetics <input type="checkbox"/> Landscaping <input type="checkbox"/> Amenities (Indicate how Water Relates to Facility Plans) _____	Are Restroom maps available for the site? <input type="checkbox"/> Yes <input type="checkbox"/> No Is facility located within the Rest Area? <input type="checkbox"/> Yes <input type="checkbox"/> No Is facility or property to be environmentally sensitive area? <input type="checkbox"/> Yes <input type="checkbox"/> No # of parking spaces: _____ Are there observable physical conditions for future expansion? <input type="checkbox"/> Yes <input type="checkbox"/> No # gas stations: _____
Site Map	
<div style="border: 1px solid black; width: 100%; height: 100%;"></div>	

Site Evaluation



MDT
DEPARTMENT OF TRANSPORTATION
DOWL HKM

9

DRAFT GUIDELINES

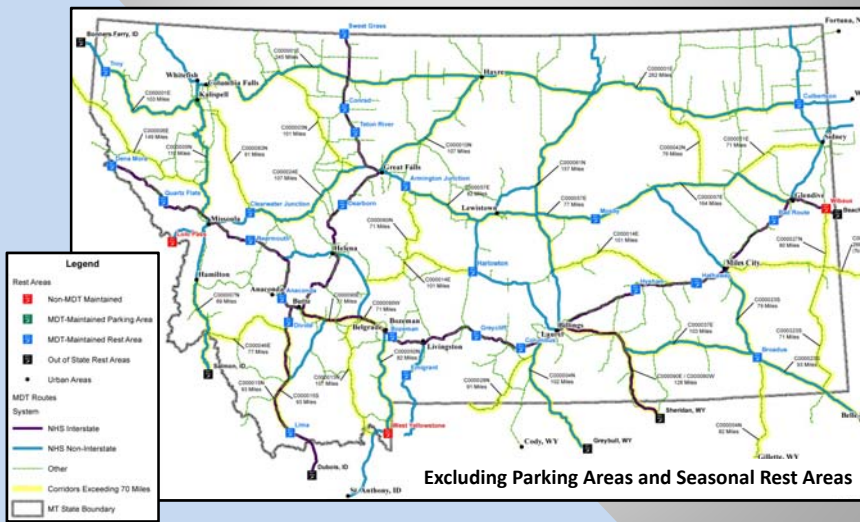
Network Evaluation

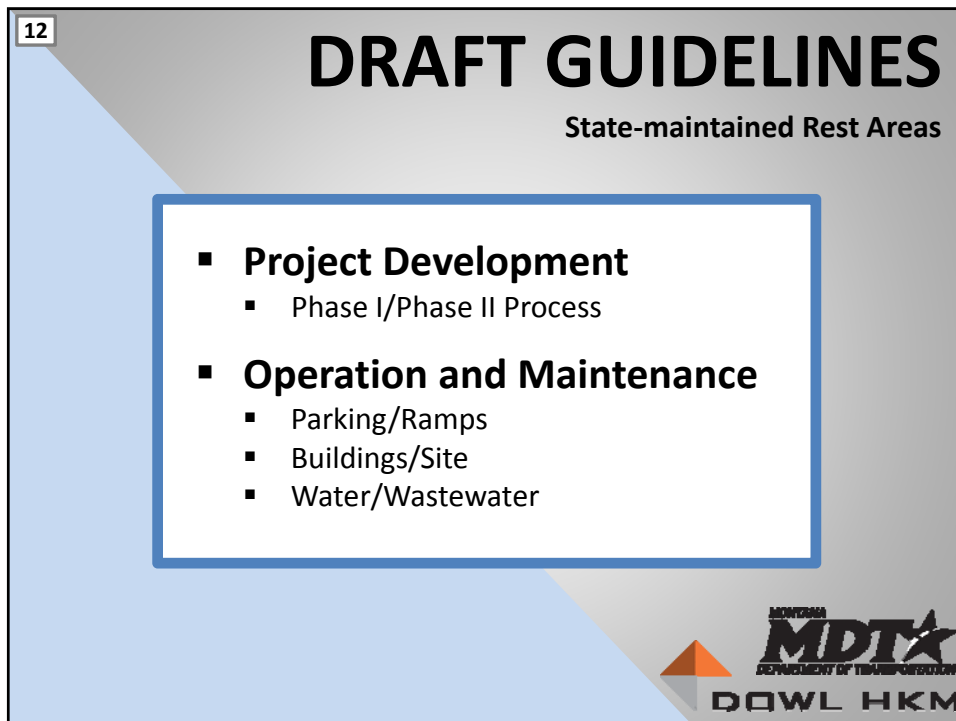
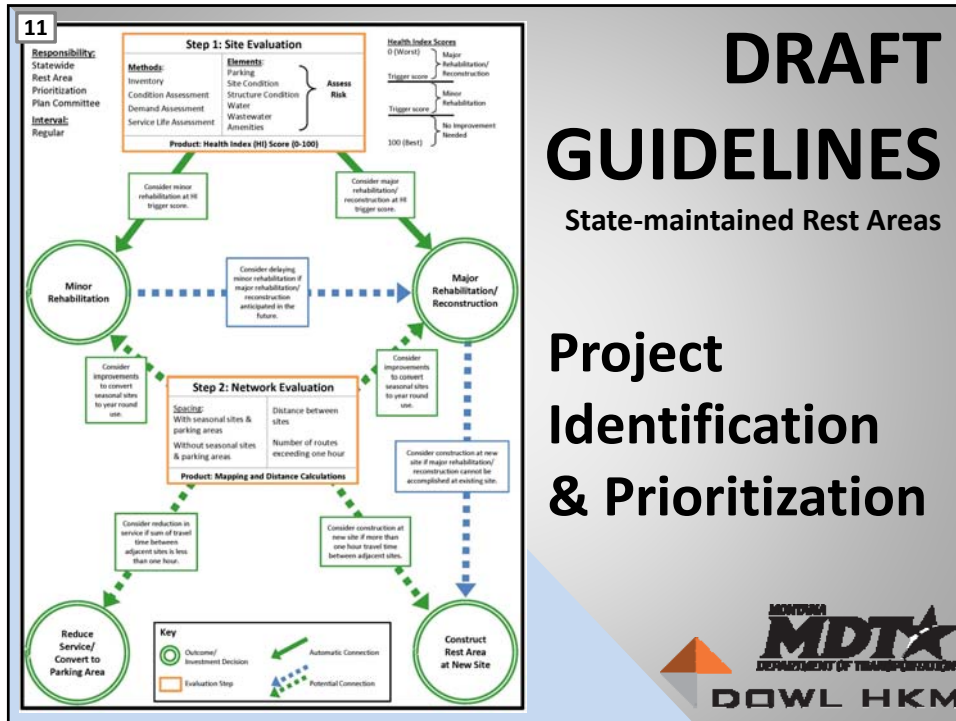


10

DRAFT GUIDELINES

Network Evaluation





13

DRAFT GUIDELINES

Parking Areas, City Park Rest Areas, and Other Sites

- **State-maintained Parking Areas**
 - Provide safe stopping opportunities and fill spacing needs
- **City Park Rest Areas**
 - Implement program controls
- **Sites Maintained by Others**
 - Provide safe stopping opportunities and fill spacing needs



14

STAKEHOLDER DISCUSSION



15



NEXT STEPS

- Draft Rest Area Plan Update
 - 30-day Public Review Period
 - Finalize Plan



16



Website

<http://ftp.mdt.mt.gov/pubinvolve/restareaplan/>

Submit Comments by June 13th!

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624
snicolai@dowlhkm.com



Take A Break – Take A Walk Five Minute Healthy Habit Walking Pathways Initiative



**Frequent Walking Motion is :
Most Healthy! Most Habitual! Most Natural!
Most Convenient! Most Beneficial!**

**Holistic Healthy Habits
Be Active, Be In Motion**

Frequent Walking Motion

- Five-Minute Healthy Habit Walking Daily

When sitting;

**At least four to six times a day, take a 5 minute, 1,320 foot (440 paces) walk,
(on a previously designated, measured and/or paced off pathway);**

Once around the house/yard every morning

Once around the parking lot on the way into work, or into a store

Once around the office/plant building! at mid morning break

- Once around the parking lot or block on the way to the car at lunch
- Once around the office/building on mid afternoon break
- Once around the parking lot or block on the way home, or out of a store
- Once around the house/yard every evening

When traveling;

- At least every couple of hours, take a 5 minute, 1,320 foot (440 paces) walk,
- Once around the Rest Stop Area! Quick Stop parking lot.

Be A Participant In The Take A Brake – Take A Walk Five Minute Healthy Habit Walking Pathways Advocacy Initiative

To create/establish Five Minute Healthy Habit Walking Pathways at state and interstate highway rest stops, and other convenient locations, anywhere where a 1,320 foot loop path can be measured/paced off, marked with stripping and/or signage, or remembered. Such as existent: trails, paths, both commercial and residential sidewalks, parking lots, malls, stores, inside office/school/plant buildings, school yards, and/or residential yards/houses.

If your state does not have Five Minute Healthy Habit Walking Pathways at your highway rest stops contact your state's Rest Area Plan Administrator, Regional Department of Transportation Office , State Department of Transportation Office, and/or The National Department of Transportation and request that they be established.

What Is Needed

For Other Convenient Locations:

Sites/locations; to be determined by the organization, firm, group and/or individual
Establish 1,320 Foot Designated Pathway - By measuring, or pace off, and mark 1,320 foot loop route(s); on sidewalks, around the perimeter of parking lots, in yards, in buildings and/or malls.

For Highway Rest Stops:

1. Select Site(s) of Interest (Adopt A Rest Stop)
2. Seek Transportation Alternatives Program (TAP) or Other Funding
3. Establish 1,320 Foot Designated Pathways
4. Introductory Sign and Pathway Markers
5. Promotion of Usage of Pathways

1. Select Sites of Interest (Adopt A Rest Stop - Our preference of course would be that all rest stops at state and interstate highways, would be adopted by local organizations/groups, but we realize that due to budget constraints this may not be feasible, and local organizations/groups may have to set priorities.

2. Seek Transportation Alternatives Program or Other Funding
Non-profits are eligible to partner with any eligible entity, which include, local governments, transit agencies, natural resources or public land agencies, school districts, local education agencies, or schools, tribal governments, and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails.

3. Establish 1,320 Foot Pathways - working with the appropriate government entity, where necessary to establish pathways at state and interstate highway rest stops, and/or other convenient locations.

Pathway Options:

3.1. Full Service All Weather - 1.320 foot loop, well lighted, handicapped accessible, low impact surface, walking pathway with markers around the perimeter of the rest stop.

3.2. Limited Service Fair Weather - 1,320 foot loop, improved surface, walking pathways with markers around the perimeter of the rest stop. (Basically slight improvements to dog walking paths and/or establishment of dog and/or human walking paths, with double signage.)

3.3. Optional Route - 1,320 foot loop striping of most existent sidewalks, walking paths with markers. (Striping most existent sidewalks would allow walkers an optional route, and allow establishment of pathways at rest stops where options 2.1 and 2.2 may not be feasible.)

4. Introductory Sign and Pathway Markers With Posts

The Introductory Sign (about 2' x 3') should encourage people to "Take A Break, Take A Walk" explain the benefits of frequent walking and point the way to the beginning of the loop pathway. The Pathway Markers (about the same size as the dog walking path markers) should mark the actual pathway. (See Introductory Sign and Pathway Marker attached.)

5. Promote the Usage of the Pathways

Encourage individuals, families, community organizations, educational institutions, spiritual entities, commercial firms, and/or government departments and agencies, to establish designated Five Minute Healthy Habit Walking Pathway routes and encourage people to Take A Break - Take A Walk frequently during the day.

For additional information contact:

Take A Break - Take A Walk - Five Minute Healthy Habit Walking Pathways
Initiative/Campaign/Coalition/Mini-Movement
R. Edward Banderob, Instigator/Interim Facilitator
Phone: 406-723-3736 Email REBanderob@outlook.com

Draft Montana Rest Area Plan

We Want Your Comments!

Review Period

July 18, 2014, to August 18, 2014



Anaconda Rest Area



Bozeman Rest Area



Sweetgrass Rest Area



Dena Mora Rest Area



Greycliff Rest Area

MDT has developed a draft Montana Rest Area Plan for public review. The plan represents MDT's comprehensive statewide vision for the MDT Rest Area Program in the context of challenges such as aging infrastructure, high rest area demand and visibility, and limited funding. This planning document will help MDT identify and prioritize program needs, consider a range of investment options, and select options that best meet program goals and objectives.



Website

An electronic version of the draft plan is available on MDT's website at:

<http://www.mdt.mt.gov/pubinvolve/restareaplan/>



Review Locations

Print copies of the draft plan may be viewed at:

- **MDT Headquarters**
2701 Prospect Ave., Helena, MT 59601
- **MDT Missoula District Office**
2100 W Broadway, Missoula, MT 59807
- **MDT Butte District Office**
3751 Wynne, Butte, MT 59702
- **MDT Great Falls District Office**
200 Smelter Ave. NE, Great Falls, MT 59403
- **MDT Glendive District Office**
503 N River Ave., Glendive, MT 59330
- **MDT Billings District Office**
424 Morey Street, Billings, MT 59104



Submit Comments

Sarah Nicolai

DOWL HKM

P.O. Box 1009

Helena, MT 59624

snicolai@dowlhkm.com

http://www.mdt.mt.gov/mdt/comment_form.shtml

**Submit Comments By
August 18, 2014**

Comment Received Before Rest Area Plan Comment Period

Comment #1

THE MONTANA LEGISLATURE

SENATOR SHANNON J. AUGARE
SENATE DISTRICT 8



REPRESENTATIVE LEA WHITFORD
HOUSE DISTRICT 16

February 14, 2013

Mr. Michael Tooley, Director
Montana Department of Transportation
Helena, Montana 59601

Director Tooley,

We are pleased to write a letter of request to the Montana Department of Transportation to include within your Safety Budget and Scope of Work a rest area to be located on the western edge of Browning on Highway 2.

As you may be aware, we have concerns with regard to tourist and semi-truck safety during winter months on Highway 2. There are no turnout areas for large vehicle and semi-trucks when winter storms or high winds occur. These large vehicles usually sit on the side of Highway 2 and remain there until the weather subsides. This causes un-safe traffic issues for the diverse users of Highway 2.

1-A

We, together, propose a rest area to be built on the western edge of Browning due to the reason that we are the last major community before entering the mountain pass to West Glacier, Montana. This is both a safety issue and a tourist accommodation issue. We hope you and your staff will agree and we look forward to working with you on this important project.

Should you have further questions or concerns, please contact us directly at: shannonjaugare@gmail.com or lea.whitford@gmail.com

Most Sincerely, we are

Senator Shannon J. Augare
Montana Senate

Representative Lea Whitford
Montana Representative

cc: joint-subcommittee on natural resources

POST OFFICE BOX 909 – BROWNING, MONTANA 59417

MDT Response #1



Montana Department of Transportation

Michael T. Tooley, Director
Steve Bullock, Governor

2701 Prospect
PO Box 201001
Helena MT 59620-1001

February 21, 2013

Senator Shannon J. Augare
Senate District 8
PO Box 909
Browning MT 59417

Representative Lea Whitford
House District 16

Subject: Rest Area on Highway 2 west of Browning

Thank you for your interest in highway safety and your request for an additional rest area along Highway 2 west of Browning. Your request is timely in that we will be kicking off an update to the Montana Rest Area Plan this spring and will consider your request as part of this effort.

The Montana Rest Area Plan (www.mdt.mt.gov/publications/docs/brochures/restarea_plan.pdf) sets policies on rest area issues of spacing, location, maintenance, and abandonment decisions for both interstate and primary systems in Montana. This Plan was developed with input from rest area user surveys, a national survey of other states and Canadian provinces, an advisory committee, review of pertinent rest area literature, and other public input.

The Plan is scheduled to be reviewed and updated to evolve with the changing needs and goals of rest areas in Montana. To help ensure the evolution and successful implementation of the Rest Area Plan, continued input from stakeholders and the public must be sought and I welcome your participation in this process.

I appreciate your concern for safety along Montana's roadways and will ensure this proposal is considered in the upcoming rest area plan update.

Sincerely,

Mike Tooley
Director

copies: Pat Wise, MDT Deputy Director
Dwane Kailey, MDT Highways & Engineering Division Administrator (Acting)
Lynn Zanto, MDT Rail, Transit & Planning Administrator
Jonathan Swartz, MDT Maintenance Division Administrator
Doug McBroom, MDT Multimodal Planning Bureau Chief

Director's Office
Phone: (406) 444-6201
Fax: (406) 444-7643

Web Page: www.mdt.mt.gov
Road Report: (800) 276-7623 or 311
TTY: (800) 333-7392

1-A

Thank you for your comment. MDT strives to provide stopping opportunities spaced by a maximum of approximately one hour of travel time (70 miles). Browning is located within the US 2 corridor segment between the Summit Rest Area and the Cut Bank City Park Rest Area, which is approximately 59 miles in length. Funding priority will be given to higher order and higher volume corridors exceeding 70 miles. MDT will continue to prioritize parking opportunities for large vehicles throughout the state.

Comment #2

MDT Response #2

Sara Nicolai,

July 23
2014



Olympic Peninsula

Please Excuse My Stationary,
on the Road w/ my Boys from TEANECK, NJ

I am an avid traveler and have
been to ALL the "Lower 48" over the last 50Yrs

Coming North out of Yellowstone
on Rt. 86 It was a simple little
rest area, and I Loved the 4 picnic
tables under one Roof, but each Very
Private and Separate from the other 3 tables.

However, the Reason I am writing You
IS the Mid-size trees, Right NEXT
to the sidewalk, giving FULL SHADE
to the PARKED Vehicle, And it was clear
that @ Night it would shade the
FLOOD STREET LIGHTS, when a motorist
would NAP @ Night.

Something I often Do, and Need to find
something to cover my eyes to sleep.

I thank You for Excellent Design + Never saw it before
Khalid Hakim

2-A

2-A

Thank you for your comment.

Comment #3

MDT Response #3

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

Reason for Submission: Comment on a Project or Study
Submitted: 07/28/2014 13:11:26
Project/Study Commenting On:BozInterchange
Name: Jason
Email Address: jasonla0829@hotmail.com


3-A

Comment or Question:
Looking at the final report for the rest area study, I noticed that Custer, Hysham, and Hathaway rest areas are incorrectly listed on I-90 mainline when they should be listed on I-94 (Table 3-1 Page 28)

Reference Number = prjcomment_672271728515625

3-A

Thank you for your comment. The referenced Table 3-1 (page 28) is from the Rest Area Use: Data Acquisition and Usage Estimation report prepared by the Western Transportation Institute in 2011. These entries have been corrected.

Comment #4	MDT Response #4
<p>From: Ryan, Lori Sent: Monday, August 04, 2014 10:32 AM To: Zanto, Lynn (MDT); Ludlow, Sheila Cc: Watt, Charity; Ryan, Lori Subject: Rest Area Walking Trails</p> <p>http://missoulian.com/news/opinion/mailbag/comment-on-plan-for-montana-rest-areas-that-includes-opportunity/article_544e7b28-19b5-11e4-a900-0019bb2963f4.html</p> <p>Reed Black – Truckers Radio – 800-444-5791</p> <p>4-A Reed would like to visit with someone concerning the Take a Break – Take a Walk initiative for Rest Area walking trails in Montana and the MDT Advisory Committee.</p> <p>Lori K. Ryan Public Information Officer Montana Department of Transportation P.O. Box 201001 Helena, Montana 59620-1001 Email – lyan@mt.gov 406-444-6821 406-431-6885 Fax: 444-7643</p> <p></p>	<p>4-A MDT will consider trails at rest areas where feasible based on funding and site constraints.</p>

Comment #5

MDT Response #5

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

From: www@mdt.mt.gov [mailto:www@mdt.mt.gov]
Sent: Tuesday, August 05, 2014 8:05 AM
To: MDT Comments - Project
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: 08/05/2014 08:05:26
Project/Study Commenting On: MTRestAreaPlan
Name: Scott Grenerth
Email Address: azulbiscayne@gmail.com

Comment or Question:

For truck drivers even just having a place to park is the highest priority. This is especially true with severe winter weather. Please ensure that as many parking spaces are kept, or added for truck parking.

Walking trails do not have to be elaborate. Just a gravel surface would be a nice start to save on cost. If you find the funding and see that the gravel trails are being used, then paving the trails could be done in a second phase. Getting out of a vehicle and moving is clearly beneficial for highway users on long trips.

Thank you for seeking input!

Reference Number = prjcomment_529876708984375

5-A

Thank you for your comment. TranPlan 21, Montana's long-range transportation policy plan, and the Montana Rest Area Plan recognize the need to provide safe truck parking opportunities throughout the state.

Guideline 1 directs MDT to conduct regular site evaluations of state-maintained rest areas. Truck parking demand relative to truck parking supply is assessed during this process.

In addition to truck parking provided at state-maintained rest areas, Guideline 27 directs MDT to continue to maintain parking areas throughout the state to provide safe stopping opportunities. MDT recognizes that parking areas help fill truck parking needs along highway corridor segments.

5-B

Thank you for your comment. Please see response 4-A.



Owner-Operator Independent Drivers Association, Inc.
National Headquarters: OOIDA Building, I-70 at Grain Valley Exit
1 NW OOIDA Drive, P.O. Box 1000, Grain Valley, MO 64029
Tel: (816) 229-5791 Fax: (816) 427-4468
Email: ooida@ooida.com web site: www.ooida.com

August 6, 2014

Via Email

Ms. Sarah Nicolai
 DOWL HKM Project Manager
 PO Box 1009
 Helena, MT 59624

Dear Ms. Nicolai:

The Owner-Operator Independent Drivers Association (OOIDA) appreciates the opportunity to submit comments regarding your efforts to update the Montana Rest Area Plan (MRAP).

OOIDA is the largest trade association representing the views of professional truckers throughout the United States. OOIDA has approximately 150,000 members nationwide, including nearly 1,000 who reside in Montana. OOIDA members frequently use Montana highways to serve in-state customers or to travel between their pickup and delivery locations.

Roadside rest and parking areas are used every day by small-business truckers. The services that these facilities provide, such as truck parking and running water, can make life on the road a little bit easier. Conversely, their absence can make life on the road a little bit harder, too. Rest areas are also critical facilities used by truckers to comply with federal hours-of-service regulations, such as the required off-duty and sleeper berth periods and the 30-minute break requirement that went into effect last summer.

The comments contained herein are focused on services and amenities that are important to truckers. They are not intended to downplay or undermine other needs that are more desirable to other users. Important services and amenities include, but are not limited to, the following:

6-A

Parking – Rest areas provide truckers with a place to park. Nationwide, there is a shortage of truck parking. Rest areas with an adequate supply of truck spaces provide needed and welcome relief for truckers waiting to deliver and pick up freight, to comply with federal hours of service rules (*note*: truckers should be allowed to park long enough to comply with the 10-hour rest period mandated by federal regulations), or to take a break from behind the wheel and get some rest. Adequate rest area parking also helps prevent trucks from parking on shoulders, exit and on ramps, and other locations that can create a hazard to traffic safety.

6-B

6-A

Thank you for your comment. Please see response 5-A.

6-B

Thank you for your comment. To promote highway safety and to enable commercial motor vehicle operators to comply with hours-of-service regulations, Guideline 22 notes visitors may remain at state-maintained rest areas up to 12 hours.

6-C

Thank you for your comment. MDT recognizes the importance of providing consistent rest area signage throughout the state.

Guideline 1 directs MDT to conduct regular site evaluations of state-maintained rest areas. Highway rest area signage is evaluated during this process. MDT will consider improvements to existing signage.

Comment #6, continued

In 2012, Congress enacted a new federal transportation law, referred to as MAP-21. This legislation included “Jason’s Law” (Section 1401), a provision that is intended to focus on and address the shortage of long-term parking for commercial motor vehicles. Jason’s Law not only identifies the need to increase truck parking as a key highway safety priority, but it also expands the availability of Federal Aid Highway Program funds to construct and improve truck parking facilities, including those in state-owned rest areas. Further, the legislation calls for the U.S. Department of Transportation (U.S. DOT) to complete a survey and an assessment of truck parking availability nationwide and in each individual state.

OOIDA encourages Montana to maximize the new flexibilities for investing in truck parking provided by Jason’s Law. The MRAP should include details of how the state plans to direct federal and state funds under Jason’s Law and how the state is incorporating improved and expanded truck parking into other state planning efforts, including the state’s Strategic Highway Safety Plan and any state freight planning activities. While the U.S. DOT has yet to issue the required truck parking survey and assessment, the MRAP should incorporate this data when it is made available, and be revised if necessary.

6-C

Further, OOIDA urges the state to develop a system to best provide truckers with information about available safe truck parking locations, especially in situations where an available rest area may be full. Low-cost signage that can inform an out-of-area trucker that parking is available a few miles down the road can help a trucker park in a safe location instead of on the shoulder of a highway.

Montana, like many energy-producing states, frequently sees traffic from over-size and over-weight vehicles. The MRAP should incorporate the unique space, safety, and regulatory requirements of those vehicles. For instance, OOIDA has heard from many members who operate in this segment of the industry that the 30-minute break requirement has placed a premium on parking for larger vehicles in existing rest area across the nation.

6-D

Similarly, the MRAP should ensure that parking spaces specifically designated for commercial motor vehicles are not used by other motorists. Signage should be clearly marked to designate truck parking spaces, and law enforcement should be encouraged to keep these spaces open for truckers, especially at busy rest areas during busy times of the day.

6-E

Safety – Rest areas provide truckers with a *safer* place to park. Unfortunately, for a variety of reasons, truckers are frequently forced to park in areas that are not safe and they can easily become a victim of theft, vandalism, assault, and even homicide. Rest areas that are secure, well lit, and visible to others can mitigate some of these risks, even more so if law enforcement officers conduct random or periodic “pass through’s” during the course of their patrol. If a rest area is not in a location with good cellular phone service, there should be some way for a trucker, and all motorists for that matter, to communicate with law enforcement.

6-F

Access to Facilities – Facilities, including running water, toilets, sinks, and vending machines, are amenities that are greatly appreciated and widely-used by truckers. These important features should be maintained at existing locations, and as funding permits, they should be installed at other locations. This allows truckers to better maintain personal hygiene and get a quick snack

MDT Response #6, continued

6-D

Thank you for your comment. MDT designates separate parking locations for passenger vehicles and commercial truck vehicles at state-maintained rest areas.

6-E

Thank you for your comment. Traveler safety is a top MDT priority. As noted in Section 2.4 of the plan, MDT recognizes rest areas provide important safety functions and is committed to providing safe opportunities for resting adjacent to Montana’s highways. Rest area building and site designs will incorporate features that promote patron safety and accessibility. Interior and exterior lighting features will illuminate parking stalls, building entry/exit points, picnic shelters, walkways, and other appropriate locations. Safety features and traveler safety information will be provided, as appropriate for each site.

6-F

Thank you for your comment. MDT is committed to providing appropriate building/site features and accommodations at state-maintained rest areas. MDT will also conduct regular network evaluations to determine the need for new rest areas.

Comment #6, continued

6-G

before getting back on the road, which can improve highway safety. OOIDA encourages the state to examine low-cost options for these facilities, and to explore partnering with the private industry where possible, based upon legal limitations and market needs.

In sum, OOIDA requests that the Montana Rest Area Plan reflect these priorities as much as feasibly possible. Please note that OOIDA does not oppose other amenities, such as picnic tables, cost-effective walking trails, or animal refuse sites, so long as these amenities do not reduce the availability of or access to truck parking spaces.

6-H

Again, thank you for the opportunity to submit comments on behalf of professional truck drivers. We appreciate your consideration of our views. Please use OOIDA as a resource on this or any other trucking-related issue of interest. OOIDA has successfully partnered with the Federal Highway Administration and several state Departments of Transportation to obtain survey information from our members on topics related to truck parking, and we would be glad to work with you on similar efforts.

Should you have any questions or require additional information, you can contact me directly at (816) 229-5791 ext. 1603 or mike_matousek@ooida.com.

Sincerely,

/s/
Mike Matousek
Director of State Legislative Affairs

MDT Response #6, continued

6-G

Thank you for your comment. Guideline 30 directs MDT to work cooperatively with partners to provide stopping opportunities throughout the state.

6-H

Thank you for your comment. MDT will consider OOIDA as a future resource/stakeholder for trucking-related issues of interest.

MDT Response #7

From: R.D. STRACK <r.strack@msn.com>
Sent: Thursday, August 07, 2014 4:32 PM
To: Nicolai, Sarah
Subject: Montana Rest Area Plan support

Ms Nicoloi,

7-A

I believe you recently received an email from Mr. Mike Matousek, of the Owner-Operator Independent Diver Association, regarding Montana's Rest Area Plan.

I concur.

Bob Strack
Mountain West Transport
144 Arrowhead Dr
Missoula, MT
406-830-4860

MDT Response #7

7-A

Thank you for your comment. Please see responses 6-A through 6-H.

8-A

I STOPPED AT THE REST AREA 4.5 MILES
E. OF LOOKOUT PASS ON I90 E. AND IN THE
RESTROOM LOBBY YOU HAD A SIGN ASKING
FOR INFORMATION ON HOW TO IMPROVE
THE REST AREA.

I NOTICED SIGNS THAT SAID NO PETS ON
LAWN OR IN REST AREA. I WATCHED AND
IT LOOKED LIKE 50 TO 60% OF DOG OWNERS
WALKED THEIR DOGS ON THE LAWN AREA
AND THEY WOULD GO POOP ON THE LAWN.

THE PEOPLE EATING SNACKS AND LUNCH
WOULD KEEP SLAPPING TO SCARE THE FLYS
AWAY AND I LOOKED AND THE FLYS WAS
ALSO ON THE DOG POOP, I WOULD NOT
LET MY GRAND KIDS PLAY ON THE
LAWN. I THINK YOU SHOULD HAVE
TWO TIMES AS MANY SIGNS AS YOU HAVE
AND THEY SHOULD BE TWICE AS BIG.
+ ONLY 5' OFF OF THE GROUND SO PEOPLE
COULD SEE THEM

THE GROUND KEEPER IS DOING A
GOOD JOB.

THERE SHOULD BE A \$25.00 FINE
FOR PEOPLE LETTING THEIR DOGS
GO POOP ON THE LAWN

8-A

Thank you for your comment.

Guideline 11 notes that as a condition of using rest area pet accommodations, pet owners must keep animals within designated and signed areas, leash their animals outside of fenced pet areas at all times, and dispose of animal waste.

Guideline 20 outlines MDT's process to conduct regular maintenance evaluations at state-maintained rest areas. Evaluations are intended to assess the condition and function of state-maintained rest areas; identify elements in need of repair or service; and provide facilities in safe, clean, and attractive condition. Site evaluations include consideration of the condition and function of landscaped areas.

Comment #9	MDT Response #9
<p>Reason for Submission: Comment on a Project or Study Submitted: 08/14/2014 16:33:00 Project/Study Commenting On: MTRestAreaPlan Name: Leonard Wortman Email Address: lwortman@jeffersoncounty-mt.gov</p> <p>9-A Comment or Question: I am commenting as Chair of the Jefferson County Commission on the Montana Rest Area Plan Update. We currently have two Rest Areas in Jefferson County on Interstate Highway I-15 located near Jefferson city. They are identified as Jefferson City (South) at Reference Post 178.23 and Jefferson City (North) at Reference Post 177.51. Both Rest Areas are old and in dire need of upgrading.</p> <p>The desire of the Jefferson County Commission would be to close both of these Rest Areas and construct a new facility at the interchange at Boulder. We believe that a new facility at this location would be a much better solution than trying to rehab the two existing sites at Jefferson City. The landowner at this site is willing to make land available for the facility.</p> <p>9-B I would be happy to attend meetings or meet with staff at any time to discuss this issue more. Thanks for your time and willingness to consider this option.</p> <p>Leonard Wortman, Chair Jefferson County Commission</p> <p>Reference Number = prjcomment_66900634765625</p>	<p>9-A Thank you for your comment.</p> <p>Guideline 3 directs MDT to identify and prioritize rehabilitation, reconstruction, and new construction projects based on health index scoring, network evaluation results, program tradeoffs and risks, and input from the Statewide Rest Area Prioritization Plan Committee and MDT Districts.</p> <p>MDT will consider the need for rest area improvements on the Interstate 15 corridor between the Dearborn and Divide rest areas.</p> <p>9-B Thank you for your comment. MDT will consider you as resource/stakeholder for the Jefferson City Rest Areas.</p>

Comment #10

MDT Response #10

Reason for Submission: Comment on a Project or Study
Submitted: 08/15/2014 20:24:47
Project/Study Commenting On: MTRestAreaPlan
Name: R Edward Banderob
Email Address: REBanderob@outlook.com

10-A

Comment or Question:
At their Committee of the Whole meeting of August 13, 2014 the Butte-Silver Bow Council of Commissioners voted to approve sending a letter of comment to the Montana Department of Transportation in support of "Take A Break, Take A Walk On A Five Minute Healthy Habit Walking Pathway at Montana Rest Areas".

Reference Number = prjcomment_494293212890625

10-A

Thank you for your comment.

Comment #11	MDT Response #11
<p>Reason for Submission: Comment on a Project or Study Submitted: 08/18/2014 22:35:36 Project/Study Commenting On:MTRestAreaPlan Name: Billie Shepard Email Address: billie@rmshep.mt.net</p> <p>11-A Comment or Question: I am making some general comments on the importance of having adequate rest and parking areas along our Montana highways, Rest areas provide a safe place to change drivers, take a short rest, walk around to stimulate blood flow, get the dog out of the vehicle and of course use the restroom facilities. All of these help us be more alert, rested and safer drivers.</p> <p>In the past two years my husband and I have traveled from Montana to Alabama and back and Montana to Oklahoma and back. We traveled mostly along Interstate highways. We were appalled at the closure of rest areas in many of the Southern states we traveled through, Rest Areas were so sparse that they were essentially useless to us as travelers. It appeared that many states had torn out rest areas and left a parking area with no services whatsoever. Since we were pulling a travel trailer our alternatives were to pull off on to the shoulder to change drivers or stop at a gas station or other location where we could switch drivers or use the restrooms. In many smaller communities older gas stations are too small to accommodate trailers or RV's. All these factors definitely contributed to our travel stress and fatigue.</p> <p>11-B Please continue to maintain adequate rest areas in our state. We appreciate rest areas with plenty of parking for all types of cars, trucks and trailers; a shady spot with some nice tables to enjoy the beauty of our state and relieve the monotony of long drives; and of course adequate restroom facilities.</p> <p>11-C In parking areas please continue to provide plenty of parking and a privy. It is better than nothing. All of these can be lifesavers for the traveling public. And yes, we definitely will support these services with our tax dollars.</p> <p>Thanks for the opportunity to comment. We only found out about the comment period by stopping at a rest area on our return today from Seattle</p> <p>Reference Number = prjcomment_519012451171875</p>	<p>11-A Thank you for your comment. Rest areas play an important role in the statewide transportation network by providing safe stopping opportunities along Montana's highways.</p> <p>11-B Thank you for your comment. MDT recognizes the value of rest areas, and continues to focus on addressing critical rest area issues. MDT is committed to providing safe opportunities for resting adjacent to Montana's highways.</p> <p>11-C Guideline 17 directs MDT to continue to maintain parking areas throughout the state to provide safe stopping opportunities.</p>

Comment #12



Bike Walk Montana
PO Box 584
Helena, MT 59624
406-438-5368

August 18, 2014

Sarah Nicolai
Dowl HKM
P.O. Box 1009
Helena, MT 59624

Dear Ms. Nicolai

I would like to offer the following comments on the draft Montana Rest Area Plan on behalf of Bike Walk Montana.

12-A

- In addition to ensuring there is enough parking for motor vehicles and large trucks, it is also important to include parking for bicyclists. Bicycle tourism is continuing to increase and with that comes the need to provide adequate accommodations for them to also stop and rest. We recommend that bicycle racks be installed in accordance with the guidelines issued by the Association for Pedestrian and Bicycle Professionals (APBP). In addition, for safety and protection, we recommend the racks be placed underneath a shelter and have adequate lighting .

12-B

- All ramps from the roadway into and out of the rest area should safely accommodate bicyclists with a wide clear shoulder.

12-C

- We encourage the plan to allow bicycle camping at rest areas, or to at least assess the potential for including bicycle camping at some of the rest areas. Bicycle tourists traveling long distances may need to stay the night for various reasons: they may not be able to make it to the next community before dark; may have mechanical or physical problems arise; or may get caught in inclement weather. A bicyclist does not have a vehicle that they can just curl up in and take a nap. Therefore, allowing them to set up a tent would minimize their risk of injury from riding the highways at night.

12-D

- As an additional amenity, please mention posting the Montana Bicycle map in addition to the Montana Highway map.

12-E

- Walking paths/trails are not an amenity but instead should be considered a mandatory feature and given the same priority as parking and restrooms. People need a safe place to walk and stretch their legs. They cannot do this in the parking lot or on the short trip to the restroom. Walking improves health, as well as reduces drowsiness and fatigue. Therefore, a walking path should be a minimum requirement for all rest areas. The walking path should be an absolute minimum of 1/4 mile long.

Thank you for taking these comments into consideration and thank you for the work you have done in compiling this draft plan. If you would like additional information, I would be happy to provide it.

Sincerely,

Melinda Barnes, Executive Director

MDT Response #12

12-A

Thank you for your comment. Guideline 11 directs MDT to provide site-appropriate accommodations in consideration of constraints and needs. Site and user characteristics will be considered to identify appropriate accommodations that improve rest area function and appeal.

12-B

Thank you for your comment. Guideline 5 directs MDT to design entrance and exit ramps in accordance with applicable MDT design standards, where practicable, in consideration of site constraints. MDT will strive to meet current MDT design standards for highway ramps at new sites, and explore opportunities to address existing features that do not meet current design standards.

12-C

Thank you for your comment. MDT allows rest area visitors to remain at state-maintained rest areas up to 12 hours. Tent camping is prohibited. MDT encourages travelers to plan ahead and identify designated camping opportunities along their route of travel.

12-D

Thank you for your comment. Guideline 11 notes rest area accommodations may include bicycle maps and tourism/recreation information. MDT will prioritize and approve printed traveler information materials for display at state-maintained rest areas as space permits.

12-E

Thank you for your comment. Please see response 4-A.

Comment #13	MDT Response #13
<p>From: user user <tracytomm@hotmail.com> Sent: Monday, August 18, 2014 6:04 PM To: Nicolai, Sarah Subject: Rest Area Suggestions</p> <p>Dear Ms. Sarah Nicolai;</p> <p>I am a truck driver from Wisconsin and I love Montana! I drive through your beautiful state frequently and I have had many long hours to contemplate improvements to the parking situation. However, I just found out about this request for comments a couple days ago and I have not had time to put my comments in writing but I will do my best to toss out a few ideas. I am currently parked at the Lincoln's Silver Dollar Truck Stop in Haugan, MT. I normally avoid truck stops because when they get crowded, truckers desparate for a parking spot take unsafe risks. My truck has been hit many times while parked.</p> <p>13-A In my opinion, the most important issue is that much more parking is needed. When you see a truck parked overnight on a ramp, that does not indicate a shortage of one parking space, that may indicate a shortage of 10, 20, or 100 spaces. We don't know how many truckers tried to find parking and were unable to so they kept driving rather than park on a ramp. Many states give citations or harass drivers for parking on ramps, so most of us avoid that if at all possible.</p> <p>13-B In designing new rest areas I think it is important to have 2 separate parking areas, one for cars and one for trucks. Where this is not feasible, do not have the trucks facing the car parking. In those types of rest areas I sometimes have trouble leaving in the morning, cars have parked in such a way that I do not have enough room to exit my parking space.</p> <p>Outhouses at truck parking areas are a wonderful convenience. I also can be more confident that I will find parking at one of those places because 'modern' rest areas will fill up first.</p> <p>I have read that truck stop organizations have blocked rest area expansion and improvements in some states. If that happens in Montana I have some personal experiences I would like to share and questions I would like to ask those organizations.</p> <p>13-C Walking trails? Thats a great idea (possibly maintained by local gardening group volunteers?). However, I would prefer the safety issues related to truck (and car) parking receive a higher priority.</p> <p>As a truck driver who has spent many days and nights in Montana, I would be happy to help in any way I can.</p> <p>Tom Tracy</p>	<p>13-A Thank you for your comment. Please see response 5-A.</p> <p>13-B Thank you for your comment. Please see response 6-D.</p> <p>13-C Thank you for your comment. Please see responses 4-A and 5-A.</p>

Comments Received After Rest Area Plan Comment Period

Comment #14

MDT Response #14

From: Barrett Morrison <walkinginfaithwithjesus@gmail.com>
Sent: Tuesday, August 19, 2014 2:05 PM
To: Nicolai, Sarah
Subject: Rest Area's

14-A

I am in agreement with most that the Rest Areas need more truck parking due to the higher truck traffic and the DOT's rules and regulations.

14-A

Thank you for your comment. Please see response 5-A.

Comment #15 **MDT Response #15**

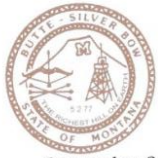
From: Jeffery B Jones <jefferybjones@icloud.com>
Sent: Tuesday, August 26, 2014 8:28 PM
To: Nicolai, Sarah
Subject: MONTANA REST AREAS

15-A

This is probably too late but as a trucker it's nice when the car parking, buildings and park areas are between the truck parking and freeway. This helps buffer the sound of traffic and we sleep better! Thanks!
I

15-A

Thank you for your comment. The design of individual rest areas is dependent on site constraints such as available right-of-way, the presence of environmental features, and other limitations unique to each site. Site design is also influenced by safety considerations such as building visibility from the highway.



BUTTE-SILVER BOW
Office of Council of Commissioners
Courthouse
Butte, Montana 59701

RECEIVED
SEP 15 2014
TRANSPORTATION PLANNING

September 8, 2014

Montana Department of Transportation
2701 Prospect Avenue
Helena, MT 59701

RE: Take a Break, Take a Walk 5 Minute Healthy Habit Pathways Initiative

Dear Ladies and Gentlemen,

Please accept this letter of support from the Butte-Silver Bow's Council of Commissioners in the Take a Break, Take a Walk 5 Minute Healthy Habit Pathways initiative.

Our Council of Commissioners feels this is a good initiative to create and establish healthy walking habits at state and interstate highway rest stops and other convenient locations. We believe the pathways will be great additions to these locations.

16-A

Sincerely,

Cindi Shaw, Chairman
Butte-Silver Bow Council of Commissioners
District No. 11

CS:kk

16-A

Thank you for your comment.