

Appendix A:

VISION AND GOALS INVENTORY

Local Montana City's Long Range Transportation Plans	
Great Falls Area Long Range Transportation Plan (2018)	<ul style="list-style-type: none"> • Goal 1: Maintain the existing transportation system. • Goal 2: Improve the efficiency, performance, and connectivity of a balanced transportation system. • Goal 3: Promote consistency between land use and transportation plans to enhance mobility and accessibility. • Goal 4: Provide a safe and secure transportation system. • Goal 5: Support economic vitality of the community • Goal 6: Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources. • Goal 7: Maximize the cost effectiveness of transportation.
Belgrade Long Range Transportation Plan (2018)	<ul style="list-style-type: none"> • Goal 1: Preserve and maintain the existing transportation system. • Goal 2: Improve the efficiency, performance, and connectivity of the transportation system. • Goal 3: Promote consistency and coordination between land use and transportation planning. • Goal 4: Provide a safe and secure transportation system. • Goal 5: Support economic vitality of the community • Goal 6: Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources. • Goal 7: Promote a financially sustainable transportation plan.
Bozeman Transportation Master Plan (2017)	<ul style="list-style-type: none"> • Goal 1: Maintain the existing transportation system. • Goal 2: Improve the efficiency, performance, and connectivity of a balanced transportation system. • Goal 3: Promote consistency and coordination between land use and transportation plans to manage and develop the transportation system for all modes and users. • Goal 4: Provide a safe and secure transportation system. • Goal 5: Support economic vitality of the community • Goal 6: Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources. • Goal 7: Promote a financially sustainable transportation plan that is actively used to guide the transportation decision-making process.
Missoula Long Range Transportation Plan (2017)	<ul style="list-style-type: none"> • Goal 1: Maintain our existing transportation system • Goal 2: Improve the efficiency, performance, and connectivity of a balanced transportation system • Goal 3: Maximize the cost-effectiveness of transportation • Goal 4: Promote consistency between land use and transportation plans to enhance mobility and accessibility • Goal 5: Provide safe and secure transportation • Goal 6: Support economic vitality • Goal 7: Protect the environment • Goal 8: Promote community health and social equity through the transportation system
Miles City Long Range Transportation Plan (2017)	<ul style="list-style-type: none"> • The Miles City LRTP is intended to facilitate achieving the community's goals and improve the City's transportation infrastructure by: <ul style="list-style-type: none"> ○ Coordinating transportation planning with existing and future land use and community growth policies; ○ Improving mobility and the impact of current and future travel demands; ○ Promoting a safe, reliable transportation network for all users; ○ Identifying improvement priorities, strategies, and policies; and

	<ul style="list-style-type: none"> o Identifying potential funding sources and implementation processes.
Butte-Silver Bow Transportation Plan (2016)	<ul style="list-style-type: none"> • Goal: Develop a sound strategy for allocating scarce resources to produce a transportation system that addresses: <ul style="list-style-type: none"> o Essential safety and operational needs. o Community cohesion, access, mobility, and aesthetic appeal.
Billings Urban Area Long Range Transportation Plan (2014)	<ul style="list-style-type: none"> • Goal 1: Save, Efficient, Effective– To develop a transportation system that is safe, efficient, and effective • Goal 2: Functional Integrity–To optimize, preserve, and enhance the existing transportation system • Goal 3: Prioritized Improvements– To identify and prioritize projects that mitigate deficiencies, maximize the use of existing facilities, and balance anticipated needs with available funding • Goal 4: Environment– To develop a transportation system that protects the natural environment and promotes a healthy sustainable community • Goal 5: Multimodal– To create a transportation system that supports the practical and efficient use of all modes of transportation • Goal 6: Economic Vitality– To develop a transportation system that supports the existing local economy and connects Billings to local, regional, and national commerce
Greater Helena Area Long Range Transportation Plan (2014)	<ul style="list-style-type: none"> • Goal 1: Maintain the existing transportation system. • Goal 2: Improve the efficiency, performance, and connectivity of a balanced transportation system. • Goal 3: Promote consistency between land use and transportation planning to enhance mobility and accessibility. • Goal 4: Support coordinated land use and transportation planning efforts to manage and develop the transportation system. • Goal 5: Provide a safe and secure transportation system. • Goal 6: Support economic vitality of the community • Goal 7: Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources. • Goal 8: Promote a financially sustainable transportation plan that is actively used to guide the transportation decision-making process.
City of Laurel Long Range Transportation Plan (2014)	<ul style="list-style-type: none"> • Goal 1: Preserve and maintain the existing transportation system. • Goal 2: Improve mobility and accessibility for people and goods. • Goal 3: Provide a safe and secure transportation system. • Goal 4: Encourage and solicit public involvement. • Goal 5: Promote a financially sustainable transportation system. • Goal 6: Link transportation and land use.
Shelby Master Transportation Plan (2014)	<ul style="list-style-type: none"> • No goals defined.
Polson Area Transportation Plan (2011)	<ul style="list-style-type: none"> • Goal 1: Provide a safe, efficient, accessible, and cost-effective transportation system that offers viable choices for moving people and goods throughout the community. • Goal 2: Make transit and non-motorized modes of transportation viable alternatives to the private automobile for travel in and around the community. • Goal 3: Provide an open public involvement process in development of the transportation system and in implementation of transportation improvements so community standards and values (such as aesthetics, cultural and environmental resources, and neighborhood protection) are incorporated. • Goal 4: Provide a financially sustainable Transportation Plan that can be actively used to guide the transportation decision making process throughout the course of the next 20 years. • Goal 5: Identify and protect future road corridors to serve future developments and public lands.
Hamilton Area Transportation Plan (2009)	<ul style="list-style-type: none"> • Goal 1: Provide a safe, efficient, and economical system of roads that enhances the community. • Goal 2: Transportation should be designed to improve quality of life as well as move traffic. • Goal 3: New developments should pay for the impacts of their projects on infrastructure and services.

<p>Whitefish Transportation Plan (2009)</p>	<ul style="list-style-type: none"> • Policy 1: It shall be the policy of the City of Whitefish to support non-motorized transportation through community planning and capital improvement planning and programming. • Policy 2: The City shall seek ways to reduce the community's carbon footprint through efficiencies in the transportation system, reduction of vehicle miles traveled, and through promoting non-motorized transportation. • Policy 3: The City shall be open and receptive to the use of alternative street standards that preserve and enhance the character and qualities of neighborhoods while still meeting general transportation and public safety needs. • Policy 4: The community shall encourage sustainability in all aspects of the transportation system so that the needs of the present are met, while ensuring that future generations have the same or better opportunities.
<p>Kalispell Area Transportation Plan (2006)</p>	<ul style="list-style-type: none"> • Goal 1: Provide a safe, efficient, accessible, and cost-effective transportation system that offers viable choices for moving people and goods throughout the community. • Goal 2: Make transit and non-motorized modes of transportation viable alternatives to the private automobile for travel in and around the community. • Goal 3: Provide an open public involvement process in the development of the transportation system and in the implementation of transportation improvements, and assure that community standards and values, such as aesthetics and neighborhood protection, are incorporated. • Goal 4: Provide a financially sustainable Transportation Plan that is actively used to guide the transportation decision-making process throughout the course of the next 20 years. • Goal 5: Identify and protect future road corridors to serve future developments and public lands.

Local Montana City/County Active Transportation Plans

<p>Billings Area Bikeway and Trails Master Plan (2017)</p>	<p><i>Billings will have one of the most comprehensive bicycle and trail networks in the State of Montana, and will be rated a 'Gold Bicycle Friendly Community' by the League of American Bicyclists by the year 2020.</i></p> <ul style="list-style-type: none"> • Goal 1: Complete Streets – Improve and prioritize bicycle and pedestrian accommodations within the Billings Urban Area • Goal 2: Implementation – Adopt local government policies, processes, and standards that encourage and enhance walking, bicycling, and other trail related activities in the Billings Area • Goal 3: Evaluation – Monitor the implementation of the Billings Area Bikeway and Trail Master Plan • Goal 4: Transit Integration – Integrate bicycling and walking into the MET transit system • Goal 5: Maintenance – Ensure citywide bicycle and trail facilities are clean, safe, and accessible • Goal 6: Education and Encouragement Programs – Implement comprehensive education and encouragement programs targeted at all populations • Goal 7: Enforcement – Increase enforcement on City/County streets, trails, and bikeways • Goal 8: Health and Safety – Promote healthy lifestyles and safe trail/bikeway facilities
<p>Red Lodge Active Transportation Plan (2016)</p>	<p><i>Red Lodge is a dynamic community with well-connected neighborhoods and an attractive core area where non-motorized travel is safe, accessible, and encouraged for people of all ages and abilities. A community that promotes social interaction, sustainability, and economic viability that evokes civic pride from residents and appreciation from visitors.</i></p> <ul style="list-style-type: none"> • Goal 1: Leadership - Within one year of adoption of the plan, identify a person or organization to lead the implementation of the Active Transportation Plan. • Goal 2: Wayfinding – Prepare a wayfinding master plan that addresses vehicular orientation, parking area guidance, pedestrian wayfinding, maps, and on-line applications. • Goal 3: Policy Recommendations – Within two years of adopting this plan, provide recommendations on proposed changes or additions to policies, codes, and ordinances identified in this section.
<p>Park County Active Transportation Plan (2016)</p>	<ul style="list-style-type: none"> • Goal 1: Healthy and Safe Alternative Transportation Promotion • Goal 2: Parks, Trails and Recreation Network Opportunities • Goal 3: Effective Collaboration and Management • Goal 4: Positive Economic Competitiveness
<p>Whitefish Bicycle and Pedestrian Master Plan (2016)</p>	<p><i>The City of Whitefish will have a connected and continuous network of well-maintained bicycle and pedestrian facilities. These facilities will link key destinations inside and outside of town and will be safe, convenient and comfortable for both recreation and active transportation.</i></p> <ul style="list-style-type: none"> • Goal 1: Connectivity - Providing connections between existing bicycle and pedestrian facilities and key destinations, such as downtown, parks and schools. • Goal 2: Safety - Improving the safety of existing bicycle and pedestrian facilities to help people feel more comfortable while walking, jogging and bicycling. • Goal 3: Wayfinding - Identifying the type and location of signs that provide directions, maps, and route symbols to improve the convenience and function of the bicycle and pedestrian network. • Goal 4: Maintenance - Identifying strategies and priorities for maintaining current facilities and ensuring resources for future facilities. • Goal 5: Programming - Establishing programs that educate and encourage locals and visitors to use the bicycle and pedestrian network. • Goal 6: Funding - Identifying existing and future sources of funding for both new facilities and maintenance of existing facilities.
<p>Lockwood Pedestrian Safety District Non-Motorized Transportation Plan (2015)</p>	<p>Mission: The Mission of the Lockwood Pedestrian Safety District is to effectively eliminate fatalities and serious injuries caused by vehicular and pedestrian conflicts throughout the Lockwood area.</p> <p>Vision: Lockwood is a vibrant community with thriving industrial, commercial and residential neighborhoods where people of all ages and physical abilities can travel safely and efficiently without the use of an automobile.</p>

<p>Hamilton Non-Motorized Transportation Plan (2012)</p>	<p>Strategies:</p> <ul style="list-style-type: none"> • Complete inexpensive projects first to gain a more connected non-motorized network. Such projects could include: bike routes, bike lanes that require striping only to complete, short sidewalk gaps that provide greater connectivity, and crossing improvements to join shared-use path segments. • Opportunistically pursue projects such as bike lanes or shoulder bikeways in conjunction with roadway resurfacing projects as they occur with Ravalli County and MDT. • Strategically pursue more expensive projects with grant funding, including MDT's Transportation Alternatives Program. • Incrementally pursue projects based on available resources with the goal of eventually completing the project in full. • Incrementally pursue projects based on opportunities associated with new development. • Regularly revisit the Non-Motorized Transportation Plan every five years to evaluate progress on project implementation. Elevate implementation priority for projects that significantly will enhance the non-motorized network as it grows. • If formed, involve the Non-Motorized Advisory Committee in implementation decisions.
<p>Missoula Active Transportation Plan (2011)</p>	<p><i>Missoula envisions a community where citizens can safely and conveniently reach any destination using active/non-motorized modes of transportation. Missoula intends to further develop an interconnected, continuous and universally accessible system of sidewalks, bike facilities and trails throughout the Missoula area, and we look to the City and County to provide leadership in the promotion, education, enforcement and development of this active transportation system. The City of Missoula has been recognized as a Silver-level Bicycle Friendly Community by the League of American Cyclists and will continue to work towards a Gold Level designation.</i></p> <ul style="list-style-type: none"> • Goal 1: Increase non-motorized trips and the percentage of residents and visitors who choose non-motorized modes of transportation for work and school commutes, social and recreational trips. • Goal 2: Further develop and maintain a well connected on-street and off-street non-motorized network that is safe, convenient, well maintained and universally accessible. • Goal 3: Complete the sidewalk system throughout the City of Missoula • Goal 4: Identify and secure more sustainable sources of funding to complete construction of needed sidewalks, curbs, and gutters within the City of Missoula and other MPO-area communities. • Goal 5: Raise awareness of and encourage respect for the rights and responsibilities of all motorized and non-motorized transportation users through the use of education, outreach, and the enforcement of traffic laws. • Goal 6: Further develop and maintain a trails/greenway network connecting Missoula to surrounding public open spaces and waterways. • Goal 7: Protect the Missoula area's natural resources and environment during the design and construction of new facilities. • Goal 8: Ensure that the design of new and reconstructed facilities meets or exceeds national design standards for accessibility wherever site conditions make it possible. • Goal 9: Identify and preserve non-motorized transportation corridors for future development. • Goal 10: Decrease the number of bicycle and pedestrian related accidents by identifying and correcting existing unsafe conditions using the 4E approach to focus on Education, Enforcement, Engineering and Emergency Medical Services.
<p>Columbus Area Trails Plan (2008)</p>	<ul style="list-style-type: none"> • Goal 1: Use trails to connect neighborhoods, schools, businesses, and parks. • Goal 2: Provide close-to-home recreational opportunities and avenues for non-motorized transportation. • Goal 3: Provide access along the Yellowstone River, Keyser Creek, and other water systems or valuable natural environmental settings in the Columbus area. • Goal 4: Cooperate with volunteer organizations and committees whose goals involve providing recreational opportunities in the Columbus area, such as the Granite Peak Park Steering Committee. • Goal 5: Locate public trails on public land to the greatest extent possible. This includes state, county, and Town-owned lands, including street right-of-ways. • Goal 6: Respect and protect the rights of trail-side landowners. • Goal 7: Provide a wide spectrum of trail-related recreational opportunities and experiences. • Goal 8: Encourage trail users to value the trail system by promoting environmental awareness and respect towards other trail users and neighboring landowners.