



BICYCLE FRIENDLY STATE REPORT CARD

MONTANA

RANKED

47

OF 50

STATE ADVOCACY GROUP:
BIKE WALK MONTANA

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Montana, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Montana.

Congratulations on adopting Montana's first statewide Bicycle and Pedestrian Plan. That plan describes 18 strategies under 5 goals to accomplish the mission statement of "Montanans desire a safe, accessible, and sustainable transportation system for pedestrians and bicyclists that facilitates access to destinations; supports economic vitality, active and healthy communities, and environmental stewardship; and serves all travel modes."

The Montana legislature should provide funding for increased bicycle and pedestrian-related staff at the Montana DOT to facilitate more statewide communication and help Montana communities improve conditions for biking and walking.

Montana should take steps to encourage and increase bicycle safety education for all ages and abilities. Recently, places like Illinois and the District of Columbia have made commitments to provide bicycle education for all students in at least one grade of school.

Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.

Update the state rumble strip policy to ensure compliance with the November 2011 Federal Highway Administration guidance. Important aspects of an updated policy include providing intermittent breaks and sufficient space to the outside of rumble strips for safe bicycling.

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Adopt a primary enforcement texting ban for all drivers that prohibits, at a minimum, writing or sending text messages while driving. As of October 2019, 48 states have a primary enforcement texting ban for all drivers.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. The League has a white paper that provides examples of how other states have adopted and implemented this type of law: https://bikeleague.org/sites/default/files/BFS_WP-Safe_Passing_Law-07_2018.pdf

Implement a bicycle count program to more accurately document bicycle traffic statewide and coordinate bicycle facility design with cyclist feedback to ensure quality facilities.

Montana has set a safety target [https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Montana should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

	Infrastructure & Funding	C
	Education & Encouragement	C
	Legislation & Enforcement	D+
	Policies & Programs	D
	Evaluation & Planning	C

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	New in 2019
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	


Federal Data on Biking		Rank
Ridership	1.3% of commuters biking to work	2/50
Safety	2.9 fatalities per 10K bike commuters ⁱ	1/50
Spending	\$9.68 per capita FHWA spending on biking and walking ⁱⁱⁱ	2/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: MONTANA

 Infrastructure & Funding Ranked 22 of 50 States C	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	B-
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	D
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	B+
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	D

 Policies & Programs Ranked 46 of 50 States D	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	D-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	F
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C-
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	C-

 Education & Encouragement Ranked 32 of 50 States C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	C
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	B

 Evaluation & Planning Ranked 37 of 50 States C	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	D+
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	D+
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	F

 Legislation & Enforcement Ranked 48 of 50 States D+	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	F
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	B+
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	F

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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TOGETHER!




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