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# MONTANA ACTIVE COMMUNITIES TOOLBOX

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A RESOURCE IN SUPPORT OF SAFE, HEALTHY & VIBRANT COMMUNITIES

V1 – Spring 2016

# Montana Walkability Collaborative

In early 2015 several state agencies and organizations came together with the purpose of improving collaboration in order to support safe, healthy and walkable communities in the state of Montana. These agencies and organizations are: Montana Department of Commerce, Montana Department of Public Health and Human Services, Montana Department of Transportation, Montana Fish, Wildlife and Parks and Bike Walk Montana. This Toolbox is one result of that collaborative effort. It is not intended to be an exhaustive resource but mainly an effort to put in one place a set of resources and technical assistance opportunities offered by these agencies and organizations and a select list of outside resources we feel could be particularly useful for Montana communities working to create safer and more walkable places.

## Vision

Montana communities are places where all citizens can safely walk and bicycle or take transit (if available) to the places they need to go, and policies and processes are in place that support the creation or enhancement of safe and active environments.

## Mission

The Montana Walkability Collaborative provides technical assistance, training and resources to Montana communities in order to build local capacity to create or enhance more active environments.

# ALIGNING PRINCIPLES

## **Aligning Principle #1: Safety**

Walkability reduces fatal and serious injuries in Montana communities, by improving the safety of pedestrians and all road users.

## **Aligning Principle #2: Mobility and Access**

Walkable communities provide mobility and access to services, education, employment, and social opportunities for all Montana residents and visitors.

## **Aligning Principle #3: Economic Vitality**

Walkable communities are economically vital because they attract a talented workforce, offer a diverse retail market, and reduce public and private costs.

## **Aligning Principle #4: Quality of Life**

Walkable communities contribute to Montana's quality of life through healthier lifestyles, expanded commuting options, and easier access to recreational and social opportunities.

## **Aligning Principle #5: Health and Environment**

Walkable communities improve the health and well-being of Montana residents and visitors by encouraging active lifestyles and a healthy environment.

## **Aligning Principle #6: Equity**

Walkable communities equitably support the diverse transportation needs of Montana residents and visitors of all ages, abilities, income levels, races, and national origins.

# TABLE OF CONTENTS

The following pages contain information and corresponding links that may be useful to community leaders working to improve community health, safety and vitality by enhancing active transportation options. Throughout the Toolbox various resources are listed under the topic headings below. Many of the resources are made available specifically through the partners in the Montana Walkability Collaborative.

<b>1. Elements of Active Communities</b>	<b>5</b>
<b>2. Getting Started</b>	<b>6</b>
<b>3. Planning for Success</b>	<b>8</b>
<b>4. Getting Help</b>	<b>13</b>
<b>5. Funding the Work</b>	<b>17</b>
<b>6. Measuring Progress</b>	<b>21</b>
<b>7. Finding More Information</b>	<b>23</b>

# 1

## ELEMENTS OF ACTIVE COMMUNITIES

The built environment and living conditions in a community influence the health of its residents. Thoughtful planning, policies and design can improve community health, which is the core of a healthy economy, environment, society, and leads to increased quality of life, greater social engagement, and longer lifespans. Research has examined cities, towns, and neighborhoods where people tend to walk more, and it appears four key elements characterize more walkable settings.

### Safety and Access

Facilities are fully accessible to those of all ages and abilities (e.g. curb ramps at intersections, wide enough sidewalks without daunting side slopes), and are safe from both traffic and crime. Traffic calming measures slow vehicles and reduce distracted driving, and lighting, building design, visibility, and the presence of other people make everyone feel and be safer.

### Variety of Uses and Activities

Different types of destinations (housing, shopping, recreation, schools, businesses, etc.) are close together rather than spread apart. Planners call this a mix of land uses.

### Network

A complete and connected network of facilities for walking, including sidewalks and multi-use pathways, as well as short links such as connectors between the cul-de-sacs in residential neighborhoods. If there is transit it is reliable, frequent and affordable.

### Functional Design

Sites are designed to reward rather than punish you for showing up on foot; buildings are up near the sidewalk, not behind large parking lots (and parking is often on-street or behind structures); trees, benches, human scale lighting, even public art create inviting places for pedestrians.

# 2

## GETTING STARTED

One of the first steps to creating safe, healthy and more economically vibrant communities is building the right leadership team to guide the process. Also critical to success is engaging multiple partners: the local government, citizen groups and organizations, private and non-profit partners, health partners, schools, social service groups and state agencies. No one entity can do this work alone and many voices need to be heard to truly understand the needs of diverse stakeholders.

Having a shared understanding of the current issues and conditions on the ground is important to any effort for improving safety and walkability. Many of the resources listed below can help you get started or meet you where you are in your process. For example: learn more about understanding the issues and gathering baseline data from Section One of the “Residents Guide” and the audit tools listed below; learn more about community engagement strategies on page 34 of the “From Inspiration to Action” document.

### **RESOURCES FOR GETTING STARTED:**

[A Resident’s Guide for Creating Safer Communities for Walking and Biking](#): This guide is intended to assist residents, parents, community association members, and others in getting involved in making communities safer for pedestrians and bicyclists. The guide includes facts, ideas, and resources to help residents learn about traffic problems that affect pedestrians and bicyclists and to find ways to help address these problems and promote safety among all road users. The guide includes information on identifying problems, taking action to address pedestrian and bicycle concerns, finding solutions to improve safety, and resources to get additional information.

[From Inspiration to Action: Implementing Projects to Support Active Living](#): This guide will take you from inspiration to action, from wanting to make a change to implementing that change. You will read about how to form a “great group,” engage the broader community, work with local government and secure funding to create streets that support people, not just cars.

[Getting Started: Everybody Walk Practice Briefs](#): The [Every Body Walk! Collaborative](#) and expert Mark Fenton are pleased to be able to offer this series of Getting Started Practice Briefs designed to provide local organizations and advocates with resources, knowledge and insider tips on how to make their communities more walkable.

The data found in these guides came from key informant interviews with twelve long-term practitioners in the field of walkability. The documents build on the practice wisdom of these “elders” and includes expertise from traffic engineers, public health professionals, urban planners, elected officials and law enforcement.

[AARP Livability Fact Sheets](#): A package of 11 comprehensive, easy-to-read livability resources, the fact sheets can be used individually or as a collection by community leaders, policy makers, citizen activists and others to learn about and explain what makes a city, town or neighborhood a great place to live.

[Tips on Leading a Walk Audit](#): Walk audits (or walkabouts) are facilitated walks for an interdisciplinary group of community stakeholders, often led by a design expert, with the following potential goals: education, inspiration and practical planning. These tips on how to lead a walk audit are from [Mark Fenton](#), a national public health, planning, and transportation consultant, and past BACI Action Institute facilitator.

[Built Environment Assessment Tool](#): A wide array of tools exists for measuring different features of the built environment, many of them well validated. The Built Environment Assessment Tool (BE Tool) (an adaptation of MAPS) (Appendix D) is a direct systematic observation data collection instrument for measuring the core features and quality of the built environment related to behaviors that affect health, especially behaviors such as walking, biking, and other types of physical activity.

[Smart Growth Self-Assessment for Rural Communities](#): This resource, developed in 2015, is a compilation of strategies, organized by 11 common "goal areas," that villages, towns, and small cities can use to evaluate their existing policies to create healthy, environmentally resilient, and economically robust places. This self-assessment was developed as part of EPA's [Smart Growth Implementation Assistance](#) project in Madison County, New York. For more information about the project, see [Smart Growth Self-Assessment for Rural Communities: Madison County, New York](#).

[Centers for Disease Control and Prevention’s Healthy Community Design Checklist Toolkit](#): This toolkit can help planners, public health professionals, and the community stakeholders include health in the community planning process. Developed in partnership between the American Planning Association’s [Planning and Community Health Research Center](#) and the Centers for Disease Control and Prevention’s [Healthy Community Design Initiative](#), the toolkit is composed of four elements that work together to achieve this goal.

# 3

## PLANNING FOR SUCCESS

One of the most important steps a community can take to realizing their active transportation goals is having policies and plans in place that reflect the community vision and guide the process over time. There are many resources available to help with this policy and planning framework. Depending on your community's unique needs, you may approach the planning process from a variety of different angles – community revitalization, transportation infrastructure, recreation – but it is important to realize how these plans and preparations overlap and assist one another in support of truly active communities. Below are resources intended to support your local planning efforts and introduce you to existing plans and guidance that can be of benefit throughout this process.

### LAND USE AND COMMUNITY DEVELOPMENT

- **Community Planning Toolkit**

The Community Technical Assistance Program (CTAP), housed within the Montana Department of Commerce's Community Development Division, provides guidance through model documents guidelines, a robust materials library, interactive mapping and legal updates. These resources and more can be found on the [Community Planning Toolkit](#) website, along with links to technical assistance opportunities and collaborative resources statewide.

- **Montana's Growth Policy Resource Handbook**

This publication is intended to assist planners, volunteer board members, elected officials and the public through the process of developing a community-wide growth policy in Montana. Statutory requirements, best practices, public involvement and the adoption process are all discussed in this CTAP publication, available [online](#).

### DOWNTOWN REVITALIZATION

- **(Re)Building Downtown: A Guidebook for Revitalization**

[\(Re\)Building Downtown: A Guidebook for Revitalization](#) is a resource for local elected officials who want to re-invigorate and strengthen neighborhood centers of economy, culture, and history through a smart growth approach to development.

### TRANSPORTATION INFRASTRUCTURE

- **Federal Highway Administration Bicycle and Pedestrian Program**

The Federal Highway Administration's Bicycle and Pedestrian Program promotes safe,

comfortable, and convenient walking and bicycling for people of all ages and abilities. They support pedestrian and bicycle transportation through funding, policy guidance, program management, and resource development. Information on funding resources available through this program can be found by visiting their [website](#). Note: FHWA has informational resources for communities but states are tasked with implementation and prioritization of federal guidance and funding.

- **Federal Highway Administration (FHWA) Livability Initiative**

As part of the Department of Transportation’s Livability Initiative, FHWA works within the HUD/DOT/EPA Interagency Partnership for Sustainable Communities to coordinate and leverage Federal housing, transportation, water, and other infrastructure policies and investments. This [website](#) provides information on how FHWA is involved with these types of projects and how to leverage additional partners. It also offers livability manuals, guides and webinar training sessions.

- **AASHTO Guides for Pedestrian and Bicycle Facilities**

The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. MDT references these guidance documents for development of bicycle/pedestrian facilities on federal-aid routes. This document is not available electronically but is a resource available for loan by contacting the [Community Technical Assistance Program \(CTAP\)](#) within the Department of Commerce.

- **Montana Transportation and Land Use Resources for Growing Communities**

The Montana Department of Transportation (MDT) recognizes effective coordination of transportation and land use planning decisions is vital to Montana’s long-term economic growth and fiscal well-being. In Montana, as in most states, land use regulations and many transportation-related decisions are matters of local governance. This [toolkit](#) provides information about policies, practices, analytic methods, data sources and case studies relevant to the transportation planning process.

- **Livability for Montana Transportation**

A research study prepared for MDT in cooperation with FHWA focused on determining what livability means in Montana. Results of the study concluded ‘one size does not fit all’, and any definition of livability should have some flexibility and scalability based on local needs and the community vision. [The Livability for Montana Transportation](#) study provides significant data and research findings in support of Montana communities.

- **TranPlan 21**

TranPlan 21 is Montana’s federally mandated statewide transportation plan. TranPlan 21 is an essential component of the continuing statewide planning process that develops and implements MDT policy goals and actions in cooperation with the public

and Montana’s transportation stakeholders. [TranPlan 21](#) establishes statewide transportation policies in six key areas within the Federally-required 20-year planning horizon.

- **Statewide Transportation Improvement Program (STIP)**

The [STIP](#) is a federally required publication that shows funding obligations over a five-year period. This program is developed through coordinated efforts of MDT, state and federal agencies, local and tribal governments, metropolitan planning organizations, public agencies, transportation providers, citizens, and other interested parties.

- **Context Sensitive Solutions Guide (MDT)**

[Context Sensitive Solutions \(CSS\)](#) is a collaborative, interdisciplinary approach that balances the interests of various stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions. This resource was developed by the Montana Department of Transportation to assist communities in the implementation of CSS solutions in their transportation policy development.

## HOUSING

- Resources Coming Soon!

## SCHOOLS

- **The Smart School Siting Tool**

The U.S. Environmental Protection Agency (EPA) developed the Smart School Siting Tool under its Smart Growth Implementation Assistance Program to help school agencies and other local government agencies work together to better align school siting and other community development decisions. [The Smart School Siting Tool](#) is composed of two Excel-based workbooks - the Assessment & Planning Workbook and the Site Comparison Workbook – along with a [User Guide](#) which provides background on the links between school siting and community impacts.

- **MDT Safe Routes to School Guidebook**

Safe Routes to School (SRTS) efforts across the country are bringing schools and communities together to make walking and bicycling to school safer and improve the health of our children. This [Guidebook](#) discusses elements of successful SRTS programs.

## PUBLIC HEALTH

- **Centers for Disease Control and Prevention’s (CDC) Healthy Planning Tools**

The Centers for Disease Control and Prevention’s [Healthy Places](#) website has many resources centered on the connection between public health and community design. Of particular interest for planning are the [Healthy Planning Tools](#), which encompass a wide-range of topic areas that overlap with and impact public health initiatives including transportation, the built environment, and parks and trails. These tools can help a community begin to evaluate impacts to public health and assess possible solutions.

- **Building Active Communities Initiative (BACI) Resource Guide**

This [Resource Guide](#) contains a menu of strategies that can be used to improve the accessibility of your community for all ages and abilities including children, older adults, people with disabilities and low-income individuals. Each section of this Resource Guide contains a summary of the strategy, local and/or national examples and a resource section for more information. This document provides a resource to engineers, planners, elected officials, school personnel and residents who desire to create more active community environments for all.

- **BACI Workbook**

The [Workbook](#) is designed to help BACI teams think through and develop an action plan to implement strategies that enable and encourage active living. The outline of this Workbook closely follows the structure of the Montana State University Extension Strategic Visioning for Community Development.

- **Montana Complete Streets Toolkit for Cities, Small Towns and Tribal Communities**

The [Toolkit](#) was prepared in collaboration with Alta Planning + Design and is a Montana-specific resource for communities as they strive to improve healthy and safe transportation and recreation options.

## NATURAL ENVIRONMENT

- **Parks, Trails, and Health Workbook**

This [workbook](#) is a quick guide for incorporating public health considerations in the development of a park or trail. It will help users facilitate interagency and stakeholder discussion and collaboration on parks, trails, and community health issues; find data and information to engage and enlist new health partners, funding resources and stakeholders; and assess the health and community needs for a new park/trail project or enhancement.

## OTHER PLANNING TOOLS AND RESOURCES

- **ADA Accessibility and Guidelines**

Standards issued under the Americans with Disabilities Act (ADA) address access to buildings and sites nationwide in new construction and alterations. Similar standards apply to building and sites funded by the Federal government under Architectural Barriers Act (ABA). These standards apply to places of public accommodation, commercial facilities, and state and local government facilities covered by the ADA. These [guidelines](#) are important to consider when beginning a master planning process or looking at pedestrian connectivity in your community.

- **ADA Accessibility for Recreation Facilities**

Access to recreation facilities, including play areas, swimming pools, sports facilities, fishing piers, boating facilities, golf courses, and amusement rides is addressed specifically within the ADA and ABA standards. [New provisions](#) cover access to trails, picnic and camping sites, and beaches on Federal sites.

# 4

## GETTING HELP

Local governments and their partners need diverse knowledge, skills and technical expertise to navigate all that is necessary to design and build healthy, active and vibrant places. Often it is necessary to reach out to others for help. There are many technical assistance resources in the state to help with planning, engineering, legal advice and more. Many of these resources are offered free of charge and are listed below.

### LAND USE AND COMMUNITY DEVELOPMENT

- **Community Technical Assistance Program**

Housed within the Montana Department of Commerce, [The Community Technical Assistance Program \(CTAP\)](#) provides professional planning assistance to communities across Montana in support of sound land use and development decisions, economic revitalization, and overall community resilience. Technical assistance is provided through workshops and trainings, direct assistance by phone or email, collaboration with local, state, and federal partners, the creation of model documents, and guidance on planning best practices. CTAP staff include three AICP professional planners, a land use attorney, planning and outreach specialists, and licensed engineers who assist communities in everything from the development of long range plans to interpretation of statute to guidance on grant applications and review of technical documents. This assistance is provided at no cost to communities statewide.

### DOWNTOWN REVITALIZATION

- **Montana Main Street Program**

[The Montana Main Street Program \(MMS\)](#), established in 2005 and currently serving twenty-five communities across the state, is a collaborative effort between the Community Development Division and the Montana Office of Tourism at the Montana Department of Commerce. The program helps communities strengthen and preserve their historic downtown commercial districts by focusing on economic development, urban revitalization, and historic preservation through long-range planning, organization, design, and promotion. The Montana Main Street program offers technical assistance and expertise to member communities and awards competitive grant funding to communities actively working on downtown revitalization, economic development, and historic preservation.

## TRANSPORTATION INFRASTRUCTURE

- **Multimodal Planning Bureau - Urban Planning, Metropolitan and Community Transportation Plans – Department of Transportation**

The [Statewide and Urban Planning Section](#) provides general management of overall statewide and urban transportation planning activities and programs in cooperation with local, state, and federal officials. MDT assists local governments in developing and implementing transportation plans, programs, and projects in accordance with state and federal procedures and manages the Surface Transportation Program-Urban (STPU) Program that provides funding for improvements on the designated urban highway system.

- **Transit Program**

The Federal Transit Administration (FTA) provides pass through funding to the Montana Department of Transportation (MDT) in the form of operating, planning, and capital grants. The [MDT Transit Section](#) administers this funding and provides financial and technical assistance to local public transit systems around the state.

## HOUSING

- **US Department of Housing and Urban Development – Location Affordability Portal**

Housing and transportation costs consume about half of the average household budget, but transportation costs are difficult to track and account for. [The Location Affordability Portal](#) provides estimates of household housing and transportation costs at the neighborhood level to help consumers, policymakers, and developers make more informed decisions about where to live, work, and invest.

- **Housing Coordinating Team**

Housing availability and affordability in Montana can be a challenge. The [Housing Coordinating Team](#) within the Housing Division at the Montana Department of Commerce offers a step-by-step technical assistance process to help empower stakeholders with a better understanding of the tools available.

## SCHOOLS

- Resources Coming Soon!

## PUBLIC HEALTH

- **Building Active Communities Initiative (BACI)**

The Building Active Communities Initiative (BACI) is a project of the Montana

Department of Public Health and Human Services' Nutrition and Physical Activity Program (NAPA). This [website](#) provides a variety of active living resources as well as all the local complete streets policies that have been passed in the state to date. It also houses a map showing the BACI communities across the state.

- **BACI Action Institute Website**

The [BACI website](#) provides information on the BACI Action Institutes as well as a multitude of resources related to building active communities.

## NATURAL ENVIRONMENT

- **Montana Fish, Wildlife and Parks (FWP) - Recreation Programs**

Recreational Trail resources available through Montana Fish, Wildlife & Parks website: resources include trail maps for various types of trail users; the State Trails Plan; the Statewide Comprehensive Outdoor Recreation Plan (2014-2018); State Laws and Regulations for Trail Users; and Encountering Wildlife publications offering suggestions and tips for recreationalists. More information can be found by exploring the [Recreation Programs website](#).

- **Rails to Trails Conservancy**

The Conservancy offers technical assistance by helping communities transform unused rail corridors into vibrant public spaces that engage, inspire and empower communities from coast to coast. The [Trail-Building Toolbox](#) offers all of the basics for creating a vibrant rail-trail for your community, including technical tips and tried-and-true methods for generating neighborhood, political and funding support for your project.

## OTHER TECHNICAL ASSISTANCE RESOURCES

- **Census and Economic Information Center (CEIC)**

Housed within the Department of Commerce, the [Census and Economic Information Center \(CEIC\)](#) provides current, easily accessible and thorough economic and demographic analysis, maps, data, and expert assistance to meet the needs and requests of Montanans.

- **Consultant Directory for Planning, Architecture, Engineering & Grant Writing**

This [consultant directory](#) was developed to assist Montana local governments, communities, schools and citizens in financing and managing community projects. The directory will also help consulting grant writers and administrators to network with their colleagues across Montana.

- **Bike Walk Montana**

Bike Walk Montana provides technical assistance resources to communities on ways to make the community more walkable and bikeable. This includes workshops and presentations as well as directly working with teams and groups from the community.

- **Montana Trails Rx**

In a collaborative partnership, Bike Walk Montana and the Recreational Trails Program of Montana State Parks have launched a new program called [Montana Trails Rx](#). Through this program they partner with local clinics and parks departments to provide the resources for medical providers to issue prescriptions to clients for walking while utilizing local trails.

- **Bike Walk Summit:**

Bike Walk Montana hosts a yearly summit focused on providing education, technical knowledge and inspiration to a diverse audience by providing a selection of relevant topics.

# 5

## FUNDING THE WORK

One of the most challenging parts of creating more environments where people can walk or bicycle or take transit is funding them and maintaining them. There are a variety of funding sources available to fund active transportation infrastructure. The following descriptions are intended to provide an overview of available options and do not represent a comprehensive list. Funding sources can be used for a variety of activities, including: planning, design, implementation and maintenance. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice.

### COMMUNITY DEVELOPMENT

- **Community Development Block Grant (CDBG) Program**

The [Community Development Block Grant \(CDBG\) program](#) was established by Congress as part of the Housing and Community Development Act of 1974. The State CDBG Program provides funding and technical assistance to help local governments plan for future growth and development, develop specific plans for individual projects, and take action to address community needs. The overarching goal of the program is to help empower local governments and communities across the state by building the capacity, resiliency, and resource base necessary to develop strong, vibrant communities.

### DOWNTOWN REVITALIZATION

- **Montana Main Street Program**

[The Montana Main Street Program](#) awards grant funding on a competitive basis and as funding allows. Certified Main Street, Designated, and Affiliate Communities are invited to apply for funding on an annual basis. Funding can be used to address long range community planning and revitalization needs as well as more specific prioritized projects. Priority will be given to projects that demonstrate the implementation of larger community vision and goals or as they relate to previous or concurrent larger planning efforts (such as a downtown revitalization plan, growth policy, historic preservation plan, etc.). The Montana Main Street Program Coordinator is available to help throughout the application process and can provide professional insight and guidance on community projects.

- **Community Development Block Grant (CDBG) Program**

As described above, the [Community Development Block Grant \(CDBG\) program](#) can provide grant funding for planning activities that support downtown revitalization and

economic development in Montana communities, especially related to job creation and retention.

## TRANSPORTATION INFRASTRUCTURE

### ■ **Transportation Alternatives Program (TAP)**

The FAST Act provides funding for a variety of alternative transportation projects, including many that were previously eligible under separately funded programs. The Surface Transportation Block Grant Program (STBGP) Set-Aside replaces funding from pre-MAP-21 programs wrapping them into a single funding source. The law requires selection of projects through a competitive process. Projects eligible for [Transportation Alternatives](#) grant funding include pre-MAP-21 programs such as Transportation Enhancements, Recreational Trails, Safe Routes to School, and other discretionary programs. Montana's Recreational Trails Program is administered by the Montana Fish, Wildlife and Parks Department (see below). RTP applicants can also apply for TA and RTP funding. MDT and FWP will keep each agency informed of awards granted through their programs.

### ■ **Surface Transportation Program – Urban (STPU)**

The federal and state funds available under this program are used to finance transportation project on Montana's urban highway system, per MCA§ 60-3-211. STPU allocations are based on per capita distribution and are recalculated each decade following the census. State law guides the allocation of STPU funds to projects on the urban highway system in Montana's urban areas (population of 5,000 or greater) through a statutory formula based on each areas' population compared to the total population in all urban areas.

STPU funds are primarily used for resurfacing, rehabilitation, or reconstruction of existing facilities; operational improvements; bicycle facilities; pedestrian walkways; and carpool projects. Priorities for the use of urban funds are established at the local level through local planning processes, with final approval by the Transportation Commission.

### ■ **Congressional-directed or Discretionary Funds**

Congressionally-directed funds may be received through highway program authorization or annual appropriations processes. These funds are generally described as "demonstration" or "earmark" funds. Discretionary funds are typically awarded through a federal application process or Congressional direction. If a locally-sponsored project receives these types of funds, MDT will administer the funds in accordance with the Montana Transportation Commission Policy #5 – *"Policy resolution regarding Congressionally-directed funding including Demonstration Projects, High Priority Projects, and Project Earmarks"*.

### ■ **Federal Lands Access Program (FLAP)**

The Federal Lands Access Program is directed towards public highway, roads, bridges, trails and transit systems that are under state, county, town, tribal, municipal or local

government jurisdiction or maintenance and provide access to federal lands. The FLAP funds improvements to transportation facilities that provide access to, are adjacent to, or are located within federal lands. The program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Program funds are subject to the overall federal-aid obligation limitation. Funds are allocated among the states using a statutory formula based on road mileage, number of bridges, land area, and visitation. Projects are funded in Montana at a ratio of 86.58% federal funds and 13.42% non-federal matching funds.

## HOUSING

### ■ **Community Development Block Grant (CDBG) Program**

As described above, the [Community Development Block Grant \(CDBG\) program](#) helps local governments fund new construction or rehabilitation of single-family or multi-family housing projects that benefit low- to moderate-income (LMI) Montanans, i.e. individuals earning less than 80% of the area median income. CDBG offers two distinct types of housing grants, the annual CDBG Competitive Housing grant and the open, CDBG Noncompetitive Housing grant.

## SCHOOLS

- Resources Coming Soon!

## PUBLIC HEALTH

- Resources Coming Soon!

## NATURAL ENVIRONMENT

### ■ **Recreational Trails Program (RTP)**

The Recreational Trails Program within the Department of Fish, Wildlife and Parks provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including walking, hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

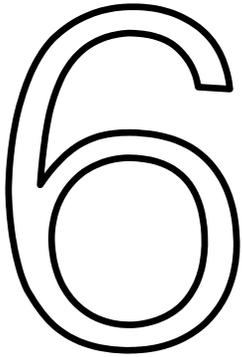
### ■ **Land & Water Conservation Fund (LWCF)**

This federal grants program was established by the Land & Water Conservation Fund Act of 1965 and encourages a full partnership between national, state and local governments in planning and funding outdoor recreation projects. Examples of eligible

projects include: ball fields, open space acquisitions, public parks, outdoor swimming pools, playgrounds, picnic facilities, walking trails and more.

## OTHER TECHNICAL ASSISTANCE RESOURCES

- Additional Resources Coming Soon!



# MEASURING SUCCESS

Given limited resources available today, it is important that decision makers have the best data available to make informed decisions on investments and then regularly monitor whether their investments are making an impact. Measuring active transportation investments in a variety of ways is critical to finding and keeping support for these projects. There are many gaps in existing data sources and evaluation metrics, however strategies to measure active transportation impacts are improving rapidly. Communities are using a variety of indicators to measure impact. Below are a few resources that we hope are helpful.

## [Transportation and Health Tool \(THT\)](#)

The Transportation and Health Tool (THT) was developed by the U.S. Department of Transportation and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems.

## [The Colorado Mile Markers: Recommendations for Measuring Active Transportation](#)

Kaiser Permanente Colorado commissioned Charlier Associates, in collaboration with Professors Kevin J. Krizek and Ann Forsyth, to perform three tasks: 1. to identify exemplary examples of how to measure active transport; 2. convene experts and stakeholders to advise the best data collection methods to use at a larger scale in Colorado and 3. to identify suitable indicators that many organizations can agree to contribute to and use, as agencies currently contribute to and use counts of motorized vehicles, and recommend a menu of instruments or tools for gathering data for these indicators.

In conjunction with the Centers for Disease Control and Prevention's Healthy Community Design Initiative, the Alliance publishes the biennial [Benchmarking Report](#) to collect and analyze data on bicycling and walking in all 50 states, the 52 largest U.S. cities, and a select number of midsized cities. The Report combines original research with over 20 government data sources to compile data on bicycling and walking levels and demographics, safety, funding, policies, infrastructure, education, public health indicators, and economic impacts. It's an essential go-to resource for public officials, advocates, decision makers, and researchers.

## Billings Montana [Complete Streets Benchmark Report](#)

The same community group that drafted Billings' complete streets policy has compiled this report to track implementation of the policy. This report contains a sampling of the national research that informed local policy and tracks measurable local attributes that

show how the policy is making a difference. This initial report provides baseline measures of multi-modal infrastructure in place as of late 2012.

### [Health Economic Assessment Tool \(HEAT\)](#)

This tool is designed to help you conduct an economic assessment of the health benefits of walking or bicycling by estimating the value of reduced mortality that results from specified amounts of walking or bicycling.

### [Evaluating Active Transport Benefits and Costs: Guide to Valuing Walking and Cycling Improvements and Encouragement Programs](#)

Conventional transportation economic evaluation tends to overlook and undervalue many active transportation benefits. This report describes methods for more comprehensive evaluation of these impacts.

# 7

## FINDING MORE INFORMATION

Below are additional resources that can be helpful in creating active community environments. These fall into a variety of categories from design, to encouragement programs, to the economic benefits of trails and beyond. We will continue to update and refine these resources over time.

### LAND USE AND COMMUNITY DEVELOPMENT

- [CTAP Publications](#)

- The American Planning Association's Planning & Urban Design Standards Manual
- Community Planning: An Introduction to the Comprehensive Plan (Kelly & Becker)

### DOWNTOWN REVITALIZATION

- [Bicycling Means Business—The Economic Benefits of Bicycling Infrastructure](#): This report highlights the impact the bicycle industry and bicycle tourism can have on state and local economies, discusses the cost effectiveness of investments, points out the benefits of bike facilities for business districts and neighborhoods, and identifies the cost savings associated with a mode shift from car to bicycle. Also see the Economics Benefits of Bicycling [Map](#).
- [The Economic Benefits of Trails](#): American Trails National Trails Training Partnership website has a myriad of resources laying out the economic benefits of trails as well as data to back up these benefits.
- [Safer Streets, Stronger Economies](#): In this study of 37 projects, Smart Growth America found that Complete Streets projects tended to improve safety for everyone, increased biking and walking, and showed a mix of increases and decreases in automobile traffic, depending in part on the project goal.
- [CTAP Publications](#)
  - Downtown Planning for Small & Mid-Sized Communities (Walker)
  - The Small Town Planning Handbook (Daniels, Keller, Lapping, Daniels, Segedy)
  - Resilient Downtowns (Burayidi)

## SCHOOLS

- [Safe Routes to School National Partnership](#): This website offers a wealth of information regarding walking and bicycling to school. It also provides a national support network and information on how to help make communities and schools safer, healthier, and more active.
- [Impact of the Safe Routes to School Program on Walking and Biking](#)
- [Walking School Bus and Bike Trains](#)
- [CTAP Publications](#)
  - Schools & Urban Revitalization – Rethinking Institutions and Community Development

## PUBLIC HEALTH

- [CTAP Publications](#)
  - Healthy Plan Making (APA; Ricklin/Kushner)
  - Planning Active Communities (APA; Morris)
- [The Tacoma-Pierce County Health Department Healthy Communities Planning Toolbox](#) - This toolbox is designed to help planners create healthy communities by integrating health into planning documents. Each community can “right-size” or customize tools to fit their unique community context—needs, aspirations, health priorities, disparities, and existing resources.
- [Healthy Communities: The Comprehensive Plan Assessment Tool](#) - This is a checklist-based tool designed to guide municipalities in creating comprehensive plans that clearly articulate goals and strategies for providing their residents with more opportunities to live healthier lifestyles.
- [Healthy Zoning Regulations](#) - The Healthy Eating Active Living Cities Campaign provides training and technical assistance to help city officials adopt policies that improve their communities’ physical activity and retail food environments.

## HOUSING

- [Guide for Examining Land Use With A Fair Housing Lens \(Fair Housing Council of Oregon\)](#)
- [The Vital Connection: Affordable Housing and Healthy Communities](#)

## TRANSPORTATION INFRASTRUCTURE

- [Essentials for Bike Parking](#): A guide for selecting and installing bicycle parking that works.
- [CTAP Publications](#)

- A Citizen's Guide to Better Streets (Project for Public Spaces)
- Urban Street Design Guide (NACTO)
- Urban Bikeway Design Guide (NACTO)
- [Sidewalks and Walkways](#): For guidance on the importance and construction of sidewalks, visit the Pedestrian and Bicycle and Information Center (PBIC).
- [MDT Informational Website: Bicycles and Pedestrians in Montana](#) - Motorists, bicyclists, and pedestrians are all responsible for safety on Montana's roadways. Whether driving, bicycling, or walking, everyone must take care. Paying attention, following traffic laws, and extending common courtesy will result in a safer environment for all travelers.
- [Pedestrian and Bicycle Activities 2016 Update](#) - This document describes recent, ongoing, and upcoming pedestrian and bicycle research efforts and related activities for the Federal Highway Administration (FHWA) offices listed. While collaboration and coordination occurs between offices, activities are listed under the lead office.
- [USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations](#) - The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks.
- [Bicycle and Pedestrian Facility Design Flexibility](#) - This memorandum expresses the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design.
- [Case Studies in Delivering Safe, Comfortable, and Connected Pedestrian and Bicycle Networks](#) - This report from the US Department of Transportation provides an overview of pedestrian and bicycle network principles and highlights examples from communities across the country.
- [BACI Transportation, Land Use Planning and Community Design Brochure](#) - This brochure highlights a list of recommended strategies to support active living and healthy communities through supportive policies, well-designed projects and increased promotion.

## NATURAL ENVIRONMENT

- Resources Coming Soon!

## OTHER RESOURCES

- Project for Public Spaces' [website](#) has a wealth of tools and information on Placemaking. As both an overarching idea and a hands-on approach for improving a neighborhood, city, or region, Placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, Placemaking refers to a

collaborative process by which we can shape our public realm in order to maximize shared value.

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