

LOCKWOOD NON-MOTORIZED TRANSPORTATION PLAN

April 2023



LOCKWOOD
PEDESTRIAN SAFETY
DISTRICT

SANDERSON STEWART 

ACKNOWLEDGEMENTS

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1.0 | INTRODUCTION

- 1.1 Context
- 1.2 Lockwood Pedestrian Safety District
- 1.3 The Original Version

1.0 | INTRODUCTION

1.1 Context

Lockwood Area

Lockwood is a community on the eastern outskirts of the City of Billings in Yellowstone County, Montana. The community is generally bordered by the scenic Yellowstone River to the northwest, Dickie Road to the east, and Lockwood's upper ditch to the south and southeast.

Lockwood is home to over 7000 residents with variety of commercial and industrial development surrounded by suburban-style residential development. With four schools in the community, the Lockwood school district serves over 1,300 local students from pre-kindergarten through high school.

Being under Yellowstone County's development regulations that are primarily designed for rural development, the majority of Lockwood's transportation infrastructure development has lacked investment in pedestrian or bike facilities, greatly jeopardizing pedestrian safety in the community.



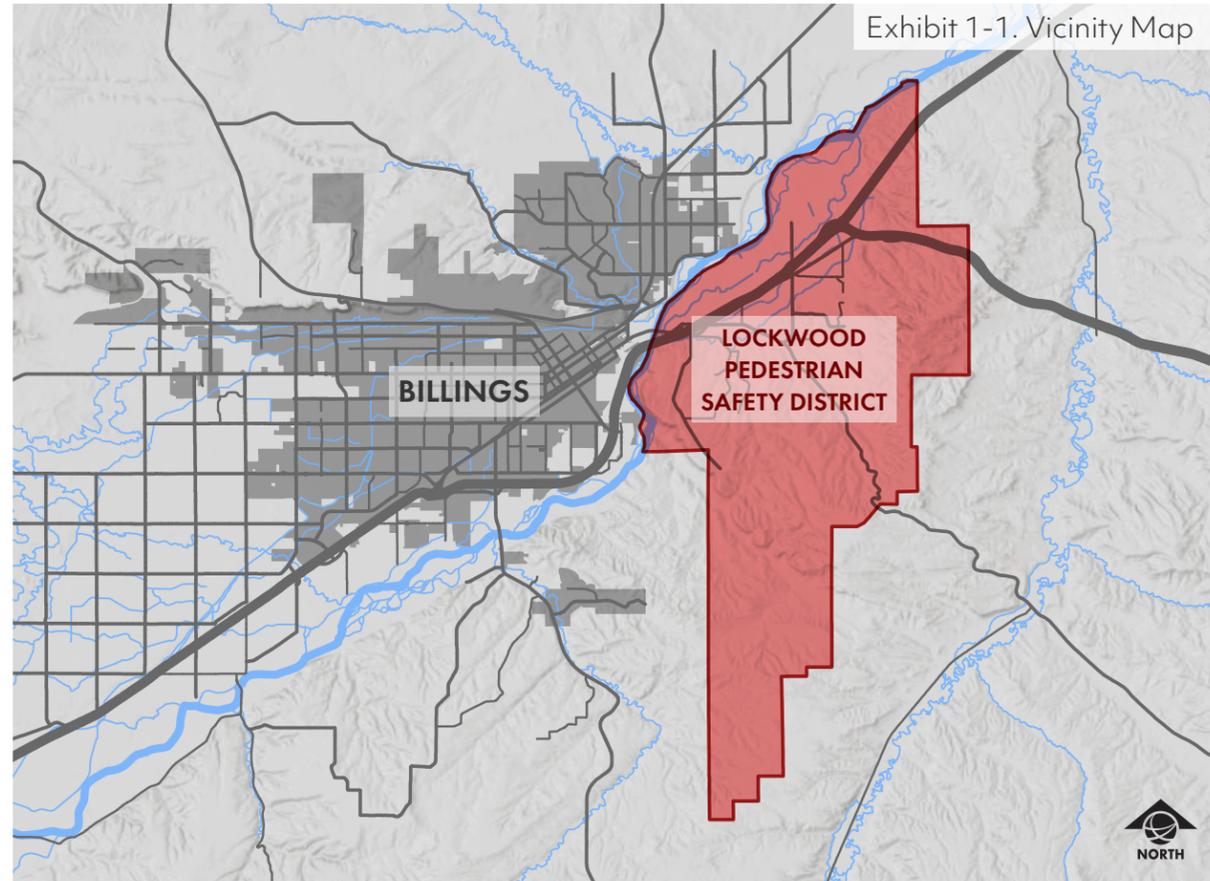
1.2 Lockwood Pedestrian Safety District

What is the LPSD?

In 2014, Lockwood initiated the creation of the Lockwood Pedestrian Safety District (LPSD) after the community was forced endure two tragic deaths of Lockwood teenagers. At the age of 14, Jarred Dean (J.D.) Fasching died in April, 2003 after sustaining fatal injuries in a bicycle accident with a vehicle on the shoulder of Old Hardin Road, east of Johnson Lane. Ten years later in January 2013, Dustin Freese, at the age of 16, was struck and killed by a vehicle while he was walking on the shoulder of Becraft Lane as there were no sidewalks constructed there at the time. Shook by the loss of two young community members, the Lockwood community came together to set forth a plan that would prioritize and help fund pedestrian and non-motorized transportation safety improvements and initiatives throughout Lockwood.

Special Improvement District

The Lockwood Pedestrian Safety District is an official Yellowstone County special improvement district (SID). An SID is a designated district that has the purpose of constructing public improvements within the district boundary. The purpose



of this SID is to improve the state of Lockwood’s active transportation network and enhance pedestrian safety within the district. The Lockwood Pedestrian Safety District receives annual funding from a property tax mill levy, with a total annual revenue budget of \$257,644 for 2023.

1.3 The Original Version

Why Are We Replacing It?

In 2015, the first Lockwood Pedestrian Safety District Non-Motorized Transportation Plan was published. The plan document laid out a general long-range plan for community-wide active transportation improvements until 2035

but specifically outlined a strategic five-year work plan of infrastructure projects and community initiatives to improve pedestrian safety in Lockwood.

As it has been over seven years since the publishing of the original Non-Motorized Transportation Plan, the plan is in need of updating.

An Updated Plan

This document will serve as Lockwood’s new strategic pedestrian and non-

motorized plan until 2028. The new plan addresses Lockwood’s current conditions and demographic trends, assesses the success of recent pedestrian safety improvements, and ultimately outlines Lockwood’s pedestrian improvement work plan for the next five years. The work plan will establish infrastructure improvements, implementation strategies, and an ongoing maintenance approach that will allow Lockwood to continue towards their goal of increasing pedestrian and bike safety and accessibility throughout their community.



^ Photograph by Elizabeth Edwards, under a CC-BY 2.0 license

What is Active Transportation?

“Active transportation is a means of getting around that is powered by human energy, primarily walking and bicycling. Often called “non-motorized transportation,” we prefer the term “active transportation” since it is a more positive statement that expresses the key connection between healthy, active living and our transportation choices.

“Communities that prioritize active transportation tend to be healthier by enabling residents to be more physically active in their daily routines and by having cleaner air to breathe. Active transportation systems also foster economic health by creating dynamic, connected communities with a high quality of life that catalyzes small business development, increases property values, sparks tourism, and encourages corporate investment that attracts a talented, highly educated workforce.”

--Partnership for Active Transportation



2.0 | PLAN VISION

- 2.1 Vision & Mission
- 2.2 Plan Priorities
- 2.3 Benefits of a Pedestrian Network

2.0 | PLAN VISION

2.1 Vision

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.

Vision

The vision identified in the 2015 Plan remains the same for this plan - 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.

2.2 Plan Priorities

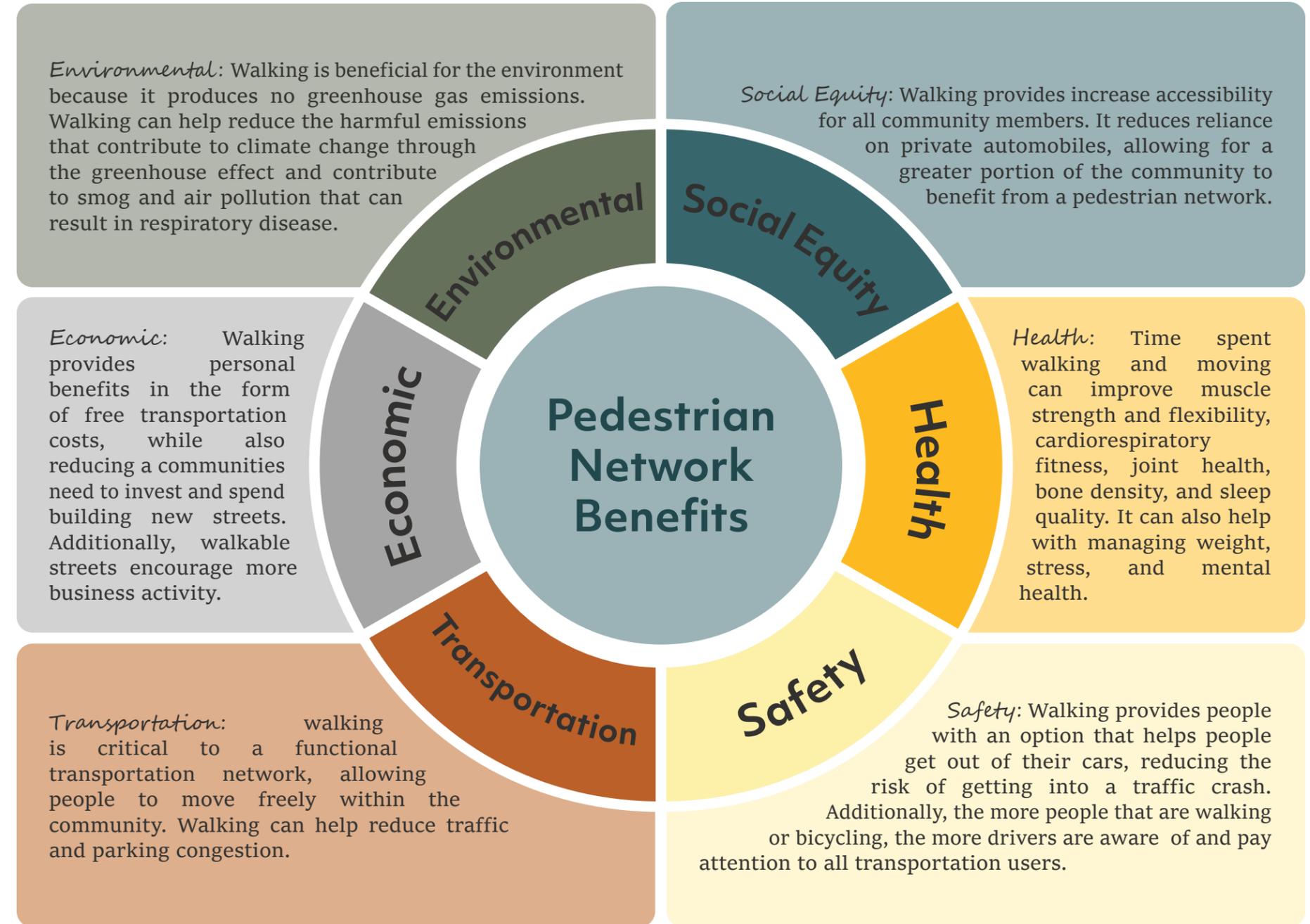
The priorities of this plan are to continue the work identified in the 2015 plan, expand the non-motorized network, and connect to projects underway by the Montana Department of Transportation. With the projects identified within this plan, the overall network within Lockwood is beginning to be realized.



2.3 Benefits of a Pedestrian Network

A well-connected multi-modal network within Lockwood creates multiple benefits for the community. According to America Walks, a national nonprofit that advances safe, equitable, accessible, and enjoyable

places to walk and move, the benefits of creating places for people to walk provides a variety of benefits.





3.0 | BACKGROUND

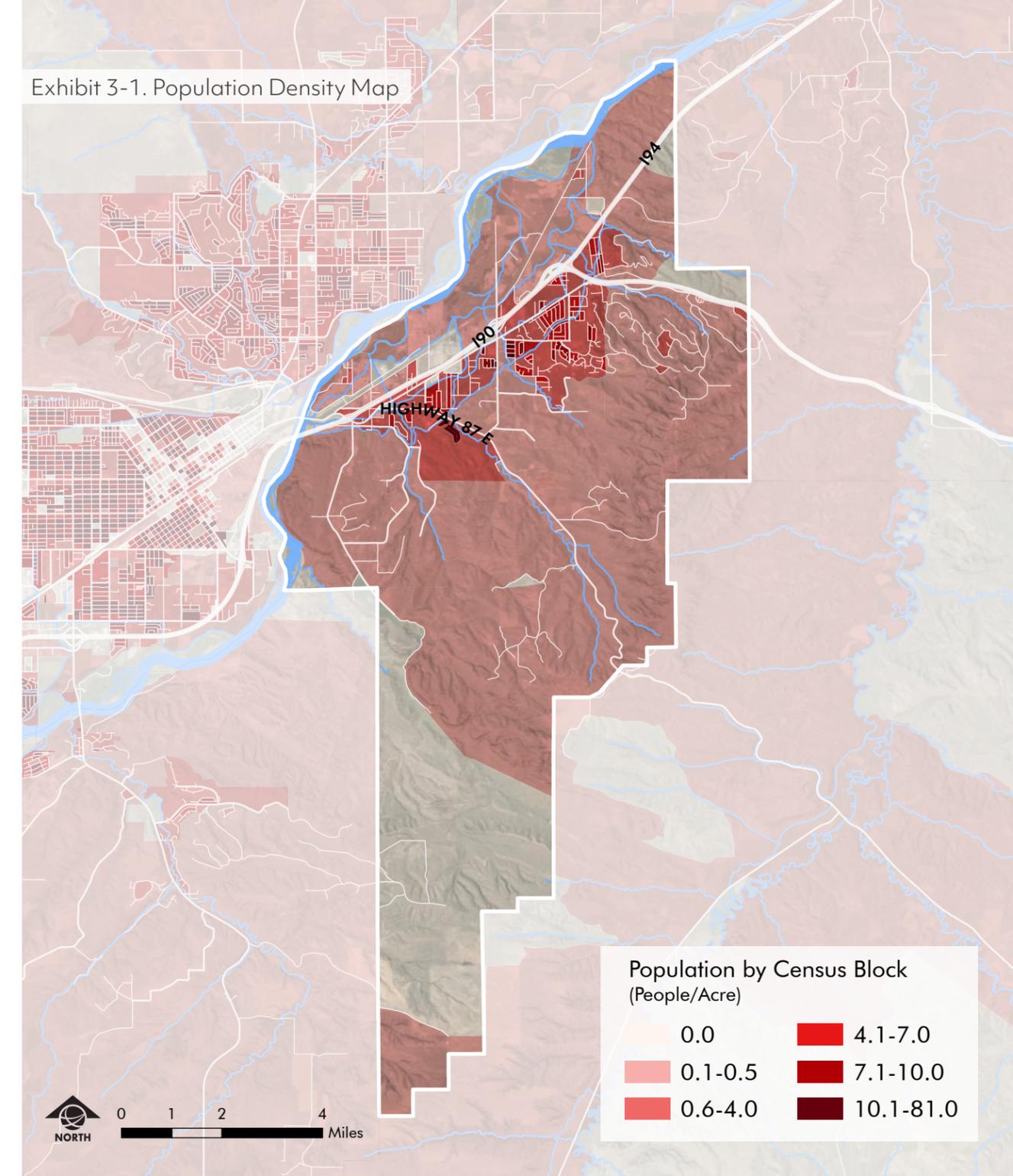
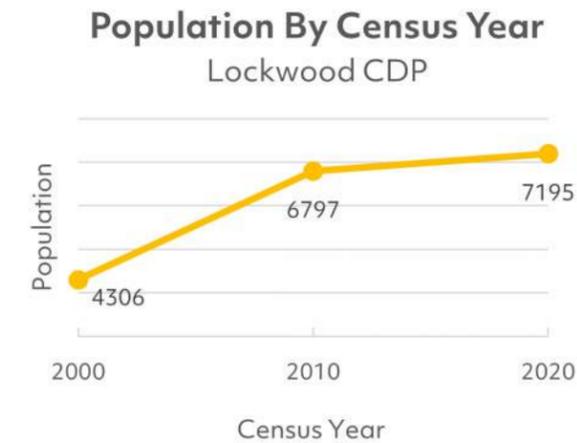
- 3.1 Lockwood Demographics
- 3.2 Existing Conditions
- 3.3 Crash & Safety Data
- 3.4 Related Documents

3.0 | BACKGROUND

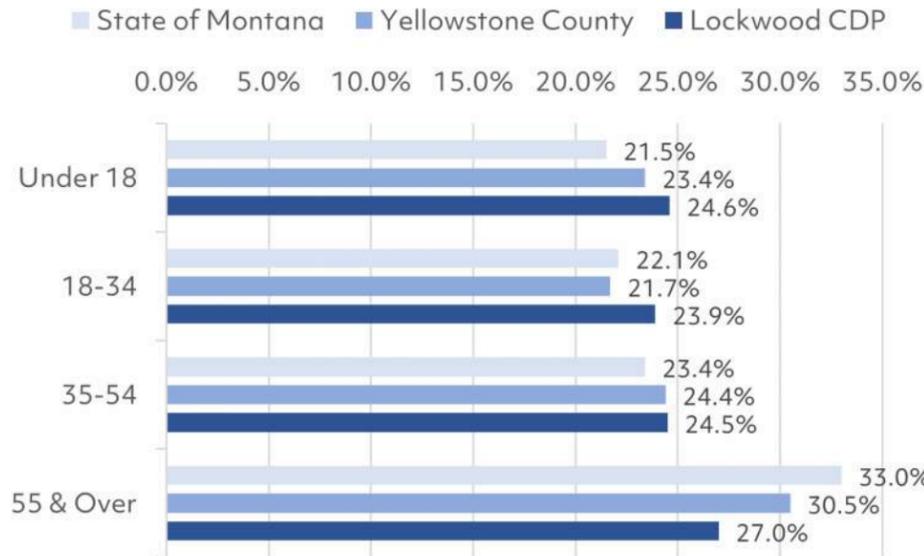
3.1 Lockwood Demographics

Population

As of the 2020 census, Lockwood CDP (US Census-Designated Place) has a population of 7,195 residents, while the extended boundary of the Lockwood Pedestrian Safety District has a population of 8,366. Over the past 20 years Lockwood CPD's population has grown by an average of 2.6 percent.



Age Distribution by Jurisdiction



Median Household Income



Age

Lockwood CDP's age distribution is fairly even across age categories with 24.6% of the population under the age of 18, 23.9% between the ages of 18 and 34, 24.5% between the ages of 35 and 54, and 27% ages 55 and over. Lockwood's distribution generally follows the age distribution seen both county and statewide, with a slight lean towards a younger population in Lockwood than the other two jurisdictions.

Income

As of 2020, Lockwood CDP's median household income is \$62,572. This median income is approximately the same as that of Yellowstone County. However, Lockwood's median household income is about \$6,000 greater than the State of Montana's and about \$3,000 less than that of the City of Billings. It is estimated that about 17% of people in Lockwood live below the poverty level.

3.2 Existing Conditions

Existing Sidewalk & Crossings

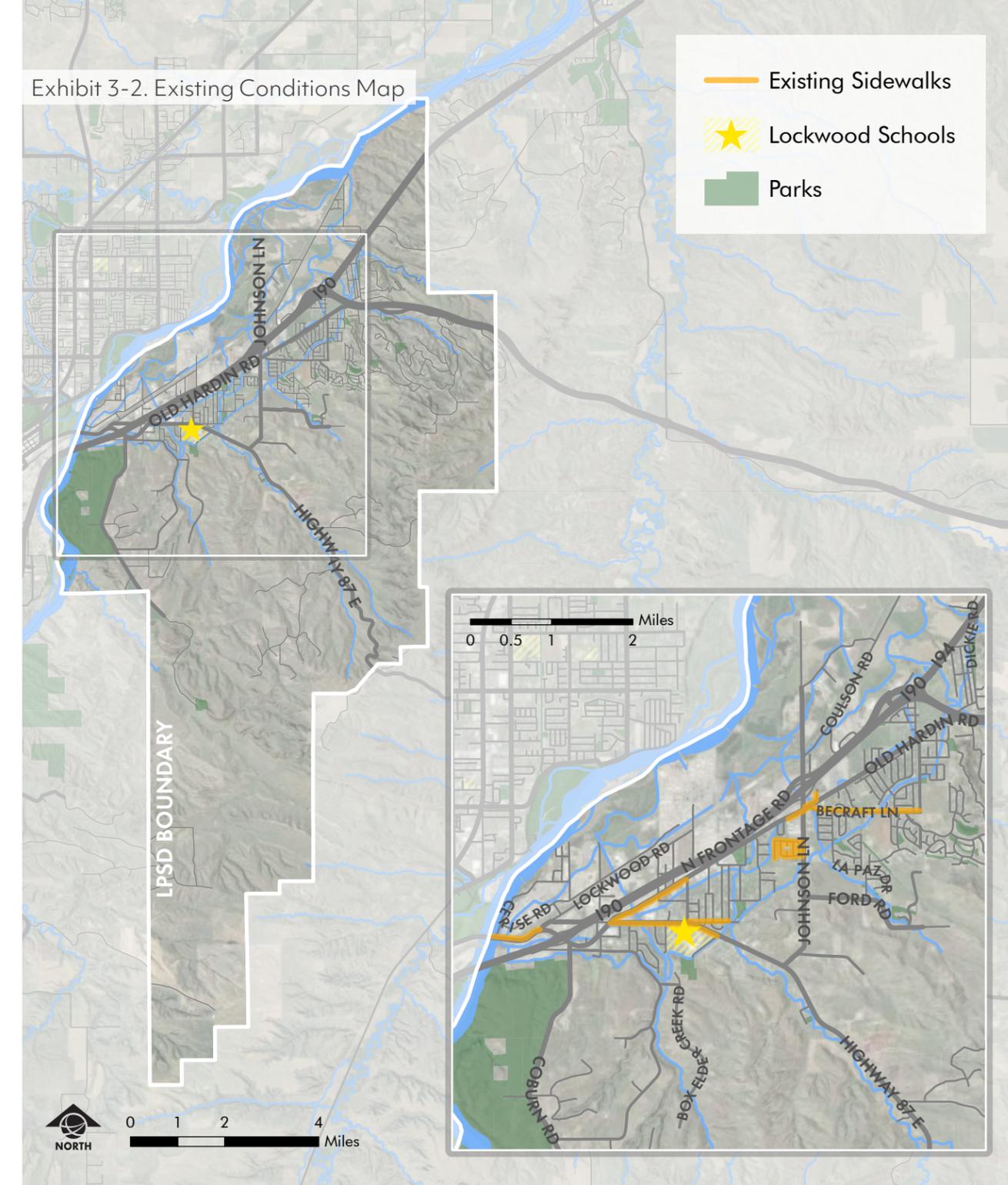
The Lockwood Pedestrian Safety District covers a total of 47.3 square miles in the area east of Billings city limits and the Yellowstone River. Although this area has 143.6 miles of existing roads, the LPSD currently only has 5.6 miles of completed pedestrian sidewalk within road right-of-way. The existing sidewalks are located in the following areas:

- South side of Highway 87 from Old Hardin Road to Stonehaven Trail
- North side of Hillner Lane from Highway 87 to Hemlock Drive
- South side of Old Hardin Road from Highway 87 to Piccolo Lane
- North side of Highway 87 from the Yellowstone River to N Frontage Road
- South of Old Hardin Road from Rykken Circle to Becraft Lane
- North side of old Hardin Road from Johnson Lane to Cole Street
- North side of Becraft Lave from Old Hardin Road to Noblewood Drive
- Both sides of all streets in Emerald View Park mobile home neighborhood

In addition, the LPSD only has two signalized pedestrian-designated crossings. Both crossings use Rectangular Rapid-Flashing Beacons (RRFBs). They are located at the intersection of Highway 87 and Piccolo Lane and the right-turn slip lane at the intersection of Highway 87 and Old Hardin Road.

Improvements Since 2015

As a result of the first iteration of the Lockwood Non-Motorized plan in 2015, a



variety of pedestrian improvements have been constructed throughout Lockwood in the past seven years. These improvements include:

- Sidewalk along the south side of Highway 87 from Old Hardin Road

to Peters Street

- Sidewalk along the north side of Becraft Lane from Old Hardin Road to Noblewood Drive
- Sidewalk along the south side of Old Hardin Road from Highway 87 to

Piccolo Lane

- RRFBs at the right-turn slip lane at the intersection of Highway 87 and Old Hardin Lane
- RRFBs at the intersection of Highway 87 and Piccolo Lane



3.3 Crash & Safety Data

Historical pedestrian and bicycle crash data for the Lockwood study area was obtained from MDT for the 10-year period from January 1, 2011 through December 31, 2020, the most recent data available. The data has been analyzed for the purposes of evaluating pedestrian and bicycle crash frequency and severity trends in Lockwood to aid in determining needed locations for pedestrian and bicycle facilities and appropriate safety countermeasures.

Crashes in Lockwood

During the analysis period, there were a

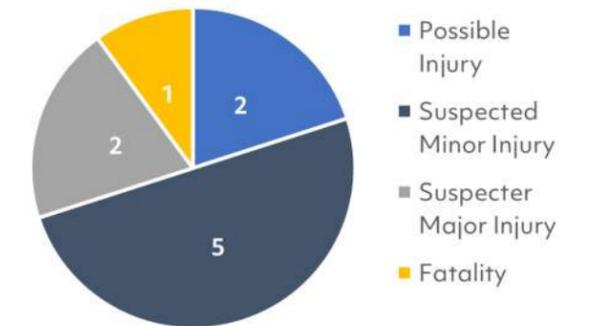
total of 7 pedestrian crashes and 3 bicycle crashes. All crashes occurred between 2011 and 2016. Crashes were dispersed throughout the year with no crashes occurring during the months of February, May, June, July, and October. Half (50%) of the pedestrian and bicycle crashes occurred during daylight conditions, with 30% occurring in dark, not lighted conditions and the remaining 20% in dark, lighted conditions.

Severity

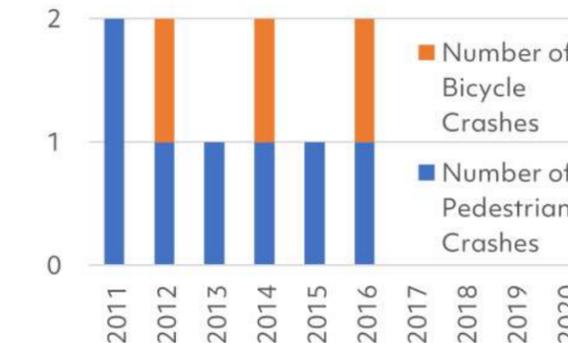
Crash severity has also been evaluated, using a scale of fatality, suspected major injury, suspected minor injury, possible injury, and property damage only (no injuries). The crash is classified with the most severe injury. A fatal crash is

one that results in death within 30 days after the crash. A suspected serious injury is any injury other than fatal which results in one or more of the following: a severe laceration (usually resulting

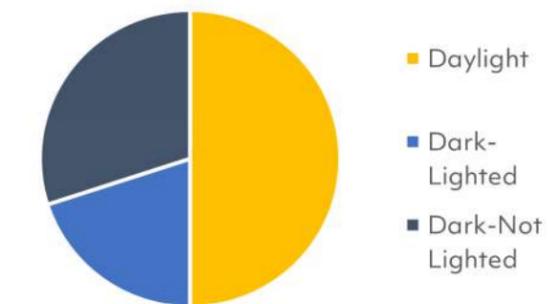
Severity of Pedestrian/Bike Crashes from 2011-2020



Number of Pedestrian and Bicyclist Crashes



Pedestrian/Bicyclist Crashes by Light Conditions for 2011-2020 Combined



Pedestrian/Bicyclist Crashes by Month for 2011-2020 Combined

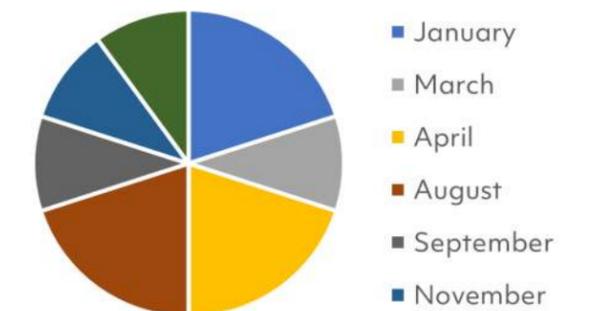
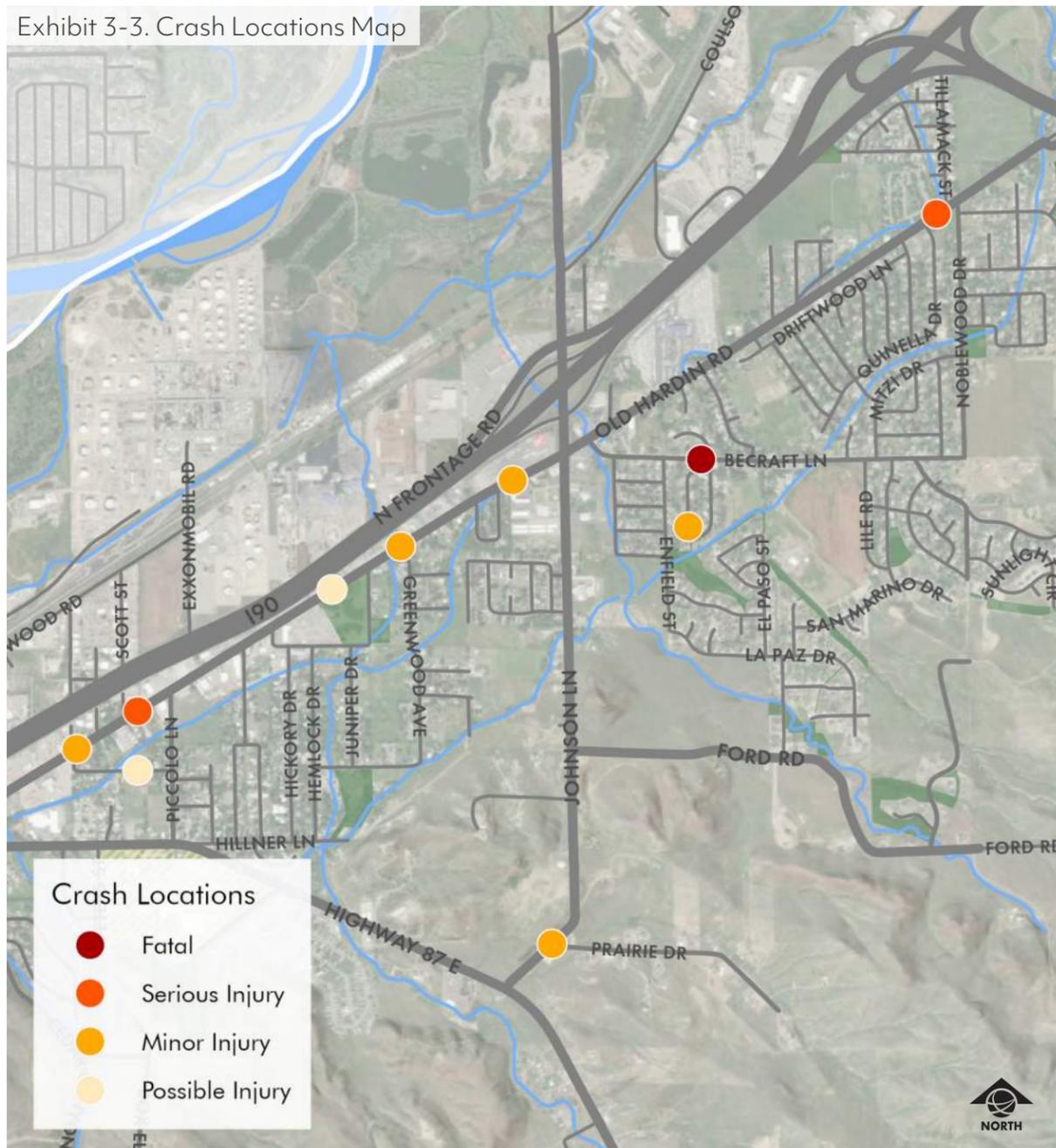


Exhibit 3-3. Crash Locations Map



in significant blood loss); a broken or distorted extremity; suspected skull, chest, or abdominal injury; significant burns; unconsciousness when taken from the crash scene; or paralysis.

A suspected minor injury is an injury that is evident at the scene of the crash other than a fatality or serious injury, such as a lump on the head, abrasions, bruises, or minor lacerations (with minimal bleeding). A possible injury is any injury reported or claimed such as momentary consciousness, claim of injury, limping, or complaint of pain.

In Lockwood during the analysis period, there was 1 fatal crash, 2 suspected major injury crashes, 5 suspected minor injury crashes, and 2 possible injury crashes. There were no pedestrian or bicycle crashes that resulted in no injuries.

Location

In the Lockwood area crash analysis, 4 of the crashes occurred on roadways with a posted 25-mph speed limit, and the remaining 6 crashes occurred on roadways with a 35-mph posted speed limit. Two (2) crashes occurred at intersections and 8 crashes occurred at non-intersection locations. Over half (6 of 10) of the crashes occurred on Old Hardin Road, with none occurring at a marked crosswalk.

Impacts of Speed

The AAA Foundation for Traffic Safety study, Impact Speed and a Pedestrian's Risk of Severe Injury or Death, (2011), estimates the risk of severe injury or death for pedestrians struck by vehicles in the US. Results from the study showed that vehicle speed is directly correlated to pedestrian injury and death. They also found that risks vary significantly by age. For example, the average risk of severe injury or death for a 70-year old pedestrian struck by a car traveling at 25 mph is similar to the risk for a 30-year-old pedestrian struck at 35 mph.

Recommendations

When reviewing the crash reports, the common trends that were noted were that crashes tended to occur when it was dark or hard to see pedestrians; there was a lack of crosswalks, sidewalks and bicycle facilities; vehicles traveled at higher speeds on Old Hardin Road; and there were pedestrians and bicyclists on shoulders of the roadway (with bicyclists on the opposite side of traffic than expected). Recommendations to improve pedestrian and bicycle safety include:

- Add sidewalks and crosswalks to the pedestrian network
- Add street lighting to help make pedestrians more visible
- Adding high visibility crosswalks to high volume roadways and roadways with high vehicular speeds
- Install advanced pedestrian crossing signs and "Yield Here to Pedestrians" on the yield lines
- Give special considerations to crosswalks and paths near schools and transit areas

IMPACTS OF SPEED ON PEDESTRIAN SAFETY

Hit By a vehicle traveling at:

23
MPH

10% risk of death



Hit By a vehicle traveling at:

42
MPH

50% risk of death



Hit By a vehicle traveling at:

58
MPH

90% risk of death



3.4 Related Documents

Billings Urban Area Long Range Transportation Plan (2018)

The plan, which is currently undergoing the 2023 update process, provides a framework to create a robust multimodal transportation network within the Billings Area Metropolitan Planning Organization boundary. A portion of the plan focuses on pedestrian and bicycle facilities, specifically laying out recommended pedestrian projects. In addition, the plan determines that Old Hardin Road will be upgraded to a three-lane road with sidewalks constructed on both sides of the street. Lockwood’s non-motorized transportation plan uses the identified project locations from this plan as future foundational sidewalk routes and expands upon this base by proposing additional sidewalks and crossings to meet the needs of Lockwood more fully.



Billings Area Bikeway and Trails Master Plan (2017)

The plan lays out bikeway and trail facility recommendations and implementation strategies throughout the Billings Area Metropolitan Planning Organization boundaries, including the community of Lockwood. Although the plan focuses on bike facilities and shared use paths, not sidewalks, the master plan does identify the Lockwood ditches as recommended share use path routes. These ditch pathways are reflected in this plan. In addition, the plan outlines potential funding sources and general implementation guidelines can be applied to the improvements recommended in this plan.



Safe Routes to School Plan (2023 plan in progress)

The plan will assess the state of current pedestrian and bike facilities of schools throughout the greater Billings area, identify the necessary improvements, and establish a plan for facility and program implementation. Since Lockwood Elementary and Middle School are included in the scope of the Safe Routes to School Plan, this Non-motorized Transportation Plan will directly inform current and planned pedestrian facilities that will aid in Lockwood students’ safe routes to schools.



Lockwood Growth Policy (2016)

The growth policy outlines growth projections for the community of Lockwood and establishes associated growth guidelines, future land uses, and strategies for the intentional shaping of Lockwood. Transportation and public safety are high priorities within the plan. The growth policy refers many times to the 2015 Lockwood Non-Motorized Transportation Plan throughout the document, siting the plan as a critical

implementation tool for Lockwood in increasing pedestrian safety as the community continues to grow. This update to the Non-Motorized Transportation Plan will serve the same role in the context of the Lockwood Growth Policy.

Lockwood Transportation Study (2008)

The study assessed the status of roadways and transportation as a whole in Lockwood at the time, identifying deficiencies of the

network’s safety and efficiency. One of the primary goals of the study was to evaluate the alternative transportation (including pedestrian) facilities in the community and recommend improvements. Although the study is 15 years old, it still carries relevance in the context of this plan. The Transportation study called for pedestrian facilities along Old Hardin Road, Johnson Lane, and the irrigation ditches; all of which are reflected in this plan.



4.0 | THE PLAN

- 4.1 Proposed Infrastructure
- 4.2 Continued Education
- 4.3 Encouragement to Use the Network
- 4.4 Engagement
- 4.5 Creating Equity
- 4.6 Continued Evaluation

4.0 | THE PLAN

This section outlines recommendations for construction projects as well as program related activities that encourage walking and biking. Changes to the physical environment are essential to making walking and biking safer and more comfortable for all users. In addition, activities that promote walking and biking are low-cost ways to build awareness and increase safety throughout the community.

4.1 Proposed Infrastructure

After thorough analysis of the existing status of safe pedestrian facilities in Lockwood, in conjunction with identification of crucial system gaps and constructive community input, a comprehensive non-motorized infrastructure plan was developed. The proposed projects are separated into sidewalk projects and safe crossing projects.

Sidewalk Projects

The seventeen proposed sidewalk alignments, seen in map Exhibit 4-1, are designed to complete a continuous

network of pedestrian facilities throughout the Lockwood area. This network will provide opportunities for residents to travel seamlessly and safely on foot from their homes to desired destinations within the community, such as the Lockwood schools, Lockwood Square, and the Lockwood IGA.

The proposed sidewalk projects have been differentiated into three categories:

1. **Future Sidewalks:** Sidewalks identified by the Lockwood Pedestrian Safety District as projects

that they intend to fully or partially initiate and support as resources become available.

2. **Potential Ditch Pathways:** Two potential pathways aligned along the upper and lower Lockwood ditches. Bringing these pathways into fruition would provide scenic, off-street pedestrian trails to Lockwood which are desired by many. However, securing continuous public access along the ditches poses a great challenge. The feasibility of these potential ditch pathways is more uncertain than the other identified

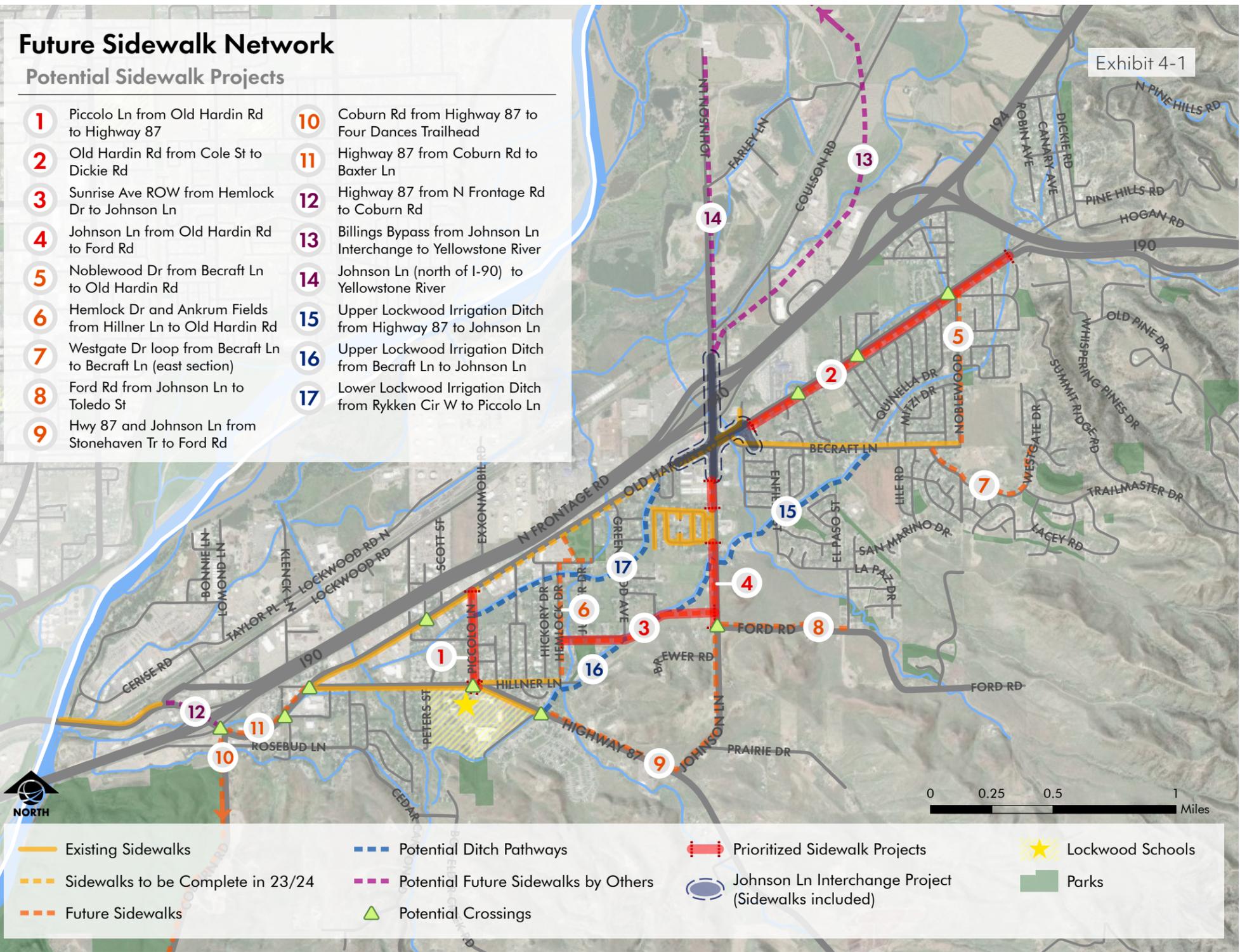


Future Sidewalk Network

Potential Sidewalk Projects

- 1 Piccolo Ln from Old Hardin Rd to Highway 87
- 2 Old Hardin Rd from Cole St to Dickie Rd
- 3 Sunrise Ave ROW from Hemlock Dr to Johnson Ln
- 4 Johnson Ln from Old Hardin Rd to Ford Rd
- 5 Noblewood Dr from Becraft Ln to Old Hardin Rd
- 6 Hemlock Dr and Ankrum Fields from Hillner Ln to Old Hardin Rd
- 7 Westgate Dr loop from Becraft Ln to Becraft Ln (east section)
- 8 Ford Rd from Johnson Ln to Toledo St
- 9 Hwy 87 and Johnson Ln from Stonehaven Tr to Ford Rd
- 10 Coburn Rd from Highway 87 to Four Dances Trailhead
- 11 Highway 87 from Coburn Rd to Baxter Ln
- 12 Highway 87 from N Frontage Rd to Coburn Rd
- 13 Billings Bypass from Johnson Ln Interchange to Yellowstone River
- 14 Johnson Ln (north of I-90) to Yellowstone River
- 15 Upper Lockwood Irrigation Ditch from Highway 87 to Johnson Ln
- 16 Upper Lockwood Irrigation Ditch from Becraft Ln to Johnson Ln
- 17 Lower Lockwood Irrigation Ditch from Rykken Cir W to Piccolo Ln

Exhibit 4-1



sidewalk projects.

3. **Potential Future Sidewalks by Others:** Sidewalks that will be planned for and built by entities other than LPSD.

Crossing Projects

The ten proposed safe pedestrian crossings, seen in map Exhibit 4-2, are placed strategically to provide the essential connections within the pedestrian network. These crossing locations were designed to link segments that are separated by dangerous high-

traffic roadways or connect nearby residential neighborhoods to the sidewalk network. To ensure safety and increase visibility of pedestrians, this plan is specifically recommending that each of the identified locations are built as signalized crossings using treatments such as traffic lights with pedestrian signals, High Intensity Activated Crosswalk (HAWK) beacons, or Rectangular Rapid-Flashing Beacons (RRFBs) in conjunction with crosswalks.

Prioritized Projects

Five pedestrian infrastructure projects have been selected as priority projects for implementation in the next seven years. These can be seen in map Exhibit 4-3. Three of the projects include both stretches of new sidewalk and their associated safe crossing, while two projects are only sidewalk or crossing facilities. The five prioritized projects are detailed in the table below:

Project	Planning Level Cost Estimate
A sidewalk along Piccolo Lane; a sidewalk that fills the sidewalk gap in front of the Lockwood Schools, directly across from Piccolo Lane; and a signalized pedestrian crossing at the intersection of Piccolo Lane and Highway 87	\$ 460,000
A sidewalk along the south side of Old Hardin Road, east of Johnson Lane ; and a signalized pedestrian crossing at the intersection of Old Hardin Road and Saddle Lane	\$2,300,000
A sidewalk along the vacant Sunrise Avenue Right-Of-Way, east of Hemlock Drive to Johnson Lane; and a signalized pedestrian crossing on Johnson Lane between the Sunrise Right-Of-Way and Ford Road	\$1,100,000
A sidewalk along the west side of Johnson Lane, south of Old Hardin Road	\$1,300,000
Improve the signalized pedestrian crossing at the intersection of Old Hardin Road and Highway 87 to allow crossings from all directions	\$700,000



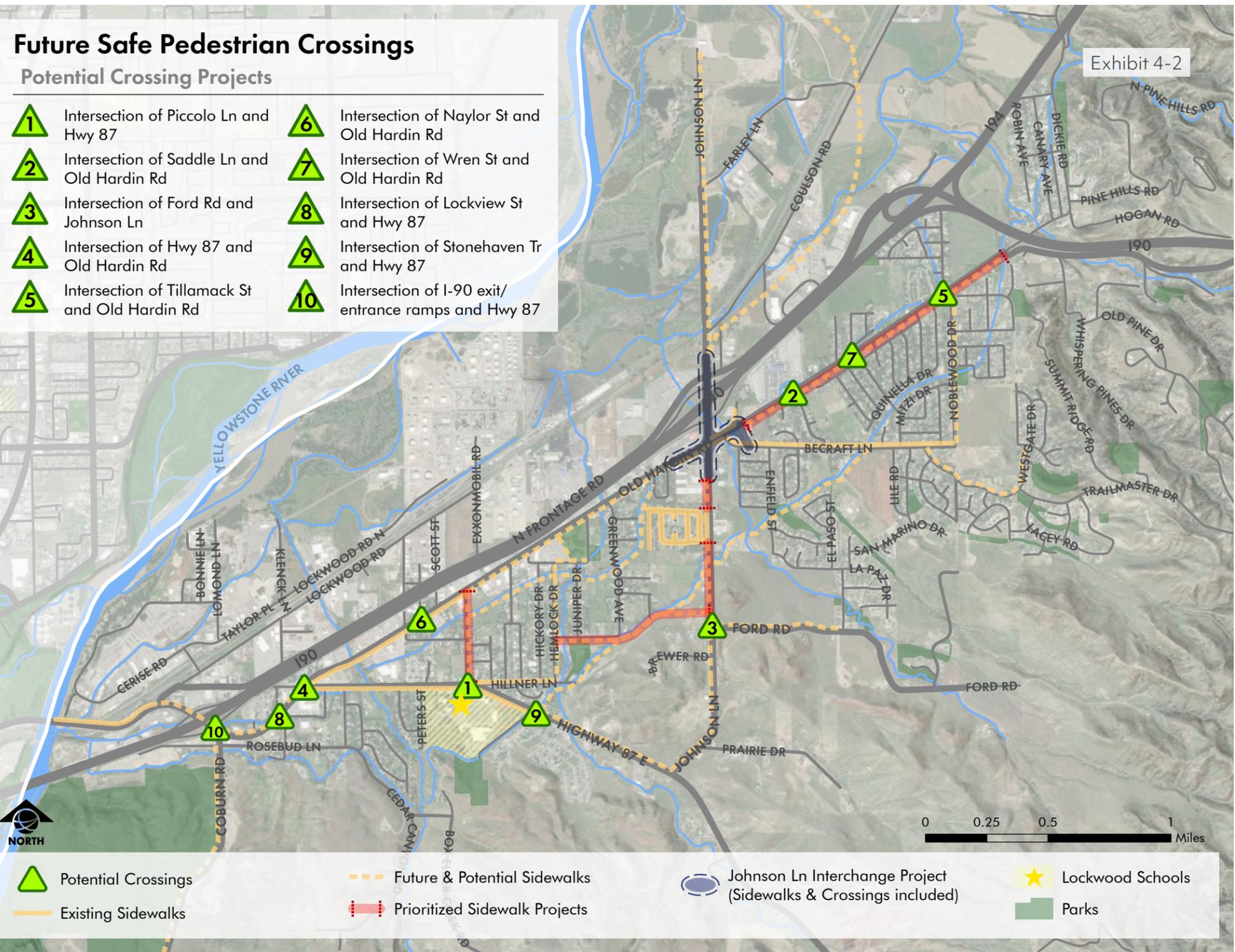
^ Photograph of an RRFB by Oregon Department of Transportation, under a CC-BY 2.0 license

Future Safe Pedestrian Crossings

Potential Crossing Projects

- | | |
|---|---|
| 1 Intersection of Piccolo Ln and Hwy 87 | 6 Intersection of Naylor St and Old Hardin Rd |
| 2 Intersection of Saddle Ln and Old Hardin Rd | 7 Intersection of Wren St and Old Hardin Rd |
| 3 Intersection of Ford Rd and Johnson Ln | 8 Intersection of Lockview St and Hwy 87 |
| 4 Intersection of Hwy 87 and Old Hardin Rd | 9 Intersection of Stonehaven Tr and Hwy 87 |
| 5 Intersection of Tillamack St and Old Hardin Rd | 10 Intersection of I-90 exit/entrance ramps and Hwy 87 |

Exhibit 4-2

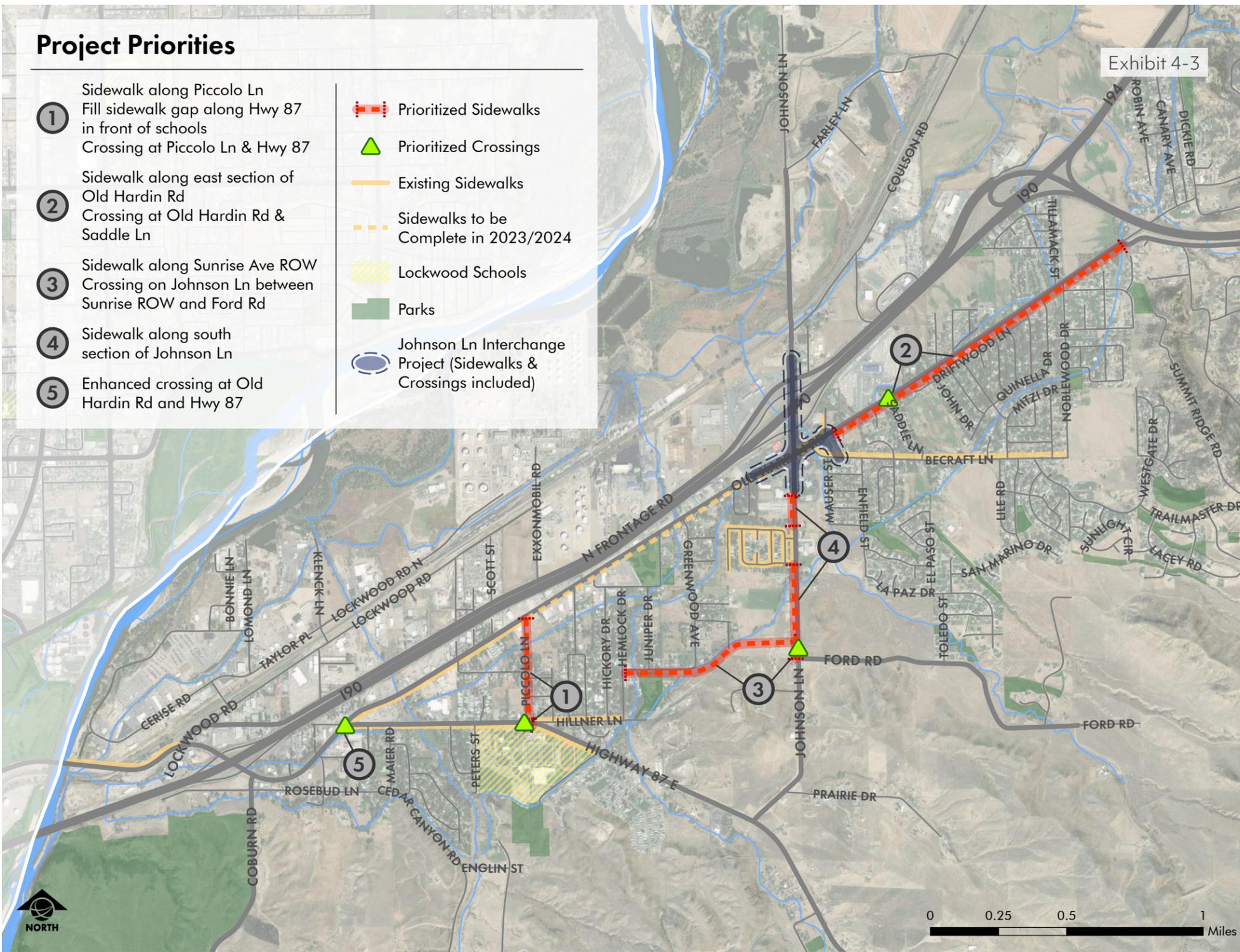


Project Priorities

- 1** Fill sidewalk gap along Hwy 87 in front of schools
Crossing at Piccolo Ln & Hwy 87
- 2** Sidewalk along east section of Old Hardin Rd
Crossing at Old Hardin Rd & Saddle Ln
- 3** Sidewalk along Sunrise Ave ROW
Crossing on Johnson Ln between Sunrise ROW and Ford Rd
- 4** Sidewalk along south section of Johnson Ln
- 5** Enhanced crossing at Old Hardin Rd and Hwy 87

- Prioritized Sidewalks
- Prioritized Crossings
- Existing Sidewalks
- Sidewalks to be Complete in 2023/2024
- Lockwood Schools
- Parks
- Johnson Ln Interchange Project (Sidewalks & Crossings included)

Exhibit 4-3



4.2 Continued Education

In addition to investing in non-motorized infrastructure projects, it is critical that physical improvements are paired with continued community education around increasing driver awareness, pedestrian safety strategies, safe biking and rolling practices, and state bicycle and pedestrian laws.

Education action items:

- Pedestrian and Bike Safety Education – Coordinate with Lockwood Schools to provide pedestrian and bicycle safety education, as well as training in bike handling skills and safety.
- Community Safety Campaign – Increase awareness of pedestrians and bicyclists by promoting a safety campaign aimed at creating a safe community for biking and walking

4.3 Encouragement to Use the Network

It is important to invest in efforts that get people on board and excited about walking and biking in Lockwood, while also making it a convenient transportation option. Once the physical infrastructure is implemented, outreach, recognition,

and increasing accessibility is critical to encourage Lockwood citizens to use the facilities which will solidify the network as a true community asset.

Encouragement action items:

- Support Lockwood Schools Walk and Roll to School events. Held annually throughout the United States, National Walking & Roll to School day is held in May. One day events can help promote awareness, but ongoing encouragement is needed to support active transportation.
- Walking School Bus Program supports active transportation and encourages the community to provide safe and reliable walking and rolling transportation to and from school along designated routes. Walking School Buses have a trained adult to walk a designated route to be a guide for students to walk and roll to and from school.
- Mileage Tracking is an activity to encourage residents to log miles walked and rolled. It is a tangible way to chart progress toward a goal and build progress throughout the community. The activity can be coordinated through schools, or with the Billings Area Safe Routes to School program.

4.4 Engagement

Continuous outreach with the community of Lockwood will help increase momentum behind the Non-Motorized Plan and its associated projects. Engagement in the form of community events and feedback collection will be necessary.

Engagement action items:

- Continue to build awareness of the Plan and proposed improvements through outreach to the community.
- Host of celebration as projects are completed.
- Conduct an annual survey of the community to assess the effectiveness of the pedestrian and bicycle network, and prioritization of projects.

4.5 Creating Equity

Not everyone has equal opportunities to walk and bike. There will need to be an emphasis on identifying and prioritizing strategies to address and overcome barriers that affect the most vulnerable populations within Lockwood.

Equity action items:

- Review demographic data to ensure that priority projects address

inequities throughout the community.

- Coordinate Yellowstone County for grant funding for infrastructure that supports development of more equitable system for walking and biking.

4.6 Continued Evaluation

Reflecting on Lockwood's progress in creating a safer and more enjoyable experience for active transportation users is essential to assess what is working and what is not for the Lockwood community. This is done by evaluating the community's successes and deficiencies when implementing the prescribed plan. The evaluation process then presents the opportunity to celebrate beneficial efforts and make adaptations to flawed strategies.

Evaluation action items:

- Annual review of the Non-Motorized Plan to review for progress in actions and updates as necessary.
- Conduct pedestrian and bicycle counts to establish a baseline and track trends as more facilities are completed.
- Collect and update crash data for continued monitoring of safety within the community.





A.0 | APPENDICES

- A.1 Public Engagement
- A.2 Funding & Partnerships
- A.3 Maintenance Plan

APPENDIX 1 | PUBLIC ENGAGEMENT

Website

A project website available to the public was created early in the project's process. The website hosted general information, exhibits, and updates throughout the development of the plan.

Public Survey

During the time of generating the proposed infrastructure plan, a public survey was posted to the project website in order to gain valuable community input on what active transportation improvements were needed in Lockwood. The survey was advertised on Sanderson Stewart's social media platforms, the project website, and through the Lockwood Schools communication outlets. At the end of the open survey period, the survey had received a total of 113 unique entries from Lockwood Community members. The input from Lockwood citizens was integral in directing and confirming infrastructure locations and priorities.

The results from the survey's ten questions are summarized in the following sections.

LOCKWOOD PEDESTRIAN SAFETY DISTRICT

Let's Walk and Roll Lockwood

PEDESTRIAN PLAN SURVEY

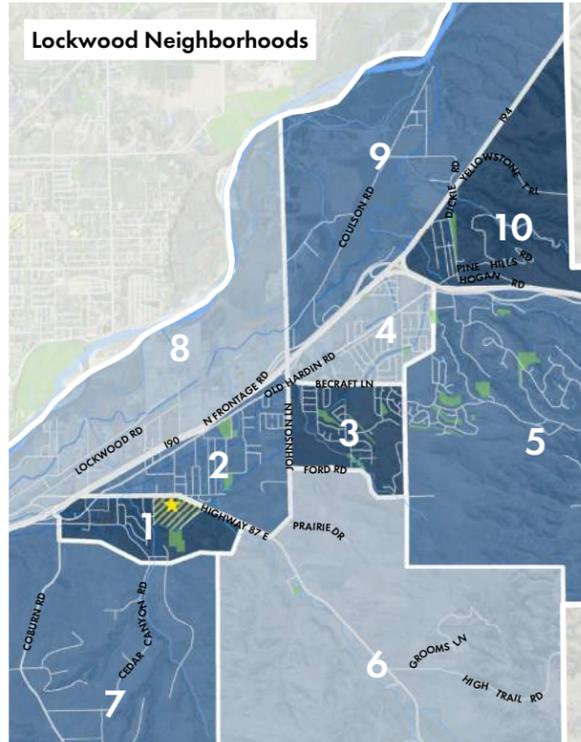
TAKE THE SURVEY!
www.lockwoodpedestrianplan.com

APPENDIX 1

Survey Results

Q.1 What area of Lockwood do you live in?

Survey respondents were asked to choose which Lockwood neighborhood they reside in based on the areas depicted in the presented map. Almost three quarters of respondents lived in areas 3, 4, and 5 (distributed fairly equal between the three neighborhoods). Every neighborhood except areas 8 and 9, located on the north side of Interstate 90, was represented in the survey entries. What area of Lockwood do you live in?



Q.2 Do you ever walk, bike, or wheel to get around Lockwood for transportation or recreation?

Respondents could choose from the four options: “Never,” “Rarely” (a few times a year) “Sometimes” (once a month), or “Yes” (once a week or more). Over 70 percent of respondents reported that they get around Lockwood by foot or wheel at least once a month. This shows that there is existing community interest in non-motorized transportation and that improved pedestrian facilities would positively impact many citizens in

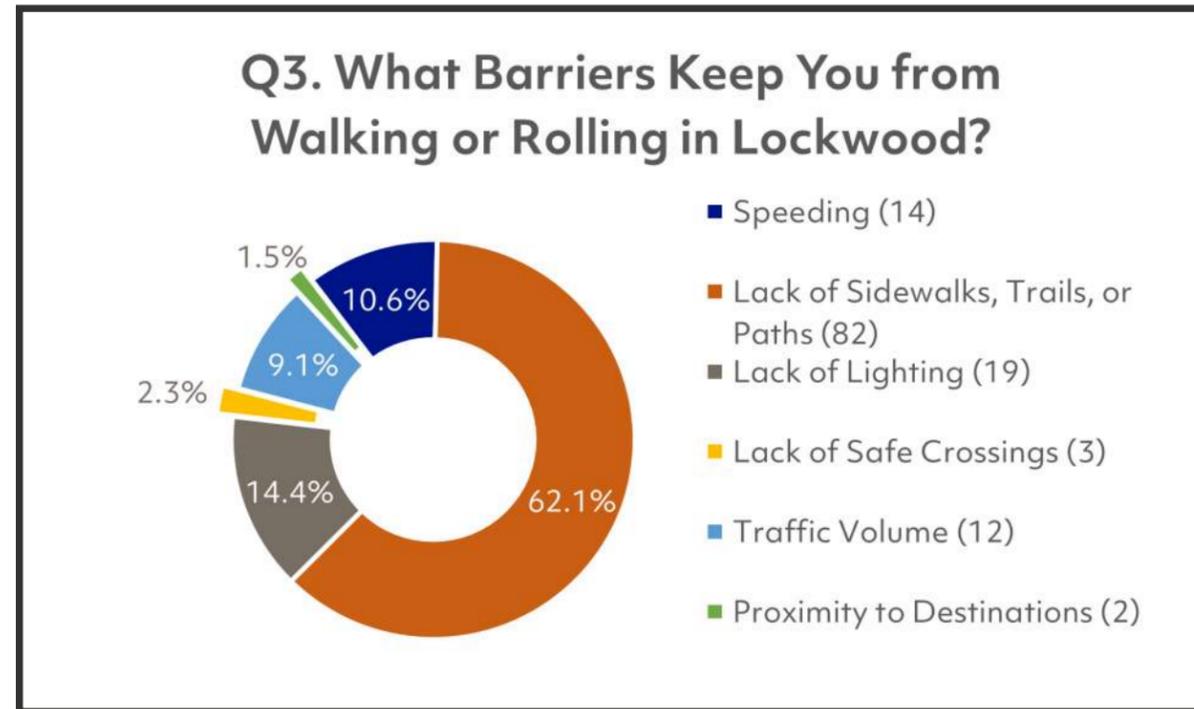


Lockwood.

Q.3 What barriers or safety concerns keep you from walking, biking, or wheeling in the Lockwood area?

Based on open ended responses, the most universal reason for preventing people in Lockwood from walking or rolling is that there is a “Lack of sidewalks, trails, or paths.” Although various other factors

were listed as major barriers of active transportation such as lack of lighting, lack of safe crossing, and speeding, it is clear that Lockwood’s largest deficit is in adequate path infrastructure.



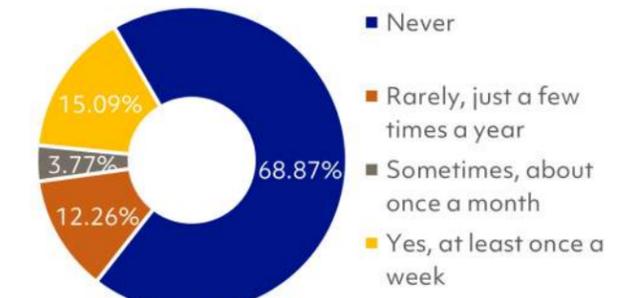
Q.4 Do you have children under 18 in your household?

94 percent of people reported that they have children under 18 in their household.

4.a If so, does your child(ren) ever walk, bike, or wheel to school?

The vast majority of children under 18 in Lockwood do not walk or roll in the community.

Q4. Do Your Children Walk, Bike, or Roll in Lockwood?



APPENDIX 1

4.b. What barriers or safety concerns keep your child(ren) from walking, biking, or wheeling to school or other destinations in the Lockwood area?

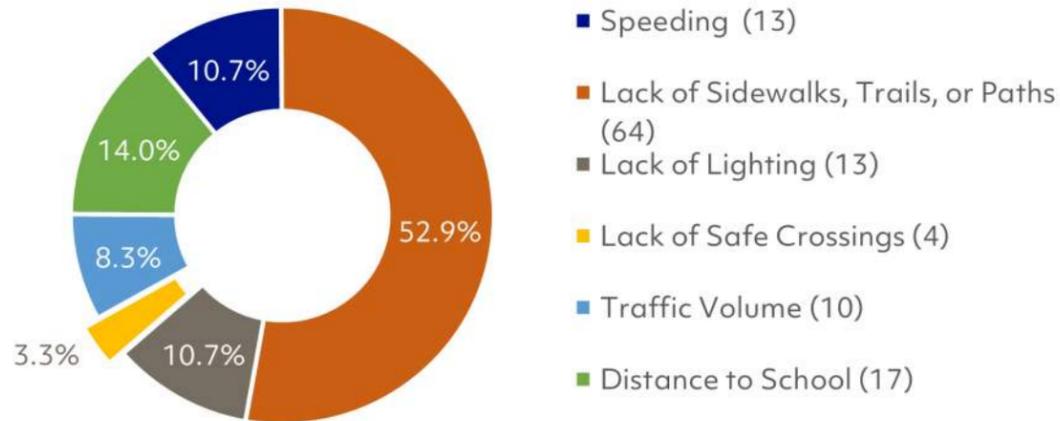
Based on open ended responses, the major barriers that keep children from walking or rolling in Lockwood were very similar to those that were listed by respondents in question 3.

The biggest deterrent for children is also the “lack of sidewalks, trails, or paths.” A factor that was not present for adult residents but was mentioned as large barrier for children was that the distance to the Lockwood Schools was too far for many children to walk or bike safely to or from school.

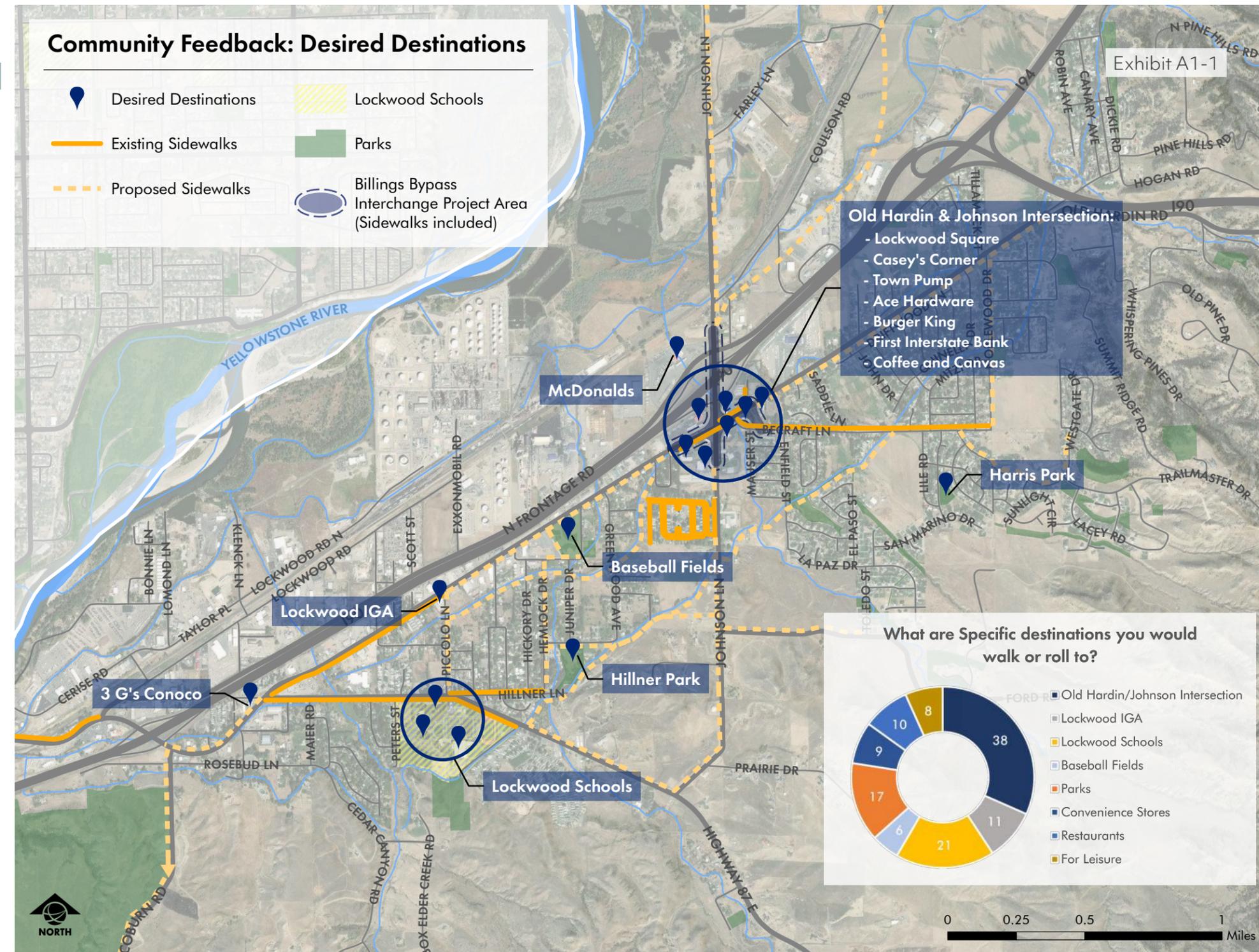
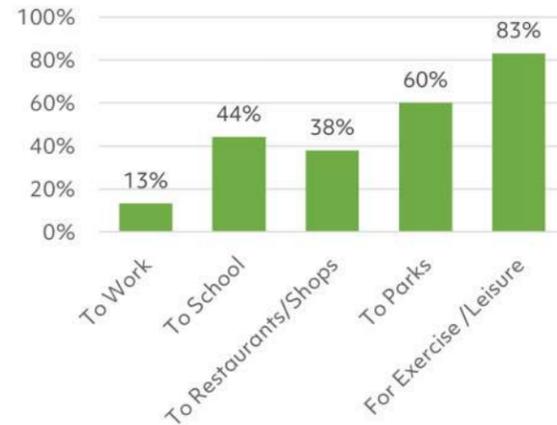
Q.5 If walking and biking was safer and more comfortable in Lockwood (more sidewalks, etc.) where would you most likely walk or bike to?

When choosing from the five options (seen in the graph below), most people reported that they would like to walk and bike around Lockwood for leisure, exercise, or to access parks. Almost half said they would like to be able to walk or bike to the schools.

Q4. What Barriers Keep Your Children from Walking or Rolling (to school) in Lockwood?



Q5. Desired Destinations Percent of People Who Would Walk/Bike to the Destination



APPENDIX 1

Q.6 What are the top 5 most important areas for additional sidewalks that would increase pedestrian safety in Lockwood?

Based on a weighted ranking analysis, people ranked the sidewalk projects with the highest priority as:

1. Old Hardin Rd from Johnson Ln to Dickie Rd
2. Piccolo Ln
3. Old Hardin Rd from Piccolo Ln to Johnson Ln
4. South portion of Johnson Ln and Highway 87 from Stonehaven Tr to Johnson Ln
5. Johnson Ln from Old Hardin Rd to Brewer Rd

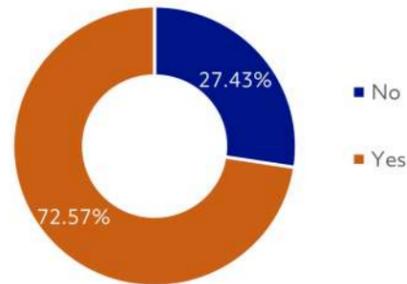
These sidewalk projects are largely reflected in the plan's project priorities with only some minor order changes and route alternatives based on feasibility. In the finalized priority list, the community's priority 3 was removed because that project is currently in the works for 2023 and 2024; priorities 1 and 2 were switched due to network needs; and priority 4 was substituted with the Sunrise Avenue Right-of-Way alignment from Hemlock

Drive to Johnson Lane, as it functionally creates the same connection and is a safer alternative for pedestrians.

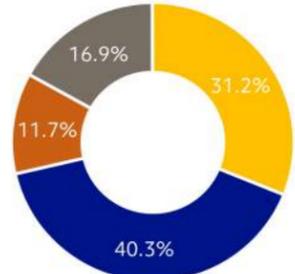
Q.7 Would you like to see pedestrian pathways built along Lockwood's two major ditches?

Almost 75 percent of respondents agreed that they would like to see pathways along Lockwood's ditches primarily because the paths would be located off streets and would be great for recreational activities. A few citizens reported that they would not like to see pathways along the ditches, because they would be an invasion of private property, the ditches can be dangerous, and that sidewalks should be the priority.

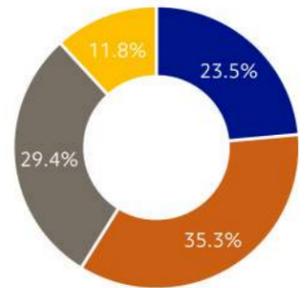
Q7. Should Pathways be Built Along Lockwood's Ditches?



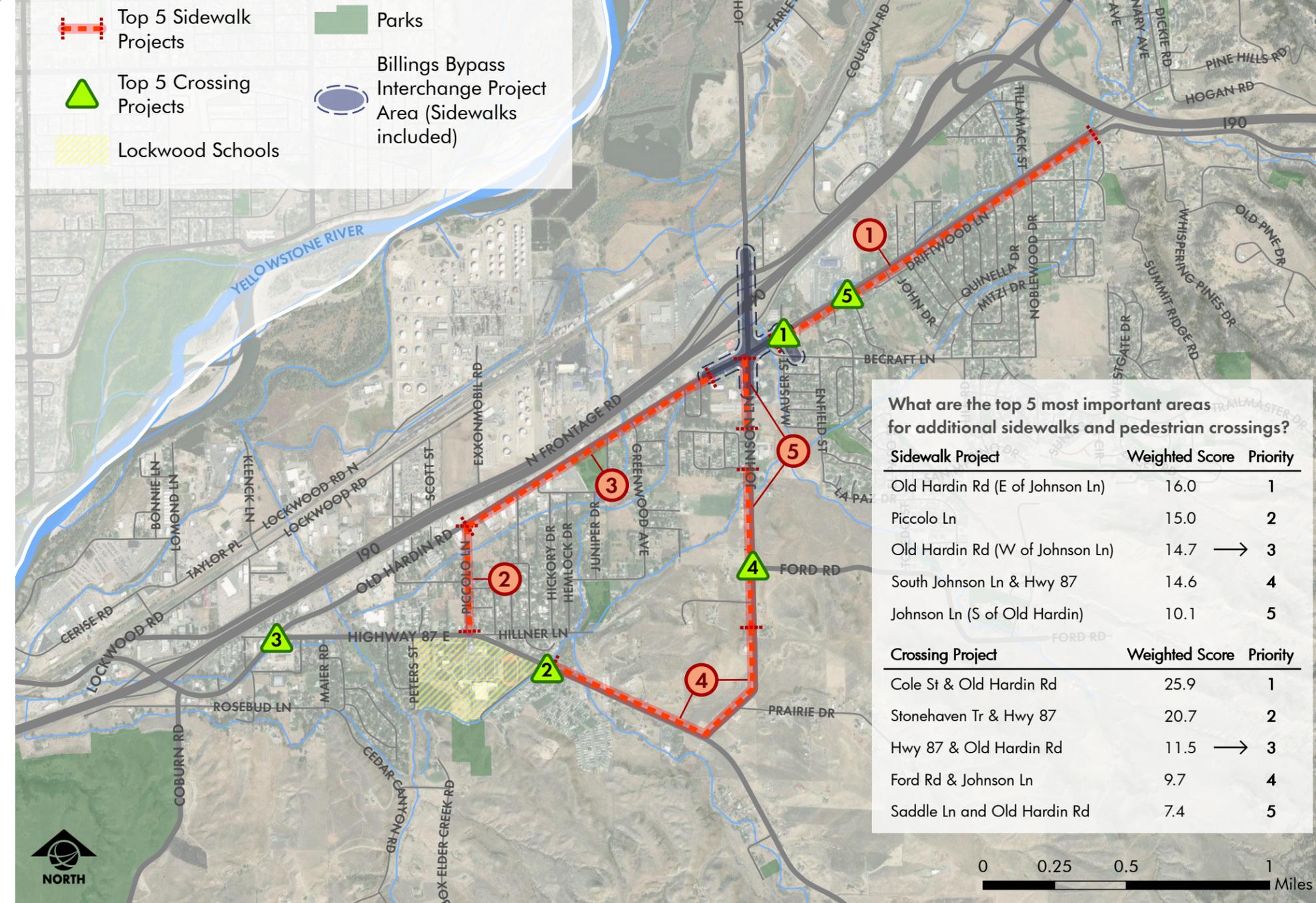
Q7. Why WOULD You Like to See Pathways Built Along Lockwood's Ditches?



Q7. Why Would You NOT Like to See Pathways Built Along Lockwood's Ditches?



Community Feedback: Project Priorities



What are the top 5 most important areas for additional sidewalks and pedestrian crossings?

Sidewalk Project	Weighted Score	Priority
Old Hardin Rd (E of Johnson Ln)	16.0	1
Piccolo Ln	15.0	2
Old Hardin Rd (W of Johnson Ln)	14.7	→ 3
South Johnson Ln & Hwy 87	14.6	4
Johnson Ln (S of Old Hardin)	10.1	5

Crossing Project	Weighted Score	Priority
Cole St & Old Hardin Rd	25.9	1
Stonehaven Tr & Hwy 87	20.7	2
Hwy 87 & Old Hardin Rd	11.5	→ 3
Ford Rd & Johnson Ln	9.7	4
Saddle Ln and Old Hardin Rd	7.4	5

APPENDIX 1

Q.8 What are the top 5 most important intersection improvements, such as crosswalks that would increase pedestrian safety in Lockwood?

Based on a weighted ranking analysis, people ranked the crossing projects with the highest priority as:

1. Cole St and Old Hardin Rd
2. Stonehaven Tr and Old Hardin Rd
3. Highway 87 and Old Hardin Rd
4. Ford Rd and Johnson Ln
5. Saddle Ln and Old Hardin Rd

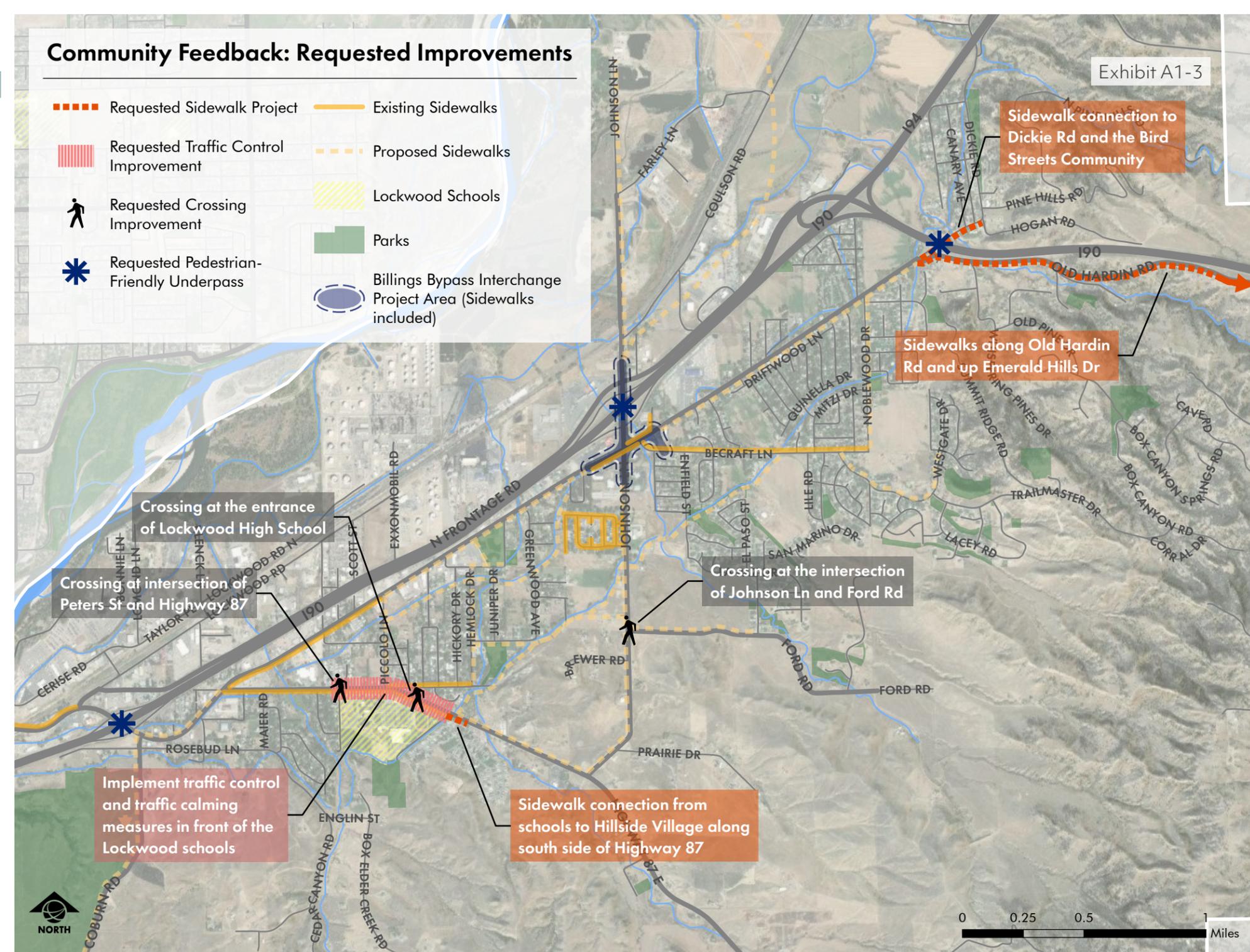
These crossing projects are also reflected in the plan's priorities. Besides some minimal order alterations, the only changes to the community-reported priorities that were made are the switch of crossing 1 and 2; the removal of crossing 1, as it will be installed with the Billings Bypass Interchange Project; and the shifting of crossing 2 to be across from Piccolo Lane, a more intuitive crossing for the Lockwood Schools.

Q.9 What else would you like us to know?

Common themes from these comments can be seen highlighted in the Requested Improvements map to the right. The requests were assessed and incorporated into the plan if they aligned with the plan's vision and fit within the scope of the plan.

Q.10 What other pedestrian or bike improvements would you like to see in Lockwood?

Common themes from these comments can be seen highlighted in the Requested Improvements map to the right. The requested improvements were assessed and incorporated into the plan if they aligned with the plan's vision and fit within the scope of the plan.



Survey Comments

Question 3

1. A lot of people speed. Speed bumps or police patrol would help with that.
2. Distance from home to destinations (school, stores, etc.).
3. Don't feel safe. Lack of sidewalks or paths to keep pedestrians away from motor vehicles.
4. Having safe sidewalks
5. I always use the sidewalk from my home to Lockwood IGA where the sidewalk ends. Any walking eastward on Old Hardin Road beyond the Piccolo intersection is done on the shoulder of the road and paying close attention to traffic. In heavy winter traffic, I am walking in the snowy ditch next to the shoulder of the road which is sometimes difficult and treacherous. I used to walk back and forth on Piccolo Avenue to work at the Lockwood School District. There is no shoulder or sidewalk on that street. It is treacherous in bad weather. There are also several students who also walk back and forth on Piccolo and must beware of traffic and icy road conditions.
6. I do not personally walk, aside from our own street (Quinella/Saddle), but we have grandkids that do every day to many different locations. I greatly appreciate the sidewalks that have been built in the different areas...along Becraft, going by our street, as well as the ones by the school. Every day our grandkids, and sometimes

daughter walk to many different locations in Lockwood. Before the sidewalk was put in, there were 2 fatalities at each end of our street...one walking, one bike riding. Having the sidewalk along Becraft has made walking, bike riding, etc. much much safer. I truly appreciate that. I feel like there are still many many people of all ages walking and riding bikes along Old Hardin Road, all the way from the exit by Cenex and Town Pump to the highway underpass and further by Dickie Road. Many times, especially in the dark, as there are very few street and yard lights, a person/people walking along the road are only seen basically at the last few seconds, and it is extremely dangerous and scary. I feel like any walkways we can possibly get in Lockwood would greatly increase safety. Many time during the spring/summer kids are riding bikes to and from different places, for instance school and the baseball complex as well.

7. I don't walk or ride my bike on Old Hardin Rd (east of Johnson Lane) as there aren't any sidewalks and cars drive way too close for comfort.
8. I live in Emerald Hills
9. I live off Colburn. There is no shoulder on the road.
10. I really enjoy rollerblading, but I have to travel into Billings to do so as their are no good places to rollerblade in Lockwood, no trails etc.
11. I would walk more often if there were more sidewalks along busier roads, Old Hardin Rd and Johnson Ln in particular. Lighting is also an issue if you walk later in the day or early in the morning.
12. It's super dangerous to walk on old hardin

there is no sidewalk at all and no street lights hardly anywhere.

13. Johnson lane is super busy and curvy. Makes me nervous that there's no sidewalks or way to get off the road when cars can't see you until the last minute.
14. Lack of safe sidewalk.
15. Lack of side walks and street lights
16. Lack of side walks. Have to walk or ride in the streets. Lack of designated area for biking and rolling.
17. Lack of sidewalk/bikepaths
18. Lack of sidewalks
19. Lack of sidewalks and crosswalks. Also very dark at night.
20. Lack of sidewalks and lack of separation from traffic are my main safety concerns, while walking and riding bikes with my young children.
21. Lack of sidewalks and paths.
22. Lack of sidewalks and street lights
23. Lack of sidewalks on main streets
24. Lack of sidewalks, crosswalks, walking paths
25. Lack of sidewalks, signage and motorists following the signage we do have!
26. Lack of sidewalks.
27. Lack of walking paths or sidewalks along busy streets.
28. Lack of walking/biking paths for main roads. For example Johnson Lane and Ford Road do not have any room to walk or bike without being on the main road.
29. Lighted streets. Lack of trails
30. Limited walking paths or sidewalks. Have dogs I also walk and challenging with them.
31. Limited walkways
32. lock of complete sidewalks down busy streets. especially old hardin by the

baseball fields

33. Loose dogs and traffic
34. Narrow USHY 87E--no shoulders and a lot of traffic
35. no bike paths
36. No reliable sidewalks or walking areas
37. No safe bike bath on Old Hardin Rd from Becraft. Shoulder is very narrow so riding on the edge isn't safe. Also a sidewalk along Tanglewood by the park- there's a lot of traffic near that park and kids ride bikes/ skateboards in the middle of the road.
38. No safe pathway
39. No side walks
40. No side walks, besides on becraft. People do not go the speed limit on westgate. Street lights for when it gets darker early in the fall.
41. No sidewalk on Westgate! Lots of car traffic and pedestrian traffic between trail master and becraft
42. No sidewalk. People drive around the corner by the old salvage yard on Dickie and think the speed limit increases to 50 mph.
43. No sidewalks
44. No sidewalks people drive too fast
45. No sidewalks and very unsafe to walk, could get hit by a car.
46. no sidewalks everywhere. I'd like ones like becraft everywhere!
47. No sidewalks on Old Hardin Rd.
48. No sidewalks or bike path.
49. No sidewalks or streetlights
50. no sidewalks past school/stadium as a mom of 5 it would be nice to get sidewalks up to Hillside village for children's safety
51. No sidewalks. No cross walks. Speed limits
52. No sidewalks! concerned about cars,

mostly in winter months when it's dark early 5ish

53. No sidewalks, no lighting
54. No sidewalks. Worried about getting hit due to speeding drivers.
55. No traffic lights-no sidewalks-people drive like maniacs
56. No walking trails or paths
57. None
58. Not enough bike lanes. Old Hardin road can be very dangerous.
59. Not enough sidewalks and safe areas for kids to ride bike and walk away from traffic.
60. Not enough sidewalks or shoulders on the roads.
61. Not enough sidewalks. Don't like to walk in the street. A long biking trail would be nice for the kids in Lockwood.
62. Not enough street lights.
63. Not having adequate sidewalk or paths to walk or ride bikes from the school to the other side of Lockwood.
64. Old Hardin Road
65. Old Hardin Road does not have sidewalks and is very unsafe for walking or biking.
66. Old Hardin Road not having safe walk/bike ways.
67. Over grown trees and definitely many areas are not well lit.
68. People speeding on Cedar Canyon. There's not much room on the shoulder of the road. It would be great to have a path for wheels, pedestrians and horses between the road and the irrigation ditch."
69. Roads are narrow and with 2 way traffic while walking you have to walk on the road. If drivers are not paying attention being hit by a vehicle while walking with my children is a concern.

70. Safe walking paths
71. Safety concerns. Not enough sidewalks or well lit streets to walk on safely.
72. "School traffic makes me nervous to cross Rock Hill Drive or Peters Street at Hwy 87 East. I also would like to walk on a sidewalk past lockwood school and heading East toward Johnson Lane on Hwy87 E, but there is a portion just past the crossing guard shack where I have to 'go off road' in order to continue walking along the highway.
73. Sidewalks and lighting. People are driving too fast in residential areas and completely blowing stop signs.
74. Since we live right off the highway there is not safe area to walk. There is hardly a shoulder. I would love to have my my kids bike and walk safely around Lockwood.
75. speeding traffic and no walking path or sidewalks on old Hardin rd keep us from walking other routes besides the Becraft Ln side walk.
76. The break in sidewalk in front of the white house by the school. Lack of good lighting.
77. The lack of shoulder and/or sidewalk on Old Hardin Rd. between Johnson Lane and Noblewood is the greatest barrier keeping myself and my adolescent son from riding our bikes beyond our neighborhood streets. The traffic on Old Hardin Rd. is to heavy to ride on the road and few drivers are cautious or courteous of bikers/walkers.
78. The lack of sidewalks.
79. The road is too narrow on Ford Road.
80. The side walks we have are poorly planned and layed out. The streets are not safe as cars do not watch for pedestrians.
81. The speed of cars. No one follows speed limit signs. No sidewalks.

- 82. The speeding cars
- 83. The traffic is what keeps me from biking or letting my children ride anywhere. I will not let my kids ride their bikes to school and navigate Johnson lane to get to school. It is not safe.
- 84. The weather is the only things that stops me.
- 85. The White House next to the school needs a side walk in front of it and there should be one in front of hillside village
- 86. There are no sidewalks in our neighborhood.
- 87. There are no sidewalks pretty much anywhere.
- 88. There are now sidewalks or safe shoulders on Old Hardin Rd.
- 89. "They should extend the sidewalk from Becraft up Westgate Drive to at least Trailmaster. Too many people/kids nearly get hit everyday in that area. The new beautiful sidewalk on Becraft becomes overgrown with weeds until someone finally weed whacks or mows it. ZERO street lights! Lockwood is extremely dangerous after dark."
- 90. To scary might get hit.
- 91. Traffic
- 92. Traffic going too fast. Cars speeding through neighborhoods. Lack of lighting.
- 93. Traffic speed and no shoulder or sidewalk
- 94. Traffic, no sidewalks
- 95. Traffic, road conditions / terrain.
- 96. Traffic, To get from Sierra Estates you have to cross very busy roads and intersections.
- 97. Walking, biking, or riding horses under the overpass can be dangerous. There's no real shoulder there.
- 98. We live right off Johnson Ln and there are no sidewalks or even shoulders on the

road. We feel unsafe biking and walking directly from our house.

Question 4

1. The road is too narrow on Ford Road.
2. School traffic makes me nervous to allow my children to walk on the sidewalk along hwy87E. It's dangerous to cross Rock Hill Drive or Peters Street at Hwy 87 East during school drop off or pick up.
3. Since we live right off the highway there is not safe area to walk or ride with cars driving 60+ MPH. There is hardly a shoulder to walk on.
4. Concerned about faster roads like highway 87, also Ford rd is very narrow and curvy as well as Johnson rd.
5. A sidewalk or bike path to the school. Need sidewalk along Johnson Lane and sidewalk to school from Johnson Lane.
6. johnson is too dangerous to have the kids ride bike or walk on.
7. My kids would love to walk or ride their bikes to school, but going up the hill by the water tower on Johnson Ln just doesn't seem like a safe option at any time.
8. There is not a safe path for my kids to get to school from Ford Road. Johnson lane is not safe, nor is the upper side of the highway from Johnson to the school.
9. The biggest thing is how busy Old Hardin Road is and there isn't any side walks
10. Lack of sidewalk along Old Hardin Rd east of Johnson Ln
11. Old Hardin Road not having safe sidewalks is the #1 reason, sidewalks from Old hardin to the school is 2nd reason.
12. To far, has to cross un safe intersection of

- Johnson Ln and old hardin rd
13. We live on Rock Hill Dr and Traffic is crazy this year from cars using it to get to highway 87 instead of Peter during drop off and pick up at the primary school and with no speed limit posted a lot of them speed through our neighborhood.
 14. There is no safe passage for non cars under the overpass. My son would ride his bike to his friend's house just across the interstate otherwise.
 15. westgate is effectively a high speed road, no sidewalk. The entire johnson lane intersection is not pedestrian friendly. it's very difficult to travel lockwood on foot.
 16. The large amount of craziness in the world. Child trafficking and things like that.
 17. He drives to school
 18. She has her drivers license
 19. Lack of side walks. Have to walk or ride in the streets. Lack of designated area for biking and rolling. Concern to keep children off the roads, especially when it gets dark early.
 20. Same reasons listed above plus too many shady people
 21. "1. County code does not require homeowners to shovel their walks of snow and debris. There is no real incentive for businesses to do it either from what I can tell. As a result, snow accumulation is a problem.
2. The sidewalks are, unfortunately, sometimes under water in low laying areas due to drainage issues and lack of sidewalk elevation. These are both unfortunate, as they will cause the sidewalks to fail prematurely.
3. Much of the area is unlit by streetlights.

- Or it is lit by light that blinds oncoming traffic, such as on Old Hardin by the equipment rental areas, or the signage lighting from the Lockwood water and many others. This blinds oncoming drivers to pedestrians and bikes, making it hazardous to walk and bike in evenings and at night. Given our northern latitude, this limits the available usage timeframe, especially for getting to work and home, or home after evening athletic practice."
22. Location of our home is too hilly for a child to ride their bike to school
 23. Traffic, threat of violence / hazard, limited with areas to play / ride.
 24. The White House next to the school needs a side walk in front of it and there should be one in front of hillside village. My children walk to school daily if it's warm enough.
 25. Distance, travel near truck stops, no street lights, no sidewalks.
 26. Distance.
 27. Few trails or sidewalks. Distance
 28. It is quite a distance. There is no safe way for pedestrians to walk from my neighborhood to anything in Lockwood.
 29. Lack of sidewalks and distance
 30. School is too far. I don't let my kids ride outside of the subdivision because there are no safe sidewalks/ bike paths to get out of Sierra Estates.
 31. Too far, no paths, and not safe.
 32. We live a little too far for him to bike to school. If there was a sidewalk they could ride on maybe I would consider it.
 33. Distance
 34. Distance and safety.
 35. Distance from home to destinations (school, friends, etc.).

36. Distance is the main barrier. We live too far away from the school for my children to ride bikes or walk.
37. Too far and too many safety concerns.
38. Too far of a distance
39. We are to far from school
40. We live a little far from the school to be walking or biking.
41. Traffic speed and no shoulder or sidewalk away from at times very heavy Traffic and many ignoring posted speed limits.
42. A lot of traffic, no sidewalks or safe routes to get to school.
43. Lack of safe walk ways or paths and being on highway routes and roads that growing in traffic volumes since we moved to lockwood in 2014.
44. Lack of sidewalks on the busy road. Major safety concerns.
45. Traffic and lack of sidewalks and paths.
46. Dangerous highway
47. Lack of sidewalks, direct route and safe crossing on busy roads
48. No safe route(bike path, side walk, cross walk, etc) to school from our home.
49. No sidewalks or adequate lighting. People speeding and yelling at us for walking, riding bikes, skating. Been told to stay out of the way.
50. Again lack of sidewalks, lights for morning. Some areas in Lockwood are a bit scary for a young child to ride through safely with out getting hit.
51. Lack of side walks and street lights
52. Lightning. Trails
53. No bike trails or street lights it super dangerous
54. no sidewalks past school/stadium as a mom of 5 it would be nice to get sidewalks up to Hillside village for children's safety,

- Also more street lighting seems very appropriate
55. No sidewalks, no lights
 56. Not enough sidewalks and no street lights.
 57. The break in sidewalk in front of the white house by the school. Lack of good lighting.
 58. As above....especially with such a lack of lighting in most areas, nearly impossible to see those walking/riding until you are right up to them.
 59. Due to no sidewalks and drivers driving at high speeds, I do not allow my children to walk or ride bikes in my neighborhood. We walk and ride bikes in safer areas.
 60. No side walks or bike lanes. Speeding drivers.
 61. Speed limits. Sidewalks
 62. Having safe sidewalks
 63. Lack of safe sidewalk.
 64. Lack of sidewalks
 65. Lack of sidewalks/bike paths
 66. Lack of walking paths or sidewalks along busy streets.
 67. Limited sidewalks to lockwood school
 68. no bike paths to the school
 69. No reliable sidewalks or walking areas
 70. No safe route without riding on busy streets to get to school
 71. No safe walking or biking trails.
 72. No safe way to get there without car or bus.
 73. No side walks.
 74. No sidewalks
 75. No sidewalks for 75% of their route.
 76. no sidewalks to safely get to school
 77. No where safe to ride. There isn't a shoulder or trail
 78. Not enough bike lanes.
 79. Not enough sidewalks or shoulders on the roads.

APPENDIX 1

80. Not safe without a sidewalk. I can't trust cars will be looking for kids on the side of the road and will slow down and get over for them.
81. Same as above. Plus neighborhood that we live in does not have a walking path/sidewalks.
82. Same- No safe place pathways
83. Sidewalks
84. The missing chunk of sidewalk at the crosswalk in front of the school.
85. There are no sidewalks all the way to the school
86. There is no sidewalks so it is very unsafe to walk down the road.
87. They do not have a safe route.
88. We live in Emerald Hills. I don't feel safe with him on the roads.
89. One of my biggest concern regarding my children's safety is that even on several of the residential streets (most likely due to businesses) the cars speed excessively and do not pay attention to the kids.
90. Poor driving habits of our residents!
91. Same, speed is huge and not stopping at stop signs.
92. Speeders

Question 5

1. Ace hardware. IGA. Zoe church. Sassy and classy. Coffee and Canvas. Lockwood Dental. Dairy Queen. Jins Buffet. Lockwood Water. Baseball field. McDonald's. Burger King. First Interstate Bank
2. Coffee shops, parks
3. friends homes
4. Gas stations and restaurants
5. Harris Park, Coffee & Canvas

6. Harris Park, Lockwood Little League Fields, gas stations.
7. Harris Park, Lockwood Little League, restaurants closeby as our family is very active.
8. I would like to be able to make a full circle from the school, up Hwy 87 E to Johnson Ln., and on Old Hardin Rd to the school. I would also like to be able to get to area 3 on the map from the school.
9. I would love to ride and walk everywhere in Lockwood but it's to dangerous
10. I would walk more often for exercise primarily.
11. I'd like to be able to walk down Piccolo to go to the grocery store, but it's narrow as it is for 2-way traffic, and pedestrians are at risk. I also would never walk on Johnson Lane, but I'd like to walk or ride my bike to the businesses around the Ace Hardware store.
12. If there was a safe path (disconnected from any motor vehicle streets) from our neighborhood to the school we would use it recreationally often and kids could bike to school, weather permitting.
13. If there were a sidewalk on Old Hardin Rd. my family would likely bike to restaurants such as Burger King, Coffee and Canvas, etc. My older son would be able to ride his bike to friends' houses. We would also be more able to ride for leisure/exercise.
14. If there were more sidewalks our family would feel safe to walk to the park and for recreation
15. IGA
16. IGA (specifically the road between old Hardin and HWY87 needs a sidewalk!)
17. In January 2020, I had walked to Lockwood Ace Hardware via Old Hardin Road. On my

- return, I slipped and fell on ice and broke my wrist walking on Old Hardin Road in an area with no sidewalk.
18. It would be nice to be able to bike or walk to the coffee shop, Ace or IGA via a side walk.
 19. Johnson lane to School
 20. Kids walk to Casey corner gas station. I would possibly let the old children who are middle school ride bikes to school if there were safe routes.
 21. Lockwood Little League field, Lockwood Schools, Ace Hardware, Lockwood IGA
 22. Lockwood Middle school. Hilner park. IGA
 23. Lockwood School
 24. Lockwood school campus, through neighborhoods such as Serria Estates where we live. Parks, Harris Park is a destination we frequent.
 25. Lockwood school, Burger King, McDonald's, Loves trucks stop, Casey's corner, Lockwood iga.
 26. "Lockwood School. Gas station. A scenic loop or path to Four Dances"
 27. Lockwood Schools
 28. Lockwood schools and IGA.
 29. Lockwood Square. IGA
 30. Maybe to school and down to the gas stations for snacks.
 31. Mini mall
 32. Most use would be for health and exercise. Strongly support any opportunity to promote outdoor activities and use it paths / trails.
 33. Parks. We need a nice park to take the kids
 34. School
 35. School, Dairy Queen, Ace Hardware, Yellowstone coffee and canvas, and most of the businesses around Lockwood square. Old Hardin Road desperately

- needs sidewalk from Piccolo to Johnson Ln and from up piccolo to the school, in order to improve safety for kids.
36. Shopping Plaza. Baseball fields. Schools. Neighborhood parks. Bike or roller skate park if they had one.
 37. Sidewalks on Johnson lane and from Johnson lane to the school along HWY 87
 38. Softball field
 39. Stores, parks, and restaurants.
 40. The businesses on Johnson lane.
 41. The school to play on the playgrounds. Walking for exercise.
 42. The slow side roads are fine without sidewalks in my opinion, but the busy/higher speed roads can be very dangerous.
 43. The strip mall area off Johnson Lane/ Old Hardin rd. Work- ExxonMobil refinery. Anywhere I could ride just for fun. To the Billings Trail System if there was a connection.
 44. to and from school, gas stations, banks, fast food places, ball park, regular parks all over
 45. To the school mainly, but walking to Lockwood square and the gas stations/coffee shops would be great too.
 46. We might walk to school events if it were more convenient and safer. I would probably just walk the dogs more than anything.
 47. We need more restaurants :)
 48. We often bike to harris park but it is unsafe most of the way. We have biked to Dairy queen but it is also very unsafe and we have to go the long way. I run often for exercise but I feel limited on where I can go due to sidewalks."
 49. We would be able to bike to coffee and canvas, have ice cream at dairy queen,

- bike to school. Everything would be more accessible for us. My children would be able to walk or bike to their friends house. I used to bike all the time before we moved out to Lockwood. Due to our location that's not longer a safe option for my family unless we drive to a safe location with all the bikes loaded in the car.
50. We would walk or bike to the IGA and see other friends in other neighborhoods in Lockwood. Right now, we drive because it's just not safe.
 51. We would walk to the gas station, stores, park often if there were sidewalks
 52. Would like to see more walking and biking trails in the hills.
 53. would like to walk/ride to school and lockwood little league fields.
 54. Would love to have a trail that would be appropriate for rollerblading in Lockwood, but not sure thats realistic in Lockwood, expense-wise among other reasons. I know our family is not currently in a place we welcome new/more taxes, they go up every year and is beginning to hurt us.

Question 7a

1. I think they would be convenient and provide a direct conduit to the schools, which are a hub of the community, while separating pedestrian and vehicular traffic. They would also be more aesthetically pleasing and safer for recreational uses such as walking, jogging, and biking.
2. Kids could move around without being on major roadways. It would be more peaceful to run/bike/walk not along roads.
3. Kids could ride to school from Becraft area

- safely without auto traffic. add safe place to recreational ride.
4. Recreation away from main roads
 5. Safe areas for children to walk to school and pedestrians to enjoy walking outside.
 6. Safer and easily accessible routes for biking, walking, running, etc.
 7. Seems like a nice quiet place to walk without traffic.
 8. Exercise purposes
 9. Gives more outside exercise options.
 10. I think walking paths throughout the community, similar to the ones in the heights, would be amazing!
 11. If it were feasible, it would be another route to walk or bike for leisure and exercise.
 12. It might be a nice recreational path?
 13. It would be nice to be able to go on walks with my family. Be able to rub the path
 14. More area for recreational walking/ biking
 15. Paths for kids to ride
 16. So everyone can enjoy walking and bike riding as a family
 17. The more access citizens have to walking/ biking paths, the more apt they are to exercise and enjoy their community.
 18. To have a safe place to walk and ride bikes for exercise.
 19. Walking dogs off leash
 20. Walking for exercise and leisure would bring mental and physical health to my community. Please make them legal for horses too.
 21. Would be a great scenic walk/ bike path to have family walks
 22. Would love to have paths to walk on for recreational. Currently no "loop" to walk consistently.
 23. Would make a nice walking and biking

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- path that would be safe for everyone in Lockwood.
24. Yes, this would make a great walking path!
 25. It is a direct route to the school, kids can walk safely to and from school, not by any major road way.
 26. Lockwood is difficult to travel by foot. The connecting roads such as Johnson are incredibly dangerous to walk. Additionally, the distances are too far around. The 15 & 16 routes would connect the school and 'west' lockwood to 'east' lockwood and I think would be an incredible thing to have *BUT* this should be a bikable path wide enough for walking and riding. Path 17 is less important in my opinion. Sidewalks at 1 and 2 would get 80% of the benefit. I would be fantastic to have that for sure, keeping kids completely off the busy roads to travel around. Path 16 could be split. Enfield to fire station, then continue on path 15 over. Path 15 could be split, fire station to Greenwood/Sunrise.I'd love to see all of 15 and 16, but just getting from Sunrise over to Johnson and to Enfield would bridge the two sides of lockwood together.
 27. Mostly because they are more direct paths to the school and might avoid most traffic issues.
 28. Off street paths to cut through, serving major residential sections to get to the school.
 29. they are away from the main streets and more a direct route to the school
 30. Close to ditch 16 and would give everyone around beacraft a straight shot to the school.
 31. Direct route to school
 32. It would give us a short cut to get from our neighborhood to the school. Possibly letting our son bike this path to school.
 33. One is/would be a shortcut to the school
 34. So children who are living in or near hillside village will be safe on travels to and from school
 35. They are already in use for such by many students on their way to school. My only concern would be that it is imperative it is fenced on the side of the ditch that is used for trail, for obvious reasons.
 36. They are short cuts to get to the schools
 37. It would allow pathways from both major sections of Lockwood without being near the busy highways.
 38. Less concern about traffic. More direct route
 39. Didnt realize there was a connection point available that would cut through neighborhoods
 40. Ease of access to different areas without going around neighborhoods!
 41. Easier access
 42. Easier walking path across Lockwood. Not along the roads. Safer route for kids to get across Lockwood to school area. Safer route for those walking for exercise.
 43. It will get to my neighborhood, perhaps my husband will let my son ride his bike to his friend's house on the other side of the interstate.
 44. Just makes it easier to navigate lockwood
 45. Opens up access and alternate routes
 46. A better location for walking around our community would be nice. Get off the roads and be able to walk through "park areas".
 47. Could be nice recreational paths away from traffic
 48. Easier walking while steering clear of traffic!
 49. I think it would help transfer pedestrian traffic from the roads to the pathways.
 50. It would be a great place to bike and walk without worrying about traffic.
 51. It would be a nice place to walk or bike that's not near a lot of traffic.
 52. Possibly less dangerous from the danger of cars.
 53. Potentially a safer route.
 54. Safer for children and everyone to cross.
 55. Safety
 56. Safety but not if it will raise my taxes for the 100th time
 57. Safety for children
 58. Safety of pedestrians
 59. The sidewalks would provide pathways away from the traffic. One major concern that I have with my children walking and biking is the traffic in Lockwood. People tend to not obey the speed limit.
 60. This could be used as a walking or biking path that is off the major road ways. Much like the walking path that runs through the heights too Two Moon park from Mary St.
 61. To keep everyone safer
 62. When people are walking along the roads, especially in certain areas, as with the ditches, it really doesn't give them much space without a sidewalk to stay off the road, or to "jump" out of the way to avoid being hit
 63. 16-3-15 would really help us out!
 64. Any new sidewalks for pedestrians is better than trying to walk on the side of the road
 65. People already walk the paths.
 66. People walk along them anyways, why is this a concern kids will jump in since there is a sidewalk?

67. The more sidewalks the better
68. There are a lot of pedestrians in these areas
69. Walking paths are nice to have, but I would like to see sidewalks first.
70. We used to ride the pathways in the heights when we lived there.

Question 7b

1. Absolutely not the ditch runs to close to home and will cause problems.
2. Because it runs behind my house and we have had theft problems
3. dangerous for kids when full of water
4. Feel along major roads is more important at this time
5. I am a property owner next to a large section of ditch. It would be very invasive to our privacy to have a public path there. Additionally we graze the ditch bank and the land use is very valuable to us for livestock use.
6. I am not quite sure how feasible this would be. One of the major ditches runs behind our house and the walking space by the ditch is very narrow as it currently is.
7. I could see some teens littering and not keeping after themselves
8. I don't think it's necessary. Plus I don't want to promote children walking or riding their bikes along the ditch if they weren't with parents. It could lead to them falling in the water and drowning.
9. I feel there are more pressing areas that need sidewalks, but maybe I am not clear on where the ditch ways are?
10. I see a lot of children out walking alone, I don't want them walking next to the full

- ditches.
11. I think a leisure walkway would be amazing but next to the irrigation ditches seems like a bad idea, between the danger of little kids falling in and the potential of garbage and litter ending up in the ditches.
12. I'd like to have a better idea of how much use that current path is getting and outcome of the 'yes' responses
13. I've never considered walking along that way. I'd want fences to ensure that children are aafe around the ditches.
14. Impartial to question.
15. Less traveled
16. Looking at your map, the ditches go through properties. There are already enough problems with trespassing and theft in some of these areas without encouraging more.
17. Priority should be along roads
18. Safety concerns, children may wonder off by there or hang out around there
19. Teenagers would use the ditch pathways for trouble to avoid being seen on sidewalks.
20. The roads need side walks first
21. we have other needed sidewalks that are more important.

Question 9

1. 2 of my kids work near Johnson Ln and walk to and from work after dark and lighted sidewalks would be safer.
2. A library and a pool would be great!
3. Also having adequate lighting for these sidewalks would be a must for the safety of anyone on the sidewalk at night.
4. Any more sidewalks/walkways would be

- awesome, as there are many, many people, especially kids that need to be able to walk/bike, and do it safely.
5. I am glad this project is still top of mind for the Lockwood area. This area is experiencing a lot of growth and we the taxes we pay are now comparable to the Westend. We should have these sidewalks in place everywhere there is a busy road. Will these projects take place after the igo diverging diamond and other planned infrastructure changes? It would be tough to see sidewalks come in before only to be torn out.
6. I don't think we need sidewalks other than by the school and shopping
7. I don't want a sidewalk in my neighborhood. I don't need my yard torn up. I see you have it as a potential I DON'T WANT IT.
8. I live on the bird streets so this likely won't affect me much in the end unless they make the underpass more accessible for pedestrians.
9. I really feel Johnson and old Hardin road intersection lane remains quite unsafe for pedestrians. Not sure what to recommend to improve, but feel that is a bad place.
10. I think adding more sidewalks to Lockwood will be a great improvement. Since the sidewalk was put in on Old Hardin Road in 2018, I see lots of walkers out during all the seasons. It generally adds to visual appeal of the community and better traffic safety for all.
11. I think the intersection at Peters St-Hwy87E is being overlooked for its current lack of safety. MANY of our children and their parents navigate that intersection daily.

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12. I think we need bike trails all over Lockwood and street lights
13. I would love all of these improvements and appreciate the fundings needs to come from somewhere, but I have concerns over tax increases at this time.
14. It would be nice to have an city maintained park in Lockwood for our children to enjoy. There are not enough options for outdoor play for young children when school is in session.
15. Make sure that where ever you put side walks to put adequate lighting. The side walk by the football field needs lighting.
16. More paved trails in emareld hills for nature walks
17. More sidewalks and crosswalks in Lockwood is a good idea to help prevent more kids from getting killed but if vehicles, including semi trucks, continue to speed or ignore speed limit signs, its not to going to matter.
18. More street lights would make it safer
19. Need lights at intersections!! Ford road, and all the turns into the school. Please!
20. Nothing
21. Pedestrian safety is a major problem around the high school entrance. four lanes of traffic without a traffic light and only a single guarded crosswalk is an accident waiting to happen.
22. Peters street and Hillner lane gets a lot of traffic
23. Piccolo and 87E needs improved but wasn't an option
24. Please make sure sidewalks are straight and wide. The Becraft sidewalk sucks, power poles half way in, weird turns around obsticles, way to narrow at those spots. Busy road beside that is

- compeletely unsuitable for bikes and a sidewalk not quite wide enough to handle bikes and pedestrians. Generally dual use sidewalks for pedestrians and bikes. The low sidewalk on old hardin by the water plant is also practically unusable in winter. It's low and collects snow so people are again walking on the highway.
25. Please take into consideration how fast people are driving through these areas and maybe try to lower the speed limit along the proposed walkways.
 26. Recommend assessing need for better traffic control in front of highschool also. Currently there is none. It is needed with increase in traffic in that area. Also feel any focus to protect pedestrians along old Hardin road is move in positive direction.
 27. Thank you for all you do!
 28. Thank you for all your hard work to improve our community!
 29. Thank you for working on this
 30. That your hard work in planning is very much appreciated!
 31. The creation of sidewalks, bike trails, walking paths etc. will help all of us get out and about. My family would love to walk to other neighborhoods in Lockwood. I think a lot of people would use them to get exercise.
 32. The intersection at Johnson Ln and Ford Rd is a sharp turn due to the narrow lanes of Ford Rd. It often causes abrupt stops in traffic. Additionally, the school bus drivers often have to wait for all vehicles to move out of the way prior to turning onto Ford Rd.
 33. The more access that is available I do believe the more it will be used. Lockwood is a growing community that has many

- young families move into the area. It also has a very diverse demographic in terms of residents. That can be used my many people.
34. The sidewalk floods on old Hardin road before sunrise Ave and makes it unusable! Needs drainage or to be raised.
 35. They need to extend Westgate to connect to Old Hardin Rd. There is only one way in and one way out once you get past Becraft/ Westgate intersection unless you go all the way into emerald hills, up Dinosaur, and out the back way. If an emergency were to happen, it would be a really bad day.
 36. We appreciate what has been done already and looking forward to seeing what is done in the future
 37. We should try to get a nice park built for kids. Also a nice family oriented restaurant or two.

Question 10

1. Any bike trails or jogging paths would be fantastic! There once was a good little trail right before emerad hills on westgate, but now you have to walk through residential areas to get down if you take a loop. A sledding hill would be great too, but now has also become San Marino Dr.
2. Any would be appreciated
3. Better cross walks at the school and better traffic management coming out of the HS parking lot-very unsafe to try to turn left during busy times
4. Bike trails like Billings has would be nice and could possibly tie into theirs.
5. Continue path / planning on old Hardin east to noblewood to connect that area to

- rest of community. It's used frequently and VERY hazardous. A path could easily fit in right of way to allow for foot / traffic.
6. Designated bike or roller skate area with sidewalks that lead to area.
 7. I don't want a sidewalk in my neighborhood. I don't need it and don't want it. I also don't want to maintian it. I also don't need my yard shrunk.
 8. I think an interconnecting path/bike route would be used by many people for things like biking and walking. Obviously, lockwood has a limited number of sidewalks in general. So any additional sidewalk projects are great and will improve the area. Thank you for giving the residents of the area a chance to give input to the needs of the community.
 9. I think that the proposed #7 should stretch up around the corner to Dickie Rd residents. I see a lot of people walking from this neighborhood for work and other reasons. There are a lot of low income familes that don't have reliable transportation in this section of Lockwood that would benefit from having a safe route to walk or bike as well.
 10. I'd like to see a walking path on Old Hardin Rd to Emerald Hills Druve and then down Emerald Hills drive. Those residents are pretty trapped (unable to safely walk on the street.)
 11. Improve cross walks in the Johnson lane area, Burger King, Ace, and the gas stations are always being 'j walking' style and that can be pretty dangerous.
 12. In a wish world a walking/bike path for recreation would be wonderful
 13. lighting!
 14. Lighting.

15. Lockwood really needs to request some special zoning districts from the county for street and business lighting requirements and regulations. Blinding traffic to pedestrians and bikers is a serious problem and can be prevented with some simple traffic-cognizant commercial building codes. Street and sidewalk lighting that increases safety, rather than decreasing it would make the nonmotorized travel much more appealing. Nice work so far! the sidewalks are wonderful and much appreciated. I hope you can keep up the good work, especially around the area of the school. Thank you all for your dedication to this wonderful project.
16. More bike paths, crosswalk, bike lanes and park areas would be wonderful.
17. More lighting. More lighting. More lighting. There is very little point in the sidewalks and crosswalks if nobody can see them.
18. More sidewalks sooner!
19. More street lights
20. None
21. Path to 4 Dances. I see a lot of people walking or riding when driving. There is no space
22. Pedestrian crossing signs.
23. People who have property along the current sidewalks should take care of their portion of their property along the sidewalk. So many people let it get overgrown with weeds and it's terrible. Kids and people walking their dogs then just walk on the street which is extremely dangerous especially at night.
24. Piccolo Ln between IGA and the school is extremely narrow and presents serious safety concerns for the children that have

- to walk to school on that road. The danger is magnified when snow and ice is present on the roads.
25. Pulling out from kindergarten drop off and pick up is tricky!!
 26. Put sidewalks everywhere!
 27. Safety at all underpasses.
 28. Sidewalk on Old Hadin east of Johnson Lane
 29. Sidewalk trail up to and past Hillside Village
 30. sidewalks and bike lanes are needed along HW 87 (there are lots of people that bike that highway regularly) and throughout Lockwood. It is a growing community and with the new high school there will be more children needing safe routes to school and around Lockwood.
 31. Trails in the hills
 32. We just need them all over town
 33. when they redo the interstate access a tunnel or other pedestrian bike route would be really great.
 34. Wider shoulder on USHY 87E
 35. Wider sidewalks and bike paths.
 36. Would like to see more street lights. Neighborhoods are really dark around here.

APPENDIX 2 | FUNDING & PARTNERSHIPS

Yellowstone County Special District No. 1 for Lockwood Area

The Special Improvement District was created by Yellowstone County in 2014 after a referendum was passed by voters into support of creating the district. The purpose is to enhance pedestrian safety and provide alternative means of transportation in the Lockwood area. The District is allowed to be funded with up to 10 mills, estimated annual revenue is approximately \$250,000.

Transportation Alternatives Program

The Fixing America's Surface Transportation (FAST) Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP*. The law requires selection of projects through a competitive process.

RAISE Discretionary Grants

RAISE discretionary grants help

project sponsors at the State and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that are harder to support through other U.S. DOT grant programs.

Safe Streets and Roads for All (SS4A)

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the National Roadway Safety Strategy goal of zero deaths and serious injuries on our nation's roadways.

Coal Board Grant Program

The Coal Board awards grants pursuant to 90-6-207, MCA, which provides the priorities for grants to counties, communities, school districts, or other governmental units that, as a result

of the impact of coal development, has had or expects to have a net increase or decrease in estimated population.

INTERCAP Loan

Since 1987, INTERCAP has been a valuable, low interest loan resource for eligible Montana government units as defined under 17-5-1604, MCA. The INTERCAP program is a variable rate loan program, where interest rates are adjusted on February 16th of each year. Eligible projects have wide flexibility, e.g. new and used equipment and vehicles, real property improvements, cash flow, preliminary engineering costs, and grant writing.

Recreation Trails Program (RTP)

FWP administers the Recreational Trails Program (RTP), a federally funded grants program that supports Montana's trails. The RTP funds come from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from nonhighway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.

Rural Surface Transportation Grant

The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas. Projects that are supported by this program increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Reauthorized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21) and again as part of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, the CMAQ program provides over \$8.1 billion dollars in funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce emissions from transportation-related sources. Since 1991, the program has provided funding to over 16,000 projects.

Treasure State Endowment Program (TSE)

The Treasure State Endowment Program (TSEP), administered by the Department of Commerce (DOC), is a state infrastructure finance program approved by Montana voters with the passage of Legislative Referendum 110 in June 1992.

Land and Water Conservation Fund (LWCF)

The LWCF State and Local Assistance Program (often referred to as "LWCF Stateside") is administered by the National Park Service, and provides matching grants to state, local and tribal governments to create and expand parks, develop recreation facilities, and further local recreation plans. Each year, funds are distributed to every U.S. state and territory using a population-based formula. Ranging from active recreation facilities to natural areas, these funds are a vitally important tool to renovate existing sites, develop new facilities, acquire land for state and local parks and promote statewide recreation planning.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the

National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

APPENDIX 3 | MAINTENANCE PLAN

Maintaining the sidewalks and other improvements completed within the District, a maintenance plan should be identified to protect the public investment. On an annual basis, the Lockwood Pedestrian Safety District budgets approximately \$13,000 for maintenance and repairs. Below are standards for maintenance that should be completed on an annual basis.

Maintenance Standards

General maintenance standards for surface care, repairs, safety precautions, and managing adjacent landscaping should be developed for and consistently applied to all network typologies. In addition to annual and long-,term tasks, seasonal maintenance of sidewalks and shared use paths is essential to accommodating year-round active transportation. Paved paths must have the snow removed frequently during the winter and be swept of grit and debris each spring.

Below are recommended routine and periodic maintenance tasks based for sidewalks and shared use paths.

Paved Surfaces—Routine maintenance activities:

- Regular sweeping to remove debris, gravel, and other hazardous items
- Regular snow removal during winter months
- Inspect and repair pavement surface problems (seal cracks, grind down ridges, cut back tree roots, repair pavement)
- Prune adjacent and overhanging vegetation to reduce encroachment or cause sight distance problems
- Treating noxious weeds along corridor
- Mowing trail edges if applicable (keep vegetation height low along trail)
- Clearing drainage features to ensure proper function

Paved Surfaces—Periodic maintenance activities:

- Coordinate and schedule pavement overlays as part of adjacent road maintenance
- Addition of surfacing material depending on condition (2-3 years)
- Re-grading to improve cross-slope or out-slope for improved drainage
- Improvement of transitions with sidewalks or streets, restripe crosswalks and other markers
- Repair or replace wayfinding, stop control signs and other elements
- Restripe crosswalks and other markers

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