



2025 Billings TrailNet Survey Final Report

EXECUTIVE SUMMARY

RESEARCH OBJECTIVES

Billings TrailNet (BTN) is a non-profit, 501 c(3), grass-roots organization whose mission is to promote a complete, community-wide trail system. BTN conducts an annual survey to receive feedback from members of the community to help align the organization's mission, funding, and efforts with resident needs and preferences. More specifically, BTN was looking to determine public awareness and support for the Stagecoach Trail and proposed Yellowjacket Trail as well as how they prefer trails to be funded. Lastly, this survey seeks to determine brand visibility, event planning focus, and membership interest.

METHODS

To find the answers to these questions, BTN collected data using a 24-question paper and web-based survey. This consisted of 19 questions of different types: multiple choice, one-answer; multiple choice, multiple-answers; open-ended; and 5 demographic questions.

Mailing Technical Services was retained to mail paper copies with an invitation letter containing a QR code to the web-based option to a random sample of 4,000 Billings, MT households. Expected response rate was between 5 and 10 percent, with actual response rate at 6% or 240 respondents. There were 100 web-based responses and 140 mail-in paper copies. While a return envelope was mailed with the survey, postage was not prepaid.

The 2022 Annual Survey response rate fell short at just 1.8%, possibly due to only having a web-based option and no incentives. The following year, BTN decided to offer incentives and both a web-based and paper option to and was successful at receiving a response rate within the desired range (5.2% or 208 respondents). The 2025 Annual Survey followed suit, offering incentives and both mail in and web-based options as well as heavy promotion on social media and email communication. *For previous survey data and additional information, [please click here.](#)*

KEY FINDINGS

The report provides the opinions of a representative sample of 240 residents of the City of Billings collected from October 22, 2025 to November 7, 2025. With a 95% level of confidence, the **margin of error around any reported percentage is $\pm 6\%$** for all respondents and the **response rate for the 2025 survey was 6%**. Survey results were weighted so that the demographic profile of respondents was representative of the demographic profile of adults in Billings.

RECOMMENDATIONS

- Add more questions related to trail access barriers, perceived value of trails, sidewalks, and active transportation infrastructure, and support for dedicated funding mechanisms
- Improve response diversity through offering more survey incentives/prizes, expand survey promotion, increase physical drop-off/return opportunities in South Billings/Downtown, and provide more ways for community members to participate
- Increase education and visibility around how trails are funded in Billings, economic, health, transportation, and quality-of-life benefits of trails, and current/future trail project campaigns
- Target outreach specifically toward older adults (60+) through partnerships with senior-serving community organizations.
- Evaluate and potentially discontinue low-attendance events, with the exception of required events such as the Annual Meeting
- Explore more accessible membership models, including:
 - Income-based membership options
 - Sponsored/free memberships funded by donors (“gift a membership” program)
- Survey should be offered biennially

INTRODUCTION

Billings TrailNet consists of three staff members and 12 board members, as well as additional volunteer committees. During the process of this survey, several drafts were sent out from staff to the board of directors and the future projects volunteer committee for suggestions and feedback. The final survey was approved by the Executive Director and the BTN Board President.

SECONDARY RESEARCH/LIT REVIEW

This is the third community-wide survey that has used similar questions for year-over-year comparison. The following questions were included in this year’s survey, as well as the [2022 Community-Wide Survey](#) and/or the [2023 Community-Wide Survey](#):

- How often do you use the multi-use paved trails in Billings? (2022, 2023)
- How do you use the multi-use paved trails in Billings? (2023)
- How important do you believe the Stagecoach Trail is to Billings? (2022)
- How do you believe development of new trails and bike lanes should be funded? (2022)
- How do you believe the maintenance of existing trails and bike lanes should be funded? (2022)
- Are you familiar with Billings Trailnet? (2022, 2023)

- Have you ever attended any of the following Billings TrailNet events? (2022, 2023)
- Are you a member of Billings TrailNet? (2023)
- What is your age? (2022, 2023)
- What is the highest level of education you have completed? (2022, 2023)
- What is your gender identity? (2022, 2023)
- Where in Billings do you live? (2022, 2023)

In 2022, the City of Billings reported results from its [2022 National Community Survey](#). Within this report, the question “rate each of the following in the Billings community: availability of paths and walking trails” received strong ratings (67% excellent or good). This percentage increased by nearly 10% since the previous survey iteration in 2016. Out of 149 survey questions, there were 62 questions with statistically significant changes (more than 7% between 2016 and 2022). Of these 62 questions, only 7 had positive increases during this time, one of which was the *availability of paths and walking trails*. Additionally, there were 80 questions that were asked during all survey reporting periods (2009, 2012, 2016, 2022). There were only four questions with consistent positive increases from the reporting period prior, one of which was *availability of paths and walking trails*.

Economy is important to Billings; economic research shows that home values typically increase near high-quality parks, trails, and green space. Homeowners living within 500 feet of a BREC park experience an overall property value increase of over \$20 million, which leads to annual property tax revenue increases over \$1.5 million ([Trust for Public Land](#)). These results show that people value trails for a myriad of reasons.

TIMELINE OF RESEARCH PROCESS

<i>Item</i>	<i>Begin Date</i>	<i>End Date</i>
Survey Research and Design	8/1/25	9/1/25
Develop Research Questions	8/15/25	10/1/25
Preliminary Survey at AFT	9/5/25	9/5/25
Draft Survey	9/1/25	9/18/25
Board Feedback	9/19/25	10/1/25
Order and mail physical surveys	10/6/25	10/8/25

Survey open (collect survey data)	10/22/25	11/7/25
Paper copies received	10/22/25	11/14/25
Analyze results	10/31/25	12/31/25
Write Report	1/1/26	2/28/26
Full Timeline	8/1/25	5/1/26

Figure 1: Timeline of Research Process

RESEARCH QUESTIONS

The following eight research questions were developed to fulfill the research objectives outlined in the executive summary. Below is a comprehensive list along with an explanation of each question's purpose:

RQ1: Determine public awareness and support for Stagecoach Trail

This question was meant to gauge how effective both previous and current outreach efforts are to the community regarding the Stagecoach Trail. These efforts could include advertising—print such as flyers, digital such as social media, and media such as radio and local tv—word-of-mouth such as personal invites from volunteers and/or other members, and in-person events, either informative or social. This question also looks to address and/or gauge awareness of safety concerns on Zimmerman Trail for cyclists and pedestrians. Survey questions 6, 7, and 8 address this RQ.

RQ2: Determine future public support of the proposed Yellowjacket Trail

Similar to reasoning for RQ1, this was to gauge effectiveness of outreach efforts regarding the Yellowjacket Trail as well as awareness of safety concerns on N. 27th for cyclists and pedestrians. Survey questions 11 and 12 address this RQ.

RQ3: Determine public awareness and frequency of use of the Skyline Trail

This question was designed to gauge awareness and support of one of Billings TrailNet's key organizational projects, the Skyline Trail. By doing so, this may be indicative of awareness, support, and use of future projects such as the Stagecoach Trail and the Yellowjacket Trail. Survey questions 4 and 5 address this question.

RQ4: Determine how and how often people use trails and bike lanes in Billings

Understanding frequency of use of trails helps Billings TrailNet measure the relevance and impact of the current trail network. Usage patterns reveal which segments of the community

rely on trails as well as bike lanes for transportation or recreation. Survey questions 1, 3, and 13 address this RQ.

RQ5: Determine how Billings TrailNet can raise its profile and increase membership

Increased visibility leads to stronger advocacy, greater financial stability, and deeper community engagement. In addition, membership is essential to funding, volunteer recruitment, and community advocacy. To grow sustainably, Billings TrailNet needs insight into public awareness, perceptions, and barriers to joining. Questions 15, 17, 18 address this RQ.

RQ6: Determine which events to continue moving forward.

Events require significant staff, volunteer time, and financial resources. Evaluating which events are most valued by the community helps Billings TrailNet invest wisely, discontinue low-impact activities, and expand high-impact ones. Question 16 addresses this RQ.

RQ7: Determine how people prefer trails to be funded

City leadership drastically increased the frequency of conversations surrounding the funding of both new trail construction and existing trail maintenance in late 2024. Public support for different funding mechanisms—donations, memberships, grants, sponsorships—guides Billings TrailNet’s strategic approach to revenue generation. Understanding preferences helps BTN to advocate effectively during policy conversations, design fundraising strategies that resonate with residents, and ensure that funding models are aligned with community values and willingness to participate. Survey questions 9 and 10 address this RQ.

RQ8: Determine where people have the most need for trails and bike lanes.

Identifying priority locations helps Billings TrailNet advocate for projects that address real community needs, safety gaps, and mobility barriers. This data informs trail planning, grant applications, and collaboration with the City of Billings. Questions 2 and 14 address this RQ.

METHODOLOGY

Target Population

Adult (18+) population of Billings, MT.

Sampling method and procedure

Data was collected using a 24-question paper and web-based survey on Google forms. This consisted of 19 questions of different types: multiple choice, one-answer; multiple choice, multiple-answers; open-ended; and 5 demographic questions. Mailing Technical Services was retained to mail paper copies with an invitation letter containing a QR code to the web-based

option to a random sample of 4,000 Billings, MT households. In addition, the survey was promoted in the monthly e-newsletter as well as on our Meta social media pages (Facebook and Instagram profile, stories, and Threads).

DESCRIPTION OF SURVEY RESPONSES

The following section is an analysis and description of survey responses, categorized by research question topic.

STAGECOACH TRAIL AWARENESS AND SUPPORT

Questions 6, 7, and 8 (Figures 2, 3, and 4) most related to RQ1: *Determine public awareness and support for Stagecoach Trail.*

Question 6 asked: *Have you ever seen someone walking, running, or riding a bike on the road on Zimmerman Trail going up to or down from the Rims?* (The Stagecoach Trail will be an alternative for those seeking active transportation or recreation away from Zimmerman Trail). Figure 2 shows that, out of 235 respondents, 78.3% (184) had seen someone walking, running, or riding a bike on Zimmerman Trail, while 17.4% (41) had not and 4.3% were unsure. This reflects that the public is aware of non-motorized use on the road as well as the potential safety issue and the need for a trail to address the safety issue.

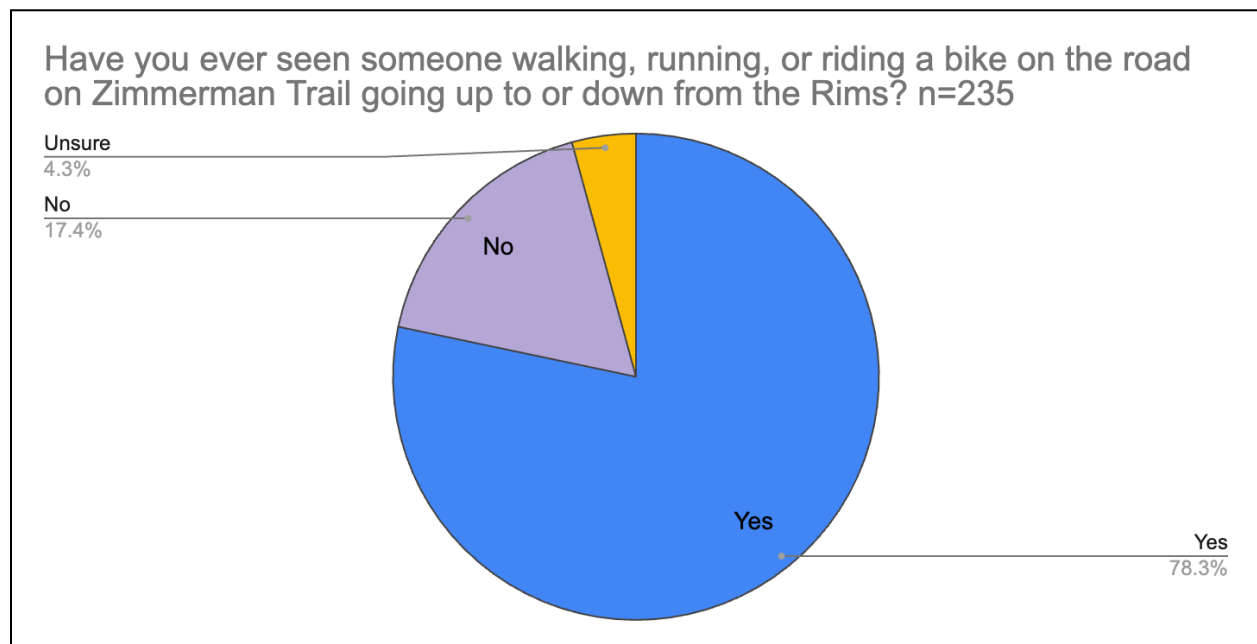


Figure 2: Zimmerman Trail BikePed Usage

Question 7 asked: *Have you ever heard of the Stagecoach Trail?* Figure 3 shows that, out of 236 respondents, 66.9% had not heard of the trail while 33.1% have heard of the trail. This reflects the need for more outreach to promote the trail, with a focus on broadening reach to a more diverse set of people and community groups.

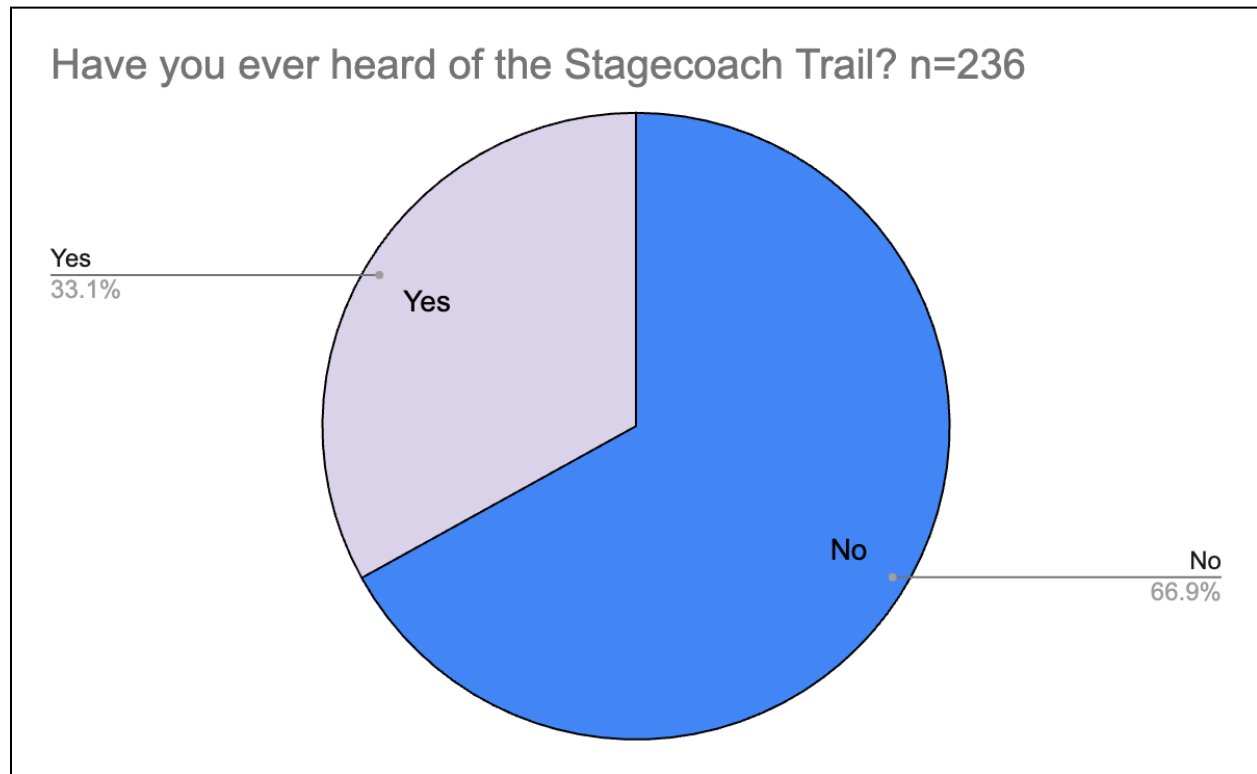


Figure 3: Zimmerman Trail Awareness

Question 8 asked: *How important is the Stagecoach Trail for Billings?* Figure 4 shows that, out of 235 respondents, 14.5% (34) believe the trail is critical, must be built; 23.8% (56) believe the trail is important, must be built soon; 43% (101) said useful, but not urgent, 7.2% (17) said low importance, could wait; and 11.5% (27) answered that the trail is not needed. This again reflects that there should be more outreach to promote the trail, with a focus on broadening reach to a more diverse set of people and community groups. Further, out of the 13 people that identified as members, 2 responded that the trail was useful, but not urgent, while the rest responded the trail was critical or important. This could indicate the opportunity for additional education amongst members.

Of those aged 18-44 (71 responses), 11 (15%) said critical, 24 (33%) said important, 31 (44%) said useful, 3 (4%) said low priority, and 2 (3%) said not needed.

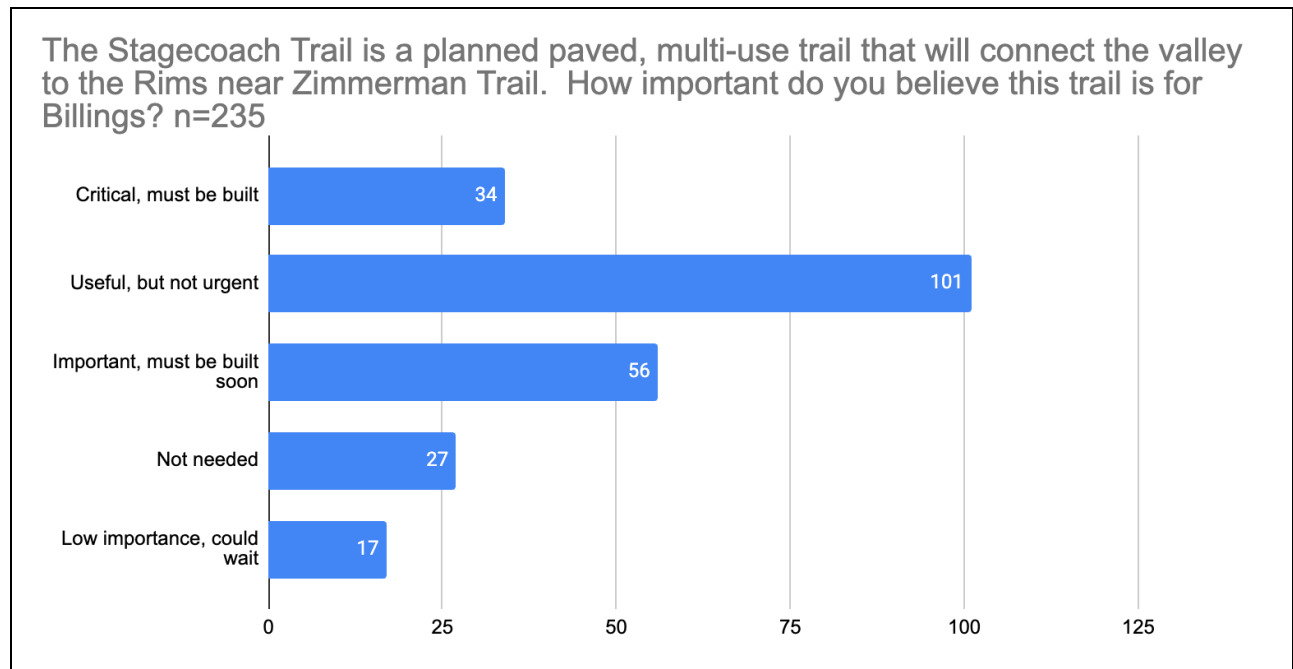


Figure 4: Zimmerman Trail Support

YELLOWJACKET TRAIL AWARENESS AND SUPPORT

Questions 11 and 12 (Figures 5 and 6) most related to RQ2: *Determine future public support of the proposed Yellowjacket Trail.*

Question 11 asked: *Have you ever seen someone walking, running, or riding a bike on 27th street going up to or down from the Rims?* (The Yellowjacket Trail will be an alternative for those seeking active transportation or recreation along 27th Street). Figure 5 shows that, out of 239 respondents, 76.2% (182) had seen someone walking, running, or riding a bike on 27th Street, while 15.9% (38) had not and 7.9% (19) were unsure. This reflects that the public is aware of non-motorized use on the road as well as the potential safety issue and the need for a trail, bike lane, or sidewalk to address the safety issue.

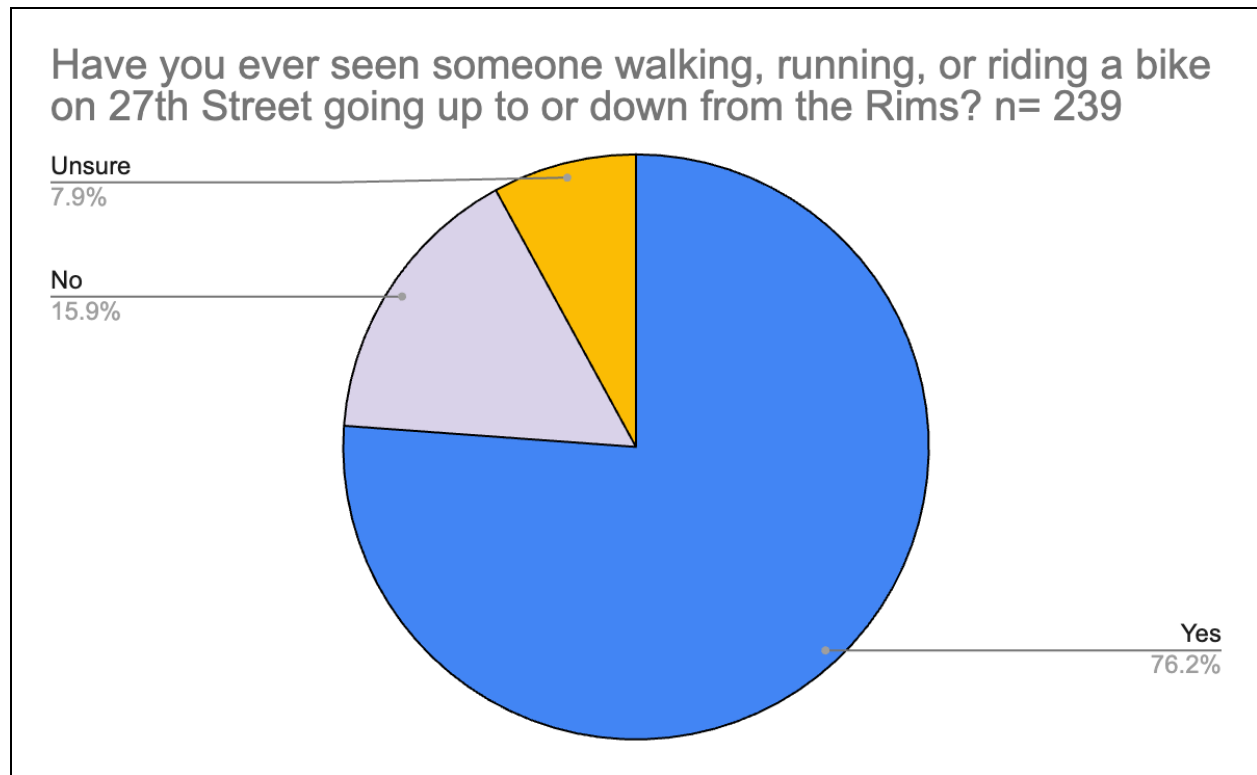


Figure 5: Yellowjacket Trail Awareness

Question 12 asked: *The Yellowjacket Trail is a potential paved, multi-use trail that will connect 27th Street to the Skyline Trail. How important do you believe this trail is for Billings?* Figure 6 shows that, out of 233 respondents, 14.2% (33) believe the trail is critical, must be built; 20.6% (48) believe the trail is important, must be built soon; 44.6% (104) said useful, but not urgent; 9.9% (23) said low importance, could wait; and 10.7% (25) answered that the trail is not needed. This again reflects that there should be more outreach to promote the trail, with a focus on broadening reach to a more diverse set of people and community groups. Further, out of the 13 people that identified as members, 3 responded that the trail was useful, but not urgent, while the rest responded the trail was critical or important. This could again indicate the opportunity for additional education amongst members.

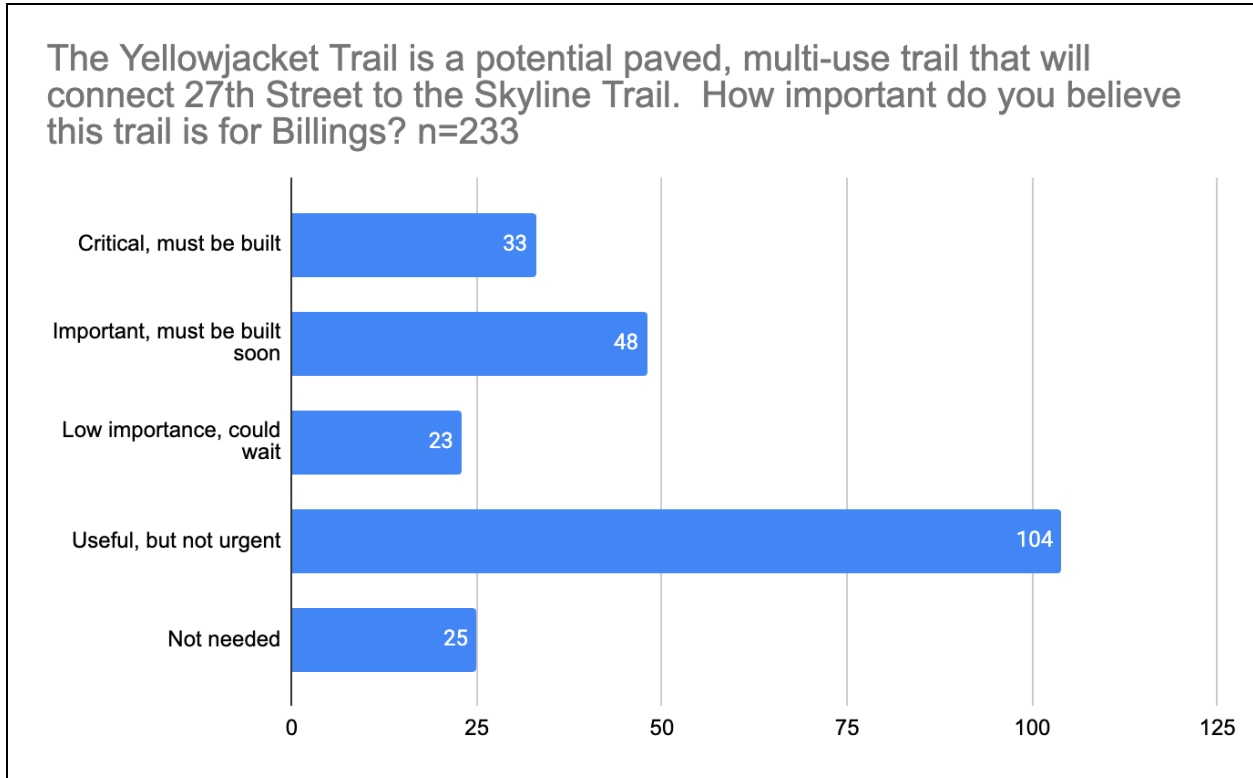


Figure 6: Yellowjacket Trail Support

SKYLINE TRAIL AWARENESS AND USAGE

Questions 4 and 5 most related to RQ3: *Determine public awareness and frequency of use of the Skyline Trail.*

Question 4 asked: *Have you ever heard of the Skyline Trail.* Figure shows that, out of 236 respondents, 83.1% (196) have heard of the Skyline Trail, while 16.9% (40) had not. This reflects that the public is aware of this trail.

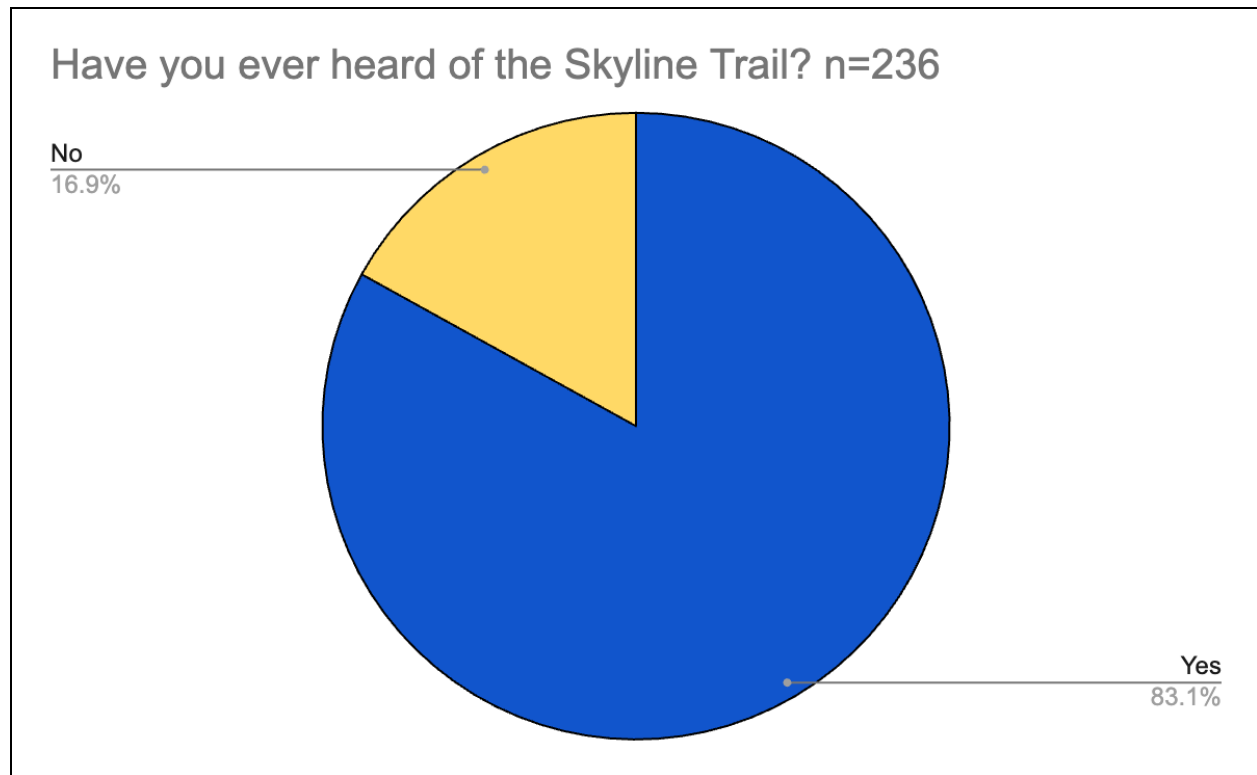


Figure 7: Skyline Trail Awareness

Question 5 asked: *How often do you use the Skyline Trail?* Figure shows that, out of 233 respondents, 0.4% (1) use it daily, 10.7% (25) use it weekly, 18.0% (42) use it monthly, 30.5% (71) less than monthly and 40.3% (94) never use it. Collectively, 29% use at least monthly. More frequent usage could increase with the completion of the Stagecoach Trail, which is considered a thoroughfare.

Skyline Trail awareness vs. Stagecoach Trail awareness (83% vs. 33%, $z=11.0$) Residents are more than twice as likely to have heard of the Skyline Trail. However, this is likely not random considering the Skyline Trail is established and the Stagecoach Trail is proposed.

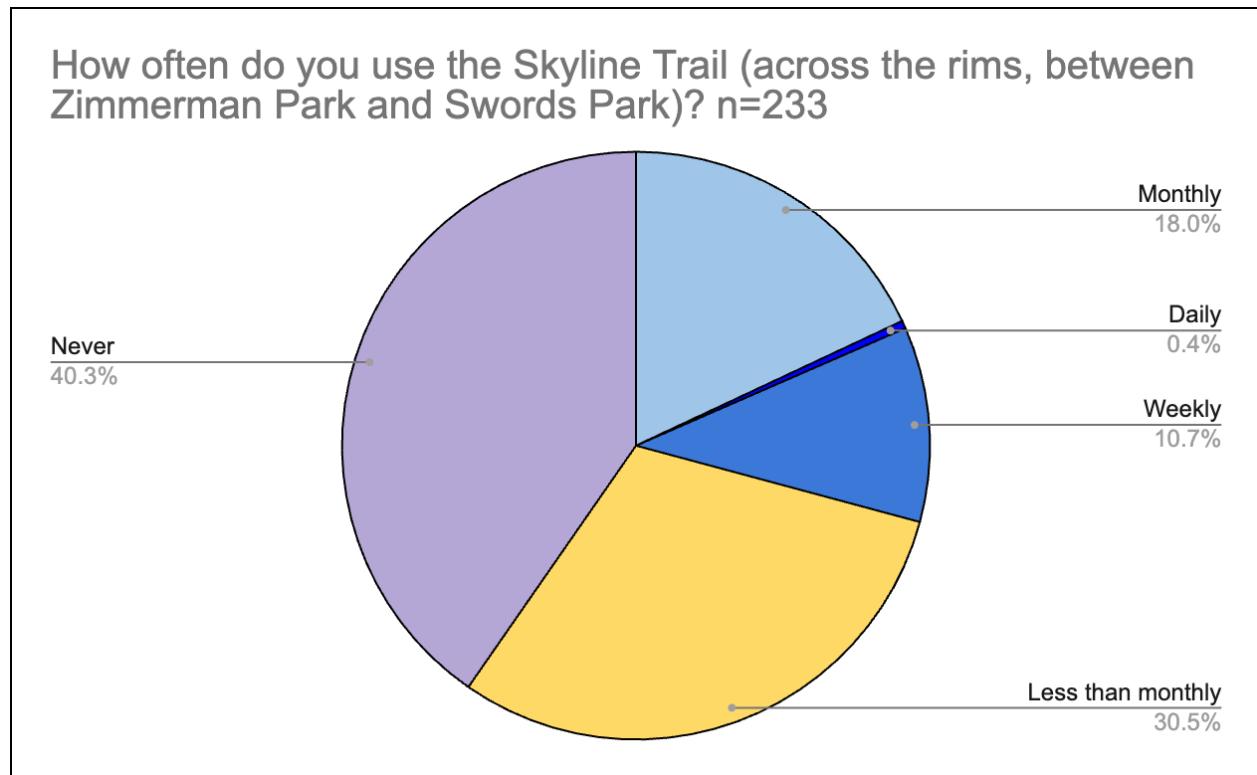


Figure 8: Skyline Trail Use Frequency

TRAIL AND BIKE LANE USAGE

Questions 1, 3, and 13 most related to RQ4: *Determine how and how often people use trails and bike lanes in Billings.*

Question 1 asked: *How often do you use the multi-use paved trails in Billings?* Figure shows that, out of 240 respondents, 11.7% (28) use it daily, 28.3% (68) use it weekly, 14.6% (35) use it monthly, 22.9% (55) less than monthly and 22.5% (54) never use it. Collectively, 54.6% (or more than half) use the trail system at least once a month. Comparatively, this number is less than 2023 (64.9%) but more than 30.9% in 2022. The decrease in 2025 from 2023 should be explored, although an explanation could be that the answer choices differed slightly in 2025 from 2023 (daily, weekly, monthly, rarely, never).

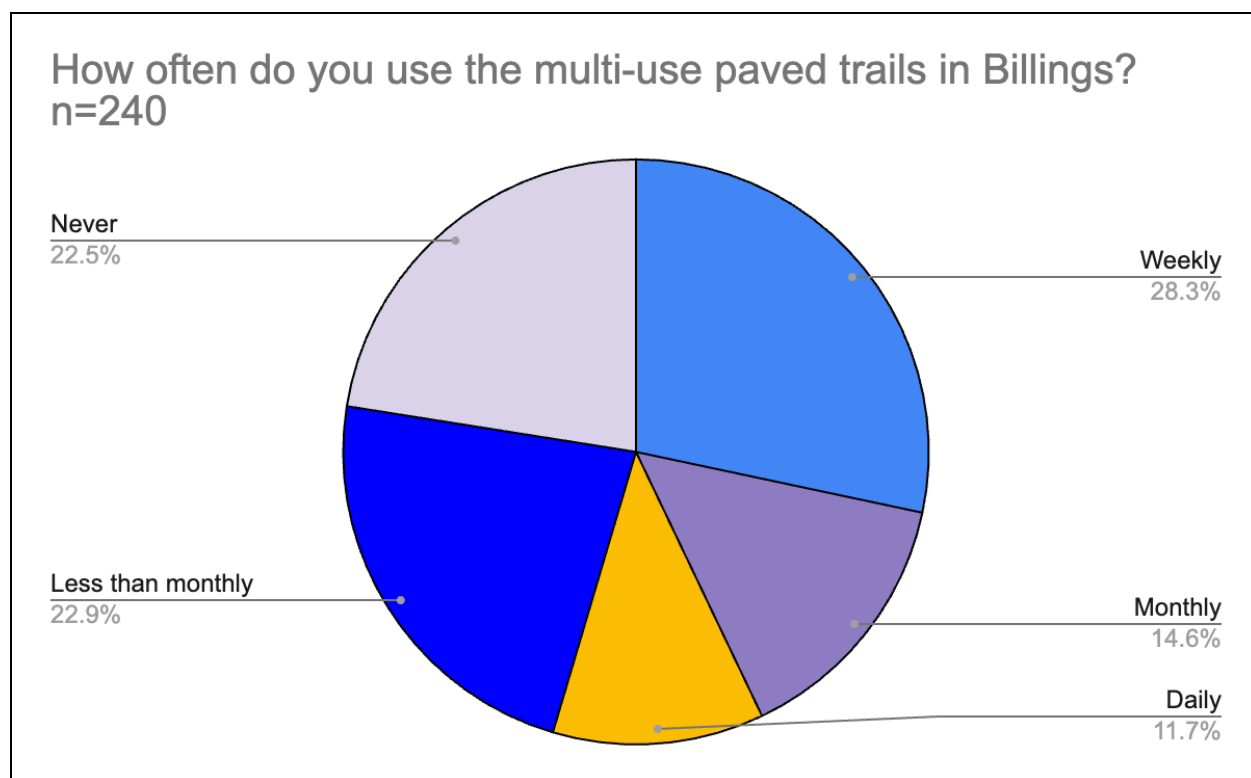


Figure 9: Multi-Use Trail Usage Frequency

Question 3 asked: *How do you use the multi-use paved trails in Billings? Check all that apply.*

Figure shows that, out of 209 respondents the most-preferred methods of trail usage were walking (158), cycling (91), and dog walking (68). Followed by running (41), scootering (14), commuting (13), and wheeling/assisted device (3) .

There were 7 respondents that indicated they never used the trail through responding with the fill in responses in the 'other' blank, which included the words "Never," "Don't use" and "N/A" and all answered "never" to Q1. *How often do you use the multi-use paved trails in Billings?"* Additionally, there were 17 that did not answer (blanks), but all answered "never" to Q1. Other unique ways respondents said they use the trails included: "Photography," "taking their kids out," and "walk & talking."

This result shows that the community does utilize the trails in a variety of ways (not just cycling) and that Billings TrailNet should continue diversity in event offerings and promotion.

Paved trail use $\geq$ monthly: 2023 vs. 2025 (65% vs. 55%, $z=2.2$) The reported decline in regular trail use from 2023 to 2025 is statistically real, not just sampling variation. This could be partly due to changed response categories and will be monitored in future surveys.

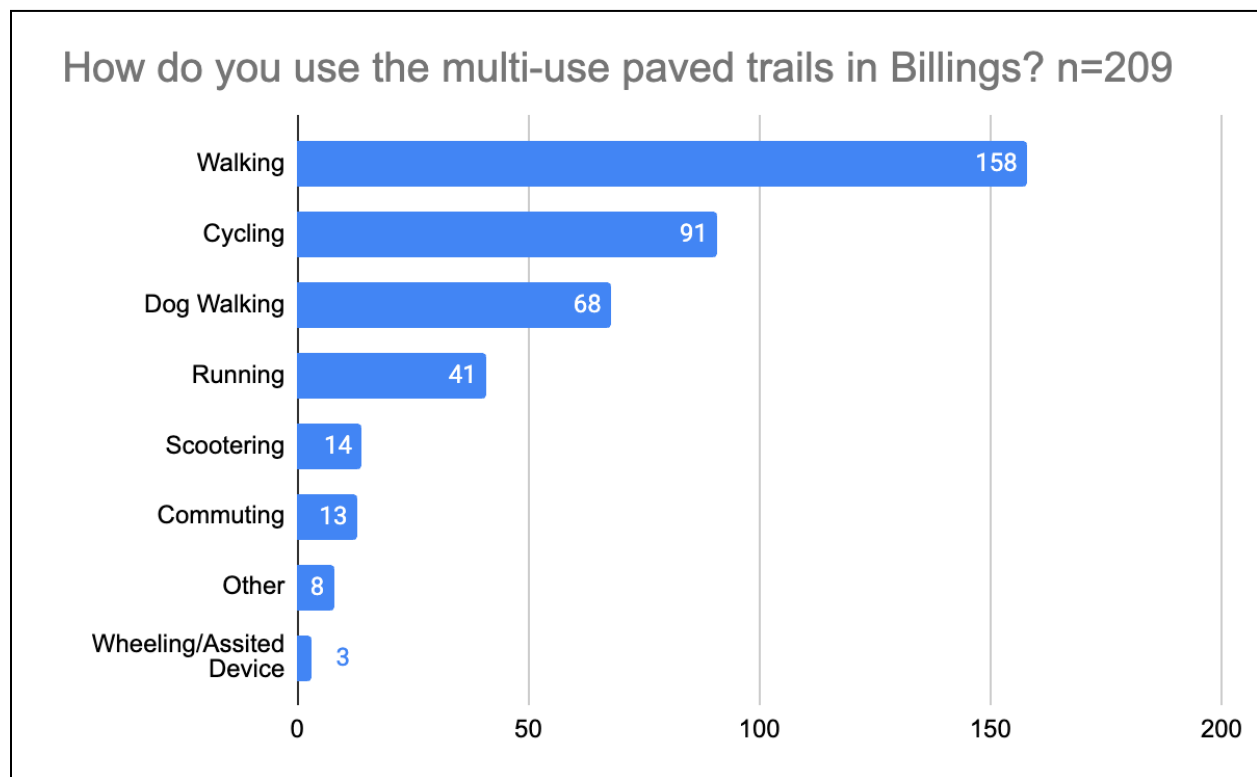


Figure 10: Multi-Paved Trail Usage Type

Question 13 asked: *How often do you use city bike lanes?* Figure shows that, out of 235 respondents, 2.1% (5) use it daily, 9.4% (22) use it weekly, 5.5% (13) use it monthly, 14.5% (34) less than monthly and 68.5% (161) never use it.

Paved trail use vs. bike lane use $\geq$ monthly (55% vs. 17%, $z=8.5$) Respondents use paved multi-use trails at more than triple the rate of bike lanes. This is a real behavioral difference, not sampling noise, and supports concentrating resources on trail infrastructure over bike lanes.

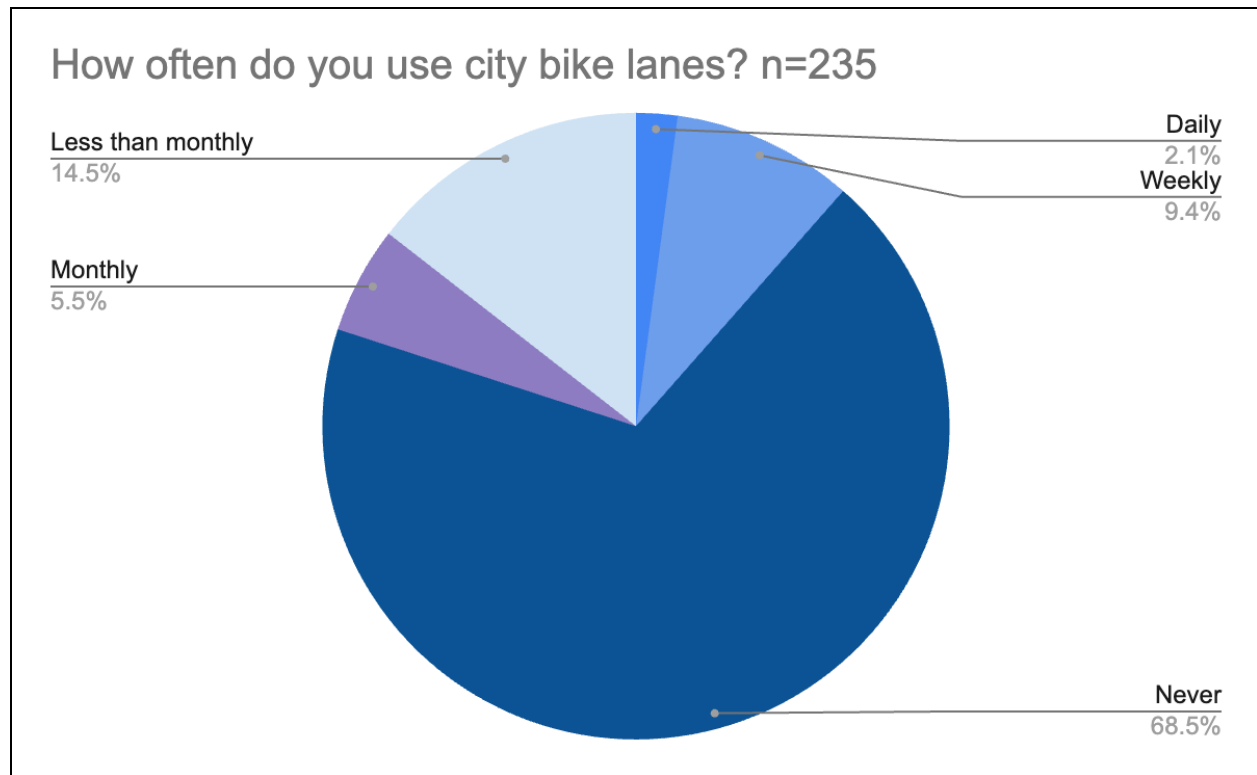


Figure 11: Bike Lane Usage Frequency

INCREASE PROFILE AND MEMBERSHIP

Figures 11 most related to RQ5: *Determine how Billings TrailNet can raise its profile and increase membership.* Q15. asked: Are you familiar with Billings TrailNet? Figure x shows that 75.5% (176) were familiar with Billings TrailNet, while 24.5% (57) responded that they were not. This shows that Billings TrailNet has strong brand awareness in the community. In addition, there were 3 write-in answers that were changed to 'yes: Some,' 'Yes - I have heard of it. Never used it,' and 'Yes-slightly only.'

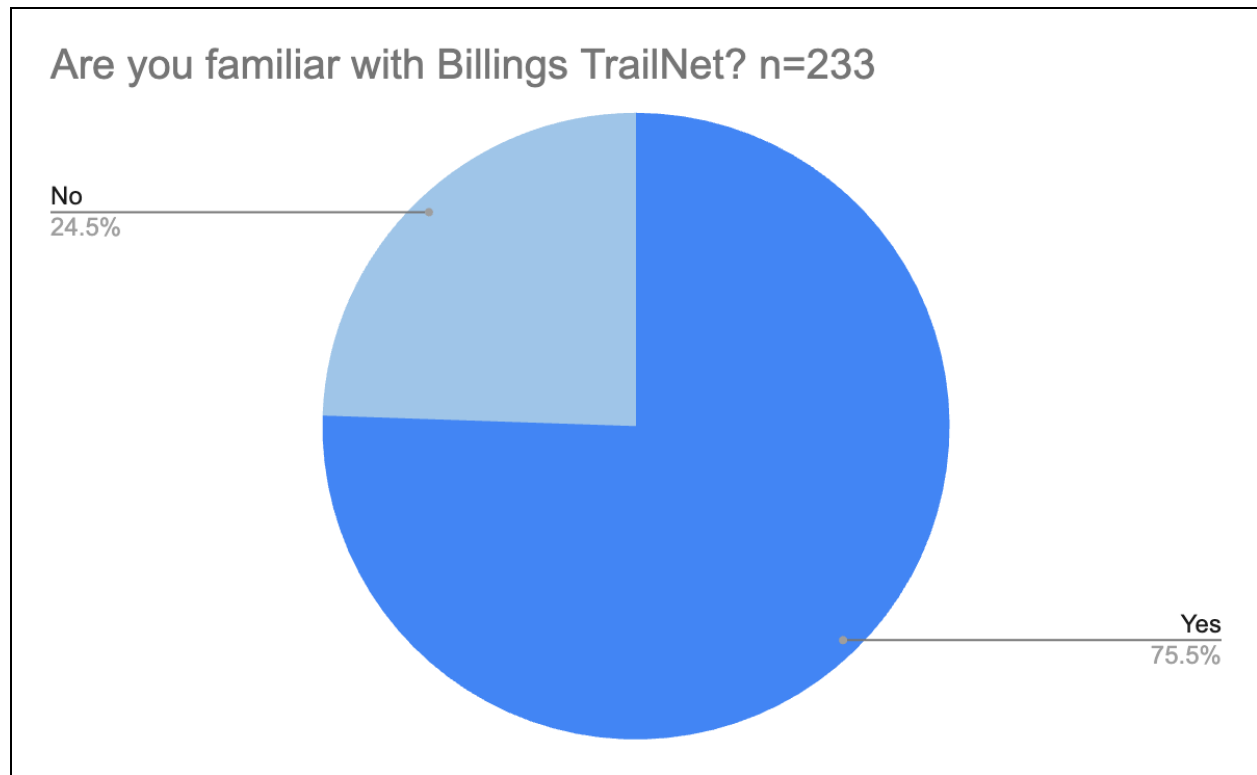


Figure 12: Billings TrailNet Organizational Awareness

Q17. asked: *Are you a Billings TrailNet Member?* Figure 12 shows that 88% (207) said no, with 5.4% (13) answering *yes* and 6.7% (16) answering *unsure*. Having a greater response of “unsure” than “yes” answers could indicate a need for more clear defined benefits and promotion of BTN’s membership program among both the community and current donors, volunteers, event attendees, and other people that are affiliated with the organization.

Of the 13 respondents that answered ‘yes:’

- 2 answer they use trails daily and 8 use trails weekly, indicating that members are also avid trail users.
- 10 respondents answered that they have attended Ales for Trails
- There were no members that were under the age of 30
- None indicated that solely private donations should fund new or existing trails
- All had heard of the Skyline Trail, which was also the most frequently used trail among this group
- Walking (7) was the most popular form of trail use, followed by cycling (recreational), cycling, running (all tied at 5), then dog walking (3), followed by commuting (1)
- All had seen someone walking, running, or riding a bike on Zimmerman Trail
- 4 had not heard of the Stagecoach Trail, where 2 answered it was ‘useful, but not urgent’

- There were more ‘critical must be built’ responses for the proposed Yellowjacket Trail (5) vs. the Stagecoach Trail (4)

These answers could indicate room for more membership education on our upcoming trail projects as well as a need for more walking/running events or member meetups.

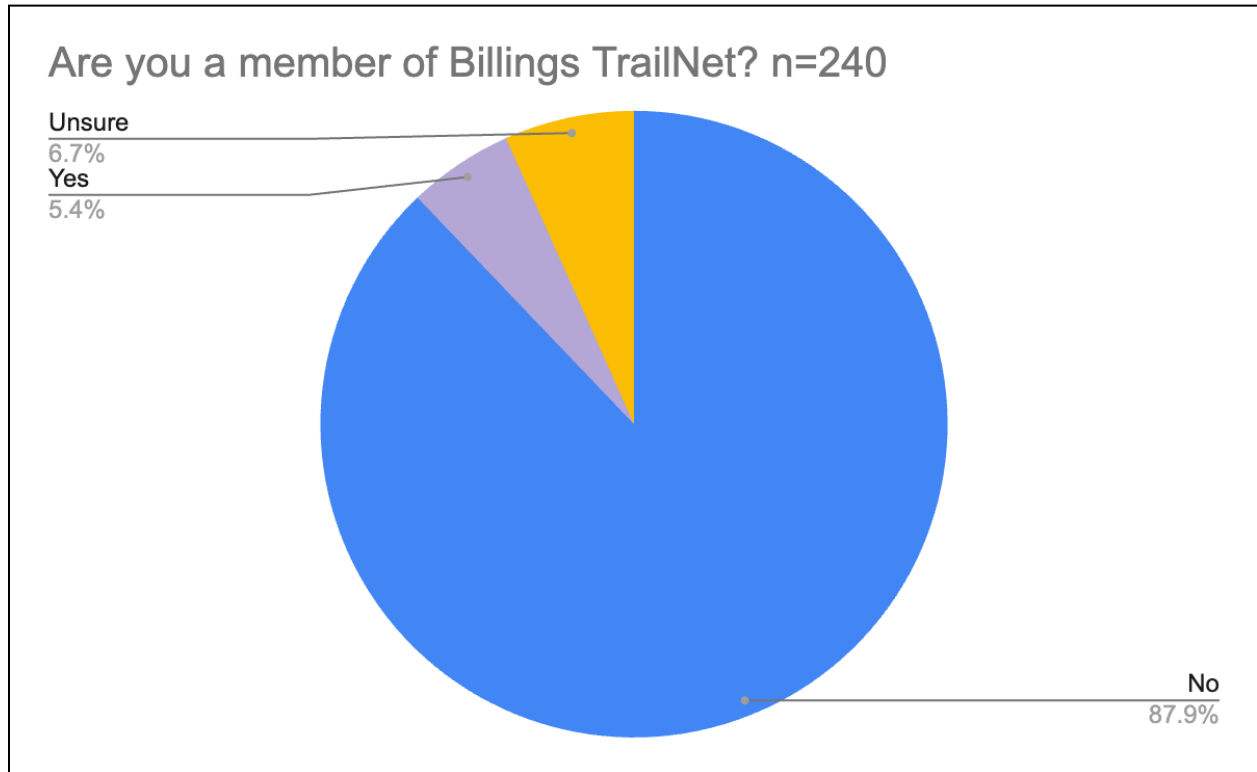


Figure 13: Membership Status

Question 18 asked, *If no, are you interested in membership?* 159 responded “no,” 63 responded “yes,” and 1 answered “unsure.” Those that included contact information were contacted with membership information. This resulted in one new membership. Two respondents said they were a member, but would like more information on membership. Another respondent who said they were unsure if they were a member, but would like more information, has donated a total of \$200 to the organization. These responses could indicate unclear program structure. In addition, 6 people who answered “yes” did not include contact information and one person answered , “no, but thank you!”

BTN awareness vs. membership (75.5% vs. 5.4%, $z=15.6$) The awareness-to-membership conversion gap is enormous and statistically unmistakable. Three-quarters of respondents know who BTN is; fewer than 1 in 20 are members.

Interest in membership vs. current membership (28% vs. 5.4%, $z=6.6$) Even among non-members who say they're *interested*, actual membership is far lower. This suggests real conversion barriers (cost, unclear benefits, etc.) rather than a lack of interest.

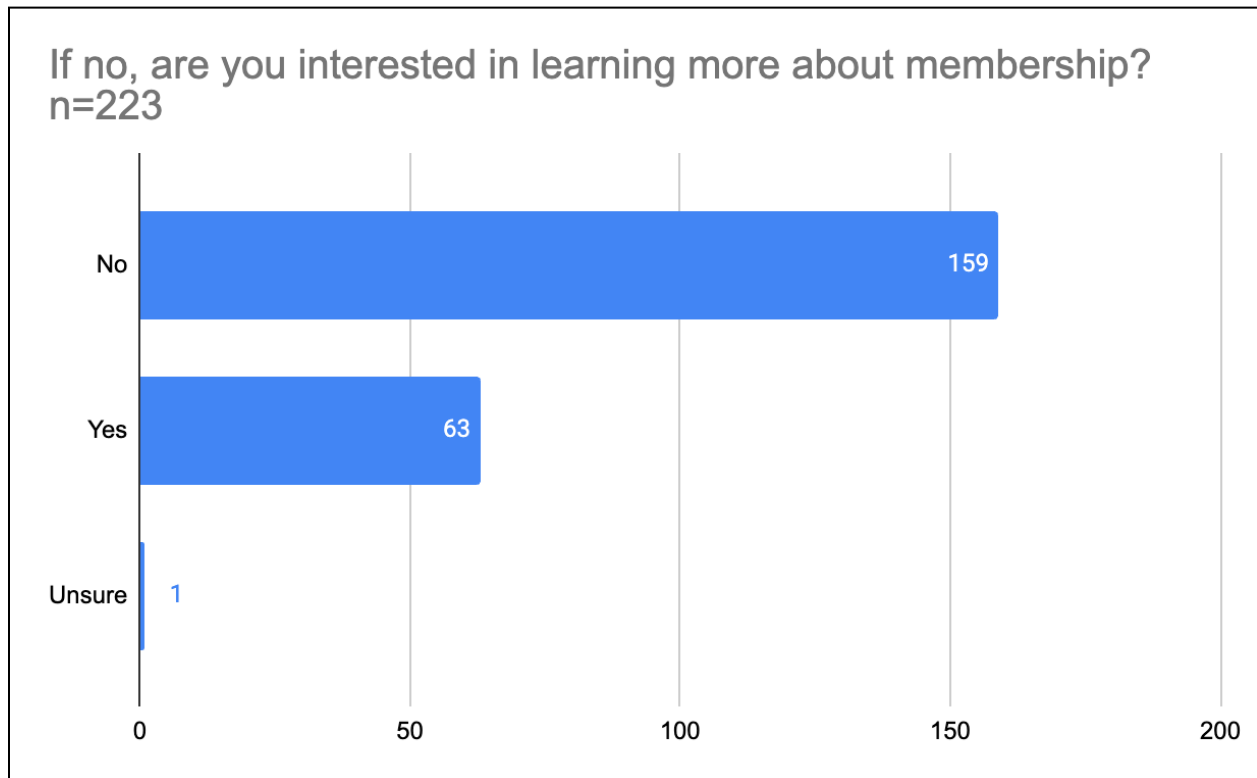


Figure 14: Membership Interest

EVENTS

Figure 15 most related to RQ6: *Determine which events to continue moving forward*. Of the 120 responses to Q16: Have you ever attended any of the following Billings TrailNet events, 82 indicated they had been to Ales for Trails, making it by far, the most popular Billings TrailNet event. This was followed by Pint Night (12), Tour de Fleur (7), Movie Night (6), Trail Cleanup (5), ending with Trivia Night and the Annual Meeting, both at 3 responses.

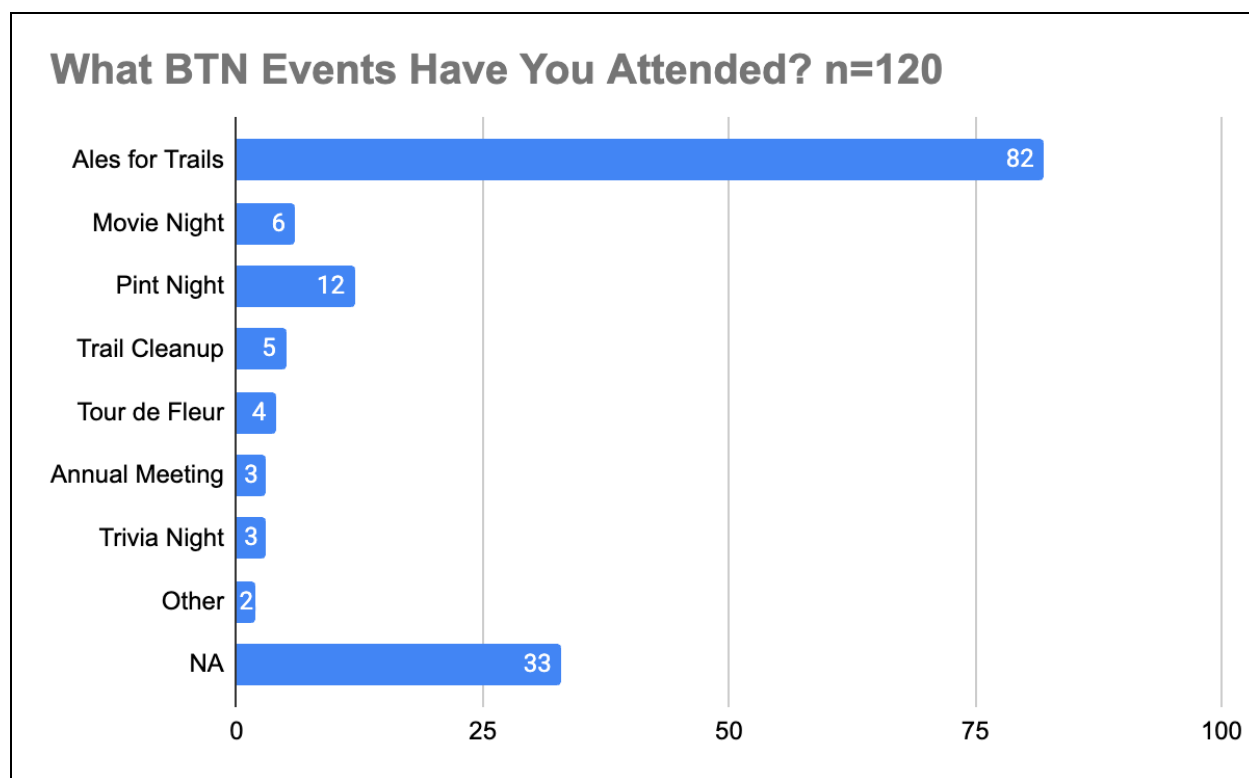


Figure 15: Specific Event Attendance

TRAIL FUNDING

Questions 9 and 10 most related to RQ7: *Determine how people prefer trails to be funded.*

Q9 asked *How do you believe development of **new** trails and bike lanes should be funded?* Out of 238 responses (99%), 8.0% (19) that it should be only public funding, 21.8% (52) believed it should be private funding/donation only, 62.2% (148) answered that it should be a mix of public and private funding, with 7.1% (17) that was unsure/no opinion. Fill in answers for the “other” category included: Cannabis taxes (state & local), .4% (1) and Never, .4% (1). This shows that the majority of respondents prefer a mix of private and public funding, with 84% to have some form of public funding. This differs from respondents in 2022, with 83.6% of responses for a mix of public funding and private funding/donations. However, there were only 55 total respondents to this survey, so this is a question that should be repeated in the next survey.

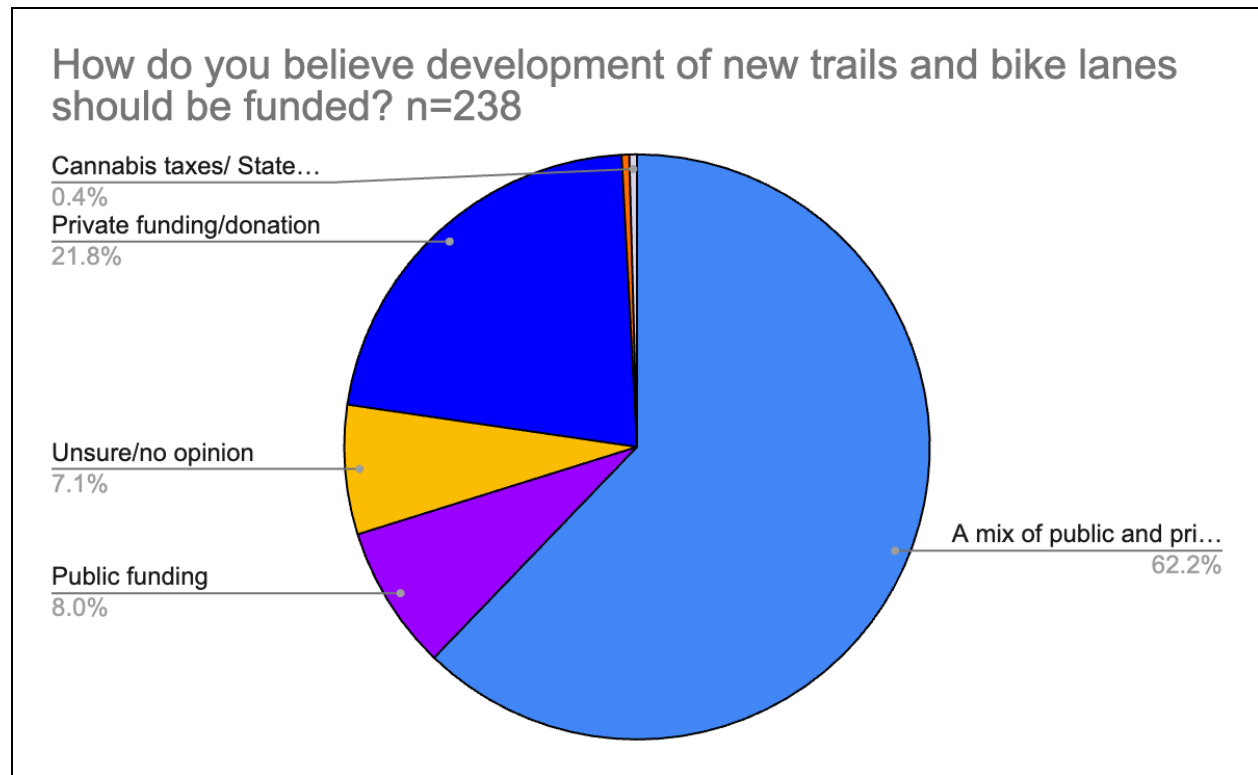


Figure 16: New Trail/Bike Lane Development Funding

Q10 asked *How do you believe development of **existing** trails and bike lanes should be funded?* Out of 237 responses (98.8%), 19.4% (46) that it should be only public funding, 17.7% (42) believed it should be private funding/donation only, 56.1% (133) answered that it should be a mix of public and private funding, with 6.8% (17) that was unsure/no opinion. This shows that respondents skew towards more fully public funding options for existing trail maintenance, although there is less support for public funding at 75.5% (84% vs. 75.5%). This is also less than support in 2022, with public funding at 21.8% and support for some form of public funding at 91%.

Preference for mixed public+private funding (new trails): 2022 vs. 2025 (84% vs. 62%, $z=3.0$) A statistically significant decline in support for mixed funding between 2022 and 2025. The 2022 survey had only 55 respondents, which limits interpretation, but the magnitude (22 percentage points) is large enough that the finding holds up.

Some public funding for maintenance: 2022 vs. 2025 (91% vs. 76%, $z=2.5$) Support for public involvement in trail maintenance has declined over three years, though remains a majority position. Again, limited by only 55 respondents in 2022.

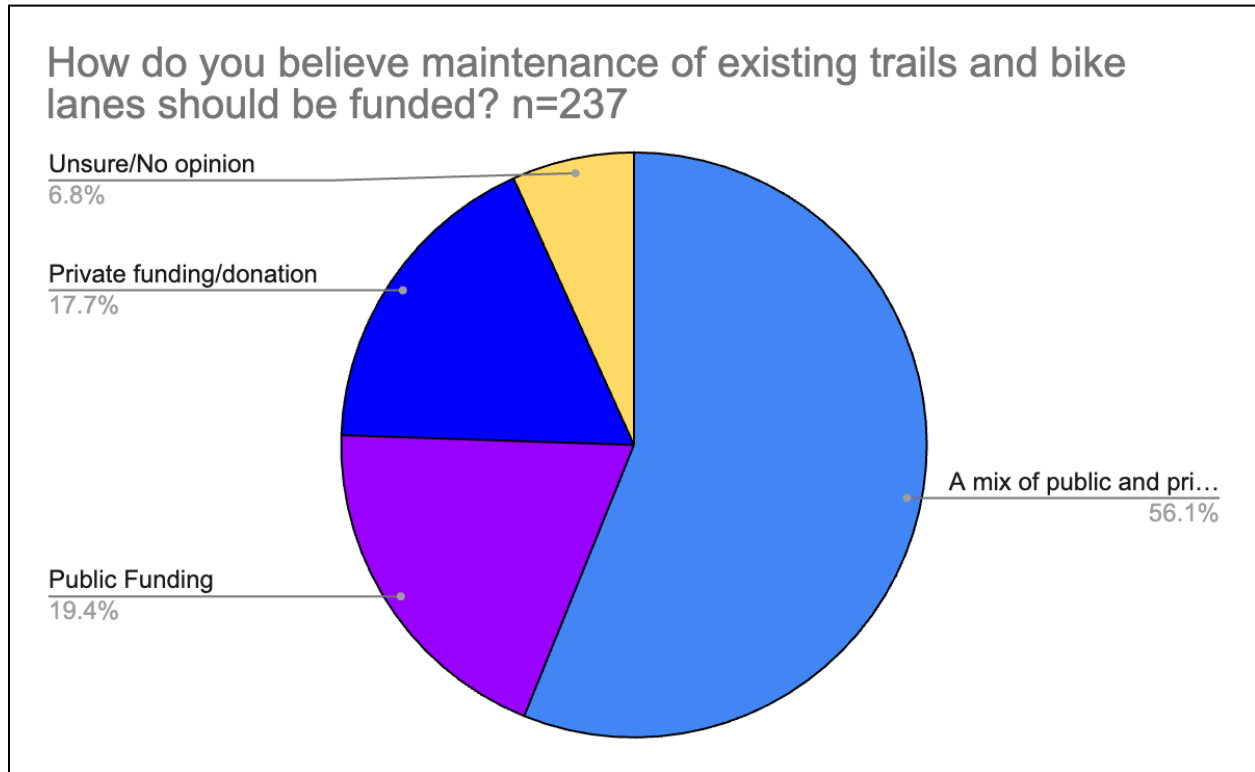


Figure 17: Existing Trail/Bike Lane Maintenance Funding

MOST NEEDED TRAIL AND BIKE LANE LOCATIONS

Questions 2 and 14 most addressed RQ8: *Determine where people have the most need for trails and bike lanes.*

When asked Q2, *Which trails are most important to you*, respondents were able to pick more than one trail provided via multiple choice as well as write in their own responses. Of the 208 respondents, the following answers were most frequently chosen:

- Black Otter Trail, 47
- Skyline Trail, 42
- Big Ditch Trail, 33
- Shiloh Road Trail, 31

- Jim Dutcher Trail, 26
- Kiwanis Trail, 24
- 32nd Street Trail, 16
- Lillis Park Trail, 14

Other responses included: Dover Rd. area, Riverside Park, Alkali Creek, Mary St to Metra, 54th St. For a complete list of responses, including answers to Q14 *which bike lanes are most important to you (street name and/or location)*, see appendix for complete list of answers.

ADDITIONAL FEEDBACK

Please let us know if you have any other comments or feedback.

Notable comments in this section included:

- Safety concerns regarding e-bike speed, lack of trail use due to unleashed dogs, from those driving out of residential areas across Skyline Trail
- Income based membership
- More options to use trails for those with limited mobility

As well as the following project requests:

- Sidewalk/trail to be extended past 64th & Grand
- 27th to Rims
- Extension of Rimrock Trail past 62nd
- Multiuse path Phipps & Ironwood to Rimrock
- Curbcut @ 38th & Big Ditch trail
- Widen Sidewalk on 38th to multiuse for kids biking to Arrowhead
- Would be great extend Big Ditch trail to Grand
- Need light/crossing @ 46th & Rimrock
- Connect Silver Creek to Monte Vista w/ a multi-use trail
- Overall need multiuse path to downtown
- Need connectivity from downtown to river
- Complete marathon loop
- Trail connector to the new bridge at Johnson exit
- More trails in the Heights

In addition, a sentiment analysis of negative comments revealed that out of 72 total comments, 21 **(29%)** were negative. This is a vast increase from the 2023 survey where only 5 of 78 total comments **(6%)** were negative. Negative responses were highlighted in red on the spreadsheet and were analyzed based on the use of the word “not,” “no,” “nobody,” and “never” as well as

lexicon-based keywords such as “concern,” “waste,” and “unnecessary.” Further, those comments discussing how tax/city funding should be used for “more important” projects or that trails should be paid for by “those that use them,” were also included as negative comments. 16 of the 21 comments **(76%)** were from respondents that identified as 60+.

For additional responses and information, see appendix for answers to Q19.

DEMOGRAPHICS

Age

Figure 18 shows that out of the 226 respondents, 4.9% (11) identified between the ages of 18-29, 26.5% (60) identified between the ages of 30-44, 22.6% (51) identified between the ages of 45-59, and 46% (104) identified as 60+. This varies from previous years where there are only four categories with a broader age range than previous years. However, the response rates amongst age groups are very similar.

Negative comments from 60+ respondents (76% of negatives, $\chi^2=7.2$, $p=0.007$) 60+ respondents make up 46% of the sample but account for 76% of negative open-ended comments. The over-representation is statistically significant since it directly supports the recommendation to invest in targeted outreach to older adults.

Age responses from previous years, comparatively:

Age Group	2022 Percentage (n=54)	2023 Percentage (n=192)
18-24	4%	0
25-34	26%	9%
35-44	24%	18%
45-54	9%	16%
55-64	20%	23%
65+	17%	33%

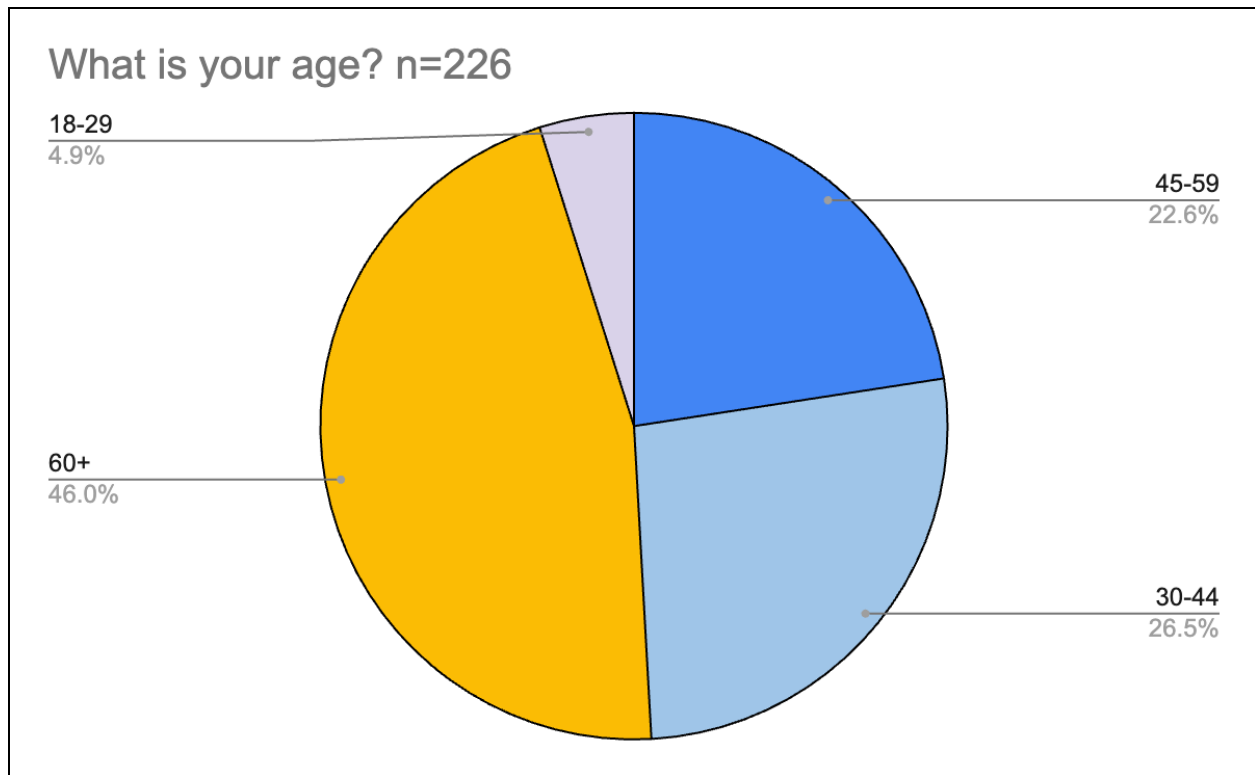


Figure 18: Age Chart

Gender Identity

Figure 19 shows that out of the 224 respondents, 56% (126) identified as female, 42% (94) identified as male, with another 2 respondents with another identity and 2 preferring not to say.

Female respondents: 2023 vs. 2025 (69% vs. 56%, $z=2.7$) A meaningful shift in the gender composition of respondents across survey years. With the 2023 sample being skewed heavily female, comparisons of trail-use rates and opinions between years may partly reflect demographic composition rather than true attitude change.

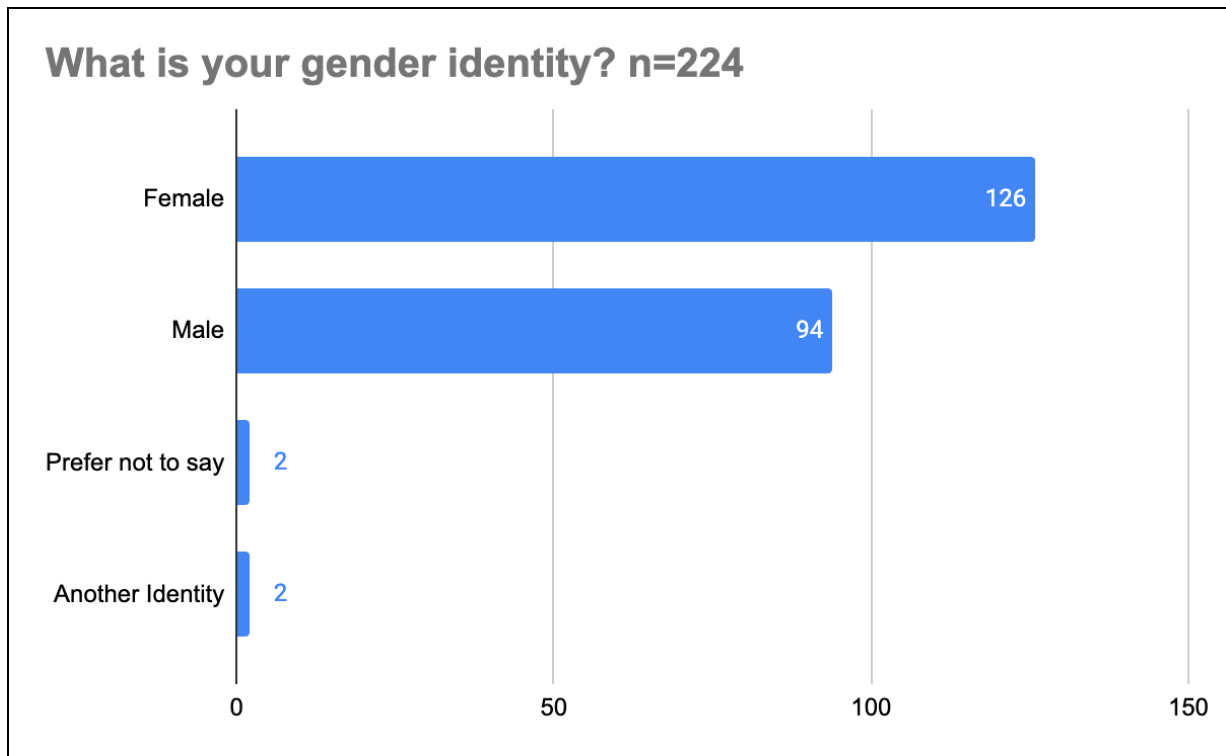


Figure 19: Gender Identity Chart

Gender identity responses (by male/female) from previous years, comparatively. Those that “prefer not to answer” were consistently 2% of the respondents each year.

Male

Year	Percentage	N
2022	40.7%	54
2023	29%	192
2025	42%	226

Female

Year	Percentage	N
2022	57.4%	54
2023	69%	192
2025	56%	226

Area of Residence

Figure 20 shows that of the 227 respondents, 10.1% (23) identified as living Downtown, 52.9% (121) identified as living in West Billings, 26.9% identified as living in Billings Heights (61), 5.7% (13) identified as living in South Billings, .44% identified as living in Huntley Hills, .44% identified as living near the Rimrocks & Rocky College, and 3.5% (9) as living in Lockwood. Each year, responses skew heavily from West Billings.

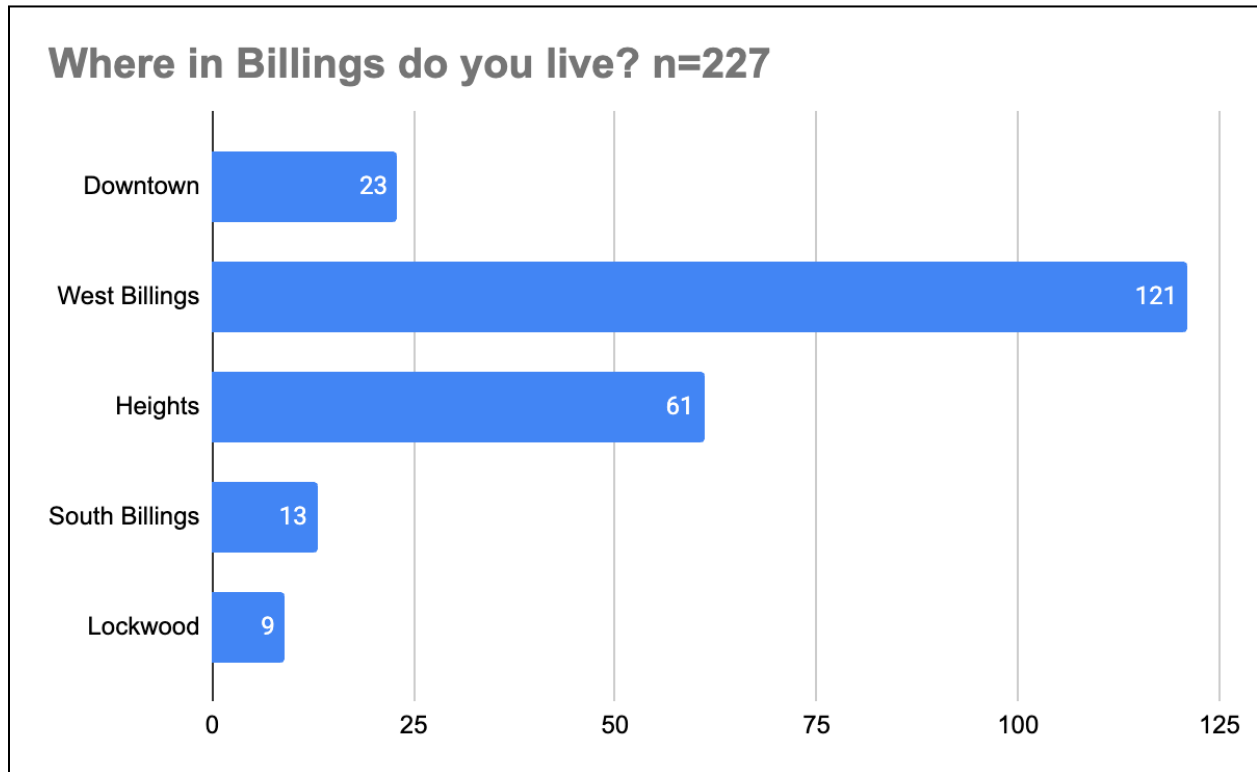


Figure 20 : Area of Residence Chart

Area of residence responses from previous years, comparatively:

Downtown

Year	Percentage	N
2022	9.1%	55
2023	12%	185
2025	10.1%	227

West Billings

Year	Percentage	N
------	------------	---

2022	50.9%	55
2023	51%	185
2025	52.9%	227

South Billings

Year	Percentage	N
2022	12.7%	55
2023	5%	185
2025	5.7%	227

Heights

Year	Percentage	N
2022	25.5%	55
2023	30%	185
2025	26.9%	227

Lockwood

Year	Percentage	N
2022	1.8%	55
2023	2%	185
2025	3.5%	227

Education Level

Figure 21 shows that of the 227 respondents, 23% (55) have a Master's degree or above, 41% (94) have a Bachelor's degree, 20% (45) had some college, 7% (15) had a high school or GED, 4% (9) preferred not to answer, and 5% (11) listed 'other.' Many of those that listed 'other' included trade school or Associate's Degrees.

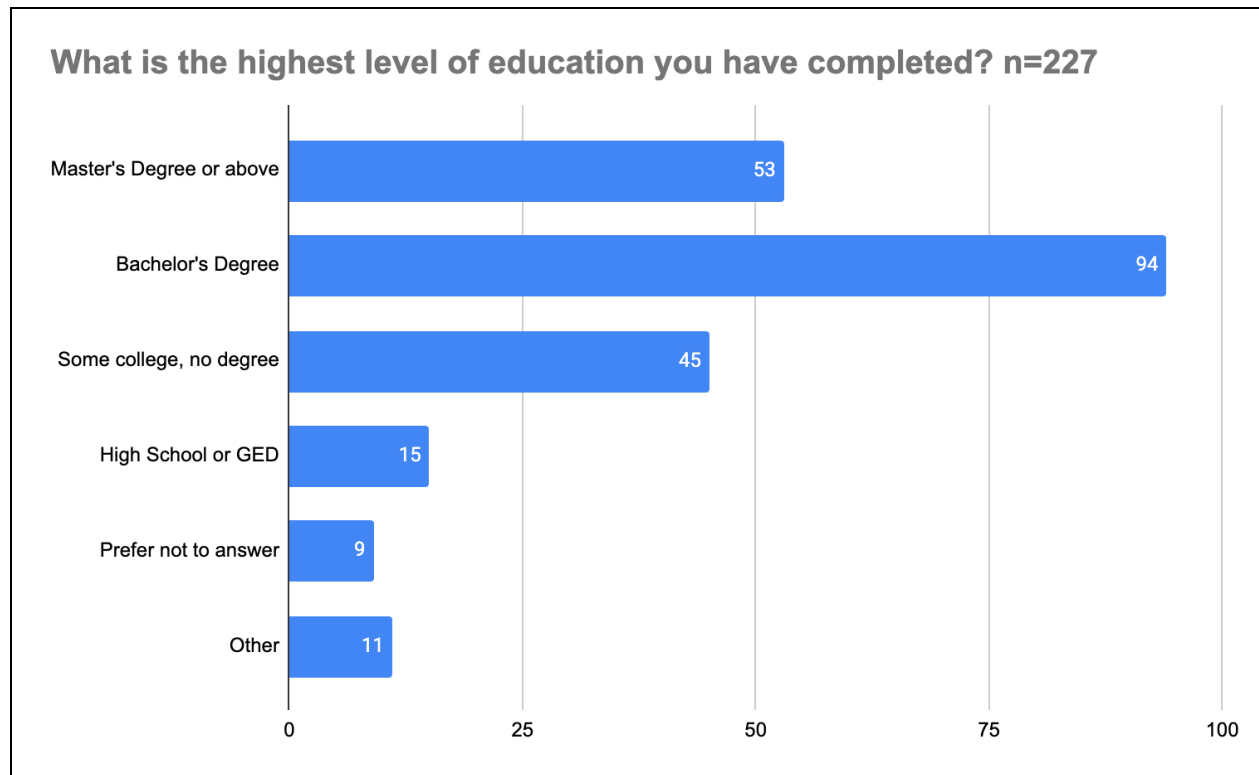


Figure 21: Education Level Chart

Education level responses from previous years, comparatively:

High School or GED

Year	Percentage	N
2022	15.1%	53
2023	7%	189
2025	7%	227

Bachelor's Degree

Year	Percentage	N
2022	50.9%	53
2023	46%	189
2025	41%	227

Master's Degree or Above

Year	Percentage	N
2022	22.6%	53
2023	23%	189
2025	23%	227

Dependent Identification

Question 24 asked if the respondent lived with any of the following, where multiple answers could be selected. From 166 respondents, 74 lived with children under 18, 121 lived with pets, 12 with a person over 65 (this included 11 with parents over 65 and 1 person with a spouse over 65), and 16 lived with a person with disabilities.

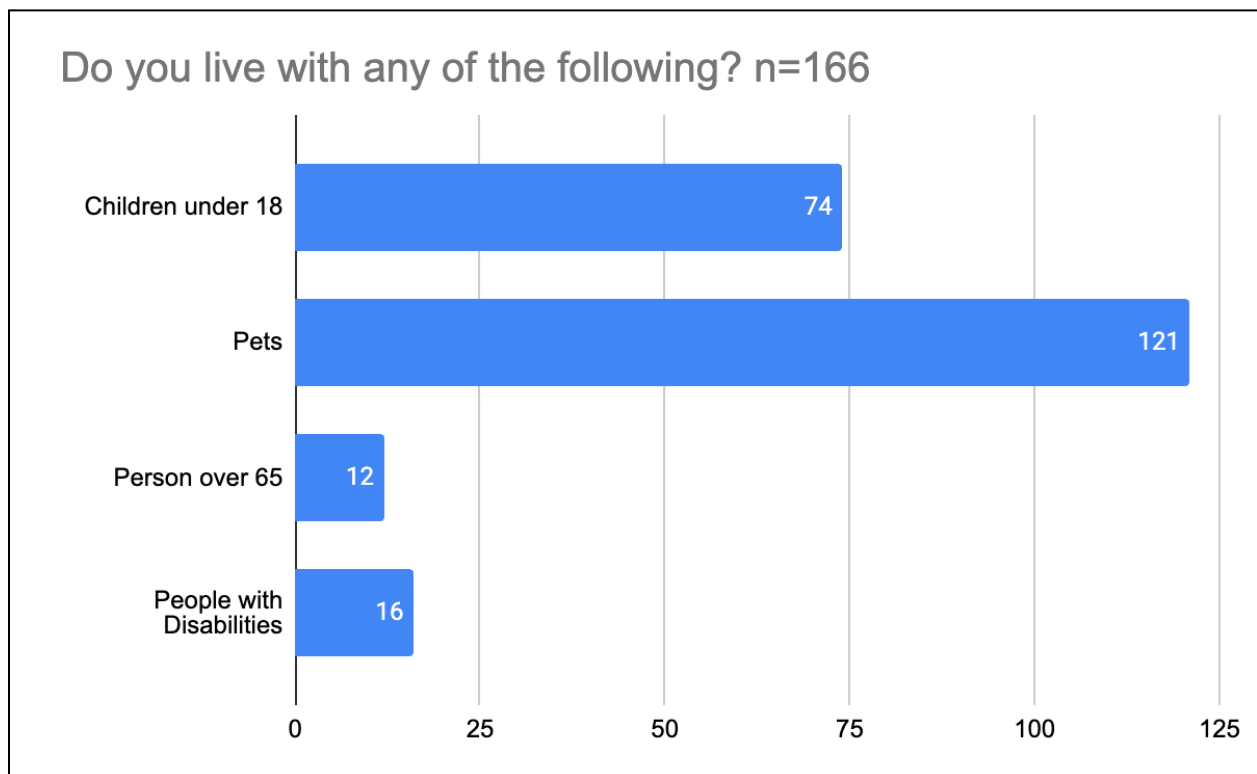


Figure 22: Dependent Identification Chart

CONCLUSION: STUDY LIMITATIONS AND RECOMMENDATIONS

Overall, both primary and secondary research suggest strong public support for Billings' trail network and continued investment in trail infrastructure. Findings indicate that trails are viewed as a valuable community asset, and public perception of trail availability has improved significantly over time.

Survey responses also indicate continued support for future trail development. While the Stagecoach Trail showed slightly higher levels of support than the Yellowjacket Trail, the Stagecoach Trail has already secured funding and is in the final planning stages. This may suggest growing recognition of the need for the Yellowjacket Trail as a future priority. At the same time, findings reveal a need for increased public awareness and education regarding both the benefits of trails and how trails are funded within the City of Billings. Misunderstanding around trail funding and infrastructure priorities may contribute to community skepticism or opposition.

Sentiment analysis of open-ended comments further supports this need. Of 72 total comments, 21 (29%) were classified as negative; an increase from 5 of 78 comments (6%) in the 2023 survey. Of these negative comments, 16 (76%) came from respondents aged 60+. This highlights an opportunity for targeted outreach, education, and partnerships with organizations serving older adults.

STUDY LIMITATIONS

Several limitations should be considered when interpreting these findings.

Response diversity: Survey participation lacked balanced representation across age groups and geographic areas of Billings. Certain areas, particularly South Billings and Downtown, were underrepresented.

Demographic categories: Education options were limited (4 options) and did not adequately capture respondents with trade school or associate degrees. The "other" option also created challenges to categorize write-ins (for example, "Bachelor's Degree with Professional Certificate"). This is in comparison to 13 different options offered in 2023.

Geographic classification: Respondents were not categorized using city wards, which was utilized in the 2023 survey and would allow for stronger geographic comparison over time.

Engagement barriers: Limited survey distribution methods may have excluded some community members who were less likely to respond online or through existing outreach channels.

Question structure: Some response categories, particularly trail use frequency, created challenges for comparison and interpretation from previous surveys.

RECOMMENDATIONS

Future Survey Improvements

For future community-wide surveys, consider adding questions related to:

- Barriers to trail access
- Support for dedicated funding mechanisms (e.g., sales tax, levy, bond, or maintenance district)
- Perceived benefits of trails, sidewalks, and active transportation infrastructure
- Importance of proposed future trail projects (list specific projects)
- Perceived value, condition, and importance of local trails

Additionally, consider improving the following:

- Update trail use frequency responses to: Daily, Weekly, Monthly, Rarely, Never for easier comparison to 2023 data *or* simplify into:
 - Frequent (daily/weekly)
 - Occasional (monthly/rarely)
 - Never
- Use city wards to classify respondents geographically
- Include education categories for:
 - Trade school
 - Associate's degree
- Bike lanes received two dedicated questions in the 2025 survey, so this could be the reason behind few (2) open-ended responses mentioning bike lanes. However, there were only 6 open-ended responses regarding bike lanes in the 2023 survey, potentially indicating that this is not a major concern within the community. The 2027 survey could include questions on bike lanes to determine if future research and messaging should remain solely focused on trails, sidewalks, and multi-use infrastructure rather than centering bike lane debates.

Increase Participation & Representation

To improve response diversity:

- Offer more survey incentives or prize drawings
- Expand survey promotion through multiple channels
- Increase physical drop-off/return opportunities in South Billings and Downtown
- Provide more ways for community members to participate beyond online distribution
- Ask questions regarding home ownership vs. renting to decipher if homeownership has an impact on response rates

Community Education & Outreach

Increase education and visibility around:

- How trails are funded in Billings
- Economic, health, transportation, and quality-of-life benefits of trails
- Current and future trail project campaigns

Recommended tactics:

- More educational social media and website content
- Member education campaigns
- Promotional storytelling around trail impact and funding

Target outreach specifically toward older adults (60+) through partnerships with senior-serving community organizations.

Organizational Recommendations (based on engagement findings)

- Evaluate and potentially discontinue low-attendance events, with the exception of required events such as the Annual Meeting
- Explore more accessible membership models, including:
 - Income-based membership options
 - Sponsored/free memberships funded by donors (“gift a membership” program)

APPENDIX

A1. Survey Letter



COMMUNITY-WIDE SURVEY

Dear Resident,

Billings TrailNet is a local, non-profit, 501c3, grass-roots organization whose mission is to promote a complete, community-wide trail system in Billings. We raise awareness, encourage the use of trails in our community, and raise money to use as matching funds the City of Billings needs to develop more trails.

To help us achieve our mission, would you mind taking 10 minutes to answer a few survey questions? You must be at least 18 to take the survey, which will be available through October 31st. Any information you provide will remain anonymous. Please know that your participation is voluntary, and you may choose not to take the survey. You can take the survey by scanning the QR code below or filling out an enclosed paper copy and mailing in or dropping off to the following locations.

Mail-In

Billings TrailNet
PO Box 2416
Billings, MT 59103

Drop-Off

105 Brewing
815 Yellowstone River Rd
Billings, MT 59105

Poly's Place Coffee
1704 Poly Drive
Billings, MT 59102

Seafoods of the World
5800 Interstate Ave
Billings, MT 59101

The Base Camp
1730 Grand Ave
Billings, MT 59102

To show our gratitude, those who choose to provide their email address or phone number will be entered into a drawing to win 1 of 5 \$100 gift cards. The winners will be drawn on November 1, 2025 and contacted no later than November 8, 2025. These gift cards will be to the following retailers: **Jiffy Lube, Seafoods of the World, Scheels, The Base Camp, and The Spoke Shop.**

Thank you in advance for taking the time to help us with this important project! We look forward to learning more about how and why you use local trails and the ideas you have for making our trail system even better. To learn more about Billings TrailNet or find ways to get involved, please visit our website at <https://www.billingstrailnet.org/>.

Sincerely,

Kristi Drake
Executive Director, Billings TrailNet



SCAN HERE FOR SURVEY

A2. Questionnaire

1. How often do you use the multi-use paved trails in Billings?

Mark only one oval.

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Less than monthly
- ☐ Never

2. If you answered that you use trails in Q1, which trails are most important to you?

Check all that apply.

- ☐ Big Ditch Trail (west end to Rimrock West Park)
- ☐ Jim Dutcher Trail (through Coulson Park to Two Moon Park)
- ☐ Skyline Trail
- ☐ Lillis Park Trail
- ☐ Kiwanis Trail (Mary St. to Two Moon Park)
- ☐ Shiloh Road Trail
- ☐ 32nd Street Trail (between Gabel Rd. and Poly Dr.)
- ☐ Black Otter Trail (through Swords Park to Boothill Cemetery)
- ☐ Not Applicable
- ☐ Other: _____

3. How do you use the multi-use paved trails in Billings?

Check all that apply.

- ☐ Walking
- ☐ Running
- ☐ Commuting
- ☐ Cycling(Recreational)
- ☐ Scootering
- ☐ Wheeling/Assisted Device
- ☐ Dog Walking
- ☐ Other: _____

4. Have you ever heard of the Skyline Trail?

Mark only one oval.

☐ Yes

☐ No

5. How often do you use the Skyline Trail (across the rims, between Zimmerman Park and Swords Park)?

Mark only one oval.

☐ Daily

☐ Weekly

☐ Monthly

☐ Less than monthly

☐ Never

6. Have you ever seen someone walking, running, or riding a bike on the road on Zimmerman Trail going up to or down from the Rims?

Mark only one oval.

☐ Yes

☐ No

☐ Unsure

7. Have you ever heard of the Stagecoach Trail?

Mark only one oval.

☐ Yes

☐ No

8. The Stagecoach Trail is a planned paved, multi-use trail that will connect the valley to the Rims near Zimmerman Trail. How important do you believe this trail is for Billings?

Mark only one oval.

- ☐ Critical, must be built
- ☐ Important, must be built soon
- ☐ Useful, but not urgent
- ☐ Low importance, could wait
- ☐ Not needed

9. How do you believe development of **new** trails and bike lanes should be funded?

Mark only one oval.

- ☐ Public Funding
- ☐ Private Funding/Donations
- ☐ A mix of public and private funding
- ☐ Unsure/No opinion

10. How do you believe maintenance of **existing** trails and bike lanes should be funded?

Mark only one oval.

- ☐ Public Funding
- ☐ Private Funding/Donations
- ☐ A mix of public and private funding
- ☐ Unsure/No opinion

11. Have you ever seen someone walking, running, or riding a bike on 27th Street going up to or down from the Rims?

Mark only one oval.

- ☐ Yes
- ☐ No
- ☐ Unsure

12. The Yellowjacket Trail is a potential paved, multi-use trail that will connect 27th Street to the Skyline Trail. How important do you believe this trail is for Billings?

Mark only one oval.

- ☐ Critical, must be built
- ☐ Important, must be built soon
- ☐ Useful, but not urgent
- ☐ Low importance, could wait
- ☐ Not needed

13. How often do you use city bike lanes?

Mark only one oval.

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Less than monthly
- ☐ Never

14. If you answered that you use bike lanes in Q13, which bike lanes are most important to you? (Street name and/or location)

15. Are you familiar with Billings TrailNet?

Mark only one oval.

- ☐ Yes
- ☐ No

16. Have you ever attended any of the following Billings TrailNet events?

Check all that apply.

- ☐ Ales for Trails
- ☐ Tour de Fleur
- ☐ Trailblazing Trivia Night
- ☐ Billings TrailNet's Annual Meeting
- ☐ Bike or Running-Themed Movie Night at the Art House benefitting Billings TrailNet
- ☐ Billings TrailNet Pint Night
- ☐ Billings TrailNet Trail Cleanup
- ☐ Other: _____

17. Are you a member of Billings TrailNet?

Mark only one oval.

- ☐ Yes
- ☐ No
- ☐ Unsure

18. If no, are you interested in learning more about membership?

Mark only one oval.

- ☐ Yes
- ☐ No

19. Please let us know if you have any other comments or feedback:

A Little About You

These last few questions help us understand who is filling out the survey so we can make sure trails serve everyone in our community. Your answers are confidential and only shared in summary, but they're valuable in helping us improve and expand our work. Thanks for completing this section — it makes your feedback even more impactful!

20. What is your age?

Mark only one oval.

- ☐ 18-29
- ☐ 30-44
- ☐ 45-59
- ☐ 60+

23. What is the highest level of education you have completed?

Mark only one oval.

- ☐ High School or GED
- ☐ Some college, no degree
- ☐ Bachelor's Degree
- ☐ Master's Degree or above
- ☐ Prefer not to answer
- ☐ Other: _____

21. What is your gender identity?

Mark only one oval.

- ☐ Male
- ☐ Female
- ☐ Another Identity
- ☐ Prefer not to say

24. Do you live with any of the following:

Check all that apply.

- ☐ Children under 18
- ☐ Parents over 65
- ☐ Pets
- ☐ People with disabilities

22. Where in Billings do you live?

Mark only one oval.

- ☐ Downtown
- ☐ West Billings
- ☐ South Billings
- ☐ Heights
- ☐ Lockwood

25. Your email address or phone number (for drawing)



A3. Open-ended responses to Q13: *If you answered that you use bike lanes in Q13, which bike lanes are most important to you? (Street name and/or location)*

Downtown, up to airport area
Rimrock
Downtown
Rimrock, Poly, 30th St, downtown
By South Park, by Riverstone Clinic, Wicks Lane I target and use pretty much all the available bike lanes from Rimrock to South Billings and Shiloh to Heights
Poly
My office is on grand. I would never feel safe cycling on grand. I do ride Colton or poly and drop down thru rose park to my office.
Sorry, don't know names, but between downtown and the college. And downtown to hospital corridor.
Rimrock, Poly
Poly and Lewis
Lewis, East of 24th
Rimrock
Polly drive, downtown, avenue D
Rimrock, Poly
Lewis between 13th to downtown & all bike lanes downtown!
Rimrock
31st St N, 3rd Ave N
2nd Ave North, Broadway
Unfortunately there are none near me on grand ave so with access being difficult we need connectors.
Poly
Varies depending on needs; definitely Shiloh
3rd St N
N 31st Street, 3rd Ave N
Rimrock
Rimrock
Poly Drive, 38th
Poly
Rimrock, Poly
27th

Monad, Stewart Park
West End
Aaronson rd / senators blvd/ governor's blvd
Neighborhoods such as Durland Heights should have 2/3 of the 90 home owners vote in favor of it according to Billings Engineering Planning Standards.
Poly
Pioneer / Dover / bypass area to Lockwood
Lewis ave.
Nutter Blvd - school use
Poly
Skyline, Jim Dutcher, Black Otter, Kiwanis
All of them
None. I wish the cyclists using them were required to pay registration for using public roadways
I just wish biker (sic) would use them
31st St & 3rd Ave
Downtown
Downtown. 1St Ave N, 2nd Ave N, 6th Ave N, 4th Ave N
Poly
Downtown, south side
Heights & Downtown
Governors Blvd.
Rimrock
Mary st
Rimrock, Poly

A4. Open-ended responses to Q19: *Please let us know if you have any comments or feedback*

Thanks for all that you do. Our home, and my current employment location means we use the trails less, but find them very important for the community.
We live at 54th & Grand - It would be nice to have sidewalk/trail access down Grand to Shiloh for purposes of children being able to ride bikes/scooter that way.
Was surprised to learn Parks Dept has responsibility for Black Otter but City has jurisdiction of trail along Alkali Creek Rd. City does far less work/maintance along Alkali Creek. Hoping this can be addressed.
Fast Electric Bikes on trails may be a problem - FAST driver NOT giving warning to walkers. Trail NOT

wide enough for bike and walkers

THANK YOU for your considerable efforts to improve public safety and recreational access to our lovely community!

We are on 64th and have to load our bikes to reach any trail. Would love to see Grand extended to 64th with bike path

The trails are very important to Billings.

Reached out 15 yrs ago for guidance on planting trees next to trail. Poor response/ Poor service. Also said I would buy the trees...No Solution

Your great work has made Billings a better place to live. Keep it up!

Have more fundraisers. A winter brewfest or themed bingo would be nice. Not every event needs to be done in the summertime. Also, bring in some better breweries for Ales for Trails. Need some new selections.

Our Rimrock West trail has been beautifully maintained in every season. I am so grateful to have a safe place to walk.

I've really enjoyed the updates and Skyline trail. You guys are doing awesome! Hope to get back to using weekly, some health problems have delayed me.

I am looking forward to retiring next spring & using the trails more often!

We love seeing people using the trails all over town! Keep up the good work!

Trails are critical to public health, wellbeing, and attracting young families to town

Would LOVE to be able to get up and down the rims on foot. It's been a huge barrier to me with the airport especially. Uber is really expensive and I'd happily walk down the rims, but I don't feel safe on foot on N. 27th

Public funding should NOT be considered when the entity asking for those funds does not contribute directly to those monies. Maybe consider requiring bicycles to be licensed, and use those fees to help fund trails. (I'm sure you understand the correlation, but here goes: I drive a car and pay a hefty fee to keep it licensed. AND insured, and pay road taxes added to the price of gasoline.) Public funding should address NEEDS, not "wouldn't it be nice to have."

Be cool if you connected Alkalie (sic) Creek Path to Zimmerman (sic) then from Zimmerman to Swords back to Alkalie (sic) creek to make a giant loop that wouldn't have to worry about cars. if that make (sic) sense.

Looks like it is time for a dedicated statewide SALES TAX!!! Let Californians pay it! We can set up a tax that rebates Montanans and charges only out of state visitors!! I AM SERIOUS!

Making Life Healthy is my goal!

I am summarily unimpressed with the rudeness (sic) unprofessionalism, self-centered, undemocratic lack of rules - based behavior of this group. The fact that the Stagecoach Trails (sic) lead showed up to a town hall wearing a white nationistic (sic) (Fascist) T-shirt is deplorable. The unprofessionalism of your group's "Leadership" and attempt to ram your agenda onto homeowners, ruining the ecosystem & natural habitat is low-brow, and disgusts me.

Skyline Trail - dangerous for people leaving Sky Ranch, Stoney Ridge & Masterson Drive. Riders/walker

(sic) do not pay attention to driveway or street traffic

Please raise (sic) are (sic) taxes some more. page 1 - Crown Trump, Democrats Suck!!

Have people who use it fund it.

I'm 67, had 3 stents in my heart, brain surgery 3 1/2 years ago. Can only walk or work in my yard for about 1/2 hour, then I have to rest for about an hour. I wish I could use those trails, but...I do like them for everybody else, people need a safe place to exercise!

Funding for this trail could be used for better police protection. 😊

I am not the best one to fill this out because I am 80+ years and have osteo & rheumatoid arthritis have had 16 surgeries and walk with a walker and most of my joints have been replaced due to severe arthritis

Bike paths downtown have ruined the roads - please eliminate these. Not Necessary.

Need to develop (sic) roads west of Shiloh (Central, Grand) for the heavy amount of traffic on these two roads. I see people walking on the side of Grand Ave all the time and numerous times I have seen people on bicycles on both of these roads west of Shiloh. Very Dangerous

As long as the trails are NOT funded and cared for by the Public with our taxes, then they are nice for walkers, bikers, etc.

I think the bike paths downtown are a joke. Nobody uses them! What a waste of money to see no bike riders on them. I don't know where anybody got this idea because I never see anybody riding bikes around town.

If somebody wants these "bike paths" they can fork over the money themselves. I'm sick & tired of tax dollars going to things like this. I think our taxes are high enough!!! This city wastes so much of our tax dollars on shit that's not needed in this town.

We use Norm's Island & Dover all the time - We do not use any other trails - I do not think my tax money or any other funds from me should be used by this -

-
- Multiuse path Phipps & Ironwood to Rimrock
 - Curbcut @ 38th & Big Ditch trail
 - Widen Sidewalk on 38th to multiuse for kids biking to Arrowhead
 - Need multiuse trail on Grand Shiloh to 54th
 - Would be great extend Big Ditch trail to Grand
 - Need light/crossing @ 46th & Rimrock
 - Connect Silver Creek to Monte Vista w/ a multi-use trail
 - Overall need multiuse path to downtown
 - Need connectivity from downtown to river
 - Complete marathon loop

I feel like hiking trails are great but this town desperately needs safe bike paths for commuting.

Love the idea of the trails and hope to use them in the future.

Thanks for all you do to connect Billings and make it safer and better for bikers, walkers, and runners

Thank you for all that you do!

We're located east of the heights. I wish we could have these trails connect to the new bridge at Johnson exit. Or somewhat to get from heights to there since it's scary riding on the roads here.

There's absolutely no shoulder.

I would use the trail system more if it reached out to my neighborhood at the end of Rimrock. Hoping to see the Rimrock trail extended out past 62nd. Excited to see more expansion of the trail system in town. Thank you for your work.

Thank you for collecting all of this info!

These trails are a waste of money. Put crossing lights so kids can get to school safely and camera on lights to stop these people from running red lights and killing people. Spend OUR money wisely.

Biggest concern I have for all of these new trails is the upkeep on them so that they can be used for years to come.

I am very excited about the changes in billings regarding our trails

If we implemented a sales tax, maybe some of that could go toward funding trails (after supporting schools). Otherwise, donations.

Thank you

The city street lanes need to go away unless MOTORCYCLES are permitted.

I think there should be camera surveillance (sic) in place and more mirrors in place. For safety and maybe more events to encourage trail usage.

Keep up the great work! Od. says 600 miles since June this year, most of them just grocery gettin' traips of 5 - 10 miles. Between the paved paths and dedicated lanes, its been amazing! Thank you!

We really appreciate all your efforts to make Billings a safe place to recreate & stay active

Thank you for your work, Although I haven't been active with your organization, I have admired it.

Although I don't use the trails I think they are an important amenity for the city

Trails are very important!

All though the trails and bike paths in the area are a nice luxury, there are much greater needs that should take priority. Like the agin infrastructure of Billings. The basics like water, plumbing, road maintenance, and safety service. The things that ALL citizens use.

Would love the membership but on limited income and can't afford added expence.

Trails are "nice to have" not "have to have". I would rather see money invested in more shared use paths & sidewalks right in towns. If trailnet would advocate for more marked crosswalks that would be great.

My sister is a regular bike commuter, but rarely uses bike lanes, preferring sidewalks because even the bike lanes feel too dangerous.

We have way too many trails and people don't use the bike lane instead they hold up traffic in the car lane.

I feel we have enough trails - I live on Shiloh & most of bikes rid down the road! Even tho (sic) we have a walking trail on one side & a bike trail on the other - I feel we have enough trails already - We don't have to cover the city with trails - honestly you have less walkers & bike riders than you think - people are getting tired of having the trails jammed down our throats

Totally over-funded, unnecessary!!!

These projects should be funded by the people who use them. There are other more important uses for

that money.

I love all the trails, Each one seems like a new place. Always peaceful & friendly makes you feel close to God!! LOL - Thats all I really know about the trails!!

Believe trails are nice, but not essential, do not have much use, and don't have value for the majority of the citizens so no public tax payer moneys should be used on them.

I believe before any more tax dollars are spent on trails, Billings needs to clean up weeds beside the streets and in the streets and promote stores - we have a huge drawing area

Thank you for all you do!!

I quit walking Dutcher trail. Too many unleashed and uncontrolled dogs. I guess if you want to walk you must fo it on the streets if you are terrified of dogs.

A few portable toilets would be nice!

Animals need to be on a leash. Fine for not following.

Need more trails in the Heights

I've seen people walking to/from airport on 27th. I still have a some what bad opinion of TrailNet, then BikeNet, due to the antics of Darlene Tussing. Trust issues.
