



City of Missoula, Montana
Item to be Referred to City Council Committee

Committee: Public Works

Item: Resolution to Adopt the Pedestrian Facilities Master Plan

Date: July 22, 2019

Sponsor(s): Aaron Wilson

Prepared by: Tara Osendorf

Ward(s) Affected:

<input type="checkbox"/> Ward 1	<input type="checkbox"/> Ward 4
<input type="checkbox"/> Ward 2	<input type="checkbox"/> Ward 5
<input type="checkbox"/> Ward 3	<input type="checkbox"/> Ward 6
<input checked="" type="checkbox"/> All Wards	<input type="checkbox"/> N/A

Action Required:

Set a public hearing and consider a resolution

Recommended Motion(s):

August 3, 2019:

I move the City Council: Set a public hearing on August 12, 2019, on a resolution to adopt the Pedestrian Facilities Master Plan for the purpose of pursuing a complete, connected and safe network of facilities for pedestrians in the Missoula Urban Area.

August 12, 2019:

(Adopt/Deny) a resolution to adopt the Pedestrian Facilities Master Plan for the purpose of pursuing a complete, connected and safe network of facilities for pedestrians in the Missoula Urban Area.

Timeline:

Referral to committee:	July 22, 2019
Committee discussion:	July 24, 2019
Council action (or sets hearing):	August 5, 2019
Public Hearing:	August 12, 2019
Deadline:	none

Background and Alternatives Explored:

The City of Missoula has a long history of supporting and promoting active transportation options such as walking and bicycling. However, Missoula's active transportation network remains incomplete, requiring the implementation and continued maintenance of pedestrian and bicyclist-specific infrastructure. In the 2016 Long Range Transportation Plan, *Activate Missoula 2045*, a pedestrian mode split goal was adopted that will essentially triple the rate of pedestrian commuting in Missoula over the next 30 years. The City's Growth Policy, *Our Missoula*, includes priority actions to make all of Missoula more walkable, as well as supporting the Long Range Transportation Plan mode split goals.

In order to further these plans, policies, goals and actions, the Missoula Metropolitan Planning Organization, partnering with the City of Missoula Bicycle and Pedestrian Office, initiated a pedestrian facility master planning process beginning in the summer of 2017. The MPO and

Bike/Ped Office used a data driven approach to prioritization and engaged the public and other stakeholders throughout 2017 and 2018 to develop the recommendations contained in the Pedestrian Facilities Master Plan (PFMP).

The purpose of the PFMP is to develop a strategy for providing a connected, safe, and accessible pedestrian network for users of all ages and abilities within the Missoula Urban Area. The plan describes many of the benefits of walking, from benefits to the transportation system (moving more people on existing transportation infrastructure, reaching mode split goals, and creating complete streets) to benefits to health and the environment (increased physical activity, decreased greenhouse gas emissions). The PFMP also includes useful tools in the form of prioritization maps and policy recommendations to ensure that pedestrian facilities are equitable and accessible to all people.

The public was heavily involved in this planning process, via multiple public workshops, a pedestrian survey, and a virtual open house on the MPO website where people could view materials from previous public meetings, explore draft recommendations, and provide comments on the proposed prioritization processes. Additional comments were collected on the draft plan prior to adoption by the MPO.

The PFMP was adopted by the region's transportation planning body, the Transportation Policy Coordinating Committee, on January 15, 2019. The attached resolution will formally adopt the Pedestrian Facilities Master Plan as a guide and resource for implementing a more complete pedestrian network in the City of Missoula and surrounding Urban area.

Financial Implications:

The Pedestrian Facilities Master Plan is a guiding document and resource for planning infrastructure improvements related to pedestrian travel within the Missoula Urban area. As such, it may influence how and when City funds are distributed to specific infrastructure improvements or City programs to support people riding bikes. The PFMP will have no direct financial impacts to the City.