



Pedestrian Facilities Master Plan



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- Adopted by TPCC in January
- Adoption by City Council in August



Pedestrian Facilities Master Plan Missoula, Montana Fall 2018



Safety:

Provide a network that is safe for users of all ages and abilities.

Mode Shift:

Increase non-motorized trips and the percentage of residents and visitors choosing non-motorized modes of transportation for all trip types.

Health & Equity:

Encourage people to make healthy, active transportation choices by providing quality pedestrian facilities, particularly in neighborhoods with persistent poverty and/or health disparities.

Connectivity & Accessibility:

Provide and enhance pedestrian facilities that provide universally accessible, comfortable, and efficient access to goods, services, and other public amenities.

Economic Growth:

Support the region's economic vitality, specifically by providing new or improved pedestrian-related transportation options throughout new and existing commercial and industrial centers.

Sustainability:

Reduce reliance on single-occupancy vehicles by maintaining existing infrastructure and making sure new development provides appropriate infrastructure.

Land Use & Community Design:

Ensure existing neighborhoods and transportation corridors have appropriate facilities through replacement and retrofitting existing facilities, and designing new facilities to meet or exceed national standards. Support pedestrian-scale design throughout the urban area.

Priority Pedestrian Needs Analysis

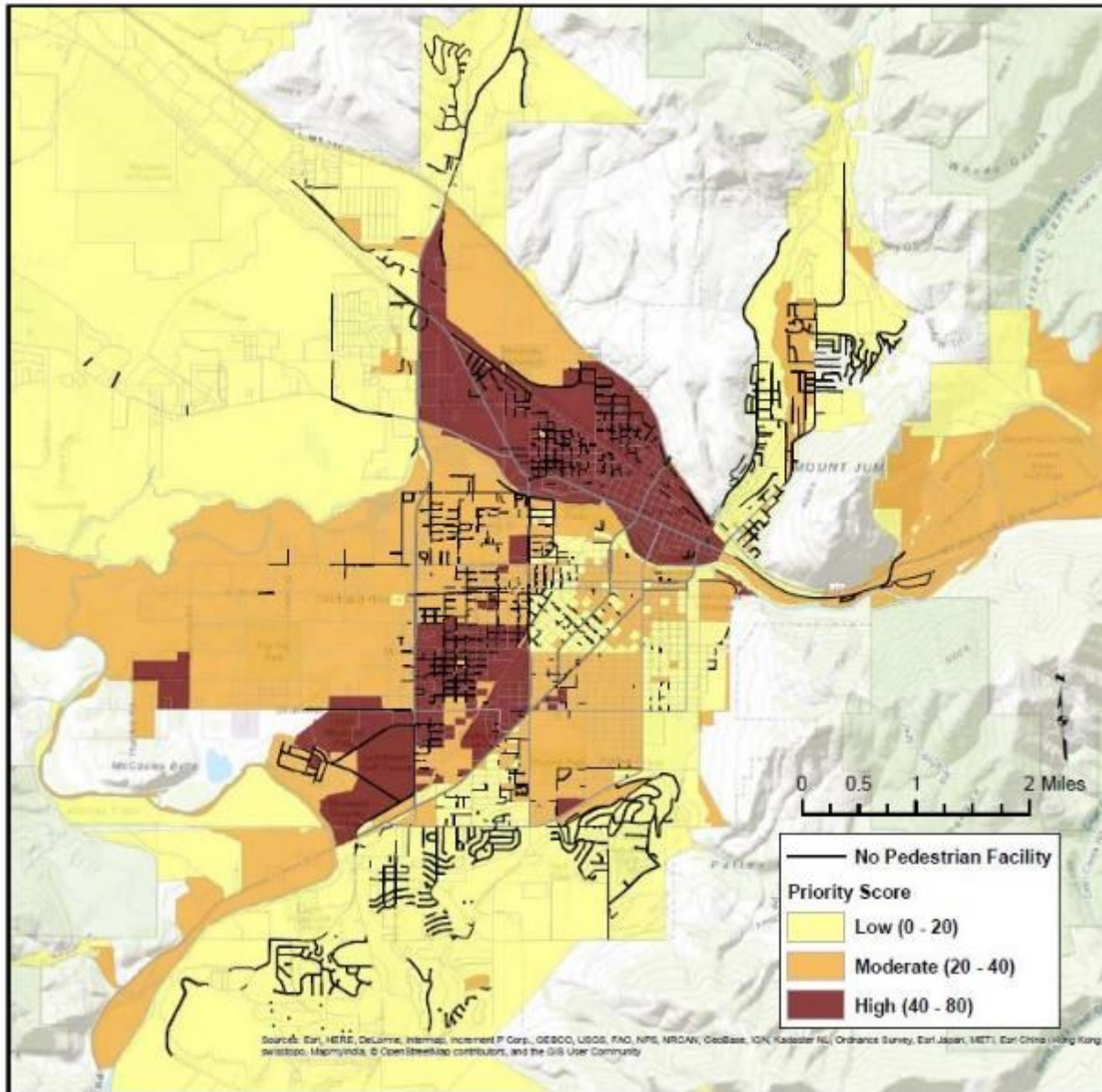


Element	Criteria	Points	Points out of 100
Demographics	Low/moderate income households	20	20 * LMI (%)
	Adult Obesity	20	20
	Zero car households	20	20
	Persons with a disability	20	20
	Persons aged 65+	20	20

Element	Criteria	Points	Points out of 100
Attractors (within 1/4 mile)	Schools	7.5	50
	Transit stops (high ridership)	7.5	
	Grocery stores (large, not convenience markets)	7.5	
	Parks	7.5	
	Commuter paths	7.5	
	Post offices	2.5	
	Medical clinics	2.5	
	Independent Living Services	2.5	
	Emergency/support services (food, shelter, substance abuse)	2.5	
	Religious/Civic	2.5	
Density (Residential/ Employment)	Residential (> 7 households/acre or > 4 households/acre)	25 or 12	50
	Employment (> 12 jobs/acre)	25	

70%
Demographic
Score
+
30% Physical
Score
=
Priority Needs
Score

Priority Pedestrian Needs Map



Other Area Needs



Target Range/Orchard Homes:

- Rural suburban
- Focus on shared-use paths, rural design

East Missoula/Bonner/Milltown

- Urban form
- Focus on highways, arterials
- Install sidewalks as needed or feasible

Mullan/West of Reserve

- Complete streets w/ development
- Higher density urban form
- Boulevards & street trees



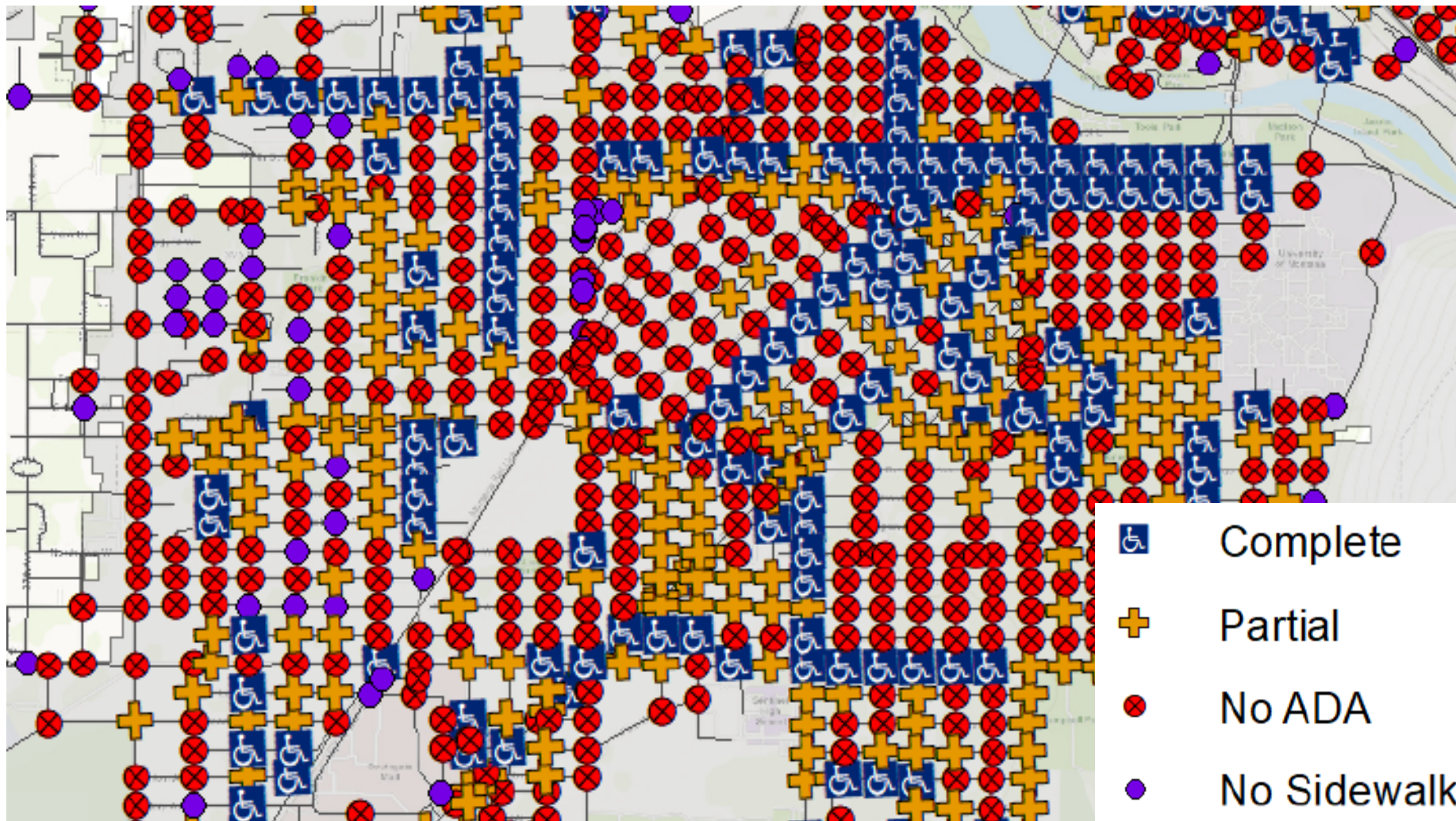
ADA Transition Plan



Target	Implementation Schedule (yrs)	Estimated Costs	Cost per year
Install missing ADA facilities for all sidewalk in the highest priority category	30	\$2,457,000	\$81,900
Upgrade existing ramps/facilities in the highest priority category	30	\$2,905,000	\$96,833
Complete 3.33% of citywide ADA facilities each year	30	\$17,010,000	\$567,000



ADA Transition Plan



ADA Transition Plan Strategies



Vision impairments	Mobility impairments
Construct straight line facilities with clear and defined edges	Consider sidewalk to "front door" access
Install tactile cues in a consistent manner, orienting pedestrians in a straight line toward opposing sidewalk ramps	Establish criteria for what makes a route "accessible"
Investigate new technology-based wayfinding methods	Conduct walking audits of projects to identify issues early in the design process
Train planning/design staff and elected officials with walking audits to gain an understanding of vision-related challenges	Address alley intersections for sidewalk/curb ramp compliance

Implementation: Action Steps



Action Steps	
Implementation Strategies	Coordination
	Coordinate with other departments, plans, and agencies.
	Coordinate pedestrian improvements with other street improvements. Leverage corresponding roadway and resurfacing projects to decrease the cost of pedestrian improvements.
	Evaluate all new infrastructure and maintenance projects for potential opportunities to improve the pedestrian network.
	Data Management
	Update sidewalk inventory as new infrastructure is implemented and existing facilities undergo improvements or regular maintenance.
	Track infrastructure constructed by private development.
	Investigate creating more improvement districts throughout the urban area.
	Safety
	Ensure snow and ice clearance on all public facilities and crossings.
	Inspect and repair sidewalks in a timely manner.
	Determine and implement an ideal distance between crosswalks.
	Evaluate and improve guidelines for safety and accessibility in work zones.
	Utilize and improve sidewalk design guidelines for increased safety and user comfort.
	Design
	Refer to current NACTO and AASHTO design guides for best practices and engineering standards.
	All design standards should remain fully compliant with ADA standards, in addition to considering user comfort.
	Incorporate green infrastructure into pedestrian facility design such as street trees, appropriate drainage, or landscaping.
	Encourage design that contributes to general walkability, comfortable pedestrian spaces, and an aesthetically pleasing user experience.
	Maintenance
	Ensure existing facilities remain in good to excellent condition as to continue to provide usable spaces for users of all abilities.
	Educate homeowners on required sidewalk maintenance such as vegetation control and snow removal.
	Research alternative methods for sidewalk maintenance and the allocation of maintenance responsibilities.

Questions ?

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