

**RESOULTION NUMBER 8098****A RESOLUTION OF THE CITY COUNCIL PROVIDING FOR A COMPLETE STREETS POLICY AND DIRECTING STAFF TO DEVELOP IMPLEMENTATION STRATEGIES TO INCREASE THE USABILITY OF ALL STREETS FOR ALL MODES OF TRAVEL FOR CITIZENS OF ALL AGES AND ABILITIES IN MISSOULA.**

**WHEREAS**, The City of Missoula wishes to design and maintain a public right of way that safely, comfortably, and conveniently accommodates all users and all modes of transportation; and

**WHEREAS**, a Complete Street is defined as one which provides a safe, convenient, and context-sensitive facility for all modes of travel and for users of all ages and abilities; and

**WHEREAS**, Complete Streets better serve the needs of transit users by providing access to transit systems; and

**WHEREAS**, Complete Streets have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

**WHEREAS**, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

**WHEREAS**, Complete Streets are essential in providing safe routes to school for children; and

**WHEREAS**, Complete Streets can enhance the public realm through human scaled designs, including street trees and landscaped boulevards, pedestrian lighting, wayfinding signage, public art, and/or street furniture; and

**WHEREAS**, the concept and principles of Complete Streets are entirely compatible with the direction and plans embodied in the Growth Policy and Missoula Long Range Transportation Plan updates; and

**WHEREAS**, it is the desire of the City of Missoula to renew its commitment to the principles of Complete Streets for all of our streets;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MISSOULA, MONTANA**, that the City of Missoula updates its Complete Streets Policy to contain the following elements:

**SECTION 1: VISION, USERS, AND MODES**

- A. The City of Missoula strives to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system that best enables access, mobility, economic development, aesthetics, health and well-being for people of all ages and abilities.
- B. This transportation system shall be designed in ways that, to the greatest extent possible, ensure the safety, security, comfort, and convenience of pedestrians, bicyclists, public transit/paratransit users, assistive mobility device users, motorists, emergency responders, and routine commercial service providers.
- C. When there are conflicting needs among users and modes, the following prioritization will apply:  
(1) above all, safety is paramount, followed by mobility; (2) among modes, pedestrians shall come first citywide, followed by the next most vulnerable types of users; and finally, (3) seek balance among all modes involved. It is recognized that all modes cannot receive the same type of accommodation and space on every street, but the overall goal is that everyone – young, old, and of varying ability – can safely, comfortably, and conveniently travel across the network.

- D. The application of this policy will be flexible to permit context-sensitive design. Context sensitivity to the community's overall surroundings, its current and planned buildings and land uses, and current and expected transportation needs of all people will help ensure that projects are appropriate within the context of the neighborhood, sensitive to community values, and balance social, economic, and environmental objectives.

## **SECTION 2: INCLUSION AND EXCEPTIONS**

- A. The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These improvements and phases include: planning, programming, design, right-of-way acquisition, subdivision and land development, new construction, construction engineering, reconstruction, operation, repair, capital improvements, re-channelization projects and major maintenance, and routine maintenance and rehabilitation.
- B. Any exception to this policy, including for eligible private projects, must be reviewed and approved by City Council, with documentation of the reason(s) for the exception.
- C. Exceptions may be considered for approval for the following reasons:
  - a. An accommodation is not necessary on corridors where specific user groups are prohibited;
  - b. Costs of accommodation are excessively disproportionate to the need or probable use, when factoring in both current economic conditions and economic benefits of initial capital cost;
  - c. A documented absence of current and future needs exists;
  - d. Transit accommodations are not required where there is no existing or planned transit service;
  - e. Routine maintenance, such as sweeping, mowing, and spot repair, does not change the roadway geometry or operations, and as such, does not trigger this policy.
  - f. A reasonable and equivalent project existing along the same corridor that is already programmed to provide facilities exempted from the project at hand.
- D. Accountability measures tied to performance measures shall be used when granting exemptions, and impacts shall be estimated as needed.

## **SECTION 3: JURISDICTION AND NETWORK CONNECTIVITY**

- A. This policy shall apply to all City-owned transportation facilities in the public right-of-way including, but not limited to, streets, sidewalks, alleys, bridges, and all other connecting pathways. The City will encourage the owners and operators of private streets, sidewalks, alleys, and parking lots to also adhere to this policy through funding requirements and development review.
- B. The City shall foster partnerships with the Montana Department of Transportation, the Missoula Metropolitan Planning Organization, Missoula Urban Transportation District, Missoula County, Missoula County Public Schools, the University of Montana, private developers, and public and private utilities to develop facilities and accommodations that further the City's vision of a connected, integrated network and continue such infrastructure beyond the City's borders.
- C. Missoula's street network, while already a robust asset, will further benefit from the following connectivity improvements:
  - a. Identifying opportunities to enhance the network through maintenance activities
  - b. Addressing deficiencies at railroad crossings
  - c. Filling gaps in the trail/non-motorized network
  - d. Identifying and repairing sidewalk segments that form functional gaps
  - e. Implementing the 2011 Active Transportation Plan
  - f. Consistently enforcing parking policies and winter sidewalk clearing ordinances

#### **SECTION 4: DESIGN GUIDANCE AND PERFORMANCE MEASURES**

- A. The City shall use the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, turn radii, hierarchy of streets, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural, and urban design principles. These materials include, but are not limited to:
- The United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
  - The United States Department of Transportation Federal Highway Administration's Manual of Uniform Traffic Control Devices (MUTCD)
  - The United States Department of Transportation Federal Highway Administration Traffic Monitoring Guide
  - The National Association of City Transportation Officials (NACTO) Urban Street Design Guide
  - The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
  - The National Association of City Transportation Officials (NACTO) Transit Street Design Guide
  - The American Association of State Highway and Transportation Official's (AASHTO) Policy on Geometric Design of Highways and Streets
  - The American Association of State Highway and Transportation Official's (AASHTO) Guide for Planning, Designing and Operating Pedestrian Facilities
  - ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
  - City of Missoula Subdivision Regulations
  - Missoula Municipal Code Title 12: Streets, Sidewalks, and Public Places
  - City of Missoula Sidewalk Master Plan
  - City of Missoula Urban Forest Management Master Plan
  - City of Missoula Landscape and Public Facilities Design Manual
- B. A report will be made to the City Council every two years showing progress made in implementing this policy. The City shall measure the success of this policy using, but not being limited to, the following performance measures:
- Total miles of dedicated or identified shared-use bike facilities built or striped
  - Linear feet of new pedestrian accommodation
  - Number and type of ADA accommodations built
  - Number of transit accessibility accommodations built
  - Number of new curb ramps installed along city streets
  - Number and type of traffic calming devices installed
  - Number of new street trees planted
  - Crosswalk and intersection improvements
  - Percentage of transit stops accessible via sidewalks and curb ramps
  - Annual average daily traffic (AADT) data
  - Bicycle and pedestrian count data
  - Transit ridership data, including automated passenger counter (APC) data
  - Rate of people biking, walking, and using transit

- Rate of children walking or biking to school
- Citizen input

## **SECTION 5: ADDITIONAL ELEMENTS**

- A. Storm Water: In addition to providing safe and accessible streets in the City of Missoula, care shall be given to incorporate best management practices for addressing storm water runoff. Wherever possible, innovative and educational storm water infrastructure shall be integrated into the construction/reconstruction or retrofit of a street.
- B. Attention to Livability: Complete Streets are beautiful, interesting, vibrant, and comfortable places for people. As part of Missoula's public realm, streets shall be held to a higher standard for urban design at a human scale. Multi-modal accommodations and all City projects in the right-of-way shall be approached as opportunities to enhance the aesthetic qualities of Missoula and its public realm through the thoughtful creation of place. Wherever feasible, streetscapes shall protect and include street trees and native plants, incorporate landscape architecture, public art, street furniture, pedestrian amenities and wayfinding signage, sidewalk cafes and street-facing retail, places of respite, and/or other elements that enhance the attractiveness of Missoula and foster healthy economic development.

## **SECTION 6: POLICY IMPLEMENTATION**

- A. The City of Missoula shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end, the policy shall be implemented through the following directives:
  - Development Services, the Department of Public Works, the Missoula Redevelopment Agency, Parks & Recreation, Missoula Urban Transportation District, and other relevant departments, agencies, and committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate
  - Development Services, the Department of Public Works, the Missoula Redevelopment Agency, Parks & Recreation, Missoula Urban Transportation District, and other relevant departments, agencies, and committees will review current design standards, including subdivision regulations, which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible
  - When available, the City shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops
  - City staff shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects
  - The City shall promote inter-departmental project coordination among City departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources
  - The City shall develop and institute better ways to measure performance and collect data on how well the streets are serving all users
  - Every Complete Streets project shall include an educational component to ensure that all users of the transportation system understand and can safely utilize Complete Streets project elements
  - The City shall educate on and enforce proper road use behavior by all users and all modes, and adopt additional laws and regulations as necessary to ensure people are protected to the greatest extent possible.

Passed and adopted this 12<sup>th</sup> day of September, 2016.

ATTEST:

/s/ Martha L. Rehbein

Martha L. Rehbein  
City Clerk

(S E A L)

APPROVED:

/s/ John Engen

John Engen  
Mayor