

Memorandum

REPORT TO: Transportation Board

FROM: Candace Mastel, TDM Coordinator

SUBJECT: Pedestrian and Bicycle Gap Definition Metrics and Weighting Factors Work Session

MEETING DATE: January 22, 2025

AGENDA ITEM TYPE: Citizen Advisory Board/Commission

RECOMMENDATION: Participate in work session

STRATEGIC PLAN: 4.2 High Quality Urban Approach: Continue to support high-quality planning, ranging from building design to neighborhood layouts, while pursuing urban approaches to issues such as multimodal transportation, infill, density, connected trails and parks, and walkable neighborhoods.

BACKGROUND: In late 2022, the Bozeman City Commission requested that city staff pursue a gap analysis study to ascertain what areas within the City were experiencing gap or connectivity issues in relation to bicycle and pedestrian infrastructure. Closing those physical gaps was identified as an important area to focus infrastructure improvements to provide a more connected and safe system for active transportation and mobility in the community. The project was added to the Capital Improvements Plan for fiscal years 2024 through 2028 as line-item A&C026, "Bike/Ped Gap Analysis."

City Staff regularly use mapping tools and adopted plans to identify the areas where connectivity is missing between facilities. However, these mapping tools and plans have become dated and the need for a more robust mapping effort and prioritization tool has been identified as necessary to compliment the capital improvement planning and development review processes. The first phase of the project was to update the existing mapping features and provide more detailed information on where gaps exist. This task was completed in the summer of 2024.

On September 10, 2024 the Transportation Board participated in a work session to discuss the "types" of gaps for this project. The presentation provided five gap types, including Spot, Line, Area, Experiential, and Network gaps. The feedback from the board at that meeting prompted the project team to simplify these five gap types into three (Spot, Line and Area). This task was completed prior to moving forward with refining the criteria metrics and weighting factors.

At this point in the project the gaps have been identified in a geographic information system format, as directed in the scope of work, and the project team has developed the criteria metrics and weighting factors in order to execute a test use of the tool to identify priority gaps. This work session is meant to provide input on this operation and ensure that it meets the original intent of the project and serves to be a useful tool in determining how to prioritize gaps for staff in the future.

The City Commission and City Staff are committed to prioritizing active transportation facilities in the community and working to close the gaps to allow residents to access workplaces, essential services, schools, parks, and other destinations. All recently adopted plans, including but not limited to the Climate Action Plan and the Parks, Recreation, and Active Transportation Plan (PRAT) support improving connectivity and closing the gaps throughout the community.

UNRESOLVED ISSUES: None

ALTERNATIVES: None

FISCAL EFFECTS: None

Attachments:

[Weighting Exercise Spreadsheet for TB.pdf](#)

Report compiled on: January 3, 2025