



# EAST MISSOULA CORRIDOR VISION AND REDEVELOPMENT



JUNE 2015

## PROJECT PARTNERS



## ABOUT NEW MOBILITY WEST

New Mobility West (NMW) provides communities across the Rocky Mountain West with the tools and resources necessary to become stronger, more prosperous places through building smarter transportation systems. NMW offers technical assistance to communities in this region looking to generate real, on-the-ground progress with targeted issues and opportunities at the nexus of transportation planning and community development. Beyond their local impact, these assistance projects create models that inform and inspire smart transportation and land use throughout the region.

This report is the product of a collaborative effort between NMW team members, Progressive Urban Management Associates, Missoula County, East Missoula Community Council, City of Missoula, and the Montana Department of Transportation. It provides an overview of the project's goals, process, outcomes and recommended next steps.

NMW is an initiative administered by the Sonoran Institute, a non-profit organization that inspires and enables community decisions and public policies that respect the land and people of western North America. Information about the New Mobility West technical assistance program can be found at: [www.newmobilitywest.org/community-assistance](http://www.newmobilitywest.org/community-assistance).



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# 1. INTRODUCTION AND PURPOSE

Missoula County applied for and was accepted to receive free technical assistance from the Sonoran Institute, via its New Mobility West Initiative. The project goal is to create a vision for Highway 200 multimodal improvements and identify development potential along the corridor.

This project application was supported by a multi-agency team including East Missoula Community Council, City of Missoula, and the Montana Department of Transportation. To provide technical assistance, Sonoran Institute contracted Progressive Urban Management Associates (P.U.M.A.), a land use planning and economic firm based in Denver, Colorado that offers expertise in urban design, multimodal transportation, zoning, and real estate economics. P.U.M.A.'s role included leading a public process and design charrette to cultivate a vision for Highway 200 that fosters a safe, attractive, walkable, and bikeable corridor.

The study area is bounded by Easy Street on the southwest, the Clark Fork River on the south and east, the foot of Mt. Jumbo on the west/north and ending at the intersection of Highway 200 and Speedway Avenue and on the north.



## INTRODUCTION AND PURPOSE



The study area is in unincorporated Missoula County. In 2001, the East Missoula Sewer District installed sewer lines in the community. As a result of the sewer installation, East Missoula will possibly be annexed into the City of Missoula, which may occur in 8-10 years (2023-2025). The residents that received the sewer waived their right to protest annexation.

Highway 200 creates a significant barrier in the community between the east and west sides of the highway due to no designated or controlled driveways or pedestrian walkways. These present some safety conflicts between vehicles, pedestrians, and cyclists traveling within the townsite.



East Missoula hopes to achieve a long-desired community goal to reshape and manage future commercial and residential redevelopment within the Highway 200 corridor. According to the project application, "the community's first objective is to create a vision to articulate what the highway corridor could look like before and after annexation into the City of Missoula and future highway reconstruction activities. This vision would guide the community's second objective to develop scenarios that could transform the highway corridor into a walkable, bikeable, and drivable facility. The third objective is to create strategies to achieve the commercial and residential redevelopment goal."



*access off the highway is a 'free for all'*

The Montana Department of Transportation (MDT) will be conducting a Highway 200 safety audit through East Missoula this summer 2015 to identify potential road safety issues and solutions to improve roadway safety. The safety audit, expected to be completed in the fall of 2015, will address some of these design and operational potential road safety issues but will not include a substantial land use component or visioning process for the corridor. MDT has stated that they do not want to construct a safety project that does not meet the community goals. The recommendations from this process and report will help to inform MDT's safety audit by recommending a proposed future configuration of the roadway and identifying needed improvements for consolidating vehicular access points.

## 2. COMMUNITY VISION



Through the community process that included on-line and hard copy surveys, a community meeting, and a design charrette, the community crafted a vision for the Highway 200 corridor.



The vision for Highway 200 is to create a safe walkable corridor that includes lighting, sidewalks, and bicycle lanes. There is a strong preference for a center left turn lane, particularly in the core of East Missoula near the Ole's convenience store at the intersections of Highway 200, Randles Street, and Michigan Avenue. It is also desired by the community that a variety of neighborhood oriented services locate here.



*creating a safe, walkable and bikeable corridor is a major goal of the community*



*residents providing their input on the vision*

# 3. MARKET ANALYSIS

Land use and character change along Highway 200 will occur as private property redevelops, with or without public incentives. In order to better understand the market conditions that are likely to drive redevelopment along Highway 200 within the E. Missoula study area, P.U.M.A. conducted research on demographics and the retail market.

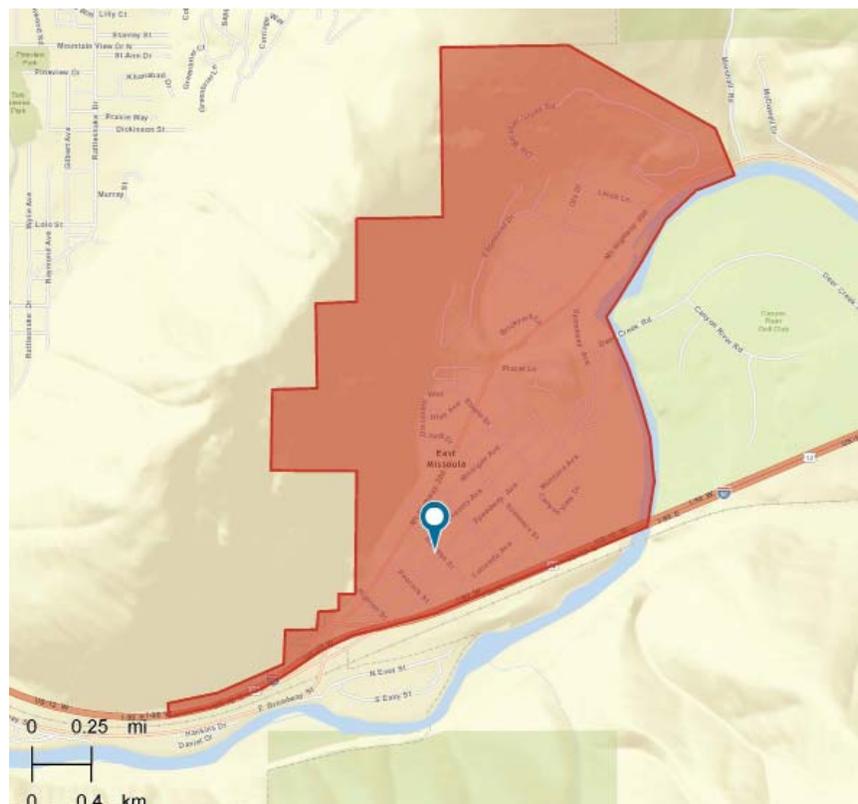
## PRIMARY MARKET AREA

The Highway 200 Project Team members determined a logical boundary for the primary, or in-place, market area (PMA) for the Highway 200 study area. The PMA boundary is delineated simply to serve as the area from which market and demographic data is collected. Such data can be informative about the types of uses and developments that may realistically be proposed along Highway 200.

The PMA boundary was delineated by considering all of the following:

- A 1-mile radius from Ole’s Country Store at the intersection of Highway 200 and Randles Street
- Local neighborhood boundaries
- Roadways and other natural and infrastructure barriers such as the foot of Mt. Jumbo and the Clark Fork River

The resulting PMA boundary is an irregular shape, illustrated on the adjacent map. It is bounded by the foot of Mt. Jumbo to the west, Marshall Road to the north, Clark Fork River to the east, and Interstate 90 on the south.



market area boundary

## KEY MARKET OPPORTUNITIES

Based on analysis of the demographic information and development trends to the right, and observed conditions during our site visit, P.U.M.A. has identified key opportunities within the Highway 200 study area that are favored by market conditions. The purpose of identifying such opportunities is to understand what the market needs are in order to identify land uses that are consistent with the community vision.

### RESIDENTIAL: RENTAL AND FOR-SALE HOUSING

The current market cycle is very strong for market-rate and low-moderate priced rental housing developments. With low (5 percent) vacancy rates and proximity to both the University and Downtown Missoula, the Highway 200 area is clearly a desirable place to reside. Future multi-modal improvements to Highway 200 and the nearby Missoula College can be expected to strengthen its appeal to millennial downtown workers and students, whose interest and ability to own and drive a car is lower than other population segments.

The commercial and mixed use (C-C2 & C-R3) parcels adjacent to Highway 200 allow for a wide range of uses and development types, including exclusively commercial, mixed use, or exclusively multi-family.

Under current market, infrastructure and regulatory conditions, a realistic outcome could be that some of these parcels would redevelop in exclusively residential



existing multi-family housing in E. Missoula

## MARKET SUMMARY

### POPULATION & AREA DEMOGRAPHICS

- Population: 2,677
- Approximately 950 housing units
- 33% of residents are between 15-34 years old
- 33% of residents have children
- 35% of residents have an associate's degree or higher
- 75% of workers drive alone
- 70% commute 10 – 20 minutes
- Median household income: \$47,000/year

### LOCAL DEVELOPMENT TRENDS

- Rental residential very strong now (36% of E. Missoula housing units are rental)
- Walkable, transit-accessible neighborhoods command a premium
- Less demand for storefront retail
- Retail expansion niches align well with spending potential and community vision

### KEY MARKET OPPORTUNITIES

- Residential: Multi-family rental units
- Commercial: Unmet demand for eating/drinking amenities: \$2 million gap between supply and demand
- Commercial: destination and franchise retail and services businesses including a small sporting goods store (may not be feasible in today's market.)
- Industrial: Artisan manufacturing and repair

## KEY MARKET OPPORTUNITIES



*the Equinox and Solstice project on Broadway and Russell is an example of well designed affordable housing*



*compact single-family housing is desirable in E. Missoula*



*the City Brew/UPS building on Broadway is an example of a desired commercial use*

multifamily land use. When the proposed street reconfiguration and streetscape enhancements are constructed, as described later in this document, this will improve the attractiveness of Highway 200 which could make nearby parcels even more appealing as residential sites.

There is additional opportunity for infill townhome and single-family development throughout E. Missoula, particularly in the northwest corner of the study area adjacent to the recent housing development on Discovery Way. In addition, the large properties adjacent to the Clark Fork River on the east side of the study area are highly desirable for high end single-family housing.

### **RETAIL AND COMMERCIAL: DESTINATION AND FRANCHISE**

While P.U.M.A. was not contracted to conduct a full retail market analysis and absorption study, it is possible to characterize the market opportunity for storefront retail on Highway 200 with some potential for additional retail trade and service and automotive, marine, and recreational vehicle service. The corridor is zoned for neighborhood commercial, general commercial, and residential uses. Recent commercial and residential development includes a building material re-use store, coffee shop and general commercial space, pawnbroker shop, and a six unit apartment complex.

There are some lots within the corridor that are available for future commercial and residential development, as seen in the East Missoula Corridor and Redevelopment Conceptual Plan on pages 14 and 15. These concepts in the Plan show a future street reconfiguration that can be expected to greatly improve the commercial development environment along Highway 200 by improving the infrastructure, consolidating access, providing pedestrian and bicycle facilities along the highway as well as connecting to the surrounding neighborhoods. Businesses that will be most attracted to the study area include those that seek the exposure and convenience offered by a major thoroughfare, including both destination and franchise businesses. Neighborhood serving retail and service business owners that do not have the means or desire to own real estate may also seek a presence along Highway 200 depending on the relative cost and availability of well-suited tenant space as compared to downtown.



## INDUSTRIAL: ARTISAN MANUFACTURING

There are several artisan manufacturing businesses adjacent to Highway 200 and throughout E. Missoula that keep a connection to that past while offering unique and desirable products. These include Bruce Allen Woodworking and Number 8 Wire Motorcycles.

The relatively low land cost in the study area coupled with a great location and zoning (or lack of zoning) that allows for a wide range and mix of land uses are attractive for artisan manufacturers. The niche could help develop an emerging artisan character for Highway 200 and E. Missoula which could be promoted and developed with an emphasis on design. Artisan manufacturing uses with ancillary retail is a good fit with the preferences and spending patterns of the residents in the PMA and likely to be attracted to new market-rate rental housing units. The depth of demand for this land use is somewhat unclear without further analysis. The Spruce Street Plaza and 806 West Spruce in Missoula also represents an example of this type of niche. These developments are fully leased and are surrounded by other stable uses confirming there is demand for this type of this space.



*Number 8 Wire Motorcycles*



*Mintage Airstreams*



*Spruce Street Plaza in Missoula is an example of consolidated artisan manufacturing uses*

## 4. STAKEHOLDER/COMMUNITY SUMMARY

In April 2015, P.U.M.A and Sonoran Institute staff spent three days in East Missoula for an intensive charrette and workshop effort. The team conducted about a dozen interviews and focus group meetings with key stakeholders that included: East Missoula Community Council, Missoula County, Missoula County Commissioners, Mountain Line, Missoula City Council Members, Missoula Metropolitan Planning Organization, Montana Department of Transportation, City and County Parks, State Parks, developers, property and business owners, and residents.

Two weeks prior to this trip, a 10 page print and on-line survey was available in E. Missoula at Hellgate Canyon Storage, and the Missoula Public Library. A WOW bus was parked at Ole's Country Store on April 13 from 1p.m.-4:30 p.m. and on April 20 from 9 a.m. - 12:00 p.m. The survey was provided to the E. Missoula community members to solicit their ideas and preferences for Highway 200 improvements. It included a variety of precedent images to provide ideas to the community such as streets with bike lanes and sidewalks. Also included were images of potential development types adjacent to Highway 200.

Residents were able to fill out the survey on-line in the WOW bus or take a printed copy home to fill out and return at Hellgate Canyon Storage. Over 130 surveys were submitted and reviewed by the team. The results of survey help the planners determine what improvements residents want to see in the corridor. The survey are located in the appendix of this document.



*team site walk standing on the right-of-way for Michigan Avenue*

### COMMUNITY MEETINGS

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Two opportunities were provided to the citizens of East Missoula to meet with P.U.M.A. and provide input on what the vision should be for the Highway 200 Corridor. The meetings were publicized through local print media, on-line, radio, and television. The charrette and community meetings were held at the former Mount Jumbo School Thursday April 23. After a brief presentation by the consultant team and short question and answers session, the community was able to move about the room to look at drawings prepared during the charrette and members of Sonoran Institute and PUMA were on hand to answer questions about the proposed concepts. The following is a summary of these meetings.



*residents providing input during the community meeting*

## BICYCLING AND WALKING BENEFITS

*In a community as compact as East Missoula with a well laid out street grid, walking and bicycling can be a reliable mode of transportation with demonstrated health benefits. Bicycling is one of the most efficient forms of transportation available, particularly for trips under two miles. Several other benefits include:*

- *Emission free and inexpensive*
- *Great form of exercise*
- *Reduced traffic for short trips*
- *Less expensive infrastructure*
- *Provides "eyes on the street"*
- *Enhances sense of community*

## ECONOMIC IDENTITY

The community described the identity of East Missoula as an affordable small town community that is one of the last remaining small towns in the region. East Missoulians do not consider themselves as residents of Missoula. In fact, most East Missoulians say "we are heading to town" when they travel the one to three miles to Missoula. East Missoula is also a more affordable option than the City of Missoula and some describe it as a 'bedroom community' to Missoula.

The community described Highway 200 as an auto-oriented corridor with convenience stores and automobile/truck repair shops but they also identified that there are several light industrial "niche industries" such as a custom motorcycle shop, a cabinet maker, carpenters, and other artisan and craft businesses. The community desires more of these type of uses.

## EMERGING AND UNTAPPED OPPORTUNITIES

Although residential uses are likely to remain important in East Missoula, the addition of new multifamily residential units may generate a market for neighborhood scale commercial uses such as a small food market, a restaurant, an additional coffee shop/café, or other neighborhood oriented uses. Several residents identified a significant increase in recreational uses such as river tubing, kayaking, mountain and road bicycling, and hiking. Due to this increase in recreation, there may be an opportunity for a small sporting goods store perhaps combined with a coffee shop as well as light industrial/commercial uses that can support these recreation uses such as bike manufacturing, boat repair, and other outdoor oriented manufacturing.



*there is strong desire for a small market in E. Missoula - The Market On Front is a good example*



*bicycle and pedestrian safety is a key issue for Highway 200*

### ISSUES AND OBSTACLES

Several issues and obstacles were identified by the community, the main one being a lack of identity and character along Highway 200. Equally important is the lack of safety for all users of Highway 200 because it is a “free for all” due to poorly defined street and intersection delineation. This makes the corridor unsafe for automobiles, pedestrians, and cyclists. Additional Highway 200 issues include:

- The Railroad underpass is too narrow for cyclists and pedestrians and it creates a blind curve for motorists exiting Interstate 90
- The streets intersect with Highway 200 at a variety of odd angles
- There are no sidewalks or crosswalks for pedestrians
- There is no street or pedestrian lighting
- The Highway becomes invisible during snow storms due to the lack of delineation and lighting
- The aesthetics of the corridor must be improved to create a bicycle and pedestrian friendly corridor
- The majority of parking is head-in off of the Highway which creates a dangerous situation when vehicles are backing out
- Storm drainage is challenging due to no means of channelizing water and the amount of asphalt
- The actual right of way (which is 80 feet) and the useable right of way differ due to the years of private uses and parking encroaching into the public right of way



*medians can work in snowy climates as illustrated in Dillon, CO - elevation 9,000'*



*sidewalks and pedestrian scale lighting*



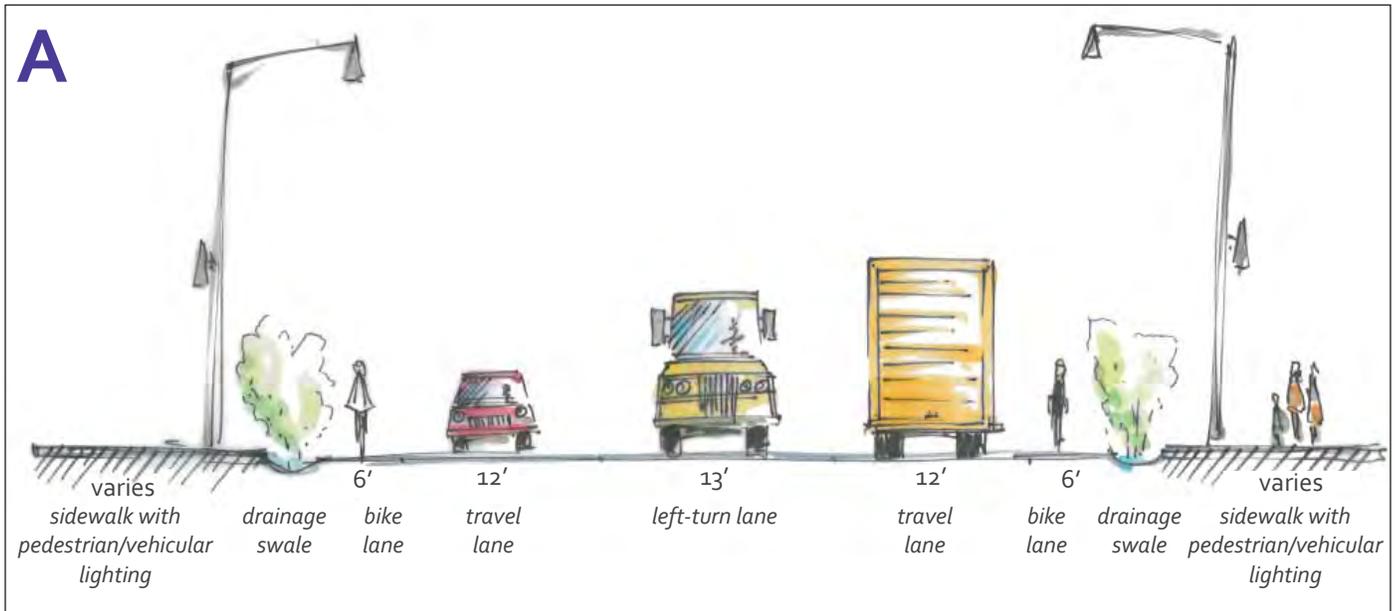
*crosswalks, planters, and medians*

## OPPORTUNITIES AND STRATEGIES TO IMPROVE HIGHWAY 200

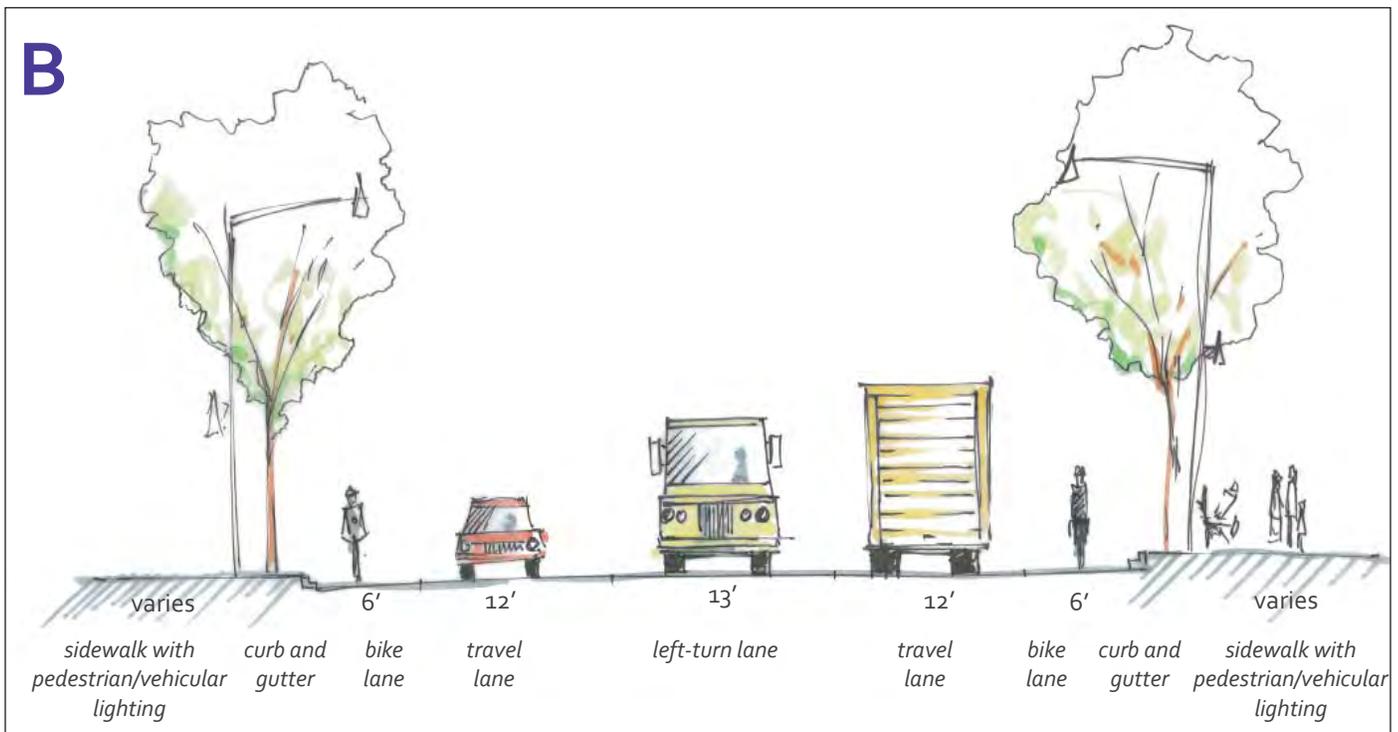
The community, with the help of the design team, identified many opportunities and strategies to solve the above issues and obstacles. Most residents are quite interested in improving the identity and character of Highway 200. The main strategy to resolve the “free for all” of Highway 200 is to provide access control by cleaning up the intersections, delineating traffic lanes and access points with striping or curb and gutter, and providing sidewalks for pedestrians. Below is a summary of all the design opportunities presented and discussed for Highway 200:

- Striped delineation of lanes and access points
- Curb, gutter, and sidewalks for most of the corridor
- Consolidate parking access where possible
- Left turn lanes at key intersections
- Traffic light(s) if warranted
- Pedestrian scale street lighting for the entire corridor
- Pedestrian crosswalks at Peacock, Randle, Staple, and Sommer Streets
- Striped bike lanes on Highway 200 and bike route signs on Speedway Avenue
- Gateway treatments at the west end near the I-90 interchange and at the top of the hill just east of Staple Street
- A triggered signal for emergency response vehicles at Peacock Street
- Street trees and low maintenance landscaping in strategic areas
- Re-name Highway 200 for locals only – a separate sign that does not look like street signs could be an option so business and residents that front Highway 200 do not have to officially change their address

CONCEPTUAL STREET SECTIONS FOR HIGHWAY 200

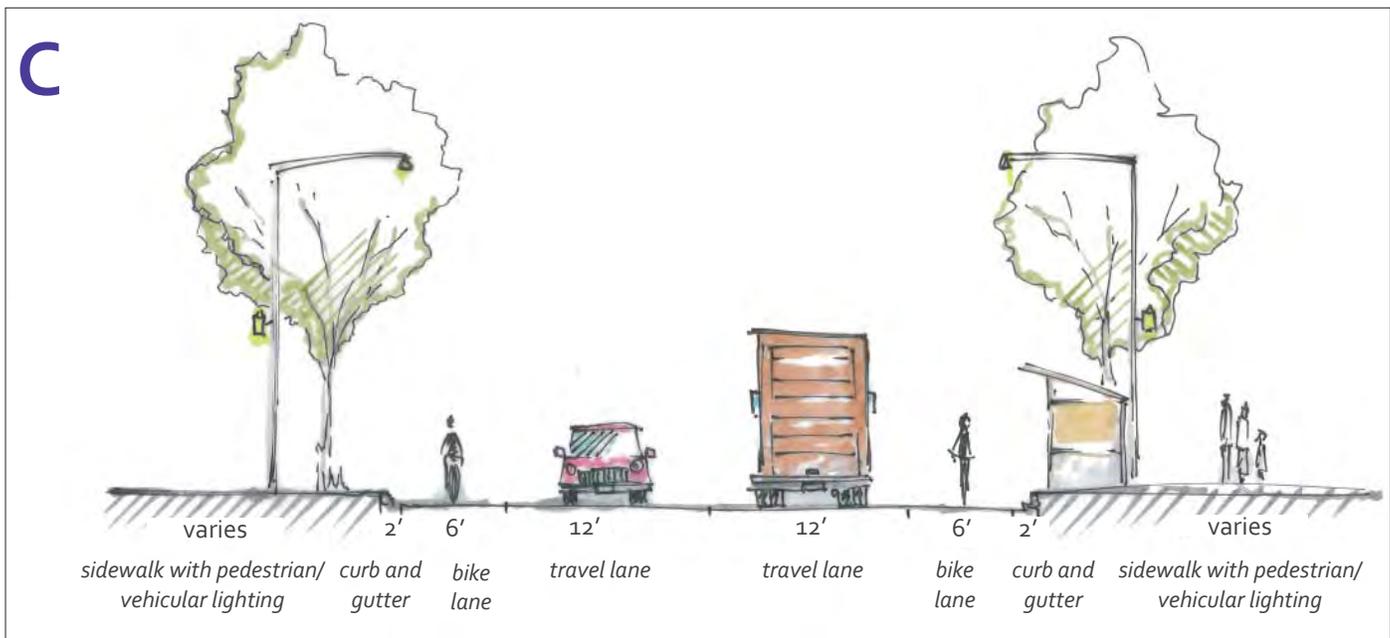


Alternative A could be the phase 1 street section which could include 6 foot wide detached sidewalks with a drainage swale between the sidewalk and the pavement. It should also include a bike lane and potentially left turn lanes at critical intersections.

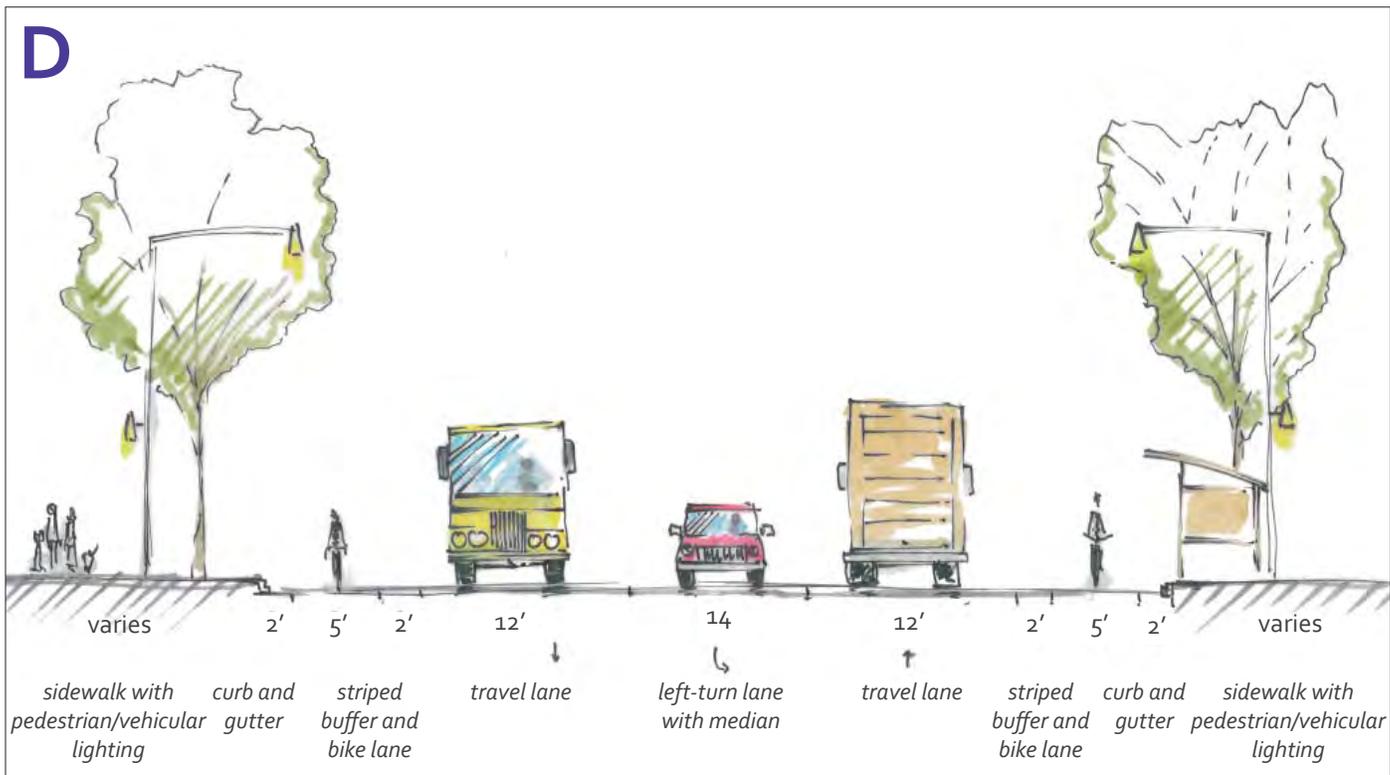


Alternative B could be the phase 2 street section in which the drainage swale would be replaced with a curb and gutter. All other elements from phase one would remain the same.

CONCEPTUAL STREET SECTIONS FOR HIGHWAY 200



Alternative C is the same street section as A but would not have a left turn lanes east of Clyde Street.



Alternative D includes a striped buffer between the travel and the bike lane to provide a little bit more protection for cyclists. This section may only work in areas that do not have buildings located on the right-of-way.



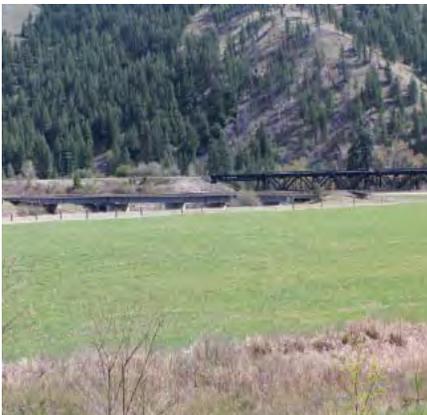
## RECREATION OPPORTUNITIES

The East Missoula community expressed the need for additional public access to the Clark Fork River as well as additional trails. Many E. Missoulians are quite active and would like to have additional recreation opportunities. The community and City and County staff identified several opportunities for increased recreation accessibility in East Missoula as described below:

- Wayfinding signage should be provided for the Mt. Jumbo trailhead at the northwest end of Highton Street. This could be included as part of the multifamily residential development proposed between Highton and Peacock streets. An additional connection should be made through this new development
- Wayfinding signage should be provided at Sommers Street/Judi Drive and Staple Street for the east side Mt. Jumbo trailhead
- This summer, a new connection to the Kim Williams Trail from the Canyon River neighborhood will be constructed that includes a trail under Interstate 90 and the Railroad on the east side of the Clark Fork River
- There should be a trail connection on the west side of the Clark Fork River that extends from Easy Street east and north to Deer Creek Road. This would connect to the short existing Water's Edge Trail just south of Bandmann Bridge
- East Missoula should work with the property owner east of Canyon View Park at the end of Robinson Street to create a river access trail that connects to this potential trail
- The Sha-Ron parking area is inadequate for spring and summer river recreation. The community would like to see additional parking areas because the adjacent neighborhood streets become quite crowded during peak river use



*extend the existing Water's Edge trail*



*work with the property owner east of Canyon View Park to create a river access trail that connects to a potential trail*



*engage the riverfront and provide pedestrian/bike access as illustrated on the S. Platte River in Denver*

# EAST MISSOULA CORRIDOR AND REDEVELOPMENT CONCEPTUAL PLAN

## CORRIDOR WIDE IMPROVEMENTS

- detached sidewalks, low maintenance landscape, and pedestrian lights the entire length of study area
- center left turn lane from Highton Street to Clyde Street with median
- bike lanes entire length of study area

## POTENTIAL RESIDENTIAL DEVELOPMENT

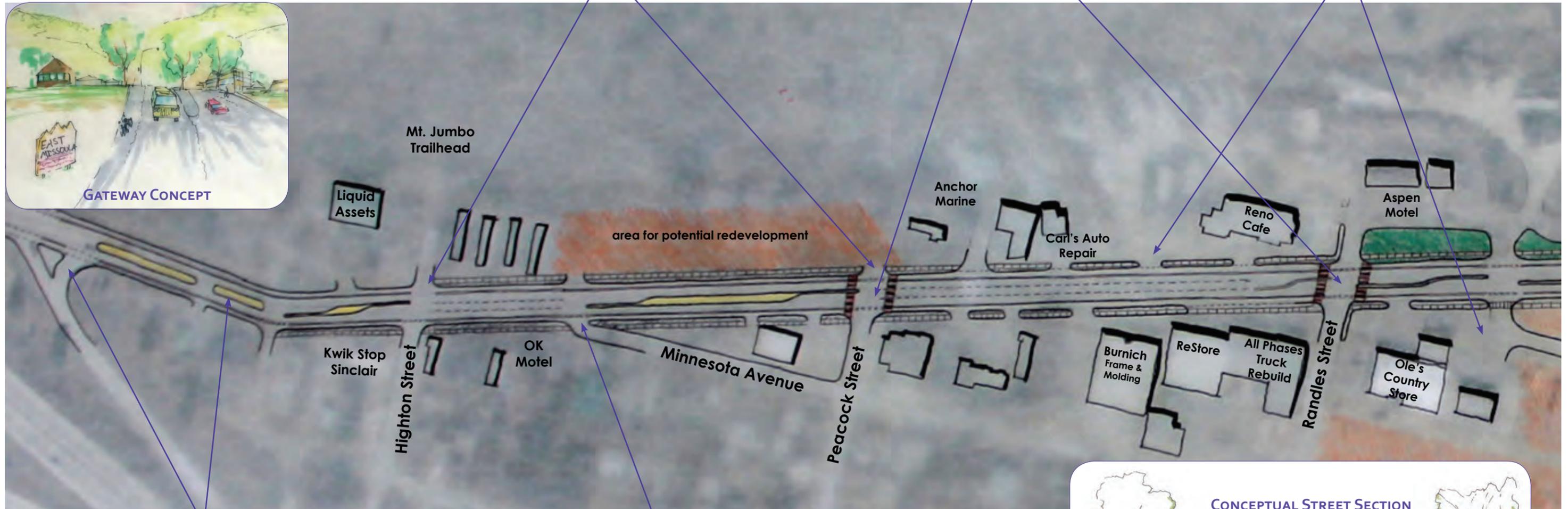
- work with property owner for future access points to align with Highton and Peacock Street for pedestrian and vehicular safety
- provide improved Mt. Jumbo trailhead wayfinding signage on Highton St

## INTERSECTION IMPROVEMENTS

left turn lanes with medians and crosswalks at Peacock and Randles Streets

## OLE'S COUNTRY STORE AREA IMPROVEMENTS

- consolidated access points
- designated parking areas
- create a 'T' intersection at Michigan Ave. and Highway 200

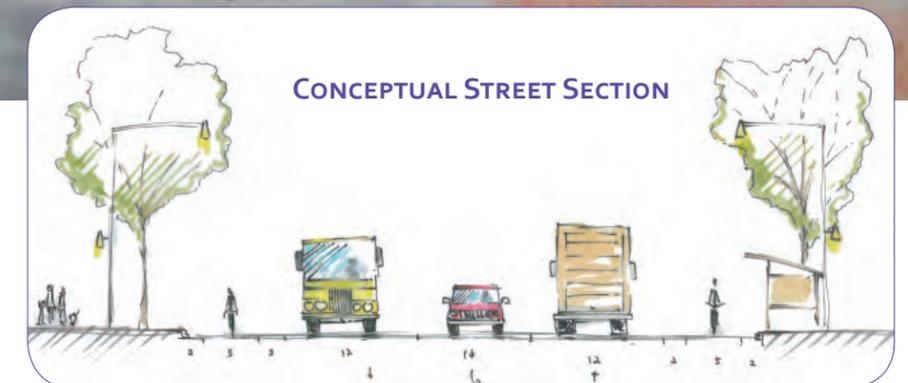


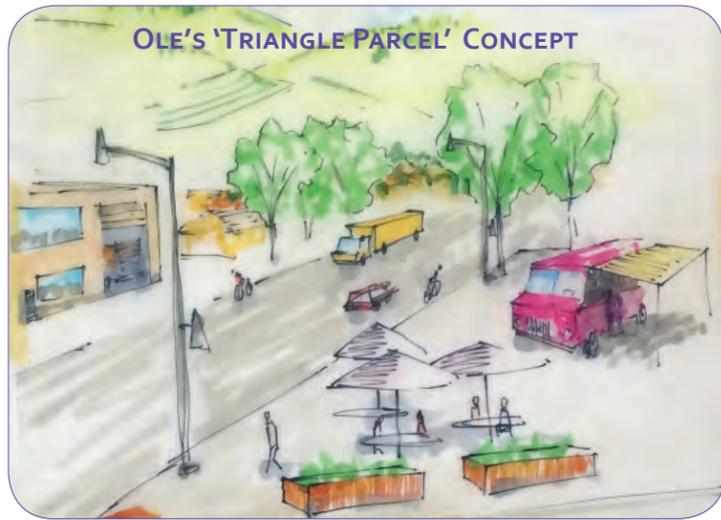
## INTERSECTION IMPROVEMENTS

- gateway treatments at the west end near the I-90 interchange
- medians with landscaping and gateway signage

## INTERSECTION IMPROVEMENTS

- prohibit left turns from Minnesota Ave. onto Highway 200 (right-out only)
- provide speed limit indicator





**BUSINESS ACCESS**

consolidated access points with curb and gutter

**INTERSECTION IMPROVEMENTS**

- left turn lanes with medians and crosswalks at Sommers and Staples Streets
- gateway treatments at Staples Street
- provide speed limit indicator

**CORRIDOR WIDE IMPROVEMENTS**

- detached sidewalks, low maintenance landscape, and pedestrian lights the entire length of study area
- center left turn lane from Highton Street to Clyde Street with median
- bike lanes entire length of study area



**OLE'S 'TRIANGLE PARCEL' IMPROVEMENTS**

temporary/'pop-up' uses on the Ole's Country Store triangle parcel such as: food trucks, fruit stand, tables & benches, temporary planters with trees, farmers market, community garden, community library boxes



**STAPLE STREET GATEWAY CONCEPT**



**CLOCKWISE FROM TOP LEFT:** temporary farmer's markets and festivals on the triangle parcel; temporary planter boxes to delineate roadway, community library boxes- take 1, leave 1, community garden, food trucks, creative crosswalk treatments, food bikes, temporary planters and benches

# 5. IMPLEMENTATION RECOMMENDATIONS



*striped bike lanes*



*art work on railroad underpass to slow vehicles*



*temporary seating areas and planters are a low cost option to delineate the roadway*

The implementation recommendations illustrated on the previous page should be implement in three time frames as described below:

1. Short term/quick wins | 0 – 1 year
2. Mid-term | 2 – 5 years
3. Long-term | 5+ years

## SHORT TERM/QUICK WINS | 0 – 1 YEAR

- Install temporary planter boxes to define and delineate the highway right of way and intersections. This can act as a pilot project specifically in the area surrounding Ole’s Country Store
- An Adopt a tree program could be implemented for land and business owners to maintain one or more of the planter boxes
- Repaint roadway striping to show travel lanes and shoulders until long term roadway reconstruction project is completed.
- Striped bike lanes and intersection delineation
- Striped left turn lanes at Randles, Peacock, and Highton Streets
- Bike route signs on Speedway Avenue
- Striped pedestrian crosswalks at Peacock, Randle, Staple, and Sommer Streets
- Creatively paint the railroad underpass and add flashing lights to alert motorists to slow down and watch for bikes, pedestrians, and traffic on the I-go off-ramp
- Explore intersection options at the I-go on and off-ramps such as alternative median treatments
- Warning signage to alert motorists of cyclists on the I-go east-bound off-ramps near the railroad bridge

## HIGHWAY 200 TEMPORARY/‘POP-UP’ DESIGN OPTIONS

- Pop-up uses on the Ole’s Country Store triangle parcel: food trucks, fruit stand, tables & benches, temporary planters with trees, farmers market, community garden
- Free Community Library boxes throughout the community

## IMPLEMENTATION RECOMMENDATIONS

### MID-TERM | 2-5 YEARS

- Drainage swales between the roadway edge and the sidewalks with a “lay down” curb to protect the asphalt
- First phase of sidewalks in the “core” between Peacock and Clyde Streets. (The sidewalks could be built earlier than the new roadway but the entire street would need to be designed so the sidewalks are located horizontally and vertically in the correct location)
- Gateway treatments at the west end near the I-90 interchange and at the top of the hill just east of Staple Street
- A triggered signal for emergency response vehicles at Peacock Street and Highway 200



*an example of a “lay-down” curb with an adjacent drainage swale*



*a triggered signal for emergency response vehicles at Peacock Street and Highway 200*



*a detached sidewalk with xeriscape plantings between the sidewalk and the street*



*example of gateway treatment*



*sketch of E. Missoula of gateway treatment*

## LONG-TERM | 5+ YEARS

- Reconstruct the entire corridor from Easy Street to the Speedway Boulevard/Highway 200 intersection with travel lanes, defined driveways and controlled intersections, center lane, medians, curbs, gutters, lighting, and necessary street landscaping and signage for the entire corridor. An alternative curb treatment could be a lay-down curb (a gutter pan without the curb) this holds the asphalt in and prevents crumbling at the edge.
- Consider improvement options for Minnesota Avenue to prohibit left turns and for Michigan Avenue and Clyde Street to address deteriorated roadway surfaces and poorly defined access points
- Consolidated parking lots with designated access points (curb cuts)
- Medians in the core and at gateways
- Street trees in the core area and at select locations where property owners agree to maintain them. Maintenance is a concern for the Department of Transportation and adjacent landowners to discuss when considering the addition of trees and other landscaping within the roadway corridor.
- The railroad bridge abutments need to be widened to provide a safer bike lane and a sidewalk on the east side of the street that connects to the existing Broadway sidewalk - (this will be a topic in the MDT Highway safety audit)



*medians delineate left turn lanes and can provide space for lighting, landscaping, and provide a safe refuge for crossing pedestrians*



*an existing median at the intersection of Highway 200 and Speedway with a dedicated left turn lane*



*space exists under the I-90 bridge for a sidewalk and bike lane*



*the railroad bridge abutments need to be widened to provide a safer bike lanes and a sidewalk*



## **EAST MISSOULA COMMUNITY COUNCIL RESPONSIBILITIES**

To move forward with some of these implementation priorities, The East Missoula Community Council should begin with the following:

- Contact the Montana Rail Link (MRL) about the need to improve and widen the bridge abutments
- Begin conversations with property owners to obtain their support of an improved multi-modal corridor with sidewalks, bike lanes, curb and gutter, and street trees.
- Ask property owners if they are interested in an adopt-a-tree program to provide water and maintenance to street trees.
- Missoula County and the East Missoula Community Council should begin the conversations about future land use and zoning for East Missoula. They should include Highway 200 discussions to their county/MDT monthly meetings (or on a quarterly basis) to discuss the process and next steps for the corridor.

# 6. IMPLEMENTATION & FUNDING OPTIONS

There are a variety of funding alternatives to implement the Highway 200 recommendations presented in this report; however, most of these do not apply until East Missoula has been annexed by the City of Missoula or commit the community to any one source. The options are for the residents, businesses, and government agencies to consider in future land use and transportation development plans.

- **Transportation Grant Funding** - The safety audit currently being conducted by MDT does not guarantee any funding. There are two potential sources for funding – Highway Safety Improvement Program (HSIP) or Surface Transportation Program – Urban (STPU). For HSIP funding, once the Audit has been completed, the construction recommendations can be ranked amongst all the other potential safety projects that have been identified across the state based on the benefit-to-cost. STPU funding is controlled by the Metropolitan Planning Organization. They have already committed their anticipated budget to other projects for many years to come. Other sources for bicycle and pedestrian improvements include Transportation Alternatives grants (if included in any new federal funding bills), Recreational Trails Program grants, or Federal Lands Access Program grants.
- **Private Development** – The existing development regulations along Highway 200 require that private developers add curb, gutter and sidewalks to a site as it is redeveloped not including the Highway 200 frontage, because until now, there has not been a plan. This can be seen at the new apartments on the corner of Highway 200 and Peacock. The biggest strength of this approach is that each development contributes in proportion to the amount of street frontage, and there is no direct cost to local government. Private development also creates modest revenue streams through permit and development fees and increased property values that can help offset the costs of public services to the resulting development. Limitations to relying on private development to implement the street upgrades are that the changes occur over time and only on individual parcels where there is a major redevelopment resulting in discontinuous sidewalks. Also, the requirements generally trigger only on-site improvements, and so do not address needed changes in the roadway, such as a middle turn lane and medians. Private development alone will not address Highway 200 safety concerns in a near-term, comprehensive way, and will not resolve safety issues or traffic patterns.



*sidewalks were constructed by the developer at the corner of Highway 200 and Peacock*

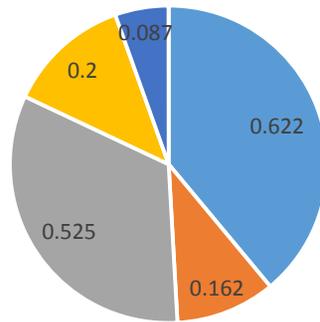
- **Tax Increment Financing (TIF)** – TIF is a financing tool that pays for infrastructure by bonding against expected increases in tax revenues. It works best in places where development pressure is increasing and/or the infrastructure improvements can be expected to stimulate significant redevelopment. In most states, including Montana, cities, not counties, are authorized to establish TIF districts. Thus, TIF is unavailable in East Missoula until after annexation. One of the reasons that a TIF is popular is that the revenues are not generated from a new tax on property owners, but rather garner increased amounts generated by redevelopment. In deciding whether to establish a TIF, there are many factors to consider including whether the area meets state criteria for establishing a TIF district, how many other TIF districts have been established and the net impact on other taxing entities.
- **Targeted Economic Development Districts (TEDD)** enables communities to assist in secondary, value-adding industrial development in areas that are deemed to be infrastructure deficient. Tax increment financing can be used for improvements that complement secondary value adding products and secondary value-adding industries as:
  - (a) “secondary value-added products or commodities” means products or commodities that are manufactured, processed, produced, or created by changing the form of raw materials or intermediate products into more valuable products or commodities that are capable of being sold or traded in interstate commerce;
  - (b) “secondary value-adding industry” means a business that produces secondary value-added products or commodities or a business or organization that is engaged in technology-based operations within Montana that, through the employment of knowledge or labor, adds value to a product, process, or export service resulting in the creation of new wealth.
- **Special Improvement District (SID)** – Montana Code Section 41 authorizes cities to create a special district for improvement, maintenance and repair of infrastructure. The intended uses are an excellent fit with the improvements desired on Highway 200 in East Missoula. A SID creates a new tax; the district assesses an additional mill levy on property owners in the district to raise funds. Like TIF, a SID cannot be created by counties and as such is unavailable until after annexation. Another consideration is whether a SID could generate adequate funds for the desired improvements. With a small number of properties in the area and relatively modest property values, the mill levy alone would not likely generate adequate funds. However, it might be beneficial to generate required matching funds for transportation or other grant funding, and for long-term maintenance of installed improvements.

# 7. APPENDIX

The following pages include the questions and results from the community survey.

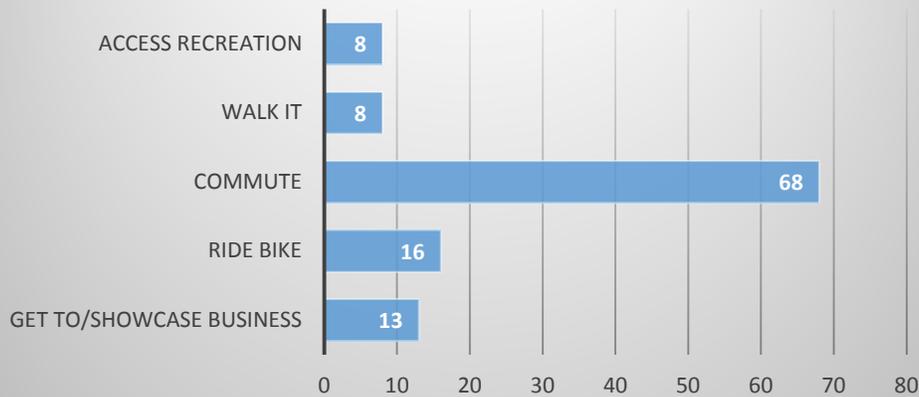


## Question 1: What is your relationship to East Missoula?

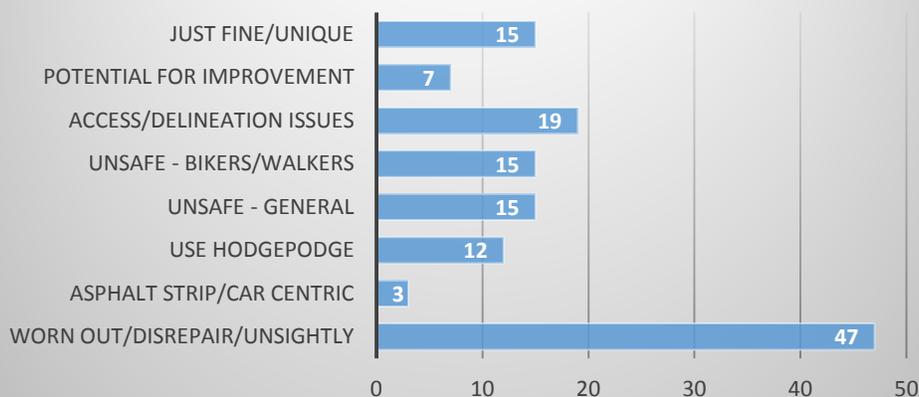


■ Resident ■ Business Owner ■ Property Owner ■ Neighboring Community ■ Other

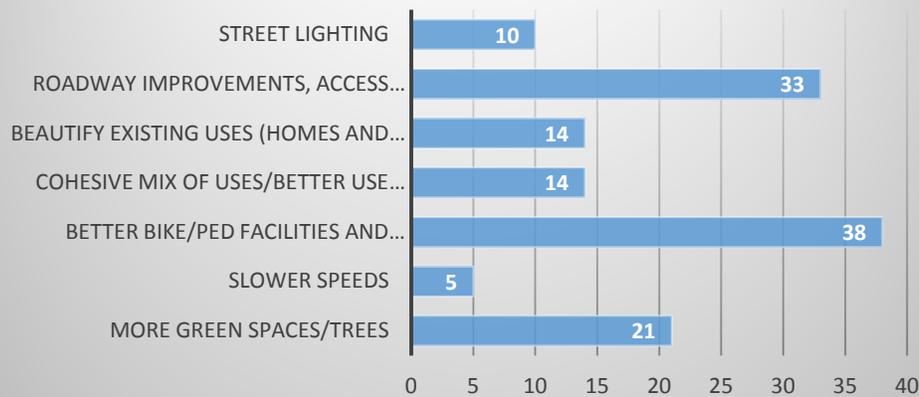
## Question 2: How do you use the corridor?



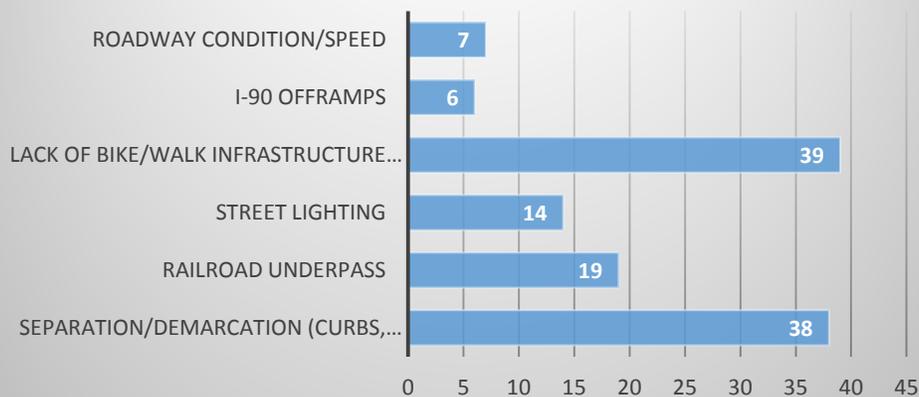
## Question 3: Describe current look/feel of corridor



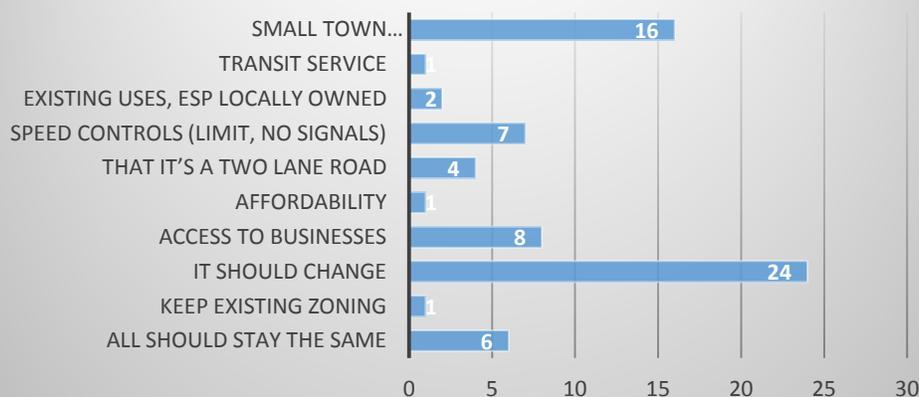
### Question 4: What look/feel would you like to see in corridor?



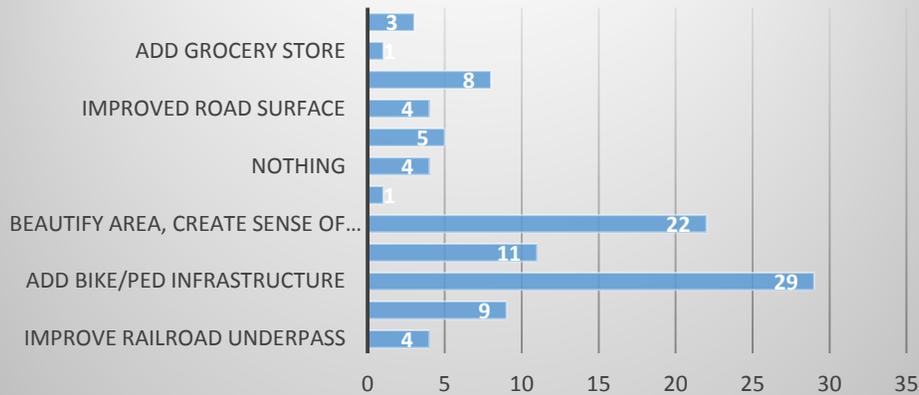
### Question 5: Safety issues for cars, bikes & walkers?



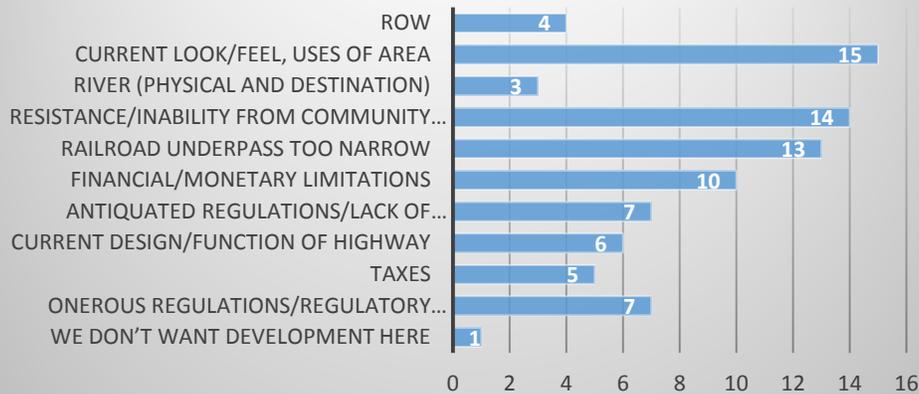
### Question 6: What do you hope will not change?



### Question 7: What do you hope will change?



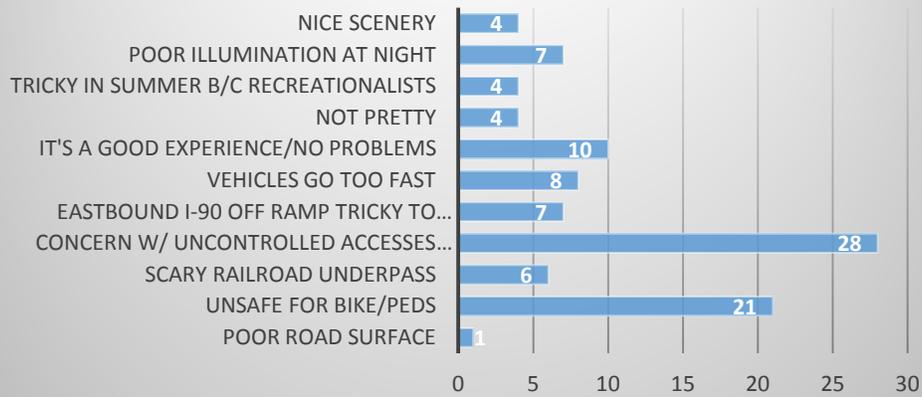
### Question 8: Obstacles to development?



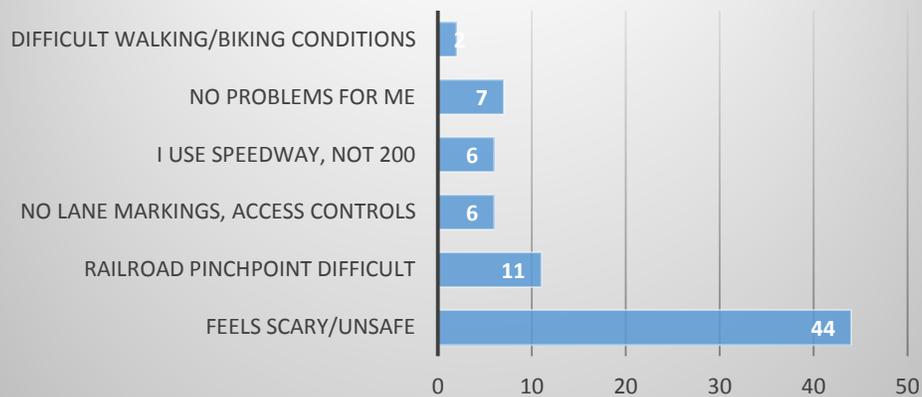
### Question 9: Characerize development opportunities



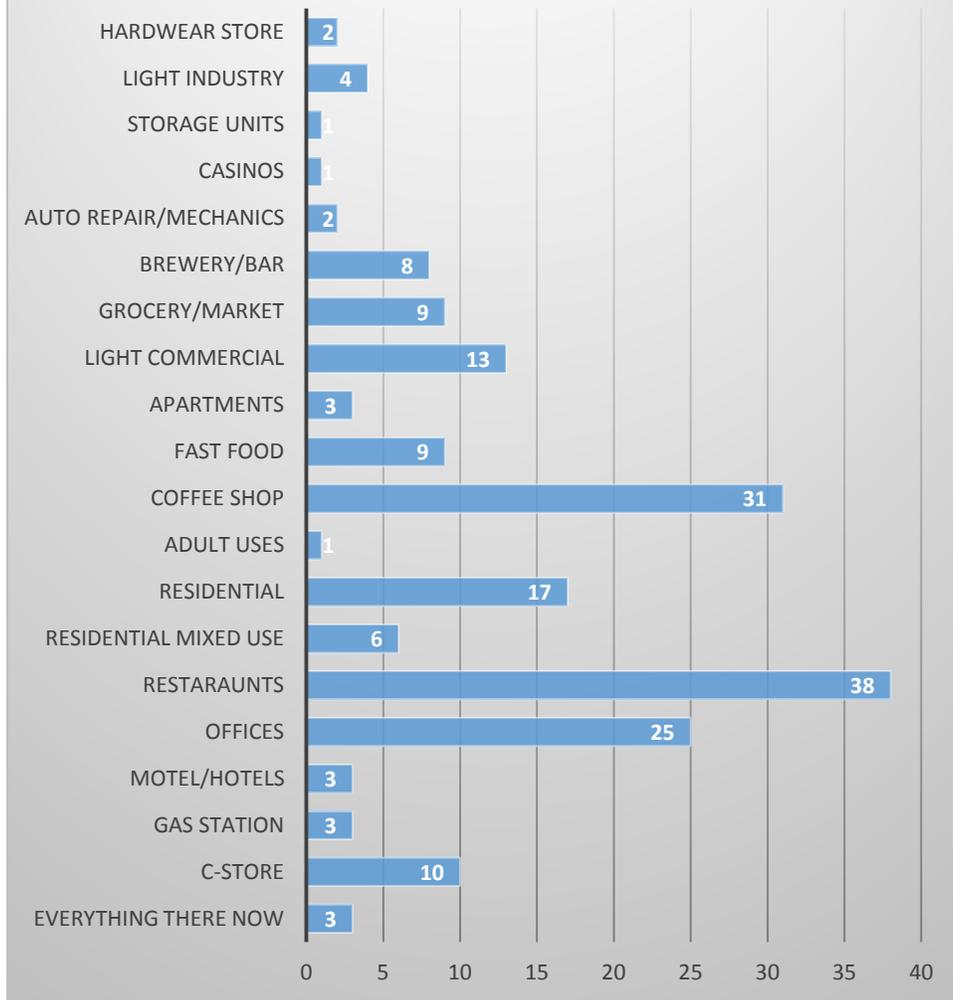
## Question 10: Describe experience as a motorist?



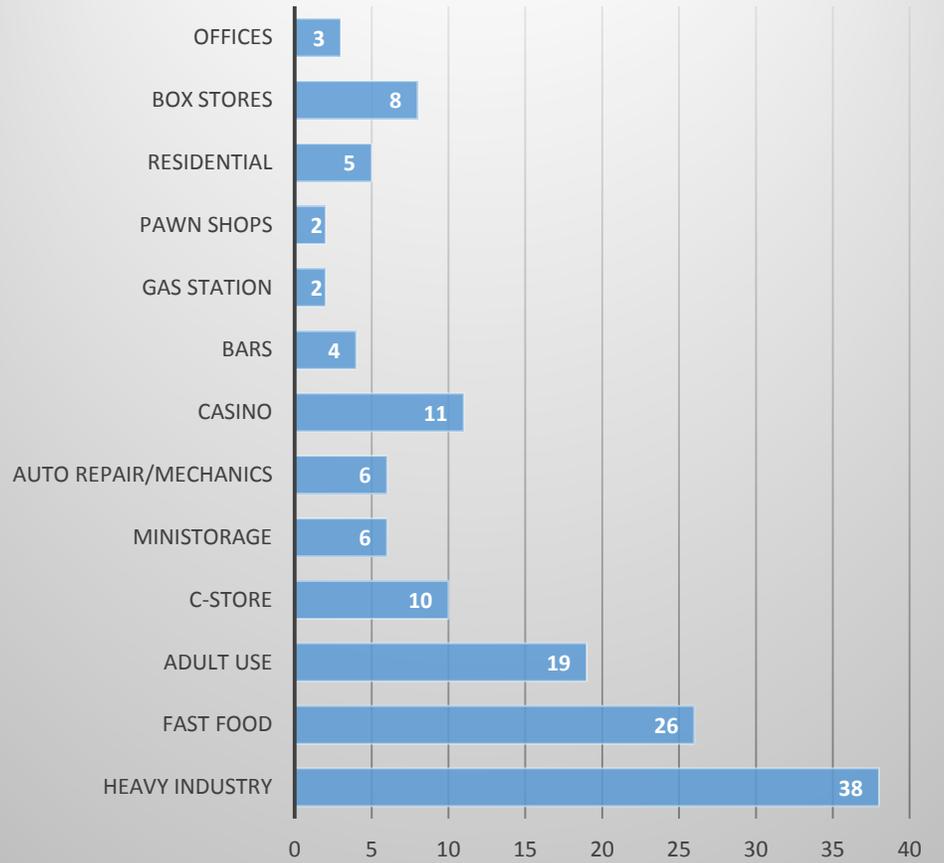
## Question 11: Describe experience as a biker/pedestrian?



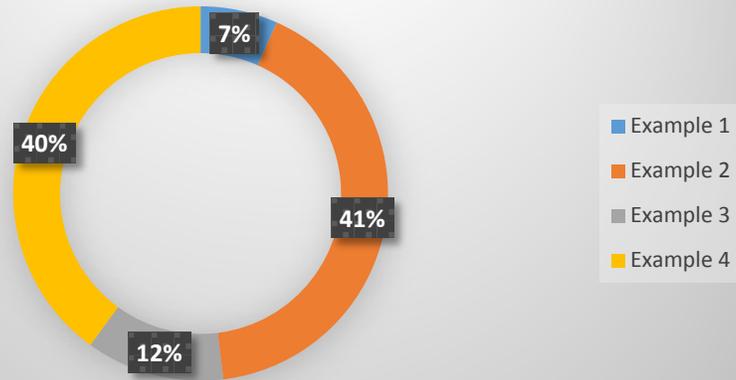
## Question 12: Land uses you'd like to see



### Question 13: Land uses to avoid



# Which cross section do you prefer?



EXAMPLE 1



EXAMPLE 2



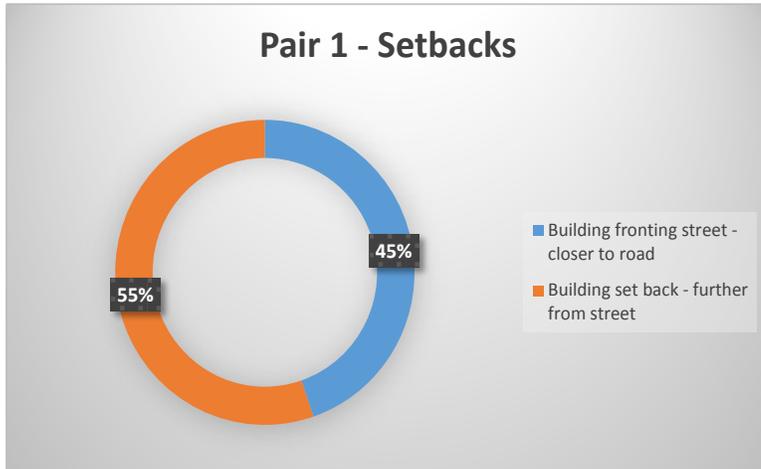
EXAMPLE 3



EXAMPLE 4

The following question was asked in the survey regarding building setbacks, parking placement, and bicycle and pedestrian treatments.

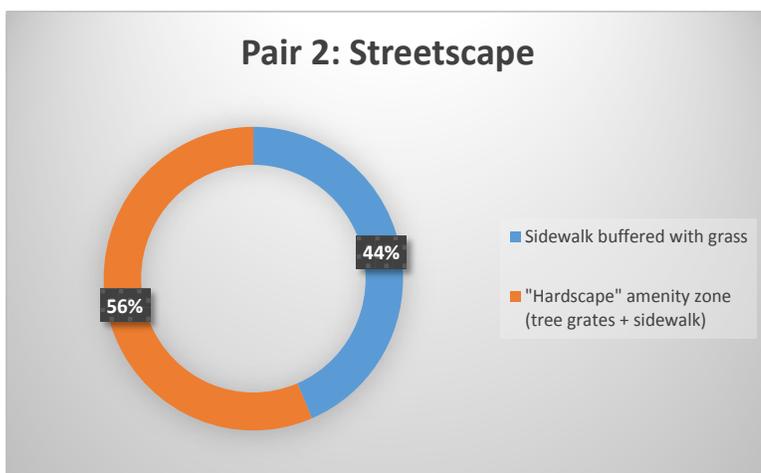
Below and on the following pages depict pairs of images of buildings and streets with a variety of features. For each pair of images, please circle the image that you like best and use the "Comments" space below to explain your choice. Please note that these questions are NOT related to the architecture or design of the buildings, but about specific attributes of the buildings such as how close to the road they are or where parking is located.



Building fronting street



Building set back from street

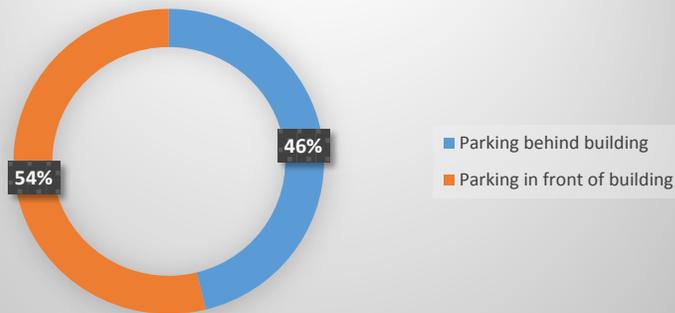


Soft amenity zone (tree lawn)



"Hardscape" amenity zone (tree grates + sidewalk)

### Pair 3: Parking

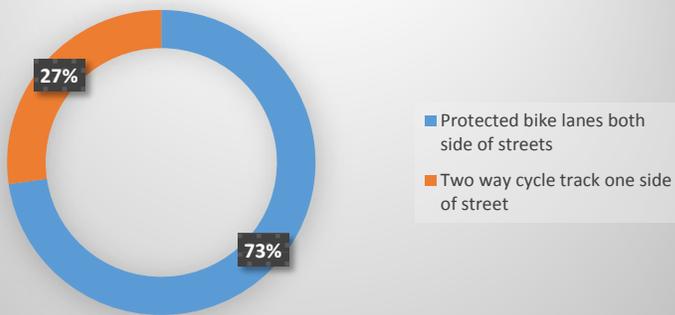


Parking behind building



Parking in front of building

### Pair 4: Bicycle treatment

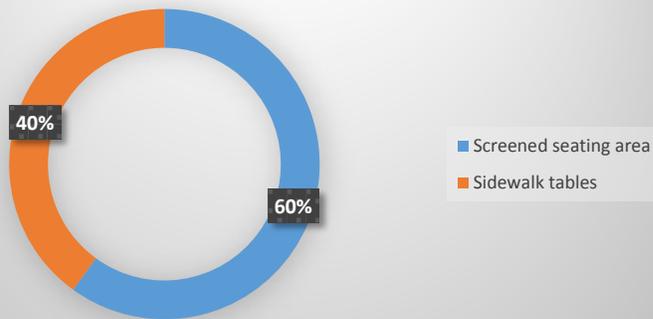


Protected bike lanes, both sides of street



2-way cycle track on one side of street only

### Pair 5: Pedestrian amenities

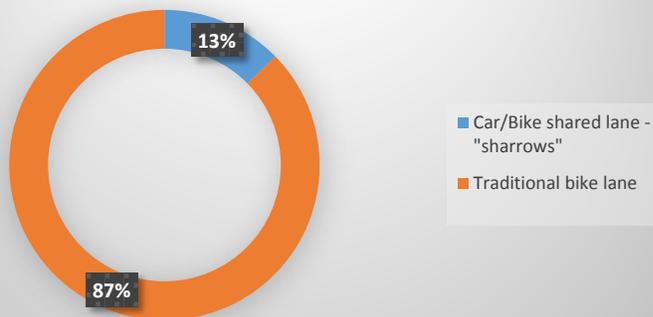


Screened seating area



Sidewalk tables

### Pair 6: Bicycle treatment



Car/bike shared lane ("Sharrows")



Traditional bike lane

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