



MRA Board Memo Cover Sheet

May 12, 2022

Project Name: Kent Avenue Neighborhood Greenway Improvements – Regent to Russell Streets

Urban Renewal District: URD III

Net Additional TIF Investment: \$265,966 (\$304,927 request, less \$38,961 remaining from Temper's Kent Plaza TIF grant applied to this project)

Private Investment: \$ NA

Ratio of Public to Private Investment: NA

Project Description: Traffic calming features including: speed hump, hybrid urban roundabout, sidewalk and crosswalk improvements, rapid flashing beacons, and signage.

Cost Breakdown of TIF Funds:

Infrastructure Construction Costs	\$154,005
Miscellaneous Construction Costs	\$ 73,922
Fees & Services Costs	<u>\$ 77,000</u>
Total TIF Request	\$304,927

Estimated New Property Taxes from Development: \$ NA

Public Purpose and City of Missoula 2020–2023 Strategic Goals: This TIF request is consistent with Safety and Wellness goals of the City of Missoula's 2020-2023 Strategic Plan to invest in transportation projects and complete multi-modal networks that are comfortable, safe and accessible for people of all ages and abilities.



MEMORANDUM

TO: MRA Board

FROM: Annette Marchesseault, RLA *ARM*
Project Manager/Redevelopment Specialist

DATE: May 12, 2022

SUBJECT: Kent Avenue Neighborhood Greenway Improvements – Regent to Russell Streets (URD III) – TIF Request

Overview / Project Description / Background

At its April 5, 2019 meeting, the MRA Board approved tax increment (TIF) and façade improvement (FIP) funding for improvements at the Tremper’s Shopping Center, north of Kent Avenue. (The approved amount was \$150,000 in FIP funds and \$226,100 in TIF funds). The redevelopment, known as Tremper’s Kent Plaza, was completed in Spring 2021 and has been quite successful.

Kent Avenue is a crucial part of Missoula’s Neighborhood Greenways network. Kent Avenue, paired with Central Avenue West, provides a direct east-west greenway connection between Mount Sentinel and Fort Missoula. Since Tremper’s Kent Plaza has been completed, traffic has increased on Kent between Brooks and Russell Streets, creating confusion and unsafe conditions for pedestrians and bicyclists. The City has received numerous requests for safety improvements in this area, particularly at the Kent Avenue/Oxford Street intersection.

Request for Tax Increment Assistance

The City’s Department of Public Works & Mobility – Infrastructure & Mobility Planning is requesting TIF assistance to install traffic calming features on the Kent Avenue Neighborhood Greenway between Regent and Russell Streets. Infrastructure & Mobility Planning has worked with WGM Group to prepare preliminary design for the traffic calming features, which includes:

- mid-block speed hump between Regent and Oxford Streets;
- hybrid urban roundabout at Kent/Oxford Street intersection;
- raised crosswalk on Kent Avenue between Tremper’s Plaza & Tremper’s Shopping Center;
- widened sidewalk on south side of Kent Avenue, between driveway entrance into Tremper’s Shopping Center and Russell Street;
- crosswalk enhancements on Russell Street, including Rectangular Rapid Flashing Beacons;
- signage.

WGM's cost estimate for this work is \$304,927.

Kent Avenue Greenway Traffic Calming

Sawcut/Remove Paving	\$ 26,208
Earthwork	4,300
Curb & Gutter	7,892
Sidewalk & Raised Crosswalk	47,456
Street Repair/Repaving/Pavement Markings	20,349
Rectangular Rapid-Flashing Beacon	40,000
Signs	<u>7,800</u>
Subtotal Infrastructure	\$154,005
Mobilization/Bonds/Insurance (8%)	12,320
Traffic Control (4%)	6,160
Erosion Control (2%)	3,080
Construction Permits (4%)	6,160
Design Contingency (20%)	30,801
Construction Contingency (10%)	<u>15,401</u>
Subtotal Miscellaneous	\$73,922
Design Fees	45,000
Construction Management Fees	27,000
Quality Control – Materials Testing	<u>5,000</u>
Subtotal Fees & Services	\$77,000

Total TIF Request \$304,927

The 2019 Tremper's Kent Plaza project came in \$38,961 under the requested TIF amount. Staff recommends reallocating those savings to this project. While the TIF grant to Infrastructure & Mobility Planning would be \$304,927, the net additional outlay from URD III would only be \$265,966.

City of Missoula Strategic Plan

This project is consistent with the City's strategic goal to invest in transportation projects and complete multi-modal networks that are comfortable, safe, and accessible for people of all ages and all abilities.

RECOMMENDATION: Staff recommends that the Board approve reallocating \$38,961 from the Tremper's Kent Plaza project to the Kent Avenue Neighborhood Greenway Improvements – Regent to Russell Streets project, and approve the request from the Department of Public Works & Mobility – Infrastructure & Mobility Planning for an amount not to exceed \$304,927 for traffic calming features on the Kent Avenue Neighborhood Greenway between Regent and Russell Streets, with reimbursement for eligible costs upon receipt of proof of payment and lien waivers, and authorize the Board Chair to sign a Development Agreement.



To: Missoula Redevelopment Agency

From: City of Missoula Public Works & Mobility – Infrastructure & Mobility Planning

Date: May 6, 2022

Re: Kent Ave Traffic Calming and Neighborhood Greenway Improvements

PURPOSE

The purpose of this memo is to request Tax Increment Financing from Urban Renewal District III in the amount of \$304,927 to be used to install traffic calming and neighborhood greenway improvements on Kent Ave between Brooks St and Russell St. These improvements are intended to improve the comfort and safety of people walking, biking, and driving in the vicinity of Tremper's Shopping Center and the US Post Office.

BACKGROUND

Planning

Neighborhood Greenways are local streets with low vehicle volumes and speeds, typically running parallel to and within a few blocks of primary vehicular routes, that provide safe, comfortable, and convenient routes for people biking and walking to all the same destinations served by busier roadways. A connected network of Neighborhood Greenways can be an effective and efficient way to encourage more biking and walking for transportation purposes, as they often do not need much infrastructure investment to make them suitable for people of all ages and abilities to bike and walk on. The Missoula Bicycle Facilities Master Plan (2017) identified a network of Neighborhood Greenways along with a list of intersection treatments to help people cross busy streets.

Kent Ave is crucial part of Missoula's Neighborhood Greenway network. Paired with Central Ave west of Russell St, Kent Ave provides a direct east-west connection between Mount Sentinel and Fort Missoula. The route begins on Kent Ave at the intersection with Maurice Ave adjacent to UM student housing, heads west through residential neighborhoods, becomes a commercial corridor between Stephens and Russell, and moves to Central Ave to cross the RR tracks (a project previously completed by the MRA) before continuing to Reserve St where it connects other commercial destinations, CS Porter Middle School, and ultimately Big Sky High School and Fort Missoula Regional Park. The attached Map for MRA Request shows how the Kent/Central Neighborhood Greenway fits in with the larger network of shared use paths, on-street bike lanes, and other neighborhood greenways, and provides connectivity to a wide variety of destinations. Due to higher traffic volumes in the commercial section of Kent Ave between Stephens Ave and Russell St, additional infrastructure is needed to maximize safety, comfort, and convenience for people biking and walking while also facilitating vehicular access to and through the commercial parcels. The proposed traffic calming features will achieve this goal by helping manage vehicle speeds and guiding people biking and walking safely through the busiest intersections.

Safety

The City has received numerous requests for safety improvements in this area, primarily at the Kent/Oxford intersection. There were 19 reported crashes from Russell St to the Post Office in the 5 years between 2015-2019 (most recent available data). Though vehicle speeds are typically low, the numerous driveways, crosswalks, parking spaces, and traffic volumes present many opportunities for conflict. Additionally, traffic volumes may be higher than necessary due to through travelers wanting to turn from Brooks St to head north on Russell. The preferred action is to head east on Fairview ahead of the Brooks/South/Russell intersection and then turn north onto Russell St. However, anecdotally we know that many people go through the B/S/R intersection then turn left onto Oxford, then left again at Kent and out to Russell St. The proposed traffic calming features will create visual and physical cues that motorists must slow down and use caution when operating in this area. The proposed hybrid urban mini roundabout at Kent/Oxford is expected to reduce crash frequency and severity.

Project Elements

This funding request is for the traffic calming and crossing enhancements between Regent St on the east and just west of Russell St. to the west. Project elements are aimed at improving safety for all roadway users on Kent St by lowering motor vehicle speeds, improving operations for all modes at the Kent/Oxford intersection, increasing visibility of pedestrians crossing Kent Street, and providing for safer and more predictable bicycle movements approaching and crossing Russell St. Specific project elements are as follows:

- Installation of a speed hump mid-block between Regent St and Oxford St
- Installation of a “hybrid urban mini-roundabout” at Kent/Oxford
- Installation of a raised crosswalk between Albertsons and Lookout Throwing
- Widening of the sidewalk on the south side of Kent Ave from Albertsons driveway to Russell St
- Enhancement of existing crosswalk across Russell St with wider median cut for bicyclists, addition of Rectangular Rapid Flashing Beacons

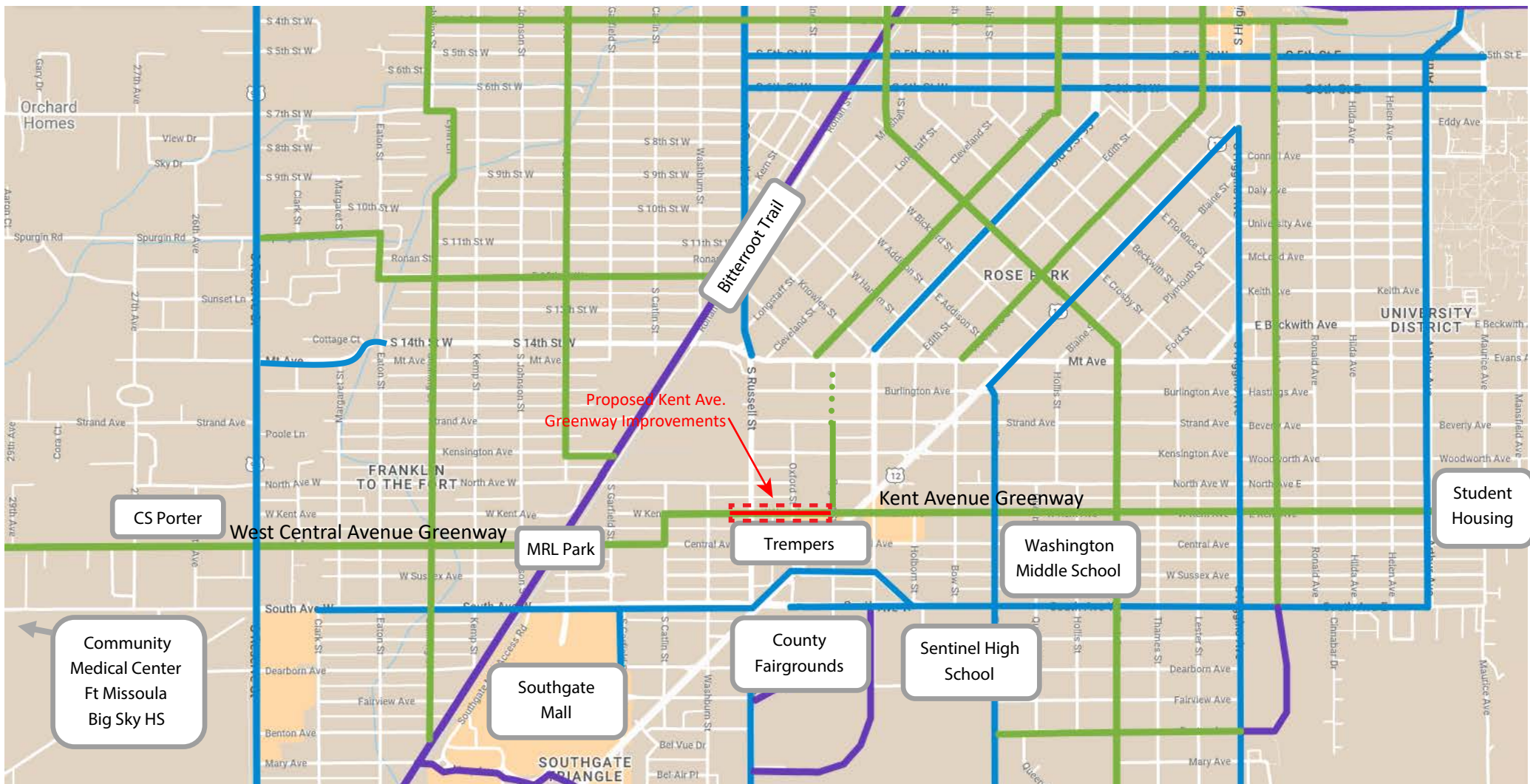
The attached Kent Avenue Traffic Calming document prepared by WGM Group shows the project elements sketched on an overhead map of the vicinity.


Project Budget and Management

The estimate of probable costs for all of the above-listed project elements is \$304,927. The attached budget document Kent Ave Traffic Calming OPC 04-21-2022 presents line-item cost estimates associated with each project element. Design and engineering work will be conducted by WGM Group, under direction and management from City of Missoula Public Works & Mobility staff.


Previous Funding

The improvements proposed for Kent Ave will support previous investments made by MRA for the Trempers Plaza and redevelopment of the property on the north side of the street. The previous funding created a more pedestrian-friendly and urban design, but access via non-vehicle modes is still somewhat limited. The public infrastructure in this request can help maximize those previous investments through improved connectivity to adjacent neighborhoods, and more appropriate vehicle operations in the area.







Shared Use Path



On-street Bike Lane



Neighborhood Greenway



Project Area

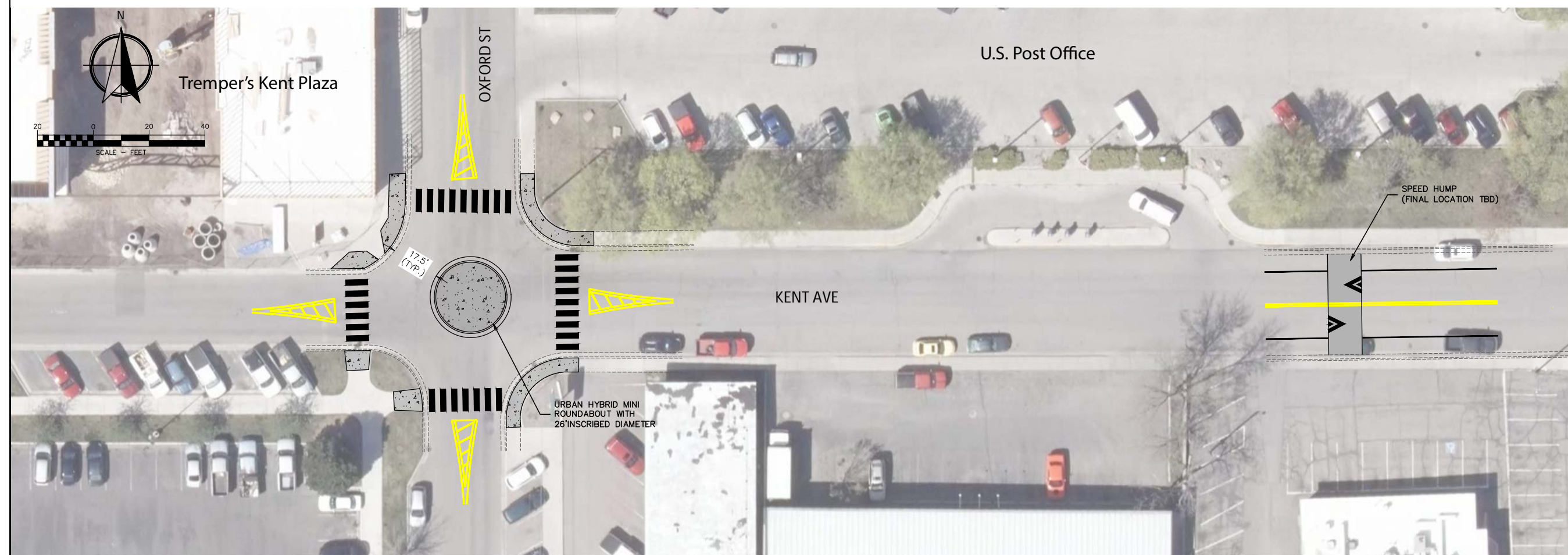


Missoula's Neighborhood Greenway Network



PRELIMINARY

PLOTTED: 4/21/22
SAVED: 4/21/22



KENT AVE NEIGHBORHOOD GREENWAY
CONCEPTUAL TRAFFIC CALMING
MISSOULA, MT

REVISIONS:		
NO.	DESCRIPTION	DATE

PROJECT: NA
LAYOUT: SHT 2
SURVEYED: NA
DESIGN: RMS
DRAFT: SG
APPROVE: SMM
DATE:

DATE: **APRIL 21, 2022**

SHEET EX1 OF EX1

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Opinion of Probable Costs

Project Name: Kent Street Traffic Calming
 Project No.: 17-11-02
 Prepared By: SG
 Reviewed By: SMM
 Date: April 21, 2022



ORDER OF MAGNITUDE

Description: Kent Avenue Traffic Calming

Work included in this OPC represents the attached exhibit which includes traffic calming along Kent Ave. between Russell St. and Regent St.

Includes new curb & sidewalk on south side of Kent, new improved crossing at Russell and Kent, a raised crosswalk mid-block between Russell and Oxford, a traffic circle at the intersection of Kent and Oxford, and traffic calming between Oxford and Regent.

Item Number	Description	Quantity	Unit	Unit Price	Total
1	Sawcut and Remove Asphalt	2828	SF	\$ 6.00	\$ 16,968.00
2	Sawcut and Remove Curb and Gutter	228	LF	\$ 5.00	\$ 1,140.00
3	Sawcut and Remove Sidewalk	3240	SF	\$ 2.50	\$ 8,100.00
4	Earthwork	172	CY	\$ 25.00	\$ 4,300.00
5	Typical "L" Type Curb & Gutter	254	LF	\$ 23.00	\$ 5,842.00
5	Mountable Curb & Gutter	82	LF	\$ 25.00	\$ 2,050.00
6	Concrete Sidewalk	4984	SF	\$ 8.00	\$ 39,872.00
7	Raised Concrete Sidewalk	474	SF	\$ 16.00	\$ 7,584.00
8	4" Thickness of Asphalt Concrete Pavement - Surface Course Grade "B"	266	SY	\$ 24.00	\$ 6,384.00
9	6" Thickness of 3/4" Minus Crushed Base Course	320	SY	\$ 14.00	\$ 4,480.00
10	8" Thickness of 3" Minus Sub-base Course	71	CY	\$ 35.00	\$ 2,485.00
11	Pavement Markings	1	LS	\$ 7,000.00	\$ 7,000.00
12	Rectangular Rapid-Flashing Beacon	1	LS	\$ 40,000.00	\$ 40,000.00
13	Signs	12	EA	\$ 650.00	\$ 7,800.00
		Schedule 1 Infrastructure Subtotal			\$ 154,005
Mobilization, Bonds, Insurance				8%	\$ 12,320
Traffic Control				4%	\$ 6,160
Erosion Control				2%	\$ 3,080
Construction Permits				4%	\$ 6,160
Design Contingency				20%	\$ 30,801
Construction Contingency				10%	\$ 15,401
Miscellaneous Subtotal					\$ 73,922
Project Subtotal (Infrastructure + Miscellaneous)					\$ 227,927
Estimated Professional Services - Design Period Services					\$ 45,000
Estimated Professional Services - Construction Period Services					\$ 27,000
Estimated Quality Control Services - Material Testing					\$ 5,000
Services Subtotal					\$ 77,000
PROJECT IMPROVEMENTS TOTAL					\$ 304,927