



COMMONLY ASKED QUESTIONS

Disclaimer - *Please note, the purpose of this document is to share commonly asked questions received by the Mullan BUILD project team. The goal is not to be an exhaustive database of all questions. Our hope is to provide a non-comprehensive resource so that the public and media can quickly find answers to frequently asked questions*.



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DESIGN QUESTIONS



DESIGN

Why are there right-hand turn lanes on the George Elmer/Mullan and England/Mullan roundabouts?

A thorough traffic analysis was completed and evaluated by the City of Missoula and the Montana Department of Transportation. Various roundabout types were evaluated, including single lane roundabouts (no right-hand turn lanes) and even multi-lane roundabouts (with two full circulatory lanes). These right-hand turn lanes were deemed necessary to allow for adequate traffic flow through the roundabouts and it is estimated that they should operate well for the next 20 to 25 years with the projected growth in the area. The design team has worked hard to balance both pedestrian and traffic safety with mobility.



Are bikes and pedestrians being considered in the design?

Absolutely, the BUILD project was designed with multi-modal transportation in mind. Protected bike lanes are present throughout all the corridors in the project. Safe pedestrian and bike crossings are planned, including Rectangular Rapid Flashing Beacons (RRFB's) at several locations.



EXISTING MARY JANE

What is happening on Mary Jane Boulevard ?

The layout of Mary Jane Boulevard, between Camden Street and Melrose Place, will be changing to provide corridor wide multi-modal (car, bike, pedestrian) connections. Once all of these improvements are complete, Mary Jane Boulevard will have one consistent set of complete multi-modal transportation facility on the Mary Jane corridor all the way from Mullan Road to Broadway Street.

The BUILD grant will be constructing these new streets, including protected bike lanes, sidewalks and boulevards to the south and north of the existing residential portion of Mary Jane Boulevard. Continuity of this infrastructure investment will be important to ensure safety and accessibility in the future.

The goal in the greater Mullan region is to accommodate growth and increased pressures on the transportation system via a safe, accessible multi-modal network that adequately supports all modes of travel – driving, walking, bicycling and transit. This approach will increase the efficiency and affordability of our transportation system.

A second, but equally important, goal is to increase safety for all modes of travel – the City of Missoula is striving to achieve zero fatal or incapacitating injuries resulting from crashes. This means designing the appropriate facility given vehicle volumes, speed, and roadway

widths. The BUILD team is committed to providing safe infrastructure even over convenience of a single mode such as single occupancy vehicles, or parking for such vehicles.

The City of Missoula's Complete Streets Policy directs design and retrofit of our streets to accommodate all modes, and specifically to create facilities appropriate for all ages and all abilities.

In both the Sxwtpqyen Neighborhood Master Plan and the BUILD grant projects, the appropriate facilities for Mary Jane Boulevard were determined to be single vehicle travel lanes in each direction, along with protected bike lanes that have physical separation from motor vehicles.

With this in mind, buffered bike lanes will be striped through the existing section of MJB, from Melrose Place to Camden Street. This configuration will require removing parking on the EAST side of Mary Jane Boulevard.

The buffered bike lanes will provide an appropriate facility for all ages and all abilities, encouraging nonmotorized travel and maximizing the efficiency of our existing and developing infrastructure, while creating some continuity and consistency with the newly constructed sections to the north and south.

For details on the Master Plan and the public feedback process, please [follow this link](#).

Why can't Mary Jane Boulevard look similar to England Boulevard?

England Boulevard is an existing street with the minimum width for parking, bike lanes and travel lanes.

The City of Missoula receives frequent complaints about traveler safety and is unable to maintain striping due to the location on the roadway where vehicles are driving.

England Boulevard does not meet the City of Missoula's current standards for design, safety or accessibility.

England Boulevard will likely require a similar treatment to Mary Jane Boulevard in the near future.



Why can't bike lanes be added to Flynn Lane instead?

Flynn Lane is being looked at closely for future segments of the project as additional funding is acquired. Flynn Lane is currently in the BUILD project plan to include additional trail access. The BUILD and Master Plan both call for changes on Flynn Lane and Mary Jane Boulevard. and Mary Jane Boulevard.

SPEED LIMIT

25

What will be the posted speed limit be on Mary Jane Boulevard?

The speed limit on the existing segments of Mary Jane (between Camden and Melrose Pl) will be 25 MPH. The new segments of Mary Jane will be posted at 30 MPH. As development continues to occur in the area, these speed limits will continue to be evaluated to ensure the posted speed continues to be most appropriate for the needs of the area.

Will this impact the value of my home?

The Montana Department of Revenue is responsible for property tax assessments. Any change in home value will be determined by the State of Montana, not the City of Missoula.

Complete Streets projects have been shown to have positive impacts on home values due to increased safety for people of all ages.



EXISTING MARY JANE

Why is parking being removed on one side?

The existing section of Mary Jane Boulevard is not wide enough to install bike lanes and maintain parking on both sides of the street.

Narrow bike lanes adjacent to parallel parking increase the risk of door-zone crashes for people biking – of which is not an “all ages, all abilities” design that would meet the City of Missoula's Complete Streets policy or our long-range planning goals. Combined with transit and truck traffic using 10-foot travel lanes, this would create an inadequate bike lane that is inappropriate to the context.

Removing parking from one side allows for a striped buffer between the bike lane and driving lanes, improving safety for people driving and biking while maintaining consistency with the remainder of the project.

Through both field observations and use of aerial photos, the City of Missoula determined that on-street parking on MJB has low utilization. Additionally, all houses along the west side of MJB have alley access with garages and off-street parking pads. All houses on the east side have either alley access and parking pads, or side street driveway access and on street parking.

Little or no additional growth is projected along the existing neighborhood portion of MJB – so parking demand is not expected to increase.

Staff has chosen to remove parking from the east side of the street due to there being more houses on the west side, and the fact that several homes on the east side do not front MJB but rather the side street, where they have driveway access and on street parking.

Mary Jane Boulevard was intended as the collector street for this area since as early as 2001 [\[Collector Roadway Resolution\]](#) – as such it needs to meet the City's collector roadway standards which include adequate bicycle and pedestrian facilities.

In this instance, guiding plans and policies such as the Bicycle Facilities Master Plan indicate a buffered or protected lane are most appropriate.

ENVIRONMENTAL CONSIDERATIONS



What is happening with the Grant Creek restoration?

We understand that the Grant Creek restoration is an important component of the Mullan area project plan that needs to be addressed. Our goal with both the Mullan BUILD project as well as the Master Plan is to support residential and commercial development while also honoring and being sensitive to the surrounding environment.

With this said, the Mullan BUILD team, specifically, is working within the confines of our current funding as well as right-of-way limitations. As many understand, the funding we have received through the BUILD grant only allows us to move forward on a portion of our project in this coming year. We recognize the importance and need to implement the Grant Creek restoration work, as well as to continue with transportation infrastructure development. All of this work is still planned to be completed as we continue to acquire funding via future impact fees or grants that have yet to be determined.

What was the process for public feedback on the environmental considerations for the project?

- Categorical Exclusion [CE] was signed on November 23
- The signed document and all appendices were uploaded to the public website on November 29
- Environmental documentation on BUILD webpage, and webpage linked in all stakeholder communication and press release distributions
- Environmental considerations and CE were listed on all copies of the schedule during public meetings from October 16 - January 8
- Environmental Considerations public meeting held on January 8, 2021 with 24 registrants
- Environmental Consideration meeting listed in emails to stakeholders as a reminder to attend

A thorough environmental analysis was completed for the Mullan BUILD project. The BUILD team welcomes all members of the public to read the articles and studies [linked on the BUILD website here](#).

The categorical exclusion document, created for this project, has been incorporated into the schedule. Findings were also included in six public meetings held between October and January and can be found [at this link](#). A specific documentation process did not require a dedicated public hearing.

However, the BUILD team has been in active communication with the public via email, webpage updates, mailings and public meetings to depict project construction and design plans in great detail. This feedback guided the categorical exclusion and environmental analysis that took place, ensuring that what is important to the public and the environmental health of the area is reflected.

The Mullan BUILD team would love to hear any feedback on environmental documentation including the categorical exclusion to be made aware of elements missing or if questions arise. If no significant changes to the document or feedback is received, the exclusion document will remain, as it is federal documentation.



Can you explain the plan for Flynn Lane and Tipperary Way Trails?

The Mullan BUILD project team understands that Missoula trails are vital components of our community. However, the Flynn Lane Trail and Tipperary Way Trail will not be worked on during this initial phase of construction due to limited funding. The team is seeking additional funding to complete these trails.

Tipperary Way Trail tax collections

This question is a good opportunity to reinforce the greater concept of the Mullan BUILD infrastructure. The City applied for \$23 million in BUILD grant funds and received \$13 million. Upon further design and engineering work, it was realized that the total need for collector and utility infrastructure (“back-bone”) is closer to \$40 million.

The City is implementing Transportation and Utility Impact Fees (more information on impact fees are linked in the Impact Fee and Future Funding section, below) that will help pay for this funding shortfall. There are parts of this infrastructure that do make sense to have the developer install. The section of the Tipperary Way Trail is a good example of this and when this happens, the developer would essentially be assessed a type of “credit” for constructing this work.

PROJECT SCHEDULE

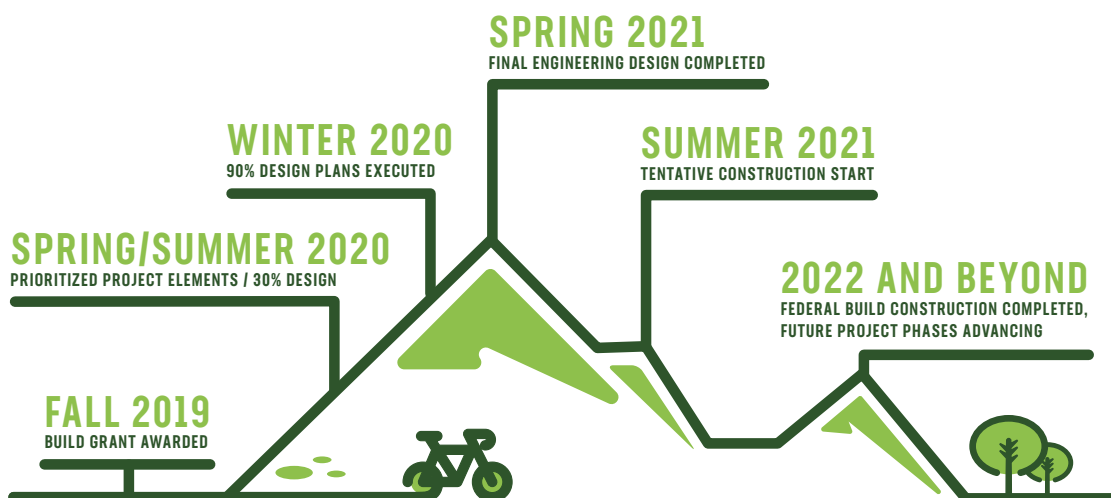


What is the schedule for the project?

Currently, the project is scheduled to begin construction tentatively in summer of 2021. 2021 construction will continue through November. In 2022, crews will work from spring through late fall. The majority of the initial phase of the project will be complete. From then on, remaining project priorities will be completed in the years to come. This timeline is subject to change.

George Elmer and Mullan roundabouts in 2022?

Our team does anticipate that the overall BUILD project will take two construction seasons. However, we do not anticipate that we will be constructing the roundabouts on Mullan Road over that entire time. The BUILD team is reviewing various roundabout staging scenarios that will have the ability to minimize impacts to the neighborhood and the traveling public. For example, closing George Elmer and detouring traffic would allow the roundabout to be constructed quicker because we would not have to stage the northside of the intersection. This may allow the roundabout to be constructed in one month rather than two months.



IMPACT FEES & FUTURE FUNDING



What are impact fees?

As many know now, impact fees are a funding source to help support the remainder of the BUILD project. As of March 2, 2021 the City of Missoula approved the use of impact fees on new developments in the greater Mullan area. The addition of these impact fees will allow for more elements of the BUILD project to be completed in the coming years. Now that the ordinance has been adopted, fees have gone into effect as of March 31, 2021.

- **The City of Missoula Department of Public Works and Mobility recommended two new development impact fees to fund the remainder of the project: a transportation impact fee and a utility development fee.**

- These new fees would be applied, in addition to existing Citywide development fees, to all new development in the Mullan, Sxwtpqyen Area that benefits from the improvements.

- The goal is to **equitably assess the cost of infrastructure necessary** to support high-quality, sustainable development in the Mullan, Sxwtpqyen Area.

- Since the BUILD grant did not cover the entire cost, the new fees would be used to make up the difference.

- Development impact fees are one-time payments by new development to fund the capital improvements necessary to accommodate new demand from the development.

- Development fees are required to meet a high standard including a comprehensive study that establishes a rational nexus. This is met by:

1. Showing a **need** for infrastructure improvements,
2. that the fee payer **benefits** from the infrastructure improvements, and
3. that the fee is **proportionate** to the development's demand on infrastructure. After adoption by City Council, impact fees are generally collected before a building permit issued.

- Over the next 30 years, the benefit area is projected to grow by 17,500 residents and 6,400 jobs.

- The total cost of the improvements will be reduced by the Federal BUILD grant and several other sources to fund the impact fee-eligible costs. Those costs are attributed to the infrastructure necessary to meet the projected 30-year growth of the Sxwtpqyen area.

- The residential fee schedule is based on square footage thresholds and the resulting proportional demand on the transportation system from the residential use.

- The nonresidential fee schedule includes several development types and is based on the demand from those development types.

- The Utility Development Fee (or latecomer's fee) will be calculated in a similar way, with the cost of new water and sewer mains apportioned over the area that benefits from these improvements.



MORE INFORMATION

For more details on impact fees visit links below:

[Engage Missoula Website](#)

[City of Missoula Website](#)

[Transportation Special Impact Fee Study](#)

[Transportation Special Impact Fee Q&A](#)

[Impact Fee BUILD Public Meeting Recording](#)

Will this project impact SIDs?

No, the BUILD project will not impact SIDs.

ADDITIONAL BUILD PROJECT DETAILS



MORE DETAILS

What are snow removal considerations?

The Mullan BUILD project consists of facilities that fall within different maintenance jurisdictions. In general, snow removal responsibilities and considerations will remain similar to how they are today. For example, along Mullan Road, MDT will ultimately be responsible for snow removal. The County will likely provide snow removal on the new portions of George Elmer and England until they are annexed into the City. The City will maintain Mary Jane Boulevard.

What will intersection lighting look like?

It is important that the proposed intersections have adequate lighting to ensure they operate safely at night. Our team has modeled and calculated the lighting so that it meets minimum lighting standards that are required by state and also federal guidance. The lighting design also complies with the local City of Missoula standards. Details on lighting designs for each intersection are located at this link on the BUILD webpage.

What is the BUILD project involved in with respect to development?

The BUILD project specifically will construct roads, sidewalks, sewer, water, and stormwater facilities to allow for development to occur in the area east of the Missoula International Airport. This infrastructure

will allow for a mix of both residential and commercial developments through private funding and development. The scope of this development will be determined based on recent planning efforts by the city and county. If you are seeking property cost and information on development, we recommend contacting a local realtor who may offer more expertise in this area.



What will be the speed limit at each intersection?

The planned speed limit at intersections moving towards construction will be 30 MPH, with the BUILD project planning to install these speed limit signs. These speeds will then become effective at the completion of the project construction.

OTHER LOCAL PROJECTS

How are you coordinating timing with other projects?

The Mullan BUILD team continues to coordinate with the development community to best understand the timing of anticipated developments such as McNett's. The intent is that we will have necessary infrastructure in place at the right times. It is anticipated that England Blvd would not be open to the public until 2022, but we are aware of the need or request to prioritize the section of George Elmer, just north of 44-ranch in the 2021 construction season due to the anticipated pace of that project.

Cattle Drive/George Elmer and BUILD project

This roundabout construction is outside of the Mullan BUILD scope, but the BUILD project does have the preliminary design to ensure that improvements made as part of the BUILD project take into consideration any corridor impacts this project may have. For more information on the Cattle Drive and George Elmer Project, please visit this webpage.

McNett and Remington Flatts

These two subdivisions are being organized and funded by the City of Missoula. The BUILD project is in communication with these teams to ensure that construction is collaborative. For more details on McNett Flatts please [visit this webpage](#). For more information on Remington Flatts, please [visit this webpage](#).

Questions about the BUILD project? Email becca@bigskypublicrelations.com