

PUBLIC WORKS COMMITTEE REPORT

December 2, 2009, 2:05 PM

City Council Chambers

Members Present: Jason Wiener (Chair), Ed Childers, Bob Jaffe, Renee Mitchell, Dave Strohmaier, Pam Walzer, Jon Wilkins

Members Absent: Dick Haines, John Hendrickson

Others Present: Stacy Rye, Steve King, Kevin Slovarp, Gregg Wood, Phil Smith, Jack Stucky, Bob Giordano, John Wolverton, Ellen Buchanan, Monte Sipe, Jeremy Keene

I. ADMINISTRATIVE BUSINESS

C. Approval of the minutes of [November 18, 2009](#) – Approved as submitted.

B. Announcements – Mr. Wiener announced that agenda items 2, 3, and 4 were not ready for discussion and would be held.

C. Public Comment on Non-Agenda items – None.

II. CONSENT AGENDA ITEMS

1. Purchase of one backhoe for Cemetery department ([memo](#)).—Regular Agenda (Jack Stucky) (Referred to committee: 11/09/09) **REMOVE FROM AGENDA**

Motion: The committee recommends the City Council award the purchase of one 2009, 310 J John Deere backhoe, to Triple W Equipment of Missoula Montana for a total of \$57,197 and return all bid bonds.

Jack Stucky, Vehicle Maintenance Superintendent, stated that Triple W was the lowest bidder.

Mr. Wiener asked if the backhoe needed a frost tooth for digging. Mr. Stucky replied that they had an item to heat up the ground for digging, so they did not need a frost tooth.

Mr. Strohmaier asked why the Cemetery decided against 4-wheel drive. Mr. Stucky replied that the cost was not justified by the use, and that maneuverability between the stones was issue.

Mr. Strohmaier made the motion to award and return bid bonds.

Mr. Wilkins asked what would happen to the old machine. Mr. Stucky replied that it was a 1998 John Deere, and they would trade it in for \$7,500.

Ms. Mitchell asked how many years of use they expected from the new machine. Mr. Stucky replied that it should be at least 15 and would probably be 20.

The motion passed unanimously.

III. REGULAR AGENDA ITEMS

1. Purchase one front end loader for the Street Division ([memo](#)).—Regular Agenda (Jack Stucky) (Referred to committee: 11/09/09) **HELD IN COMMITTEE**

This item was not discussed.

2. Review construction bids for Reserve Street Sewer Main Replacement Project (Site ID 184), award bid to lowest responsible bidder, Advanced Earthworks, Inc. in the amount of \$306,474.40 and authorize the return of bid bonds. ([memo](#)).—Regular Agenda (Kevin Slovarp) **HELD IN COMMITTEE**

This item was not discussed.

3. Approve the agreement between the City of Missoula and Lloyd A. Twite Family Partnership related to sanitary sewer extension and upsizing for the South Missoula Area ([memo](#)).—Regular Agenda (Monte Sipe) (Referred to committee: 11/09/09) **HELD IN COMMITTEE**

This item was not discussed.

4. Update on projects funded by ARRA (American Recovery and Reinvestment Act) and HB (House Bill) 645 (memo) (presentation).—Regular Agenda (Steve King) (Referred to committee: 11/09/09) REMOVE FROM AGENDA

Steve King, Public Works Director, stated that there had been a meeting this morning with downtown business owners, sponsored by the Missoula Downtown Association (MDA) and the Business Improvement District (BID). They received good suggestions and feedback. The North Higgins project is from a master plan generated by property owners in the area.

Jeremy Keene of WGM group stated that the project began in 2005 in the Missoula downtown streets project and was eventually rolled into the Downtown Master Plan. Cars and trucks are still going to be the predominant mode of transportation, but facilities are lacking for other types of users. North Higgins is a multi-use corridor. They discussed the importance of creating good pedestrian access, and stated that should be the highest priority for transportation. The protected bikeway system is a wide bike lane between the sidewalk and the on-street parking, and has special treatment at intersections to minimize conflicts between bicycles and vehicles. The street will be two driving lanes with a center left turn lane. There will be protected bikeways on both sides, and tabled intersections where the curb comes out level with the street. Federal stimulus funds from ARRA and HB 645 total \$1.45 million for the project, and it must be spent by September of 2010. Some street trees in poor condition will be replaced, but most will remain. They will have striping in crosswalks, and special treatment for bikeways at intersections. Curb bulb-outs will shorten pedestrian crossings and help visibility. The bikeway is protected by parked cars until the intersections, where it will become a lane. There will also be new landscaping, decorative streetlights, a complete pavement overlay, and new pavement markings, and they will bring everything to ADA standards. Left turn lanes will improve vehicle access and facilitate future signal upgrades. They will consolidate some driveways to reduce conflict points. In the short-term, there will be some noise, dust, traffic delays and lane closures, and in the long-term there will be a loss of 3 parking spaces to allow for bulb-outs and the bikeway. They hope to award the project in February, with construction from March to September. They will maintain one lane of traffic in each direction and one side of the street for parking, and they must maintain business access and hold regular coordination meetings with the contractor. There may be some night and weekend work.

Mr. Wiener asked if the portion of Ryman Street that is closed would be open during the project. Mr. King replied that that project was 18 months and the street would remain closed.

In response to questions from Mr. Wilkins, Mr. Keene stated that only three parking spaces would be removed for the whole project. They did traffic modeling in 2005, which indicated that the turn lanes will work reasonably well with existing signals, and will be much improved when the signals are modernized. Business owners on Higgins and within a block on either side were invited to the morning's meeting, and about 25 people attended. Mr. King stated that they were generally optimistic and there were some concerns about customer access as well as the cycle tracks.

Mr. Wiener asked about the conflict points between cycle tracks and alleys and driveways. Mr. Keene stated that there will be green pavement across the alleys and intersections. They set the parking back to increase sight distance, and the bikeway is raised. Signs will warn drivers they are crossing the bikeway and need to yield. They believe that the benefits outweigh the negative effects of conflict points. The bikeway will be asphalt pavement and will be colored green where it changes from a protected bikeway into a street bike lane.

Ms. Walzer asked about snow removal on the protected bike way. Mr. King stated that the BID had committed to maintaining the cycle track, and that they have the equipment and staff to do it.

Ms. Walzer asked which driveways were being removed. Mr. King stated that the Worden's, Liquid Assets, and private lot by United Way accesses would be removed. Starbucks and the Iron Horse will maintain their access because it would not be practical to close them. They are still coming to an agreement with the property owner of the private lot by United Way regarding the closure.

Mr. Jaffe arrived.

Ms. Walzer asked what the plan was for pedestrian crossings during construction and asked about storm drainage. Mr. Keene stated the contractor would have to prepare a traffic plan for City review and approval, but there would probably have to be temporary sidewalk routing. Mr. King stated they were moving storm drain inlets to the edge of the bulb-outs. The existing storm drain is in good shape, and the inlets will move to the edge of the bulb-outs. This reduces puddles at crosswalks as well.

Mr. Strohmaier asked whether the new lighting was in compliance with the outdoor lighting ordinance and if the existing sidewalk would be replaced. Mr. Keene replied that the lighting was designed to be dark-skies friendly. Sidewalk work would be primarily at corners and alleys.

Ms. Rye stated that she would like to hear from parents with children about the protected bikeways, because there is currently no good way to get north and south on a bike with kids. Mr. King stated that the bicycle and pedestrian community was interested in how well it would work, and they had worked together to identify areas of concern and mitigate concerns. After the project is complete, they will get a lot of feedback on how well it works.

Ms. Mitchell asked if the \$1.45 million included moving the drains, bulb-outs, signage, and lights. Mr. King stated that the project would come in within the budget. Preliminary estimates are currently about \$200,000 more than available the budget, but they won't know the full cost until they open bids. The contract has a base bid and alternatives that can be added or not depending on the budget. They have talked with MDT about additional funding, and were told to bid the project as designed, open the bids, and contact them if the budget was short. They will work within a fixed budget.

In response to questions from Mr. Jaffe, Mr. Keene stated that the bikeway would be raised to the level of the sidewalk, but would be asphalt, and there would be a curb between it and the parking lane. They would not be removing any existing sidewalks. Mr. King stated that there would be back-in parking on Spruce Street. The Parking Commission is still researching alternatives for parking hardware. Mr. Keene stated that construction would be in March. Mr. Wiener added that parking is a component of the Greater Downtown Master Plan.

Mr. Childers stated that the project was different from most of what they do.

Bob Giordano of the Missoula Institute for Sustainable Transportation (MIST) stated that it looked like a fantastic project. It has the potential to be one of the best streets in the northwest. He stated they would see a lot of new bicyclists downtown.

John Wolverton of the Bike/Walk Alliance of Missoula (BWAM) stated that this project was a great thing for downtown and for the City. In Portland they did construction one block at a time, so businesses were closed for a week but were more valuable when they reopened.

Ms. Walzer stated that working at night was important, but they should not work on Saturdays.

Mr. Wilkins stated that Broadway was part of the state highway system and asked if they were obligated to help pay for it. Mr. King stated that MDT will collaborate and approve the project, but they are not a financial partner. Mr. Wilkins stated he hoped the business owners would be there when action items came through committee. Mr. King stated that the BID and MDA had been the main point of contact for business owners. Staff will make sure the meeting is public knowledge.

Mr. Jaffe stated that with the West Broadway road diet, businesses were sending a message to the public to avoid the area. He would like to see publicity on this project that the stores were still open. Ellen Buchanan of the BID and MDA stated that they were making a concerted effort to notify every property owner and business owner, and had committed to take a part of their marketing budget to encourage people to come downtown during that time. They will also keep a blog on the BID website. Mr. King stated that the project originated with the downtown master plan, with the neighborhood, and they were on board.

Ms. Rye asked if the State was taking Indirect Cost Allocation Plan (ICAP) from the funds. Mr. King stated that they were not, because it wasn't administered through their state federal aid projects.

IV. HELD AND ONGOING AGENDA ITEMS

1. Discussion on the sizes of grease interceptors for the restaurant industry ([Grease Interceptor PowerPoint](#)) ([memo](#)).—Regular Agenda (Stacy Rye and Bob Jaffe) (Referred to committee: 04/21/08)
2. Consider restructuring the city's Sewer Loan Program along the lines of the recently approved change to the Sidewalk & Curb Loan Fund.—Regular Agenda ([Chapter 3.16 – Sidewalk & Curb Loan](#)) ([Chapter 3.18 Sewer Loan](#)) ([Ordinance 3344](#)) (Ed Childers) (Referred to committee: 06/26/06)
3. Information item to present the City's Master Sidewalk Plan. ([memo](#))—Regular Agenda (Doug Harby)

V. ADJOURNMENT

Respectfully Submitted,

Jessica S. Miller
Office Manager
City Public Works Department