

## PUBLIC WORKS COMMITTEE REPORT

March 7, 2012 1:05 PM

City Council Chambers

**Members Present:** Jason Wiener (chair), Ed Childers, Dick Haines, Bob Jaffe, Marilyn Marler, Dave Strohmaier, Jon Wilkins, Adam Hertz, Alex Taft, Caitlin Copple, Mike O'Herron

**Members Absent:** Cynthia Wolken

**Others Present:** Steve King, Rick Larson, Starr Sullivan, Doug Harby, Brian Hensel, Kevin Slovarp, Jeremy Keene, Sam Oliver, Scott Barnhardt

### I. ADMINISTRATIVE BUSINESS

- A. Approval of the minutes of – February 29, 2012 – Approved as submitted.
- B. Announcements – None
- C. Public Comment on Non-Agenda items – None

### II. CONSENT AGENDA ITEMS

1. Award bids to the vendors submitting lowest bids for provision of construction materials used during annual Street Division maintenance/construction work. (memo) – Regular Agenda (Brian Hensel) (REMOVE FROM AGENDA)

**Motion:** The committee recommends the City Council approve and authorize the Mayor to sign the following agreements and authorize the return of bid bonds.

1. Award the bid for road maintenance materials (Project 101-2012-1) to CHS, Inc., for 500 tons of emulsified asphalt CRS-2P at \$572.00/ton for a total of \$286,000 and authorize return of bid bonds.
2. Award the bid for road maintenance materials (Project 103-2012-3) to Knife River of Missoula, MT, for 5,000 tons of hot mix asphalt at \$43.66/ton for a total of \$ 218,300 and authorize return of bid bonds.
3. Award the bid for road maintenance materials (Project 104-2012-4) to Knife River of Missoula, MT, for 4,000 tons of sand surfacing at \$6.35/ton for a total of \$25,400 and authorize return of bid bonds.
4. Award the bid for road maintenance materials (Project 105-2012-5) to Knife River of Missoula, MT, for 4,500 tons of seal coat aggregate at \$24.25/ton for a total of \$109,125 and authorize return of bid bonds.
5. Award the bid for road maintenance materials (Project 106-2012-6) to Knife River of Missoula, MT, for 3,000 tons of driveway-grade asphalt at \$55.49/ton for a total of \$166,470 and authorize return of bid bonds and authorize return of bid bonds.
6. Award the bid for road maintenance materials (Project 107-2012-7) to Knife River of Missoula, MT, for 8,000 tons of Grade “D” asphalt at \$43.66/ton for a total of \$349,280 and authorize return of bid bonds.
7. Award the bid for road maintenance materials (Project 108-2012-8) to Knife River of Missoula, MT, for 1,000 tons of Drain Aggregate at \$12.00/ton for a total of \$12,000 and authorize return of bid bonds.

Brian Hensel, Street Superintendent, asked for approval of the motions. Jon Wilkins made the motion to approve all requests.

The committee/staff discussion was as follows:

- Some of the items were expensive and it appeared that not many companies bid on the items.  
*Mr. Hensel was not sure why he did not receive more bids.*
- Would the new asphalt recycling machine help with costs of materials?  
*Yes, will save us money on asphalt all year round. Will save anywhere from \$10,000 to \$25,000 a year depending on the season.*

There was no public comment. The motion in its entirety carried unanimously and this item will be on the Consent Agenda.

2. Approve the right-of-way encroachment permit for the installation of an awning over the sidewalk on the West Broadway Street and Ryman Street frontage of the Palace Apartments building located at 149 West Broadway. (memo)—Regular Agenda (Doug Harby) (Referred to committee: 03/05/12) (REMOVE FROM AGENDA)

**Motion: The committee recommends the City Council grant an encroachment permit to Palace Apartments, LP, for an awning over the sidewalk on the West Broadway Street and Ryman Street frontage of the Palace Apartments building located at 149 West Broadway.**

3. Approve the right-of-way encroachment permit for a pedestrian skywalk between the top floor of the City's Central Park Structure located at 128 West Main Street and the 2<sup>nd</sup> floor of the Palace Apartments building located at 149 West Broadway. (memo)—Regular Agenda (Doug Harby) (Referred to committee: 03/05/12) (REMOVE FROM AGENDA)

**Motion: The committee recommends the City Council grant an encroachment permit to Palace Apartments, LP, for the 1.7 foot façade over the sidewalk on the Broadway frontage, and a pedestrian skywalk between the top floor of the City's Central Park Structure, located at 128 West Main Street, and the 2<sup>nd</sup> floor of the Palace Apartments building, located at 149 West Broadway.**

Doug Harby, Construction Project Manager, explained that the Palace Apartments was requesting two encroachments with their remodel. These encroachment permits were inadvertently missed when their building permits were issued. One encroachment was for a period awning that would match the original awning installed in 1942 when the second building was built. The other encroachment was for a skywalk constructed between the Palace Apartments and the City's parking structure.

Bob Jaffe made a motion to approve both encroachments.

Mr. Harby then asked if he could add one additional encroachment to the motion. The Broadway frontage façade of the building encroached over the City's sidewalk right-of-way 1.7 feet. He asked if that encroachment would be approved and added to the skywalk motion.

The committee/staff discussion was as follows:

- What was the function of the skywalk?  
*It made it easier for the residents to access the parking area from their living units.*
- A request was made by Mr. Harby to include the additional application for the façade encroachment before the next Council meeting. He noted that he had discussed the Broadway encroachment with the Montana Department of Transportation and they were okay with it.
- Ed Childers said it was reasonable to suspend the rules and add the additional application.
- The committee decided the additional motion was in order.

The motion to suspend the rules to discuss the additional encroachment carried unanimously.

All motions, including the amendment to the skywalk motion adding in the approval for the 1.7 foot façade over the sidewalk on Broadway, carried unanimously and will be on the consent agenda.

4. Suspend the rules to approve a contract for the Wastewater Treatment Plant Energy Conservation Equipment Replacement Projects (Memo). – Regular Agenda: Starr Sullivan (**REMOVE FROM AGENDA**)

**Motion: The committee recommends the City Council approve and authorize the Mayor to sign the contract for the Wastewater Treatment Plant Energy Conservation Equipment Replacement Projects.**

A request was made to suspend the rules in order to approve the contract for the Wastewater Treatment Plant Energy Conservation Equipment Replacement projects. Ed Childers made the motion to suspend the rules. Hearing no public comment, the motion carried unanimously.

Star Sullivan, Wastewater Superintendent, explained that through the Greenhouse Gas Reduction Committee, Chase Jones acquired grant money from the Department of Environmental Quality to perform an energy audit at the Wastewater Treatment Plant. This audit found significant energy savings that could be accomplished by upgrading some of the equipment at the plant. The audit identified seven projects and the plant decided to go with three of those, possibly a fourth later on. The cost to the City was estimated to be \$25,000. Between ARRA funds and Northwestern Power funds approximately \$40,000 would be matched. The ultimate result of implementing the four projects for equipment change out would be over \$20,000 in electrical savings annually, or approximately \$10,000 with the three projects. The useful life of the new equipment would be 20 years.

Ed Childers made a motion to approve the contract. Hearing no public comment or discussion, the motion carried unanimously. This item will go on the consent agenda.

### **III. REGULAR AGENDA ITEMS**

1. Discussion of the Missoula Traffic Signal Timing Project and consideration of next steps for the 2012 Long Range Transportation Plan update. (memo)—Regular Agenda (Steve King) (Referred to committee: 03/05/12) (**REMOVE FROM AGENDA**)

Steve King, Public Works Director, stated that the Public Works Department worked with the Department of Transportation to find efficiencies in the current traffic signal system. Two years ago the Metropolitan Planning Organization (MPO), which included the City, County, and State, funded a project to use the existing hardware and control systems within the existing traffic signal systems in order to get the most efficiency to reduce congestion, reduce fuel consumption, reduce greenhouse gases, and reduce commute times for the users of the corridors. All fifty-one signalized intersections, except for Reserve Street, were included within the study. Reserve Street was part of a separate study by the Department of Transportation. The State hired the contractor and between Rick Larson, Communications Shop Supervisor, and the Department of Transportation the contract was administered. The discussion now was how did we approve efficiencies using the current system and to determine what was next.

Scott Barnhardt, of Atkins Engineering, partnered with the City and the Montana Department of Transportation for a two year period in order to prepare this report. Mr. Barnhardt gave his PowerPoint presentation.

Committee discussion was as follows:

- Did Michael Tree of Mountain Line comment on the signal optimization report for public transit?  
*Mr. Barnhardt stated that he did not know about any comments, but Mr. Tree had attended some of the meetings that were held. Mr. King added that Mr. Tree met with district officials and was working with Public Works to integrate transit into these systems.*
- In looking at a holistic planning approach, it was important to look at the best way to get the most efficiency for the least amount of money in order to improve the system.
- Since the cost of gas was increasing maybe signal optimization was not as important as focusing on public transit.

- Part of the Long Range Transportation Plan (LRTP) was to make decisions about tradeoffs such as signal optimization versus public transit.

*Mr. King explained that the LRTP portion of the presentation was the recommendations for future actions as far as funding. This was a \$400,000 contract and some results were measurable at reduction of greenhouse gases and congestion reduction. The transit system is a four million dollar a year operation and has some measurable impacts. At this point the hardware upgrades that were made with the optimization study were a tenth of the cost and would last for many years. The LRTP will look at the next steps and look at the cost benefit efficiency of where to spend the money.*

- Pedestrian countdown timers made the dilemma zone easier as far as stopping or continuing through the intersection.
- As far as pedestrian traffic, if someone pushed the crosswalk button did it lengthen crossing time? Could the signals be changed so they showed the walk signals and the countdowns on every green cycle?

*Mr. Barnhardt explained that if a pedestrian was crossing side street to side street they would have to wait until the next light cycle. If they were crossing through a main corridor street and pressed the button early enough a walk signal could still show before the light changed. Rick Larson added when crossing main corridors he could discuss adding an automatic walk signal for a pedestrian with the State; however, it would lower efficiency in the system since there may not be a pedestrian present every time.*

- Committee member wanted to further discuss what could be done for the downtown area and school areas where there were higher volumes of pedestrians.
- There was a potential for new signalized intersections to be installed at Dore Lane/Brooks Street, Reserve Street/Wyoming, and Clegg Lane/Orange Street – would those new signals foul up the current changes being made?

*Mr. Barnhardt stated that all were okay except he was not sure about Clegg Lane and Orange Street.*

- It would be a good idea to increase the cycle length in the downtown area for pedestrians.
- Did the study include a pedestrian all clear phase that kept turning movements on the corridor, for example the downtown area, from being blocked by pedestrians in the crosswalks?

*Mr. Barnhardt said no, but they looked at pedestrian movements in the downtown area on weekends prevented cars from making movements and increased vehicle congestion. Could do an all pedestrian scramble phase where no vehicles move and all pedestrians can move in any direction.*

### III. HELD AND ONGOING AGENDA ITEMS

1. Resolution to change the speed limit on Reserve Street between Brooks and 39<sup>th</sup> Street. ([memo](#))—Regular Agenda (Wayne Gravatt) (Referred to committee: 01/24/2011)
2. Discuss the timing of various traffic lights around the city. ([memo](#))—Regular Agenda (Bob Jaffe) (Referred to committee: 09/26/2011)
3. Discuss the school speed zones. ([memo](#))—Regular Agenda (Bob Jaffe) (Referred to committee: 09/26/11)
4. Discussion of the proposed 2012 City of Missoula Public Works' projects list. ([memo](#))—Regular Agenda (Doug Harby) (Referred to committee: 03/05/12)
5. Presentation of the Missoula Street Lighting Study Final Report. ([memo](#))—Regular Agenda (Dave Strohmaier) (Referred to committee: 03/05/12)

### IV. ADJOURNMENT

The meeting adjourned at 2:00 p.m.

Respectfully Submitted,  
 Heidi J. Bakula, Program Specialist  
 City Public Works Department