

**PUBLIC WORKS COMMITTEE REPORT**  
**March 21, 2012, 2:05 – 3:00 PM**  
**City Council Chambers**

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

**Members Absent:** Dave Strohmaier

**Others Present:** Starr Sullivan, Doug Harby, Gregg Wood, Ben Schmidt, Heather McMilin, Brent Campbell

**I. ADMINISTRATIVE BUSINESS**

- A. Approval of the minutes of – [March 14, 2012](#) – Approved as submitted.
- B. Announcements – None
- C. Public Comment on Non-Agenda items – None

**II. CONSENT AGENDA ITEMS**

1. Amendment No. 1 to the existing City/Territorial Landworks, Inc. professional services agreement for the University of Montana Crosswalk Improvements CTEP Project. ([memo](#))—Regular Agenda (Monte Sipe) (Referred to committee: 03/19/12) ([REMOVE FROM AGENDA](#))

**Motion:** The committee recommends the City Council approve and authorize the Mayor to sign Amendment No. 1 to the City/Territorial Landworks, Inc. Professional Services Agreement, in an amount not to exceed \$15,531.14, for preliminary engineering and construction engineering services for the University of Montana Crosswalks Improvements CTEP Project.

Doug Harby explained that the university is improving crossings at University and Arthur Avenue and Beckwith Street and Maurice Avenue for items such as raised intersections, lighting, etc., which caused a slight increase in the cost of the project after preliminary engineering was completed. Testing costs were increased due to the concrete being used at the raised intersections. The city wanted to test the concrete intersections to a higher standard. The increase in costs were also due to the increased professional engineering services that would be needed. All funding was CTEP funding and no costs were being paid by the city. He then asked for approval of the motion.

Committee/Staff discussion was as follows:

- Committee member indicated that the amendment/change order process was frustrating to understand once a contract was initiated and he requested that a tutorial be given at some point in committee on how the process worked. He would make a referral requesting this in the future.
- Staff indicated that the increase to the agreement was approximately 10% over the original cost of the project.
- Staff stated the purpose of the raised crosswalks was to make pedestrian traffic more visible, these would be the first raised crosswalks in the city and extensive research was done for these improvements. This tool would be used in the city in future projects as well.

Bob Jaffe made the motion for approval. Hearing no public comment, or further discussion, the motion carried unanimously.

2. Resolution to order curb and sidewalk improvements adjacent to properties on Van Buren Street - Poplar Street to Elm Street - and direct that staff notify all affected property owners. (memo)—Regular Agenda (Monte Sipe) (Referred to committee: 03/19/12) (REMOVE FROM AGENDA)

**Motion: The committee recommends the City Council adopt a [resolution](#) to order curb and sidewalk improvements adjacent to properties on Van Buren Street – Poplar Street to Elm Street – and direct that staff notify all affected property owners.**

Doug Harby gave his [presentation](#) on improvements to Van Buren. This corridor was identified as the number one priority by the Rattlesnake Leadership Team through a transportation study. Van Buren will be reconstructed in three phases adding pedestrian facilities, bicycle facilities, and drainage facilities needs. The city has waited to complete this project due to grade issues. All property owners were notified of the project and public meetings were held presenting the design of the project. Discussion was held with adjacent property owners to determine if they were interested in having parking facilities or boulevards adjacent to their properties.

The major challenge of the project was the grade. The solution would be to purchase more right-of-way to change the grade of the roadway, but that was expensive. The other option would be to lower the street, but that was expensive due to relocation of utilities in the corridor. Also, that would mean the street would need to be closed for a long period of time. The other option was to install new curb and sidewalk and that was what was settled on. The city would also install some parking areas, bulb-outs, and bike lanes along the corridor where it was feasible to do so. In order to cut costs the city is using the City Street Division to perform some of the work. Once bid costs were determined for the project a revised cost estimate would be sent to each adjacent property owner.

Committee/Staff discussion was as follows:

- The committee was interested to know about any opposition to the project and if there was enough right-of-way for the project.  
*Staff explained that he could think of one person who opposed the project but that was because of a misunderstanding that was remedied after he saw the plans. The city would not have to acquire any right-of-way.*
- The Council Representative for the area also indicated that the person with the highest assessment was the biggest proponent of the project.
- Committee asked to see an additional column noting assessment if the new sidewalk ordinance passes. There was also concern that the public was being led to believe that a new sidewalk ordinance would pass and their assessment would change eventually.  
*Staff explained that the public was very aware of the possible new sidewalk ordinance. Staff tells the public that the possible new ordinance is up in the air and is still being discussed. The current policy is explained to them at length and they are told that they will be responsible for the assessment as it is stated in the documentation they receive at the present time.*

Bob Jaffe made the motion to approve. Hearing no public comment and no further discussion the motion carried unanimously.

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

1. Presentation of the Missoula Street Lighting Study Final Report. (memo)—Regular Agenda (Dave Strohmaier) (Referred to committee: 03/05/12) (REMOVE FROM AGENDA)

Brent Campbell, of WGM Group, gave his [presentation](#) on the Street Lighting Study. Most of the study focused on the downtown area, but it pertained to all of Missoula. The most important aspects needed by the community related to safety and efficiency; however light pollution was a major issue. More and more people were living and working downtown so it was fundamentally important to take care of people so they felt safe.

High pressure sodium, induction, metal halide, and LED lighting was reviewed. Currently the city had some LED lights, but mainly had high pressure sodium lights which buzz and are yellow. The yellow lighting added to the issue of light pollution created in the downtown area. Since the city passed the Night Skies Ordinance the downtown area is now out of compliance. The street lighting districts for the area did not make sense and redistricting needed to be completed. A new plan was developed to redistrict the lighting areas, which also included sub-districts. Currently Missoula had no lighting standards, and as part of the study, lighting levels were recommended for Missoula that modified the Montana Department of Transportation's standards. Mr. Campbell then discussed possible financing options and the possible next steps the city could take.

Committee discussion with Brent Campbell was as follows:

- How did the city pay for lights currently and what did the city currently own?  
*Most of the lights were leased from Northwestern Energy. Some of the metal halide lights recently installed were maintained by the city. At the time those lights were installed LED was not recommended as an option. Currently one problem with LEDs was that the whole fixture needed to be replaced and not just the bulb.*
- If the city went to the recommended lighting system would they own it?  
*Yes and it would be paid for in twenty years.*
- How would this compare to what the city pays now for leased lighting? Could we have those numbers?  
*The preliminary numbers show that the cost will go up quite a bit.*
- What about financing availability from various lighting companies? Any chance of that?  
*A performance contract could be an option.*
- If a 5% increase in power cost per year is factored in, what would the cost be?  
*Eleven cents was used as twenty year average, but it would be more like \$.14 a kilowatt hour for Montana.*
- Elaborate on the 7:1 ratio concept that was discussed earlier in the presentation.  
*Infrastructure can be a catalyst for investment, if it looks more vibrant and the city invests in the downtown area it could mean more businesses building and investing in the downtown area.*
- The Downtown Master Plan Implementation Committee asked if specific plans for further outreach had been discussed.  
*WGM planned on visiting with the Business Improvement District Board of Directors next envisioning a conversation about how much assessments would increase. Some assessments were low and on a front footage basis, but various assessment methods would be discussed, including area and assessed value.*

Brent Campbell told the committee that he would be providing them each a copy of the American Public Works Redbook. This was a guide that discussed how best to work with consultants and how to manage consultants in their contracts. It is published by the American Public Works Association and explains many of the questions that Mr. Jaffe had about difficulties of consultants bidding projects.

### **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. Direct Public Works staff to begin the process necessary to reduce speed limit on Hillview Way from 35 to 25 mph (limited to the section north of Chief Charlo School). ([memo](#))—Regular Agenda (Caitlin Copple)

### **IV. ADJOURNMENT**

The meeting adjourned at 3:00 p.m.

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