

PUBLIC WORKS COMMITTEE REPORT

October 21, 2009, 2:05 PM

City Council Chambers

Members Present: Jason Wiener (Chair), Ed Childers, Dick Haines, John Hendrickson, Bob Jaffe, Renee Mitchell, Dave Strohmaier, Pam Walzer

Members Absent: Jon Wilkins

Others Present: Stacy Rye, Steve King, Kevin Slovarp, Doug Harby, Jeremy Keene, Phil Smith, Monte Sipe, Ally Stokman, Dave Prescott, Nancy Wilson, Greg Amundsen

I. ADMINISTRATIVE BUSINESS

A. Approval of the minutes of [October 7, 2009](#) and [October 14, 2009](#) – approved as submitted.

B. Announcements – Doug Harby, Construction Project Manager, introduced Jeremy Keene of WGM to speak about the North Higgins Streetscape project. Mr. Keene stated that they had a preliminary design and that the environmental document had been approved by MDT. They were waiting for MDT's comments on the preliminary design. They hope to have a final design by the end of November and bid the project in January and February for construction to begin in the spring and finish the paving by the August deadline. The project is primarily for bicycle and pedestrian safety. The handout listed benefits and impacts of the project. In response to questions from council, Mr. Keene stated that the budget was 1.4 million dollars, there was room for bikes and cars to pass each other at the bulb-outs, and they were proposing colored concrete or pavement at alley and street crossings to highlight the bike lanes where there were conflicts with intersections and driveways. The item will come back in more detail in mid-November.

Mr. Jaffe arrived.

C. Public Comment on Non-Agenda items

II. REGULAR AGENDA ITEMS

1. Discussion item regarding use of Congestion Mitigation and Air Quality (CMAQ) funds ([memo](#)).—Regular Agenda (Phil Smith) (Referred to committee: 10/19/09) **REMOVE FROM AGENDA**

Steve King, Public Works Director, stated that they wanted to discuss CMAQ funding before going forward with next year's budget. CMAQ funds are federal transportation funds in the amount of \$991,000 per year to the Missoula Metropolitan Planning Organization (MPO). There is a bike/ped component to the CMAQ budget. The Transportation Improvement Program included a Capital Improvement Program sheet with a five-year budget. The CMAQ spreadsheet shows combined local and federal funding of approximately 6.5 million dollars from FY2010 to FY2014. The Bicycle and Pedestrian program gets about 3.5% of the total CMAQ funding. Missoula in Motion (MIM) receives 25% of the total, transit and vanpooling programs get approximately 40%, bicycle and pedestrian striping receives 2%, and street sweepers and flushers for the City and County 29%. The bicycle and pedestrian program receives only a small portion of the CMAQ funding, but some of the biggest concerns are related to bicycle and pedestrian issues.

Phil Smith, Bicycle/Pedestrian Program Manager, stated that most of the program activity in the bike/ped office is funded by CMAQ, not by general fund money. Programs currently funded by CMAQ include bike racks, which are always in demand, and Bike/Walk/Bus week which has grown from half a dozen activities to over 100 events. Approximately 15,000 people participated last year. The office consistently gets complaints about bicyclist behavior from drivers, and about driver behavior from bicyclists. Currently, they are using CMAQ funds for a bicycle safety campaign, which is in its third year. They have run 4,700 radio and TV ads, with three-fourths of the cost donated by the stations. They plan to continue the campaign through June 2010. The bike ambassadors reach out to those riders who are difficult to reach by other means, making one-on-one contacts for education. CMAQ funds used to support the walk to school activities that eventually led to Safe Routes to School (SRTS) grants. CMAQ funding requires a 13.4% local match, and they can use anything with a documentable cash value, which includes the donated TV ad space. Over the five most recent years the cash value of the ads was \$175,000, and their required matching amount was \$34,000.

Mr. Jaffe asked what other funding sources the bike/ped program had besides CMAQ. He wondered about parking commission and MRA money. Mr. Smith stated that generally it was federal dollars, with occasional private donations. The parking commission has contributed \$5,000 a couple of times and MRA contributes to infrastructure. Mr. King stated that federal money is the foundation of the program, and they leverage that money

through the private sector and media donations. They work on multi-modal programs, ordinances, and projects systematically across departments. Mr. Jaffe wanted a comprehensive look at what Missoula is doing for Transportation Demand Management (TDM), and how they organize transportation spending. Mr. King stated that they have evaluated the community's entire transportation spending program including the transit district, MIM, Missoula/Ravalli Transportation Management Association (MRTMA), and the Public Works Department to promote efficiency and eliminate redundancy. That discussion goes beyond what the bike/ped office does with CMAQ money and is discussed at the MPO level. Mr. Jaffe stated that TDM issues had been discussed for years and he wondered whether it was time for a reevaluation of the whole program. Mr. King replied that Missoula had great success in TDM and transit and bike promotion. He would support that evaluation.

Jed Taylor stated that he was not there to speak on behalf of the Bicycle/Pedestrian Board, which only recently started discussing funding. They wanted to encourage a strategic approach to issues. A successful model is based on a combination of education, enforcement, and engineering. The Bike/Ped office does well on the education, the Police Department does enforcement, and engineering comes from Public Works. He said there was no one person coordinating the big picture; individual efforts were not being tied together. He stated that the OPG budget for MIM was almost ten times that of the bike/ped office, and asked how that fit in to the picture.

Ms. Mitchell asked how much the PSAs cost. Mr. Smith stated that the value of the contributed cost was \$175,000, and the City paid in addition to that. He did not have exact numbers, but estimated the City paid about 1/3 that amount. Ms. Mitchell asked if he felt MIM and the bike/ped office were replicating services. Mr. Smith stated that OPG and Engineering look at bike and pedestrian facilities when reviewing plans, the Police Department has improved their awareness as well. One model is to put all bike and pedestrian issues into one office. Current trends across the country are to spread it across the City so it is more likely they will positively affect all branches. They have reached a point where OPG and Engineering now automatically look for bicycle and pedestrian infrastructure in their approval process. He believed that having things spread out was a better way to get more done for a limited amount of money.

Ms. Rye stated that she was not convinced of the usefulness of the bike ambassador program. Their report said that it was difficult to talk to people, and she wondered if spending on infrastructure might give them better value for the money. She did not see the value in signs, but did think that PSAs were helpful. She suggested a PSA campaign for shoveling sidewalks, which last year were really bad. Public Works can send someone out to look at them, but people have to report problems first. She would like to see more enforcement and a more active role from Public Works. She thought the bike ambassador money could toward making streets feel safer and more accessible. She asked if Roger Millar had ever done an evaluation of all programs across the board. Roger Millar, Director of OPG, stated that they manage the MPO for the city, county, MDT, Mountain Line, and Planning Board. They do a good job coordinating funding and activities at a high level. They meet monthly at the Transportation Technical Advisory Committee (TTAC) and at the Transportation Policy Coordinating Committee (TPCC). In 2004, TDM received a big boost in the long-range planning update. The MPO is currently doing a non-motorized transportation plan update to look at the expansion of the regional non-motorized transportation plan. MIM is the MPO's program, not the City's. MRTMA and Mountain Line are not City programs; they are regional. He stated that mode splits were much higher in Missoula than in other cities our size in the western US. Ms. Rye stated that getting people to walk and bike was a quality of life issue. She would like MIM to partner with the bike/ped office more.

Mr. Wiener asked what percentage of the bike/ped program budget was made up of CMAQ and federal funding. It was an \$80,000 line item in the Public Works budget. Mr. Smith stated that the \$80,000 was from the general fund and included salary and operating costs. The \$40,000 from CMAQ was in addition to that. Mr. Wiener asked if other money came in from a special revenue fund. Mr. Smith stated that SRTS grants came in with infrastructure and education portions. Mr. King stated that the budget was to run the program, which also brings in SRTS grants and is the point of contact for traffic calming projects, which does general some SID revenue as well. Mr. Wiener asked what other sources of revenue the program had, and what the total program budget was. Mr. King stated that the majority of MIM funding for TDM was CMAQ. Mountain Line has other sources of financing beyond CMAQ.

Ms. Walzer stated that she would like to keep education and enforcement piece rather than putting all the money into infrastructure. If the ambassador program was not working, they may need to talk more about enforcement. She asked if there were police stings for bicycling. Sergeant Greg Amundsen of the Police Department stated that he had submitted a request for grant funding for bicycle and pedestrian enforcement. It has been approved and should be available in late fall or early spring. They will have \$8,900 to fund overtime, as well as funding for two mountain bikes. If it goes well, they will make the request again in spring. Supervisors were recently asked about areas of concern, and better protection and education of pedestrians and bicycle compliance were two areas that came up.

Mr. Haines stated that he wanted to see the numbers for Mr. Millar's statement that transportation mode splits were better in Missoula.

Nancy Wilson of ASUM Transportation stated that bike enforcement hard is difficult because they can take off behind houses, etc. Some people are unenforceable, but others who just don't know better can be educated. The bike ambassador program works well when it is administered correctly. She was not sure that just two people for the whole city or for just the summer was enough, and she would like to see the program expanded.

Mr. Haines stated it was worthwhile to have a bike/ped educational program at the high school and college levels when students first arrive.

Jed Taylor stated that the function of the bike/ped office was education. He would like to see more money in activities like the ambassador program, because with TV and radio ads, they have no idea who is hearing the message and whether they are making a difference. The bike ambassador report demonstrates how they can make a difference.

III. 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)
4. Consider a right-of-way encroachment permit for parking at 420 Nora Street. ([memo](#)).—Regular Agenda (Doug Harby) (Referred to committee: 09/28/09) ([Bring back to committee 10/28](#))
5. Consider an emergency ordinance and an ordinance of the Missoula City Council adopting Missoula Municipal Code Title 12, new chapter, entitled "Grading and Drainage" ([memo](#)).—Regular Agenda (Doug Harby) (Referred to committee: 10/05/09)
6. Consider an ordinance and an emergency ordinance of the Missoula City Council adopting Missoula Municipal Code Title 12, new chapter, entitled "Parking" ([memo](#)).—Regular Agenda (Doug Harby) (Referred to committee: 10/05/09)
7. Approve a letter agreement for professional services with WGM Group, Inc. in an amount not to exceed \$29,375 for professional services on the proposed SID 548 – 5th / 6th / Arthur Intersection Improvements project ([memo](#)).—Regular Agenda (Gregg Wood) (Referred to committee: 10/05/09)

IV. ADJOURNMENT

Respectfully Submitted,

Jessica S. Miller
Office Manager
City Public Works Department