

## PUBLIC WORKS COMMITTEE REPORT

March 14, 2012 2:05 PM

City Council Chambers

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

**Members Absent:** Jon Wilkins

**Others Present:** Jack Stucky, Phil Smith, Steve King, Steve Benzschawel, Jessica Miller, Kevin Slovarp, Bob Wachtel

### I. ADMINISTRATIVE BUSINESS

- A. Approval of the minutes of –[March 7, 2012](#)– Approved as submitted.
- B. Announcements – Bob Jaffe asked if the discussion on school speed zone limits was ready. Kevin Slovarp, City Engineer, was not sure and needed to check on it.
- C. Public Comment on Non-Agenda items – None

### II. CONSENT AGENDA ITEMS

1. Approve the resolution declaring certain City of Missoula property as surplus and authorize its disposal. (memo)—Regular Agenda (Jack Stucky) (Referred to committee: 03/12/12) (REMOVE FROM AGENDA)

**Motion: The committee recommends the City Council approve a resolution declaring certain City of Missoula property as surplus and authorize its disposal.**

Jack Stucky, Vehicle Maintenance Superintendent, asked the committee to authorize disposal of the property listed in his resolution. Some property was to be sold and some recycled, such as computers.

Hearing no discussion or public comment, Mike O'Herron made the motion for disposal and it carried unanimously.

2. Authorize the Mayor to sign the agreement with the Montana Department of Transportation for up to \$48,500, of which up to \$41,191 is federal CMAQ (Congestion Mitigation and Air Quality) funds, to be used for painting bike lanes with epoxy in summer 2012 (FY2013). (memo)—Regular Agenda (Phil Smith) (Referred to committee: 03/12/12) (REMOVE FROM AGENDA)

**Motion: The committee recommends the City Council authorize the Mayor to sign the agreement with the Montana Department of Transportation for up to \$48,500, of which up to \$41,191 is federal CMAQ (Congestion Mitigation and Air Quality) funds, to be used for painting bike lanes with epoxy in summer 2012 (FY2013).**

Phil Smith, Bicycle/Pedestrian Coordinator, stated that this would be the third round of epoxy painting done by the city in an effort to get all bike lanes painted. The other paint typically used was water based and did not hold up to traffic driving over it and usually only lasted up to a year. The city secured a federal CMAQ grant for \$117,000 three years ago. Painting would be finished up next year due to some chip sealing projects this year. The state assembled one bid for all communities across the state, which enabled the state to receive a lower bid. The only issue was that each city did not have control over when the painting would be done. He did know that the contractor would be in our area on June 29, 2012. The request was to authorize the Mayor to sign the agreement in order to receive the CMAQ funding from the state.

Committee/staff discussion was as follows:

- Why couldn't the contractor come back this year after the chip sealing was completed?  
*The contractor generally planned the state wide work load to finish up by the end of the construction season, so coming back was highly unlikely.*
- Would the money carry over to next year in order to finish the project?  
*Yes, the money would carry over. Also, if the state bids came in low enough the city would be able to epoxy the crosswalks noted on the map provided. If the bids came in high the city may have to delete some or all of crosswalk painting.*
- Was there a product that could be used that was better than the water based paint that would last two to three years until it could be determined if the traffic volume required that epoxy paint be used?  
*The options were water based paint, then epoxy paint which lasted up to five years, then thermoplastic embedded into the asphalt which was very expensive. There were no other options between the water based paint and the epoxy paint.*

Alex Taft made the motion to authorize and approve. Hearing no public comment and no discussion, the motion carried unanimously.

3. Resolution to expand the Wastewater Treatment Facility (WWTF) service area to include a portion of a tract of land located on the south side of Mullan Road approximately one mile west of Reserve Street. (memo)—Regular Agenda (Jessica Miller) (Referred to committee: 03/12/12) (REMOVE FROM AGENDA)

**Motion: The committee recommends the City Council adopt a resolution expanding the Wastewater Facility Service Area to include a portion of a tract of land located on the south side of Mullan Road approximately one mile west of Reserve Street as described on Exhibit A.**

Jessica Miller, Administrative Services Manager/Projects Coordinator, discussed why the wastewater service area boundary needed to be expanded for this property and the process for doing so. This property was outside of the wastewater services area boundary and any property outside of the city limits requesting connection to the sanitary sewer came before the Sewer Service Review Committee (SSRC) for discussion and determination. The SSRC had the authority to approve or deny requests for connection outside of city limits. One requirement of approval however was that the property in question needed to be within the wastewater services area boundary. The boundary adjustment then needed to be adjusted by Council by resolution.

Knife River was making the request to expand the boundary in order to move their gravel pit and add an office onto the property. The office contained a bathroom that they wanted to connect to city sewer. Sewer capacity was sufficient to the area. The SSRC recommended expansion of the boundary, a contract for sewer for one connection, and did not recommend immediate annexation since the property was quite a ways outside city limits. Ms. Miller made the request to extend the service area boundary.

Committee/staff discussion was as follows:

- Why was the area not included within the boundary when first developed, was it because it was in the floodplain?  
*That was correct. The property was in the floodplain and was excluded purposely to limit development in the floodplain area. This was an exception because the gravel pit seemed an appropriate use for the area and Knife River worked with the floodplain administrator to fulfill all requirements for construction.*
- If the Council allowed the property within the boundary and it was annexed by the city, would Knife River be able to use it for a different use or development?  
*The property was zoned for industrial land-use and residential development would not be allowed. The request was limited to a single service connection, so it was very limited.*

Mike O'Herron made the motion. Hearing no public comment or discussion the motion carried unanimously.

### III. REGULAR AGENDA ITEMS

1. Discussion of the proposed 2012 City of Missoula Public Works' projects list. (memo)—Regular Agenda (Doug Harby) (Referred to committee: 03/05/12) (REMOVE FROM AGENDA)

Doug Harby, Construction Project Manager, discussed Public Works' proposed 2012 project list for street improvements and maintenance, sidewalk installation and replacement, and sanitary and storm sewer installation with the committee. The Public Works Department put together an annual list for discussion with the committee on various projects.

Committee/staff discussion was as follows:

- The committee asked to see the plans for Van Buren.  
*Staff stated that they would send them to the committee. Engineering was attempting to come up with designs for the road to accommodate grade changes by adjusting sidewalks, bike lanes, and driving lanes.*
- The committee was concerned about possible miscommunication between the Missoula Redevelopment Agency (MRA) and the Public Works Department. MRA was going to cancel funding because the Engineering Department had not come back with plans for the California Street - River Road to 3<sup>rd</sup> Street project.  
*Staff stated that MRA needed to have the money off their books this fiscal year so the project needed to be completed in FY12. The first phase would be Dakota to River Road so the bike/pedestrian trail would be completed.*
- There was a comment from the committee about fixing Hillview Way. It was a higher priority than some of the other projects on the list. He felt a small scale reconstruction project could be done to make the corridor safer.  
*Staff explained that it was a high priority and the project for the summer was to overlay the road in order to hold it together for future construction. The roadway can be reviewed for a possible small scale fix; however, the road was fundamentally flawed in alignment and grade. A total reconstruction was the only true remedy.*
- Committee member indicated that constituent wanted to see traffic calming on Catlin between 3<sup>rd</sup> and 12<sup>th</sup> to slow traffic.  
*Staff would look into possible solutions and bring them forward in May of 2012.*
- The committee asked how the pavement management system worked.  
*Staff explained that pavement was managed on a grading system for defects and was scored. One Hundred required no maintenance, 95-100 also did not require maintenance, 85-95 required maintenance such as chip and seal, reclamation, or crack seal. Anything lower than 85 may require overlays, reconstruction, or may be gravel streets. Functional classification of a street sets priority since it had to do with amount of traffic typically on that street. Staff tried to evaluate streets every year, but it was a big project. New technology could make it faster.*
- Committee member was curious about the reconstruction of Ivy.  
*Staff stated that Ivy did not meet the medium volume residential standard. Ivy needed drainage improvements or curb and sidewalks.*
- Committee member indicated that he wanted to see a list of priorities before they were funded for the fiscal year, and the list was finalized, ahead of the budget process. Then the committee could comment on the priorities.

Mr. Harby then discussed two possible roundabouts that may be constructed, one at Toole/Spruce and one on George Elmer Drive.

Public comment was as follows:

- Bob Wachtel, of the Bike/Pedestrian Advisory Board, appreciated the work done by Public Works and asked that they watch for compliance with the Complete Streets resolution for installation of pedestrian and bike facilities. Main Street should be changed from angle parking

to back in angle parking and he wondered about bike lanes in the Van Buren area since he did not see it on the list specifically. He also wanted to see bike lanes on Lolo Street.

### **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. 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 2:58 p.m.

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