

CAPITAL IMPROVEMENT PROGRAM
City of Missoula CIP Project Request Form FY 2016-2020

Program Category:	Project Title:	14 Project #	15 Project #	16 Project #
Parks, Recreation and Open Space	Grant Creek Trail - Cable Rail	PR-04	PR-04	PR-08

Description and justification of project and funding sources:

Grant Creek Rd. is a busy, shoulder-less, winding road with 45 mph speed limit that is used by bicyclists and pedestrians for travel, exercise, and recreation. The Grant Creek road corridor serves 13 subdivisions and approximately 600 single family residential units.

Design and construct approximately 1,000 linear feet of new traffic rated safety cable railing to be located between Grant Creek Road and the new Grant Creek Trail through the "S" Curve section adjacent to the City's Charlotte Marbut Nature Preserve. A cable railing system will enhance safety for users and motorists through the affected section by providing a safe separation between the road and trail. The Cable rail will help keep path users on the trail and prevent vehicles from leaving the roadway and potentially striking a trail users or rolling at any of the locations where a retaining wall was needed to accommodate the path. A safety cable railing system has a minimal profile, ensuring road width and capacity is maintained, if not enhanced by reducing potential for pedestrians/bikers to encroach onto the travel lanes. The railing system best accommodates the needs of wildlife that cross this busy road and does not interfere with snow removal equipment. Engineer will complete a Warrants analysis to determine treatments and extent.
 For information on the trail - see FY14 PR-04 Grant Creek Trail.

Is this equipment prioritized on an equipment replacement schedule?

Yes No NA

x

Are there any site requirements:

N/A

How is this project going to be funded:

REVENUE

Funding Source	Accounting Code	FY16	FY17	FY18	FY19	FY20	Funded in Prior Years
Transportation Impact fees		45,000					-
CTEP (Fed%)							988,970
06 Open Space Bond							260,000
Park Impact Fees							20,000
GCTA							180,000
		45,000	-	-	-	-	1,448,970

How is this project going to be spent:

EXPENSE

Budgeted Funds	Accounting Code	FY16	FY17	FY18	FY19	FY20	Spent in Prior Years
A. Land Cost							130,000
B. Construction Cost		32,000					988,970
C. Contingencies (10% of B)							70,000
D. Design & Engineering (15% of B)		5,000					190,000
E. Percent for Art (1% of B)							
F. Equipment Costs							
G. Other		3,000					70,000
		40,000	-	-	-	-	1,448,970

Does this project have any additional impact on the operating budget:

OPERATING BUDGET COSTS

Expense Object	Accounting Code	FY16	FY17	FY18	FY19	FY20	Spent in Prior Years
Personnel		4,530	4,756	4,994	5,244	5,506	
Supplies		1,124	1,316	1,539	1,801	2,107	
Purchased Services		1,286	1,504	1,760	2,059	2,410	
Fixed Charges							
Capital Outlay							
Debt Service							
		6,940	7,576	8,293	9,104	10,022	-

Description of additional operating budget impact:

Responsible Person:

Responsible Department:

Date Submitted to Finance

Today's Date and Time

Preparer's Initials

Total Score

David Selvage

Parks & Recreation

4/23/2015 12:02

DS

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CAPITAL IMPROVEMENT PROGRAM

Project Rating

(See C.I.P. Instructions For Explanation of Criteria)

Program Category:	Project Title:				15 Project #
Parks, Recreation and Open Space	Grant Creek Trail - Cable Rail				PR-08
Qualitative Analysis		Yes	No	Comments	
1. Is the project necessary to meet federal, state, or local legal requirements? This criterion includes projects mandated by Court Order to meet requirements of law or other requirements. Of special concern is that the project be accessible to the handicapped.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Montana Code provides that services to annexed areas be provided on substantially the same basis and in the same manner as such services are provided within the rest of the municipality. Grant Creek does not have a safe means of bicycle or pedestrian transportation via a trail network, sidewalks, or bike street lanes as provided elsewhere in the City. Grant Creek does not have access to Mountain Line bus transportation. This project will provide the safe means of pedestrian/bicycle transportation via a trail separated from the road and designed for ADA handicapped access. If a separate CIP Request for a Park'n Ride with bus service and trailhead parking just north of Sevenar is approved and coupled with this project, GC pedestrians/cyclists/motorists will all have bus transportation access. Rebuilding GC Road to incorporate sidewalks and bike lanes is not feasible and is cost prohibitive.	
2. Is the project necessary to fulfill a contractual requirement? This criterion includes Federal or State grants which require local participation. Indicate the Grant name and number in the comment column.		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
3. Is this project urgently required? Will delay result in curtailment of an essential service? This statement should be checked "Yes" only if an emergency is clearly indicated; otherwise, answer "No". If "Yes", be sure to give full justification.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	It is urgent to remedy the dangerous exposure of pedestrians and cyclists on Grant Creek Rd by providing a trail separate from the road as soon as possible and before a serious accident occurs.	
4. Does the project provide for and/or improve public health and/or public safety? This criterion should be answered "No" unless public health and/or safety can be shown to be an urgent or critical factor.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not only do Missoulians use Grant Creek Rd. for recreational biking and walking/jogging, but the three local hotels have visitors who frequently walk along Grant Creek Rd. for exercise. With virtually no shoulder along Grant Creek Rd, and a speed limit of 45 mph, this creates a dangerous bicycle/pedestrian environment. This trail would make safe non-motorized connections between subdivisions and reduce traffic (and exhaust pollution) created by Grant Creek residents. This trail would also encourage physical activity, promoting individual health.	
Quantitative Analysis		Raw Score Range	Comments	Weight	Total Score
5. Does the project result in maximum benefit to the community from the investment dollar?		(0-3) 3	The trail will alleviate traffic, provide safe routes between neighborhoods and provide a safe alternative to motorized transportation. In a December 2006 survey of GC residents, 330 people (exclusive of visitors and others from elsewhere in the City) indicated they would use the trail on a regular basis with 35% of Grant Creek residences responding. Project leverages come from the Open Space Bond, cash donations and easements donated by landowners to match CTEP and RTP funds.	5	15
6. Does the project require speedy implementation in order to assure its maximum effectiveness?		(0-3) 3	Because of public safety, this project should not be deferred. Also, private donations of cash will not be forthcoming if trail completion in the near term cannot be demonstrated.	4	12
7. Does the project conserve energy, cultural or natural resources, or reduce pollution?		(0-3) 2	This trail encourages use of non-motorized transportation resulting in increased air quality. The need for motorized transportation between neighborhoods and other locations will also be diminished. This trail will help promote education regarding our elk population with a proposed elk viewing station. The trail provides access to the open spaces of Grant Creek and the connecting trails to the Rattlesnake. The trail's proximity to the C. Marbut Nature Preserve is likely to accommodate wildlife watching as well as interpretation. These uses would be much safer to participate in if the cable railing is in place.	3	8
8. Does the project improve or expand upon essential City services where such services are recognized and accepted as being necessary and effective?		(0-2) 3	This trail would provide a safe non-motorized route that is relatively inexpensive and very convenient for Grant Creek residents, Missoula residents and visitors. The project is in concert with plans to conserve open space. It furthers the objectives of Transportation Demand Management (TDM) by providing a facility of affordable transportation, reducing the number of vehicle trips, and increasing transportation options for Missoula Residents.	4	12
9. Does the project specifically relate to the City's strategic planning priorities or other plans?		(0-3) 3	The trail was included as an unfunded project in the 2004 UTP Update and is mentioned specifically in the 2006 Open Space Plan Update. The trail is supported by the Master Parks Plan and the 2001 Non-Motorized Transportation Plan. It meets Strategic Plan objectives by promoting community involvement in partnership with City government, acquiring donated private property and furthering TDM goals. The concept of a Grant Creek trail separate from roads was part of the 1980 Grant Creek Area Plan, the 1987 Grant land PUD, and was a requirement of the City ordinance upon annexation of Grant land in 1989.	4	12
Total Score				59	

Grant Creek Trail Project +/- 2 miles of 8' wide paved non-motorized trail



Photos of area to be treated
Looking south toward new bike/ped bridge over Grant Creek



Looking North from Marbut Nature Preserve Maintenance access.



View south from Grant Creek Ranch toward C Marbut Nature Preserve



Project Name:
Date:
Description:

Construction on the \$980,000 Grant Creek Trail project began in 2014. Funding sources to date include CTEP grant funds from the State, the 2006 Open Space Bond, and private donations. Work on the south end of the project is substantially complete, but the Public Works Department is now requesting transportation impact funds a to add a protective guardrail on a dangerous curve near the nature preserve.

The trail project provides new infrastructure and expands capacity for non-motorized traffic, including enhanced safety, by providing an appropriate pathway for cyclists and walkers adjacent to the narrow and busy Grant Creek Road.

Eligible transportation impact fees are based on estimated traffic counts for the adjacent section of Grant Creek Road, as provided in the 2012 Long Range Transportation Plan.

Dollar amount - \$980,000 x 13.6% = \$133,280

Total Project Cost \$

IFAC Funding Request \$

In accordance with Chapter 15.66, Missoula Municipal Code.

Impact fees collected pursuant to this Chapter are expended only on public facilities, the demand for which is generated by the new development against which the fees are assessed.

Public facility improvements to be undertaken by the City as set forth in the capital budget, the City of Missoula Capital Improvement Program, or an adopted public facility plan.

Impact fee expended shall be used to defray all or a portion of the costs of the public facilities required to accommodate new development at City-designated level of service (LOS) standards and which benefits the new development.

1. City public facility/equipment?	Yes	No
a. Meets the definition of public capital improvements, buildings, vehicles, apparatus, equipment, land acquisitions and facilities¹	Yes	No

¹Meets the definition of public capital improvements, buildings, vehicles, apparatus, equipment, land acquisitions, and facilities with a useful life of ten (10) years or more, that increase or improve the service capacity of a public facility such as parks, open space, trails, fire and emergency medical service facilities, law enforcement facilities, and community services facilities included in the calculation of development impact fees in the methodology report and transportation facilities included on the City's capital improvement program with the exception of the portions of this chapter not amended by this ordinance that were enacted previously and grandfathered as authorized by Section 9. "Applicability", Chapter No.299, Senate Bill 185 of the Montana Session Laws 2005".

Updated January 2015

