

**PUBLIC WORKS COMMITTEE REPORT**  
**August 19, 2009, 1:35 – 2:30 PM**  
**City Council Chambers**

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

**Members Absent:** Bob Jaffe

**Others Present:** Steve King, Kevin Slovarp, Phil Smith, Doug Harby, Ethel MacDonald, Jon Salmonson, Jeff Stevens, Gregg Wood, Marilyn Marler

**I. ADMINISTRATIVE BUSINESS**

A. Approval of the minutes of [August 12, 2009](#) – Approved as submitted

B. Announcements – Gregg Wood, Project Development Coordinator, stated that the target date for the opening of the Higgins/Hill/Beckwith roundabout is September 3. Also, SID 544 was advertised for bids on Sunday with a deadline of September 4.

C. Public Comment on Non-Agenda items – None

**II. CONSENT AGENDA ITEMS**

1. Adopt a [Resolution](#) of support for the City's TIGER Grant Application. ([memo](#)) (Steve King) (Referred to committee: 8/17/09) **REMOVE FROM AGENDA**

**Motion: The committee recommends the City Council adopt a Resolution supporting the City's TIGER Grant Application.**

Steve King, Public Works Director, stated that they have been working with the Metropolitan Planning Organization (MPO), the Transportation Policy Coordinating Committee (TPCC), and the Transportation Technical Advisory Committee (TTAC) on the Transportation Investments Generating Economic Recovery (TIGER) federal transportation grant application. The TIGER grant is part of the economic stimulus. It has a provision for projects for less than \$20 million, and the language implies they are looking for regional equity. They have hired WGM to produce a professional grant application, which will be submitted in mid-September. The sidewalk projects are not fully funded by the grant opportunity, and there would need to be an action by Council to go through the order process for street improvements or SIDs, but passage of the resolution would not obligate Council to create the SIDs. The grant includes \$2 million for Hillview Way, which would mean the potential creation of an SID. With the resolution, they want to create a formal record of the need for subsequent processes for project implementation. The project list totals \$19.6 million. Mountain Line also has a \$150,000 project for the transfer center, which would bring the total to \$19.75 million. Ann Cundy from OPG is taking the lead on the grant.

Mr. Haines stated that he was encouraged to hear about the inclusion of Hillview Way, and that an SID for a million dollars might be more palatable than previous amounts.

Mr. Hendrickson stated that anything to offset SIDs was good. He asked whether the I-90 interchange at Grant Creek would qualify for funding. Mr. King replied that they could take that as a recommendation. Their selection process included the primary consideration of projects that qualify for the federal grant and also on staff's ability to deliver the projects. He stated he could bring the project back to the group, and it could be a qualifying project.

Mr. Hendrickson made the motion to adopt the resolution of support.

Ms. Walzer asked what would happen if the grant was successful but neighbors protested their assessments and refused to pay. She wondered whether the money set aside for that project could go toward something else. Mr. King stated his understanding was that the grant was specific for the work listed and they wouldn't be able to shift money to another project. The project list is defined, but they may be able to change the scope within those projects. It is a brand new item and a highly competitive process.

Mr. Wilkins stated that he was also encouraged that Hillview Way was on the list, and it was the high price that shut the project down. If they could bring the price down to a million dollars, the project would go through.

The motion passed unanimously.

### III. REGULAR AGENDA ITEMS

1. Adopt a [Resolution](#) for complete streets. ([memo](#)) (Jason Wiener) (Referred to committee: 10/27/08) **REMOVE FROM AGENDA**

**Motion: The committee recommends the City Council approve and adopt a Resolution known as the Complete Streets Resolution.**

Mr. Wiener stated the Community Forum and Bicycle and Pedestrian Advisory Board have both adopted versions of this resolution.

Phil Smith, Bicycle/Pedestrian Program Manager, stated that there was a desire to make streets usable for all modes of travel, all ages, and all abilities, which will mean different things for different streets. Small residential streets may not need special facilities, while arterials need sidewalks and bike lanes. They want a formal commitment to it. They have been working on a draft policy and solicited a lot of input. The resolution directs staff to develop details, such as an ordinance, resolutions, programs and recommendations for funding and a plan to meet the needs.

Mr. Wilkins stated that he believed in the concept of complete streets but wondered what they would do when people protested SIDs, and whether they would be obligated to build sidewalks anyway due to the resolution. He did think that new subdivisions should have complete streets. Mr. Smith replied that it was a commitment to the principle, and they should do whatever was possible to make it happen. If the Council wasn't willing to require sidewalks where there was a protest, there was no way to overcome that. They are always trying to figure out how to pay for sidewalks, and this commits to staff trying to find funding.

Mr. Childers asked why in the second to last statement, it specifies "including for sidewalks." He thought it was unnecessary and could lead people to believe that other elements were less important. Mr. Smith stated that sidewalks were one of the strongest concerns.

Ms. Marler stated this was a resolution to convey intent and values, not an ordinance, and people could still protest. They made a point of emphasizing sidewalks because people traditionally view streets as between curbs.

Phil Condon of the Bicycle/Pedestrian Advisory Board, stated that the board was strongly in support of the resolution and it would not tie Council's hands in the future, but would just provide clear policy guidelines. Having a clearly endorsed policy in place is important and may help later with availability of money for infrastructure. The Board was in favor of adding a goal date, but that was taken out. He thought having a target date was important.

Jed Taylor of the Bicycle and Pedestrian Advisory Board thanked staff and the Council for their consideration of adopting a formal policy in favor of multi-modal travel.

John Salmonson of the Franklin to the Fort neighborhood and the Bike/Walk Alliance of Missoula (BWAM) stated he was in support of the resolution. The statement second from the bottom indicates that the Public Works Department will look for other forms of funding, which is essential because the controversy on sidewalks is the funding. He suggested putting that provision into the master sidewalk plan, and specify completing sidewalks within a certain time. He thought they should contact the state legislature to change state law to provide for state funding, and stated that sidewalks were the result of and a requisite for of vehicle use. In the first "therefore" statement, numbers two and three were redundant and he would like to see number three removed. He also thought the adaptations should be in a human context and not because of machines.

Ethel McDonald of BWAM asked for the committee's support of the resolution. She liked the item on finding funding and keeping the specific language for sidewalk in. She also disagreed with Mr. Salmonson and stated that item three was needed to reinforce item two.

Ms. Mitchell stated that she had mixed feelings, because on streets that dead-end, sidewalks don't make a difference. She stated that a street with ramps provided access to everyone, and they could make it safer by having bike lanes, sidewalks, and now are adding bulb-outs. She stated that joggers have to negotiate bulb-outs in the streets because the concrete of sidewalks was too jarring. It is a risk to drive, bike, and walk, and they need to decide how much risk to allow different parties. They should not get used to the idea of federal money always being there. They have miles of bike paths which may need to be redone in 20 years, and they should consider where they are putting money out down the road. She would like to see discretion within the elected body, rather than resolutions telling them what to do.

Mr. Wiener asked about the clause with the review of the design standards and wondered whether there were things coming up in reviewing subdivision standards that highlight a need to do something different in conjunction with the policy. Mr. Smith stated that they haven't reviewed subdivision and zoning in a framework of the draft policy. Mr. Harby stated that most subdivision standards include sidewalks, curbing, boulevards, and driving lanes, and there may be some question on bike lanes, but they require them when they are applicable. Subdivisions follow the guidelines. Right-of-way improvement standards are going to be moved into Title 12 with engineering standards. Mr. Wiener asked whether they define the concept of context-sensitivity in Title 12 or in the Zoning ordinance. Mr. Harby stated that they did not but that it would be good to add under the purpose portion of the ordinance. He stated that adding time limits would be difficult because they would need an increase in staff. The assessment program takes 60-70% of staff time, so other funding sources could double or triple what they are putting on the ground. Another limitation is the City's contribution for drainage and so on. He would be willing to give a presentation on the master sidewalk plan, which details how the process works.

Ms. Walzer made the motion to adopt the resolution.

Ms. Walzer stated that she liked that the resolution was context-sensitive.

Mr. Strohmaier stated that he was supportive of the resolution, and that Council retains its decision-making authority on a project-specific basis. He thought it could be more robust, because a truly complete street should take into account the effect on wildlife corridors.

Mr. Childers stated that he was convinced the portion to emphasize sidewalks could stay.

Mr. Wilkins stated he would vote for the resolution. Two ideas in the City clash, complete streets versus narrowing streets so traffic will go slower. He asked them to leave Bancroft alone, because there was no room for bike lanes.

The motion passed with one abstention (Mitchell).

#### **IV. 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. Discussion item to consider vacating portions of an 1896 petition County road on the westerly side of Miller Creek Road. ([memo](#)) (Monte Sipe) (Referred to committee: 10/6/08)
4. Information item to present the City's Master Sidewalk Plan. ([memo](#))—Regular Agenda (Doug Harby) (Referred to committee: 01/12/09)
5. Discussion of local, city-sponsored energy production ([memo](#)). (Ed Childers) (Referred to committee: 12/22/08)

#### **V. ADJOURNMENT**

Respectfully Submitted,

Jessica S. Miller  
Office Manager  
City Public Works Department