

**CAPITAL IMPROVEMENT PROGRAM**  
**City of Missoula CIP Project Request Form FY 2010-2014**

Program Category:	Project Title:			08 Project #	09 Project #	10 Project #
Community Service	Arthur & South Bus Stop Improvements					CS-17

**Description and justification of project and funding sources:**

The bus stop shared by Mountain Line and ASUM at Arthur and South poses safety and accessibility problems. It has the potential for a bus/vehicle or bicycle/pedestrian collision because buses cannot pull over to the curb. When Mountain Line and ASUM use the stop to pick up passengers, the bus is forced to stay in the traffic lane because of heavy bike traffic and insufficient space to pull over. This leaves room for bicyclists passing on the right just as passengers are getting on and off the bus, an unsafe conflict. It also prevents most motorists from passing on the left of the bus, but some motorists do attempt to move around the bus and face oncoming traffic creating another serious conflict. In addition, the bus stop is not accessible to persons with disabilities. To address this problem, we would like to install a concrete pad from the existing sidewalk to the edge of curb, creating a curb line that is consistent with the rest of the block. We would like to repaint the bike lanes to indicate a need for caution at this location.

**Is this equipment prioritized on an equipment replacement schedule?**

Yes

No

NA

**Are there any site requirements:**

How is this project going to be funded:							Funded in Prior Years
Funding Source	Accounting Code	FY10	FY11	FY12	FY13	FY14	
TBD			13,750				
MUTD: passengers shelters and amenities			5,000				
		-	18,750	-	-	-	-

  

How is this project going to be spent:							Spent in Prior Years
Budgeted Funds	Accounting Code	FY10	FY11	FY12	FY13	FY14	
A. Land Cost							
B. Construction Cost			15,000				
C. Contingencies (10% of B)			1,500				
D. Design & Engineering (15% of B)			2,250				
E. Percent for Art (1% of B)							
F. Equipment Costs							
G. Other							
		-	18,750	-	-	-	-

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

Does this project have any additional impact on the operating budget:							Spent in Prior Years
Expense Object	Accounting Code	FY10	FY11	FY12	FY13	FY14	
Personnel							
Supplies							
Purchased Services							
Fixed Charges							
Capital Outlay							
Debt Service							
		-	-	-	-	-	-

Description of additional operating budget impact: NONE

Responsible Person:	Responsible Department:	Date Submitted to Finance	Today's Date and Time	Preparer's Initials	Total Score
Steve Earle, General Manager	Mountain Line/MUTD		06/01/2009 12:25		41

# CAPITAL IMPROVEMENT PROGRAM

## Project Rating

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

<b>Program Category:</b>	<b>Project Title:</b>						<b>10 Project #</b>	
<b>Community Service</b>	<b>Arthur &amp; South Bus Stop Improvements</b>						<b>CS-17</b>	
<b>Qualitative Analysis</b>		<b>Yes</b>	<b>No</b>	<b>Comments</b>				
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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	This project increases city wide compliance of the Americans With Disabilities Act.				
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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The funds contributed by MUTD are Congestion Quality Air Management (CMAQ) grant funds and require a local match.				
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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Although this is not an iminent emergency, the deferred improvements to public infrastructure to bring them up to date with the Americans With Disabilities Act (ADA) are ongoing and must be addressed.				
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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	auto/pedestrain/bicycle conflict.				
<b>Quantitative Analysis</b>		<b>Raw Score Range</b>	<b>Comments</b>				<b>Weight</b>	<b>Total Score</b>
5. Does the project result in maximum benefit to the community from the investment dollar?		(0-3)  <input checked="" type="checkbox"/>	This is a reasonably low cost way to improve pedestrain and bicycle safety on South Avenue at Arthur Street and to provide critical transit access to persons with disabilities.				5	15
6. Does the project require speedy implementation in order to assure its maximum effectiveness?		(0-3)  <input checked="" type="checkbox"/>	No				4	-
7. Does the project conserve energy, cultural or natural resources, or reduce pollution?		(0-3)  <input checked="" type="checkbox"/>	Improved passenger loading will marginally increase air quality through reduced idling time.				3	6
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)  <input checked="" type="checkbox"/>	Improved sidewalks, handicapped accessibility, and safe access to transit expand upon necessary and effective city services.				4	8
9. Does the project specifically relate to the City's strategic planning priorities or other plans?		(0-3)  <input checked="" type="checkbox"/>	Community Livability Goal of the Stratgic Plan				4	12
Total Score								41