

CAPITAL IMPROVEMENT PROGRAM
City of Missoula CIP Project Request Form FY 2017-2021

Program Category:	Project Title:		15 Project #	16 Project #	17 Project #
Street Improvements	Bicycle Safety Project Stephens & Orange				S-14

Description and justification of project and funding sources:

The configuration of the existing roadway, curbing and sidewalks at the outside corner of the southbound lanes where Orange Street changes to Stephens Avenue create a pinch point for bicycles.

Due to lack of right-of-way and visibility issues a public sidewalk easement will need to be acquired from the two adjacent properties.

The proposed plan is to modify the sidewalk and make it wider to allow for a multi-use facility which will be a minimum of 10 feet wide and allow bicycles to leave the roadway and traverse this section on the sidewalk.

Is this equipment prioritized on an equipment replacement schedule?

Yes No NA

x

Is there ongoing Operating and/or Maintenance costs upon completion of project?

Yes No NA

x

Are there any site requirements:

N/A

How is this project going to be funded:

REVENUE	Funding Source	Accounting Code	FY17	FY18	FY19	FY20	FY21	Funded in Prior Years
			27,500					
			27,500	-	-	-	-	-

EXPENSE	Budgeted Funds	Accounting Code	FY17	FY18	FY19	FY20	FY21	Spent in Prior Years
			27,500	-	-	-	-	
	A. Land Cost		5,000					
	B. Construction Cost		18,000					
	C. Contingencies (10% of B)		1,800					
	D. Design & Engineering (15% of B)		2,700					
	E. Percent for Art (1% of B)							
	F. Equipment Costs							
	G. Other							
			27,500	-	-	-	-	-

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

OPERATING BUDGET COSTS	Expense Object	Accounting Code	FY17	FY18	FY19	FY20	FY21	Spent in Prior Years
			-	-	-	-	-	
	Personnel							
	Supplies							
	Purchased Services							
	Fixed Charges							
	Capital Outlay							
	Debt Service							
			-	-	-	-	-	-

Description of additional operating budget impact:

Responsible Person:	Responsible Department:	Date Submitted to Finance	Today's Date and Time	Preparer's Initials	Total Score
Kevin Slovarp	Engineering	3/25/2016	4/20/16 11:41	DH	28

CAPITAL IMPROVEMENT PROGRAM

Project Rating

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

Program Category:	Project Title:				10 Project #	
Street Improvements	Bicycle Safety Project Stephens & Orange				S-14	
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 checked="" type="checkbox"/>	<input type="checkbox"/>			
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"/>			
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"/>			
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)	The renovation of the facility will result in substantial improvement in safety to the traveling public.		5	5
6. Does the project require speedy implementation in order to assure its maximum effectiveness?		(0-3)	This issue has existed since 1998 and has been a concern for a few years.		4	4
7. Does the project conserve energy, cultural or natural resources, or reduce pollution?		(0-3)	The project provides a safety enhancement and reduces the risk of future injury.		3	3
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)	The City desires to make its transportation systems and facilities accommodating to all modes of transportation.		4	8
9. Does the project specifically relate to the City's strategic planning priorities or other plans?		(0-3)	This project facilitates the City's complete streets policy.		4	8
Total Score						28

17 Project #	Project Title:
S-14	Bicycle Safety Project Stephens & Orange

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes

--	--	--

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes
------	--------	-------

--	--	--

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes
------	--------	-------

--	--	--

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes
------	--------	-------

--	--	--

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes
------	--------	-------

--	--	--

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes
------	--------	-------

--	--	--

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes
------	--------	-------

--	--	--

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes
------	--------	-------

--	--	--

Date	Author	Notes

Date	Author	Notes

Date	Author	Notes
------	--------	-------

--	--	--

Date	Author	Notes

Date	Author	Notes

Stephens Street south of Orange Street was designed with wide bike lanes.

Orange Street has no formal bike lanes but an informal striped shoulder.

The bike lane narrows further around the corner on the east side of the southbound lanes where Orange Street turns into Stephens Avenue.

The right-of-way at this location is in transition from 60' wide for Orange to 120' for Stephens.

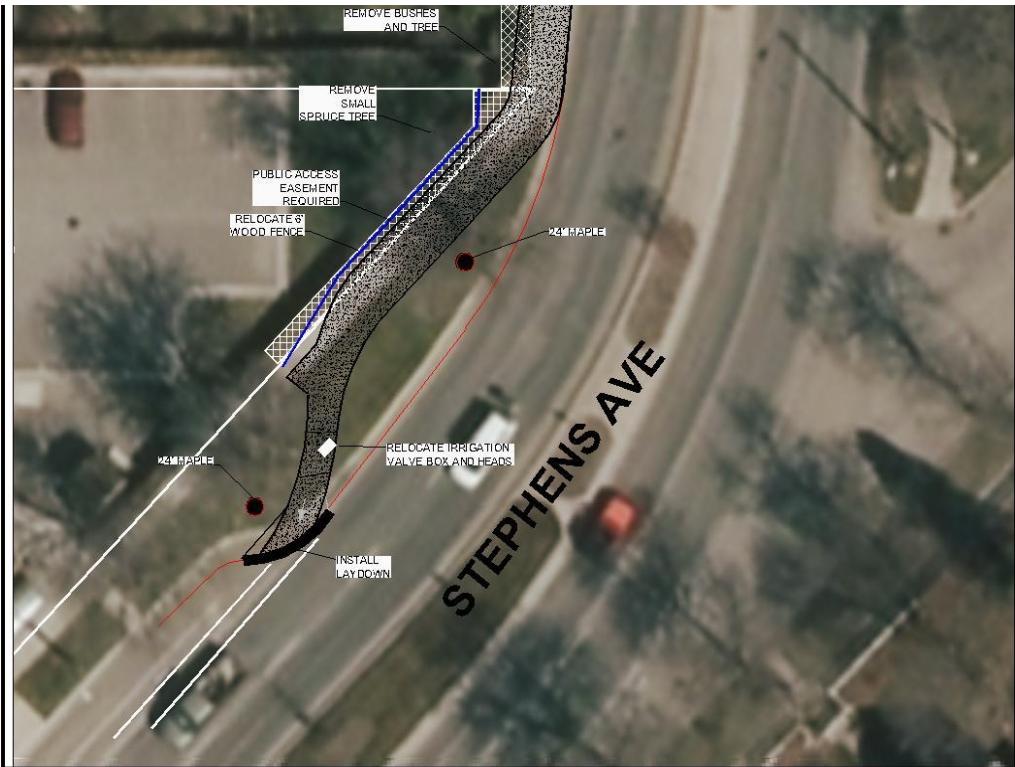
The sidewalk on Orange is curbside and the sidewalk on Stephens is boulevard which presents some challenging geometrics for all modes of transportation at the transition point.

In this case the bike lanes are substandard and the natural tendency of vehicles to cut the corner results in the bike lane being pinched out to very little room.

The proposed modification will allow the bikes to mount the sidewalk and avoid the pinch point. They will enter the bike lanes on Stephens after the pinch point.

To mitigate this issue the City Engineering is proposing to widen the sidewalk and through the acquisition of easements and allowing bicyclists to bypass the pinch point by riding on the sidewalk for a short stretch.





PROPOSED BIKE LANE IMPROVEMENTS
ORANGE ANSD STEPHENS