

## PUBLIC WORKS COMMITTEE REPORT

June 9, 2010, 2:05 PM

City Council Chambers

**Members Present:** Jason Wiener (chair), Ed Childers, Dick Haines, Lyn Hellegaard, Roy Houseman, Bob Jaffe, Renee Mitchell, Dave Strohmaier, Pam Walzer, Jon Wilkins

**Members Absent:** Marilyn Marler

**Others Present:** Ross Best, Kevin Slovarp, Steve King, Wayne Gravatt, Gregg Wood, Craig Schaeffer, Bob Giordano, Clare Urban

### I. ADMINISTRATIVE BUSINESS

A. Approval of the minutes of [May 26, 2010](#) and [June 2, 2010](#) – Approved as submitted.

B. Announcements – Steve King, Public Works Director, stated that they plan to have the Public Works Committee meeting at 9:00 AM on June 23. They have invited the County Commissioners as well as the Montana Department of Transportation (MDT) and will discuss the Mullan and Reserve Interlocal Agreement. Public Works is also working to change the ordinances on oversized loads. The fees do not cover the costs of the work involved. Referrals for two ordinances will be coming near the end of the month. The Miller Creek Road closure will begin next week and last up to two weeks.

C. Public Comment on Non-Agenda items – None.

### II. CONSENT AGENDA ITEMS

1. Approve an amendment to the existing agreement with Morrison-Maierle, Inc. for professional engineering services on the SID 544 - Rattlesnake Neighborhood Sewer Collection System project ([memo](#)).—Regular Agenda (Gregg Wood) (Referred to committee: 06/07/10) **REMOVE FROM AGENDA**

**Motion: The committee recommends the City Council approve and authorize the Mayor to sign Amendment No. 5 to the agreement with Morrison-Maierle, Inc. in the amount not to exceed \$97,041 for engineering services on the SID 544 - Rattlesnake Neighborhood Sewer Collection System project.**

Gregg Wood, Project Development Coordinator, stated that the project was approximately 50% complete. The shaded items on the attachment are items that have already been billed out. They have received an additional \$194,000 for the EPA Stag grant, which has allowed them to reduce the ARRA revenue bond. They have completed approximately 22,000 feet of sewer and will be going down Woodland and adjacent side streets next. The contract began in 2002 with SID 528 and has had multiple amendments since that time. Amendment 4 reconciled the work from the earlier projects. The majority of the current amendment is public involvement. They've had about \$40,000 worth of savings engineered into the project. They eliminated some lines and re-engineered some things to save money on the construction side. They have spent about 50% of the miscellaneous line items and are halfway through the project. They have some anticipated savings in some line items where the quantities were high in the initial bid.

Mr. Wiener and Mr. Strohmaier thanked staff and others for their work on the project.

Mr. Strohmaier made the motion to approve the amendment.

The motion passed unanimously.

### III. REGULAR AGENDA ITEMS

2. Discuss back-in angle parking on Spruce Street ([memo](#)).—Regular Agenda (Steve King) (Referred to committee: 05/24/10) **REMOVE FROM AGENDA**

Mr. King stated that the back-in angle parking was implemented last summer on a trial basis to enhance safety, perform traffic calming, and enhance parking. It is a local road, so design decisions are up to the City Engineer and Public Works Department, but they want to work with Council and the public. Public Works feels the experiment was successful based on the reported accident history, and the apparent reduction. Public Works

recommends retaining the existing configuration. It is a mixed use, collector road. They are sensitive to neighbor concerns and making the 400 and 500 blocks parallel parking again may be a viable alternative. Kevin Slovarp, City Engineer, stated that if they do go back to parallel parking on those blocks, they will continue to monitor accidents and speeds to determine if there is a change from the existing layout.

Mr. Wilkins asked which blocks are residential and stated that they should not use back-in parking on the residential streets because headlights are pointed up into homes. He has heard that bikes do not feel as safe on the street. Mr. King stated that the single-family, owner-occupied homes are located primarily on the 400 and 500 blocks, with the rest being mixed use.

Mr. Strohmaier stated that there were legitimate concerns about how it affects residents on the street. He has heard from the bike community on both sides. He is inclined to go with the compromise and transition back to parallel parking for the 400 and 500 blocks. They need to shift the lane configuration to the south to mitigate concerns about space between parked vehicles and bikes on the north side. Mr. Slovarp stated they may be able to shift the bike lane to the south by about half a foot.

Ms. Mitchell stated that she would like parallel parking on the 400 and 500 blocks. She referred to a citizen letter that stated an increase in parking was the true motivation for the design. She stated that not all accidents are reported to the Police Department. Mr. King stated that there were many more reported accidents before the configuration change than after.

Ms. Hellegaard stated she has heard from seniors who have a hard time negotiating back-in parking.

Mr. Wiener stated that the number of unreported accidents was probably the same now as before the configuration change. He prefers the back-in angle parking but putting parallel parking back on the 400 and 500 blocks would be acceptable.

Mr. Jaffe stated that the 500 block did not have any residences on the north side, and there are residences on the 100 and 200 blocks, as well. He stated the crowning on the road was steep. Mr. King stated that modern roads are constructed with a 2% crown from the center to the gutter, which increases over time with new asphalt overlays.

Ross Best stated that his concern is pedestrian safety. State law says that drivers can't park within 20 feet of a crosswalk at an intersection, and at Adams Street, vehicles parked are closer than that.

Bob Giordano of the Missoula Institute for Sustainable Transportation (MIST) stated that the crash data was misleading because 28 of the 40 crashes for the previous six years were at Higgins and Spruce, which was not changed. He said that the Police Department had identified three crashes on cross streets in the nine months since the change. Mr. Wiener stated that there was a reconfiguration at Spruce and Higgins, where they reconfigured to parallel parking by shifting to diagonal parking on the other side of the street. Mr. Giordano stated that MIST does not support narrow bike, parking, and travel lanes if they are not necessary. He estimated there was one bicyclist hit by car doors opening into the bike lane in Missoula every week. Shifting the yellow line to the south would help to more room on the north side. The side of the street with parallel parking has good sight lines, while visibility is limited on the angle side. For two weeks this winter, cars were driving in the bike lane because of snow plowed to the center. Drivers are in the oncoming lane going around the curve at the railroad tracks. The lanes were wider before the change.

Clare Urban submitted a [letter](#) for the record. She said there were space and safety issues. There are groups advocating the current configuration for subjectivity. There is no coming together on objectivity. They should consider having back-in parking in only the Central Business District. She is not convinced that less space equates with more safety. The slope is significant. Visibility was only better for people in larger vehicles. The City does not have an obligation to provide parking for downtown employees. The striping is worn away because people do not stay in their lanes. She would like to start at the beginning with neighborhood councils. Replacing parking with parallel from the 300 block on would be better.

Mr. Wiener stated that the decision was in the City Engineer's domain and they would consider comments in their final solution for the road.

#### **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. Interlocal Agreement between the City of Missoula and the County of Missoula related to the Reserve Street / Mullan Road Intersection Improvements Project. ([memo](#)) Regular Agenda (Gregg Wood) (Referred to committee: 01/11/10)
4. Review infrastructure conditions at the locations of serious and fatal traffic accidents: 2007-2009 ([memo](#)).—Regular Agenda (Jason Wiener) (Referred to committee: 01/25/10)
5. Resolution to restore vacated Inez Street at South 2<sup>nd</sup> Street to the public trust and public use, and vacate a public access easement that was a condition of the vacation ([memo](#)).—Regular Agenda (Carla Krause) (Referred to committee: 04/26/2010)

## **V. ADJOURNMENT**

Respectfully Submitted,

Jessica S. Miller  
Office Manager  
City Public Works Department