

**PUBLIC WORKS COMMITTEE REPORT**  
**February 3, 2010, 1:35 PM**  
**City Council Chambers**

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

**Members Absent:** Pam Walzer

**Others Present:** Stacy Rye, Steve King, Gregg Wood, Kevin Slovarp, Roger Millar, Doug Harby, Bob Giordano, Ann Cundy, Geraldine Wolf, John Wolverton

**I. ADMINISTRATIVE BUSINESS**

- A. Approval of the minutes of [January 27, 2010](#) – Approved as submitted.
- B. Announcements – None.
- C. Public Comment on Non-Agenda items – None.

**II. CONSENT AGENDA ITEMS**

- 1. Amendment No. 6 to the Professional Engineering Agreement with HKM Engineering, Inc. for the Russell Street / S. 3<sup>rd</sup> Street Environmental Impact Statement Project ([memo](#)).—Regular Agenda (Gregg Wood) (Referred to committee: 02/01/10) **REMOVE FROM AGENDA**

**Motion: The committee recommends the City Council approve and authorize the Mayor to sign Amendment No. 6 to the City/HKM Engineering, Inc. Professional Engineering Agreement for the Russell Street / S. 3rd Street Environmental Impact Statement Project in an amount not to exceed \$9,698, contingent upon Montana Department of Transportation's concurrence.**

Gregg Wood, Project Development Coordinator, stated that the contract was for a carbon monoxide modeling analysis, and was required due to the increased numbers and the level of service. It was on the critical path of the schedule. They worked with the Montana Department of Transportation (MDT) to get the Environmental Protection Agency (EPA) to agree they did not need to do a study on particulate matter. Bison Engineering is a sub-consultant for HKM. The study is necessary to get the Environmental Impact Statement (EIS) completed. The contract falls within the existing funding for the project and MDT recommends the agreement.

Mr. Childers made motion to approve the agreement contingent upon MDT's concurrence.

Mr. Childers asked what bearing the outcome of the study would have on the project. Mr. Wood stated that it would have very little bearing on the outcome, but in the final reviews for the project, the study needs to be there.

Mr. Jaffe asked if the study had value to other things the City did, for example, if the Health Department needed the data for anything. Mr. Wood stated that the study was restricted to the Russell Street corridor, and that while the information would be available, it would most likely not be helpful to the Health Department. He stated he would make sure they saw the scope of the study.

Ms. Rye asked why HKM did not do the study to begin with. Mr. Wood replied that it was not a requirement of the EPA until they got the draft EIS and the numbers on levels of service. They were also caught between old and new regulations. It was not required in the original project. This amendment is for Bison Engineering's component of the study, and there will be another amendment forthcoming for HKM for the extension of the schedule, partly for work on this study, and partly for some additional analysis on 3rd Street for traffic projections.

The motion passed unanimously.

**III. REGULAR AGENDA ITEMS**

- 1. A [regular](#) ordinance amending Missoula Municipal Code Title 12, and enacting a new chapter, entitled "Parking." ([memo](#)) ([PW](#)) (Returned from Council floor: 11/23/09) **HELD IN COMMITTEE**

Mr. Jaffe asked for an explanation of 12.22.150C. Doug Harby, Construction Project Manager, stated that was taken from zoning, and was added to make it consistent with zoning. It refers to accessory dwelling units and multi-dwelling buildings. They don't want parking in the front yard in those situations.

Mr. Jaffe asked for clarification of the difference between pavers and the definition of a paved surface. Mr. Harby stated he had changed that, and they have to follow the air quality rule which says it shall be asphalt or concrete. In Title 20, it says the City Engineer can allow alternative surfaces, and they have allowed pavers in the past. Grass brick tracks too much mud onto the street and they don't allow it for primary parking. Pavers have to be interlocking. Gravel drives don't meet air quality requirements.

Ms. Rye stated that there are numerous residential houses that have parking only in the street, and she asked if there were any requirements that people would have to add parking in the yard if they remodeled. Mr. Harby said no.

2. Review the findings of the Russell Environmental Impact Statement (EIS) Peer Review and the implications of the findings for the project Final Environmental Impact Statement (FEIS) ([memo](#)).—Regular Agenda (Jason Wiener) (Referred to committee: 01/25/10) **REMOVE FROM AGENDA**

Mr. Wood presented the timeline for the peer review subcommittee and stated that the committee selected Kittelson and Associates to conduct the peer review. They did data collection and developed traffic volumes. Their analysis was tied to the long-range transportation plan and demand model, with consideration of growth in the corridor and population increases in Missoula. They began with a mode split of 19% for non-motorized transportation based on census data and added a 10% mode shift by 2035. They assumed a total of 30% non-motorized transportation, and traffic volumes based on population and growth still consumed that number. The scope allowed for them to develop other options, and they developed option 6, a 3-lane alternative, and option 7. Alternate 4 and option 7 were forwarded for visual simulation. The numbers they collected will be used in the final EIS. The other portion of the peer review was to independently look at 4F determinations. Nothing there was determined to be incorrect. They updated traffic projections, provided a more detailed safety analysis, and revised the mode splits. Alternative 4 had the longest life in capacity and safety. The traffic volume development showed what year each option would fail and how. They hope to get an ROD in winter of 2010.

Mr. King stated that the 19% figure included transit as well as bicycles and pedestrians. Mr. Wood stated that transit was another 2% in addition to the 19%. Mr. Wiener stated there was a 2% growth rate in single-occupant vehicle travel. Mr. Wood stated that to get to the 19%, they started with census data and looked at the growth rate, estimating 19% to 20% usage in 2009. The projections was 3% to 4%, but they applied 10% growth to it. Mr. Wiener stated that in the projections, vehicle miles traveled continue to grow faster than the population. Mr. Wood stated that there has historically been no room for growth in the corridor and this is one of only five north-south connectors in Missoula. Most of those connections have little capacity, and if this is built, its capacity will fill quickly.

Mr. King stated that the next step is to move on the final EIS with the preferred alternative and toward a record of decision (ROD). They want to move on to build the first phase, and they will have ability within the EIS to evaluate what to do after phase one.

Mr. Wiener stated that the advantage of the peer review was a better understanding of what impact the EIS has on the road. The purpose and need in the document does not identify a specific level of service. In the visual simulations for options four and seven, neither is free-flowing, and the road will fill up as soon as it is built. The differences in travel time are negligible. Mr. Wood stated that some of the problems are metered, and there will be limitations on the capacity unless something is done to Broadway. Mr. King stated that Russell Street was part of the whole arterial system and they can only get so much traffic to the corridor. The preferred alternative has the highest vehicular capacity and the highest safety rating. To try to justify something less than the preferred alternative would be going backwards in the process.

Mr. Childers asked what Council's role was in the next part of the process. Mr. King stated that there was no action item from the subcommittee, but that the Council would have to consider contract amendments to get to a record of decision. Council will receive interlocal agreements to move forward. Alternative 4 is expected to go forward into the final EIS and ROD, and there is no Council action required on that. Mr. Childers stated that the Council could get in the way of Alternative 4 going forward. He stated that bicycle and car amenities on Russell and on 3rd Street were important to people in ward 6. He asked when right-of-way acquisition would begin. Mr. King stated that it was unresolved as of yet, and the EIS does not instruct when to do what piece. Phasing in the project is not resolved yet.

Ms. Marler stated that she was ready to move on and was glad they did a peer review. She asked whether they could have input and make changes on subsequent phases if they moved ahead with Alternative 4 and phase one. She also asked if funding would vanish if they choose to do something other than the preferred alternative. Mr. King stated that the most recent transportation plan took millions out of phase two and shifted it to other places.

The phase south of 3rd is not funded by federal aid programs. If they do something less than the maximum they are allowed to build, it won't mean that certain funding streams are gone.

Ms. Marler stated that there was more involved than just travel time. There was also pedestrian safety, and the current road is an embarrassment to the city.

Mr. Houseman asked how soon after the final EIS they would be able to start phase one. Mr. King stated that typically they complete the ROD then start the design. Plans and specs take about a year, and right-of-way acquisition takes another, so with a traditional schedule, they could start in 2013. They are discussing a design/build option, where they would hire someone to do plan development and construction simultaneously, which could move up the timeline. There will not be a functional new bridge before 2013 or 2014 at the soonest.

Ms. Mitchell asked how the project would be impacted by financing, and whether Russell Street residents would have SIDs. Mr. King stated that the project is intended to be federally funded, in association with Transportation Improvement Program (TIP) money. There is no proposal for SIDs on Russell Street at this time, but that is at Council's discretion. They do plan to have assessments on 3rd Street for the curb and sidewalk installation in conjunction with TIP money.

John Wolverton of the Bike/Walk Alliance for Missoula stated that he was an advocate for three plus for Russell Street. He stated that he doubted Kittelson's results made a case for a five-lane roadway being safer. They are not taking equal amounts of traffic and jamming it onto a small roadway. When they did the road diet on Broadway, fewer people died.

Bob Giordano of the Missoula Institute for Sustainable Transportation stated the peer review was good information to have. He stated that in the table that showed a single-lane roundabout would have poor safety and a five-lane signal would be good, he questions the safety analysis. The lifespan summary was valuable. When he saw that the level of service requirement was taken out of the purpose and need, he thought that was a shift in thinking. Now he sees that there is no way to meet the level of service requirement with any of the configurations. The last year of acceptable service is 2023, and then they will be back where they started.

Geraldine Wolf of the Bicycle and Pedestrian Advisory Board stated that she lives two blocks east of Russell and that the neighborhood would be changed if they had the same road width from 3rd to 6th as they have from Broadway to 3rd. Residents ride their bikes and walk on the sidewalks, and that section will be dramatically changed.

#### **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. Approve the agreement between the City of Missoula and Lloyd A. Twite Family Partnership related to sanitary sewer extension and upsizing for the South Missoula Area ([memo](#)).—Regular Agenda (Monte Sipe) (Referred to committee: 11/09/09)
4. 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)
5. 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)

#### **V. ADJOURNMENT**

Respectfully Submitted,

Jessica S. Miller  
Office Manager  
City Public Works Department