

PUBLIC WORKS COMMITTEE REPORT
May 20, 2009, 2:05 PM
City Council Chambers

Members Present: Jason Wiener (Chair), Ed Childers, John Hendrickson, Bob Jaffe, Dave Strohmaier, Pam Walzer, Jon Wilkins

Members Absent: Dick Haines, Renee Mitchell

Others Present: Marilyn Marler, Phil Smith, Kevin Slovarp, Steve King, Doug Harby, Mike Brady, Jack Stucky, Gail Chandler, Lisa Hendrix, Reggie Bardgett, Bob Wachtel, Scott Reed, Phil Smith, Ethel MacDonald, Dave Prescott, Mirtha Beccerra, Laura Buen, Jim Hausauer, Steve Amish, Adam Johnson, Sarah McMillan

I. ADMINISTRATIVE BUSINESS

- A. Approve minutes of [May 13, 2009](#) as submitted or corrected – Approved as submitted
- B. Announcements – None
- C. Public Comment on Non-Agenda items – None

II. CONSENT AGENDA ITEMS

1. Approve the lease of one 2009 Toyota Highlander \ Hybrid from Bitterroot Motors of Missoula, Mt. for \$642.90 per month for a 36 month period of time. Bitterroot was the low bid vendor. Please see the attached bid tabulation. ([memo](#)) (Jack Stucky) (Referred to committee: 5/19/09) **REMOVE FROM AGENDA**

Motion: The committee recommends City Council approve the lease of one 2009 Toyota Highlander \ Hybrid from Bitterroot Motors of Missoula, Mt. for \$642.90 per month for a 36 month period of time.

Jack Stucky, Vehicle Maintenance Superintendent, stated that the cost of the lease was \$642.90 per month. The vehicle would be used as part of the Police Department's grant for internet crimes and would transport officers and computer equipment.

Ms. Walzer made the motion to approve the lease.

Mr. Wilkins asked if the item had already been discussed. Mike Brady, Assistant Chief of Police, stated they had discussed the earmark and the three-year grant, but this was the first time for the vehicle lease. The grant added a position for internet crimes and included office space, a vehicle, and a computer.

Mr. Wilkins asked what the Highlander would be used for and whether there would be a cost savings to lease something other than a hybrid. Mr. Brady replied that the vehicle would be assigned to the investigator, who would work with outlying agencies and would be collecting and transporting equipment. Mr. Stucky stated that the hybrid was at the Police Department's request, and they were finding savings in cost per mile and fuel savings, with hybrids.

The vote carried with seven ayes and one abstention (Wilkins).

Mr. Wilkins requested a cost comparison for a lease of a non-hybrid vehicle of similar capacity

Mr. Stucky stated that the grant specified a hybrid vehicle, and the money for the lease was included in the grant, up to \$1,000 per month.

Mr. Wilkins agreed to allow the item to appear on the consent agenda.

2. Adopt a resolution of intention to create SID 545 and set a public hearing for June 22, 2009. ([memo](#)) (Phil Smith) (Referred to committee: 5/19/09) **REMOVE FROM AGENDA**

Motion: The committee recommends the City Council adopt the resolution of intention to create Special Improvement District No. 545 and set a public hearing on creation of said district for June 22, 2009.

Phil Smith, Bicycle and Pedestrian Program Manager, stated that traffic calming on Philips Street had been brought up previously, and the City and residents have now come to an agreement on a design. Residents had collected signatures from 43 property owners on a petition requesting the traffic calming. Temporary traffic calming devices reduced speeds greatly when the project first started, but neighborhood support was insufficient to pursue the project until now.

Kevin Slovarp, City Engineer, stated that the SID would be created not to exceed \$27,200 with \$9,000 to come from the Capital Improvement Program (CIP) for traffic calming, which will cover a third of the construction costs. The traffic calming CIP receives \$18,000 each year and the additional money in the 2009 CIP will go to Pattee Creek and Pattee Canyon Drive improvements. The 81 property owners would pay a total of \$336 each over a term not exceeding 10 years.

Doug Harby, Construction Project Manager, stated the design on Philips was unique because they were doing traffic calming on a collector street. They worked with the Fire Department and others with heavy vehicles and looked at different designs. The key design is demonstrated at Philips and Bulwer. They are building a large bulb-out and will offset the driving lane to the north, create a large visual center median, and will be offset on either side of the intersection, which is the most effective design they can get without adversely affecting emergency travel. There will be some removal of parking.

Mr. Wilkins asked how many of the 81 property owners supported the traffic calming and how many were against it. Mr. Smith stated that 43 owners signed the petition for it, but he was not sure how many were unreachable or against it. The design was on the back side of the petition.

Mr. Strohmaier asked about the Safe Routes to Schools (SRTS) grant and whether there was similar traffic calming there. Mr. Harby stated that the SRTS concept was different; the purpose was to delineate and improve crosswalks, resulting in bulb-outs so pedestrians are visible, but no center medians

Ms. Walzer made the motion to adopt the resolution and set the hearing.

Sarah McMillan, who lives on Philips, stated that there were many owners they could not find phone numbers for, but the project was supported by a huge majority of people who live there and many who own residences.

The motion passed unanimously.

Mr. Childers asked if the project could be done with sidewalk and curb financing methods or if it had to be an SID. Mr. Harby replied that it had to be an SID.

Mr. Jaffe asked whether any improvements were planned for the area of the school itself. Mr. Smith replied that there are SRTS improvements at Shakespeare, Hawthorne, and Scott.

3. Discuss CS Porter School Crossing issue and develop approaches to remediate ([memo](#)) ([Speed Study](#)).— Regular Agenda (Ed Childers) (Referred to committee: 02/23/09) **REMOVE FROM AGENDA**

Motion: The committee recommends the City Council direct staff to draft a resolution to invoke a special 30 mph speed zone on Reserve Street 400 feet from the property boundary of CS Porter in both directions, 24 hours a day.

Steve King stated that the report was produced by the Montana Department of Transportation (MDT) at the request of the City.

Shane Stack from MDT stated that they came up with a recommendation for a special school zone speed limit of 30 or 35 mph. The traffic section had offered to purchase bouncing balls and variable speed limits signs for installation.

Mr. Jaffe asked what the set up in Lolo was. Mr. Stack replied that the speed limit was 35 mph during off hours and 25 mph during school. The Transportation Commission bases speeds on recommendations from a speed study, staff, and public comment. The other option is for the legislature to set speed limits. Once a speed limit is set, it can be dropped 20% for a school zone. MDT would provide the equipment and the City would do the labor.

Mr. Childers stated that he would want the change to happen during the summer, and asked if the City would decide what times the special speed limit would be in effect. Mr. Stack stated that they were willing to work with the City on that. Mr. King stated that there were two variables they would like the Council to decide on for the request to MDT to implement the speed zone. They need to determine whether it should be 30 mph or 35 mph and determine the hours. He recommended they check Russell School and use that as a precedent on the times.

Mr. Childers stated that Russell Street is 25 mph at the school with no time zones and asked if they could do that on Reserve Street. Mr. Stack stated that the report says they can change the limit during school or special events and high crossing periods and they could work with city staff. Mr. King stated that the boundaries of the school zone would be 400 feet on each side of either the crosswalk or the school property that fronts Reserve Street. Mr. Childers suggested setting it during school times and special events at 30 mph, and positing it 400 feet in advance of the school property.

Mr. Wilkins stated he was disappointed in the 30 mph recommendation and would prefer 25 mph. He asked how the bouncing ball would be activated. Mr. Stack stated that it would flash during the time period set, not in coordination with the signal for crossing. Mr. Wilkins was concerned that reducing the speed just during school hours would be inadequate, as the school and playground were in use other times as well.

Mr. Wilkins made the motion to direct staff to draft a resolution to invoke a special speed zone 400 feet from the property boundary in either direction for a 30 mph speed zone, 24 hours a day.

Mr. Wilkins added that he would like the speed limit to start at South Avenue. Mr. Wiener stated they may need to check the statutes.

Ms. Walzer stated that Russell School doesn't have time periods for the reduced speed, but Hawthorne School in the County does, from 8 to 5 year-round. She said it was silly to not have the reduced speed start at South Avenue.

Mr. Childers asked whether they were keeping the pedestrian activated light and Mr. King replied that they were.

Jim Hausauer stated that the average 85th percentile in the study was 42 mph, and they should do a larger study to examine the actual speeds. He stated that Lolo had two variable signs in both directions that reduce speed. He also discussed the possibility of refuge islands, bulb-outs, and Safe Routes to Schools, and stated there was a lack of street lighting on the east side.

Reggie Bardgett, whose son attends CS Porter, would like to have what Lolo has because it is a good system. He stated they would like the speed to be 25 mph and have advance notice at Burlington and at Dearborn. The light changes right away in the morning when the button is pressed, but in the afternoon it might take two minutes to change, so they should fix that or extend the time of crossing.

Gail Chandler, CS Porter Principal, stated that the school was busy and occupied from 6:30 AM to 9:30 PM and they should use the lower speed limit all day. The building is used year-round.

Lisa Hendrix, Assistant Principal at CS Porter, stated that the playground is 12 to 15 feet from Reserve Street and there are students out there all day. They have wanted to make changes at the crosswalk for a long time.

Ethel McDonald stated that she supported the resolution and hoped they would look at Reserve Street and reduce the speed limit throughout to 40 mph. Crosswalks in Europe have islands and instruct people to cross in two stages, which would help. She would also like pedestrian islands on Reserve at Mullan Road and at South Avenue.

Scott Reid, Director of Operations and Maintenance for Missoula Schools, and stated he supported the resolution himself and on behalf of Alex Apostle, Superintendent.

Bob Wachtel of the Bicycle and Pedestrian board commended the Mayor for requesting the study, and encouraged them to move forward and reduce speeds.

Mr. Jaffe asked whether they could get further traffic calming such as concrete bulb-outs at the crossing. Mr. Stack replied that the study was strictly for a speed zone and other items were a different process.

Ms. Walzer wanted the resolution to talk about the legality of extending the speed zone time period to be outside school hours. Mr. Stack stated it could be 24 hours a day, but the Mayor's request was for a speed reduction during school, so that's what the study looked at.

The motion passed unanimously.

III. 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. Discussion item regarding complete streets. ([memo](#)) (Jason Wiener) (Referred to committee: 10/27/08)
5. Information item to present the City's Master Sidewalk Plan. ([memo](#))—Regular Agenda (Doug Harby) (Referred to committee: 01/12/09)
6. Authorize speed limits ([memo](#)) ([Speed Limits Memo – Steve King](#)) ([Presentation Maps](#)).—Regular Agenda (Ed Childers) (Referred to committee: 12/08/08)
7. Review the Rattlesnake Valley traffic engineering study. ([memo](#)) (Jason Wiener) (Referred to committee: 8/25/08)
8. Change the speed limit on George Elmer Drive to 30 mph throughout. ([memo](#)) (Bob Jaffe)
9. Discussion of local, city-sponsored energy production ([memo](#)). (Ed Childers) (Referred to committee: 12/22/08)
10. [Resolution](#) of intention to close and vacate certain portions of Miller Creek Road and Lower Miller Creek Road generally located between Briggs and the "Wye". ([Resolution A](#)) ([Resolution B](#)) ([Staff Report](#)) ([map-6 MB file size](#)) ([memo](#)) ([PW](#)) (Returned from Council floor: 4/13/09)
11. \$500 rebate or coupon toward connection of sewer through December 31, 2009 for existing homes.(Returned from Council floor: 05/18/2009) ([PW](#))

IV. ADJOURNMENT

Respectfully Submitted,

Jessica S. Miller
Office Manager
City Public Works Department