

Riverfront Neighborhood Council Leadership Team Special Meeting Minutes

Date: October 17, 2016

Time: 5:30 p.m.

Location: Bernice's Bakery

190 S 3rd St. W

Missoula, MT 59801

Leadership Team Members Present: Mary LaPorte, Britt Arnesen, Ed Nolder, Janet McMillan, Jonathan Qualben

Others Present: Corena Maurer, Neighborhood Assistant, Ben Weiss, Bike/Ped Office

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1. Approval of minutes – the minutes were approved as posted.
 2. Respond to the 5th/6th Street Presentation and prepare for the public meeting(s) – Ben Weiss discussed the 5th/6th Street traffic study and the possible options that will be discussed.
 3. Public comment on non-agenda items - None
 4. Announcements – None

Submitted by: Corena Maurer

Considerations	Option 1A - Right Side Buffered Bike Lane	Option 1B - Left Side Buffered Bike Lane	Option 2A - 2-Way Traffic Flows + Turn Lanes	Option 2B - 2-Way Traffic Flows	Option 3 - No Build
Bicycle Network	buffered bike lanes "will improve comfort and value of the streets for commuter connections...would certainly increase bicycle counts along corridors."	buffered bike lanes "will improve comfort and value of the streets for commuter connections...would certainly increase bicycle counts along corridors."	would require either removing on-street parking from both streets to fit standard bike lanes. Or keep parking, no bike facilities, could necessitate development of 4th as neighborhood greenway	would require either removing on-street parking from both streets to fit standard bike lanes. Or keep parking, no bike facilities, could necessitate development of 4th as neighborhood greenway	streets do not work for "interested but concerned" demographic
Transit Implications	likely to impact transit progression and increase travel times	likely to impact transit progression and increase travel times	likely to impact transit progression and increase travel times	likely to impact transit progression and increase travel times	none
Signal Modifications	requires removal of signal heads at Russell, Orange, and Higgins	No changes	Addition of new masts and signal modifications at Orange and Higgins, new signal at 6th/Russell and modifications to 5th/Russell	Addition of new masts and signal modifications at Orange and Higgins, new signal at 6th/Russell and modifications to 5th/Russell	none
Parking	keep on street parking, may be some changes within 1/2 block of signalized intersections	keep on street parking, may be some changes within 1/2 block of signalized intersections	would require removal of parking to add bike facilities	would require removal of parking to add bike facilities	parking on both sides of 5th, one side of 6th between Higgins/Orange, both sides between Orange/Russell
Traffic Analysis Results	all intersections stay at C or higher, except 5th/Higgins, which decreases to D in the PM peak. would reduce LOS for 5 of the 12 intersection peak hours (6 intersections, 2 peak hours), improve LOS for 1, and maintain LOS for 6. little/no impact outside of peak period, see Table 8 for details	All intersections at level C or higher. would reduce LOS for 2 of 12 intersection peak hours, maintain LOS for 10. little/no impact outside peak periods, see Table 8 for details	all intersections at B or higher, representing an overall improvement in flow. would reduce LOS for 1 of 12 intersection peak hours, improve LOS for 3, and maintain LOS for 8. could balance traffic at peak and other hours. See Table 8 for details	all intersections at C or higher. would reduce LOS for 3 intersection peak hours, improve LOS for 3, and maintain LOS for 6. could balance traffic at peak and other hours. See Table 8 for details	all intersections level C or higher, with some movements in the E/W directions at E and F
Speeding	may reduce	may reduce	would reduce	would reduce	slight problem
Projected Safety Impacts	reduces risk of crashes for non-motorized users, eliminates risk of sideswipes, reduces risk of midblock rear ends	reduces risk of crashes for non-motorized users, eliminates risk of sideswipes, reduces risk of midblock rear ends	tough to measure, may reduce risks midblock but would add conflicts at intersections	tough to measure, may reduce risks midblock but would add conflicts at intersections	existing crash trend at signalized intersections
Pedestrian Double Threat	would greatly reduce	would greatly reduce	would eliminate	would eliminate	exists. Unclear if any rear end crashes are related

	Option 1A	Option 1B	Option 2A	Option 2B
5th/Higgins AM	Red	Yellow	Yellow	Red
5th/Higgins PM	Red	Yellow	Yellow	Yellow
5th/Orange AM	Yellow	Yellow	Yellow	Yellow
5th/Orange PM	Green	Yellow	Green	Yellow
5th/Russell AM	Yellow	Yellow	Yellow	Red
5th/Russell PM	Yellow	Yellow	Green	Green
6th/Higgins AM	Red	Yellow	Green	Green
6th/Higgins PM	Red	Red	Yellow	Yellow
6th/Orange AM	Red	Red	Yellow	Green
6th/Orange PM	Yellow	Yellow	Yellow	Yellow
6th/Russell AM	Yellow	Yellow	Yellow	Yellow
6th/Russell PM	Yellow	Yellow	Red	Red