

## **Riverfront Neighborhood Council Leadership Team Meeting Minutes**

**Date: Monday, March 14, 2016 Location: Bernice's Bakery**

**Facilitator: Mary LaPorte**

**Attending: Britt Arnesen, Caleb Kasper Mary LaPorte, Jonathan Qualben,  
Michael Dean, Dale McCormick, Bob Giordano, Jane Kelly  
Guest: Julie Lennox, MIS**

### **I. Julie Lennox, Head of School, Missoula International School (MIS)**

Julie provided an update on plans for development of the school at the current HIVE location. A presentation will be given at the upcoming April General Meeting, to include:

- Overview, Guiding Principles
- Use of the Property
- Timeline

Suggestions included use of a display board if possible, and distribution of comment cards for suggestions from residents.

### **II. Minutes of February 8 LT meeting**

Minutes were approved as written

### **III. Transportation Issues: Bob Giordano**

- a. Long Range Transportation Planning Committee
  - i. Britt, Mary and Bob serve on the Citizens Advisory Committee and provided updates
- b. Higgins & Orange Streets Traffic Studies (*December recommendation*)
  - i. Materials regarding MIST Higgins proposal circulated.
  - ii. Discussion of need to include Orange Street in the recommendations.

Jonathan made the following motion (including amendment):

***These recommendations will be placed on the agenda for the upcoming General Meeting. The RFNC Leadership Team recommends that the neighborhood support the conversion of Higgins Street from 4 lanes to 3 lanes, Broadway to Brooks. A similar recommendation will be presented as a separate agenda item at the meeting. Furthermore, the neighborhood will request that the City include these streets in the Long Range Transportation Plans, and to move forward with appropriate engineering studies.***

Mary seconded the motion and this was unanimously approved.

### **IV. Update 5<sup>th</sup>/6<sup>th</sup> Street Study: Caleb Kasper**

The Transportation Survey on February 8 & 9 went well. MDT is pressing for an air quality study; this will be included in the scope for the contracted engineers. Discussion of incorporating Higgins and Orange in the air quality study; this should be part of the long range transportation plans.

Alta Engineers are gathering information now. Ben Weiss will be invited to the General Meeting to provide an update.

**V. Fireworks Issue**

Dale McCormick will continue to serve on the Extraordinary Events Committee for our neighborhood and will inform the LT about future meetings of the committee so that RFNC can continue to have a voice on the fireworks issue. Discussion of events -related noise, including scope of the current Missoula Noise Ordinance.

**VI. April 11 General Meeting, 5:30 – 7:30 pm, Free Cycles**

**a. Agenda:**

- i. Role of Neighborhood Councils**
- ii. MIS Presentation & Discussion**
- iii. Recommendations for Higgins Street lane conversion**
- iv. Recommendation for Orange Street lane conversion**
- v. 5th & 6<sup>th</sup> Street Engineering Study Update**
- vi. LT Nominations & Elections**
- vii. City Council Representatives Q & A**

b. Logistics: postcard: Mary; Signs: Caleb & Mary; facilitator: Jonathan

c. City Council Report: either Caleb or Mary (TBD)

**VII. February 25 Community Forum Report: Mary**

Presentations: Zero Waste Missoula  
Let's Move Missoula

**VIII. Office of Neighborhoods Report: Jane**

-Neighborhood Bus Tour, April 21: Caleb, Michael, & possibly Janet McMillan

- Outstanding Neighborhood Volunteer of the Year Award – recommendation will be on next Community Forum agenda

**IX. Items not on the Agenda**

RFNC will await invitation from Rose Park Neighborhood LT prior to any discussion or consideration of future of Willard Alternative High School.

No other business.

Meeting Adjourned at 7:10 pm

Next LT meeting: May 9, 5:30 pm, Bernice's Bakery

Respectfully Submitted,

Britt Arnesen & Mary LaPorte

March 15, 2016

"City Public Works supports the extension of a 3-lane Broadway from Orange to Madison Street and 3-lane Higgins from S. 5th Street to Railroad Street." -Steve King, Public Works Director, August, 2008

[http://safety.fhwa.dot.gov/road\\_diets/info\\_guide/ch2.cfm#s21](http://safety.fhwa.dot.gov/road_diets/info_guide/ch2.cfm#s21)

#### **"Benefits of Road Diets**

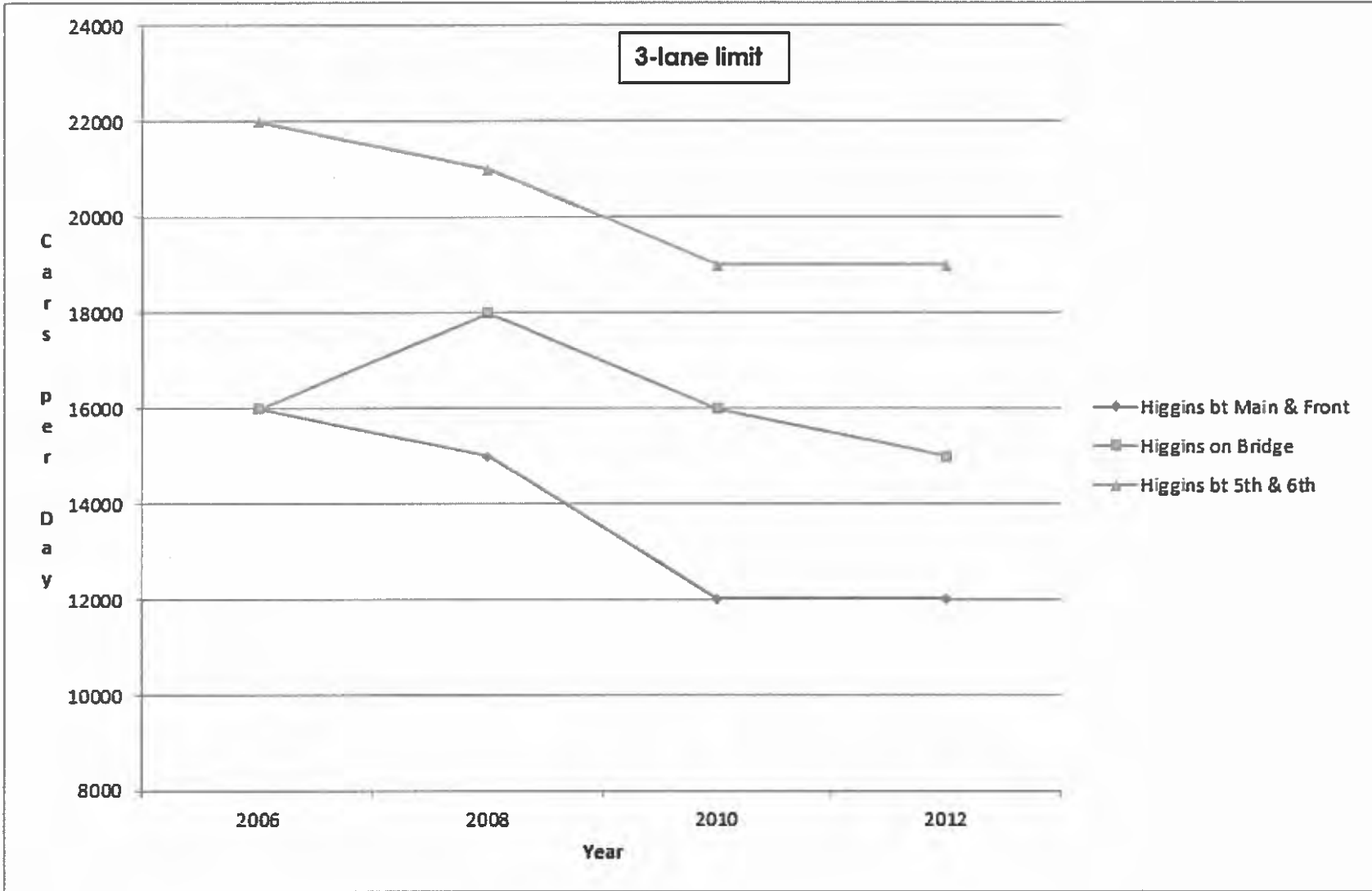
There is strong research support for achieving safety benefits through converting four-lane undivided roads to three-lane cross sections with TWLTLs. Operational and design changes associated with Road Diets that promote safety include reduced vehicle speeds, reduced vehicle-pedestrian, -bicycle, and -vehicle

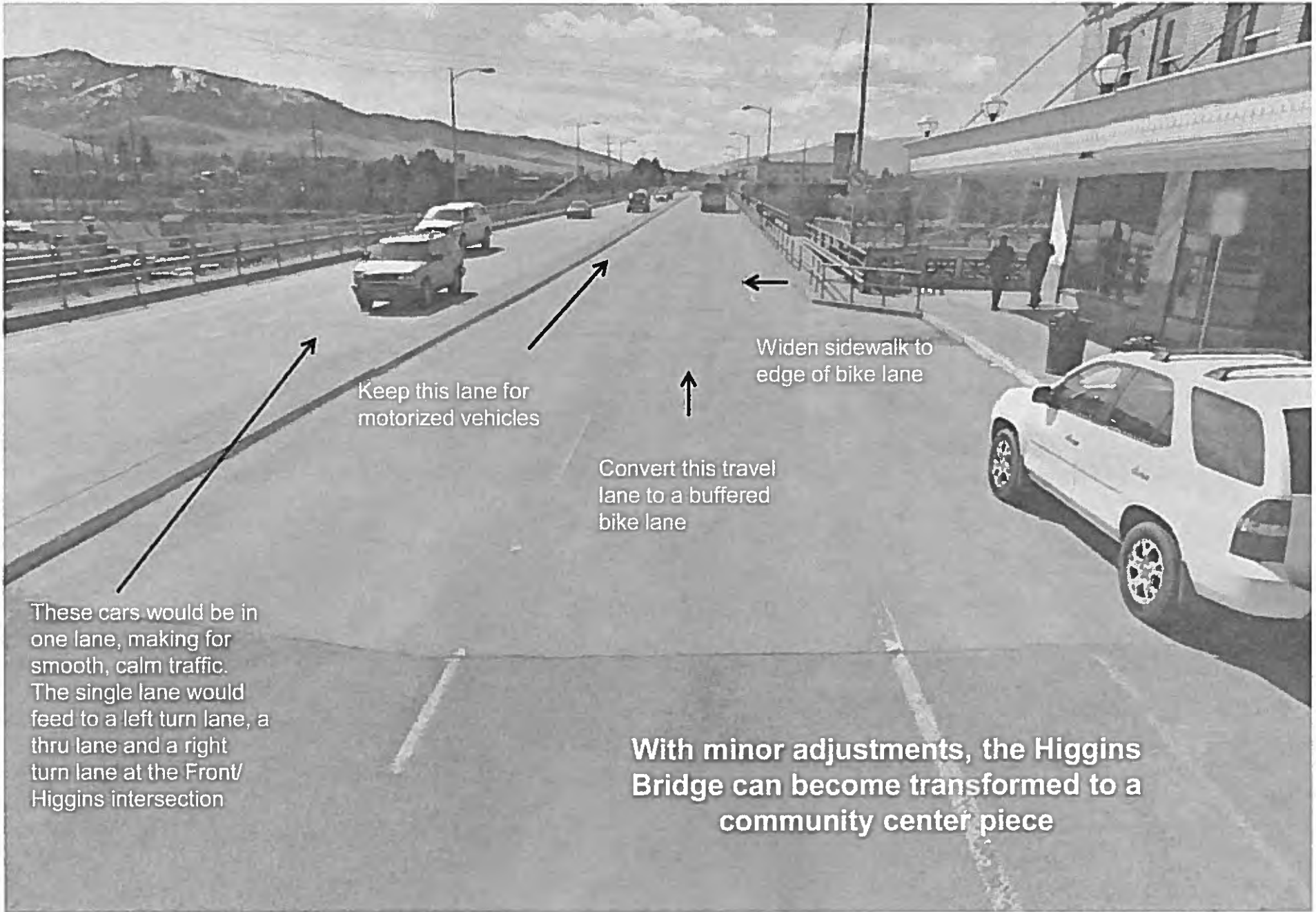
#### **Pedestrian and Bicyclist Benefits**

Road Diets can be of particular benefit to nonmotorized road users. They reallocate space from travel lanes to space that is often converted to bike lanes or in some cases sidewalks, where these facilities were lacking previously. These new facilities have a tremendous impact on the mobility and safety of bicyclists and pedestrians as they fill in a gap in the existing network.

#### **Livability Benefits**

Added to the direct safety benefits, a Road Diet can improve the quality of life in the corridor through a combination of bicycle lanes, pedestrian improvements, and reduced speed differential, which can improve the comfort level for all users. Livability is, "about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safer streets and roads."





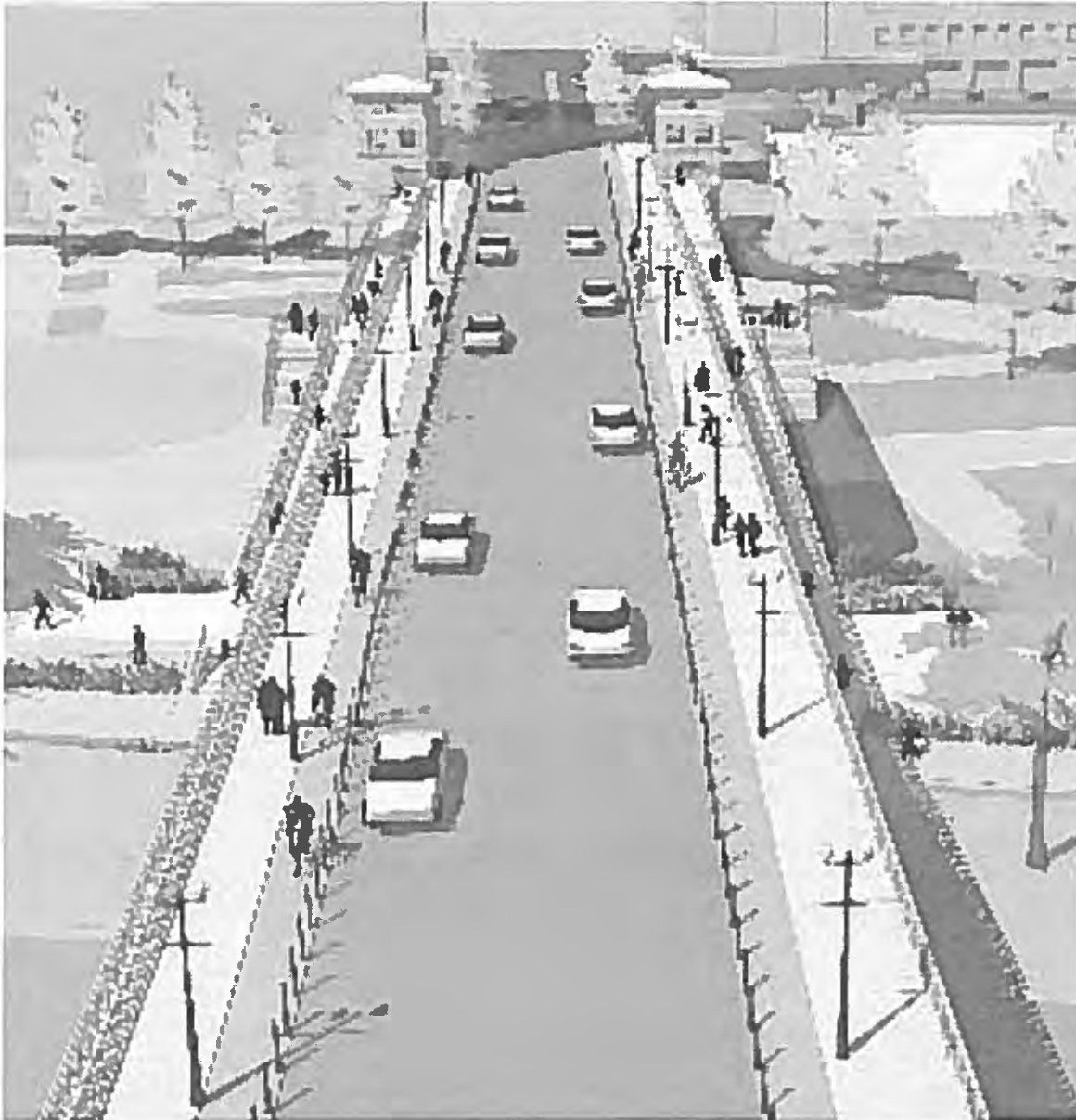
Keep this lane for motorized vehicles

Widen sidewalk to edge of bike lane

Convert this travel lane to a buffered bike lane

These cars would be in one lane, making for smooth, calm traffic. The single lane would feed to a left turn lane, a thru lane and a right turn lane at the Front/Higgins intersection

**With minor adjustments, the Higgins Bridge can become transformed to a community center piece**



**Proposed Higgins Avenue Bridge (DTMP, p.99)**

## Great Candidates for 4-lane to 3-lane conversion in Missoula:

Higgins: Broadway to Brooks

Broadway: Orange to Madison (or to Van Buren)

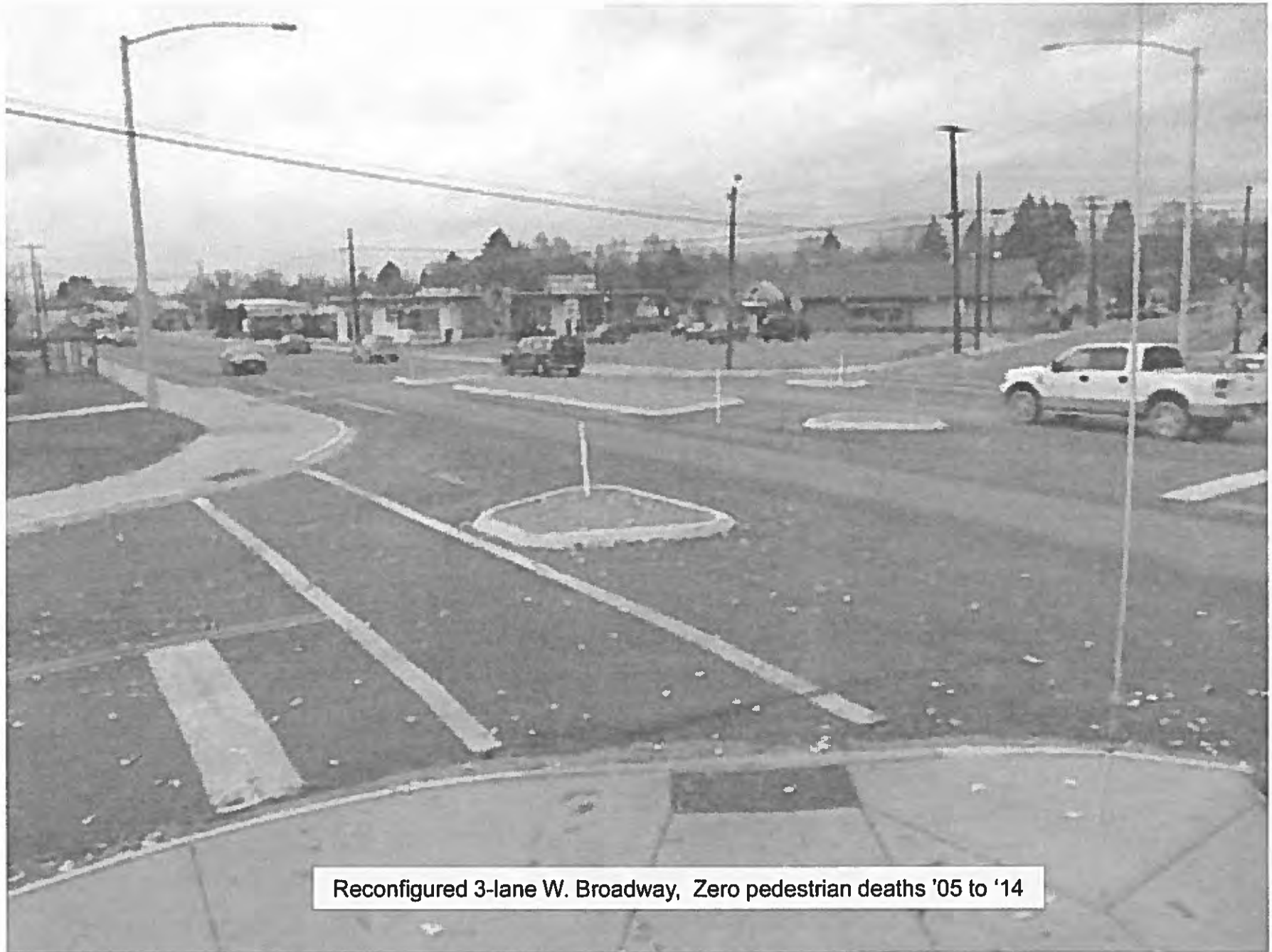
Brooks: Mount to Stevens (or to South)

5<sup>th</sup> and 6<sup>th</sup>: Russell to Higgins (or to Arthur)

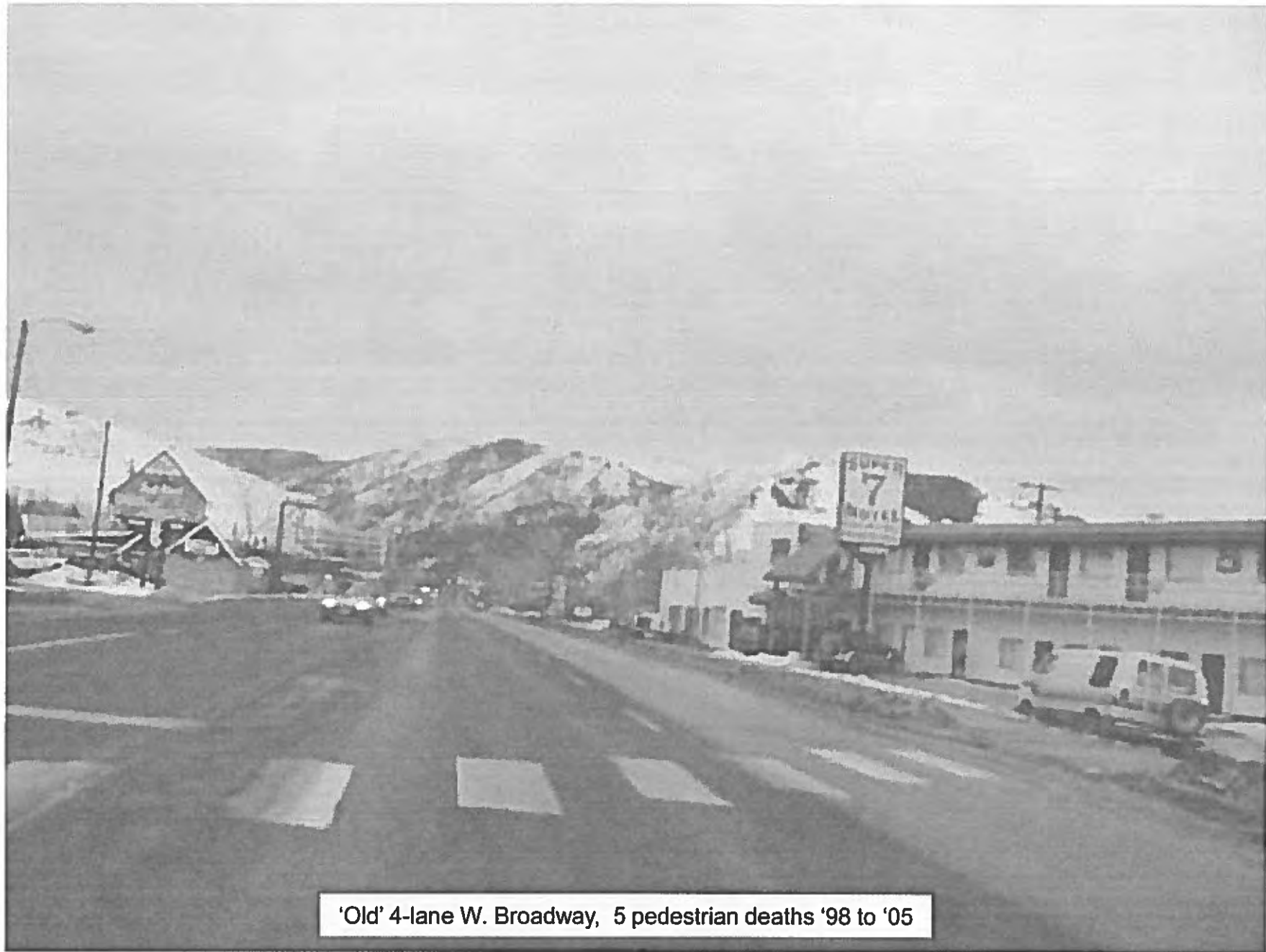


3-lane Higgins with cycle tracks





Reconfigured 3-lane W. Broadway, Zero pedestrian deaths '05 to '14



'Old' 4-lane W. Broadway, 5 pedestrian deaths '98 to '05



## *Stone Way N: Conclusions*

- Speed has declined
- Collisions have declined
- Pedestrian crossings are safer
- Bicycle volume has increased
- Traffic has not diverted to neighborhood streets
- Peak hour capacity has been maintained
- Strong case for implementing road diets



Seattle Department of Transportation

## *Out Reach: Common Concerns*

- ***There will be gridlock!***
  - Maintain capacity at signalized intersections
  - Gain efficiency by removing left turns from travel lanes
- ***I'll be trapped in my driveway by all the traffic!***
  - Sight distance is improved for left turns
  - Access from side streets and driveways improved by crossing only one travel lane to the two-way left turn lane.



Before

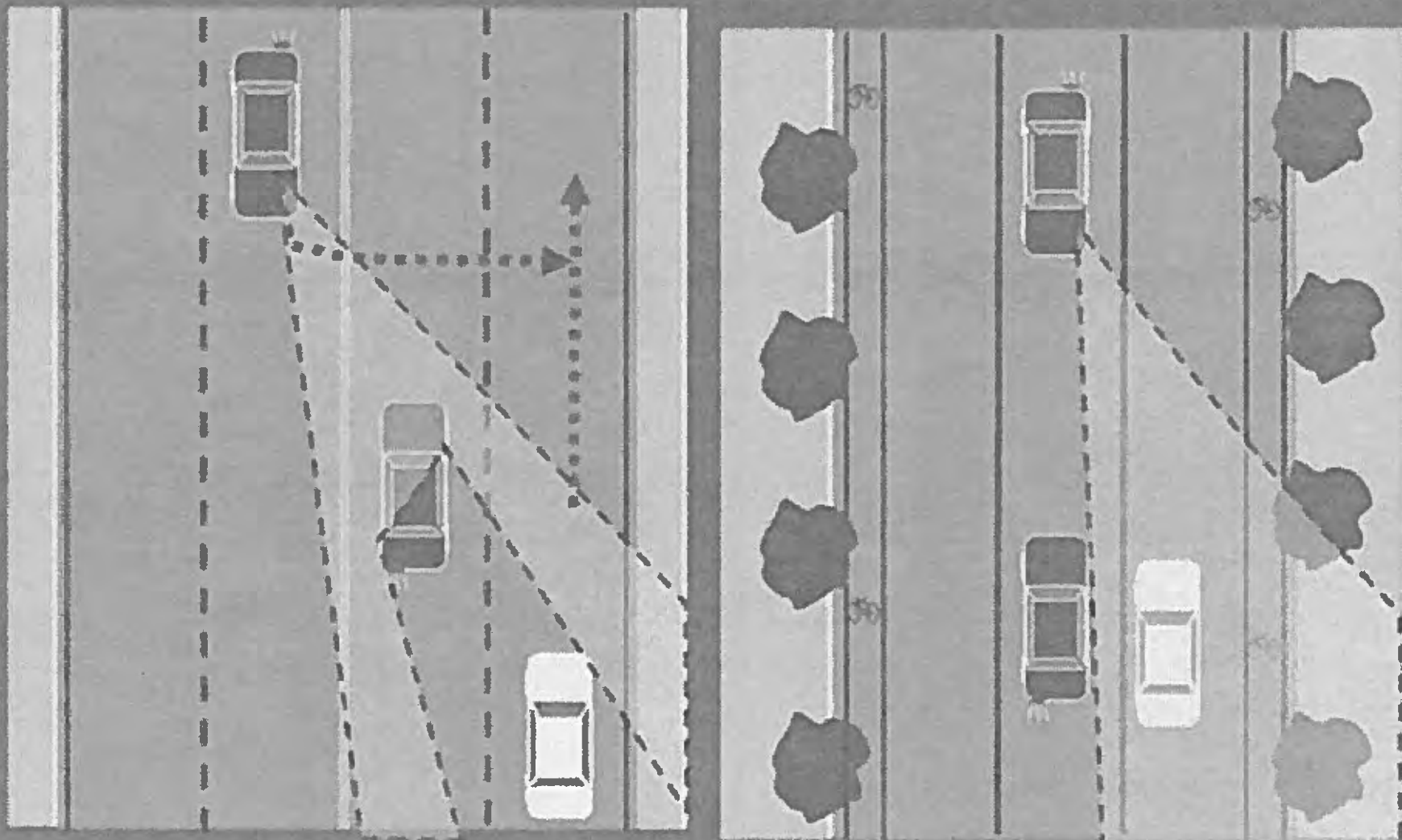
Cities across America are converting undivided 4-lanes into 3-lane roads with great success

### Example (Pennsylvania)

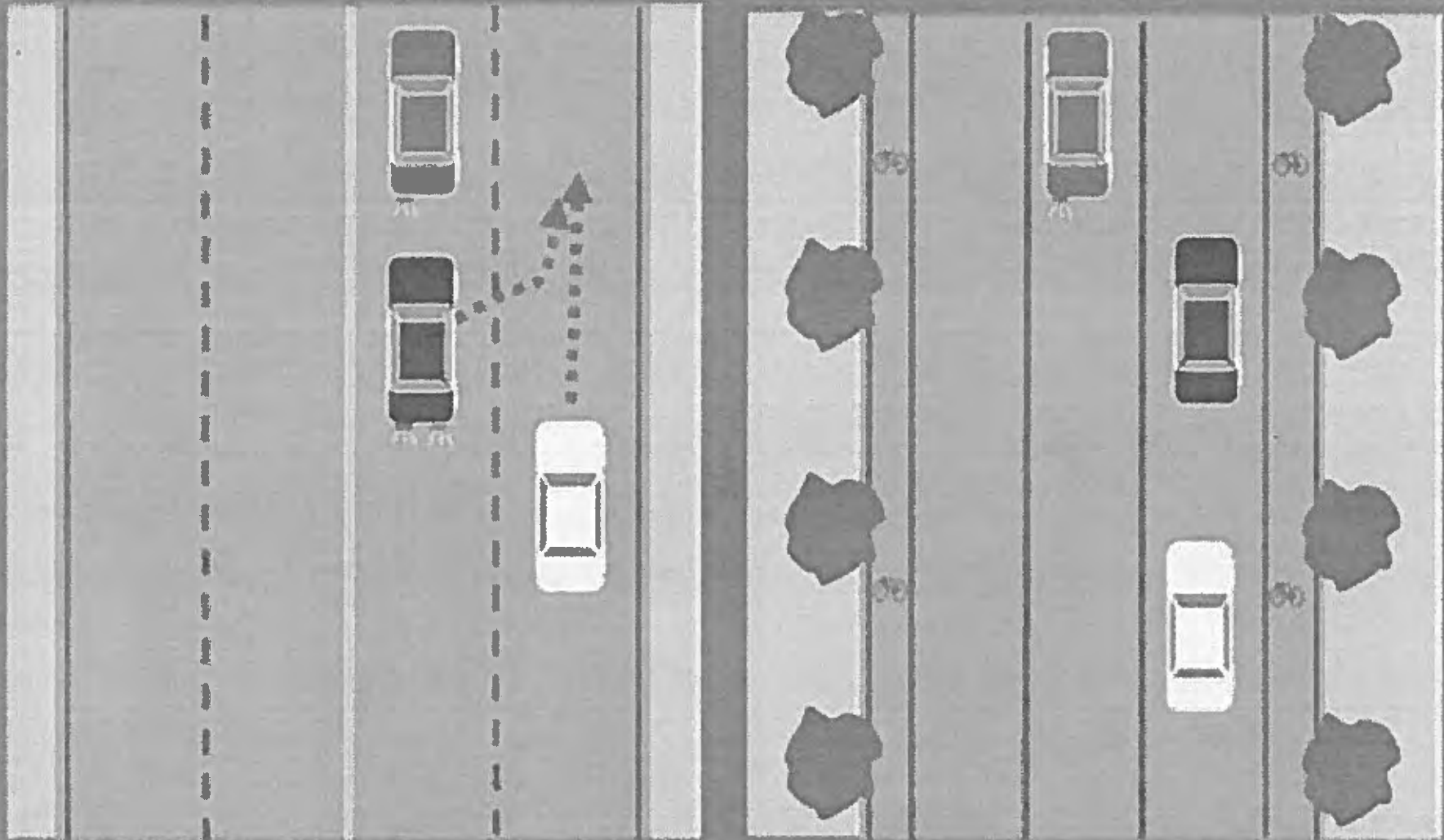


After

**3 crash types can be reduced  
by going from 4 to 3 lanes:  
3 – Left Turns/Broadsides**

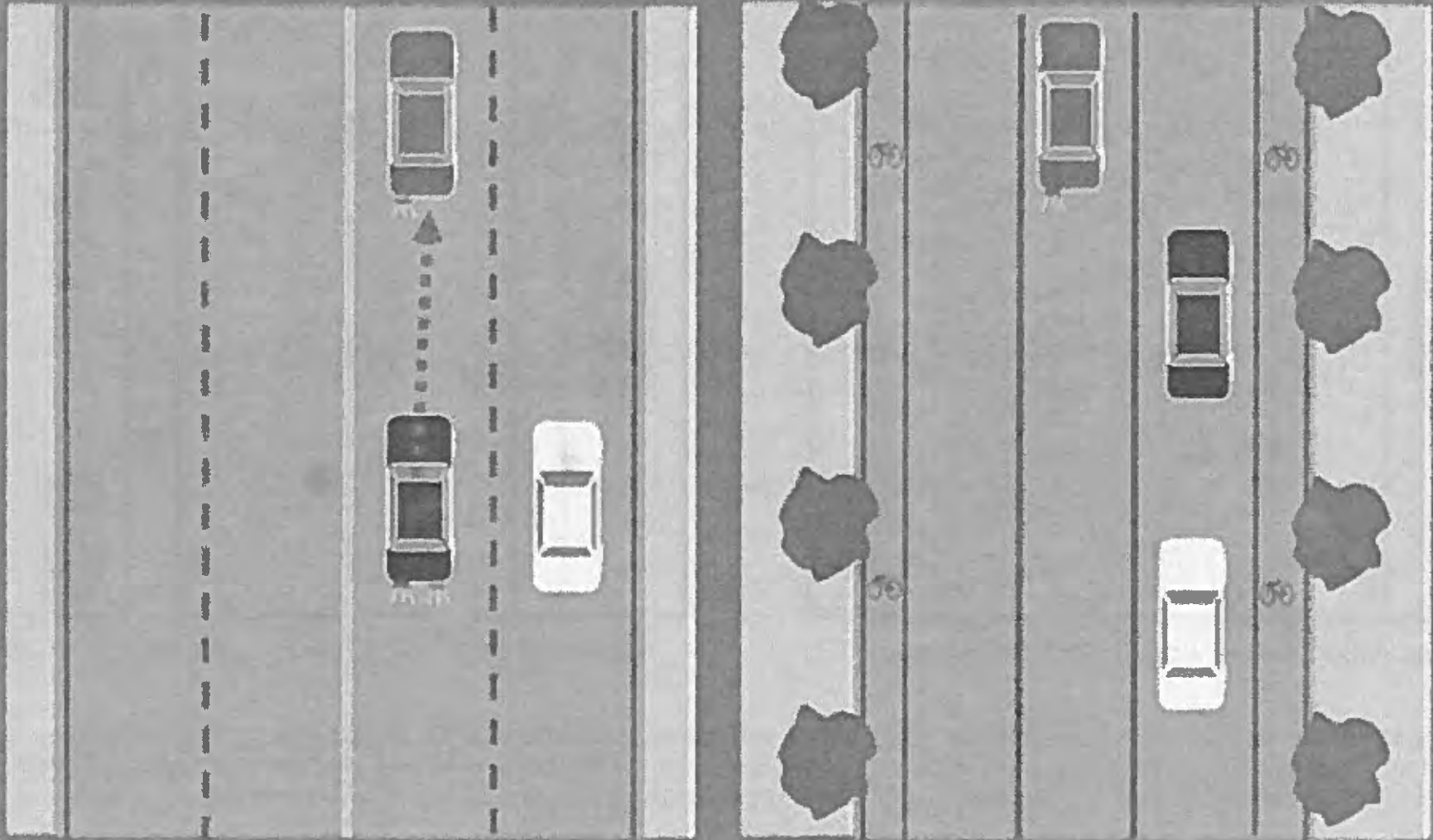


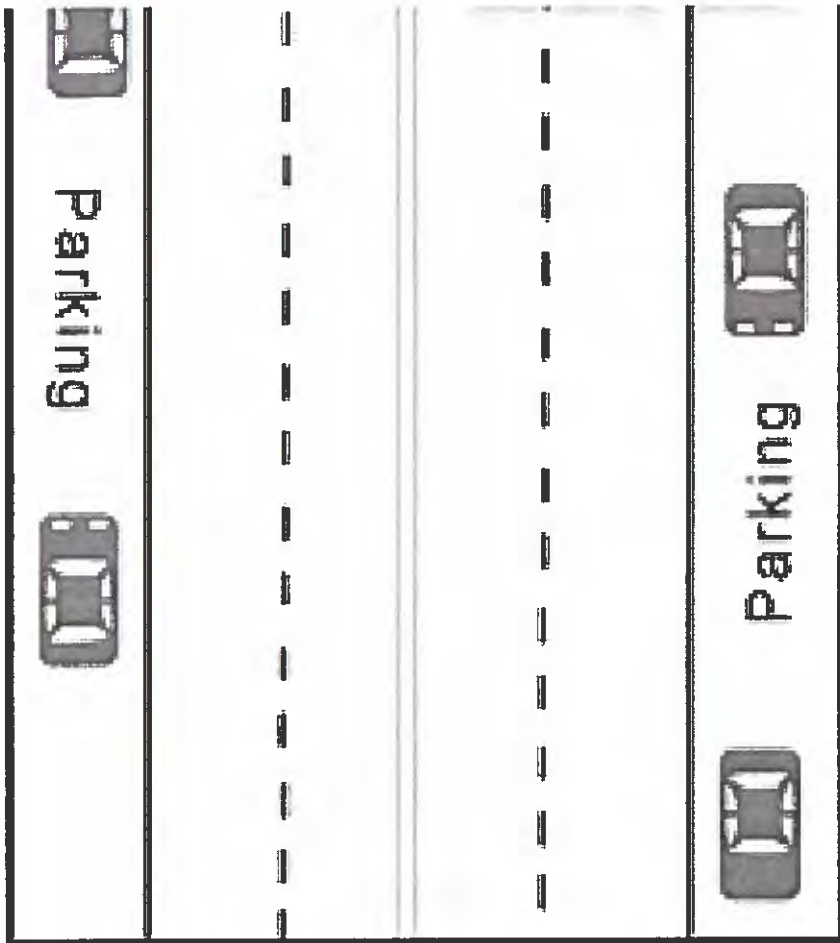
**3 crash types can be reduced  
by going from 4 to 3 lanes:  
2 – side swipes**



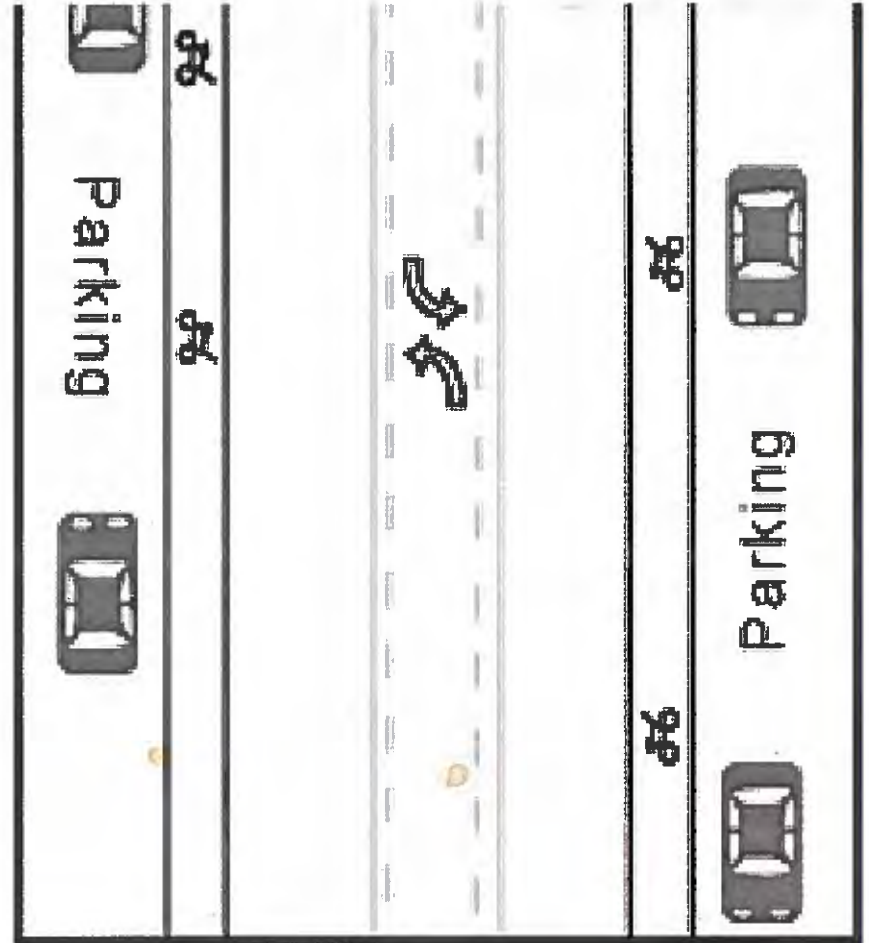


**3 crash types can be reduced  
by going from 4 to 3 lanes:  
1 – rear enders**





Undivided 4-lane: unsafe and inefficient



Restriping as a 3-lane: much safer for all modes

With the 3-lane on the right, walkers benefit by not having multiple lanes to cross at once, cyclists benefit with a bike lane, and motorists benefit by not getting stuck behind a left turning car. Both the 3-lane and the 4-lane can handle about 24,000 cars a day. Restriping a 4-lane as a 3-lane is one of the most powerful and simple ways to improve transportation for all.