

Riverfront Neighborhood Council General Meeting Minutes

Date: October 26, 2015

Time: 5:30- 7:00 pm

**Location: FREE CYCLES
732 S. 1ST STREET WEST
Missoula, MT 59802**

******Bridge Pizza was served******

Leadership Team Members Present: Mary LaPorte, Ed Nolder, Caleb Kasper, Jonathan Qualben

Others Present: Jane Kelly, Neighborhood Coordinator, Jon Wilkins, City Council Member, Bob Giordano, MIST, Doug Harby, City of Missoula Engineering, David Gray, City Transportation Planning, Dale McCormick, Extraordinary Events Committee, Ben Weiss, Bike/Ped Office, Gwen Hoppe, Michael Dean, Britt Arnesen, Steven Smith, Christy Dodson

There were approximately 60 people in attendance.

Ed Nolder facilitated the meeting, welcomed everyone, and called the meeting to order. All participants introduced themselves.

I. California Street Improvements: Doug Harby, City of Missoula Engineering -

Doug provided background about the portion of California Street in our neighborhood. MRA sponsored a preliminary design for sidewalk and street improvements from River Road to Dakota Street several years ago; the design is complete and the project is ready to send out for bids. The delay is due to the lag in generating the tax increment financing, expected to be realized in 2016/17. There will be bike lanes on the road, limited parking, and sidewalks.

Issues to be resolved include curbs and sidewalks that are on private property, and some parcels that will require a right-of-way configuration. Doug agreed to come back to present the design when the project gets to the design stage. He added that MRA will likely have a public meeting about this.

Other issues raised:

- Plowing of the bike lanes
- Wyoming Street – curbs and sidewalks, California to Russell, will be included in this project.
- Cregg Lane: will be finished next year. Possible traffic light on Cregg/Orange, the intersection at Hickory and Cregg will be

shifted to the south. A need for speed limit signs on Cregg was raised.

Although definite timing is not known, RFNC will track this project.

II. Fireworks and Noise

a. Gwen Hoppe: History and Issues

Gwen Hoppe provided some background on the problems, including particularly loud and unexpected fireworks on August 18.

Councilwoman Emily Bentley has stated that she will take up the issue after the council elections. Discussion points included:

- Neighbors can call 911 and file a quality of life complaint
- This should be a city-wide issue; there are other venues and events that need to be considered. The amount of audio is building – some days from noon to 10 pm at night.
- Christy Dodson stated that she was successful in using the noise ordinance to stop noisy situation about 10 years ago.

b. Formation of Work Group

Michael Dean volunteered. He spoke of the Forestry students at 3rd/Cottonwood. Dale McCormick, member of the Extraordinary Events Committee, offered to help regarding the Stadium Use Agreement.

III. 5th/6th Street Traffic Calming Update: Caleb Kasper(LT), Ben Weiss, Bike/Ped Manager

Caleb stated that the City Council allocated \$19,500 from the City budget, and the Office of Neighborhoods provided \$500 in a small grant. Funds will be used for a traffic engineering study that will provide preferred solutions for traffic calming. Ben described the upcoming scope of work for the project. Consideration will be given to:

- Wrong way driving (comment at meeting that this is observed almost daily)
- The lack of east-bound bike lanes
- “Pedestrian double threat” (accidents occurring when drivers in inner lanes do not stop)
- Narrowness of streets
- Safety and property damage.

Evidence-based best practices will be sought. Ben has assurance that recommendations developed will address air quality, traffic flow, safety, and needs of property owners. Caleb will serve on the traffic calming subcommittee.

IV. MIST Transportation Plans: Bob Giordano, MIST

See handout: Transforming the Hip Strip. This design addresses dangerous conditions by converting from 4 driving lanes to 3, including a dedicated middle turning lane. Endorsements have been given by the Hip Strip Society, Heart of Missoula, University District and Rose Park

Leadership Team. The Riverfront Neighborhood will be asked to endorse this in the future.

City of Missoula Long Range Transportation Plan: David Gray, City Transportation Planning

David explained that because Missoula has a population greater than 50,000, it is considered an urbanized area, is eligible for federal funds, and must update its Long Range Transportation Plan every 4 years. The process begins in November with 2 kick-off meetings.

David overviewed some of the recent transportation projects, including the Lolo bike trail, and discussed the Missoula Transportation's interactive website. It displays committed, recommended and illustrative projects.

Riverfront Representative to Citizens Advisory Committee

Mary LaPorte will serve as the Riverfront Representative to Citizens Advisory Committee. Britt Arnesen will serve as a representative from the Bike/Pedestrian Advisory Committee.

V. Free Cycles Grant Request to Office of Neighborhoods

Bob described a \$2600 large grant request that has been submitted to the Office of Neighborhoods. The request included wall mounted bike stands and truing stands that will serve more people throughout the city.

Mary LaPorte made the following motion:

The Riverfront Neighborhood supports the large grant request submitted to the Office of Neighborhoods by Free Cycles.

Gwen Hoppe seconded the motion. A vote was called, and the motion passed unanimously.

VI. Community Forum and Nominations for Leadership Team: Mary LaPorte (LT)

Mary summarized highlights from the October Community Forum.

The following residents were unanimously elected as a slate for a 2 year term on the Leadership Team.

Jonathan Qualben

Caleb Kasper

Mary LaPorte

Britt Arnesen

Ed Nolder, elected in June 2015, continues his service.

VII. Office of Neighborhoods Report: Jane Kelly, Neighborhood Coordinator

Jane spoke of the Neighborhood Grants process and the recent successful candidates' forums. Jane also discussed traffic circles, and expressed the

need for more folks to adopt and care for the circles. Grants and other resources are provided.

VIII. New Business - None

IX. Public Comment on Non-Agenda Items

- Renee Musser left a notice proposing a shared neighborhood recycling program. Her contact information: 425.749.6396.
- Steven Smith described his nonprofit and its proposals for building cargo bikes.

X. Announcements – None

Respectfully Submitted,

Mary LaPorte
November 3, 2015

Doug Harby, Engineering	ddharby@ci.missoula.mt.us	552-6091
Ben Weiss, Bike/Ped Program	bweiss@ci.missoula.mt.us	552-6352
Jane Kelly, Office of Neighborhoods	jkelly@ci.missoula.mt.us	552-6081
David Gray, Transportation Planning	dgray@ci.missoula.mt.us	552-6669
Bob Giordano, MIST	mist@strans.org	880-6834
Riverfront Leadership Team	riverfront@missoula-neighborhoods.org	

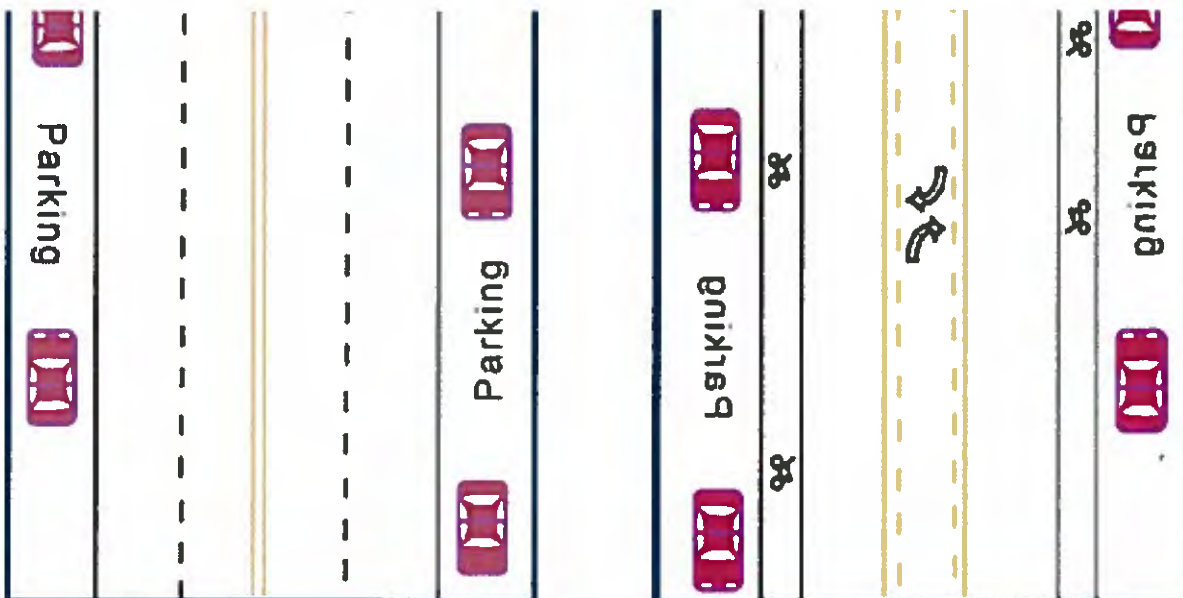
Transforming the Hip Strip for a Healthy Neighborhood

The Hip Strip, in the heart of Missoula, is not very friendly for drivers, walkers and people on bikes- thus hurting our beloved local businesses. 4-lanes causes trouble- left turns are often prohibited (or when allowed this blocks the thru lane), people on bikes are 'squeezed' and crossing on foot can be dangerous with multiple lanes of cars.

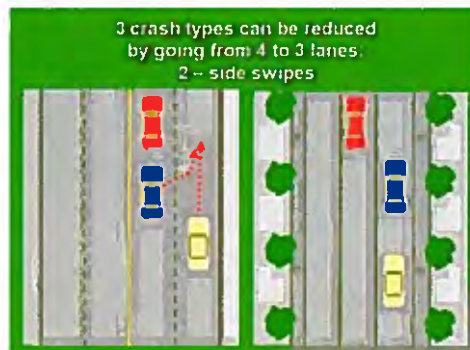
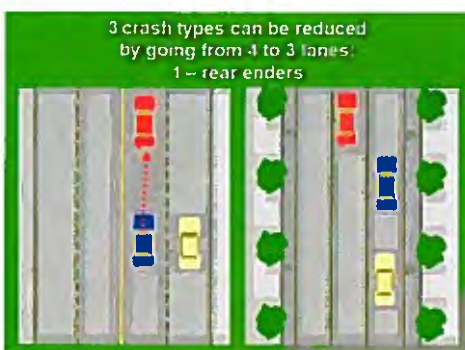
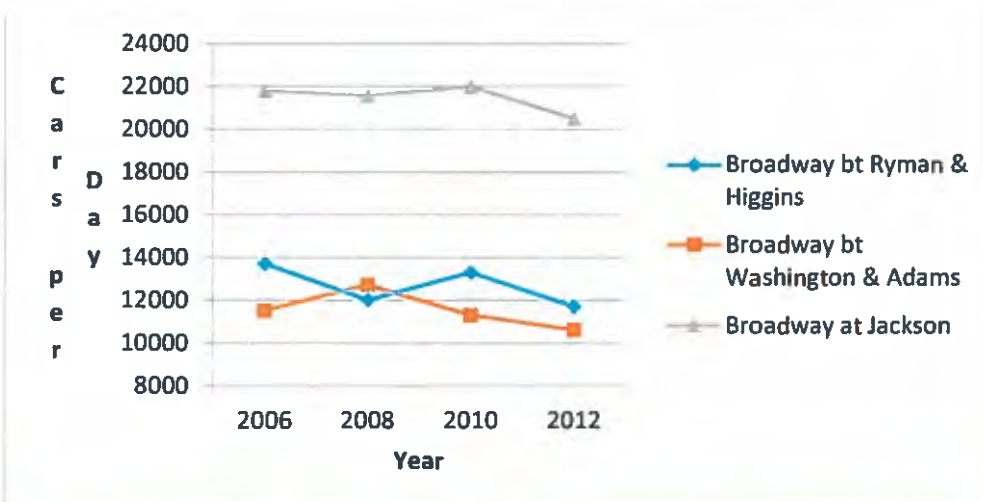
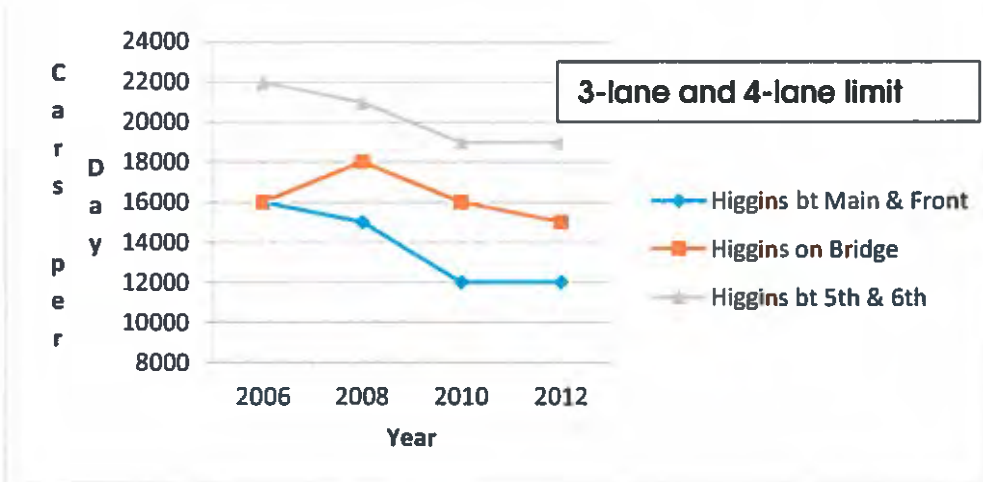


Proposal for 3-lane Higgins (Brooks to Railroad) and 3-lane Broadway (Orange to Madison)

Two successful 4-lane to 3-lane conversions have been implemented in Missoula, with good results in safety and flow. N.Higgins was converted 4 to 3 in 2011, gaining bikeways (cycle tracks), calming traffic and making for a more inviting pedestrian atmosphere. W. Broadway saw the same results (bike lanes added instead of cycle tracks) in 2005, ending a string of pedestrian fatalities. MIST believes strongly that converting the Hip Strip from 4 lanes to 3 lanes will benefit everyone, especially local business.



Traffic Flow and Safety: Both 3-lane and 4-lane roads move up to 24,000 cars a day with similar flow rates (in urban settings). This is due to the inside lane clogging on a 4-lane road when left turns are being made. The benefits of a 3-lane road include dedicated left turning space, bike lanes being added, pedestrian crossings being safer and motor traffic becoming calmer-all of this improves livability and makes storefronts more visible and accessible.



The above graphics illustrate how car crashes are reduced with a 4 to 3 lane conversion. Just as important- if not more so- is that pedestrian and bicycle safety is immensely enhanced with a conversion.

"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, email on August 28, 2008

Please send comments to mist@strans.org