

**PUBLIC WORKS COMMITTEE REPORT**  
**November 9, 2011 9:35 AM**  
**City Council Chambers**

**Members Present:** Jason Wiener (chair), Ed Childers, Lyn Hellegaard, Bob Jaffe, Marilyn Marler, Renee Mitchell, Cynthia Wolken

**Members Absent:** Dick Haines, Pam Walzer, Dave Strohmaier, Jon Wilkins

**Others Present:** Steve King, Kevin Slovarp, Brentt Ramharter, Wayne Gravatt, Don Verrue, Phil Smith, Greg Amundsen, Bob Giordano

**I. ADMINISTRATIVE BUSINESS**

- A. Approval of the minutes of – [October 26, 2011](#) Approved as corrected
- B. Announcements – None
- C. Public Comment on Non-Agenda items – None

**II. CONSENT AGENDA ITEMS**

- 1. Award the purchase of a scanner/plotter to Hewlett Packard using the State of Montana WSCA/NASPO (Western States Contracting Alliance/National Association of State Procurement Officials) and the purchase of SAN (Storage Area Network) to Mountain States Networking. ([memo](#))— Regular Agenda (Don Verrue) (Referred to committee: 11/07/11) REMOVE FROM AGENDA

**Motion:**

- 1. The committee recommends the City Council award the purchase of a scanner/plotter to Hewlett Packard using the State of Montana WSCA/NASPO (Western States Contracting Alliance/National Association of State Procurement Officials) for \$10,293.40.
- 2. The committee recommends the City Council award the purchase of SAN (Storage Area Network) to Mountain States Networking for \$23,296.80.

Don Verrue, City Building Official, recommended the committee approve the purchase of a scanner/plotter and the purchase of SAN (Storage Area Network). He explained that a major part of the Building Division record keeping process has been to use micro-filming because there has to be a record of all plans that can be reviewed by citizens, contractors, engineers, architects, etc., and State law requires all commercial plans to be kept permanently. Missoula County has provided this service until July 2011 when they discontinued the service because they will be scanning all their own records. Scanning is a better way to preserve records because better quality prints can be reproduced for review. There is currently a backlog of records that need to be processed for permanent storage. This equipment is also needed as part of the electronic review and document storage for the Accela Automation Program. Working with Brentt Ramharter, Director of Finance, it was decided that it would be beneficial to make these purchases in the current Fiscal Year 2012 and amend the budget; the Building Division has adequate funds to pay for them. Four quotes were received with Hewlett-Packard using the State of Montana Western States Contracting Alliance/National Association of State Procurement Officials (WSCA/NASPO) as the lowest bidder at \$10,293.40. Bids were not solicited for the Storage Area Network (SAN) because Mountain States Networking is the only provider for the City's IT Department Storage Area Network and they are also part of the State of Montana WSCA contract process.

Bob Jaffe made the motion to recommend the City Council award the purchase of a scanner/plotter to Hewlett Packard using the State of Montana WSCA/NASPO (Western States Contracting Alliance/National Association of State Procurement Officials) for \$10,293.40; and to award the purchase of SAN (Storage Area Network) to Mountain States Networking for \$23,296.80. He also wanted to know if the City was sharing the cost with the County in these purchases.

Don Verrue said the County was not involved with these purchases.

The motion passed unanimously.

### III. REGULAR AGENDA ITEMS

1. Discuss the school speed zones. (memo)—Regular Agenda (Bob Jaffe) (Referred to committee: 09/26/11) HELD IN COMMITTEE

Steve King, City Public Works Director, had several City Departments represented at the meeting along with the Police Department and School District representatives to provide information on school zones speed limits and the safety of the school children. He used a [power point presentation](#) to highlight some of the issues in addition to the speeds; he also had information related to speed limits for each school, and information on the legal processes for modifying speed limits in special school zones. The Safe School access involves education, engineering and enforcement. Six out of ten Elementary schools have designated Safe Routes to School. The hazard identification around the schools is ongoing and includes parent drop off areas, sidewalks, roadway geometry (narrow crossings distances), traffic control using sign and markings, school fencing with strategically placed gates, and speed zones around the schools. A spreadsheet was provided with the public school's primary frontage streets existing speed limits, the school speed zone limits, and the secondary frontage roads existing speed limits. Hellgate School was shown as an example of some of the physical attributes of the roadway, the signing with flashing lights, well painted crosswalks, etc. Also provided was a summary portion of the process for establishing school zones in the [Montana Code Annotated 61.8.310 \(1\)\(d\) and 7 \(a\)\(b\)](#). The Staff recommendations for discussion at today's meeting included working with the schools on the Safe Routes committee to identify and prioritize improvements for the physical attributes around the school, curriculum improvement for educational programs, and promotional events that reinforce those educational programs. Consultation with the schools is essential and there were representatives present. Public Works wants to work encourage schools without a Safe Routes to School program to establish them, to work with police on education and enforcement tools around the schools, and to consider school speed zones in conjunction with all these. What is essential is the operation and maintenance of the signing, pavement marking and street lights, etc. Putting up the signs will not work if they are not able to be funded and maintained.

Cynthia Wolken asked if any of the private schools had been contacted.

Steve King replied that the spread sheet was for public schools but they have been working with some of the private schools and St. Joseph is one of those private schools. St. Joseph's has actually funded structural improvement on Beckwith and Edith. We have not had a comprehensive approach to the schools other than the Safe Routes Program.

Kevin Slovarp, City Engineer, added that we can post signs in school zones that state fines are doubled in the school zone.

Wayne Gravatt, Traffic Services Coordinator, wanted to bring attention to is a very real danger and that is the role modeling of the parents. Children will react to what they see parents do and some of the behavior of parents by not using the crosswalks and crossing mid-block, parking parallel or angular, or double parking is not what we want the children to do. A huge impact could be made at the schools if a better job of educating through PTA's, law enforcement talking, and with Phil Smith, Bike/Pedestrian Program Manager, going to schools to help with educating.

Bob Jaffe's understanding that this is a multi-faceted problem and speed is one portion of it he would like to move forward with reducing speeds in school zones at least in those with speed limits more than 25 mph. He cautioned about over signage because too many signs can be a distraction. He asked Public Works if they were providing the signs for schools.

Steve King replied that they were giving the schools parameters on how to use them but the schools would provide and maintain the signs. The signs are approximately \$150.00 each.

Bob Jaffe asked Phil Smith if there has been any analysis for recommendations to schools such as where the gates are located in the fencing or putting together educational packets for parents that use the drop offs.

Phil Smith said issues are discussed on a case by case basis. When an issue is brought to our attention we address those issues.

Renee Mitchell asked if any tickets were issued when someone parks randomly or leaves their vehicles.

Police Sergeant Greg Amundsen answered that he could specifically address Paxson School because he has worked there quite a bit. It has been a real challenge because there is not a lot of compliance from the parents; they will attend the meetings and agree with changes that need to be made but a week later they are back to the same behaviors. One of the issues is in the handicap parking areas, if the driver does not get out of the car they cannot be ticketed, the parents know this and they use this area as a drop off spot. There have been a lot of tickets issued.

Jason Wiener asked Phil Smith what the future plans were for using the Safe Routes to school money, a lot of the work has been for the safe routes.

Phil Smith replied that the Safe Routes money has to be applied for every year and they are not guaranteed the funds; they did not receive funds for this year. There is a plan for prioritizing which begins with priority 1. Sidewalks that immediately surround the school, 2. Sidewalks across from the school, 3. Designated routes three blocks out from the school, and 4. Routes beyond three blocks. The current construction funds from Safe Routes will be used to complete all the sidewalk and curb cuts in priorities one and two in the next construction season. Beyond that there are no funds.

Jason Wiener asked about the other features such as barriers to prevent double parking or other on sight improvements. Phil Smith said the application that was submitted for funds this year were for those types of things.

Jason Wiener also asked the school representative what the school districts plans for any of the school facilities improvements were; and that the bond that passed last year presumably has money eligible for these types of things, are these kinds of improvements part of that.

Burley McWilliams, School Facilities Manger, answered that currently they are starting facilities improvement projection plans. He could not speak to the funding for these improvements at this time.

Jason Wiener asked Phil Smith if he kept tabs on what the decision making bodies at the school district was doing in regards to these things. He asked him if he could follow up on the facilities funding that was just passed on the ballot to find out where these other concerns ranked against the other things the school district was considering.

Phil Smith said his last conversation with them was that the district posture was yes they want to do a lot but they do not have much money. He gave an example that sometimes just re-configuration of an entrance makes a big difference without spending a lot of money. He will follow up with the school districts plans for the use of the bond money.

Kevin Slovarp asked the committee what their recommendations would be concerning the school signs; do they want to post the speed limit zones for a particular time or do they want the speed limit signs a constant 24/7? State law give us the ability to post signs with school zones listing times, for example from 7:30 to 5:30, Monday through Friday.

Jason Wiener feels it depends on how the school fits into the neighborhood; Lowell School has a 24 hour sign because children and adults come and go at all times day and night.

Bob Jaffe said Hawthorn School has specific times and that works for them, maybe a flat rule for all would not work and each school should considered individually.

Ed Childers asked how effective the school zone speed limits are, and do they seem to work better when kids are visible.

Greg Amundsen stated that it depends on the school and the driver; he feels that the flashing yellow lights help to draw attention to the speed limit signs and does help to slow the drivers down.

Steve King gave a summary of two recommendations from the committee: 1. To look at the list of schools with a speed limit in excess of 25 mph; and 2. Signing with double fines, this has a revenue component (MCA 61.8.726(2)(b)) that legally mandates a portion of the fine that comes back to the facilities improvements of signing and operations around the school and that may provide a budget for sign flashers. These recommendations can be done administratively by staff and they would bring these back to the committee for final consideration and to work with the school district to let them know what is happening.

Jason Wiener mentioned trying to interface with the school districts decision making about its facilities budget and make sure they understand where the councils concerns are relative to improvements they might make on their sights. He would like to know the balance of the "double fines" fund.

Steve King said Phil Smith and Burley McWilliams would work together on communications and he would look into the fund balance.

#### Public Comments:

Bob Giordano, with MIST, said the most critical issue is the safety of the school kids and it is very important to get the speed limit as low as possible. He has done additional research on noise and pollution and those are also linked to speed. The higher the speed the more noise there is and this effects learning ability, also the Wall Street Journal had an article saying that car exhaust is linked to autism. In broader terms this also means that higher speeds affect the overall health of the kids. Maybe there should be a citywide 25 mph speed limit, would that work, would that be acceptable to the public.

Bob Jaffe wanted to get clarification about signing in the speed zones, would there be double fines in all the schools or just in a select group. His preference is to do this in all school zones if that is possible.

Steve King answered that the law is specific to the schools in the city limits, where there is a speed limit in a school zone; but he would check the law.

#### 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. 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)

3. T4 America partner support ([memo](#)) – Regular Agenda (Stacy Rye) (Referred to committee: (Referred to committee: 08/16/10)
4. Resolution to change the speed limit on Reserve Street between Brooks and 39<sup>th</sup> Street. ([memo](#))—Regular Agenda (Wayne Gravatt) (Referred to committee: 01/24/11)
5. Approve the agreement for consultant services with Eli & Associates, Inc. on Project 10-034 England Boulevard right turn lane improvements. ([memo](#)) - Regular Agenda (Kevin Slovarp) (Referred to committee 05/16/2011)
6. Infrastructure condition inventory and maintenance requirements. ([memo](#))—Regular Agenda (Ed Childers) (Referred to committee: 07/11/11)
7. Discuss the timing of various traffic lights around the city. ([memo](#))—Regular Agenda (Bob Jaffe) (Referred to committee: 09/26/2011)

#### **IV. ADJOURNMENT**

The meeting adjourned at 10:30 AM

Respectfully Submitted,  
Peggy Diamond, Program Specialist  
City Public Works Department