



City of Missoula, Montana
Item to be Referred to City Council Committee

Committee: Public Works
Item: Title 12 Updates
Date: August 6, 2020
Sponsor(s): Kevin Slovarp;#150;#Monte Sipe
Prepared by: Kevin Slovarp, City Engineer
Ward(s) Affected:
 Ward 1 Ward 4
 Ward 2 Ward 5
 Ward 3 Ward 6
 All Wards N/A

Action Required:

Set a public hearing on October 5, 2020 and preliminarily adopt changes to Missoula Municipal Code Title 12 Chapters 12.01, 12.02, 12.10, 12.12, 12.17, 12.22 and 12.28.

Recommended Motion(s):

I move the City Council: [First reading and preliminary adoption] Set a public hearing on October 5, and preliminarily adopt an ordinance amending Missoula Municipal Code Title 12, entitled "Streets, Sidewalks, and Public Places" to create new Chapters 12.01, titled "General Provisions"; 12.02 entitled "Definitions", 12.10 entitled "Right-of-Way Improvements", and 12.17 entitled "Parking Facilities", to amend Chapter 12.28 entitled "Obstructions" to update standards relating to sight visibility triangles, and to repeal Chapters 12.12 entitled "Curbs, Sidewalks and Improvements" and 12.22 entitled "Parking Facilities". [Second and final reading](Adopt/deny) an ordinance amending Missoula Municipal Code Title 12, entitled "Streets, Sidewalks, and Public Places" to create new Chapters 12.01, titled "General Provisions"; 12.02 entitled "Definitions", 12.10 entitled "Right-of-Way Improvements", and 12.17 entitled "Parking Facilities", to amend Chapter 12.28 entitled "Obstructions" to update standards relating to sight visibility triangles, and to repeal Chapters 12.12 entitled "Curbs, Sidewalks and Improvements" and 12.22 entitled "Parking Facilities".

Timeline:

Referral to committee: August 17, 2020
Committee discussion: August 19, 2020
Council action (or sets hearing): August 24, 2020
Pre-Public Hearing (PW) September 23, 2020
Public Hearing: October 5, 2020
Deadline: [Click or tap here to enter text.](#)

Background and Alternatives Explored:

City Engineering staff is proposing updates to Chapters 12.12 and 12.22 as a result of recent changes to TED requirements, proposed changes to Title 20, and creating the Missoula City Public Works Standards and Specifications Manual (Manual). Once staff began the updating process, we determined that substantial edits were necessary to each of these two chapters. Substantial edits consist of revised and updated terminology, definition changes, new requirements, cut and paste of sections from one chapter to the other, removal of sections and

inclusion into other MMC titles and Manual, and reorganization of information listed in each chapter. Based on these edits staff is proposing to update these two chapters by repealing them and creating new chapters. Staff is proposing to create a new 12.10 entitled 'Right-of-Way Improvements' and will essentially replace the repealed Chapter 12.12 'Curbs, Sidewalks and Paving'. Staff is proposing to create a new 12.17 entitled 'Parking Facilities' and will essentially replace the repealed Chapter 12.22 'Parking Facilities'. Staff is proposing to create a new Chapter 12.02 entitled 'Definitions' and move all definitions from 12.10 and 12.17 into this new chapter. This proposed new 12.02 will eventually eliminate the need for a definition section in individual chapters in Title 12. It will also allow for the consistency of terminology and language for each defined word or phrase as currently the same term is defined differently in individual chapters within Title 12.

In addition, staff is proposing an update to the visibility obstructions section in Chapter 12.28. This proposed update will align the City's Standards with the nationally recognized sight visibility standards contained within the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets*. Many municipalities and agencies are currently relying on these national standards, including Missoula County. City staff has received citizen feedback on the number and frequency of accidents at uncontrolled intersections. In addition, staff is concerned that our current sight visibility standards are not promoting the health and safety of our residents and visitors at these uncontrolled intersections. Aligning our sight visibility standards to the national standards would increase the sight visibility requirements at uncontrolled intersections and promote additional safety measures for the traveling public.

Financial Implications:

None.

Links to external websites:

None.