



Moscow City Council

Special Meeting ~Minutes~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

**Tuesday
February 6, 2018**

7:00 PM

**Council Chambers
206 E. Third St.**

The meeting was called to order at 7:00 PM

PRESENT: Kathryn Bonzo Council President, Gina Taruscio Council Vice President, Art Bettge Councilmember, Jim Boland Councilmember, Brandy Sullivan Councilmember, Anne Zabala Councilmember, Bill Lambert Mayor

STAFF: Gary J. Riedner, Les MacDonald, Steve Schulte, Laurie M. Hopkins

Pledge of Allegiance

Council Vice President Taruscio led the Pledge of Allegiance.

1. Third Street Corridor Traffic Management - Les MacDonald

The planned installation of a new multi-modal bridge across Paradise Creek at Third Street is anticipated to cause a change in traffic patterns within the Third Street corridor and surrounding area. An assessment of potential traffic management and traffic calming methods was requested by the Mayor and City Council to address the anticipated changes. With the assistance of the Transportation Commission and a task focused subcommittee, four alternative traffic management plans have been developed for consideration by the Council. The Council Workshop Memo included in the packet provides an overview of the development of the four plans along with the public input process undertaken to gather input on potential changes within the corridor.

PROPOSED ACTIONS: Receive the report on the development of the four alternative traffic management plans for the Third Street corridor, consider and select alternatives and direct staff to proceed with the Third Street corridor improvements project or take such other action deemed appropriate.

MacDonald began the presentation by going through the timeline for the project and the Transportation Commission Subcommittee members. Priority issues identified were safety, multimodal access and limiting impacts and speeds. Review of the corridor characteristics such as traffic volumes, accident history, lighting, etc. was the next step in the process. MacDonald went through the public input timeline. The public comment resulted in preference of Plan C by about 2/3 of the total comments. Some of the issues given in the comments included herringbone catch basin grates, truck routes/signage, garbage can placement, lighting, parking removal, congestion at high school, and maintenance concerns. Common corridor components through all of the proposed plans included speed limits of 25 mph from Washington Street to Mountain View Road; time activated warning lights on school zone signage; and raised pedestrian crossings. MacDonald described specifics to each proposed plan. Cost estimates were shown for all three plan options with Plan C being the least expensive. The Children Pedestrian Safety Project Ranking from the Surplus Eliminator Grant Funding which we applied for had a total of 71 funding applications totaling approximately \$12 million and the Third Street Corridor is ranked number one. If approved, it will supplement the funding already budgeted. Staff recommends proceeding with design of the common features found in all plans and to hire a consultant to review the safety of Plan C if that is the plan Council decides to proceed with. If Plan C is found not to be feasible, staff recommends the Council proceed with Plan D.

Mayor Lambert opened the meeting up for public comment.

Michael Kyte, 1009 E 7th St Moscow, thanked staff for the great public input process. Strongly support the critical elements for traffic control and calming. Transportation Commission spent a lot of time to think through and they struggled to make sure goals were met. Two way separated bike lanes examples can work. For him, Plan D doesn't exist as the elements were spoke on briefly and to formalize it is not a fair characterization as it was not fully vetted. If staff feels outside consultant is needed to review Plan C, he is supportive and feels it can be done quickly.

Amy Ball, 601 E 3rd St Moscow, was part of the subcommittee and thanked Council and staff for listening to the community and including public input in the process. She felt there was an excellent job done on the public displays. She was dismayed to see a Plan D and echoes the previous comment to not consider it as a possibility unless it is fully vetted. She would prefer to go with Plan C before proceeding with another.

Amy Mazur, 1415 Pine Cone Rd Moscow, thanked the various people on this process. She is disappointed these plans do not include a pedestrian bridge. The plan options are premised on a vehicular bridge. She desires a community that supports smart growth which means bike-able and walkable passages. She gave four reasons for a pedestrian bridge.

David Pimentel, 123 N Hayes St Moscow, said he bikes to work and kids bike to school and they take Third St. He feels Plan C will have issues but not charting new territory with the issues. If the most bike friendly option isn't used, that sends a message. Transportation Commission had a final vote that was unanimous for Plan C and he doesn't see how the Council can pick a different plan.

David Hall, 1334 Wallen Rd Moscow, motorized bridge catalyst for this traffic calming, want to hear each Council Member's justification for such a bridge.

Mark Solomon 722 S Jefferson Moscow, and owns property on 704 E Third Street, complimented staff, council members and the Transportation Commission on the public process. He feels this is following through on policies established 20-30 years ago and not revisited. He would suggest revisiting those. If that is not an option, he would support Plan C for the corridor improvements. The primary reason he doesn't live on his Third Street property is the large traffic on it already and questions whether Third Street needs to be a vehicular street.

Susan Wilson, 2780 N Mountain View Rd Moscow, thanked the Council for staying the course as this project is long overdue. She loves all the plans so whatever the Council chooses will be an improvement including the motor bridge. Her concerns is removal of parking, especially around the high school. It may exacerbate the rest of the neighborhood. Additional cost and labor for snow removal is also a concern. She appreciates the timeline for the project and encourages Council to stay the course. She complimented staff on the process.

Dean Pittenger 1017 D St Moscow, said he appreciates the work on the plans. He is concerned that traffic calming won't have a lot of impact if you open all the way to Mountain View because traffic will increase.

Tina Hilding 411 N Howard Moscow, said this was a wonderful public process but perhaps should have been done last spring before the bridge was decided. She is an avid bike rider and uses Third Street. She suggests finding a way to encourage biking and walking.

Garrett Thompson, 1010 Pine Crest Rd Moscow, thanked City staff, especially MacDonald and the subcommittee. He said unfortunately this issue has been controversial. We all live in Moscow because it is special. He is supportive of the bridge, supportive of Plan C, and wants everyone to work together and see it get done. He also hopes Plan D does not gain traction.

Joann Muneta, 203 S Howard Moscow, pointed out Plan D has not been vetted and she feels it is not traffic calming rather it encourages traffic. Painted lines make the street look wider. She feels hiring a consultant is a great idea and hopes they can show how to make this work for our population and safety.

Mike Lowry, 123 S Monroe St Moscow, said he was impressed with the process and feels there is a lesson to be learned about the order of items. He agrees with Muneta that hiring a consultant can help make it work which is a good approach.

Bonzo pointed out where the bridge was proposed in the FY2018 budget summary, the Comprehensive Plan, the Multi-modal Plan, Strategic Plan and she read exempts. She felt the way the Council and staff was treated is not fair. The process was followed as it has been in the past. Bonzo said she did loads of research on this corridor and it follows the plans that staff is following. She supports Plan C because it does make it bike friendly.

Taruscio appreciated putting together a subcommittee and likes Plan C. She had concerns about the intersection of Third and Mountain View Rd and MacDonald said there is not a proposal to modify that intersection at this time but it is something that can be discussed. Taruscio approves of a consultant.

Palmer said the Street Division reviewed all the plans for maintenance issues and the packet includes a memo from Steve Schulte addressing concerns on maintenance issues. Infrastructure improvements between Blaine and Hayes will be an issue. Plan C is the most challenging from a maintenance perspective and will require a larger maintenance investment. It will take more staff time but it can be done. It will be based on equipment and staff and there are ways staff can work around the challenges. Boland thought perhaps the savings in the Plan can provide funds to more equipment.

Sullivan asked which elements are covered in the grant and MacDonald replied the common elements such as raised crosswalks, lighting on speed zone sizes, center medians refuge islands, and sidewalk work, with the possibility to add treatments in side streets such as bulb outs. Sullivan agrees the public process has been outstanding. She appreciates the history of all the documents, she feels the public experience in this process was different than when the bridge was approved. She would like to know if the Council would be open to discuss the option to receive input to reconsider the multimodal bridge now that we have information on the corridor. It would be less funds if the bridge was only pedestrian/bicycle and perhaps less corridor improvements needed.

Bettge asked how many parking spaces lost with Plan C and MacDonald replied the estimate is 120 spaces along the entire corridor, with Polk to Blaine losing all parking. Hayes and Blaine raised the most parking concern. He also agrees with Plan C and a consultant review. He would also like to see a report on the additional cost and time on employees for maintenance. Bettge suggested proceeding with the common elements directly so they coincide with the completion of the bridge.

Zabala asked when the City will receive funding. MacDonald said the Legislature authorized funding but not the expenditure. Staff is waiting for LHTAC will make announcement, which MacDonald thinks will be any day. Zabala echoed Sullivan's sentiment due to the overwhelming comments from the public to provide another public input process for the bridge.

Mayor said the bridge is budgeted and the process is moving forward. Change is difficult but Moscow solves issues.

Boland favors Plan C and once it is in place, will there be any metrics to see how traffic has changed, such as how many bikes, pedestrians and vehicles the change has attracted so that it can be applied to other areas in the city. MacDonald said staff does traffic counts on a consistent basis and this spring can get a

pedestrian/bicycle count before anything has begun. Boland said the counts can determine whether it was the right decision.

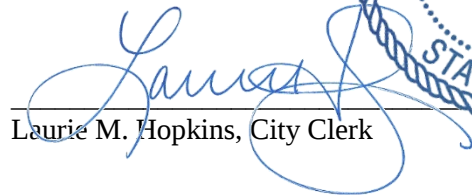
Bonzo moved to accept Plan C for the Third Street corridor and direct staff to proceed with those improvements in that project. Taruscio seconded. Bettge suggested amendment to include consultant review to provide feedback on bike lanes and include impacts of staff maintenance and costs. Bonzo and Taruscio accepted the amendment. Sullivan asked about review of the parking. Parking discussion ensued regarding adding a component to see parking usage today and after improvements. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

Mayor Lambert thanked everyone involved.

Adjourn

The meeting was closed at 9:10 PM

ATTEST:

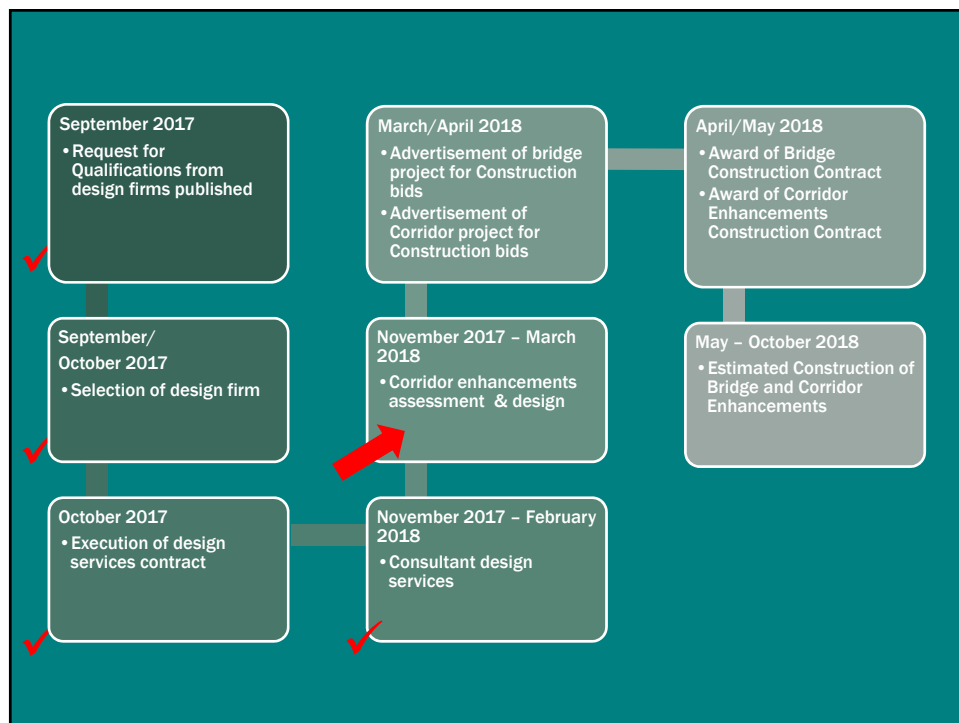

Laurie M. Hopkins, City Clerk




Bill Lambert, Mayor

THIRD STREET CORRIDOR

SPECIAL CITY COUNCIL MEETING
FEBRUARY 6, 2018



TC SUBCOMMITTEE

Representatives

- Transportation Commission Members
Philip Cook, Brian Johnson, Ben Calabretta
- Council Liaison – Kathryn Bonzo
- Members Of The Public
 - Amy Ball Dan Carscallen
 - Marshall Comstock Becker Gutsch
- Technical Advisor – Mike Lowry
- Staff Liaison – Les MacDonald

SUBCOMMITTEE PROCESS

- Identification of Priority Issues

PRIORITY ISSUES SUMMARY

Safety

- Improve safety of non-motorized traffic, especially near Lena Whitmore
- Safety of pedestrians, wheelchair users, and bicyclists including school children in the area of the High School, Lena Whitmore, and East City Park
- Pedestrian safety
- Facility enhancements increase pedestrian safety (calming traffic would be a side effect)

PRIORITY ISSUES SUMMARY

Safety

- Bicycle safety is strongly considered throughout
- Safety for pedestrians
- Protected Bikes Lanes
- School Student protection at Lena, Moscow High School and those using Third to get to Russell Elementary
- Complete, safe network for people walking.

PRIORITY ISSUES SUMMARY

Multimodal Access

- Encourage non-motor transportation options
- Bike travel prioritized over on-street parking
- Enhance non-motorized access to East City Park, improving this community asset
- Connectivity for cars public transit, bikes, and pedestrians
- Safe, comfortable corridor that encourages bicycling for all ages.

PRIORITY ISSUES SUMMARY

Limiting Impacts

- Limit disruption to residences and institutions located on 3rd Street
- Removal of street parking adjacent to houses with limited options
- Not overly limiting traffic flow
- Establish a truck route that takes industrial trucks off Third Street, and consequently off 6th and D Streets.

PRIORITY ISSUES SUMMARY.

Speeds

- Control/limit vehicle speeds in this residential neighborhood (especially east of Hayes)
- Speed limits
- Safe motor vehicle speeds, probably no more than 25 mph.

SUBCOMMITTEE PROCESS

- Review of Corridor Characteristics
 - Speeds & Speed Limits
 - Traffic Volumes
 - Accident History
 - Adjacent Land Uses
 - Modes of Travel
 - Bicycle Route and Facilities Plan
 - Sidewalk System
 - Lighting
 - Street Trees
 - Truck Routes
 - Intersection Traffic Control

SUBCOMMITTEE PROCESS

- Three Corridor Concept Plans.
 - Plan A
 - Plan B
 - Plan C – Preferred

CORRIDOR PUBLIC INPUT PROCESS

- Transportation Commission meeting December 14th
- Public Comment Period opened December 20th
- City Hall Display December 21st

CORRIDOR PUBLIC INPUT PROCESS

THIRD STREET CORRIDOR



Raised Pedestrian Crossing

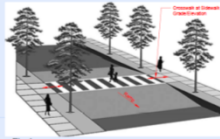


Fig 1

RAISED CROSSINGS

A Raised Pedestrian Crossing is a modified "Speed Hump" that is elongated to accommodate a pedestrian crosswalk. As shown in Figure 1, vehicle ramps on both approaches to the crosswalk provide a vertical grade change for vehicles traveling the street. These ramps provide a visual cue to drivers that they are entering a congested pedestrian area, and tend to reduce vehicle speeds by as much as 22%*. Pavement markings are also included on the ramps to improve their visibility.



Raised Pedestrian Crossing with Center median

These crossings also improve visibility of pedestrians by slightly raising the crosswalk above the street grade and providing additional street markings in the approach to the pedestrian crossing. An additional benefit for the pedestrians is that the crosswalk is at the same elevation as the sidewalks on each end of the street crossing, so no ramps are necessary along the pedestrian route.

Raised Pedestrian Crossings are a feature proposed on Plans A, B, & C at the following locations:

East side of the Adams Street intersection (Figure 2)

East side of the Monroe Street intersection (Figure 3)

West side of the Cleveland Street intersection (Figure 4)



Fig 2, Raised Crossing at Adams Street, Plan A

* American Public Works Association statistics



Fig 3, Raised Crossing at Monroe Street, Plan B



Fig 4, Raised Crossing at Cleveland Street, Plan C



CORRIDOR PUBLIC INPUT PROCESS

Transportation Sub-Committee
Overview of Plan Concepts
Plan A Concept
Plan B Concept
Plan C Concept
Center Medians
Curb Extensions
Raised Pedestrian Crosswalks
Sidewalk and Bicycle Networks
Separated Two Way Bike Lanes
Separated Bike Lanes Terminus
Project Cost

THIRD STREET CORRIDOR

TRANSPORTATION COMMISSION SUBCOMMITTEE

It is anticipated that the construction of a new multimodal bridge across Paradise Creek at Third Street will cause changes in existing Corridor traffic patterns for vehicles, bicycles, and pedestrians. In recognition of these anticipated changes, the City Council supports the development and implementation of improvements within the Corridor to mitigate potential impacts and to enhance the existing multimodal transportation system. The task of assessing the potential traffic patterns changes was given to the City of Moscow Transportation Commission. The Commission determined that the formation of a subcommittee would be beneficial in order to delve deeper into the specifics of the Corridor and possible options for changes to the Corridor. The subcommittee consisted of ten members as shown below:

Three Members of the Transportation Commission

Four Community Members

The City Council liaison to the Transportation Commission

A technical advisor from the University of Idaho College of Engineering/NIATT Program

City Staff liaison to the Transportation Commission



The subcommittee met eight times over the course of four and one half weeks for 1-1/2 to 2 hours per meeting. During the process the subcommittee identified primary areas of interest to be considered as part of the assessment process. Below is a summary of those areas of interest:



CORRIDOR PRIORITIES (SHORT LIST)

Safety

- Improve safety of non-motorized traffic, especially near Lena Whitmore
- Safety of pedestrians, wheelchair users, and bicyclists including school children in the area of the High School, Lena Whitmore, and East City Park
- Pedestrian safety
- Facility enhancements increase pedestrian safety (calming traffic would be a side effect)
- Bicycle safety is strongly considered throughout
- Safety for pedestrians
- Protected Bikes Lanes
- School Student protection at Lena, Moscow High School and those using Third to get to Russell Elementary
- Complete, safe network for people walking

Multimodal Access

- Encourage non-motor transportation options
- Side travel prioritized over on-street parking
- Enhance non-motorized access to East City Park, improving this community asset
- Connectivity for cars, public transit, bikes, and pedestrians
- Safe, comfortable corridor that encourages bicycling for all ages

Limiting Impacts

- Limit disruption to residences and institutions located on 3rd St.
- Removal of street parking adjacent to houses with limited options
- Not overly limiting traffic flow
- Establish a truck route that takes industrial trucks off Third Street, and consequently off 6th and O Streets

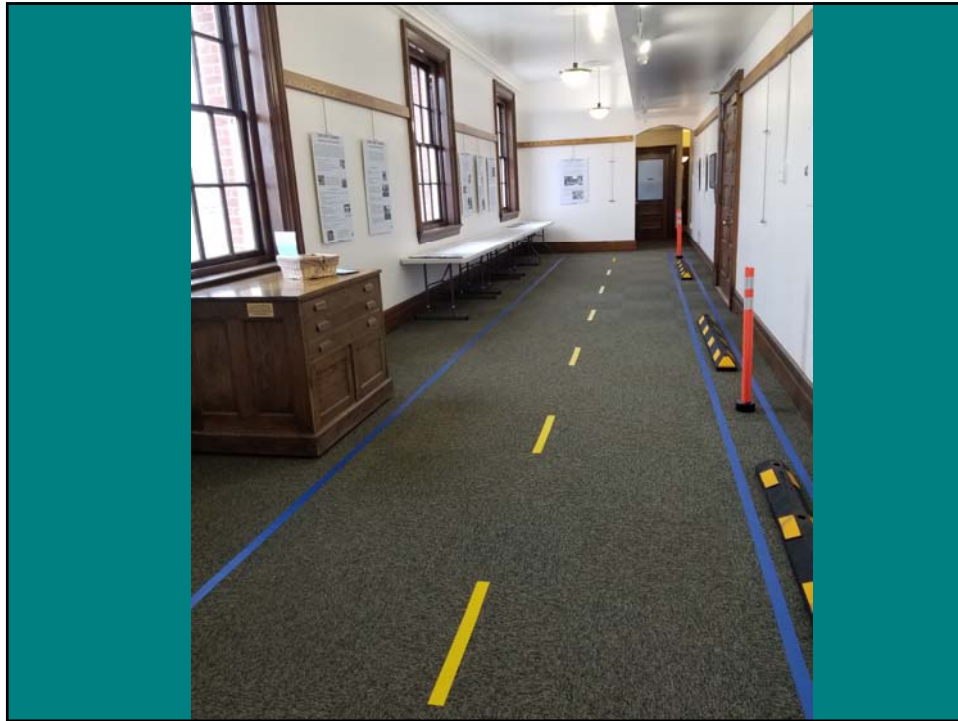
Speeds

- Control/limit vehicle speeds in this residential neighborhood (especially east of Hayes)
- Speed limits
- Safe motor vehicle speeds, probably no more than 25 mph



Upon completion of the subcommittee meetings, a summary of its findings were presented to the Transportation Commission. The Commission accepted the report and approved the start of the public input process.





CORRIDOR PUBLIC INPUT PROCESS

- Transportation Commission meeting December 14th
- Public Comment Period opened December 20th
- City Hall Display December 21st
- Public Open House January 11th
- Public Open House January 18th

CORRIDOR PUBLIC INPUT PROCESS

Other Considerations 1
(Lighting, Truck Routes, Trees)

Other Considerations 2
(Proximity to Schools, Maintaining
Traffic Flow, Park Events)

Accidents

Traffic

2016 Bike Routes Plan

THIRD STREET CORRIDOR

CORRIDOR ACCIDENT HISTORY

One topic that is often raised when discussing transportation improvements is safety. While there are usually many anecdotal stories about "near misses" and perceived dangers, these are not readily quantified in a manner that can be used for constructive assessment of transportation system performance. In other words, you cannot build a safety improvement without real data on the safety issue. To address this conundrum, the engineering design industry has developed systems to allow assessments based on quantifiable data such as accident history and vehicle speeds. The Transportation Commission Subcommittee reviewed accident history, traffic quantities, and vehicle speeds for the Corridor as part of their consideration of potential traffic calming and safety improvement options. The information below is a summary of the Accident History for the study Corridor.



2007-2017 Accident History for Third Street Corridor from Jefferson Street to Paradise Creek

Number of Reported Accidents: 36
Number of Injury Accidents: 8
Number of Bicycle Accidents: 3
Number of Pedestrian Accidents: 0
Number of Injury Accidents: 8
Injuries by Type:
Class A - Serious Injury 2
Class B - Evident Injury 3
Class C - Possible Injury 3



Accident Class	Vehicle Only Accidents	Vehicle/Bicycle Accidents	Total Accidents
Class A	0	2	2
Class B	2	1	3
Class C	3	0	3
Total	5	3	8



CORRIDOR PUBLIC INPUT PROCESS

- Transportation Commission meeting December 14th
- Public Comment Period opened December 20th
- City Hall Display December 21st
- Public Open House January 11th
- Public Open House January 18th
- Public Comment Period closed January 21st.
 - 100+ Comments Received

CORRIDOR PUBLIC INPUT PROCESS

- Plan Preference
 - Approximately 40% Stated Preference
 - Plan C preferred by about 2/3

CORRIDOR PUBLIC INPUT PROCESS

- Herringbone Catch Basin Grates
- Truck Routes/Signage
- Garbage Can Placement
- Lighting
- Parking Removal (High School, 1912 Center, Park)
- Congestion at High School with Plan C
- Maintenance Concerns (i.e. Snow Removal).

CORRIDOR PUBLIC INPUT PROCESS

- Transportation Commission
 - Plans A & B Not Favored
 - Plan C Preference
 - Discussion on Maintenance and Safety
 - Discussed alternative with Standard Bike Lanes (now Plan D) – Not fully vetted
 - Consider Consultant Review of Plan C Safety
 - Recommend Plan C.

COMMON CORRIDOR COMPONENTS

PLANS A-B-C-D

COMMON CORRIDOR COMPONENTS

Speed Limits:

- 25 mph from Washington Street to Mountain View Road

Time activated warning lights on School Zone signage:

- High School Zone
- Lena Whitmore Elementary School Zone



COMMON CORRIDOR COMPONENTS

Speed Limits:

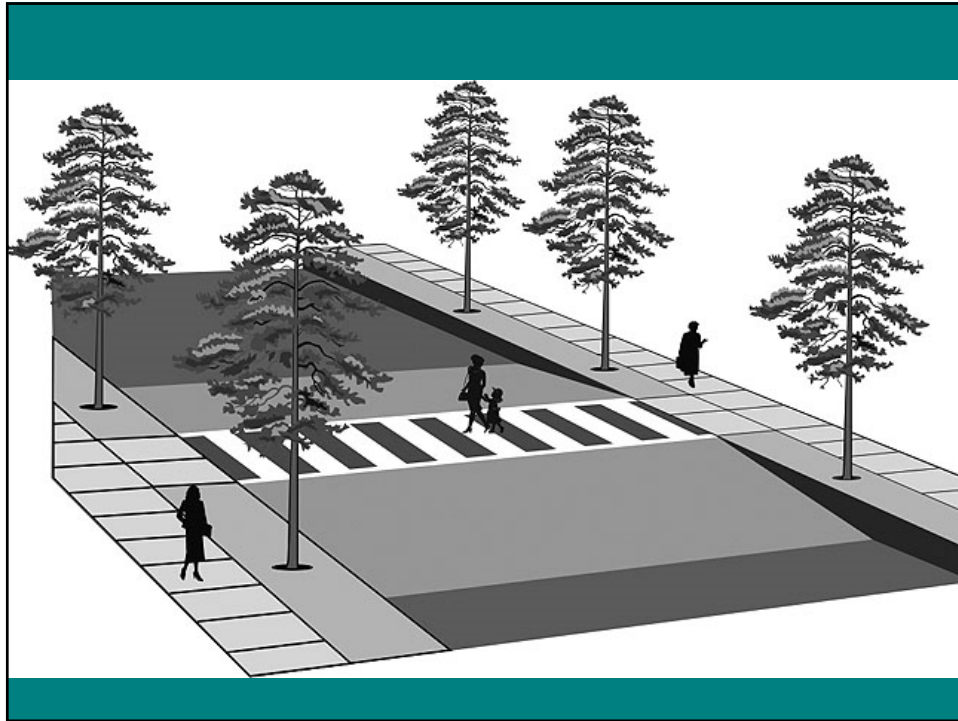
- 25 mph from Washington Street to Mountain View Road

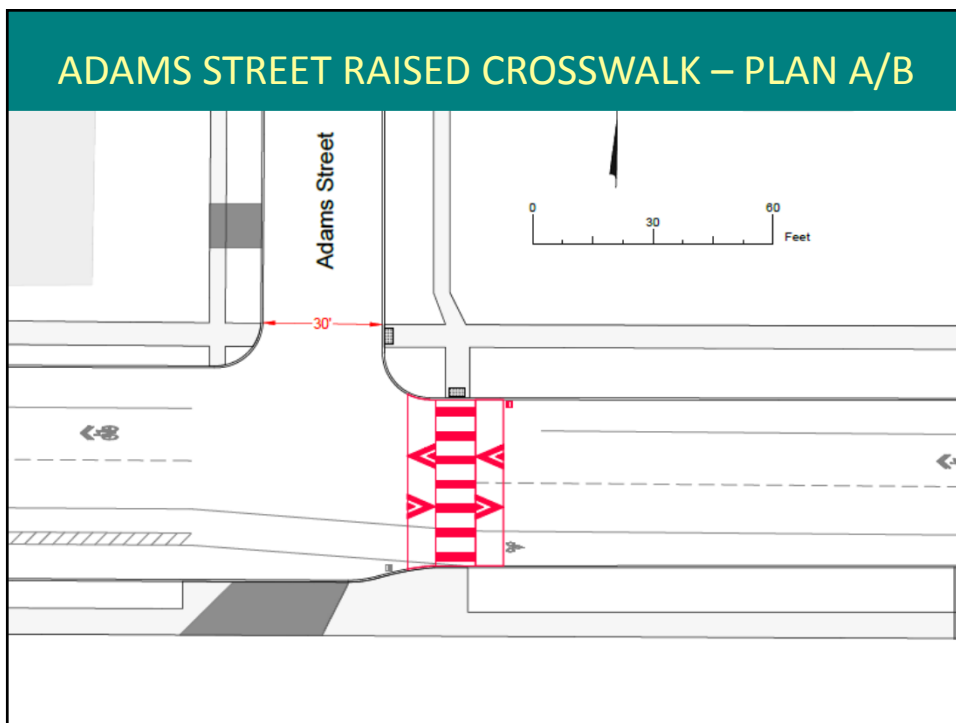
Time activated warning lights on School Zone signage:

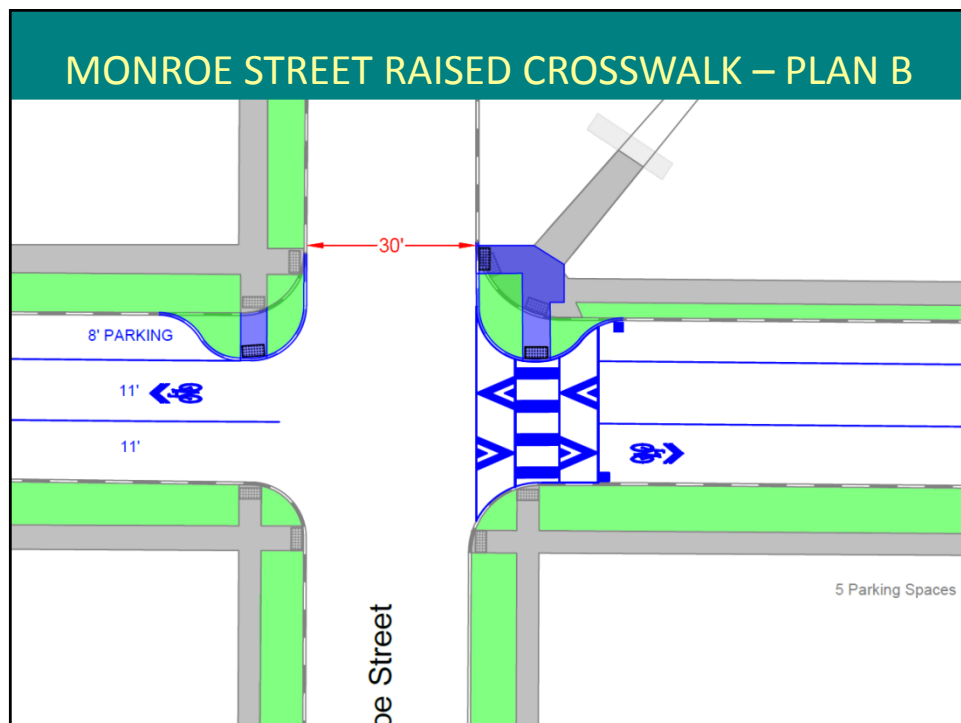
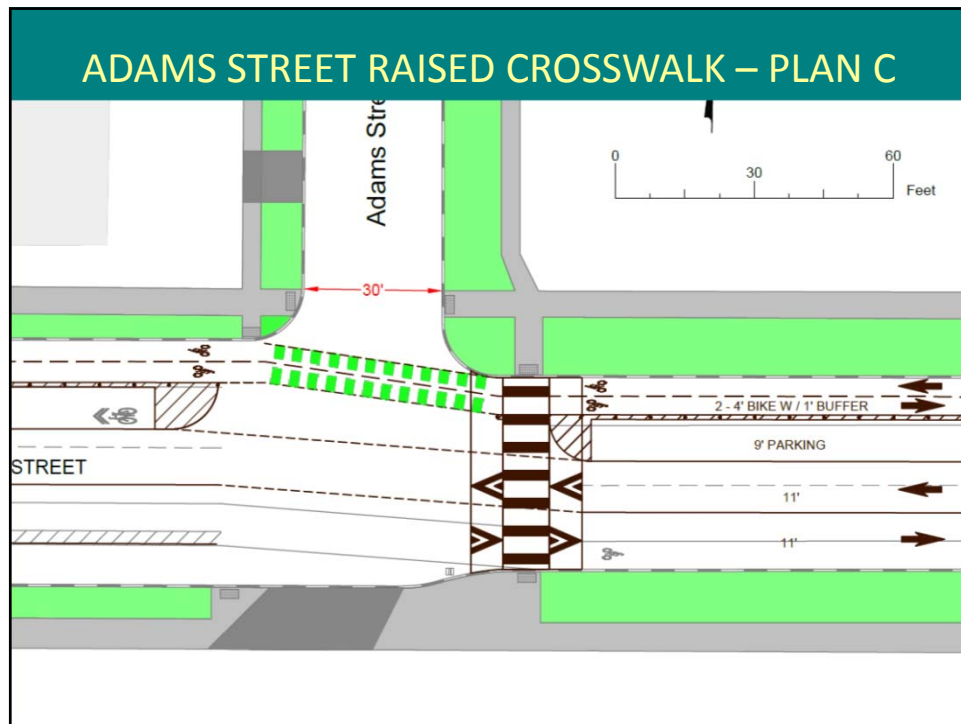
- High School Zone
- Lena Whitmore Elementary School Zone

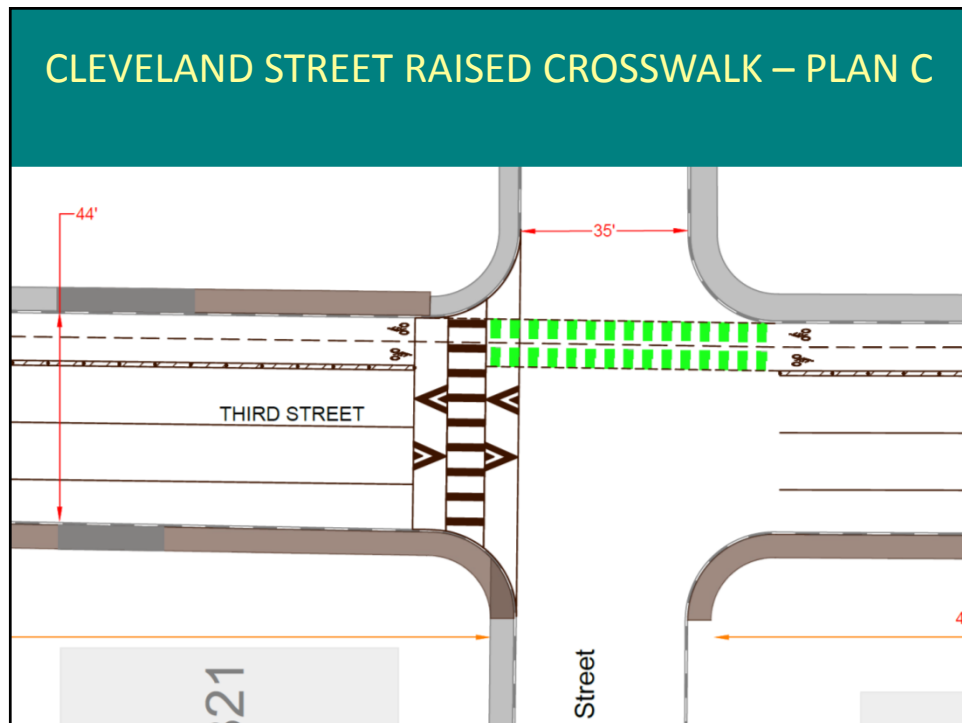
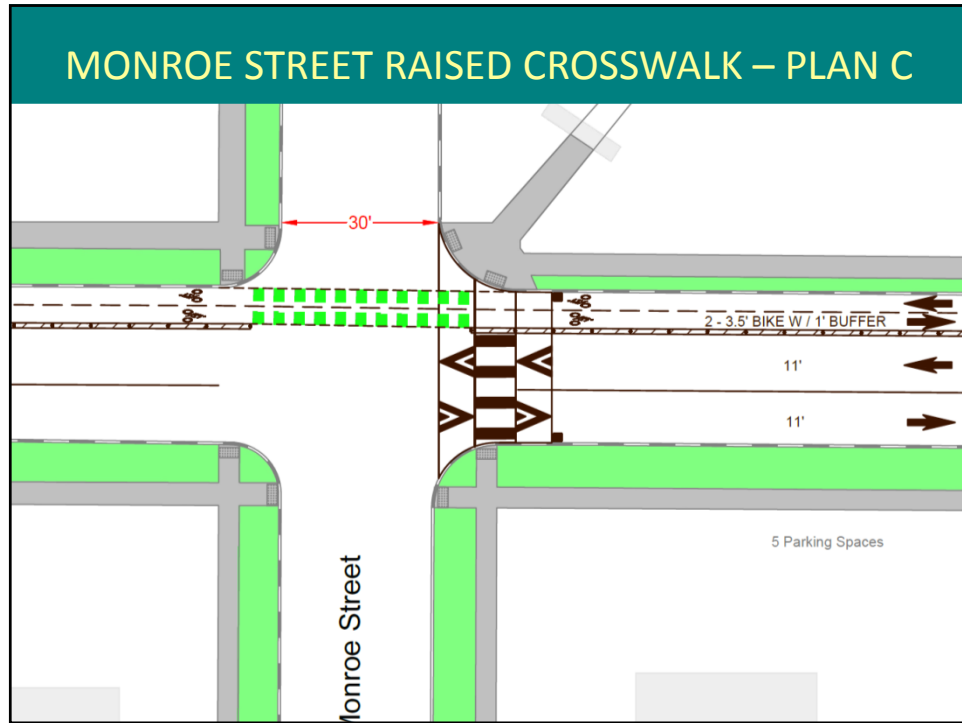
Raised Pedestrian Crossings:

- Adams Street Intersection (east side) – 10' wide crossing
- Monroe Street Intersection (east side) – 8' wide crossing
- Cleveland Street Intersection (west side) – 8' wide crossing









COMMON CORRIDOR COMPONENTS

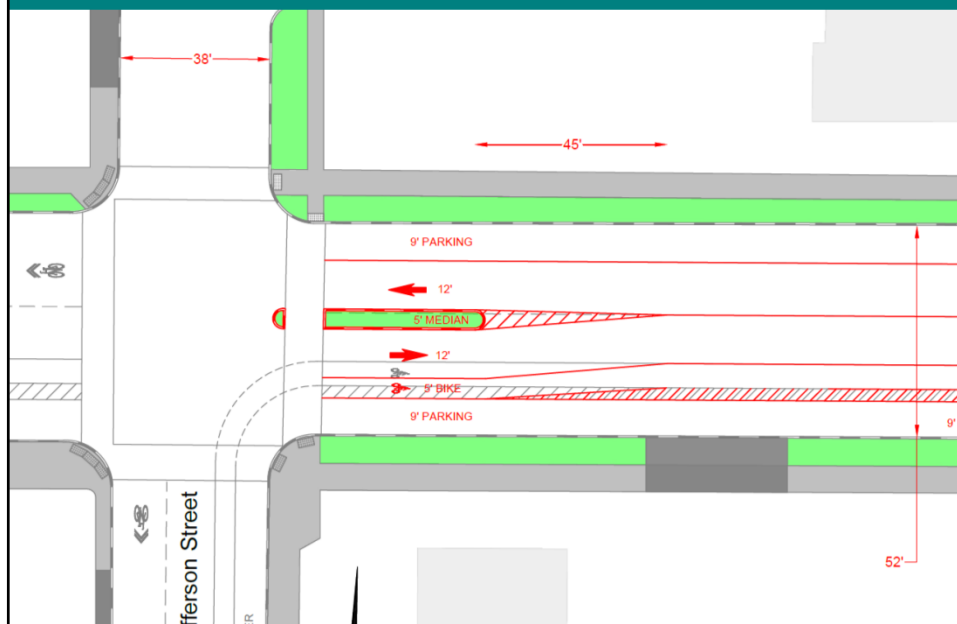
Intersection Traffic Control:

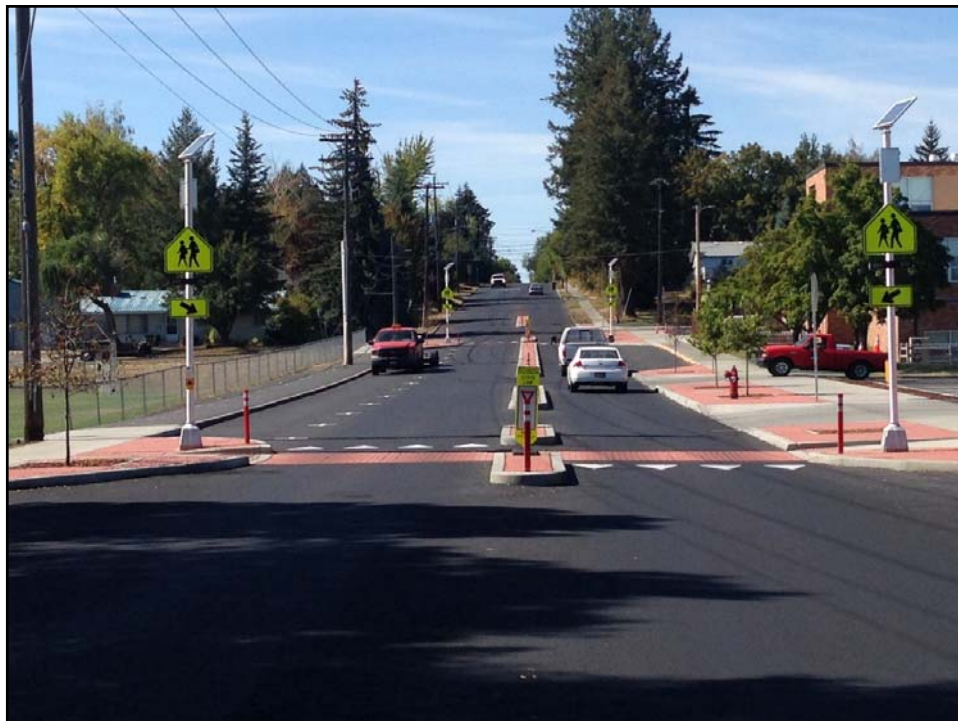
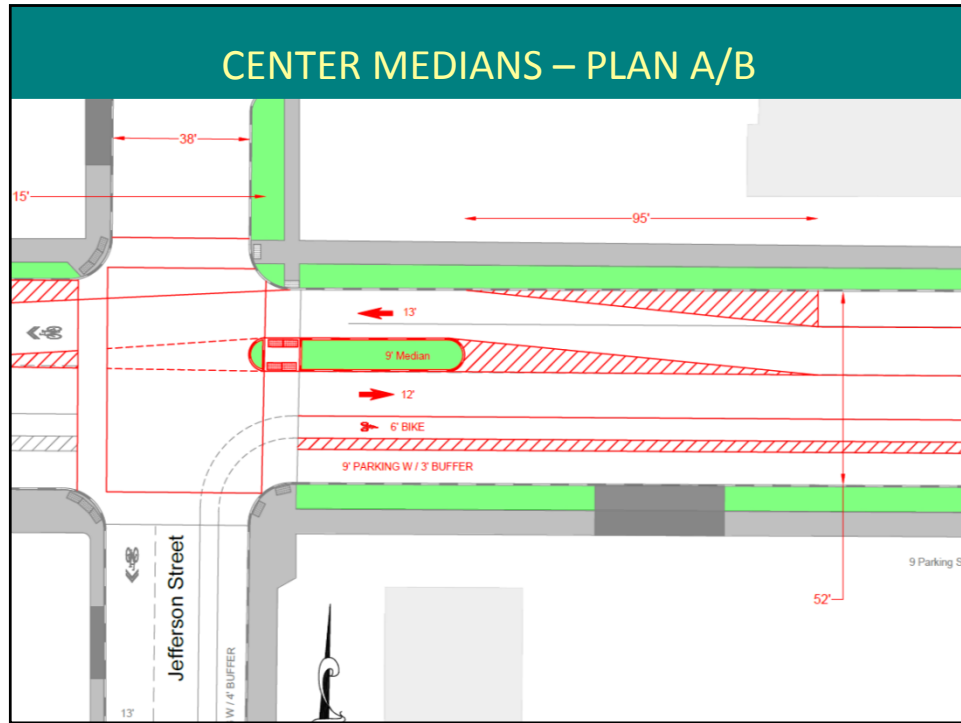
- Four Way Stop Control at Hayes Street intersection
- Four Way Stop Control at Blaine Street intersection

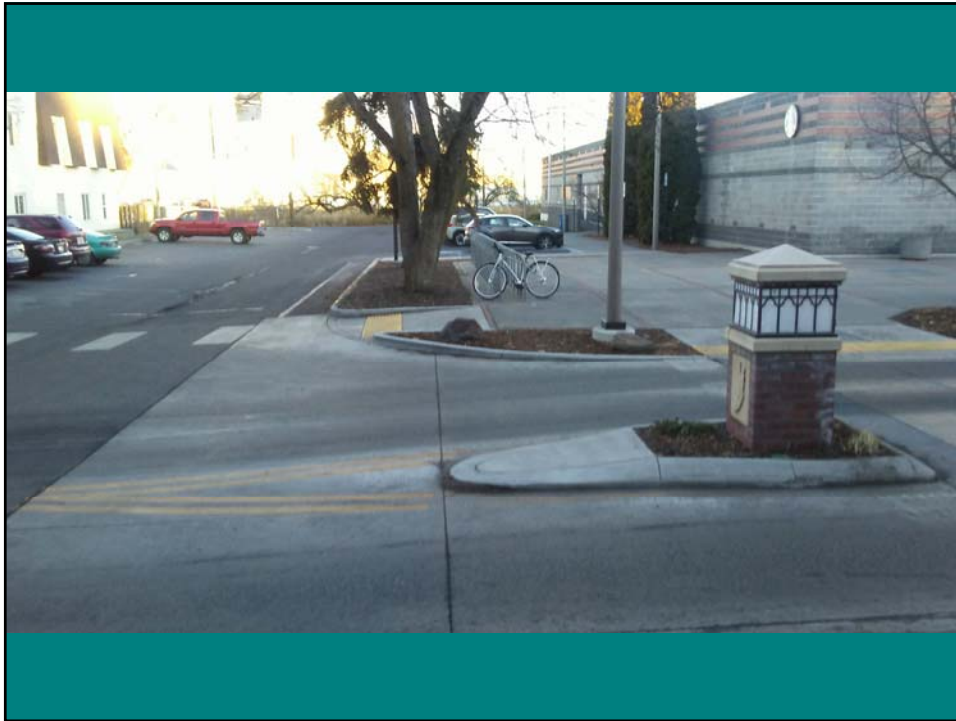
Center Medians:

- 5' – 9' median on east side of the Washington Street intersection
- Varied width median west of Mountain View Road intersection

CENTER MEDIANS – PLAN A/B







COMMON CORRIDOR COMPONENTS.

Intersection Traffic Control:

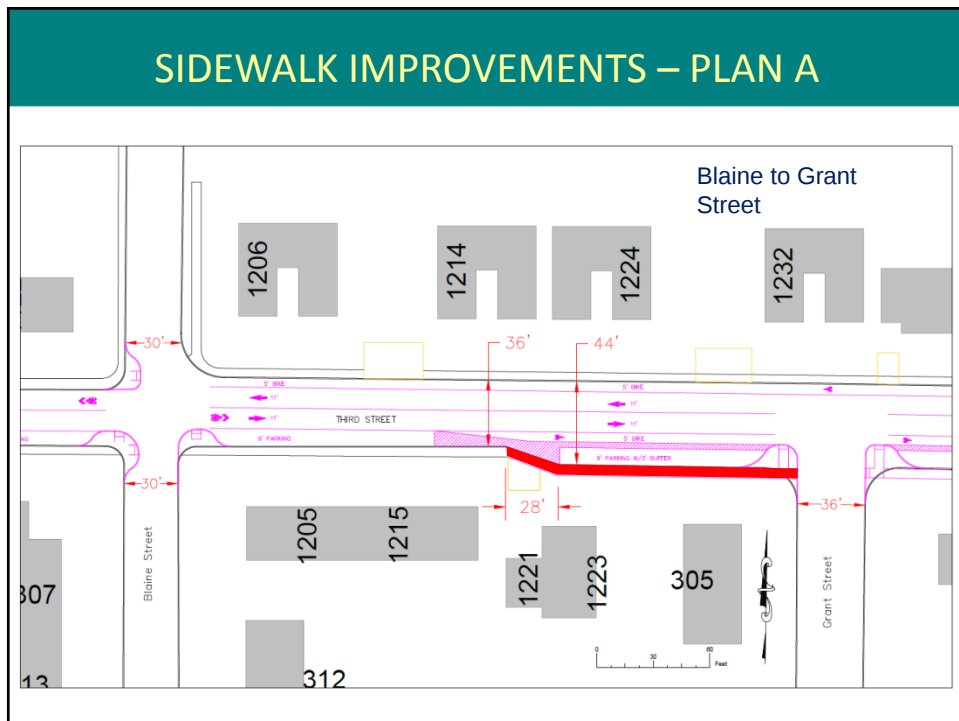
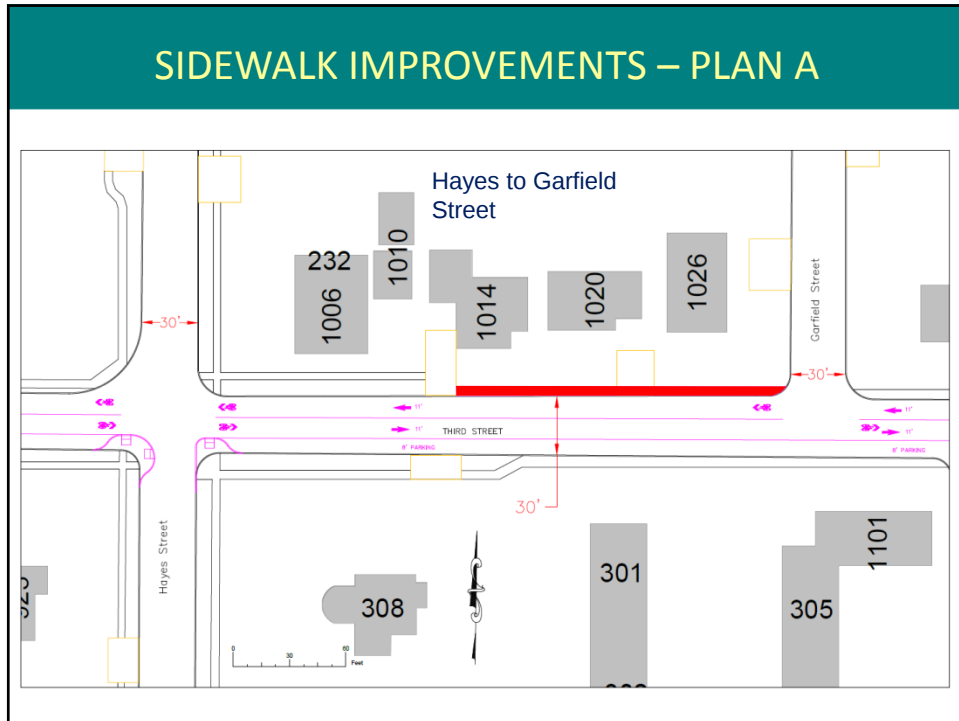
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- Four Way Stop Control at Blaine Street intersection

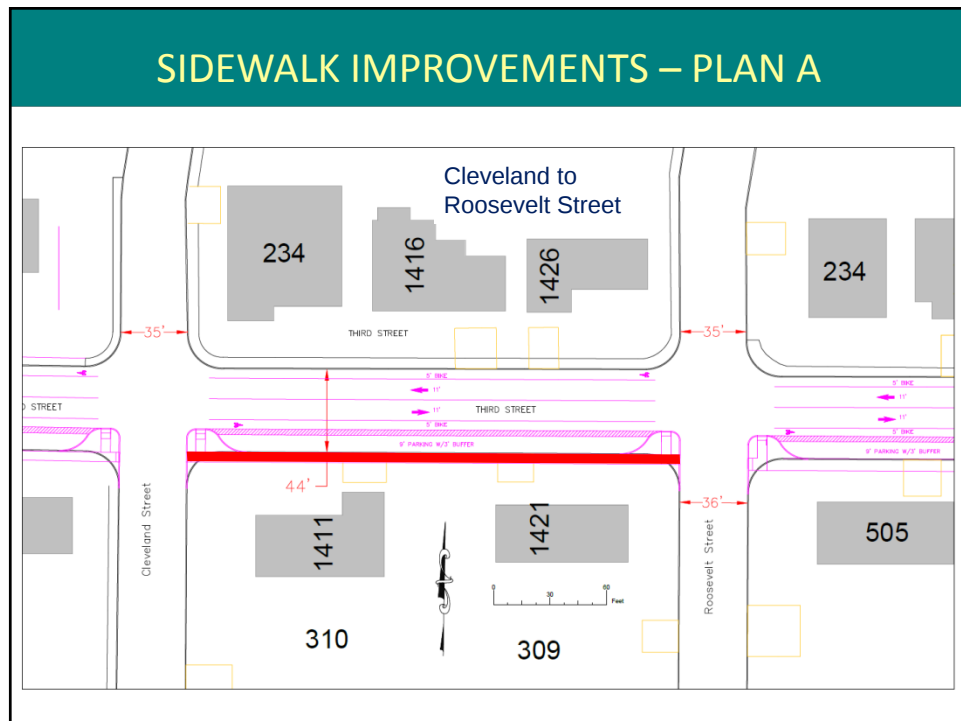
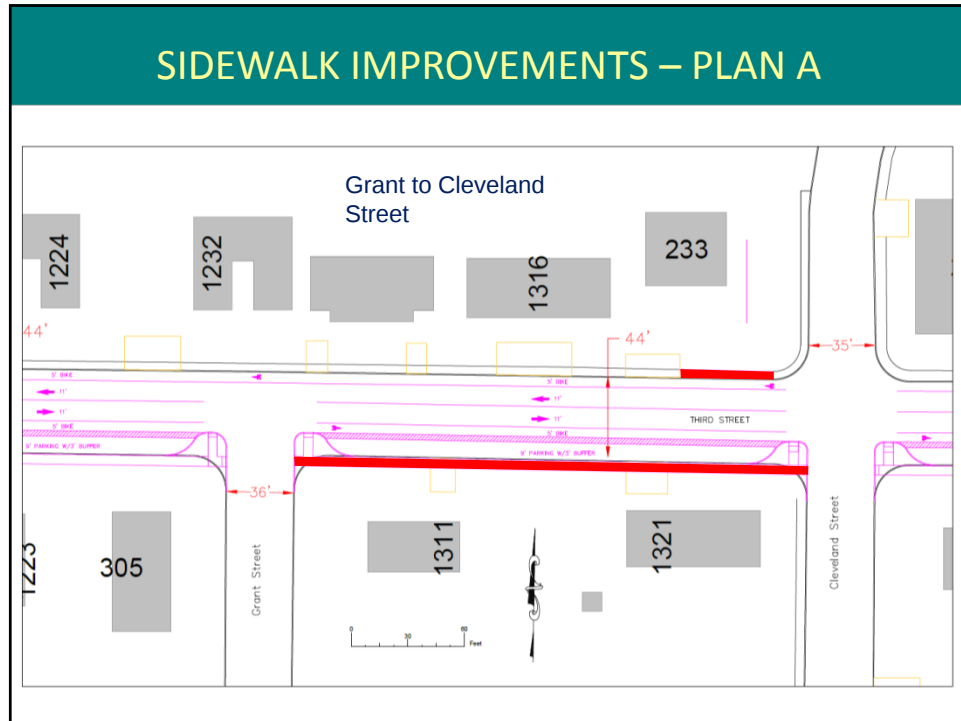
Center Medians:

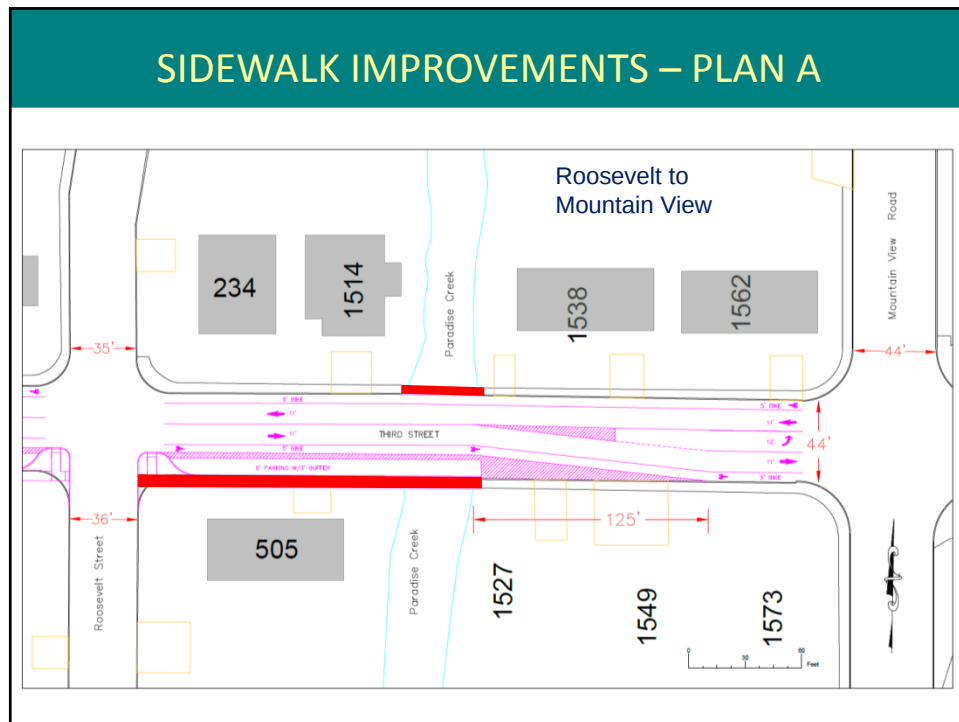
- 5' – 9' median on east side of the Washington Street intersection
- Varied width median west of Mountain View Road intersection

Sidewalks:

- Complete sidewalk system on both sides by filling gaps
- Hayes Street intersection and the Mountain View Road intersection.

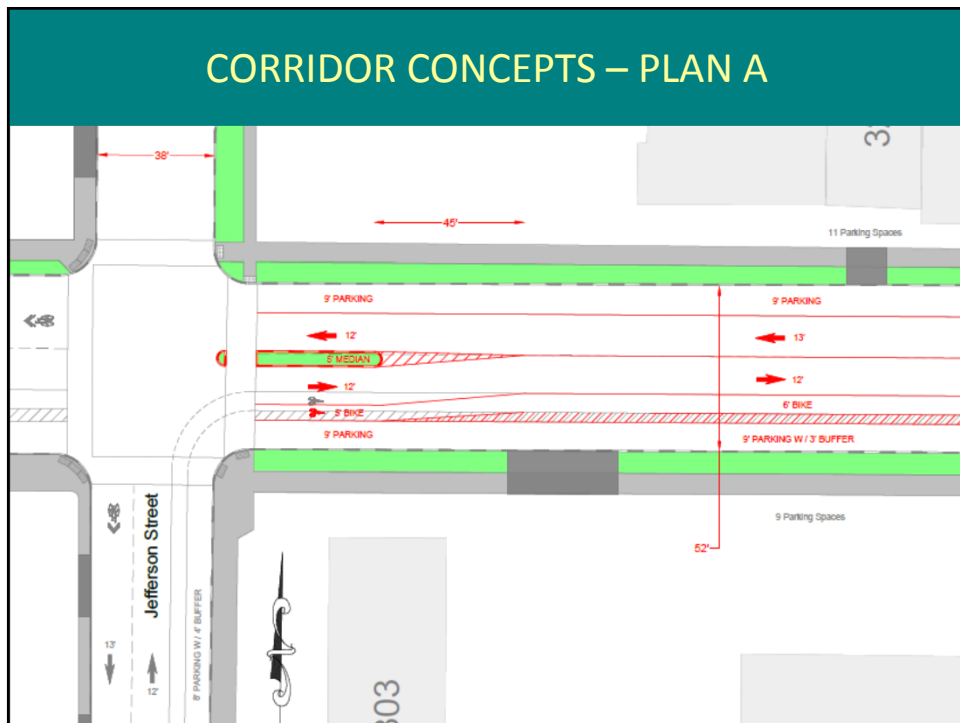
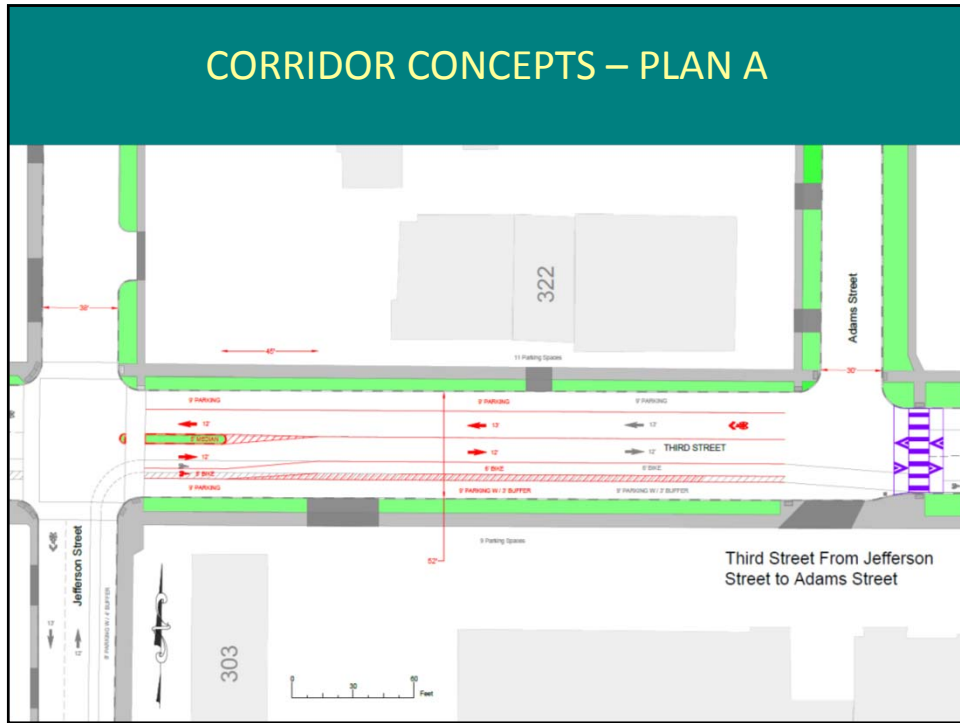






CORRIDOR CONCEPTS

PLAN A

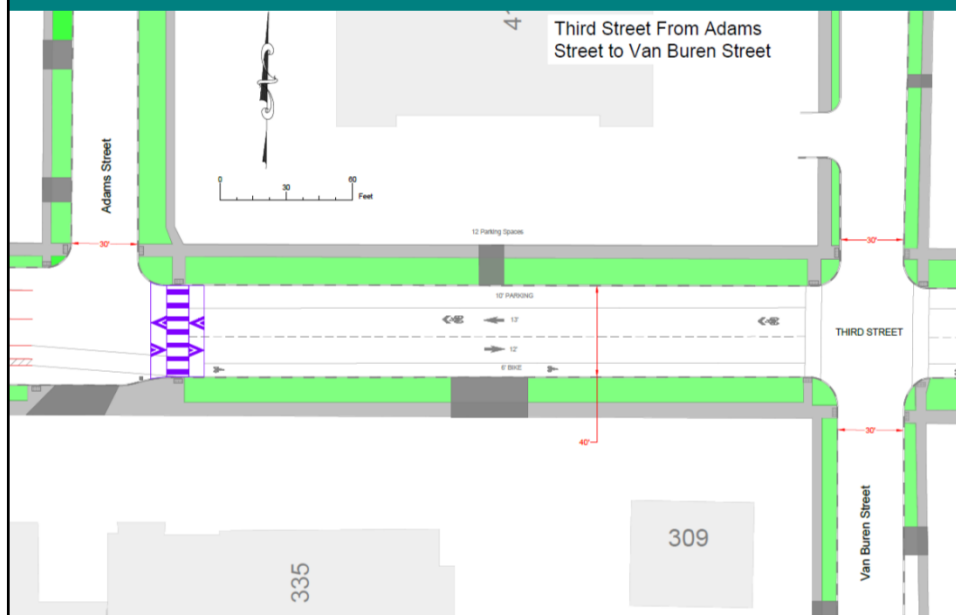


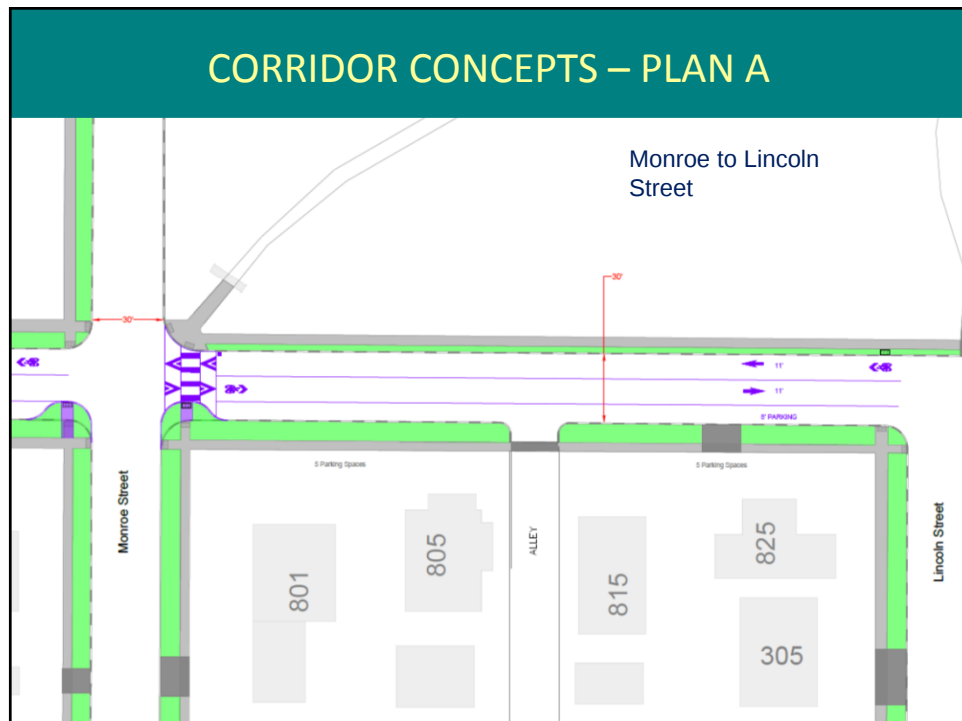
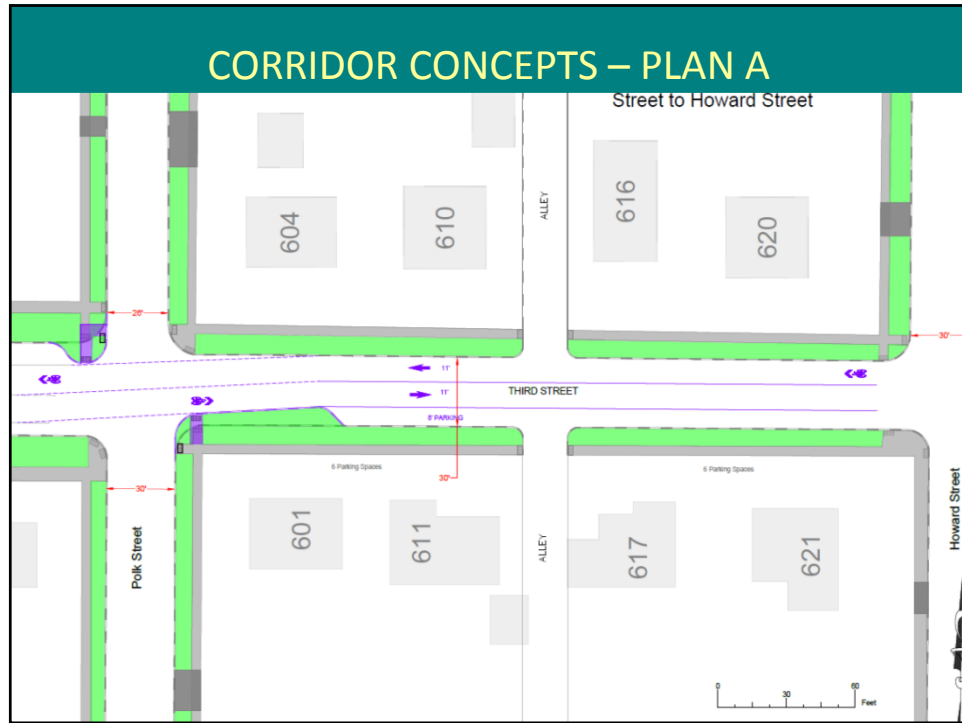
CORRIDOR ASSESSMENT

BICYCLE FACILITIES

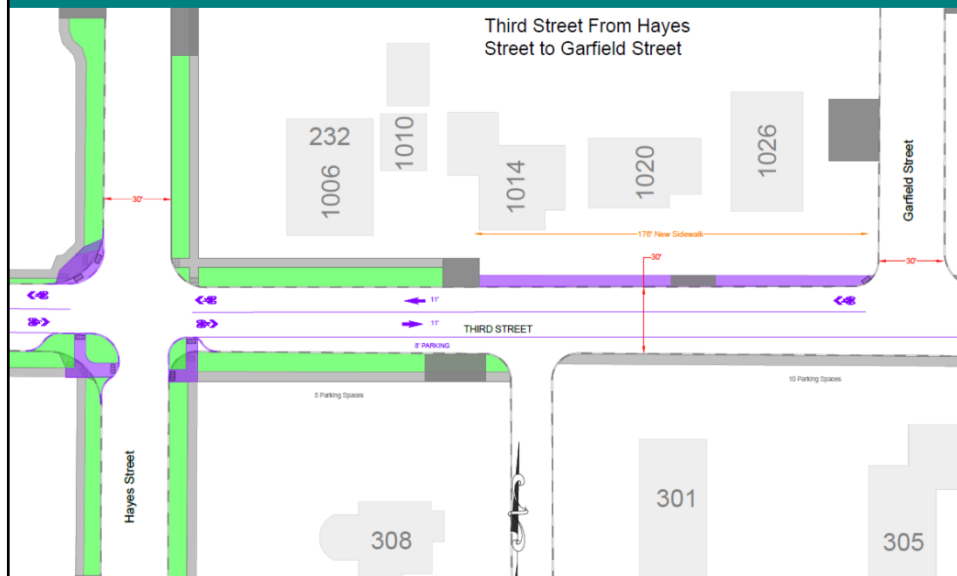


CORRIDOR CONCEPTS – PLAN A





CORRIDOR CONCEPTS – PLAN A



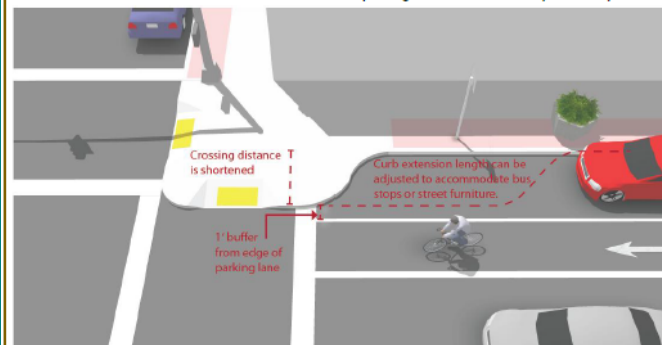
CURB EXTENSIONS

Description

Curb extensions minimize pedestrian exposure during crossing by shortening crossing distance and giving pedestrians a better chance to see and be seen before committing to crossing. They are appropriate for any crosswalk where it is desirable to shorten the crossing distance and there is a parking lane adjacent to the curb.

Guidance

- In most cases, the curb extensions should be designed to transition between the extended curb and the running curb in the shortest practicable distance.
- For purposes of efficient street sweeping, the minimum radius for the reverse curves of the transition is 10 feet and the two radii should be balanced to be nearly equal.
- Curb extensions should terminate one foot short of the parking lane to maximize bicyclist safety.

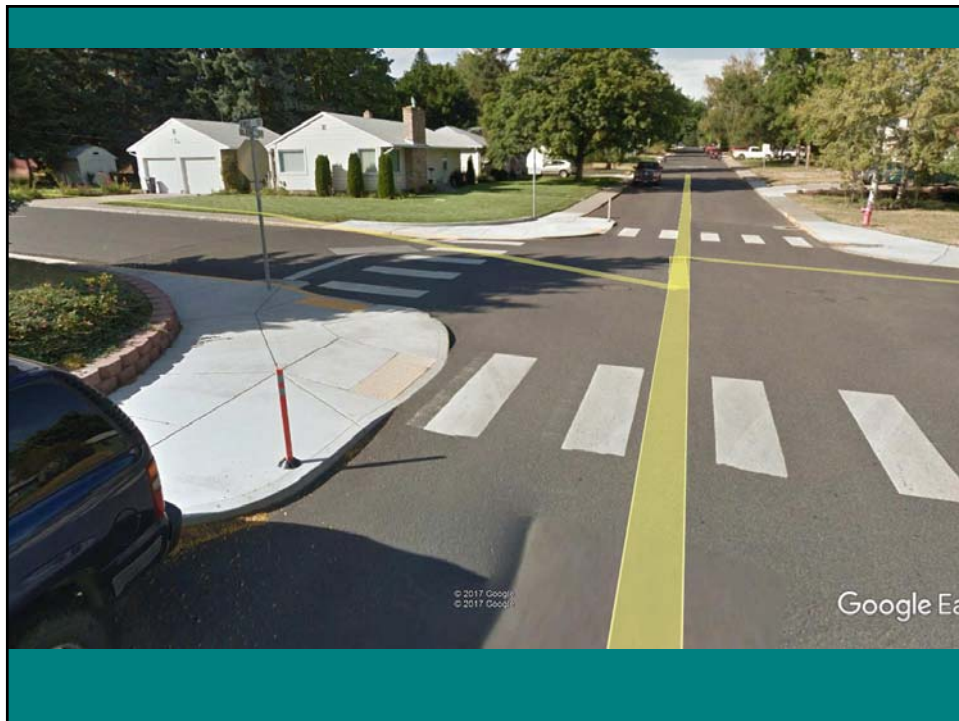


Discussion

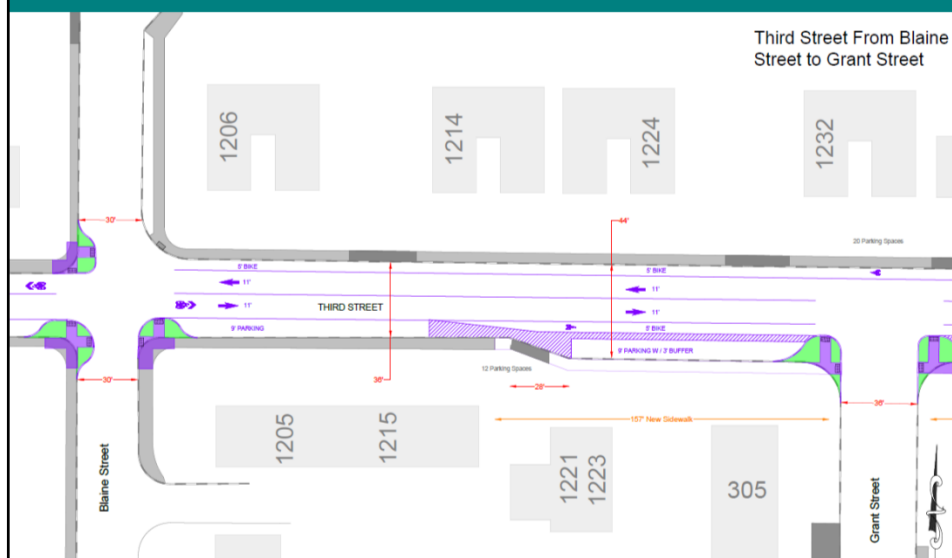
If there is no parking lane, adding curb extensions may be a problem for bicycle travel and truck or bus turning movements.

Materials and Maintenance

Planted curb extensions may be designed as a bioswale, a vegetated system for stormwater management.



CORRIDOR CONCEPTS – PLAN A



CORRIDOR CONCEPTS – PLAN A

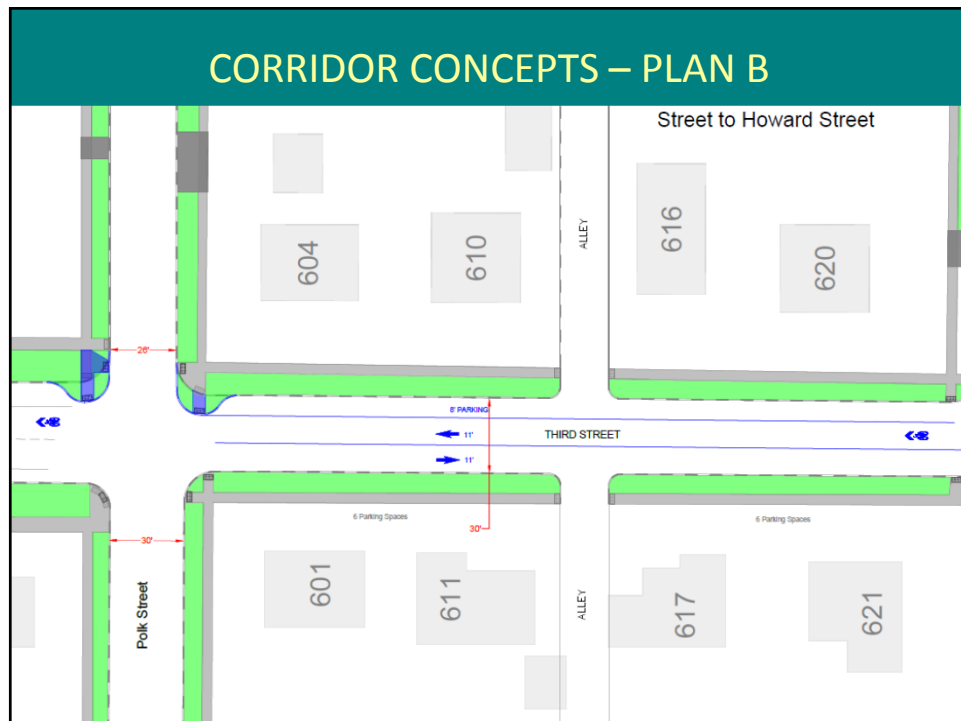
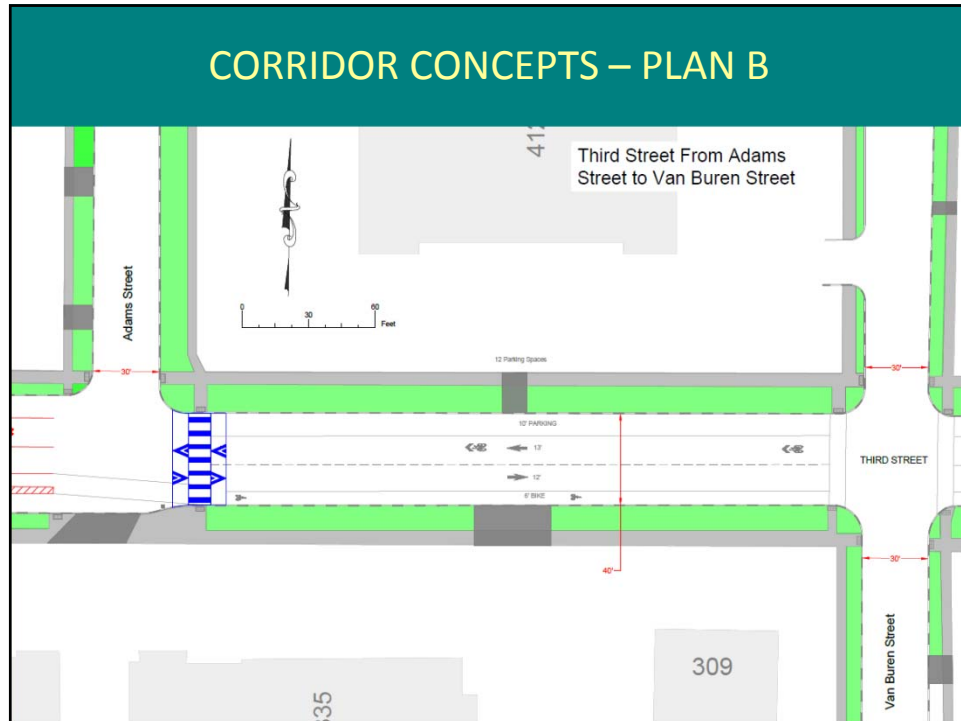


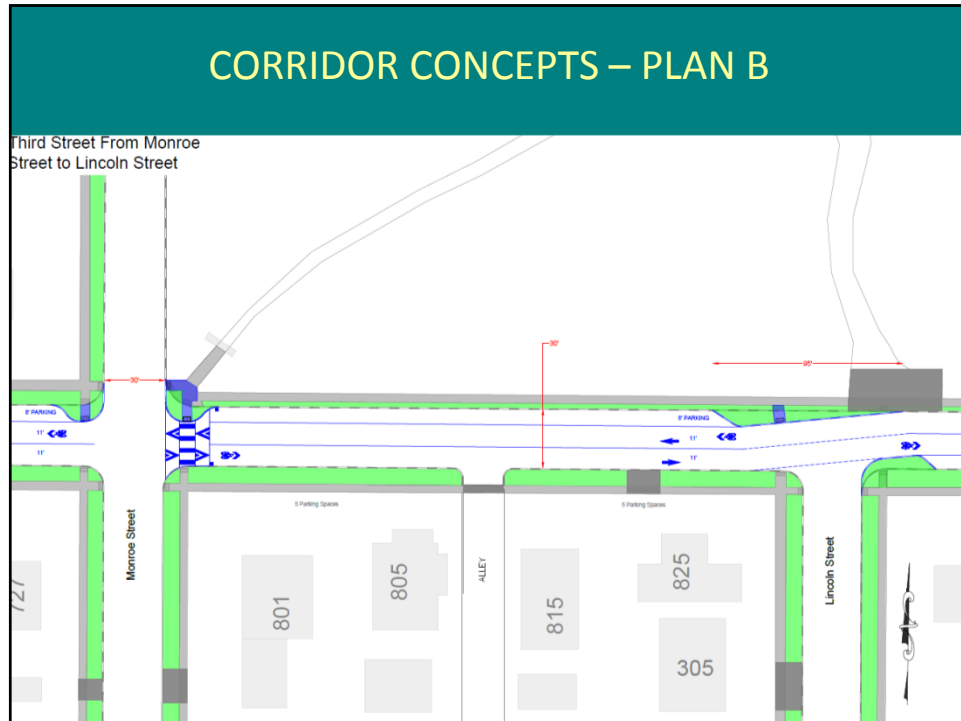
CORRIDOR CONCEPTS

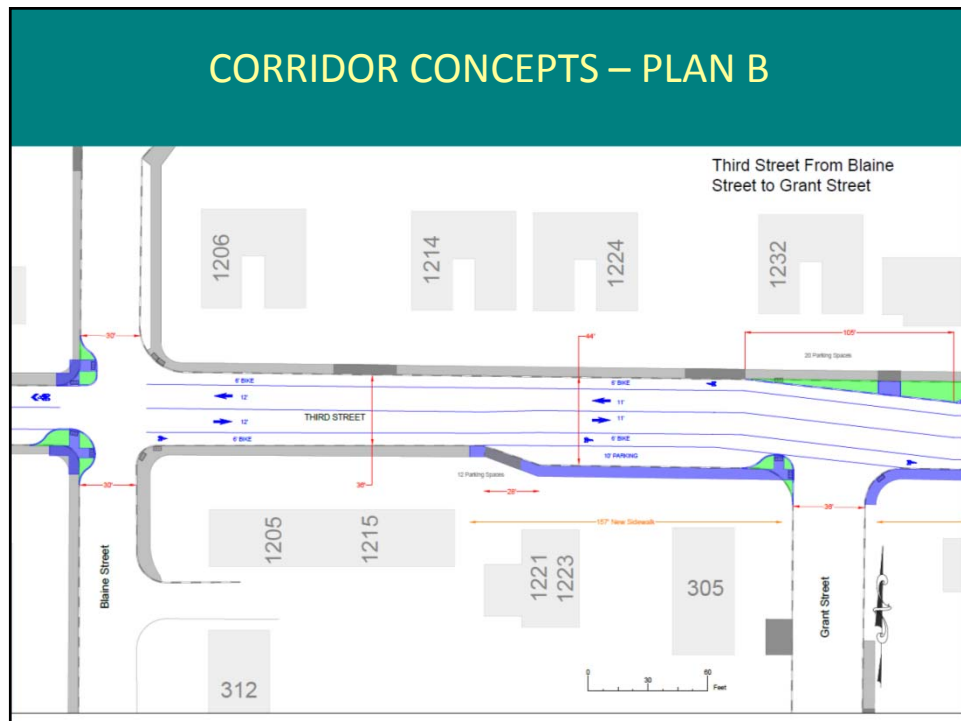
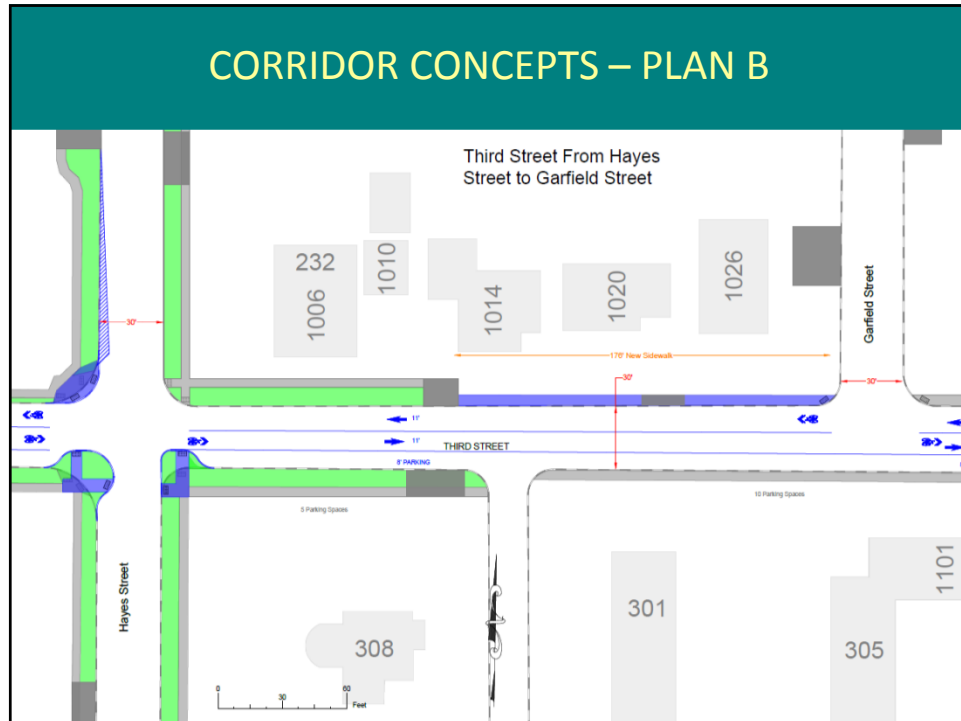
PLAN B

CORRIDOR CONCEPTS – PLAN B







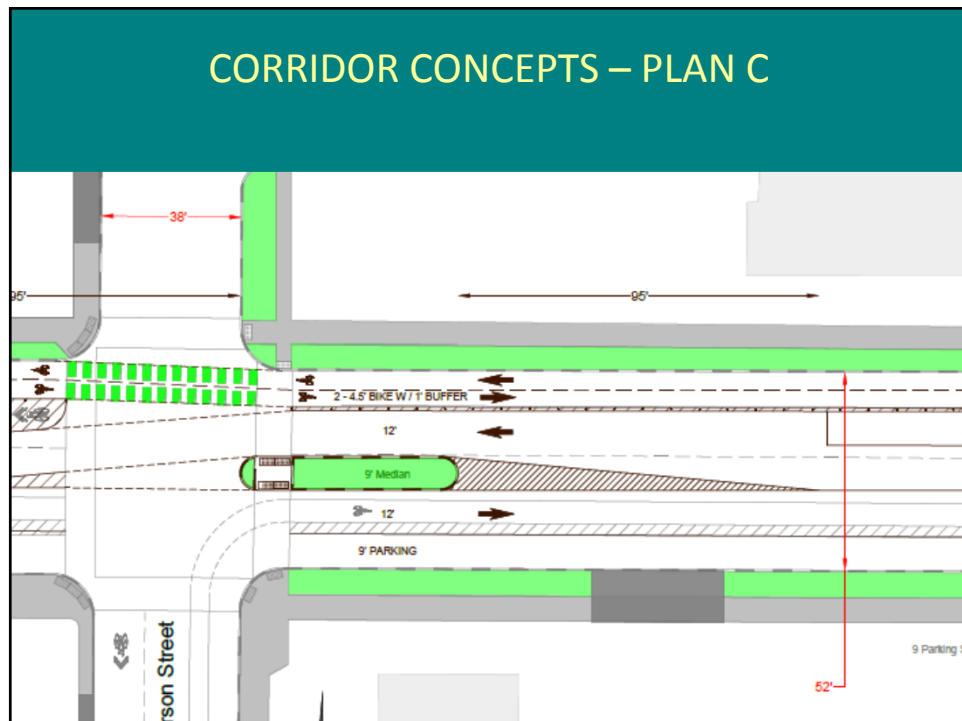
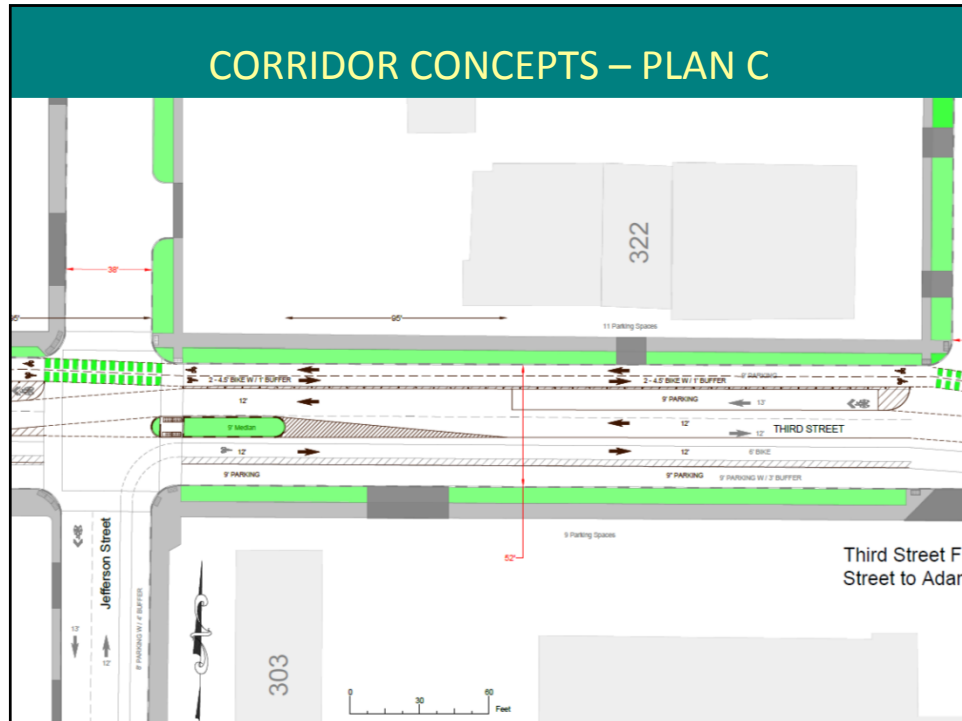


CORRIDOR CONCEPTS – PLAN B



CORRIDOR CONCEPTS

PLAN C



SEPARATED BIKE LANES



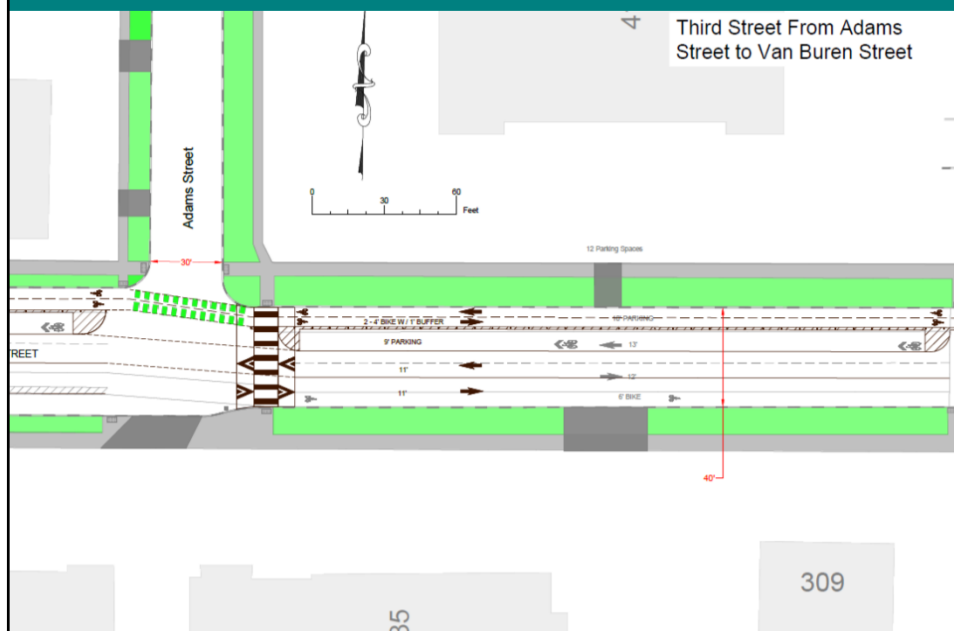
SEPARATED BIKE LANES

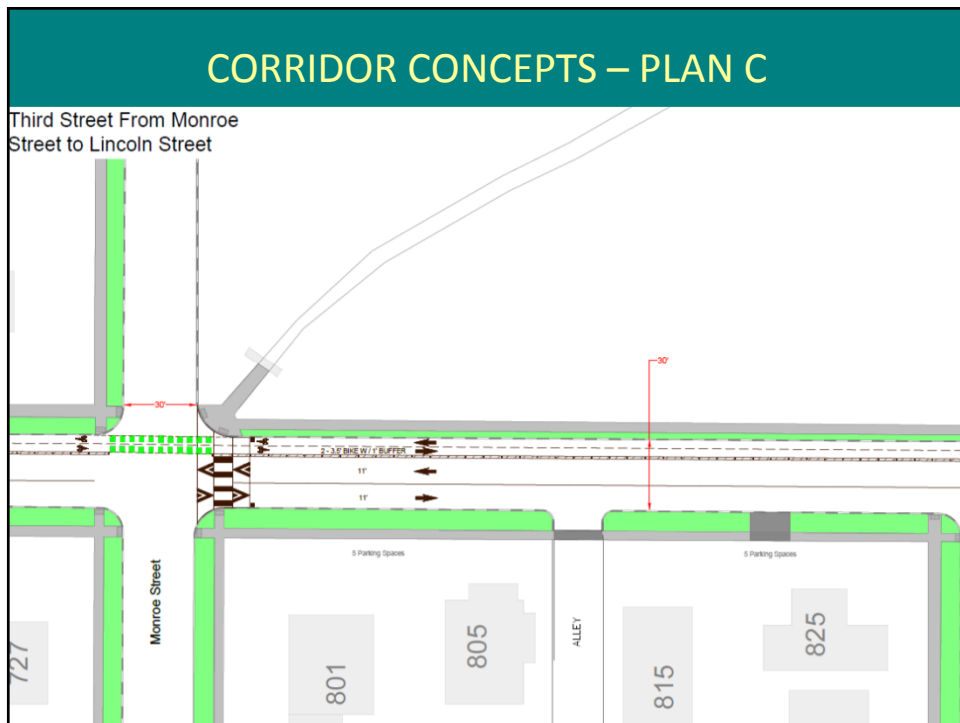
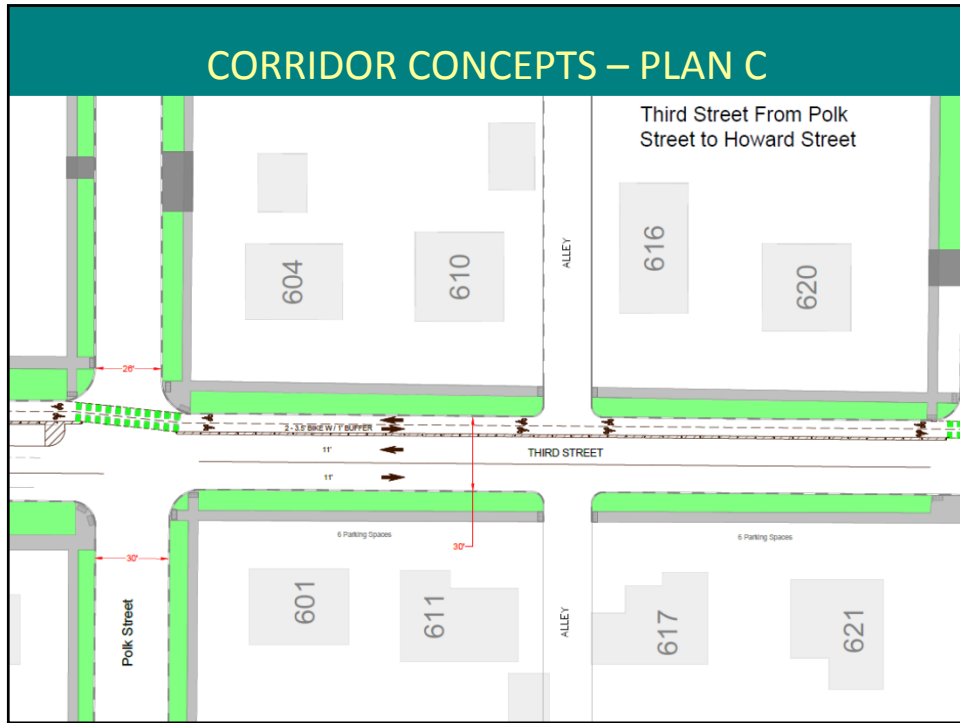


SEPARATED BIKE LANES



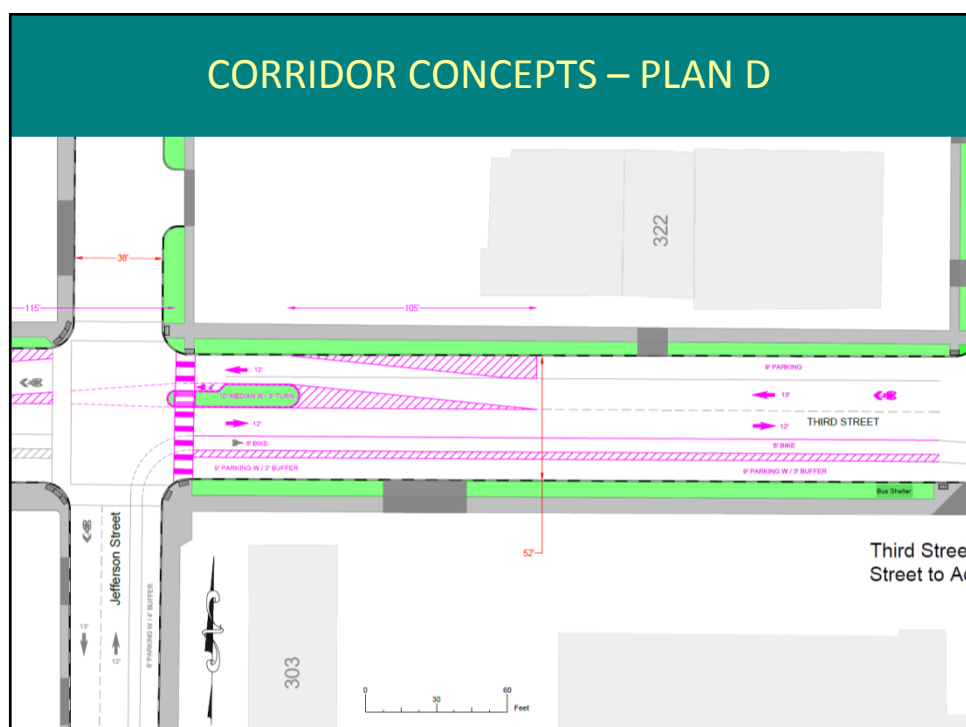
CORRIDOR CONCEPTS – PLAN C

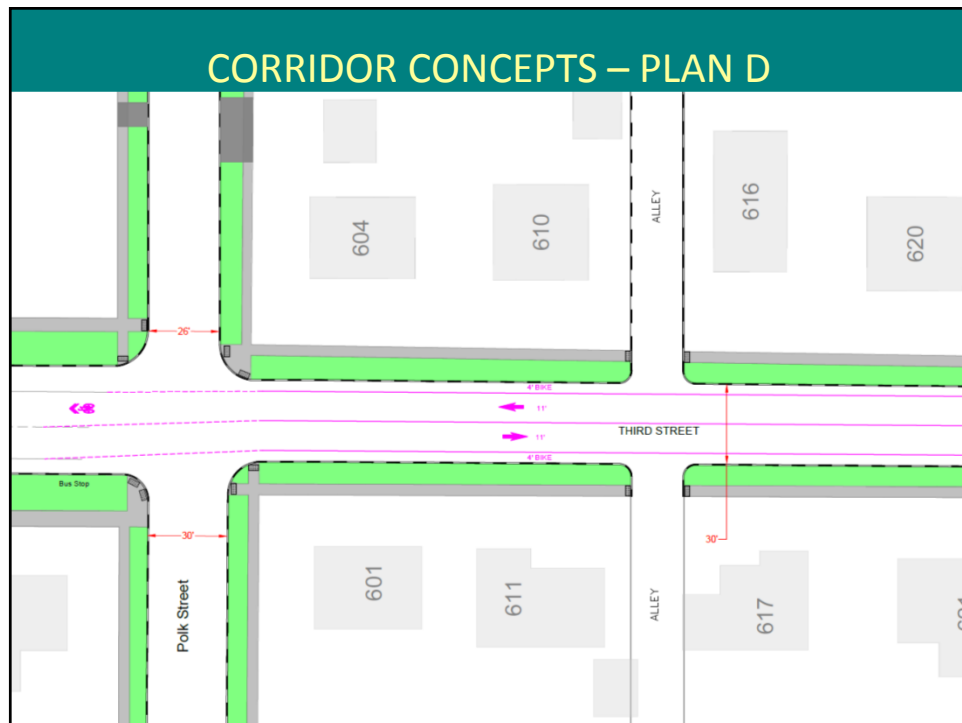
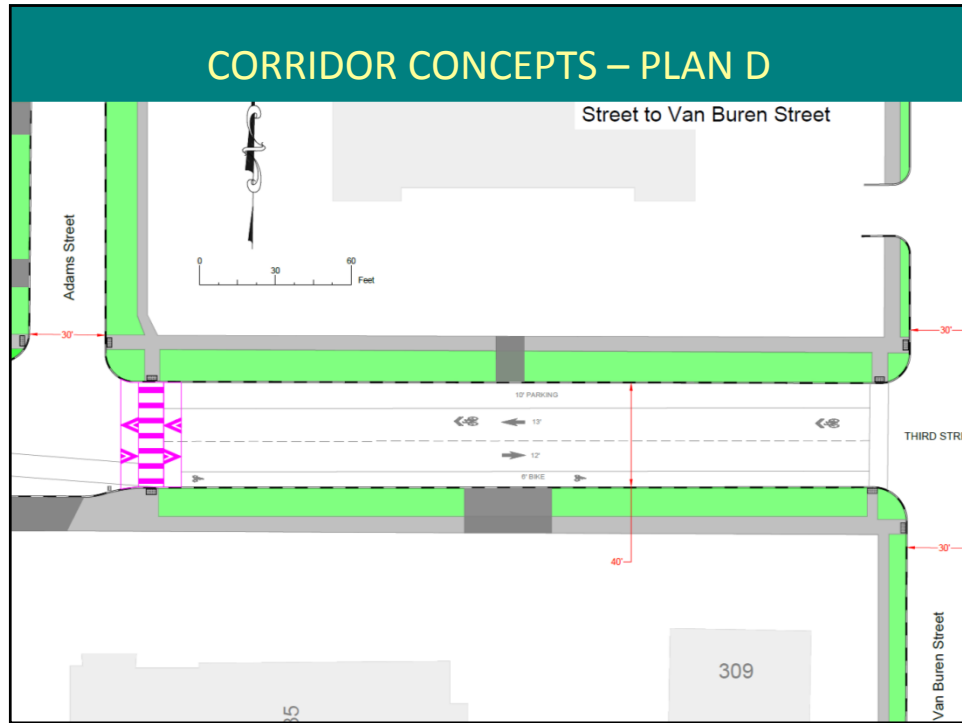




CORRIDOR CONCEPTS

PLAN D

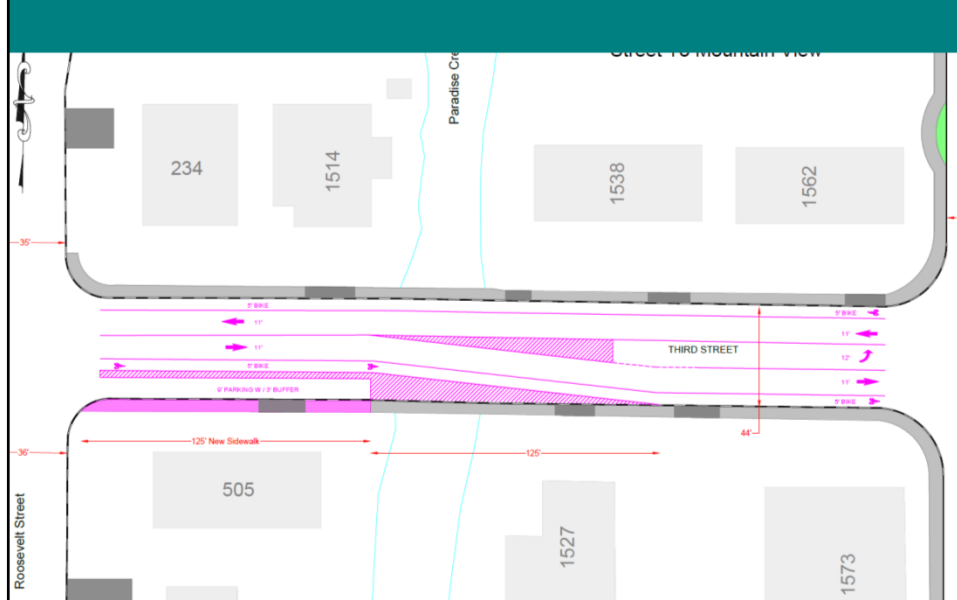




CORRIDOR CONCEPTS – PLAN D



CORRIDOR CONCEPTS – PLAN D



COST ESTIMATES

COST ESTIMATES			
Component	Plan A	Plan B	Plan C
Construction Subtotal	\$339,120	\$355,320	\$196,985
Construction Contingency (20%)	\$67,824	\$71,064	\$39,397
Construction Total	\$406,944	\$426,384	\$236,382
Design & Construction Management (15%)	\$61,042	\$69,958	\$35,457
Project Total	\$467,986	\$490,342	\$271,839

CORRIDOR FUNDING

Children Pedestrian Safety Project Ranking

Rank	Project Name	Sponsor	\$ Request	Score
1	Third Street Corridor Multimodal Improvements	City of Missoula	\$250,000	82
2	Midland Ave - East 10th Street Sidewalk Connection Project	City of Butte	\$181,000	81
3	Wash Street Sidewalk Improvements	City of Butte	\$250,000	80
4	Manning 54th Sidewalk Project	City of Missoula	\$175,000	80
5	Children Pedestrian Improvements	City of Fork	\$250,000	79
6	South 30th Street Pathway	City of Driggs	\$125,000	78
7	Bridge Creek Elementary School Pedestrian Safety Project	City of Bonanza	\$175,000	78
8	10th Street Elementary Dr. & Bush Elementary 2nd Connections	City of Idaho Falls	\$140,000	78
9	Cherry Creek Sidewalk & Pedestrian Improvement Project	City of Carey	\$134,440	78
10	Confidential Elementary & Sunrise Park Pedestrian Safety	City of Jerome	\$250,000	77
11	Lacourt and May St. Path and Pathway Improvements	City of Shelby	\$85,000	77
12	1017 Broadway Ave. & 7th Ave Project	City of Butte	\$170,000	76
13	Chubbuck Elementary Pedestrian Safety	City of Chubbuck	\$150,000	76
14	Loak Springs Child Pedestrian Safety Program	City of Loak Springs	\$150,000	76
15	City of Bonanza Child Pedestrian Safety Project	City of Bonanza	\$150,000	76
16	Snake River to School (Pine River Junior High School)	City of Pine River	\$148,000	75
17	Peabody Elementary School 2nd Project	City of Caldwell	\$148,448	75
18	South 30th Avenue Sidewalk Corridor	City of Pocatello	\$150,000	75
19	Indian River Sidewalk Ramp	City of Emmet	\$88,448	75
20	Snake River Pedestrian Pathway	Blaine County	\$111,334	74
21	Lehigh-Lewiston Pathway & Street Light Upgrades	City of Lewiston	\$80,000	74
22	Lehigh-Lewiston Pathway Connections	City of Lewiston	\$150,000	74
23	Highway 31 Snake Child Pedestrian Project	City of Idaho	\$188,000	74
24	City of Idaho Child Pedestrian Safety Project	City of Boise	\$150,000	74
25	W. Independence - State Street Pathway Project	City of Idaho	\$150,000	74
26	North Main Street Children Pedestrian Project	City of Boise	\$88,000	74
27	Hayden Elementary School Pedestrian Safety Improvements	Blaine County	\$150,000	74
28	Cambridge Hawk Sign	City of Emmet	\$85,000	73
29	Pathway for People	City of Idaho	\$150,000	73
30	Wayner Ave Sidewalk info. 10th St to 12th St	City of Lewiston	\$181,000	73
31	10th Avenue East Sidewalk Installation	City of Jerome	\$250,000	73
32	Snake River Pedestrian Project 2018	City of Lewiston	\$188,334	73
33	City Park Sidewalk	City of Butte	\$150,000	73
34	Walking Path Extension in Denning Avenue	City of Lewiston	\$114,330	73
35	Snake River to School - 12th Street Pathway	City of Emmet	\$150,000	72
36	Lower Main Street Sidewalk & ADA Ramp Project - Phase 2	City of Lewiston	\$150,000	71
37	Red Sign for Mountain Pathway, US 93 & S. Plymouth Avenue	City of New Plymouth	\$138,000	71
38	Trail Creek Sidewalk Extension	City of Bonanza	\$150,000	71
39	Frederick Elementary School Pedestrian Project	City of Emmet	\$150,000	71
40	St. Mark's Sidewalk Improvements - Phase 2	City of St. Mark's	\$150,000	71
41	2018 E. Broadway Pedestrian Improvements	City of Pocatello	\$250,000	71
42	Enhancing Pedestrian Safety in Orofino	City of Orofino	\$150,000	70
43	Snake River Safe Children Project	City of Pocatello	\$250,000	70
44	Main Street School Crossing	City of Orofino	\$150,000	70
45	Jr./Sr. High School Bridge Street Sidewalk	City of St. Anthony	\$60,000	69
46	Walking Signage for Pedestrian Crossings on Highway 20/26/95	Butte County	\$1,713	69
47	City Street Child Pedestrian Improvements	City of Montpelier	\$150,000	69
48	Mountain Pedestrian Improvements	City of American Falls	\$150,000	68
49	South 10th Street Street Lighting Improvement	City of Mountain Home	\$150,000	68
50	Children Pedestrian Improvements	City of Boise	\$150,000	68
51	Frederick Ave Pedestrian Improvements	City of American Falls	\$150,000	68
52	Delton Detour School Speeding Signing	City of Delton Detour	\$48,000	67
53	Living Path, S. Boundary St to 7th St	City of Heyburn	\$151,000	67
54	US Highway 95 Sidewalk & Drainage Improvements, Phase 3	City of Cambridge	\$198,000	66
55	East Main Street Sidewalk Curb and Gutter Replacements	City of Wendell	\$109,410	66
56	Child Pedestrian Pathway Improvements	City of Downey	\$250,000	66
57	2018 Child Pedestrian Crossing Safety Plan	City of Gooding	\$28,800	65
58	Solar Powered School Area Speed Limit Signs	City of Teton	\$17,926	64
59	Pedestrian Improvements near South Hills Middle School	City of Twin Falls	\$245,000	64
60	Earle Street Sidewalk Improvements	City of Mullan	\$250,000	64
61	New Sweden Child Pedestrian Pathway	Bingham County	\$200,000	64
62	Children Pedestrian Safety Shared Use Path	City of Notus	\$241,200	64
63	Sagle Bike Path Connections	Bonner County	\$90,000	63
64	Honeysuckle Beach Sidewalk	City of Hayden	\$69,000	62
65	Peterson Memorial Avenue Children Pedestrian Shared Use Pathway	City of New Meadows	\$192,960	62
66	Victor to Driggs Pathway - Repair and Fog Seal	Teton County	\$60,000	61
67	Lava City park Children Pedestrian Sidewalk/Path Project	City of Lava Hot Springs	\$42,000	61
68	PHB Crossing - Beacon St. & Manitou Ave	Ada County	\$180,000	61
69	Sugar City walk/bike pathway system part "P" Plus	City of Sugar City	\$250,000	56
70	Greenhorn/East Fork & SH 75 Sidewalk and Pedestrian Ramp	Blaine County	\$66,500	55
71	Ponderay to Kootenai	City of Ponderay	\$188,000	52
			\$12,165,009	

CORRIDOR FUNDING

52	Dalton Gardens School Speeding Signing	City of Dalton Gardens	\$48,100	67
53	Villa Dr Path, S Boundary St to 7th St	City of Heyburn	\$221,000	67
54	US Highway 95 Sidewalk & Drainage Improvements, Phase 3	City of Cambridge	\$198,000	66
55	East Main Street Sidewalk Curb and Gutter Replacements	City of Wendell	\$109,410	66
56	Child Pedestrian Pathway Improvements	City of Downey	\$250,000	66
57	2018 Child Pedestrian Crossing Safety Plan	City of Gooding	\$28,800	65
58	Solar Powered School Area Speed Limit Signs	City of Teton	\$17,926	64
59	Pedestrian Improvements near South Hills Middle School	City of Twin Falls	\$245,000	64
60	Earle Street Sidewalk Improvements	City of Mullan	\$250,000	64
61	New Sweden Child Pedestrian Pathway	Bingham County	\$200,000	64
62	Children Pedestrian Safety Shared Use Path	City of Notus	\$241,200	64
63	Sagle Bike Path Connections	Bonner County	\$90,000	63
64	Honeysuckle Beach Sidewalk	City of Hayden	\$69,000	62
65	Peterson Memorial Avenue Children Pedestrian Shared Use Pathway	City of New Meadows	\$192,960	62
66	Victor to Driggs Pathway - Repair and Fog Seal	Teton County	\$60,000	61
67	Lava City park Children Pedestrian Sidewalk/Path Project	City of Lava Hot Springs	\$42,000	61
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69	Sugar City walk/bike pathway system part "P" Plus	City of Sugar City	\$250,000	56
70	Greenhorn/East Fork & SH 75 Sidewalk and Pedestrian Ramp	Blaine County	\$66,500	55
71	Ponderay to Kootenai	City of Ponderay	\$188,000	52

\$12,165,009

CORRIDOR FUNDING

Children Pedestrian Safety Project Ranking

Rank	Project Name	Sponsor	\$ Request	Score
1	Third Street Corridor Multimodal Improvements	City of Moscow	\$250,000	82
2	Hiland Ave - East 19th Street Sidewalk Connection Project	City of Burley	\$191,000	81
3	Main Street Sidewalk Improvements	City of Ashton	\$250,000	80
4	Marsing SH55 Sidewalk Project	City of Marsing	\$175,000	80
5	Children Pedestrian Improvements	City of Firth	\$250,000	79
6	South 5th Street Pathway	City of Driggs	\$125,000	78
7	Ridge Crest Elementary Safety Improvements Phase 2 Project	City of Blackfoot	\$171,000	78
8	Iona Street Riverside Dr & Bush Elementary SW Connections	City of Idaho Falls	\$240,000	78
9	Carey Crosswalk Signage & Pedestrian Improvement Project	City of Carey	\$154,640	78
10	Centennial Elementary & Skyview Park Pedestrian Safety	City of Nampa	\$250,000	77
11	Locust and Hwy 91 PHB and Pathway Improvements	City of Shelley	\$35,000	77
12	2017 Sawtooth Ave & 7th Ave Project	City of Buhl	\$250,000	76
13	Chubbuck Elementary Pedestrian Safety	City of Chubbuck	\$250,000	76
14	Soda Springs Child Pedestrian Safety Program	City of Soda Springs	\$250,000	76
15	City of Bancroft Child Pedestrian Safety Project	City of Bancroft	\$192,000	76
16	Safe Route to School (Priest River Junior High School)	City of Priest River	\$168,000	75
17	Sacajawea Elementary School SP25 Project	City of Caldwell	\$109,446	75
18	South 5th Avenue Sidewalk Corridor	City of Pocatello	\$250,000	75

CORRIDOR DECISIONS

- Preferred Plan
 - Plan A
 - Plan B
 - Plan C – Public Comments Preferred Option
 - Plan D
 - Hybrid/Other?

CORRIDOR DECISIONS

- Public Input Plan Preference
 - Approximately 40% Stated Preference
 - Plan C by large majority
- Transportation Commission Plan Recommendation
 - Plan C

CORRIDOR DECISIONS

- Staff Recommendation
 - Proceed with design of Common Features
 - Consultant Review of Plan C Safety
 - Plan C if found feasible
 - Plan D if Plan C is not feasible.

QUESTIONS?