



CITY OF MOSCOW

Agenda and backup materials regarding this meeting can be found on the links below:

1. City Council Special Meeting Agenda

Documents:

[CITY COUNCIL AGENDA 2-6-18.PDF](#)

1.I. Third Street Bridge City Council Staff Report

Documents:

[CITY COUNCIL STAFF REPORT.PDF](#)

1.II. Third Street Bridge Public Works Memo To Council

Documents:

[PUBLIC WORKS MEMO TO COUNCIL.PDF](#)

1.III. Third Street Bridge Subcommittee Issues Summary

Documents:

[SUBCOMMITTEE ISSUES SUMMARY.PDF](#)

1.IV. Third Street Bridge Public Comments Summary

Documents:

[3RD ST PUBLIC COMMENTS SUMMARY.PDF](#)

1.V. Third Street Bridge Public Comments Pages 1-55

Documents:

[PUBLIC COMMENTS PAGE 1-55.PDF](#)

1.VI. Third Street Bridge Public Comments Pages 56-110

Documents:

[PUBLIC COMMENTS PAGE 56-110.PDF](#)

1.VII. Third Street Bridge Public Comments Pages 111-164

Documents:

[PUBLIC COMMENTS PAGE 111-164.PDF](#)

1.VIII. Third Street Bridge Plan A

Documents:

[PLAN A 1-31-18.PDF](#)

1.IX. Third Street Bridge Plan B

Documents:

[PLAN B 1-31-18.PDF](#)

1.X. Third Street Bridge Plan C

Documents:

[PLAN C 1-31-18.PDF](#)

1.XI. Third Street Bridge Plan D

Documents:

[PLAN D 1-31-18.PDF](#)



Moscow City Council

Special Meeting ~Agenda~

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 Moscow Mayor, City Council and Staff welcome you to tonight's meeting. We appreciate and encourage public participation. For regular agenda items, an opportunity for public comment is sometimes provided after the staff report. However, the formality of procedures varies with the purpose and subject of the agenda item; therefore, the Mayor may exercise discretion in deciding when to allow public comment during the course of the proceedings and limitations may be placed on the time allowed for comments. Citizens wishing to comment on business that is not on the agenda will be provided the opportunity to do so during the public comment item on the agenda. If you plan to address the Council, you will find a list of "Tips for Addressing the Council" in the door pocket outside the City Council Chambers. Please note that Moscow City Council meetings are televised, videotaped and/or recorded. Thank you for your interest in City government.

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.

Adjourn

NOTICE: Moscow City Council and committee meetings are televised, videotaped and/or recorded. Individuals attending the meeting who require special assistance to accommodate physical, hearing, or other impairments, please contact the City Clerk, at (208) 883-7015 or TDD 883-7019, as soon as possible so that arrangements may be made.

MOSCOW CITY COUNCIL AGENDA**Meeting Date:** 02/06/2018**Title:** Third Street Corridor Traffic Management**Responsible Staff:** Les MacDonald

Information

DESCRIPTION: The planned installation of a new 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 Mayor and 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.

STAFF RECOMMENDATION: 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.

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.

Necessary Resources/Impacts

<Type your fiscal/personnel/miscellaneous impacts here or N/A>

Attachments

Council Workshop Memo 1-30-18
 Third Street Corridor - Issues Summary 12-11-17
 3rd St. Public Comments Summary
 Pages 1 - 55 Scanned Public Comments 1.24.18
 Pages 56 - 110 Scanned Public Comments 1.24.18
 Pages 111-164 Scanned Public Comments 1.24.18
 Plan A 1-31-18
 Plan B 1-31-18
 Plan C 1-31-18
 Plan D 1-31-18

Memo

To: Mayor Lambert and City Council
From: Les MacDonald, Public Works Director
Date: January 30, 2018
Re: Third Street Corridor Traffic Management Workshop

The FY2018 budget adopted by the City Council in August 2017 includes funding for the installation of a new multimodal bridge across Paradise Creek at Third Street. This project is consistent with the recommendations of the Multimodal Transportation Plan (MMTP) adopted by the City Council in July 2014. The MMTP recommends that traffic calming measures be installed along the Third Street Corridor in conjunction with the installation of the new bridge to manage anticipated increases in vehicular traffic volumes. After adoption of the FY2018 budget, the Mayor and City Council directed City Staff to implement traffic calming measures within the Corridor concurrent with the construction of the new bridge.

Public Works Department Staff started an assessment of the Corridor including review of existing traffic counts, sidewalk infrastructure, bicycle network opportunities, speed limits, school zones, intersection traffic control, lighting, and adjacent land uses. To assist in this process a request was made to the Transportation Commission to review potential traffic calming measures to identify which could be applied within the Corridor. Due to the short timeframe between the adoption of the budget and the City Council's intention to have the bridge construction in FY2018, a Subcommittee of the Transportation Commission was formed for an intense in-depth review of traffic calming measures. The Subcommittee was comprised of three Transportation Commission members, four members of the public, the City Council liaison to the Commission, an outside technical advisor, and the Public Works Director. A list of the membership of the Subcommittee is attached to this memo for reference. The Subcommittee met eight times over a four week period between the Transportation Commission meetings of November 9th and December 14th.

One of the first tasks of the Subcommittee was the identification of major issues of interest within the Corridor. A summary of those issues and the final status of discussion regarding them is included in the packet for reference. Based on the issues identified, the

Subcommittee expanded the scope of their work to include many facets of the Corridor beyond simple traffic calming measures. These included the following:

- Speed Limits
- Traffic Volumes
- Sidewalk system completeness
- Bicycle network opportunities
- Street lighting
- Adjacent land use activities such as the High School, 1912 Center, East City Park, Lena Whitmore Elementary School, multifamily housing, etc.
- Traffic Calming measures
- Truck Routes
- Traffic Speed Data
- Accident History
- Noise
- Street Trees

Three plans were created through the work of the Subcommittee and City Staff. While each plan uses different approaches to modifying the Corridor to address identified issues, there are some proposed traffic management features that are consistent among all of the plans. A summary of those features and descriptions of their attributes is attached. A summary of the three plans, which outlines their characteristics, advantages, and disadvantages, is also attached along with a summary of estimated costs for each plan. At the conclusion of the Subcommittee's meetings a report of activities and findings was presented to the Transportation Commission at the December 14th meeting. This report included information on the topics discussed, information gathered, and plans developed. The Subcommittee also conveyed a preference for Plan C to the Commission. Plan C proposes the use of Two Way Separated Bike Lanes on the north side of Third Street.

At the December meeting, the Transportation Commission discussed how best to proceed with the information provided by the Subcommittee and the next step of the public input process. The Commission recommended starting the public input period as quickly as possible and desired to let it run long enough to provide ample opportunity after the Holidays to gather input. The January Commission meeting was postponed for two weeks to allow a longer input period. The public input period opened on December 22nd and closed on January 21st. During this time an exhibit was on display on the second floor of City Hall which included information on the overall process, Subcommittee, traffic calming measures, plan alternatives and features, and the estimated costs for each of the three plans. In addition, similar information was placed on the City's webpage and two Open Houses with additional information were held in the Council Chambers on January 11th and 18th. Public input was received via comment cards at the City Hall display and Open Houses, emails directed to the Third Street email address, and by hand delivery of information. A summary of all the input received is included in the Council Packet. Also included are three files which contain scans of the original documents received.

The public input data was provided to the Transportation Commission for review prior to their meeting on January 25th. At that meeting the Commission discussed the input received, the advantages and disadvantages of each plan, and if the members were comfortable making a recommendation for the City Council. Also discussed were alternative approaches that varied from the three original plans developed by the Subcommittee. Of these alternatives, the one that received the most attention included the concept of standard bike lanes on each side of the Third Street rather than the Two Way Separated Bike Lanes concept in Plan C. For the sake of discussion, this option has been titled Plan D and Staff has created a supporting Plan D drawing. Copies of all four plans are included in the Council packet.

At the Commission meeting, and consistent with the public input received, the least supported plans were A and B. Plan C was considered the front runner, but concerns were expressed over maintenance activities, turning movement conflicts, and general understanding of how to enter and exit the separated lanes. The maintenance concerns primarily related to snow removal and street sweeping. The placement of the lane separation buffer seven to eight feet off the north curb line precludes snow plowing operations from accessing the entire street section and may result in decreased lane widths during heavy snow periods. A memo from the Streets Division of the Public Works Department which addresses the identified issues is attached. Alternative methods of street maintenance have been discussed in depth, but significant challenges remain for operations with the Plan C concept. The issue of turning movements and potential conflicts between bikes in the bike lanes and cars in the vehicle lanes all entering the cross street intersections at the same time caused some consternation for the Commission. A suggestion was made to consider hiring a consulting firm which specializes in bicycle facilities to assess proposed Plan C to determine if it can be implemented in a safe and functional manner. The outcome of this assessment could be used to determine whether the City should pursue the Plan C option. If Plan C is not found to be viable, the alternative conclusion suggested by the Commission would be to implement Plan D with the traditional bike lane configuration. Since all other features of Plans C and D are consistent, this approach would allow work to commence on those features while the assessment of Plan C continued. The Commission supported this concept. In the end, the Commission approved a recommendation to implement Plan C. This recommendation was made with recognition that a full description of the advantages and disadvantages of each plan be presented to the City Council and that an assessment of the viability of Plan C by a consultant would be beneficial.

The Council Workshop is an opportunity for the City Council and Mayor to consider the plans and information developed by the Transportation Commission Subcommittee, the public input received on the proposed plans, and the deliberations and recommendation of the Transportation Commission. Determination of a preferred plan by the Council will allow City Staff to commence design of the associated plan features with the intent to begin construction this summer.

TRANSPORTATION COMMISSION
THIRD STREET CORRIDOR SUBCOMMITTEE MEMBERSHIP

November 2017

Transportation Commission Members:

Ben Calabretta, Chair

Philip Cook

Brian Johnson

Public Members:

Becker Gutsch

Amy Ball

Marshall Comstock

Dan Carscallen

Technical Advisor:

Mike Lowry P. E., University of Idaho, Department of Civil Engineering

City Council Liaison:

Kathryn Bonzo

Staff Liaison:

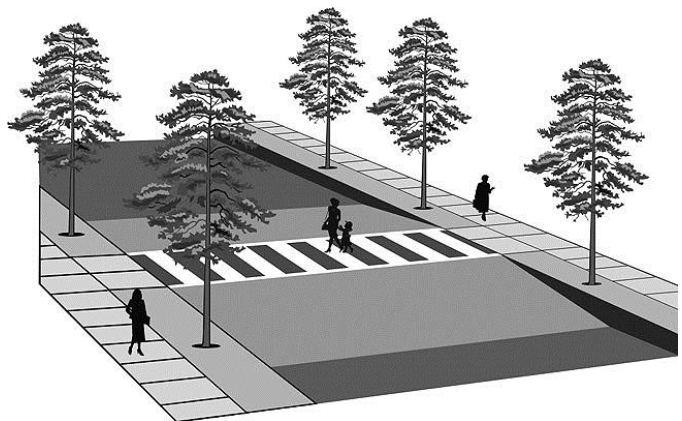
Les MacDonald P. E., Public Works Director

Overview of Corridor Plan Concepts

The Transportation Commission Subcommittee developed three concepts for improvements to the Corridor which could be made to address changes in traffic patterns anticipated after the construction of the Paradise Creek Bridge. These conceptual plans were titled Plan A, Plan B, and Plan C. While each of the plans have some unique characteristics, there are a number of common features that are shared by all the plans as shown below:

Features Common to all Plans

- Speed Limits:
 - Set the speed limit at 25 mph from Washington Street to Mountain View Road
 - ✓ *This plan component would reduce the currently posted 30 mph speed limit between Van Buren Street and Hayes Street to 25 mph. This would provide a consistent reduced speed limit throughout the corridor and assist in the management of vehicular speed.*
- Time activated warning lights on School Zone signage at two locations:
 - High School Zone
 - Lena Whitmore Elementary School Zone
 - ✓ *This plan component would provide enhanced visual cues to vehicular drivers and bicycles that they are entering a reduced speed zone related to the nearby schools. The intent is to raise awareness of the roadside activities, reduce potential conflicts with pedestrians crossing the streets, and manage vehicular speed.*
- Raised Pedestrian Crossings at three locations:
 - Adams Street Intersection (east side) – 10' wide crossing
 - Monroe Street Intersection (east side) – 8' wide crossing
 - Cleveland Street Intersection (west side) – 8' wide crossing



- ✓ *This plan component would provide emphasis on the pedestrian crossings at high pedestrian activity centers such as the High School, Lena Whitmore Elementary School, and East City Park. The raised crosswalks also provide a physical change intended to make drivers aware of their vehicular speed.*

- Intersection Traffic Control:

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

- ✓ *This plan component would address two separate issues. At the Hayes Street intersection it is anticipated that the traffic volumes on all four legs of the intersection will be similar in scale. Such conditions favor four way stop control to maintain an acceptable level of service on all legs and to reduce overall intersection delay. The Blaine Street intersection is in near proximity to the Lena Whitmore Elementary School and is actively used as a crossing of Third Street by the Elementary School students. The four way stop control at this location will provide better opportunity for drivers to observe pedestrians crossing the roadway.*



- Center Medians:

- Five foot to nine foot wide median starting on east side of the Washington Street intersection and extending east approximately 40 feet, including vertical elements such as lighting and/or signage
- Varied width center median in the lane taper for the left turn pocket on the approach to the Mountain View Road intersection



- ✓ *This plan component would narrow the widest sections of the Corridor to provide visual cues to the drivers that they are entering a congested area and to manage their speed appropriately. The median at Jefferson Street will also provide a pedestrian refuge on the crosswalk, an opportunity to enhance the streetscape with lighting, plantings, or other features, and the message to*

drivers that they are transitioning from the Central Business District to an institutional and residential portion of the City.

○ Sidewalks:

- Complete the installation of the sidewalk system on both sides of Third Street by filling gaps in the existing system. These gaps are between the Hayes Street intersection and the Mountain View Road intersection

- ✓ *This plan component would complete the existing sidewalk system so that there would be continuous pedestrian routes on both sides of the Corridor from Mountain View Road to Main Street. This would enhance the ability of pedestrians to navigate the Corridor and reach desired destinations. This would also increase accessibility for the mobility challenged and enhance walking route opportunities for school children at the High School and Elementary School.*



TRANSPORTATION COMMISSION
THIRD STREET CORRIDOR SUBCOMMITTEE

December 2017

SUMMARY OF PLAN ALTERNATIVES

Plan A

- Bike lanes:
 - 6' wide with door zone buffer from Washington Street to Adams Street (south side only)
 - 6' wide Adams Street to Polk Street (south side only)
 - 5' wide with door zone buffer from mid-block east of Blaine Street to Mountain View Road (south side)
 - 5' wide from Blaine Street to Mountain View Road (north side)
 - Parking:
 - Parking from Washington Street to Adams Street (both sides)
 - Parking from Adams Street to Polk Street (north side only)
 - Parking from Polk Street to Paradise Creek east of Roosevelt Street (south side only)
 - Curb Extensions:
 - NW corner of Polk Street
 - SE corner of Polk Street
 - SW corner of Monroe Street
 - SE corner of Monroe Street
 - SW corner of Hayes Street (double extension)
 - SE corner of Hayes Street
 - NW corner of Blaine Street
 - SW corner of Blaine Street (double extension)
 - SE corner of Blaine Street
 - SW corner of Grant Street
 - SE corner of Grant Street
 - SW corner of Cleveland Street
 - SE corner of Cleveland Street
 - SW corner of Roosevelt Street
 - SE corner of Roosevelt Street
- ✓ *Plan A would retain the most parking of all the proposed plans. In the 30' wide street section between Polk Street and one half block east of Blaine Street the parking would*

remain on the south side of Third Street as currently exists. Bicycles would share the lane with vehicles as is currently the practice. Curb extensions would be constructed at many intersections to provide reduced road width on Third Street. This serves to reduce vehicle speeds, shorten the crosswalk distance for pedestrians, and to bring the pedestrians to the edge of the travel lanes so that view of their presence is not obstructed by vehicles parked on Third Street. The curb extensions would require that bicycles remain in the lane at each intersection where the extensions are installed. Current conditions allow east bound riders to use the parking lane when no cars are present, which is usually the case west of Hayes Street.

Plan B

- Bike lanes:
 - 6' wide with door zone buffer from Washington Street to Adams Street (south side only)
 - 6' wide Adams Street to Polk Street (south side only)
 - 6' wide from Blaine Street to Grant Street (both sides)
 - 5' wide with door zone buffer from Grant Street to Mountain View Road (north side)
 - 5' wide from Grant Street to Mountain View Road (south side)
- Parking:
 - Parking from Washington Street to Adams Street (both sides)
 - Parking from Adams Street to Lincoln Street (north side only)
 - Parking from Lincoln Street to Blaine Street (south side only)
 - Parking from midblock east of Blaine Street to Grant Street (south side only)
 - Parking from Grant Street to Paradise Creek east of Roosevelt Street (north side only)
- Curb Extensions:
 - NW corner of Polk Street
 - NE corner of Polk Street
 - NW corner of Monroe Street
 - NE corner of Monroe Street
 - NW corner of Lincoln Street
 - SE corner of Lincoln Street
 - SW corner of Hayes Street (double extension)
 - SE corner of Hayes Street
 - NW corner of Blaine Street
 - SW corner of Blaine Street (double extension)
 - SW corner of Grant Street
 - North side of Grant Street
 - NW corner of Cleveland Street

- NE corner of Cleveland Street
 - NW corner of Roosevelt Street
 - NE corner of Roosevelt Street
- ✓ *Plan B is similar to Plan A and would retain almost as much parking as Plan A. In the 30' wide street section between Polk Street and one half block east of Blaine Street the parking would alternate between the north and south sides of Third Street. The alternating location provides a minor "chicane" feature that requires vehicles to "weave" slightly. This tends to require vehicles to reduce speeds. Bicycles would share the lane with vehicles as is currently the practice. Curb extensions would be constructed at many intersections to provide reduced road width on Third Street. This serves to reduce vehicle speeds, shorten the crosswalk distance for pedestrians, and to bring the pedestrians to the edge of the travel lanes so that view of their presence is not obstructed by vehicles parked on Third Street. The curb extensions would require that bicycles remain in the lane at each intersection where the extensions are installed. Current conditions allow east bound riders to use the parking lane when no cars are present, which is usually the case west of Hayes Street.*

Plan C

- Bike lanes:
 - Separated Bike lanes from Washington Street to Mountain View Road (north side). Width of lanes varies from 3.5' to 5'. Separation buffer is one foot wide with vertical separation elements
 - Parking:
 - Parking from Washington Street to Adams Street (both sides)
 - Parking from Adams Street to Polk Street (north side only)
 - No Parking from Polk Street to Blaine Street
 - Parking from midblock east of Blaine Street to Paradise Creek east of Roosevelt Street (south side only)
 - Curb Extensions:
 - NW corner of Blaine (on Blaine only)
- ✓ *Plans C and D would retain the least parking of all the proposed plans. In the 30' wide street section between Polk Street and one half block east of Blaine Street all parking would be removed from Third Street. This includes the area between Hayes Street and Blaine Street that currently experiences the most parking use due to the proximity of adjacent apartment complexes. Separated Two Way Bicycle Lanes would be installed along the length of the Corridor from either Washington Street or Jefferson Street to Mountain View Road.*

- ✓ *The relatively narrow proposed bicycle lanes are concerning for some as the arrangement would place west bound bikes and west bound cars on either side of an east bound bike. On the steeper section of the Corridor between Polk Street and Adams Street the lanes widen to four feet each, but the west bound bikes would potentially have much higher speeds. The one foot buffer between the bike lanes and the west bound vehicle lane would contain vertical elements to delineate the buffer and provide more visual barriers between the modes. This option is seen as being the most attractive for the more casual bicycle riders and would provide one of the easiest street grade routes from the Central Business District to Mountain View Road.*
- ✓ *Two significant concerns have been raised about this concept. The first is the impact on maintenance activities related to snow removal and street sweeping. The presence of the buffer seven to eight feet off the north curb line would preclude normal snow removal equipment and street sweeping equipment from clearing/cleaning the bike lanes. In addition, snow removal operations would have to be modified to push all snow from the travel lanes to the south side of the street. Most of the Corridor has tree lawns available for snow storage, but about two and one half blocks east of Hayes Street do not. Relocation of the existing sidewalk to create a tree lawn in this segment may be a necessary addition to the project to remedy this situation (not reflected in costs estimates below). Heavy snow events could result in reduced vehicle lane widths (starting at 11') due to the inability of the snow removal equipment to be operated directly at the edge of the buffer. This could have a detrimental impact upon vehicle travel including school busses. The second significant concern identified relates to the unfamiliarity of drivers and cyclists with how to navigate intersections that have two way bike lanes next to two way vehicular lanes when making turning movements. The issues of who has right of way, visibility of bicycles to drivers, and overall safety of more complex intersections complicate the viability of this option.*

Plan D

- Bike lanes:
 - 6' wide with door zone buffer from Washington Street to Adams Street (south side only)
 - 6' wide Adams Street to Polk Street (south side only)
 - 4' wide Polk Street to Blaine Street (both sides)
 - 5' wide with door zone buffer from mid-block east of Blaine Street to Mountain View Road (south side)
 - 5' wide from Blaine Street to Mountain View Road (north side)
- Parking:
 - Parking from Washington Street to Adams Street (both sides)
 - Parking from Adams Street to Polk Street (north side only)
 - No Parking from Polk Street to Blaine Street

- Parking from mid-block east of Blaine Street to Paradise Creek east of Roosevelt Street (south side only)
- Curb Extensions:
 - NW corner of Blaine (on Blaine only)
- ✓ *Plans C and D would retain the least parking of all the proposed plans. In the 30' wide street section between Polk Street and one half block east of Blaine Street all parking would be removed from Third Street. This includes the area between Hayes Street and Blaine Street that currently experiences the most parking use due to the proximity of adjacent apartment complexes.*
- ✓ *Bicycle Lanes would be installed on each side of Third Street along the length of the Corridor from Jefferson Street to Mountain View Road with the exception of the north side west of Polk Street. The west bound bicycle traffic would share the lane on the downhill section west of Polk Street to Jefferson Street. In this Plan all bicycle traffic would be flowing in the same direction as the adjacent vehicular travel lane. Some reduction in attractiveness of the route for the casual cyclist is anticipated, but the use of standard bicycle lanes is consistent with the City's adopted Street Standards for Collector and Minor Arterial class streets.*
- ✓ *Maintenance issues identified with Plan C would be resolved with Plan D as there would be no bike lane buffer and no vertical elements installed. Snow removal and street sweeping operations would continue as they are currently performed.*
- ✓ *Some reduction in traffic calming may occur in Plan D as compared to Plan C, but the traffic management features common to all the plans would be implemented in Plan D as well. The reduction in vehicular lane width from current conditions to a continuously striped 11' width will provide some traffic calming benefits.*

Preliminary Estimated Project Costs*

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	\$63,958	\$35,457
Project Total	\$467,986	\$490,342	\$271,839

*An estimated project cost has not yet been prepared for Plan D.



Memo

To: Tyler Palmer, Deputy Director-Operations
Les MacDonald, Public Works Director
From: Steven Schulte, Streets Supervisor
Cc: Kevin Lilly, Deputy Director-Engineering
Date: 12/20/2017
Re: Third Street Traffic Calming Maintenance Considerations

Gentlemen,

As requested, my Staff and I have conducted a maintenance review of the proposals generated by the Transportation Commission Task Force, and have prepared comments based on said review. We appreciate the opportunity to contribute our perspective to this important process, as the lifecycle costs of any facility are drastically influenced by the long-term operation and maintenance investments.

Plans A and B are similar from a maintenance perspective in that they create some challenges, and additional input of labor. The increase is most acutely experienced in the increase in pavement markings, especially with this being a higher-traffic, high-visibility area. We are a small crew, and pride ourselves on working effectively and efficiently, but we are truly close to saturation with our current available labor hours, and already commit 15-20% of our available construction season labor hours to traffic markings.

The bulb-outs in these two options present some challenges for plowing, and sweeping, as anything that disrupts straight-line operations has a negative impact on efficiency. Other minor considerations are the continued maintenance of flashing signals, and the impact of median islands on our ability to berm and remove snow from Washington to Van Buren.

Plan C presents some unique maintenance challenges in addition to the items covered in the previous paragraphs. The following are the specific items to Plan C generated in the review process:

1. Placement of garbage and recycling bins for collection could prove challenging.

2. The narrow bike lane, and physical buffer, would present challenges for sweeping. This would likely require special equipment, and additional man hours to maintain at an acceptable level of cleanliness. Sweeping is, and will increasingly be, a critical component in maintaining storm water quality.
3. Snow removal in the cycle track lane will be difficult and the Street Dept. does not have equipment capable of performing this task. Snow storage is also limited. Also, we will be unable to run a snow gate equipped plow along the North curb-line, which will impact the historic level of service.
4. Snow removal for the vehicle lanes is a concern throughout the entirety of the corridor. The following is a rundown based on section width:
 - a. Main to Washington- Snow on the north sidewalk and cycle track is isolated from the roadway and the furniture zone lacks the storage room for a normal winter. I am not sure how we would remove it without requiring a considerable change to our snow removal program.
 - b. Washington to Jefferson- This block may have enough room in the middle for a snow berm but it will be snug.
 - c. Jefferson to Adams- This block has 42' of plow-able width and 24' of driving lane. Our snow berm is generally about 6' wide leaving 9' of drive lane per side.
 - d. Adams to Polk - 22' of driving lane does not leave room for snow berm in the middle as we have historically done. One idea was to push all of the snow to the south side and try to put it on the green strip. This would be challenging and there are multiple driveways.
 - e. Polk to Hayes – All snow would need to be plowed to the south side green strip but there is also the issue of driveways/alleys that would be blocked.
 - f. Hayes to Grant- Maintenance along this stretch is highly challenging. There is not enough room to store the snow and keep two lanes of traffic open due to the bikes on one side and a sidewalk on the other. This narrow section also limits the potential of building a center berm as there still wouldn't be enough room for vehicles. We will continue to look for potential alternatives for this section.
 - g. Grant to Mountain View- This last section may have enough room for snow storage along both sides however the south side parking may be too dense to allow for much room.

Please let me know if you have any additional questions or would like any clarifications.

Regards,

Steve Schulte

ISSUES SUMMARY

TOPICS	NOTES/COMMENTS	CONCLUSIONS/ANSWERS
TRUCK ROUTES	Is a Truck Route advisable?	No conclusion reached
	How to address local/delivery trucks?	No conclusion reached
	Consider signage to recommend alternate route without an enforcement ordinance.	No conclusion reached
CORRIDOR LIGHTING	Lighting along the corridor needs improvement.	No conclusion reached
	Should a different lighting style be used in the Corridor?	Not determined to be necessary, but could be desirable
AESTHETICS	Should we define a vision/style for the Corridor?	Not defined
	Consider style of new sign in front of 1912 Center.	Not reviewed
NOISE	How would outdoor activities be affected by vehicle noise?	Not reviewed
SCOPE OF CORRIDOR ASSESSMENT	Should we look at the entire Corridor as a whole or consider on individual block basis?	Look at it all.
	What should the Corridor be?	Not defined
	What happens to events in the Park if parking is removed?	No conclusion reached

TOPICS	NOTES/COMMENTS	CONCLUSIONS/ANSWERS
SPEED LIMITS	Do we have weekend vs. weekday counts for all field measurement sites?	Yes
	Should we consider a 25 mph speed limit on the entire corridor?	Yes
	*Control/limit vehicle speeds in residential neighborhood (especially east of Hayes)	Recommend 25 mph throughout corridor
PUBLIC INPUT	Can the City provide information on effectiveness of all proposed traffic calming devices?	Information provided in first workshop based on APWA studies
	Need to address perspective that devices should prevent traffic rather than slow it.	Not addressed
SAFETY	Review pedestrian accident history within the corridor.	Accident hisgtory provided
		Proposing completion of sidewalk system, installation of curb extensions and raised crosswalks, reduction of 30 mph speed limit to 25 mph, and installation of school zone active lighting system.
	*Pedestrian Safety Improvements - General	See above
	*Pedestrian Safety Improvements - School Children	See above
	*Bicycle Safety/Protected Bike Lanes	Plan C proposes separated two way bike lane system
SIDEWALK NETWORK		
	*Complete network for pedestrians	Recommend filling existing gaps to create a complete network in the corridor
	ADA compliance	All new construction will meet ADA standards
BICYCLE NETWORK		
	*Encourage non-motor transportation options	Sidewalk system completion and enhanced bike lanes network encourages non-motor options. Plan C separated Bike Lanes may be more attractive for casual bike riders.
		Plans A & B remove parking on one side of wider sections to allow for two bike lanes. Plan C also removes parking between Polk Street and Blaine Street to allow for bike lanes.
	*Bike travel prioritized over on-street parking	
	*Connectivity of network	All options provide continuity of system, but Plans A & B require sharing a lane from Polk Street to Blaine Street.

TOPICS	NOTES/COMMENTS	CONCLUSIONS/ANSWERS
LIMITING IMPACTS	*Limit disruption to residences and institutions located on Third Street	Removal of parking in all plans will have an impact on adjacent land uses and in particular the apartments east of Hayes Street
	*Removal of street parking adjacent to houses with limited options.	All plans remove some parking. Plan C has the largest impact.
	*Not overly limiting traffic flow.	Narrower lanes will tend to limit traffic flow.

* Generated from /Corridor Priorities Data

NAME	COMMENTS	METHOD OF COMMUNICATION
Jason Henrichs	I just wanted to send a message in support of the Third street bridge. I work in Pullman and live near the round-about so another direct way through Moscow for me to get home would be appreciate.	Email
Steve Leib	I applaud the addition of the third street bridge and the resulting third street corridor. It has been a long time coming and has been prevented by a small minority of people for way to long. Prejudice against East/West traffic will finally be gone! Unless the “traffic calming” measures are more sinister than the term sounds.	Email
Nancy Chaney	Dear Chairman Calabretta and Commission Members: Thank you for your community service, and for considering public input on Third Street corridor safety, prior to making recommendations to the City Council. Consistent with Plan C generated by the MTC Subcommittee/Working Group, I support traffic-calming and other safety improvements along the Third Street corridor between Mountain View and Washington Street. In keeping with the Working Group’s stated priority of children’s safety, Plan C includes a bi-directional protected bike lane (conceived by UI Professor Mike Lowry) in addition to raised crosswalks, refuge medians, stop signs, continuous sidewalks, and buffers to protect bicyclists, pedestrians, wheelchair users, and sensitive proximal activities. I also support restricting through truck traffic and preserving on-street parking to the extent practicable, for the convenience of nearby residents and visitors and for its traffic-calming effect. My preference remains that the City Council reverses the previous Council’s decision to install a multi-modal bridge over Paradise Creek on Third Street, and installs a much less expensive, far less disruptive bicycle-pedestrian ONLY crossing at that location instead. Corridor safety improvements should be implemented now, regardless of the Council’s decision about the bridge. The City’s process, pace, and rationale for installing a multi-modal bridge are flawed and not based on urgent need. I encourage you to recommend to the City Council that they take time to engage key stakeholders who may not have been represented in the Working Group. They include Moscow School District and Parent-Teacher organizations; people with disabilities;	Email

	boards of directors for Rendezvous in the Park, Renaissance Fair, and Hemp Fest; downtown businesses; Heart of the Arts and the Senior Center, among others. In addition to MTC, other citizen commissions (copied here) ought to be invited to weigh-in on aspects like social justice (Fair and Affordable Housing, Human Rights), green infrastructure and ecosystem function (Sustainable Environment), the urban forest (Tree), non-motorized connectivity (Pathways), performance arts and events in East City Park (Arts), architectural and cultural heritage (Historic Preservation), tourism and economic vitality (Farmers Market), and community gathering spaces (Parks & Recreation). In addition to safety improvements articulated in Plan C, please recommend: • Herringbone-type storm drains to lessen catch-hazards for cyclists' wheels • Policies, equipment, staffing, and budget to reliably clear sidewalks and bike lanes of snow and debris because this is a main route for non-motorized users, including people with disabilities, (Extreme weather events could prevent that on infrequent occasions.) • 'No through truck traffic' signage (Wayfinding software sometimes directs otherwise.) • Pedestrian/bicyclist-oriented points of interest along the corridor, to encourage such uses (e.g. dog-friendly amenities, bike parking near bus stops, pedestrian-scale signs for historic interest, walking tours, tree identification, kiosk to post upcoming activities in the park) • Green infrastructure so design elements of roadways, sidewalks, tree wells, vegetated buffers, rain gardens, etc. are consistent with the specialness of Paradise Creek and its ecosystem services • Safe accommodation of traditional alleyway access onto Third (e.g. convex mirrors; resident- and Latah Sanitation truck actuated caution lights) • Protection of property values and safety of adjacent residents by proactively addressing their concerns individually (e.g. planting trees, building fences or walls, or acquiring property as has happened on East D St, West A St, etc.) • Buffering the southern edge of East City Park from lights, sounds, hazards of car and truck traffic, to protect ambiance and desirability of that public space • Cohesive thematic street furnishings	
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	• Spot-lit crosswalks and isolated (warm spectrum LED) illumination of key intersections, in addition to low-level walkway illumination, instead of lighting up the neighborhood like a raceway or strip mall • Means of evaluating safety intervention measures for effectiveness • Gateway treatments on medians at Jefferson and Hayes, to designate neighborhood entrances • Fixing misaligned southbound curb lines on Hayes for smoother, safer westbound turns onto Third, and modify curve on NW corner at the park • Four-way stop signs at <i>First</i> Street and Blaine, consistent with a systems approach to safety • Installing a bridge that would invite additional motorized traffic onto Third Street or failing to install bike-ped-ADA improvements along that corridor would: • Endanger non-motorized users • Diminish adjacent property values • Detract from the historic nature of the neighborhood • Injure Moscow's reputation as a livable community • Lessen the attractiveness of East City Park as a venue for revenue-generating, community-building events • Impede mobility of people with disabilities • Hurt the ambiance and desirability of downtown, including Moscow Farmers Market The City Council's eventual decision regarding this matter will have long-lasting implications, and affect our community--culturally, aesthetically, functionally, and economically--for the foreseeable future. Thank you for your thoughtful consideration and recommendations.	
Joanne Sutton	I strongly urge the council to cancel the auto bridge on third. There are so many other needs in the city streets, Harrison non pavement for one example, A street for another. The pedestrian-bike bridge is a better alternative for our dollars. The traffic calming needed will make the street difficult to use. Please leave it as it is.	Email

Joanne Sutton	Please cancel plans for this bridge and build the long planned pedestrian bridge. This was decided with inadequate input and only benefits the new developments to the detriment of existing residents. Third street, with the expensive added safety features, will take needed parking spots and unreasonably slow traffic. There are streets partially unpaved such as E and Harrison and many in poor condition such as west A. Please use out taxes to fix these needed repairs.	Email
Nancy Chaney	Dear Councilors: Thank you for your commitment to public service, and for inviting this input about Third Street corridor safety. Please reverse the decision to install a multi-modal bridge over Paradise Creek on Third Street, and install a much less expensive, far less disruptive bicycle-pedestrian ONLY crossing at that location instead. Regardless of your decision about the bridge, proper, I encourage prompt implementation of safety improvements from Mountain View to Washington Street, consistent with Plan C generated by the MTC Subcommittee/Working Group. In keeping with the Working Group's stated priority of children's safety, Plan C includes a bi-directional protected bike lane, raised crosswalks, pedestrian refuge medians, stop signs, continuous sidewalks, and other protection for bicyclists, pedestrians, wheelchair users, and sensitive proximal activities. In addition, I support preserving on-street parking to the extent practicable, for the convenience of nearby residents and visitors and for its traffic-calming effect. Every budget cycle, the City asserts fiscal responsibly. That's why it was so surprising the City could shake its sofa cushions and discover an extra \$580,000 lying around in the General Fund for a motor vehicle bridge on Third Street, with no provision for safety improvements along the corridor. A previous Council opposed that idea for good reasons, unchanged since Resolution 2007-30. Some would have you believe that it is a fait accompli, but unless concrete has been poured, it is within your authority to reject that assumption, settle monetary commitments with consultants, and facilitate a better, safer, more fiscally responsible outcome.	Email

	The previous Council’s motivation for proposing immediate installation of a multi-modal bridge is not based on urgent need. That amount of money could be more responsibly spent on other more pressing things like sidewalks, street maintenance/repair, the animal shelter, undeveloped parkland projects, the southeast Moscow industrial park, addressing food insecurity and indigent care, increasing matching funds to make grant proposals for safety improvements on North Mountain View to the Logos campus more competitive, making a more compelling case for the multi-million-dollar bond you’re contemplating for 2018, and other priorities, including corridor safety improvements, whether the bridge accommodates motor vehicles or not. Inviting additional motorized traffic along Third Street or not embracing recommended bike-ped-ADA improvements would: • Endanger non-motorized users • Diminish adjacent property values • Detract from the historic nature of the neighborhood • Injure Moscow’s reputation as a livable community • Lessen the attractiveness of East City Park as a venue for revenue-generating, community-building events • Impede mobility of people with disabilities • Hurt the ambiance and desirability of downtown, including Moscow Farmers Market Complementary to Plan C, I’d like to see: • Herringbone-type storm drains to lessen catch-hazards for cyclists’ wheels • Policies, equipment, staffing, and budget to reliably clear sidewalks and bike lanes of snow and debris because this is a main route for non-motorized users, including people with disabilities (Extreme weather events could prevent that on infrequent occasions.) • ‘No through truck traffic’ signage (Wayfinding software sometimes directs otherwise.) • Pedestrian/bicyclist-oriented points of interest along the corridor, to encourage such uses (e.g. dog-friendly amenities, benches, bike parking near bus stops, pedestrian-scale informational signs for historic interest, walking tours, tree identification, a kiosk for posting upcoming activities in the park)	
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	• Green infrastructure design elements of roadways, sidewalks, tree wells, vegetated buffers, rain gardens, etc., consistent with the specialness of Paradise Creek and its ecosystem services • Safe accommodation of traditional alleyway access onto Third (e.g. convex mirrors; resident- and Latah Sanitation truck actuated caution lights) • Protection of property values and safety of adjacent residents by proactively addressing their concerns individually (e.g. planting trees, building fences or walls, or acquiring property as has happened on East D St, West A St, etc.) • East City Park southern border buffers from lights, sounds, hazards of car and truck traffic, to protect ambiance and desirability of that public space • Cohesive thematic street furnishings • Spot-lit crosswalks and isolated (warm spectrum LED) illumination of key intersections, in addition to low-level walkway illumination, instead of lighting up the neighborhood like a raceway or strip mall • Means of evaluating safety intervention measures for effectiveness • Gateway treatments on medians at Jefferson and Hayes, to designate neighborhood entrances • Fixing misaligned southbound curb lines on Hayes for smoother, safer westbound turns onto Third, and modify curve on NW corner at the park • Four-way stop signs at First Street and Blaine, consistent with systems approach to safety The decisions you make in this situation will have long-lasting implications, and affect our community--culturally, aesthetically, functionally, and economically--for the foreseeable future. Please choose wisely.	
Pat Rathmann	As a fairly new Moscow resident, I'm curious what kind of uproar occurred years ago when this was first proposed. I understand it was placed on the list of future projects at that time. Wouldn't this have been the logical time for the anti's to have put a stop to this plan? If safeguards on speed limits and appropriate 4-way stop signs are put into place, I see no reason why this project should not move forward.	Email

Colleen Christie	I am in favor of the bridge. When I first came to Moscow seven and a half years ago as a UI student, I went down Third street. I found that the road did not continue to the other side of town. I was new in the area and did not know what other streets or where I could connect to the other side. I assumed that since it was one of the main streets in Moscow, it connected one side of town to the other. I agree traffic calming measure should be in place. A stop sign at Third and Hayes as well as a calming area similar to the area around Moscow Middle School on D Street. I like both Plan A and Plan B. I think I would prefer Plan B over A.	Email
Dennis Becker	I'm writing to provide comments on the 3rd Street corridor proposal. I support option 3 with full vehicle, bike and pedestrian access via a new bridge with traffic calming devises. My main concerns/interests are: - Lena Whitmore intersection at Blain. Traffic already backs up there quite a bit. A four-way stop might help with safety but could increase backups. A different parent drop off point might be necessary at the school. - bump outs are visually appealing and effective at slowing traffic. I would like to see more of these along that route into downtown. - crossing Mountain View on bike can be difficult. Will there be a four-way stop at 3rd and MV? - I strongly encourage public art and trees/vegetation along the route, particularly for those homes next to MV that will be most impacted. I haven't visited the site in awhile but is there also room for a small natural area at the creek? - are street lamps envisioned along 3rd? Winter/night time biking is a bit treacherous in places. I don't want a full light corridor with light pollution but some lighting would help, preferably using the classics historic looking lamps. Thanks for the opportunity to comment.	Email

Tom La Pointe	On this Christmas Eve morning, my fervent wish is that this city will wake up, realize that the Third Street bridge is a bad idea having little or no benefit to the people of Moscow, and stop the construction of this bridge. As a founding - and long term member - of Moscow's Transportation Commission, I spoke out against this bridge at every opportunity. I continue to do so now in the hope that the governance of the city will realize their error. The total costs of the bridge and its ancillary requirements of traffic calming, etc. now appears to be in excess of one million dollars. Funds have evidently been "found" to cover this amount but I cannot help but wonder about better uses for those funds: things like improved street maintenance and upkeep, snow removal and the like come to mind. Construction of this bridge will negatively impact and change the character of neighborhoods, parks and schools. Additional traffic on Third Street might benefit a select few by the flow of more vehicles, but at what cost? All because some few might be able to shave 10 seconds off of their already short commutes, and developers will be able to sell their lots/houses with 'improved connectivity' options. In the process increased vehicular traffic will endanger school children, reduce the peaceful nature of East City Park and surrounding neighborhoods, and add to the already congested traffic on Third Street between Jefferson and Washington Streets. Stop this bridge - your constituents will thank you.	Email
Dean Stewart, Gretchen Stewart & Amy Ball on behalf of Citizens for a Livable Community	Enclosed is a packet of twenty-one photocopied letters to the Editor of the MPDNews, six opinion/editorial columns, as well as a few news stories for each of you to read as part of your due diligence-whether you are an elected official, paid staff, or appointed person. We believe the views of the citizens of Moscow have been unnecessarily ignored or dismissed and not addressed. The enclosed copies are merely a small collection of these views. Please do read through the packet carefully and allow the voices of all citizens to be included in the planning of this project (and all future projects) that affect the whole of the city of Moscow. We oppose the planned construction of the planned motor vehicle bridge at 3rd Street and Paradise Creek. It is not necessary at this time and could be built later when	By hand (Packet)

	proper, sufficient and real needs have been shown. Furthermore, we believe that 3rd street traffic calming is needed now-whether or not a motor bridge at 3rd and Paradise Creek is ever built. Thank you for your diligent, thorough, and ethical attention to these concerns.	
Terri Schmidt	Hello City Representatives, I live on North Jefferson St. and I have to cross Third St. twice a day to get to work and back. I was recently waiting at the intersection of Jefferson and 3rd thinking about how busy that road is already and how hard it is to get across at times, especially if I have to make a left turn. We can no longer turn left on Main St. during busy hours, and traffic is often backed up turning left on Washington and 3rd. If this bridge is built there will be even more congestion for left turning traffic. Now the city is planning traffic calming options, which are important if the bridge is built. Some of these include lower speed limits and extra stop signs. If we add slowing measures, it will take just as long or longer to get to downtown or the mall from the east side of town than it does now. So what is going to be gained by building this bridge? If the idea was to have a quicker connection to the west side, the calming measures will cancel any gains made. One of the calming options is to remove more parking along third street. I understand the concerns of bicyclists, but having close parking for seniors and people with disabilities using the 1912 center is important. So I would be sorry to see any more parking eliminated. The costs of creating the bridge along with the cost of calming measures is high. I would prefer my tax dollars be spent on repairing roads, building the new police station, or various other more pressing needs. I don't like the idea of spending a likely three quarters of a million dollars or more on a project that will have little benefit and likely some frustrating results. Thank you for your consideration,	Email

Jeanne Clothiaux	Dear City of Moscow, I am writing to express my opposition to the build-out of a bridge for motor vehicles on 3rd St. in response to a letter from the City of Moscow asking residents for input on the proposed plans for 3rd St., all of which include a motorized bridge. A motorized bridge and the resultant increase in traffic on 3rd St. would significantly change the character of the neighborhood and park. East City Park and the surrounding collection of homes, gardens, trees, and sidewalks, provide both the physical and emotional center for our community. We celebrate there. We grieve for those who have died. Our children swing and slide. Our elders sit on benches under trees and listen to raven song as their grandchildren collect pinecones. Visitors play guitars on blankets they carry in on their shoulders. A sad teenager pays attention, and her heart is lifted. I support improvements to 3rd St. I also support a biker/pedestrian bridge. But I think a motorized bridge would negatively impact the character and safety of the heart of our city. It cannot be overstated how unique and of what great value this park and neighborhood is to our town. Increased traffic, no matter what calming features may be placed to slow it down, does not count as an "improvement." I moved to Moscow in 1998 and owned and operated Red Door Restaurant downtown from 1998 until 2007. During that nine-year period, I came into contact with many locals as well as visitors from around the country and the world. There was near consensus in my conversations about what makes Moscow a great small city. Strong feeling of community, beauty, safety, and walkability always ranked high. These feelings are characterized best in our historic neighborhood, where the trees create a sense of awe, where car traffic is limited to residential traffic, where children race scooters down the sidewalks. East City Park offers a sense of refuge, peace, and quiet. That sense of sitting in a special place, a human-made haven in a hectic world, would be changed significantly by increased traffic on the south border. Why is the city not presenting an option for a non-motorized biker/pedestrian bridge? It offers as its rationale that a motorized bridge has been in the plans since 1994. Such a bridge would have degraded the experience of the neighborhood in 1994. Now that the neighborhood and East City Park have matured in its absence, it comes as an even greater	Email

	degradation. We have Highway 8 to carry traffic east. Perhaps you should consider improving the junction of Highway 8 at Mountain View Dr.	
Sandy Vernon	I would like to express my opinion. I am opposed to automobile traffic. Third street is so narrow and it's already dangerous with the speed people drive down the street. My daughter has to park on third and she has been almost hit multiple times and you want to increase traffic on a street that barely has room for two cars pass each other. Foot and bicycle traffic would have been adequate. To let automobile traffic from Mt View to Third Street I would recommend a four way stop at Hayes and Third. No one cares about the foot traffic at this corner. The stop sign is ran all the time and people do not respect the speed limits. There is more to this town then traffic flow. Safety must be our first priority to everyone.	Email
Vince & Lynn Murray	Members of Moscow City Council: As members of the City Council, we are writing you with the hope that you will revisit the Third Street bridge project. We believe that this project is ill advised and should be scrapped. Such a bridge will alter the character of Moscow in several adverse ways as it attempts to funnel traffic quickly through the heart of our town. Traffic will pass numerous public spaces such as schools, churches, parks, etc., all of which are meant to attract children, and thereby put pedestrians, especially children, in danger as drivers attempt to shave a few minutes off their evening commute (if, indeed, this path through town actually saves time at all, especially with "calming devices" that have been alluded to...and we're not exactly sure what that term means...does it mean the loss of old trees along the sides of the street? We certainly hope not!). Why would we want to funnel more automobile congestion into the heart of our town? We shouldn't sacrifice the wonderful character of Moscow simply to cater to the automobile. Other towns and cities have done this and have regretted doing so. Third Street should remain pedestrian and bicycle friendly. It should not become another fast lane for traffic. We believe the money dedicated to this project would be much better spent fixing the current problems with streets throughout town. Having lived in Moscow for over forty years, we can honestly say that the condition of our city streets has never before been so abysmal during our time here. It appears to us that our city government has been incredibly negligent	Email

	with street maintenance. A problem that has been simply an embarrassment and a nuisance in the past has now become dangerous as automobiles trying to avoid damaged streets enter the lanes of oncoming traffic, and bicyclists risk injury by simply trying to avoid dangerous potholes. Unfortunately, the maintenance has probably become much more expensive now that we have ignored the problem for so long, but it is far past time to do something. Please take the money that we would spend on a Third Street bridge and dedicate it to fixing the streets we already have.	
Ed & Barb Townsend	We are completely in favor of the third street bridge. We do have some concerns about the third street bike lane plans. Have any studies been done concerning how many bicyclists will be using these bike lanes? It seems like the number of people with cars are making huge concessions to the people with bicycles. In the winter will the use of bicycle lanes be diminished? Will this be worth it? Has any thought been given to moving the bicycle lanes to B Street from Adams to Mountain View which would be safer for the bicyclists and the cars as there is less traffic on B street? We would be losing lots of parking especially around the 1912 building and the High School. Where will we park for after school sporting events at the high school? Where are seniors going to park at the 1912 Building. The parking lot there is much too small. It seems to us that automobile traffic and parking should have the higher priority.	Email
Colin Priebe	Hello I am a regular bike commuter who bikes my son from Polk St to West Park elementary most days. Looking at your plans they all seem better than the previous and current roadways as far as safety for pedestrians and bikes. I do like <u>Plan C</u> the best however I have a few questions. A cyclist is traveling north on Jefferson and turning to go East on 3rd St. How will the entrance of the bike boulevard be marked to encourage proper use? Riding west on 3rd and turning south onto Jefferson (or any other street) what guarantees of protection to help will there be? Plan C I bike this route 1 – 3 times a day. I would love to talk to a planner about this. I would love to see a green bike route on the N/S streets near downtown to guide cyclists and to show the routes to drivers. Thinking about it really only Jefferson is the biggest issue I believe my neighbors and I on Polk can manage. It is just that busy intersection I worry about (see diagram on comment card). Again I would love to talk to someone involved in planning. Phone or Email work	Comment Card

Colin Priebe	One more question. How will the city work with high schoolers getting out at the school using the right door. I understand that there will be a buffer, but if they don't look and start walking to the sidewalk there will be a collision.	Comment Card
Anne Adams	B is the best option – allows parking at East City Park which is very important during park events (there is already a parking shortage). Curb extensions are important. I like the curb extensions at Lincoln St as this is a heavily used crossing. Bike lane is far from ongoing traffic. A is OK. B is much better. C is a bad option. 2 way bike lane is dangerous at night when east going bikes are blinded by west going headlights. It further reduces event parking which is already not enough. I am a cyclist and the 2 way bike lane scares me. It is also more difficult to make left turns to the south on a bike.	Comment Card
Jerry Grzebielski	I feel it is time to open 3 rd Street to Mt. View. I have driven through town for 20 years doing a handyman/snow removal and lawn business. We need another street besides 6 th St to access Mt View. 6th Street is difficult to cross and about impossible to back out of a driveway. I do not see a need for a pedestrian or bicycle only bridge. We already have B street and 6 th to cross. By opening 3 rd Street we would have less traffic on Hayes, 6 th , D St, F St and 1 st Street going by the schools. I know as those are the routes I used going home to Concord. Thank You.	Comment Card
Anonymous	How will they collect my garbage? How will the snow be removed? Worry about fast downhill bikes just inches from uphill bikes (collisions) <u>Very Little Room</u> for error! Please think this through some more! Why the rush?	Comment Card
Harry Moore	Like plans A or B, not C. Keep parking on both sides of 3 rd St. Like curb extensions. We both bike 3 rd St – easiest hill to climb too!	Comment Card
Frank Bongiorno	1. 4 way stop on Blaine & Hayes 2. Keep to 25 MPH 3. Have Truck Route: Only local deliveries only a. UPS b. Fed Ex c. Garbage Truck All OK.	Comment Card

Bill Thomson	As a bicyclist, Plan C scares me. I would not feel safe riding up hill (east) with bikes coming down hill on my left and cars coming towards me on my right. I prefer Plan B. Will there be painted crosswalks at all street crossings? I hope so – in addition to the 3 raised crossings.	Comment Card
Leslie Rios	I am not in favor of a vehicle bridge on 3rd St. However, of these 3 plans, Plan C is the plan I could support; the separated 2-way bike lanes are the most appealing part of this plan. This vehicle bridge seems unnecessary at this time – there are streets in need of repair (ie. 8th St. between Logan and Lynn) and those should be a priority. Thank you!	Comment Card
Mary Read	I applaud the work of the subcommittee and the three concepts they developed. I cycle most days in good weather & ride down Third regularly. The bike lanes in all three concepts are well thought out, although I favor one lane on each side for ease of merging with traffic when turning. It is also more logical to ride with traffic. Most importantly though I see no need to build the vehicle bridge at Mt. View. With all of the traffic slowing implementation I don't believe most drivers will choose the 3rd St. option. I recommend that the City Council review this budget item and use the \$500,000+ funds to repair many streets in Moscow that are eroding.	Comment Card
D. Nels Reese	I suggest that R/W or property line be shown. I.e. 80 R/W to Hayes, 60 R/W Hayes to Mtn. View	Comment Card
Victoria Seever	(I am a big believer in color coding or color for visual cues) What would it take to not too expensively do: 1) For the bike lane closest to street center, be color marked the whole length? Such as, scattered dots or some pattern in maybe red? To help visually cue everyone it's most at risk for bike & car on-coming adjacent traffic (see diagram on comment card) *You could instead, every so often, put words on the street, like look right – look left-head's up.....something appropriate ...or icons	Comment Card

	2) If that's doable, then you could also similarly mark the Greenway with green. Overlap, then red trumps green. The taped display is great. You could use tape to make one "picture" of a bike so everyone gets that the carpet here is the dual bike lanes (see diagram on reverse of comment card).	
Victoria Seever	Food for Thought (thinking outside the box) (see diagram on Comment Card) – This bike lane has both oncoming traffic from cars & bikes – FALLOUT: 1) Inexperienced bikers won't use it, especially kids, will go on the sidewalk 2) Also is the bike lane where snow push may encroach in it 3) Bikes = pedestrian/regs when using sidewalk 4) Bikes = vehicle/regs when using street 5) We design space for bikes in the street 6) Is it feasible is some way to flip that angle & design their space as pedestrians on parr with the walks instead? 7) Yes, if: (see diagram on Comment Card) the bike lanes where level & adjacent to the walks, = a lot more cement sidewalks but if bike lane raised up alongside the walks, then: Need 1) Physically separated from cars all along because walks go the whole length 2) No street bumpers & candles needed 3) Snow plows don't have the bike path obstacles (diagram above on Comment Card) 4) There's some savings in cost for maintenance 5) Costs more I assume to widen walks instead of using the street (plus you probably are building sidewalk over new asphalt (remove/replace) 6) I would not take ROW (rt of way) unless there's plenty, like along 1912 & East City Park, so could wave into land & not affect street except to then have wider street where you can (see diagram on Comment Card) 7) <u>Many bike users walk regardless, so why not put them on the same level?</u> Maybe there's an idea in there that could lead to something - & if not for 3rd, maybe the next project	Comment Card
David Uberuaga	The cracks in the street from Cleveland to Roosevelt will need to be filled before heavy traffic starts	Comment Card

Kathy Warren	Looks like the Plan C is the most favorable – <u>Safe</u> & continuation of our designated trail systems – also less expensive. Perhaps the \$ savings could be put toward more frequent snow removal & other maintenance measures?	Comment Card
Anonymous	Option C!	Comment Card
Russ Moore	I would propose a Plan D that provides two bicycle lanes in a standard location next to the right curb. If space allows, also include a traffic buffer. This would be implemented similarly to Option C without the two-way bicycle lanes. Options A & B do not address the issue that “Sharrows” do not work on this corridor now, and will be worse when it becomes a minor arterial.	Comment Card
William Warfel	Build that Bridge! Why just build a bicycle access bridge when the town is empty during the best cycling months? We need a multi-modal bridge when town is busy the other 9 mo of the year. Thanks!	Comment Card
George Bridges	Plan C is the best.	Comment Card
Anonymous	I like Plan C!	Comment Card
Dody Dozier	There is a fundamental conflict here: is Thirst St. to be a traffic mover – a minor arterial – to help East-West motor traffic to get through town? If so, why are the plans so concerned with slowing traffic down? If Third is <u>not</u> going to move traffic efficiently, why is <u>so much money</u> to be spent on a bridge? Why not leave Third St. alone? And please <u>no parking along East City Park</u> ! Little kids could run out between parked cars.	Comment Card
Thomas B. Newhof	There is NO need for a road here – A pedestrian and bike path would be nice. A road is WAY too expensive – this money could be better spent in numerous other ways. Change in traffic patterns would be hard on neighborhoods and 3rd Street pavement.	Comment Card

Sophie Gilbert	Option C is by <u>far</u> the best option, and would not only keep pedestrians and bikers currently using the route safe, but would also give folks on the east side of Mtn. View new ped & bike access to downtown. Thanks for your hard work putting these options together!	Comment Card
Wendy McClure	Please see attached sheet for comments. Thank You! Attachment reads: Third Street Corridor Improvements Overarching vision based on "always been an objective to build the Third St bridge" seems limited and needs to consider other important dimensions of the comprehensive plan like neighborhood quality. Core residential and downtown neighborhoods (and 2 historic districts) are compromised to accommodate east side growth and through westbound traffic. Used Sub-committee's "Identified areas of interest" as criteria to evaluate alternatives Safety: A, B, C Good idea to reduce speed limit to 25mph. along entire corridor. A, B, C Elevated crosswalks are a good idea as shown A, B, C also need regular crosswalks to support pedestrian safety at intersections along corridor A and B strongest support for pedestrians by having bulges and parked cars to slow traffic/width. C has minimal consideration of pedestrians traveling N-S at many intersections along corridor	Comment Card & Attachment

	C At first glance a dedicated bike lane seems like a good idea but the one depicted would be quite intimidating. Uphill rider is sandwiched between downhill bicyclists and downhill vehicles in a relatively narrow lane on the wrong side of the road. Multi-modal access A, B, C Applaud effort shown in all 3 schemes to integrate multi-modal. A and B prioritize pedestrians. C prioritizes vehicles with wide corridor and bikes with dedicated lanes though odd, unsafe config. Limiting Impacts C. Taking parking off street negatively impacts aligning property owners and pedestrians who are protected by parked cars. Reduces overall neighborhood parking capacity pushing overflow onto side streets to accommodate MHS students, park events etc. B. Alternating parking as shown in "B" would be good for homeowners access but probably confusing for bike traffic. A is likely the best compromise for all users. ABC. Encouraging bike use by east side residents may offset some anticipated vehicle traffic. Higher vehicle count will negatively impact historic core of town including downtown and traditional neighborhoods abutting Third for convenience of through traffic from east side residents. Will alleviate some current pressure from 5th, B and D. Long term solution for traffic with destinations farther west of downtown are needed that won't further impact historic neighborhoods. Speeds Good idea to reduce speed limit at 25 along entire corridor. Traffic will likely go faster in C anyway with absence of on street parking and perceived wider corridor width. Thank you for the opportunity to comment and for your expedient work!	
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Stephanie Clarkson	I like option C w/dedicated bike lanes because 1) It provides predictability for where cyclists should ride. 2) Therefore it is safer for vehicles, peds & pedalers, we know where bikes should be 3) It is the preferred method of installing bike lanes & often most difficult. If it is an easy option for our city then we should take advantage of it & become a model.	Comment Card
Anonymous	Don't build it – the multimodal bridge. But if you have to Plan C for calming is best	Comment Card
Timothy Bartholomaeus	Great process – thanks for all the displays. I really like the raised crosswalks, 4-way stops, and lower speed limit. Great for pedestrians – maybe there's room for even more raised crosswalks/speed humps. My concern is in making the route as easy as possible for bikes. I prefer option C for the independent bike lanes and their protection from the traffic. These lanes are increasingly popular in other cities and I think they'll be a hit with families. I think the 3.5' wide bike lanes are plenty.	Comment Card
Becky Garrison	As a dietitian, I believe the research speaks for itself. Infrastructure for activity is always seen as a plus for the health of a community & an opportunity for families to be active together. Thank you for your hard work on this project!	Comment Card
Beth Bunzel	DON'T DO THE CORRIDOR! PLEEEASE? PARKING Concern #1 High School & 1912 bldg. Adequate Parking? Van Buren to Adams Concern #2 Buffer zones between bike & parking maybe inadequate. Non-contiguous at least in some plans anyway. Re-consider bike lanes – maybe not necessary. This comment written by an avid year round bicyclist. Concern #3 COSTS!! RE-FIGURE VALUE OF CORRIDOR?	Comment Card
Dean Stewart	I believe that the city has not made a reasonable case for the vehicular bridge as of yet. Part of the dilemma is the lack of open, participatory meetings with the citizens. Besides, the money that has appeared is needed for significantly deteriorated sidewalks. I do believe that traffic calming is a necessary project right away & certainly before any kind of bridge is built, motor vehicular or pedestrian, bicycle, wheelchair	Comment Card

Anonymous	I would love to see Plan C with a bike/pedestrian bridge over Paradise Creek	Comment Card
Anonymous	We should give Plan C a try.	Comment Card
T-Jay Clevenger	I own a local bicycle shop. I support Plan C for 2 way bike lanes going up 3 rd street. I understand a learning curve will be noticeable, but moving toward more riders, less cars means protecting traffic lanes for bikes. The C plan gets this done	Comment Card
Mark Solomon	Forget A, B & C – lipstick on a pig, with good intentions Linear park w/service-fire access from Van Buren to Hayes w/roundabout at Van Buren - No vehicle bridge!	Comment Card
David Phelan	-want Plan C -I am a bicyclist -I want the <u>pedestrian bridge only</u> - No Autos	Comment Card
David Nelson	My Preferences Are: 1) No Bridge for Vehicles 2) Plan C	Comment Card
Laurene Sorensen	I prefer C because it will have the best traffic calming effect and may incite more cycling by the public.	Comment Card
Elizabeth Day	I enjoy biking to & from the Mountain View houses from my house on East City Park! I am excited about the 3 rd Street Bridge and re-planning project – but I would feel safest on a path that is divided from cars & traffic, especially on a bridge, where it can be icy in the winter.	Comment Card
Seth Dixon	Hi! I'm a longtime resident of Moscow and a member of an avid cycling family! We personally use 3 rd Street on our bikes nearly every day in the spring and fall. I am also an amateur road bike racer, so I was extremely excited to hear about a two-way bike lane on the 3 rd Street Bridge that is <u>separated from the road</u> ! Enough said – <u>please</u> choose Plan 3 😊	Comment Card

Chelsea Feeney	YES TO PLAN C! My husband and I are bikers & we use the trails & greenways as much as possible! The better the connectivity the safer it will be to get across town!	Comment Card
David Hall	DO NOT BUILD MOTORIZED-ENABLED BRIDGE. DO NOT. NO. NO Al Poplawsky's (similar to Mark Solomon's) both are worth definite consideration	Comment Card
Stephanie Miller	I am an avid bicyclist and walker so I am very supportive of creating pedestrian & bicycle friendly neighborhoods. As a community member who was <u>not</u> supportive of the Third Street Bridge, I am impressed with the committee work on the Third Street Corridor. I strongly support Plan "C" with the 2-way bike lane. Not only would I use it but I feel it would encourage students and other adults to do so as well	Comment Card
William Warfel	Hello! Thanks for putting this email together. I am all for the bridge and all for bike lanes!! I went to the first open house and liked all the projects presented. So long as the bridge gets built and bike lanes are added I will be a happy man. Thanks, City of Moscow!	Email
Karin Clifford	I don't think we need anything other than sharrows. Those of us who bike commute all over town in all sorts of traffic year-round will be just fine. We consider ourselves vehicles and we ride on the road, use hand signals, wear helmets, high-viz clothing and our bikes are equipped with lights and reflective material. Then you have the others...ninja cyclists who wear dark clothing with nothing reflective on their gear or bikes. And the kids and grownups who insist on biking on the sideways with no regard to pedestrians. We have many, many sections of road all over town that pass over Paradise Creek and the modification to the east end of Third Street will be the same. Will anyone think of themselves as crossing a bridge after the modification is done? I doubt it. Give the people who will be someday living in Harvest Hills easy access to Third Street – with a marked crosswalk – if you want to encourage biking and walking. These folks will have a straight line to Lena, the high school and downtown. My guess is most of the people who travel to the	Email

	east end of town via Sixth Street will continue to do so out of habit. How about installing sharrows on Sixth between Mountain View and Blaine?	
Matthew Pollard	Hello, these are my comments regarding the proposed 3rd street bridge and corridor. As most citizens of Moscow, I was dumbstruck that the third street bridge was stealthy added to the budget without the appropriate and or prior public discussion. Other than not needing a multimodal (or any) bridge, the eminent increased traffic on 3rd street poses a irresponsible and unnecessary risk to the students at both Moscow High School and Lena Whitmore Elementary school. And of course, we can't omit East City Park, the 1912 Center and The Methodist Church, and the houses along 3rd street, all whom will be adversely affected by the increased number of vehicles (noise, pollution, vibrations, light pollution, etc). Although a committee has proposed traffic-calming measures (curb extensions, lighting, etc), they did not provide adequate research that supports or (or refutes) the efficacy of these measures. For example, curb extensions similar to the ones on East D St near the middle school pose a *major and significant* safety hazard to cyclists, forcing them into vehicular traffic. I'm not sure if that was the intentions, however the truth is cyclists are recklessly forced into traffic with inadequate warnings. I don't want this to happen to 3rd street simply so East-West traffic can skewer town, versus taking the larger and properly engineered arterials (read: Troy Highway to Mtn View). I'm deeply saddened about the lack of foresight upon the proposal of the 3rd Street Bridge. It is clear to most that a busy 3rd street will disrupt our community, and directly impact the residents who are near this new arterial. And the proposed traffic mitigation efforts ("traffic calming measures") are not that, but rather bottle necks that jeopardize the safety of bicycle commuters. Finally, quick research (read: google) shows that the proposed budget is insufficient for the scope of this project. Prior to moving-forward with the project, what ever happened with finding adequate funding (a voter approved bond?) and adequate resident approval?	Email

	It's pretty clear that I, and many others, like our city's layout as it is, and changes like this don't reflect the core values of the city's mission and community-focus. I voted appropriately in the Fall and hope that the new city council will think deeply before making these irreversible and damaging changes to community. Smart growth means being smart, not just resurrecting a long-since buried fight with hopes of short memories.	
Al Poplawsky	First, thanks to the members of the Transportation Commission and Third Street subcommittee for taking the time to study the issue of East Third Street safety improvements and propose some alternatives. I bicycle commute from East to West Moscow on a daily basis throughout the year, dividing my route between Third and First Streets. When I traverse Third it is usually in the western direction, in the morning when the wind and hill allow me to ride the speed of traffic most of the way. Once I reach the hill, I pull out into the auto traffic lane and take the whole lane since I am riding the speed limit. This is safest for me since it provides the best visibility to car drivers. If I am at the wrong time and high school students are crossing the street (particularly at Adams), and cars are dropping students off and jamming everything up, I stay in the auto traffic lane and wait it out – I don't pull to the right of traffic and ride through since this would be very dangerous for me, pedestrians, and car drivers alike. However, I would like to point out that if a 2-way bike lane is installed on the north side of 3rd this will be the exact dangerous situation – students trying to cross at Adams, cars pulling in and out, and bicycles coming fast downhill independent of car traffic flow. Consequently, if this 2-way bike lane is installed, I would not use it in this direction since I would consider it very unsafe. I foresee several other problems with alternative C, the 2-way bike lane. 2. The lane will be between the curb and parked cars in several sections. It appears that there will be only a one foot buffer zone between the parked car's opening (passenger) doors and the bike lane. Thus doors will be opening into the bike lane creating a very dangerous situation for bikers. Committee members did point out that the door opening people will be facing into the bike traffic coming uphill, so not as dangerous as 6th Street. 3. Motorists coming south on cross streets such as Polk or others will come to a stop at Third, and look for traffic before pulling out. There will be a 2-way bike lane right there on either side of them very close, which they will have to try to, and remember to determine if there is	Email

	bike traffic coming at them – potentially fast- from either direction – as well as continuing to check for cars in the car lanes. When I am in this section of Third on my bike, I try to stay in the middle of the car lane if possible for maximum visibility. With the proposed 2-way bike lane, due to the proximity of the cyclist to the curb, trees and bushes in the beauty strip, and possibly parked cars also, it will be difficult for motorists on the cross streets to notice cyclists in the 2-way bike lane. Another dangerous situation. 4. Every intersection with a 4-way stop will essentially have two intersections. One for the auto traffic and one for the 2-way bike lane superimposed. The traffic for each of these intersections will be moving independently of the other. Imagine for a moment, Hayes and Third at 8:10 in the morning with pedestrians crossing, school buses, car traffic, and bikes – independent of car traffic - in the 2-way bike lane all trying to negotiate this intersection. Again, a very confusing and unsafe situation. For all of the above reasons I am afraid that if the city chooses this 2-way bike lane it will be taking a route which right now is not too bad, and in an attempt to make it better for cyclists it will actually be creating an unsafe situation in all of the ways described above, This will be analogous to the unsafe situations already created by the city with the 6th street bike lane which has car doors opening into it, and also Mountain View Road where a southbound bike lane abruptly ends at 6th street with no shoulder, and nowhere for the cyclist to go except into the narrow, heavily traveled at higher speeds, badly, badly, very badly potholed car lane It would have made sense for either alternatives A or B (or D?) to have continuous one direction bike lanes on either side of Third Street for the whole distance. Time and time again this has been shown to be the best facility for cyclists. Unfortunately this was not proposed. The narrowest section in the middle has only sharrows markings in the car lanes and no bike lanes with these two alternatives. It seems that if there is room for one 8 foot wide, 2-way bike lane on one side of the street (Alt C), there should be room for two, four foot wide, one-way bike lanes, one on each side. If four feet is too narrow for bonified bike lanes, then consider “dashed” lines for these slightly narrower bike lanes in this section, legally allowing cars to use the space if not occupied by cyclists. I have no problem with this, it is still giving the cyclist some legitimate space.	
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	I spoke with Mike Lowry about my concerns and he certainly seemed very knowledgeable about these matters and cited several studies regarding 2-way bike lanes, 1-way bike lanes, sharrows etc. He did seem to feel that the 2-way bike lane was the best solution for biking facilities on Third Street. If the studies do support this concept for this type of situation – complete with all these uncontrolled intersections – then perhaps the city should consider it. However, I still have concerns. By the way Mike did say that sharrows work only in low traffic situations, and that they were inappropriate for Third Street due to higher traffic levels. Thus, Alts. A and B which make liberal use of sharrows on this section of Third Street are probably not appropriate. Again, thanks to everyone working on this project and gathering and considering public input.	
Isaac Pimentel	As a high school student who bikes 3rd Street daily, Plan C would make me so much more comfortable. Traffic is bad around when school is starting, and buses park in the designated bike lane, forcing me into the street, which makes it so much scarier to bike	Email
James Fazio	My preference is to back up, let the people vote, and I'm certain that plans will be changed for the bridge to be bicycle and pedestrian ONLY. Opening up 3rd Street to through traffic is the dumbest thing I have seen in my 40+ years as a resident. It will forever change the heart of our pleasant little city, endanger students, and generally be an urban mess. If it does go through, I hope you are prepared to make the corner of 3rd and Hayes a 4-way stop (further annoying some residents) and installing a traffic light at the corner of S. Jefferson and 3rd.	Email
Terri Schmidt	Hello City Representatives, I live on North Jefferson St. and I have to cross Third St. twice a day to get to work and back. I was recently waiting at the intersection of Jefferson and 3rd thinking about how busy that road is already and how hard it is to get across at times, especially if I have to make a left turn. We can no longer turn left on Main St. during busy hours, and traffic is often backed up turning left on Washington and 3rd. If this bridge is built there will be even more congestion for left turning traffic.	Email

	Now the city is planning traffic calming options, which are important if the bridge is built. Some of these include lower speed limits and extra stop signs. If we add slowing measures, it will take just as long or longer to get to downtown or the mall from the east side of town than it does now. So what is going to be gained by building this bridge? If the idea was to have a quicker connection to the west side, the calming measures will cancel any gains made. One of the calming options is to remove more parking along third street. I understand the concerns of bicyclists, but having close parking for seniors and people with disabilities using the 1912 center is important. So I would be sorry to see any more parking eliminated. The costs of creating the bridge along with the cost of calming measures is high. I would prefer my tax dollars be spent on repairing roads, building the new police station, or various other more pressing needs. I don't like the idea of spending a likely three quarters of a million dollars or more on a project that will have little benefit and likely some frustrating results. Thank you for your consideration,	
Annette Bay Pimentel	I'm in favor of Plan C. I would like Moscow to be more bike-able.	Email
David Pimentel	Please find attached my comments to the Transportation Commission on the Third Street Corridor. For the reasons articulated therein, I strongly support the adoption of Plan C. I am a resident of Moscow, very interested in transportation issues in general and in “bike-friendly” initiatives in particular. Moscow already has a reputation for being pedestrian friendly, particularly the Main Street area. But despite the fact that Idaho has the most progressive bicycle law in the country, Moscow as yet falls short of being a truly bicycle-friendly town. Now is a chance to improve that, by adopting Plan C for the Third Street Corridor. The Transportation Commission should make bicycle-friendliness a priority for a number of reasons. First, greater bicycle use means less automobile use. That benefits everyone. • Fewer cars means the streets are quieter, and less congested.	Email

	• It means less traffic, so it is easier for drivers to get from point A to point B. • It means less wear and tear on the roads, and therefore less spent on maintenance and repair. • It means there is less need for parking, so that public space can be utilized for purposes that improve the quality of life, and that parking is that much easier to find. • It means that fossil fuels are conserved, and air quality is enhanced. • It means that those who are financially underprivileged are empowered – if they can navigate Moscow safely and easily without a car, they can liberate a large portion of their household budget and repurpose it to other priorities. • It means that young people (who cannot drive, or otherwise don't have access to a car) are empowered, as they are not dependent on parents and other adults in their lives to shuttle them around to their various activities. • It also means, of course, that parents are liberated, as their kids can get themselves to and from school, sports, and other activities. • Finally, it means greater safety for pedestrians and cyclists alike. Not only are there fewer cars to hit them, there is compelling empirical evidence that the more bicycles you put in circulation, ¹ My newest publication, Cycling, Safety, and Victim-Blaming: Toward a Coherent Public Policy for Bicycling in 21st Century America, 85 TENN. L. REV. ____ (2018), will come out in the Tennessee Law Review later this year. An unpublished draft is available at the link provided. ¹ My oldest daughter was part of a bicycle advocacy group in San Francisco, where adoption of the “Idaho laws” was a key part of their platform. <i>See also</i> Kurt Holzer, <i>Living with Stop as Yield for Cyclists</i>, BIKE LAW IDAHO BLOG (Jan. 27, 2016) https://www.bikelaw.com/2016/01/living-with-stop-as-yield-for-cyclists/; Ken McLeod, <i>Bicycle Laws in the United States—Past, Present, Future</i>, 42 FORDHAM URB. L.J. 869, 903 (2015). • the safer they all are. The well-documented “safety in numbers” effect, suggests that when there are more cyclists, drivers expect them, and watch for them, and take extra care. One of the great fallacies about investments in bicycle-friendly infrastructure is the idea that this benefits a comparatively small group people who bicycle, and does so at the expense of the rest of the community, and at the expense of car-drivers in particular. The opposite is actually true. Every person you put on a bicycle takes one car off the roads, and everyone	
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	benefits from that. So a decision to invest in bicycle-friendly infrastructure does not pit one group against another, it benefits everyone, even those who never mount a bike. The Third Street Corridor improvements project presents an ideal opportunity to enhance bicycle use and safety in Moscow. This corridor will connect much of Moscow’s housing with Main Street (including the Farmer’s Market), with East City Park (the site of many community events), with the High School and the 1912 Center, with the Library, and with the playfields on Mountain View. And it goes without saying that many people do not feel safe bicycling on Third Street at present. The traffic moves too fast, and the shoulder has parked cars on it, which pose the dual threat of forcing the rider out into traffic and exposing the cyclist to the risk of being “doored” if the driver of a vehicle parked there throws open a car door into the path of a cyclist. My children bicycle daily to the Middle School and to the High School, and complain about the dangers that make the ride uncomfortable or scary. Even the new bike lane in front of the High School offers little protection during the most congested times of day, as school buses (so my son reports) block that lane, forcing the cyclists either out in the street where they can be hit, or onto the sidewalks where they put pedestrians at risk. Many of the kids who do cycle Third Street to school (or to other destinations) stick to the sidewalk in an effort to stay safe. And it is likely that many parents refuse to allow their children to bicycle that stretch at all, because of the perceived danger: “Let me drive you. It will be safer.” Plan C is by far the most meaningful improvement (arguably the only meaningful improvement) of this unfortunate situation. A dedicated, separated, two-way bicycle lane will protect cyclists from cars, both moving and parked. The obviousness of the separated lane, and the channeling of cyclists into ¹ In Australia, they found that because of this “safety in numbers” effect, mandatory helmet laws resulted in <i>greater</i> risks to cyclists. The burdens associated with complying with the helmet law meant that fewer people bicycled, decreasing bicycle use overall, especially among children, and the bicycle accident rate significantly increased. <i>History of Helmet Law in Australia</i>, CYCLISTS’ RIGHTS ACTION GROUP http://crag.asn.au/history-of-helmet-law-in-australia/#12; Peter Ubel, <i>Warning: Bicycle Helmets Could Be Hazardous For Your Health</i>, FORBES (Feb. 27, 2017) https://www.forbes.com/sites/peterubel/2017/02/27/warning-bicycle-helmets-could-be-hazardous-for-your-health/2/#9fd84117e2f6.	
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	¹ In a startlingly ill-advised move, the State of Oregon started taxing bicycle sales last year, based on the idea that the bicycle friendly infrastructure that Oregon was building should be paid for by those who benefit from it, and that bicycles should pay their “fair share” for maintenance of the roads they share with cars. Bob Adelman, <i>Oregon Passes Resentment Tax: \$15 Per Bicycle</i>, THE NEW AMERICAN (July 18, 2017) https://www.thenewamerican.com/usnews/politics/item/26499-oregon-passes-resentment-tax-15-per-bicycle. But bicycles inflict negligible (if any) wear and tear on roads (cars are an order of magnitude worse than bikes, and trucks are an order of magnitude worse than cars). Besides, increased cycling benefits everyone, so everyone should be happy to share in the expense of public projects that encourage more people to bicycle. Moreover, taxing cyclists only discourages cycling, diminishing all the benefits identified above, including cyclist safety. ¹ The risk of being “doored,” of course, only forces the cyclists to ride farther out, into the traffic lanes. predictable places will enhance driver awareness—they’ll see cyclists crossing there, they’ll expect cyclists to be crossing there—and the risk of accidents will dramatically decline. Parents will feel secure, allowing their children, even young children, to cycle that stretch, on a path where no car can ever go. I am, perhaps, more confident of this predicted impact than most, having spent four years, with teenage and preteen children, living in the Netherlands. There, this type of bicycle lane (the type proposed in “Plan C”—entirely separated from the traffic) is ubiquitous. It was a liberating experience for the whole family, and we bicycled everywhere, the children often unaccompanied by adults because, after all, it was so safe! In fact, bicycling in Holland is sufficiently risk-free that they see no cause for bicycle helmets. For them, it would be like donning a helmet when you go for a walk or decide to climb some stairs—of course you could fall, but the risks are so slight that wearing a helmet seems like a ridiculous precaution. And the bicycle accident data there strongly backs that up. Our family continues to ride – every week to church, I to work, the kids to Scouts and piano lessons – etc. Third Street figures prominently in the routes we most often follow. In our case, Plan C is not likely to make us cycle more than we already do. But we will feel safer, happier, and more secure cycling in such an environment. And if there is any significant uptick in bicycle use in Moscow as a result, it promises great benefit to the community: to everyone, not just to those who choose to ride. It will help with parking issues during the Ren Fair and other large events at East City Park. It will help with parking issues at the Farmer’s Market and with Main Street in general.	
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	Hard core cyclists may resist the dedicated lanes, but that is not the constituency we need to be serving here. It's not about taking care of the special interest of lycra-clad road warriors. They (we – for I am one of them) can ride Sixth Street or A Street, if they/we don't like a dedicated two-way bike lane on Third. What the Transportation Commission needs to think about is how we serve the community as a whole, easing transportation issues all across the board, and traffic congestion on Third Street in particular. We do that by encouraging more people to leave their cars at home and get on a bike. And making Third Street a safe and pleasant bicycle route – by adopting Plan C – is a straightforward way to do precisely that. ¹ Death rates for Dutch cyclists declined from a high of 425 deaths in 1965, before the big push for these bike lanes, to 138 in 2009. See Cycling deaths in selected countries, citing statistics from IRTAD (the OECD's International Road Traffic and Accident Database), http://www.cyclehelmets.org/1258.html. This 68% decrease occurred even as total bicycle use has steadily risen in that country to become the highest in the world. Renate van der Zee, <i>How Amsterdam became the bicycle capital of the world</i>, THE GUARDIAN (May 5, 2015) https://www.theguardian.com/cities/2015/may/05/amsterdam-bicycle-capital-world-transport-cycling-kindermoord; Stuart Kenny, <i>Which Country Cycles More Than Any Other in the World? Here's the Top 10</i>, MPORA (Dec. 7, 2015) https://mpora.com/road-cycling/which-country-cycles-more-than-any-other-in-the-world-heres-the-top-10. ¹ As you know, the sufficiency of Main Street parking has been raised as a serious concern associated with the expansion of New St. Andrew's College there.	
Cathy Willmes	I am a long time resident who has read and followed city news and the Third Street project. I believe strongly that a public works project of this magnitude and expense to the city taxpayers (to say nothing of the residents most affected) should be put before the voters. The money for this issue could be spent in a number of constructive ways. (street repair) Find out what the residents of Moscow really think and open this idea up for a vote!	Email
Anonymous	1) I don't feel it would be safe for me to ride my bike on the opposite side of the road than the existing car traffic. 2) I don't understand how I am going to transition to the opposite side of the road at either termmus (or from any point in the middle) 3) I don't believe that the city will be able to keep up with the snow maintenance. Already existing bike lanes are used by motorists in the winter because we are currently not clearing snow from curb to curb.	Comment Card

Nils Peterson	Was a roundabout @ 3 rd & Mountain View considered as an alternative intersection. Lanes would need realignment but the land to east is only platted, not developed (see diagram on comment card)	Comment Card
Nils Peterson	At 3 rd & Washington Intersection, what is the proposal for the traffic signal to protect west bound bikes from vehicles turning right 3 rd to Washington North?	Comment Card
Nils Peterson	There are many tree planting locations along the route that are missing street trees. Trees provide both traffic calming & more pleasant experience for bike/walk. Tree Commission should be consulted & tree planting funded in each plan.	Comment Card
Hugh McIsaac	Development on the outskirts of town will require changes in route options for commuters as traffic levels rise. However, guiding this extra traffic along 3 rd St. seems a poor choice given that this would create high volume on an already moderately busy street that passes two schools and a city park in addition to residential neighborhoods where the higher traffic will degrade the quality of life for all living and using these areas. The schools especially will be at higher risk given that children regularly walk and cross these streets. In addition, because of the speed reductions in school zones commuter efficiency gains may be minimal for new comers if high volumes cause backups over a few blocks; and commuter efficiency of current residents will decline. Streets several blocks further north would seem better options. However, of the options currently under consideration, option C seems the least harmful.	Comment Card
Susan Roberts	After a brief look at the cached material online, I could not revisit the site. My computer alerted that the site was infected with malware. I supported the pedestrian and bikeway bridge on Third Street years ago, and was deeply disapp-oined that the city would not complement the amount local citizens raised. Now that a vehicular bridge is "in the budget," we can only mitigate traffic safety problems. The "bulbout" extension shown in your presentation is on my corner. I can state that it creates a blind corner due to parked cars at Lena Whitmore. The intersection is not wide enough for both a turning and an oncoming car. Snow removal and street cleaning equipment do not reach the inner curb. Curb extensions that are not bulb-outs would be preferable. Adding broad bikeways as in option C would give pedestrians some protection, slow traffic, and give bikers a designated lane, buffered from cars. Four-way stops at Blaine and Third, and at Hayes and Third have been needed for many years.	Email

Patricia Gardner	I would like to express my support for Plan C for Moscow's proposed Third Street bridge. It is important that we make Moscow a bicycle friendly city for the safety of children, cyclists and drivers. Thank you,	Email
Vikky Ross	As a 5th generation born resident of Moscow, I am happy to see that the much needed connection offered by the 3rd Street bridge will finally come to fruition. With the hard work of City officials and City residents, a way to build the bridge at the same time, providing safety for pedestrians and bicyclists, has been achieved. That is one thing that I am the most proudest of living in this wonderful community, the ability of compromise and common sense! Again, thank you for finding solutions and the hard work in order to build the bridge.	Email
Phil Riersgard	I want to give my opinion regarding the proposed Third street bridge. There are two points (among the many that you've no doubt heard) that make the car bridge an illogical choice. 1. Encouraging NON-motorized commuting and other traffic in Moscow has been a stated priority the city. That is an important policy for Moscow to pursue. It is impossible to build more roads to solve the over-population of cars. If more cars are accommodated, more cars will simply fill the newly available space. More people on bikes and on foot addresses the problem of a growing population (or even a static population) in a sustainable and healthy way. A car bridge violates this policy. It's a bad idea. 2. It has been pointed out that more traffic on Third Street endangers two school zones. The solution that I have read that the city proposes is to install restrictions at some or all of the corners to slow or discourage traffic. This is a backwards way to approach the problem. It boils down to this: spend resources to build a new bridge and then spend more resources to undo the results of the new bridge; two wrongs don't make a right. A car bridge violates logic and common sense. It's a bad idea. A bicycle and pedestrian bridge is a better plan.	Email

Maureen Laflin	I fully support plan c. We need safe bike lanes on 3rd street. Although I can no longer biker, I used to frequently bike to UI from fort russel area and my kids biked a lot. Moscow needs plan c.	Email
Monique Lillard	Please consider how detrimental traffic noise is to musical performances in East City Park. Those performances, especially at Ren Fair and Rendez-vous in the Park, bring revenue to the entire city. If the park experience is made less pleasant - unsafe conditions, exhaust fumes, or noise - it will hurt the entire town. Consider writing into the plan that traffic will be re-routed to Sixth Street during Ren Fair and during Rendez-vous performances. Frankly, the entire bridge project should be reconsidered. The point was to allow a straight, swift shot to homes on the east side of town. But the "traffic slowing" mechanisms will make the progress across town on Third slower than taking Sixth or the Troy Hwy currently is now. So we are spending money to increase and speed up traffic on Third then spending money to decrease and slow down traffic on Third. That's dumb and wasteful. Under Robert's Rules of Order, someone who voted in favor of the Third Street Bridge could move to reconsider the question, or anyone on the council could move to rescind or annul the motion. AND THEY SHOULD.	Email
Courtney Conway	I live and own a home on north Mountain View Rd., and I <u>strongly oppose a car-capable third street bridge</u>. A bike/pedestrian bridge is a good idea, but not a car bridge. I commute from my home on N. Mountain View to the UI area every day and, hence, I regularly drive the corridor that would be affected by the proposed bridge. But, I am strongly against it for <u>several reasons</u>: 1) There are currently several routes to get from Mountain View to downtown, and the traffic is distributed evenly among those routes such that traffic is not a problem and people can take the route that works best for them (i.e., there is no current traffic problem that warrants an expensive bridge – don't fix a problem that doesn't exist). 2) I drive by MHS every day on my way to work. The traffic and congestion there is already hectic between 745-815am with walkers, bikers, cars, people dropping off. Adding the bridge will make this hectic scene in the morning even worse. I know of several people	Email (sent twice)

	who have been in accidents there during that bottleneck time. The bridge will make the difficult congestion worse for our high schoolers in Moscow, and will potentially discourage biking (and thereby increase traffic). 3) MHS has an open-campus and students walk downtown for the lunch hour. Again, more traffic on east third street will make it less safe for our MHS students. 4) The 3rd street corridor is by far the best bicycle route from the east side of Moscow to downtown and UI. The other routes are very steep and narrow, and not safe for cars and bikes together. Especially on winter days, the other routes are just not safe. The added traffic on east 3rd street would cause worse safety for bikers and drivers on the other routes. 5) East City Park is one of the beautiful hallmarks of Moscow, a place that the whole community uses and cherishes. It is a place that I take people who are considering a move to Moscow, and they are always impressed. It is a great park. Added traffic along east 3rd street would diminish the tranquility of one of our town's gems (East City Park). 6) The allure of Moscow is the small-town feel, and the 'connection' between UI, downtown, and the historic area of Fort Russell. It is why many people who work in Pullman often chose to live in Moscow (but rarely vice versa). That will change if we put more traffic on the corridors that give Moscow that tranquil feel. We will become more like Pullman. 7) Consider what cities often do – they build highways/thoroughfares that circle around the city to divert traffic from traveling through the heart of the city. A car-capable 3rd Street bridge would achieve just the opposite – it would invite more cars through the heart of our town. It is not currently a hassle to navigate from east Moscow (e.g. Mountain View) to downtown. Drivers quickly learn the routes required and our lives are not affected. PLEASE, reconsider and don't build a bridge for cars that connects 3rd street with Mountain View. The negatives greatly outweigh the positives.	
Mary Ann Kellogg	My one concern has been about flooding. By building the bridge over Paradise Creek, the area around that construction will probably be deepened. It is my concern that in doing so, this will enable more volume of water to flow through at that point moving towards a portion of Paradise Creek that is not as deep, thus allowing the potential for more flooding than usually occurs. It also has the potential to affect housing on both sides of the creek, rather than just the one side closest to Roosevelt Street. So, if the Third Street corridor is accomplished, is it possible to deepen that portion of Paradise Creek further down that usually has a tendency to flood over its banks?	Email

	Thank you for allowing comments to be made.	
Jeff Hicke	I am a resident of Moscow who lives near Third Street and regularly uses Third Street for transportation. I do not support the construction of a bridge for several reasons: 1) I commute by bicycle along Third Street east of downtown, and walk regularly along this section as well. I am very concerned that constructing a bridge on Third Street over Paradise Creek will substantially increase traffic from downtown to Mountain View Road, creating more hazardous conditions for walkers and bikers. 2) I am a parent of students who previously attended Lena Whitmore School, and I am concerned with the decrease in safety from the increase in traffic at the nearby intersections. 3) Cross-town routes currently exist, and commute times from downtown to Mountain View Road are minimal now. 4) The money funding this construction is better spent on other infrastructure, including traffic infrastructure. I appreciate that there are discussions about how to limit traffic speed. However, these actions are not enough. Thus, I do not think the decrease in safety cost outweighs any justification of making cross-town commuting easier. I strongly encourage the Transportation Commission and the City Council to reverse this decision to build the bridge.	Email
Helen Stroebel	I prefer the bicycle friendly Plan C. Even though I live east of Mountain View and travel the D and 6th street corridors frequently to downtown, I choose bike and pedestrian friendly corridor past City Park and schools for third street over convenience to drivers. It makes it more enticing to ride bike from the east side to downtown and save a car trip. Thank you,	Email

Niels Damman	Thank you for the opportunity to submit comments in regards to 3rd street accessibility. Unfortunately, I was not aware of the meeting and did not see the three designs up for proposal. Therefore, my comments may or may not be completely in line with the proposals as they stand. I apologize for that in advance. We (my wife and I) advocate for a separated bike lane on third street for the following reasons: • Having grown up in the Netherlands, bicycling is my preferred method of transportation. However, the bicycle culture in the US has not caught on quite as intensively as it has in the NL, and as such, motorized vehicle drivers do not always (or often) give bicyclists the rights to the road bicyclists are granted by law. It frequently happens that cars overtake my daughter and I while bicycling through Moscow's streets (streets with sharrows and without), even though there is a (double) solid line painted on the street. As a matter of fact, my wife does not feel safe enough to bike on the road (alone or with the kids) due to vehicular traffic. A separated bicycle lane on 3rd street would alleviate that concern in that area. • Our family recently moved back to Moscow, ID, after having been gone from the Palouse for four years. Especially compared to Miami, we are happy to be back, as we consider Moscow to be a perfect place to raise our kids. Our daughter currently goes to Lena Whitmore, and our son will join her next year. Both our kids really enjoy being able to walk or bike to school as well as downtown , and we plan to continue doing so through their middle and high school years. • We appreciate that the City of Moscow already proposed a separated bicycle lane as one of the options. Pursuing this option would emphasize that Moscow continues to encourage alternative transportation methods. Moscow already has a few separated bike lanes or paths, and adding one on a major thoroughfare encourages people to consider this as a viable alternative. • I believe a separate bicycle lane on third street, specifically, will encourage more of Moscow's high school students to bike to school, which has a number of associated benefits in itself (reducing vehicular traffic during peak times; offsetting parking issues around the high school; physical health benefits for students; and a higher level of concentration in the classroom [http://sciencenordic.com/children-who-walk-school-concentrate-better]).	Email
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	• Lastly, adding a separated bicycle lane on third street will reduce the remaining lane width of the vehicular lanes. Narrower lanes have been proven to have a calming effect on vehicular traffic, (https://nacto.org/docs/usdg/narrow_residential_streets_daisa.pdf), which is one of the main concerns for this project as we understand it. Thank you for your attention. Please contact me if you have any questions, comments or concerns on this matter.	
Dianne Daley Laursen	I am writing in support of the 3rd Street Bridge. However, I think the priority is a 4 way stop or round about at 6th and Mountain View. Traffic from Highway 8 turns on Mountain View on then onto the Sixth headed downtown and to the University. The reasons I support the bridge are the same reasons I want traffic control at 6th and Mountain View. This is a dangerous intersection for kid, pedestrians, and bicyclists. Traffic at this intersection often does not yield right of way and when cars headed N on Mtn View are stopped to turn west onto 6th, cars will pass the car, thus minimizing traffic openings. In the morning around 8 and in the afternoon when children are going to and from school this is especially noticeable. A pedestrian bridge on 3rd street will not alleviate this as this does not serve the neighborhoods where kids are headed to and from school. At this intersection. Additionally, many folks turn right from 6th onto Mtn View headed north and cut through Pickard's parking lot, as it can be impossible to get across 6th. A 3rd Street bridge would split this traffic. I do strongly that since traffic east of Mountain View is coming from residential areas, and these areas are growing, that traffic could be dissapted across streets to keep residual streets safer.	Email
Mac Cantrell	Dear City of Moscow 3rd Street Planning Folks, This is a short note to let you know that I greatly prefer plan C for modifications to 3rd Street in conjunction with the construction of the 3rd Street bridge. I believe plan C will have the greatest benefit for our entire community. It will reduce traffic congestion because of the addition of the bridge. It will provide the greatest safety for bicyclists and encourage more use of bicycles in the town.	Email

	The positive ramifications of this kind of change will be felt throughout the community, economically, environmentally, and in terms of improved health for the people in our town. If you would like further comments, please let me know. Thanks for the work you're all doing!	
David Hall	Building the motor-vehicle bridge at Third Street and Mountain View is crazy. The cost for the bridge: half a million dollars. Partially mitigating the harm it will impose: a quarter million dollars. The time poured into planning and design. The disruption of property owners along Third Street from Jefferson to Mountain View during construction and into the future. A motor-vehicle bridge that most do not want and that we don't need will lead to increased traffic on Third Street, which may be partially mitigated by traffic calming (much of which amounts to making the driving experience more dangerous in the hope that drivers will be encouraged to slow down or find an alternate route). Traffic-calming measures include shifting the road surface up and down, shifting traffic lanes left and right, and traffic circles. Forecast traffic volumes in year 2035 at Third & Garfield are 1,300 with a bike/pedestrian bridge, 3,500 with a motor bridge, and 2,800 with a motor bridge and calming measures. At Third and Mountain View the numbers are 50 and 2,300 and 1,800. At D and Garfield 6,200 and 5,600 and 5,950. Who loses? Those who live, bike, or walk along East Third Street. All Moscow citizens who want money spent more wisely – we need an alternative water supply and we need to maintain existing infrastructure. And we still could use a new stage at East City Park. Proposed additional lighting also could be troublesome; the recent switch to LED street lights in town got a lot of push-back.	Email

	If you won't listen to me, listen to Michael Kyte, a local expert in the field (professor emeritus in civil engineering and former director of the <i>National Institute for Advanced Transportation Technology</i> at the University of Idaho), as he wrote in the Moscow-Pullman Daily News (<i>His View: If the Third Street bridge must be constructed</i>, by Michael Kyte, Jan 8, 2018): It has been clear since the public hearing on the Moscow city budget Aug. 7 that the city intends to build a bridge on Third Street. ... I am opposed to the Third Street Bridge. I don't think it will provide any significant reduction in travel time for motorists traveling from the east side of town to the University of Idaho, Moscow's downtown or to Pullman. The increase in roadway capacity is minimal, particularly for the relatively low volume of traffic that we experience daily in Moscow. Any perceived benefit for some Moscow residents won't make up for the negative impacts that will be experienced by residents of Third Street in the section between Hayes Street and Mountain View Road. These residents made their housing location decisions based on the character of Third Street as a local, not a through, street. I don't believe the bridge should be constructed. And I don't agree with the speed at which the city is moving on this project. http://dnews.com/opinion/his-view-if-the-third-street-bridge-must-be-constructed/article_28d07b42-37c1-5066-8dd0-ceef982c9ecd.html A motorized=traffic bridge at Third Street is not a “done deal.” Please follow the 2007 Pedestrian Bridge Resolution, which endorses construction of a pedestrian/ bicycle bridge over Paradise Creek.	
Becky Chastain	I vote for #3 However I want to say I wish you would put the sixth street round about in first. Thanks for your hard work.	Email
Diane Prorak	Thank you for the opportunity to comment on the 3rd Street plan. I am a bicycle commuter who lives on the NE side of Moscow and I frequently commute to the UI. I have used Third Street to commute for many years. I appreciate the effort to incorporate bicycle and pedestrian needs and safety into the development plan and I have appreciated the bike lanes and removal of parking recently made on Third. I do not agree with the proposal to put an	Email

	auto bridge to extend Third Street, but, if we are going to do that, I do see a strong need to ensure bicyclists and pedestrians are safe with increased traffic. I do question the apparent contradiction of connecting the road and increasing traffic, and then slowing down the traffic with traffic calming. Is this really going to help move traffic? That said, I attended both public sessions and looked at the plans proposed. Some comments include some ideas from conversations I had at those public sessions. Here are my comments: Two Way Bike lanes: I strongly oppose the separated 2-way bike lanes. First, they will be hard to access for bicyclists. For example, right now, coming home, I come past the Post Office and turn right from Jefferson to go up Third. That intersection is very busy, with traffic from MHS, the city hall/library area, the shopping center, etc. Pedestrians are common. Trying to get across Third to the bike lane will be inconvenient to hazardous. I probably will just use the street. And going west, I will have to stop and use the pedestrian crossing instead of turning left in the vehicle lane like I do now. Cleaning the bike lanes will be very problematic. With the barriers, they will have to be cleaned separately. Throughout the year, the regular bike lanes get filled with debris of all kinds. It's not just an issue of snow, but leaves, rocks, branches, etc. I would imagine it would not be cost effective to clean the lanes very often and they may become dangerous due to slippery leaves, branches and rocks that accumulate. Another problem with the 2-way lanes is that they confuse drivers and teach bicyclists bad habits – riding against traffic. We see that on 6th Street where people ride the wrong way in the single bike lane. At intersections, without separate traffic signals, pedestrians and car drivers will have to watch for bikes in an unexpected place in the traffic flow. Yes, people will learn over time, but I can see lots of continuing confusion at intersections like Hayes and Third, where there is a lot of auto, pedestrian and bike traffic. I believe these 2-way lanes can work in very populous urban centers, with extensive bike lanes and special traffic signals for the lanes, but I do not feel they are appropriate for Third Street, especially since they are likely to be the only example of this in Moscow. The 2-way lanes are likely to feel very narrow and constricting when the bicycle traffic includes trailers and very fast-moving cyclists. Add debris to avoid to that mix and you may see collisions. While the lanes may seem attractive to novices at first, I predict they will not	
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	be as popular after novices see some of the disadvantages. And novices using Third Street will only have that piece of street to ride on. If they are going to actually bicycle commute, they still need to learn to deal with riding on roads with traffic other places. While a few people use sidewalks to ride, most would best learn to ride safely on roads if they use marked bike lanes in the direction of traffic and get the feel of riding with traffic. I really hope the city does not choose the 2-way bike lanes. I suspect a lot of intermediate riders like myself will not use them for the reasons above and Third Street will be more confusing than ever. Sharrows I have been using the “sharrows” marked on Third and I don’t really feel they work well. I still need to take most of the lane and cars have to go way around me. This might work in current traffic, but not with traffic increases. Drivers in Moscow are generally polite, but I have had some get frustrated with me. I understand the Mike Lowry feels sharrows are not appropriate for the situation. Plan A and B rely heavily on sharrows. With the parking included in those plans, the increased traffic and mixed bike facilities, I think the sharrows will work even less well than they do now. I think we need consistency, like bikes lanes on each side of the road the whole route. The consistency means all users know what to expect for the whole route. In the narrow places, Les MacDonald suggested “advisory bike lanes” (dashed lines) and I think that would be much safer and more consistent than alternating lanes and sharrows. Parking The one thing I do like about Plan C is that it removes the most parking. I feel that if the city government and some citizens want Third Street to go through to Mountain View, and still be safe, then parking is the price that has to be paid. Right now, I frequently have to go out around parked cars on Third Street and slow down traffic by using the lane. I have heard the argument the parked cars slows down traffic, but Third Street is already narrow in many places and residential. If all (yes, all) parking were removed, I believe we could have bike lanes or advisory bike lanes the whole route. That would be consistent and would give bikes some territory. It would help people get used to riding on roads as well and encourage cycling throughout the city.	
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	Curb extensions: I agree that these are good for traffic calming and pedestrians. My concern is that in some places, due to sharrows and parking spaces, bicyclists may have to merge out into traffic just before the intersection. I am wondering if plastic posts or some other traffic feature could allow bikes to fit through without having to go over a curb, but provide safety for pedestrians. Traffic speed I do strongly support the proposal to have a 25 mph speed limit. I think it should be that way right now. Plan D So overall, I would prefer that there was another plan that used ideas from the other 3 plans. If we could use the parking proposal of Plan C but incorporate the one-way bike lanes of the other plans, along with more bike lanes or advisory bike lanes instead of sharrows, I think we could have a street that would work to provide bicyclists with a sensible traffic pattern and some safety. It would be more consistent for both car drivers and pedestrians as well. If more parking can be removed for Plan C, why not for another plan? And if there is room for 2-way bike lanes much of the way, why not enough room for bike lanes on each side that go along with traffic? Again, thank you for seeking the public input on this plan.	
Brooke Lowry	Thank you for taking public comment about this important decision of what will happen on 3rd street to accommodate cyclists. As a mother of three, daily bike rider and former Safe Routes to School Coordinator, I fully support a separated bike lane on the north side of 3rd street. A separated bike lane on 3rd will put Moscow on the map as an actual bike friendly city. Separated bike lanes help cyclists of all ability levels feel safer, and therefore I believe ridership will go up. This means less cars on Main St., healthier commuters as well as many more families being able to safely and comfortably access destinations along the corridor such as The Farmer's Market, the Library, Schools, Free Lunch, the UI, Main Street and local businesses.	Email

	A separated bike lane makes a statement that bikes belong, separated bike lanes give bikes a place to be so there are less potential conflict points with cars and pedestrians (as opposed to biking on the roads or sidewalks). I have ridden on separated bike paths all over North America and Europe and as a mother of 3, I felt much much more safe than when riding on the roads or sidewalks with them. I also feel strongly that separated bike lanes gives comfort and encouragement to cautious cyclists to ride more. Thank you for your time and efforts in this matter! Your work is very much appreciated!	
Russ Moore	My input and recommendations follow (also attached as Word docx): Proposal for improvement of existing traffic calming measures for 3rd St. Corridor A few concerns about the current options for traffic calming (Options A, B, and C). 1. Sharrows (utilized throughout the route from Polk to Blaine for both options A and B) a. This type of bicycle compatible roadway is more appropriate for lower traffic volumes such as used on Spotswood or S. First. b. Currently, automobiles do not respect the bicycle space and attempt to overtake the bicycle in unsafe manners. c. When traffic volumes increase, the unsafe situations are going to increase d. Dedicated or advisory bicycle lanes are needed to establish a standard bicycle lane that makes it clear to motorists that they need to yield to bicycle traffic 2. Curb extensions a. Provide a narrowing of the lane that provides for consistent lane width for the bicycle (when cars are parked between the extensions), and may keep bicycles in a predictable location in the lane, but many cyclists will weave in and out of empty parking spots to avoid traffic, increasing the likelihood of collisions. b. Requires the use of Sharrows. 3. Two-way bicycle lane with a contra-flow lane	Email

	a. A good concept, but would require a full 5' to 6' wide bike lane for each direction (3.5' is too narrow to be inviting to most riders and would defeat the overall benefits of the separated section). b. Motorists (specifically non-residents, which number plenty in this university town) are very unfamiliar with this transportation scheme. Too many cross-streets exist along this corridor to make this a safe solution c. Transitioning this bicycle flow onto east-bound and north-bound bikes at Washington and also east-bound bikes at Mountain View has not (to my knowledge) been fully addressed, and will likely complicate efforts by frequent bicycle commuters/users in getting to and from downtown. d. Separated section with barriers, posts or curbs might require purchase of specialized equipment for debris and snow removal Recommendations: 1. Provide a fourth option which utilizes an "advisory bike lane". This option would provide for the best compromise allowing for multi-mode transportation along the entire route. This option would provide normal 6' wide bike lanes on each side of the roadway where space allows (ideally from Washington to Polk and also from Blaine to Mountain View) and also include additional barriers or separation from motor vehicle traffic where possible (in heavy traffic zones around the schools and near downtown). In the section between Polk and Blaine, 6' wide advisory lanes would be installed. Dashed line lane separation along with possibly lane painting (diagonally striped green zone, etc.) would alert drivers to a right-of-way for bicyclists (but not exclude vehicles when extra clearance is required when not bikes are present). Extensive signage should be installed to alert/educate motorists to the proper usage of the advisory lane. See the references for more details and examples. 2. Investigate options to promote increased bicycle usage for high school students. Increase sheltered parking for bicycles and provide for better, safer access to the installed bike lanes that are on either side of the street (this could include bike crossing lanes that are adjacent to the pedestrian crossing that allow for easy merging into and out of bike lanes – green boxes, etc.) 3. Investigate cost of inclusion of in-pavement pedestrian crossing lights. With fast bicycle and vehicular traffic down 3rd street (west-bound), more visible signaling at the high-school crosswalk should be used. They improve the visibility especially during daylight hours.	
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	These have been in use for many years, and the cost might not be prohibitive. If so, they should be installed at Cleveland as well. References: http://www.thewashcycle.com/2015/06/alexandria-installs-regions-first-advisory-bike-lanes.html https://usa.streetsblog.org/2014/09/25/portland-experiments-with-advisory-bike-lanes/http://www.xwalk.com/pages/crosswalk-lighting.htm Thank you for your time.	
Nora Locken	Thank you for your dedicated work to making the Third Street corridor safe for all users after the bridge at Mountain View is installed. Cars are often the basis upon which changes are initiated -- i.e. in this case a vehicular bridge was deemed necessary and will soon be built. However, I am highly concerned about our most vulnerable users, those who walk and bike. In this case, it is especially important to protect the many children who walk to school along Third Street or crossing Third Street to attend Lena Whitmore. At the public meeting January 11th, I was able to view the drawing of the three possible alternatives. It was difficult to say which was 'best', as I felt there were merits to all three. I hope that City staff can sincerely recommend the project that to their knowledge will be afford pedestrians and cyclists safe travel along Third Street. The bulb outs, raised cross walks and bike facilities are necessary and I hope the City Council approves a Third Street corridor plan that provides traffic calming measures to deal with the increased vehicle use and speed on this road	Email
Gretchen Stewart	1. Cheers for whoever contributed to and/or actually converted the Transportation Commission Subcommittee's ideas for proposed Plans A, B, and C into large, beautiful, clear, and helpful visual aids for all of us to see and understand. 2. I think Plan C is the best of the three current proposals, but I also think it would be fine for the subcommittee and the public to continue to refine Plan C if the public comments and input, more research and study, or future discussions reveal additional needs or new ideas. 3. The Third Street Corridor needs the Plan C enhancements NOW-in 2018-no matter which kind of bridge over Paradise Creek is built (or when it may be built).	Email

	4. No one needs a bridge for motorized vehicles at Third and Paradise Creek at this time (and maybe no one will ever need a bridge for motorized vehicles in that spot)! A convincing case has not yet been made for the need to build a bridge to channel motorized vehicles between Mountain View and east Third Street and points west. There are already many ways to accomplish this. 5. Low impact users (persons of all ages, walking or biking, singly or in groups, and persons needing to use various mobility aids) need a neighborhood bridge for their needs and purposes, certainly including these, at a minimum: a. safety: crossing Paradise Creek on a safe pedestrian bridge rather than using a steep ravine; b. exercise and fresh air for better health and wellbeing; c. social interaction and neighborliness for increased sense of community; d. less dependence on motorized vehicles, thus reducing carbon and noise pollutants and resulting in quieter, more peaceful neighborhoods with better air quality locally and beyond; e. errands and shopping in our pleasant, walkable, bikeable town; f. travel to and from K-12 schools, university classes, churches, workplaces, and community and cultural events; g. enjoyable activities with family and friends; babies riding in strollers pushed by parents or other caregivers, preschoolers walking alongside; children walking or riding bikes to go play and interact at school playgrounds, East City Park, and friends' houses and yards. 6. Moscow needs an ordinance that results in signage that says "No thru trucks," "local delivery trucks only," and/or "Truck Route" pointing to US 95 North and South and also to Hwy 8 East, beginning at Third Street and Jackson. 7. Our center city park, East City Park, deserves a 20 mph zone ("20 is plenty") along the entire south and east sides; the Third Street Corridor will have a 25 mph posted speed limit everywhere else except for the 15 mph school zones. These different speed zones will need to be monitored and enforced consistently and often at first, a little less over time. People will learn. Look at Colfax as an example. Thank you for considering my comments. And, thank you Transportation Commission members for your hard work.	
Linda Pall	Dear Mr. Chairman and Members of the Commission,	Email

	I m attaching a letter I have prepared and sent to the Mayor and Council that includes a letter to the Editor I have submitted as well. I want to extend this information to you for your consideration. Further, I attach to this e-mail a copy of the December 2007 Resolution, passed by a 5-1 vote that included both Bill Lambert and me voting in favor as council members then. The endorsement of the pedestrian bridge and the opposition to the motor vehicle bridge were highly supported then and in the past election, I can tell you that this was a solid message that came through among winners and losers during this past election. I hope that you will at the very least ask that the current proposal be put on hold so that the appropriate, community-wide, broad based discussion about the future of Third Street and the bridge and its status on the city's transportation classification be systematically considered. This might well be a matter of broader concern for the Transportation Commission. If the Commission's work on the City's Transportation Plan is considered, there are several AREAS THAT NEED UPDATING. THIS WOULD BE AN EXCELLENT OPPORTUNITY TO WIDEN YOUR CONSIDERATION AND ASK THE MAYOR AND COUNCIL FOR DIRECTION THAT WOULD RETOOL THE CITY'S general citizen involvement programs and could involve the Community Development Department as well. I have sent this to Gary Riedner for his review as well. In any case, I hope that you will take this seriously and take the time to do the consultation with the entire community, not with the style of some past civic planning efforts which focused on uninvited monologues that citizens were pummeled with that told citizens about the already determined project decisions, stale coffee and dim light with the entire speech of the staff person read from a power point presentation of boring world class proportions. What will provide an open, inviting and productive atmosphere for effective citizen participation will require some creative effort outside our current resources. The city has numerous contacts it can pursue, including those of Everyday Democracy, and Project for Public Spaces and similar firms that provide such services. Thank you all for your volunteer services and your willingness to open the process to the effective subcommittee that produced the Traffic Calming proposals. I am aware of	
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	considerable concern among bicycle enthusiasts about the proposals that need to be addressed. Attachment Reads: Dear Mr. Mayor and Members of the City Council of Moscow: The following letter to the editor has been sent reflecting my continuing objections and a resolution to this problem for City government to consider. I am so very concerned that the Council may be pressing forward now, not only on an inadvisable bridge project, but on a project that will place any option for passage of a bond issue this spring for needed City projects in danger of defeat. First, neither project has had adequate planning and community consultation and involvement. Second, without the community being actively and personally invited into a process that gives information about city needs and asks for any additional projects, the future of the bond issue is in grave doubt. I would like to help all of you in this process. I have some thoughts I want to share with you. Other cities across the country dedicate dollars for a community process before any public plans and processes go forward. Project for Public Spaces, a well-known and respected group that advocates for creative urban solutions, has offered a series of priorities for community engagement which would be illustrative for Moscow. I am sharing them here, hoping that you all will find them helpful. The purpose of these priorities is to help citizens and public officials define and resolve problems, rather than fiddling with the details of solutions, already decided for them. 1. Start early, never stop. Be accountable throughout the process so that all of the players feel that they can present new information that will be seriously considered as a project is conceived, produced and goes forward. This protects all of the participants from “being locked on a runaway train, watching helplessly” as changing circumstances pass them by.	
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	I believe this describes well where the City is today with the Third Street Bridge project as it is proposed. 2. Go where (or when) the people are. People with the most to lose are the hardest to reach in planning. Those who are the usual participants in planning are those with more time, money and knowledge of civic procedures; they are easier to reach with traditional procedures. Cities should find more ways, places and times to participate. Consider 'pop-up' opportunities, events in every day places (grocery stores, schools, churches) including a status quo option as well as, in Moscow's case, a bridge. 3. No such thing as a Free Lunch. Cities have to put a budget to these activities for expenditures like free child care for participants at planning sessions, food and beverages at the sessions, and opportunities for residents for work gathering data or other tasks the City might require. 4. Collect data through citizen science. Create a shared sense of reality. Get as much information about how people use the street and how traffic behavior goes on in the area. In 2007, Michael Kyte help me and others to generate the information that showed the City Engineering Department's argument for increasing travel time with the bridge to Mountainview Road. We showed that the increase was approximately 30 seconds, hardly significant and requiring the large public expenditure. Citizen science supports the notion of collecting what can be observed and noting it for calculation purposes...data for information like crosswalk use, stops at stop signs (full stop? California stop? Ignoring it?), walking (what routes do people take? Age choice?), parking and cycle usage (how much parking use and where? Any conflict with cyclists? Timing of parking usage?), speed limits (how many drivers? Speed issues?), ETC. 5. Take Action Together! This priority considers the prospect of the City implementing, perhaps even with the participation of the citizens, a lighter, cheaper project together. This citizen outreach should be an energizing campaign that builds a community's capacity and desire for change. The City has the opportunity to reinvent its public participation processes for planning here with this bridge project and the bond issue that is on the horizon! The exclusive, rigid, dysfunctional community processes that have prevented Moscow from becoming the	
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	forward-looking community it deserves to be to welcome a vibrant future for all of us. A city of affordability, sustainability, and accessibility, and help create the kind of community we all want Moscow to be as we welcome the future and our potential. I hope that this may give you all some ideas for considering how planning might go forward for both of these ideas so the bridge and the bond would benefit...the bridge to be put on the shelf for the current time and the bond issue to be given the community involvement as described above that is necessary if it is to be successful this spring! BELOW, please find the Letter to the editor which I also am sending to each of youu hoping that you all will give the community the chance to put a temporary pedestrian bridge here and if, in the future, a real justification and improvement requires a motor vehicle bridge against current engineering best practices at Third and Paradise Creek. The Third Street Bridge continues its questionable life, despite its lack of demonstrated need or benefit. Overwhelming failure of the City to involve important stakeholders in planning the need, funding and purpose of this doubtful, costly project contribute to the negative influence on any city-sponsored bond issue to come before the public. Consider this: The bridge, plus the essential traffic calming if the bridge is built, bears a price tag of more than \$1.1 million (plus 1% for the public art program). Other street projects are critical to the city and its residents, the people who will foot the bill and use the streets. The traffic calming proposals are very positive changes to the Third Street corridor and deserve the thanks of the community for the effort of all who participated in this process. The fundamental flaw in this process is that traffic calming is planned for installation AFTER the bridge and its negative effects have already ruined life along Third Street. Concerns for future budgets will eclipse this part of the project. The bridge ruins options for children who want to walk to Lena Whitmore. The property values along East Third where the homes formerly on what amounted to a cul de sac have now been ruined.	
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	Here is an alternative the Council could use to preserve options for the future if, after appropriate planning and community consultation, a motor vehicle bridge is found to be essential, it could be constructed. Right now, give the community the opportunity to construct a pedestrian/cyclist/handicapped access bridge at the community's expense through a renewed contribution campaign across the creek, preserving the lovely willows. Focus on the projects the city needs and wants. Save the time and effort for a planning process for the City Bond proposed for the spring. Also attached: RESOLUTION OF THE CITY COUNCIL CITY OF MOSCOW, IDAHO 2007- ____ A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, RECOGNIZING THE NEED AND APPROPRIATENESS OF CONSTRUCTION OF A PEDESTRIAN BRIDGE ON THIRD STREET OVER PARADISE CREEK, THE PROTECTION OF THIRD STREET AS A NEIGHBORHOOD COLLECTOR THAT HELPS PRESERVE THE NEIGHBORHOOD VALUES AND CULTURAL AND EDUCATIONAL CENTERS OF THE COMMUNITY, AND THE SAFETY CONCERNS FOR PEDESTRAIN, BICYCLE AND DISABLED ACCESS TO THE CORE OF THE COMMUNITY, AND PROPOSING CERTAIN ACTIONS FOR BY THE CITY AND PROVIDING FOR AN EFFECTIVE DATE. WHEREAS, the City Council of the City of Moscow, Idaho, recognizes that Third Street has been an image of the town we value, with its tree canopy, historic landmark buildings, East City Park and historic residential architecture adjacent to the Fort Russell Neighborhood National Register Historic District; and WHEREAS in 2005 the City Council authorized the building of a pedestrian bridge across Paradise Creek at Third Street and removed Third Street from designation as an arterial for city planning purposes; and	
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	WHEREAS, Third Street is the best access point for central east/west travel of pedestrians, bicycles and wheelchairs in central Moscow and the construction of an 8-10 foot wide bridge, limited to that traffic will maximize the access across the creek to Mountainview Road; and WHEREAS context sensitive street design, an engineering approach which generates street designs that meet neighborhood needs as well as community wide needs with the interests of all users and neighborhood conservation in mind, including multiple users beyond cars and trucks, preservation and expansion of street trees, provision of safe and protected sidewalks, and a goal of calm, safe streets; and WHEREAS inviting more motorized traffic onto Third Street by increasing its traffic burden to that of an arterial would involve unmitigatable trade-offs such as destruction of street trees, removal of parking and increasing speed and volume adjacent to an elementary school; and WHEREAS preserving Third Street as a neighborhood collector encourages walkability for children going to Lena Whitmore School, complements the Safe Routes to Schools grants the City has received, reduces the need for elimination of parking in residential areas and close to community facilities such as East City Park, and reduces conflicts for older and disabled residents using Third Street; and WHEREAS adjacent neighbors and citizens from all over Moscow have expressed their support for a pedestrian bridge at this site supporting the Council's commitment to the pedestrian bridge for a neighborhood collector on Third Street rather than a vehicular bridge/arterial in 2005; and WHEREAS citizens have come forward to assist in the financing of the pedestrian bridge and have sought the direct cooperation of the City of Moscow in this project, to preserve the safety, relative quiet, non-motorized options, parking and historic character and sense of Place Third Street contributes to the entire City; NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, HEREBY RESOLVES AS FOLLOWS:	
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	1. The City of Moscow endorses the construction of a pedestrian/bicycle/disabled access bridge on Third Street over Paradise Creek at the eastern terminus of the street west of Mountainview Road, with adjacent landscaping and accommodating the Paradise Path and amenities to the extent possible within the City's right of way at the intersection of the Creek and Third Street, 2. Third Street shall remain classified as a neighborhood collector to preserve and enhance the central historic neighborhood of Moscow and conserve the safety and accessibility of schools, East City Park and other public facilities and services located adjacent to Third Street. 3. The City shall aid in the development of this project through authorizing expenditures for a soil study and other activities from time to time that will facilitate the project, including but not limited to engineering administration, evaluation and approval and grant development for the project and receiving donations, grants and other funds earmarked for the Third Street Pedestrian Bridge and Pocket Park. 4. This resolution will be in full force and effect immediately upon its passage and approval by the City Council. Dated this third day of December, 2007. _____ Nancy Chaney, Mayor Attest: _____ Stephanie Kalasz, City Clerk	
Tyler Kee	My name is Tyler Kee and I am a Moscow resident. We have lived on the corner of A and Monroe just north of East City Park. As I learn more about the third street improvements, I am concerned traffic load on A street will increase even more. We have a daughter in third grade attending Russell elementary and a son in kindergarten at West Park. We walk our kids to Russell in the morning (son rides bus from Russell to West	Email

	Park) and are already concerned about the speed of vehicles driving without restriction down A street. Any impediment to traffic flow on Third street will invariably increase the volume of unrestricted traffic on A street. especially traffic from northeast of town. As a citizen, parent, and community member, I urge you to address any potential increase in A street traffic during Third street improvements. I envision 1-2 four-way stops between Hayes and Van Buren serving as effective deterrents. I am happy to discuss this issue further, feel free to contact me by email, phone, or schedule a time to meet in person. I appreciate your consideration and look forward to making our community an even better place to work, live, and play!	
Tyler Kee	In regards to the three options for third street improvements, I strongly advocate for option C, a dedicated bike lane. I am an avid cyclist with two young up-and-coming avid cyclists. Trying to ride from A and Third to West Park with a kindergartner in tow can prove to be a daunting and downright dangerous challenge. If the city provided better safeguards for cyclists, I would ride my child to school far more often. Cycling improves citizens and communities. Anything that encourages cycling will make Moscow a better place to work, live, and play.	
Judy Sobeloff	Dear Members of the City Council, the Third Street Transportaion Committee, and the Mayor: Thank you for your work on behalf of the people of Moscow and your dedication to doing what will serve our community best. I am writing to express concerns about the safety and wisdom of the Third Street Bridge project. I still hold out hope for this being a pedestrian/bicyclist bridge rather than a motorized bridge; I hope that if it must be a	Email

	motorized bridge, despite the many reasons against that plan, that all necessary traffic calming measures will be put in place beforehand. I think our top priority should be keeping our community a wonderful and safe place to live. The decision to build a motorized bridge seems to have been pushed through without public comment, without concern for costs, and in opposition to what will serve our community best. I think that a bridge for motorized traffic on Third Street may make life in Moscow faster down that corridor, but I don't think that the few minutes people gain will make life better. I think the increase in motorized traffic will diminish the feeling of liveability in our downtown, particularly by transforming the stretch of Third Street around the high school and the 1912 Center, and may lead to safety issues due to the proximity of schools. If the motorized bridge does go through, despite the very real concerns of many residents, I hope that you will do the utmost to put the necessary traffic calming measures in place. I hope that students and pedestrians and bicyclists and, yes, drivers will all still be able to travel safely on this street, as well as the residents of Third Street and the surrounding neighborhoods. Thank you for your consideration.	
Joann Muneta	The Plan C is best. A & B depends on curb-outs & they are not effective in traffic calming – as experienced at 1st & Blaine. But care must be taken that the crosswalks & medians are wide enough & visible enough to be effective – good example 6th St on campus	Comment Card
David Allen	Plan C is the safest and the most forward-looking for traffic and growth. Also, I think the safety of the Third Street corridor is extremely important. These safety/calming measures must be <u>completed</u> by the time the Third St. Bridge is functional.	Comment Card
D. Nels Reese	Dear City Council and Staff, As we approach a new year with high hopes and enthusiasm, I believe we should take a new and fresh look at Third Street. As the city moves forward with plans for a new connecting bridge, the opportunity arises to create a pedestrian and bicycle friendly street that will be unique to Moscow and to the region. Imagine bicyclists enjoying the safe ride from Mountain View to Main Street. I am delighted that the city took time with a select committee to review opportunities for	Letter/Comment

	Third Street. There are several options that have been on show to the public at City Hall. After careful study, I would suggest that the "C Option", which is dedicated to bicycle traffic offers the most unique possibilities for Third Street. However, I believe that with a more creative charge the redevelopment of Third Street could be even more profound. Remember that The Fort Russell Neighborhood Historic District has now been expanded and runs for seven blocks from Jefferson to Hayes Street. In essence, that is from City Hall to East City Park. Two sites that are much used and much loved by all. Those seven blocks also represent the longest stretch of historic blocks in the city. The Downtown Historic District is just five blocks long. The Downtown District does include six stand-alone buildings on Main Street that are on the National Register, while Third Street comes in second with four stand-alone National Register buildings. Those are City Hall(1910), the First Methodist Church(1904), the 1912 Center(1912) and the Mason Cornwall House(1889). We have made great strides in turning Main Street and its historic properties into a very pleasing and useful area that respects pedestrians and accepts cars. There is no doubt in my mind that we could do the same thing on Third Street. Imagine along with the pleasing and relatively flat bicycle lane, there might be a row of flowering trees along East City Park. As sidewalks need to be repaired we could enlarge the walks into six feet wide walks rather than the very tight four feet. There could be special lights and signage that would assist citizens in understanding where the historic district begins and ends. My point is that this, the Third Street opportunity is quite special and should not be squandered. Please assist me in encouraging the restructured City Council and the very able staff to reach the very best possible choice in this matter.	
Cathy & Jack Porter	Dear Mayor, Council, Transportation Commission, and other sub-group members, We strongly favor "Plan C" as developed by the task force. Separated bike lanes with a physical barrier would be a huge improvement over bicyclists having to "share the road" with cars and trucks on this narrow street. Plans "A" and "B" would be better than nothing, but the key advantage of "Plan C" is the physical protective barrier. Just painting lines on the pavement cannot make us feel secure when riding within a few feet of multi-ton vehicles whose drivers are frequently inattentive, distracted, impatient, and unaccustomed to thinking of bikes as vehicles.	Email

	As a recent column in the Daily News pointed out, this is not just about bicycles. Every downtown worker/shopper/visitor who rides a bike means fewer cars competing for parking spaces, wearing out the pavement, and adding to traffic congestion. Protected bike lanes would also help get bicyclists off the sidewalks, where they compete with pedestrians and wheelchair users. We understand the protective barriers would be relatively inexpensive to acquire and install, and relatively easy to relocate or remove if necessary. The city should give "Plan C" a try and see how well it works once the public gains familiarity with it. If it turns out less successfully than we expect, the other options would still be available.	
Jim Frenzel	I know I missed the Sunday deadline, but as a dedicated cycle commuter - in all kinds of weather - I am strongly in favor of any plans that improve the safety of bicycling up and down Third Street and from the description in the paper I believe Plan C would be my first choice.	Email
Jennifer Boie	As longtime residents of Moscow, our family would like a separated bike lane on 3rd street to help more families and people of all ages feel safe on 3rd street on their bikes.	Email
Steve Schulte Streets Supervisor City of Moscow	As requested, my Staff and I have conducted a maintenance review of the proposals generated by the Transportation Commission Task Force, and have prepared comments based on said review. We appreciate the opportunity to contribute our perspective to this important process, as the lifecycle costs of any facility are drastically influenced by the long-term operation and maintenance investments. Plans A and B are similar from a maintenance perspective in that they create some challenges, and additional input of labor. The increase is most acutely experienced in the increase in pavement markings, especially with this being a higher-traffic, high-visibility area. We are a small crew, and pride ourselves on working effectively and efficiently, but we are truly close to saturation with our current available labor hours, and already commit 15-20% of our available construction season labor hours to traffic markings. The bulb-outs in these two options present some challenges for plowing, and sweeping, as anything that disrupts straight-line operations has a negative impact on efficiency. Other	Memo

	minor considerations are the continued maintenance of flashing signals, and the impact of median islands on our ability to berm and remove snow from Washington to Van Buren. Plan C presents some unique maintenance challenges in addition to the items covered in the previous paragraphs. The following are the specific items to Plan C generated in the review process: 1. Placement of garbage and recycling bins for collection could prove challenging. 2. The narrow bike lane, and physical buffer, would present challenges for sweeping. This would likely require special equipment, and additional man hours to maintain at an acceptable level of cleanliness. Sweeping is, and will increasingly be, a critical component in maintaining storm water quality. 3. Snow removal in the cycle track lane will be difficult and the Street Dept. does not have equipment capable of performing this task. Snow storage is also limited. Also, we will be unable to run a snow gate equipped plow along the North curb-line, which will impact the historic level of service. 4. Snow removal for the vehicle lanes is a concern throughout the entirety of the corridor. The following is a rundown based on section width: a. Main to Washington- Snow on the north sidewalk and cycle track is isolated from the roadway and the furniture zone lacks the storage room for a normal winter. I am not sure how we would remove it without requiring a considerable change to our snow removal program. b. Washington to Jefferson- This block may have enough room in the middle for a snow berm but it will be snug. c. Jefferson to Adams- This block has 42' of plow-able width and 24' of driving lane. Our snow berm is generally about 6' wide leaving 9' of drive lane per side. d. Adams to Polk - 22' of driving lane does not leave room for snow berm in the middle as we have historically done. One idea was to push all of the snow to the south side and try to put it on the green strip. This would be challenging and there are multiple driveways. e. Polk to Hayes – All snow would need to be plowed to the south side green strip but there is also the issue of driveways/alleys that would be blocked. f. Hayes to Grant- Maintenance along this stretch is highly challenging. There is not enough room to store the snow and keep two lanes of traffic open due to the bikes on one side and a sidewalk on the other. This narrow section also limits the potential of building a	
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	center berm as there still wouldn't be enough room for vehicles. We will continue to look for potential alternatives for this section. g. Grant to Mountain View- This last section may have enough room for snow storage along both sides however the south side parking may be too dense to allow for much room. Please let me know if you have any additional questions or would like any clarifications.	
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Les MacDonald

From: Jason Henrichs <jasonhenrichs13@gmail.com>
Sent: Tuesday, January 02, 2018 2:24 PM
To: ThirdStreet
Subject: Email Quarantine Third street bridge

I just wanted to send a message in support of the Third street bridge. I work in Pullman and live near the round-about so another direct way through Moscow for me to get home would be appreciate.

Thanks,
Jason Henrichs

Les MacDonald

From: steve leib <sleib@moscow.com>
Sent: Wednesday, January 10, 2018 3:27 PM
To: ThirdStreet
Subject: Email Quarantine 3rd Street Bridge

I applaud the addition of the third street bridge and the resulting third street corridor. It has been a long time coming and has been prevented by a small minority of people for way to long. Prejudice against East/West traffic will finally be gone! Unless the "traffic calming" measures are more sinister than the term sounds.

Steve Leib

Sent from [Mail](#) for Windows 10

January 8, 2018

Moscow Transportation Commission
Ben Calabretta, Chair
trans@ci.moscow.id.us
RE: Third Street Safety Improvements

Dear Chairman Calabretta and Commission Members:

Thank you for your community service, and for considering public input on Third Street corridor safety, prior to making recommendations to the City Council. Consistent with **Plan C** generated by the MTC Subcommittee/Working Group, I support traffic-calming and other **safety improvements along the Third Street corridor** between Mountain View and Washington Street. In keeping with the Working Group's stated priority of children's safety, Plan C includes a bi-directional protected bike lane (conceived by UI Professor Mike Lowry) in addition to raised crosswalks, refuge medians, stop signs, continuous sidewalks, and buffers to protect bicyclists, pedestrians, wheelchair users, and sensitive proximal activities. I also support restricting through truck traffic and preserving on-street parking to the extent practicable, for the convenience of nearby residents and visitors and for its traffic-calming effect.

My preference remains that the City Council reverses the previous Council's decision to install a multi-modal bridge over Paradise Creek on Third Street, and installs a much less expensive, far less disruptive **bicycle-pedestrian ONLY crossing** at that location instead. Corridor safety improvements should be implemented now, regardless of the Council's decision about the bridge.

The City's process, pace, and rationale for installing a multi-modal bridge are flawed and not based on urgent need. I encourage you to recommend to the City Council that they take time to engage key stakeholders who may not have been represented in the Working Group. They include Moscow School District and Parent-Teacher organizations; people with disabilities; boards of directors for Rendezvous in the Park, Renaissance Fair, and Hemp Fest; downtown businesses; Heart of the Arts and the Senior Center, among others. In addition to MTC, other citizen commissions (copied here) ought to be invited to weigh-in on aspects like social justice (Fair and Affordable Housing, Human Rights), green infrastructure and ecosystem function (Sustainable Environment), the urban forest (Tree), non-motorized connectivity (Pathways), performance arts and events in East City Park (Arts), architectural and cultural heritage (Historic Preservation), tourism and economic vitality (Farmers Market), and community gathering spaces (Parks & Recreation).

In addition to safety improvements articulated in Plan C, please recommend:

- Herringbone-type storm drains to lessen catch-hazards for cyclists' wheels
- Policies, equipment, staffing, and budget to reliably clear sidewalks and bike lanes of snow and debris because this is a main route for non-motorized users, including people with disabilities, (Extreme weather events could prevent that on infrequent occasions.)
- 'No through truck traffic' signage (Wayfinding software sometimes directs otherwise.)
- Pedestrian/bicyclist-oriented points of interest along the corridor, to encourage such uses (e.g. dog-friendly amenities, bike parking near bus stops, pedestrian-scale signs for historic interest, walking tours, tree identification, kiosk to post upcoming activities in the park)
- Green infrastructure so design elements of roadways, sidewalks, tree wells, vegetated buffers, rain gardens, etc. are consistent with the specialness of Paradise Creek and its ecosystem services

- Safe accommodation of traditional alleyway access onto Third (e.g. convex mirrors; resident- and Latah Sanitation truck actuated caution lights)
- Protection of property values and safety of adjacent residents by proactively addressing their concerns individually (e.g. planting trees, building fences or walls, or acquiring property as has happened on East D St, West A St, etc.)
- Buffering the southern edge of East City Park from lights, sounds, hazards of car and truck traffic, to protect ambiance and desirability of that public space
- Cohesive thematic street furnishings
- Spot-lit crosswalks and isolated (warm spectrum LED) illumination of key intersections, in addition to low-level walkway illumination, instead of lighting up the neighborhood like a raceway or strip mall
- Means of evaluating safety intervention measures for effectiveness
- Gateway treatments on medians at Jefferson and Hayes, to designate neighborhood entrances
- Fixing misaligned southbound curb lines on Hayes for smoother, safer westbound turns onto Third, and modify curve on NW corner at the park
- Four-way stop signs at First Street and Blaine, consistent with a systems approach to safety

Installing a bridge that would invite additional motorized traffic onto Third Street or failing to install bike-ped-ADA improvements along that corridor would:

- Endanger non-motorized users
- Diminish adjacent property values
- Detract from the historic nature of the neighborhood
- Injure Moscow's reputation as a livable community
- Lessen the attractiveness of East City Park as a venue for revenue-generating, community-building events
- Impede mobility of people with disabilities
- Hurt the ambiance and desirability of downtown, including Moscow Farmers Market

The City Council's eventual decision regarding this matter will have long-lasting implications, and affect our community--culturally, aesthetically, functionally, and economically--for the foreseeable future. Thank you for your thoughtful consideration and recommendations.

Sincerely,


Nancy Chaney

C: council@ci.mscow.id.us
sec@ci.mscow.id.us
mpc@ci.mscow.id.us
prc@ci.mscow.id.us

fahc@ci.mscow.id.us
fmc@ci.mscow.id.us
hpc@ci.mscow.id.us
tree@ci.mscow.id.us

hrc@ci.mscow.id.us
mac@ci.mscow.id.us
lhopskins@ci.mscow.id.us
thirdstreet@ci.mscow.id.us

Sandra Collins

From: Les MacDonald
Sent: Monday, January 08, 2018 4:03 PM
To: Sandra Collins
Subject: FW: Email Quarantine third street bridge

Les M.

-----Original Message-----

From: Joanne Sutton [mailto:cjsutton@moscow.com]
Sent: Friday, January 05, 2018 6:03 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine third street bridge

I strongly urge the council to cancel the auto bridge on third. There are so many other needs in the city streets, Harrison non pavement for one example, A street for another. The pedestrian-bike bridge is a better alternative for our dollars. The traffic calming needed will make the street difficult to use. Please leave it as it is.

Sandra Collins

From: Les MacDonald
Sent: Monday, January 08, 2018 4:03 PM
To: Sandra Collins
Subject: FW: Email Quarantine bridge

Les M.

-----Original Message-----

From: Joanne Sutton [mailto:cjsutton@moscow.com]
Sent: Friday, January 05, 2018 6:19 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine bridge

Please cancel plans for this bridge and build the long planned pedestrian bridge. This was decided with inadequate input and only benefits the new developments to the detriment of existing residents.

Third street, with the expensive added safety features, will take needed parking spots and unreasonably slow traffic.

There are streets partially unpaved such as E and Harrison and many in poor condition such as west A . Please use our taxes to fix these needed repairs.

D.Joanne Sutton,1128 Lynandra.st.

Moscow

January 8, 2018

Moscow City Council
council@ci.mscow.id.us
RE: Third Street Safety Improvements

Dear Councilors:

Thank you for your commitment to public service, and for inviting this input about Third Street corridor safety. Please reverse the decision to install a multi-modal bridge over Paradise Creek on Third Street, and install a much less expensive, far less disruptive **bicycle-pedestrian ONLY crossing** at that location instead. Regardless of your decision about the bridge, proper, I encourage prompt implementation of **safety improvements from Mountain View to Washington Street, consistent with Plan C** generated by the MTC Subcommittee/Working Group.

In keeping with the Working Group's stated priority of children's safety, Plan C includes a bi-directional protected bike lane, raised crosswalks, pedestrian refuge medians, stop signs, continuous sidewalks, and other protection for bicyclists, pedestrians, wheelchair users, and sensitive proximal activities. In addition, I support preserving on-street parking to the extent practicable, for the convenience of nearby residents and visitors and for its traffic-calming effect.

Every budget cycle, the City asserts fiscal responsibility. That's why it was so surprising the City could shake its sofa cushions and discover an extra \$580,000 lying around in the General Fund for a motor vehicle bridge on Third Street, with no provision for safety improvements along the corridor. A previous Council opposed that idea for good reasons, unchanged since **Resolution 2007-30**. Some would have you believe that it is a fait accompli, but unless concrete has been poured, it is within your authority to reject that assumption, settle monetary commitments with consultants, and facilitate a better, safer, more fiscally responsible outcome.

The previous Council's motivation for proposing immediate installation of a multi-modal bridge is not based on urgent need. That amount of money could be more responsibly spent on other more pressing things like sidewalks, street maintenance/repair, the animal shelter, undeveloped parkland projects, the southeast Moscow industrial park, addressing food insecurity and indigent care, increasing matching funds to make grant proposals for safety improvements on North Mountain View to the Logos campus more competitive, making a more compelling case for the multi-million-dollar bond you're contemplating for 2018, and other priorities, including corridor safety improvements, whether the bridge accommodates motor vehicles or not.

Inviting additional motorized traffic along Third Street or not embracing recommended bike-ped-ADA improvements would:

- Endanger non-motorized users
- Diminish adjacent property values
- Detract from the historic nature of the neighborhood
- Injure Moscow's reputation as a livable community
- Lessen the attractiveness of East City Park as a venue for revenue-generating, community-building events
- Impede mobility of people with disabilities

- Hurt the ambiance and desirability of downtown, including Moscow Farmers Market

Complementary to Plan C, I'd like to see:

- Herringbone-type storm drains to lessen catch-hazards for cyclists' wheels
- Policies, equipment, staffing, and budget to reliably clear sidewalks and bike lanes of snow and debris because this is a main route for non-motorized users, including people with disabilities (Extreme weather events could prevent that on infrequent occasions.)
- 'No through truck traffic' signage (Wayfinding software sometimes directs otherwise.)
- Pedestrian/bicyclist-oriented points of interest along the corridor, to encourage such uses (e.g. dog-friendly amenities, benches, bike parking near bus stops, pedestrian-scale informational signs for historic interest, walking tours, tree identification, a kiosk for posting upcoming activities in the park)
- Green infrastructure design elements of roadways, sidewalks, tree wells, vegetated buffers, rain gardens, etc., consistent with the specialness of Paradise Creek and its ecosystem services
- Safe accommodation of traditional alleyway access onto Third (e.g. convex mirrors; resident- and Latah Sanitation truck actuated caution lights)
- Protection of property values and safety of adjacent residents by proactively addressing their concerns individually (e.g. planting trees, building fences or walls, or acquiring property as has happened on East D St, West A St, etc.)
- East City Park southern border buffers from lights, sounds, hazards of car and truck traffic, to protect ambiance and desirability of that public space
- Cohesive thematic street furnishings
- Spot-lit crosswalks and isolated (warm spectrum LED) illumination of key intersections, in addition to low-level walkway illumination, instead of lighting up the neighborhood like a raceway or strip mall
- Means of evaluating safety intervention measures for effectiveness
- Gateway treatments on medians at Jefferson and Hayes, to designate neighborhood entrances
- Fixing misaligned southbound curb lines on Hayes for smoother, safer westbound turns onto Third, and modify curve on NW corner at the park
- Four-way stop signs at First Street and Blaine, consistent with systems approach to safety

The decisions you make in this situation will have long-lasting implications, and affect our community--culturally, aesthetically, functionally, and economically--for the foreseeable future. Please choose wisely.

Sincerely,


Nancy Chaney

C: thirdstreet@ci.moscow.id.us
trans@ci.moscow.id.us
mpc@ci.moscow.id.us
lhopkins@ci.moscow.id.us

fahc@ci.moscow.id.us
fmc@ci.moscow.id.us
hpc@ci.moscow.id.us
tree@ci.moscow.id.us

hrc@ci.moscow.id.us
mac@ci.moscow.id.us
prc@ci.moscow.id.us
sec@ci.moscow.id.us

Sandra Collins

From: Les MacDonald
Sent: Tuesday, January 09, 2018 1:40 PM
To: Sandra Collins
Subject: FW: Third Street Bridge

From: Pat [mailto:patty0727@hotmail.com]
Sent: Tuesday, January 09, 2018 1:33 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Cc: Pat <patty0727@hotmail.com>
Subject: Third Street Bridge

As a fairly new Moscow resident, I'm curious what kind of uproar occurred years ago when this was first proposed. I understand it was placed on the list of future projects at that time. Wouldn't this have been the logical time for the anti's to have put a stop to this plan?

If safeguards on speed limits and appropriate 4-way stop signs are put into place, I see no reason why this project should not move forward.

Pat Rathmann
219 N. Lieuallen St
Moscow 83843

Sandra Collins

From: Les MacDonald
Sent: Tuesday, January 09, 2018 1:41 PM
To: Sandra Collins
Subject: FW: Moscow 3rd Street Bridge

From: Colleen Christie [mailto:cocochristie@hotmail.com]
Sent: Friday, December 29, 2017 12:17 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Moscow 3rd Street Bridge

Re: Moscow 3rd Street Bridge

I am in favor of the bridge. When I first came to Moscow seven and a half years ago as a UI student, I went down Third street. I found that the road did not continue to the other side of town. I was new in the area and did not know what other streets or where I could connect to the other side. I assumed that since it was one of the main streets in Moscow, it connected one side of town to the other. I agree traffic calming measure should be in place. A stop sign at Third and Hayes as well as a calming area similar to the area around Moscow Middle School on D Street. I like both Plan A and Plan B. I think I would prefer Plan B over A.

Colleen Christie
Moscow, Idaho

Sandra Collins

From: Les MacDonald
Sent: Tuesday, January 09, 2018 1:42 PM
To: Sandra Collins
Subject: FW: 3rd Street Corridor Public Comment

From: dennisbecker@gmail.com [mailto:dennisbecker@gmail.com]
Sent: Saturday, December 23, 2017 8:59 AM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: 3rd Street Corridor Public Comment

I'm writing to provide comments on the 3rd Street corridor proposal.

I support option 3 with full vehicle, bike and pedestrian access via a new bridge with traffic calming devices. My main concerns/interests are:

- Lena Whitmore intersection at Blain. Traffic already backs up there quite a bit. A four-way stop might help with safety but could increase backups. A different parent drop off point might be necessary at the school.
- bump outs are visually appealing and effective at slowing traffic. I would like to see more of these along that route into downtown.
- crossing Mountain View on bike can be difficult. Will there be a four-way stop at 3rd and MV?
- I strongly encourage public art and trees/vegetation along the route, particularly for those homes next to MV that will be most impacted. I haven't visited the site in awhile but is there also room for a small natural area at the creek?
- are street lamps envisioned along 3rd? Winter/night time biking is a bit treacherous in places. I don't want a full light corridor with light pollution but some lighting would help, preferably using the classics historic looking lamps.

Thanks for the opportunity to comment.

Dennis Becker
Hayes Street resident

Sent from my iPad

Sandra Collins

From: Les MacDonald
Sent: Tuesday, January 09, 2018 1:41 PM
To: Sandra Collins
Subject: FW: A Million Dollar Bad Idea

From: Tom La Pointe [mailto:tjlapointe@turbonet.com]
Sent: Sunday, December 24, 2017 9:50 AM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: A Million Dollar Bad Idea

On this Christmas Eve morning, my fervent wish is that this city will wake up, realize that the Third Street bridge is a bad idea having little or no benefit to the people of Moscow, and stop the construction of this bridge.

As a founding - and long term member - of Moscow's Transportation Commission, I spoke out against this bridge at every opportunity. I continue to do so now in the hope that the governance of the city will realize their error. The total costs of the bridge and its ancillary requirements of traffic calming, etc. now appears to be in excess of one million dollars. Funds have evidently been "found" to cover this amount but I cannot help but wonder about better uses for those funds: things like improved street maintenance and upkeep, snow removal and the like come to mind.

Construction of this bridge will negatively impact and change the character of neighborhoods, parks and schools. Additional traffic on Third Street might benefit a select few by the flow of more vehicles, but at what cost? All because some few might be able to shave 10 seconds off of their already short commutes, and developers will be able to sell their lots/houses with 'improved connectivity' options. In the process increased vehicular traffic will endanger school children, reduce the peaceful nature of East City Park and surrounding neighborhoods, and add to the already congested traffic on Third Street between Jefferson and Washington Streets.

Stop this bridge - your constituents will thank you.

Sincerely,

Tom La Pointe

905 Fort Stevens Street

Moscow, Id.

Wednesday, January 10, 2018

To: Moscow City Council, Mayor Lambert, Transportation Commission, and other city staff members working on current and future plans for East 3rd Street, including plans for a bridge at 3rd Street and Paradise Creek:

Enclosed is a packet of twenty-one photocopied letters to the Editor of the MPDNews, six opinion/editorial columns, as well as a few news stories for each of you to read as part of your due diligence—whether you are an elected official, paid staff, or appointed person. We believe the views of the citizens of Moscow have been unnecessarily ignored or dismissed and not addressed. The enclosed copies are merely a small collection of these views.

Please do read through the packet carefully and allow the voices of all citizens to be included in the planning of this project (and all future projects) that affect the whole of the city of Moscow.

We oppose the planned construction of the planned motor vehicle bridge at 3rd Street and Paradise Creek. It is not necessary at this time and could be built later when proper, sufficient and real needs have been shown. Furthermore, we believe that 3rd street traffic calming is needed now--whether or not a motor bridge at 3rd and Paradise Creek is ever built.

Thank you for your diligent, thorough, and ethical attention to these concerns.

Dean Stewart, Gretchen Stewart, and Amy Ball on behalf of
Citizens for a Livable Community

HARD COPY ITEMS:

1) LETTERS TO THE EDITOR:

Linda Pall, Aug. 29, 2016, "Third Street Bridge"

Joann Muneta, Sept. 26, 2016, "Bridge for people not cars"

Becker J. Gutsch, Sept. 27, 2016, "Paradise Creek Safety"

Nancy Chaney, Oct. 1-2, 2016, "That Third Street bridge"

Corinne Hunter, Aug. 12-13, 2017, "Car bridge and New Saint Andrews"

Helen Wootton, Aug. 16, 2017, "Third Street Bridge"

Joann Muneta, Aug. 17, 2017, "Restore pedestrian bridge to budget"

Kit Craine, Aug. 21, 2017, "Questions about Third Street bridge"

Jack Porter, Aug. 21, 2017, "Indifferent to bike riders"

Brian Morra, Aug. 29, 2017, "New Bike Lanes Thrilling"

Cody Moore, Aug. 29, 2017, "Convenience or Community?"

Joann Muneta, Sept. 1, 2017, "A different approach"

Diane Prorak, Sept. 4, 2017, "You can't have it both ways"

Linda Pike, Sept. 29, 2017, "Safety? Guess again"

Nils Peterson, Sept. 29, 2017, "Don't keep on truckin'"

Dody Dozier, Sept. 18, 2017, "Third Street bridge"

Mike Dambra, Dec. 20, 2017, "Bridge or bond, not both"

Corinne Hunter, "What's the Rush?" (date not available)

Joann Muneta, "A Saga with No Answers" (date not available)

Al Poplawsky, "Danger to Bicyclists" (date not available)

Gary Bryan, "Don't Believe the Rumor" (date not available)

2) ADVERTISEMENT: "An open letter to the Moscow Community," Citizens for a Livable Community's full page ad, pg 5D, Weekend, November 4 & 5, 2017

3) Opinion Page Columns/Editorial:

Amy Ball, THEIR VIEW, "The East Third Street bridge is a dangerous idea," Fri., Aug. 11, 2017

Lee Rozen, for the editorial board, OUR VIEW, "City Council wants to waste \$500,000 on unneeded span," Wednesday, August 16, 2017

Al Poplawsky, HIS VIEW, "Let's make Third Street the people's boulevard," Friday, October 13, 2017

Anthony Kuipers, for the editorial board, OUR VIEW, "Third Street Bridge not worthy of large price," Thursday, November 16, 2017

Michael Kyte, HIS VIEW, "If the Third Street bridge must be constructed . . .," Tuesday, January 9, 2018

4) General News Articles:

"Council approves budget in heated hearing: Some residents angry over motor bridge line item," Page 1, MPDNews, Tues., Aug. 8, 2017, by Taylor Nadauld, Daily News Staff Writer

"Neighborhood fears a bridge too much: Residents along Moscow's Third Street don't want to see more traffic", Page 1, Lewiston Trib, Aug. 10, 2017, by Josh Babcock of the Tribune

"City, Third Street residents spar over multimodal bridge: Construction is scheduled for fiscal year 2018," Page 1, MPDNews, August 24, 2017, by Garrett Cabeza, Daily News staff writer

"Moscow nearer to 3rd Street bridge: Committee recommends agreement for design, construction management," Page 1, MPDNews, (exact date unavailable at time of photocopy), by Garrett Cabeza, Daily News staff writer

"Moscow subcommittee taking hard look at Third Street: Group formed to discuss potential traffic-calming measures as bridge is expected to bring more vehicles," Page 1, MPDNews, sometime between Nov. 9 and Dec. 5 --don't know exact date, by Garrett Cabeza, Daily News Staff writer

break up the team.

I have been attending the task force meetings to decide on traffic calming on Third Street, but I am very skeptical that most of these measures would actually happen. The price for traffic calming would be in addition to the actual cost of the bridge, and money would most likely run out. Planning for this expensive project needs to be reassessed. Why do we need it, and what is the rush?

Put it up to a vote and let residents decide. If the majority in town feels that we need this bridge, then it should go ahead, but not until. When we vote on the bond election, we could vote on the bridge at the same time.

We need a new police station and a new recycling center. We need to repair the Mann Building and fund the ice rink. All of these projects need our scarce city funds, and will improve Moscow.

Let's do that.

Corinne Hunter
Moscow

What's the rush?

In our recent City Council election, many people were hoping that a message would be sent to the City Council to slow down and include city residents in decisions. Instead, past member Walter Steed and Mayor Bill Lambert sent the message (mansplained) to the new council members that they must become part of the "team." It seems obvious, but the whole point of voting in new members was to

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by Lee Rozen 1/08/18

Date not available at time of photocopy.

LETTER TO THE EDITOR

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A saga with no answers

The saga of the Third Street Bridge continues with unanswered questions. On Nov. 20, the Moscow City Council approved a Task Order Agreement with engineer Keller & Associates of Meridian, Idaho, for up to \$122,880 on a list of tasks related to design and construction management services of the Paradise Creek motor bridge. As usual, this was passed without any discussion except for a question by newly elected council representative, Brandy Sullivan. Questions emailed to the mayor, council and staff were not answered or even discussed. Some of the provisions that raise important issues on a major construction project are:

No. 1: 3.2 "No street improvements are anticipated except for tie-in to the bridge." How does this tie-in with the planning for traffic calming and safety? Why are we not coordinating the Third Street bridge with the rest of Third?

No. 2: 3.15 "Environmental studies and any permitting is by others. Design intent is to minimize impacts to creek and waterways, *where possible*." (my italics) How extensive can impacts be to the creek? What environmental studies are being planned?

No. 3: 3.16 "No public involvement by Engineer. If necessary, a separate task order will be created." What public involvement, if any, is planned for selecting the bridge design and any auxiliary

construction?

No. 4: 3.17 "Minimal aesthetics on bridge by Engineer." Will the city be considering any aesthetics, or is this considered unimportant to the community?

No. 5: 3.20 "Adherence to City of Moscow Standards; no federal aid design and procedural standards are anticipated." What are the city of Moscow standards that will apply and where can they be found?

Traffic calming, creek and environmental protection, aesthetics, public input and city standards are of great importance and interest to the community. When will the city discuss and answer these questions?

Joann Muneta
Moscow

Date not available at time of photocopy.

LETTER TO THE EDITOR

M.P.N. News grants permission to photocopy - Lee Rozen 4/08/18

Don't believe the rumor

Are you a pro-business, small-government fiscal conservative? Don't be fooled by the false rumor that Moscow's current elected officials are of the same mind. Ironically, under their watch, the municipal budget ballooned from \$57 million (with a \$12.7 million General Fund) for 2014 to nearly \$80 million (with a \$15.2 million General Fund) for 2018. Did your household budget increase that much after the recession?

They've increased fees and dipped into foregone property taxes conserved by their predecessors. They're pursuing a \$10 million bond before explaining why, because it's not a citizen-driven initiative. Despite public opposi-

tion and more pressing needs, they found over half-a-million dollars in the General Fund to install a motor vehicle bridge on Third Street (instead of spending about \$80,000 for a bicycle-pedestrian crossing), while failing to budget for safety along that corridor.

As for business friendliness, do you miss Macy's, Hallmark, Office Depot or Hastings? In free-market economies, businesses come and go, but we know of no efforts by Moscow politicians to persuade parent companies to keep those retailers here, as the previous administration did successfully with Walmart.

The scenario revives an image from childhood, when parents paid for children's pony rides around fenced arenas and well-trodden

paths. Too often, those unfortunate animals were on auto-pilot, oblivious to outside stimulation, one foot in front of the other, furrowing deeper, unwavering trenches, laying the groundwork to get stuck in the mud. That's what comes to mind when I think about Moscow's entrenched mayor and council and those who blindly follow them.

Look at the whole picture. Vote for candidates who will listen thoughtfully to citizen concerns, budget prudently and work diligently to preserve and grow community-supportive businesses in Moscow. Join me in voting for Linda Pall, mayor, and Brandy Sullivan and Anne Zabala, council, on Nov. 7.

Gary Bryan
Moscow

Date not available at time of photocopy.

Dangers to bicyclists

I bicycle commute between northeast and southwest Moscow nearly every workday of the year, barring deep snow.

For east-west travel, I utilize both First and Third streets. I usually only use Third Street while traveling west since I like to travel close to the speed of traffic on busier streets, which is not possible climbing the hill eastbound. Most bicyclists use Third Street since it is the east-west "low-cut" through town. Just last week the city fixed the most serious biking problem on Third Street by installing a bike lane on the eastbound hill. Previously, slower moving bicyclists had to swerve out into traffic to go around parked cars. Good job, Moscow.

However, with the likelihood of greatly increased car traffic on Third Street due to the city's intent to build a bridge over Paradise Creek, this small but significant improvement won't be enough. To maintain safety on Third Street and not discourage bicycling, continuous, dedicated bike lanes from Mountain View Road to Washington Street will be required.

Likewise, other situations dangerous to bicyclists in town have been festering for perhaps the last 10 years.

First, the bike lane eastbound on Sixth Street approaching Jackson has the doors of parked car opening directly into it. To avoid injury, cyclists must ride near the left white line of the bike lane, forcing cars to swing into oncoming traffic to safely pass them.

Second, southbound Mountain View Road at Sixth Street abruptly transitions from an adequate (though narrow in places) bike lane to no lane at all — and not even a shoulder. Slower moving cyclists have absolutely nowhere to go but into 35 mph car traffic.

Installing continuous bike lanes on Third Street, and fixing these other two problems will go a long ways towards facilitating safe traffic flow in Moscow.

Al Poplawsky
Moscow

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Date not available at time of photocopy.

LETTERS TO THE EDITOR

12/20/17 MPD News

Bridge or bond, not both

Most people in Moscow probably don't care about the Third Street bridge, but now that the true cost is more than \$1 million, they just might care. They would probably rather have city-wide street repairs rather than a bridge that creates more problems than it solves.

While the city was holding donated funds for a pedestrian/bicycle bridge, a budget came out with a motor vehicle bridge in it. The old City Council passed the budget and acted like their hair was on fire to start construction. Who put the bridge in the budget and who authorized it? We deserve an answer.

Considering the increased cost of the bridge, the new City Council should revisit this issue in

January, since the city will want to pass a bond for more than \$8 million for a new police station. I agree in principle with this bond, but while the bridge is a "go," my vote is a "no." I urge all opponents of the bridge to tell the council that they won't support the bond, and we can stop this idiotic bridge boondoggle.

Mike Dambra
Moscow

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From: Lee Rozen <donotreply83843@gmail.com>

Sent: Wednesday, October 4, 2017 12:23 PM

Subject: Re: Letter to the Editor

Linda,

Thanks for your letter. It has been formatted for publication.

Safety kicked to the curb

I am of the "noisy minority" mentioned in a recent Letter to the Editor. As a first time homebuyer on Third Street just east of Hayes, I am not here to condemn nor condone the Third Street Bridge Project.

What I am doing is questioning why I received a much-appreciated reassuring word from Walter Steed of the Moscow City Council that "traffic calming is part of the plan for the bridge," while at the Oct. 2 City Council meeting during the presentation by Les MacDonald, the suggestion to "back off" any funding and implementing of such safety measures was considered with little to no objection from the council.

My entire purpose for attending the meeting was to gain clarity and perspective about the Third Street Bridge Project in the hope of hearing that accomplishing connectivity would coincide with installing necessary safety measures. My takeaway from the meeting was that a corridor analysis from Washington Street to Mountain View would be done by city staff to assess the effects of the bridge in terms of traffic flow and safety considerations, but that any real initiative to install traffic calming measures was being kicked to the curb for reconsideration at some later date. How very disappointing.

Why, whenever this bridge comes back into focus, is the issue of public safety an afterthought rather than the first order of business? Am I missing something? Perhaps I just don't understand how the council can easily pass a budget that includes \$580,000 for a bridge, but \$0 for public safety in the wake of that bridge.

I left the meeting disheartened by the lack of clear answers to what I believe are important questions.

Linda Moser
Moscow

Lee Rozen, managing editor
Moscow-Pullman Daily News, dnews.com
lrozen@dnews.com
o: (208) 883-4638; c: (208) 669-1590

LETTERS TO THE EDITOR

9/29/17

Safety? Guess again

After many years of debate, the city of Moscow plans to spend over half million of our tax dollars on a bridge at the end of East Third Street. Many of us have argued for years that a pedestrian, bike, handicapped-access bridge would provide safe connectivity for people commuting from east to west; and we were raising money to complete this.

However, the city somehow magically found over half a million dollars and put it in its budget for a motor bridge, which it is expediting prior to the election. The word is that it is being done for safety. Yet, I recently inquired about the plans for safety and traffic calming since it will increase traffic by two schools, East City Park, the senior center and high density neighborhoods, and I was told they had no plans yet.

How is this responsible government? Where did this over half a million dollars come from suddenly? Are they doing it for safety or are they doing it for developers east of Mountain View?

The city election is Nov. 7, and the mayor and four council seats are up and new candidates have filed. Find out their views on this issue if you care about street safety and how your tax dollars are spent. Vote.

MPD News Linda Pike
Moscow

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Don't keep on truckin'

"Y'all are the ones going to drive over it," was Moscow City Councilor Walter Steed's response to a candidate forum question connecting climate change and a Third Street vehicular bridge. His answer was accompanied by laughter that may have said, "Of course, we will continue Business As Usual, the alternative is unthinkable."

The alternative is to live within walking distance of work, shopping and play.

I'm guilty of greenwashing Business as Usual. I drive an electric car powered by solar panels. I rationalize it because it's a mile from my house to my office and a mile from there to Third and Main streets, where I go frequently for much of my work. To really walk the smaller footprint talk, my home and office should each be a short stroll from Main.

We live in the house built by the Skattaboos in 1914. They lived here in the summer. In the winter, they moved "into town" where they lived above the store, which is now Bloom restaurant. They had it figured out, work on the farm sunup to sundown in the summer, with little or no need to travel. In the winter, they lived within walking distance of school, work and the social life of Moscow.

My answer to the forum question is, we have three options for responding to climate change: mitigate now, adapt to effects soon or suffer later. A century of cheap energy has created a built environment and social arrangement that has us so trapped in the logic of cheap fossil fuel that we mistake mitigation (ending BAU) with suffering.

The bridge money would be better spent on bold mitigation efforts. Convert Third from Washington to Mountain View into a transit/bike/pedestrian mall with frequent shuttle busses looping to campus and a transfer point for Pullman.

Nils Peterson
Moscow

(Not Nils on)
3rd and Hayes

Fri. Sept. 29, 2017
MPD Nils granted permission to photocopy
(by Lee Kozen 10/8/18)

Third Street bridge

Oh Moscow, here we are again. The issue is — and has been since 2005 — whether or not to open Third Street to car/truck traffic from Mountain View Road. I thought it was agreed long ago that a bridge for pedestrians and bicyclists was preferable, but now the Moscow City Council wants to proceed with a motor bridge.

Really? OK, let's say that cars and trucks can get onto Third at Mountain View, heading for downtown. They will almost immediately enter a two-block 15 mph

school zone. Will they be stopped at Blaine, 100 feet from Lena Whitmore Elementary School? Two-way or four-way stop? Caution light? Or will Blaine be stopped for Third to pass through? How about at Hayes, where parents with strollers, dog walkers and kids of all ages cross to East City Park? Will that corner be a stop for Third Street traffic or for Hayes, or both?

After Hayes come marked pedestrian crossings to the park at Lincoln and again at Monroe. A few blocks later it's the high school, the 1912 building with senior lunches and all kinds of other

activities, and City Hall in the old Post Office building.

This is nuts. Add that Third is our most walkable eastbound street, as anyone who has tried to "stroll" up Sixth Street knows. It has the premiere destination of beautiful, 113-year-old East City Park, which is as much a community gathering place as downtown.

City council has categorized Third Street as a "minor arterial." I would say a blocked artery is more likely. Third Street is for people, not traffic flow.

Dody Dozier
Moscow

9/8/17

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Fig. 10 of 20

MPDN 9/04/17
LETTER TO THE EDITOR

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Lee-Rosen 1/88/ 18

You can't have it both ways

I am pleased to ride the new bike lanes on Third Street in Moscow. The corresponding removal of some parking is essential to a safe route for bicycles. Bicycle commuters like myself use this "low cut" route from east to west for efficient travel.

However, the limited bike lanes, remaining parking and "sharrows" going west will become unsafe with additional traffic — if the proposed multi-modal bridge at Third Street and Mountain View Road is constructed.

I still have to move over and

take the lane to go around parking or make turns as I bicycle on Third.

With limited traffic, and assertive cycling, that's manageable. However, with additional traffic, bicyclists will be at risk.

If the city is making Third attractive for alternative transportation, it's incompatible to add traffic. The surrounding parks, schools and neighborhoods require limited, slow traffic for safety. How will connecting Third to Mountain View improve traffic flow?

I imagine drivers envision a through street to be fast and efficient, not slowing to share lanes

with bicyclists or stopping for kids crossing to Lena Whitmore Elementary School. And when the traffic backs up for the stop sign at Hayes, where will the bikes fit and how will the families cross to the park?

It seems the city council wants to promote the through street to impatient drivers but also promote safety for bikes, pedestrians and neighborhoods. I don't think it works both ways.

Thank you for the bike facilities, but don't negate them with a through road.

Diane Prorak
Moscow

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Lee Rozen (MPD News)

LETTERS TO THE EDITOR

9/1/17 MPD News page 5A
to photocopy 1/08/18

A different approach

In response to many of us who favor building a pedestrian-only bridge instead of a vehicle bridge at Third Street and Paradise Creek, we have been told that a motor bridge has been the plan for a long time. Of course this is not true, since in 2007, the council decided that such a bridge would be dangerous and ill-advised and thus put a pedestrian bridge line item in the budget.

Nevertheless in 2009, it seems the decision was overturned, reversed or ignored, and the motor bridge put back on the table.

In Spokane on Aug. 11, a long planned crossover was scrapped in response to citizens and neighbors. Moscow could follow this excellent example. Let's not be the last community to make a mistake regarding encouraging more cars and trucks to drive through neighborhoods and past schools.

Joann Muneta
Moscow

LETTERS TO THE EDITOR

August 1, 2017 Permission to photocopy granted by Lee Rozen 1/08/18

✓ Convenience or community?

My family lives east of Mountain View Road. We depend on and pay attention to issues with east-west connective access in town. We do not live on Third Street.

We do not think that a multi-modal bridge is necessary on Third Street. We have had no issue with the existing routes. Sure, it would be more convenient to be able to take Third Street all the way through to Mountain View, but this is not enough of a reason to alter important aspects of our town in this case.

Convenience by itself is an overrated ideal. For instance, Main Streets, in general, are not convenient. They are marred in traffic congestion, parking can be difficult, and the businesses do not usually offer the cheapest prices

for what they offer. But, they offer vibrancy, character and soul to the community. Third Street is similar. It does not offer a direct route across town by vehicle, but it does offer a safe road next to Moscow's greatest park and through the town's centerpiece neighborhood, not to mention the most reasonable, safe and accessible bicycle route for many east-west bicyclists.

Adding a multi-modal bridge will make it so convenient (I would sure be tempted) for most drivers that Third Street will become busier. This will take away from our most historic neighborhood, make Moscow a less bicycle-friendly place and ultimately alter our town's unique character.

Part of Moscow's charm and allure is that it places great value on community-mindedness and thoughtfulness. The preservation of our historic neighborhoods, the

encouragement of bicycling for transportation and leisure are all part of this, and these values should not be taken lightly.

The multi-modal bridge is not in line with these values. It is born of convenience, not necessity.

Cody Moore
Moscow

✓ New bike lanes thrilling

On Aug. 24, I used the newly completed bike lanes on Third Street to get home. I was so happy to have a designated space to ride my bike. I am thrilled that Moscow thought of cyclists in the process of improving local roads.

I would like to thank the city and local residents who traded their parking spaces for the safety of others.

Brian Morra
Moscow

8/29/17

Pg. 13 of 20

Letters to the Editor, pg. 5A
Mon., Aug. 21, 2017

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1/08/18 by Lee Rozen MPD News

Questions about Third Street bridge

I have questions for the city of Moscow concerning the Third Street vehicular bridge.

1. The American Association of State Highway and Transportation Officials recommends a minimum of 1,500 feet between suburban collectors (Third and Sixth streets) that intersect an arterial (Mountain View Road). On Mountain View, the intersections of Sixth and Third are about 845 feet apart. What is the plan for ensuring efficient traffic flow and safety for two busy intersections which are so close together? Is funding available to implement the plan?

2. Does the budget include buying out the homeowners on Third whose property will become worthless as a result of their proximity to the new, busy intersection?

The Third Street bridge will impact more than Third. I haven't seen any information concerning the city's plans beyond having a half-million dollars for the structure in the budget. Perhaps the *Daily News* could do a story or two to answer my questions. Thank you.

Kit Craine
Moscow

Indifferent to bike riders

Moscow City Council members like to say we have a bicycle-friendly city, but when a hard choice comes along, their actions say otherwise.

Anyone who actually rides a bike from Friendship Square to East City Park understands our natural topography makes Third Street the only realistic route. Everything else north of Eighth Street is too steep, except for athletes. Motorists can drive a few blocks north or south to other streets, but bicyclists have nowhere else to go.

"Share the road" sounds nice, but cars, bikes, pedestrians, trucks, wheelchairs and kids make a bad combination if too many are squeezed into too small a space. Crossing Third is already hazardous at times, and the council has decided to make it worse by building that "multimodal" bridge to Mountain View Road.

The city should be looking for ways to have fewer cars and trucks on this unique bike-pedestrian corridor, not thousands more.

I live almost a mile from the bridge site, but I'm one of the many victims of this short-sighted decision. The Third Street bike-ped corridor serves an area much larger than just that neighborhood.

Is it too much to hope some new council members will reconsider this decision next year, before the money is spent?

Jack R. Porter
Moscow

LETTER TO THE EDITOR

Permission to photocopy by Lee Rosen MPD News 1/08/18

Restore pedestrian bridge to budget

At Moscow's recent fiscal year 2018 budget hearing, we learned the legacy goals of Moscow's strategic plan include "safety" and "making Moscow a great place to live and work."

Unfortunately, the council and mayor ignored those goals when they added over half a million dollars for a motor bridge over Paradise Creek at Third Street. The city's 2009 Multimodal Plan projected 2,000 cars and trucks would drive over that bridge when it is completed. That's 2,000 additional vehicles driving within 100 yards of Lena Whitmore Elementary School and on the

street most children cross to access their school.

And that is just the start. More motor vehicles would soon be on this bridge and on Third Street, because it connects straight to the highway to Pullman, and everyone loves driving in a straight line.

A year ago, concerned citizens began attending City Council meetings and at five meetings, at least, respectfully asked the mayor to approve the construction of the pedestrian/bicycle/wheelchair accessible bridge approved by the council in 2007. We even offered to help fund the project. In January we were told that city staff was too busy to study the project, but would take it up in June.

But instead the city quietly

altered the capital improvement line item for the pedestrian bridge to a multimodal vehicle bridge without informing the interested citizens.

At least 500 people from all parts of Moscow have signed petitions opposing this motor bridge that will threaten safety, neighborhood integrity and historic and iconic landmarks. Hopefully, concerned members of the public can convince the mayor and council to rethink their expensive and dangerous plan, and restore the line item to its original intent of a pedestrian bridge for the good of the whole community, not just commuters.

Joann Muneta
Moscow

8/17/17 Pg. 7A MPD News

Permission granted to photocopy by Lee Rozen 1/08/18
LETTER TO THE EDITOR Wed 8/16/17 MPD News

Third Street bridge

The Third Street bridge is unnecessary and expensive. The problem with east-west traffic is not the lack of east-west routes; the problem is that so few of these routes provide controlled access to and across Mountain View Road. That problem would be easily and cheaply resolved with the addition

of four-way stops at F Street and Sixth Street.

For some unfathomable reason, the City Council persists in imagining Mountain View as a high speed "ring road" around Moscow, when it is in fact the main arterial through a highly populated area of homes, churches, schools and the swim center. Four-way stops would have the advantage of slow-

ing traffic down and providing safe crossings for pedestrians.

A four-way stop at Third and Hayes would also relieve congestion on Third Street.

These four-way stops could eventually be replaced with traffic lights or roundabouts as time and money permit.

Helen Wootton
Moscow

LETTER TO THE EDITOR

permission granted to photocopy 1/08/18 by Lee Rozen

**Car bridge and
New Saint Andrews**

On Aug. 7, the Moscow City Council approved their budget for 2017. Included in this budget was money to build a car bridge at the east end of Third Street to connect Third to Mountain View Road. It passed unanimously, with a council member stating that most people in town want it done. A more accurate statement is that most people in town were unaware it was happening, since it was done so quietly. That includes a group of residents who support a pedestrian and bike bridge only. My husband and I donated to support this bridge. I will be asking for our

money back.

Third Street goes past East City Park and Lena Whitmore Elementary School. I have lived on Third Street, and traffic there is too fast as it is. Building this bridge will help the residents east of Mountain View to reach their homes, as someone said, "five minutes faster" and in this process ruin a unique part of town.

Meanwhile, Moscow residents should also be aware that the 680-seat auditorium planned for downtown is probably set to be Doug Wilson's church. Most of the building is the auditorium, and you can't teach 300 music students with only five classrooms. And suppose they actually do

add 300 more students to the 165 they already have — downtown Moscow would be overrun with New Saint Andrews College students, and Doug Wilson's dream of making Moscow into his own Oxford would be achieved.

It seems too late to stop these projects now with our current council, although some brave members took issue with the fact that the downtown parking study took place while the students were out of town. The upcoming City Council elections are a perfect opportunity for Moscow residents to better balance the council to reflect our town.

Corinne Hunter
Moscow

8/12+13/17
(weekend)

MPDN, pg. 7A

Bridge for people not cars

In Jana Schultz's letter to the editor on Sept. 16, she writes of the need for connectivity in Moscow. I would like to add that connectivity is for people not cars.

The members and supporters of Citizens for a Livable Community ask the city of Moscow to construct a pedestrian bridge over Paradise Creek at Third Street providing access for walkers, bicycles and wheelchair users. This would provide connectivity and be more affordable than a vehicle bridge. An estimated cost for a pedestrian bridge is about \$70,000, and citizens raised \$16,000 for this project after it was approved by Moscow City Council in 2007. A bridge for vehicles is estimated in Moscow budgets at somewhere between \$1 million and \$2 million. The more expensive bridge would bring thousands of cars and trucks driving within 100 yards of Lena Whitmore Elementary School and thousands more driving on an already traffic heavy Third Street (over 8,000 vehicles a day per a city 2011 count) past East City Park, Moscow High School and the 1912 Center.

Ms. Schulz is correct that we need a traffic flow that benefits all. This means encouraging and planning for traffic patterns that do not diminish the livability and safety of residential neighborhoods. See LivableCommunityMoscow.com for more information and to view a petition that would preserve the uniqueness and quality of life of our amazing community.

Joann Muneta
Moscow

Moscow Pullman Daily News, Mon. Sept. 26, 2016 Pg. 7A
Permission granted to photocopy for educational purposes by Lee Rozen 1/08/18

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 LETTER TO THE EDITOR Lee Rozen 1/08/18 MPPD

10/1-2/16

That Third Street bridge

Please join Citizens for a Livable Community in urging the Moscow City Council to approve a bicycle-pedestrian bridge across Paradise Creek at Third Street, near East City Park and Lena Whitmore Elementary. The relatively modest investment would generate big returns by improving safety and connectivity for children, bicyclists, walkers, people with disabilities, and anyone who prefers to experience Moscow's beauty and friendliness from a human-scaled, human-paced perspective. It's an especially good idea now as popularity grows for youth recreation facilities along Mountain View Road.

The cost has been estimated at \$70,000, a comparative bargain, especially when advocates

have already collected more than \$16,000. The federal government recently rejected the city's request for \$17.6 million for much-needed transportation improvements along Mountain View. The amount would have been matched with \$3.2 million from local sources and \$3.4 million from the state. An incongruous piece of the failed application proposed constructing a motor vehicle bridge over Paradise Creek at Third to move through-bound traffic faster, estimated to cost \$1 million to \$2 million.

Recently, East Third Street was redesignated from neighborhood collector to minor arterial to accommodate more vehicles at higher speeds. Moving more traffic more quickly through any neighborhood or the heart of town is contrary to Moscow's oft touted quality of life, including walk-

ability, bikability, historic charm, safety, uncommonly healthy downtown, close-knit neighborhoods, parks events, well-situated community center, centrally located high school, Safe Routes to School and national Bike Friendly Community accolades.

A bicycle-pedestrian crossing over Paradise Creek on Third Street is fiscally responsible. It would improve safety for youngsters, elders and other vulnerable citizens. It would renew community conversations about how and why we protect what's special about all Moscow neighborhoods, and how the whole of our community is made up of interdependent parts. For more information, see <http://www.livablecommunitymoscow.com/>.

Nancy Chaney
 Moscow

Paradise Creek safety

I am responding to Jana Shultz's letter to the editor published Sept. 16. It appears that Ms. Shultz is not aware of the mission and purpose of Citizens for a Livable Community Inc.

Residents from all of Moscow are members and supporters of the goals affecting each one of us no matter where we live. These issues are not about one street or having a single perspective. These are community and neighborhood issues.

The most important thrust we are advocating for this year is completing a project that started nearly 10 years ago and remains on the capital improvements list for Moscow — that of a pedestrian/bicycle/handicap accessible crossing over Paradise Creek at Third Street. Each day Moscow public school students climb down the banks, ford the creek and climb up the other side, some pushing bikes, some pulling each other up by the hand. This is not safe and is a liability for the city. Over 1,700 students attend schools along Third and/or walk routes crossing this vehicle-clogged street each day. We have an obligation to keep them safe from injury, whether it be from tumbling down banks into creek waters or getting hit by speeding trucks and cars.

This is just one population segment crossing the ravine in this manner. How Moscow looks and moves 50 or 100 years from now depends on what we do today. Residents will either thank us for protecting this municipality and citizens, or they will curse us for not speaking up to keep Moscow a livable community that puts people first. If you want to know what CLC is really about, please go to www.LivableCommunityMoscow.com.

Lots of educational materials can be found there.

Becker J. Gutsch
Moscow

9/27/16 MPD News 5A
Permission granted by MPD News Lee Rozen 1/08/18

LETTERS TO THE EDITOR

MPDNews 8/29/16

Third Street bridge *

Thanks for your announcement in the Aug. 24 *Daily News* about the fate of the city of Moscow's TIGER grant application to the U.S. Department of Transportation, but the news is a little old. It was announced on the DOT website at the end of July and noticed by the newly formed nonprofit, Citizens for a Livable Community Inc., in early August.

At the same time, the group sent an objection to the inclusion of a bridge at Third Street that diverted attention and merit from the very well developed and needed improvements along Mountain View Road. Our letter pointed out that most of those groups, whose letters of support were originally attached to the grant, were unaware that the city had included a car/truck bridge at Third and Paradise Creek to make Third Street a motorway with speeds of 35 mph (according to city standards).

Also on the website was announcement of those localities and agencies that received grants across the country. The Intermountain West was not well represented. The projects funded

emphasized true, multimodal efforts to design streets for people in all our roles as citizens, including pedestrians, cyclists and users of disability access vehicles, in addition to cars and trucks, for all ages and physical abilities from spirited runners and joggers to drivers of hot sports cars to those of us who need a cane or staff to get around. Many addressed long overdue safety concerns in low income communities.

Stay tuned for a pocket park proposal and pedestrian/bike/disability walkway across the creek at the current end of East Third. Don't trade less than a minute travel time to Mountain View for the destruction of our tree-lined streets and historic district. We hope the city will rethink its street designation to promote livability.

Linda Pall
* Moscow

Permission granted by DNews to photocopy Lee Rosen 1/08/16

Wednesday, January 10, 2018, 4pm

Here are six *additional* ITEMS (Letters to the Editor) for your continued hard work of due diligence. We added these six items on the afternoon of the same day we submitted the original list of 22 Letters to the Editor (not 21, *our* miscount) in the morning. We also submitted photocopies of those 22 Letters to the Editor and will submit photocopies of these additional six—making a total, so far, of 28 Letters to the Editor.

To: Moscow City Council, Mayor Lambert, Transportation Commission, and other city staff members working on current and future plans for East 3rd Street, including plans for a bridge at 3rd Street and Paradise Creek.

Please do read through these additional letters and add them to your collection we submitted earlier today of 22 Letters to the Editor, 6 columns (opinion or editorial), and several news stories.

We continue to oppose the planned construction of the planned motor vehicle bridge at 3rd Street and Paradise Creek. The planned motor vehicle bridge is not necessary at this time and could be built later when proper, sufficient and real needs have been shown. We continue to support a pedestrian, bike, and ADA accessible bridge across Paradise Creek at 3rd Street. Furthermore, we believe that 3rd street traffic calming is needed now--whether or not a motor vehicle bridge or pedestrian/bike/ADA ONLY bridge at 3rd and Paradise Creek is ever built.

Thank you for your diligent, thorough, and ethical attention to these concerns.

Dean Stewart, Gretchen Stewart, and Amy Ball on behalf of Citizens for a Livable Community

SIX ADDITIONAL LETTERS TO THE EDITOR:

Mary Ann Reese, Dec. 5, 2016, "Thanks, but . . . "

Becker J. Gutsch, Aug. 31, 2017, "Our Offer was ignored"

Tom LaPointe, Oct. 20, 2017, "No bridge, but no mall, either"

Jay Hunter, Nov. 2, 2017, "Third Street Bridge Fallacy"

Mary Ann Reese, Nov. 2, 2017, "United team or one-track mind?"

Kathy Warren, Nov. 10, 2017, "Democratic process shoved aside"

http://dnews.com/opinion/letter-democratic-process-shoved-aside/article_b8b0e5a4-fc2d-51bb-b6dc-d44648063dc2.html

Letter: Democratic process shoved aside

Nov 10, 2017

I live "in the country," outside Moscow city limits, so I am ineligible to vote in Moscow elections. However, I travel - by car and bicycle - just 5 miles to the city limits and then use city streets and trails daily, often more than once daily. I make use of all amenities, including retail, restaurants, Heart of the Arts and government buildings. I attend city events, consult with city professionals and police officers when needed, and, yes, have paid city-issued traffic tickets on occasion. I am willing to pay city taxes if taxation boundaries were to be extended. In sum, I feel I have a vested interest in city elections.

I have been reading with interest the controversy surrounding the building of a bridge connecting Third Street and Mountain View Avenue. I was so pleased in 2007 to attend meetings gathering public input on what kind of bridge should be built and was gratified to observe the council's response to this input leading to Resolution 2007-30.

Thus, I am as puzzled as anyone how this resolution can be ignored now. I might better be able to understand the change in resolution if it had been resurrected at a City Council meeting and new statistics presented pros and cons addressing the legitimate concerns about congestion and aesthetic consequences that were raised and heard 10 years ago. What has changed?

The democratic process has been shoved aside, and I find that both out of character with established city and county government tradition here, and a shameful disregard for people who have spent hours researching and reporting the consequences.

OK, my vote wasn't there because of my address, but I am a Moscow resident (since 1962) in heart, spirit and use. So please hear my voice.

Kathy Warren

Moscow

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Letter: United team or one-track mind?

2 of 6 added

Nov 2, 2017

Moscow's incumbent mayor and council boast about being a "united team." Their unidimensional approach to governance, manifest by the now infamous Third Street Bridge, threatens one of Moscow's historic neighborhoods, safety of cyclists, people with disabilities and pedestrians of all ages - and the economic vitality of downtown, forcing more commuter traffic through its heart.

We've watched this "united" mayor and council disrespect citizens and ignore opposing views. The mayor audaciously told citizens who wanted to be heard at a council meeting to "be quiet and sit down." He and councilors ignored petitions signed by nearly 400 residents who oppose plans to install a motor vehicle bridge on Third Street at Paradise Creek.

Why wouldn't elected officials schedule public meetings to air plans and invite comments? Who do they think they serve? Instead, united, they've ignored opposing voices that include a University of Idaho emeritus professor of urban theory, who has tried to share (within the mayor's three minutes maximum open mic time) best practices, warning against precisely what Moscow's government plans to do - make Third Street a major traffic corridor, endangering school children and marring community treasures.

Maybe, they are "united." Or, maybe they are just closed-minded and "authoritarian."

I'm not willing to take that chance. Are the voters?

Vote for candidates who will listen to all of us - Linda Pall for mayor, Brandy Sullivan and Anne Zabala for City Council.

In a very real way, the future of Moscow is in the voters' hands.

Mary Ann Reese

Moscow

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Letter: Third Street bridge fallacy

Nov 2, 2017

3 of 6 added

I feel compelled to point out a fallacy in recent statements that a vehicle bridge on Third Street would improve emergency medical care and even potentially save lives due to faster Emergency Medical Service access to certain populations.

Well-done studies have been conducted in large cities comparing paramedic units who ran with lights and sirens and were able to run stop lights, versus units that were constrained to obey all traffic laws and not use lights and sirens. These studies were performed to see if the number of ambulance accidents and traffic deaths could be safely reduced.

It was shown that there is no degradation in medical care or decreased survival for medical emergencies with the few minutes of delay caused by ambulances driving more slowly. Extrapolating those results to Moscow, there will be no improvement in survival or outcome of medical emergencies to save a minute or two using a new Third Street bridge.

As a Fort Russell resident, I am opposed to the car bridge, but I understand there are people who want it. I would say to them, make your case, but arguments that the bridge will save lives are not true.

I've been an emergency room physician at St. Joseph Regional Medical Center in Lewiston for 38 years and medical director for the Lewiston Fire Department paramedic program for 35 years.

Jay Hunter

Moscow

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Letter: No bridge, but no mall, either

4 of 6 added

Oct 20, 2017

I've been opposed to the idea of a "Third Street (Vehicular) Bridge" since I first heard about it two decades ago. The only worse alternative, in my opinion, would be - as advocated in the Daily News by both a columnist and a letter writer recently - turning Third Street into a pedestrian mall.

When I chatted with mayoral candidate Linda Pall about this topic Saturday morning, she agreed.

So, I look forward to hearing Linda's thoughts and plans for Third Street.

Tom La Pointe

Moscow

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Letter: Our offer was ignored

Aug 31, 2017

I thank the Daily News for the recent article discussing the Moscow City 2018 budget appropriation of \$580,000 to build a motor bridge on Third Street over Paradise Creek. I would, however, like to clarify a statement in the article that quoted the city as saying that the popular option of a pedestrian/bicycle/handicap access bridge stalled because citizens failed to raise the money to pay for it.

Actually, I and others went to City Council on Aug. 15, 2016, and again on Sept. 19, 2016, and again on Oct. 3, 2016, asking to work with city staff to get a plan and budget for a pedestrian bridge so that we could proceed with additional fundraising. We were told by the mayor that city staff was too busy to talk to us until June. And by then it turned out the council had converted the line item for the pedestrian bridge into one for a motor bridge.

They knew there was already \$15,085 in the pedestrian bridge account with over \$7,000 donated by public spirited citizens, and we explained to Mayor Bill Lambert and the City Council that other pledges had been made pending definite plans and a budget.

Our offer was ignored and now it seems they are trying to put the blame on us for the failure to fundraise. We still stand ready to work together for a safe, livable and less-divisive solution for Moscow's popular, treasured core residential, park and school area. It is not just a neighborhood issue. Over 500 people from all parts of Moscow - including people living east of Mountain View Road - have signed petitions asking for a pedestrian bridge. It is not too late to discuss transportation plans with Moscow citizens and for elected officials to be more responsive to citizen concerns.

Becker J. Gutsch

Moscow

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6 of 6 added

http://dnews.com/opinion/letter-thanks-but/article_d565a030-75f3-50da-a4ec-2b1d58ffaa05.html

Letter: Thanks, but ...

Dec 5, 2016

Thanks to Jim Boland for proposing that the city staff research cost alternatives to construct a pedestrian/bicycle/wheelchair bridge at Paradise Creek and East Third Street - a matter of pending council business dating back at least to 2005.

While pedestrian bridge supporters greatly appreciate that Mayor Bill Lambert gave us an opportunity to speak in favor of the bridge at the Nov. 21 City Council meeting, I am disappointed that council members John Weber, Walter Steed and Gina Taruscio voted to table the motion until "mid-2017."

Council members Kathryn Bonzo and Art Bettge were absent, and no present council members seconded the motion, so Boland's simple motion failed.

I understand the city staff is busy working on bids for grants. Still, it would have been a big step forward to nail down cost estimates. As City Supervisor Gary Riedner pointed out, the construction of such a bridge was approved by the City Council back in 2007. At that time citizens donated \$7,000 for the effort, and funds remain in a city account for the pedestrian/bicycle/wheelchair bridge - still a Moscow budget line item. We want to seek more donations, but lack cost estimates and signs of city interest.

Eleven years ago, 3rd Street Pedestrian Bridge Inc., a 501(c)(3) nonprofit, was established and Moscow residents began researching possible designs and costs. Audience members at last week's meeting told of renewed interest - including Moscow's new 300 petition signatures - and benefits of paving a way so students living east of Mountain View could walk or bike the flattest route to schools west of Paradise Creek without slogging down and up a muddy or water-filled creek.

Mary Ann Reese

Moscow

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Sandra Collins

From: Les MacDonald
Sent: Thursday, January 11, 2018 9:32 AM
To: Sandra Collins
Subject: third street

From: Terri [mailto:terrischmidt@roadrunner.com]
Sent: Thursday, January 11, 2018 7:23 AM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: third street

Hello City Representatives,

I live on North Jefferson St. and I have to cross Third St. twice a day to get to work and back. I was recently waiting at the intersection of Jefferson and 3rd thinking about how busy that road is already and how hard it is to get across at times, especially if I have to make a left turn. We can no longer turn left on Main St. during busy hours, and traffic is often backed up turning left on Washington and 3rd. If this bridge is built there will be even more congestion for left turning traffic.

Now the city is planning traffic calming options, which are important if the bridge is built. Some of these include lower speed limits and extra stop signs. If we add slowing measures, it will take just as long or longer to get to downtown or the mall from the east side of town than it does now. So what is going to be gained by building this bridge? If the idea was to have a quicker connection to the west side, the calming measures will cancel any gains made.

One of the calming options is to remove more parking along third street. I understand the concerns of bicyclists, but having close parking for seniors and people with disabilities using the 1912 center is important. So I would be sorry to see any more parking eliminated.

The costs of creating the bridge along with the cost of calming measures is high. I would prefer my tax dollars be spent on repairing roads, building the new police station, or various other more pressing needs. I don't like the idea of spending a likely three quarters of a million dollars or more on a project that will have little benefit and likely some frustrating results.

Thank you for your consideration,

Terri Schmidt

711 S. Jefferson, Moscow

Sandra Collins

From: Les MacDonald
Sent: Tuesday, January 16, 2018 8:37 AM
To: Sandra Collins
Subject: Email Quarantine 3rd St. Corridor Comments

From: Jeanne Clothiaux [mailto:ja@moscow.com]
Sent: Monday, January 15, 2018 9:44 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine 3rd St. Corridor Comments

January 15, 2018

Dear City of Moscow,

I am writing to express my opposition to the build-out of a bridge for motor vehicles on 3rd St. in response to a letter from the City of Moscow asking residents for input on the proposed plans for 3rd St., all of which include a motorized bridge.

A motorized bridge and the resultant increase in traffic on 3rd St. would significantly change the character of the neighborhood and park. East City Park and the surrounding collection of homes, gardens, trees, and sidewalks, provide both the physical and emotional center for our community. We celebrate there. We grieve for those who have died. Our children swing and slide. Our elders sit on benches under trees and listen to raven song as their grandchildren collect pinecones. Visitors play guitars on blankets they carry in on their shoulders. A sad teenager pays attention, and her heart is lifted. I support improvements to 3rd St. I also support a biker/pedestrian bridge. But I think a motorized bridge would negatively impact the character and safety of the heart of our city. It cannot be overstated how unique and of what great value this park and neighborhood is to our town. Increased traffic, no matter what calming features may be placed to slow it down, does not count as an "improvement."

I moved to Moscow in 1998 and owned and operated Red Door Restaurant downtown from 1998 until 2007. During that nine-year period, I came into contact with many locals as well as visitors from around the country and the world. There was near consensus in my conversations about what makes Moscow a great small city. Strong feeling of community, beauty, safety, and walkability always ranked high. These feelings are characterized best in our historic neighborhood, where the trees create a sense of awe, where car traffic is limited to residential traffic, where children race scooters down the sidewalks. East City Park offers a sense of refuge, peace, and quiet. That sense of sitting in a special place, a human-made haven in a hectic world, would be changed significantly by increased traffic on the south border.

Why is the city not presenting an option for a non-motorized biker/pedestrian bridge? It offers as its rationale that a motorized bridge has been in the plans since 1994. Such a bridge would have degraded the experience of the neighborhood in 1994. Now that the neighborhood and East City Park have matured in its absence, it comes as an even greater degradation. We have Highway 8 to carry traffic east. Perhaps you should consider improving the junction of Highway 8 at Mountain View Dr.

Sincerely,

Jeanne Clothiaux

Moscow, ID

Sandra Collins

From: Les MacDonald
Sent: Tuesday, January 16, 2018 8:38 AM
To: Sandra Collins
Subject: Bridge

From: sandy vernon [mailto:readersandy1@yahoo.com]
Sent: Monday, January 15, 2018 7:44 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine Bridge

I would like to express my opinion. I am opposed to automobile traffic. Third street is so narrow and it's already dangerous with the speed people drive down the street.

My daughter has to park on third and she has been almost hit multiple times and you want to increase traffic on a street that barely has room for two cars pass each other.

Foot and bicycle traffic would have been adequate.

To let automobile traffic from Mt View to Third Street I would recommend a four way stop at Hayes and Third. No one cares about the foot traffic at this corner. The stop sign is ran all the time and people do not respect the speed limits.

There is more to this town then traffic flow. Safety must be our first priority to everyone.

Thank you
Sandy Lechtenberg
819 Nyarol St.
Moscow ID
208-659-8637

Sandra Collins

From: Les MacDonald
Sent: Tuesday, January 16, 2018 8:41 AM
To: Sandra Collins
Subject: Third Street Bridge

From: vince murray [mailto:lynnandvince@yahoo.com]
Sent: Sunday, January 14, 2018 6:45 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine Third Street Bridge

Members of Moscow City Council:

As members of the City Council, we are writing you with the hope that you will revisit the Third Street bridge project. We believe that this project is ill advised and should be scrapped. Such a bridge will alter the character of Moscow in several adverse ways as it attempts to funnel traffic quickly through the heart of our town. Traffic will pass numerous public spaces such as schools, churches, parks, etc., all of which are meant to attract children, and thereby put pedestrians, especially children, in danger as drivers attempt to shave a few minutes off their evening commute (if, indeed, this path through town actually saves time at all, especially with "calming devices" that have been alluded to...and we're not exactly sure what that term means...does it mean the loss of old trees along the sides of the street? We certainly hope not!). Why would we want to funnel more automobile congestion into the heart of our town? We shouldn't sacrifice the wonderful character of Moscow simply to cater to the automobile. Other towns and cities have done this and have regretted doing so. Third Street should remain pedestrian and bicycle friendly. It should not become another fast lane for traffic.

We believe the money dedicated to this project would be much better spent fixing the current problems with streets throughout town. Having lived in Moscow for over forty years, we can honestly say that the condition of our city streets has never before been so abysmal during our time here. It appears to us that our city government has been incredibly negligent with street maintenance. A problem that has been simply an embarrassment and a nuisance in the past has now become dangerous as automobiles trying to avoid damaged streets enter the lanes of oncoming traffic, and bicyclists risk injury by simply trying to avoid dangerous potholes. Unfortunately, the maintenance has probably become much more expensive now that we have ignored the problem for so long, but it is far past time to do something. Please take the money that we would spend on a Third Street bridge and dedicate it to fixing the streets we already have.

Sincerely, Vince and Lynn Murray

717 East First Street
Moscow, Idaho 83843
(lynnandvince@yahoo.com)

Sandra Collins

From: Les MacDonald
Sent: Tuesday, January 16, 2018 8:41 AM
To: Sandra Collins
Subject: bike lanes

From: Ed Townsend [mailto:edbarb9@gmail.com]
Sent: Sunday, January 14, 2018 2:15 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine bike lanes

We are completely in favor of the third street bridge.

We do have some concerns about the third street bike lane plans. Have any studies been done concerning how many bicyclists will be using these bike lanes? It seems like the number of people with cars are making huge concessions to the people with bicycles. In the winter will the use of bicycle lanes be diminished? Will this be worth it? Has any thought been given to moving the bicycle lanes to B Street from Adams to Mountain View which would be safer for the bicyclists and the cars as there is less traffic on B street?

We would be losing lots of parking especially around the 1912 building and the High School. Where will we park for after school sporting events at the high school? Where are seniors going to park at the 1912 Building. The parking lot there is much too small.

It seems to us that automobile traffic and parking should have the higher priority.

Ed & Barb Townsend
231 S Mountain View Rd
Moscow
208-883-3387

Sent from Mail for Windows 10

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

1 of 2

Hello I am a regular Bike Commuter who bikes my son from Polk St to West Park elementary most days. Looking at your plans they all seem better than the previous and current roadways as far as safety for Pedestrians and bikes. I do like Plan C the best however I have a few Questions. A cyclist is traveling north on Jefferson and turning to go East on 3rd St. How will the entrance of the bike Boulevard be marked to encourage proper use? Riding ~~West~~ West on 3rd and turning South onto Jefferson (or any other street) what Guarantees of Protection to help will there be?

Contact Information (Optional)

Name:

Colin Priebe

Address:

321 S Polk St

Phone #:

360 393 2950

/Email:

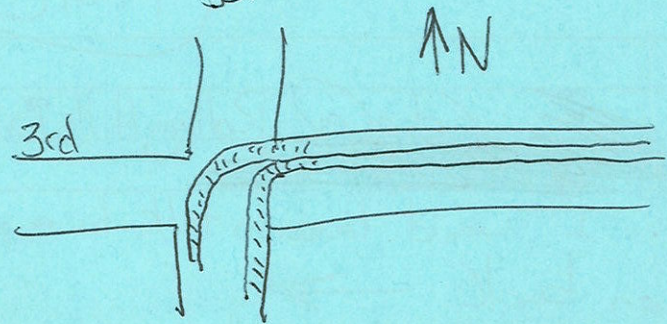
~~Colin@RollingHillsBikes.Com~~
Colin@RollingHillsBikes.Com

Plan C

I bike this route 1-3 times a day. I would love to talk to a planner about this.

Continued on back →

I would love to see a Green bike
Route on the N/S streets near downtown
to guide Cyclists and to show the Routes to
Drivers. Thinking about it really only Jefferson
is the biggest issue. I believe my
~~neighbors~~ neighbors and I on Polk can manage.
It is just that busy intersection I worry
about



Again I would love to
talk to someone involved
in planning. Phone or Email
work

Contact Information (Optional)

Contact Information (C)
Colin Prebe Again

360 393 2950 /Email: Colin@RollingHillsBikes.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

B is the best option - allows parking at East City Park which is very important during park events (there is already a parking shortage).

Curb extensions are important. I like the curb extensions at Lincoln St. as this is a heavily used crossing.

Bike lane is far from ongoing traffic. A is ok. B is much better. C is a bad option. A is dangerous at night when 2 way bike lanes are blinded by west-going east going bikes. I further reduces event parking head lights. ~~not~~ enough. I am a cyclist and which is a really bike lane scares me. It is also the 2 way bike lane more difficult to make left turns to the south on a bike.

Contact Information (Optional)

Name:

Anne Adams

Address:

915 East Third St.

Moscow

Phone #:

/Email:

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I feel it is time to open 3rd Street To Mt. View. I have driven through town for 20 years doing a handyman/snow removal and lawn business. We ~~can~~ need another street besides 6th St To access Mt View. 6th street is difficult To cross and about impossible to back out of a driveway. I do not see a need for a pedestrian or bicycle only bridge. We already have B street and 6th to cross. By opening 3rd street we would have less traffic on Hayes, 6th, D st, F st and 1st street going by the schools. I know as those are the routes I used going home To Concord.

Name:

Serry Grzebielski

Thank you

Address:

412 East Veatch

Phone #:

208-310-3209

/Email:

gr2moscow@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

HOW WILL THEY COLLECT MY GARBAGE?
HOW WILL THE SNOW BE REMOVED?
WORRY ABOUT FAST DOWNHILL BIKES JUST INCHES FROM
UPHILL BIKES. (COLLISIONS) VERY LITTLE ROOM FOR
ERROR!
PLEASE THINK THIS THROUGH SOME MORE!
WHY THE RUSH?

Contact Information (Optional)

Name: _____

Address: _____

Phone #: _____ /Email: _____

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Like plans A or B, not C

Keep parking on both sides of 3rd St.

Like curb extensions.

We both like 3rd St - easiest hill to climb too!

Contact Information (Optional)

Name:

Harry Moore

Address:

1101 N. Mt View Rd.

Phone #:

3-8080

/Email:

harry.moore.moscow@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

1. 4 WAY STOP ON BLAINE & HAYES
2. KEEP TO 25MPH.
3. HAVE TRUCK ROUTE: ONLY LOCAL DELIVERIES ONLY
A. UPS
B. FEDEX
C. GARBAGE TRUCK
ALL OK.

Contact Information (Optional)

Name:

FRANK BONGIORNO

Address:

1514 E. 3RD ST.

MOSCOW, ID 83843

Phone #:

208-882-8647

/Email:

FRANK.BONGIORNO2@GMAIL.COM.

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

As a bicyclist, Plan C scares me. I would not feel safe riding up hill (east) with bikes coming down hill on my left and cars coming towards me on my right.

I prefer plan B. Will there be painted crosswalks at all street crossings? I hope so - in addition to the 3 raised crossings.

Contact Information (Optional)

Name:

Bill Thomson

Address:

621 E C St
Moscow, ID.

Phone #:

883.4777 /Email: wh-thomson@yahoo.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I am not in favor of a vehicle bridge on 3rd St.

However, of these 3 plans, Plan C is the plan I could support; the separated 2-way bike lanes are the most appealing part of this plan.

This vehicle bridge seems unnecessary at this time - there are streets in need of repair (ie. 8th St. between Logan and Lynn) and those should be a priority. Thank you!

Contact Information (Optional)

Name:

Leslie Rios

Address:

845 E. 7th

Moscow

Phone #:

/Email: leslier@uidaho.edu

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I applaud the work of the subcommittee and the three concepts they developed. I cycle most days in good weather & ride down Third regularly. The bike lanes in all three concepts are well thought out, although I favor one lane one each side for ease of merging with traffic when turning. It is also more logical to ride with traffic. Most importantly though I see no need to build the vehicle bridge at Mt. View. With all of the traffic sloping implementations I don't believe most drivers will choose the 3rd St. option. I recommend that the City Council review this budget item and use the \$500,000+

Contact Information (Optional)

Name:

MARY REED

Address:

205 N. Garfield

Moscow ID

Phone #:

/Email:

idchoreader@gmail.com

funds to repair many streets in Moscow that are cracking.

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I suggest that R/W or Property Line be shown.
is 80 R/W to Hayes.
60 R/W Hayes to Ntn. View.

Contact Information (Optional)

Name:

D. Nels Reese

Address:

308 So. Hayes St.

Moscow, ID

Phone #:

208-882-3328

/Email:

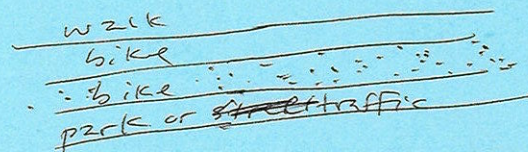
dnel@vidaho.edu

[I am a big believer in color coding or color for visual cues]

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

What would it take to not too expensively do:

- (*) 1) For the bike lane closest to street center, be color marked the whole length? Such as, scattered dots or some pattern in maybe red? to help visually cue everyone it's most at risk for bike & car on-coming adjacent traffic



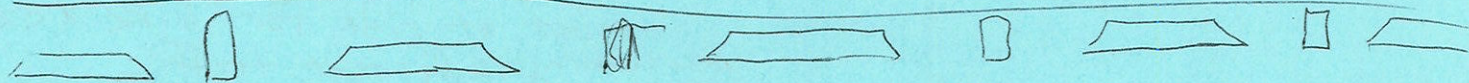
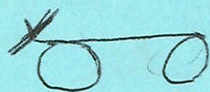
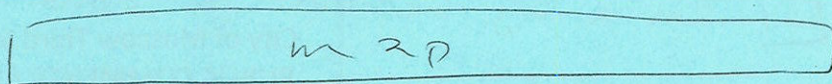
- 2) If that's doable, then you could also similarly mark the Greenway with green. Overlap, then red trumps green.

Contact Information (Optional)

Name: Victoria Seever
Address: 121 N. Lilly, Moscow
Phone #: 882-0763 /Email: vaseever@uidaho.edu

- (*) You could instead, every so often, put a word/s on the street, like look right - look left - heads up something appropriate... or icons

over



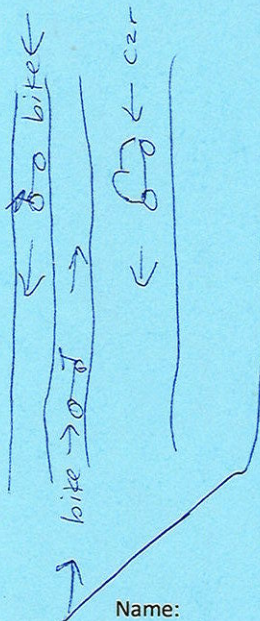
The taped
"display"
is
great
→



You could use tape to make ONE
"picture" of a bike so everyone gets
that the carpet here is the dual bike (2wheeler)

FOOD FOR
THOUGHT

City of Moscow Third Street Corridor PUBLIC COMMENTS / INPUT SHEET



This bike lane has both oncoming traffic from cars & bikes - FALL OUT:

- 1) an experienced biker won't use it, especially kids, & will go on the sidewalk
- 2) also is the bike lane where snow push mzy encroach into street
- 3) bikes = pedestrian/reg's when using sidewalk
- 4) " = vehicle/reg's " " street
- 5) we design space for bikes in the street
- 6) is it feasible is some way to flip that angle with the walks as pedestrians on 2nd
- 7) yes, if: sidewalk, bike, bike, curb down part of street lane

Contact Information (Optional)

Name:

VICTORIA Seever

Address:

121 N. LILLEY

Phone #:

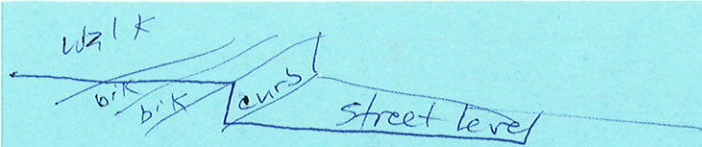
882-0763

/Email:

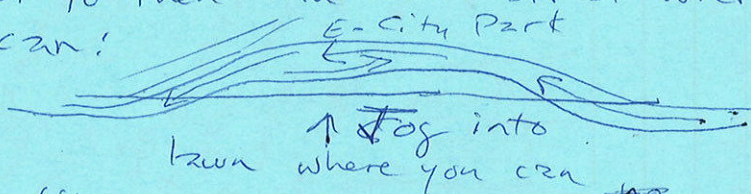
vaseever@uidaho.edu

(thinking outside the box)

the bike lanes where level & adjacent to sidewalks, = a lot more cement, but over



- IF bike ^{lane} raised up alongside the walks, ~~then~~ ^{then};
- need
- 1) physically separated from cars all along because walks go the whole length
 - 2) no street bumpers & ^{candles} pylons needed
 - 3) snow plows don't have the bike path obstacles (above)
 - 4) there's some savings in cost for maintenance
 - 5) costs more I assume to widen walks instead of using the street (plus you probably are building sidewalk over new asphalt)
 - 6) I would not take ^(remove/replace) Row (at of way) unless there's plenty, like along 1912 & East City Park, so could wave into 12nd & not affect street except to then have wider street where you can:



- 7) many bikers use walk regardless, so why not put them on the same level?

Maybe there's an idea in there that could lead to something - & if not for 3rd, maybe the next project

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

The cracks in the street from Cleveland to
Roosevelt will need to be filled before
heavy traffic starts

Contact Information (Optional)

Name:

DAVID UBERUAGA

Address:

1411 E 3rd

Phone #:

882-4091

/Email:

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Looks like the Plan C is the most
favorable - Safe + continuation of our
designated trail systems - also less expensive -
Perhaps the \$ savings could be put toward more frequent
snow removal + other maintenance measures?

Contact Information (Optional)

Name:

Kathy Warren

Address:

3270 W. Twin Road

Moscow, ID 83843

Phone #:

509-432-4912

/Email: KathleenKW1@yahoo.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Option C.1

Contact Information (Optional)

Name:

Address:

Phone #:

/Email:

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I would propose a Plan D that provides two bicycle lanes in a standard location next to the right curb. If space allows, also include a traffic buffer. This would be implemented similarly to Option C without the two-way bicycle lanes.

Options A & B do not address the issue that "sharrows" do not work on this corridor now, and will be worse when it becomes a minor arterial.

Contact Information (Optional)

Name:

Russ Moore

Address:

424 S. Roosevelt St.

Moscow

Phone #:

/Email: moore.russ.d@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Build that Bridge! Why just build a bicycle access bridge when the town is empty during the best cycling months? We need a multi-modal bridge when town is busy the other 9 mo of the year. Thanks!

Contact Information (Optional)

Name:

William Wartel

Address:

618 E 6th St.

Moscow, ID 83843

Phone #:

303 910 7966

/Email:

wwartel@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Plan C is the best.

Contact Information (Optional)

Name:

George Bridges

Address:

1422 Alameda St.
Moscow

Phone #:

882-6754

Email:

bridgesgg@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I like Plan C!

Contact Information (Optional)

Name:

Address:

Phone #:

/Email:

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

There is a fundamental conflict here: is Third St. to be a traffic mover - a minor arterial - to help East-West motor traffic to get through town? If so, why are the plans so concerned with slowing traffic down? If Third is not going to move traffic efficiently, why is so much money to be spent on a bridge? why not leave Third St. alone? And please, no parking along East City Park! Little kids could run out between parked cars.

Contact Information (Optional)

Name: DODY DAZIER

Address: 304 N. Blaine St.

Phone #: 883-3033 /Email: dcdazier2@frontier.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

There is NO need for a road here -

A pedestrian and bike path would be nice.

A road is WAY too expensive - this money could be
better spent in numerous other ways.

Change in traffic patterns would be hard on neighborhoods and
3rd street pavement

Contact Information (Optional)

Name:

Thomas B. Newhof

Address:

1699 Appaloosa Road
Moscow Idaho

Phone #:

206-579-1790 / Email: tbnewhof@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Option C is by far the best option, and would not only keep pedestrians and bikers currently using the route safe, but would also give folks on the east side of Mtn. View new ped. & bike access to downtown. Thanks for your hard work putting these options together!

Contact Information (Optional)

Name:

Sophie Gilbert

Address:

406 South Hayes St.
Moscow, ID, 83843

Phone #:

208 596 7417

Email:

Sophie.gilbert@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Please see attached sheet for comments
Thank you!

Contact Information (Optional)

Name:

Wendy McDure

Address:

621 E. C Street
Moscow ID

Phone #:

208 883 4777 /Email: wendymcdurearchitect@gmail.com

Third Street Corridor Improvements

Overarching vision based on "always been an objective to build the Third St bridge" seems limited and needs to consider other important dimensions of the comprehensive plan like neighborhood quality. Core residential and downtown neighborhoods (and 2 historic districts) are compromised to accommodate east side growth and through westbound traffic.

Used Sub-committee's "Identified areas of interest" as criteria to evaluate alternatives

Safety:

A, B, C Good idea to reduce speed limit to 25mph. along entire corridor.

A, B, C Elevated crosswalks are a good idea as shown

A, B, C also need regular crosswalks to support pedestrian safety at intersections along corridor

A and B strongest support for pedestrians by having bulges and parked cars to slow traffic/width.

C has minimal consideration of pedestrians traveling N-S at many intersections along corridor

C At first glance a dedicated bike lane seems like a good idea but the one depicted would be quite intimidating. Uphill rider is sandwiched between downhill bicyclists and downhill vehicles in a relatively narrow lane on the wrong side of the road.

Multi-modal access

A, B, C Applaud effort shown in all 3 schemes to integrate multi-modal. **A and B** prioritize pedestrians. **C** prioritizes vehicles with wide corridor and bikes with dedicated lanes though odd, unsafe config.

Limiting Impacts

C. Taking parking off street negatively impacts aligning property owners and pedestrians who are protected by parked cars. Reduces overall neighborhood parking capacity pushing overflow onto side streets to accommodate MHS students, park events etc.

B. Alternating parking as shown in "B" would be good for homeowners access but probably confusing for bike traffic. **A is likely the best compromise for all users.**

A B C. Encouraging bike use by east side residents may offset some anticipated vehicle traffic

Higher vehicle count will negatively impact historic core of town including downtown and traditional neighborhoods abutting Third for convenience of through traffic from east side residents. Will alleviate some current pressure from 6th, B and D. Long term solution for traffic with destinations farther west of downtown are needed that won't further impact historic neighborhoods.

Speeds Good idea to reduce speed limit at 25 along entire corridor. Traffic will likely go faster in **C** anyway with absence of on street parking and perceived wider corridor width.

Thank you for the opportunity to comment and for your expedient work!

*submitted by
Wendy Tucker*

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I LIKE OPTION C W/ DEDICATED BIKE LANES BECAUSE

1. IT PROVIDES PREDICTABILITY FOR WHERE CYCLISTS SHOULD RIDE.
2. THEREFORE IT IS SAFER FOR VEHICLES, PEDS & PEDALERS.
WE KNOW WHERE BIKES SHOULD BE.
3. IT IS THE PREFERRED METHOD OF INSTALLING BIKE LANES & OFTEN MOST DIFFICULT. IF IT IS AN EASY OPTION FOR OUR CITY THEN WE SHOULD TAKE ADVANTAGE OF IT & BECOME A MODEL.

Contact Information (Optional)

Name:

STEPHANIE CLARKSON

Address:

110 S. VAN BUREN ST.

Phone #:

208-890-5961

/Email:

SCLARKSON@NIDATHO.EDU

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Don't build it - the multimodal
bridge. But if you have to
Plan C for Calming is best

Contact Information (Optional)

Name:

Address:

Phone #:

/Email:

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Great process - thanks for all the displays.
I really like the raised crosswalks, 4-way stops,
and lower speed limit. Great for pedestrians - maybe
there's room for even more raised crosswalks/
speed humps. My concern is in making the route
as easy as possible for bikes. I prefer option
C for the independent bike lanes and their
protection from the traffic. These lanes are
increasingly popular in other cities and I
think they'll be a hit with families. I
think the 3.5' wide bike lanes are plenty.

Contact Information (Optional)

Name: Timothy Bartholomais
Address: 406 S. Hayes St.
Moscow, ID 83843
Phone #: 208-596-3056 / Email: tbartho6biz@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

As a dietitian, I believe the research speaks for itself. Infrastructure for activity is always seen as a plus for the health of a community & an opportunity for families to be active together. Thank you for your hard work on this project!

Contact Information (Optional)

Name:

Becky Gamison

Address:

618 E. 6th St.

Phone #:

Email:

bgamison@uidaho.edu

DON'T DO THE CORRIDOR!

PARKING

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

PLEASE?

Concern #1 High School + 1912 Bldg. Adequate
Van Buren^{to} Adams Parking?

Concern #2

Buffer zones between bike + parking maybe
inadequate. Non-contiguous at least in some plans
anyway. Re-consider bike lanes - maybe not necessary.
This comment written by an avid year round bicyclist of

Contact Information (Optional)

Name:

Beth Bunzel

Address:

830 S Lynn
Moscow

Phone #:

208-882-0410

/Email:

betab @ frontier . com

Concern #3

COSTS !!

RE-FIGURE VALUE OF CORRIDOR?

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I believe that the city has not made a reasonable case for the vehicular bridge as of yet. Part of the dilemma is the lack of open, participatory meetings with the citizens. Besides, the money that has appeared is needed for significantly deteriorated ~~the~~ sidewalks.

I do believe that traffic calming is a necessary project right away & certainly before any kind of bridge is built, ^{motor}vehicular or pedestrian, bicycle, wheelchair

Contact Information (Optional)

Name:

Dean Stewart

Address:

411 S. Hayes St.

Phone #:

/Email: dean.m.stewart@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I would love to see Plan C
with a bike/pedestrian bridge
over Paradise Creek.

Contact Information (Optional)

Name:

Address:

Phone #:

/Email:

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

We should give Plan C a try.

Contact Information (Optional)

Name:

Address:

Phone #:

/Email:

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I own a local bicycle shop I support Plan C for 2 way bike
Lane going up 3rd Street. I understand a leaning curve
will be noticeable, but moving toward more riders + less cars means
Protecting Traffic Lanes for Bikes. ~~Protect~~ The C Plan gets
This done

Contact Information (Optional)

Name:

T-Jay Cleveland

Address:

513 S. Main

Moscow ID 83813

Phone #:

2088820703

/Email:

clevelandj@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Forget A, B+C - lipstick on a pig, with good intentions.

Linear park w/ service-drive access
from Van Buren to Hayes w/ roundabout
at Van Buren
- No vehicle bridge!

Contact Information (Optional)

Name:

Mark Solomon

Address:

722 S Jefferson, corner 7th E, 3rd

Phone #:

/Email:

msolomon@moscow.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

- want plan C
- I am a bicyclist
- I want the pedestrian ~~Bridge~~ only
NO AUTOS

Contact Information (Optional)

Name:

David Phelan

Address:

1965 Damen St - Moscow

Phone #:

/Email: davidqr.quail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

→ My Preferences Are:
1) No Bridge for Vehicles
2) Plan C

Name: David Nelson Contact Information (Optional)
Address: 804 East E
Phone #: 208 301 2266 /Email: _____

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I prefer C because it will have the best traffic calming effect and may incite more cycling by the public

Contact Information (Optional)

Name:

Laurene Sorensen

Address:

414 N Hayes St

Phone #:

208 882 1906

/Email:

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I enjoy biking to & from the Mountain View houses from my ~~DE~~ house on East City Park! I am excited about the 3rd Street Bridge and re-planning project - but I would feel safest on a path that is divided from cars & traffic, especially on a bridge, where it can be icy in the winter.

Contact Information (Optional)

Name:

Elizabeth Dany

Address:

123 S Monroe Street
(Moscow)

Phone #:

801-372-5890

/Email:

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Hi! I'm a longtime resident of Moscow and a member of an avid cycling family! We personally use 3rd Street on our bikes nearly every day in the spring and fall. I am also an amateur roadbike racer, so I was extremely excited to hear about a two-way bike lane on the 3rd Street Bridge that is separated from the road! Enough said - please choose Plan 3.

Contact Information (Optional)

Name:

Seth Dixon

😊

Address:

1120 Virginia Avenue

Moscow, ID 83843

Phone #:

208 301-3611

/Email:

~~sethdixon@gmail.com~~

sethsdixon@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

YES TO PLAN C!

My husband and I are bikers + we use
the trails + greenways as much as possible!
The better the connectivity the safer it
will be to get across town!

Contact Information (Optional)

Name:

Chelsea Feeney

Address:

958 Orchard Ave

Moscow, ID 83843

Phone #:

406-241-2102

/Email:

cmcfeeney@gmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

DO NOT BUILD MOTORIZED-ENABLED
BRIDGE. DO NOT. NO. NO.

AL Poplawsky's (similar to Mark Solomon's).
— both are worth definite consideration

Name: DAVID Contact Information (Optional)
Address: _____
Phone #: _____ /Email: david-hall@hotmail.com

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

I AM AN AVID BICYCLIST AND WALKER ^{SO} ~~AND~~ I
AM VERY SUPPORTIVE OF CREATING PEDESTRIAN &
BICYCLE FRIENDLY NEIGHBORHOODS, ~~AND~~ AS A
COMMUNITY MEMBER WHO WAS NOT SUPPORTIVE OF
THE THIRD STREET BRIDGE, I AM IMPRESSED WITH
THE COMMITTEE WORK ON THE THIRD ST. CORRIDOR.
I STRONGLY SUPPORT PLAN "C" WITH THE 2-WAY
BIKE LANE. NOT ONLY WOULD I USE IT BUT
I FEEL IT WOULD ENCOURAGE STUDENTS AND OTHER
ADULTS TO DO SO AS WELL.

Contact Information (Optional)

Name:

STEPHANIE MILLER

Address:

1965 DAMEN ST.

MOSCOW, ID

Phone #:

208 310-1345

/Email:

stmillerC

Sandra Collins

From: Les MacDonald
Sent: Thursday, January 18, 2018 1:23 PM
To: Sandra Collins
Subject: Third Street Bridge!

From: William Warfel [mailto:wwarfel@gmail.com]
Sent: Thursday, January 18, 2018 1:12 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine Third Street Bridge!

Hello!

Thanks for putting this email together. I am all for the bridge and all for bike lanes!! I went to the first open house and liked all the projects presented. So long as the bridge gets built and bike lanes are added I will be a happy man.

Thanks, City of Moscow!

W.

Sandra Collins

From: Les MacDonald
Sent: Thursday, January 18, 2018 4:22 PM
To: Sandra Collins
Subject: Biking on Third Street. My opinion.

Follow Up Flag: Follow up
Flag Status: Flagged

From: Karin [mailto:bikeisgood@gmail.com]
Sent: Thursday, January 18, 2018 3:16 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine Biking on Third Street. My opinion.

I don't think we need anything other than sharrows. Those of us who bike commute all over town in all sorts of traffic year-round will be just fine. We consider ourselves vehicles and we ride on the road, use hand signals, wear helmets, high-viz clothing and our bikes are equipped with lights and reflective material.

Then you have the others... ninja cyclists who wear dark clothing with nothing reflective on their gear or bikes. And the kids and grownups who insist on biking on the sideways with no regard to pedestrians.

We have many, many sections of road all over town that pass over Paradise Creek and the modification to the east end of Third Street will be the same. Will anyone think of themselves as crossing a bridge after the modification is done? I doubt it. Give the people who will be someday living in Harvest Hills easy access to Third Street – with a marked crosswalk – if you want to encourage biking and walking. These folks will have a straight line to Lena, the high school and downtown. My guess is most of the people who travel to the east end of town via Sixth Street will continue to do so out of habit. How about installing sharrows on Sixth between Mountain View and Blaine?

Respectfully,
Karin Clifford

Sandra Collins

From: Les MacDonald
Sent: Thursday, January 18, 2018 8:41 PM
To: Sandra Collins
Subject: 3rd Street bridge and corridor comments

From: Pollard, Matthew [mailto:pollardm@msd281.org]
Sent: Thursday, January 18, 2018 4:36 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: 3rd Street bridge and corridor comments

Hello,
these are my comments regarding the proposed 3rd street bridge and corridor.

As most citizens of Moscow, I was dumbstruck that the third street bridge was stealthy added to the budget without the appropriate and or prior public discussion. Other than not needing a multimodal (or any) bridge, the eminent increased traffic on 3rd street poses a irresponsible and unnecessary risk to the students at both Moscow High School and Lena Whitmore Elementary school. And of course, we can't omit East City Park, the 1912 Center and The Methodist Church, and the houses along 3rd street, all whom will be adversely affected by the increased number of vehicles (noise, pollution, vibrations, light pollution, etc).

Although a committee has proposed traffic-calming measures (curb extensions, lighting, etc), they did not provide adequate research that supports or (or refutes) the efficacy of these measures. For example, curb extensions similar to the ones on East D St near the middle school pose a *major and significant* safety hazard to cyclists, forcing them into vehicular traffic. I'm not sure if that was the intentions, however the truth is cyclists are recklessly forced into traffic with inadequate warnings. I don't want this to happen to 3rd street simply so East-West traffic can skewer town, versus taking the larger and properly engineered arterials (read: Troy Highway to Mtn View).

I'm deeply saddened about the lack of foresight upon the proposal of the 3rd Street Bridge. It is clear to most that a busy 3rd street will disrupt our community, and directly impact the residents who are near this new arterial. And the proposed traffic mitigation efforts ("traffic calming measures") are not that, but rather bottle necks that jeopardize the safety of bicycle commuters.

Finally, quick research (read: google) shows that the proposed budget is insufficient for the scope of this project. Prior to moving-forward with the project, what ever happened with finding adequate funding (a voter approved bond?) and adequate resident approval?

It's pretty clear that I, and many others, like our city's layout as it is, and changes like this don't reflect the core values of the city's mission and community-focus. I voted appropriately in the Fall and hope that the new city council will think deeply before making these irreversible and damaging changes to community. Smart growth means being smart, not just resurrecting a long-since buried fight with hopes of short memories.

Regards,
Matthew Pollard

Matthew Pollard, Ph.D.
Lead STEM Teacher
Paradise Creek Regional High School
<http://msd281.org/pcrhs>

Sandra Collins

From: Les MacDonald
Sent: Friday, January 19, 2018 9:32 AM
To: Sandra Collins
Subject: Third Street Corridor Comments
Attachments: Third street comments.docx

From: Al Poplawsky [mailto:alpopsky@gmail.com]
Sent: Thursday, January 18, 2018 10:52 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine Third Street Corridor Comments

Please see below or attached:

Third Street Corridor Comments:

First, thanks to the members of the Transportation Commission and Third Street subcommittee for taking the time to study the issue of East Third Street safety improvements and propose some alternatives.

I bicycle commute from East to West Moscow on a daily basis throughout the year, dividing my route between Third and First Streets. When I traverse Third it is usually in the western direction, in the morning when the wind and hill allow me to ride the speed of traffic most of the way. Once I reach the hill, I pull out into the auto traffic lane and take the whole lane since I am riding the speed limit. This is safest for me since it provides the best visibility to car drivers. If I am at the wrong time and high school students are crossing the street (particularly at Adams), and cars are dropping students off and jamming everything up, I stay in the auto traffic lane and wait it out – I don't pull to the right of traffic and ride through since this would be very dangerous for me, pedestrians, and car drivers alike. However, I would like to point out that if a 2-way bike lane is installed on the north side of 3rd this will be the exact dangerous situation – students trying to cross at Adams, cars pulling in and out, and bicycles coming fast downhill independent of car traffic flow. Consequently, if this 2-way bike lane is installed, I would not use it in this direction since I would consider it very unsafe.

I foresee several other problems with alternative C, the 2-way bike lane.

2. The lane will be between the curb and parked cars in several sections. It appears that there will be only a one foot buffer zone between the parked car's opening (passenger) doors and the bike lane. Thus doors will be opening into the bike lane creating a very dangerous situation for bikers. Committee members did point out that the door opening people will be facing into the bike traffic coming uphill, so not as dangerous as 6th Street.

3. Motorists coming south on cross streets such as Polk or others will come to a stop at Third, and look for traffic before pulling out. There will be a 2-way bike lane right there on either side of them very close, which they will have to try to, and remember to determine if there is bike traffic coming at them – potentially fast-

from either direction – as well as continuing to check for cars in the car lanes. When I am in this section of Third on my bike, I try to stay in the middle of the car lane if possible for maximum visibility. With the proposed 2-way bike lane, due to the proximity of the cyclist to the curb, trees and bushes in the beauty strip, and possibly parked cars also, it will be difficult for motorists on the cross streets to notice cyclists in the 2-way bike lane. Another dangerous situation.

4. Every intersection with a 4-way stop will essentially have two intersections. One for the auto traffic and one for the 2-way bike lane superimposed. The traffic for each of these intersections will be moving independently of the other. Imagine for a moment, Hayes and Third at 8:10 in the morning with pedestrians crossing, school buses, car traffic, and bikes – independent of car traffic - in the 2-way bike lane all trying to negotiate this intersection. Again, a very confusing and unsafe situation.

For all of the above reasons I am afraid that if the city chooses this 2-way bike lane it will be taking a route which right now is not too bad, and in an attempt to make it better for cyclists it will actually be creating an unsafe situation in all of the ways described above. This will be analogous to the unsafe situations already created by the city with the 6th street bike lane which has car doors opening into it, and also Mountain View Road where a southbound bike lane abruptly ends at 6th street with no shoulder, and nowhere for the cyclist to go except into the narrow, heavily traveled at higher speeds, badly, badly, very badly potholed car lane

It would have made sense for either alternatives A or B (or D?) to have continuous one direction bike lanes on either side of Third Street for the whole distance. Time and time again this has been shown to be the best facility for cyclists. Unfortunately this was not proposed. The narrowest section in the middle has only sharrows markings in the car lanes and no bike lanes with these two alternatives. It seems that if there is room for one 8 foot wide, 2-way bike lane on one side of the street (Alt C), there should be room for two, four foot wide, one-way bike lanes, one on each side. If four feet is too narrow for bonified bike lanes, then consider “dashed” lines for these slightly narrower bike lanes in this section, legally allowing cars to use the space if not occupied by cyclists. I have no problem with this, it is still giving the cyclist some legitimate space.

I spoke with Mike Lowry about my concerns and he certainly seemed very knowledgeable about these matters and cited several studies regarding 2-way bike lanes, 1-way bike lanes, sharrows etc. He did seem to feel that the 2-way bike lane was the best solution for biking facilities on Third Street. If the studies do support this concept for this type of situation – complete with all these uncontrolled intersections – then perhaps the city should consider it. However, I still have concerns. By the way Mike did say that sharrows work only in low traffic situations, and that they were inappropriate for Third Street due to higher traffic levels. Thus, Alts. A and B which make liberal use of sharrows on this section of Third Street are probably not appropriate.

Again, thanks to everyone working on this project and gathering and considering public input.

Sincerely,

Al Poplawsky

2108 Vandal Dr.

Moscow, ID 83843

Attachment :-

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Again, thanks to everyone working on this project and gathering and considering public input.

Sincerely,

Al Poplawsky

2108 Vandal Dr.

Moscow, ID 83843

Sandra Collins

From: Les MacDonald
Sent: Friday, January 19, 2018 9:50 AM
To: Sandra Collins
Subject: Plan C

From: Isaac Pimentel [mailto:isaacbypimentel@gmail.com]
Sent: Friday, January 19, 2018 6:23 AM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine Plan C

As a high school student who bikes 3rd Street daily, Plan C would make me so much more comfortable. Traffic is bad around when school is starting, and buses park in the designated bike lane, forcing me into the street, which makes it so much scarier to bike.

Sandra Collins

From: Les MacDonald
Sent: Friday, January 19, 2018 9:53 AM
To: Sandra Collins
Subject: comment

From: jfazio@turbonet.com [mailto:jfazio@turbonet.com]
Sent: Friday, January 19, 2018 9:04 AM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: comment

My preference is to back up, let the people vote, and I'm certain that plans will be changed for the bridge to be bicycle and pedestrian ONLY. Opening up 3rd Street to through traffic is the dumbest thing I have seen in my 40+ years as a resident. It will forever change the heart of our pleasant little city, endanger students, and generally be an urban mess.

If it does go through, I hope you are prepared to make the corner of 3rd and Hayes a 4-way stop (further annoying some residents) and installing a traffic light at the corner of S. Jefferson and 3rd.

Jim Fazio

-- James R. Fazio
1049 Colt Rd.
Moscow, ID 83843

Phone: 208/882-0965
jfazio@turbonet.com

Sandra Collins

From: Les MacDonald
Sent: Friday, January 19, 2018 10:13 AM
To: Sandra Collins
Subject: third street

From: Terri [mailto:terrischmidt@roadrunner.com]
Sent: Thursday, January 11, 2018 7:23 AM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine third street

Hello City Representatives,

I live on North Jefferson St. and I have to cross Third St. twice a day to get to work and back. I was recently waiting at the intersection of Jefferson and 3rd thinking about how busy that road is already and how hard it is to get across at times, especially if I have to make a left turn. We can no longer turn left on Main St. during busy hours, and traffic is often backed up turning left on Washington and 3rd. If this bridge is built there will be even more congestion for left turning traffic.

Now the city is planning traffic calming options, which are important if the bridge is built. Some of these include lower speed limits and extra stop signs. If we add slowing measures, it will take just as long or longer to get to downtown or the mall from the east side of town than it does now. So what is going to be gained by building this bridge? If the idea was to have a quicker connection to the west side, the calming measures will cancel any gains made.

One of the calming options is to remove more parking along third street. I understand the concerns of bicyclists, but having close parking for seniors and people with disabilities using the 1912 center is important. So I would be sorry to see any more parking eliminated.

The costs of creating the bridge along with the cost of calming measures is high. I would prefer my tax dollars be spent on repairing roads, building the new police station, or various other more pressing needs. I don't like the idea of spending a likely three quarters of a million dollars or more on a project that will have little benefit and likely some frustrating results.

Thank you for your consideration,

Terri Schmidt

711 S. Jefferson, Moscow

Sandra Collins

From: Les MacDonald
Sent: Friday, January 19, 2018 11:12 AM
To: Sandra Collins
Subject: Plan C

From: Annette Bay Pimentel [mailto:annettebaypimentel@gmail.com]
Sent: Friday, January 19, 2018 6:22 AM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine Plan C

I'm in favor of Plan C. I would like Moscow to be more bike-able.

Annette Pimentel
123 N. Hayes
Moscow ID 83843
208-874-7674

Sandra Collins

From: Les MacDonald
Sent: Thursday, January 18, 2018 1:27 PM
To: Sandra Collins
Subject: Comments on Third Street Corridor project
Attachments: Memo to Transportation Commission about the Third Street Corridor.docx

From: David Pimentel [mailto:dtipimentel@gmail.com]
Sent: Thursday, January 18, 2018 10:18 AM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>; Les MacDonald <lmacdonald@ci.moscow.id.us>
Subject: Email Quarantine Comments on Third Street Corridor project

Please find attached my comments to the Transportation Commission on the Third Street Corridor. For the reasons articulated therein, I strongly support the adoption of Plan C.

Thank you!

David Pimentel

Associate Professor
University of Idaho College of Law
875 Perimeter Dr., MS 2321
Moscow, ID 83844-2321
dtipimentel@gmail.com (208) 885-7056
http://works.bepress.com/david_pimentel/

To: Transportation Commission, City of Moscow

Date: 18 January 2018

From: David Pimentel
123 N. Hayes Street
Moscow, Idaho
(208) 885-7056
dtpimentel@gmail.com

Re: Third Street Corridor Improvements – Why Plan C Makes the Most Sense

I am a resident of Moscow, very interested in transportation issues in general and in “bike-friendly” initiatives in particular.¹ Moscow already has a reputation for being pedestrian friendly, particularly the Main Street area. But despite the fact that Idaho has the most progressive bicycle law in the country,² Moscow as yet falls short of being a truly bicycle-friendly town. Now is a chance to improve that, by adopting Plan C for the Third Street Corridor.

The Transportation Commission should make bicycle-friendliness a priority for a number of reasons. First, greater bicycle use means less automobile use. That benefits everyone.

- Fewer cars means the streets are quieter, and less congested.
- It means less traffic, so it is easier for drivers to get from point A to point B.
- It means less wear and tear on the roads, and therefore less spent on maintenance and repair.
- It means there is less need for parking, so that public space can be utilized for purposes that improve the quality of life, and that parking is that much easier to find.
- It means that fossil fuels are conserved, and air quality is enhanced.
- It means that those who are financially underprivileged are empowered – if they can navigate Moscow safely and easily without a car, they can liberate a large portion of their household budget and repurpose it to other priorities.
- It means that young people (who cannot drive, or otherwise don’t have access to a car) are empowered, as they are not dependent on parents and other adults in their lives to shuttle them around to their various activities.
- It also means, of course, that parents are liberated, as their kids can get themselves to and from school, sports, and other activities.
- Finally, it means greater safety for pedestrians and cyclists alike. Not only are there fewer cars to hit them, there is compelling empirical evidence that the more bicycles you put in circulation,

¹ My newest publication, *Cycling, Safety, and Victim-Blaming: Toward a Coherent Public Policy for Bicycling in 21st Century America*, 85 TENN. L. REV. ____ (2018), will come out in the Tennessee Law Review later this year. An unpublished draft is available at the link provided.

² My oldest daughter was part of a bicycle advocacy group in San Francisco, where adoption of the “Idaho laws” was a key part of their platform. See also Kurt Holzer, *Living with Stop as Yield for Cyclists*, BIKE LAW IDAHO BLOG (Jan. 27, 2016) <https://www.bikelaw.com/2016/01/living-with-stop-as-yield-for-cyclists/>; Ken McLeod, *Bicycle Laws in the United States—Past, Present, Future*, 42 FORDHAM URB. L.J. 869, 903 (2015).

the safer they all are. The well-documented “safety in numbers” effect, suggests that when there are more cyclists, drivers expect them, and watch for them, and take extra care.³

One of the great fallacies about investments in bicycle-friendly infrastructure is the idea that this benefits a comparatively small group people who bicycle, and does so at the expense of the rest of the community, and at the expense of car-drivers in particular.⁴ The opposite is actually true. Every person you put on a bicycle takes one car off the roads, and *everyone* benefits from that. So a decision to invest in bicycle-friendly infrastructure does not pit one group against another, it benefits everyone, even those who never mount a bike.

The Third Street Corridor improvements project presents an ideal opportunity to enhance bicycle use and safety in Moscow. This corridor will connect much of Moscow’s housing with Main Street (including the Farmer’s Market), with East City Park (the site of many community events), with the High School and the 1912 Center, with the Library, and with the playfields on Mountain View. And it goes without saying that many people do not feel safe bicycling on Third Street at present. The traffic moves too fast, and the shoulder has parked cars on it, which pose the dual threat of forcing the rider out into traffic and exposing the cyclist to the risk of being “doored” if the driver of a vehicle parked there throws open a car door into the path of a cyclist.⁵

My children bicycle daily to the Middle School and to the High School, and complain about the dangers that make the ride uncomfortable or scary. Even the new bike lane in front of the High School offers little protection during the most congested times of day, as school buses (so my son reports) block that lane, forcing the cyclists either out in the street where they can be hit, or onto the sidewalks where they put pedestrians at risk. Many of the kids who do cycle Third Street to school (or to other destinations) stick to the sidewalk in an effort to stay safe. And it is likely that many parents refuse to allow their children to bicycle that stretch at all, because of the perceived danger: “Let me drive you. It will be safer.”

Plan C is by far the most meaningful improvement (arguably the *only* meaningful improvement) of this unfortunate situation. A dedicated, separated, two-way bicycle lane will protect cyclists from cars, both moving and parked. The obviousness of the separated lane, and the channeling of cyclists into

³ In Australia, they found that because of this “safety in numbers” effect, mandatory helmet laws resulted in *greater* risks to cyclists. The burdens associated with complying with the helmet law meant that fewer people bicycled, decreasing bicycle use overall, especially among children, and the bicycle accident rate significantly increased. *History of Helmet Law in Australia*, CYCLISTS’ RIGHTS ACTION GROUP <http://crag.asn.au/history-of-helmet-law-in-australia/#12>; Peter Ubel, *Warning: Bicycle Helmets Could Be Hazardous For Your Health*, FORBES (Feb. 27, 2017) <https://www.forbes.com/sites/peterubel/2017/02/27/warning-bicycle-helmets-could-be-hazardous-for-your-health/2/#9fd84117e2f6>.

⁴ In a startlingly ill-advised move, the State of Oregon started taxing bicycle sales last year, based on the idea that the bicycle friendly infrastructure that Oregon was building should be paid for by those who benefit from it, and that bicycles should pay their “fair share” for maintenance of the roads they share with cars. Bob Adelman, *Oregon Passes Resentment Tax: \$15 Per Bicycle*, THE NEW AMERICAN (July 18, 2017) <https://www.thenewamerican.com/usnews/politics/item/26499-oregon-passes-resentment-tax-15-per-bicycle>. But bicycles inflict negligible (if any) wear and tear on roads (cars are an order of magnitude worse than bikes, and trucks are an order of magnitude worse than cars). Besides, increased cycling benefits everyone, so everyone should be happy to share in the expense of public projects that encourage more people to bicycle. Moreover, taxing cyclists only discourages cycling, diminishing all the benefits identified above, including cyclist safety.

⁵ The risk of being “doored,” of course, only forces the cyclists to ride farther out, into the traffic lanes.

predictable places will enhance driver awareness—they'll see cyclists crossing there, they'll expect cyclists to be crossing there—and the risk of accidents will dramatically decline. Parents will feel secure, allowing their children, even young children, to cycle that stretch, on a path where no car can ever go.

I am, perhaps, more confident of this predicted impact than most, having spent four years, with teenage and preteen children, living in the Netherlands. There, this type of bicycle lane (the type proposed in "Plan C"—entirely separated from the traffic) is ubiquitous. It was a liberating experience for the whole family, and we bicycled everywhere, the children often unaccompanied by adults because, after all, it was so safe! In fact, bicycling in Holland is sufficiently risk-free that they see no cause for bicycle helmets. For them, it would be like donning a helmet when you go for a walk or decide to climb some stairs—of course you could fall, but the risks are so slight that wearing a helmet seems like a ridiculous precaution. And the bicycle accident data there strongly backs that up.⁶

Our family continues to ride – every week to church, I to work, the kids to Scouts and piano lessons – etc. Third Street figures prominently in the routes we most often follow. In our case, Plan C is not likely to make us cycle more than we already do. But we will feel safer, happier, and more secure cycling in such an environment. And if there is *any* significant uptick in bicycle use in Moscow as a result, it promises great benefit to the community: to everyone, not just to those who choose to ride. It will help with parking issues during the Ren Fair and other large events at East City Park. It will help with parking issues at the Farmer's Market and with Main Street in general.⁷

Hard core cyclists may resist the dedicated lanes, but that is not the constituency we need to be serving here. It's not about taking care of the special interest of lycra-clad road warriors. They (we – for I am one of them) can ride Sixth Street or A Street, if they/we don't like a dedicated two-way bike lane on Third. What the Transportation Commission needs to think about is how we serve the community as a whole, easing transportation issues all across the board, and traffic congestion on Third Street in particular. We do that by encouraging more people to leave their cars at home and get on a bike. And making Third Street a safe and pleasant bicycle route – by adopting Plan C – is a straightforward way to do precisely that.

⁶ Death rates for Dutch cyclists declined from a high of 425 deaths in 1965, before the big push for these bike lanes, to 138 in 2009. See Cycling deaths in selected countries, citing statistics from IRTAD (the OECD's International Road Traffic and Accident Database), <http://www.cyclehelmets.org/1258.html>. This 68% decrease occurred even as total bicycle use has steadily risen in that country to become the highest in the world. Renate van der Zee, *How Amsterdam became the bicycle capital of the world*, THE GUARDIAN (May 5, 2015) <https://www.theguardian.com/cities/2015/may/05/amsterdam-bicycle-capital-world-transport-cycling-kindermoord>; Stuart Kenny, *Which Country Cycles More Than Any Other in the World? Here's the Top 10*, MPORA (Dec. 7, 2015) <https://mpora.com/road-cycling/which-country-cycles-more-than-any-other-in-the-world-heres-the-top-10>.

⁷ As you know, the sufficiency of Main Street parking has been raised as a serious concern associated with the expansion of New St. Andrew's College there.

Sandra Collins

From: Les MacDonald
Sent: Friday, January 19, 2018 11:45 AM
To: Sandra Collins
Subject: bridge

From: Cathy Willmes [mailto:cathy2649@gmail.com]
Sent: Friday, January 19, 2018 11:22 AM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine bridge

Hello Council Members,

I am a long time resident who has read and followed city news and the Third Street project. I believe strongly that a public works project of this magnitude and expense to the city taxpayers (to say nothing of the residents most affected) should be put before the voters. The money for this issue could be spent in a number of constructive ways. (street repair) Find out what the residents of Moscow really think and open this idea up for a vote!

Sincerely,
Cathy Willmes

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

- 1.) I don't feel it would be safe for me to ride my bike on the opposite side of the road than the existing car traffic.
- 2.) I don't understand how I am going to transition to the opposite side of the road at either terminus (or from any point into middle)
- 3.) I don't believe that the city will be able to keep up with the snow maintenance. Already existing bike lanes are used by motorists in the winter because we are currently not clearing snow from curb to curb.

Name:

Address:

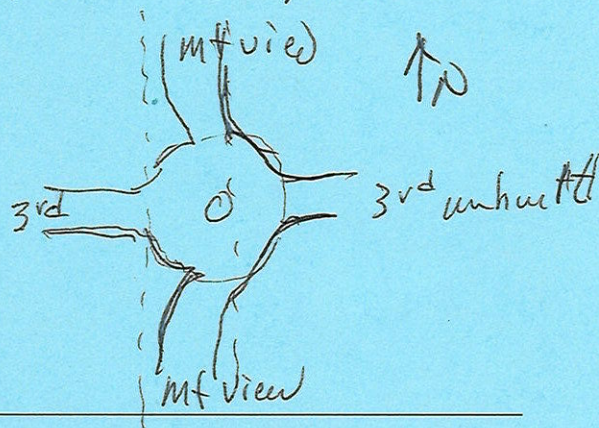
Phone #:

Contact Information (Optional)

Email:

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Was a roundabout @ 3rd of Mountain View
Considered as an alternate intersection. Mt View
lanes would need realignment
but the land to east is
only platted, not developed



Contact Information (Optional)

Name:

Nils Peterson

Address:

Phone #:

Email:

nilspete@gmail

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

At 3rd & Washington Intersection, what is the proposal
for the traffic signal to protect west bound bikes
from vehicles turning right 3rd to Washington North?

Name: Nils Peterson Contact Information (Optional)

Address: _____

Phone #: _____ / Email: nilspete@gmail

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

There are many tree planting locations along the route that are missing street trees. Trees provide both traffic calming & more pleasant experience for bike/walk. Tree Commissioner should be consulted & tree planting funded in each plan.

Contact Information (Optional)

Name:

Nick Peterson

Address:

Phone #:

Email:

nispeth@gmail

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Development on the outskirts of town will require changes in route options for commuters as traffic levels rise. However, guiding this extra traffic ~~at~~ along 3rd St. seems a poor choice given that this would create high volume on an already moderately busy street that passes two schools and a city park in addition to residential neighborhoods where the higher traffic will degrade the quality of

Contact Information (Optional)

Name:

Hugh McIsaac

Address:

402 S. Blaine St, #202

Moscow, ID 83843

Phone #:

720 568 9431

/Email:

life for all living and using these areas. The schools especially will be at higher risk given that children regularly walk and cross these streets. In addition, because of the speed reductions in school zones commuter-efficiency gains may be minimal for new comers if high volumes cause backups over a few blocks; and commuter efficiency of current residents will decline. Streets several blocks further north would seem better options. However, of the options currently under consideration, option C seems the least harmful.

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:05 PM
To: Sandra Collins
Subject: Fwd: Email Quarantine Third Street Corridor

From: Susan Roberts <sbrwnng19@gmail.com>
Date: January 19, 2018 at 7:30:13 PM PST
To: Thirdstreet@ci.moscow.id.us
Subject: Email Quarantine Third Street Corridor

After a brief look at the cached material online, I could not revisit the site. My computer alerted that the site was infected with malware.

I supported the pedestrian and bikeway bridge on Third Street years ago, and was deeply disappointed that the city would not complement the amount local citizens raised. Now that a vehicular bridge is "in the budget," we can only mitigate traffic safety problems.

The "bulbout" extension shown in your presentation is on my corner. I can state that it creates a blind corner due to parked cars at Lena Whitmore. The intersection is not wide enough for both a turning and an oncoming car. Snow removal and street cleaning equipment do not reach the inner curb. Curb extensions that are not bulb-outs would be preferable.

Adding broad bikeways as in option C would give pedestrians some protection, slow traffic, and give bikers a designated lane, buffered from cars.

Four-way stops at Blaine and Third, and at Hayes and Third have been needed for many years.

Susan Roberts
105 S. Blaine St., Moscow

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:05 PM
To: Sandra Collins
Subject: Fwd: Email Quarantine Proposed Third Street bridge

From: Patricia Gardner <patriciagardner555@gmail.com>
Date: January 20, 2018 at 9:52:22 AM PST
To: thirdstreet@ci.moscow.id.us
Subject: Email Quarantine Proposed Third Street bridge

I would like to express my support for Plan C for Moscow's proposed Third Street bridge. It is important that we make Moscow a bicycle friendly city for the safety of children, cyclists and drivers.

Thank you,
Patricia Gardner
937 N Grant St
Moscow
208-596-3857

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:05 PM
To: Sandra Collins
Subject: Fwd: Email Quarantine Third Street Bridge Support

From: "vikkyross@aol.com" <vikkyross@aol.com>
Date: January 20, 2018 at 10:33:45 AM PST
To: thirdstreet@ci.moscow.id.us
Subject: Email Quarantine Third Street Bridge Support

As a 5th generation born resident of Moscow, I am happy to see that the much needed connection offered by the 3rd Street bridge will finally come to fruition. With the hard work of City officials and City residents, a way to build the bridge at the same time, providing safety for pedestrians and bicyclists, has been achieved.

That is one thing that I am the most proudest of living in this wonderful community, the ability of compromise and common sense!

Again, thank you for finding solutions and the hard work in order to build the bridge.

Best regards,

Vikky Ross
1011 Windsong Lane
Moscow, ID 83843
509-336-4839

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:06 PM
To: Sandra Collins
Subject: Third street bridge

From: Phil Riersgard <priersgard@yahoo.com>
Date: January 20, 2018 at 11:18:04 AM PST
To: thirdstreet@ci.moscow.id.us
Subject: Email Quarantine Third street bridge

Dear Sir:

I want to give my opinion regarding the proposed Third street bridge. There are two points (among the many that you've no doubt heard) that make the car bridge an illogical choice.

1. Encouraging NON-motorized commuting and other traffic in Moscow has been a stated priority the city. That is an important policy for Moscow to pursue. It is impossible to build more roads to solve the over-population of cars. If more cars are accommodated, more cars will simply fill the newly available space. More people on bikes and on foot addresses the problem of a growing population (or even a static population) in a sustainable and healthy way. A car bridge violates this policy. It's a bad idea.
2. It has been pointed out that more traffic on Third Street endangers two school zones. The solution that I have read that the city proposes is to install restrictions at some or all of the corners to slow or discourage traffic. This is a backwards way to approach the problem. It boils down to this: spend resources to build a new bridge and then spend more resources to undo the results of the new bridge; two wrongs don't make a right. A car bridge violates logic and common sense. It's a bad idea.

A bicycle and pedestrian bridge is a better plan.

Sincerely,
Phil Riersgard

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:10 PM
To: Sandra Collins
Subject: Plan c

From: Maureen Laflin <maureenlaflin@gmail.com>
Date: January 20, 2018 at 5:58:54 PM PST
To: thirdstreet@ci.moscow.id.us
Subject: Plan c

I fully support plan c. We need safe bike lanes on 3rd street. Although I can no longer biker, I used to frequently bike to UI from fort russel area and my kids biked a lot.
Moscow needs plan c.
Maureen Laflin

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:14 PM
To: Sandra Collins
Subject: think about effect on music events at park

From: Monique Lillard <monlillcci@yahoo.com>
Date: January 21, 2018 at 10:31:24 AM PST
To: "thirdstreet@ci.moscow.id.us" <thirdstreet@ci.moscow.id.us>
Subject: Email Quarantine think about effect on music events at park

Hello:

Thank you for allowing this comment period.

Please consider how detrimental traffic noise is to musical performances in East City Park. Those performances, especially at Ren Fair and Rendez-vous in the Park, bring revenue to the entire city. If the park experience is made less pleasant - unsafe conditions, exhaust fumes, or noise - it will hurt the entire town.

Consider writing into the plan that traffic will be re-routed to Sixth Street during Ren Fair and during Rendez-vous performances.

Frankly, the entire bridge project should be reconsidered. The point was to allow a straight, swift shot to homes on the east side of town. But the "traffic slowing" mechanisms will make the progress across town on Third slower than taking Sixth or the Troy Hwy currently is now. So we are spending money to increase and speed up traffic on Third then spending money to decrease and slow down traffic on Third. That's dumb and wasteful. Under Robert's Rules of Order, someone who voted in favor of the Third Street Bridge could move to reconsider the question, or anyone on the council could move to rescind or annul the motion. AND THEY SHOULD.

Monique C. Lillard

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:14 PM
To: Sandra Collins
Subject: third street bridge

From: "Conway, Courtney J. (cconway@uidaho.edu)" <cconway@uidaho.edu>
Date: January 21, 2018 at 11:56:44 AM PST
To: "thirdstreet@ci.moscow.id.us" <thirdstreet@ci.moscow.id.us>
Subject: third street bridge

Friends,

I live and own a home on north Mountain View Rd., and **I strongly oppose a car-capable third street bridge.** A bike/pedestrian bridge is a good idea, but not a car bridge. I commute from my home on N. Mountain View to the UI area every day and, hence, I regularly drive the corridor that would be affected by the proposed bridge. But, I am strongly against it for **several reasons:**

- 1) There are currently several routes to get from Mountain View to downtown, and the traffic is distributed evenly among those routes such that traffic is not a problem and people can take the route that works best for them (i.e., there is no current traffic problem that warrants an expensive bridge – don't fix a problem that doesn't exist).
- 2) I drive by MHS every day on my way to work. The traffic and congestion there is already hectic between 745-815am with walkers, bikers, cars, people dropping off. Adding the bridge will make this hectic scene in the morning even worse. I know of several people who have been in accidents there during that bottleneck time. The bridge will make the difficult congestion worse for our high schoolers in Moscow, and will potentially discourage biking (and thereby increase traffic).
- 3) MHS has an open-campus and students walk downtown for the lunch hour. Again, more traffic on east third street will make it less safe for our MHS students.
- 4) The 3rd street corridor is by far the best bicycle route from the east side of Moscow to downtown and UI. The other routes are very steep and narrow, and not safe for cars and bikes together. Especially on winter days, the other routes are just not safe. The added traffic on east 3rd street would cause worse safety for bikers and drivers on the other routes.
- 5) East City Park is one of the beautiful hallmarks of Moscow, a place that the whole community uses and cherishes. It is a place that I take people who are considering a move to Moscow, and they are always impressed. It is a great park. Added traffic along east 3rd street would diminish the tranquility of one of our town's gems (East City Park).
- 6) The allure of Moscow is the small-town feel, and the 'connection' between UI, downtown, and the historic area of Fort Russell. It is why many people who work in Pullman often chose to live in Moscow (but rarely vice versa). That will change if we put more traffic on the corridors that give Moscow that tranquil feel. We will become more like Pullman.
- 7) Consider what cities often do – they build highways/thoroughfares that circle around the city to divert traffic from traveling through the heart of the city. A car-capable 3rd Street bridge would achieve just the opposite – it would invite more cars through the heart of our town. It is not currently a hassle to navigate from east Moscow (e.g. Mountain View) to downtown. Drivers quickly learn the routes required and our lives are not affected.

PLEASE, reconsider and don't build a bridge for cars that connects 3rd street with Mountain View. The negatives greatly outweigh the positives.

Sincerely,

Courtney Conway
825 N. Mountain View Rd.

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:18 PM
To: Sandra Collins
Subject: Comment on Third Street Corridor

From: "Kellogg, Mary (makellogg@uidaho.edu)" <makellogg@uidaho.edu>
Date: January 21, 2018 at 12:03:22 PM PST
To: "thirdstreet@ci.moscow.id.us" <thirdstreet@ci.moscow.id.us>
Subject: Comment on Third Street Corridor

My one concern has been about flooding. By building the bridge over Paradise Creek, the area around that construction will probably be deepened. It is my concern that in doing so, this will enable more volume of water to flow through at that point moving towards a portion of Paradise Creek that is not as deep, thus allowing the potential for more flooding than usually occurs. It also has the potential to affect housing on both sides of the creek, rather than just the one side closest to Roosevelt Street.

So, if the Third Street corridor is accomplished, is it possible to deepen that portion of Paradise Creek further down that usually has a tendency to flood over its banks?

Thank you for allowing comments to be made.

Mary Ann Kellogg
Resident of Roosevelt & Fifth Streets

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:19 PM
To: Sandra Collins
Subject: against Third Street bridge

From: Jeff Hicke <hickejeff@gmail.com>
Date: January 21, 2018 at 12:28:50 PM PST
To: thirdstreet@ci.moscow.id.us
Subject: Email Quarantine against Third Street bridge

Dear City of Moscow--

I am a resident of Moscow who lives near Third Street and regularly uses Third Street for transportation. I do not support the construction of a bridge for several reasons:

- 1) I commute by bicycle along Third Street east of downtown, and walk regularly along this section as well. I am very concerned that constructing a bridge on Third Street over Paradise Creek will substantially increase traffic from downtown to Mountain View Road, creating more hazardous conditions for walkers and bikers.
- 2) I am a parent of students who previously attended Lena Whitmore School, and I am concerned with the decrease in safety from the increase in traffic at the nearby intersections.
- 3) Cross-town routes currently exist, and commute times from downtown to Mountain View Road are minimal now.
- 4) The money funding this construction is better spent on other infrastructure, including traffic infrastructure.

I appreciate that there are discussions about how to limit traffic speed. However, these actions are not enough.

Thus, I do not think the decrease in safety cost outweighs any justification of making cross-town commuting easier. I strongly encourage the Transportation Commission and the City Council to reverse this decision to build the bridge.

Sincerely,
Jeff Hicke
Moscow, ID

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:19 PM
To: Sandra Collins
Subject: Comment third street

From: Helen Stroebe <helenstroebe@msn.com>
Date: January 21, 2018 at 1:49:12 PM PST
To: "thirdstreet@ci.moscow.id.us" <thirdstreet@ci.moscow.id.us>
Subject: Comment third street

I prefer the bicycle friendly Plan C. Even though I live east of Mountain View and travel the D and 6th street corridors frequently to downtown, I choose bike and pedestrian friendly corridor past City Park and schools for third street over convenience to drivers. It makes it more enticing to ride bike from the east side to downtown and save a car trip.

Thank you,
Helen Stroebe
3324 West Twin Rd
Moscow

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:20 PM
To: Sandra Collins
Subject: 3rd street accessibility

From: "Niels Damman" <niels@damman.us>
Date: January 21, 2018 at 3:46:26 PM PST
To: <thirdstreet@ci.moscow.id.us>
Subject: Email Quarantine 3rd street accessibility

Good day,

Thank you for the opportunity to submit comments in regards to 3r street accessibility. Unfortunately, I was not aware of the meeting and did not see the three designs up for proposal. Therefore, my comments may or may not be completely in line with the proposals as they stand. I apologize for that in advance.

We (my wife and I) advocate for a separated bike lane on third street for the following reasons:

- Having grown up in the Netherlands, bicycling is my preferred method of transportation. However, the bicycle culture in the US has not caught on quite as intensively as it has in the NL, and as such, motorized vehicle drivers do not always (or often) give bicyclists the rights to the road bicyclists are granted by law. It frequently happens that cars overtake my daughter and I while bicycling through Moscow's streets (streets with sharrows and without), even though there is a (double) solid line painted on the street. As a matter of fact, my wife does not feel safe enough to bike on the road (alone or with the kids) due to vehicular traffic. A separated bicycle lane on 3rd street would alleviate that concern in that area.
- Our family recently moved back to Moscow, ID, after having been gone from the Palouse for four years. Especially compared to Miami, we are happy to be back, as we consider Moscow to be a perfect place to raise our kids. Our daughter currently goes to Lena Whitmore, and our son will join her next year. Both our kids really enjoy being able to walk or bike to school as well as downtown , and we plan to continue doing so through their middle and high school years.
- We appreciate that the City of Moscow already proposed a separated bicycle lane as one of the options. Pursuing this option would emphasize that Moscow continues to encourage alternative transportation methods. Moscow already has a few separated bike lanes or paths, and adding one on a major thoroughfare encourages people to consider this as a viable alternative.
- I believe a separate bicycle lane on third street, specifically, will encourage more of Moscow's high school students to bike to school, which has a number of associated benefits in itself (reducing vehicular traffic during peak times; offsetting parking issues around the high school; physical health benefits for students; and a higher level of concentration in the classroom [<http://sciencenordic.com/children-who-walk-school-concentrate-better>]).
- Lastly, adding a separated bicycle lane on third street will reduce the remaining lane width of the vehicular lanes. Narrower lanes have been proven to have a calming effect on vehicular traffic, (https://nacto.org/docs/usdg/narrow_residential_streets_daia.pdf), which is one of the main concerns for this project as we understand it.

Thank you for your attention. Please contact me if you have any questions, comments or concerns on this matter.

Sincerely,

Niels & Erin Damman
1122 E. 6th Street
Moscow, ID 83843
541.513.6795
niels@damman.us

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 4:21 PM
To: Sandra Collins
Subject: Public comment

From: "Daley Laursen, Dianne (diannedl@uidaho.edu)" <diannedl@uidaho.edu>
Date: January 21, 2018 at 4:02:49 PM PST
To: "thirdstreet@ci.moscow.id.us" <thirdstreet@ci.moscow.id.us>
Subject: FW: Public comment

From: Daley Laursen, Dianne (diannedl@uidaho.edu)
Sent: Sunday, January 21, 2018 4:01 PM
To: thirdstreet@ci.moscow.id.us
Subject: Public comment

I am writing in support of the 3rd Street Bridge.

However, I think the priority is a 4 way stop or round about at 6th and Mountain View. Traffic from Highway 8 turns on Mountain View on then onto the Sixth headed downtown and to the University. The reasons I support the bridge are the same reasons I want traffic control at 6th and Mountain View. This is a dangerous intersection for kid, pedestrians, and bicyclists. Traffic at this intersection often does not yield right of way and when cars headed N on Mtn View are stopped to turn west onto 6th, cars will pass the car, thus minimizing traffic openings. In the morning around 8 and in the afternoon when children are going to and from school this is especially noticeable. A pedestrian bridge on 3rd street will not alleviate this as this does not serve the neighborhoods where kids are headed to and from school. At this intersection. Additionally, many folks turn right from 6th onto Mtn View headed north and cut through Pickard's parking lot, as it can be impossible to get across 6th.

A 3rd Street bridge would split this traffic.

I do strongly that since traffic east of Mountain View is coming from residential areas, and these areas are growing, that traffic could be dissapted across streets to keep residual streets safer.

Dianne Daley Laursen

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 9:44 PM
To: Sandra Collins
Subject: Preference for Plan C for 3rd Street

From: "macantr18 ." <macantr18@gmail.com>
Date: January 21, 2018 at 6:47:43 PM MST
To: thirdstreet@ci.moscow.id.us
Subject: Email Quarantine Preference for Plan C for 3rd Street

Dear City of Moscow 3rd Street Planning Folks,

This is a short note to let you know that I greatly prefer plan C for modifications to 3rd Street in conjunction with the construction of the 3rd Street bridge. I believe plan C will have the greatest benefit for our entire community. It will reduce traffic congestion because of the addition of the bridge. It will provide the greatest safety for bicyclists and encourage more use of bicycles in the town.

The positive ramifications of this kind of change will be felt throughout the community, economically, environmentally, and in terms of improved health for the people in our town.

If you would like further comments, please let me know. Thanks for the work you're all doing!

Mac Cantrell
622 East B Street
Moscow

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 9:45 PM
To: Sandra Collins
Subject: Third Street Bridge comments

From: David Hall <david_hall@hotmail.com>
Date: January 21, 2018 at 7:40:45 PM MST
To: "thirdstreet@ci.moscow.id.us" <thirdstreet@ci.moscow.id.us>
Cc: "blambert@ci.moscow.id.us" <blambert@ci.moscow.id.us>, Moscow City Council
<council@ci.moscow.id.us>
Subject: Third Street Bridge comments

Building the motor-vehicle bridge at Third Street and Mountain View is crazy. The cost for the bridge: half a million dollars. Partially mitigating the harm it will impose: a quarter million dollars. The time poured into planning and design. The disruption of property owners along Third Street from Jefferson to Mountain View during construction and into the future.

A motor-vehicle bridge that most do not want and that we don't need will lead to increased traffic on Third Street, which may be partially mitigated by traffic calming (much of which amounts to making the driving experience more dangerous in the hope that drivers will be encouraged to slow down or find an alternate route). Traffic-calming measures include shifting the road surface up and down, shifting traffic lanes left and right, and traffic circles.

Forecast traffic volumes in year 2035 at Third & Garfield are 1,300 with a bike/pedestrian bridge, 3,500 with a motor bridge, and 2,800 with a motor bridge and calming measures. At Third and Mountain View the numbers are 50 and 2,300 and 1,800. At D and Garfield 6,200 and 5,600 and 5,950.

Who loses? Those who live, bike, or walk along East Third Street. All Moscow citizens who want money spent more wisely – we need an alternative water supply and we need to maintain existing infrastructure. And we still could use a new stage at East City Park.

Proposed additional lighting also could be troublesome; the recent switch to LED street lights in town got a lot of push-back.

If you won't listen to me, listen to Michael Kyte, a local expert in the field (professor emeritus in civil engineering and former director of the *National Institute for Advanced Transportation Technology* at the University of Idaho), as he wrote in the Moscow-Pullman Daily News (*His View: If the Third Street bridge must be constructed*, by Michael Kyte, Jan 8, 2018):

It has been clear since the public hearing on the Moscow city budget Aug. 7 that the city intends to build a bridge on Third Street. ... I am opposed to the Third Street Bridge. I don't think it will provide any significant reduction in travel time for motorists traveling from the east side of town to the University of Idaho, Moscow's downtown or to Pullman. The increase in roadway capacity is minimal, particularly for the relatively low volume of traffic that we experience daily in Moscow. Any perceived benefit for some Moscow residents won't make up for the negative impacts that will be experienced by residents of Third Street in the section between Hayes Street and Mountain View Road. These residents made their housing location decisions based on the character of Third Street as a local, not a through, street.

I don't believe the bridge should be constructed. And I don't agree with the speed at which the city is moving on this project.

http://dnews.com/opinion/his-view-if-the-third-street-bridge-must-be-constructed/article_28d07b42-37c1-5066-8dd0-cccf982c9ecd.html

A motorized=traffic bridge at Third Street is not a "done deal." Please follow the **2007 Pedestrian Bridge Resolution**, which endorses construction of a pedestrian/ bicycle bridge over Paradise Creek.

David Hall

1334 Wallen Road

Moscow

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 9:45 PM
To: Sandra Collins
Subject: Third street bridge

From: Becky Chastain <beckychastain54@yahoo.com>
Date: January 21, 2018 at 7:58:55 PM MST
To: thirdstreet@ci.moscow.id.us
Subject: Email Quarantine Third street bridge

I vote for #3

However I want to say I wish you would put the sixth street round about in first.

Thanks for your hard work..

Becky Chastain

Sent from my iPhone

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 9:45 PM
To: Sandra Collins
Subject: comments on Third Street proposals

From: Diane Prorak <dprorak@gmail.com>
Date: January 21, 2018 at 8:56:02 PM MST
To: thirdstreet@ci.moscow.id.us
Subject: comments on Third Street proposals

Third Street Development plan

Comments from Diane Prorak, 2108 Vandal Drive, Moscow

Thank you for the opportunity to comment on the 3rd Street plan. I am a bicycle commuter who lives on the NE side of Moscow and I frequently commute to the UI. I have used Third Street to commute for many years. I appreciate the effort to incorporate bicycle and pedestrian needs and safety into the development plan and I have appreciated the bike lanes and removal of parking recently made on Third. I do not agree with the proposal to put an auto bridge to extend Third Street, but, if we are going to do that, I do see a strong need to ensure bicyclists and pedestrians are safe with increased traffic. I do question the apparent contradiction of connecting the road and increasing traffic, and then slowing down the traffic with traffic calming. Is this really going to help move traffic?

That said, I attended both public sessions and looked at the plans proposed. Some comments include some ideas from conversations I had at those public sessions.

Here are my comments:

Two Way Bike lanes:

I strongly oppose the separated 2-way bike lanes. First, they will be hard to access for bicyclists. For example, right now, coming home, I come past the Post Office and turn right from Jefferson to go up Third. That intersection is very busy, with traffic from MHS, the city hall/library area, the shopping center, etc. Pedestrians are common. Trying to get across Third to the bike lane will be inconvenient to hazardous. I probably will just use the street. And going west, I will have to stop and use the pedestrian crossing instead of turning left in the vehicle lane like I do now.

Cleaning the bike lanes will be very problematic. With the barriers, they will have to be cleaned separately. Throughout the year, the regular bike lanes get filled with debris of all kinds. It's not just an issue of snow, but leaves, rocks, branches, etc. I would imagine it would not be cost effective to clean the lanes very often and they may become dangerous due to slippery leaves, branches and rocks that accumulate.

Another problem with the 2-way lanes is that they confuse drivers and teach bicyclists bad habits – riding against traffic. We see that on 6th Street where people ride the wrong way in the single bike lane. At intersections, without separate traffic signals, pedestrians and car drivers will have to watch for bikes in an unexpected place in the traffic flow. Yes, people will learn over time, but I can see lots of continuing confusion at intersections like Hayes and Third, where there is a lot of auto, pedestrian and bike traffic. I believe these 2-way lanes can work in very populous urban centers, with extensive bike lanes and special traffic signals for the lanes, but I do not feel they are appropriate for Third Street, especially since they are likely to be the only example of this in Moscow.

The 2-way lanes are likely to feel very narrow and constricting when the bicycle traffic includes trailers and very fast-moving cyclists. Add debris to avoid to that mix and you may see collisions. While the lanes may seem attractive to novices at first, I predict they will not be as popular after novices see some of the disadvantages. And novices using Third Street will only have that piece of street to ride on. If they are going to actually bicycle commute, they still need to learn to deal with riding on roads with traffic other places. While a few people use sidewalks to ride, most would best learn to ride safely on roads if they use marked bike lanes in the direction of traffic and get the feel of riding with traffic.

I really hope the city does not choose the 2-way bike lanes. I suspect a lot of intermediate riders like myself will not use them for the reasons above and Third Street will be more confusing than ever.

Sharrows

I have been using the “sharrows” marked on Third and I don't really feel they work well. I still need to take most of the lane and cars have to go way around me. This might work in current traffic, but not with traffic increases. Drivers in Moscow are generally polite, but I have had some get frustrated with me. I understand the Mike Lowry feels sharrows are not appropriate for the situation. Plan A and B rely heavily on sharrows. With the parking included in those plans, the increased traffic and mixed bike facilities, I think the sharrows will work even less well than they do now. I think we need consistency, like bikes lanes on each side of the road the whole route. The consistency means all users know what to expect for the whole route. In the narrow places, Les MacDonald suggested “advisory bike lanes” (dashed lines) and I think that would be much safer and more consistent than alternating lanes and sharrows.

Parking

The one thing I do like about Plan C is that it removes the most parking. I feel that if the city government and some citizens want Third Street to go through to Mountain View, and still be safe, then parking is the price that has to be paid. Right now, I frequently have to go out around

parked cars on Third Street and slow down traffic by using the lane. I have heard the argument the parked cars slows down traffic, but Third Street is already narrow in many places and residential. If all (yes, all) parking were removed, I believe we could have bike lanes or advisory bike lanes the whole route. That would be consistent and would give bikes some territory. It would help people get used to riding on roads as well and encourage cycling throughout the city.

Curb extensions:

I agree that these are good for traffic calming and pedestrians. My concern is that in some places, due to sharrows and parking spaces, bicyclists may have to merge out into traffic just before the intersection. I am wondering if plastic posts or some other traffic feature could allow bikes to fit through without having to go over a curb, but provide safety for pedestrians.

Traffic speed

I do strongly support the proposal to have a 25 mph speed limit. I think it should be that way right now.

Plan D

So overall, I would prefer that there was another plan that used ideas from the other 3 plans. If we could use the parking proposal of Plan C but incorporate the one-way bike lanes of the other plans, along with more bike lanes or advisory bike lanes instead of sharrows, I think we could have a street that would work to provide bicyclists with a sensible traffic pattern and some safety. It would be more consistent for both car drivers and pedestrians as well. If more parking can be removed for Plan C, why not for another plan? And if there is room for 2-way bike lanes much of the way, why not enough room for bike lanes on each side that go along with traffic?

Again, thank you for seeking the public input on this plan.

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 9:46 PM
To: Sandra Collins
Subject: support for Plan C with separated bike lane

From: Brooke Lowry <2brookelowry@gmail.com>
Date: January 21, 2018 at 8:59:46 PM MST
To: thirdstreet@ci.moscow.id.us
Subject: Email Quarantine support for Plan C with separated bike lane

Hello City of Moscow,
Thank you for taking public comment about this important decision of what will happen on 3rd street to accommodate cyclists.

As a mother of three, daily bike rider and former Safe Routes to School Coordinator, I fully support a separated bike lane on the north side of 3rd street.

A separated bike lane on 3rd will put Moscow on the map as an actual bike friendly city. Separated bike lanes help cyclists of all ability levels feel safer, and therefore I believe ridership will go up. This means less cars on Main St., healthier commuters as well as many more families being able to safely and comfortably access destinations along the corridor such as The Farmer's Market, the Library, Schools, Free Lunch, the UI, Main Street and local businesses.

A separated bike lane makes a statement that bikes belong, separated bike lanes give bikes a place to be so there are less potential conflict points with cars and pedestrians (as opposed to biking on the roads or sidewalks).

I have ridden on separated bike paths all over North America and Europe and as a mother of 3, I felt much much more safe than when riding on the roads or sidewalks with them. I also feel strongly that separated bike lanes gives comfort and encouragement to cautious cyclists to ride more.

Thank you for your time and efforts in this matter! Your work is very much appreciated!

Sincerely,
Brooke Harris Lowry
Address: 123 S Monroe St. Moscow, ID

From: Les MacDonald
Sent: Sunday, January 21, 2018 9:49 PM
To: Sandra Collins
Subject: Input Regarding Third Street Corridor
Attachments: Proposal for improvement of existing traffic calming measures for 3rd St.docx; ATT00001.htm

From: Russ Moore <moore.russ.d@gmail.com>
Date: January 21, 2018 at 10:21:32 PM MST
To: thirdstreet@ci.moscow.id.us, lmacdonald@ci.moscow.id.us
Subject: Email Quarantine Input Regarding Third Street Corridor

Hello,

My input and recommendations follow (also attached as Word docx):

Proposal for improvement of existing traffic calming measures for 3rd St. Corridor

A few concerns about the current options for traffic calming (Options A, B, and C).

1. Sharrows (utilized throughout the route from Polk to Blaine for both options A and B)
 - a. This type of bicycle compatible roadway is more appropriate for lower traffic volumes such as used on Spotswood or S. First.
 - b. Currently, automobiles do not respect the bicycle space and attempt to overtake the bicycle in unsafe manners.
 - c. When traffic volumes increase, the unsafe situations are going to increase
 - d. Dedicated or advisory bicycle lanes are needed to establish a standard bicycle lane that makes it clear to motorists that they need to yield to bicycle traffic
2. Curb extensions
 - a. Provide a narrowing of the lane that provides for consistent lane width for the bicycle (when cars are parked between the extensions), and may keep bicycles in a predictable location in the lane, but many cyclists will weave in and out of empty parking spots to avoid traffic, increasing the likelihood of collisions.
 - b. Requires the use of Sharrows.
3. Two-way bicycle lane with a contra-flow lane
 - a. A good concept, but would require a full 5' to 6' wide bike lane for each direction (3.5' is too narrow to be inviting to most riders and would defeat the overall benefits of the separated section).
 - b. Motorists (specifically non-residents, which number plenty in this university town) are very unfamiliar with this transportation scheme. Too many cross-streets exist along this corridor to make this a safe solution
 - c. Transitioning this bicycle flow onto east-bound and north-bound bikes at Washington and also east-bound bikes at Mountain View has not (to my knowledge) been fully addressed, and will likely complicate efforts by frequent bicycle commuters/users in getting to and from downtown.

d. Separated section with barriers, posts or curbs might require purchase of specialized equipment for debris and snow removal

Recommendations:

1. Provide a fourth option which utilizes an “advisory bike lane”. This option would provide for the best compromise allowing for multi-mode transportation along the entire route. This option would provide normal 6’ wide bike lanes on each side of the roadway where space allows (ideally from Washington to Polk and also from Blaine to Mountain View) and also include additional barriers or separation from motor vehicle traffic where possible (in heavy traffic zones around the schools and near downtown). In the section between Polk and Blaine, 6’ wide advisory lanes would be installed. Dashed line lane separation along with possibly lane painting (diagonally striped green zone, etc.) would alert drivers to a right-of-way for bicyclists (but not exclude vehicles when extra clearance is required when not bikes are present). Extensive signage should be installed to alert/educate motorists to the proper usage of the advisory lane. See the references for more details and examples.
2. Investigate options to promote increased bicycle usage for high school students. Increase sheltered parking for bicycles and provide for better, safer access to the installed bike lanes that are on either side of the street (this could include bike crossing lanes that are adjacent to the pedestrian crossing that allow for easy merging into and out of bike lanes – green boxes, etc.)
3. Investigate cost of inclusion of in-pavement pedestrian crossing lights. With fast bicycle and vehicular traffic down 3rd street (west-bound), more visible signaling at the high-school crosswalk should be used. They improve the visibility especially during daylight hours. These have been in use for many years, and the cost might not be prohibitive. If so, they should be installed at Cleveland as well.

References:

<http://www.thewashcycle.com/2015/06/alexandria-installs-regions-first-advisory-bike-lanes.html>
<https://usa.streetsblog.org/2014/09/25/portland-experiments-with-advisory-bike-lanes/>
<http://www.xwalk.com/pages/crosswalk-lighting.htm>

Thank you for your time.

Best regards,
Russ Moore

Sandra Collins

From: Les MacDonald
Sent: Sunday, January 21, 2018 10:18 PM
To: Sandra Collins
Subject: biking and walking facilities

From: Nora Locken <nora.locken@gmail.com>
Date: January 21, 2018 at 11:10:34 PM MST
To: thirdstreet@ci.moscow.id.us
Subject: Email Quarantine biking and walking facilities

Dear City of Moscow,

Thank you for your dedicated work to making the Third Street corridor safe for all users after the bridge at Mountain View is installed. Cars are often the basis upon which changes are initiated - i.e. in this case a vehicular bridge was deemed necessary and will soon be built. However, I am highly concerned about our most vulnerable users, those who walk and bike.

In this case, it is especially important to protect the many children who walk to school along Third Street or crossing Third Street to attend Lena Whitmore. At the public meeting January 11th, I was able to view the drawing of the three possible alternatives. It was difficult to say which was 'best', as I felt there were merits to all three. I hope that City staff can sincerely recommend the project that to their knowledge will be afford pedestrians and cyclists safe travel along Third Street. The bulb outs, raised cross walks and bike facilities are necessary and I hope the City Council approves a Third Street corridor plan that provides traffic calming measures to deal with the increased vehicle use and speed on this road.

Thank you,
Nora Locken

**City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET**

Contact Information (Optional)

Name:

Address:

Phone #:

/Email:

City of Moscow Third Street Corridor

PUBLIC COMMENTS/INPUT SHEET

1. Cheers for whoever contributed to and/or actually converted the Transportation Commission Subcommittee's *ideas* for proposed Plans A, B, and C into large, beautiful, clear, and helpful visual aids for all of us to see and understand.
2. I think Plan C is the best of the three current proposals, but I also think it would be fine for the subcommittee and the public to continue to refine Plan C if the public comments and input, more research and study, or future discussions reveal additional needs or new ideas.
3. The Third Street Corridor needs the Plan C enhancements **NOW**—in 2018—no matter which kind of bridge over Paradise Creek is built (or when it may be built).
4. No one *needs* a bridge for motorized vehicles at Third and Paradise Creek at this time (and maybe no one will ever *need* a bridge for motorized vehicles in that spot)! A convincing case has not yet been made for the need to build a bridge to channel motorized vehicles between Mountain View and east Third Street and points west. There are already many ways to accomplish this.
5. Low impact users (persons of all ages, walking or biking, singly or in groups, and persons needing to use various mobility aids) *need* a neighborhood bridge for their needs and purposes, certainly including these, at a minimum:
 - a. safety: crossing Paradise Creek on a safe pedestrian bridge rather than using a steep ravine;
 - b. exercise and fresh air for better health and wellbeing;
 - c. social interaction and neighborliness for increased sense of community;
 - d. less dependence on motorized vehicles, thus reducing carbon and noise pollutants and resulting in quieter, more peaceful neighborhoods with better air quality locally and beyond;
 - e. errands and shopping in our pleasant, walkable, bikeable town;
 - f. travel to and from K-12 schools, university classes, churches, workplaces, and community and cultural events;
 - g. enjoyable activities with family and friends; babies riding in strollers pushed by parents or other caregivers, preschoolers walking alongside; children walking or riding bikes to go play and

interact at school playgrounds, East City Park, and friends' houses and yards.

6. Moscow needs an ordinance that results in signage that says **"No thru trucks," "Local delivery trucks only,"** and/or **"Truck Route"** pointing to US 95 North and South and also to Hwy 8 East, beginning at Third Street and Jackson.
7. Our center city park, **East City Park**, deserves a **20 mph zone** ("20 is plenty") along the entire south and east sides; the Third Street Corridor will have a 25 mph posted speed limit everywhere else—except for the 15 mph school zones. These different speed zones will need to be monitored and enforced consistently and often at first, a little less over time. People will learn. Look at Colfax as an example.

Thank you for considering my comments. And, thank you Transportation Commission members for your hard work.

Gretchen Stewart

411 South Hayes Street

Moscow

(208) 882-7067

gretchen.stewart@gmail.com

Sandra Collins

From: Les MacDonald
Sent: Monday, January 22, 2018 8:51 AM
To: Sandra Collins
Subject: Information for Transportation Commission concerning the Bridge
Attachments: RESOLUTION OF THE CITY COUNCIL Dec 3, 2007.doc; ATT00001.htm; 21 January 2018 Letter to Mayor and Council.docx; ATT00002.htm

Follow Up Flag: Follow up
Flag Status: Flagged

From: Linda Pall <lpall@moscow.com>
Date: January 22, 2018 at 12:13:24 AM MST
To: Third Street Bridge Discussion Group <thirdstreet@ci.moscow.id.us>
Cc: Linda Pall <lpall@moscow.com>, Gary Riedner <griedner@ci.moscow.id.us>
Subject: Information for Transportation Commission concerning the Bridge

Dear Mr. Chairman and Members of the Commission,

I m attaching a letter I have prepared and sent to the Mayor and Council that includes a letter to the Editor I have submitted as well. I want to extend this information to you for your consideration.

Further, I attach to this e-mail a copy of the December 2007 Resolution, passed by a 5-1 vote that included both Bill Lambert and me voting in favor as council members then. The endorsement of the pedestrian bridge and the opposition to the motor vehicle bridge were highly supported then and in the past election, I can tell you that this was a solid message that came through among winners and losers during this past election.

I hope that you will at the very least ask that the current proposal be put on hold so that the appropriate, community-wide, broad based discussion about the future of Third Street and the bridge and its status on the city's transportation classification be systematically considered. This might well be a matter of broader concern for the Transportation Commission. If the Commission's work on the City's Transportation Plan is considered, there are several AREAS THAT NEED UPDATING. THIS WOULD BE AN EXCELLENT OPPORTUNITY TO WIDEN YOUR CONSIDERATION AND ASK THE MAYOR AND COUNCIL FOR DIRECTION THAT WOULD RETOOL THE CITY'S general citizen involvement programs and could involve the Community Development Department as well. I have sent this to Gary Riedner for his review as well.

In any case, I hope that you will take this seriously and take the time to do the consultation with the entire community, not with the style of some past civic planning efforts which focused on uninvited monologues that citizens were pummeled with that told citizens about the already determined project decisions, stale coffee and dim light with the entire speech of the staff person read from a power point presentation of boring

world class proportions. What will provide an open, inviting and productive atmosphere for effective citizen participation will require some creative effort outside our current resources. The city has numerous contacts it can pursue, including those of Everyday Democracy, and Project for Public Spaces and similar firms that provide such services.

Thank you all for your volunteer services and your willingness to open the process to the effective subcommittee that produced the Traffic Calming proposals. I am aware of considerable concern among bicycle enthusiasts about the proposals that need to be addressed.

All the best,

Linda Pall

Linda Pall, J.D., Ph.D.
Law Office of Linda Pall

304 East A Street
Moscow, ID 83843
208-882-7255 office
208-882-9115 FAX
208-310-6266 cell
lpall@moscow.com

=====

These 'equal signs' symbolize the equality for all people that we seek in the law and in society and reminds us that every day there is more work to do to achieve this goal.

Confidentiality Notice:

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January 21, 2018

Dear Mr. Mayor and Members of the City Council of Moscow:

The following letter to the editor has been sent reflecting my continuing objections and a resolution to this problem for City government to consider.

I am so very concerned that the Council may be pressing forward now, not only on an inadvisable bridge project, but on a project that will place any option for passage of a bond issue this spring for needed City projects in danger of defeat.

First, neither project has had adequate planning and community consultation and involvement. Second, without the community being actively and personally invited into a process that gives information about city needs and asks for any additional projects, the future of the bond issue is in grave doubt.

I would like to help all of you in this process. I have some thoughts I want to share with you.

Other cities across the country dedicate dollars for a community process before any public plans and processes go forward. Project for Public Spaces, a well-known and respected group that advocates for creative urban solutions, has offered a series of priorities for community engagement which would be illustrative for Moscow.

I am sharing them here, hoping that you all will find them helpful. The purpose of these priorities is to help citizens and public officials define and resolve problems, rather than fiddling with the details of solutions, already decided for them.

1. Start early, never stop.

Be accountable throughout the process so that all of the players feel that they can present new information that will be seriously considered as a project is conceived, produced and goes forward. This protects all of the participants from "being locked on a runaway train, watching helplessly" as changing circumstances pass them by. I believe this describes well where the City is today with the Third Street Bridge project as it is proposed.

2. Go where (or when) the people are.

People with the most to lose are the hardest to reach in planning. Those who are the usual participants in planning are those with more time, money and knowledge of civic procedures; they are easier to reach with traditional procedures. Cities should find more ways, places and times to participate. Consider 'pop-up' opportunities, events in every day places (grocery stores, schools, churches) including a status quo option as well as, in Moscow's case, a bridge.

3. No such thing as a Free Lunch.

Cities have to put a budget to these activities for expenditures like free child care for participants at planning sessions, food and beverages at the sessions, and opportunities for residents for work gathering data or other tasks the City might require.

4. Collect data through citizen science.

Create a shared sense of reality. Get as much information about how people use the street and how traffic behavior goes on in the area. In 2007, Michael Kyte help me and others to generate the information that showed the City Engineering Department's argument for increasing travel time with the bridge to Mountainview Road. We showed that the increase was approximately 30 seconds, hardly significant and requiring the large public expenditure. Citizen science supports the notion of collecting what can be observed and noting it for calculation purposes...data for information like crosswalk use, stops at stop signs (full stop? California stop? Ignoring it?), walking (what routes do people take? Age choice?), parking and cycle usage (how much parking use and where? Any conflict with cyclists? Timing of parking usage?), speed limits (how many drivers? Speed issues?), ETC.

5. Take Action Together!

This priority considers the prospect of the City implementing, perhaps even with the participation of the citizens, a lighter, cheaper project together. This citizen outreach should be an energizing campaign that builds a community's capacity and desire for change.

The City has the opportunity to reinvent its public participation processes for planning here with this bridge project and the bond issue that is on the horizon! The exclusive, rigid, dysfunctional community processes that have

prevented Moscow from becoming the forward-looking community it deserves to be to welcome a vibrant future for all of us. A city of affordability, sustainability, and accessibility, and help create the kind of community we all want Moscow to be as we welcome the future and our potential.

I hope that this may give you all some ideas for considering how planning might go forward for both of these ideas so the bridge and the bond would benefit...the bridge to be put on the shelf for the current time and the bond issue to be given the community involvement as described above that is necessary if it is to be successful this spring!

BELOW, please find the Letter to the editor which I also am sending to each of you hoping that you all will give the community the chance to put a temporary pedestrian bridge here and if, in the future, a real justification and improvement requires a motor vehicle bridge against current engineering best practices at Third and Paradise Creek.

The Third Street Bridge continues its questionable life, despite its lack of demonstrated need or benefit. Overwhelming failure of the City to involve important stakeholders in planning the need, funding and purpose of this doubtful, costly project contribute to the negative influence on any city-sponsored bond issue to come before the public.

Consider this:

The bridge, plus the essential traffic calming if the bridge is built, bears a price tag of more than \$1.1 million (plus 1% for the public art program). Other street projects are critical to the city and its residents, the people who will foot the bill and use the streets.

The traffic calming proposals are very positive changes to the Third Street corridor and deserve the thanks of the community for the effort of all who participated in this process. The fundamental flaw in this process is that traffic calming is planned for installation AFTER the bridge and its negative effects have already ruined life along Third Street. Concerns for future budgets will eclipse this part of the project.

The bridge ruins options for children who want to walk to Lena Whitmore.

The property values along East Third where the homes formerly on what amounted to a cul de sac have now been ruined.

Here is an alternative the Council could use to preserve options for the future if, after appropriate planning and community consultation, a motor vehicle bridge is found to be essential, it could be constructed.

Right now, give the community the opportunity to construct a pedestrian/cyclist/handicapped access bridge at the community's expense through a renewed contribution campaign across the creek, preserving the lovely willows.

Focus on the projects the city needs and wants. Save the time and effort for a planning process for the City Bond proposed for the spring.

Sincerely,

Linda Pall, J.D., Ph.D.
304 East A Street
Moscow, ID 83843
208-310-6266 or 208-882-7255 (PALL)

**RESOLUTION OF THE CITY COUNCIL
CITY OF MOSCOW, IDAHO
2007-__**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, RECOGNIZING THE NEED AND APPROPRIATENESS OF CONSTRUCTION OF A PEDESTRIAN BRIDGE ON THIRD STREET OVER PARADISE CREEK, THE PROTECTION OF THIRD STREET AS A NEIGHBORHOOD COLLECTOR THAT HELPS PRESERVE THE NEIGHBORHOOD VALUES AND CULTURAL AND EDUCATIONAL CENTERS OF THE COMMUNITY, AND THE SAFETY CONCERNS FOR PEDESTRAIN, BICYCLE AND DISABLED ACCESS TO THE CORE OF THE COMMUNITY, AND PROPOSING CERTAIN ACTIONS FOR BY THE CITY AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Moscow, Idaho, recognizes that Third Street has been an image of the town we value, with its tree canopy, historic landmark buildings, East City Park and historic residential architecture adjacent to the Fort Russell Neighborhood National Register Historic District; and

WHEREAS in 2005 the City Council authorized the building of a pedestrian bridge across Paradise Creek at Third Street and removed Third Street from designation as an arterial for city planning purposes; and

WHEREAS, Third Street is the best access point for central east/west travel of pedestrians, bicycles and wheelchairs in central Moscow and the construction of an 8-10 foot wide bridge, limited to that traffic will maximize the access across the creek to Mountainview Road; and

WHEREAS context sensitive street design, an engineering approach which generates street designs that meet neighborhood needs as well as community wide needs with the interests of all users and neighborhood conservation in mind, including multiple users beyond cars and trucks, preservation and expansion of street trees, provision of safe and protected sidewalks, and a goal of calm, safe streets; and

WHEREAS inviting more motorized traffic onto Third Street by increasing its traffic burden to that of an arterial would involve unmitigatable trade-offs such as destruction of street trees, removal of parking and increasing speed and volume adjacent to an elementary school; and

WHEREAS preserving Third Street as a neighborhood collector encourages walkability for children going to Lena Whitmore School, complements the Safe Routes to Schools grants the City has received, reduces the need for elimination of parking in residential areas and close to community facilities such as East City Park, and reduces conflicts for older and disabled residents using Third Street; and

WHEREAS adjacent neighbors and citizens from all over Moscow have expressed their support for a pedestrian bridge at this site supporting the Council's commitment to the pedestrian bridge for a neighborhood collector on Third Street rather than a vehicular bridge/arterial in 2005; and

WHEREAS citizens have come forward to assist in the financing of the pedestrian bridge and have sought the direct cooperation of the City of Moscow in this project, to preserve the safety, relative quiet, non-motorized options, parking and historic character and sense of Place Third Street contributes to the entire City;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, HEREBY RESOLVES AS FOLLOWS:

1. The City of Moscow endorses the construction of a pedestrian/bicycle/disabled access bridge on Third Street over Paradise Creek at the eastern terminus of the street west of Mountainview Road, with adjacent landscaping and accommodating the Paradise Path and amenities to the extent possible within the City's right of way at the intersection of the Creek and Third Street,
2. Third Street shall remain classified as a neighborhood collector to preserve and enhance the central historic neighborhood of Moscow and conserve the safety and accessibility of schools, East City Park and other public facilities and services located adjacent to Third Street.
3. The City shall aid in the development of this project through authorizing expenditures for a soil study and other activities from time to time that will facilitate the project, including but not limited to engineering administration, evaluation and approval and grant development for the project and receiving donations, grants and other funds earmarked for the Third Street Pedestrian Bridge and Pocket Park.
4. This resolution will be in full force and effect immediately upon its passage and approval by the City Council.

Dated this third day of December, 2007.

Nancy Chaney, Mayor

Attest:

Stephanie Kalasz, City Clerk

Sandra Collins

From: Les MacDonald
Sent: Monday, January 22, 2018 8:53 AM
To: Sandra Collins
Subject: citizen feedback

Follow Up Flag: Follow up
Flag Status: Flagged

From: Tyler Kee <tyler.kee@gmail.com>
Date: January 22, 2018 at 6:55:19 AM MST
To: thirdstreet@ci.moscow.id.us
Subject: Email Quarantine citizen feedback
Reply-To: tyler.kee@gmail.com

To whom it may concern-

My name is Tyler Kee and I am a Moscow resident. We have lived on the corner of A and Monroe just north of East City Park. As I learn more about the third street improvements, I am concerned traffic load on A street will increase even more.

We have a daughter in third grade attending Russell elementary and a son in kindergarten at West Park. We walk our kids to Russell in the morning (son rides bus from Russell to West Park) and are already concerned about the speed of vehicles driving without restriction down A street.

Any impediment to traffic flow on Third street will invariably increase the volume of unrestricted traffic on A street. especially traffic from northeast of town.

As a citizen, parent, and community member, I urge you to address any potential increase in A street traffic during Third street improvements. I envision 1-2 four-way stops between Hayes and Van Buren serving as effective deterrents.

I am happy to discuss this issue further, feel free to contact me by email, phone, or schedule a time to meet in person.

I appreciate your consideration and look forward to making our community an even better place to work, live, and play!

Sincerely,

Tyler Kee
723 East A St
(208) 610-0468 mobile

Sandra Collins

From: Les MacDonald
Sent: Monday, January 22, 2018 8:54 AM
To: Sandra Collins
Subject: Third Street improvements - bike lanes

Follow Up Flag: Follow up
Flag Status: Flagged

From: "Tyler Kee" <tyler.kee@gmail.com>
To: "ThirdStreet" <ThirdStreet@ci.moscow.id.us>
Subject: Email Quarantine Third Street improvements - bike lanes

Hi There-

In regards to the three options for third street improvements, I strongly advocate for option C, a dedicated bike lane.

I am an avid cyclist with two young up-and-coming avid cyclists. Trying to ride from A and Third to West Park with a kindergartner in tow can prove to be a daunting and downright dangerous challenge. If the city provided better safeguards for cyclists, I would ride my child to school far more often.

Cycling improves citizens and communities. Anything that encourages cycling will make Moscow a better place to work, live, and play.

Respectfully,

Tyler Kee
723 East A St
Moscow, ID 83843

Sandra Collins

From: Les MacDonald
Sent: Monday, January 22, 2018 8:55 AM
To: Sandra Collins
Subject: Third Street Bridge--Please keep Third Street safe!

Follow Up Flag: Follow up
Flag Status: Flagged

From: Judy Sobeloff <freewriting@turbonet.com>
Date: January 22, 2018 at 8:56:13 AM MST
To: thirdstreet@ci.moscow.id.us
Subject: Third Street Bridge--Please keep Third Street safe!

Dear Members of the City Council, the Third Street Transportation Committee, and the Mayor:

Thank you for your work on behalf of the people of Moscow and your dedication to doing what will serve our community best. I am writing to express concerns about the safety and wisdom of the Third Street Bridge project. I still hold out hope for this being a pedestrian/bicyclist bridge rather than a motorized bridge; I hope that if it must be a motorized bridge, despite the many reasons against that plan, that all necessary traffic calming measures will be put in place beforehand.

I think our top priority should be keeping our community a wonderful and safe place to live. The decision to build a motorized bridge seems to have been pushed through without public comment, without concern for costs, and in opposition to what will serve our community best. I think that a bridge for motorized traffic on Third Street may make life in Moscow faster down that corridor, but I don't think that the few minutes people gain will make life better. I think the increase in motorized traffic will diminish the feeling of liveability in our downtown, particularly by transforming the stretch of Third Street around the high school and the 1912 Center, and may lead to safety issues due to the proximity of schools.

If the motorized bridge does go through, despite the very real concerns of many residents, I hope that you will do the utmost to put the necessary traffic calming measures in place. I hope that students and pedestrians and bicyclists and, yes, drivers will all still be able to travel safely on this street, as well as the residents of Third Street and the surrounding neighborhoods. Thank you for your consideration.

Best regards,
Judy Sobeloff

228 N. Howard St.
Moscow, ID 83843
(208) 882-6655

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

The Plan C is best. A & B depends
on curb-cuts & they are not effective
in traffic calming - as experienced at
1st & Blaine.

But care must be taken that the
crosswalks & medians are wide enough
& visible enough to be effective - good
example 6th St on campus

Contact Information (Optional)

Name:

Address:

Phone #:

Joann Muneta
203 S Howard
882-3648 Email: jmuneta

City of Moscow Third Street Corridor
PUBLIC COMMENTS / INPUT SHEET

Plan C is the safest and the most forward-looking for traffic and growth.

Also, I think the safety of the Third Street corridor is extremely important. These safety/calming measures must be completed by the time the Third St Bridge is functional.

Contact Information (Optional)

Name:

David Allen

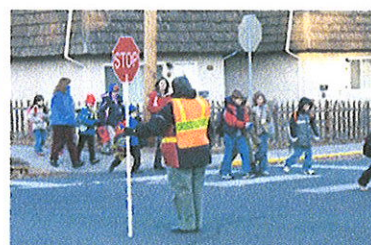
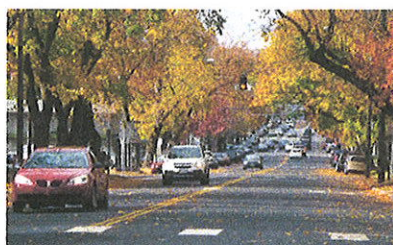
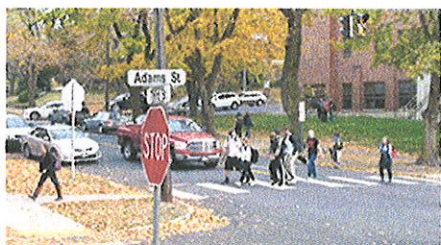
Address:

303 E 3RD ST, #7

Moscow 83847

Phone #:

/Email:



Dear City Council and Staff,

As we approach a new year with high hopes and enthusiasm, I believe we should take a new and fresh look at Third Street. As the city moves forward with plans for a new connecting bridge, the opportunity arises to create a pedestrian and bicycle friendly street that will be unique to Moscow and to the region. Imagine bicyclists enjoying the safe ride from Mountain View to Main Street.

I am delighted that the city took time with a select committee to review opportunities for Third Street. There are several options that have been on show to the public at City Hall. After careful study, I would suggest that the **"C Option"**, which is dedicated to bicycle traffic offers the most unique possibilities for Third Street. However, I believe that with a more creative charge the redevelopment of Third Street could be even more profound.

Remember that The Fort Russell Neighborhood Historic District has now been expanded and runs for seven blocks from Jefferson to Hayes Street. In essence, that is from City Hall to East City Park. Two sites that are much used and much loved by all. Those seven blocks also represent the longest stretch of historic blocks in the city. The Downtown Historic District is just five blocks long. The Downtown District does include six stand-alone buildings on Main Street that are on the National Register, while Third Street comes in second with four stand-alone National Register buildings. Those are **City Hall**(1910), the **First Methodist Church**(1904), the **1912 Center**(1912) and the **Mason Cornwall House**(1889).

We have made great strides in turning Main Street and its historic properties into a very pleasing and useful area that respects pedestrians and accepts cars. There is no doubt in my mind that we could do the same thing on Third Street. Imagine along with the pleasing and relatively flat bicycle lane, there might be a row of flowering trees along East City Park. As sidewalks need to be repaired we could enlarge the walks into six feet wide walks rather than the very tight four feet. There could be special lights and signage that would assist citizens in understanding where the historic district begins and ends.

My point is that this, the Third Street opportunity is quite special and should not be squandered. Please assist me in encouraging the restructured City Council and the very able staff to reach the very best possible choice in this matter.

D. Nels Reese

Jan 19, 2018

Sandra Collins

From: Les MacDonald
Sent: Monday, January 22, 2018 3:15 PM
To: Sandra Collins
Subject: 2 votes for "Plan C"

From: "Cathy & Jack Porter" <cathy.b.porter@gmail.com>
Date: January 22, 2018 at 3:54:38 PM MST
To: thirdstreet@ci.moscow.id.us
Subject: 2 votes for "Plan C"

Dear Mayor, Council, Transportation Commission, and other sub-group members,

We strongly favor "Plan C" as developed by the task force. Separated bike lanes with a physical barrier would be a huge improvement over bicyclists having to "share the road" with cars and trucks on this narrow street. Plans "A" and "B" would be better than nothing, but the key advantage of "Plan C" is the physical protective barrier. Just painting lines on the pavement cannot make us feel secure when riding within a few feet of multi-ton vehicles whose drivers are frequently inattentive, distracted, impatient, and unaccustomed to thinking of bikes as vehicles.

As a recent column in the Daily News pointed out, this is not just about bicycles. Every downtown worker/shopper/visitor who rides a bike means fewer cars competing for parking spaces, wearing out the pavement, and adding to traffic congestion. Protected bike lanes would also help get bicyclists off the sidewalks, where they compete with pedestrians and wheelchair users.

We understand the protective barriers would be relatively inexpensive to acquire and install, and relatively easy to relocate or remove if necessary. The city should give "Plan C" a try and see how well it works once the public gains familiarity with it. If it turns out less successfully than we expect, the other options would still be available.

Cathy and Jack Porter
725 East E Street
Moscow

Sandra Collins

From: Les MacDonald
Sent: Tuesday, January 23, 2018 8:49 AM
To: Sandra Collins
Subject: Third Street plans

From: Jim Frenzel [mailto:jim.frenzel@gmail.com]
Sent: Monday, January 22, 2018 7:22 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: Third Street plans

I know I missed the Sunday deadline, but as a dedicated cycle commuter - in all kinds of weather - I am strongly in favor of any plans that improve the safety of bicycling up and down Third Street and from the description in the paper I believe Plan C would be my first choice.

--

Jim Frenzel
jim.frenzel@gmail.com

Sandra Collins

From: Les MacDonald
Sent: Tuesday, January 23, 2018 8:49 AM
To: Sandra Collins
Subject: 3rd st bike lane

From: Jennifer Boie [mailto:jenniferboie@hotmail.com]
Sent: Monday, January 22, 2018 4:45 PM
To: ThirdStreet <ThirdStreet@ci.moscow.id.us>
Subject: 3rd st bike lane

As longtime residents of Moscow, our family would like a separated bike lane on 3rd street to help more families and people of all ages feel safe on 3rd street on their bikes.

Thank you,

Jennifer Boie
222 North Adams St., Moscow



Memo

To: Tyler Palmer, Deputy Director-Operations
Les MacDonald, Public Works Director
From: Steven Schulte, Streets Supervisor
Cc: Kevin Lilly, Deputy Director-Engineering
Date: 12/20/2017
Re: Third Street Traffic Calming Maintenance Considerations

Gentlemen,

As requested, my Staff and I have conducted a maintenance review of the proposals generated by the Transportation Commission Task Force, and have prepared comments based on said review. We appreciate the opportunity to contribute our perspective to this important process, as the lifecycle costs of any facility are drastically influenced by the long-term operation and maintenance investments.

Plans A and B are similar from a maintenance perspective in that they create some challenges, and additional input of labor. The increase is most acutely experienced in the increase in pavement markings, especially with this being a higher-traffic, high-visibility area. We are a small crew, and pride ourselves on working effectively and efficiently, but we are truly close to saturation with our current available labor hours, and already commit 15-20% of our available construction season labor hours to traffic markings.

The bulb-outs in these two options present some challenges for plowing, and sweeping, as anything that disrupts straight-line operations has a negative impact on efficiency. Other minor considerations are the continued maintenance of flashing signals, and the impact of median islands on our ability to berm and remove snow from Washington to Van Buren.

Plan C presents some unique maintenance challenges in addition to the items covered in the previous paragraphs. The following are the specific items to Plan C generated in the review process:

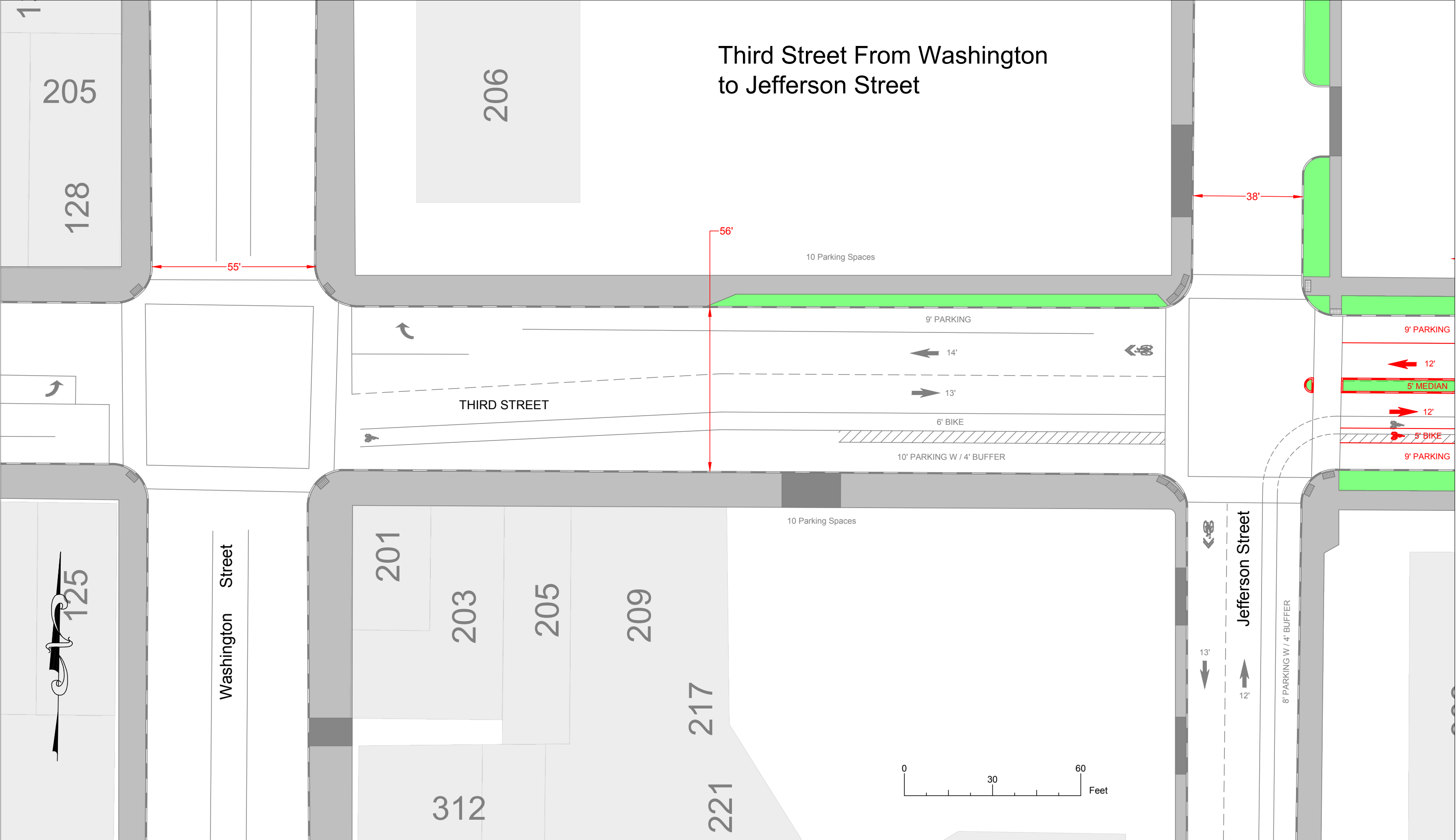
1. Placement of garbage and recycling bins for collection could prove challenging.

2. The narrow bike lane, and physical buffer, would present challenges for sweeping. This would likely require special equipment, and additional man hours to maintain at an acceptable level of cleanliness. Sweeping is, and will increasingly be, a critical component in maintaining storm water quality.
3. Snow removal in the cycle track lane will be difficult and the Street Dept. does not have equipment capable of performing this task. Snow storage is also limited. Also, we will be unable to run a snow gate equipped plow along the North curb-line, which will impact the historic level of service.
4. Snow removal for the vehicle lanes is a concern throughout the entirety of the corridor. The following is a rundown based on section width:
 - a. Main to Washington- Snow on the north sidewalk and cycle track is isolated from the roadway and the furniture zone lacks the storage room for a normal winter. I am not sure how we would remove it without requiring a considerable change to our snow removal program.
 - b. Washington to Jefferson- This block may have enough room in the middle for a snow berm but it will be snug.
 - c. Jefferson to Adams- This block has 42' of plow-able width and 24' of driving lane. Our snow berm is generally about 6' wide leaving 9' of drive lane per side.
 - d. Adams to Polk - 22' of driving lane does not leave room for snow berm in the middle as we have historically done. One idea was to push all of the snow to the south side and try to put it on the green strip. This would be challenging and there are multiple driveways.
 - e. Polk to Hayes – All snow would need to be plowed to the south side green strip but there is also the issue of driveways/alleys that would be blocked.
 - f. Hayes to Grant- Maintenance along this stretch is highly challenging. There is not enough room to store the snow and keep two lanes of traffic open due to the bikes on one side and a sidewalk on the other. This narrow section also limits the potential of building a center berm as there still wouldn't be enough room for vehicles. We will continue to look for potential alternatives for this section.
 - g. Grant to Mountain View- This last section may have enough room for snow storage along both sides however the south side parking may be too dense to allow for much room.

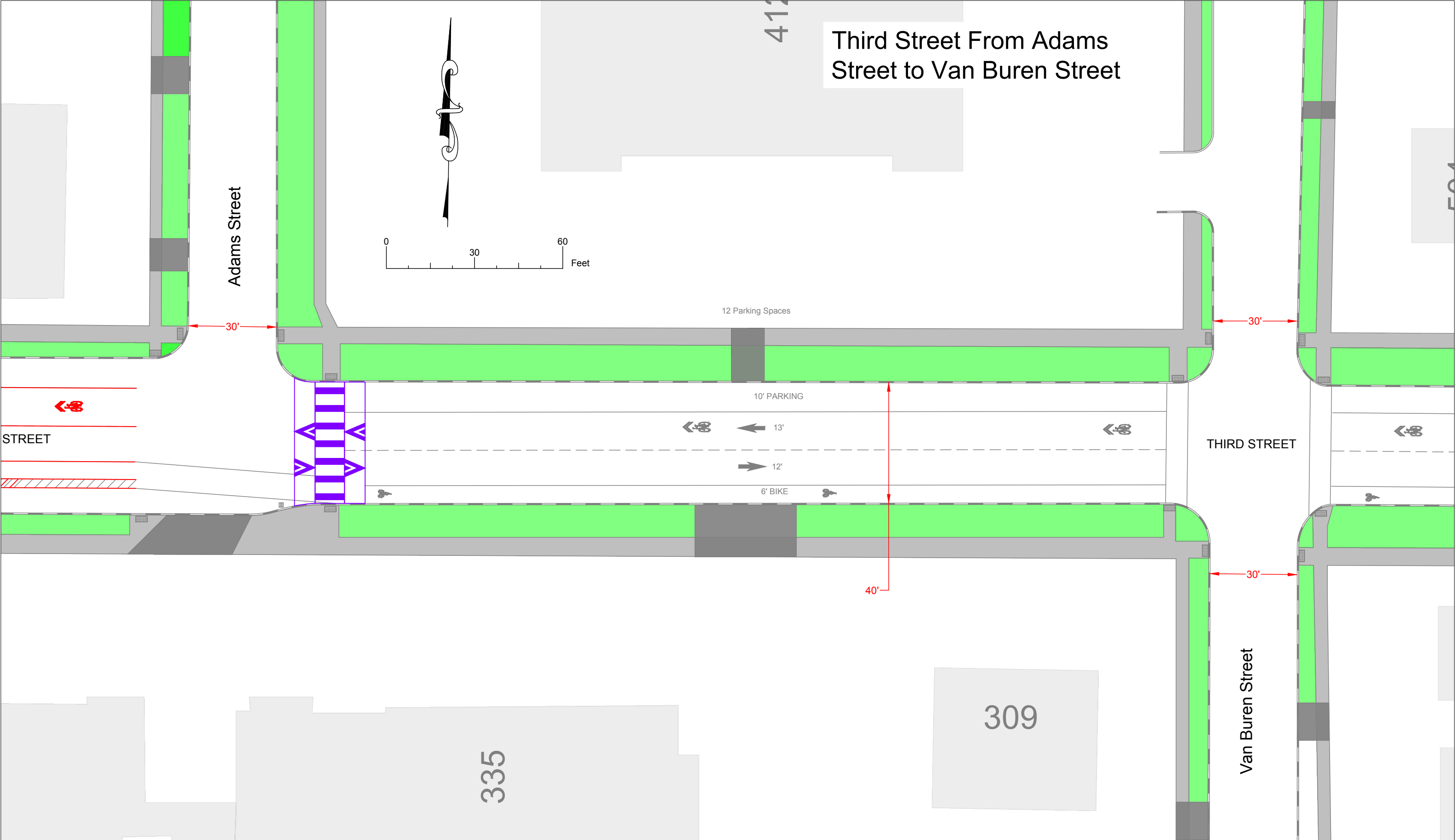
Please let me know if you have any additional questions or would like any clarifications.

Regards,

Steve Schulte

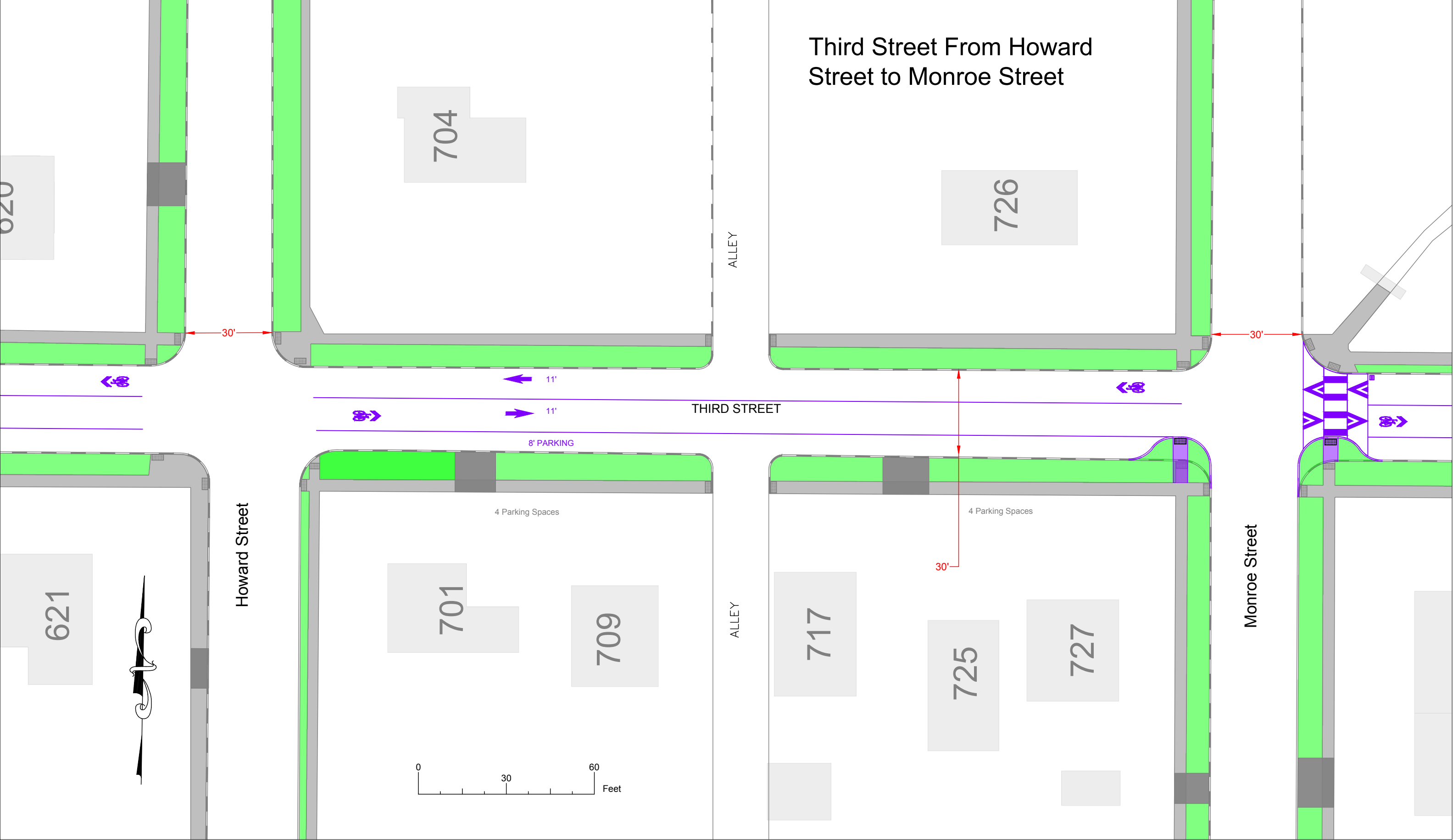




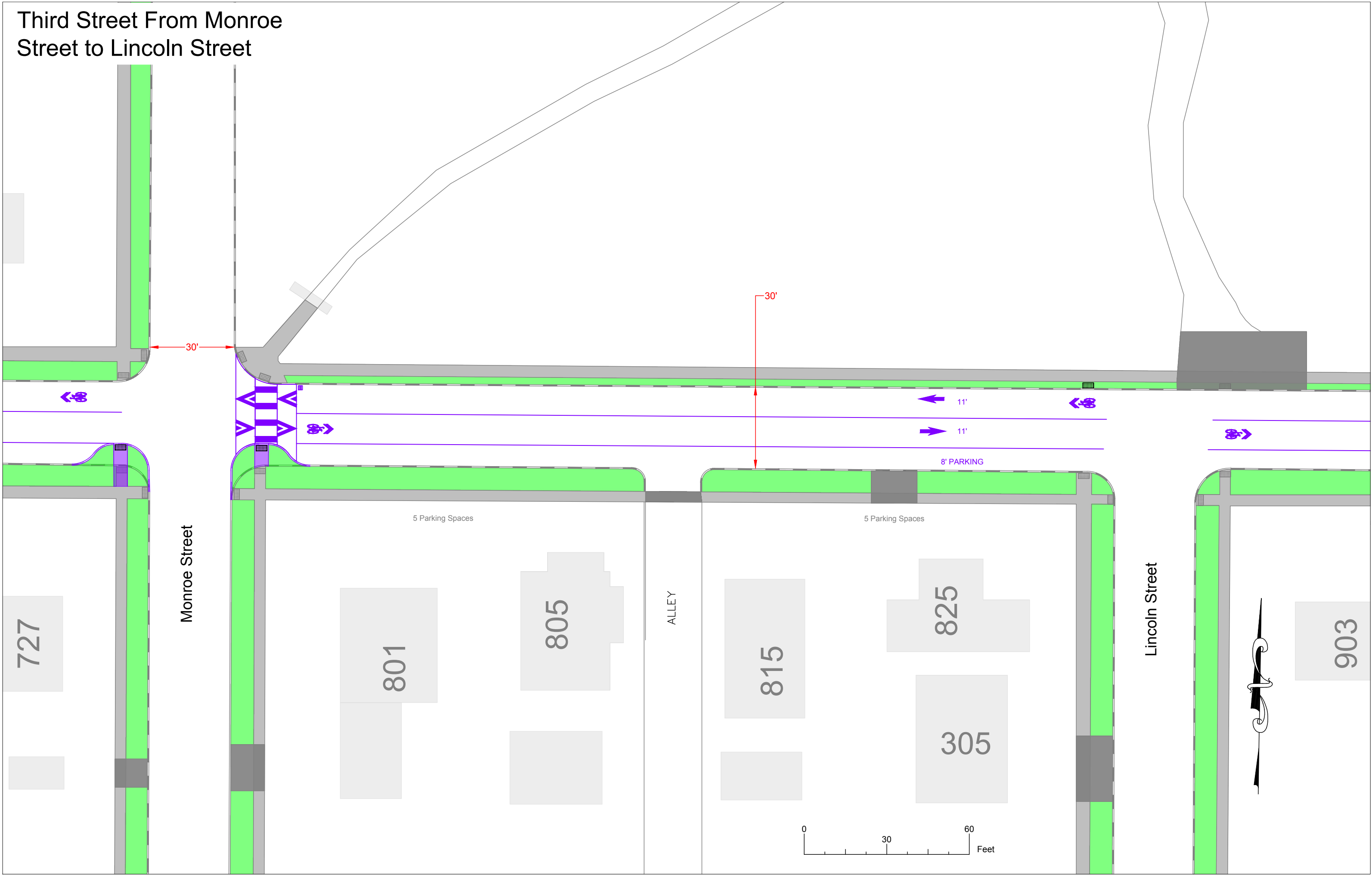




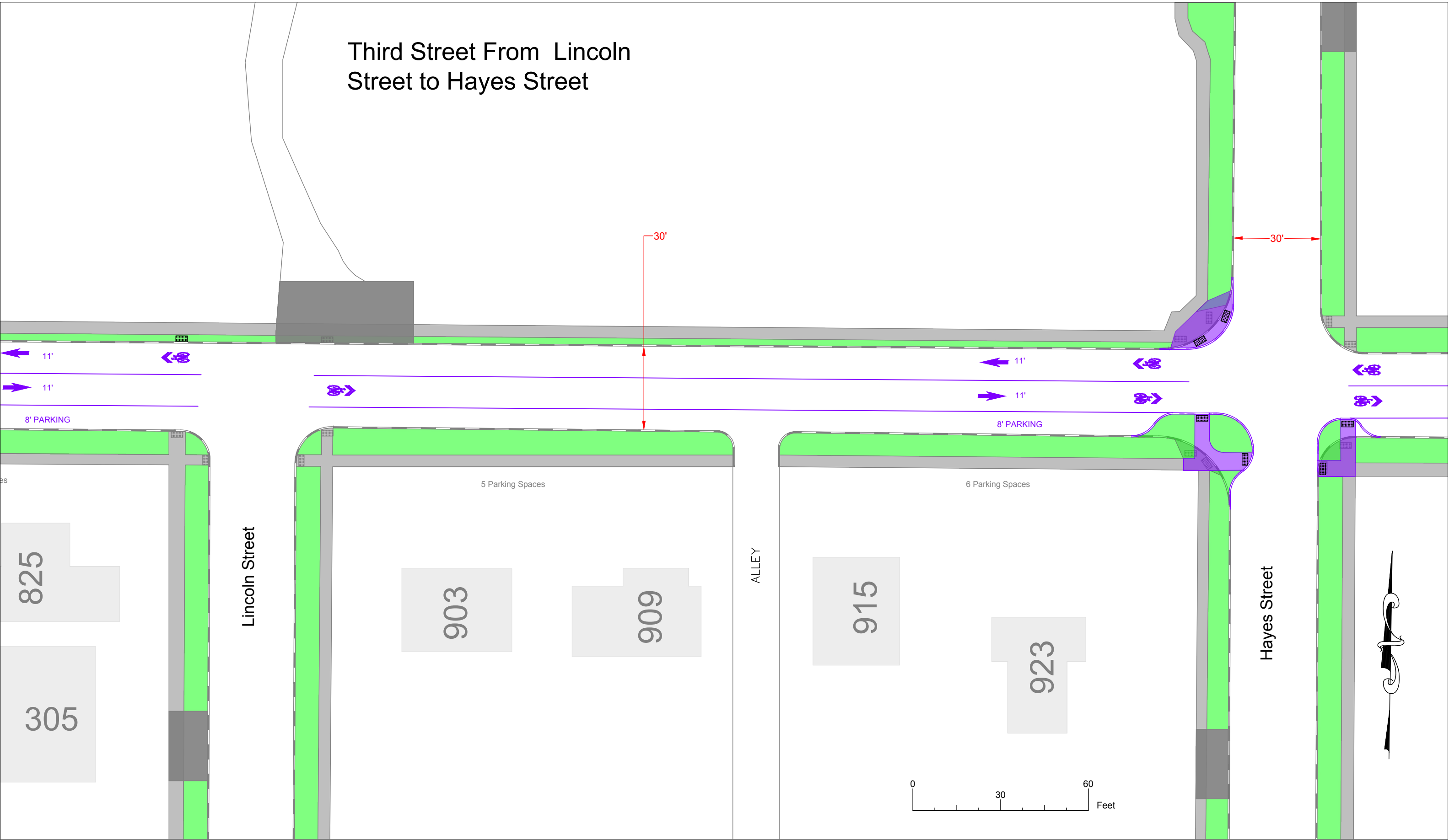




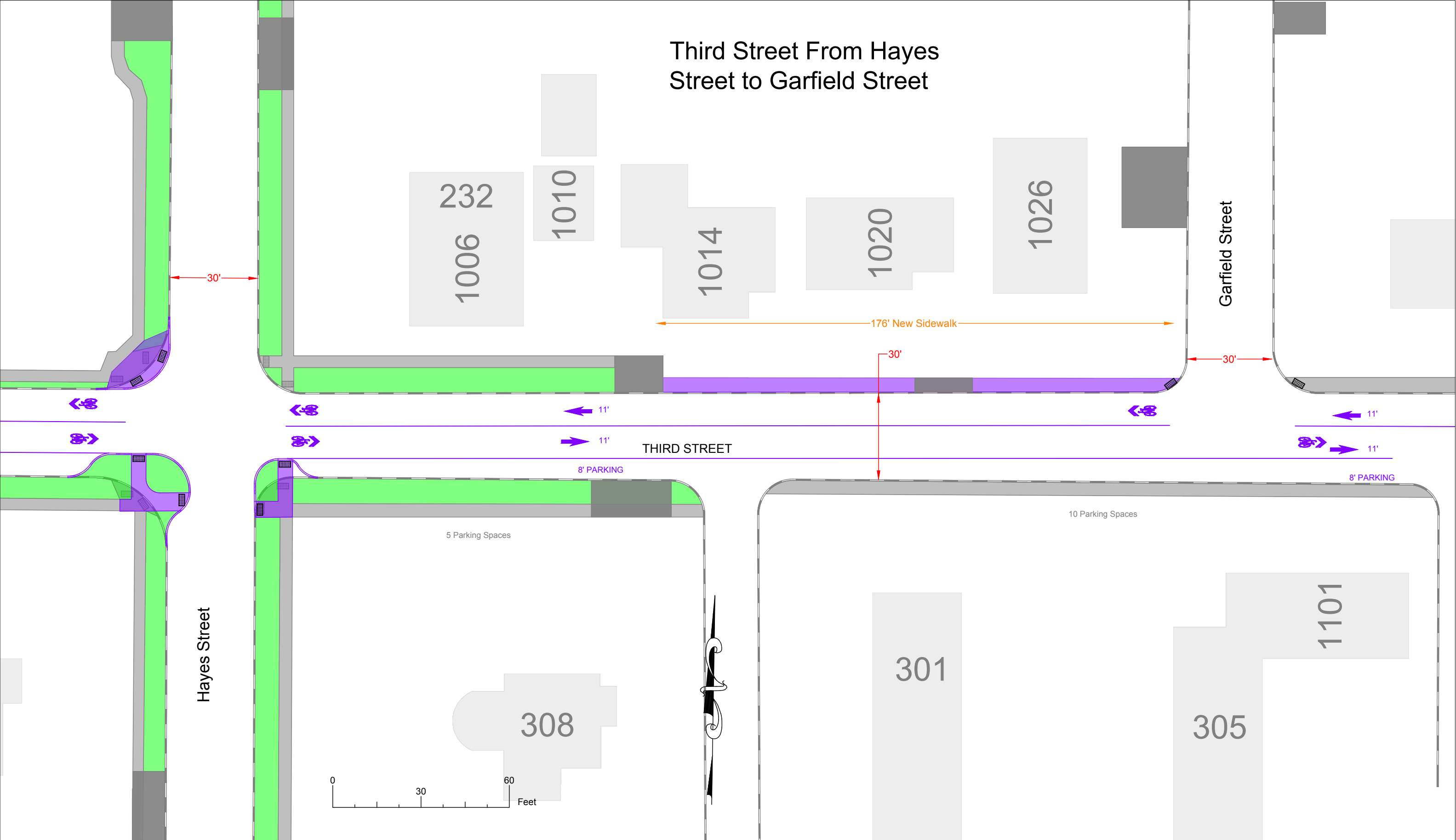
Third Street From Monroe
Street to Lincoln Street

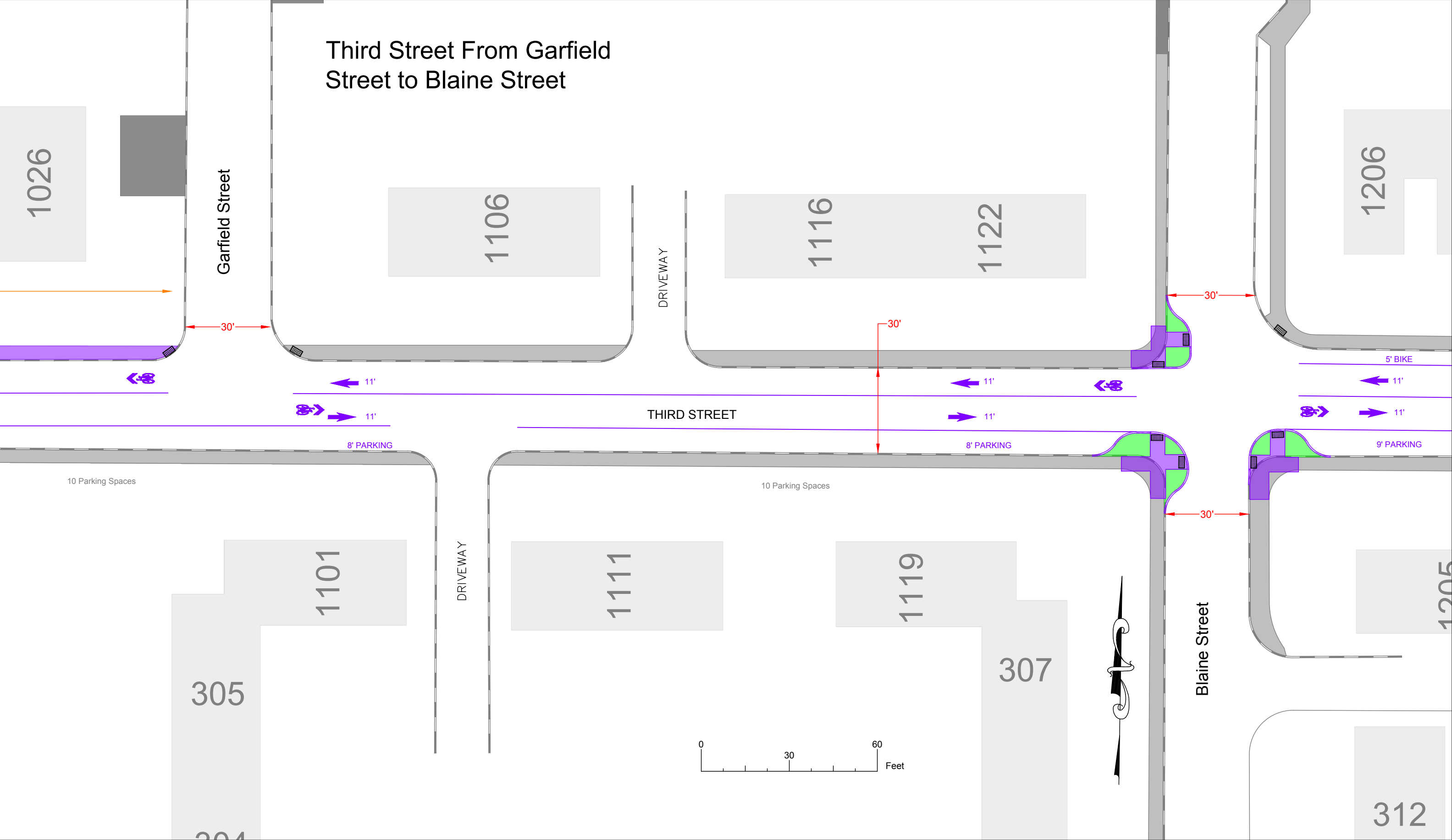


Third Street From Lincoln Street to Hayes Street

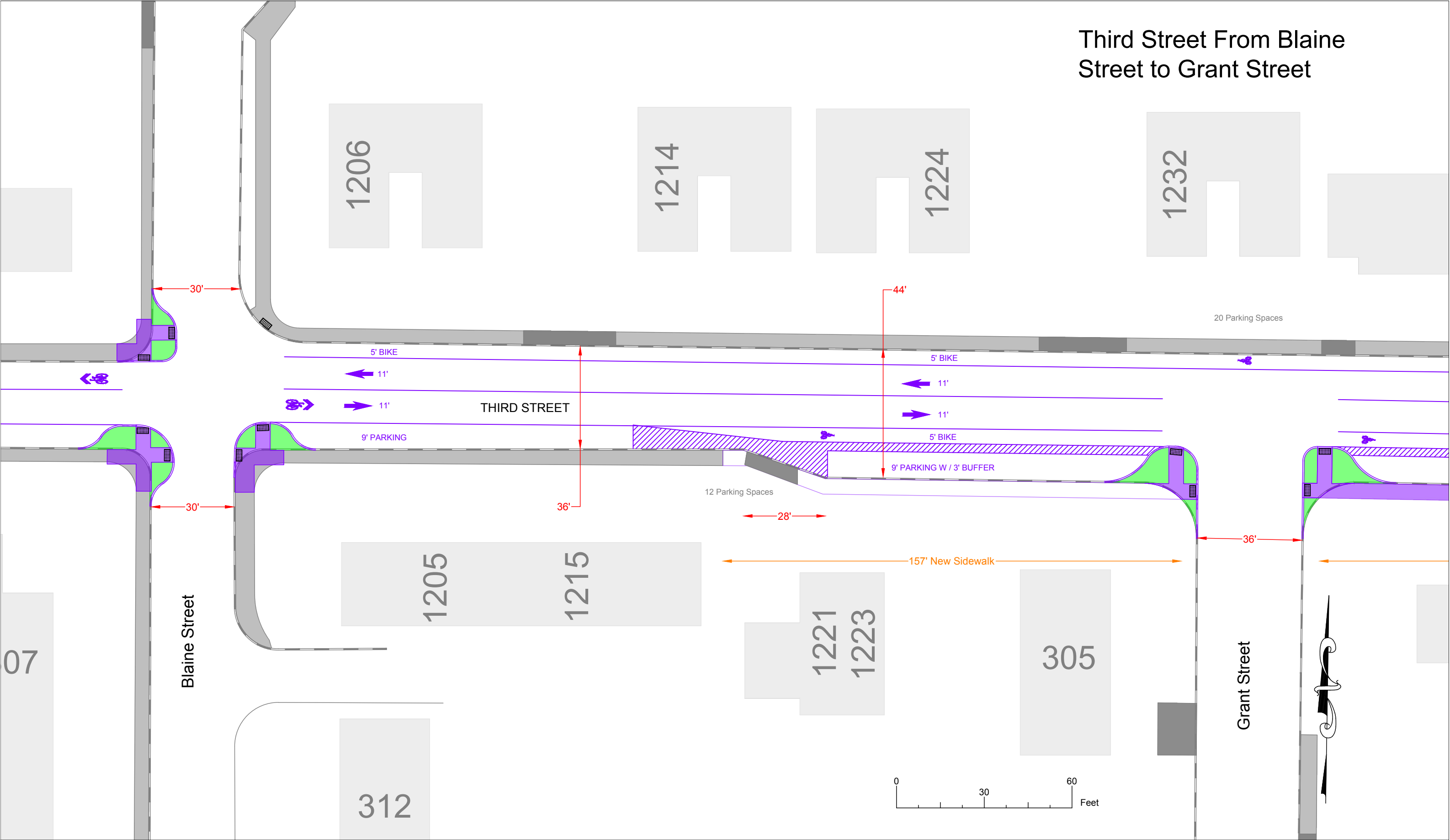


Third Street From Hayes
Street to Garfield Street





Third Street From Blaine Street
Street to Grant Street



Third Street From Grant
Street to Cleveland Street

1232

1316

233

234

20 Parking Spaces

5' BIKE

11'

11'

THIRD STREET

5' BIKE

9' PARKING W / 3' BUFFER

8 Parking Spaces

FER

alk

262' New Sidewalk

305

1311

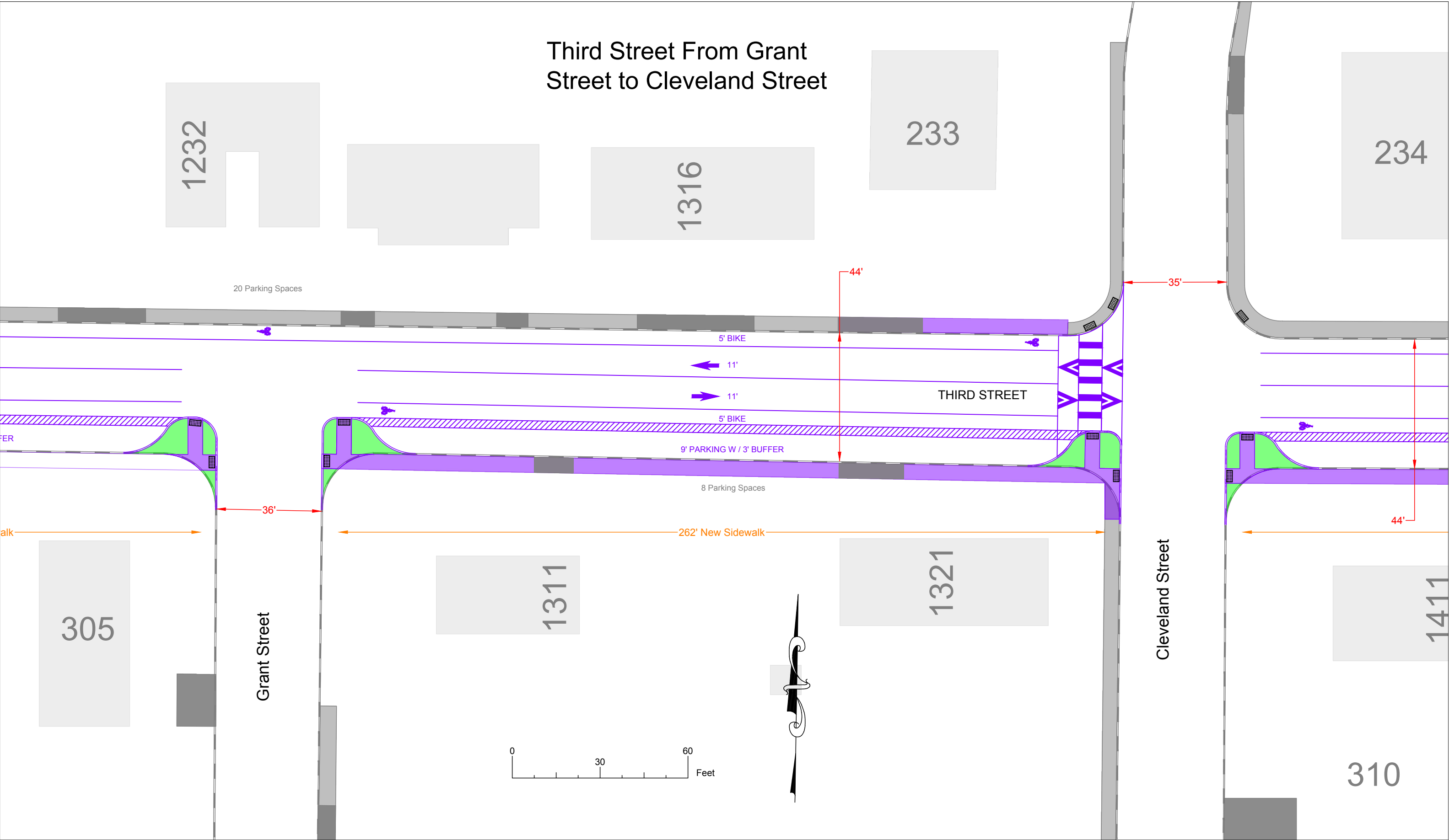
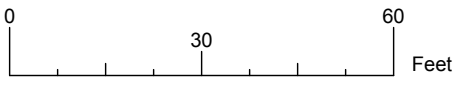
1321

1411

310

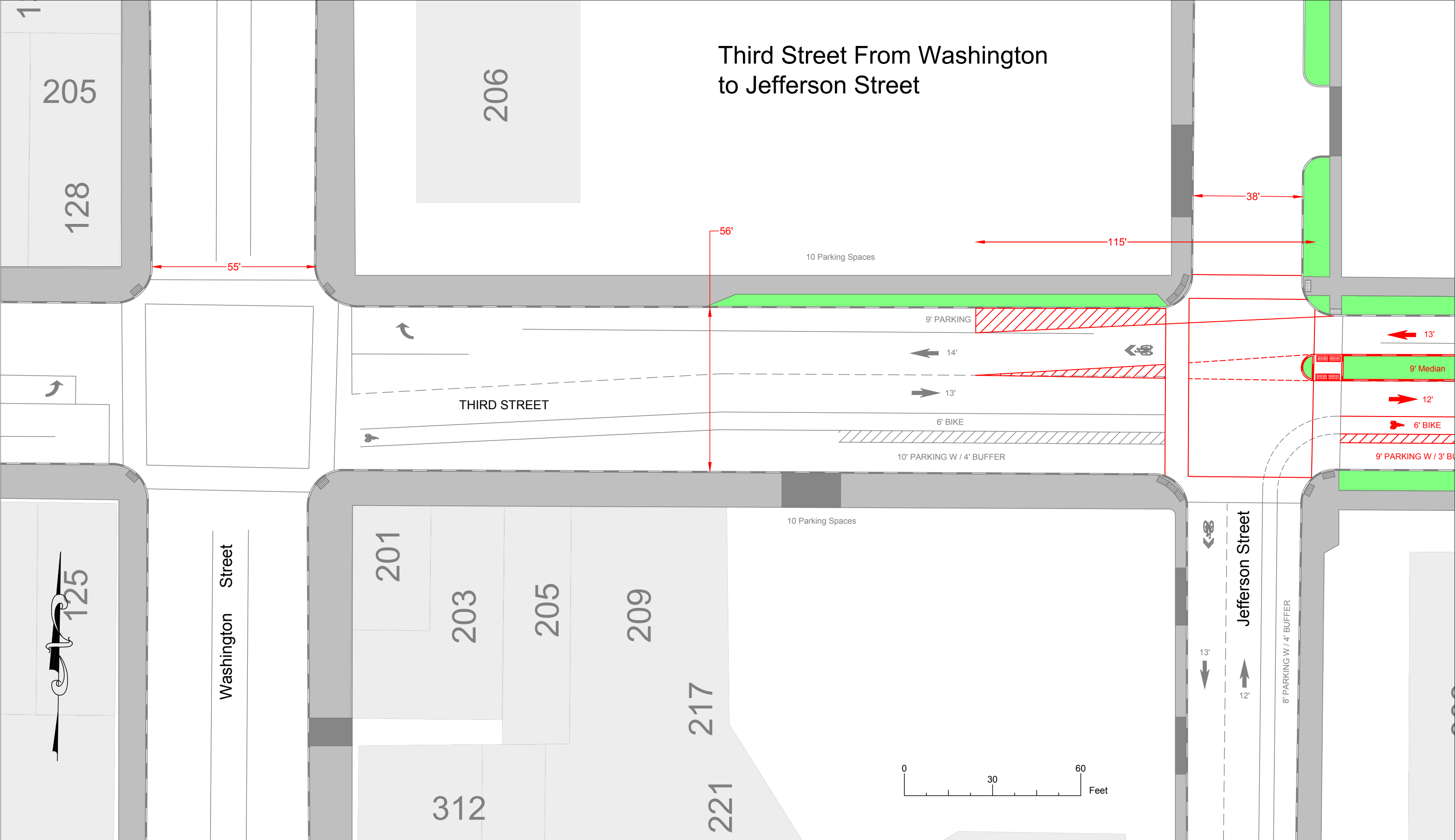
Grant Street

Cleveland Street

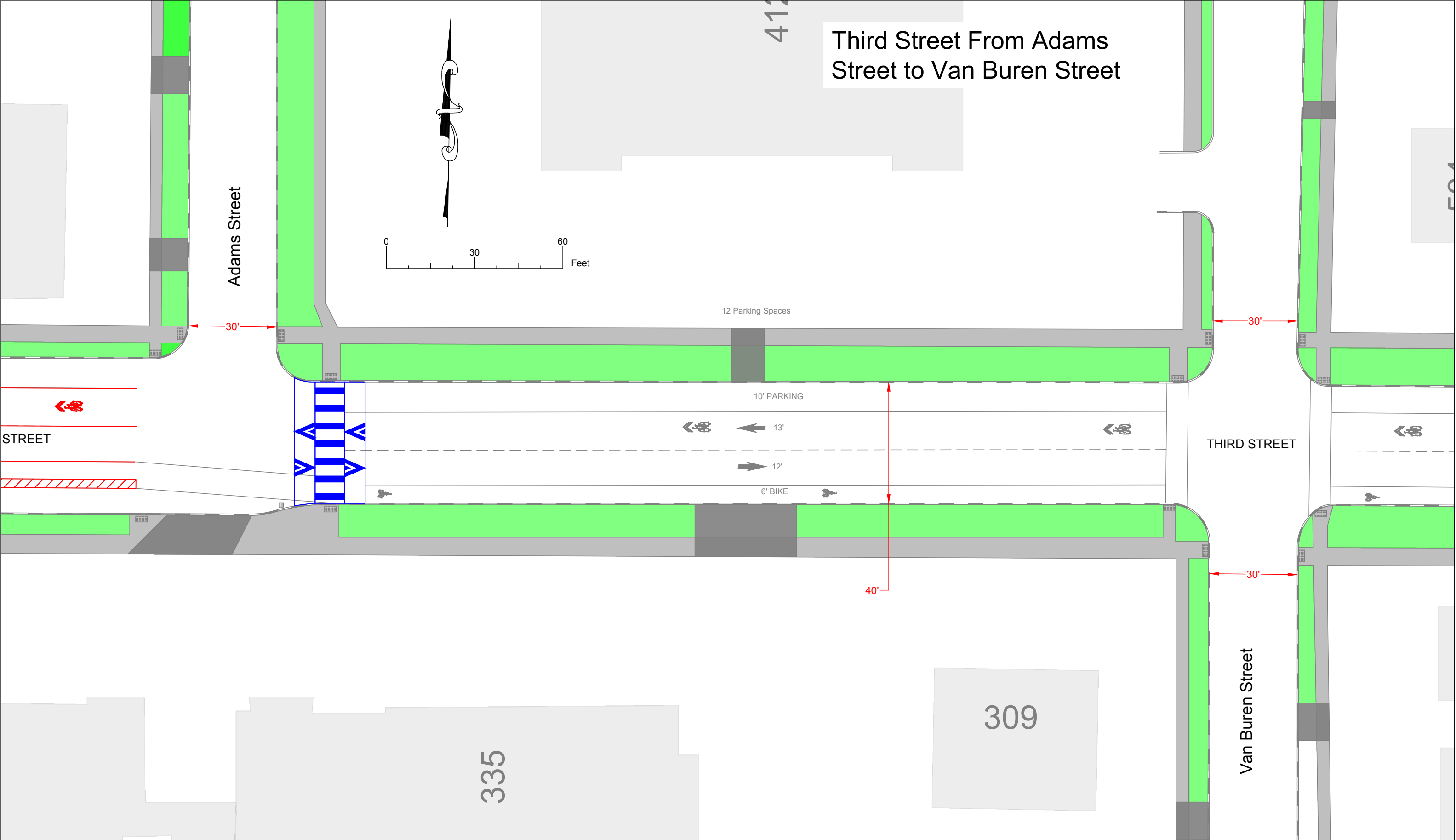






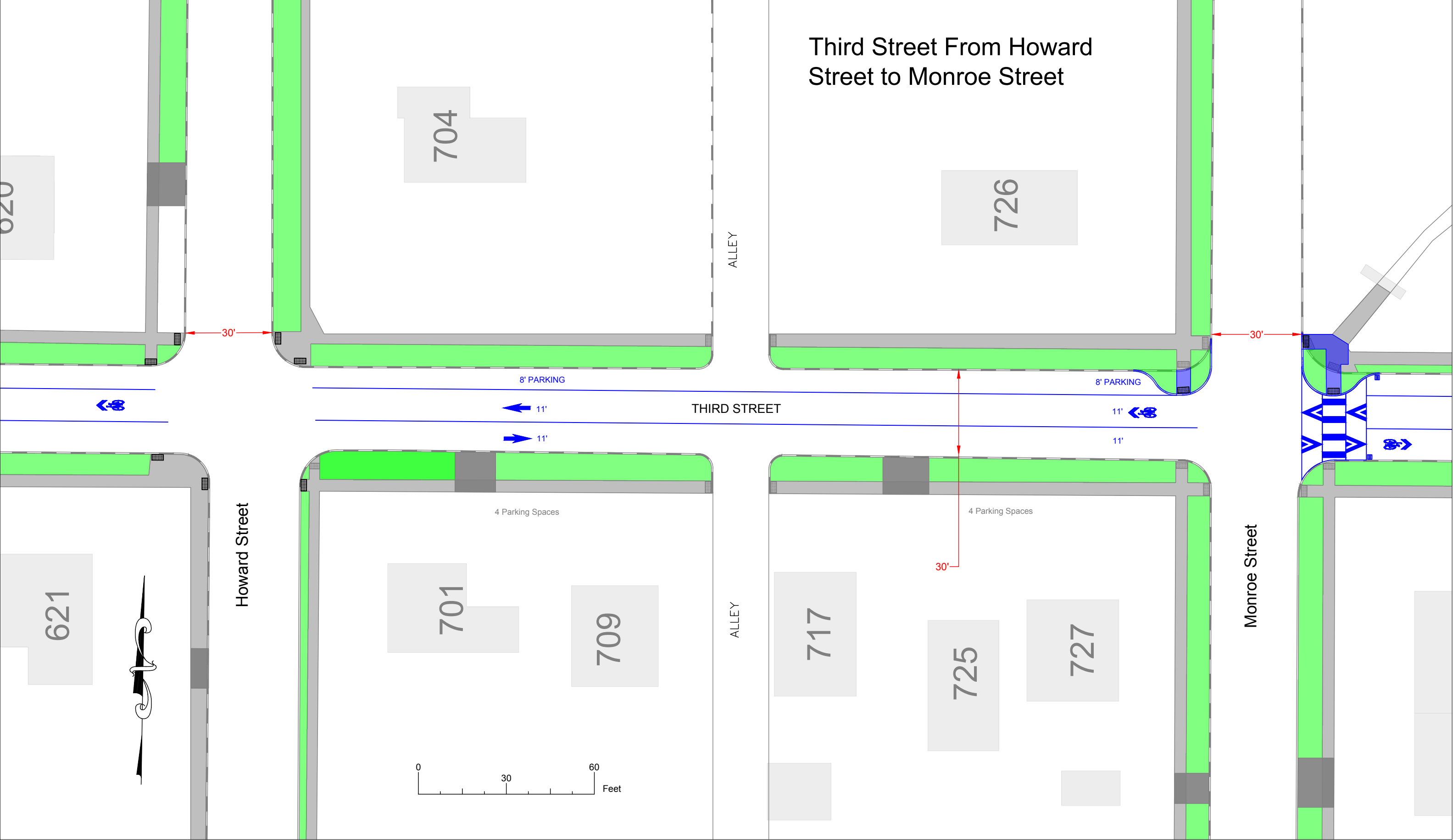




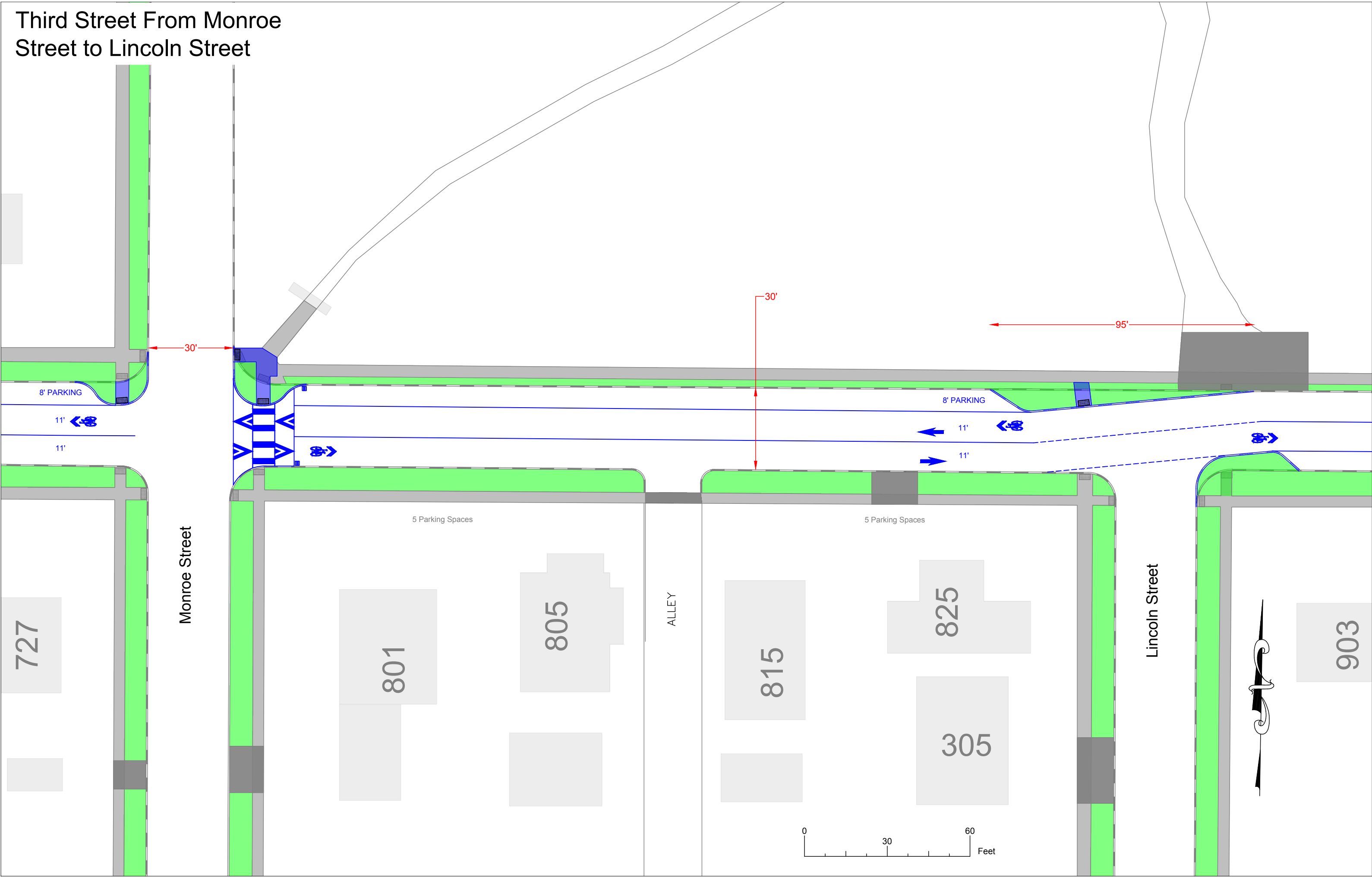




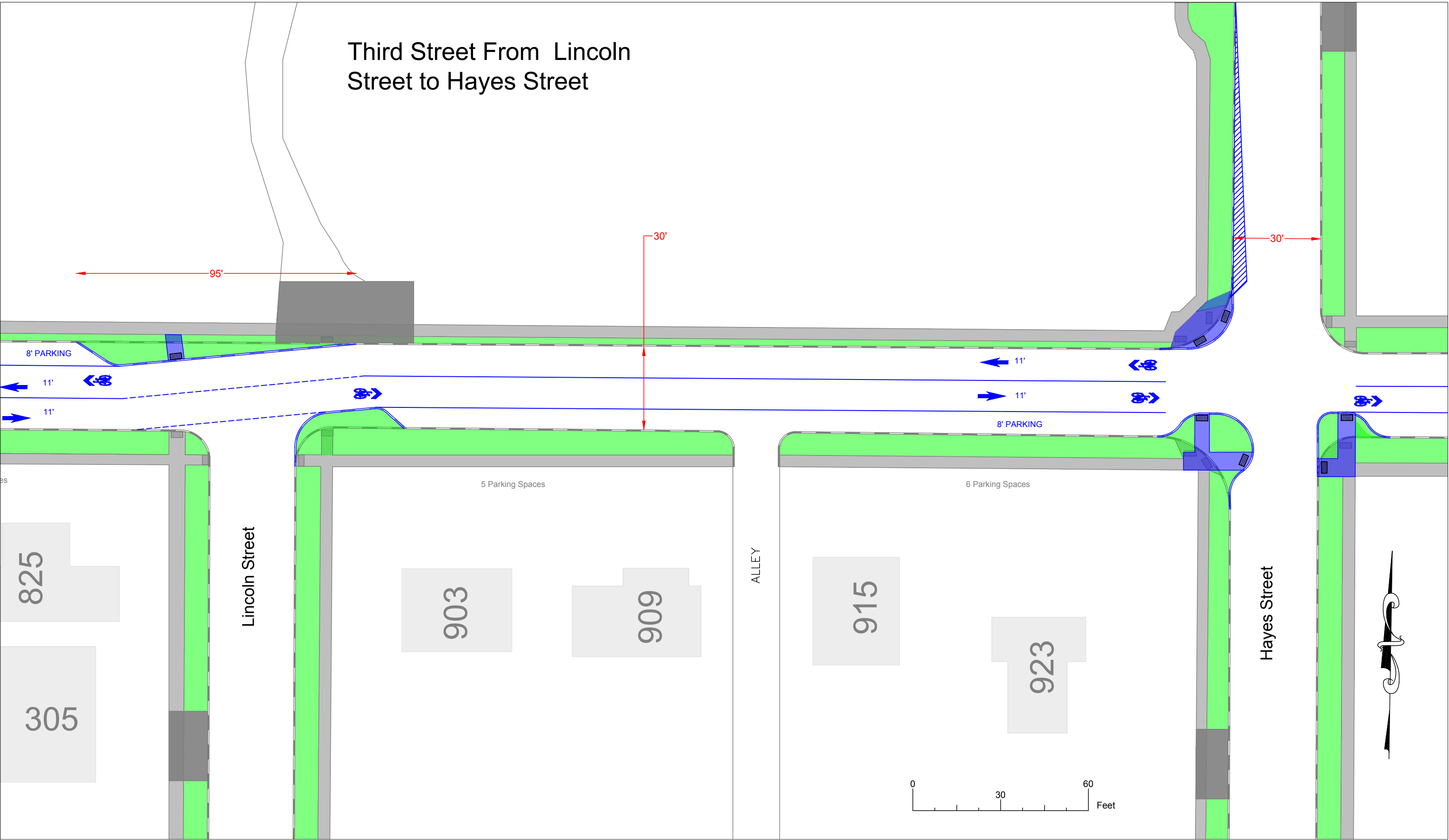


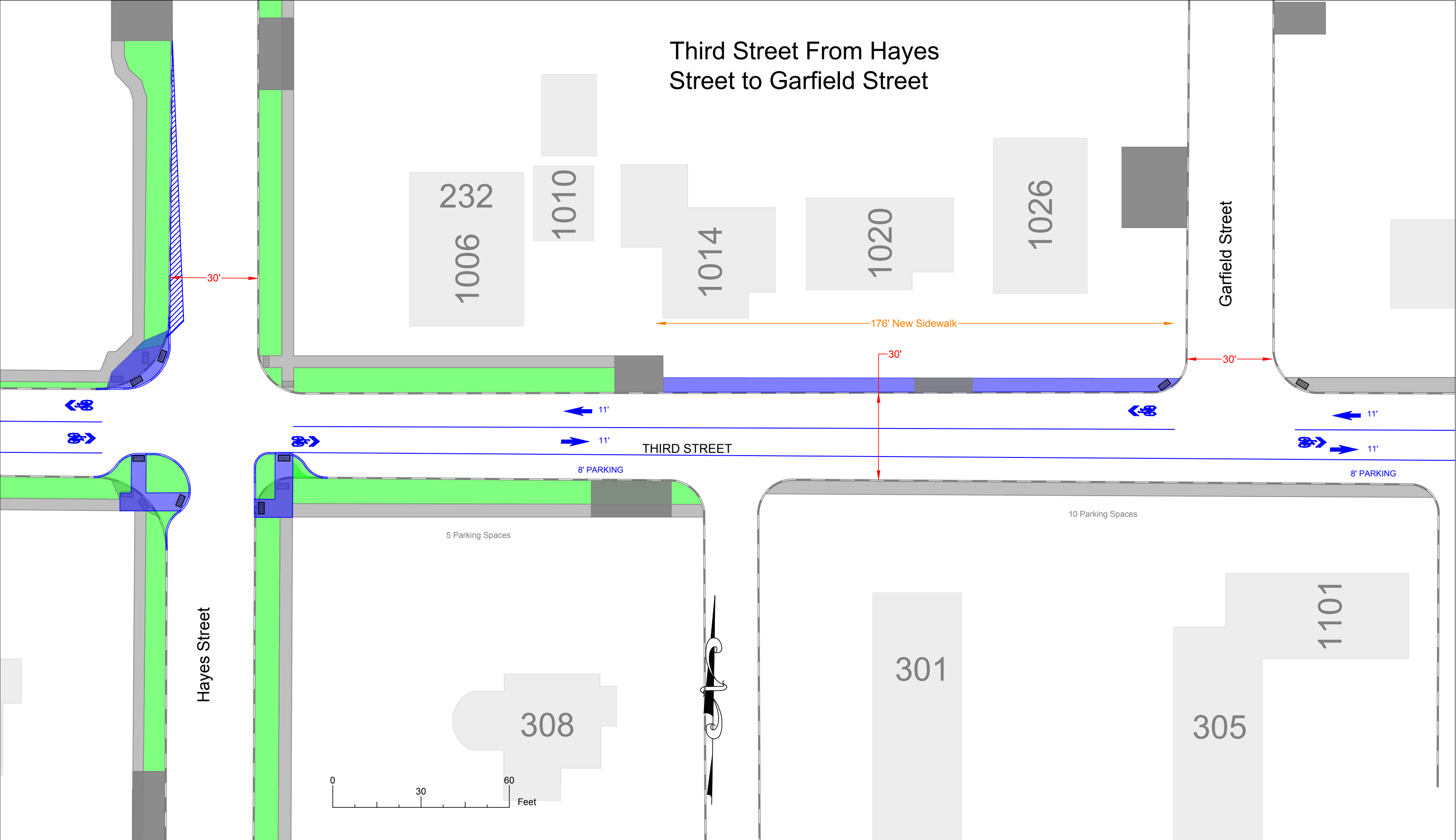


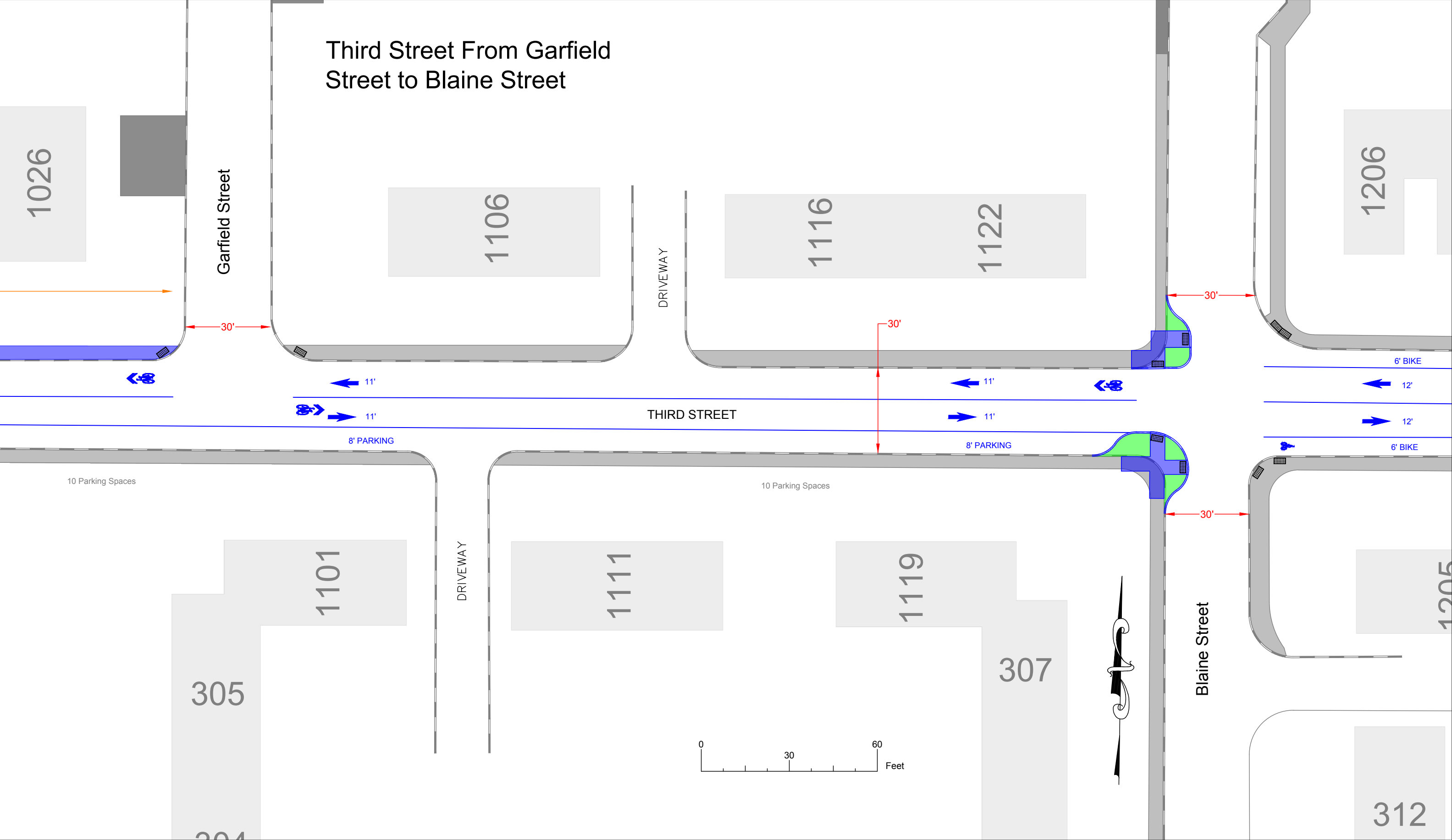
Third Street From Monroe
Street to Lincoln Street



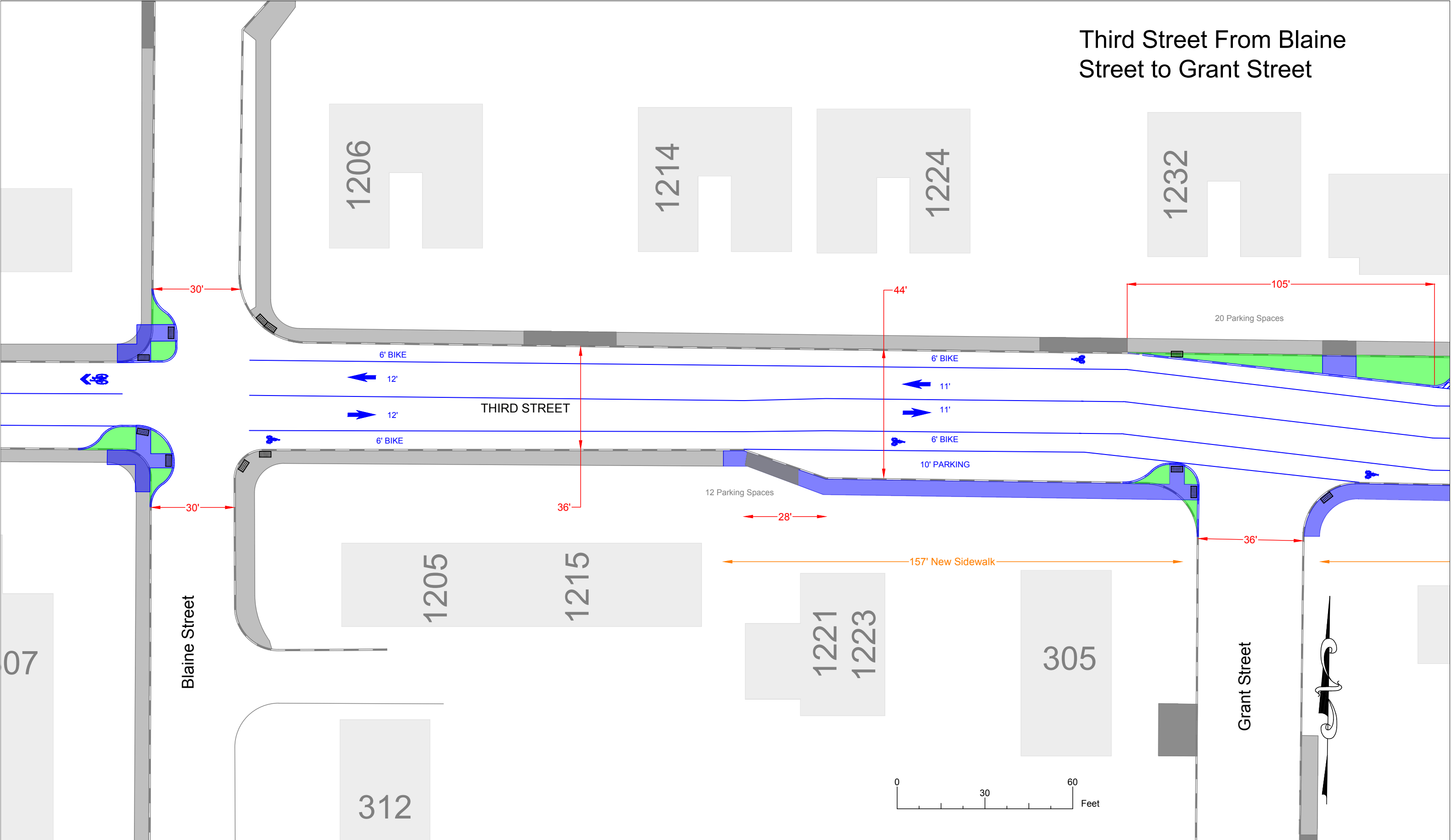
Third Street From Lincoln Street to Hayes Street



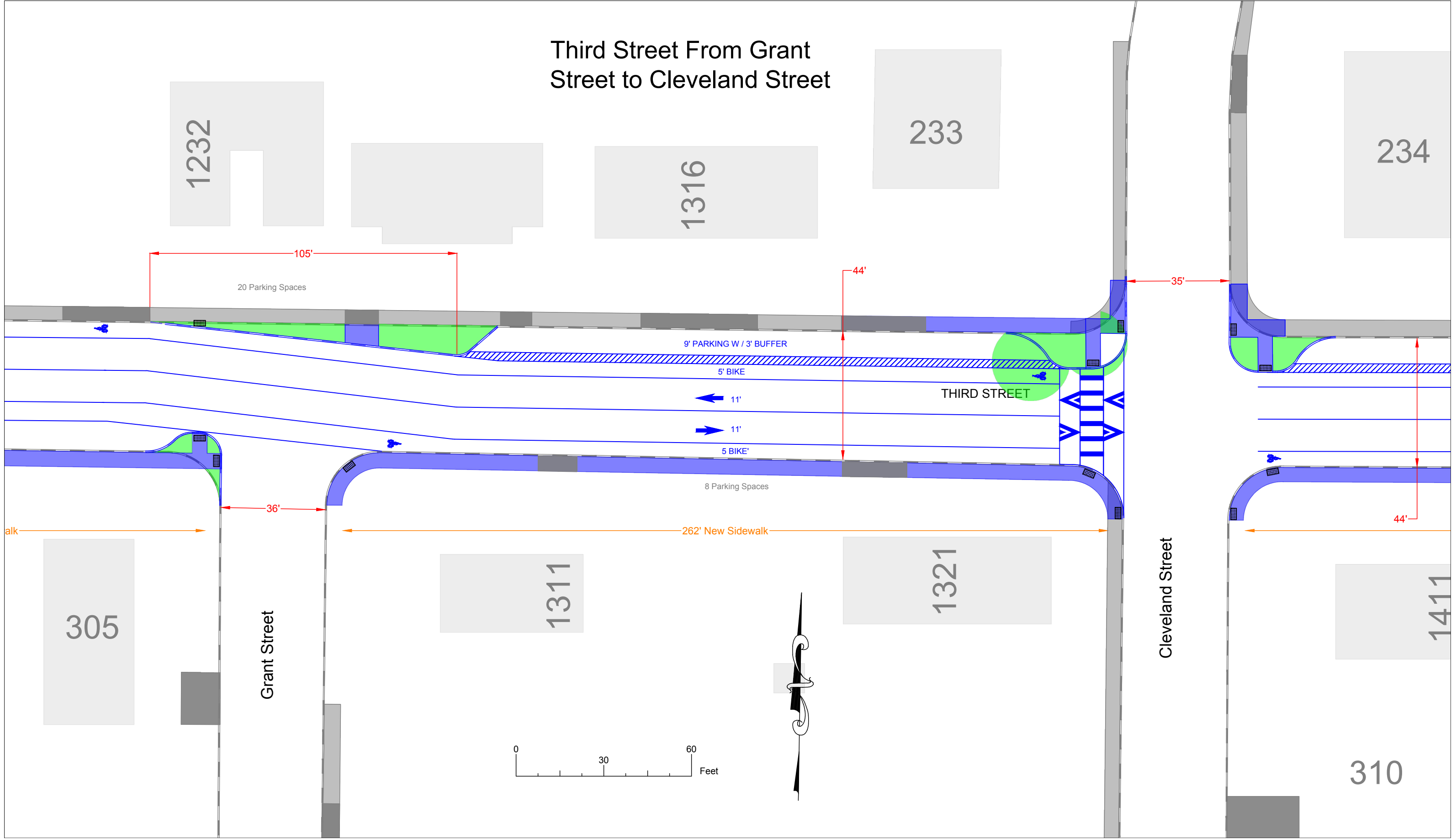




Third Street From Blaine Street
Street to Grant Street

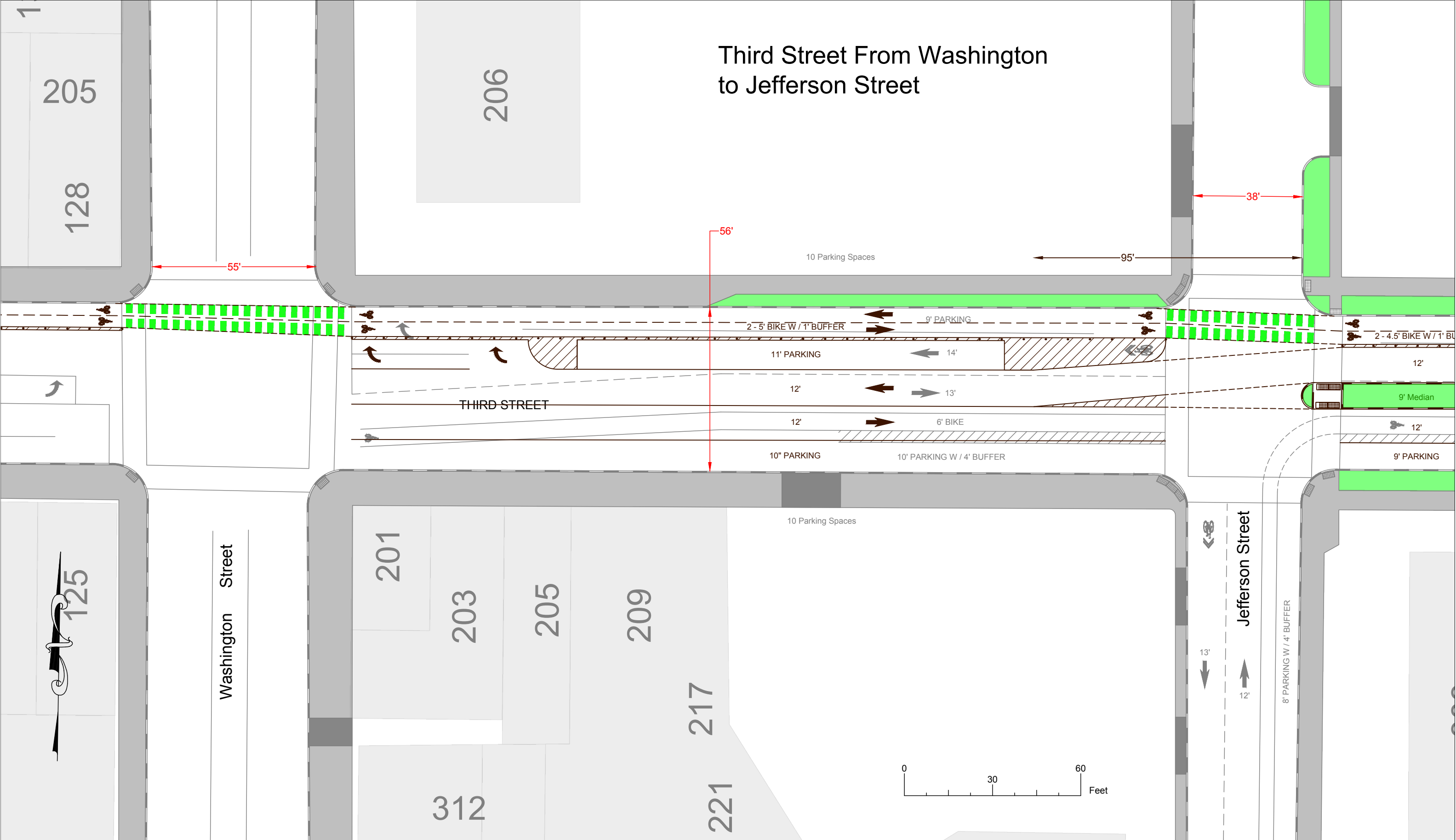


Third Street From Grant
Street to Cleveland Street







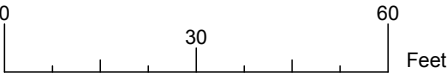




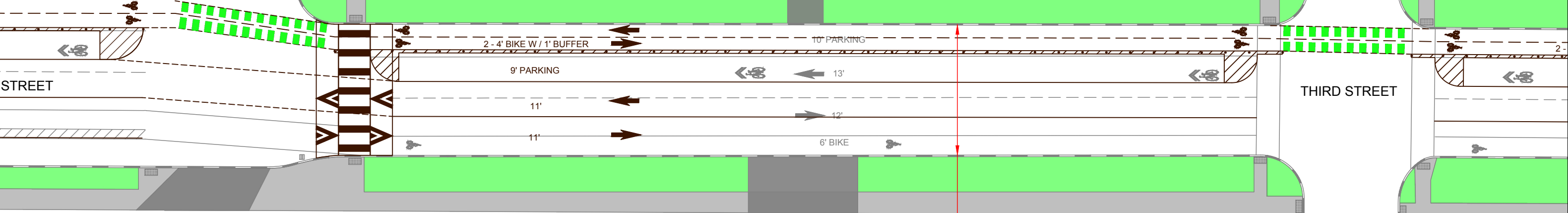
Third Street From Jefferson Street to Adams Street

Third Street From Adams Street
Street to Van Buren Street

Adams Street



12 Parking Spaces



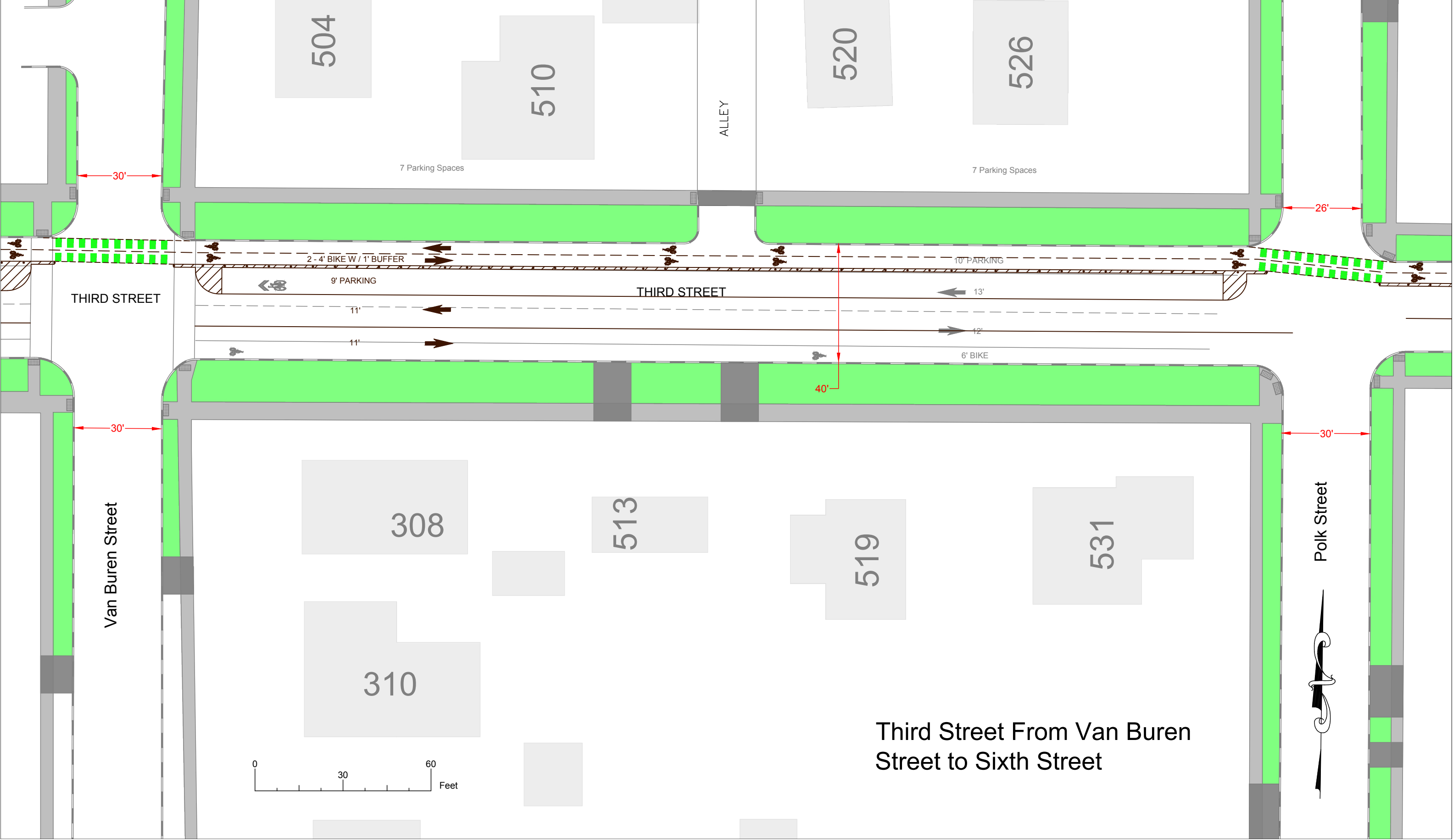
STREET

THIRD STREET

335

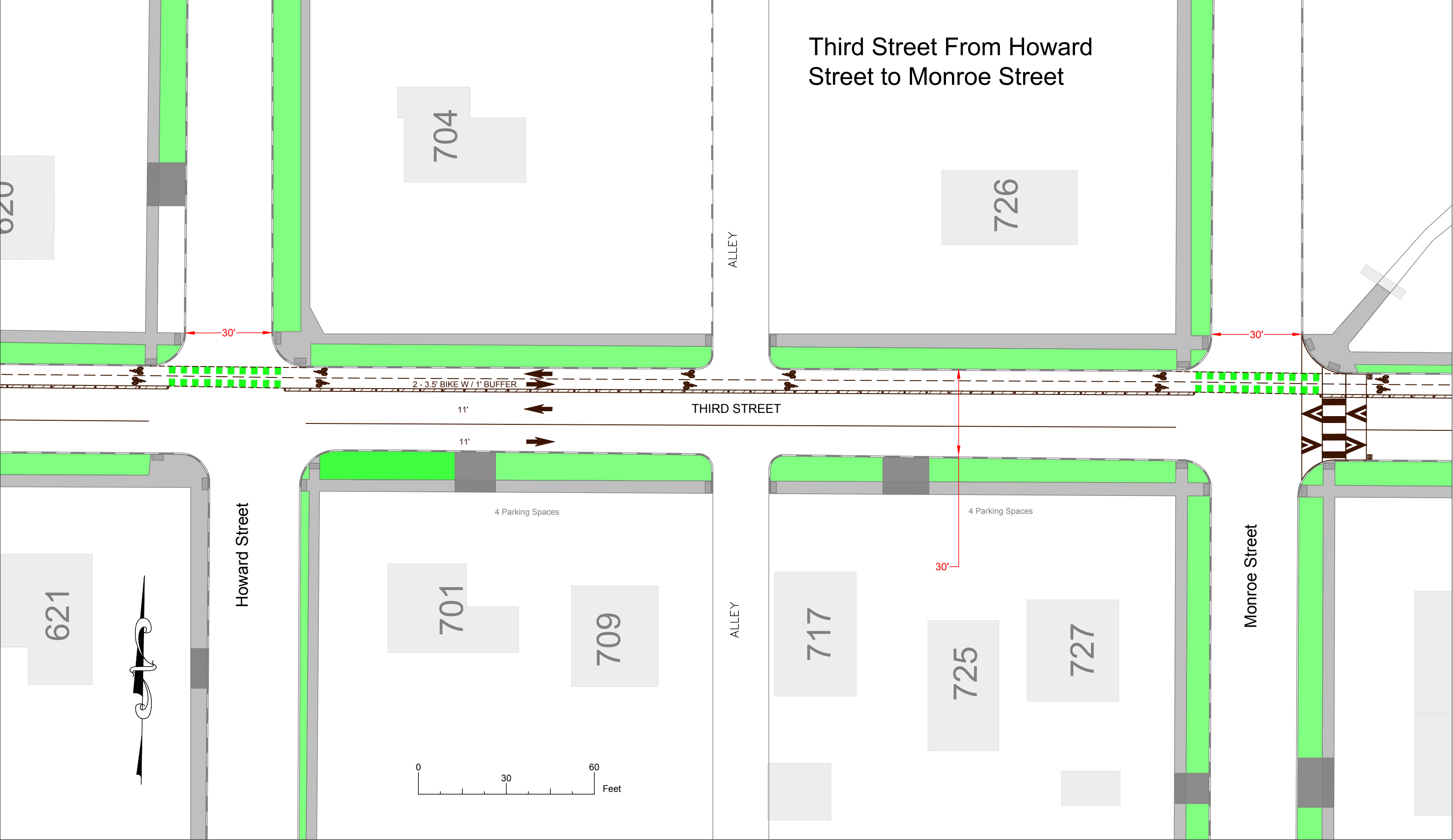
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Van Buren Street

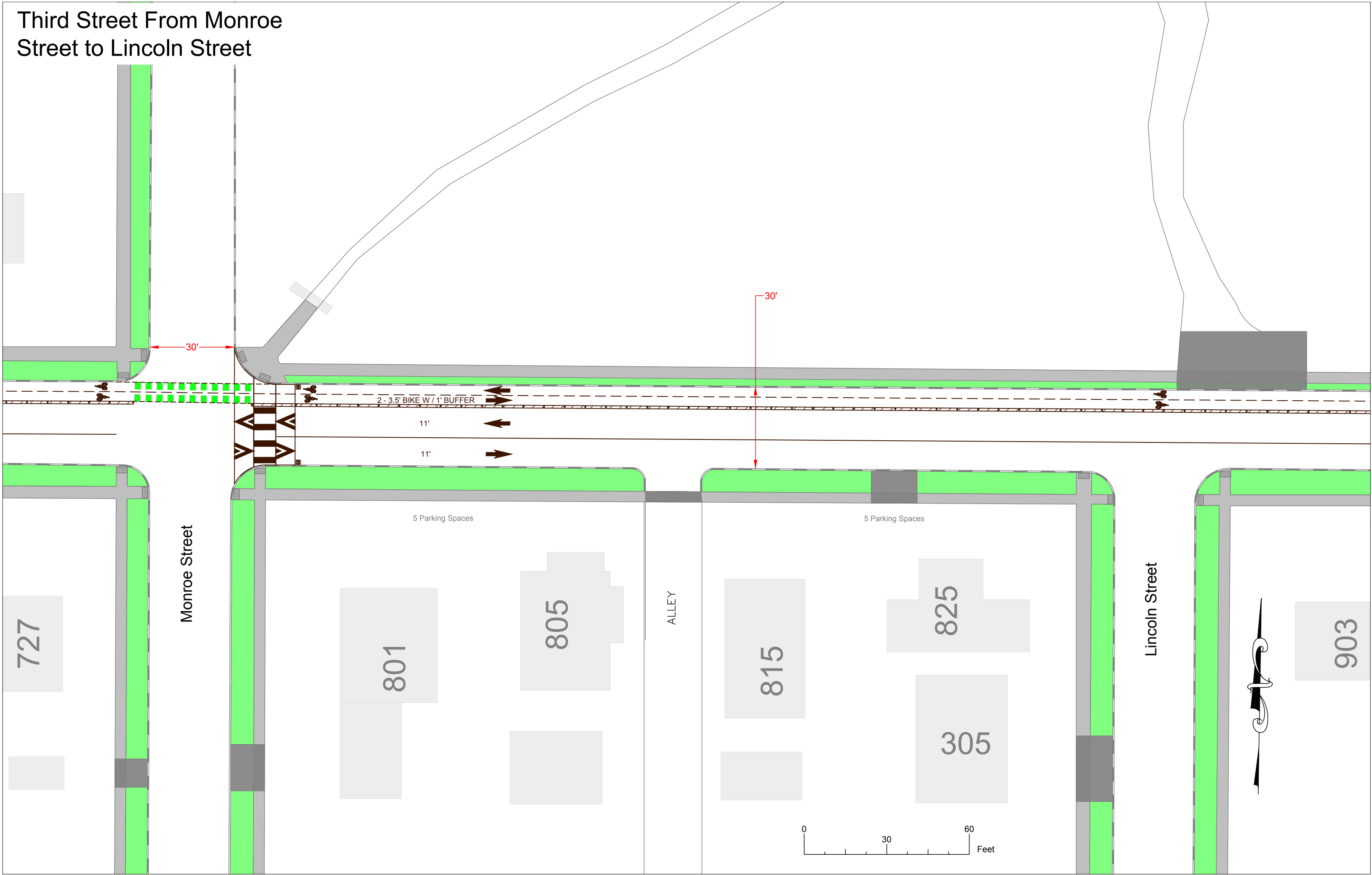


Third Street From Van Buren
Street to Sixth Street

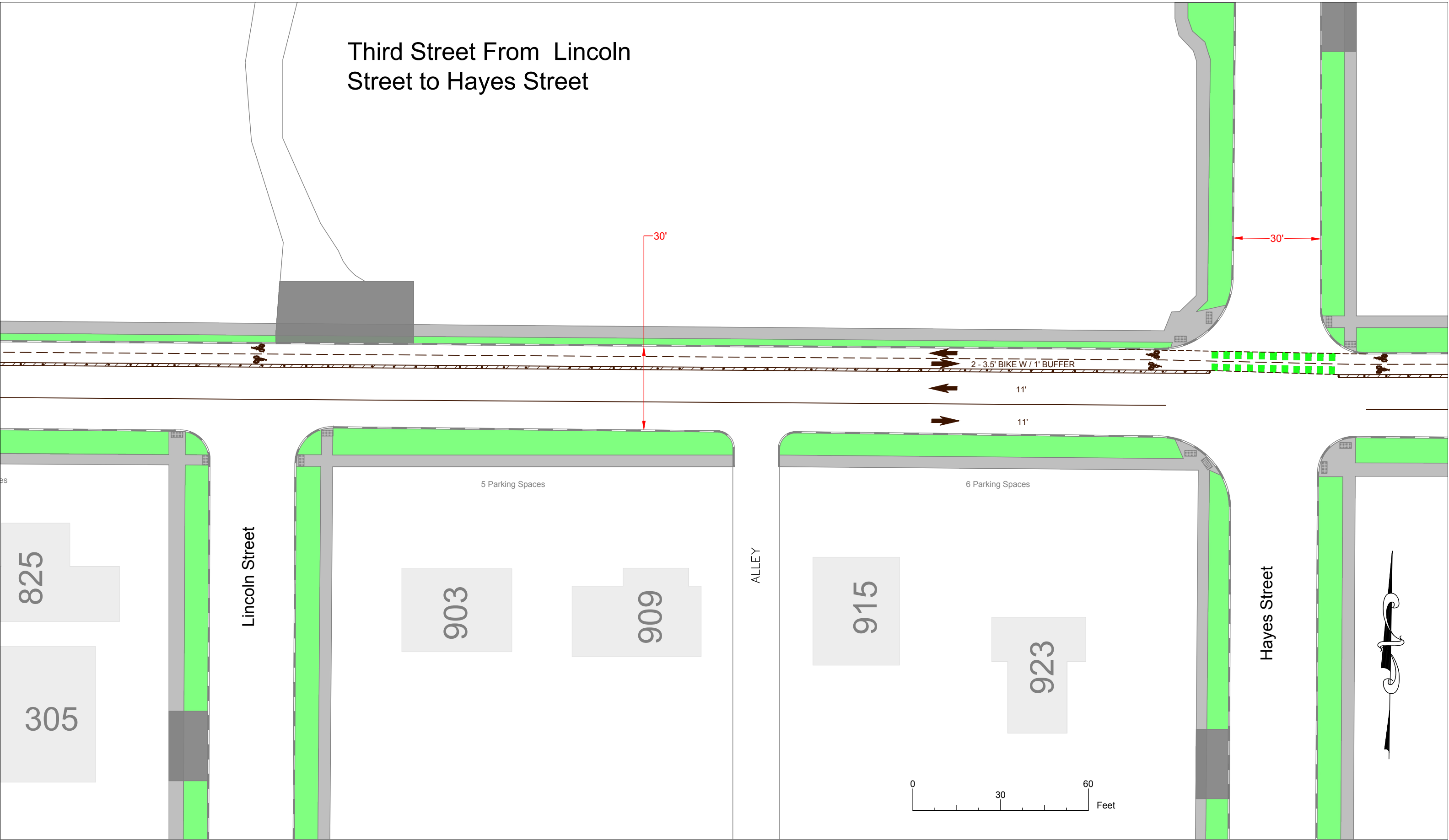


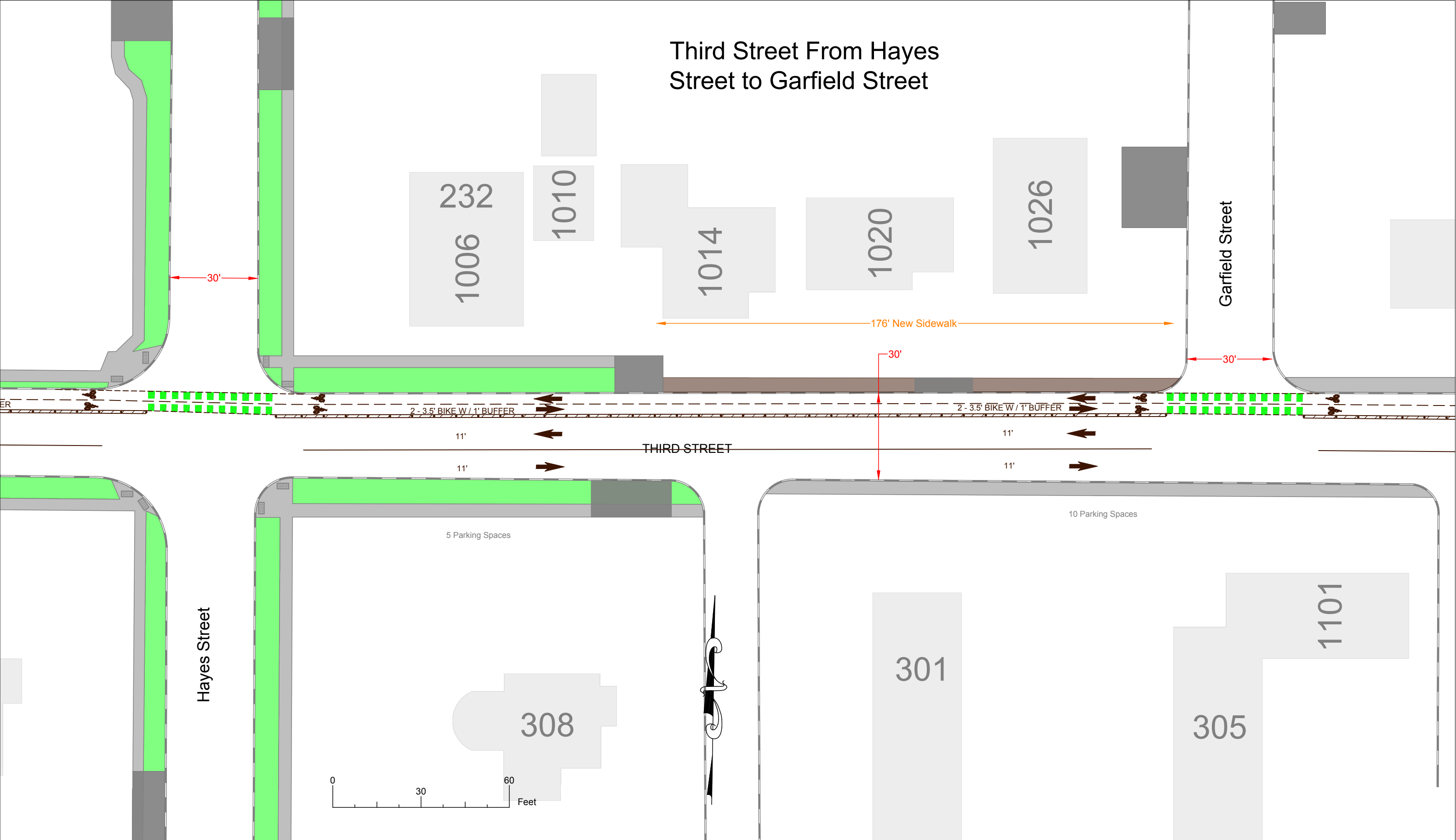


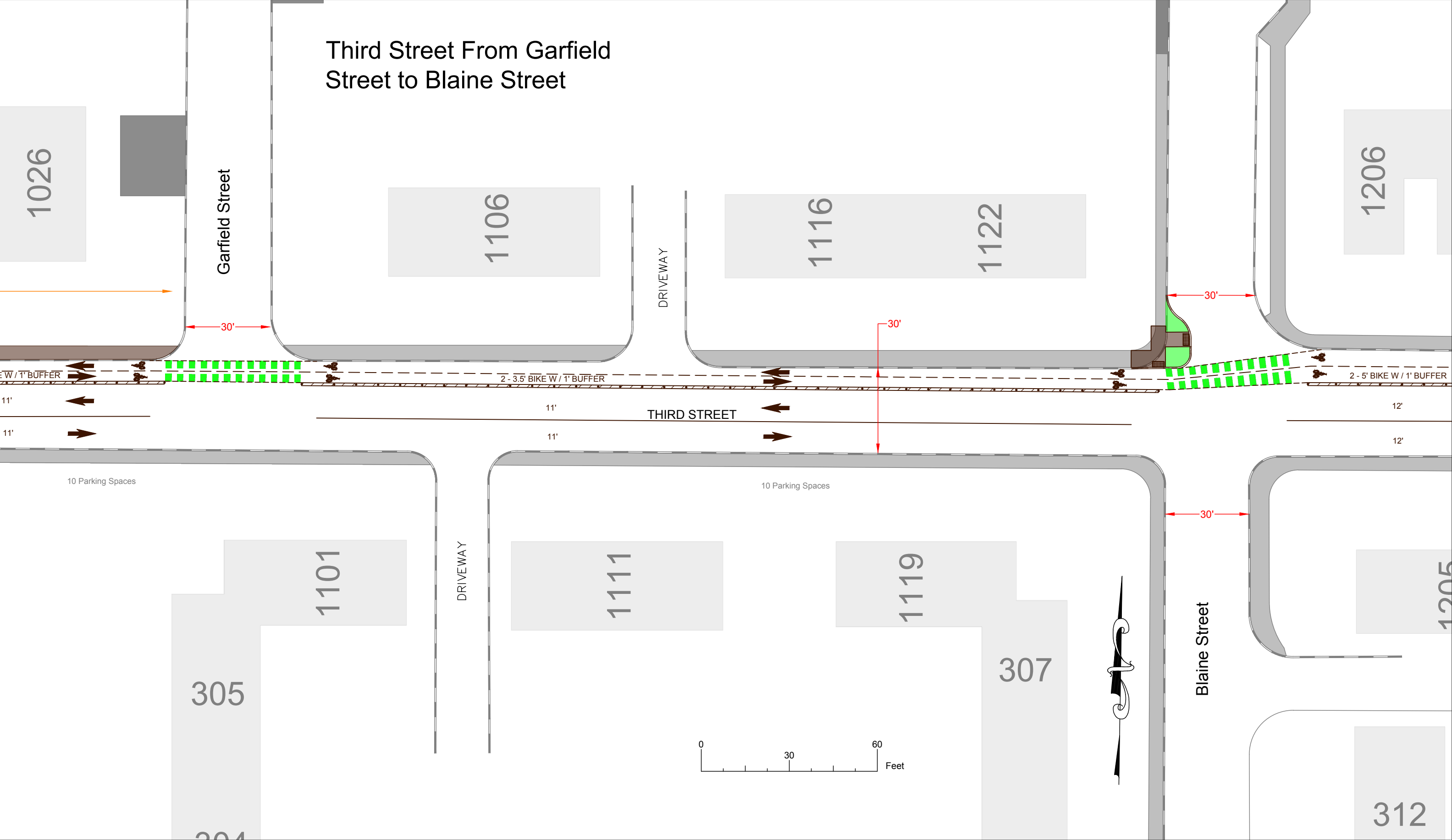
Third Street From Monroe
Street to Lincoln Street



Third Street From Lincoln Street to Hayes Street





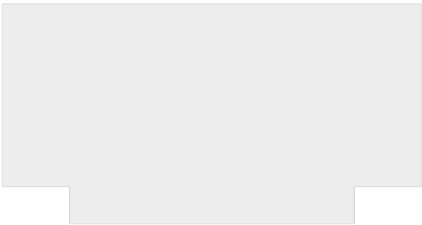


Third Street From Blaine Street
Street to Grant Street



Third Street From Grant
Street to Cleveland Street

1232



1316

233

234

20 Parking Spaces



2 - 5' BIKE W / 1' BUFFER

12'

THIRD STREET

12'

9' PARKING



8 Parking Spaces



262' New Sidewalk

36'

35'

44'

44'

310

1411

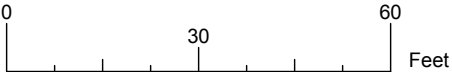
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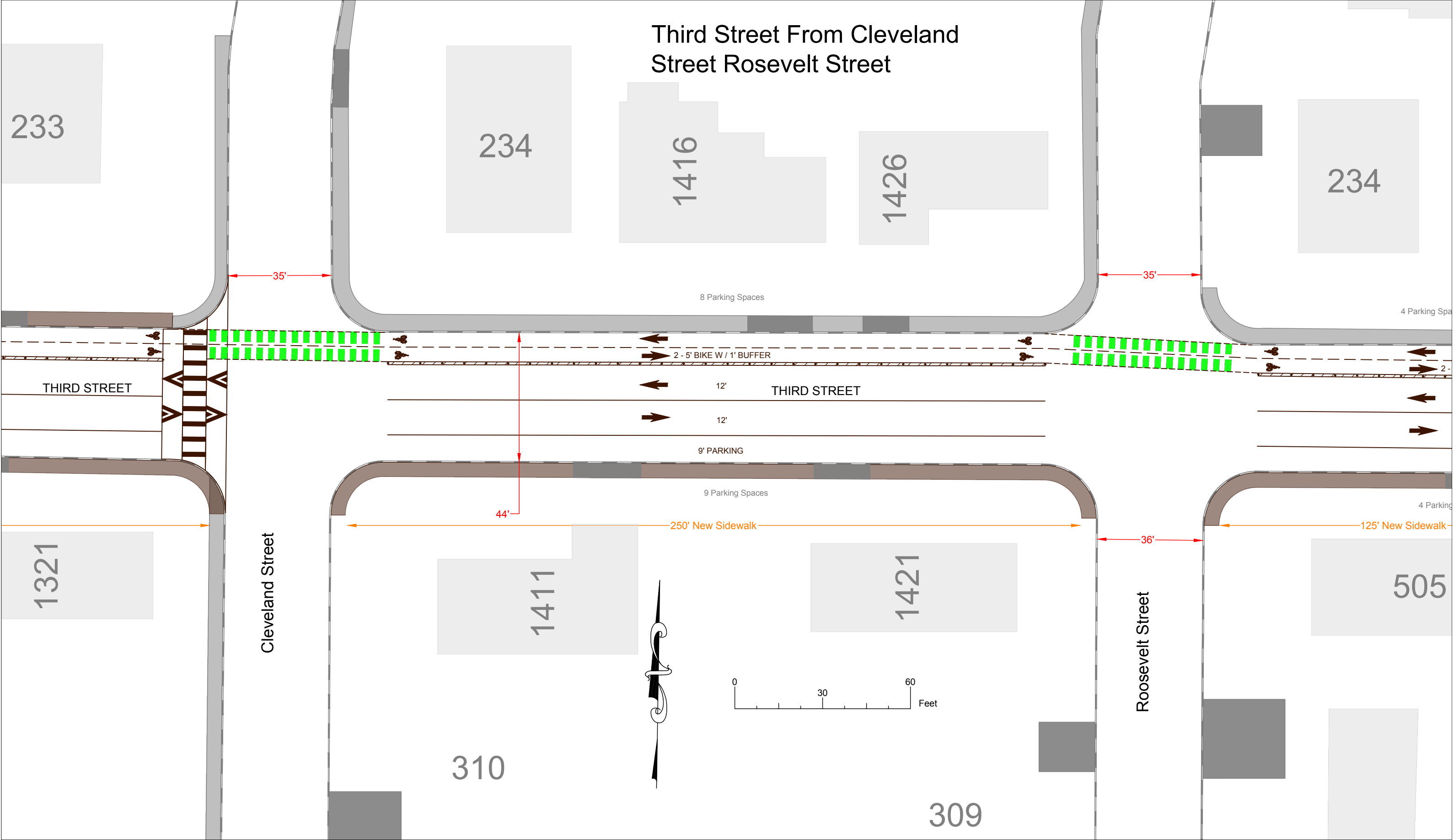
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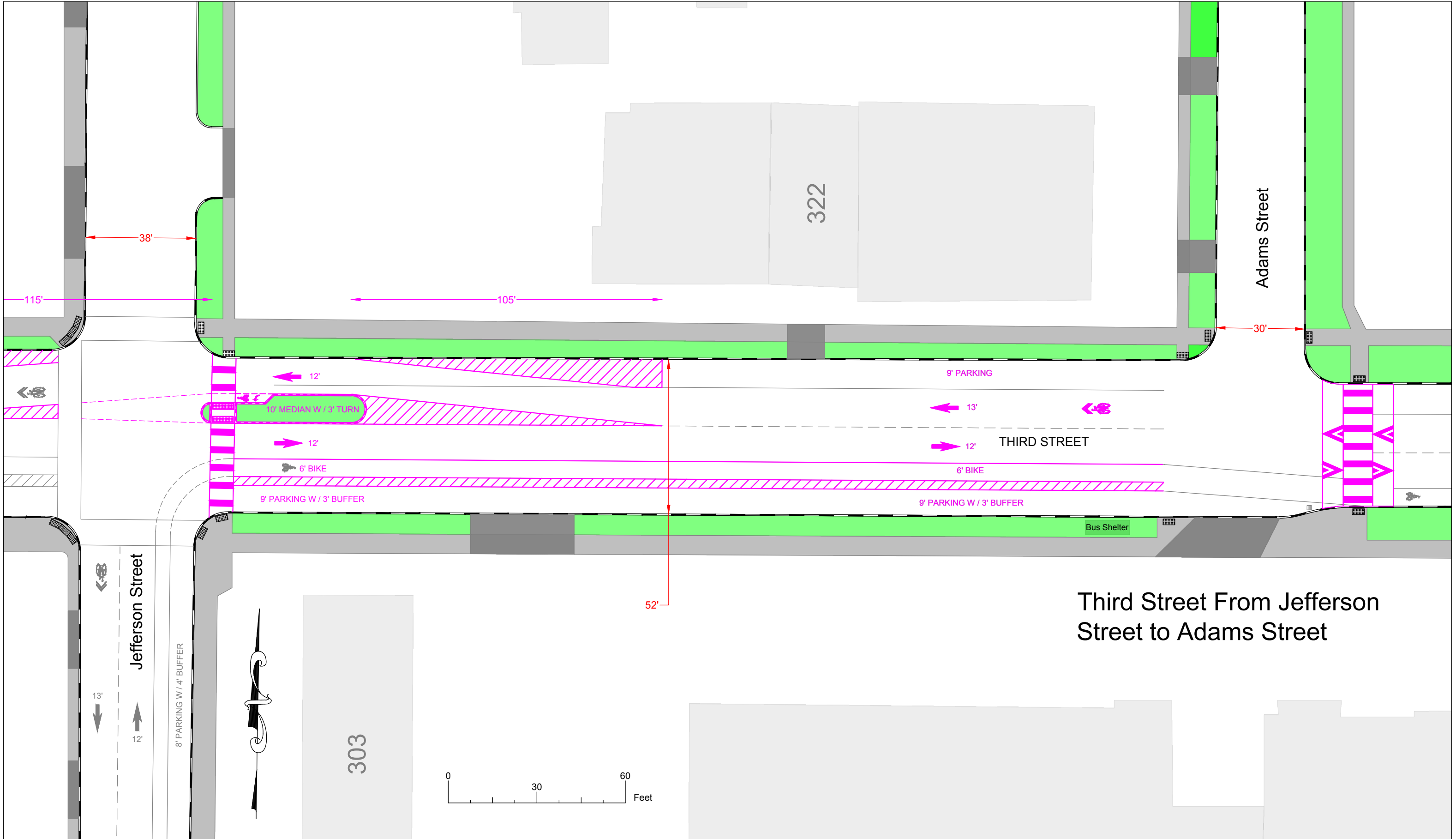
Grant Street

Cleveland Street

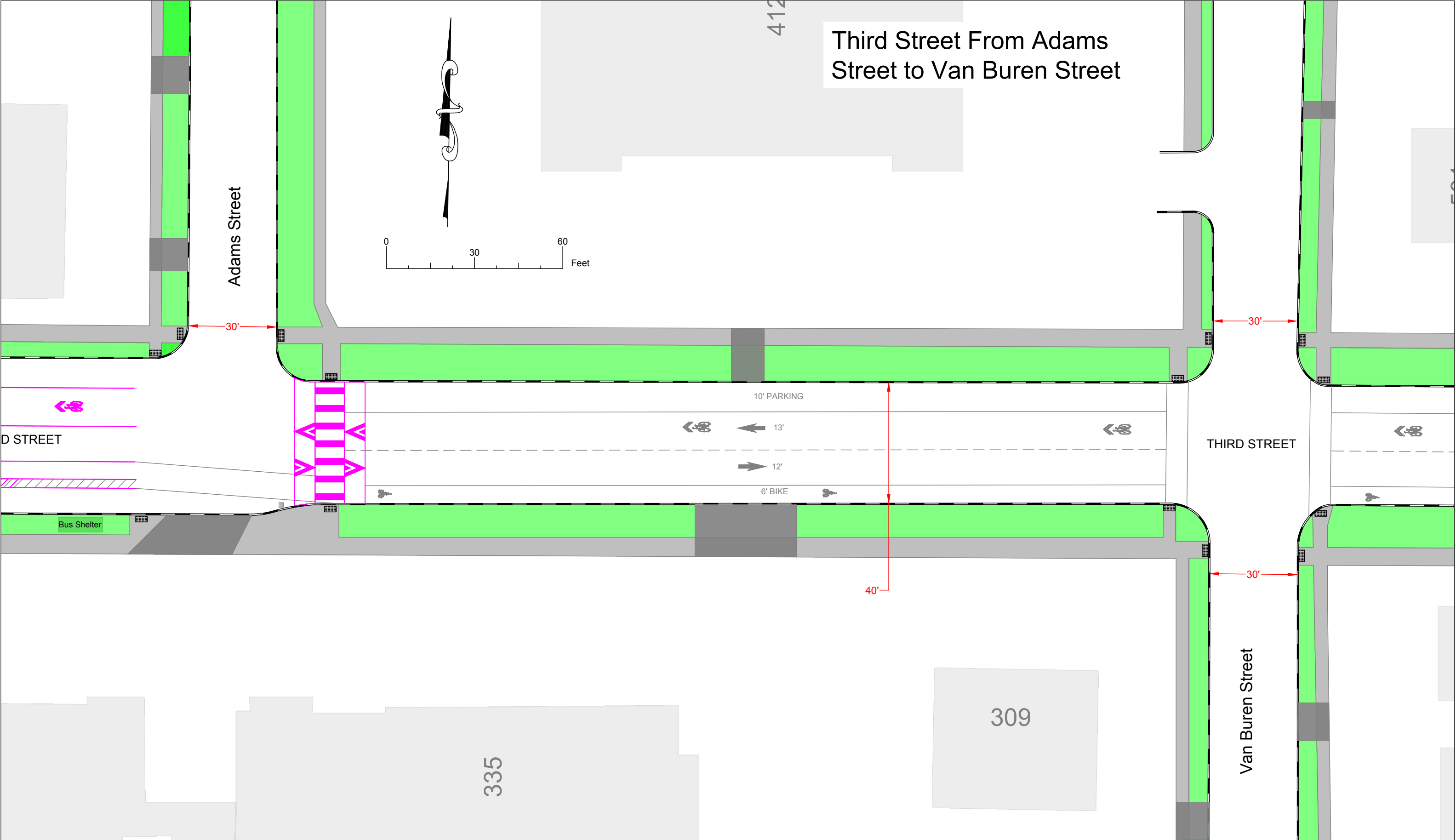


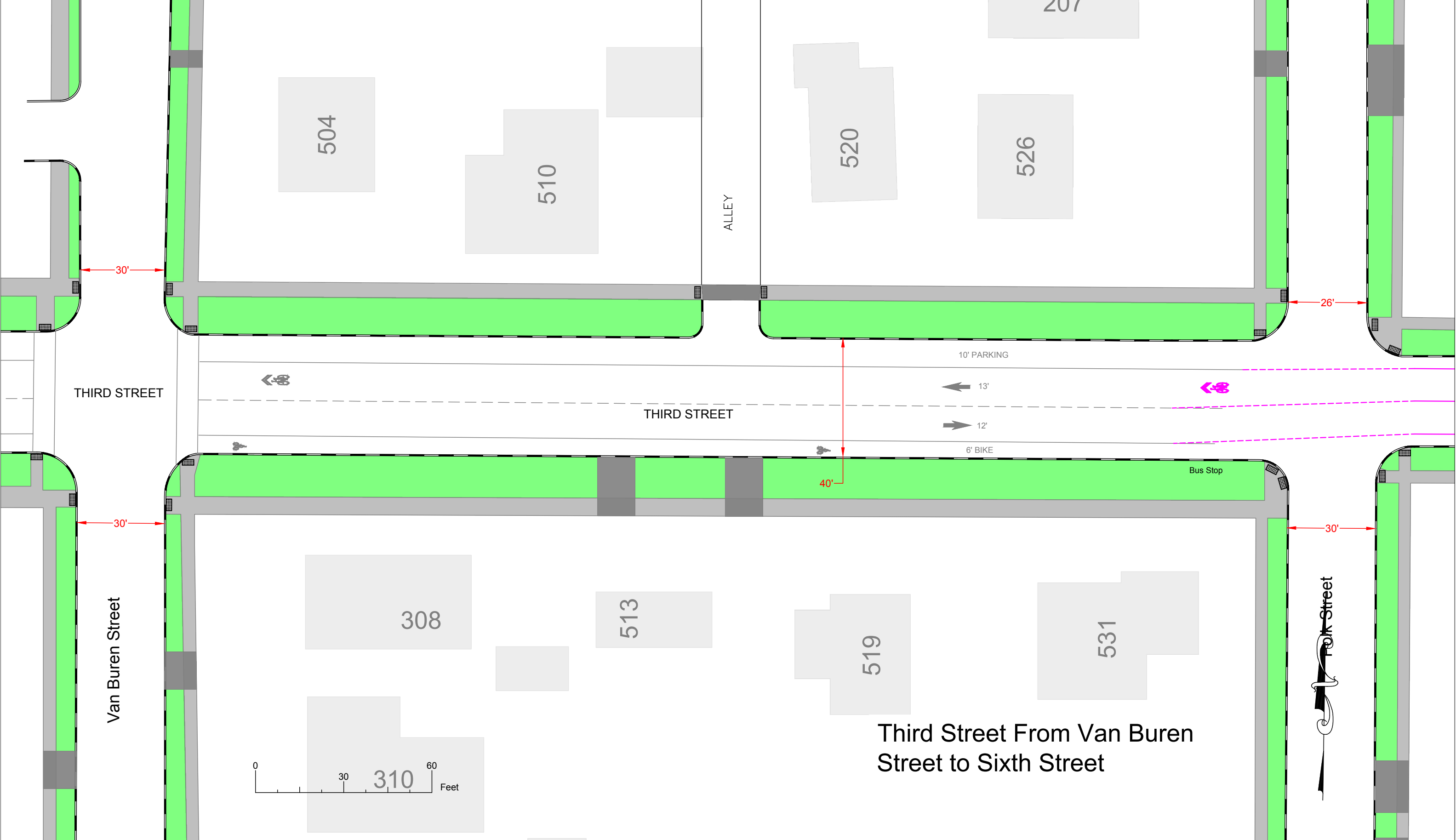


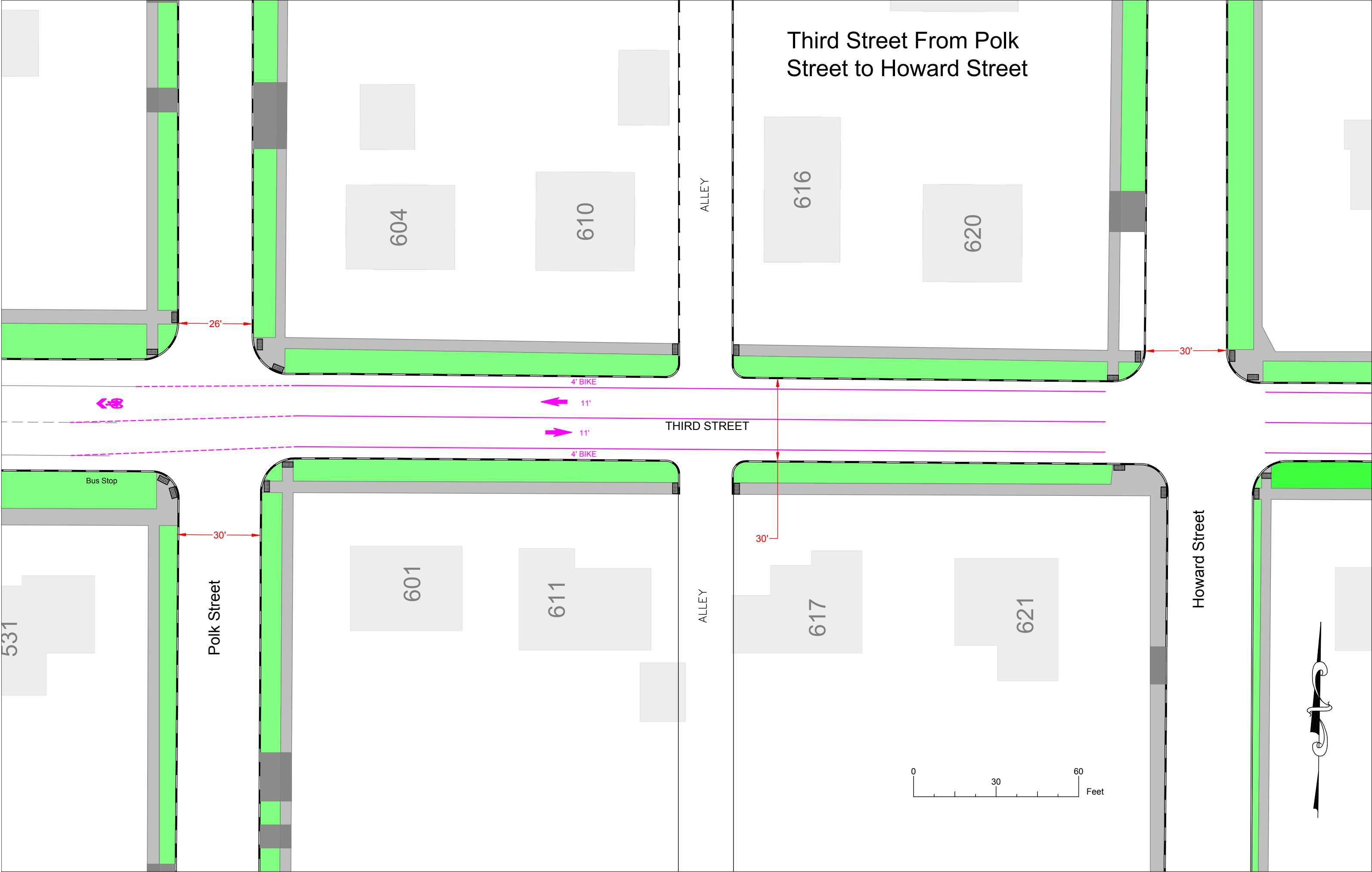




Third Street From Jefferson Street to Adams Street

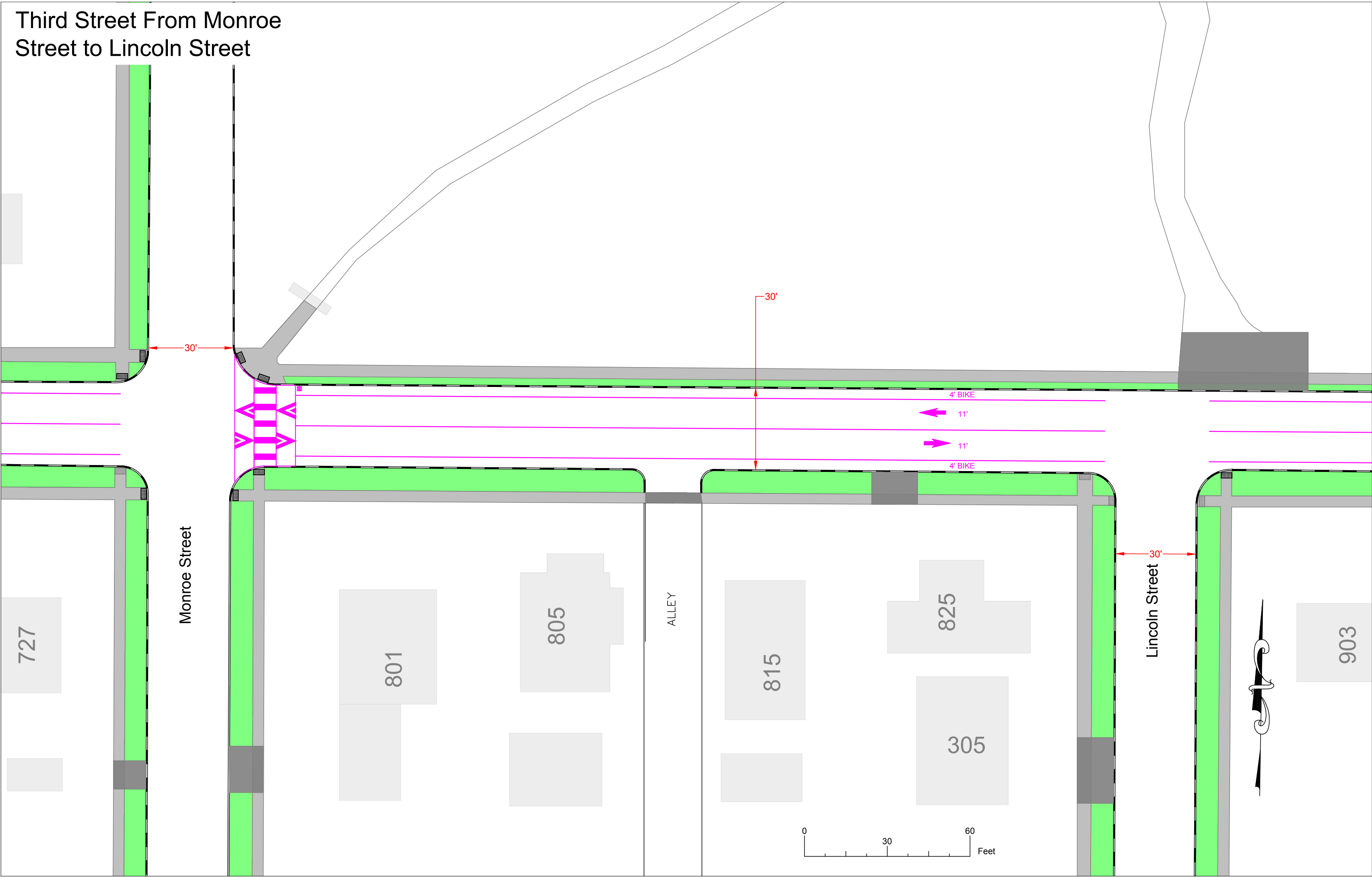




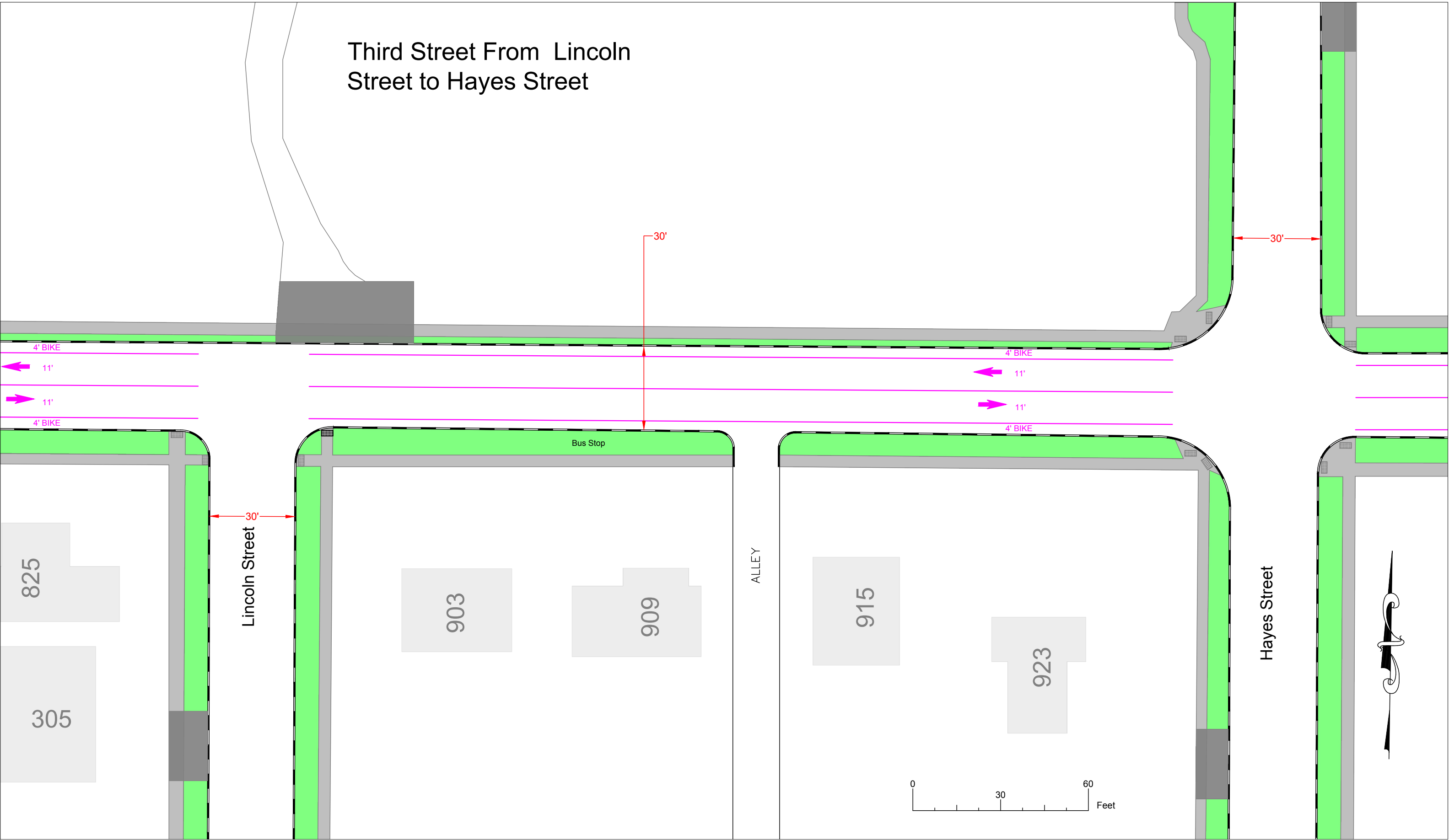


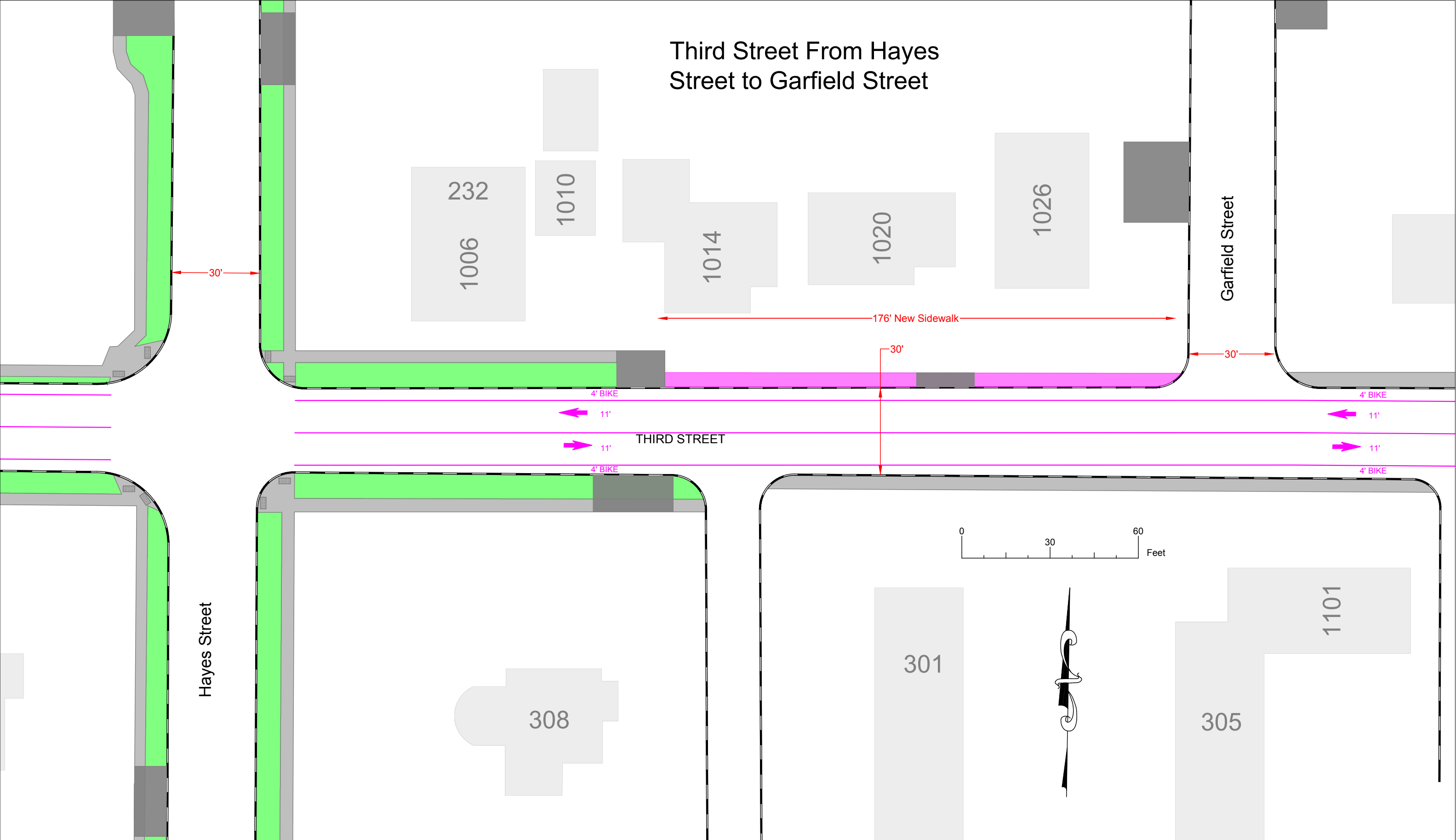


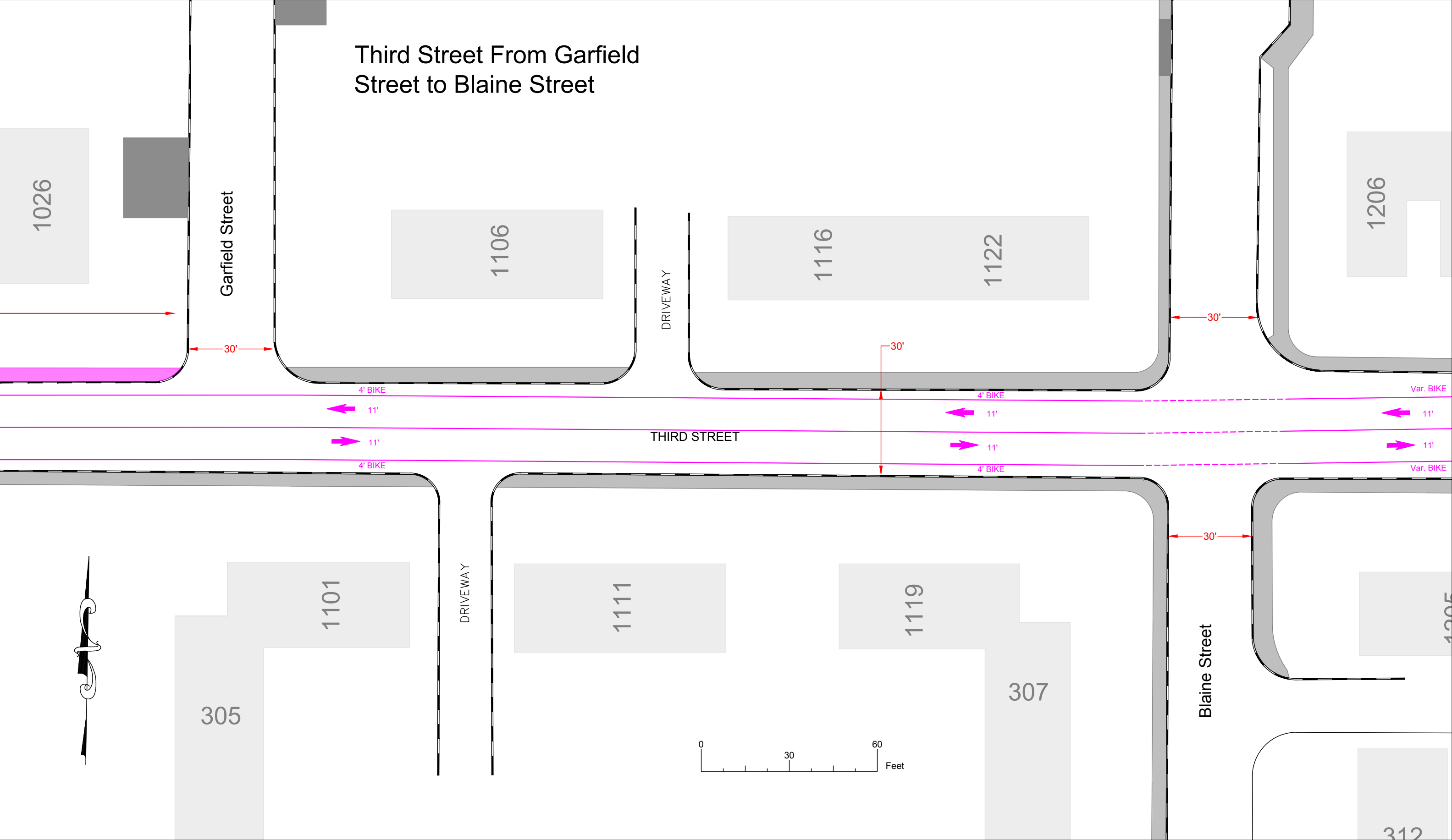
Third Street From Monroe
Street to Lincoln Street



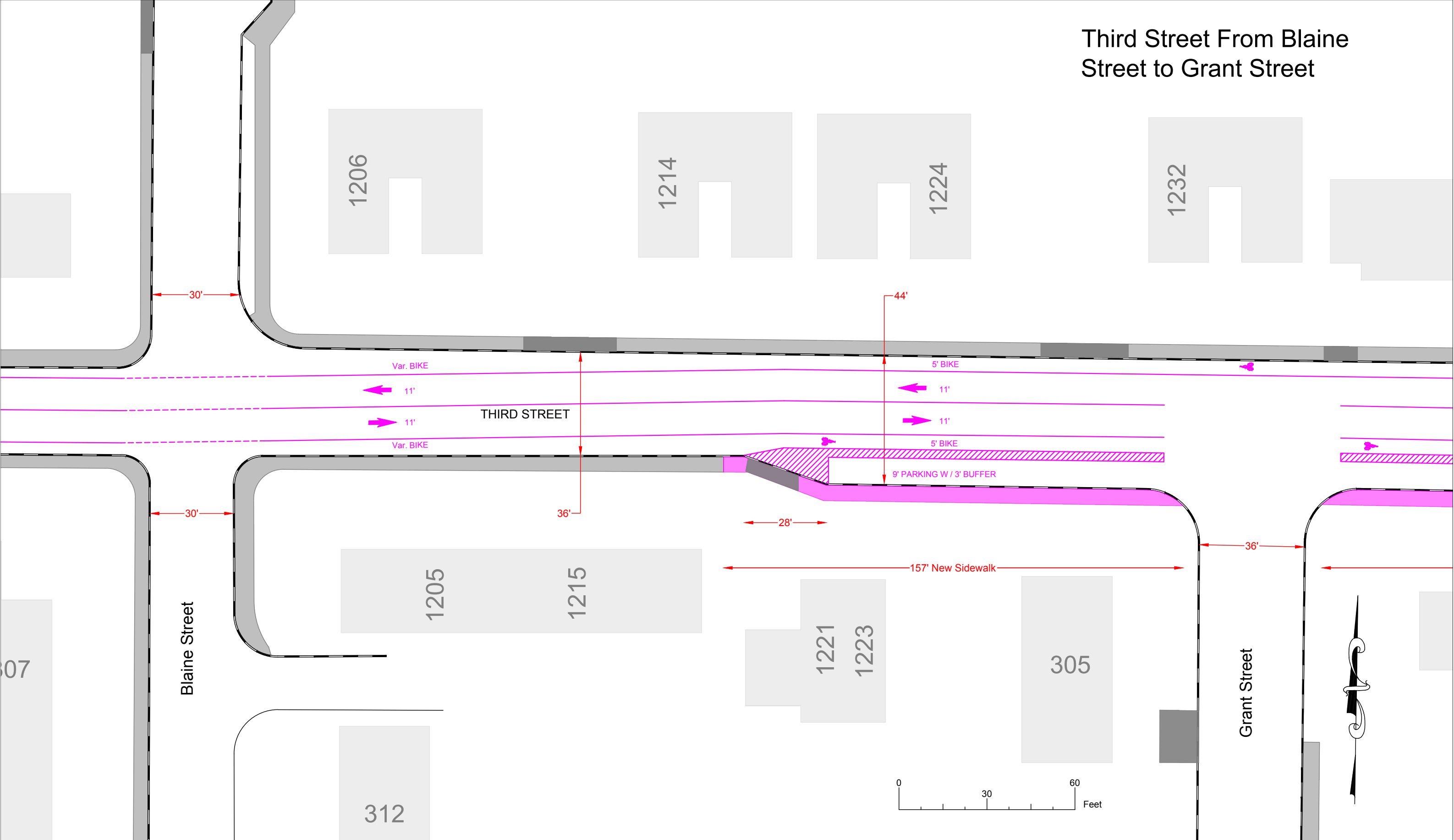
Third Street From Lincoln Street to Hayes Street







Third Street From Blaine Street
Street to Grant Street



Third Street From Grant
Street to Cleveland Street

