

# TRANSPORTATION COMMISSION



Michael Kyte  
Commission Chair

~Regular Meeting Minutes

Les MacDonald  
Staff Liaison

trans@ci.moscow.id.us

208.883.7028

<http://www.ci.moscow.id.us/556/Transportation-Commission>

Thursday  
May 9, 2019

4:00 PM

Council Chambers  
206 E. 3<sup>rd</sup> Street

**The meeting was called to order at 4:00 pm.**

**Present:** Chair; Michael Kyte, Vice Chair; Don Meyer, Phil Cook, Mike McGahan, Mary DuPree, Brian Johnson, Bob Sanders, Joel Hamilton

**Absent:** Les MacDonald, Public Works Director, Ben Calabretta, Jared Hopkins

**Staff:** Anne Zabala, Council Liaison  
Tyler Palmer, Acting Public Works Director  
Scott Bontrager, Assistant City Engineer  
Bill Belknap, Community Development Director  
Sandra Collins, Administrative Assistant / Deputy City Clerk

## REGULAR AGENDA

### 1. Approval of Transportation Commission Minutes from April 11, 2019 (Action Item)

Meyer moved to approve the minutes as presented, seconded by DuPree. Roll Call  
Vote: Ayes: All. Nays: None. Abstained Johnson: Minutes approved.

### 2. Effective Promotion Strategies for the Third Street Separated Bike Lanes (Dari Rojas)

Students presented their power point to the Commission, including information on:

- Goals and Objectives
- Landmark Towns for Bicycling & Marketing Strategies
- Research on Portland State Safe Routes for School
- Portland State University Earth Day
- Family Night for opening of separated lane bike ride in Queens
- Ride the Town night in Moscow

Kyte asked if the students had any suggestions for the City to consider prior to opening the separated bike lanes. Suggestions included:

- Holding an opening fun family event in a City Park
- Providing education and safety tips for cyclists and motorists at the event

- Inviting local vendors and bicycle businesses to participate
- Offering free bicycle checkups

Cook asked if there was research that evaluated which promotional strategies worked best and there was discussion. Zabala asked if events at the University could be a venue to promote the bike lanes. Cook asked about education for motorists and Palmer said the students had provided fliers and a script the City can use to create a safety video for both cyclists and motorists.

### **3. Discussion Regarding Land Use and Transportation Planning (Bill Belknap)**

Belknap gave a presentation which included:

- Evaluating Transportation Land Use Impacts
- Sprawl & Smart Growth
- Urbanization
- Walking & Bicycling
- Transportation Plans
- Capital Improvement Plans
- Land Use Regulations
- Planning Documents
- Future Land Use
- Area of City Impact
- Thoroughfare Plan
- Intersection Accidents
- Pathways
- Transit Services
- Safety Bus Routes
- Zoning
- Developments
- Multi-Modal Transportation Plan
- Traffic Impact Studies
- Exactions & Impact Fees
- General Facility Charges (GFC)
- Parkland Dedication
- Peterson's Second Addition
- Logos School

There were several questions and discussion throughout the presentation.

Kyte asked for clarification about the Transportation Commission's role in reviewing potential developments. Belknap explained the Transportation Commission establishes standards, guidelines and policies that are used when assessing developments. However, any development related Quasi-Judicial items are not brought before the Transportation Commission due to specific meeting criteria that has to be met. Subdivision Plats, which are not Quasi-Judicial, are brought before the Commission for review and recommendation to the Zoning Board of Adjustment.

Kyte asked for the best way to communicate any questions he would like the Commission to consider, prior to the next meeting. For transparency, he was advised it would be best to email his questions to Deputy City Clerk, Sandra Collins and she would distribute them to the Commission on his behalf. Belknap said he is available to attend the June meeting to answer any questions and have continued discussion about land use and transportation.

## **REPORTS**

### **1. Commission Communications – Kyte**

Palmer gave a report on the Third Street Bridge, which is being delivered and installed on May 16, 2019. The bridge report is being taken to Public Works Finance Committee. A proposal on how to fund the separated bike lanes on Third Street is also being presented. If council approves the proposal, the project will be put out to bid.

## **CONTINUING EDUCATION**

### **1. National Association of City Transportation Officials (NACTO) (Kyte)**

## **UPCOMING EVENTS/MEETINGS**

- 1. US 95 Update by Ken Helm from Idaho Transportation Department (ITD) – future date to be determined.**
- 2. The next scheduled meeting is June 13, 2019. Commission Members must submit agenda items directly to the chair by Wednesday, June 5, 2019.**

**ADJOURN 6:00 pm.**

**Minutes Approved On**

JUN 13 2019  
  
**Clerk/Deputy Signature**

**NOTICE:** Moscow City Council Commission meetings can be 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.



University  
of Idaho

# EFFECTIVE PROMOTION STRATEGIES

Third Street Protected Bike  
Lane

DARI ROJAS  
CHRIS VAUGHN  
DALTON PITT



# GOAL AND OBJECTIVES

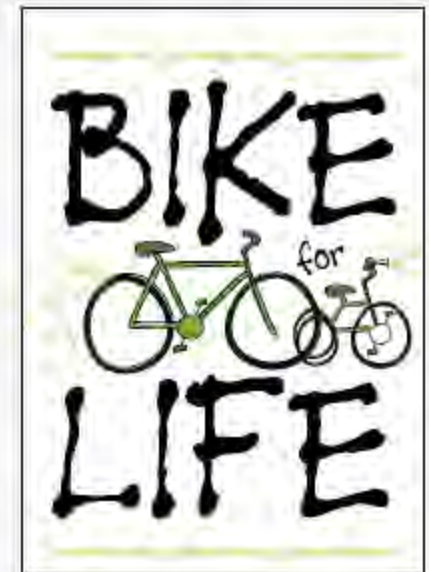
*Our goal is to create easily accessible informational pieces that are designed to educate Bicyclists who plan to engage on the future facility of Moscows 3rd Street Protected Bike Lane.*

By April 25th, develop a detailed script and an informational piece regarding the use & safety of the 3rd street protected bike lane.

By May 9th, research effective promotion strategies for the new facility and present them to the Transportation Commission.



# THE LANDMARK TOWNS OF BUCKS COUNTY UNVEIL BICYCLING AND MARKETING STRATEGIES



# THE LANDMARK TOWNS OF BUCKS COUNTY UNVEIL BICYCLING AND MARKETING STRATEGIES



# BICYCLE TRANSPORTATION PLAN- PORTLAND STATE UNIVERSITY



# SUNNYSIDE, QUEENS

## SUNNYSIDE FAMILY FUN BIKE RIDE

DATE: Saturday, November 10  
TIME: Noon (depart at 12:30 PM)  
PLACE: Lou Lodati Playground,  
41-15 Skillman Avenue

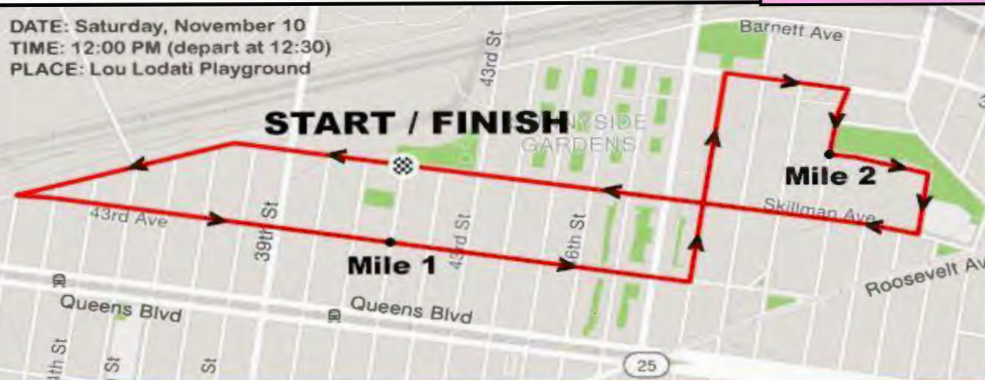
Join local parents & children of all ages for a **FUN, FREE & SAFE** 3-mile bike ride in the new bike lanes on Skillman & 43rd Avenues. NYPD 108th Precinct will escort along the route.

**SAT. 11/10 @ NOON**



Sponsored by Little Friends Nursery School

DATE: Saturday, November 10  
TIME: 12:00 PM (depart at 12:30)  
PLACE: Lou Lodati Playground



**SUNNYSIDE  
FAMILY FUN  
BIKE RIDE**

3 miles, 2 awesome bike lanes, 1 great neighborhood, and tons of cuteness.

# RIDE THE TOWN!







**THANK YOU!**

# REFERENCES

Pesantez, N. (2018, November 07). Parents and Children to Celebrate New Protected Bike Lanes in 3-Mile Ride This Weekend. Retrieved from <https://sunnysidepost.com/parents-and-children-to-celebrate-new-protected-bike-lanes-in-3-mile-ride-this-weekend>

Bicycle and Marketing Strategies- Landmark Towns- of Bucks County

# TRANSPORTATION AND LAND USE DISCUSSION

MOSCOW TRANSPORTATION COMMISSION



The diagram consists of a light gray circular ring with four rectangular boxes positioned around it. The boxes are labeled 'Transportation' (top, gold), 'Accessibility' (right, dark blue), 'Land Use' (bottom, gold), and 'Activity Patterns' (left, dark blue). Four dark gray arrows are placed within the ring, pointing in a clockwise direction: from Transportation to Accessibility, from Accessibility to Land Use, from Land Use to Activity Patterns, and from Activity Patterns back to Transportation.

**Transportation**

**Activity Patterns**

**Accessibility**

**Land Use**

## Evaluating Transportation Land Use Impacts

*Considering the Impacts, Benefits and Costs of Different Land Use  
Development Patterns*

18 March 2019

Todd Litman

*Victoria Transport Policy Institute*



Suburban Residential



Urban Commercial Center

### Abstract

This report examines ways that transportation decisions affect land use patterns, and the resulting economic, social and environmental impacts. These include direct impacts on land used for transportation facilities, and indirect impacts caused by changes to land use development patterns. In particular, certain transportation planning decisions tend to increase *sprawl* (dispersed, urban-fringe, automobile-dependent development), while others support *smart growth* (more compact, infill, multi-modal development). These development patterns have various economic, social and environmental impacts. This report describes specific methods for evaluating these impacts in transport planning.

Originally published as  
"Land Use Impact Costs of Transportation,"  
*World Transport Policy & Practice*, Vol. 1, No. 4, 1995, pp. 9-16.

Todd Alexander Litman © 1995-2019

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Transportation planning decisions influence land use directly, by affecting the amount of land used for transport facilities, and indirectly, by affecting the location and design of development. For example, expanding urban highways increases pavement area, and encourages more dispersed, automobile-oriented development (sprawl), while walking, cycling and public transit improvements encourage compact, infill development (smart growth).



*There may be several steps between a transport planning decision, its impacts on urban form and travel behavior, and its ultimate economic, social and environmental impacts.*

**Table 4**      **Comparing Sprawl and Smart Growth (SGN 2011)**

| Attribute         | Sprawl                                                                                                                             | Smart Growth                                                                              |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Density           | Lower-density                                                                                                                      | Higher-density.                                                                           |
| Growth pattern    | Urban periphery (greenfield) development.                                                                                          | Infill (brownfield) development.                                                          |
| Activity Location | Commercial and institutional activities are dispersed.                                                                             | Commercial and institutional activities are concentrated into centers and downtowns.      |
| Land use mix      | Homogeneous land uses.                                                                                                             | Mixed land use.                                                                           |
| Scale             | Large scale. Larger buildings, blocks, wide roads. Less detail, since people experience the landscape at a distance, as motorists. | Human scale. Smaller buildings, blocks and roads, care to design details for pedestrians. |
| Transportation    | Automobile-oriented transportation, poorly suited for walking, cycling and transit.                                                | Multi-modal transportation that support walking, cycling and public transit use.          |
| Street design     | Streets designed to maximize motor vehicle traffic volume and speed.                                                               | Streets designed to accommodate a variety of activities. Traffic calming.                 |
| Planning process  | Unplanned, with little coordination between jurisdictions and stakeholders.                                                        | Planned and coordinated between jurisdictions and stakeholders.                           |
| Public space      | Emphasis on the private realm (yards, shopping malls, gated communities, private clubs).                                           | Emphasis on the public realm (streetscapes, sidewalks, public parks, public facilities).  |

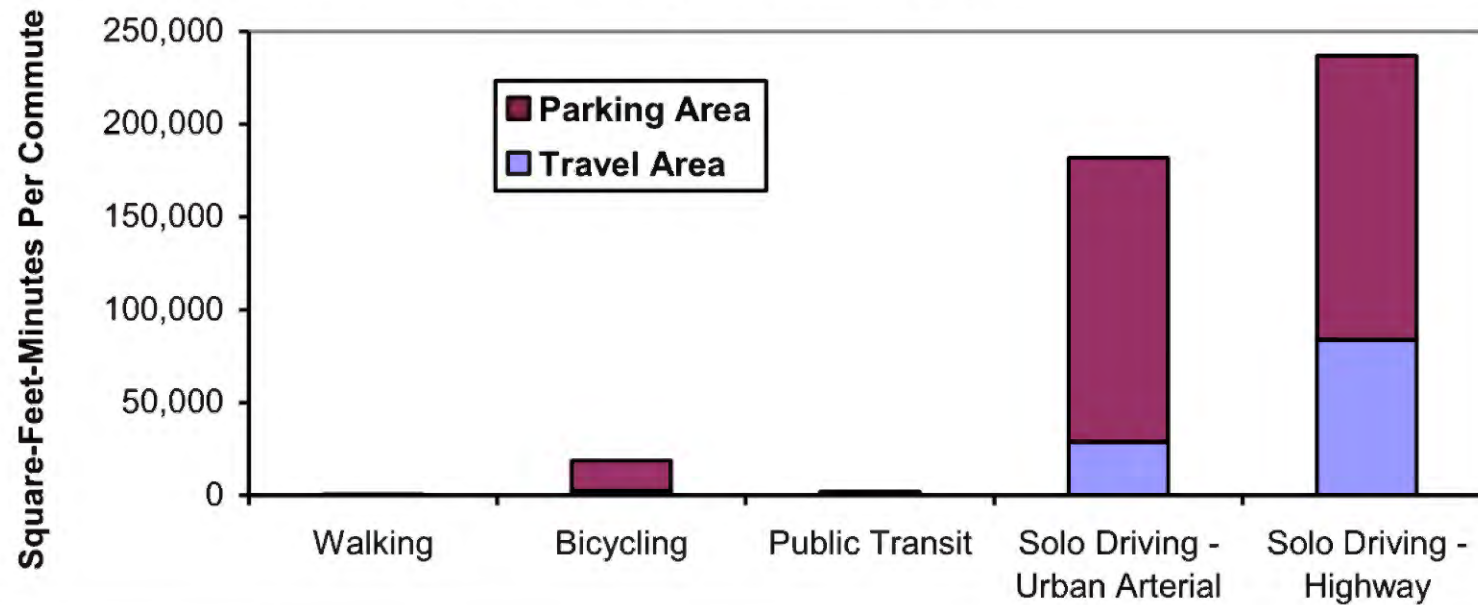
*This table compares Sprawl and Smart Growth land use patterns.*

**Table 5**      **Transportation Policy and Program Land Use Impacts**

| Encourages Sprawl                                                                                                                                                                                                          | Encourages Smart Growth                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Increased roadway capacity and speeds<br>Generous minimum parking requirements.<br>Free or subsidized parking.<br>Low vehicle operating costs.<br>Inferior public transit service.<br>Poor walking and cycling conditions. | Reduced roadway capacity and speeds.<br>Reduced parking supply.<br>Parking pricing and management.<br>Road pricing and distance-based vehicle fees.<br>Transit service improvements and encouragement strategies.<br>Pedestrian and cycling improvements.<br>Traffic calming and traffic speed reductions.<br>Access management and streetscape improvements. |

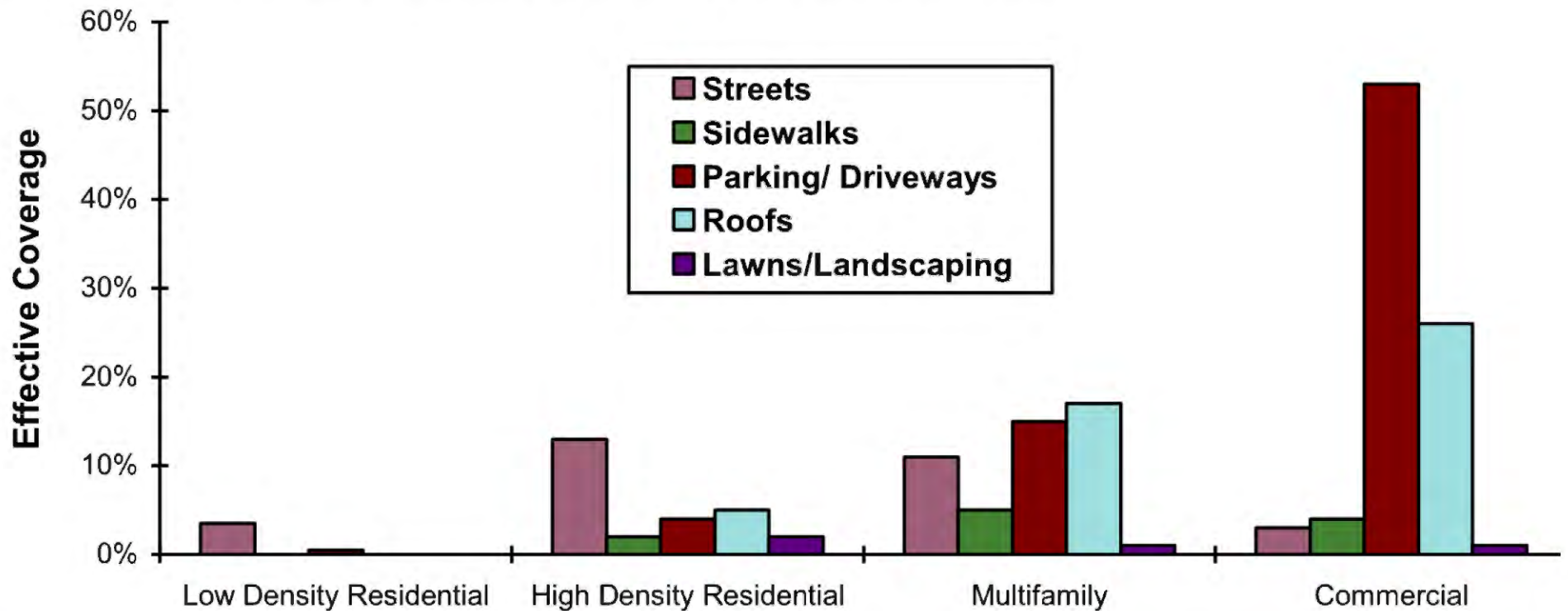
*Some types of transport planning decisions tend to support sprawl, others support Smart Growth.*

**Figure 8**      **Space Required By Travel Mode**



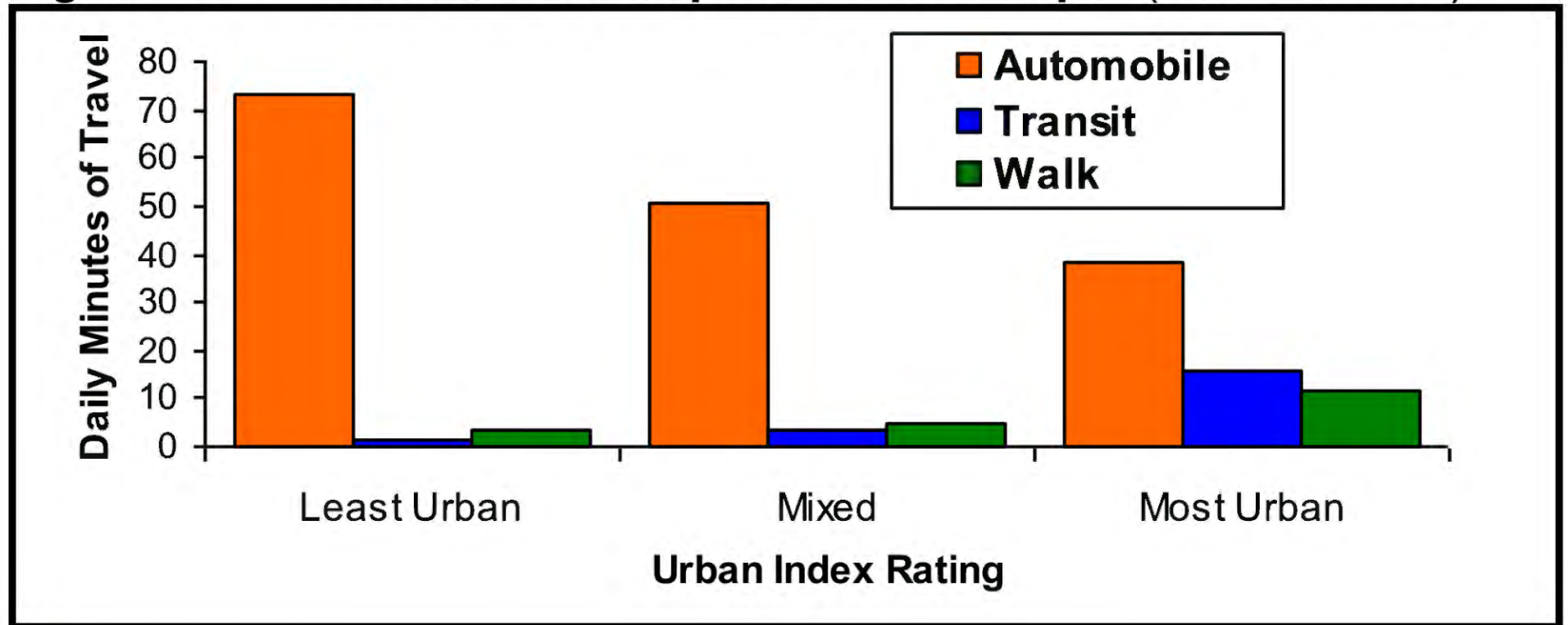
*Automobile travel requires far more space for travel and parking than other modes.*

**Figure 10**      **Surface Coverage** (Arnold and Gibbons 1996)



*This figure illustrates land coverage in various urban conditions.*

**Figure 20**      **Urbanization Impact On Mode Split (Lawton, 2001)**



|    | City          | State          | Population | Sq. Mi. | Density |
|----|---------------|----------------|------------|---------|---------|
| 1  | New York City | New York       | 8,363,710  | 304.8   | 27,440  |
| 2  | San Francisco | California     | 808,976    | 46.7    | 17,323  |
| 3  | Chicago       | Illinois       | 2,853,114  | 227.2   | 12,649  |
| 4  | Boston        | Massachusetts  | 609,023    | 48.4    | 12,561  |
| 5  | Philadelphia  | Pennsylvania   | 1,447,395  | 127.4   | 10,721  |
| 6  | Los Angeles   | California     | 3,833,995  | 469.1   | 8,205   |
| 7  | Baltimore     | Maryland       | 636,919    | 80.8    | 7,889   |
| 8  | Seattle       | Washington     | 598,541    | 83.9    | 7,179   |
| 9  | Detroit       | Michigan       | 912,062    | 138.8   | 6,378   |
| 10 | Milwaukee     | Wisconsin      | 604,477    | 96.0    | 6,296   |
| 11 | Denver        | Colorado       | 598,707    | 153.3   | 3,905   |
| 12 | Houston       | Texas          | 2,242,193  | 579.4   | 3,828   |
| 13 | Columbus      | Ohio           | 754,885    | 210.3   | 3,556   |
| 14 | Phoenix       | Arizona        | 1,567,924  | 517.1   | 2,938   |
| 15 | San Antonio   | Texas          | 1,351,305  | 407.6   | 2,809   |
| 16 | Charlotte     | North Carolina | 687,456    | 279.9   | 2,516   |
| 17 | El Paso       | Texas          | 613,190    | 249.1   | 2,447   |
| 18 | Austin        | Texas          | 757,688    | 251.5   | 2,396   |
| 19 | Memphis       | Tennessee      | 669,651    | 302.3   | 2,327   |
| 20 | San Jose      | California     | 948,279    | 452.9   | 2,223   |
| 21 | Indianapolis  | Indiana        | 798,382    | 365.1   | 2,152   |
| 22 | Fort Worth    | Texas          | 703,073    | 292.5   | 1,828   |
| 23 | San Diego     | California     | 1,279,329  | 840.0   | 1,612   |
| 24 | Dallas        | Texas          | 1,279,910  | 887.2   | 1,427   |
| 25 | Jacksonville  | Florida        | 807,815    | 767.0   | 1,062   |

Table 2.

**Rates of Walking and Bicycling to Work by City Size: 2008–2012**

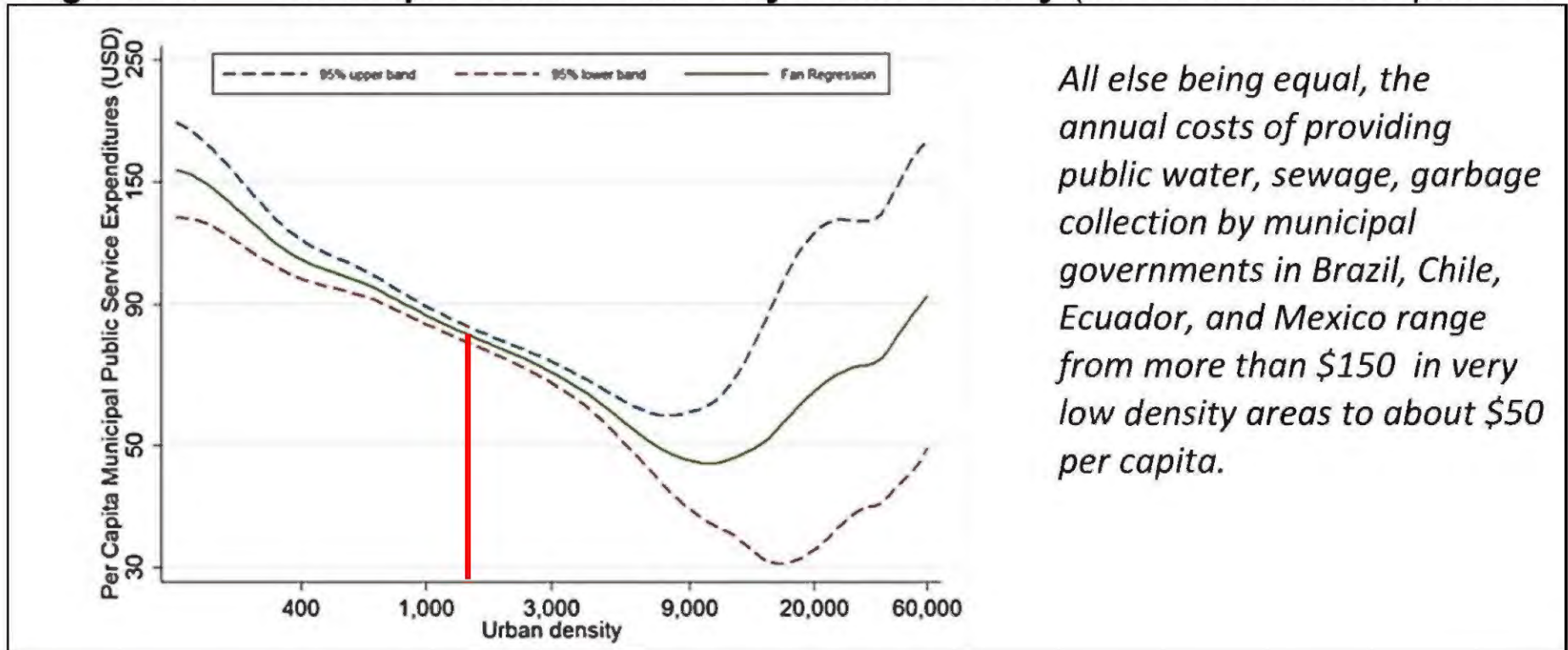
(For information on confidentiality protection, sampling error, and definitions, see [www.census.gov/acs/www/Downloads/data\\_documentation/Accuracy/ACS\\_Accuracy\\_of\\_Data\\_2012.pdf](http://www.census.gov/acs/www/Downloads/data_documentation/Accuracy/ACS_Accuracy_of_Data_2012.pdf))

| <b>Small Cities (Population of 20,000–99,999)</b> |                             |         |                                        |                               |         |                                        |
|---------------------------------------------------|-----------------------------|---------|----------------------------------------|-------------------------------|---------|----------------------------------------|
| Walk                                              |                             |         |                                        | Bicycle                       |         |                                        |
| Rank                                              | City                        | Percent | Margin of error ( $\pm$ ) <sup>1</sup> | City                          | Percent | Margin of error ( $\pm$ ) <sup>1</sup> |
| 1                                                 | Ithaca, NY . . . . .        | 42.4    | 3.8                                    | Davis, CA . . . . .           | 18.6    | 1.8                                    |
| 2                                                 | Athens, OH . . . . .        | 36.8    | 5.4                                    | Key West, FL . . . . .        | 17.4    | 2.9                                    |
| 3                                                 | State College, PA . . . . . | 36.2    | 3.2                                    | Corvallis, OR . . . . .       | 11.2    | 1.5                                    |
| 4                                                 | North Chicago, IL . . . . . | 32.2    | 4.2                                    | Santa Cruz, CA . . . . .      | 9.2     | 1.7                                    |
| 5                                                 | Kiryas Joel, NY . . . . .   | 31.6    | 4.2                                    | Palo Alto, CA . . . . .       | 8.5     | 1.1                                    |
| 6                                                 | Oxford, OH . . . . .        | 29.7    | 3.8                                    | Menlo Park, CA . . . . .      | 7.6     | 1.6                                    |
| 7                                                 | Pullman, WA . . . . .       | 23.5    | 3.2                                    | East Lansing, MI . . . . .    | 6.8     | 1.2                                    |
| 8                                                 | East Lansing, MI . . . . .  | 23.3    | 2.2                                    | Laramie, WY . . . . .         | 6.8     | 1.8                                    |
| 9                                                 | College Park, MD . . . . .  | 21.5    | 3.2                                    | San Luis Obispo, CA . . . . . | 6.6     | 1.3                                    |
| 10                                                | Burlington, VT . . . . .    | 20.3    | 1.9                                    | Ashland, OR . . . . .         | 6.2     | 1.9                                    |
| 11                                                | Moscow, ID . . . . .        | 20.2    | 3.6                                    | Missoula, MT . . . . .        | 6.2     | 0.9                                    |
| 12                                                | Morgantown, WV . . . . .    | 18.2    | 2.9                                    | Chico, CA . . . . .           | 5.8     | 1.0                                    |
| 13                                                | Rexburg, ID . . . . .       | 18.0    | 3.7                                    | Santa Barbara, CA . . . . .   | 5.8     | 1.1                                    |
| 14                                                | Atlantic City, NJ . . . . . | 17.8    | 2.7                                    | Bozeman, MT . . . . .         | 5.8     | 1.2                                    |
| 15                                                | Urbana, IL . . . . .        | 16.6    | 2.3                                    | Urbana, IL . . . . .          | 5.8     | 1.2                                    |

## 2013-2017 American Community Survey 5-Year Estimates

| MEANS OF TRANSPORTATION TO WORK           | Estimate |
|-------------------------------------------|----------|
| Car, truck, or van                        | 72.3%    |
| Drove alone                               | 61.1%    |
| Carpooled                                 | 11.2%    |
| In 2-person carpool                       | 10.0%    |
| In 3-person carpool                       | 0.5%     |
| In 4-or-more person carpool               | 0.7%     |
| Workers per car, truck, or van            | 1.09     |
| Public transportation (excluding taxicab) | 0.9%     |
| Walked                                    | 17.8%    |
| Bicycle                                   | 4.3%     |
| Taxicab, motorcycle, or other means       | 1.1%     |
| Worked at home                            | 3.7%     |

**Figure 16** Municipal Service Costs By Urban Density (de Duren and Compeán 2015)



# LAND USE & TRANSPORTATION FRAMEWORK

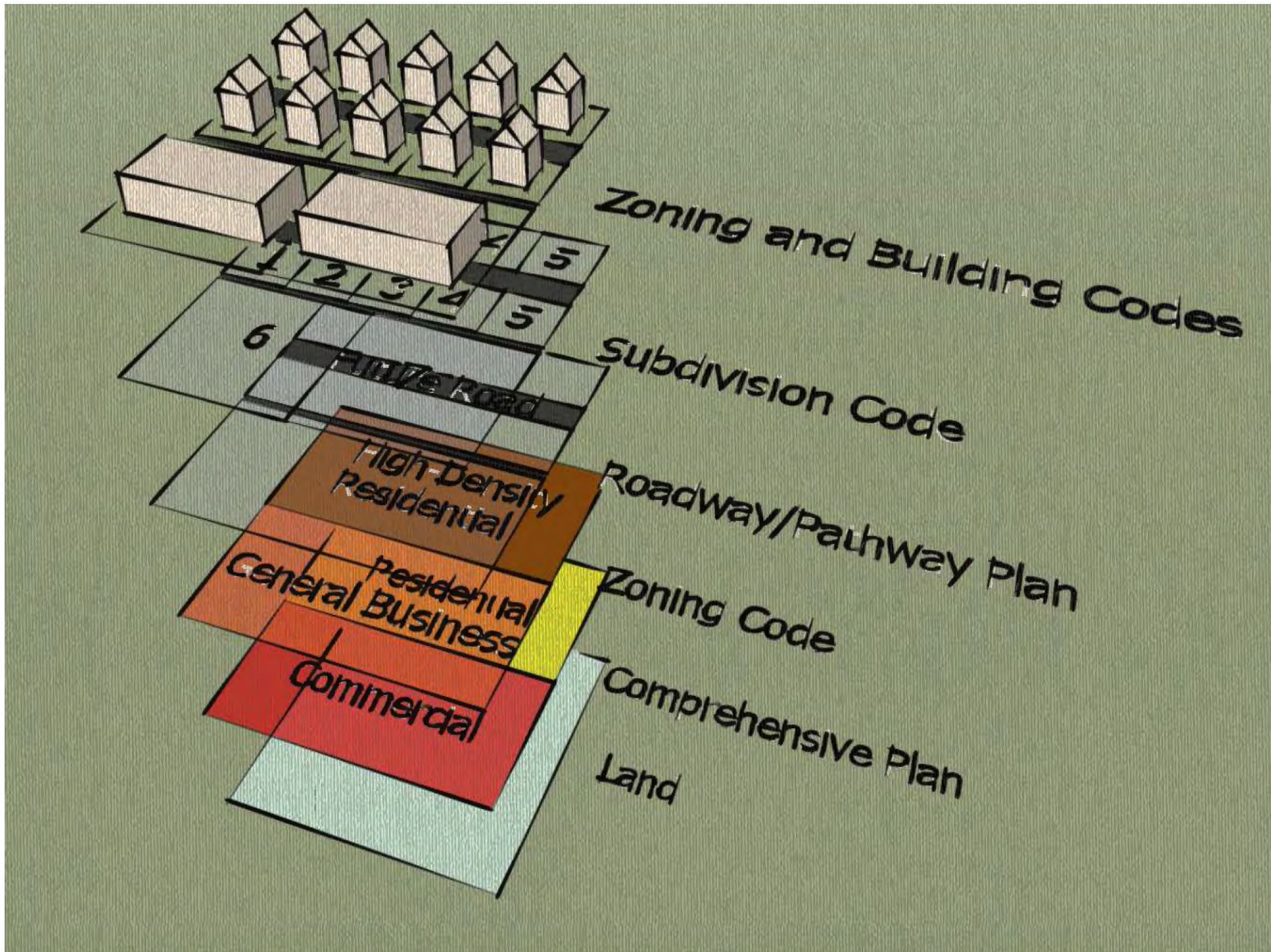
- ▶ Comprehensive Plan
  - ▶ Community character and future land use
  - ▶ Roadway and pathway system plan
- ▶ Zoning Code
  - ▶ Regulation of land uses, building bulk and dimensional requirements
  - ▶ Private development parking, loading and access standards
- ▶ Subdivision Code
  - ▶ Division of property, street layout, and access

# LAND USE & TRANSPORTATION FRAMEWORK

- ▶ Street Standards
  - ▶ Defines roadway design and facilities by roadway classification
  - ▶ Pedestrian and bicycle facilities
- ▶ Development Impact Assessment and Mitigation
  - ▶ Traffic impact studies (TIS)
  - ▶ Exactions and impact fees

# LAND USE & TRANSPORTATION FRAMEWORK

- ▶ Transportation Plans
  - ▶ Comprehensive assessment of current and future system performance
  - ▶ Recommendation of policies and programs and identification of needed improvements
- ▶ Capital Improvement Plans
  - ▶ Identification and funding program to make necessary improvements



# LAND USE REGULATION WITH IDAHO

- ▶ Authority for the Local Land Use Planning Act, I.C. 67-65
  - ▶ Requires the preparation of comprehensive plan by Cities and Counties within the State
  - ▶ Formation of citizen advisory commissions, Planning and Zoning Commissions
  - ▶ Provides procedural and basic regulatory requirements and authority

# LAND USE PLANNING SCALES

- ▶ Current Planning

- ▶ Processing of land use and development applications rezones, subdivision plats, conditional and special use permits, variances, annexations, planned unit developments, floodplain development permits and code administration

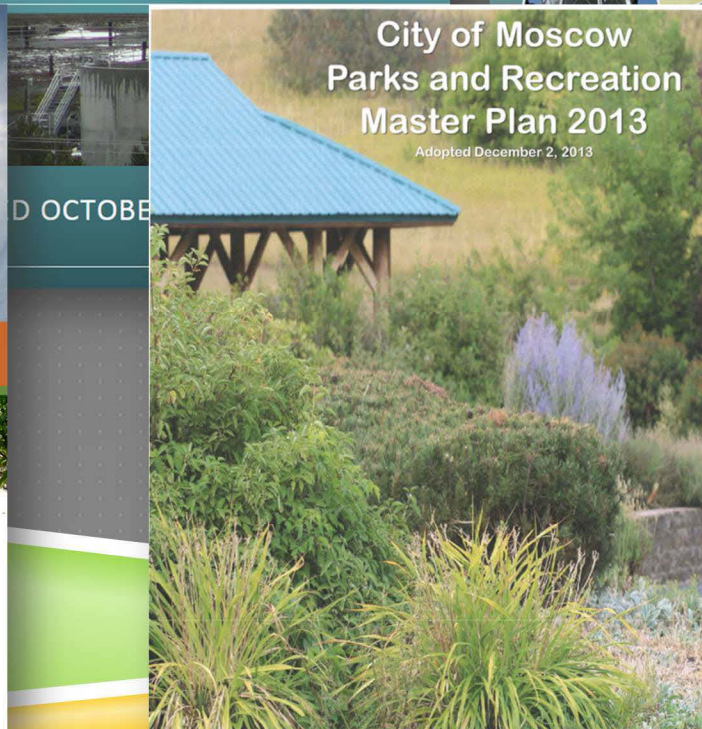
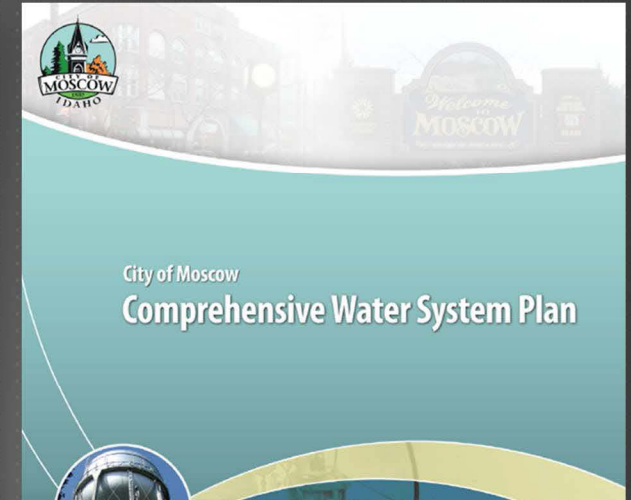
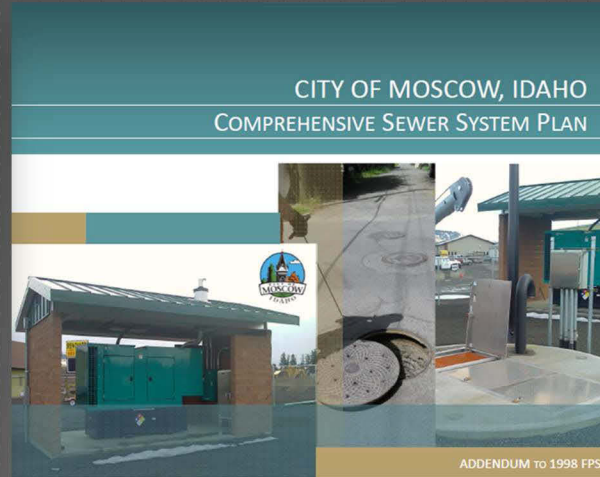
- ▶ Long-Range Planning

- ▶ Comprehensive plan, economic development plans, downtown revitalization efforts, special area plans, transportation plans, zoning and land use development code development and maintenance

# COMPREHENSIVE PLAN

- ▶ Comprehensive Plan
  - ▶ State mandated planning document
  - ▶ Articulation of community values, vision and general policies
  - ▶ Provides the goals for the land use regulations to implement
  - ▶ Land use regulations must be generally consistent and supported by the community's comprehensive plan

# SUPPORTING PLANNING DOCUMENTS



► Comprehensive Plan must address 17 different topics

- Property Rights
- Population
- Schools
- Economic Development
- Land Use
- Natural Resources
- Hazardous Areas
- Public Services and Facilities
- Transportation
- Recreation

► Special Areas or Sites

- Housing
- Community Design
- Agriculture
- Implementation
- National Interest Electric Transmission Corridors (if designated)
- Public Airport Facilities

| Table P.1<br>Plan Organization                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                          |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| Chapter                                                              | Scope                                                                                                                                                                                                                                                                                                                                                                                                                             | Statutory Requirement                                                                                    |
| <b>Preface: Introduction and Purpose</b>                             | Outlines the purpose and importance of the plan, addresses property rights, describes the public participation program, and discusses private property rights.                                                                                                                                                                                                                                                                    | (a) Property Rights                                                                                      |
| <b>Chapter One: A Vision for Moscow</b>                              | Outlines the community history, natural resources and hazards in the area, and incorporates a statement of community vision.                                                                                                                                                                                                                                                                                                      | (f) Natural Resources<br>(g) Hazardous Areas<br>(n) Agriculture                                          |
| <b>Chapter Two: Community Character and Land Use</b>                 | Outlines key land use related issues, goals, and recommendations. This element will also include policies to guide future zoning and land use decisions. Detailed recommendations regarding necessary modifications of the development ordinances will also be integrated into the chapter.                                                                                                                                       | (e) Land Use; (k) Special Areas or Sites; (l) Housing; (m) Community Design                              |
| <b>Chapter Three: Community Mobility</b>                             | Outlines key transportation related issues, goals, and recommendations. The chapter will include recommendations regarding roadway cross-sections and necessary modifications to the subdivision regulations.                                                                                                                                                                                                                     | (i) Transportation<br>(q) Public Airport facilities                                                      |
| <b>Chapter Four: Parks, Recreation and Open Space</b>                | Outlines key recreation issues, goals, and recommendations. The chapter will include recommendations regarding proposed new park and greenway locations along with facility development standards.                                                                                                                                                                                                                                | (j) Recreation                                                                                           |
| <b>Chapter Five: Public Utilities, Services, and Growth Capacity</b> | Outlines key growth and facility-related issues, goals, and recommendations. This chapter will essentially examine the City's capacity to sustain its current development and support future development, including evaluations of infrastructure capacities, facility needs, and demands. Additionally, it will include strategies and recommended mechanisms for managing the pattern of growth within the Area of City Impact. | (b) Population; (c) School Facilities and Transportation; (h) Public Services, Facilities, and Utilities |
| <b>Chapter Six: Economic Development</b>                             | Provides recommendations regarding land use measures that are intended to promote economic development.                                                                                                                                                                                                                                                                                                                           | (d) Economic Development                                                                                 |
| <b>Chapter Seven: Implementation</b>                                 | Includes a table of prioritized action items to facilitate work planning by City departments and staff, tracking of implementation progress and accomplishments in a "checklist" fashion, and easy re-arrangement of the table as priorities are re-examined periodically.                                                                                                                                                        | (o) Implementation                                                                                       |

# COMMUNITY CHARACTER AND LAND USE

## Community Character and Land Use

### COMPREHENSIVE PLAN

This Chapter provides a 20-year policy framework for the future physical development of the City and its area of impact. The analysis of the community's existing and desired character provided in this Chapter is based upon the community values (discussed in **Chapter 1, Community Context**) which were articulated by the citizens during public outreach efforts. This Chapter provides a policy framework for governing landscaping, building design, tree planting, signs, and housing, as well as suggested patterns and standards for community design, development, and beautification. This Chapter is guided by the following general goals:

- Direct land uses to meet current and future community desires and needs while conserving natural resources and protecting agricultural lands from scattered development through efficient and orderly development.
- Encourage a variety of housing types to meet the needs of residents of all ages and economic ability.
- Preserve and enhance special areas of the community to celebrate the community's identity, character, and heritage.
- Enrich the community's social, cultural, physical, and economic environments through the arts and integration of aesthetic infrastructure standards, and particularly through the placement of public art at key locations in the City.

#### 2.1 EXISTING COMMUNITY CHARACTER

Land use planning is a recognition that Moscow does not have to wait and react to growth and development. Rather, it can determine where growth will occur and what character this new development will reflect. Through active community support, this Plan will ensure that development meets certain standards that contribute to achieving the desired community character. The following is a brief assessment of the various land uses, their character, and locations throughout the community to provide a perspective of the needs and challenges for planning for future land uses.



Figure 2.6:  
Evolution of Downtown Moscow



Moscow's historic buildings have been adaptively re-used for decades.

Source: City of Moscow

new development and redevelopment in a way that is in pace with market demands.

- The focus of the first phase should be the agricultural-industrial area in the Legacy Crossing Urban Renewal District to the southwest of downtown (generally between Sixth Street, Jackson Street, and Paradise Creek). Since the success of the City is largely tied to the success of the University, enhancing the character of the interconnections between the two, as well as the access of University students to the downtown, is an important policy priority.

- Accordingly, if the market will support such development, buildings in this area should be four to six stories or more in height to emulate some of the structures that were previously located on the site that were higher than six stories. Vertically mixed uses and structured parking should be incorporated as warranted and feasible. The

additional building height will create a draw to the south end of downtown, reinforcing the linkage to the University and the hospital, provided that the taller buildings have landmark-quality architecture and are highly sensitive to the context of the area.

If the market study shows uncertainty with regard to whether the market will support a building with structured parking, the City should consider participating in the development of the parking structure in exchange for public access to the parking spaces. This would be a significant benefit to the community character because increased surface parking would likely create a physical and psychological barrier between the University and downtown, and would most assuredly alter the character of this area from urban to auto-urban.

- The focus of the second phase should include the residential area in the Legacy Crossing Urban Renewal District that lies north of Sixth Street and south of Third Street to the west of downtown along Asbury, Almon, and Lilly Streets. This connection should be strengthened by improving the quality and character of development by redeveloping the corridor with mixed-use buildings with a student housing component. These buildings should be three to four stories in height and compatible with the historic downtown's architectural palette.



# Future Land Use and Growth Plan

## FUTURE LAND USE

- Rural and Agriculture
- Neighborhood Conservation
- Suburban Residential
- Auto-Urban Residential
- Urban Residential
- High-Density Residential
- Urban Mixed
- Suburban Commercial
- Auto-Urban Commercial
- Urban Commercial
- Business Park
- Industrial
- Civic/Institutional
- University
- Parks and Open Space

## THOROUGHFARE PLAN

- National Highway
- Alt Highway 95 Align
- Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector

## BOUNDARIES, WATER, & INFRASTRUCTURE

- City Limits
- State Border
- Area of City Impact

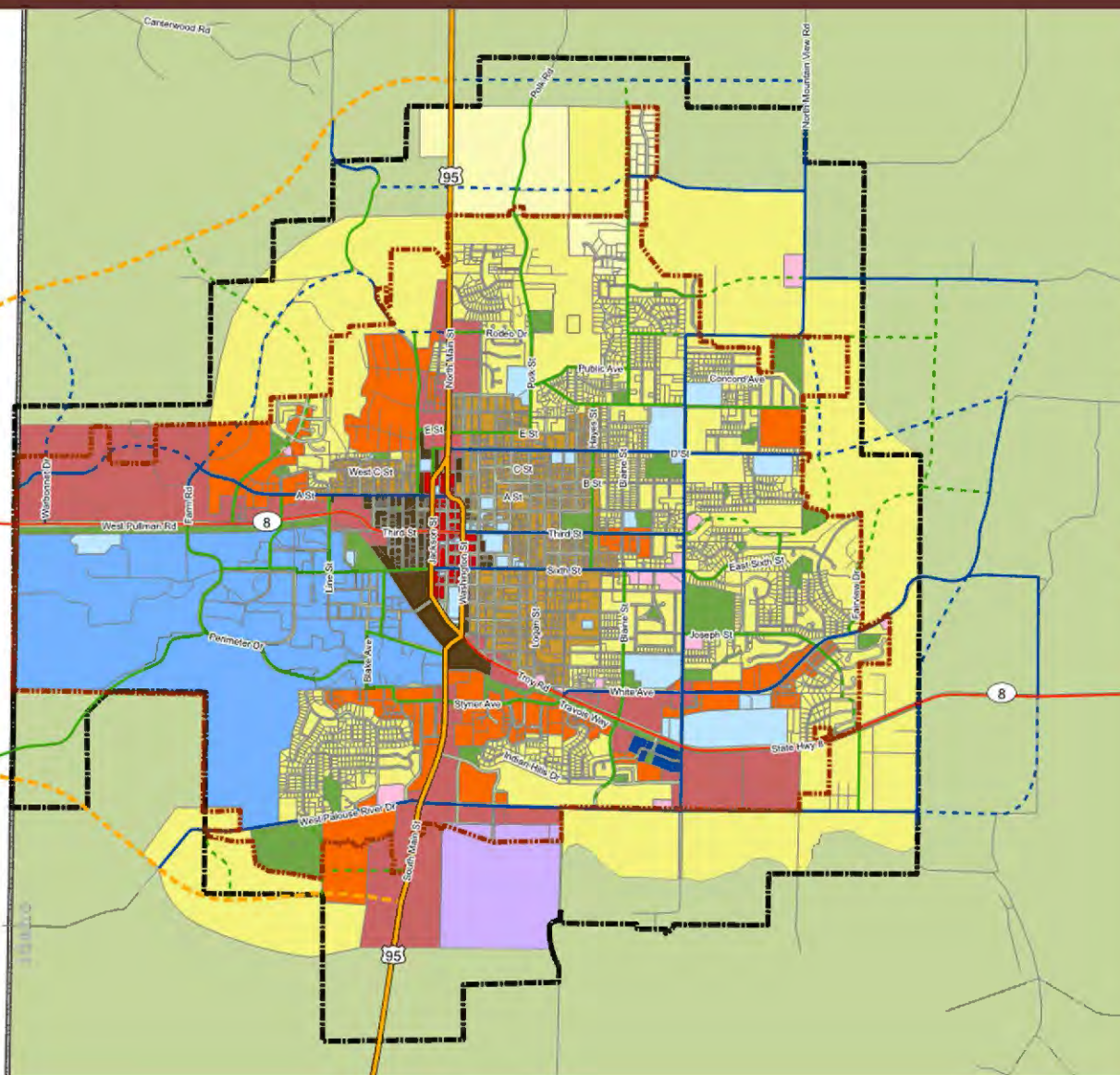
Note: Proposed future roadway locations are approximate and ultimate roadway locations will be determined at the time of development based upon topography, existing development, property boundaries and proposed development needs.

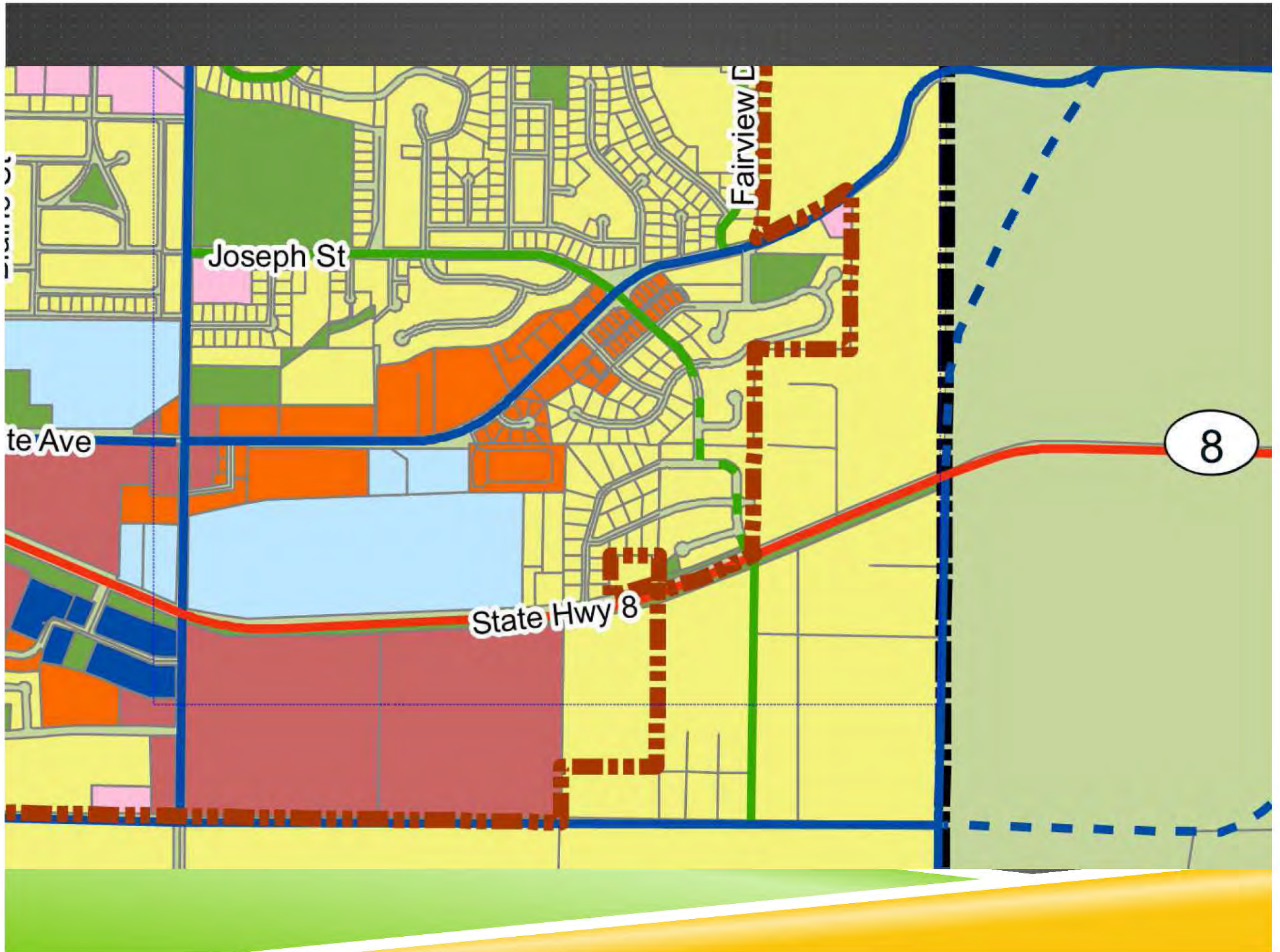
0 0.15 0.3 0.6 Miles



comprehensive PLAN

Washington





# TRANSPORTATION

## Community Mobility

### COMPREHENSIVE PLAN

#### 3.1 INTRODUCTION

Community mobility includes a multitude of components that collectively create a system that facilitates the movement of goods and people to, and throughout, the community. These components include not only roadways for motorized vehicles, but also sidewalks, bike lanes, multi-purpose pathways, and transit facilities. A comprehensive and efficient transportation system provides for the ease of circulation within a community, and enhances the community's environmental, economic, and social environs. People of all ages, abilities, and modes of movement must have the ability to circulate throughout the community from their home to workplace, shopping, dining, and entertainment activities. To achieve this end, an integrated and multi-faceted strategy must be implemented that addresses the interconnections between land uses and mobility demands.

This strategy is driven by four broad, overarching goals, followed by more specific goals for the multiple mobility components listed at the end of this Chapter:

- Ensure the integration and coordination of the City's transportation systems with the regional facilities and modes of transportation.
- Plan for the orderly development and continuity of the City's street and pathway systems, as well as connectivity to regional transportation networks, to ensure the efficient navigation and delivery of services by residents and visitors.
- Ensure that all transportation systems enable safe access and promote alternatives for all modes of mobility, including pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.
- Provide for the continuity and function of the City's transportation system while ensuring context-sensitive design that preserves and enhances

#### Mobility Is About More Than Just Cars

Even though 93 percent of Moscow's households have an available vehicle, a sizeable number of Moscow's estimated 11,774 workers do not drive alone to work. In fact, the 2016 American Community Survey revealed that almost one-quarter (24.1 percent) of workers either walked, bicycled, or used "other means" (non-vehicular) to get to work – and only 60.2 percent drove alone. By comparison, nationally, four percent walked or used "other means," while over 75 percent drove alone.



## comprehensive PLAN

downtown area since 1993, the City's Transportation Commission conducted a downtown parking survey in 2008 to assess the perception of parking held by business owners, employees, residents and customers in the downtown area. While the degree of a perceived problem varied among the user groups surveyed, the conclusion of the Transportation Commission's work was that a perception exists that there is a parking shortage within the downtown area. The Transportation Commission's report concluded with a list of 25 implementation strategies that were identified as feasible actions to pursue in order to improve parking in the downtown area. The City should pursue implementation of the Transportation Commission's recommendations and conduct additional surveys in subsequent years to assess their effectiveness.

In addition to the implementation of the Transportation Commission's recommendations, which are anticipated to assist in meeting current parking demands, the City should pursue requiring the provision of off-street parking within the CB Zone for uses that have greater demands than the short-term public parking can fulfill. Examples of such uses include residential uses and hotels/hospitality and larger office complexes where long-term parking demands cannot be reasonably served with the currently available public parking. If parking is required of such uses, the City should carefully control its placement, such as underneath or behind the buildings, so as to not interrupt the continuous building streetwall and pedestrian environment of downtown.

#### 3.11 COMMUNITY MOBILITY GOALS AND OBJECTIVES

##### 3.11.1 General Community Mobility Goals

- Ensure the integration and coordination of the City's transportation systems with the regional facilities and modes of transportation.
- Plan for the orderly development and continuity of the City's street and pathway systems, as well as connectivity to regional transportation networks to ensure the efficient delivery of services and navigation by residents and visitors.
- Ensure that all transportation systems enable safe access and promote alternative mode use for all modes of mobility, including pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.
- Provide for the continuity and function of the City's transportation system while ensuring context-sensitive design that preserves and enhances community character and quality of life.

##### 3.11.2 Regional Mobility

#### Objective:

Provide for the efficient integration of the City's transportation systems



# Thoroughfare Plan

comprehensive PLAN

## THOROUGHFARE PLAN

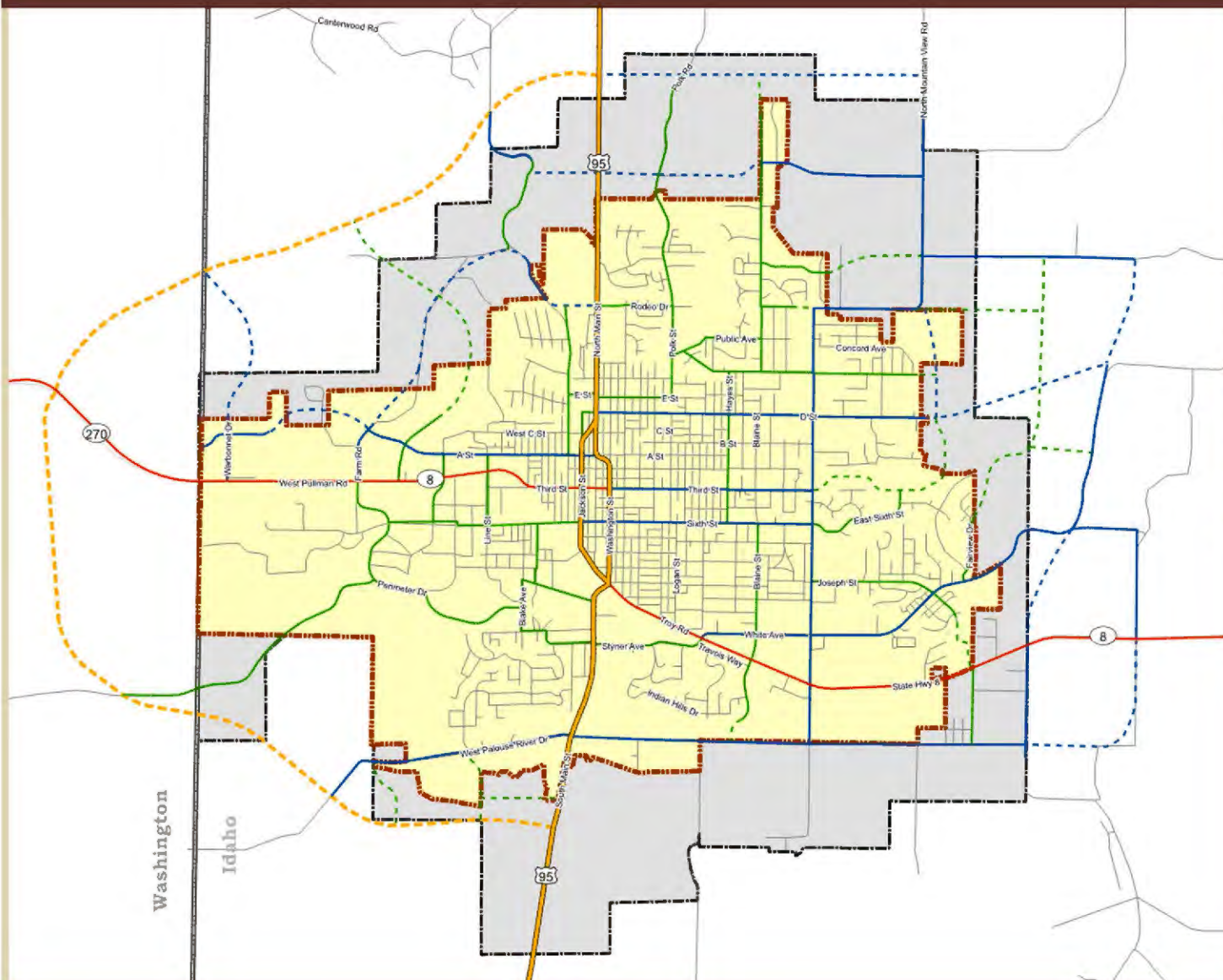
-  National Highway
-  Alt Highway 8 Align
-  Alt Highway 95 Align
-  Principal Arterial
-  Minor Arterial
-  Proposed Minor Arterial
-  Collector
-  Proposed Collector

## BOUNDARIES, WATER, & INFRASTRUCTURE

-  City Limits
-  State Border
-  Area of City Impact

Note: Proposed future roadway locations are approximate and ultimate roadway locations will be determined at the time of development based upon topography, existing development, property boundaries and proposed development needs.

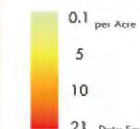
0 0.15 0.3 0.6 Miles



## Accident-Prone Intersections

### Number of Collisions

All Reported Collisions, 2007-2011



Collisions Involving Bicycles  
Frequency 1 2 3 4

Collisions Involving Pedestrians  
Frequency 1 2 3

Transfer Point City Limits  
 Library State Boundary  
 Shopping Trails  
 Civic  
 School  
 Medical

\*Refer to Table 3.1, Top Ten Collision Locations in Moscow (2007 to 2011) on Page 3.16

Data Sources: City of Moscow, SMART  
State of Idaho Department of Lands GIS



NOT TO SCALE

## Multipurpose Pathways

### FUTURE PROPOSED PATHS

- Pedestrian Walkways
- Future/Proposed Pathways
- Multi-Purpose Pathways - Paved
- Multi-Purpose Pathways - Unpaved
- Park Pathways
- University Pathways - Unpaved

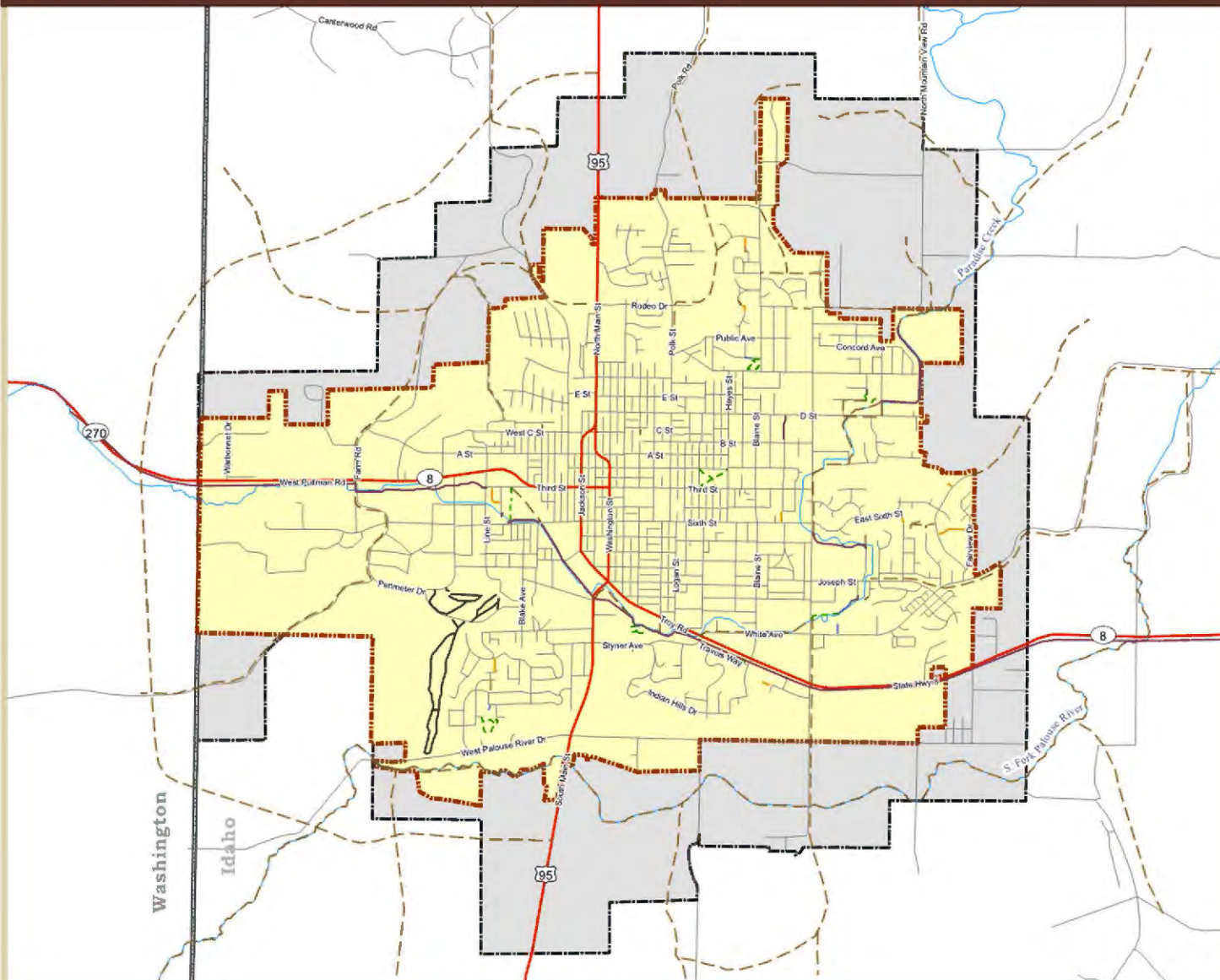
### BOUNDARIES, WATER, & INFRASTRUCTURE

- City Limits
- Area of City Impact
- State Border
- Paradise Creek and S. Fork Palouse River

0 0.125 0.25 0.5 Miles



comprehensive PLAN



## Transit Routes

## SMART Transit

- West Route (Green)
- East Route (Blue)
- - - Limited Services
- Bus Stops
-  Transfer Point
-  1/4 mile Walking Buffers around Stops

## Landmarks

-  Civic
-  Senior Housing
-  Social Service
-  Library
-  Shopping
-  School
-  Medical

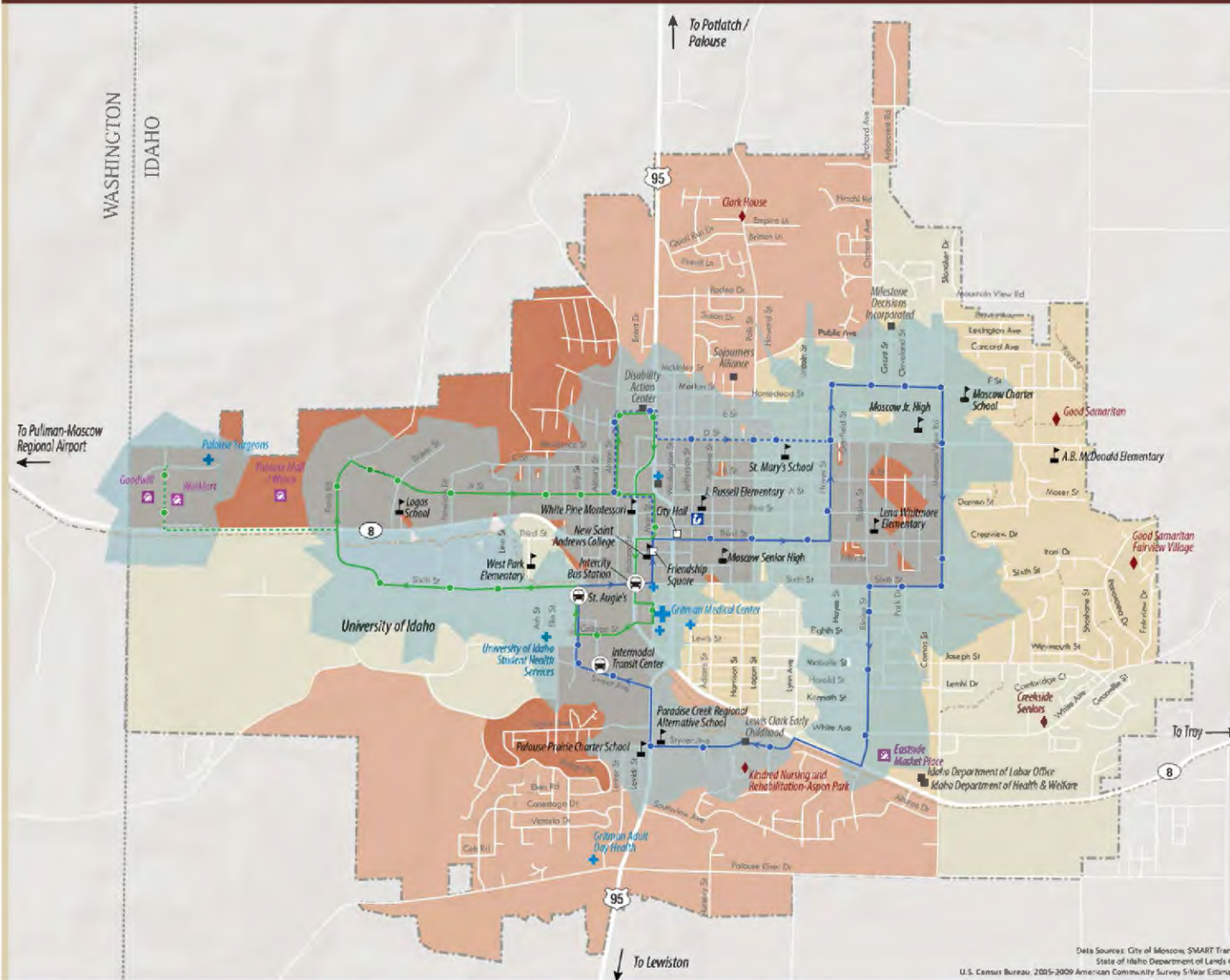
-  Downtown District
-  City Limits

- - - State Boundary
- Trails

## Population at or below Federal Poverty Line

Persons per Acre  
By Census Block Groups

-  0.0 - 0.5
-  0.6 - 1.0
-  1.1 - 2.0
-  2.1 - 7.1



Data Sources: City of Moscow; SMART Transit;  
State of Idaho Department of Lands GIS;  
U.S. Census Bureau 2005-2009 American Community Survey 5-Year Estimates



# Safety Routes

Section 33-1501, Idaho Statutes provides for busing of children who live more than 1.5 miles from school. The distance is measured "by the nearest and best route from the junction of the driveway of the pupil's home and the nearest public road, to the nearest door of the schoolhouse he attends."

Safety bus routes are provided for those students who would experience unsafe conditions walking to school along that route. The safety routes shown in this map are a composite for all schools. They may overlap with walking routes or regular bus routes, depending upon the school the child along the route attends.

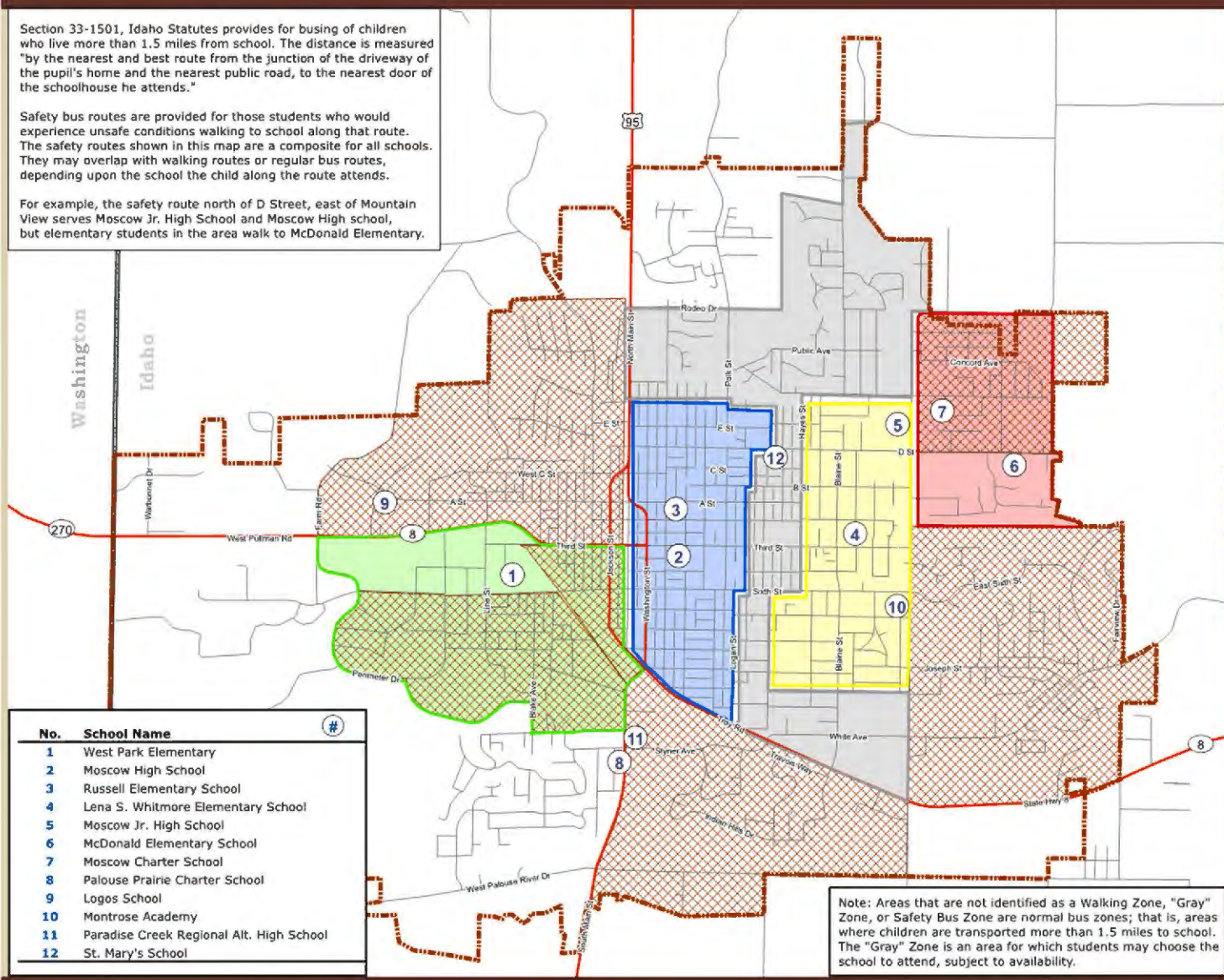
For example, the safety route north of D Street, east of Mountain View serves Moscow Jr. High School and Moscow High school, but elementary students in the area walk to McDonald Elementary.

## ELEMENTARY SCHOOL WALKING ZONES

- Lena S. Whitmore Elementary Walking Zone
- McDonald Elementary Walking Zone
- Russell Elementary Walking Zone
- West Park Elementary Walking Zone
- "Gray" Zone
- Safety Bus Zone

## BOUNDARIES, WATER, & INFRASTRUCTURE

- City Limits
- State Border



| No. | School Name                              | # |
|-----|------------------------------------------|---|
| 1   | West Park Elementary                     |   |
| 2   | Moscow High School                       |   |
| 3   | Russell Elementary School                |   |
| 4   | Lena S. Whitmore Elementary School       |   |
| 5   | Moscow Jr. High School                   |   |
| 6   | McDonald Elementary School               |   |
| 7   | Moscow Charter School                    |   |
| 8   | Palouse Prairie Charter School           |   |
| 9   | Logos School                             |   |
| 10  | Montrose Academy                         |   |
| 11  | Paradise Creek Regional Alt. High School |   |
| 12  | St. Mary's School                        |   |

Note: Areas that are not identified as a Walking Zone, "Gray" Zone, or Safety Bus Zone are normal bus zones; that is, areas where children are transported more than 1.5 miles to school. The "Gray" Zone is an area for which students may choose the school to attend, subject to availability.



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# BASIC ELEMENTS OF ZONING

- ▶ Land Use Districts
  - ▶ Designated geographic areas (districts)
  - ▶ Regulates allowable uses
    - ▶ Structures, densities, and lot sizes
    - ▶ Conditionally permitted uses
  - ▶ Regulates development standards
    - ▶ Building coverage, height, placement, landscaping, parking etc.

# ZONING ADMINISTRATION

- ▶ Hearing and Advisory Bodies
  - ▶ Planning and Zoning Commission
  - ▶ Zoning Board of Adjustment
  - ▶ City Council
- ▶ Legislative Code Amendments
- ▶ Quasi-judicial Land Use Actions
  - ▶ Variances
  - ▶ Conditional Use Permits
  - ▶ Rezones
  - ▶ Planned Unit Developments
  - ▶ Subdivisions

# CITY OF MOSCOW ZONING MAP

| ZONING LEGEND |                             | Color        |
|---------------|-----------------------------|--------------|
| RC-1          | Single Family - 18500 s.f.  | Light Blue   |
| RC-2          | Single Family - 7000 s.f.   | Light Green  |
| RC-3          | Duplex                      | Light Yellow |
| RC-4          | Multi-Family                | Light Orange |
| SR            | Suburban Residential        | Light Purple |
| U             | University                  | Light Blue   |
| GB            | General Business            | Light Green  |
| NB            | Neighborhood Business       | Light Yellow |
| CB            | Central Business            | Light Orange |
| MB            | Motor Business              | Light Purple |
| UMC           | Urban Mixed Commercial      | Light Blue   |
| I             | Industrial                  | Light Green  |
| FR            | Farm - Ranch - Transitional | Light Yellow |
| RO            | Residential Offices         | Light Orange |
| RTO           | Research Technology Offices | Light Purple |
| AF            | Agriculture - Forestry      | Light Blue   |
| PUD           | Planned Unit Development    | Light Green  |
| (*)           | Other Conditions            | Light Yellow |

Scale: 1"=600'

| LEGEND      |                            |
|-------------|----------------------------|
| Blue line   | Fluoropolymer              |
| Red line    | High-Voltage Fluoropolymer |
| Orange line | Low-Voltage Fluoropolymer  |

## STREET DIRECTORY

# PUBLIC HEARING PROCEDURES

## ▶ Neighborhood Meeting

- ▶ Implemented in 2007
- ▶ Requires applicants of annexations, rezones, subdivisions or PUDs to hold a neighborhood meeting
- ▶ Notice 14 days, 600 feet from subject property
- ▶ Opportunity to discuss development project with neighborhood
- ▶ Also notice 600 feet rather than Idaho Code Minimum 300 feet

# PUBLIC HEARING PROCEDURES

## ▶ Legislative Hearings

- ▶ Do not apply to a specific property, such as a zoning code amendment
- ▶ Hearing bodies can have open and free communication with any interested party

## ▶ Quasi-Judicial Hearings

- ▶ Generally concerns a specific property or use, such as a rezone, subdivision plat, special use permit or variance request
- ▶ Hearing bodies should not discuss the matter with any interested party outside the hearing process (ex-parte communications)
- ▶ Any unintentional ex-parte communications can be remedied by disclosure of content of such communication on the record
- ▶ Best to avoid, protects integrity of process, all information upon which decision is based is within the record
- ▶ Requires written decision, generally developed by staff at request of the hearing body

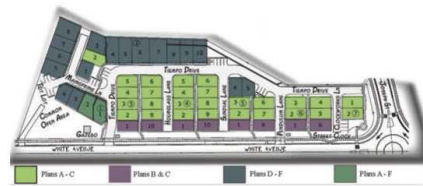
# CONDITIONAL AND SPECIAL USES

- ▶ Uses that are generally considered compatible with allowed uses in zone, but may have special characteristics or impacts that need to be reviewed on a specific site basis
  - ▶ May result in requirements to mitigate potential adverse impacts
  - ▶ May be granted on limited duration to assess unknown impacts
- ▶ Reviewed by Zoning Board of Adjustment during a public hearing

# PLANNED UNIT DEVELOPMENTS

- ▶ Planned Unit Developments
  - ▶ Allows for unique and innovative developments
  - ▶ Provides flexibility from underlying zoning district standards
  - ▶ Has been utilized more extensively in the last four years
    - ▶ The Silos
    - ▶ Green Acres
    - ▶ Greensides Hill
    - ▶ Tiempo Commons
    - ▶ Camden Court
    - ▶ Folkstone

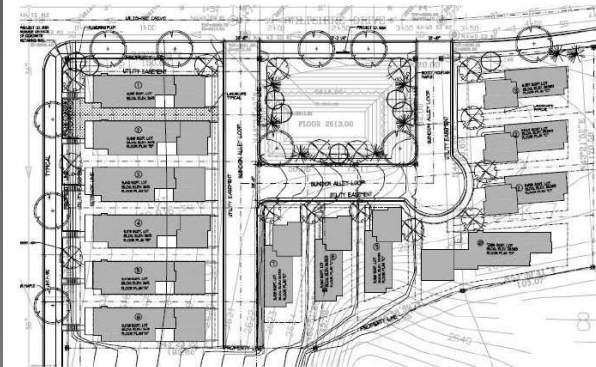
# EXAMPLE PUDS



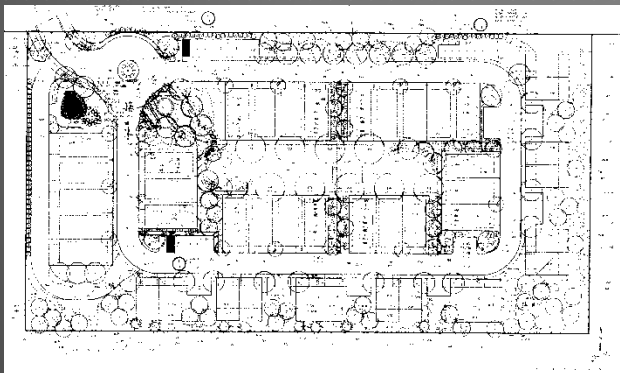
Tiempo Commons



Greensides Hill



Camden Court



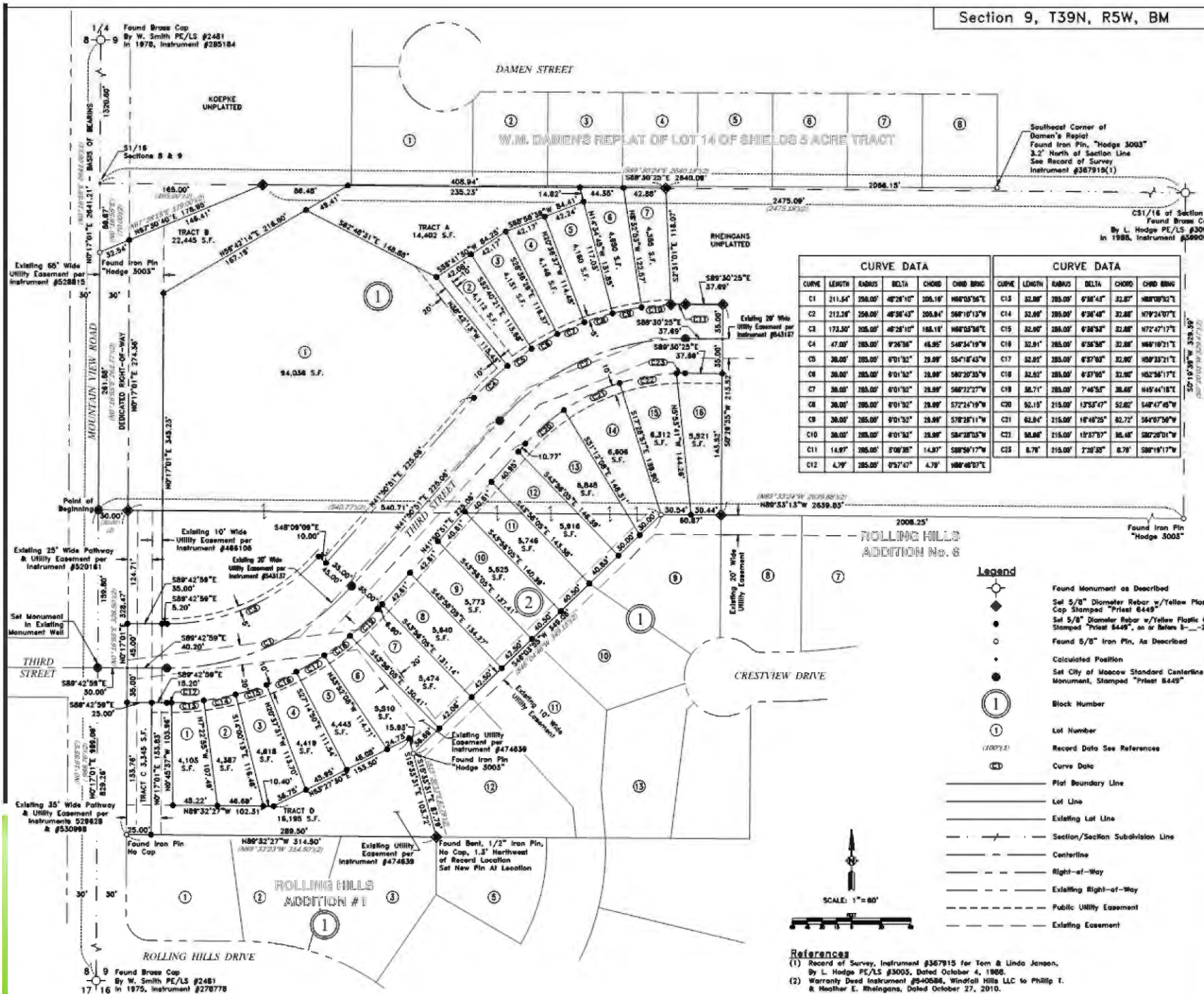
Green Acres

# SUBDIVISION PLATS

- ▶ Division of property and creation of building lots
- ▶ Regulated by State Law (I.C. 50-13) and City Code (M.C.C. 5-1)
- ▶ Requires the dedication of streets, easements, park property and payment of street tree fees
- ▶ Roadway design is dictated by adopted street standards for the roadway classifications

# SUBDIVISION PLATS

- ▶ Reviewed by Transportation Commission for transportation related considerations (roadways, pedestrian, bicycle and transit facilities)
- ▶ Reviewed by the Parks and Recreation and Pathways Commissions for parkland suitability and pedestrian pathways
- ▶ Preliminary Plat – Public Hearing (quasi-judicial) hearings before Planning and Zoning and City Council
- ▶ Final Plat – Regular Agenda Item reviewed by both Planning and Zoning Commission and City Council



| CURVE DATA |         |         |           |         |             | CURVE DATA |        |         |           |        |             |
|------------|---------|---------|-----------|---------|-------------|------------|--------|---------|-----------|--------|-------------|
| CURVE      | LENGTH  | RADIUS  | DELTA     | CHORD   | CHORD BEING | CURVE      | LENGTH | RADIUS  | DELTA     | CHORD  | CHORD BEING |
| C1         | 211.54' | 250.00' | 48°28'10" | 205.19' | N88°03'56"E | C13        | 32.88' | 285.00' | 6°38'43"  | 32.87' | N88°09'52"E |
| C2         | 212.28' | 250.00' | 48°28'43" | 205.84' | S88°16'13"W | C14        | 32.88' | 285.00' | 6°38'48"  | 32.88' | N79°24'07"E |
| C3         | 173.30' | 250.00' | 48°28'10" | 165.18' | N88°03'56"E | C15        | 32.88' | 285.00' | 6°38'53"  | 32.88' | N72°47'17"E |
| C4         | 47.00'  | 285.00' | 6°38'56"  | 46.95'  | S48°54'19"W | C16        | 32.88' | 285.00' | 6°38'58"  | 32.88' | N68°10'31"E |
| C5         | 38.00'  | 285.00' | 6°01'32"  | 37.99'  | S54°18'43"W | C17        | 32.88' | 285.00' | 6°39'03"  | 32.88' | N59°23'21"E |
| C6         | 38.00'  | 285.00' | 6°01'32"  | 37.99'  | S60°20'33"W | C18        | 32.88' | 285.00' | 6°39'08"  | 32.88' | N52°56'17"E |
| C7         | 38.00'  | 285.00' | 6°01'32"  | 37.99'  | S66°22'27"W | C19        | 32.88' | 285.00' | 6°39'13"  | 32.88' | N45°44'18"E |
| C8         | 38.00'  | 285.00' | 6°01'32"  | 37.99'  | S72°24'19"W | C20        | 32.88' | 285.00' | 6°39'18"  | 32.88' | N38°17'45"W |
| C9         | 38.00'  | 285.00' | 6°01'32"  | 37.99'  | S78°26'11"W | C21        | 62.84' | 215.00' | 18°48'25" | 62.72' | S48°07'56"W |
| C10        | 38.00'  | 285.00' | 6°01'32"  | 37.99'  | S84°28'03"W | C22        | 38.88' | 215.00' | 18°57'57" | 38.65' | S38°28'01"W |
| C11        | 14.87'  | 285.00' | 5°08'28"  | 14.87'  | S88°59'17"W | C23        | 5.78'  | 215.00' | 7°28'38"  | 5.78'  | S88°19'17"W |
| C12        | 4.79'   | 285.00' | 0°57'47"  | 4.78'   | N88°48'07"E |            |        |         |           |        |             |



**PRELIMINARY  
NOT FOR  
RECORDING**

**Harvest Hills First Addition**  
to the City of Moscow  
Latah County, Idaho

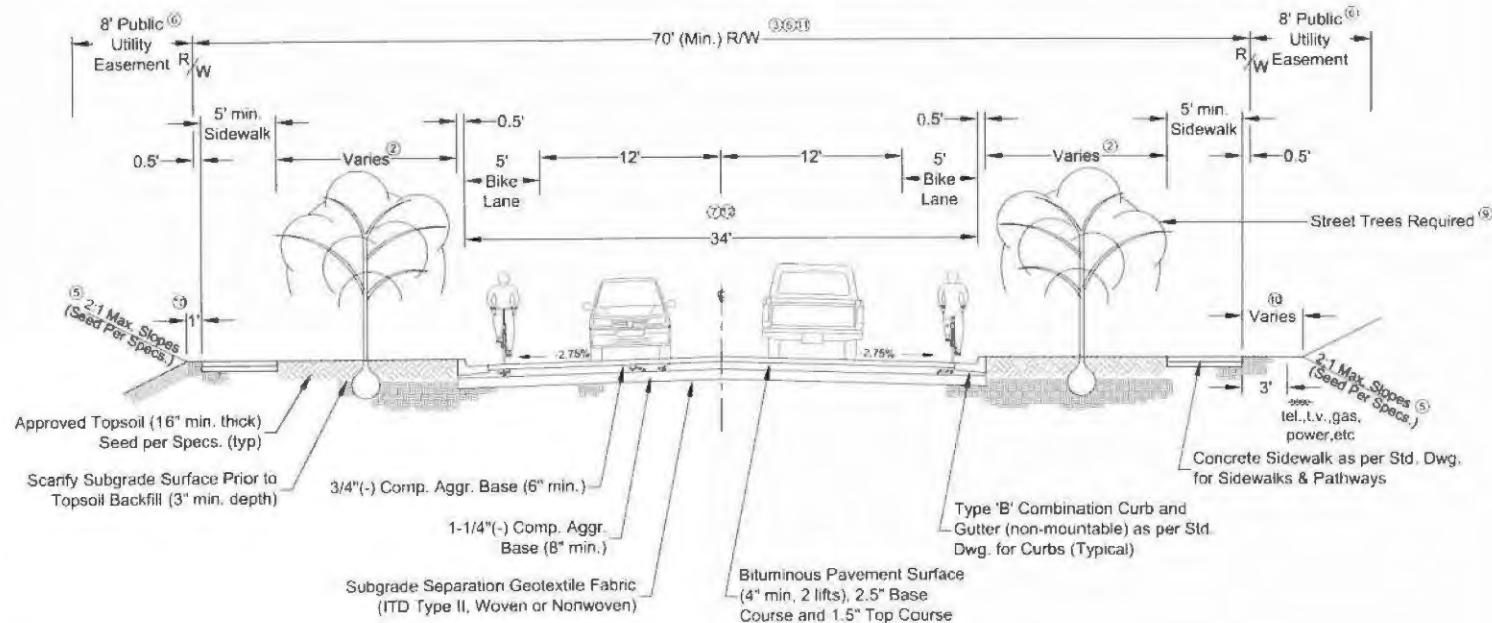
Drafted by: SW  
Checked by: MT/DEP  
File Name: 3831 Final Plat  
Tab: Layout  
Plot Style: OCE.ctb  
Project: 3831-07-13  
Date: 4/28/17

# SUBDIVISION PLATS

- ▶ Once Plat is approved construction plans are reviewed and approved by Public Works for public infrastructure (streets, sidewalks, utilities)
- ▶ Once public improvements are completed, construction permits are issued for the development of individual lots
- ▶ Street design is dictated by the roadway classification and the City's adopted street standards

|                                                                                               |                 |                                                                                     |                          |             |
|-----------------------------------------------------------------------------------------------|-----------------|-------------------------------------------------------------------------------------|--------------------------|-------------|
| Alternate Local Street<br>(28' Street)<br><br><b>CITY OF MOSCOW</b><br>ENGINEERING DEPARTMENT | DRAWING NUMBER: |  | REVISIONS                |             |
|                                                                                               |                 |                                                                                     | DATE                     | DESCRIPTION |
|                                                                                               |                 |                                                                                     |                          |             |
|                                                                                               |                 |                                                                                     |                          |             |
|                                                                                               |                 |                                                                                     |                          |             |
|                                                                                               |                 |                                                                                     | DRAFTED BY:<br>C Edwards |             |
|                                                                                               |                 |                                                                                     | CHECKED BY:<br>K Lilly   |             |
|                                                                                               |                 |                                                                                     | DRAWING SCALE:<br>NTS    |             |
|                                                                                               |                 |                                                                                     | DATE:<br>3-31-2014       |             |
| DRAWING NUMBER:                                                                               |                 | 1b                                                                                  |                          |             |

|                              |                                          |                        |                                                                                     |           |             |
|------------------------------|------------------------------------------|------------------------|-------------------------------------------------------------------------------------|-----------|-------------|
| Local Street<br>(36' Street) | CITY OF MOSCOW<br>ENGINEERING DEPARTMENT | DRAWN BY:<br>C Edwards |  | REVISIONS |             |
|                              |                                          | CHECKED BY:<br>K Lilly |                                                                                     | DATE      | DESCRIPTION |
| DRAWING SCALE:<br>NTS        |                                          | DATE: 3-31-2014        |                                                                                     |           |             |
| DRAWING NUMBER:<br>1a        |                                          |                        |                                                                                     |           |             |



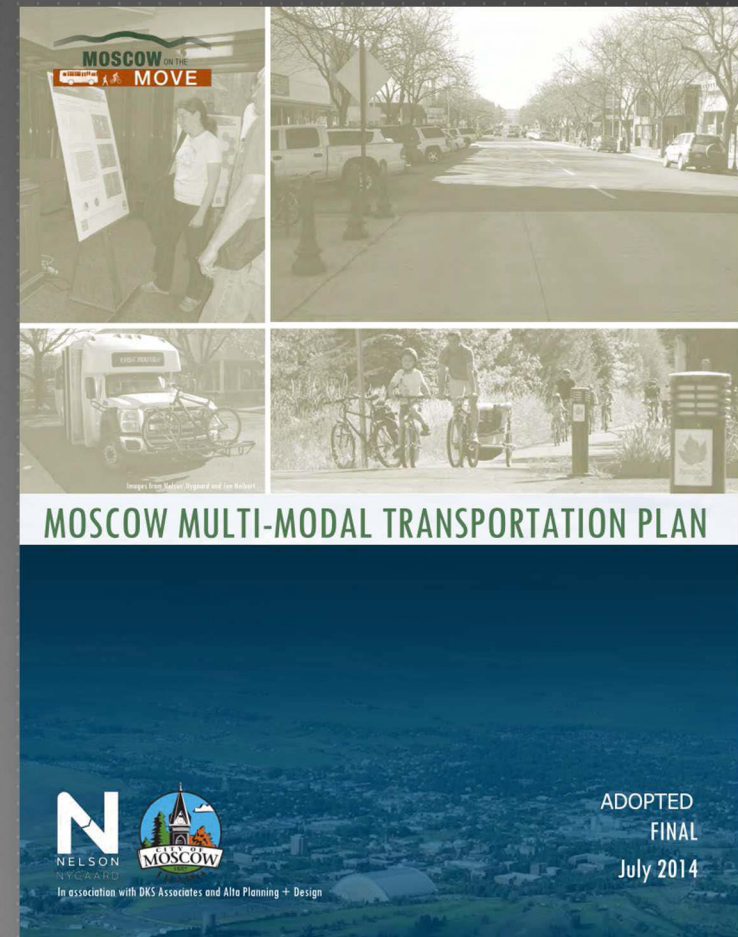
#### Notes:

1. This street section shall be used as a minimum standard for Collector class streets in all zones or for other high volume Collector streets where on-street parking is not considered essential and future travel lanes are not anticipated.
2. The green strip may be narrowed to a minimum width of five feet (5') in areas of excessive cuts and fills, as approved by City Engineer.
3. Center streets in platted right-of-way, unless approved otherwise by the City Engineer. Additional right-of-way width shall be required as necessary to accommodate topography, utilities, turn lanes, roundabouts, signalized intersections, or other needs as determined by the City Engineer. Additional right-of-way required for transit stops at Minor Arterial and Collector intersections or every thousand feet (1000').
4. Compact all subgrade and base aggregate to 95% of AASHTO T99 max. proctor density.
5. Seed all roadside backfill and excavations as per Standard Specifications.
6. Wider platted rights-of-way allow narrower easements, proportionately. Additional easements may be required as necessary.
7. Maximum street centerline profile grade shall equal 10.0% or as approved by the City Engineer.
8. Subgrade underdrain systems are required in inherently "wet" areas, as specified by the City Engineer, see Standard Drawing for Subsurface Drainage.
9. Tree selection and planting shall comply with the City's Arboricultural Standards and Specification Guide.
10. This dimension shall be four feet (4') where standard franchise utility pedestals (no transformers) are to be located and shall be six feet (6') where pedestals and an AVISTA power transformer pad is required (see Standard Drawing for Franchise Utility Details).
11. On-street parking (9' width for Residential and 10' width for Collector/Industrial) is optional in this road standard. If included on one or both sides, then additional right-of-way shall be required (see Standard Drawing for Collector Parking Detail).
12. A center median is an option in this road standard. Minimum planter width shall be seven feet (7') with curbs on each side. Travel lanes adjacent to median shall be increased two feet (2') in width. Additional RDW shall be required to accommodate the median, curbs, and additional lane widths.
13. Collector streets in Commercial and Industrial zones shall be subject to access control.

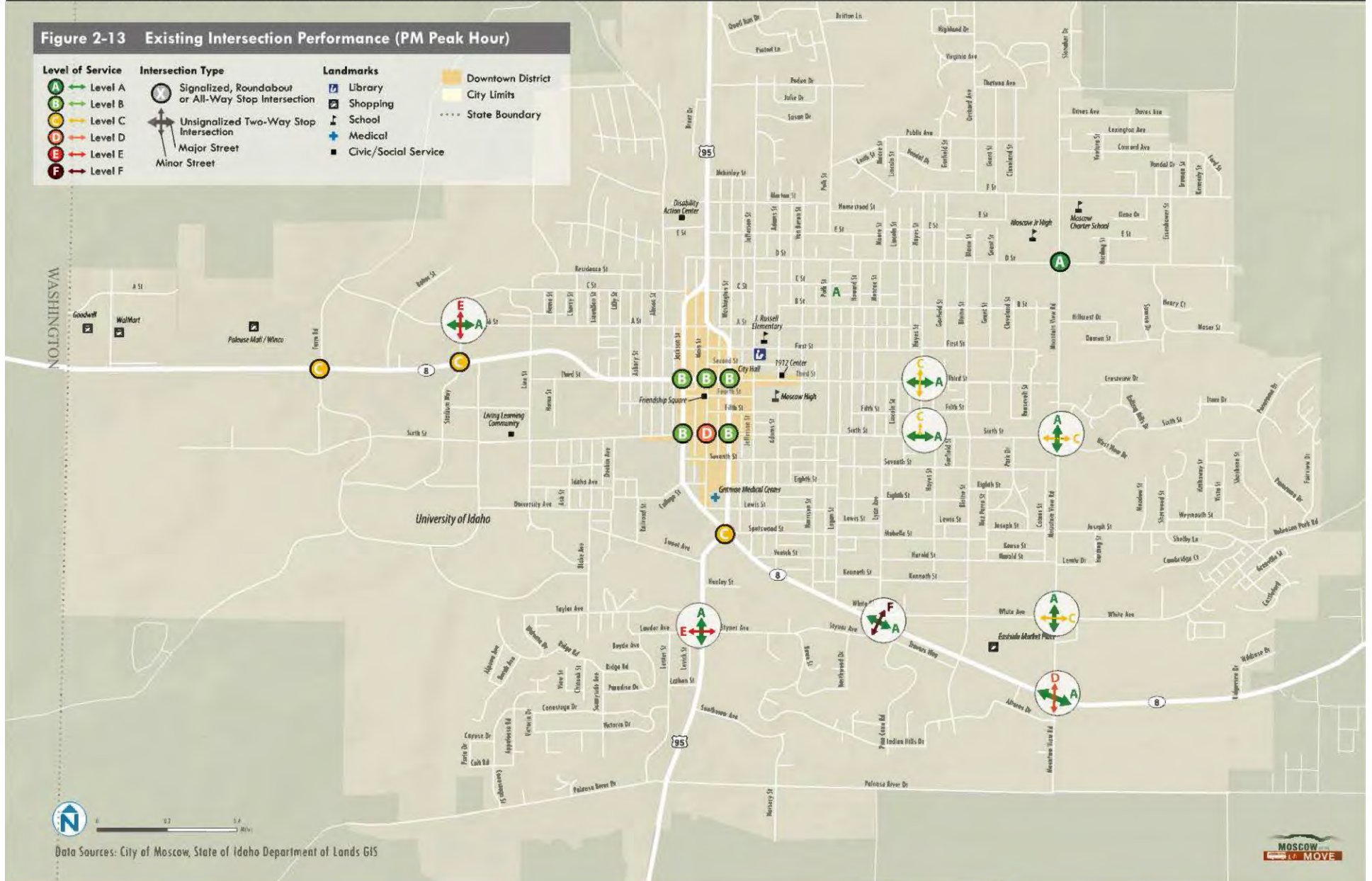
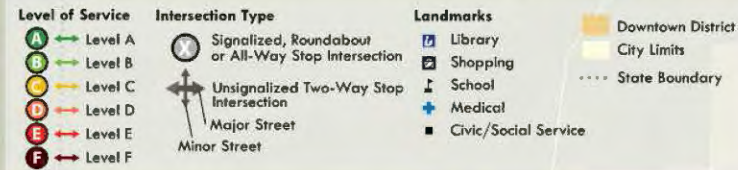
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| REVISIONS |  |  |  |  |  |
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# TRANSPORTATION PLAN

- ▶ Study of the transportation system
- ▶ Assess current and future function, safety, and performance of the transportation network
- ▶ Identifies recommended short, medium and long term system improvements
- ▶ Makes recommendations regarding policies and programs



**Figure 2-13 Existing Intersection Performance (PM Peak Hour)**



**Figure 2-16 Citywide collision density and number of bicycle- and pedestrian-involved collisions, 2007-2011**

**Number of Collisions**  
All Reported Collisions, 2007-2011

0.1 per Acre  
5  
10  
21

Data Source: Idaho DOT

**Collisions Involving Bicycles**

Frequency 1 2 3 4

**Collisions Involving Pedestrians**

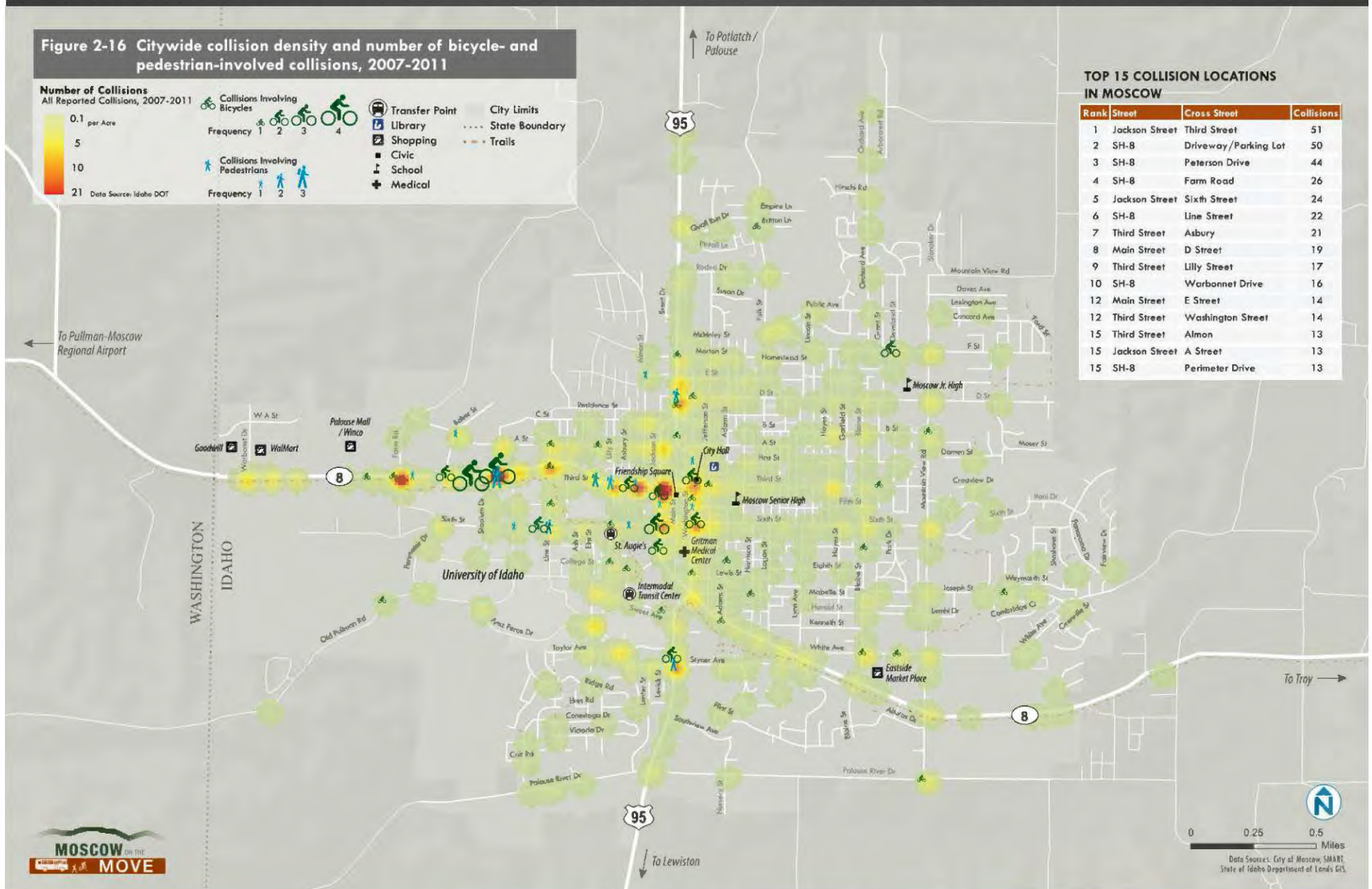
Frequency 1 2 3

**Transfer Point**  
Library  
Shopping  
Civic  
School  
Medical

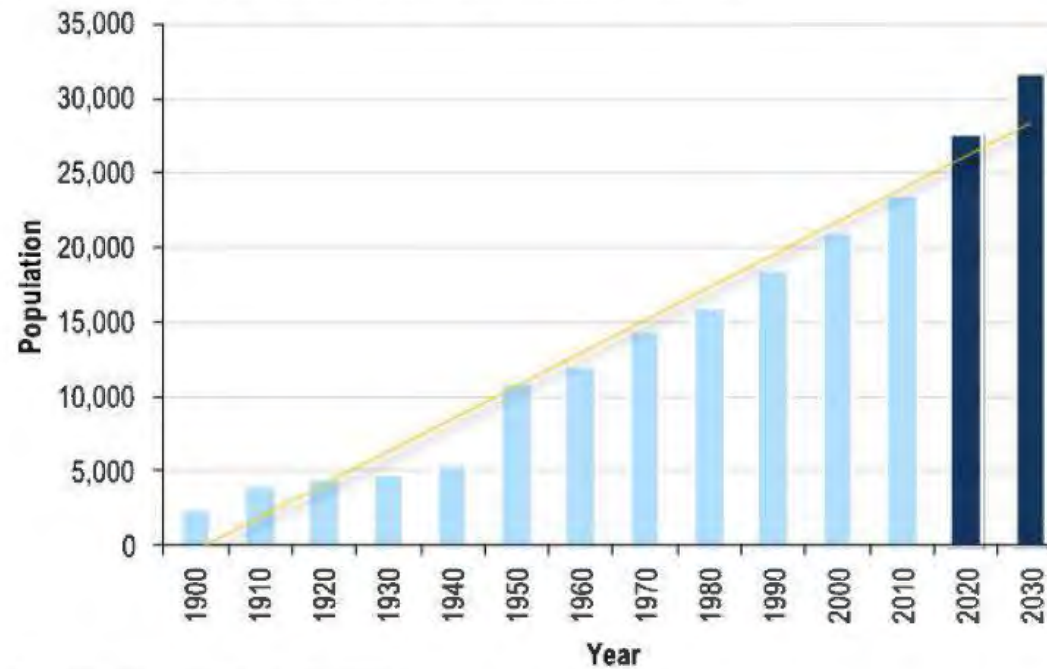
**City Limits**  
--- State Boundary  
--- Trails

**TOP 15 COLLISION LOCATIONS IN MOSCOW**

| Rank | Street         | Cross Street         | Collisions |
|------|----------------|----------------------|------------|
| 1    | Jackson Street | Third Street         | 51         |
| 2    | SH-8           | Driveway/Parking Lot | 50         |
| 3    | SH-8           | Peterson Drive       | 44         |
| 4    | SH-8           | Farm Road            | 26         |
| 5    | Jackson Street | Sixth Street         | 24         |
| 6    | SH-8           | Line Street          | 22         |
| 7    | Third Street   | Asbury               | 21         |
| 8    | Main Street    | D Street             | 19         |
| 9    | Third Street   | Lilly Street         | 17         |
| 10   | SH-8           | Warbonnet Drive      | 16         |
| 12   | Main Street    | E Street             | 14         |
| 12   | Third Street   | Washington Street    | 14         |
| 15   | Third Street   | Almon                | 13         |
| 15   | Jackson Street | A Street             | 13         |
| 15   | SH-8           | Perimeter Drive      | 13         |

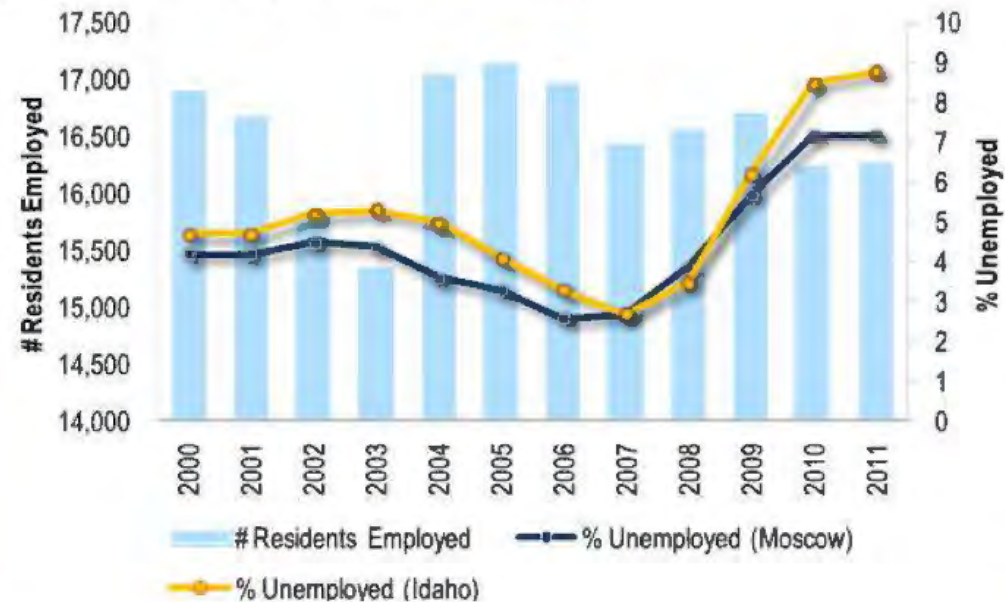


**Figure 3-1 Historic & Projected Population in Moscow, 1900-2030**



Source: City of Moscow Comprehensive Plan (2009)

**Figure 3-2 Moscow Employment Trends, 2000 - 2011**



**Figure 2-8  
Planned Growth Areas**

**Future Developments**

**Land Use Type**

- High Density Residential
- Low Density Residential
- Mixed Use
- Commercial
- Industrial

**Horizon**

- 10-Year
- 20-Year
- 50-Year

**SMART Transit**

- West Route (Green)
- East Route (Blue)
- Limited Services
- Transfer Point
- 1/4 mile Walking Buffers around Stops

**Landmarks**

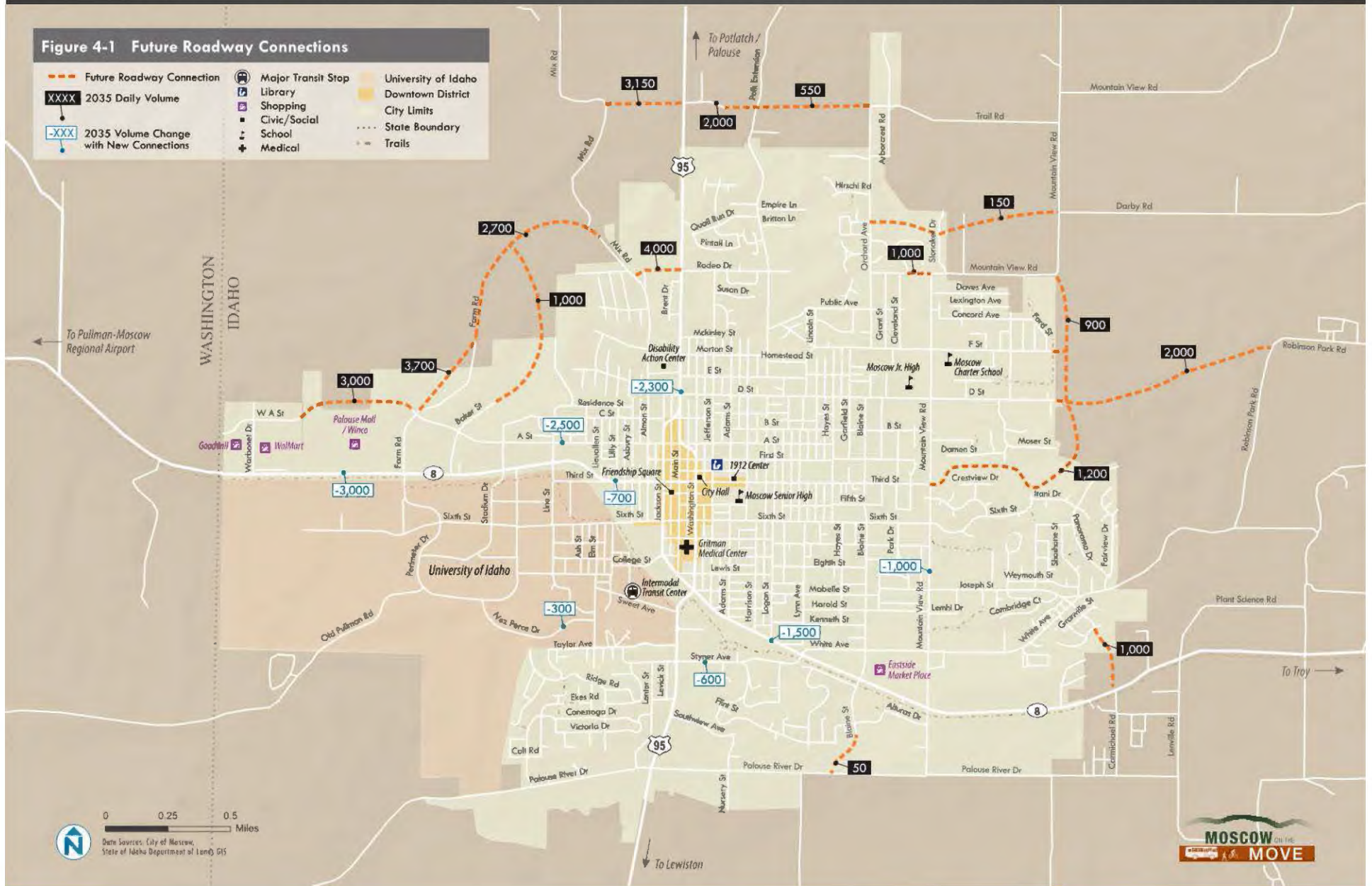
- Civic
- Library
- Shopping
- School
- Medical
- Downtown District
- City Limits
- State Boundary

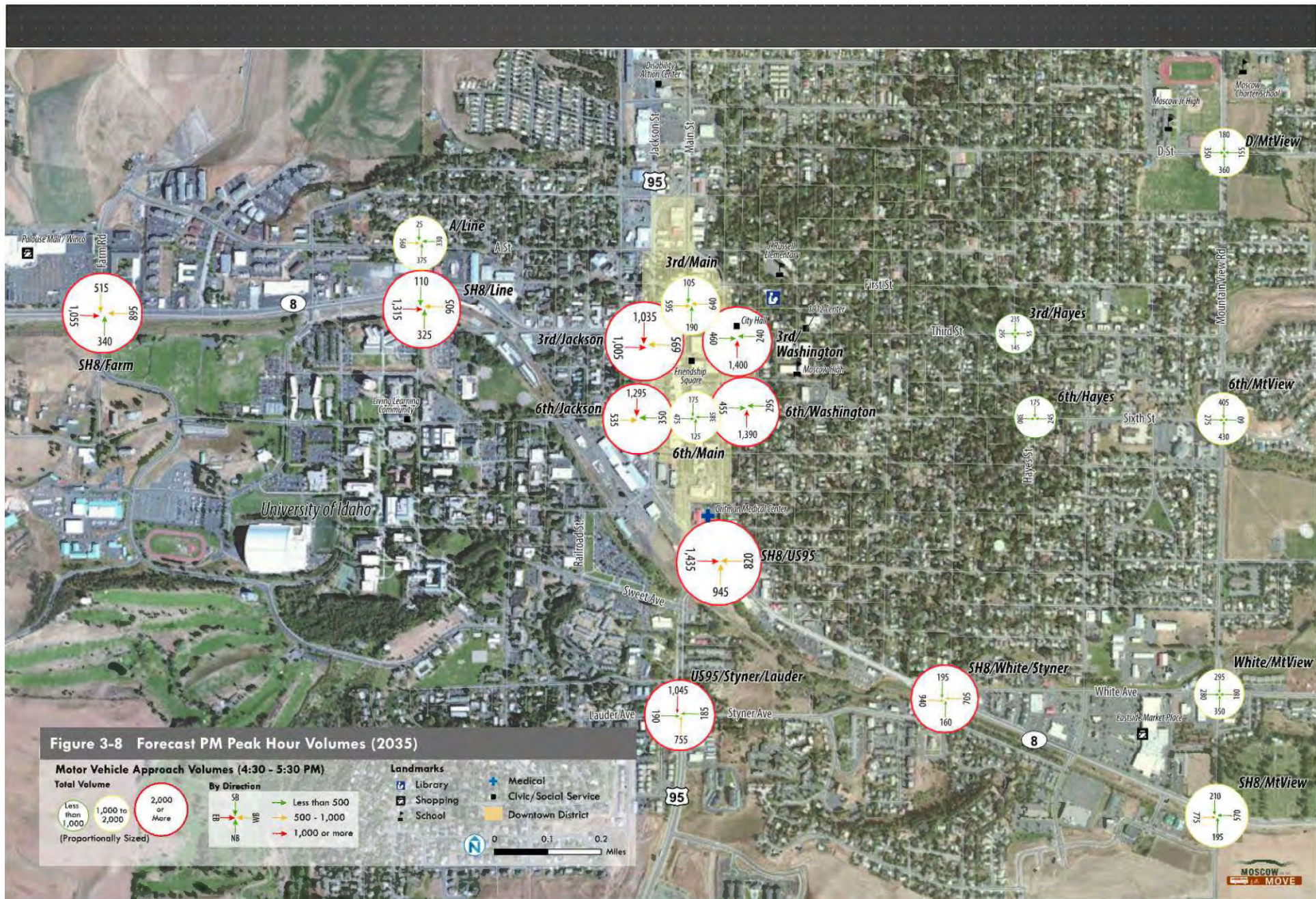
WASHINGTON



Data Sources: City of Moscow, SMART Transit,  
State of Idaho Department of Lands GIS

**Figure 4-1 Future Roadway Connections**







In general, study intersections would experience an increase in traffic volume, which would result in higher vehicle delays. Under the 2035 baseline scenario, several study intersections are expected to operate below standard (LOS D at signalized intersections and LOS E at unsignalized intersections) during the evening peak hour:

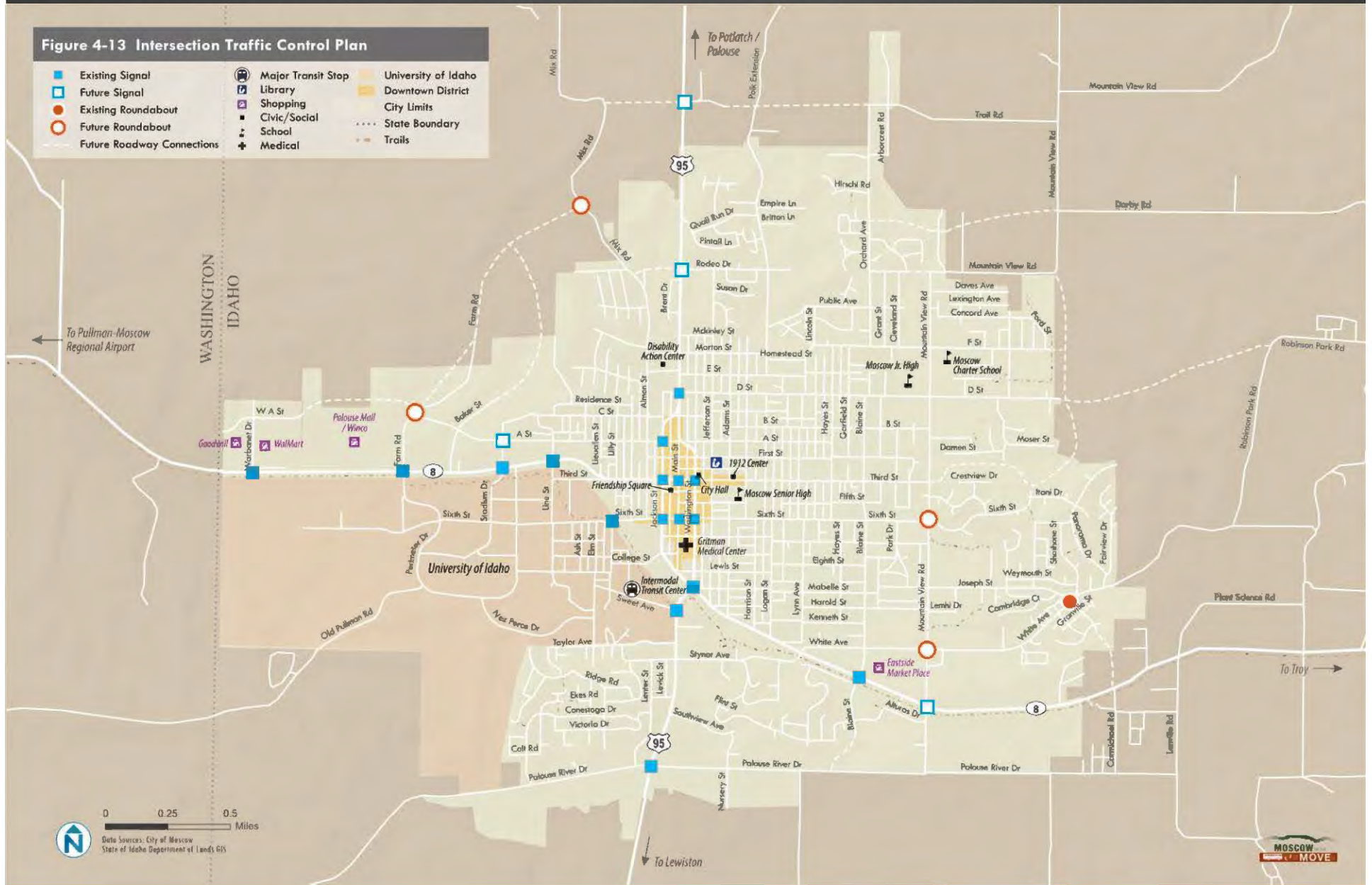
- SH-8/US-95 (South Couplet) would operate at LOS D
- US-95/Styner Avenue/Lauder Avenue would operate at LOS F on the side street
- SH-8/Styner Avenue/White Avenue would operate at LOS F on the side street
- Sixth Street/Mountain View Road would operate at LOS E on the side street
- White Avenue/Mountain View Road would operate at LOS E on the side street
- Line Street/A Street would operate at LOS F on the side street

The remaining study intersections would operate at LOS C or better during the evening peak hour.



**Figure 4-13 Intersection Traffic Control Plan**

- |                    |                     |                     |                   |                            |
|--------------------|---------------------|---------------------|-------------------|----------------------------|
| Existing Signal    | Future Signal       | Existing Roundabout | Future Roundabout | Future Roadway Connections |
| Major Transit Stop | Library             | Shopping            | Civic/Social      | School                     |
| Medical            | University of Idaho | Downtown District   | City Limits       | State Boundary             |
|                    |                     | Trails              |                   |                            |

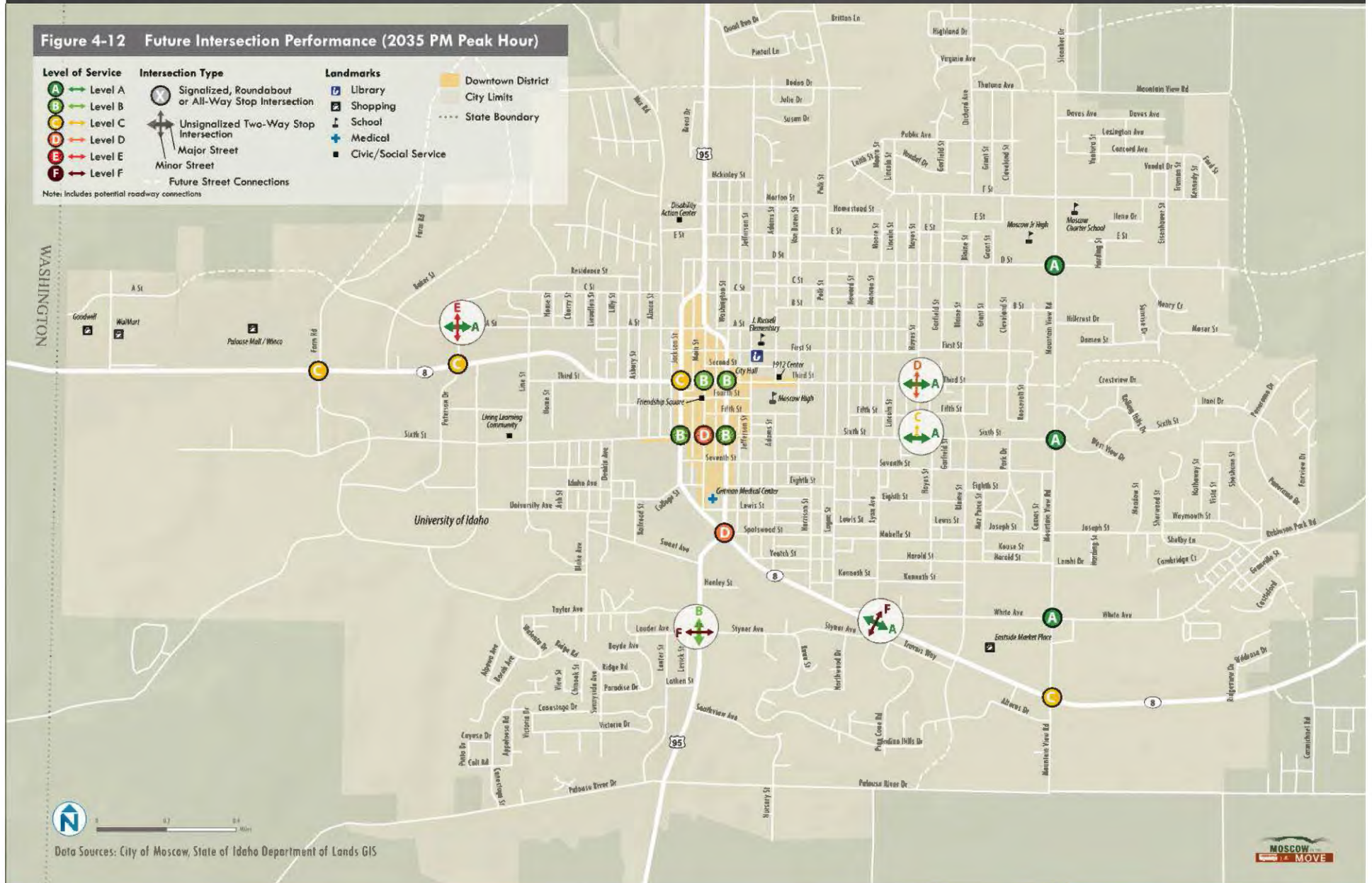


0 0.25 0.5 Miles

Data Sources: City of Moscow  
State of Idaho Department of Lands GIS

**MOSCOW**  
MOVE

**Figure 4-12 Future Intersection Performance (2035 PM Peak Hour)**



# DEVELOPMENT PROJECT REVIEW

- ▶ General Review Process
  - ▶ Zoning
    - ▶ Permitted Use
    - ▶ Conditional Use
    - ▶ Rezone – if consistent with Comprehensive Plan
  - ▶ Site Review
    - ▶ Available Access
    - ▶ Supporting roadway system capacity, pedestrian and bicycle access
    - ▶ Required on-site improvements, public and private
    - ▶ Potential off-site improvements
    - ▶ Traffic impact study (most often with State highways)

# TRAFFIC IMPACT STUDIES

- ▶ Traffic Impact Studies (TIS) are intended to assess the traffic generation of a proposed development and its impact upon the receiving roadway system
- ▶ Most TIS don't address adequately pedestrian or bicycle users
- ▶ Background traffic and turning movements counts are collected upon adjacent roadways and intersections that may be impacted by the development
- ▶ Anticipated future traffic volumes (excluding the proposed development) and their access and intersection movements are projected (No-build future volumes)

# TRAFFIC IMPACT STUDIES

- ▶ Anticipated development trips (arriving and leaving) and their access and intersection movements are estimated
- ▶ The anticipated development trips are added to the projected future no-build traffic to assess anticipated future roadway and intersection function under the increased traffic loading
- ▶ Anticipated volumes and movements are compared to MUTCD and Jurisdictions adopted warrants for potential mitigation actions
  - ▶ Turn lanes, intersection signalization, access control, and other potential mitigation measures

#### IV. Projected Traffic

##### A. Site Traffic (Each Horizon Year)

###### 1. Trip Generation

Proposed development generated traffic from Rodeo Drive is assumed to be all "new" type trips. That is, no trips generated by the proposed site are "pass-by" trips. Trip generation rates for the proposed site were determined using existing traffic counts and the Institute of Transportation Engineers (ITE) Trip Generation Manual for the undeveloped portion of the site. Land Use Categories similar to the proposed development and nearby developments were selected from the ITE and include Land Use Category 151 – Mini-Warehouse, 224 – Rental Townhouse, 416 – Campground/Recreational Vehicle Park, 640 – Animal Hospital/Veterinary Clinic, 710 – General Office Building, 942 – Automobile Care Center, and 945 – Gasoline/Service Station with Convenience Market. Table 1 summarizes the trip generation data for the proposed and nearby developments.

**TABLE 1: TRIPS GENERATED BY THE PROPOSED AND NEARBY DEVELOPMENTS**

| Trip Generation Item | Mini-Warehouse                     | Campground/Recreational Vehicle Park | Animal Hospital/Veterinary Clinic   |
|----------------------|------------------------------------|--------------------------------------|-------------------------------------|
| A.M. Peak Hour Trips | 2.1<br>(55% entering, 45% exiting) | 0.48<br>(42% entering, 58% exiting)  | 8.16<br>(72% entering, 28% exiting) |
| P.M. Peak Hour Trips | 3.9<br>(50% entering, 50% exiting) | 0.98<br>(69% entering, 31% exiting)  | 9.44<br>(39% entering, 61% exiting) |

| Trip Generation Item | General Office Building              | Fast-Food Restaurant with Drive-Through Window | Automobile Care Center               |
|----------------------|--------------------------------------|------------------------------------------------|--------------------------------------|
| A.M. Peak Hour Trips | 23.40<br>(88% entering, 12% exiting) | 90.84<br>(51% entering, 49% exiting)           | 8.44<br>(66% entering, 34% exiting)  |
| P.M. Peak Hour Trips | 22.35<br>(17% entering, 83% exiting) | 65.30<br>(52% entering, 48% exiting)           | 11.66<br>(48% entering, 52% exiting) |

| Trip Generation Item | Gasoline/Service Station with Convenience Market | Rental Townhouse                    |
|----------------------|--------------------------------------------------|-------------------------------------|
| A.M. Peak Hour Trips | 101.60<br>(50% entering, 50% exiting)            | 8.40<br>(33% entering, 67% exiting) |
| P.M. Peak Hour Trips | 135.10<br>(50% entering, 50% exiting)            | 8.64<br>(51% entering, 49% exiting) |

| Trip Generation Item | Total Proposed Development         |
|----------------------|------------------------------------|
| A.M. Peak Hour Trips | 235<br>(56% entering, 44% exiting) |
| P.M. Peak Hour Trips | 249<br>(47% entering, 53% exiting) |

## Apartment (220)

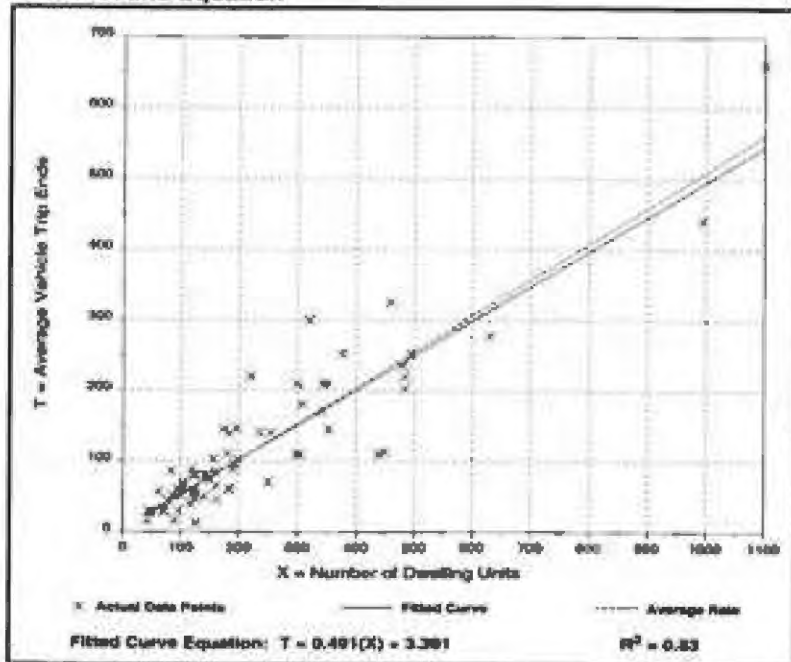
Average Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Number of Studies: 87  
Average Number of Dwelling Units: 238  
Directional Distribution: 17% entering, 83% exiting

### Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.51         | 0.10 - 1.02    | 0.73               |

### Data Plot and Equation



## Apartment (220)

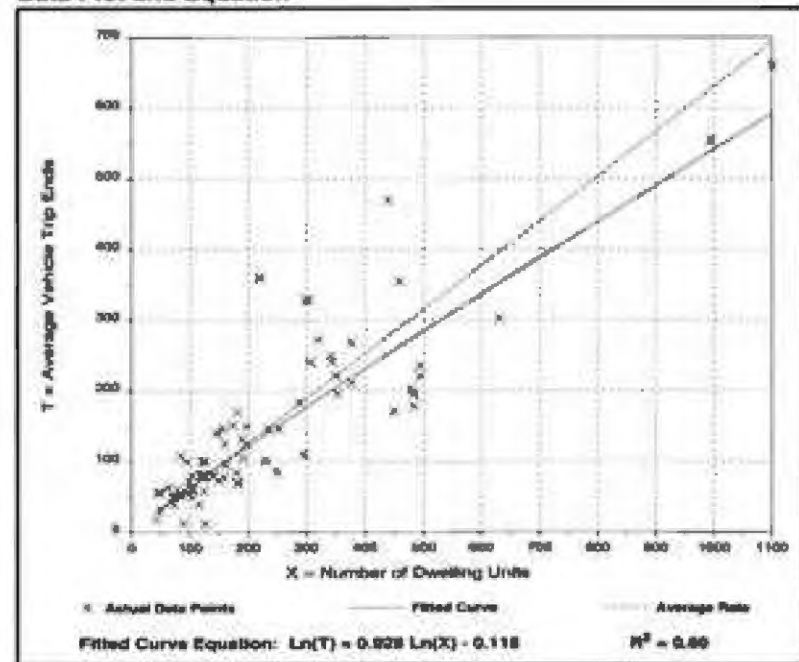
Average Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Number of Studies: 102  
Average Number of Dwelling Units: 238  
Directional Distribution: 68% entering, 32% exiting

### Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.63         | 0.10 - 1.64    | 0.64               |

### Data Plot and Equation



**TABLE 2: PROPOSED DEVELOPMENT TRAFFIC DIRECTIONAL SPLIT**

| <b>Trip Generation Item</b> | <b>Total Proposed Development</b> | <b>Westbound Rodeo Drive</b> | <b>Eastbound Rodeo Drive</b> |
|-----------------------------|-----------------------------------|------------------------------|------------------------------|
| <b>A.M. Peak Hour Trips</b> | 235                               | 165                          | 70                           |
| <b>P.M. Peak Hour Trips</b> | 249                               | 92                           | 157                          |

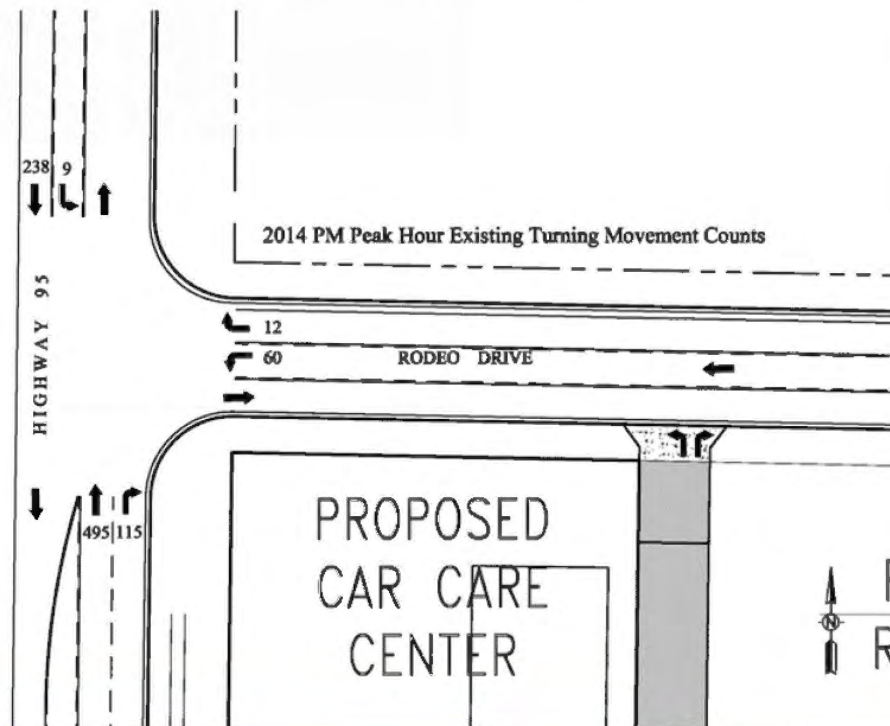
**TABLE 3: NEARBY DEVELOPMENT TRAFFIC DIRECTIONAL SPLIT**

| <b>Trip Generation Item</b> | <b>Total Nearby Development</b> | <b>Westbound Rodeo Drive</b> | <b>Eastbound Rodeo Drive</b> |
|-----------------------------|---------------------------------|------------------------------|------------------------------|
| <b>A.M. Peak Hour Trips</b> | 8.40                            | 6                            | 2                            |
| <b>P.M. Peak Hour Trips</b> | 8.64                            | 4                            | 5                            |

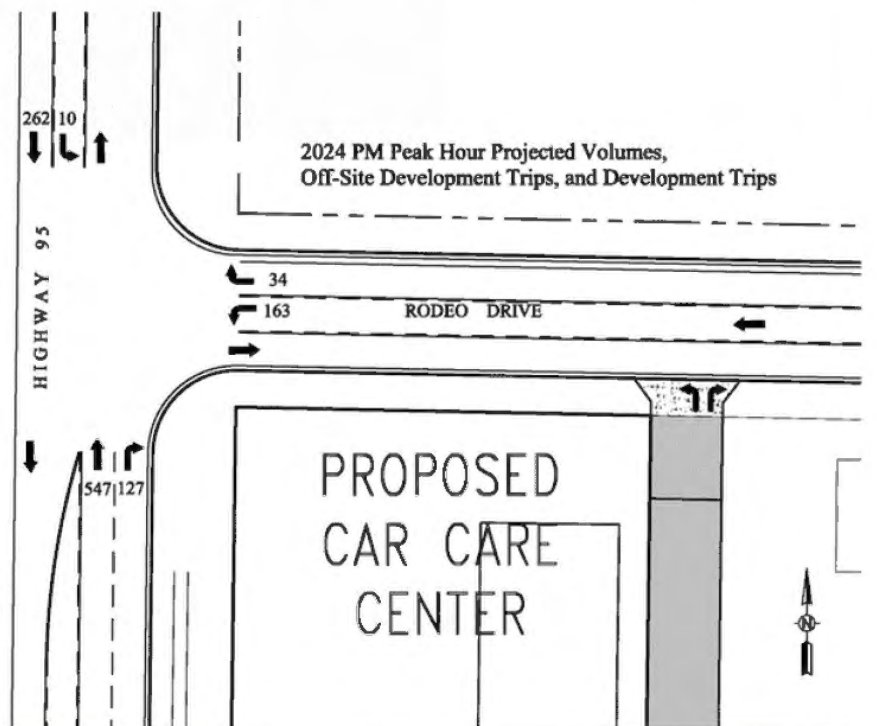
**TABLE 4: PROPOSED AND NEARBY DEVELOPMENT WESTBOUND TRAFFIC TURNING SPLIT**

| <b>Trip Generation Item</b>                   | <b>Proposed Development</b> | <b>Nearby Development</b> |
|-----------------------------------------------|-----------------------------|---------------------------|
| <b>A.M. Peak Hour Westbound Trips Turning</b> |                             |                           |
| Southbound (91%)                              | 150                         | 5                         |
| Northbound (9%)                               | 15                          | 1                         |
| <b>P.M. Peak Hour Westbound Trips Turning</b> |                             |                           |
| Southbound (83%)                              | 76                          | 3                         |
| Northbound (17%)                              | 16                          | 1                         |

INTERSECTION FLOW DIAGRAM



INTERSECTION FLOW DIAGRAM



**Delay, Queue Length, and Level of Service****2024 AM Existing Turning Movement Counts + Trips Generated By Off-Site Development  
+ Development Trips**

| Approach                    | Southbound | Westbound | Westbound |
|-----------------------------|------------|-----------|-----------|
| Movement                    | 4          | 9         | 7         |
| Lane Configuration          | LT         | RT        | LT        |
| v (vph)                     | 7          | 28        | 273       |
| c (vph)                     | 1318       | 802       | 397       |
| v/c                         | 0.01       | 0.03      | 0.69      |
| 95% queue length (vehicles) | 0.01       | 0.03      | 0.05      |
| Control delay (sec/veh)     | 8          | 10        | 16        |
| LOS                         | A          | A         | C         |
| Approach delay (sec/veh)    | -          | 15        |           |
| Approach LOS                | -          | B         |           |

**Delay, Queue Length, and Level of Service****2024 PM Existing Turning Movement Counts + Trips Generated By Off-Site Development  
+ Development Trips**

| Approach                    | Southbound | Westbound | Westbound |
|-----------------------------|------------|-----------|-----------|
| Movement                    | 4          | 9         | 7         |
| Lane Configuration          | LT         | RT        | LT        |
| v (vph)                     | 10         | 34        | 163       |
| c (vph)                     | 926        | 498       | 340       |
| v/c                         | 0.01       | 0.07      | 0.48      |
| 95% queue length (vehicles) | 0.01       | 0.06      | 0.05      |
| Control delay (sec/veh)     | 9          | 14        | 19        |
| LOS                         | A          | B         | C         |
| Approach delay (sec/veh)    | -          | 18        |           |
| Approach LOS                | -          | C         |           |

## **VII. Conclusions**

### **A. Site Accessibility**

The proposed Lot 1, Block 1 development site has acceptable accessibility from Rodeo Drive. Park View Estates is accessible from Highway 95, Polk Street and Jefferson Street.

### **B. Traffic Impacts**

Traffic impacts from Rodeo Drive onto U.S. Highway 95 are at acceptable levels. The proposed development of Lot 1 Block 1 is not anticipated to reduce the level-of-service at the U.S. Highway 95 and Rodeo Drive intersection below level-of service C.

### **C. Need for Improvements**

This study does not recommend street improvements for the Parkview estates development. A signal is not warranted, nor is recommended for the intersection of U.S. Highway 95 and Rodeo Drive Moscow, Idaho. This was determined utilizing the Manual on Uniform Traffic Control Devices (MUTCD), Section 4C.04 Warrant 3, Peak Hour. Copies of this information are included in Appendix E.

### **D. Compliance with Applicable Local Codes**

Current development is in compliance with local codes.

## **VIII. Recommendations**

This plan does not recommend additional improvements for this site.



# EXACTIONS AND IMPACT FEES

- ▶ Exaction is a negotiated action that is required as a condition of a land use approval
  - ▶ Improvements to existing roadway improvements
  - ▶ Pedestrian pathways
  - ▶ Parkland dedication
- ▶ Exactions are largely negotiated or determined on a somewhat case by case basis based upon the impacts of the specific development
- ▶ Intended to require the development to carry the burden of the service demands of the proposed development
- ▶ Must be a nexus and be proportionate (Nolan/Dolan)

# IMPACT FEES

- ▶ Detailed study based calculation of the cost of system improvements to serve a proposed development
- ▶ New growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development
- ▶ Must be based upon detailed capital improvement plans and study to determine new developments fair share
- ▶ Generally revenues must be used only for the specified purposes within 8 years of receipt or must be refunded, exception for wastewater funds (20 years)

# ELIGIBLE PUBLIC FACILITIES

- ▶ Water supply production, treatment, storage and distribution facilities;
- ▶ Wastewater collection, treatment and disposal facilities;
- ▶ Roads, streets and bridges, including rights-of-way, traffic signals, landscaping and any local components of state or federal highways;
- ▶ Storm water collection, retention, detention, treatment and disposal facilities, flood control facilities, and bank and shore protection and enhancement improvements;
- ▶ Parks, open space and recreation areas, and related capital improvements; and
- ▶ Public safety facilities, including law enforcement, fire, emergency medical and rescue and street lighting facilities

# IMPACT FEES

- ▶ City currently collects general facility charges for water and wastewater systems based upon the utility masterplans, capital improvement plans and utility rate studies that have established the fair share for new development
- ▶ Parkland dedication is a calculated exaction under City Code

# DEVELOPMENT REVIEW EXAMPLES

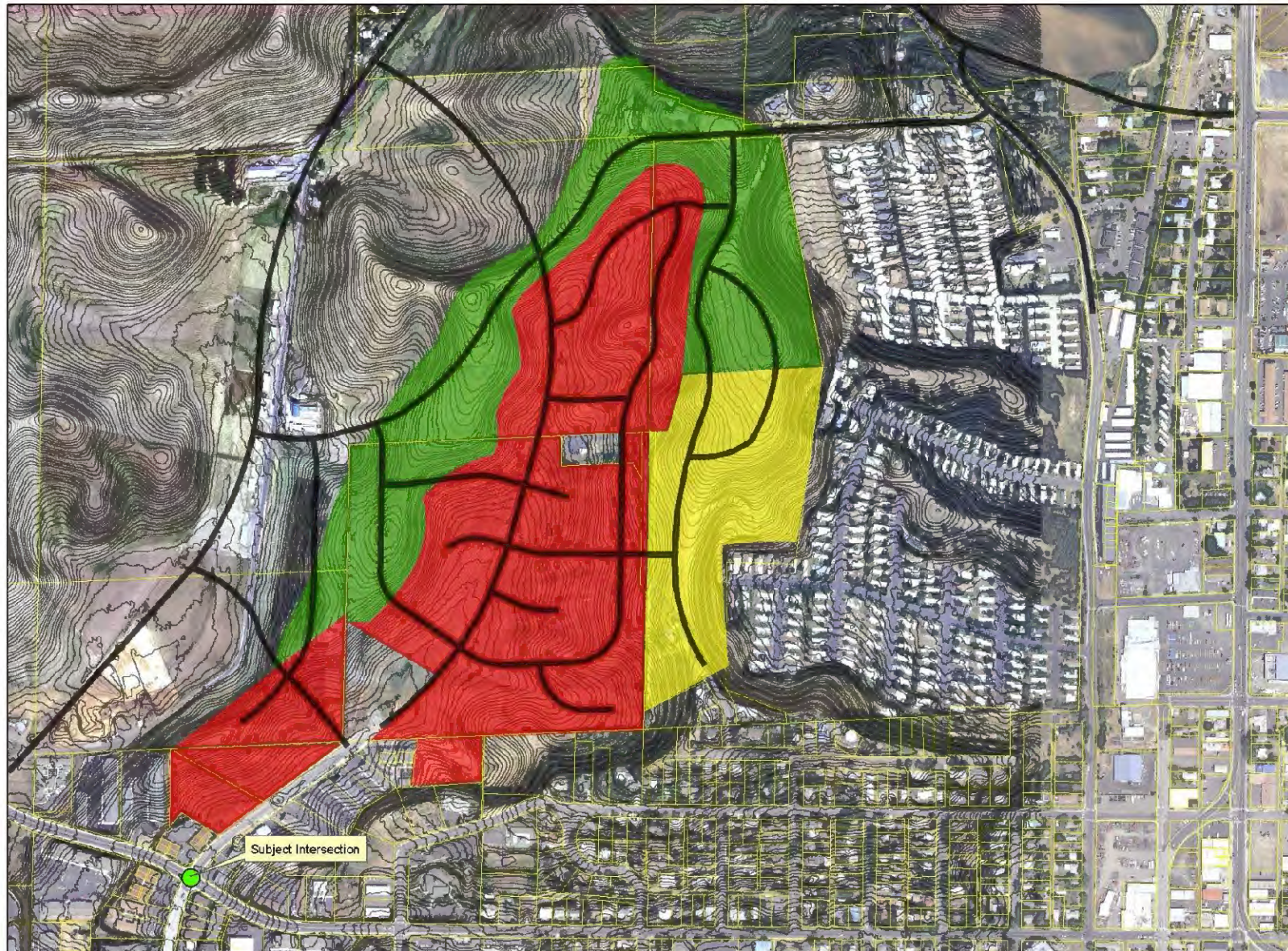
- ▶ Standard Subdivision – Peterson Second Addition
- ▶ School – Logos School

# PETERSON SECOND ADDITION

- ▶ 39 Acre subdivision on Baker Street north of A Street
- ▶ Included a combination of R4, R3, R2 and NB Zoning Districts
- ▶ Comprehensive Plan showed the continuation of Baker Street through the property as a collector street
- ▶ Property had a single point of access via Baker Street
- ▶ City was concerned about potential impact of the development to the function of the A and Baker Intersection
- ▶ The location of the proposed parkland provided an opportunity to construct a separated pathway through the subdivision







## Peterson 2nd Addition

### Legend

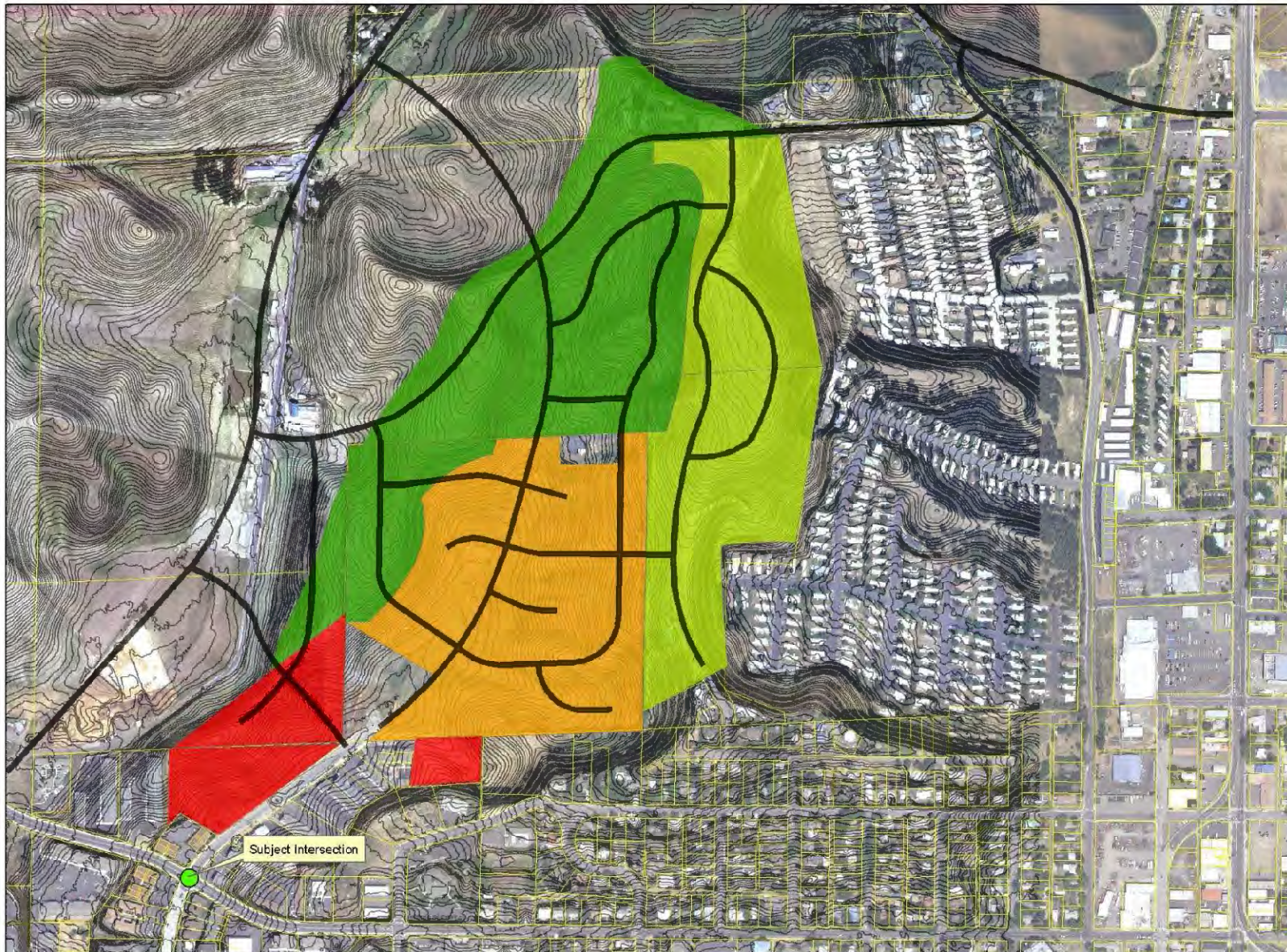
#### Traffic Shed Percent to Baker

- 50%
- 65%
- 90%

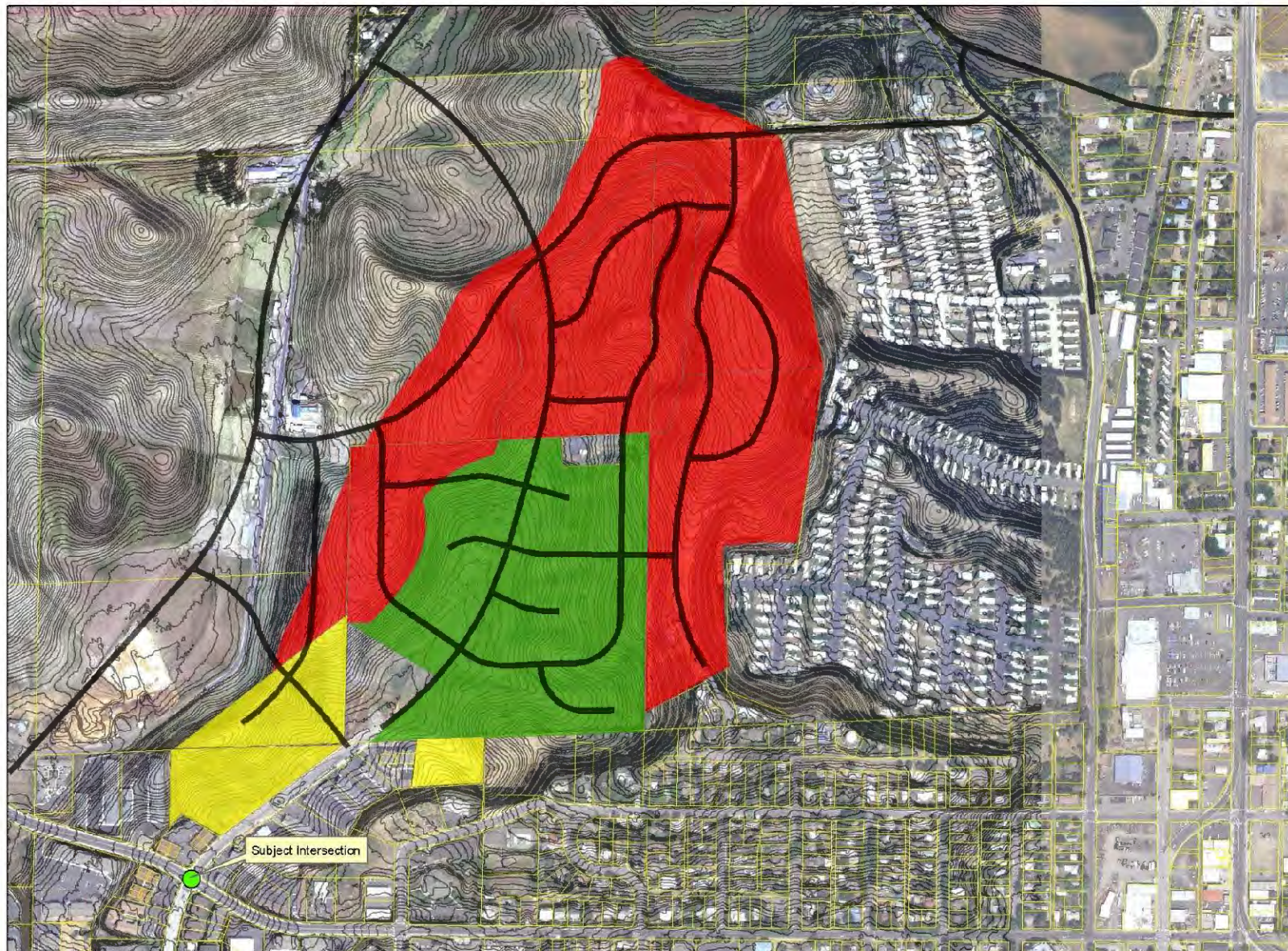


1 inch = 400 feet

## Peterson 2nd Addition



1 inch = 400 feet



## Peterson 2nd Addition

### Legend

#### Traffic Shed

Trip Generation (per day)

6.6

8.1

9.6



1 inch = 400 feet

# Peterson 2nd Addition

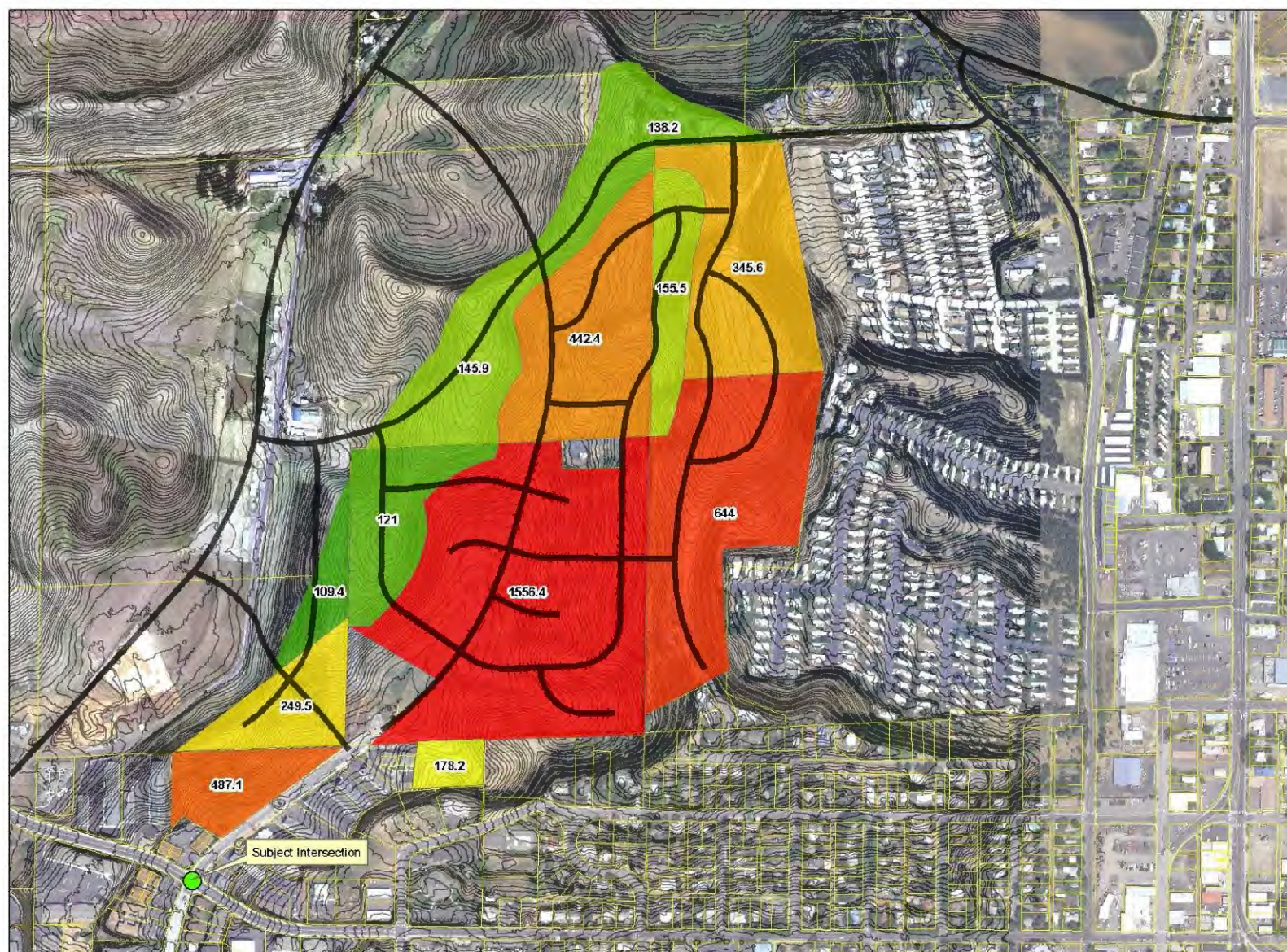
## Legend

### Traffic Shed Trips per Day

|  |        |
|--|--------|
|  | 109.4  |
|  | 121    |
|  | 138.2  |
|  | 145.9  |
|  | 155.5  |
|  | 178.2  |
|  | 249.5  |
|  | 345.6  |
|  | 442.4  |
|  | 487.1  |
|  | 644    |
|  | 1556.4 |



1 inch = 400 feet



# MITIGATION CALCULATION

## Moscow Development Fee Review - KAI Calculations

YSM

8/16/2010

|                         | <u>AM Peak Hour Trips</u> |                          | <u>PM Peak Hour Trips</u> |                          |                  |
|-------------------------|---------------------------|--------------------------|---------------------------|--------------------------|------------------|
|                         | <u>TEV at Intx</u>        | <u>N Leg Volume Only</u> | <u>TEV at Intx</u>        | <u>N Leg Volume Only</u> | <u>Units</u>     |
| T <sub>Peterson</sub>   | 135                       | 135                      | 172                       | 172                      | vph              |
| T <sub>Shed</sub>       | 356                       | 356                      | 463                       | 463                      | vph              |
| T <sub>Existing</sub>   | 345                       | 38                       | 774                       | 42                       | vph <sup>1</sup> |
| Growth rate             | 2.75%                     | 2.75%                    | 2.75%                     | 2.75%                    |                  |
| Growth period           | 20                        | 20                       | 20                        | 20                       | years            |
| T <sub>Growth</sub>     | 249                       | 27                       | 558                       | 30                       | vph              |
| T <sub>Future</sub>     | 950                       | 421                      | 1794                      | 535                      | vph              |
| P <sub>Peterson</sub>   | 22.3%                     | 35.2%                    | 16.9%                     | 35.0%                    |                  |
| C <sub>Mitigation</sub> | \$173,891                 | \$173,891                | \$173,891                 | \$173,891                |                  |
| C <sub>Peterson</sub>   | \$38,802.38               | \$61,187.66              | \$29,364.97               | \$60,778.85              | \$34,083.68      |

## Notes

vph = vehicles per hour

<sup>1</sup>Estimated by taking volumes at the "A" Street/Baker Street intersection from the June 2009 TIA

|                         |                                                                                                                     |
|-------------------------|---------------------------------------------------------------------------------------------------------------------|
| T <sub>Peterson</sub>   | Proposed Peterson 2nd Addition trip generation                                                                      |
| T <sub>Shed</sub>       | Total number of daily trips estimated to be generated by the Baker Street traffic shed                              |
| T <sub>Existing</sub>   | Total number of existing trips on the system                                                                        |
| T <sub>Growth</sub>     | Total number of existing trips plus any assumed growth in trips outside of the defined traffic shed                 |
| T <sub>Future</sub>     | Total number of future trips = T <sub>Shed</sub> + T <sub>Existing</sub> + T <sub>Growth</sub>                      |
| P <sub>Peterson</sub>   | Proportionate share ratio for the Peterson 2nd Addition                                                             |
| C <sub>Mitigation</sub> | Total cost of the assumed mitigation                                                                                |
| C <sub>Peterson</sub>   | Proportionate share fee to be assessed to the Peterson 2nd Addition development to implement the assumed mitigation |

# CONDITIONS OF APPROVAL

- ▶ Construction of Baker Street through the project site to the collector standard
- ▶ Three additional street stubs for future roadway connections
- ▶ Construction of a secondary emergency access via Sunset drive to provide a second emergency access
- ▶ Construction of a separated pathway along the west side of the Baker Street
- ▶ Traffic mitigation impact contribution of \$34,804 for intersection improvements at A and Baker

# LOGOS SCHOOL

- ▶ Schools have unique site requirements/considerations
  - ▶ Larger structures generally preferred single-story construction (not often possible due to site constraints)
  - ▶ Often have associated outdoor spaces playgrounds, athletic facilities and fields
  - ▶ Highly desirable to have safe pedestrian and bicycle facilities to the site
  - ▶ Have parking demands for staff, students (high school) and events
  - ▶ Need to accommodate staff and student transportation (bus and parent drop off and pickup) and event activity
  - ▶ Results in the need for large and level sites

# SCHOOL SITE SIZE

- ▶ State of Idaho Standards:

- ▶ Elementary = 5 acre minimum plus 1 acre per 100 students

- ▶ Junior High

- ▶ =10 acres for up to 300 students

- ▶ =15 acres for up to 400 students

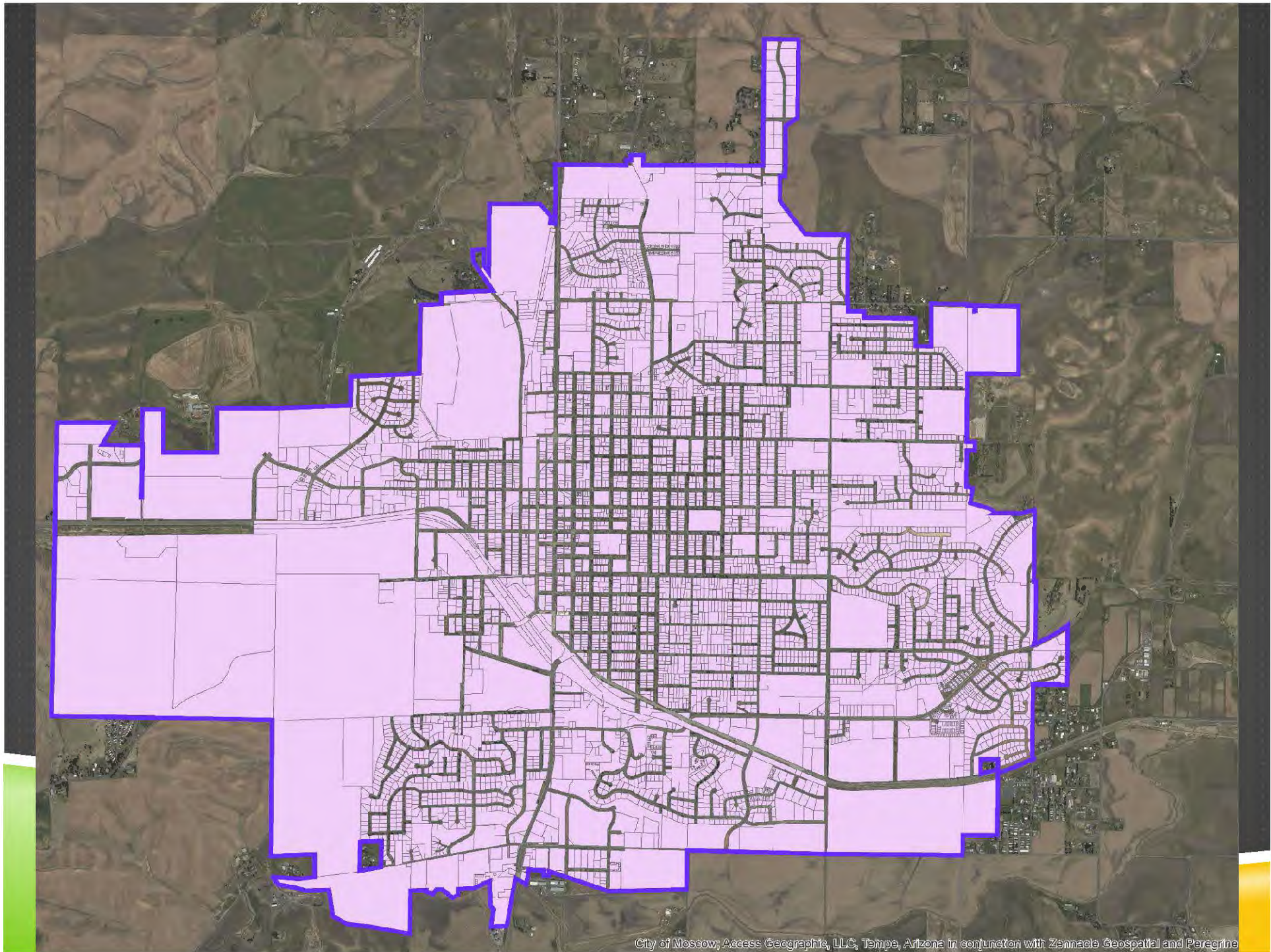
- ▶ =20 acres plus 1 acre per 100 students over 500

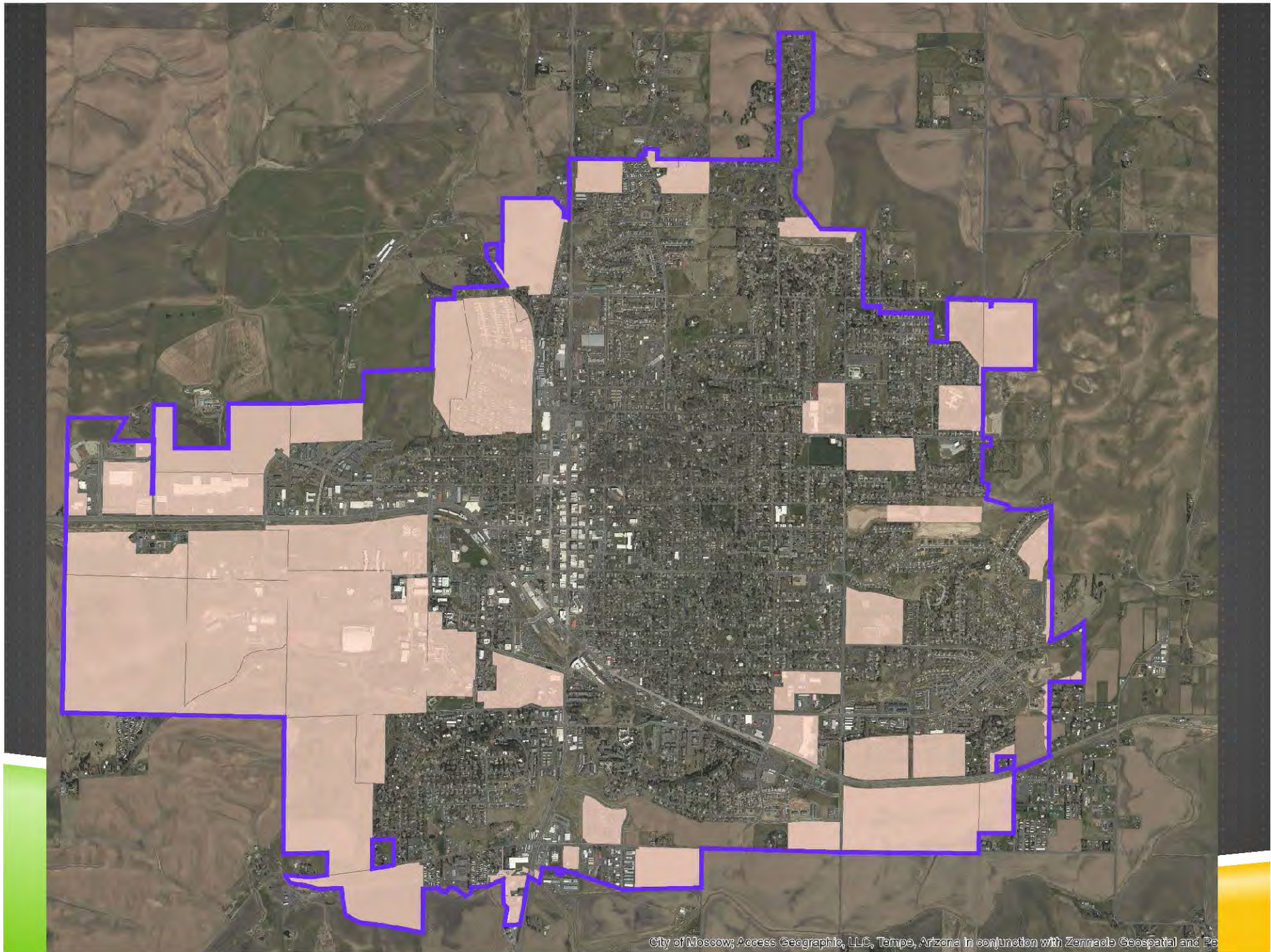
- ▶ Senior High

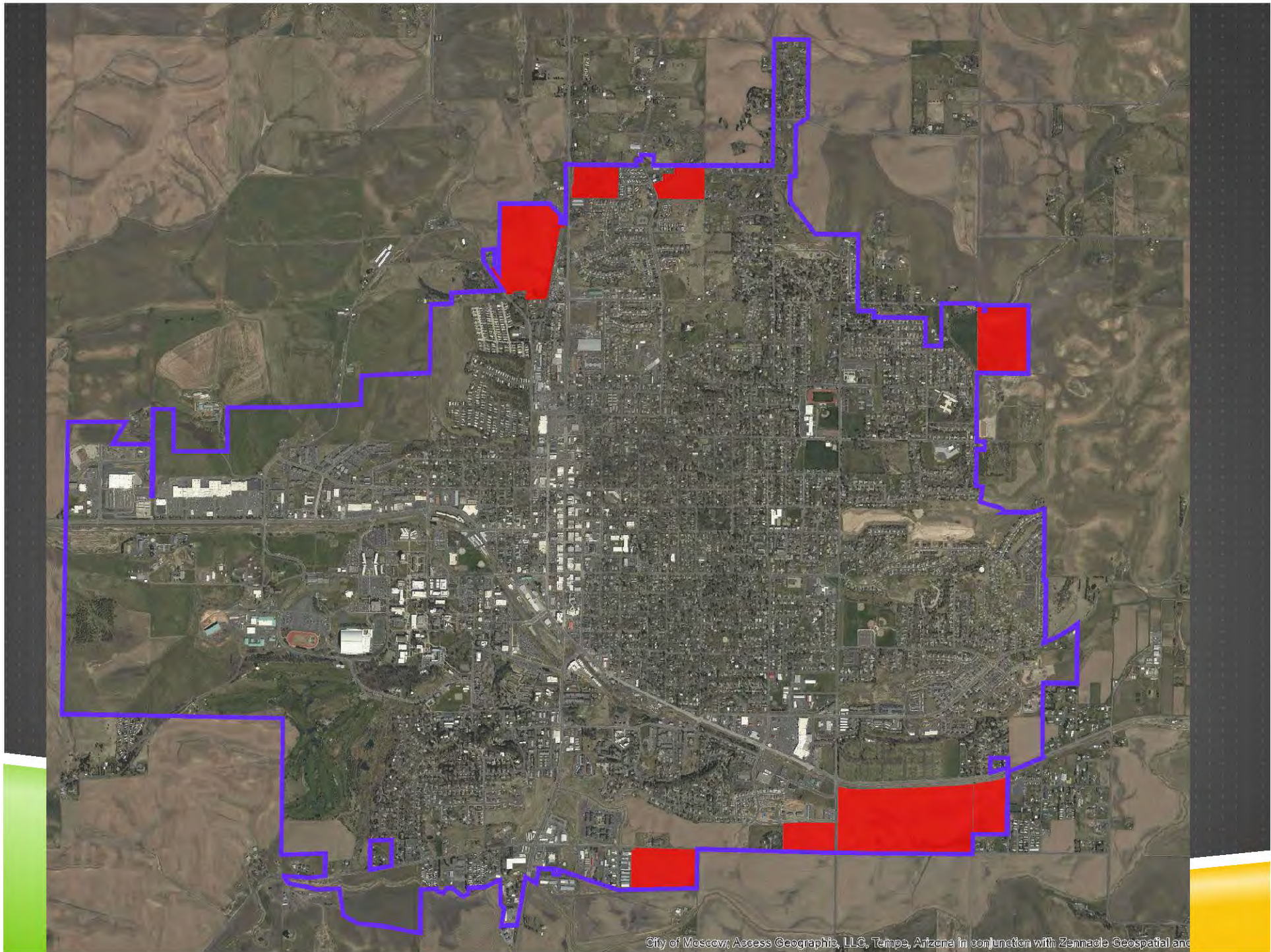
- ▶ =20 acres for up to 400 students

- ▶ =25 acres for up to 800 students

- ▶ =30 acres plus 1 acre per 100 students over 800



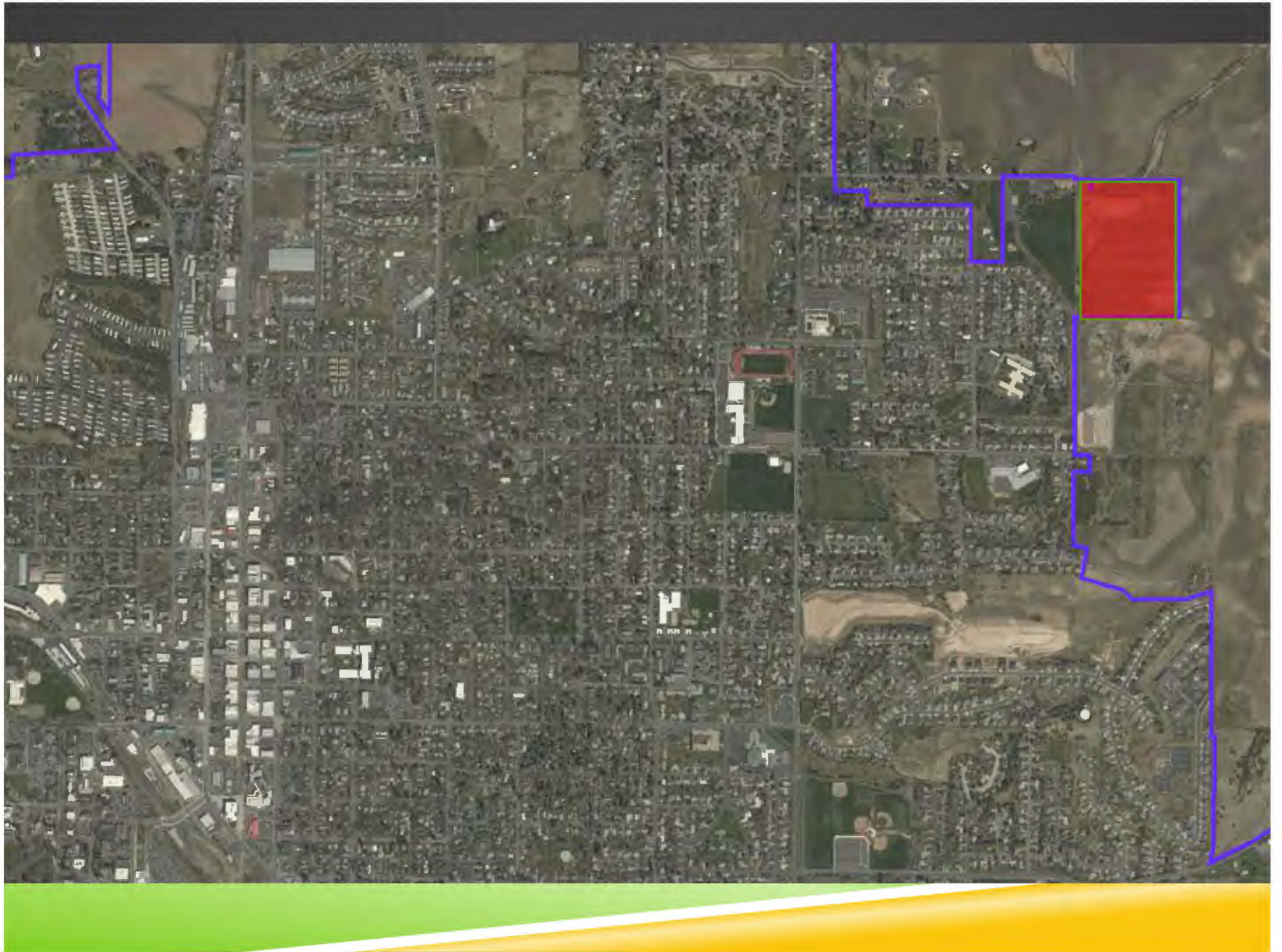






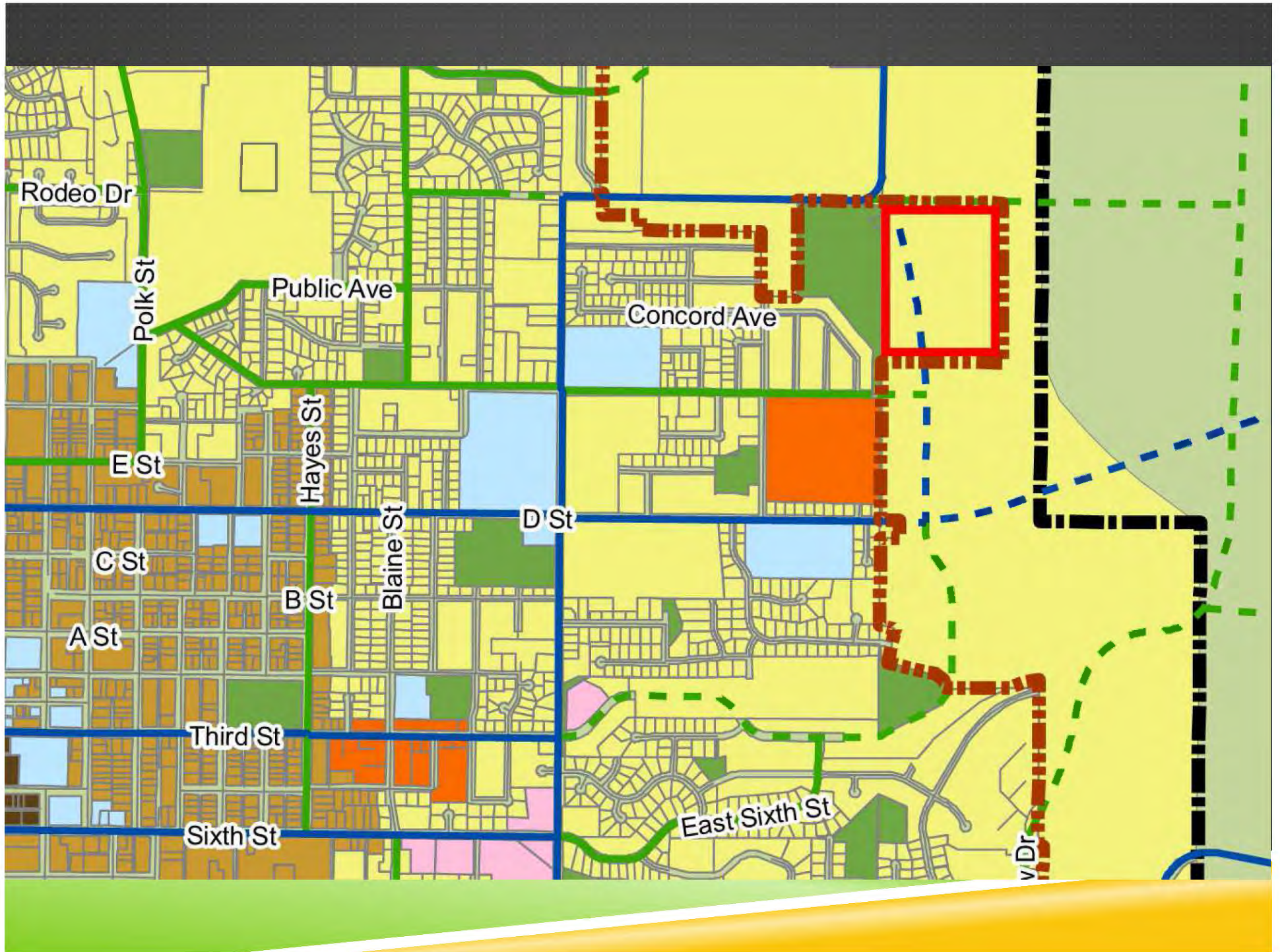




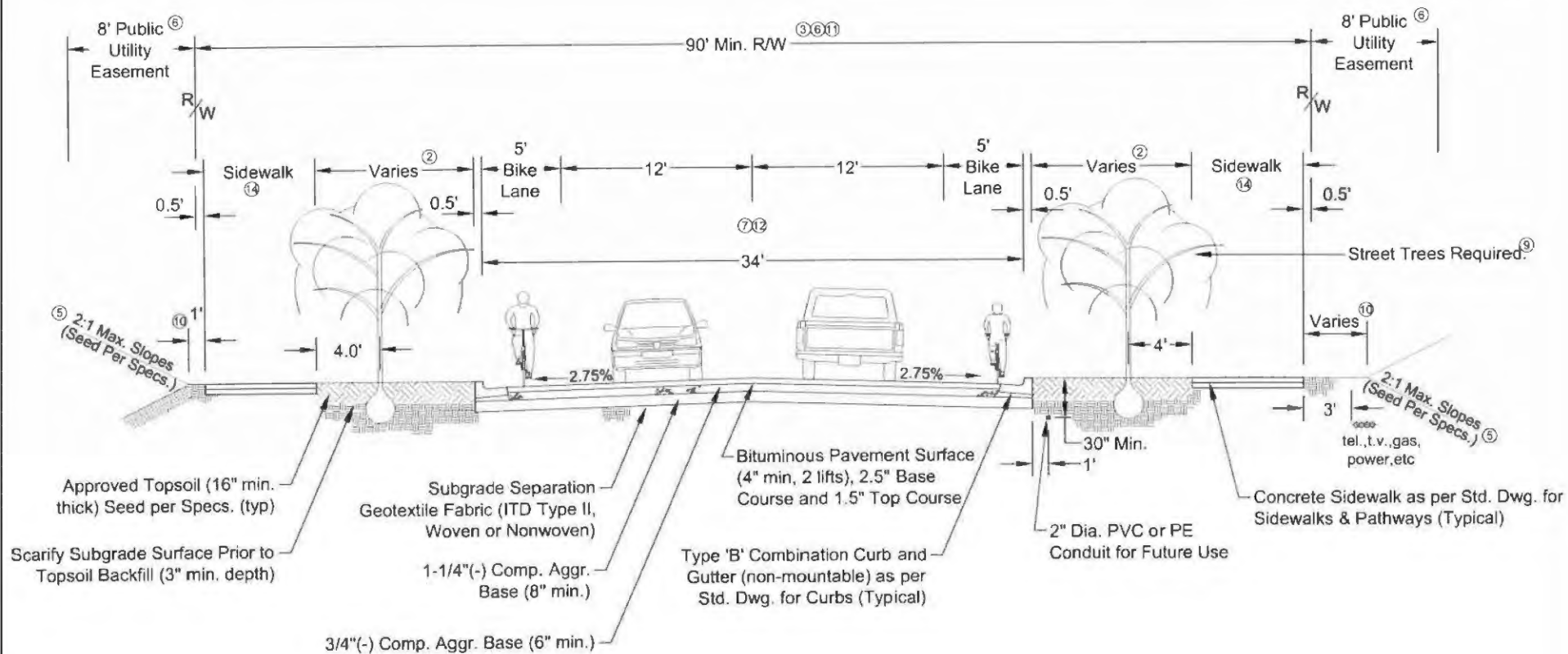


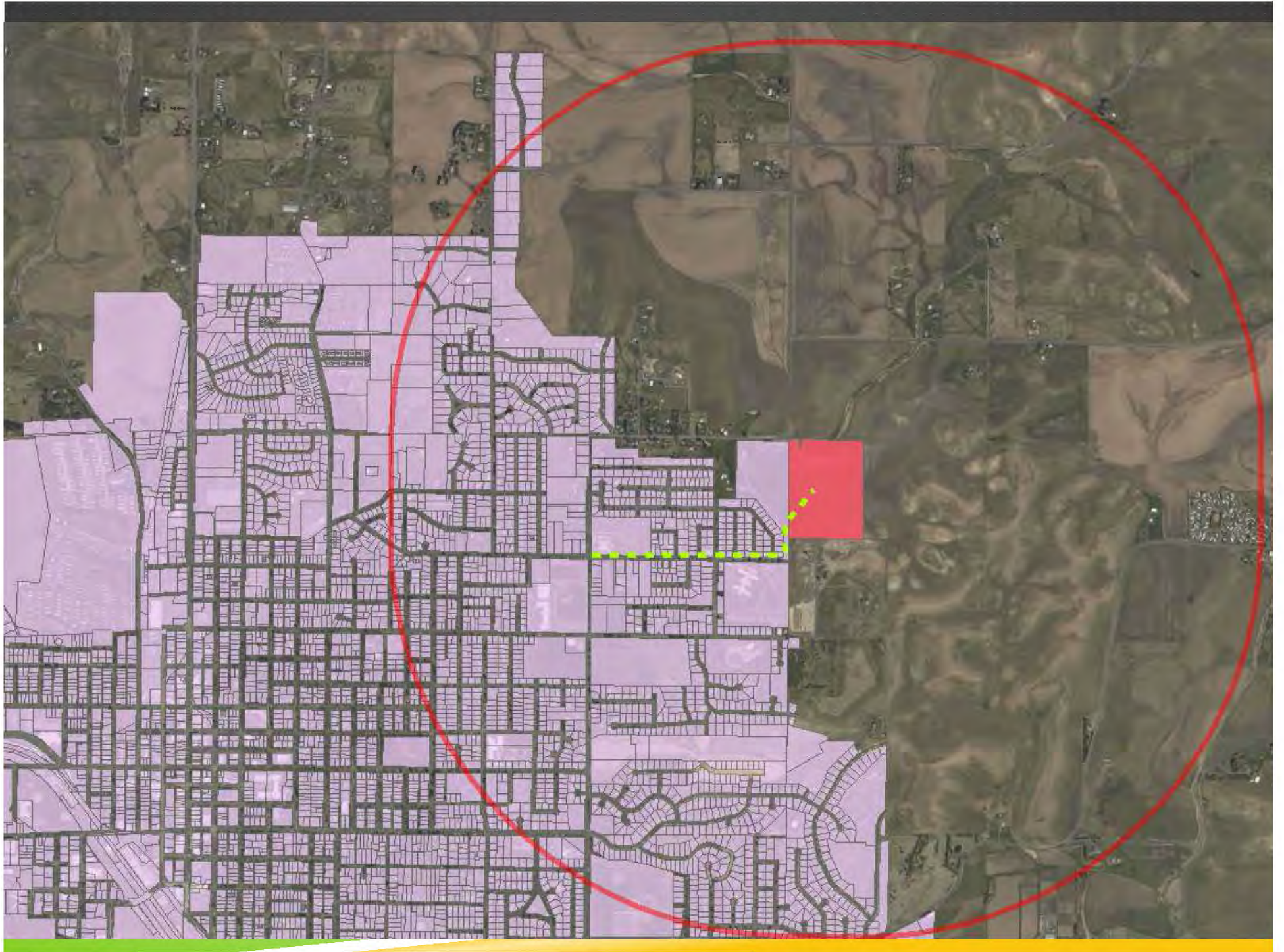
# SITE ACCESS CONCERNS AND CONSIDERATIONS

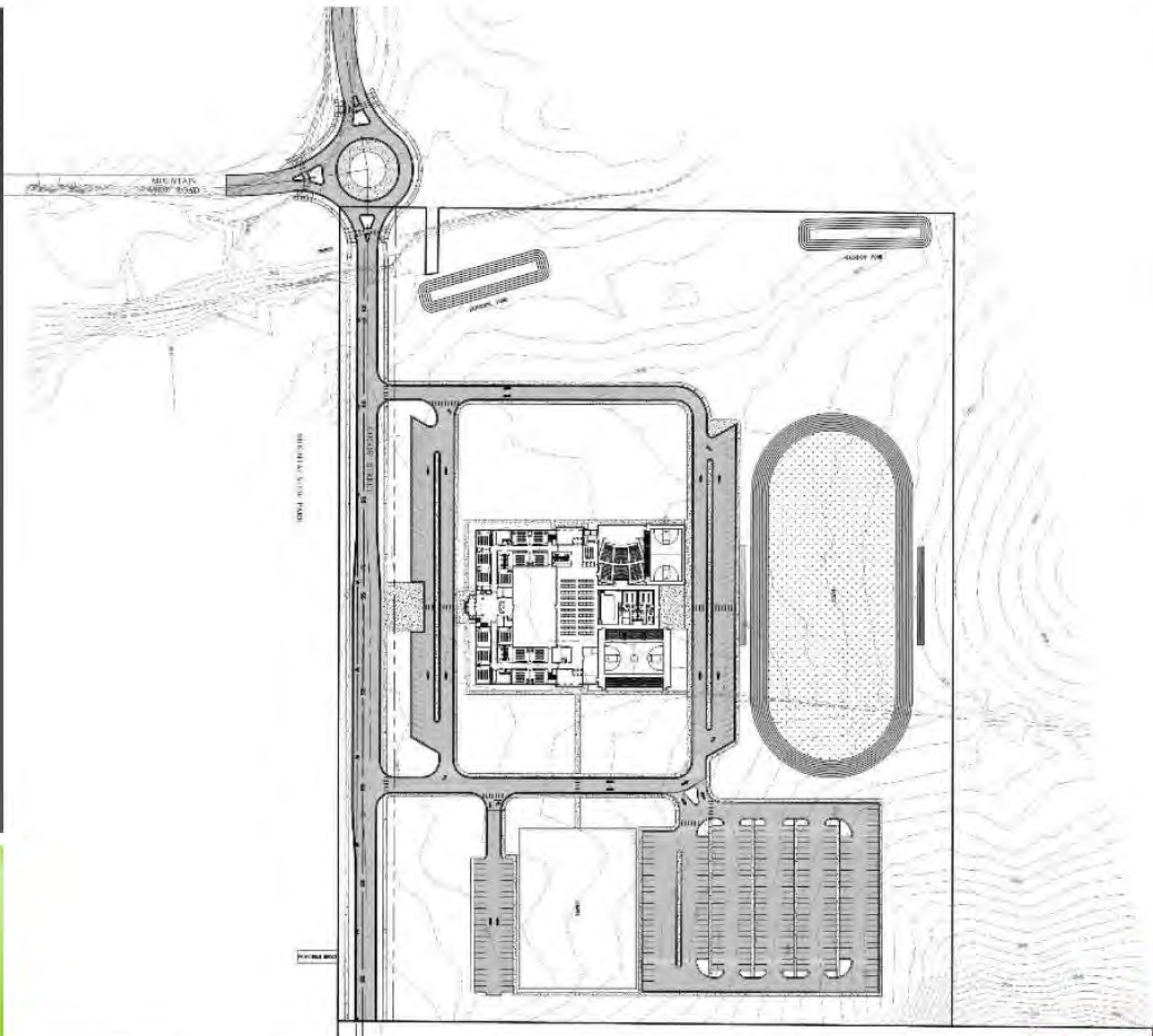
- ▶ Roadway capacity and safety
- ▶ Primary access intersection capacity and safety
- ▶ Pedestrian/cyclist site access
- ▶ Long term interconnection of the site with future street system











# CONDITIONAL USE PERMIT CRITERIA

- ▶ The proposed use is a conditionally permitted use within the Zoning District.
- ▶ The character of the proposed use will be in harmony with the neighborhood and surrounding land uses.
- ▶ The proposed use as approved, or as approved with conditions, will not generate nuisances that would be injurious or detrimental to adjoining properties or the neighborhood (including, but not limited to, noise, dust, glare, vibrations, odors, and the like).
- ▶ The location, design, and size of the proposed use will be adequately served by existing streets, public facilities and services.
- ▶ The proposed use will not endanger the public health or safety if located where proposed.
- ▶ The proposed use meets all applicable development standards of the Zoning Code.
- ▶ The proposed use will not be in conflict with the Comprehensive Plan.

# TRANSPORTATION RELATED CONDITIONS OF APPROVAL

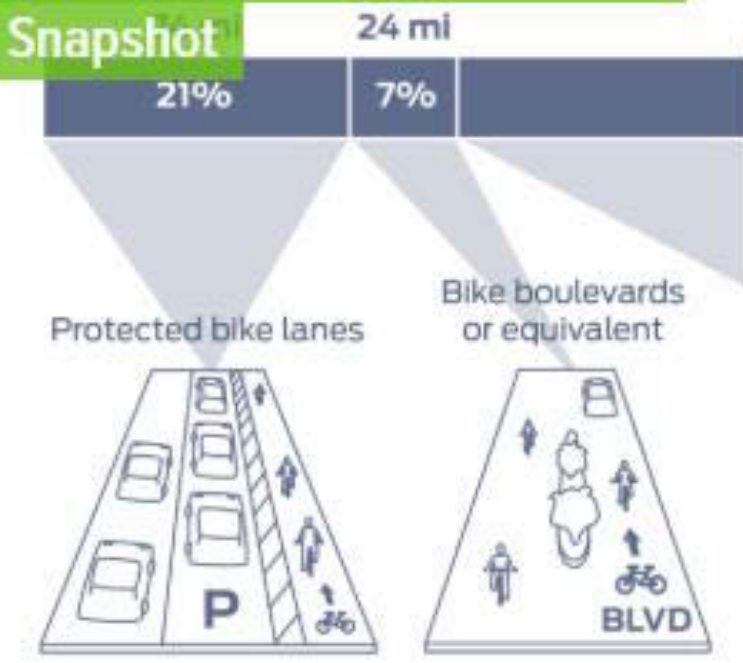
- ▶ Construction of public streets as indicated in the adopted Multi-modal Transportation Plan to minor arterial street standards;
- ▶ Roadway alignment to allow connection to the 'F' Street extension
- ▶ Widening of Mountain View Road from Slonaker Drive to the proposed intersection to a minimum width of 28 feet (edge of asphalt to edge of asphalt), and work with city staff to identify a pedestrian corridor along the east/west connection from Slonaker Drive to the subject property;
- ▶ Construction of roundabout shown on the site plans submitted for the CUP
- ▶ Construction of pedestrian bridge north of F Street terminus to provide pedestrian and bicycle access to the site.

84 Million Trips Taken on Shared Bikes and Scooters Across the U.S. in 2018

**84** **MILLION**  
SHARED MICROMOBILITY  
TRIPS IN 2018



2,200 Projects Built & More  
Findings from this Year's Data



NACTO Releases Guidelines for the Regulation and Management of Shared Active Transportation



NACTO & the USDOT Volpe Center Release Best Practices for Redesigning Large Vehicles in Urban Environments



# Mission

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NACTO's mission is to build cities as places for people, with safe, sustainable, accessible and equitable transportation choices that support a strong economy and vibrant quality of life.



# NACTO: Cities Leading the Way (90)

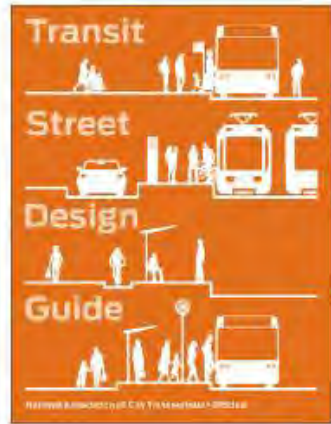


Watch later

Sh



MORE VIDEOS



# Urban Bikeway Design Guide

Revised 2014 Edition  
City of Portland Bureau of Transportation



**5** Desired minimum:  
12 feet (in constrained  
conditions: 8 feet)

**6** Desired minimum:  
3 feet

**8** Parking should be prohibited  
near the intersection to  
improve visibility.

