

TRANSPORTATION COMMISSION



Michael Kyte
Chair
trans@ci.moscow.id.us

~Agenda~

Les MacDonald
Staff Liaison
208.883.7028

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

Thursday, June 13, 2019

4:00 PM

**Council Chambers
206 E. 3rd St.**

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

Present: Chair; Michael Kyte, Vice Chair; Don Meyer, Phil Cook, Ben Calabretta, Brian Johnson, Mike McGahan, Mary DuPree, Bob Sanders.

Absent: Les MacDonald, Public Works Director, Tyler Palmer Acting Public Works Director, Joel Hamilton

Staff: Bill Belknap, Community Development Director
Jim Boland, Council Liaison
Jared Hopkins, ITD
Sandra Collins, Administrative Assistant / Deputy City Clerk

REGULAR AGENDA

1. Approval of Transportation Commission Minutes from May 9, 2019 (Action Item)
Meyer moved to approve the minutes as presented, seconded by DuPree. Roll Call Vote:
Ayes: All. Nays: None. Minutes approved.

2. Gotcha Bike Share Hub Locations (Tyler Palmer & Robert Mitchell, University of Idaho) (Action Item)
Robert Mitchell from the University of Idaho Parking Transportation Services presented an overview of the proposed bike hub locations. The bike hub locations on campus are:

- North Campus – Student Recreation Center Parking Lot
- West Campus – Perimeter Drive/Kibbie Dome Parking Lot
- East Campus – Deakin Avenue/Starbucks/Vandal Store
- Central Campus – Line Street/Idaho Commons
- Southeast Campus – Blake Avenue/Counseling & Testing Center

The hub locations will be marked with paint and signage and can be moved later if needed. Suggested City of Moscow bike hub locations are:

- West E. Street/Rosauers
- S. Main/Third Street/existing bike corral

- Palouse Mall (exact location to be determined)
- Eastside Marketplace (exact location to be determined)
- S. Main/Sixth Street
- Northeast Moscow (Mountain View & D Street area)
- Intermodal Transit Center

The hub locations will cover a geo-fenced area of about twenty square feet. If bikes are left outside designated hubs, riders will incur an extra fee, which was thought to be \$5.00. There was discussion about the extra fee being too high for a pilot program. The Commission discussed the pros and cons of each hub location, including adding a northeast Mountain View location, eliminating one downtown location and the Intermodal Transit Center location. Mitchell said he would take the Commission's suggestions back to Becky Couch and once the program starts they can rebalance hubs if necessary. Johnson motioned to accept the northeast hub location but move it to Mountain View and F Street, instead of Mountain View and D Street and eliminate the hubs at S. Main and Sixth Street and at the Intermodal Transit Center, seconded by Calabretta. Roll Call Vote; Ayes: All; Nays: None. Motion passed.

3. University of Idaho proposal for a variance to right of way improvements on Seventh Street (Ray Pankopf, University of Idaho) (Action Item)

Ray Pankopf gave a presentation about proposed University of Idaho Seventh Street improvements from Elm Street to the Bruce Pitman Center. The University received funding from the State of Idaho Permanent Building Fund for these improvements. He showed an architectural rendering, including colored concrete pavers, new lighting, traffic calming and reconfiguration of five parking stalls. The street will remain open to vehicles, but the pedestrianized look is designed to deter vehicle use. The alley will have enhanced pavers and will also remain open to vehicles. The proposed construction should begin in 2020 with a current construction estimate of \$346,000. Belknap explained the University is requesting approval from City Council for an Engineering Variance because the improvements deviate from current City Street Standards. He said that this project was brought to the Transportation Commission to provide a recommendation to Council. Cook motioned to make a recommendation to City Council to support the University's request for an Engineering Variance for the improvements on Seventh Street from Elm Street to the Bruce Pitman Center, seconded by Meyer. Roll Call Vote: Ayes: All. Nays: None. Motion passed.

4. Idaho Transportation Department (ITD) Development Review Process for the Idaho Central Credit Union (ICCU) (Jared Hopkins, ITD)

Hopkins gave a presentation on the ITD procedure used when new access to a State Highway is requested through the permit process. He explained how that process was applied to the Idaho Central Credit Union (ICCU) development in Moscow. Approvals involve both the City and ITD. There was discussion, which included questions about the AASHTO Manual, whether there would be a traffic impact study and safety at the nearby crosswalk. Belknap reported that a future Local Highway Safety Improvement Project (LHSIP) would include improvements for the corridor, including better lighting at the crossing near the ICCU. Cook asked about the excessive parking spaces at ICCU and Belknap explained that the Zoning Code only set a minimum, not a maximum in this particular zoning district.

5. Continued Discussion Regarding Land Use and Transportation Planning (Bill Belknap) (Action Item)

Kyte asked for discussion on the Land Use questions he had sent out. DuPree asked about the procedure for naming City Streets, particularly with reference to Logos School. Belknap explained the process, which is usually handled through the Planning & Zoning Commission. He said staff is working on a draft chapter of City Code, which will include street related requirements including specific street name standards. The Commission discussed the different types of quasi-judicial land use matters. Cook asked for a summary of what was quasi-judicial and what was not. Belknap said under state law subdivision plats may not be considered to be quasi-judicial and that has been one of the reasons that plats have been brought to the Transportation Commission for review. All other land use decisions are quasi-judicial and are reviewed by the Planning and Zoning Commission, Zoning Board of Adjustment, and/or City Council.

Meyer asked about the process for deciding streetlight and street name sign locations as it can be difficult to see street name signs at night when they are not placed near the street light. Belknap stated that in the older neighborhoods light locations are often dictated by the utility pole locations, but that Tyler Palmer could best respond to that question at a future meeting. Boland said Avista has input on where the lights go in consideration of the power line locations.

REPORTS

1. Commission Communications (Kyte)

Belknap said the Third Street Pedestrian Bridge concrete work is now complete. Paradise Path Underpass and Third Street Pedestrian Bridge dedication will be on June 29, 2019. Hopkins reported that the new Idaho Transportation Department District 2 Engineer is Doral Hoff. He also said the Moscow to Viola US 95 paving project has been delayed.

Citizen David Hall addressed the Commission and reported that students from Palouse Prairie Charter School gave a presentation on electric bikes and scooters at the Sustainable Environment Commission meeting. He said he attended the Planning and Zoning Commission meeting and wanted to bring a parking agenda item to the Transportation Commission's attention. He gave the Commission a copy of that item.

2. Transportation Commission Report to City Council (Kyte)

Kyte distributed a summary of the questions City Council asked when he gave the Transportation Commission report.

CONTINUING EDUCATION

1. Federal Highway Administration - Office of Safety (Kyte)

Kyte showed a presentation which is also on the City Transportation Commission web page under Continuing Education for July.

UPCOMING EVENTS/MEETINGS

1. US 95 Update by Ken Helm from Idaho Transportation Department (ITD) – July Meeting

ADJOURNED: 5:48

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.

Minutes Approved On

JUL 11 2019

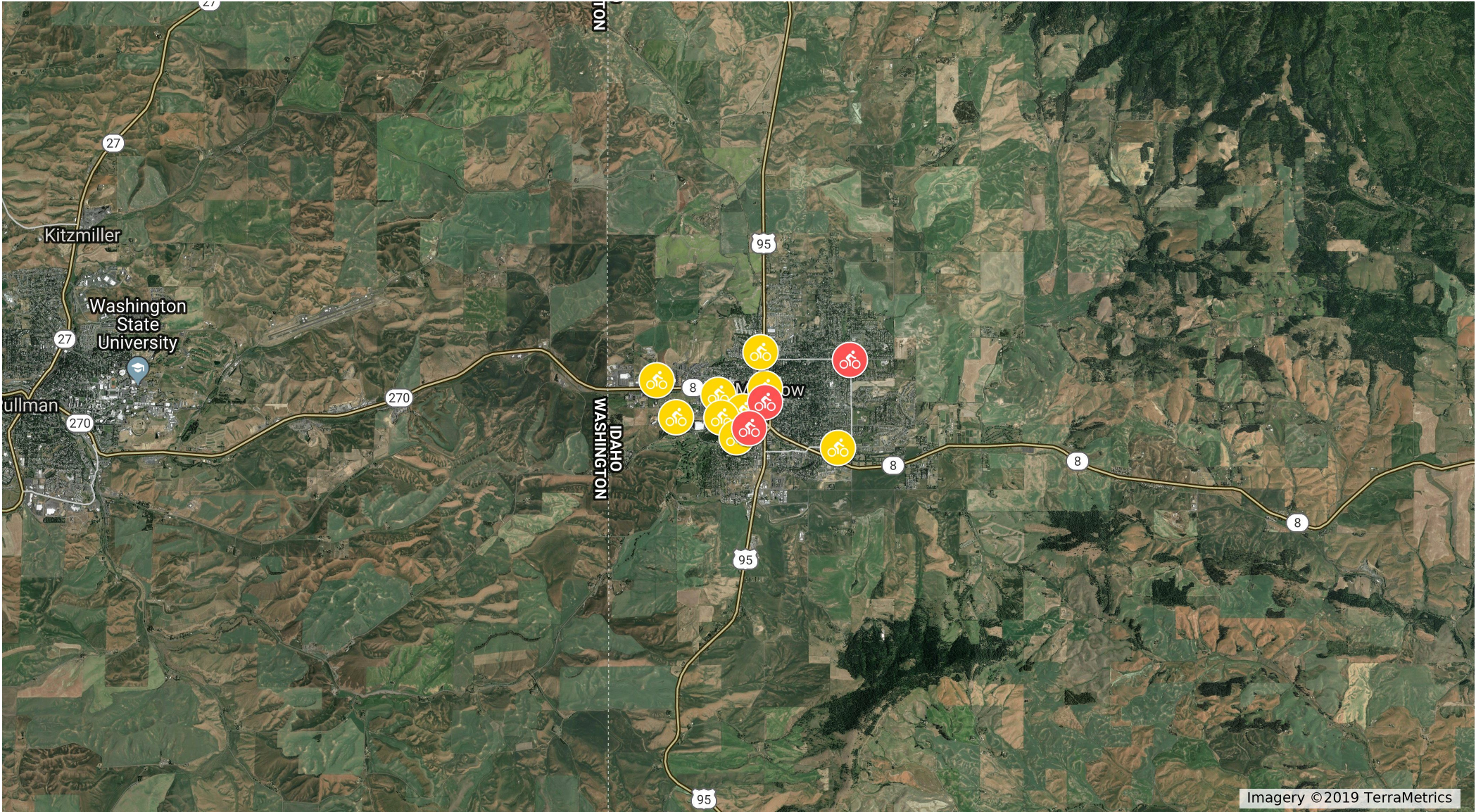
[Handwritten Signature]

Clerk/Deputy Signature

Gotcha Hubs

Campus Hubs

-  West Campus Hub
-  North Campus Hub
-  West
-  North Campus Hub
-  East Campus Hub
-  East Campus Hub
-  Central Campus Hub
-  Central Campus Hub
-  Southeast Campus Hub
-  Southeast Campus Hub
-  Main Street Bike Corral
-  Main Street Bike Corral
-  North Main - Rosauers
- 
North Main - Rosauers - exact location to be discussed
- 
Palouse Mall - exact location TBD
- 
Eastside Marketplace - exact location TBD
-  South Main - near 6th (?)
- 
Northeast Moscow - suggestion for D & Mtn View
-  ITC Option - covered parking





University
of Idaho

7TH STREET IMPROVEMENTS

City of Moscow Transportation
Commission

June 13, 2019

Raymond Pankopf, NCARB
Director, Architectural & Engineering Services

University of Idaho Facilities

DESIGN TEAM



Project Administration

- State of Idaho Division of Public Works

Design & Construction Agency

Architect / Engineers

- Welch-Comer Engineers
- Bernardo Wills Architects

Civil Engineer

Landscape Architect

University of Idaho

- Architectural & Engineering Services

Agency Representative

General Contractor

- TBD

Traditional Design / Bid / Build



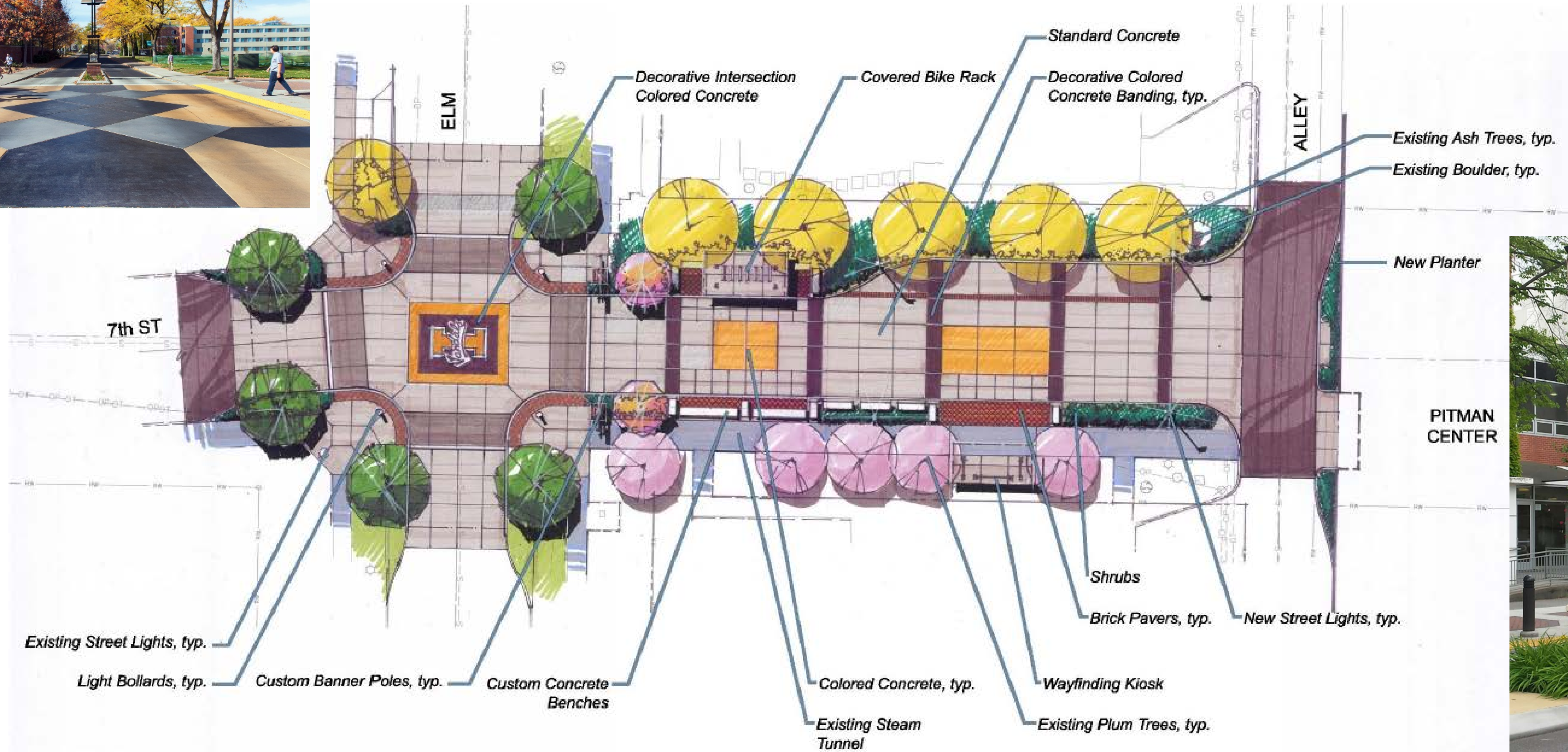
EXISTING CONDITIONS / SITE PHOTOS



View Looking West from Pitman Alley



View Looking East from Elm Street Intersection

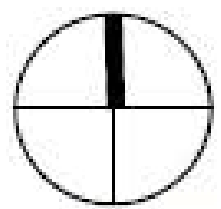


DESIGN CONCEPT

7th Street Improvements, University of Idaho, Moscow, Idaho

UI CP190030, DPW PN 19-253

18 April 2019



NORTH

PROJECT MILESTONES



I Design Phase

- Funding Request Submitted, FY2019 State PBF Process August 1, 2017
- Funding Approved, 2018 Legislative Session Mar 2018
- Funds “Green” July 1, 2018
- A/E Selection Dec 2018
- Programming & Preliminary Design Phase Jan - Mar 2019
- Preliminary Approval Presentation to PBFAC April 2, 2019
- Design Development Phase Apr – Jul 2019
- Presentation to Moscow Transportation Commission Jun 13, 2019
- Presentation to Moscow City Council TBD
- Construction Document Phase Jul – Dec 2019

I Bidding, Award, and Construction Phases

- Advertisement & Bidding Phase Jan – Feb 2020
- Bid Reconciliation & Award Phase Feb – Apr 2020
- Break Ground / NTP May 2020
- Construction Phase May – Sep 2020
- Substantial Completion Sep 2020

PROJECT COSTS



University of Idaho Funds

I 000 – Project Support	\$	5,000.00
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State of Idaho Permanent Building Funds FY2019 A & R Category

I 100 - Professional / Design Fees	\$	34,100.00
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I 200 - Professional Services	\$	14,500.00
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- | | | |
|-------------------------------|----|-------|
| ■ Site Survey | \$ | 4,500 |
| ■ Soils | \$ | 4,000 |
| ■ Testing During Construction | \$ | 6,000 |

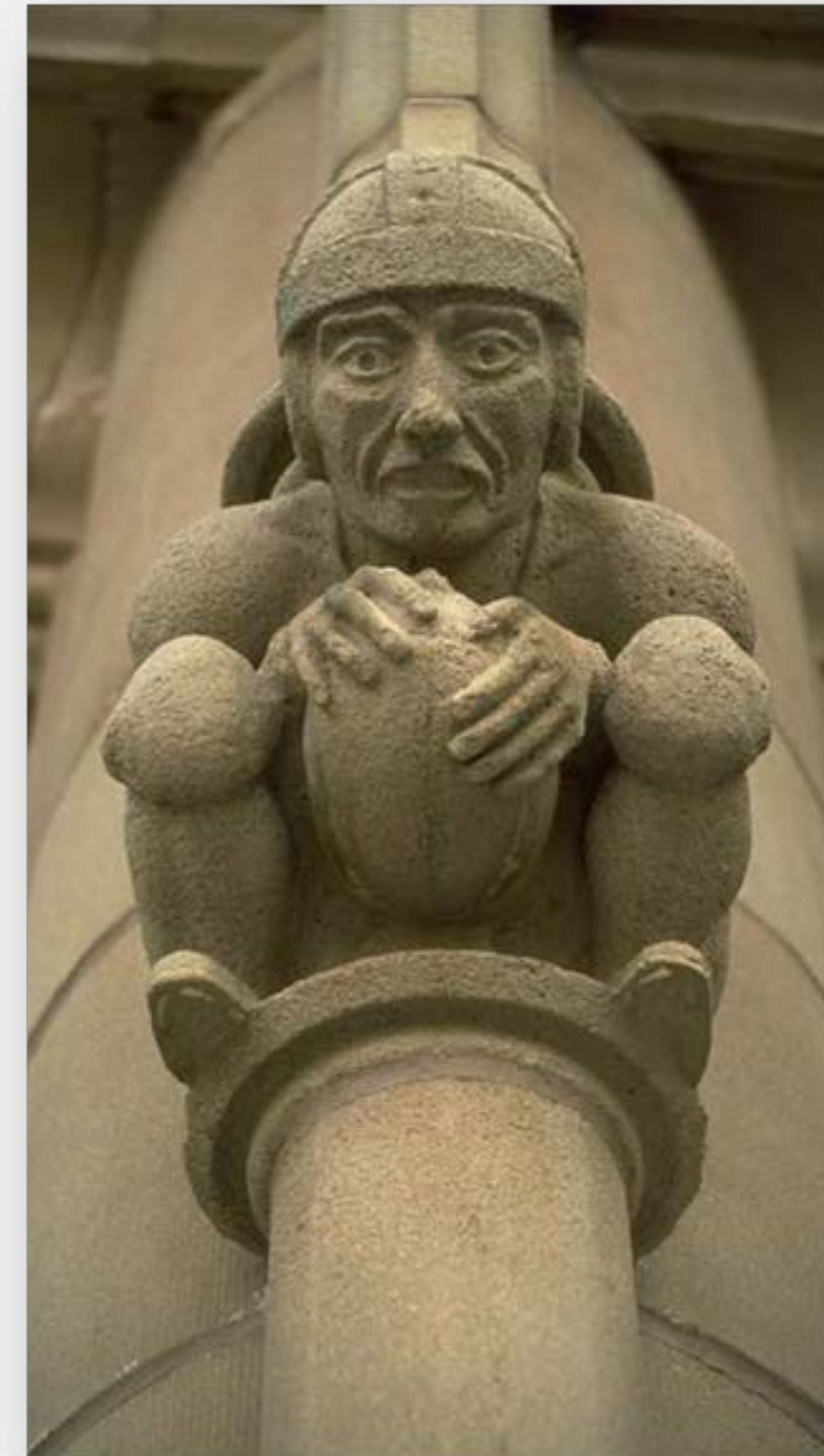
I 300 - Construction Costs: Contracted	\$	408,450.00
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- | | | |
|----------------------------|----|---------|
| ■ Construction Contract | \$ | 371,300 |
| ■ Construction Contingency | \$ | 37,150 |

I 400 - Misc. & Project Contingency	\$	<u>2,950.00</u>
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I Total PBF Funds	\$	460,000.00
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end



Questions?

ITD's Review Process for Site Development

- Sight Distance
- Spacing
- Remove excess approaches
- Trip Generation
- Traffic Impact Study
- Highway Improvements



Stopping Sight Distance

- AASHTO Green Book
- Based on Speed and Grade
- Driver eye height 3.5 ft
- Object height 2.0 ft
- Cone placed 1 ft off edge line
- Brake reaction time 2.5 sec
- Deceleration rate of 11.2 ft/s^2



Stopping Sight Distance

U.S. Customary				
Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance	
			Calculated (ft)	Design (ft)
15	55.1	21.6	76.7	80
20	73.5	38.4	111.9	115
25	91.9	60.0	151.9	155
30	110.3	86.4	196.7	200
35	128.6	117.6	246.2	250
40	147.0	153.6	300.6	305
45	165.4	194.4	359.8	360
50	183.8	240.0	423.8	425
55	202.1	290.3	492.4	495
60	220.5	345.5	566.0	570
65	238.9	405.5	644.4	645
70	257.3	470.3	727.6	730
75	275.6	539.9	815.5	820
80	294.0	614.3	908.3	910
85	313.5	693.5	1007.0	1010



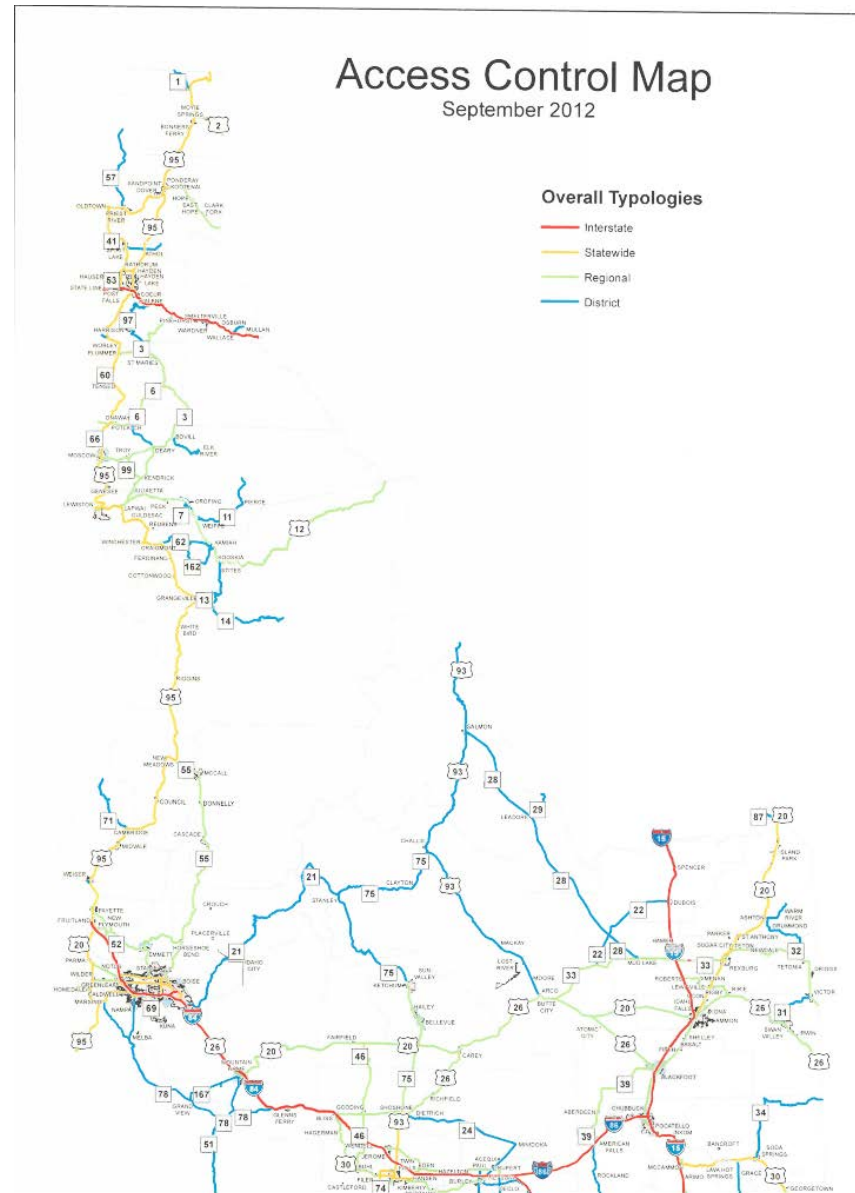
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Access Spacing

- IDAPA 39.03.42
- Based on highway type, intersecting road type and rural vs urban



Access Control Map



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Access Spacing

TABLE 1 – ACCESS SPACING*

HIGHWAY TYPE	AREA TYPE	Signalized Road Spacing	Public Road Spacing (A)	Driveway Distance Upstream From Public Road Intersection (B)	Driveway Distance Downstream From Unsignalized Public Road Intersection (C)	Distance Between Unsignalized Accesses Other Than Public Roads (D)
Interstate	All	Accessible only by interchanges (ramps) and requires approval by the Board and Federal Highway Administration.				
Freeway	All	Accessible only by interchanges (ramps).				
Expressway	All	Accessible only at locations specified by the Department.				
Statewide Route	Rural	5,280 ft	5,280 ft	1,000 ft	650 ft	650 ft
	Transitional	5,280 ft	2,640 ft	760 ft	500 ft	500 ft
	Urban >35 mph	2,640 ft	1,320 ft	790 ft	500 ft	500 ft
	Urban ≤35 mph	2,640 ft	1,320 ft	790 ft	250 ft**	250 ft**
Regional Route	Rural	5,280 ft	2,640 ft	1,000 ft	650 ft	650 ft
	Transitional	2,640 ft	1,320 ft	690 ft	360 ft**	360 ft**
	Urban >35 mph	2,640 ft	660 ft	660 ft	360 ft**	360 ft**
	Urban ≤35 mph	2,640 ft	660 ft	660 ft	250 ft**	250 ft**
District Route	Rural	2,640 ft	1,320 ft	760 ft	500 ft	500 ft
	Transitional	2,640 ft	660 ft	660 ft	360 ft**	360 ft**
	Urban >35 mph	1,320 ft	660 ft	660 ft	360 ft**	360 ft**
	Urban ≤35 mph	1,320 ft	660 ft	660 ft	250 ft**	250 ft**



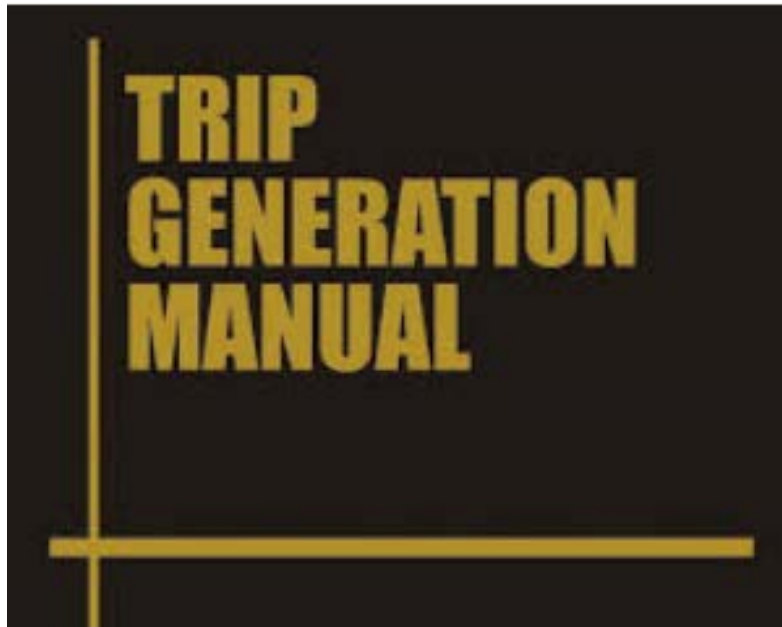
Excessive Approaches

- Every access point is a conflict point
- Remove approaches if applicable
- New development is a chance to make an improvement



Trip Generation

- Use Trip Generation Manual to estimate traffic volumes



Traffic Impact Study

- Required when > 100 trips in peak hour
- Required when $> 1,000$ trips per day
- Trip Generation, Distribution, Assignment



Highway Improvements



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Idaho Central Credit Union Location



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Turning Traffic Data

- Data collected from **Trip Generation Manual 10th Edition**
 - **Drive-in Bank** on a weekday, peak hour of adjacent street traffic, one hour between 4 and 6 p.m.
 - **Direction Distribution** 50% entering, 50% exiting
 - **Average Rate** 20.45 of vehicle trip generation per 1000 sq. ft
- Estimate of credit union 5,103 sq. ft.
- Turning percent of 55% of vehicles going from east to west and 40% of vehicles going from west to east on SH-8

With this data we took **Avg. rate** and estimate of sq. ft., and got 104 for **Avg. rate** for a drive in bank at 5,103 sq. ft. With this we then found the new **direction distribution** of **52** cars entering and exiting the lot.



Left Turning data

- Vehicles going from east to west on SH-8 are turning left 55% of the 52 **direction distribution**.

$$52 \times 0.55 = 28.6 \approx \mathbf{29}$$

- 29 cars of the 52 cars that turned into the lot are turning left off a SH-8.



Right Turning Data

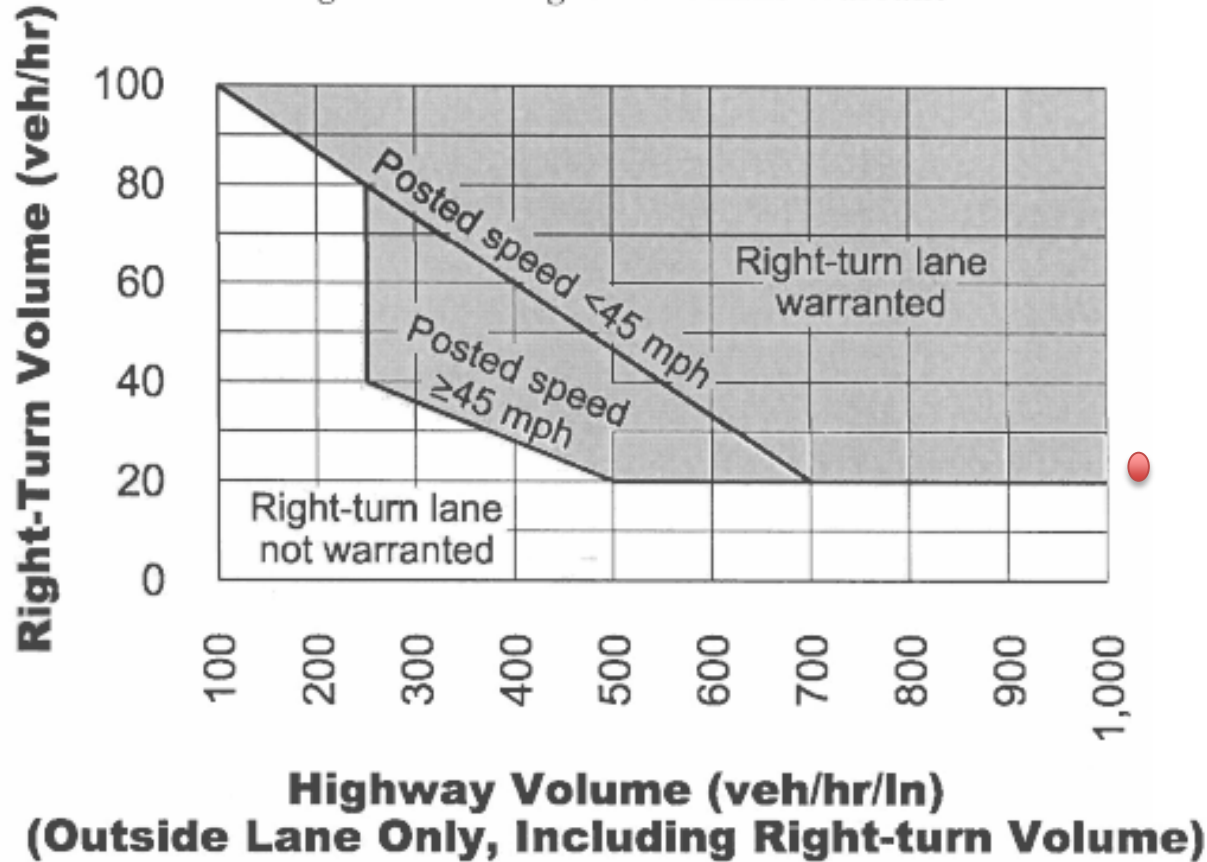
- Vehicles going from west to east on SH-8 are turning right 40% of the 52 **direction distribution**.

$$52 \times 0.40 = 20.8 \approx \mathbf{21}$$

- 21 cars of the 52 cars that turn into the lot are turning right off of SH-8



Figure 3B-1. Right-Turn Lane Warrant

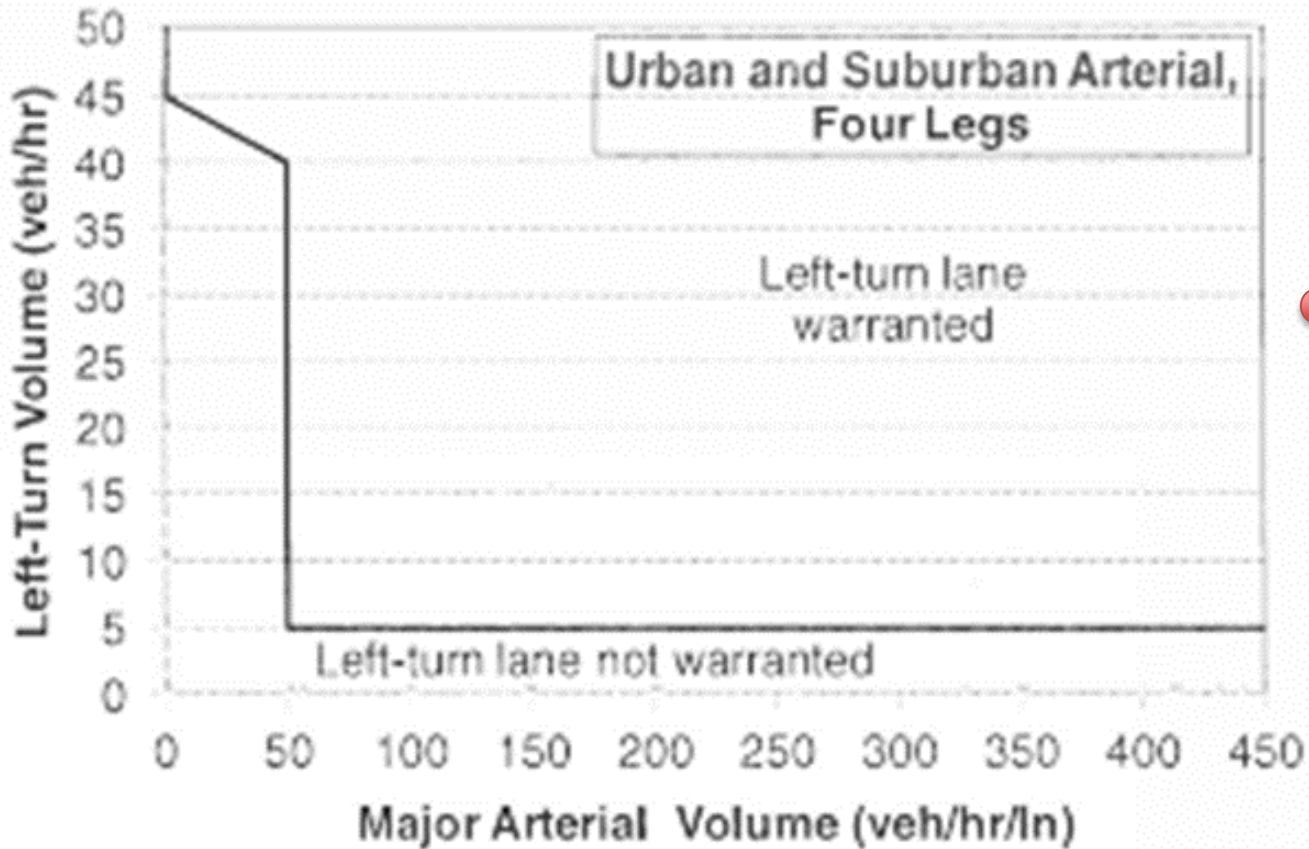


DHV: 1170

Right turns: 21



Left-Turn Lane Warrant



DHV: 1170

Left Turns: 29



1. What have we learned?
2. What should we do with this information?
3. Was this presentation helpful? If so, in what ways?
4. What else would you like to know?
5. What questions do you still have about land use planning/transportation planning?
6. Do we better understand our role in this process (or not)?

Transportation Commission Annual Report – City Council Questions

1. Bettge: What is the status of the SH 8/US 95 underpass? Has the Transportation Commission considered this project as part of the SH 8/US 95 pedestrian issue? Belknap indicated that a preliminary study had been done. Funding application will be submitted later this year. Construction planned for 2022/2023.
2. Sullivan: Does the Transportation Commission have a role in data gathering for the Third Street separate bike lanes and other changes on Third Street? What measures should be used to determine its success? Kyte indicated that we can put on commission agenda for more discussion.
3. Zabala: Future discussion on the walkability workshop held in May? Palmer said that the consultants will come back again to help promote the separated bike lanes. Palmer also indicated that the consultants focused on two sites for discussion by workshop participants: SH8/US95 and Mt View/D. They will be back in town in the fall or winter.
4. Bonzo: Appreciates the discussion on the role of the commission with respect to other city commissions and other agencies. She wondered if SMART transit participates in the meetings. Kyte said that the commission reviewed their proposed service changes last year and provided a recommendation. Kyte also described the list of about 20 ex-officio members of the commission that is in city code but that most probably don't know that they are members.
5. Bonzo: She liked the discussion of climate change and how this issue might be made a part of the commission's business.