

TRANSPORTATION COMMISSION



Vacant
Commission Chair

~Agenda~

Bill Belknap
Staff Liaison

tc@ci.moscow.id.us

208.883.7011

<https://www.ci.moscow.id.us/581/Agendas-and-Minutes>

Thursday
October 8th, 2020

4:00 PM

Council Chambers
206 E. 3rd St.

CALL TO ORDER

REGULAR AGENDA

1. Approval of Minutes from September 10, 2020 [ACTION ITEM]

PROPOSED ACTION: Approve minutes as presented; approve minutes with amendments; or provide staff further direction.

2. Public Comment

3. Commission Communications

4. Election of Officers [ACTION ITEM]

Following the resignation of the Chair and Vice Chair, the Commission will need to elect members to those positions for the remainder of the 2020 calendar year.

PROPOSED ACTION: Nominate and elect a Chair and Vice Chair for the remainder of the 2020 calendar year.

5. Review of the Draft Transportation Commission Code Amendment [ACTION ITEM]– Bill Belknap

At the Commission's March 12, 2020 meeting, the Commission discussed possible modifications to Moscow City Code pertaining to Commission membership and ex-officio representatives. Staff has prepared a proposed code amendment that incorporates the recommended changes for the Commission's review and discussion.

PROPOSED ACTION: Receive report and provide recommendations as deemed appropriate.

6. Streets Standard Review [ACTION ITEM]– Bill Belknap

During the most recent update to the City Standard Construction Drawings containing the adopted street standards for the construction and development of new public and private streets within the City, the use of a 28-foot residential street standard was limited to use in cul-de-sacs and one- to two-block unextendable streets. The Planning and Zoning Commission is currently working on the development of new subdivision standards which include clustered and traditional development options to provide greater flexibility, allowing compact and innovative developments that would likely benefit from the 28-foot street standard. Narrower streets reduce current and future maintenance and replacement costs, provide traffic calming in residential areas, and facilitate the

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development of more cohesive neighborhoods. The Commission reviewed this item on March 12th and wished to continue the discussion to a future meeting.

PROPOSED ACTION: Review materials and provide recommendation.

REPORTS

Development Report

UPCOMING EVENTS/MEETINGS

The next scheduled meeting is November 12, 2020.

ADJOURN

TRANSPORTATION COMMISSION



Vacant
Commission Chair

~Meeting Minutes~
September 10, 2020

Bill Belknap
Staff Liaison

trans@ci.moscow.id.us

208.883.7011

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

Cook called the meeting to order at 4:01 PM

MEMBERS PRESENT: in person: Erin Bacon

via Zoom: Randy Baukol, Phil Cook, Brian Johnson, Joel Hamilton, Bob Sanders

MEMBERS ABSENT: Ben Calabretta, Mary DuPree, Mike McGahan

STAFF IN ATTENDANCE: Bill Belknap, Brandy Sullivan, Jennifer Fleischman

1. Approval of Minutes from March 12, 2020 [ACTION ITEM]

Johnson moved for approval of the minutes as proposed, seconded by Sanders. Motion carried by acclamation.

2. Public Comment

None.

3. Commission Communications

Johnson spoke of ongoing work on University of Idaho campus that is hampering traffic around the Kibbie Dome and the Administrative Building. Stadium Drive was closed for a while but is now currently open.

4. Election of Officers [ACTION ITEM]

Following the resignation of the Chair and Vice Chair, the Commission will need to elect members to those positions for the remainder of the 2020 calendar year.

Michael Kyte and Don Meyer, prior Chair and Vice Chair respectively, had both resigned recently and the Commission needed to elect new Officers. Johnson asked Cook if it was a problem that all members are not present during an election. Belknap indicated that the election could be deferred to a future meeting. Cook moved to defer this topic until next meeting, with no objections.

5. Review of the Draft Transportation Commission Code Amendment [ACTION ITEM]:

At the Commission's March 12, 2020 meeting, the Commission discussed possible modifications to Moscow City Code pertaining to Commission membership and ex-officio representatives. Staff has prepared a proposed code amendment that incorporates the recommended changes for the Commission's review and discussion.

Belknap reviewed the Moscow City Code that the Transportation Commission had been working on with the Mayor and City Council, focusing on the Ex-Officio Membership list. Belknap went over the prior Chair's proposed changes to the Code. The draft of Transportation Commission Code had a small change from what was sent to Commission members in the current packet.

Cook indicated it might be confusing to have the high school student listed both in the Organization section and the Ex-Officio Membership section. Discussion about the residency requirements for those who are on the Ex-Officio Membership lists. Cook and Belknap spoke about the uniqueness of having students on the Ex-Officio Membership list, since they don't represent a particular organization. Belknap mentioned the concern about the University of Idaho choosing not to utilize the membership granted them and some possible recommendations to language based on that scenario. Johnson added that the University would be unlikely to not take advantage of the role, but agrees that some language should be added to prevent a vacancy.

Cook asked if this could be discussed again at the next meeting, after the proposed changes have been made. Baukol requested that it would be important to not limit the size of the Commission and agrees with the language added for the University position. Discussion tabled for next meeting.

6. Capital Improvement Plan and Budgeted Transportation Projects Update [ACTION ITEM]:

Staff will provide an update on the Council adopted Capital Improvement Plan and transportation improvement projects funded within the FY2021 budget.

Belknap informed the Commission of the background information surrounding Moscow capital projects. Updated on the 2020 projects: A St improvements, parking permit fees, and downtown parking study. 2021 Capital Projects were presented: Sixth St Bridge addition, Lilly and First St reconstruction, Mountain View, LHSIP Project, Public Street, and Paradise Lighting. Mentioned other plans that are currently still in the works; scheduled for 2022 and beyond. Johnson asked about the foot traffic between WWAMI and Gritman in regards to the underpass developments planned for S Main Street and there were no other comments.

7. Future Meeting Agenda Item Review [ACTION ITEM]:

Staff will provide a report on planned future Commission meeting agenda items for Commission review and direction.

Belknap requested ideas to use as future agenda topics. Recalled some older topics that were once proposed: Street Standards, Streets Chapter development in City Code, E-Bike and Scooter Policies, and Transportation Plan update.

Sullivan asked Belknap if the Pathways Commission added a policy regarding e-bikes and scooters. Bacon answered that Pathways came up with standards in regards to the different classifications of e-bikes and scooters. Sullivan also requested information from those who partook in the 2009 Parking Fee Adjustment and asked for a discussion about parking on Lilly St to the south of Third. Hamilton concurred and wants the Transportation Commission to look into it. Cook wants to add an item about the Chipman Trail signage for e-bikes. Staff will inquire from Dwight Curtis about who participated in creating the new signage and report back. Bacon will also bring up the subject at the Pathways Commission.

Reports

None.

Upcoming Meetings

The next scheduled meeting is October 8, 2020.

The meeting adjourned at 5:17 PM

Chair

ORDINANCE NO. 2020 -

AN ORDINANCE OF THE CITY OF MOSCOW, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE AMENDMENT OF MOSCOW CITY CODE TITLE 3, CHAPTER 11, RELATING TO TRANSPORTATION COMMISSION; PROVIDING THAT THE PROVISIONS OF THIS ORDINANCE BE DEEMED SEVERABLE; AND PROVIDING FOR THIS ORDINANCE TO BE IN FULL FORCE AND EFFECT FROM THE DATE OF ITS PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS,; and

WHEREAS,; and

WHEREAS,; and

WHEREAS,;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF MOSCOW, IDAHO, AS FOLLOWS:

SECTION 1: That Moscow City Code Title 3, Chapter 11 be amended as follows:

Sec. 11-1. Purpose and Duties.

The Mayor and City Council create the City of Moscow Transportation Commission, which shall have the following charge:

- A. To provide advice and recommendations to the Mayor and City Council regarding intermodal transportation issues as directed with the goal of establishing a system of transportation and circulation within and around the City of Moscow that will make it possible for all people utilizing various modes of transportation to reach their destination safely and easily with minimum disturbance to adjacent uses.
- B. To recommend to the Mayor and the Council policies and programs with the objective of implementing transportation goals and objectives of the Moscow Comprehensive Plan.
- C. To advise the Mayor and City Council as to the ~~long-range~~long-range transportation needs of the City, to provide advice on integrating various transportation elements including, but not limited to, motorized vehicular traffic, bicycle traffic, pedestrian traffic, rail, air travel and public transportation.

(11/2/98) (Ord. 2003-08; 04/08/03)

Sec. 11-2. Organization.

- A. The Transportation Commission shall consist of up to nine (9) members serving without pay. A non-voting member of this Commission shall not be considered in determining the number required for a quorum or whether a quorum is present. The word "Commission" when used herein shall mean the Transportation Commission. Members of the Commission shall be appointed by the Mayor with the advice and subject to the approval of the Council. Members shall be selected without respect to political affiliation. Except for any three quarter (3/4)

time post secondary educational program student member, an appointed member of the Commission must have resided in Latah County for two (2) years prior to his or her appointment and must remain a resident of Latah County during his or her service on the Commission. Persons living within the delineated Area of City Impact shall be entitled to representation on the Commission. Such representation shall, as nearly as possible, reflect the proportion of population living within the City compared to the population living within the Area of City Impact. The term of office of the Commission members chosen from the residents at large shall be five (5) years or until their successors are appointed and qualified. The members shall hold office at the pleasure of the Mayor. The Mayor may revoke such appointment at any time and for any reason deemed sufficient with the advice and subject to the approval of the Council. Vacancies in such Commission occurring otherwise than the expiration of the term shall be filled by the Mayor with the advice and subject to the approval of the Council for the unexpired term. One position on the Commission shall be designated for a representative of the University of Idaho as designated by the President of the University. If the University chooses not to appoint a representative, the Mayor may appoint a member to fill that position on the Commission. Where possible, this commission shall at least one (1) student enrolled at least three quarters (3/4) time in a ~~post-secondary~~ secondary educational program, who shall serve as a non-voting member of this Commission for a one (1) year term, which term may be renewed. At least one (1) student enrolled in high school or an equivalent educational program shall serve as a non-voting member of this Commission for a one (1) year term, which term may be renewed.

- B. Where possible, Commission members shall be appointed in a manner which will allow members to represent a variety of transportation modes including, but not limited to, motorized vehicles, non-motorized vehicles and conveyances, pedestrians and public transportation.
- C. The Commission may establish subcommittees and/or advisory committees to advise and assist it in carrying out duties of the Commission. Where possible, this Commission shall coordinate efforts with local boards, groups and agencies as well as State boards, groups and agencies.
- ~~D. The Public Works Director and the Community Development Director shall be staff liaisons to the Commission and a record of meetings, findings and actions shall be maintained.~~
(Ord. 2003-08; 04/08/03; Ord. 2006-22, 12/18/2006; Ord. 2008-23, 10/20/2008)

...

Sec. 11-4. Ex Officio Membership.

A Moscow City Council representative shall be a non-voting ex officio member of the Commission. In addition, there shall be the following non-voting members or their respective designees who shall not vote and, except where specifically provided herein, whose terms shall coincide with their terms of service with the organizations which they represent:

- ~~A. Chair, Moscow Tree Committee~~
- ~~B. President of the Moscow Area Chamber of Commerce~~
- ~~C. Executive Director, Disability Action Center~~
- ~~D.A. District Engineer, Idaho Transportation Department District No. 2~~
- ~~E. Latah County Planner~~
- ~~F. Chair, North Latah Highway District~~
- ~~G. Chair, Moscow Planning and Zoning Commission~~
- ~~H. Superintendent, Moscow School District~~

~~I. President, University of Idaho~~

~~J.B. Region 2 Public Transportation Advisory Council Local Transit Provider~~

~~K. Chair, Local Public Transportation Advisory Commission~~

~~L. Representative, Local Railroad Service Provider~~

~~M. Manager, Moscow/Pullman Regional Airport~~

C. At least one (1) student enrolled at least three quarters (3/4) time in a post-secondary educational program for a one (1) year term, which term may be renewed.

~~N.D.~~ At least one (1) student enrolled in a high school or equivalent educational program for a one (1) year renewal term

(Ord. 2003-08; 04/08/03; Ord. 2008-23, 10/20/2008)

...

SECTION 2: SEVERABILITY. Provisions of this Ordinance shall be deemed severable and the invalidity of any provision of this Ordinance shall not affect the validity of remaining provisions. The remaining sections of Title 3 shall be in full force and effect.

SECTION 3: EFFECT ON OTHER ORDINANCES. Where the definitions contained in this Ordinance are in conflict with relevant portions of the City of Moscow, Idaho, Municipal Code, the definitions contained within those portions of the Moscow Municipal Code will be unaffected until such time, if any, as they are amended to be consistent with this Ordinance.

SECTION 4: EFFECTIVE DATE. This Ordinance shall be effective upon its passage, approval, and publication according to law.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____, 2020.

Bill Lambert, Mayor

ATTEST:

Laurie M. Hopkins, City Clerk



Memo

To: Bill Belknap, Deputy City Supervisor – Community Planning & Design

From: Tyler Palmer, Deputy City Supervisor – Public Works & Services

C.c. Steve Schulte, Streets/Storm Manager

Scott Bontrager, City Engineer

Date: March 5, 2020

Re: Lifecycle Cost and Other Advantages of a 28' Residential Street Profile

Bill,

For several years I have advocated for narrower street profile options where feasible. Transportation funding is a continual challenge for local government, and, as such, it is imperative that we do not over-build, and thus force ourselves into inflated maintenance costs in perpetuity. In residential areas, when we construct on-street parking, we are constructing a linear public parking lot. The utilization of this parking infrastructure is generally very low, and the costs are exaggeratedly high as we are building the full profile to a roadway standard.

A narrower profile is a way for us to achieve many goals; traffic calming, higher utilization of the roadway, improved snow removal services, and significant cost savings. For example, a 28' profile (10' travel lanes and an 8' parking lane), in one mile, can save the City well in excess of \$500,000 over a 50-year lifecycle when compared to the same mile at a 36' width (our current standard). I believe that, while not universally applicable, this profile would serve many of our residential areas quite well.

I am attaching a spreadsheet that shows the savings strictly from a pavement management perspective. You will see that the savings for surface treatments, overlay, and eventual replacement, by themselves total over \$500,000. This reduction of 22% of the surface area that we treat and maintain can very quickly ring up large savings.

There is ample research demonstrating that a narrower profile helps calm traffic. We never get calls from residents complaining that vehicles are going too slow through their neighborhoods, and with the rapid transition to electric vehicles, even air-quality concerns wane with slower

speeds. We currently have 28' profiles with parking on both sides of the street in a few locations, and, while less than ideal at times, we rarely get complaints.

There are other maintenance cost savings that make this option attractive. A 28' profile with parking on one side, with an adequate green-strip, allows us to push snow consistently away from parked vehicles to an area with room for snow storage. The diminished passes with a plow truck are estimated to generate a savings of about \$14,000/mile over the same 50-year period, and would allow us to quicken the pace of plowing, thus improving services. A peripheral benefit to this scheme is that we could site the waterline on the parking-side of the center-line of the road, and place hydrants in the green-strip on the parking side. The hydrant would provide gaps in parking to allow larger vehicles room for passing, and keep hydrants from becoming buried by plows during heavy snow years.

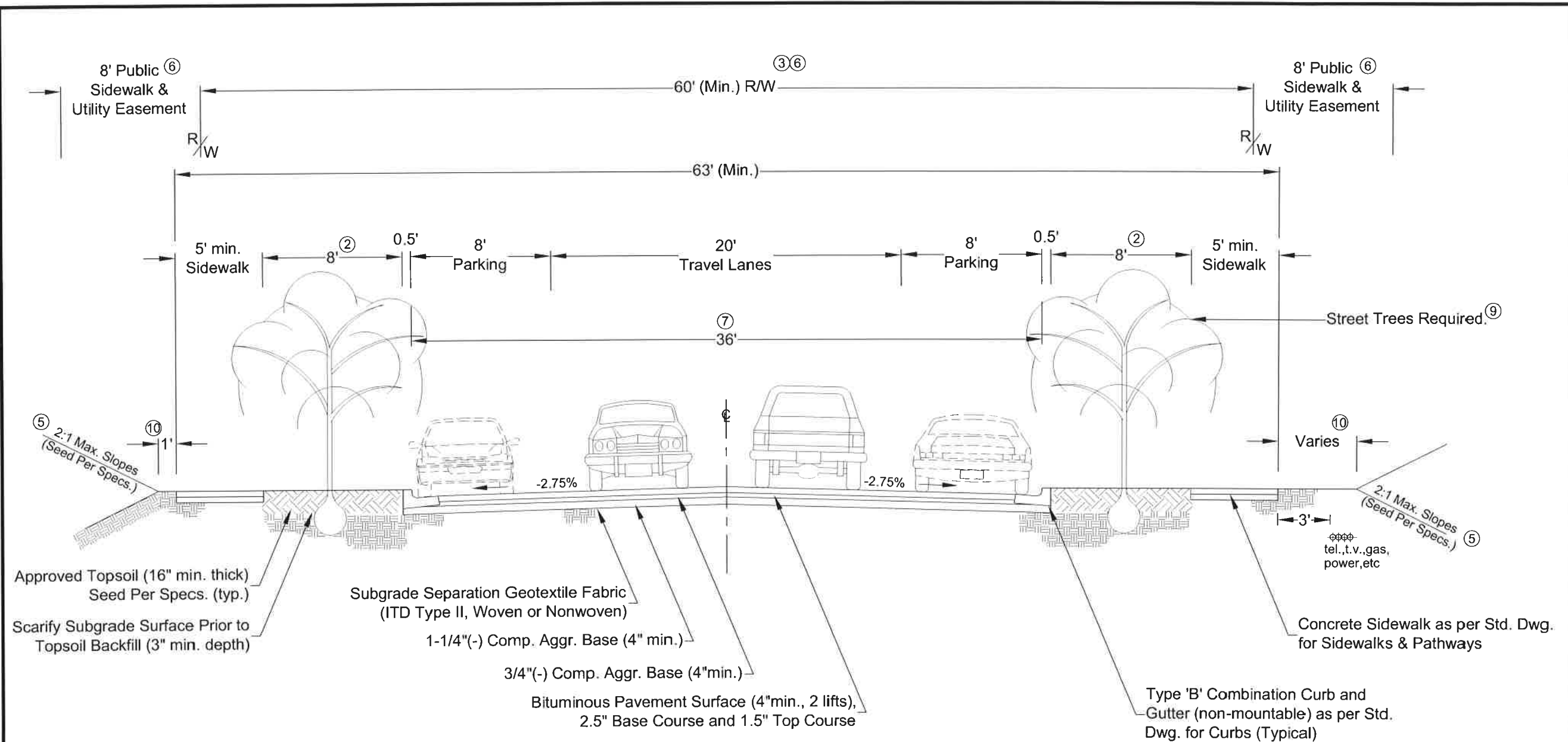
On these low-volume residential streets, a shared lane is a comfortable for most cyclists, and sidewalks are available and likely used by those uncomfortable using the street. This approach could allow us to focus our limited funds for cycling infrastructure on providing separated bike lanes on key facilities, and not incurring the expense of continued striping of residential bike lanes that are underutilized, and unnecessary given the volume and speeds of the target facilities.

Our storm system would also benefit from a narrower street. With less impervious surface, we would diminish the loading in our storm system, and reduce the surface area covered by our sweepers. With the known limitations of Paradise Creek, any reduction in impervious surface not only helps us meet the water quality standards in our Phase II Stormwater Permit, but also helps with flood mitigation.

I am happy to discuss this further, and look forward to a hearing the thoughts of the Community Planning & Design Group on the concept.

Regards,

Tyler



Notes:

1. This street section should be used as the minimum standard for all streets not classified as Collector or Arterial, or under conditions in which the Standard Drawing for Alternate Local Street (28' Street) is allowed.

2. The eight foot (8') wide 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 shall be required as necessary to accommodate topography, utilities, or other needs as determined by the City Engineer.

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 (excluding 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).

REVISIONS	
DESCRIPTION	
DATE	

DRAFTED BY: C. Edwards	CHECKED BY: K. Lilly	DRAWING SCALE: NTS	DATE: 3-31-2014
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Local Street
(36' Street)

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER:
1a

Alternate Local Street
(28' Street)

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER:
1b

***Lifecycle Cost Assesment Residential Mile**

Treatment:	Lifecycle Occurance:	Cost/SQYRD	36' Profile	28'Profile	Savings
Slurry Seal	3	\$ 1.75	\$ 36,960.00	\$ 28,743.75	\$ 8,216.25
AR Chip Seal	1	\$ 10.00	\$ 211,200.00	\$ 164,250.00	\$ 46,950.00
Grind and Overlay	1	\$ 30.00	\$ 633,600.00	\$ 492,750.00	\$ 140,850.00
Rebuild	1	\$ 65.00	\$ 1,372,800.00	\$ 1,067,625.00	\$ 305,175.00
Totals			\$ 2,254,560.00	\$ 1,753,368.75	\$ 501,191.25

*40 year lifecycle

Estimated Snow Removal Savings \$ 13,200.00

Memo

To: Bill Belknap – Deputy City Supervisor, Community Planning and Design
From: Mike Ray, AICP - Planning Manager
Date: March 3, 2020
Re: Proposed Subdivision Code Amendments Related to the Application of City Street Standards

Over the past two years the Planning and Zoning Commission has been working on revisions to the subdivision code, which is the chapter of the City Code that establishes the process and standards for the subdivision of land within the City of Moscow. Within the proposed subdivision code are design standards that are intended to promote the public health, safety, and welfare, as well as implement the goals, objectives, and policies of various City plans such as the Comprehensive Plan, Parks and Recreation Master Plan, Multimodal Transportation Plan, and Comprehensive Utility Plans. The subdivision design standards are also intended to provide efficient circulation through coordinated and connected street, bike and pedestrian path systems, secure adequate infrastructure for streets, emergency services, parks, recreation facilities, and utilities necessary to serve proposed subdivisions. The existing and proposed subdivision codes require that streets, alleys, sidewalks, and pathways be constructed in accordance with City Standard Construction and Specification Drawings.

As part of the proposed update to the subdivision code, the Planning and Zoning Commission has been working on subdivision concepts that allow alternatives to conventional subdivision development. The two concepts that have been discussed have been the traditional subdivision and the conservation subdivision options. The traditional subdivision development option would encourage a traditional neighborhood development pattern which is characterized by smaller lot sizes, a mixture of housing types, neighborhood open space, and a gridded street system with alleys that is pedestrian oriented. The conservation subdivision development option would allow and encourage subdivision development at a higher density, while preserving sensitive areas such as floodplains, steep slopes, wetlands, critical habitat, natural areas, as well as general open space. It is contemplated that both of these new subdivision concepts should utilize local streets where the width is less than the typical suburban residential street standard.

During the formation of the alternate subdivision concepts, the Planning and Zoning Commission discussed the need to review the City's Standard Construction and

Specification Drawings to determine whether there is an existing street standard that could be applied in the development of subdivisions utilizing the two alternative options. In my review of the existing street standards, it appears that the Alternate Local Street (28' Street) standard would be the most appropriate to be utilized for traditional and conservation subdivision development. However, the use of this street standard is currently limited to cul-de-sacs and one to two block unextendible streets. In order to implement the alternative subdivision concepts that are being proposed, I would recommend removing the current limitations on the use of the Alternate Local Street (28' Street) standard.